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Environmental Report (ER) and Environmental Assessment (EA) Template

2-08-2023 Wisconsin Department of Transportation

Project Summary

Project ID 5190-07-00	Project Termini WIS 80 – US 14	Funding Sources *(check all that apply)* ☒ Federal ☒ State ☐ Local
Construction ID 5190-07(-60, -71, -72)		Estimated Total Project Cost (design, construction, real estate, etc). Include delivery cost in Year of Expenditure (YOE). **$25,500,000** in **2027** dollars
Route Designation *(if applicable)*	Township and/or Nearest Municipality Village of Muscoda Town of Eagle, Town of Orion, Town of Buena Vista	
National Highway System (NHS) Route ☐ Yes ☒ No		Real Estate Acquisition Portion of Estimated Cost (YOE) $646,803 in 2025 dollars
County Richland	Section / Township / Range Sect. 36, T8-9N, R1W Sections 31-36, T8-9N, R1E Sections 30-31, T8-9N, R2E	Utility Relocation Portion of Estimated Cost (YOE) NA
Project Title WIS 60, Boscobel - Gotham		Number of Relocations: Residential 1 Business 0 Other 0
Bridge Number(s) *(if applicable)* B-52-0143	Environmental process Start Date: For an ER, indicate the date of the first tribal notification letter. August 19, 2022* *Based on FHWA direction, this document includes all project coordination since 2019. Previous design and coordination iterations occurred prior to 8/19/2022 notification. A tribal notification was sent 3/4/2015; and a tribal update letter was sent 8/10/2019. For an EA, indicate the date the Process Initiation Letter (PIL) was accepted by FHWA.	

Right of Way Acquisition	Acres
Fee	17.67
Temporary Limited Easement (TLE)	1.31
Permanent Limited Easement (PLE)	0.03
Highway Easement (HE)	17.59

Functional Classification of Existing Route (FDM 4-1-10 & 4-1-15)	Urban	Rural
Freeway/Expressway	☐	☐
Principal Arterial	☐	☐
Minor Arterial	☐	☒
Major Collector	☐	☐
Minor Collector	☐	☐
Local	☐	☐
No Functional Class	☐	☐
Other	☐	☐

WisDOT Project Improvement Strategy and Type (FDM 3-5 & FDM 11-1 attachment 10.1) Improvement Strategy – Improvement Type	
Perpetuation – Preservation/Restoration	☐
Perpetuation – Resurfacing	☐
Perpetuation – Pavement Replacement	☐
Perpetuation – Bridge Rehabilitation	☐
Perpetuation – Bridge Preventative	☐
Rehabilitation – Preservation/Restoration	☐
Rehabilitation – Resurfacing	☐
Rehabilitation – Pavement Replacement	☒
Rehabilitation – Reconstruction	☒
Rehabilitation – Bridge Rehabilitation	☐
Rehabilitation - Bridge Replacement	☐
Modernization - Expansion	☐
Preventative Maintenance	☐
State Majors	☐
Other – Describe:	☐

☐ FHWA Draft Categorical Exclusion (CE)/WisDOT Draft Environmental Report (ER). **No significant impacts indicated by initial assessment.**
☐ FHWA/WisDOT Environmental Assessment (EA). **No significant impacts indicated by initial assessment.**

Dave Tollefson Sr. Lead Environmental Engineering February 25, 2025
(Print – Preparer Name, Title, Company/Organization) (Date – m/d/yy)

DocuSigned by: Barry Paye 3F1395382...
February 26, 2025
(Signature – Director, Bureau of Technical Services) (Date – m/d/yy)

DocuSigned by: Dan Kleinert 933E165EED2043E... DTS Chief February 25, 2025
(Signature, Title) (Date – m/d/yy)

☒ Region ☐ Aeronautics ☐ Railroads & Harbors

(Signature, Title) (Date – m/d/yy)

☐ FHWA ☐ FAA ☐ FTA ☐ FRA

A Public Hearing was not required. After reviewing and addressing substantive public comments and coordinating with other agencies, it is determined this action:

☐ **Will NOT significantly affect** the quality of the human environment. This document is a Final CE/Final ER.

☐ **Will NOT significantly affect** the quality of the human environment. This document is a Final EA/Finding of No Significant Impact (FONSI).

☐ **Has potential to significantly affect** the quality of the human environment. Draft Environmental Impact Statement (EIS) required.

A Public Hearing was held, and after reviewing and addressing substantive public comments, updating the Draft CE/ER or EA and coordinating with other agencies, it is determined this action*:

☐ **Will NOT significantly affect** the quality of the human environment. This document is a Final CE/Final ER.

☐ **Will NOT significantly affect** the quality of the human environment. This document is a Final EA/Finding of No Significant Impact (FONSI).

☐ **Has potential to significantly affect** the quality of the human environment. Draft Environmental Impact Statement (EIS) required.

(Print – Preparer Name, Title, Company/Organization) (Date – m/d/yy)	(Signature – Director, Bureau of Technical Services) (Date – m/d/yy)
(Signature, Title) (Date – m/d/yy) ☐ Region ☐ Aeronautics ☐ Railroads & Harbors	(Signature, Title) (Date – m/d/yy) ☐ FHWA ☐ FAA ☐ FTA ☐ FRA

*Include Environmental Document Availability and Hearing Summary following this page.

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2. Abbreviations and Acronyms:

AADT	Average Annual Daily Traffic
ACHP	Advisory Council on Historic Preservation
ACM	Asbestos Containing Material
AIN	Agricultural Impact Notice
AIS	Agricultural Impact Statement
AWDT	Average Annual Weekday Traffic
BOA	Bureau of Aeronautics
BMP	Best Management Practices
BTS	Bureau of Technical Services
CE	Categorical Exclusion
CFR	Code of Federal Regulations
County	County Highway
DATCP	Department of Agriculture, Trade and Consumer Protection
dBA	Decibels, A-weighted
DHV	Design Hourly Volume
EA	Environmental Assessment
EAB	Emerald Ash Borer
ECIP	Erosion Control Implementation Plan
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EPDS	Environmental Process and Documentation Section
ER	Environmental Report
FAA	Federal Aviation Administration
FDM	Facilities Development Manual
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FUDA	Future Urban Development Area
GP	General Permit
HCM	Highway Capacity Manual (2010)
HMA	Hazardous Materials Assessment
HMVMT	Hundred Million Vehicle Miles Traveled
I	Interstate Highway
ICE	Intersection Control Evaluation
IRI	International Roughness Index
LOM	Local Officials Meeting
LOP	Letter of Permission
LOS	Level of Service
LWCF	Land and Water Conservation Fund
LWSR	Lower Wisconsin State Riverway
LWSRB	Lower Wisconsin State Riverway Board
MOA	Memorandum of Agreement
MPH	Miles per Hour
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
MVMT	Million Vehicle Miles Traveled
NA	Not Applicable
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NHI	National Heritage Inventory
NFIP	National Flood Insurance Program
NLEB	Northern Long Eared Bat
NLC	Noise Level Criteria
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
OE/AAA	Obstruction Evaluation and Airport Airspace Analysis
OSOW	Oversize-Overweight
PCI	Pavement Condition Index
PCN	Pre-Construction Notification
PIM	Public Involvement Meeting
PLE	Permanent Limited Easement
PS&E	Plans, Specifications, and Estimates
REC	Regional Environmental Coordinator
ROW	Right of Way
RPC	Regional Planning Commission
SHPO	State Historic Preservation Office
STIP	State Transportation Improvement Program
THPO	Tribal Historic Preservation Officer
TIP	Transportation Improvement Program
TLE	Temporary Limited Easement
TNM	Traffic Noise Model
TOPS	Wisconsin Traffic Operations and Safety Lab
TSS	Total Suspended Solids
US	United States
USACE	United States Army Corps of Engineers
USCG	United State Coast Guard
USGS	United States Geological Society
US DOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
V/C	Volume-to-Capacity
VPD	Vehicles per Day
WDNR	Wisconsin Department of Natural Resources
WEPA	Wisconsin Environmental Policy Act
WI	Wisconsin
WIS	Wisconsin State Highway
WisDOT	Wisconsin Department of Transportation
WQC	Water Quality Certification
YOE	Year of Expenditure

3. Document Type and Template Use Criteria:

3a. Document Type: CE – Environmental Report

23 CFR 771.117(d)(13), Actions described in paragraphs (c)(26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section.
(c)(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes).

3b. Project is a Complete FHWA Action

Check all boxes that apply to the proposed project. To process your project with this template, you must be able to check either boxes 1-3 or the last box. If you are unable to check either boxes 1-3 or the last box in this section, you cannot complete this template and must reassess the project scope to meet the criteria. Proposed projects being developed under WEPA must also meet these criteria.

23 CFR 771.111(f) To ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated shall:

- ☒ (1) Connect logical termini and be of sufficient length to address environmental matters on a broad scope
- ☒ (2) Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made
- ☒ (3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements
- ☐ Project is not an action resulting in construction and does not require compliance with (1-3) above

3c. ER and EA Template Applicability

When preparing an EA, if at any point in the environmental documentation process it becomes apparent that the project will not result in the preparation of a FONSI, you must coordinate with the Region Environmental Coordinator (REC) and Bureau or Technical Services-Environmental Process and Documentation Section (BTS-EPDS) to determine the appropriate type of environmental document. Proceed to Question 4.

When preparing an ER, check all boxes that apply to the proposed project. If you are unable to check a box in this section, coordinate with the REC and BTS-EPDS to determine the appropriate type of environmental document. Proposed projects being developed under WEPA must also meet these criteria. 23 CFR 771.117(a) Categorical exclusions (CEs) are actions which, based on experience with similar actions, do not involve significant environmental impacts. They are actions which:

- ☒ Do not induce significant impacts to planned growth or land use for the area
- ☒ Do not require the relocation of significant numbers of people
- ☒ Do not have a significant impact on any natural, cultural, recreational, historic or other resource
- ☒ Do not involve significant air, noise, or water quality impacts
- ☒ Do not have significant impacts on travel patterns
- ☒ Do not otherwise, either individually or cumulatively, have any significant environmental impacts

3d. Unusual Circumstances that may preclude approval at the ER level

Check all boxes that apply to the proposed project. If any boxes in this section are checked, consultation with the REC, BTS-EPDS and FHWA is required prior to making a final CE determination. 23 CFR 771.117(b) Any action which normally would be classified as a CE but could involve unusual circumstances may require the FHWA, in cooperation with the applicant, to conduct additional environmental studies to determine if the CE classification is proper. Proposed projects being developed under WEPA must also meet these criteria.

Such unusual circumstances include:

- ☐ Significant environmental impacts
- ☐ Substantial controversy on environmental grounds
- ☐ Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act (not required for WEPA document, consult with REC or EPDS for requirements)
- ☐ Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action
- ☐ Project includes auxiliary lanes or capacity expansion

Describe any coordination with the REC, BTS-EPDS and FHWA related to any unusual circumstances:

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4. Environmental Document Statement:

This environmental document is an essential component of the National Environmental Policy Act (NEPA) and/or Wisconsin Environmental Policy Act (WEPA) project development process, which supports and complements public involvement and interagency coordination.

The environmental document is a full-disclosure document which provides a description of the purpose and need for the proposed action, the existing environment, analysis of the anticipated beneficial or adverse environmental effects resulting from the proposed action and potential mitigation measures to address identified effects. This document also allows others the opportunity to provide input and comment on the proposed action, alternatives and environmental impacts. Finally, it provides the decision maker with appropriate information to make a reasoned choice when identifying a preferred alternative.

This environmental document must be read entirely so the reader understands the reasons that one alternative is identified as the preferred alternative over other alternatives considered.

5. Fiscal Constraint:

Projects identified in the WisDOT Statewide Transportation Improvement Program (STIP) per 23 CFR 450.218(g), which are typically FHWA or Federal Transit Administration (FTA) funded projects, must demonstrate fiscal constraint. In addition, and regardless of funding source, projects defined as regionally significant per 23 CFR 450.104 and 23 CFR 450.218(h), must also demonstrate fiscal constraint.

Indicate whether a project ID for a subsequent phase following design (either a project ID for substantial right of way acquisition or a project ID for construction) is included in the most recent version, or a previous version of the STIP, included in a STIP amendment, or listed in the STIP with a Backlog Advanceable Pilot Program (BAPP) STIP label. One of the boxes must be checked to demonstrate fiscal constraint.

If the proposed project is within a metropolitan planning area, it also must be in the metropolitan planning organization (MPO) Transportation Improvement Program (TIP).

☐	The proposed action is not federally funded with FHWA or FTA funds per 23 CFR 450.218(g), does not require federal approval, and is not considered a regionally significant project. Federal fiscal constraint requirements do not apply.
☒	The proposed action is federally funded with FHWA or FTA funds per 23 CFR 450.218(g), requires federal approval, or is considered a regionally significant project. The proposed action is approved in the most recent version of the STIP label or included in a STIP amendment label. Indicate the name of the STIP or STIP amendment, the portion of the proposed project funded and the page number on which the project can be found. If the proposed project is within a metropolitan planning area, it also must be in the metropolitan planning organization (MPO) Transportation Improvement Program (TIP). Construction projects 5190-07-60, 5190-07-71, and 5190-07-72 are included in the WisDOT 2025-2028 Final STIP, on pages 95-96. ID 5190-07-60 is also included in the 2025-2028 STIP January Amendment (see **Appendix 1 – State Transportation Improvement Plan Documentation**). 5190-07-60: $10,999,999 (January 2025 STIP Amendment) 5190-07-71: $7,999,999 (2025-2028 STIP) 5190-07-72: $6,999,999 (2025-2028 STIP) Total: $25,999,997 For projects in metropolitan planning areas, indicate the name of the TIP or TIP amendment, the portion of the proposed project funded and the page number on which the project can be found.
☐	The proposed action is federally funded with FHWA or FTA funds per 23 CFR 450.218(g), requires federal approval, or is considered a regionally significant project. The proposed action was approved in a previous STIP but is no longer included in the most recent STIP because initial project funding authorization has occurred. Indicate the STIP label or STIP amendment label, the portion of the project funded and the page number on which the project can be found. For projects in metropolitan planning areas, indicate the name of the TIP or TIP amendment, the portion of the proposed project funded and the page number on which the project can be found.

6. Purpose and Need:

Project Status

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Highway Administration (FHWA), is evaluating the WIS 60 corridor in Richland County for potential roadway improvements. The proposed project corridor is located on the section of WIS 60 that runs from the intersection of WIS 80/WIS 60 near the Village of Muscoda, in the Town of Eagle, easterly through the Town of Orion and the unincorporated rural community of Orion, to where WIS 60 intersects with US 14 in the unincorporated rural community of Gotham, located in the Town of Buena Vista. The study area is approximately 8 miles in length, in a predominantly rural area of Richland County.

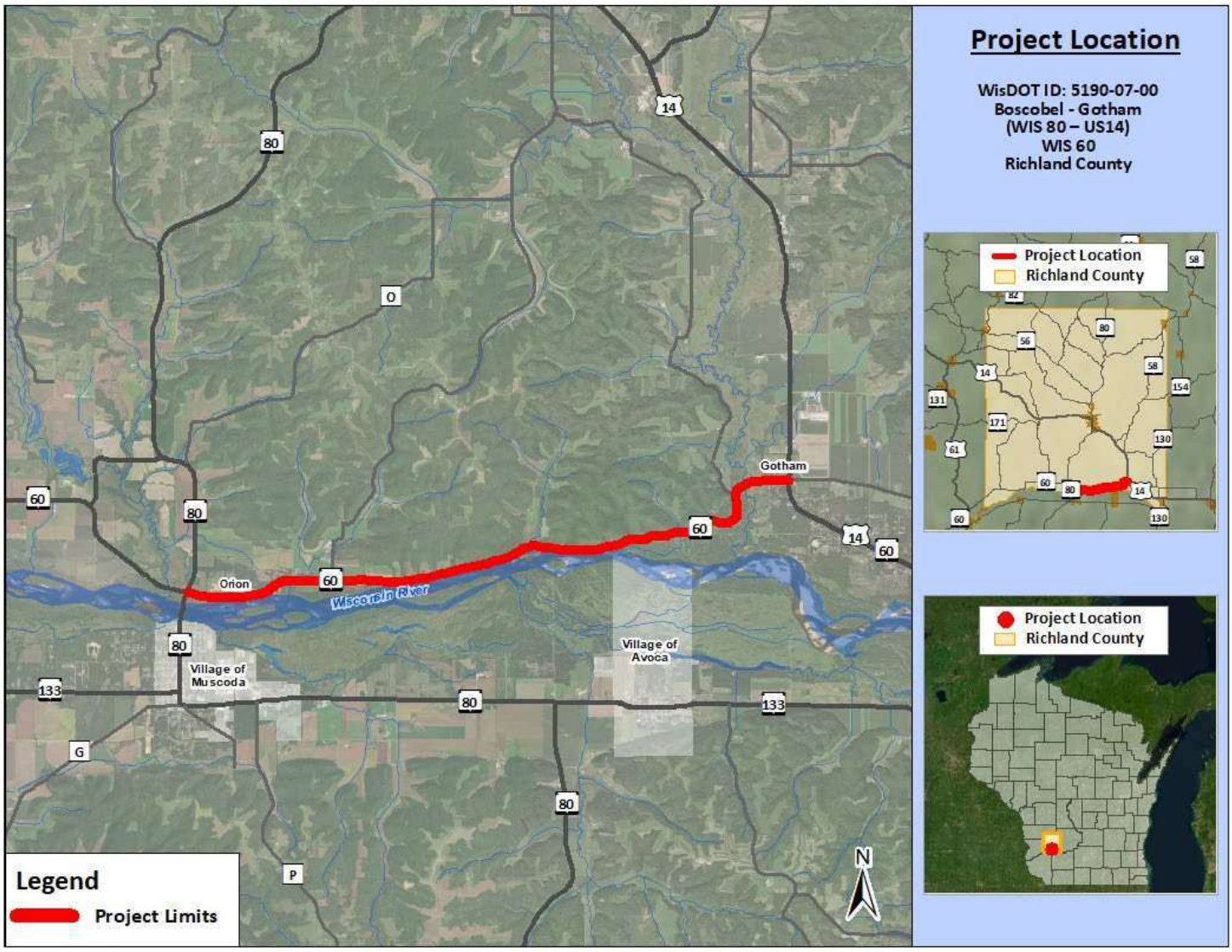
WIS 60 is an east-west state highway running through southern Wisconsin, beginning on the western side of the state near Prairie du Chien where it intersects with WIS 35, and then traveling easterly to Port Washington on the east side of the state. The portion of WIS 60 in which the project resides is designated as a Scenic Byway (Lower Wisconsin River Road). It is a predominately rural roadway largely extending along the north bank of the Wisconsin River, with bluff lands to the north side of the highway. WIS 60 is classified as a minor arterial highway. This portion of WIS 60 is not part of the National Highway System, is not classified as a long-haul truck route, but is a major east/west corridor in the project area.

The proposed action has termini that are of sufficient length to address environmental matters, provide a section of study that has independent utility (that is, would be a reasonable expenditure even if no additional transportation improvements were made in the area), and does not restrict consideration of alternatives or any other reasonably foreseeable transportation improvements.

A Project Location Map is included in Figure 1 below; a larger version is also provided in **Appendix 2-Project Location Map**.

Figure 2 Project Location Map

(*A larger version of this map is provided in **Appendix 2-Project Location Map**)



Project Purpose

The purpose of the proposed action is to preserve the function, operation, and safety of the WIS 60 corridor in the overall transportation system; providing a safe and serviceable corridor for area businesses, residents, and the traveling public while also meeting WisDOT roadway safety standards.

Project Needs

Identified needs include:

- Deteriorating Roadway Conditions
- Crash/Safety Issues
- Operational Deficiencies (deficient horizontal and vertical curves, site distance, roadside hazards, and drainage structures)

Deteriorating Roadway Condition

The existing WIS 60 roadway is aged and deteriorated. WIS 60 was constructed in 1929, and no major reconstruction has occurred since that time. The pavement was resurfaced in 1963 and received various seal coats and spot overlays in 1987, 1988, and 1991.The pavement structure has outlived its expected lifespan and is experiencing multiple types of pavement deterioration and surface distress including extensive cracking of the pavement and rutting in vehicle wheel paths. The ride quality for roadway users is also poor, with moderate potholes and visible signs of failure throughout the roadway. The patchwork of different aged maintenance treatments is also hiding further distress beneath the pavement surface.

WisDOT uses the Pavement Condition Index (PCI) as a measurement of pavement distress and cracking. A PCI of 100 shows no pavement distress. A PCI of 0 shows severe pavement distress. A 2019 Pavement Design Report for the WIS 60 project corridor documented PCI ratings ranging from 23 to 64.

The Federal Highway Administration (FHWA) requests that WisDOT report roughness measurement data for the Highway Performance Monitoring System (HPMS) in International Roughness Index (IRI) units. IRI is a standard mathematical reference for road roughness to establish nationwide uniformity in the roughness data. In simpler terms, IRI is a measurement of smoothness or a quality of ride indicator for vehicle drivers. The FHWA considers IRI values of 1.5 or less to be good, 1.5 to 2.7 to be acceptable, and over 2.7 to be poor. In 2007, during early project planning efforts, documented IRI ratings for the WIS 60 project corridor ranged from 1.40 to 1.78. Major pavement distresses at that time included transverse and longitudinal cracking. As of 2019, the Pavement Design Report for the WIS 60 project corridor documented IRI ratings of 1.26 to 1.72. The type, severity, and extent of surface distress for the WIS 60 project corridor in the 2019 report included medium rutting, medium to high tenting and cupping at transverse distresses, medium to high thermal and fatigue cracking, longitudinal cracking, raveled road edges, minor to medium potholing, and a patchwork of different-age maintenance treatments hiding further distress.

Crash/Safety Issues

The WIS 60 project corridor has a notable crash history with a record of documented safety issues, including a high number of run off the road crashes and failure to negotiate curves. From 2003 to 2022, this portion of WIS 60 saw three crash related fatalities, and numerous Type A, B, and C level injury crashes. A Type A (incapacitating injury) crash results in an injury, other than fatal, that prevents walking, driving, or performing other activities that were performed before the crash. A Type B (non-incapacitating injury) crash results in an injury, other than fatal or incapacitating, that is evident at the scene. A Type C (possible injury) crash includes any injury that is not evident at the scene but that is claimed by the individual or suspected by the law enforcement officer.

Crash records for the most recent five- and ten-year periods were obtained from the Wisconsin Traffic Operations and Safety (TOPS) Laboratory. The TOPS Lab maintains crash records statewide for the Wisconsin Department of Transportation. For the 5-year period from January 2019 to December 2023, there were 50 total crashes on the WIS 60 project corridor, including 6 Type A, 4 Type B, and 8 Type C crashes. For the 10-year period from January 2014 to December 2023, there were 112 total crashes on the WIS 60 project corridor, including 14 Type A, 11 Type B, and 14 Type C crashes. The calculated WIS 60 project corridor crash rate is 238.7 crashes per hundred million vehicle miles traveled (HMVMT). This is noticeably higher than the comparable Statewide average crash rate for similar roadways of 94.22 crashes per HMVMT.

One specific portion of the WIS 60 corridor is identified as a high crash location. This section is nearly a mile in length and begins approximately 2,500 feet west of Schmidt Lane and ends near County TB. Nearly all of the crashes occurring in this section are identified as “run-off the road”. Historic crash data for this section shows a crash rate that is almost 6 times worse than the comparable Statewide average crash rate. The injury crash rate for this section is 3 times worse than the Statewide injury rate for a comparable roadway.

Crash analysis further indicates that the crash pattern may also be related to direction of travel; more west bound vehicles are running off the road compared to east bound vehicles. This significance in this directional split could be attributed to westbound WIS 60 not meeting driver expectation. WIS 60 intersects with US 14 in the unincorporated community of Gotham, near the project’s eastern terminus. The WIS 60 roadway environment is a noticeably different roadway than US 14, with sudden changes in alignment

and curvature. This section of WIS 60 consists of a double "S-curve" on the horizontal alignment, with a variable vertical alignment, and frequent changes in sight distance due to the proximity of the bluffs and the Wisconsin River. It is likely that some westbound vehicles that have just turned onto WIS 60 from US 14 are not expecting the rapid changes in both alignment and sight distance, which likely contributes to the numerous run-off the road crashes.

Operational Deficiencies

WIS 60 currently supports two-way traffic with two traffic lanes, one lane in each direction of traffic. Travel lanes have an inconsistent and variable width of 11 – 13.5 feet wide with no consistent shoulders for any significant length within the project corridor, some stretches of roadway have no shoulder at all.

There are several existing corridor deficiencies with respect to roadway geometrics, that are unsafe and/or can cause driver confusion:

Horizontal and Vertical Curves

Horizontal (directional shifts in the roadway) and vertical curves (hills) are an essential element in roadway design and safety.

Numerous horizontal (directional shifts in the roadway) and vertical curves (hills) exist throughout the WIS 60 project corridor that do not meet the minimum design criteria for a minor arterial roadway with a 55 mile per hour (mph) speed limit.

Design criteria for horizontal curves are determined to ensure drivers can safely navigate turns with an acceptable level of comfort while also maintaining vehicle control. Design criteria vary based on roadway characteristics and include factors such as the roadway's functional classification, traffic volumes, design speed, topography, and maximum superelevation (roadway banking). Due to the nature of the WIS 60 roadway, the design criteria vary throughout the corridor. The WIS 60 corridor includes more than 50 horizontal curves. Approximately 65% of the curves do not meet the horizontal curve design criteria for a roadway of this type.

Vertical curve (hills) design criteria primarily focus on ensuring a safe and comfortable transition between different grades on a roadway by determining the necessary length of the curve to provide adequate sight distance, while also considering factors like driver comfort and drainage, all based on the design speed of the roadway section. The WIS 60 corridor includes more than 70 vertical curves. Approximately 55% of the curves do not meet the vertical curve design criteria for a roadway of this type.

Sight Distance

A primary feature of roadway design is the arrangement of the geometric elements so that there is adequate sight distance for safe and comfortable vehicle operations. Sight distance is the length of roadway visible to a driver. Sight distance standards are applied to many different geometric features of a roadway to evaluate safety of operations. The three types of sight distance common in roadway design are intersection sight distance, stopping sight distance, and passing sight distance.

> **Intersection Sight Distance (ISD)** is evaluated to determine if an appropriate length of roadway is present to allow the operators of vehicles approaching an intersection, or stopped at an intersection, to safely carry out whatever maneuvers are required to negotiate the intersection. There must be unobstructed sight along both roads of an intersection, and across their included corners. Three sideroads and four driveways have unsafe ISD due to obstructions such as embankments, houses, and foliage.
>
> **Stopping Sight Distance (SSD)** is evaluated to determine if a sufficient length of roadway is visible to the driver to adequately enable a traveling vehicle to stop before reaching a stationary object in its path. The posted speed limit for the majority of the project corridor is 55 mph. Existing SSD at twenty-nine identified locations within the WIS 60 project corridor is unsafe for the 55-mph speed limit and does not meet the design criteria for a minor arterial roadway.
>
> **Passing Sight Distance (PSD)** is evaluated to determine if an appropriate length of roadway is present to enable the driver of one vehicle to pass another vehicle safely and comfortably. Most of the WIS 60 project corridor is currently a no-passing zone (double yellow lines between travel lanes), with the exceptions of two small sections of the project corridor east of the WIS 80 intersection and west of the Gingers Road intersection. Location of no passing zones would be completed prior to the final pavement marking, and the lanes would be marked appropriately. PSD is not a consideration for the design of the proposed action.

Roadside Hazards

The WIS 60 project roadway has poorly sloped lanes and shoulders that no longer meet WisDOT safety standards. In addition to poorly sloped lanes and shoulders, various obstructions such as rock outcroppings, sheds, retaining walls, power poles, dense foliage, and steep embankments are creating roadside safety hazards in the WIS 60 project corridor.

Due to the close proximity of the Wisconsin River and associated wetlands, there are numerous locations along the WIS 60 corridor with very steep slopes adjacent to the roadway. This has resulted in 33 percent of the project corridor having beam guard; however, not all locations that need beam guards have them in place. In many portions of the WIS 60 project corridor, sections of existing beam guard are deteriorating, in poor condition, and/or no longer meet safety standards. There are also several areas where the

existing beam guard is sagging due to severe erosion directly behind the beam guard. The existing beam guard also has substandard turn down terminal ends. This beam guard type creates a hazard for vehicles leaving the roadway.

Trees and dense vegetation within the WIS 60 clear zone and right of way also create hazards for vehicles leaving the roadway. The clear zone is the roadside border area, starting at the edge of the travel lanes. This area is available for safe use by errant vehicles. Simply stated, the clear zone is supposed to be an unobstructed, relatively flat area beyond the edge of the travel lanes that allows a driver to stop safely or regain control of a vehicle that leaves the roadway.

There are also steep driveways within the project corridor. These driveways are hazardous, with slopes that could cause vehicles leaving/entering the WIS 60 roadway to have poor sight distance, excessive acceleration, deceleration, or overturn.

Drainage Structures

The WIS 60 roadway's direct proximity to the Wisconsin River, several smaller streams, and floodplain areas makes appropriate roadway drainage important. Project roadway water crossings include Indian Creek, Indian Hollow Creek, Riverview Creek, the Pine River, and at least two natural springs. Multiple culverts provide drainage to pass under the WIS 60 roadway. Several of the culverts were originally constructed in 1929. Most of the culverts are in poor physical condition and in need of replacement due to rusting or crushed culvert barrels, missing end walls, and, in some locations, metal culvert pipe extensions that do not meet clear zone requirements.

7. Summary of Alternatives:

The WIS 60 project corridor's geographic location is situated in an area with numerous topographic, cultural resource, and species habitat constraints. Alignments on the alternatives were limited by the proximity of the Wisconsin River and adjacent bluffs. The following alternatives were evaluated with respect to their ability to meet the project's purpose and need and to avoid environmentally sensitive areas. The alternatives were developed as a result of public involvement and coordination with agencies and consulting parties, including FHWA, WisDOT, and the Wisconsin State Historic Preservation Office (SHPO).

7.1 Corridor Alternatives

The three alternatives considered for the WIS 60 project corridor are described in the following paragraphs.

Alternative 1 – No Build

The No Build Alternative would consist of no improvements other than continued routine spot maintenance. Under this alternative, the project would not be constructed, and the existing roadway facility would remain in the same condition and configuration. Any future improvements would consist only of those that would maintain the driving surface in adequate condition. However, the No Build Alternative would not address key purpose and need factors (deteriorating roadway conditions, crash/safety issues, and operational deficiencies). The roadway would continue to deteriorate and remain a safety liability. Although it does not meet the purpose and need of the project, the No Build Alternative was carried through the environmental impact analysis to assess the impacts of no action as a comparison to the Build Alternatives, as required by NEPA. Ultimately, the No Build Alternative was eliminated from further consideration because it does not meet the purpose and need of the project.

Alternative 2 – Mill and Overlay

This alternative would include a standard mill and overlay pavement rehabilitation of WIS 60 and application of a high friction surface treatment on Bridge B-52-143. This alternative would partially address identified surficial pavement needs and deficiencies by milling off the existing pavement and replacing with new asphalt. This pavement treatment would extend the service life of WIS 60 and temporarily improve ride quality. This alternative would not address subgrade pavement improvements needed to address the deteriorating road conditions. This alternative would not include any alignment or profile adjustments to the existing roadway and would not address existing crash/safety issues and operational deficiencies. This alternative does not meet the purpose and need of the project.

Alternative 3 – Reconstruction and Pavement Replacement (Preferred Alternative)

This alternative would include a combination of pavement replacement and reconstruction of the existing WIS 60 roadway cross section to meet current design standards.

This alternative would include realigning substandard horizontal/vertical roadway alignments to improve sight distance and correct drainage issues, replacing the existing pavement structure, widening of the existing roadway core, benching of rock cut areas in order to prevent falling rock from going onto the roadway, replacing existing drainage structures, access changes (elimination of driveways deemed unsafe), and placing curb and gutter/barrier walls to achieve a standard corridor along this section of WIS 60. The proposed rock cuts, elimination of unsafe driveways, and removal of visual obstacles within the clear zone would significantly improve site distance at sideroads and remaining driveways and would also improve stopping site distance within the project corridor. Lowering the speed limit in Orion would reduce the length of sight distance required for stopping.

The majority of WIS 60 would remain on existing alignment, with the exception of a planned realignment area near the east end of the project at Schmidt Lane.

The proposed project would require permanent property acquisition from 85 parcels throughout the project corridor, including one residential relocation, to address substandard roadway geometry.

Alternative 3 – Reconstruction addresses the project's purpose and need and is the WisDOT preferred alternative.

7.2 Options Eliminated from Consideration

The following alternatives were removed from further consideration during earlier iterations of the planning and evaluation process prior to 2019 due to a combination of constructability issues, lack of functionality, and/or undesirable impacts to environmentally sensitive areas. These alternatives were determined to not be feasible or prudent.

(1) Town Road Sub Option (eliminated)

Creation of a new Town Road was evaluated in the western half of the project area, between a Public Roadside located approximately 0.5 miles east of the eastern Gingers Drive intersection with WIS 60 and the intersection of Riverview Ridge Road (Bogus Valley Lane) and WIS 60 (from project station 185+00 to 238+00). This section of WIS 60 includes several unsafe driveways due to the existing terrain and topography. An option of constructing a Town Road to the north of these properties, parallel to and connecting to WIS 60, was considered to provide an alternate local access route, with properties accessed via the driveways leading to the Town Road. The unsafe driveways would be closed under the proposed Alternative 3 (Preferred Alternative) to meet current safety and operational needs.

This option was specifically developed to avoid impacts to private residences, necessitated by the project's proposed removal of access to several residential properties from project station 198+00 to 216+00. A Phase I archaeological survey was completed for the proposed Town Road sub option, but no sites were identified that would be impacted. This option would, however, result in considerably more environmental impacts to threatened and endangered (T&E) species, including the federally listed northern long-eared bat; the state-listed Tricolored bat, Little Brown Bat, and Big Brown Bat; and forest interior state-listed (and migratory) birds. Ultimately, no practical design alternative through the bluffs was identified that would provide access to the impacted properties. This option was eliminated due to the increased likelihood of substantial environmental impacts primarily to WDNR lands, tree clearing, and loss of habitat for threatened and endangered bird and bat species.

(2) Alternative Realignment Sub Options (eliminated)

The proposed action (Alternative 3 – Preferred Alternative) includes a realignment area near the east end of the project at Schmidt Lane (project station 355+00 to 380+00). Five realignment sub-options were considered through this section of WIS 60, with the options relocating the existing WIS 60 roadway slightly south and partially straightening a large curve. All of the options would impact wetland, WDNR property, floodplain, and threatened and endangered species habitat approximately equally. The options would have resulted in aesthetic impacts primarily through the removal of screening vegetation, as well as impacts to habitat for cave bats, forest interior migratory birds, and state-listed birds both directly through cutting and indirectly through fragmentation. Additionally, several of these options would impact a National Register-eligible archaeological site.

Four of the realignment sub-options were eliminated, and a fifth option was incorporated as part of Alternative 3. The preferred realignment at Schmidt Lane (part of Alternative 3 – Preferred Alternative) was chosen to avoid as many of the environmentally sensitive areas as feasible while still meeting design standards. The preferred realignment would avoid the National Register-eligible site mentioned above, although all sub-options would impact another National Register-eligible site.

8. Description of Preferred Alternative:

The proposed single design improvement project (WisDOT ID 5190-07-00) includes three construction ID's: WIS 80 to Sleepy Hollow Road (5190-07-71), Sleepy Hollow Road to Public roadside (5190-07-60), and Public Roadside to US 14 (5190-07-72). The project proposes to reconstruct the existing WIS 60 roadway cross section to meet current design standards.

Proposed activities would include realigning substandard horizontal alignments and vertical profiles to improve sight distance and correct drainage issues, replacing the existing pavement structure, widening the existing roadway core, rock excavation and benching rock cut areas in order to prevent falling rock onto the roadway, replacing three existing box culverts and all existing pipe culverts, access changes (eliminating driveways that do not meet safety standards), placing curb and gutter in select locations, and placing barrier walls in select locations along this section of WIS 60. The majority of WIS 60 would remain on the existing alignment, with the exception of a planned realignment area near the east end of the project at Schmidt Lane.

Specific improvements would include 12-foot driving lanes with 4- to 6-foot paved shoulders; replacement and/or addition of approximately 18,000 linear feet of beam guard; reduced speed limit (35 mph) in the rural community of Orion; closure of the Addition Street intersection in the rural community of Orion; closure of the eastern Thiede Road intersection east of the rural community of Orion; rock excavation to accommodate WIS 60 roadway widening; curb and gutter and concrete barrier wall in select sections to limit impacts to resources outside the roadway, approximately 9,000 linear feet of barrier wall is proposed, approximately 21,000 linear feet of curb and gutter is proposed on the north side of the roadway in the rural community of Orion, and on both sides of the roadway in the rural community of Gotham; shifting the WIS 60 alignment to the north using rock cuts to maintain the area between the WIS 60 roadway and the Wisconsin River; replacement of three box culverts; closure of four dangerous driveways; removal of existing paved pull-off on the south side of the highway; adding a high friction surface treatment on Bridge B-52-143 as a crash prevention measure; realignment of WIS 60 at Schmidt Lane including a new connection to Schmidt Lane to accommodate the WIS 60 realignment; rerouted and upgraded crossing of the Pine River Trail in the rural community of Gotham; to address drainage needs, storm sewer would be added in the rural community of Gotham, and culvert pipe would be replaced or added at approximately 60 locations; stormwater detention pond would be added west of the rural community of Gotham. Preliminary Plans are provided in **Appendix 3** – **Preliminary Project Plans**.

The project includes acquisition and displacement of one residential property. Five additional seasonal cabins with existing unsafe driveway access would have driveway access to WIS 60 eliminated. Existing structures and driveways on the properties would be demolished prior to roadway construction.

WIS 60 would be closed during construction. A posted detour route would be provided to bypass the construction area. The planned detour route would include WIS 80, WIS 133, and US 14. Local traffic would be maintained with flagging operations within the project limits. Local school bus providers, emergency management, and law enforcement officials would be coordinated with on how to provide accommodations during construction. Temporary side road and driveway closures would be necessary during parts of the construction process. Construction staff would contact homeowners and businesses in advance before closing driveways.

9. Land Use Adjoining the Project and Surrounding Area:

The project area passes through the towns of Eagle, Orion, and Buena Vista in Richland County. A portion of the project corridor is adjacent to the north bank of the Wisconsin River. Current land use in the project area consists primarily of woodlands associated with steep bluff slopes, especially across the eastern half of the project. WIS 60 skirts the foot slopes of these bluffs and has exposed bedrock road-cuts. Slopes in the bluff section continue south of the highway with little room for floodplains which are confined to the edge of the Wisconsin River and tributary valleys. Cultivated fields are mainly confined to the western half of the project area. The extent of cultivated land is much reduced from earlier historic times especially near the eastern end of the project area which today consists of terrace and wetland vegetation with scattered trees which have been reclaimed as public land by the Wisconsin Department of Natural Resources. Urbanized areas are not extensive across the project area. Besides scattered residential areas and isolated houses and farms, the most extensive developed land uses include a motel/restaurant/bar located at the WIS 60/WIS 80 intersection, the rural community of Orion located near the western project terminus, a cluster of residential lots south of WIS 60 on Gingers Lane near the WIS 60/County OO intersection, and the rural community of Gotham at the eastern end of the project.

Table 1. Land Cover within Project Action Area (USGS 2019)

Land Cover	Area (acres)	Percent
Open Water	446	20%
Developed, Open Space	92	4%
Developed, Low Intensity	145	7%
Developed, Medium Intensity	20	1%
Developed, High Intensity	2	0.1%
Deciduous Forest	539	24%
Evergreen Forest	8	0.3%
Mixed Forest	43	2%
Shrub/Scrub	2	0.1%
Grassland	4	0.2%
Pasture	247	11%
Cultivated Crops	258	12%
Woody Wetlands	309	14%
Emergent Herbaceous Wetlands	96	4%
TOTAL	**2,210**	**100%**

Land cover types from the National Land Cover Database (NLCD) within the project area provided in Table 1.

10. Planning and Zoning:

The proposed action would be predominantly built on existing alignment and would not result in the direct change, or inconsistencies with any zoning regulations. The project is compatible with current and future planning and zoning within the project area.

The proposed project is consistent with local plans. The proposed project is included in the WisDOT 2024-2027 Statewide Transportation Improvement Program (STIP).

The following is a list of planning documents within the project area.

Plan Name	Author and Year
Town of Eagle Comprehensive Plan	Southwestern Wisconsin Regional Planning Commission, 2006
Town of Buena Vista Comprehensive Plan	Southwestern Wisconsin Regional Planning Commission, 2006
Town of Orion Comprehensive Plan	Southwestern Wisconsin Regional Planning Commission, 2006
Richland County Comprehensive Plan	Southwestern Wisconsin Regional Planning Commission, 2007
2024-2027 Wisconsin Department of Transportation Statewide Transportation Improvement Program (STIP)	WisDOT, 2024
Connect 2050	WisDOT, 2022
Wisconsin Wildlife Action Plan	Wisconsin Department of Natural Resources, 2015
Lower Wisconsin State Riverway Master Plan	Wisconsin Department of Natural Resources, 2016

A review of the planning documents listed shows that although the specific improvements proposed for WIS 60 are not specifically identified in each of these plans, the goals of the proposed action (maintaining a safe and efficient roadway for all users) is compatible with all of the planning documents listed.

The Wisconsin River corridor is identified as one of the highest priority areas for conservation and long-term protection in the *Wisconsin Wildlife Action Plan (WDNR)*.

The *Lower Wisconsin State Riverway Master Plan* outlines how the WDNR Lower Wisconsin State Riverway (LWSR) property will be managed, used and developed, and the benefits it will provide. It defines the land and water management practices,

recreational uses, other management activities, and additional aspects of the property's future use and development. The LWSR property is owned by the Wisconsin Department of Natural Resources (WDNR). The 45,000-acre LWSR property extends along 92 miles of the Wisconsin River from Prairie du Sac to the confluence with the Mississippi River. The *Lower Wisconsin State Riverway Master Plan* identifies four management area types within the LWSR: habitat management areas, native community management areas, special management areas, and recreation management areas. Resource management of wildlife, fisheries, and forests is primarily governed by WDNR in the LWSR. Two native community management areas are located within the Action Area: Bogus Bluff and Orion Mussel Beds and Mounds.

The Lower Wisconsin State Riverway corridor has a unique designation established by the WI State Legislature (ss. Chap. 30.40) for the purpose of protecting, maintaining and managing the rich and uncommon natural and cultural resources and outstanding natural scenic and recreational qualities of the lower Wisconsin River. The Lower Wisconsin State Riverway Board (LWSRB) is a state agency whose mission is to protect and preserve the scenic beauty and natural values of the LWSR through administration of a permit/zoning program to control land use, development, and aesthetics. The LWSR property includes statutory protections which apply to all lands within the LWSR corridor's aesthetic boundary (approximately 95,000 acres from Prairie du Sac dam to Prairie du Chien), encompassing both private and public land, including this project's portion of the WIS 60 corridor and roadway from approximately County OO to County TB. This proposed WIS 60 project is consistent with the regulations administered by the LWSRB, and the LWSR Master Plan

11. Indirect Impacts:

If any of the following boxes are checked, the Pre-Screening Worksheet for EA and ER Projects for Determining the Need to Conduct a Detailed Indirect Effects Analysis must be completed and attached to this environmental document.

An alternative being carried forward for detailed analysis includes:

- ☐ Economic development as an element of the purpose and need
- ☐ Construction of one or more new or additional through lanes
- ☐ Construction of a new interchange or elimination of an existing interchange
- ☐ Construction of one or more additional ramps or relocation of a ramp lane to a new quadrant on an existing interchange
- ☐ Relocation of an existing roadway to a new alignment (this does not include minor modifications to the existing roadway alignment)
- ☐ Changing an at-grade intersection to a grade-separated intersection with no access or a grade-separated intersection to an at-grade intersection.
- ☐ Construction of one or more additional intersections along the mainline created by a new side road access.
- ☐ One or more new access points along a side road within 500' of the mainline.

☒ None of the above boxes have been checked, it has therefore been concluded that the proposed action will not result in indirect effects.

☐ The proposed action may result in indirect effects. The Pre-Screening Worksheet for EA and ER Projects for Determining the Need to Conduct a Detailed Indirect Effects Analysis attached here: indicates a detailed indirect effects analysis is not required.

☐ The proposed action may result in indirect effects. It has been determined that a detailed indirect effects analysis is required. A summary of the detailed analysis is located here:

12. Demographic Information:

How was demographic and economic information obtained? *(check all that apply)*	
☒ Public Involvement Plan (PIP)	☐ Survey/questionnaire
☒ U.S. Census data	☐ WisDOT Real Estate
☐ Local government	☐ Windshield survey*
☐ Real estate company	
☒ Public involvement meeting(s)	
☒ Official plan (such as a comprehensive plan or MPO plan)	
☐ Health and human services agencies or organizations Identify agency or organization:	
☐ Other – identify:	

*Conducting only a windshield survey is not sufficient to decide if populations are present.

A. Based on data obtained from the methods above, describe the demographics of the area.

U.S. Census Bureau data from 2017-2021 was used.

	Within ½ Mile of Project Corridor	**Richland County**	**State of WI**
Total population	400	17,539	5,686,986
White	91% of total population	99% of total population	86% of total population
Black or African American	0% of total population	1% of total population	6% of total population
American Indian and Alaska Native	0% of total population	<1% of total population	1% of total population
Asian	1% of total population	1% of total population	2% of total population
Some Other Race	1% of total population	<1% of total population	2% of total population
Hispanic or Latino of any Race	5% of total population	2% of total population	6% of total population
Low Income	23% of total population	14.5% of total population	10.7% of total population
*Totals greater than 100 are due to persons reporting more than one race.			

The project corridor has an identified higher percentage of low-income populations. The US Census Bureau in 2023 defined poverty as any individual making less than $14,580 per year, any family of two persons making less than $19,720, any family of three persons making less than $24,860, and any family of four persons making less than $30,000.

13. Title VI of the Civil Rights Act of 1964 and Additional Nondiscrimination Requirements

A. Indicate if issues have been identified or concerns have been expressed related to Title VI of the Civil Rights Act of 1964 or other nondiscrimination laws, regulations, executive orders and policies under the Title VI umbrella.

☒ No. Issues related to the above laws, regulations, executive orders and policies were not identified and concerns were not expressed.

☐ Yes. Issues related to the above laws, regulations, executive orders and policies were identified and/or concerns were expressed, describe:

14. Public Involvement:

A. Briefly describe the Public Involvement Plan (PIP):

The public involvement approach includes strategies for communicating the project's purpose and need, alternatives, and potential impacts. These messages were communicated with property owners, businesses, local officials, and the general public in the form of mailed letters, emails, a project website, and public involvement meetings. News releases were also prepared for each public involvement meeting to notify media outlets.

Public involvement meetings were held as noted below where project information was conveyed to the public in the form of presentations, handouts, and exhibit boards. The public was given the opportunity to comment at the meeting or provide comments after the meeting using a comment form that could be mailed to WisDOT or by email to the WisDOT Project Manager.

B. Public Meetings

Date (mm/dd/yyyy)	**Meeting Sponsor** (WisDOT, RPC, MPO, etc.)	**Type of Meeting** (PIM, Public Hearings, etc.)	**Location**	**Approx. Number of Attendees**
8/10/2017	WisDOT	PIM #1 (previous iteration of project)	Riverdale Elementary School, Muscoda	30
9/21/2022	WisDOT	Property Owner Meetings	Kratochwill Memorial Municipal Building, Muscoda	15
9/21/2022	WisDOT	PIM #2	Riverdale Elementary School, Muscoda	45
12/5/2023	WisDOT	Property Owner Meetings	Online	6
3/1/2024	WisDOT	Construction Staging/Access (schools, emergency services, property owners)	Online	10
Spring/Summer 2025 (planned)	WisDOT	PIM (Planned)	To Be Determined	To Be Determined

C. Other methods such as those identified in the Public Involvement Plan:

Public Notices

Public Involvement Meeting notices were produced and distributed to adjacent property owners in July 2017 and September 2022, prior to the project's Public Involvement Meetings. The notices served to update stakeholders on project development and to invite area residents, businesses, and property owners to public information activities.

PIM notices were also published in the local newspaper, The Muscoda Progressive, in September 2022.

A project development update was distributed to adjacent property owners in November 2024.

Project Website

A project website was developed to distribute project information and to enable stakeholders to provide comments on the project. (https://wisconsindot.gov/Pages/projects/by-region/sw/wis60/default.aspx). The website includes Public Meeting presentation materials and project contact information.

D. Indicate any accommodations that were requested by the public or provided to comply with Title VI or nondiscrimination laws.

- ☐ Interpreters
- ☐ Transportation provided
- ☐ Childcare provided
- ☐ Bilingual materials provided
- ☐ Other, describe
- ☐ Listening aids
- ☐ Accessibility for elderly populations or individuals
- ☐ Accessibility for disabled populations or individuals
- ☐ Sign language provided

E. Describe populations, groups and individuals who participated in the public involvement process. Include any organizations and special interest groups:

The public involvement process was inclusive of all residents and population groups in the study area. Public meetings were and will be held in an accessible building. No accommodations were requested.

Public involvement and coordination meetings included representatives from the Village of Muscoda, Richland County, local businesses, and neighboring residents. Invitations were distributed to study area residents and property owners, local

businesses, and local, regional, and state government officials.

F. Indicate plans for additional public involvement, if applicable:
Additional public involvement meeting opportunities planned at this time include the following:

Meeting Sponsor	Type of Meeting
WisDOT	Property Owner / Business Coordination Meetings (as needed/requested)
WisDOT	PIM #3 (Spring/Fall 2025)

15. Summarize the Results of Public Involvement:

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

1. Support was shown for reducing the speed limit to 35 mph in Orion.
2. Concerns expressed for farm vehicles and agricultural related trucks using WIS 60, and the presence of large trucks and OSOW vehicles.
3. Support was shown for the removal of passing zones due to the presence of intersections and private driveways.
4. Concerns shown for the numerous environmental areas along the WIS 60 corridor. Some believe the State Scenic Route should receive more protection, and possibly re-route WIS 60 and leave the existing road as is with only minor improvements.
5. Requests were made for additional pull off areas to enjoy scenery and natural areas
6. Concerns were raised regarding potential blasting, including requests for inspection of sewer, foundations, and wells prior to and after blasting occurs.
7. Concerns were expressed regarding vehicular accidents between Station 154 and 164; requests were made for roadway profile improvements
8. Questions were raised on why the roadway needs to be moved farther away from the River, instead of using retaining walls.
9. Private property owners expressed concerns regarding driveway slopes, preserving lawns, and requesting retention walls.
10. Concerns were expressed regarding animal crossings, and consideration of the project providing wildlife passages between the bluffs and the Wisconsin River.

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

1. The reduced speed limit in Orion has been included in the preferred alternative.
2. This portion of WIS 60 is not on the OSOW Truck route, High Clearance Route or Wind Tower Corridor. WisDOT does not issue OSOW permits for this roadway. As part of the State Trunk Highway system, WisDOT (Central Office Permit Unit) does issue a huge number of multi trip permits, tens of thousands of them, to many companies that allow them to travel on most any roadway, at any time, under certain conditions and under certain dimensions. This is not something that can be altered through a design project.
3. On all Wisconsin State Highways, passing is allowed based on the presence of adequate visibility. Presence and frequency of highway accesses is not considered. Where passing is allowed, visibility should be good for both drivers on the highway and drivers approaching the highway from accesses. They can see each other. It's up to them not to pull out in front of one another. Artificially closing zones where passing can be allowed may lead some drivers to pass there anyway. This isn't good if it leads to them ignoring other no passing zones in other locations where visibility isn't good.
4. WIS 60 runs across the entire State of Wisconsin, east to west. Re-routing WIS 60 would require another willing entity able to properly and willingly maintain the old WIS 60 road alignment.
5. There is an existing pull off area on WIS 60 for scenic viewing. Unfortunately, this site has a history of people littering and illegally dumping waste. WisDOT does not want to perpetuate that activity by providing additional pull off sites. Selecting safe pull off sites on a corridor with topographical challenges and barriers is also a challenge.
6. Appropriate special provisions regarding the timing, location, and methods for blasting will be included in the project's construction contract if blasting is required. All blasting would be in compliance with the Wisconsin Administrative Code Department of Safety and Professional Services SPS 307.43. This code includes conducting and documenting pre-blast and post-blast surveys of any nearby buildings or structures as required by the scaled-distance equation specified in the code. These condition surveys would consist of visually inspecting and recording all existing defects in the structures before and after blasting operations.

7. Vehicular safety and crash prevention are included in the project's purpose and need and will be considered in project design.
8. The Lower Wisconsin Riverway Board has jurisdiction over the Wisconsin River and surrounding viewsheds. Coordination with the Board indicates they would prefer to not see walls on the river side of the WIS 60 roadway. Endangered mussels also exist in the River within the project area. Minimizing impacts to the Wisconsin River will be considered in project design.
9. All project impacts will follow appropriate and safe highway standards, including impacts to driveway slopes, private property adjacent to the roadway, and the potential use of retention walls.
10. The project design team has coordinated with WDNR, USFWS, and the LWSRB to identify ways to avoid and/or minimize impacts to wildlife.

16. Local, County, State, Tribal, Federal Government Coordination:

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

Unit of Government (Village, Town, MPO, RPC, City, County, Tribe, Federal, etc.)	**Coordination** Correspondence Attached	**Coordination Initiation Date** (mm/dd/yyyy)	**Comments**
Richland County	☐ Yes ☒ No	July 2017-Current	All local governments were invited to, and participated in, Local Officials Meetings and/or Public Involvement Meetings
Village of Muscoda	☐ Yes ☒ No	July 2017-Current	All local governments were invited to, and participated in, Local Officials Meetings and/or Public Involvement Meetings
Town of Eagle	☐ Yes ☒ No	July 2017-Current	All local governments were invited to, and participated in, Local Officials Meetings and/or Public Involvement Meetings
Town of Orion	☐ Yes ☒ No	July 2017-Current	All local governments were invited to, and participated in, Local Officials Meetings and/or Public Involvement Meetings
Town of Buena Vista	☐ Yes ☒ No	July 2017-Current	All local governments were invited to, and participated in, Local Officials Meetings and/or Public Involvement Meetings
		9/11/2023	WisDOT presented project information at a Town Board Meeting held in the community of Gotham; approximately 10 attendees participated.

A Local Officials Meeting (LOM) was held on 9/14/2022 at the Krathochwill Memorial Municipal Building in Muscoda WI; all of the above units of government were invited, approximately 15 individuals participated in the meeting.

A Construction Staging/Emergency Access meeting was held on 3/8/2024 to discuss construction staging, preliminary detour routes, and local, school, and emergency vehicle access during construction.

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

* Tribal, State, and Federal agency coordination and issues are provided in section 19. Agency and Tribal Coordination.
No local, county, or regional issues were identified by units of government during the public involvement process.

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

No issues identified.

D. Indicate any unresolved issues or ongoing discussions:
No unresolved issues or ongoing discussions with local units of government.

17. Public Hearing Requirement:

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

B. ☒ This document is a Categorical Exclusion / Environmental Report.
- ☒ 1. A substantial amount of right-of-way **will** be acquired.
- ☐ 2. The proposed action **will** substantially change the layout or functions of connecting roadways or of the facility being improved.
- ☐ 3. The proposed action **will** have a substantial adverse impact on abutting property.
- ☐ 4. The proposed action **will** have other substantial social, economic, or environmental effects.
- ☐ 5. The department has determined that a public hearing is in the public interest.

If one or more of boxes 1-5 above have been checked, you must check one the of the next 2 boxes
- ☒ A Notice of Opportunity to Request a Public Hearing **will be** published, or,
- ☐ A Public Hearing **will be** held.

If none of boxes 1-5 above have been checked then check the box below.
- ☐ Notice of Opportunity to Request a Public Hearing **will not** be published, and a Public Hearing **is not** required

When a Notice of Opportunity to Request a Public Hearing is published, and/or a Public Hearing is held, the final EA or CE / ER will include the Environmental Document Availability and Hearing Summary sheet at the beginning of the document, after the signature page.

When a Public Hearing is held, the project sponsor must submit a hearing record and certification to FHWA that complies with 23 U.S.C. 128(b) and 23 CFR 771.111(h). FHWA approval of this environmental document indicates concurrence with the department's Public Hearing requirement determination.

18. Traffic Summary:

☐ Traffic Forecast is not required, explain: and skip to Question 19.

Traffic Summary Matrix	ALTERNATIVES/SECTIONS		
	No Build	Pavement Replacement/ Mill and Overlay	Reconstruction
TRAFFIC VOLUMES			
Base Yr. AADT Yr. 2022	1400	1400	1400
Const. Yr. AADT Yr. 2028	1400	1400	1400
Const. Plus 10 Yr. AADT Yr. 2038	1400	1400	1400
Design Yr. AADT Yr. 2048	1400	1400	1400
DHV Yr. 2048	190	190	190
TRAFFIC FACTORS			
K (%)	13.7	13.7	13.7
D (%)	60/40	60/40	60/40
Design Year T (% of AADT)	23.0	23.0	23.0
T (% of DHV)	19.3	19.3	19.3
Level of Service	N/A	N/A	N/A
SPEEDS			
Existing Posted	55	55	55
Future Posted	55	55	55
Design Year Project Design Speed	55	55	55
OTHER *(specify)*			
P (% of AADT)	- %	- %	- %
K_8 (% OF AADT)	- %	-%	- %
Other N/A	-	-	-

AADT = Annual Average Daily Traffic
DHV = Design Hourly Volume
K [$_{30/100/200}$] : K_{30} = Interstate, K_{100} = Rural, K_{250} = Urban, % = AADT in DHV
D = % DHV in predominate direction of travel
T = Trucks
P = % AADT in peak hour
K_8 = % AADT occurring in the average of the 8 highest consecutive hours of traffic on an average day (required only if CO analysis is required).

A. Identify the agency that generated the data included in the Traffic Summary Matrix: WisDOT
B. Identify the date (month/year) that the traffic forecast data included in the Traffic Summary Matrix was developed: AADT - June 2024, Traffic Factors/Other – June 2018
C. Identify the methodology and/or computer program(s) used to develop the data included in the Traffic Summary Matrix: WisDOT traffic forecasting geometric design values and vehicle classification data spreadsheets.
D. If a metric other than Annual Average Daily Traffic (AADT) is used for describing traffic volumes such as Average Annual Weekday Traffic (AWDT), explain why a different metric was used and how it compares to AADT: No other metric was used.

19. Agency and Tribal Coordination:

Agency	Coordination Required?	Correspondence Attached?	Comments
WisDOT			
Region Real Estate Section	☐ No ☒ Yes	N/A ☒ Yes ☐ No	Coordination is being done by WisDOT Real Estate including discussion of project effects and relocation assistance, explain: The project would require permanent property acquisition from 85 parcels. Most parcel impacts are sliver acquisitions with no direct impact to property structures. The project would require the relocation of one (1) rural residential property that includes a single-family home and a barn. The entire parcel would not be acquired, but the portion with the residence would be. Prior to construction, the existing buildings would be demolished. A driveway access to the remaining site would be included as part of the project. Unsafe driveway access would be eliminated for five (5) seasonal cabins, at 4 driveway locations; some cabins have shared driveway access. Due to existing topography conditions, reconstructing these access points is not feasible. Cabin property owners were given the option of keeping their property, without any driveway access. 4 of the 5 cabins have been identified as full acquisitions. Resolution with the 5th cabin property owner is still undetermined; efforts to reach an agreement with the owners have thus far been unsuccessful, the owner will be given the same option as the other seasonal cabin owners. Existing structures and driveways on WisDOT purchased seasonal cabin properties would be demolished prior to roadway construction. 5 parcels have been acquired by WisDOT via early acquisition. These are locations where property owners requested WisDOT acquire their entire parcel, beyond the proposed project action limits, because of hardship resulting from the proposed action. Coordination with property owners will continue and be completed by WisDOT Real Estate during final design. See **Appendix 4 - Conceptual Stage Relocation Plan (CSRP)***. *The CSRP was an estimate of potential property impacts completed in April 2024 during preliminary planning and design. The CSRP was based on best available information at the time. Proposed property impacts have evolved with the design of the project, accounting for any discrepancies between the CSRP and data presented in this ER.
Bureau of Aeronautics	☒ No ☐ Yes	N/A ☐ Yes ☐ No	Coordination is not required. The project is not located within 5 miles of a public or military use airport.
Railroads and Harbors Section	☒ No ☐ Yes	N/A	Coordination is not required because no railways or harbors are in or planned for the project area.

STATE AGENCIES			
Natural Resources (WDNR)	☒ Yes	☒ Yes ☐ No	**July 12, 2018** – Initial Information regarding the project was provided to WDNR. (previous design iteration of project) **August 20, 2018** – Initial Review Letter (IRL) received from WDNR. (previous design iteration of project) **December 18, 2018** – Project impact/design meeting held with WDNR and LWSR Board. (previous design iteration of project) **August 19, 2022** – Updated request for project review was provided to WDNR. **September 21, 2022** – Project impact/design meeting held with WDNR and LWSR Executive Director. **September 29, 2022** – WDNR property impact/Section 4(f) meeting held with WDNR. WDNR expressed concern with the substantial areas of barrier wall the project may use on the bluff side of WIS 60. Long stretches of uninterrupted barrier wall have the potential to effectively cut public access to WDNR parcels. WDNR expressed concerns with public use of WisDOT right of way to park vehicles along the roadway, potentially causing/adding to a safety concern. Requests were made for additional coordination to potentially provide a parking and access solution. **December 8, 2022** – An updated IRL was provided by WDNR. **April 27, 2023 -** WisDOT met with WDNR to address specific public access concerns for WDNR related to propose property acquisition and WIS 60 roadway modifications. **May 17, 2023** – WisDOT met with WDNR to discuss impacts to Section 4(f) property, Threatened and Endangered Species, and needed species surveys. **June 7, 2023** – WDNR provided information on Threatened and Endangered Species habitat via email. **August 25, 2023** – Details for a planned mussel survey were provided to WNDR via email. **September 13, 2023** – Section 4(f) coordination/impact meeting held with WDNR. As part of the design process, and in coordination with WDNR, WisDOT evaluated potential openings for walk-in access at the end of proposed barrier walls, and shortening of barrier walls, in order to allow access to the LWSR parcels by recreational pedestrian users. WisDOT also evaluated providing new, and/or maintain existing, access points to WDNR property at multiple locations. **November 1, 2023** – WDNR provided information on Threatened and Endangered Species habitat information via email. **January 23, 2024** – meeting held with WDNR to present project impacts and modifications to preserve access, and review the 4(f) process for a new property manager (who did not attend but was later briefed within WDNR). **February 6, 2024** – meeting to discuss threatened and endangered resource conservation measures held with WDNR. **April 25, 2024** – WDNR concurred via signed letter that the proposed action would not adversely affect the activities, features, or attributes that qualify the WDNR's LWSR property for protection under Section 4(f). This letter is included in the Section 4(f) documentation in **Appendix 7 – Section 4(f) Documentation**. **April 30, 2024** – A preliminary USACE and WDNR permitting meeting was held between WisDOT, WDNR, and USACE, to discuss Section 404 wetland permit considerations and impact areas for the proposed action.

			July 2, 2024 – WDNR signed the Section 106 MOA. **July 22, 2024** – Wetland Delineation Report for the project was provided to WDNR via email. **August 15, 2024** – approval of the Wetland Delineation Report for the project was provided by WDNR via email. **September 18, 2024** –coordination/impact meeting held with WDNR and WisDOT Stormwater specialist to discuss pre and post construction impacts and avoidance measures to sensitive wetland, waterway, and floodplain areas. **November 26, 2024** – WDNR issued approval of a Hydrologic and Hydraulic (H&H) study for the realignment area of WIS 60 near the Pine River. The approval was provided to Richland County and WisDOT via email. WDNR correspondence is presented in **Appendix 5A - WDNR Coordination**.
State Historic Preservation Office (SHPO)	☒ Yes	☒ Yes ☐ No	**January 18, 2019** – SHPO reviewed and signed the project's Section 106 form with a project decision that historic properties may be affected by the project; assess affects and begin consultation on affects. **August 20, 2019** – WisDOT held Archaeological and Historic Consultation meeting with individual property owners. **January 9, 2023** – SHPO reviewed and signed a Section 106 form amendment. The amendment was needed due to design additions and refinements. These additional activities included four driveway closures as well as rock cuts involving spot cutting and grading upslope of the WIS 60 roadway, with a project decision that historic properties may be affected by the project; assess affects and begin consultation on affects. **February 3 and February 15, 2023** – WisDOT held Historic Consultation meetings with individual property owners. **July 5, 2023** – SHPO reviewed and signed a second Section 106 form amendment, with a project decision that historic properties may be affected by the project; assess affects and begin consultation on affects. Amendment was required due to proposed project impacts to privately-owned parcel access, and multiple landowners approaching WisDOT requesting a total buy-out of their parcels, beyond the proposed project action limits. The amendment addressed the effects of the project on private parcels, which would include structure demolition where structures exist, and installation of a driveway to provide access to an adjoining parcel. **September 13, 2023 –** WisDOT CRT provided SHPO with a memo regarding the nature of a proposed retaining wall to be placed in front of an impacted historic property. **October 5, 2023 –** SHPO requested additional information regarding the nature of the proposed retaining wall to be placed in front of an impacted historic property; WisDOT CRT provided requested information. **November 13, 2023 –** SHPO provided an email stating they had no further concerns on the proposed wall, and that planned minimization efforts are appropriate. **December 5, 2023** – WisDOT held Historic Consultation meeting with individual property owners. **January 16, 2024** – Memorandum of Agreement (MOA) and Documentation for Consultation (D for C) provided to SHPO. **June 17, 2024** – MOA signed by SHPO. Section 106 form(s) and Memorandum of Agreement are included in **Appendix 6 - Section 106 Documentation**.

Agriculture (DATCP)	☒ Yes	☒ Yes ☐ No	**July 31, 2023** – A Summary Agricultural Impact Notice (AIN) was provided to DATCP. See **Appendix 5C - DATCP Coordination.** **August 3, 2023** – DATCP determined that an Agricultural Impact Statement (AIS) is not required for the proposed project. The proposed easement(s) and/or acquisition(s) of agricultural land(s) are less than the statutory minimum of five acres of impact to any single farm operation. A release letter from DATCP is provided in **Appendix 5C - DATCP Coordination.**
Lower Wisconsin State Riverway (LWSR)	☒ Yes ☐ No	☒ Yes ☐ No	**December 18, 2018** – Project impact/design meeting held with WDNR and LWSR Executive Director. (previous design iteration of project) **August 19, 2022** – Project update was provided to LWSR Executive Director. **September 21, 2022** – Project impact/design meeting held with WDNR and LWSR Executive Director. **October 13, 2022** – WisDOT presented project information at a LWSR Board Meeting in the City of Prairie du Chien. Approximately 10 people participated in the meeting. **May 15, 2023** – Comments on project impacts provided by LWSR Executive Director. LWSR correspondence is presented in **Appendix 5B - Lower Wisconsin State Riverway Board Coordination**.

FEDERAL AGENCIES			
U.S. Army Corps of Engineers (USACE)	☒ Yes ☐ No	☐ Yes ☒ No	**April 30, 2024** – A preliminary USACE permitting meeting was held between WisDOT, WDNR, and USACE, to discuss Section 404 permit considerations and impact areas for the proposed action (meeting minutes are provided in **Appendix 5A – WDNR Coordination**). A Section 404 individual permit would be required for fill into water of the U.S. and would be submitted during final design.
U.S. Fish and Wildlife Service (USFWS)	☒ Yes ☐ No	☒ Yes ☐ No	**November 3, 2022** – An official species list for the Project was initially obtained from USFWS' Information for Planning and Consultation (IPaC) tool. **May 19-31, 2023** – WisDOT requested information from USFWS for survey guidance for bats. **July 26, 2023** – An acoustic survey study plan for bats was submitted to USFWS via email. **August 25, 2023** – USFWS provided WisDOT with a list of approved software for acoustic bat call analysis **August 25, 2023** – WisDOT provided a proposed mussel survey plan to USFWS. **September 10-11, 2023** – WisDOT notified USFWS that federally listed mussels were found during surveys. **October 11, 2023** – The official species list for the Project was updated on IPaC. **December 8, 2023** – WisDOT, FHWA, and USFWS met virtually to discuss the proposed Project, 2023 survey results, preliminary effects analysis, and proposed avoidance, minimization, and mitigation measures. **December 18-24, 2023 -** USFWS provided information regarding compensatory mitigation considerations for federally listed mussels and bats via email. **January 24, 2023** – USFWS and The Conservation Fund met virtually with WisDOT and FHWA to provide details of a northern long-eared bat in-lieu fee mitigation fund.

			February 16, 2024 - The official species list for the Project was updated on IPaC. **March 13, 2024** – FHWA submitted a Biological Assessment for project impacts to threatened and endangered species to USFWS. **October 11, 2024** - The official species list for the Project was updated on IPaC. **October 31, 2024** – Biological Opinion issued by USFWS. **November 25, 2024** - The official species list for the Project was updated on IPaC. See **Appendix 5D - USFWS Coordination.**
U.S. Forest Service (USFS)	☐ Yes ☒ No	☐ Yes ☒ No	Coordination with USFS was not required for the project.
Natural Resources Conservation Service (NRCS)	☐ Yes ☒ No	☐ Yes ☒ No	A Farmland Conversion Impact Rating form (NRCS CPA-106) was completed for the project. The farmland conversion rating for the project is below the threshold that requires NRCS coordination. Form CPA-106 is included in **Appendix 5F – NRCS Coordination.** Coordination with NRCS is not required for the project.
U.S. National Park Service (NPS)	☐ Yes ☒ No	☐ Yes ☒ No	Coordination with NPS was not required for the project.
U.S. Coast Guard (USCG)	☐ Yes ☒ No	☐ Yes ☒ No	Although the Wisconsin River is a navigable water of the U.S., this project is not proposing to construct or modify a bridge or causeway over this waterway and is therefore not subject to USCG permitting.
U.S. Environmental Protection Agency (EPA)	☐ Yes ☒ No	☐ Yes ☒ No	Coordination with EPA will occur through the USACE during the permitting process.
Advisory Council on Historic Preservation (ACHP)	☐ Yes ☒ No	☐ Yes ☒ No	**March 13, 2024** – FHWA submitted the draft MOA and D for C to the ACHP. No response was received; therefore it is assumed ACHP will not be participating in consultation.
FHWA	☒ Yes ☐ No	☐ Yes ☒ No	Monthly project update meetings were held with FHWA beginning in April 2023. Update meetings continued through completion of the environmental document.
SOVEREIGN NATIONS			
American Indian Tribes	☒ Yes	Standard Letters have been sent and an example is attached ☒ Yes	In accordance with WisDOT policy, all required American Indian Tribes were notified of the proposed project. **August 10, 2019** – Initial information letter/Invitation to be a Section 106 consulting party sent to Native American Tribe/interests. (previous design iteration of project) **August 20, 2019** – Archaeological consultation meeting held with Native American Tribes expressing interest in the project; Ho-Chunk Nation and the Forest County Potawatomi Tribe. (previous design iteration of project) **August 19, 2022** – Project update letter sent to Native American Tribe/interests. **January 25, 2023** – WisDOT held a hybrid online/in person Tribal consultation meeting with WisDOT Cultural Resources Team (CRT), Tribal Historic Preservation Officers (THPO) of the Ho-Chunk Nation and THPO of the Forest County Potawatomi Tribe. **July 13, 2023** – WisDOT held a Tribal consultation meeting with WisDOT CRT, THPOs of the Ho-Chunk Nation and Forest County Potawatomi Tribe were

			invited but did not attend. **July 14, 2023** – WisDOT CRT emailed THPOs of the Ho-Chunk Nation and Forest County Potawatomi Tribe regarding the Tribal consultation meeting and proved a copy of the draft data recovery plan and mitigation proposals. **July 24, 2023** – WisDOT discussed project with THPO of the Forest County Potawatomi Tribe via telephone. **February 21, 2024** – WisDOT CRT contacted THPOs of the Ho-Chunk Nation and Forest County Potawatomi Tribe, to share SHPO's minor comment on the draft MOA and inform them of next steps. WisDOT asked the Tribes if they are planning to sign the document as concurring signatories. No response has been received to date. Correspondence with American Indian Tribes is presented in **Appendix 5E - Tribal Coordination.**
Project Involves American Indian Tribal Lands or Reservation Lands	☒ No	N/A	
	☐ Yes	☐ Yes	
Other Entities	☐ Yes	☐ Yes	

20. Alternatives Comparison:

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

PROJECT PARAMETERS	Unit of Measure	Alternatives/Sections		
		No Build	Pavement/ Mill and Overlay	Reconstruction
Project length	Miles	8 miles	8 miles	8 miles
PRELIMINARY COST ESTIMATE (YOE)				
Construction	Million $	0	5.5	24.6
Real Estate	Million $	0	0	0.6
TOTAL	Million $	0	5.5	25.2
LAND CONVERSIONS				
Total area converted to ROW	Acres	0	0	36.6 acres
REAL ESTATE				
Number of farms affected	Number	0	0	12
Total area required from farm operations	Acres	0	0	9.19
AIS required		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No
Farmland rating	Score	NA	NA	NA
Total buildings required	Number	0	0	0
Housing units required	Number	0	0	1
Commercial units required	Number	0	0	0
Other buildings or structures required	Number & Type	0	0	1 (barn) 5 (seasonal cabins)
ENVIRONMENTAL FACTORS				
Indirect impacts		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No
Cumulative impacts		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No
Number of historic properties affected	Number	0	0	5 (2 Historic Sites, 3 Archaeological Sites)
Burial site protection *(authorization required)*		☐ Yes ☒ No	☒ Yes ☐ No	☒ Yes ☐ No
Section 106 MOA required		☐ Yes ☒ No	☐ Yes ☒ No	☒ Yes ☐ No
Section 4(f) evaluation or determination required	Number	No	No	Yes
Section 6(f) or other unique properties impacted	Number	No	No	Yes
Floodplain impacts	Number	No	No	Yes
Unique upland habitat impacted	Acres	0	No	Yes
Threatened/Endangered species with "may effect" determinations and/or requiring state Incidental Take Authorization	Number	No	Yes	Yes
Total wetlands permanently impacted	Acres	0	0	4.71
Surface waters impacted	Number	No	No	Yes
Groundwater, wells, and springs impacted	Number	0	0	0
Noise analysis required Receptors impacted	Number	☐ Yes ☒ No 0	☐ Yes ☒ No 0	☐ Yes ☒ No 0
Contaminated sites impacted	Number	0	0	0

21. Environmental Factors Matrix *(*check all that apply): If the effects on the environmental factor can't be adequately summarized in several sentences, the Factor Sheet for the environmental factor must be included. If the Factor Sheet is completed also include a brief summary here in the effects box. Factor sheets should be attached in the order the shown below.

Factors	Adverse Impact	Beneficial Impact	No Impacts Identified	Factor Sheet Attached	For those Factors not present in the project area indicate not present. Effects
Business and Economic	☐	☐	☒	☐	No businesses would be acquired or relocated due to the proposed action. The proposed action would not result in any access or driveway changes for existing businesses. The proposed action would cause a minor temporary inconvenience to services and access to local commerce via the project area during construction; impacts would be minimized by providing a detour route. The improved roadway would benefit local commerce that use the project corridor by providing a safer roadway through the project area.
Community	☒	☒	☐	☒	The preferred alternative would benefit the project area by providing a safer roadway through the project area. The community of Orion would benefit from a speed limit reduction. The proposed action would cause temporary traffic delay to local residents during construction.
Aesthetics	☒	☐	☐	☒	Viewsheds with the potential to be impacted by this project lie within the Lower Wisconsin State Riverway (LWSR). The LWSR corridor has a unique designation established by the WI State Legislature (ss. Chap. 30.40) for the purpose of protecting, maintaining and managing the rich and uncommon natural and cultural resources and outstanding natural scenic and recreational qualities of the lower Wisconsin River corridor. The proposed action would result in adverse impacts when compared to the existing condition, but avoidance and minimization measures would be employed. Tree removal, retaining walls, and rock cuts visible from the river would be an adverse effect, including those that reveal human-made structures not previously clearly visible. But the proposed action would make every attempt to minimize those impacts by intentionally retaining trees and other screening vegetation along the river and considering colors and designs that fit the Lower Wisconsin Riverway palette. Specific impacts to the viewshed would include expanded installation of beam guard, long stretches of non-contiguous rock cut, tree removal on slopes above the road, and some residential structures would become more visible where mature trees would be removed to provide a clear zone. The visibility of these impacts would be minimized by shifting the road improvements to the north so that screening trees and vegetation can remain on the river embankment; revegetation of disturbed areas would occur to the extent feasible, and trees on the Wisconsin River side of WIS 60 would be retained if at all possible. Trees would not be removed in excess of what is necessary for constructing the project. The river-facing side of the beam guard would be painted brown to blend in with the surroundings, and any retaining walls would also be dyed to match the color palette provided by the LWSRB. The impacts would not be expected to alter the overall aesthetic character of this stretch of river, where the road, beam guard, and some structures are already visible in several locations. The project team will continue to coordinate with the LWSRB to incorporate design qualities that blend with the scenic character of the Riverway.

Agriculture	☒	☐	☐	☒	There are four (4) types of agricultural land impacted by the proposed project: cropland, pasture, forest management, and other agricultural land. A total of 2.48 acres of cropland would be impacted; all acquired with fee-simple. A total of 0.13 acres of pasture would be impacted; 0.04 acres of pasture lands would be acquired as a temporary easement and 0.09 acres of pasture land would be acquired with fee-simple. A total of 2.76 acres of forest management land would be impacted; all acquired with fee-simple. A total of 3.82 acres of other agricultural land would be impacted; 0.03 acres of other agricultural land would be acquired as a temporary easement and 3.79 acres of other agricultural land would be acquired with fee-simple.
Relocations	☒	☐	☐	☒	The project would require the acquisition and relocation of one (1) rural residential property that includes a single-family home and a barn. The entire parcel would not be acquired, but the portion with the residence would be. Prior to construction, the existing buildings would be demolished. A driveway access to the remaining site would be included as part of the project. A second potential relocation was avoided through project design refinements. The potential relocation includes an unsafe driveway access point. Access would now be proposed through an adjacent parcel that was purchased by WisDOT using the early acquisition process. Unsafe driveway access would be eliminated for five (5) seasonal cabins, at 4 driveway locations; some cabins have shared driveway access. Due to existing topography conditions, reconstructing these access points is not feasible. Cabin property owners were given the option of keeping their property, without any driveway access. 4 of the 5 cabins have been identified as full acquisitions. Resolution with the 5th cabin property owner is still undetermined; efforts to reach an agreement with the owners have thus far been unsuccessful, the owner will be given the same option as the other seasonal cabin owners. Existing structures and driveways on WisDOT purchased seasonal cabin properties would be demolished prior to roadway construction. Five parcels have been acquired by WisDOT using the early acquisition process. These are locations where property owners requested WisDOT acquire their entire parcel, beyond the proposed project action limits, because of hardship resulting from the proposed action. It is proposed to transfer these lands to WDNR (see Section 4(f) Factor). Although some of the parcels contain cabins or seasonal homes, there are no residential relocations as a result of the early acquisition process. Existing structures on early acquisition properties would be demolished prior to highway construction. If wells or septics are located on the properties, they would be abandoned as part of the proposed action. Appropriate documentation with WDNR would be completed at the time of well abandonment.
Indirect Impacts	☐	☐	☒		No potential indirect impacts have been identified.
Cumulative Impacts	☐	☐	☒		No potential cumulative impacts have been identified.
Demographics	☐	☐	☒	☒	No impacts have been identified.

Historic Properties	☒	☐	☐	☒	A reconnaissance-level architecture/history survey was completed in December 2018, and also in 2012 during a previous design iteration of the project. During the reconnaissance survey, two architectural resources were identified as potentially eligible for the National Register of Historic Places (National Register): Doxhaven Cabin and Boathouse and Trevillian Seasonal Cabin. **Doxhaven Cabin and Boathouse** This site consists of a c.1920 cabin on the north side of the road and a c.1920 boathouse on the south side of the road, directly abutting the Wisconsin River. Proposed project activities within the Doxhaven Cabin and Boathouse historic property would remove and replace the existing pavement structure, replace and reconfigure the existing beam guard, and install a retaining wall. This wall would replace the lowest row of an existing stacked fieldstone retaining wall with a post and panel retaining wall to allow for proper grading of the roadway and to safely maintain the hillside of the property. Two mature trees within the existing right of way would also be removed. The pavement, retaining wall, tree removal, and beam guard work would result in an adverse effect to the historic property. Several efforts have been made to minimize the effect. The Bureau of Technical Services Geotechnical Engineering Unit (Geotech) determined that due to the fragile nature of the existing slope, a post and panel wall is crucial at this location and that the structural stability of the cabin would be significantly compromised without it. The proposed post and panel wall would include form liner stamped concrete panels stained to mimic the existing aesthetics. The metal posts would be painted a natural color, to minimize their visual impact and blend in with the panels as much as possible. Project designers will continue to investigate the potential for strategic native vegetation to be planted that would partially obscure the wall, as an additional minimization measure. If suitable vegetation is found, this would be included in the project plans. **Trevillian Seasonal Cabin** This site consists of a c.1935 cabin located between the north bank of the Wisconsin River and the southern edge of WIS 60. The proposed project would remove and replace the existing WIS 60 pavement and replace the existing drainage structure that passes under WIS 60 at the northern edge of the property; the drainage structure would be shifted slightly to the west, to better match the existing drainage channel and to remove the structure off of the historic property boundary. A maximum of 945 square feet of temporary limited occupancy (easement) would be required within the National Register-eligible boundary. However, no work would occur within the historic boundary and there is no potential to affect the property or its setting. The proposed action is anticipated to have no adverse impacts to the Trevillian Seasonal Cabin. **Archaeological Sites** Phase I archeology surveys were conducted for the project in 2008, 2018, and 2023. Surveys identified three archaeological sites that were determined National Register-eligible or are presumed to be National Register-eligible: Teeple Group Site, Lamberson Site, and Neefe Mounds Site. Teeple Group This site is determined eligible for the National Register. The Teepel Group site is a precontact Native American mound group and campsite/village. The site is located north of the Wisconsin River on footslopes and low ridges primarily on the south side of WIS 60. A [redacted] The site is an uncatalogued burial site and is protected under Wisconsin Statute 157.70. The entire site has been cultivated and is presently covered in tall canary grass. While no surface or subsurface evidence of any mounds was identified during arch surveys, the site has a significant intact deposit of cultural resources. Because the site cannot be avoided by project redesign, it is determined that proposed project activities would have an adverse effect on the site. Phase III data recovery has been scheduled.

					Lamberson Site This site is determined eligible for the National Register. The Lamberson site is a multi-component precontact Native American campsite/village and historic Euroamerican cabin site situated at the south end of a small hollow in the bluffs bordering the north side of the Wisconsin River approximately [redacted] miles west of Gotham. The site extends across both sides of WIS 60. Because the site cannot be avoided by project redesign, it is determined that proposed project activities would have an adverse effect on the site. Phase III data recovery has been scheduled. Neefe Mounds Site The Neefe Mounds site was previously identified in 1983 and, if extant, is likely to be eligible for listing in the National Register. However, the property owner did not grant access to conduct survey. Therefore, evaluation has not yet been completed and is planned to occur when WisDOT acquires the property the site is located on. The evaluation process is outlined in the project's Memorandum of Agreement (MOA) and in accordance with 36 CFR 800.4(b)2 and §800.5(a). The Neefe Mounds site is a precontact Native American mound group and village site that consisted of conical, linear, and possible effigy mounds located on a bluff base terrace along the north side of the Wisconsin River. The site is an uncatalogued burial site and is protected under Wisconsin Statute 157.70. The site [redacted] WIS 60. Portions of the south side of WIS 60 at this location are owned by WDNR and WisDOT. Other Sites Three additional potentially eligible historic archaeological sites were identified in the project area but would not be affected by the project: Walnut Field, Tiger Lily Terrace, and Pine Crossing. These three sites would require avoidance commitments as identified in the Environmental Commitments pages. Section 106 form(s) and Memorandum of Agreement are included in **Appendix 6 - Section 106 Documentation.**
Burial Sites	☒	☐	☐		Phase I archeology surveys were conducted for the project in 2008, 2018, and 2023. Several identified burial sites could not be avoided through design. Either Side The Either Side site is the location of a precontact Native American mound group. The site is an uncatalogued burial site protected under Sec. 157.70 of the Wisconsin State Statutes. Two linear mounds were identified which are believed to be part of the original mound group. The surface expression of the two mounds is located outside of the existing right of way/area of potential effect, but part of one mound may have been truncated by ditching and previous highway construction. The mound locations were mapped by WisDOT to ensure their location is known and would be avoided by any proposed construction. Teepel Group The Teepel Group site is the location of a precontact Native American mound group. The site is an uncatalogued burial site protected under Sec. 157.70 of the Wisconsin State Statutes. While no surface or subsurface evidence of any mounds was identified, the site has a significant intact deposit of cultural resources. Because the site cannot be avoided by project redesign, Phase III data recovery has been scheduled. This site is determined eligible for the National Register. Neefe Mounds The Neefe Mounds site is a precontact Native American mound group and village site that consisted of conical, linear, and possible effigy mounds located on a bluff base terrace along the north side of the Wisconsin River. The site is an uncatalogued burial site and is protected under Wisconsin Statute 157.70. The site extends across a privately owned farmstead, pasture, and woods immediately east of the

					intersection of Riverview Ridge Drive spanning both sides of WIS 60. Including the above identified sites, 11 burial sites were identified in the WIS 60 project corridor. All identified burial sites are protected under Sec. 157.70 of the Wisconsin State Statutes and would require specific avoidance commitments as identified in the Environmental Commitments pages.
Tribal	☐	☐	☐		In accordance with WisDOT policy, all required American Indian Tribes were notified of the proposed project. On January 25, 2023, the WisDOT project team held a Tribal consultation meeting. The project team coordinated with THPOs throughout the consultation process, with two Tribes (Ho-Chunk Nation, Forest County Potawatomi Tribe) requesting to remain consulting parties. A second Tribal consultation meeting was held on July 13, 2023. THPO of the Ho-Chunk Nation and THPO of the Forest County Potawatomi Tribe, were invited but did not attend. On July 14, 2023, WisDOT Cultural Resources Team (CRT) emailed Bill Quackenbush (THPO, Ho-Chunk Nation) and Ben Rhodd (THPO, Forest County Potawatomi Tribe) regarding the July 13 consultation meeting and included a copy of the draft data recovery plan and mitigation proposals. No further comments or questions have been received from the Tribes.
Section 4(f)	☒	☐	☐	☒	A total of seven Section 4(f) properties were identified within the project area. The project area contains one property that has been determined individually eligible for the National Register and is subject to an individual evaluation as a Section 4(f) property; **Doxhaven Cabin and Boathouse**. The project area contains a state riverway that serves as a public-use recreation and wildlife management area and is subject to a de minimis evaluation under Section 4(f); the **Lower Wisconsin State Riverway (LWSR)**. Four properties within the project area have been determined to be exceptions to Section 4(f) approval. The properties include one architectural resource (**Trevillian Seasonal Cabin**) and three archaeological sites (**Teepel Group Site, Lamberson Site, Neefe Mounds Site**) that are determined National Register-eligible, or presumed to be National Register-eligible, and/or are protected under Wisconsin State Statute 157.70 (known burial sites). Three additional archaeological sites extend into the current project area (**Tiger Lily Terrace Site, Pine Crossing Site, Walnut Field Site)**. However, the portions of these sites within the project area have been determined non-contributing to the overall site and not eligible for the National Register and are therefore not subject to Section 4(f) evaluation. A recreational trail (**Pine River Trail/Recreational Property**) formally designated for future transportation extends into the current project area but is an exception to Section 4(f) applicability and not subject to Section 4(f) evaluation. See Section 4(f) Factor Sheets and **Appendix 7 - Section 4(f) Documentation.**
Section 6(f) and other Unique Properties	☒	☐	☐	☒	The proposed action would require purchasing 2.32 acres from a WDNR parcel that was purchased by WDNR using USFWS Wildlife and Sportfish Restoration Grants. WisDOT will coordinate with the WDNR Real Estate program to obtain approval from USFWS for the land action divesture in accordance with 50 CFR 80 and 2 CFR 200. Coordination with WDNR indicates that this is not a Section 6(f) property, and no replacement or mitigation is required. No Section 6(f) resources were identified within the project area.

Wetlands	☒	☐	☐	☒	The proposed action would require 4.71 acres of permanent wetland impacts. Wetland impacts will be mitigated through coordination with the WDNR and USACE at a particular ratio and site, as administered by WisDOT. Mitigation will follow WisDOT's Wetland Banking Technical Guidelines. Best Management Practices (BMPs) would be implemented to ensure water quality and environmental features are protected. WDNR approved the project's Wetland Delineation Report via email on April 15, 2024. Final wetland impacts would be submitted to WDNR for Section 401 Water Quality Certification prior to construction. Wetland impacts would require an Individual Section 404 Wetland Permit from USACE. Final wetland impacts would be submitted to USACE for Section 404 permitting prior to construction. For wetland impact displays, see **Appendix 8 – Wetland Impacts**.
Surface Water Resources	☒	☐	☐	☒	Three surface water resources exist in the project area. Portions of the Wisconsin River, Indian Creek, and Pine River, as well as several unnamed spring runs which flow into the Wisconsin River, occur within the project area. The Wisconsin River is classified as an Exceptional Resource Water and warm water sport fishery. Indian Creek is a cold-water forage fishery. Pine River is a warm water sport fishery. The project would not require any in-water work in Indian Creek or the Pine River. Proposed in-water work in the Wisconsin River would be limited to box culvert replacement in kind at the following locations; these locations carry unnamed streams that outlet into the Wisconsin River: • C-52-0171 STA 189+69 • C-52-0172 STA 225+72 • C-52-0173 STA 274+50 Because of its location relative to the shoreline, no impacts (direct or indirect) to the Wisconsin River are expected at culvert C-52-0173 from construction activities. The basic process for the box culvert work would be as follows: • Construct a diversion channel on one side of the proposed box culvert location to maintain drainage patterns • Install temporary erosion control measures • Remove existing box culvert • Place new box culvert • Install permanent restoration measures (riprap, topsoil, seed etc.) • Remove temporary measures (turbidity barrier, silt fence etc.) • Remove diversion channel Culvert replacement is the only proposed construction activity in a water body. The placement of temporary divergence channels, installation of temporary and permanent erosion control measures, etc. during culvert replacement activities may cause temporary indirect impacts to the surrounding environment through increased sedimentation or altered flow regimes. Temporary or permanent impacts to unnamed spring runs and intermittent streams may occur with culvert pipe extensions or re-siting. All impacts would be quantified and presented to WDNR and USACE. No significant impacts or mitigation are expected.

Groundwater, Wells, and Springs	☐	☐	☒	☒	No private or public wells were identified within existing or proposed right of way. One residential relocation and two of the seasonal cabins that would be demolished as part of the proposed action contain existing residential wells. Wells would be abandoned as part of the proposed action. Appropriate documentation with WDNR would be completed at the time of well abandonment. Two field delineated waterways in the project corridor were identified as springs; Stream S06 (Sta. 239+05) and S02 (Sta. 175+50). The identified springs are adjacent to the existing and proposed WIS 60 roadway, located north of WIS 60, and outflow under the roadway through an existing culvert. Identified spring locations would not be impacted. Existing culverts would be replaced in kind and waterflows would be maintained. Evidence of groundwater near the surface is present in the form of occasionally visible seeps; springs likely exist farther off the WIS 60 corridor.
Coastal Zones	☐	☐	☒		No coastal zone resources within the project area.
Floodplains	☒	☐	☐	☒	<u>Indian Creek Floodplain</u> The profile of WIS 60 would be raised at the intersection with Indian Creek Drive. Subsequently, Indian Creek Drive would also be raised to match with mainline WIS 60, including the reconstruction of 425 linear feet of Indian Creek Drive and placement of fill in the floodway. There is proposed grading west of Indian Creek Drive on the north side of WIS 60, within the Indian Creek Zone A Floodplain, located northeast of the intersection of WIS 60 and Indian Creek Drive. No work is proposed within the Indian Creek waterway. It is estimated that the proposed grading would be outside the contraction area of the existing Indian Creek culvert, in an area of ineffective flow, and would not affect the floodway; the ineffective area is the area that is outside of the floodway, that may store slow-moving or standing flood water. Hydraulic modeling completed for the project indicates no impact to base flood elevations of Indian Creek would occur. The proposed roadway improvements and fill will not adversely impact the existing Zone A floodplain as there is no increase in the high-water level between existing and proposed conditions. Approval of project analysis and hydraulic modeling of this encroachment and proposed work is ongoing with WDNR. Modeling results will be shared with WDNR and Richland County for floodplain zoning records and National Flood Insurance Program (NFIP) purposes. Floodplain encroachment from project activities is not anticipated to cause a rise in excess of one foot in the Indian Creek Zone A floodplain, so a Letter of Map Revision (LOMR) and related coordination with FEMA is not anticipated. Coordination with the WDNR and Richland County is ongoing and will continue during final design. No buildings or other insurable structures would be impacted by any floodplain encroachment. <u>Pine River Floodplain</u> A portion of WIS 60 located approximately 1.05 miles west of the Pine River crossing would be realigned into the Pine River floodplain to improve its horizontal alignment. The realigned portion would begin at station 355+00 and match back into the existing alignment at station 393+00. There would be no change to the WIS 60 bridge over the Pine River that would impact hydraulics. Only the encroachment resulting from the realignment of the roadway would impact the Zone A floodplain for the Pine River downstream of the bridge. The proposed action would cause increases in the regional flood elevations and changes to the velocity in the areas adjacent to the roadway encroachment. The maximum increase in regional flood elevation would be an increase of 0.33’. Increases begin to taper off going upstream until convergence at the WIS 60 bridge over the Pine River (B-52-019). No buildings or other insurable structures would be impacted by the floodplain increases. Hydraulic modeling and associated data for the project was provided to Richland County via mail on May 6, 2024 for floodplain zoning records and National Flood Insurance Program (NFIP) purposes. WDNR issued approval of a Hydrologic and Hydraulic (H&H) study for the realignment area of WIS 60 near the Pine River via

					email on November 26, 2024 (see Appendix 5A WDNR Coordination). Floodplain encroachment from project activities would not cause a rise in excess of one foot in the Pine River Zone A floodplain, so a Letter of Map Revision (LOMR) and related coordination with FEMA is not required.
Unique Wildlife and Habitat	☒	☐	☐		Areas directly north of the WIS 60 project corridor contain many potential habitat areas, including steep, wooded slopes, sharp ridges with bedrock outcrops, steep-sided ravines, and hydrologic features including waterfalls, streams, and springs. Areas south of the existing roadway typically consist of steep embankments dropping off to the Wisconsin River, and generally flat terrain of the Wisconsin River floodplain, including upland meadows, seasonally inundated marshes, shrubby thickets, and bottomland forests. The project area includes hundreds of acres of deciduous forest, coniferous forest, mixed forest, floodplain forest, and woody wetlands that provide habitat for numerous plant and animal species and are identified as a Ramsar wetland. There is a high concentration of mussel beds in the Wisconsin River stretch adjacent to the project corridor, and a large concentration of mussels that include both rare and non-rare species. The adjacent Orion Mussel Bed consists of four miles of Wisconsin River bottom and 1,500 feet of river frontage. The 175-acre area contains the richest and most diverse mussel bed in the LWSR. In addition to mussels, it is considered important habitat for several species of fish and other rare invertebrates. The rocky hillsides and bluffs adjacent to the north side of the project corridor provide unique habitat for bats and other cave dwelling animals. Indian Creek is a cold-water forage fishery, and the Wisconsin River and the Pine River are diverse and high-quality warm water fisheries that host an abundance of fish and other aquatic species. Wetlands and waterways associated with the Wisconsin River and the Lower Wisconsin River Important Bird Area provide seasonal and stopover habitat for migrating birds.
Threatened, Endangered or Protected Resources	☒	☐	☐	☒	Several Threatened, Endangered, and/or Protected species were detected within the Action Area during field reviews in 2023. Additional species known to exist in the vicinity of the project are assumed to be present. WisDOT authored, and submitted to USFWS, a Biological Assessment (BA) in compliance with section 7(c) of the Endangered Species Act (ESA) on 3/14/2024. **A** Biological Opinion (BO) was issued by the USFWS on 10/31/2024. Adverse effects are identified for 5 Federally listed and proposed species. A WDNR review of the Natural Heritage Inventory (NHI) and other WDNR records identified the following WI State listed Threatened, Endangered, and/or Protected species in the project area: • 5 threatened bird species • 1 endangered bird species • 1 bird of special concern • 4 threatened bat species • 1 turtle species of special concern • 1 fish species of special concern • 3 plant species of special concern • 1 threatened plant species In August 2023, acoustic surveys were conducted at 11 sites in the project corridor. Seven bat species were detected. Visual assessments of bridges and culverts in 2023 found evidence of staining at one location which may suggest possible use of the bridge by bats. WisDOT conducted a rare vegetarian survey in Summer of 2023. No threatened or endangered plants were identified. However, several state special concern species were identified in the project area.

					In September 2023 a mussel survey was conducted in three areas of the Wisconsin River that may be impacted by the proposed action. Federal and state—listed mussel species were identified. Direct and indirect effects to these species are anticipated to occur due to project activities. Measures to avoid and minimize impacts to these species include time of year restrictions, erosion control measures, and mussel salvage and relocation prior to construction. Compensatory mitigation for unavoidable adverse effects to northern long-eared bat and mussel species will be provided. An Incidental Take statement for federal species was received from USFWS. No incidental take is be expected to occur for any State species based on avoidance, minimization or mitigation measures included in the project.
Air Quality	☐	☐	☒	☐	This project is exempt from permit requirements. No substantial impacts to air quality are expected.
Construction Sound	☒	☐	☐	☒	Construction sound impacts may occur. See Construction Sound Factor Sheet.
Traffic Noise	☐	☐	☒	☐	A noise analysis was not required for this project.
Hazardous Substances, Contamination and Asbestos		☐	☒	☒	A Phase 1 Hazardous Materials Assessment (HMA) identified fourteen sites with known and/or potential hazardous materials concerns identified adjacent to the project area. No additional hazardous materials investigations were deemed warranted at nine of the sites. Phase 2.5 Investigations were recommended at five sites. A possible UST removal was also recommended for one of the Phase 2.5 sites. Phase 2.5 investigations were completed at 5 sites on November 1, 2023. The results of the investigation indicate that neither contaminated soil nor contaminated groundwater are expected to be encountered during construction. The field-screening performed and the laboratory analytical results of the soil samples collected indicate that soil contamination is not present in the investigated areas. Special Provisions for the management of contaminated soil or groundwater are not required. No further investigation is recommended. A Phase 3 investigation was conducted at the location of a proposed residential relocation, due to the possibility of an abandoned underground fuel tank under the existing driveway and within the WisDOT acquisition area. No tank was discovered, and no localized contamination was identified.
Stormwater	☒	☐	☐	☒	When considering the WIS 60 project corridor's proximity to the Wisconsin River, tributary streams, and associated natural drainage and wetlands, the project is located within an environmentally sensitive area, and WisDOT is committed to working with the WDNR to address storm water management to the maximum extent possible. WisDOT will follow TRANS 401 and the WisDOT/WDNR Cooperative Agreement Amendment regarding storm water management. Best Management Practices (BMPs) to reduce pollutants before they discharge into waterways or wetlands will be identified. A Drainage Summary Worksheet and Stormwater Drainage Water Quality Report Spreadsheet would also be completed during final design. TSS modeling would be completed during final design in coordination with the WDNR. The proposed action would result in an estimated 85 acres of ground disturbance. A Transportation Construction General Permit (TCGP) would need to be acquired prior to construction.
Erosion and Sediment Control	☒	☐	☐	☒	Appropriate erosion control measures would be used to minimize environmental impacts per WisDOT, WDNR, and Trans 401 of Wisconsin's Administrative Code. The Project would receive erosion control coverage under the Transportation Construction General Permit. An Erosion Control Implementation Plan (ECIP) would be prepared for approval by WisDOT prior to construction. The erosion control plan review process would include soliciting and incorporating WDNR erosion control comments both on the plan for the 401 Water Quality Certification process during design and by reviewing the contractor's ECIP prior to the start of construction. Overall erosion control strategies that may be used to minimize adverse effects include application of soil stabilizer for temporary conditions, erosion mat

					placement, appropriately sized riprap for steeper slopes and ditches, consideration of lined channels with stone ditch check dams, and restoration in a timely manner. WDNR indicated that any erosion control matting to be used along stream banks should be biodegradable non-netted matting. Erosion control measures must adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit. An Erosion Control Plan must be implemented before, during, and after construction. If in-stream or river sediment traps and/or turbidity curtains are determined to be necessary to control erosion and sedimentation within the river or other watercourses, authorization (permits) from the appropriate regulatory authorities (WDNR and USACE) would be obtained. Erosion and sediment transport would be controlled through the use of the methods shown in the latest edition of the WisDOT's Standard Specifications for Highway and Structure Construction through consultation with the Wisconsin Department of Natural Resources pursuant to the DOT/DNR Cooperative Agreement.
OTHER FACTORS					
	☐	☐	☐	☐	

22. Environmental Commitments:

Identify and describe any avoidance, minimization or compensation measures (commitments) in detail. Be specific on what needs to happen and specifically where on the project. Indicate when the commitment should be implemented and who in WisDOT is responsible for fulfilling each commitment (Project Manager, Environmental Coordinator, etc.). Please note if the commitment will be indicated on the final plan, recorded in the Plans, Specifications and Estimates (PS&E), under special provisions in the final plan set, in construction notes, or some other written format. Attach a copy of this completed matrix to the design study report and the PS&E submittal package. Be sure to update it if further commitments are made after the Environmental Document is signed.

Factor	**Commitment** (If none, include N/A)
Business and Economics	The Transportation Management Plan will be developed during final design and followed; access to businesses will be maintained during construction. The WisDOT Construction Project Manager will assure fulfillment of this commitment.
Community	The Transportation Management Plan will be developed during final design and followed; access for businesses, residences, schools, and emergency vehicles will be maintained during construction.The WisDOT Construction Project Manager will coordinate with police, fire, and emergency services to assure fulfillment of this commitment. Appropriate special provisions regarding the timing, location, and methods for blasting will be included in the project's construction contract. All blasting will be in compliance with the Wisconsin Administrative Code Department of Safety and Professional Services SPS 307.43. This code includes conducting and documenting pre-blast and post-blast surveys of any nearby buildings or structures as required by the scaled-distance equation specified in the code. These condition surveys will consist of visually inspecting and recording all existing defects in the structures before and after blasting operations. The WisDOT Construction Project Manager will assure fulfillment of this commitment.
Aesthetics	**Lower Wisconsin State Riverway** WisDOT will continue to coordinate with WDNR and the LWSRB throughout the project to incorporate design qualities that blend with the scenic character of the Riverway. Tree and vegetaion removal will be minimized to the greatest extent possible adjacent to the Wisconsin River, to prevent viewshed exposure of the WIS 60 roadway, buildings, and beam guard as viewed from the river; revegetation of disturbed areas will occur to the extent feasible. Trees on the Wisconsin River side of WIS 60 will be retained if at all possible. Beam guard on the side facing the Wisconsin River will be painted to match the LWSR color pallette. Retaining walls visible from the Wisconsin River will match the LWSR color pallette. The WisDOT Design Project Manager will ensure these commitments are included in the project design. The WisDOT Construction Manager will ensure that these commitments are followed during construction activities. **Doxhaven Cabin and Boathouse** The lowest row of the existing retaining wall in front of the Doxhaven Cabin will be replaced with a post and panel retaining wall. The wall will include form liner stamped concrete panels stained to mimic the existing aesthetics. The metal posts will be painted a natural color, to minimize their visual impact and blend in with the panels as much as possible. Screening foliage will be planted to aid in obscuring the wall and emphasize the forested setting of the property. The WisDOT Design Project Manager will ensure these commitments are included in the project design. The WisDOT Construction Manager will ensure that these commitments are followed during construction activities.
Agriculture	N/A
Relocations	Existing structures and driveways on the relocation and early acquisition properties will be demolished prior to highway construction. A driveway access point will be provided to the relocation property. WisDOT Real Estate will coordinate with relocated property owners, including discussion of project effects and provision of relocation assistance. The WisDOT Design Project Manager will ensure fulfillment of these commitments.

Indirect Impacts	N/A
Cumulative Impacts	N/A
Demographics	N/A

Historic Properties	**National Register Nomination for Doxhaven Cabin and Boathouse** To recognize the historic significance of the Doxhaven Cabin and Boathouse, WisDOT, in consultation with SHPO, will nominate the property for listing in the National Register by completing a National Register Nomination Form in accordance with National Park Service (NPS) and SHPO requirements. The Nomination will treat the Doxhaven Cabin and Boathouse as a historic property. Within twelve (12) months of project completion, WisDOT will submit the following items to SHPO: • Completed NPS Form 10-900, hard copy and electronic version. • U.S. Geological Survey map per NPS requirements. • Sketch or other appropriate historic boundary map, per NPS requirements. • Two sets of labeled 5" x 7" photographs, per NPS requirements. • Labeled digital images on CD, per NPS requirements. • Review Board PowerPoint presentation on CD, per SHPO requirements. • Summary paragraph, per SHPO requirements. • National Register checklist, per SHPO requirements. WisDOT or its agent will address SHPO, State Historic Preservation Review Board, and NPS comments and present the National Register Nomination at a State Review Board Meeting, as scheduled by SHPO. The WisDOT Regional Environmental Coordinator will ensure fulfillment of these commitments. **Archaeological Data Recovery Plan for Teeple Group, Lamberson Site, and Neefe Mounds (if Applicable)** WisDOT shall ensure that the Data Recovery Plan for 47RI19/BRI-0165 (Teeple Group) and 47RI63 (Lamberson Site), Richland County, Wisconsin is executed in order to obtain significant information from the sites. Pursuant to 36 CFR 800.5(a)(3), a phased application in applying the criteria of adverse effect will apply to 47RI59/BRI-0170 (Neefe Mounds) consistent with the phased identification and evaluation efforts conducted pursuant to 36 CFR § 800.4(b)(2). If the project is found to have an adverse effect, the FHWA shall consult further to resolve the adverse effect pursuant to 36 CFR 800.6 and move forward with data recovery in accordance with the Data Recovery Plan and the project's MOA. Prior to the start of data recovery field investigations, interested Tribes will be offered an opportunity to meet with the archaeologists to discuss culturally sensitive issues. Archaeological reports will be completed within two (2) years of completion of the data recovery, which includes lab analysis. All reports will be in compliance with contemporary professional standards and with the Department of Interior's Format Standards for Final Reports of Data Recovery Programs (47 FR 5377-79). WisDOT or its agent will provide draft report(s) to MOA signatories for a 30-day review and comment period. All notes, records, photographs, and archaeological materials determined to be on State, State subdivision, or privately owned land will be curated in accordance with the Secretary of the Interior's Guidelines, 36 CFR 79, and in compliance with Wisconsin Statute 44.40. The WisDOT Regional Environmental Coordinator will ensure fulfillment of these commitments. **Public Outreach for Teeple Group** WisDOT and its agent shall ensure that public outreach opportunities, including facilitation of field visits to the Teeple Group (47RI19/BRI-0165), are executed. Interested stakeholders will be sent an invitation to participate in a field visit while data recovery excavations occur. Additionally, a public announcement will go out inviting the public to visit while archaeologists are on-site. Notice will be sent thirty (30) days prior to scheduled commencement of data recovery excavations to confirm field visit days (and a potential rain date). Notice will be sent to the below groups and the public. • Tribal members • WHS K-12 program • Boy Scouts and Girl Scouts • Lower Wisconsin Riverway Board • Other interested stakeholders. The WisDOT Regional Environmental Coordinator will ensure fulfillment of these commitments.

	Public Interpretation for Teeple Group, Lamberson Site, and Neefe Mounds (if Applicable) WisDOT and its agent shall ensure that the results of the data recovery and archaeological surveys of the sites are shared publicly via ArcGIS StoryMaps or a similar platform. Interpretation will incorporate native language and oral history elements by working with consulted Tribes. This information is to be hosted virtually on a publicly accessible website for at least five years. The WisDOT Environmental Coordinator will ensure fulfillment of these commitments. **Phase 2 archaeological survey (Neefe Mounds)** WisDOT will ensure that the remaining Phase 2 archaeological survey is completed at Neefe Mounds Site upon WisDOT acquisition. The WisDOT Regional Environmental Coordinator will ensure fulfillment of these commitments. **Doxhaven Cabin and Boathouse** WisDOT will replace the lowest row of the existing retaining wall in front of the Doxhaven Cabin with a post and panel retaining wall. The wall will include form liner stamped concrete panels stained to mimic the existing aesthetics. The metal posts will be painted a natural color, to minimize their visual impact and blend in with the panels as much as possible. Project designers will continue to investigate the potential for strategic native vegetation to be planted that would partially obscure the wall, as an additional minimization measure. If suitable vegetation is found, this will be included in the project plans. The existing Boathouse within existing right of way will be protected with the addition of beam guard. An opening in the beam guard will be placed to maintain access to the boathouse. The WisDOT Design Project Manager will ensure these commitments are included in the project design. The WisDOT Construction Project Manager will ensure these commitments are implemented during construction. **Trevilian Seasonal Cabin** The existing fencing and all foliage on site will remain in place. The WisDOT Construction Project Manager will ensure fulfillment of this commitment. **Temporary Protective Fencing** Temporary protective fencing will be placed along the area of potential effect at the following identified sites. • Iverson (47RI164) • Tiger Lily Terrace (47R1512) • Pine Crossing (47RI55) • Walnut Field (47RI548) • Bike Trail (47RI417) • Either Side (47RI497) The WisDOT Construction Project Manager will ensure fulfillment of these commitments. **Waste and Borrow Sites** No identified Archaeological or Historic Sites will be be used for borrow or waste disposal or for the staging of personnel, equipment, and/or supplies. The WisDOT Construction Project Manager will ensure fulfillment of this commitment.

Burial Sites	Per Wis. Stat. §157.70, WisDOT will obtain burial authorization for any proposed ground disturbance, and WisDOT will provide qualified archaeologist monitoring at the following uncatalogued burial sites: • Orion Conical Mounds (47RI54/BRI-0141) • Indian Creek Linears (47RI452 / BRI-0207) • Sarah Dooley Mounds (47RI157 / BRI-0173) • Either Side (47RI497 / BRI-0218) • Island View Mounds (47RI451 / BRI-0206) • Cook Linear Mounds (47RI449 / BRI-0204) • Neefe Mounds (47RI59 / BRI-0170) • Seifert Fire Pits (47RI62 / BRI-0223) • Pine River Enclosure (47RI416 / BRI-0188) • Teeple Group (47RI19 / BRI-0165) • Pine River Linear Mounds (47RI450 / BRI-0205) Per Wis. Stat. §157.70, WisDOT will conduct required coordination with SHPO for transfer of any burial site. The WisDOT Design Project Manager will ensure fulfillment of these commitments.
Tribal Lands	N/A
Section 4(f)	WisDOT will provide land transfer to WDNR to compensate for all required right of way acquisition from WDNR properties. Existing developments on all transfer parcels will be removed or abated by WisDOT prior to transferring to WDNR. Any existing roadbeds will be demolished and vacated by WisDOT prior to transferring to WDNR. As part of project construction, WisDOT will provide new, and/or maintain existing, access points to WDNR property at the following locations: • Station 153+00 RT – Existing gravel driveway will be replaced in kind. • Station 225+00 LT – A 3-foot barrier wall adjacent to the WIS 60 roadway is proposed at this location. An opening will be provided for walk-in access at the end of the barrier wall. The proposed project was modified at this location by shortening the barrier wall in order to allow access to the LWSR parcels by recreational pedestrian users. • Station 274+00 LT – A graveled access point will be added within the existing right of way. • Station 326+75 LT – A maintenance access point will be added within the existing right of way. • Schmidt Lane – An existing access point (designated parking area) to WDNR property is located on a WIS 60 realignment section. Schmidt Lane is currently accessed from the same portion of existing WIS 60 that will be realigned. Project activities will include construction of a cul-de-sac off of the realigned WIS 60 roadway to access Schmidt Lane. The existing WDNR gravel driveway to the parking area will be replaced in kind. Additional access to WDNR property will be provided at the end of the newly constructed cul-de-sac to the east. The WisDOT Design Project Manager will ensure the above commitments are included in the project design. The WisDOT Construction Project Manager will ensure that the above commitments are fulfilled.
Section 6(f) or Other Specially Funded Lands	The proposed action would require purchasing 2.32 acres from a WDNR parcel that was purchased by WDNR using USFWS Wildlife and Sportfish Restoration Grants. WisDOT will coordinate with the WDNR Real Estate program to obtain approval from USFWS for the land action divesture in accordance with 50 CFR 80 and 2 CFR 200. WisDOT will provide WDNR with a completed acquisition packet, including plat, proposed land swaps/transfers and an appraisal following the Uniform Appraisal Standards for Federal Land Acquisitions. The WisDOT Design Project Manager will ensure fulfillment of this commitment.

Wetlands	WisDOT will coordinate with WDNR during final design to assign wetland mitigation ratios based on water quality management techniques. The WisDOT Regional Environmental Coordinator will ensure fulfillment of this commitment. Wetland impacts will be mitigated through coordination with the WDNR. Mitigation will occur at a WisDOT administered wetland mitigation bank. Wetland impacts will be compensated at a ratio determined by the WDNR. Mitigation will follow WisDOT's Wetland Banking Technical Guidelines. A Wetland Impact Tracking Form (WITF) will be provided based on final design. The WisDOT Design Project Manager will ensure fulfillment of these commitments. Best Management Practices (BMPs) will be implemented to ensure water quality and environmental features are protected. The WisDOT Design Project Manager will ensure this commitment is included in final plans. The WisDOT Construction Project Manager will ensure fulfillment of this commitment. WisDOT will submit final wetland impacts to the WDNR for 401 Water Quality Certification one year prior to the project's final PS&E date in August of 2026. WisDOT will submit an application for an Individual USACE 404 Wetland Permit one year prior to the project's final PS&E date in August of 2026. The WisDOT Design Project Manager will ensure fulfillment of this commitment.
Surface Water Resources	The WisDOT Construction Project Manager will follow STSP 107-055 Environmental Protection – Aquatic Exotic Species Control. All construction equipment will be properly cleaned and disinfected to address the spread of invasive species and viruses. The aquatic speciec control measures will be implemented before and after mobilizing in-water equipment to prevent the spread of Viral Hemorrhagic Septicemia (VHS), Zebra Mussel, and other invasive species. There will be no in-stream disturbance on Indian Creek between May 15th and July 15th, with both dates inclusive of the timeout period. This construction BMP minimizes impacts during sensitive time periods such as spawning, and migration. There shall be no in-stream disturbance in the Wisconsin River between March 1st and June 15th, with both dates inclusive of the timeout period. This construction BMP minimizes impacts to sport fish and other aquatic organisms during sensitive time periods such as spawning, and migration. There shall be no in-stream disturbance in the Pine River between May 15th and July 1st, with both dates inclusive of the timeout period. This construction BMP minimizes impacts to sport fish and other aquatic organisms during sensitive time periods such as spawning, and migration. The WisDOT Construction Project Manager will ensure fulfillment of these commitments.
Floodplains	WisDOT will ensure that the Richland County Zoning Authority and WDNR are notified of all proposed floodplain encroachment at Pine Creek and Indian Creek, that hydraulic modeling is made available to them, and that associated floodplain data and hydraulic modeling results compiled for the project are provided. The WisDOT Design Project Manager will ensure fulfillment of this commitment.
Groundwater, Wells and Springs	N/A
Coastal Zones	N/A
Unique Wildlife and Habitat Concerns	Standard WisDOT seed mixes and mulch substantially free of noxious weeds will be used to re-establish vegetation of rock cuts and all disturbed areas following construction. Native species seed mixes and weed-free mulch will be used if ground is disturbed adjacent to WDNR property to help promote native vegetation establishment. The WisDOT Construction Project Manager will ensure fulfillment of this commitment. WisDOT will coordinate with WDNR to identify any specialty mixes for unusual soil types in the corridor. The WisDOT Regional Environmental Coordinator will ensure fulfillment of this commitment.

Threatened and/or Endangered Species	On December 12, 2024, the U.S. Fish and Wildlife Service (USFWS) announced a proposal to list the monarch butterfly (Danaus plexippus) as threatened with a 4(d) rule under the Endangered Species Act (ESA). If listed, WisDOT will resolve ESA compliance prior to let, as appropriate. Construction activities for this project will not take place until WisDOT, in coordination with our lead federal agency FHWA, satisfies Endangered Species Act compliance for the monarch butterfly. On August 6, 2024, the U.S. Fish and Wildlife Service (USFWS) announced a proposal to list the western subspecies of the regal fritillary butterfly (Argynnis idalia occidentalis) as threatened with a 4(d) rule under the Endangered Species Act (ESA). If listed, WisDOT will resolve ESA compliance prior to let, as appropriate. Construction activities for this project will not take place until WisDOT, in coordination with our lead federal agency FHWA, satisfies Endangered Species Act compliance for the regal fritillary butterfly. The WisDOT Design Project Manager will ensure fulfillment of the above commitments. **Northern Long-Eared Bat and Tri Colored Bat** <u>Vegetation Removal and Tree Clearing</u> • Tree clearing limits will be specified in project plans. The WisDOT Design Project Manager will ensure fulfillment of the above commitment. • Tree clearing limits will be clearly marked in the field to ensure that contractors stay within the clearing limits. • A minimum of half the proposed tree clearing will be conducted during the bat inactive season (November 1 – March 31). • A maximum of half the proposed tree clearing will be conducted during the bat active season (April 1 – October 31). • No tree removal will occur during the bat maternity season (June 1 – August 15). • Any tree removal between Station [redacted] will occur during the bat inactive season (November 1 – March 31). The WisDOT Construction Project Manager will ensure fulfillment of the above commitments. • No known roost trees will be removed. The WisDOT Design Project Manager will ensure the location of known roost trees are provided to the WisDOT Construction Project Manager. The WisDOT Construction Project Manager will ensure no roost trees are removed. <u>Activities in Karst Topography</u> • All activities associated with rock cuts (blasting, cutting, ripping) between Station [redacted] and [redacted] will occur from May 16 – September 30. • Where practicable, a 300-foot buffer will be employed to separate fueling areas and other major contaminant risk activities from caves, sinkholes, losing streams and springs. The WisDOT Construction Project Manager will ensure fulfillment of these commitments. <u>Building Demolition</u> • Visual assessments of structures that will be demolished will be conducted within 1 year prior to demolition to assess for signs of bat use. The WisDOT Design Project Manager will ensure fulfillment of this commitment. • Building demolition will occur between November 1 - March 15 during the bat inactive season when bats are not likely to be present, if signs of bat use are observed at the structure. The WisDOT Construction Project Manager will ensure fulfillment of this commitment. <u>Culvert and Bridge Work</u> • No work below bridge decks is proposed. Above deck work on Bridge B-[redacted] will not occur between June 1 – August 15 to avoid impacts to potentially roosting bats. The WisDOT Construction Project Manager will ensure fulfillment of this commitment. • Visual assessments of bridges (and culverts > 36” height) will be repeated within two years of construction. If additional use by listed bats is identified as a result of assessment, additional consultation must occur. The WisDOT Design Project Manager will ensure fulfillment of this commitment. <u>Lighting</u> • Temporary lighting will be directed away from trees and structures between April 15 – October 31. The WisDOT Construction Project Manager will ensure fulfillment of this commitment.

Mitigation

- WisDOT will provide an in-lieu fee (ILF) payment to a Service-approved mitigation bank (in accordance with the Range-wide Indiana Bat and Northern Long-eared Bat In-Lieu Fee Program [ILF Program]. The WisDOT Design Project Manager will ensure fulfillment of this commitment.

Higgins Eye Pearlymussel, Salamander Mussel, and Sheepnose Mussel

- To avoid and minimize incidental impacts to mussels during culvert replacement, erosion control best management practices including turbidity barrier and silt fencing will be implemented. The WisDOT Construction Project Manager will ensure fulfillment of this commitment.
- A Spill Prevention & Response Plan will be developed and adhered to, to minimize potential for accidental spills of contaminants. The WisDOT Construction Project Manager will ensure fulfillment of this commitment.
- To avoid potential harm to mussels from temporary impacts during construction, a mussel salvage and relocation will occur within 12 months prior to construction, at Station Numbers [redacted] and [redacted] in accordance with the proposed relocation plan. The WisDOT Regional Environmental Coordinator will ensure fulfillment of this commitment.

Mitigation

- To compensate for unavoidable impacts to federally listed and proposed mussel species, WisDOT will transfer funds into a mussel ILF compensatory mitigation program. The WisDOT Design Project Manager will ensure fulfillment of this commitment.

Reporting Requirements

- FHWA or their representative shall notify the project designated USFWS Minnesota-Wisconsin Field Office biologist Darin Simpkins (darin_simpkins@fws.gov) when project construction is initiated and completed.
- FHWA shall notify the USFWS of any unauthorized activities (regardless of who conducted said activities) or emergencies, or if circumstances result in conservation measures not being implemented, resulting in any adverse impacts not described in the project's Biological Assessment and addressed in the Biological Opinion. This notification shall be made within 48 hours or sooner, if possible.
  The WisDOT Construction Project Manager will ensure fulfillment of the above commitments.

Upland and Floodplain Birds

- No tree or brush removal will occur between April 1 – July 31 in floodplain forests on the east end of the project area.
- No tree or brush removal will occur between May 15 – August 20 in upland woods, hill cut areas, or floodplain forests.
- No tree or brush removal will occur between April 20 – August 1 in open country with scattered trees, curve realignment area, or the Pine River floodplain.
  The WisDOT Construction Project Manager will ensure fulfillment of these commitments.

[redacted]

- Nest surveys will be completed in areas that will be disturbed by the project that are considered suitable habitat. Surveys will be completed by a qualified consultant at WisDOT's direction and expense. The WisDOT Design Project Manager will ensure fulfillment of this commitment.
- If nests are documented through surveys and they cannot be avoided, an Incidental Take Authorization may be required to proceed with the project. If determined necessary, the WisDOT Regional Environmental Coordinator will ensure the Incidental Take Authorization is secured.
- No tree clearing will occur in documented nest areas from March 1 – July 31. The WisDOT Construction Project Manager will ensure fulfillment of this commitment.

	Turtles • 'J-turns' will be installed at silt fence ends to exclude and redirect turtles and other herptiles that may try to move through the project area. The WisDOT Construction Project Manager will ensure fulfillment of this commitment. **Plants/Vegetation** • Based on the results of the rare vegetation survey completed in Summer of 2023, individual plants identified will be transplanted to suitable habitat on adjacent WDNR lands. WDNR staff will assist to the extent practicable. The WisDOT Regional Environmental Coordinator will ensure fulfillment of this commitment.
Air Quality	N/A
Construction Sound	WisDOT Standard Specification 107.8(6) and 108.7.1 will apply. The proposed action will check for and comply with local ordinances governing the hours for operation of construction equipment, and obtain the engineer's written approval for operations from 10:00 P.M. until 6:00 A.M. The WisDOT Construction Project Manager will ensure fulfillment of this commitment.
Traffic Noise	N/A
Hazardous Substances, Contamination and Asbestos	The proposed action requires the acquisition and demolition of 1 residence and 5 seasonal cabins. All structures to be acquired and demolished require asbestos inspections and will be inspected once acquisition has taken place. Asbestos will be removed or abated by a licensed professional prior to demolition. It is assumed by WisDOT that all paint contains lead in terms of regulatory requirements for disposal and hazard management. The WisDOT Design Project Manager will ensure fulfillment of these commitments.
Stormwater	Stormwater management facilities will be constructed within the scope of this construction project. Peak discharge rates will be maintained or reduced from pre to post construction standards to the maximum extent practicable. Storm water management will be implemented in accordance with standard storm water management practices and the WisDOT / WDNR Cooperative Agreement. The WisDOT Construction Project Manager will ensure fulfillment of these commitments. Storm water measures will adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP) for Storm Water Discharges. WisDOT will apply for permit coverage as part of the WDNR 401 Water Quality Certification process, one year prior to the project's final PS&E date in August of 2026. TSS modeling will be completed during final design in coordination with the WDNR. The WisDOT Design Project Manager will ensure fulfillment of these commitments.

Erosion Control	The WisDOT Construction Project Manager will ensure fulfillment of all of the following measures. Construction site erosion control will be part of the project's design and construction as set forth in TRANS 401 Wis. Adm. Code and the WisDOT/WDNR cooperative agreement. The Erosion Control Implementation Plan (ECIP) will be completed prior to construction, and will be adhered to during construction. Permanent and temporary erosion control measures will be implemented during construction to minimize erosion. The size of exposed areas at any one time and the duration of exposure will be minimized utilizing staged construction. Control measures will be used to prevent erosion in sensitive areas (proper design of drainage channels with respect to width, depth, gradient, side slopes, and energy dissipation); protective ground cover (vegetation, mulch, erosion mat, or riprap); diversion dikes and intercepting embankments to divert sheet flow away from disturbed areas; and sediment control devices (ditch checks, erosion bales, and silt fence) to remove sediment and reduce velocities. Disturbed areas will be stabilized as soon as practical (temporary vegetation, mulch, stabilizing emulsions). An undisturbed buffer will be left between disturbed soil and sensitive areas where possible. Natural and existing drainage patterns will be preserved to the extent possible. Stabilized slopes, soil, and ditches will be left undisturbed where possible. Trees and shrubs will be preserved, and over-clearing will be minimized. If a temporary channel is needed for culvert construction, the channel will be lined with plastic or other non-erodible material and weighted down with clear stone. All temporary channels or culverts will be capaple of carrying all stream flows during the construction period, and will maintain a suitable depth and velocity to allow the passage of migrating fish and aquatic species. Fish that become stranded in dewatered areas or temporary channels will be captured and returned to the active channel immediately. Biodegradable non-netted matting such as Class I Type A Urban, Class I Type B Urban, or Class II Type C will be used along stream banks. Implementation of erosion measures will be monitored during construction.

COMMUNITY Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. **Give a brief description of the community, neighborhood or area affected by the proposed alternative:**
   Name of community/neighborhood/area:
   The project is located in the rural Towns of Eagle, Orion, and Buena Vista; all in Richland County.
   The project corridor also goes through the unincorporated communities of Orion and Gotham.
   Is the community an incorporated municipality or part of an incorporated municipality?
   ☐ Yes ☒ No
   Name of incorporated municipality(ies), if applicable: None
   Total population (based on 2022 American Community Survery, U.S. Census):
   Town of Eagle: 492
   Town of Orion: 472
   Town of Buena Vista: 1,533

   Demographic characteristics:

	Town of Eagle	Town of Orion	Town of Buena Vista	Orion (unincorporated community)	Gotham (unincorporated community)
Median Age	41.3 years	49.9 years	47.8 years	Data Not Available	Data Not Available
% White	96%	97%	94%	85%	93%
Age under 18	27.7%	23.3%	16.6%	22%	17%
Age Over 65	19.3%	28.0%	22.7%	27%	23%
Median Household Income	$86,964	$73,214	$70,382	Data Not Available	Data Not Available

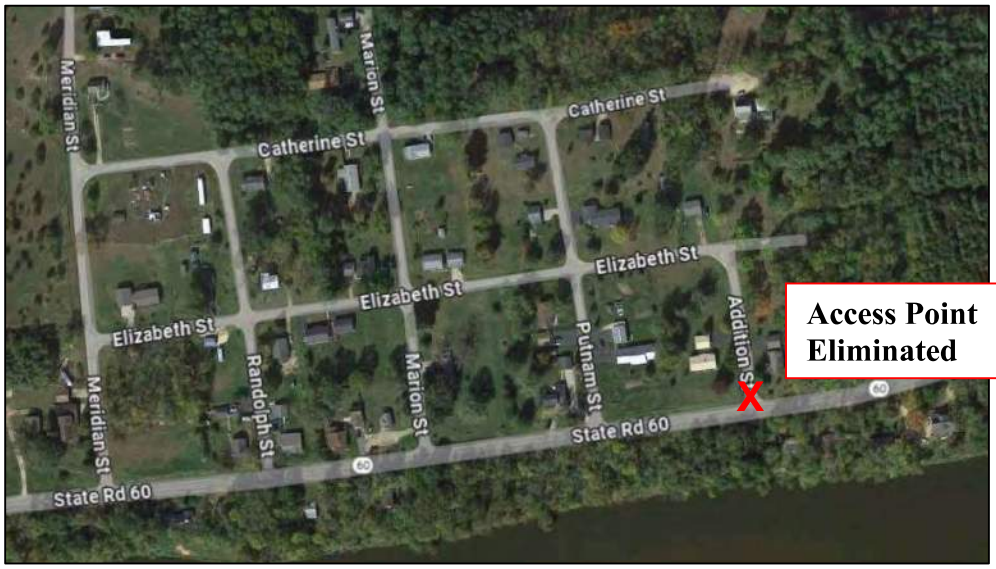
2. **Are there groups or individuals in the community, neighborhood or area that use or depend on transit, bicycle or pedestrian facilities?**
   ☒ None identified
   ☐ Groups or individuals identified – Discuss:

3. **Identify and discuss existing modes of transportation and their importance in the community, neighborhood or area:**
   The primary mode of transportation in the entire project area is via automobile.
   There are no pedestrian accommodations in the project corridor.
   The only identified bike/multi-use facility in the project corridor is the Pine River Trail. The Pine River Trail crosses WIS 60 at the intersection of Fulton Street in Gotham, approximately 1,200 feet west of the WIS 60/US 14 intersection. The 14.3-mile walking and biking trail follows the alignment of a converted railroad corridor from Richland Center to Lone Rock in Richland County.

4. **Identify and discuss the probable changes that could result from the proposed alternative to the existing modes of transportation and their function within the community, neighborhood or area:** The proposed action would not result in any changes to the existing modes of transportation.

5. **Address any changes to emergency services or other public services during and after construction of the proposed alternative:** The proposed action would not result in any permanent changes to the existing emergency services or other public services. Coordination with emergency services, law enforcement, and school bus companies will be necessary throughout project construction. Access to all properties would remain open throughout construction to the extent possible.

6. **Describe any physical or access changes that would result:** In the rural community of Orion, the WIS 60 intersection with Addison Street would be closed as part of the proposed action due to deficient intersection sight distance (ISD). The four other existing access points to the community of Orion would remain.



Thiede Road has two existing intersections with WIS 60, just east of the rural community of Orion. The eastern Thiede Road intersection would be eliminated as part of the proposed action, to consolidate access points and reduce potential conflict points.

The project would include elimination of driveway access to four private driveways (some driveways are shared access), where driveways do not meet safety standards due to steep inclines. The eliminated driveways are hazardous. Driveway slopes could cause vehicles leaving/entering the WIS 60 roadway to have poor sight distance, excessive acceleration, deceleration, or overturn. Due to existing topography conditions, reconstructing these access points is not feasible.

7. **Indicate whether a community or neighborhood facility (such as parks, recreation facilities, community centers, libraries, food pantries, DMV offices, clinics, hospitals, schools, child care centers, churches, etc.) could be affected by the proposed alternative and indicate what effect(s) this could have on the community or neighborhood**: The proposed action would not result in any changes to a community or neighborhood facility.

8. **Identify and discuss community, neighborhood or area issues that residents, local units of government or community stakeholders have indicated to be important or controversial**: Support was shown by community members of the unincorporated community of Orion for reducing the speed limit to 35mph in Orion. The reduced speed limit in Orion would be included as part of the project.

9. **List any community or neighborhood design considerations and potential mitigation measures identified during public involvement or agency coordination (as well as local government coordination) and indicate whether they will be included in the proposed alternative:** Support was shown by community members of the unincorporated community of Orion for reducing the speed limit to 35mph in Orion. The reduced speed limit in Orion would be included as part of the project.

10. **Describe any additional measures that will be used to minimize impacts or provide benefits to the community, neighborhood or area:** No additional measures.

AESTHETICS Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. **Landscape characteristics**
   a. **Identify and briefly describe the visual character of the landscape:**
   The portion of WIS 60 in which the project resides is designated as a state Scenic Byway and follows along the north side of the Wisconsin River, with steep bluff lands to the north side of the highway. This area is known for its bluffs and marshes and the accompanying birds and wildlife. This is a unique river corridor which exhibits exceptional natural and scenic landscapes.

   Viewsheds with the potential to be impacted by this project lie within the Lower Wisconsin State Riverway (LWSR). The LWSR corridor has a unique designation established by the WI State Legislature (ss. Chap. 30.40) for the purpose of protecting, maintaining and managing the rich and uncommon natural and cultural resources and outstanding natural scenic and recreational qualities of the lower Wisconsin River corridor.

   b. **Indicate the visual quality of the view-shed and identify landscape elements which would be visually sensitive:**
   The view-shed along the Riverway is of high-quality habitat and the scenic character is composed of steep rocky bluffs, rolling wooded hills, floodplain wetlands, and the Wisconsin River.

2. **User/viewer characteristics**
   a. **Identify and discuss the viewers who will have a view of the improved transportation facility:**
   Users of the river for fishing, boating, canoeing, and other river uses would have a view of the improved transportation facility. As indicated by the LWSRB, it is important that the WIS 60 roadway and its features blend in with the natural environment of the river and the surrounding bluffs.

   b. **Identify and discuss users of the transportation facility who will have a view from the facility:**
   The proposed action would largely stay on existing alignment, with minimal change to the transportation users' viewshed. The proposed project is not expected to diminish or adversely affect transportation facility users' viewer sensitivity.

3. **Effects**
   a. **Describe whether and how the project would affect the visual character of the landscape:**
   Tree removal, the addition of retaining walls, and proposed rock cuts visible from the river would be an adverse effect, including those that reveal human-made structures not previously clearly visible. But the proposed action would make every attempt to minimize those impacts by intentionally retaining trees and other screening vegetation along the river and considering colors and designs for retaining walls and beam guard painting that fit the Lower Wisconsin Riverway palette.

   b. **Indicate the effects the project would have on the viewer groups:**
   Although there will be an adverse effect for viewer groups on the Wisconsin River, the proposed project is committed to making every attempt to minimize those impacts. The project team will continue to coordinate with the LWSRB to incorporate design qualities that are acceptable to users of the river.

4. **Mitigation**
   a. **Have aesthetic commitments been made?**
   ☐ No
   ☒ Yes, discuss:
   The use of design techniques that protect and blend with the viewshed is required by the LWSRB.

   WisDOT will continue to coordinate with the LWSRB to incorporate design qualities that blend with the scenic character of the Riverway including:
   - All reasonable efforts would be taken to minimize the visual impact of rock cuts when viewed from the river during leaf-on conditions.
   - Tree and vegetation removal would be minimized to the greatest extent possible adjacent to the Wisconsin River, to prevent viewshed exposure of the WIS 60 roadway, buildings, and beam guard as viewed from the river; revegetation of disturbed areas would occur to the extent feasible
   - Trees on the Wisconsin River side of WIS 60 would be retained if at all possible
   - Beam guard on the side of WIS 60 that is facing the Wisconsin River would be painted to match the LWSR color palette.
   - Retaining walls visible from the Wisconsin River would match the LWSR color palette.

AGRICULTURE Factor Sheet

08-10-2023 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

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

Type of Land Acquired from Farm Operations	Type of Acquisition (acres)			Total Area (acres)
	Fee	PLE	TLE	
Cropland	2.48	0	0	2.48
Pasture	0.09	0	0.04	0.13
Idle or Fallow Fields	0	0	0	0
Forest Management	2.76	0	0	2.76
Specialty Farmland	0	0	0	0
Other Agricultural Land	3.79	0	0.03	3.82
Totals	9.12	0	0.07	9.19

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

Acreage to be Acquired	Number of Farm Operations
Less than 1 acre	9
1 acre to 5 acres	3
More than 5 acres	0

3. Is project a Town Highway Project consistent with Wis. Stat. §82?

☒ No - Complete the remainder of this factor sheet

☐ Yes – Skip to question 8 and complete the remainder of this factor sheet

4. Has the land being acquired been determined to be non-significant?

☐ Yes (all must be checked) – Report to DATCP using brief format

- ☐ Less than 1 acre in size per farm operation
- ☐ Does not result in removal of farm residence
- ☐ Does not result in removal of a farm operation building
- ☐ Does not result in loss of access to an aspect of a farm operation
- ☐ Does not result in loss of livestock related infrastructure
  - Examples include manure storage, grain/feed storage areas or feedlots

☒ No

- ☒ Acquisition 1 to 5 acres per farm operation – Submit Summary Format AIN to DATCP
- ☐ Acquisition over 5 acres per farm operation – Submit Formal AIN to DATCP

☐ Through coordination, DATCP has determined an AIN is not required

5. Has DATCP determined an Agricultural Impact Statement (AIS) Required?

☒ No, documentation is attached here: DATCP determined that an Ag Impact Statement (AIS) is not required for the proposed project. The proposed easement(s) and/or acquisition(s) of agricultural land(s) are less than the statutory minimum of five acres of impact to any single farm operation. A release letter from DATCP is provided in **Appendix 5C – DATCP Coordination**

☐ Yes, documentation is attached here:

6. **Identify and describe impacts to farm operations because of land lost due to the project.**
   - ☒ Does not apply.
   - ☐ Applies, discuss:

7. **Describe changes in access to farm operations caused by the proposed action.**
   - ☒ Does not apply.
   - ☐ Applies, discuss:

8. **Indicate whether a farm operation would be severed because of the project and describe the severance (include area of original parcel and size of any remnant parcels).**
   - ☒ Does not apply.
   - ☐ Applies, discuss:

9. **Identify any impacted agricultural properties operated by someone other than the property owner.**
   - ☐ Unknown
   - ☒ Does not apply
   - ☐ Applies, discuss:

10. **Identify and describe impacts generated by the acquisition or relocation of farm operation buildings, structures or improvements (e.g., barns, silos, stock watering ponds, irrigation wells, etc.). Address the location, type, condition and importance to the farm operation as appropriate.**
    - ☒ Does not apply
    - ☐ Applies, discuss:

11. **Identify and describe any impacts on agricultural property improvements such as windbreaks, fencing, drainage ditches, tiling, irrigation systems or wells.**
    - ☒ Does not apply
    - ☐ Applies, discuss:

12. **Identify and describe any impacts to farm operations that are certified organic producers or that incorporate organic farming practices. Discuss any additional concerns expressed by the farm operator and any mitigation techniques considered or incorporated into the proposed action. (Organic producers or those that exercise organic farms practices would be concerned with any herbicide or pesticide drift that could occur as part of a WisDOT project).**
    - ☒ Does not apply
    - ☐ Applies, discuss:

13. **Describe impacts caused by the elimination or relocation of a cattle/equipment pass or crossing. Attach plans, sketches, or other graphics as needed to clearly illustrate existing and proposed location of any cattle/equipment pass or crossing.**
    - ☒ No cattle or equipment passes would be impacted by the proposed action
    - ☐ Replacement of an existing cattle/equipment pass, or crossing is not planned, discuss:
    - ☐ Cattle/equipment pass replacement will occur at same location
    - ☐ Cattle/equipment pass, or crossing will be relocated, discuss:
    - ☐ Other, discuss:

14. **Identify and describe any proposed changes in land use or indirect impacts that would or could affect farm operations and are related to the development of this project.**
    - ☒ Does not apply
    - ☐ Applies, discuss:

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

☒ No effects indicated by farm operator or owner
☐ Applies, discuss:

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

17. Is land that would be converted to highway use covered by the Farmland Protection Policy Act?

☐ No
- ☐ The land was purchased prior to August 6, 1984 for conversion
- ☐ The acquisition does not directly or indirectly convert farmland
- ☐ The land is clearly not farmland
- ☐ The land is already in, or committed to urban use or water storage

☐ Yes (This determination is made by the Natural Resources Conservation Service (NRCS) via the completion of the Farmland Impact Conversion Rating Form, NRCS Form AD-1006 or CPA - 106)
- ☐ The land is prime farmland which is not already committed to urban development or water storage
- ☐ The land is unique farmland
- ☐ The land is farmland which is of statewide or local importance as determined by the appropriate state or local government agency

☒ Unknown - The Site Assessment Criteria Score (Part VI of Form CPA-106) is less than 60 points for all project alternatives. Per FDM 5-5-5.3.2, formal coordination and submittal of Form CPA-106 to NRCS is not required

18. Has the Farmland Conversion Impact Rating Form (CPA-106 or AD-1006) been submitted to NRCS?

☒ No
- ☐ The Farmland Protection Policy Act is not applicable and no formal coordination with the NRCS is required
- ☒ The Site Assessment Criteria Score (Part VI of the form) is less than 60 points for each project alternative and no formal coordination is required

☐ Yes – The Site Assessment Criteria Score is 60 points or greater for any project alternative.
Date Form CPA-106 or AD-1006 completed:

RELOCATIONS Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. **Indicate the number and type of any residential buildings, businesses or other buildings/structures that will be acquired because of the alternative. If a., b. and c. are checked below, this Factor Sheet is not needed. If d. or e. is checked, complete this Factor Sheet.**
   a. ☐ No occupied buildings have been identified. Provide number and description of non-occupied buildings and/or acreages to be acquired:
   b. ☐ No occupied residential building will be acquired because of this project.
   c. ☐ No occupied business buildings will be acquired because of this project.
   d. ☒ Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., residential buildings that are built or zoned as a single-family dwelling unit, multi-unit residential buildings such as condominiums, duplexes and apartments, etc.: *1 rurally located single family dwelling unit, and 5 seasonally occupied cabins which are not full-time residences would be acquired due to the proposed action.*
   e. ☐ Occupied business building(s) will be acquired. Provide number and description of businesses, e.g., single offices, grocery stores, farming operations, mixed-use commercial buildings, etc. If a residential home contains a business, please note that in the description:

2. **Residential Relocations:**
   a. Indicate the number of estimated households in the occupied buildings that will be relocated identified in item 1d, above: *1*
   Complete table below: (Note that this number may be greater than the number shown in 1d above because an occupied residential building may have multiple households. For example, an occupied apartment building may have many households, or an occupied single-family dwelling unit may have two or more households sharing rent. Households can be defined in different ways. A household may be an owner or renter of a single residential building zoned single-family. A household may be a renter in a unit of an apartment building. A single-family home may have three renters on the lease who constitute three different households.)
      1. Estimated number of households:

Number of households who own the occupied unit: 1	Number of households who rent the occupied unit: 0

      2. Estimated number of bedrooms per unit:

Number of one-bedroom units: 0	Number of two-bedroom units: 0	Number of three-bedroom units: 0	Number of four or more-bedroom units: 1

      3. Estimated number of relocated units by type:

Number of single-family units: 1	Price range (value or rent): $150,000 to $225,000
Number of multi-family units: 0	Price range (value or rent): to

   b. Describe the estimated available and comparable options for potential residential relocations:
      1. Estimated number of available (decent, safe, sanitary) housing units by the number of bedrooms:

One-bedroom units: NA	Two- bedroom units: NA	Three-bedroom units: NA	Four or more-bedroom units: 10

      2. Estimated number of available and comparable units by location:

1 bds.: NA	2 bds.: NA
3 bds.: NA	4+ bds.: 10 within: 3-20 miles

3. Estimated number of available and comparable units by type and price (include units in price ranges comparable to those being displaced, if any):

Single-family units: 1	Price range (value or rent): $75k to $200k dollars
5	Price range (value or rent): $200k to $300k dollars
3	Price range (value or rent): $300k to $400k dollars
1	Price range: (value or rent) $400k to $700k dollars
Multi-family units: NA	Price range (value or rent): to dollars
NA	Price range (value or rent): to dollars
NA	Price range: (value or rent) to dollars
NA	Price range: (value or rent) to dollars

c. Describe the estimated number of households with individuals with demographic characteristics that may require special consideration:

One household contains identified disabled and elderly individual(s).

d. Indicate the source of information that was used to fill out the above questions in 3b and c. Please include the date on which this information was generated:
A Conceptual Stage Relocation Plan (CSRP) was completed for the proposed action in April 2024. The CSRP was used to fill out the above questions in 3b. The CSRP is provided in **Appendix 4 – Conceptual Stage Relocation Plan**.

A direct email and mailed questionnaire was sent to the relocated property owner in October 2024 to obtain demographic information indicated above in question 3c. The relocated property owner provided demographic information via telephone in October 2024.

e. Describe any special considerations: The proposed action would require the relocation of one property owner. The property owner is identified as elderly and handicapped/disabled based on individual meetings held with the property owner in September 2021, and direct mail questionnaires and phone conversations held with the property owner in October 2024. The property owner requested that a driveway access point be provided to the relocation property, providing the potential for re-building on the remaining portion of the property. No other special considerations have been requested.

4. Business Relocations:

a. Indicate the number of estimated businesses that will be relocated from the business buildings identified in item 1e., above: *0*

1. Estimated number by owner/tenant status: NA

Number of businesses in owner-occupied buildings:	Number of businesses in tenant-occupied buildings:

2. Estimated number of relocated businesses by type and price range.

Type of business, describe:	Price range (value or rent):	to
Type of business, describe:	Price range (value or rent):	to
Type of business, describe:	Price range (value or rent):	to

b. Describe the estimated available and comparable options for potential business relocations: NA

1. Number of available and comparable buildings by type and price, indicate if for sale or rent (include buildings in price ranges comparable to those being displaced):

Type, describe:	Price range (value or rent):	to	dollars
	Price range (value or rent):	to	dollars
	Price range (value or rent):	to	dollars
	Price range: (value or rent)	to	dollars

Type, describe:	Price range: (value or rent)	to	dollars
	Price range: (value or rent)	to	dollars
	Price range: (value or rent)	to	dollars
	Price range: (value or rent)	to	dollars
Type, describe:	Price range: (value or rent)	to	dollars
	Price range: (value or rent)	to	dollars
	Price range: (value or rent)	to	dollars
	Price range: (value or rent)	to	dollars

c. Describe the estimated number of businesses with individuals with demographic characteristics that may require special consideration: NA

d. Indicate the source of information that was used to fill out the above questions in 3b and c. Please include the date on which this information was generated: NA

e. Describe any special considerations: NA

5. Other Relocations (community centers, food pantries, churches, schools, non-profits, etc.): NA

a. Indicate the estimated number of other relocations:
b. Indicate the type of other relocations:
c. Indicate the market value or rent of each of the other relocations:
d. Describe the estimated available and comparable options for potential other relocations:
   1. Estimated number of available and comparable units by type and location:

type:	within:	miles	type:	within:	miles
type:	within:	miles	type:	within:	miles
type:	within:	miles	type:	within:	miles

   2. Estimated number of available and comparable units by type and price (include units in price ranges comparable to those being relocated, if any):

type:	Price range (value or rent):	to	dollars
	Price range (value or rent):	to	dollars
	Price range (value or rent):	to	dollars
	Price range: (value or rent)	to	dollars

e. Indicate the source of information that was used to fill out the above questions in 5a - 5d. Please include the date on which this information was generated:
f. Describe any special considerations:

6. Identify any difficulties or unusual conditions for households, businesses or other relocations impacted by the proposed alternatives: None identified

7. Indicate whether special relocation assistance service will be needed. Describe any special services or housing programs needed to remedy identified difficulties or unusual conditions noted in questions 6 and question 3c above:

☒ None identified
☐ Yes, describe services that will be required:

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

A driveway access point would be provided to the relocation property. This driveway provides the potential for re-building on the remaining portion of the property.

A second potential relocation was avoided through project design refinements. The potential relocation includes an unsafe driveway access point. Access would now be proposed through an adjacent parcel that was purchased by WisDOT using the early acquisition process.

9. **Describe any measures taken where the existing housing inventory is insufficient, does not meet relocation standards or is not within the financial capability of those being relocated:** Housing availability in the direct project area is limited due to the project's geographic location and the relatively sparsely populated land use patterns in the project area.

10. **Discuss any contact with local governments, organizations, groups or individuals regarding residential and business relocation impacts. Include any measures or coordination needed to reduce general or specific impacts:**
    Property owners were initially notified of their potential relocation via mailed letter in August 2011 during a previous phase of the project.

    Individual property owner meetings were held in September, 2021 prior to a project Public Information Meeting. At the property owner meeting, the relocated property owner noted that their existing driveway and associated culvert at Sta. 162+00 has previously washed out. A driveway access point would be provided to the relocation property. This driveway provides the potential for re-building on the remaining portion of the property.

DEMOGRAPHICS Factor Sheet

02-21-2025 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. **Identify and give a brief description of demographics that may be affected by the alternative. Include the pertinent demographic characteristics and relative size.**

   ☐ Black (origins in any of the black racial groups of Africa)
   Describe:
   ☒ Hispanic or Latino (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race)
   Describe: 5% of the total population within ½ mile of the project corridor
   ☒ Asian American (origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent)
   Describe: 1% of the total population within ½ mile of the project corridor
   ☐ American Indian and Alaska Natives (origins in any of the original people of North America or South America (including Central America), and who maintain cultural identification through tribal affiliation or community recognition)
   Describe:
   ☐ Native Hawaiian and Other Pacific Islander (origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands)
   Describe:
   ☐ 2 or more races including any of the above categories, as defined by U.S. Census
   Describe:
   ☒ Percentage below poverty level, as defined by U.S. Census
   Describe: 23% of the total population within ½ mile of the project corridor n

2. **Describe how information on the alternative was communicated to include all demographic groups:**
   Public Involvement Meeting notices were produced and distributed to adjacent property owners in July 2017 and September 2022, prior to the project's Public Involvement Meetings. The notices served to update stakeholders on project development and to invite area residents, businesses, and property owners to public information activities.

   PIM notices were also published in the local newspaper, The Muscoda Progressive, in September 2022.

   A project website was developed to distribute project information and to enable stakeholders to provide comments on the project. (https://wisconsindot.gov/Pages/projects/by-region/sw/wis60/default.aspx). The website includes Public Meeting presentation materials and project contact information.

   Some methods that could be used to communicate project information to minority populations and low-income populations include:

☒ Public involvement meetings (PIMs)	☐ Brochures	☐ Public service announcements
☒ Newsletters	☒ Notices	☐ Key persons
☐ Utility bill inserts	☒ Emails	☒ Direct mailings
☐ Advertisements	☐ Others, identify:	

3. **How was input from all demographic groups obtained? Check all that apply:**

- ☒ Public Information Meeting
- ☐ Door-to-door interviews
- ☐ Focus group research
- ☐ Public hearings
- ☒ Focused small group information meetings
- ☐ Focused workshop/conferences
- ☒ Mailed surveys
- ☒ Key person interviews

Other, identify:

4. **If there is a project advisory committee, identify which demographic groups are represented and by whom.**

- ☐ Yes, there was a project advisory committee. Describe:
- ☒ No project advisory committee was formed

5. **Will there be potential impacts of any kind to minority populations or low-income populations identified above?**

- ☒ No
- ☐ Yes, describe:

6. **Have issues been identified concerning effects on a specific demographic group(s) related to the alternative?**

- ☒ No issues or concerns related to effects have been raised.
- ☐ Yes, issues or concerns related to effects have been identified. Describe what the issues or concerns are, who identified the issues or concerns (for example, identify if the issues were raised by the project team, through public involvement, through interagency coordination or by other means), and how the issues or concerns will be addressed:

HISTORIC PROPERTIES Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. **Identify which of the following apply to the Historic Property(ies) being discussed on this Factor Sheet:**
   - ☐ 44.40 No Adverse Effects with Commitments
   - ☐ 44.40 Adverse Effects with mitigation
   - ☐ Section 106 Determination of No Adverse Effects (DNAE) with commitments
   - ☒ Section 106 Adverse Effects.
   - ☐ National Historic Landmark (NHL) in the Area of Potential Effect (APE).

2. **Is there Federal Participation (funding, permitting, etc.)?**
   - ☐ No, state participation only, follow §44.40 process (complete questions 3 – 4, 9 and 11 below).
   - ☒ Yes, FHWA approval or funding is required, follow Section 106 process as delegated by FHWA (complete questions 5 - 11 below)
   - ☐ Yes, non-FHWA federal involvement, indicate which agency, complete remainder of sheet as applicable:

   Describe the project applicant's (WisDOT or local unit of government) role in meeting state and federal requirements:

   WisDOT submitted initial architecture/history and archaeological survey reports for the proposed project to the SHPO in December 2018. The SHPO concurred with the identification and evaluation of properties within the project's Area of Potential Effect (APE) for architecture/history and archaeological resources in January 2019.

   WisDOT submitted a letter report for architecture/history to the SHPO in October 2022 to address minor refinements to the original project activities covered within the APE of the 2018 survey. The Section 106 consultation was amended for additional design changes in December 2022, and the amendment was approved by the SHPO in January 2023. A supplemental architecture/history survey report letter was submitted to the SHPO in June 2023 to address the acquisition of six additional parcels. No additional historic properties, defined as those listed in or determined eligible for the National Register of Historic Places, were identified in the June 2023 supplemental report.

   WisDOT project team held a historic consultation meeting with identified historic property owners on August 20, 2019. Additional consultation meetings were held with historic property owners on February 3, 2023, on February 15, 2023, and on December 5, 2023.

   The WisDOT project team held an archaeological consultation meeting with SHPO and Native American Tribes expressing interest in the project, Ho-Chunk Nation and the Forest County Potawatomi Tribe, on August 20, 2019.

   On August 19, 2022, the WisDOT project team sent a Tribal notification update email to THPOs providing updated project details following a previous update sent in 2019 and the original notification form sent in 2015.

   On January 25, 2023, the WisDOT project team held a Tribal consultation meeting. The project team coordinated with THPOs throughout the consultation process, with two Tribes requesting to remain consulting parties. A second Tribal consultation meeting was held on July 13, 2023.

   A Memorandum of Agreement (MOA) between FHWA and the SHPO was executed on July 26, 2024.

STATE 44.40 PROCESS

3. **Results of Archival and Literature Search (i.e. Wisconsin Historic Preservation Database WHPD):**
   ☐ Sites reported, go to question 4 for State (44.40)
   List date of archival and literature search completed:

4. **SHPO §44.40 concurrence date:**
   ☐ No adverse effects with commitments
   ☐ Adverse effect with mitigation.

FEDERAL SECTION 106 PROCESS

5. **Describe Area(s) of Potential Effect (APE); see Section IV of Section 106 Form DT1635:**
   ☒ Archaeology APE: The Area of Potential Effect for archaeology was defined to encompass areas where ground disturbance may occur as a result of the proposed project activities.
   ☒ History APE: The Area of Potential Effect for architecture/history was defined to include properties along WIS 60 that may be directly or indirectly impacted by project activities.
   Indicate location of APE map: **Appendix 6 - Section 106 Documentation**

6. **Parties notified (see Section III of Section 106 form DT1635):**

Parties Contacted (includes consulting parties)	Date Contacted	Comments Received		
		No	Yes	Response Sent
Affected Landowners	8/20/2019, 9/9/2022, 2/3/2023, 2/15/2023, 12/5/2023	☐	☒	☒ Date: Multiple individual consultation meetings have been held with individual historic property owners. Summaries of these meetings are documented in the proposed action's D for C.
Tribal Historic Preservation Officers (THPOs)	8/10/2019, 8/19/2022	☒	☒	☒ Date: response comments received from Ho-Chunk Nation THPO (11/10/2022) and Forest County Potawatomi Tribe THPO (8/22/2022). See Appendix 5E – Tribal Coordination
Ho-Chunk Nation THPO and Forest County Potawatomi Tribe THPO – Tribal Consultation Meeting	8/20/2019 1/25/2023 7/13/2023	☐	☒	☒ Date: response comments received via meeting notes. Summaries of these meetings are documented in the proposed action's D for C.
Tribal Historic Preservation Officers (THPOs) - Ho-Chunk Nation and Forest County Potawatomi Tribe notified of draft data recovery plan and mitigation proposals via email. They were given 30 days to comment on the draft plan and notified that they will also be asked to review the D for C and MOA before their finalization.	7/14/2023	☐	☒	☒ Date: 7/24/2023 Forest County Potawatomi THPO called WisDOT consultant project manager, confirmed the attendees of the July 13 consultation meeting, discussed the data recovery timeline and process. THPO acknowledged plan to continue contact with WisDOT following review of the draft D for C and MOA. No further comments or questions have been received from Tribes. See Appendix 5E – Tribal Coordination

7. Properties Identified (see Sections V, VI, VII of the Section 106 Form DT1635 and/or the arch/history reports):

Archaeological Site Inventory (ASI #) or Architecture and History Inventory (AHI #)	Name	Type	Recommended for Evaluation Y/N	Determined Eligible for or already listed in the NRHP Y/N	Effects Avoided Y/N
NA (eligible for listing)	Doxhaven Cabin and Boathouse	Historic	Y	Y	N
NA (eligible for listing)	Trevillian Seasonal Cabin	Historic	Y	Y	Y
NA (SHPO determined not eligible for listing)	Indian Creek School	Historic	Y	N	Y
47RI19/BRI-0165	Teepel Group	Archaeological	Y	Y	N
47RI63	Lamberson Site	Archaeological	Y	Y	N
47RI159/BRI-0170	Neefe Mounds	Archaeological	Y	Y**	Unknown **
47R1512	Tiger Lily Terrace***	Archaeological	N	N	Y
47RI548	Walnut Field***	Archaeological	N	N	Y
47RI55	Pine Crossing***	Archaeological	N	N	Y

** Neefe Mounds, was previously identified in 1983, and if extant, is likely to be eligible for listing in the National Register. However, the property owner did not grant access to conduct survey. Therefore, evaluation has not yet been completed and is planned to occur when WisDOT acquires the property the site is located on. The evaluation process is outlined in the project's Memorandum of Agreement (MOA) and in accordance with 36 CFR 800.4(b)2 and §800.5(a)3.

Pursuant to 36 CFR 800.5(a)(3), a phased application in applying the criteria of adverse effect will apply to 47RI59/BRI-0170 (Neefe Mounds) consistent with the phased identification and evaluation efforts conducted pursuant to 36 CFR § 800.4(b)(2). If the project is found to have an adverse effect, the FHWA shall consult further to resolve the adverse effect pursuant to 36 CFR 800.6 and move forward with data recovery in accordance with the Data Recovery Plan and the project's MOA.

*** These potentially eligible sites were identified within the project area, however, the portions of the sites extending into the APE were determined to be non-contributing. All sites would require avoidance commitments as identified in the Environmental Commitments pages.

8. Describe effects on those properties identified in Question 7 (or provide appropriate pages from *e*-106 Question 11, https://www.achp.gov/sites/default/files/guidance/2018-09/e106-instructions-2018.pdf):

Property	Effects, Adverse or Other
Doxhaven Cabin and Boathouse	The proposed project would remove and replace the existing pavement within the historic boundary, remove and replace the bottom tier of the existing retaining wall within the historic boundary, and reconfigure the existing beam guard. These activities will result in an adverse effect to the property. Additionally, the project would replace the concrete steps within the historic boundary of the property. Two mature trees within the existing right of way would be removed from the property to complete the work. No right of way or temporary limited easement (TLE) would be required for the project. The bottom tier of the existing retaining wall would be replaced with a post and panel wall that would include form liner stamped concrete panels stained to mimic the existing aesthetics. The metal posts would be painted a natural color, to minimize their visual impact and blend in with the panels as much as possible. A post and panel retaining wall was determined necessary to allow for proper grading of the roadway and to safely maintain the hillside of the property. Project designers will continue to investigate the potential for strategic native vegetation to be planted that would partially obscure the wall, as an additional minimization measure. If suitable vegetation is found, this will be included in the project plans.
Trevillian Seasonal Cabin	The proposed project would remove and replace the existing pavement and replace the existing drainage structure across from the property; the drainage structure would be shifted slightly to the west, to better match the existing drainage channel and to remove the structure off of the historic property boundary. A maximum of 945 square feet of TLE would be required within the historic boundary. However, no work would occur within the historic boundary. No permanent right of way would be needed within the historic boundary. The existing fencing and all foliage would remain in place, with no potential for adverse effect.
Teepel Group	The reconstruction of WIS 60 would physically impact and destroy archaeological site deposits and would result in an adverse effect to the Teepel Group. The archaeological site area extends approximately [redacted] meters squared) in an area located south of the existing WIS 60. Based on information from the Phase I survey and the Phase II evaluations for the project, intact archaeological deposits exist within the APE. The project activities would consist of road construction activities that would physically impact and destroy the archeological site deposits; data recovery would take place prior to construction.
Lamberson Site	The reconstruction of WIS 60 would physically impact and destroy archaeological site deposits and would result in an adverse effect to the Lamberson Site. The site area impacted by the proposed WIS 60 reconstruction is a strip measuring approximatel[redacted] of WIS 60. The combined area measures approximately [redacted] meters squared) in area. The project activities would consist of road construction activities that would physically impact and destroy the archeological site deposits; data recovery would take place prior to construction.

Neefe Mounds	Neefe Mounds, was previously identified in 1983, and if extant, is likely to be eligible for listing in the National Register. However, the property owner did not grant access to conduct survey. Therefore, evaluation has not yet been completed and is planned to occur when WisDOT acquires the property the site is located on. The evaluation process is outlined in the project's Memorandum of Agreement (MOA) and in accordance with 36 CFR 800.4(b)2 and §800.5(a)3.

9. Additional Documentation that was completed for Historic Properties (check all that apply):

Project File	Attached to Environmental Document	Documentation
☐	☐, location:	Screening List, Archaeology
☐	☐, location:	Screening List, History
☐	☐, location:	44.40 Form
☐	☒, location: ***Appendix 6 – Section 106 Documentation***	Section 106 Form DT 1635 (SHPO and/or THPO concurrence)
☒	N/A	Archaeology Report
☒	N/A	History Report
☒	N/A	DOE
☐	☐, location:	DNAE and/or DNAE signature page
☒	N/A	D for C (*e*-106)
☐	☒, location: ***Appendix 6 – Section 106 Documentation***	Memorandum of Agreement (MOA)
☐	☐, location:	Other Agreement Document (i.e. Programmatic Agreement (PA) or Project specific agreement)
☐	☐, location:	Other, describe:

10. Will effects to historic properties identified on this Factor Sheet result in a Section 4(f) use or qualify for an exception to Section 4(f) identified in 23 CFR 774.13?

☐ No

☒ Yes, complete the Section 4(f) Factor Sheet for each applicable historic property.

11. List all 44.40 or Section 106 commitments below:

- Per Wis. Stat. §157.70, WisDOT will obtain burial authorization for any proposed ground disturbance, and WisDOT will provide qualified archaeologist monitoring at the following uncatalogued burial sites:
    - Orion Conical Mounds (47RI54/BRI-0141)
    - Indian Creek Linears (47RI452 / BRI-0207)
    - Sarah Dooley Mounds (47RI157 / BRI-0173)
    - Either Side (47RI497 / BRI-0218)
    - Island View Mounds (47RI451 / BRI-0206)
    - Cook Linear Mounds (47RI449 / BRI-0204)
    - Neefe Mounds (47RI59 / BRI-0170)
    - Seifert Fire Pits (47RI62 / BRI-0223)
    - Pine River Enclosure (47RI416 / BRI-0188)
    - Teeple Group (47RI19 / BRI-0165)
    - Pine River Linear Mounds (47RI450 / BRI-0205)
- Per Wis. Stat. §157.70 coordination with SHPO is required for transfer of any burial site.
- Nominate Doxhaven Cabin and Boathouse for listing in the National Register by completing a National Register Nomination Form in accordance with National Park Service (NPS) and SHPO Requirements
- Complete remaining Phase 2 archaeological survey (Neefe Mounds) upon WisDOT acquisition.

- Ensure that the Data Recovery Plan for Teeple Group, Lamberson Site, and Neefe Mounds (if applicable) is executed in order to obtain significant information from the sites.
- Ensure that public outreach opportunities for the Teeple Group are executed, including facilitation of field visits.
- Ensure that the results of the data recovery and archaeological surveys for Teeple Group, Lamberson Site, and Neefe Mounds (if applicable) are shared publicly
- WisDOT will replace the lowest row of the existing retaining wall in front of the Doxhaven Cabin with a post and panel retaining wall. The wall will include form liner stamped concrete panels stained to mimic the existing aesthetics. The metal posts will be painted a natural color, to minimize their visual impact and blend in with the panels as much as possible. Project designers will continue to investigate the potential for strategic native vegetation to be planted that would partially obscure the wall, as an additional minimization measure. If suitable vegetation is found, this will be included in the project plans.
- At Trevilian Season Cabin, the existing fencing and all foliage on site will remain in place.
- No identified Archaeological or Historic Sites will be be used for borrow or waste disposal or for the staging of personnel, equipment, and/or supplies.
- Temporary protective fencing will be placed along the area of potential effect at the following identified sites.
    - Iverson (47RI164)
    - Tiger Lily Terrace (47R1512)
    - Pine Crossing (47RI55)
    - Walnut Field (47RI548)
    - Bike Trail (47RI417)
    - Either Side (47RI497)

SECTION 4(f) Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. **Resource Name:** Lower Wisconsin State Riverway (LWSR)

2. **Location:** This 45,000-acre property extends along 92 miles of the Wisconsin River from Prairie du Sac to the confluence with the Mississippi River. The LWSR is largely undeveloped and recognized for its natural scenic beauty, particularly those areas visible from the Wisconsin River. The LWSR provides opportunities for high-quality, nature-based, open-space recreational uses that are compatible with the property's capabilities and the ecological and habitat management goals, including hunting, trapping, wildlife viewing, fishing, paddling, boating and boat landings, picnicking, camping, hiking, equestrian use, and environmental interpretation and education.

   Specific recreational uses and designated day use areas (parking and boat landings) within the WIS 60 corridor include:

   Boat/Canoe/Kayak Access:
   - Buena Vista Boat Landing – located on the east end of the project corridor south of WIS 60 and the community of Gotham; no direct access to this boat launch from WIS 60.
   - Orion Boat Landing – located on the project corridor south of WIS 60 in the community of Orion; no direct access to this boat launch from WIS 60.

   Fishing:
   - Both shore and boat fishing (via boat landings) are available within the WIS 60 project corridor portion of the LWSR.

   Scenic Overlook:
   - Double O Overlook – an undeveloped site located west of Gotham and north of WIS 60 on the east side of County OO. The wooded bluff rises about 300 feet above the river and offers river and landscape views.

   Parking:
   - Three designated day-use parking areas are located within the WIS 60 project corridor at the following locations:
     - Schmidt Lane – a WDNR-maintained small parking lot located on the north side of WIS 60.
     - Bogus Bluff State Natural Area – a gravel driveway and small parking area located off the north side of WIS 60.
     - Orion Mussel Bed State Natural Area – includes a small parking area east of the community of Orion; no direct access from the WIS 60 corridor.

   Map included here: Appendix 7 – Section 4(f) Documentation

3. **Ownership and/or Agency with Jurisdictional Authority:** Wisconsin Department of Natural Resources

4. **Type of Resource:**
   - ☐ Park
   - ☒ Recreational lands
   - ☐ Wildlife Refuge
   - ☐ Waterfowl Refuge
   - ☐ Historic/Archaeological site eligible for the National Register of Historic Places (NRHP)
   - ☐ Other – Identify:

5. Briefly describe use of the resource:

The preferred alternative would require right-of-way acquisition from 22 individual WDNR-owned parcels, for a total of 18.03 acres of right of way acquisition (through permanent highway easement and/or fee) and 0.09 acres of temporary limited easement (TLE). This represents approximately 0.04 percent of the total WDNR-owned portion of the LWSR. The future right of way acquired from WDNR would be considered transportation right-of-way, not parkland, under Section 4(f). Compensation, either in payment or land swap/transfer, would be made for any land acquired for the project, in accordance with applicable federal and state laws. The acreage being taken would have no significant impact to the habitat value or recreational opportunities of the LWSR. The impacted LWSR property is used as a recreational area for all legal recreational activities. There is sufficient land remaining on individually impacted parcels, and within the LWSR property as a whole, to maintain all allowed recreational activities.

6. Type of Section 4(f) Documentation

- ☐ Section 4(f) Exception or questions of Section 4(f) Applicability (Proceed to Questions 7, then 11)
- ☒ *De minimis* (Proceed to Questions 8, then 11)
- ☐ Programmatic Section 4(f) (Proceed to Questions 9, then 11)
- ☐ Individual Section 4(f) (Proceed to Questions 10, then 11)

7. 23 CFR 774.11 applicability and 23 CFR 774.13 exceptions to Section 4(f) approvals:

FHWA has identified various instances when a Section 4(f) analysis might not be necessary for a potential Section 4(f) resource. These instances are listed below: (check the exception to Section 4(f) that applies to the resource AND check the conditions to ensure that they are met). Supporting documentation for use of the exception checked below is attached here:

- ☐ The resource, in its entirety, is not significant per 23 CFR 774.11(c). The officials with jurisdiction have provided information to support this indication.
- ☐ Multiple Use. Where Federal lands or other public land holdings (e.g., State forests) are administered/managed for multiple uses per 23 CFR 774.11(d). Section 4(f) only applies to the portions of the resource that function as, or as designated as significant park, recreation, or wildlife and waterfowl purposes. The officials with jurisdiction have provided information to support this indication.
- ☐ Section 4 (f) does not apply per 23 CFR 774.11 (h)The resource is formally reserved for a future transportation facility and temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, and as a result the interim activity, regardless of duration, will not subject the resource to Section 4(f).
- ☐ Joint Planning. When a resource is formally reserved for a future transportation facility before or at the same time a park, recreation area, or wildlife and waterfowl refuge is established, and concurrent or joint planning occurs, then any resulting impacts will not be considered a Section 4(f) use. Formal reservation of a Section 4(f) resource for future transportation use can be demonstrated by any of the documents described at 23 CFR 774.11(i).
- ☐ Section 4(f) does not apply to the use of historic transportation facilities in certain circumstances per 23 CFR 774.13(a) Any of the following criteria must be met:
  - ☐ (1) Common post-1945 concrete or steel bridges and culverts that are exempt from individual review under 54 U.S.C. 306108 (Section 106).
  - ☐ (2) Improvement of railroad or rail transit lines that are in use or were historically used for the transportation of goods or passengers, including, but not limited to, maintenance, preservation, rehabilitation, operation, modernization, reconstruction, and replacement of railroad or rail transit line elements, except for:
    (i) Stations;
    (ii) Bridges or tunnels on railroad lines that have been abandoned, or transit lines not in use, over which regular service has never operated, and that have not been railbanked or otherwise reserved for the transportation of goods or passengers; and
    (iii) Historic sites unrelated to the railroad or rail transit lines.

☐ (3) Maintenance, preservation, rehabilitation, operation, modernization, reconstruction, or replacement of historic transportation facilities. Include necessary documentation to support this determination based on consultation under 36 CFR 800.5, that:

(i) Such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or this work achieves compliance with Section 106 through a program alternative under 36 CFR 800.14; and

(ii) The official(s) with jurisdiction over the Section 4(f) resource have not objected to the Administration conclusion that the proposed work does not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or the Administration concludes this work achieves compliance with 54 U.S.C. 306108 (Section 106) through a program alternative under 36 CFR 800.14.

☐ Section 4(f) does not apply per 23 CFR 774.13(b). Archeological sites that are listed in or determined eligible for the National Register when (both conditions must be satisfied):

☐ (1) The archeological resource is important primarily because of what can be learned by data recovery and has minimal value for preservation in place. This exception applies both to situations where data recovery is undertaken and where it is decided in agreement with the official(s) with jurisdiction, not to recover the resource; and

☐ (2) The official(s) with jurisdiction over the Section 4(f) resource have been consulted and have not objected to the finding in paragraph (b)(1) above.

☐ Section 4(f) does not apply per 23 CFR 774.13(c). Designations of park and recreation lands, wildlife and waterfowl refuges, and historic sites that are made, or determinations of significance that are changed, late in the development of a proposed action. With the exception of the treatment of archeological resources in § 774.9(e), the Administration may permit a project to proceed without consideration under Section 4(f) if the property interest in the Section 4(f) land was acquired for transportation purposes prior to the designation or change in the determination of significance and if an adequate effort was made to identify properties protected by Section 4(f) prior to acquisition. However, if it is reasonably foreseeable that a property would qualify as eligible for the National Register prior to the start of construction, then the property should be treated as a historic site for the purposes of this section.

☐ Section 4(f) does not apply per 23 CFR 774.13(d). Temporary occupancies of land that are so minimal as to not constitute a use. All the following conditions must be satisfied:

☐ (1) Duration must be temporary, *i.e.*, less than the time needed for construction of the project, and there should be no change in ownership of the land;

☐ (2) Scope of the work must be minor, *i.e.*, both the nature and the magnitude of the changes to the Section 4(f) property are minimal;

☐ (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;

☐ (4) The land being used must be fully restored, *i.e.*, the property must be returned to a condition which is at least as good as that which existed prior to the project; and

☐ (5) There must be documented agreement from the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

☐ Section 4(f) does not apply per 23 CFR 774.13(e). Projects for the Federal lands transportation facilities described in 23 U.S.C. 101(a)(8).

☐ Section 4(f) does not apply per 23 CFR 774.13(f). Certain trails, paths, bikeways, and sidewalks, in the following circumstances:

☐ (1) Trail-related projects funded under the Recreational Trails Program, 23 U.S.C. 206(h)(2);

☐ (2) National Historic Trails and the Continental Divide National Scenic Trail, designated under the National Trails System Act, 16 U.S.C. 1241- 1251, with the exception of those trail segments that are historic sites as defined in § 774.17;

☐ (3) Trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained; and

☐ (4) Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation.

☐ Section 4(f) does not apply per 23 CFR 774.13(g). Transportation enhancement activities, transportation alternatives projects and mitigation activities, where (both must be checked):

☐ (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and

☐ (2) The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

8. 23 CFR 774.7(b) Finding of *de minimis* Impact

Indicate which Finding of *de minimis* impact applies (attached here: **Appendix 7 – Section 4(f) Documentation**)

☐ Finding of *de minimis* impact on a Historic Property

☒ Finding of de minimis impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges

9. 23 CFR 774.3(d) Programmatic Section 4(f) Evaluation

Indicate which Section 4(f) Programmatic Evaluation(s) applies (attached here:)

☐ Independent bikeway or walkway construction projects

☐ Historic Bridges

☐ Park minor involvement

☐ Historic site minor involvement.

☐ Net Benefit to Section 4(f) Property

10. 23 CFR 774.3 Individual Section 4(f) Evaluation

☐ Draft Individual Section 4(f) evaluation approved on . (Attached here)

☐ Final Individual Section 4(f) evaluation approved on . (Attached here)

11. Was special funding (Federal funds such as Land and Water Conservation Fund Act, Dingell Johnson Act, Pittman-Robertson Act or State funding sources) used to acquire the land or to make improvements on the property?

☐ No, special funding was not used for the acquisition or enhancement of this property.

☒ Yes, complete the Section 6(f) and Other Unique Properties Factor Sheet.

SECTION 4(f) Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. **Resource Name:** Doxhaven Cabin and Boathouse

2. **Location:** Doxhaven Cabin and Boathouse is located in the town of Orion in Richland County. The 0.46-acre parcel spans both sides of WIS 60 and consists of a c.1920 cabin on the north side of the road and a c.1920 boathouse on the south side of the road, directly abutting the Wisconsin River. The cabin is outside of the current right of way and set back approximately 31 feet from the edge of the existing pavement of WIS 60 by a steep embankment that is protected by gravel and a stepped terrace of stacked fieldstone rocks. The lot is heavily wooded with mature deciduous and coniferous trees. A cement block stairway leads to the house, extending uphill east of the house from the roadway pavement edge. The boathouse is located within the existing right of way, approximately 9.7 feet from the southern edge of the existing pavement of the WIS 60 roadway. Metal beam guard extends along the south side of the roadway. A gap in the beam guard allows for access to the boathouse. The adjacent banks of the river are steep and wooded.

   Map included here: Appendix 7 – Section 4(f) Documentation

3. **Ownership and/or Agency with Jurisdictional Authority:** Cabin and Boathouse are under private ownership; State Historic Preservation Officer (SHPO) has jurisdictional authority (determined eligible for listing in the National Register under Criterion A for its history as a recreational, riverfront, residential property)

4. **Type of Resource:**
   - ☐ Park
   - ☐ Recreational lands
   - ☐ Wildlife Refuge
   - ☐ Waterfowl Refuge
   - ☒ Historic/Archaeological site eligible for the National Register of Historic Places (NRHP)
   - ☐ Other – Identify:

5. **Briefly describe use of the resource:** The proposed project would remove and replace the existing WIS 60 pavement and slightly widen the roadway within the historic boundary, replace and reconfigure the existing beam guard, and replace the first tier of the existing three-tier stacked fieldstone retaining wall with a post and panel retaining wall to allow for proper grading of the roadway and to safely maintain the hillside of the property. Additionally, the project would replace the concrete steps within the historic boundary of the property. Two mature trees within the existing right of way would be removed from the property to complete the work. The pavement, retaining wall, beam guard work, and tree removal would result in an adverse effect to the historic property under Section 106 of the NHPA and would constitute a use of the historic property, as a permanent incorporation of land into a transportation facility. No right of way or temporary limited easement (TLE) would be required for the project.

   The bottom tier of the existing retaining wall would be replaced with a post and panel wall that would include form liner stamped concrete panels stained to mimic the existing aesthetics. The metal posts would be painted a natural color, to minimize their visual impact and blend in with the panels as much as possible. A post and panel retaining wall was determined necessary to allow for proper grading of the roadway and to safely maintain the hillside of the property. Project designers will continue to investigate the potential for strategic native vegetation to be planted that would partially obscure the wall, as an additional minimization measure. If suitable vegetation is found, this will be included in the project plans.

6. Type of Section 4(f) Documentation

- ☐ Section 4(f) Exception or questions of Section 4(f) Applicability (Proceed to Questions 7, then 11)
- ☐ *De minimis* (Proceed to Questions 8, then 11)
- ☐ Programmatic Section 4(f) (Proceed to Questions 9, then 11)
- ☒ Individual Section 4(f) (Proceed to Questions 10, then 11)

7. 23 CFR 774.11 applicability and 23 CFR 774.13 exceptions to Section 4(f) approvals:

FHWA has identified various instances when a Section 4(f) analysis might not be necessary for a potential Section 4(f) resource. These instances are listed below: (check the exception to Section 4(f) that applies to the resource AND check the conditions to ensure that they are met). Supporting documentation for use of the exception checked below is attached here: NA

- ☐ The resource, in its entirety, is not significant per 23 CFR 774.11(c). The officials with jurisdiction have provided information to support this indication.
- ☐ Multiple Use. Where Federal lands or other public land holdings (e.g., State forests) are administered/managed for multiple uses per 23 CFR 774.11(d). Section 4(f) only applies to the portions of the resource that function as, or as designated as significant park, recreation, or wildlife and waterfowl purposes. The officials with jurisdiction have provided information to support this indication.
- ☐ Section 4 (f) does not apply per 23 CFR 774.11 (h)The resource is formally reserved for a future transportation facility and temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, and as a result the interim activity, regardless of duration, will not subject the resource to Section 4(f).
- ☐ Joint Planning. When a resource is formally reserved for a future transportation facility before or at the same time a park, recreation area, or wildlife and waterfowl refuge is established, and concurrent or joint planning occurs, then any resulting impacts will not be considered a Section 4(f) use. Formal reservation of a Section 4(f) resource for future transportation use can be demonstrated by any of the documents described at 23 CFR 774.11(i).
- ☐ Section 4(f) does not apply to the use of historic transportation facilities in certain circumstances per 23 CFR 774.13(a) Any of the following criteria must be met:
  - ☐ (1) Common post-1945 concrete or steel bridges and culverts that are exempt from individual review under 54 U.S.C. 306108 (Section 106).
  - ☐ (2) Improvement of railroad or rail transit lines that are in use or were historically used for the transportation of goods or passengers, including, but not limited to, maintenance, preservation, rehabilitation, operation, modernization, reconstruction, and replacement of railroad or rail transit line elements, except for:
    (i) Stations;
    (ii) Bridges or tunnels on railroad lines that have been abandoned, or transit lines not in use, over which regular service has never operated, and that have not been railbanked or otherwise reserved for the transportation of goods or passengers; and
    (iii) Historic sites unrelated to the railroad or rail transit lines.
  - ☐ (3) Maintenance, preservation, rehabilitation, operation, modernization, reconstruction, or replacement of historic transportation facilities. Include necessary documentation to support this determination based on consultation under 36 CFR 800.5, that:
    (i) Such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or this work achieves compliance with Section 106 through a program alternative under 36 CFR 800.14; and
    (ii) The official(s) with jurisdiction over the Section 4(f) resource have not objected to the Administration conclusion that the proposed work does not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or the Administration concludes this work achieves compliance with 54 U.S.C. 306108 (Section 106) through a program alternative under 36 CFR 800.14.
- ☐ Section 4(f) does not apply per 23 CFR 774.13(b). Archeological sites that are listed in or determined eligible for the National Register when (both conditions must be satisfied):

- ☐ (1) The archeological resource is important primarily because of what can be learned by data recovery and has minimal value for preservation in place. This exception applies both to situations where data recovery is undertaken and where it is decided in agreement with the official(s) with jurisdiction, not to recover the resource; and
- ☐ (2) The official(s) with jurisdiction over the Section 4(f) resource have been consulted and have not objected to the finding in paragraph (b)(1) above.

☐ Section 4(f) does not apply per 23 CFR 774.13(c). Designations of park and recreation lands, wildlife and waterfowl refuges, and historic sites that are made, or determinations of significance that are changed, late in the development of a proposed action. With the exception of the treatment of archeological resources in § 774.9(e), the Administration may permit a project to proceed without consideration under Section 4(f) if the property interest in the Section 4(f) land was acquired for transportation purposes prior to the designation or change in the determination of significance and if an adequate effort was made to identify properties protected by Section 4(f) prior to acquisition. However, if it is reasonably foreseeable that a property would qualify as eligible for the National Register prior to the start of construction, then the property should be treated as a historic site for the purposes of this section.

☐ Section 4(f) does not apply per 23 CFR 774.13(d). Temporary occupancies of land that are so minimal as to not constitute a use. All the following conditions must be satisfied:

- ☐ (1) Duration must be temporary, *i.e.*, less than the time needed for construction of the project, and there should be no change in ownership of the land;
- ☐ (2) Scope of the work must be minor, *i.e.*, both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
- ☐ (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- ☐ (4) The land being used must be fully restored, *i.e.*, the property must be returned to a condition which is at least as good as that which existed prior to the project; and
- ☐ (5) There must be documented agreement from the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

☐ Section 4(f) does not apply per 23 CFR 774.13(e). Projects for the Federal lands transportation facilities described in 23 U.S.C. 101(a)(8).

☐ Section 4(f) does not apply per 23 CFR 774.13(f). Certain trails, paths, bikeways, and sidewalks, in the following circumstances:

- ☐ (1) Trail-related projects funded under the Recreational Trails Program, 23 U.S.C. 206(h)(2);
- ☐ (2) National Historic Trails and the Continental Divide National Scenic Trail, designated under the National Trails System Act, 16 U.S.C. 1241- 1251, with the exception of those trail segments that are historic sites as defined in § 774.17;
- ☐ (3) Trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained; and
- ☐ (4) Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation.

☐ Section 4(f) does not apply per 23 CFR 774.13(g). Transportation enhancement activities, transportation alternatives projects and mitigation activities, where (both must be checked):

- ☐ (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and
- ☐ (2) The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

8. **23 CFR 774.7(b) Finding of *de minimis* Impact**
   Indicate which Finding of *de minimis* impact applies (attached here:)
   - ☐ Finding of *de minimis* impact on a Historic Property
   - ☐ Finding of de minimis impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges

9. **23 CFR 774.3(d) Programmatic Section 4(f) Evaluation**
   Indicate which Section 4(f) Programmatic Evaluation(s) applies (attached here:)
   - ☐ Independent bikeway or walkway construction projects
   - ☐ Historic Bridges
   - ☐ Park minor involvement
   - ☐ Historic site minor involvement.
   - ☐ Net Benefit to Section 4(f) Property

10. **23 CFR 774.3 Individual Section 4(f) Evaluation**
   - ☒ Draft Individual Section 4(f) evaluation approved on DATE PENDING.
     (Attached here **Appendix 7 – Section 4(f) Documentation**)
   - ☐ Final Individual Section 4(f) evaluation approved on . (Attached here)

11. **Was special funding (Federal funds such as Land and Water Conservation Fund Act, Dingell Johnson Act, Pittman-Robertson Act or State funding sources) used to acquire the land or to make improvements on the property?**
   - ☒ No, special funding was not used for the acquisition or enhancement of this property.
   - ☐ Yes, complete the Section 6(f) and Other Unique Properties Factor Sheet.

SECTION 4(f) Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. **Resource Name:** Trevillian Seasonal Cabin

2. **Location:** The Trevillian Seasonal Cabin is located between the north bank of the Wisconsin River and the southern edge of WIS 60 in the town of Orion in Richland County. The 0.95-acre property, consists of a c.1935 cabin, c.1935 two-car garage, a modern prefabricated shed, and a metal staircase that leads from the cabin to the shore of the Wisconsin River. The cabin is set back approximately 100 feet from WIS 60. It is oriented toward the river and situated close to the riverbank on a large, gently sloping lot. A gravel drive approaches from the road, creating a circular turn-around in front of the garage west of the cabin. Mature deciduous trees are located throughout the property, and a modern post-and-rail fence extends along the front of the property, outside of the existing right of way, adjacent to WIS 60. This site is determined eligible for the National Register of Historic Places.

   Map included here: Appendix 7 – Section 4(f) Documentation

3. **Ownership and/or Agency with Jurisdictional Authority:** Cabin is under private ownership; State Historic Preservation Officer (SHPO) has jurisdictional authority (determined eligible for listing in the National Register under Criterion A as a significant seasonal, riverfront property)

4. **Type of Resource:**
   - ☐ Park
   - ☐ Recreational lands
   - ☐ Wildlife Refuge
   - ☐ Waterfowl Refuge
   - ☒ Historic/Archaeological site eligible for the National Register of Historic Places (NRHP)
   - ☐ Other – Identify:

5. **Briefly describe use of the resource:** The proposed project would remove and replace the existing pavement and replace an existing drainage structure across from the property. A maximum of 945 square feet of TLE would be required within the historic boundary. However, no work would occur within the historic boundary. Minor blending of the existing slopes is proposed to ensure the topsoil is finished properly. The location of a proposed replacement culvert pipe would be adjusted slightly from the current location to no longer extend into this property. An existing fence that was previously replaced after being hit by a car would remain in place and would not be disturbed with construction. No right of way would be acquired from within the National Register-eligible boundary. The existing fencing and all foliage would remain in place. The temporary occupancy would be of short duration, result in no change in change in ownership, and is anticipated to have no adverse impacts to the property.

6. Type of Section 4(f) Documentation

- ☒ Section 4(f) Exception or questions of Section 4(f) Applicability (Proceed to Questions 7, then 11)
- ☐ *De minimis* (Proceed to Questions 8, then 11)
- ☐ Programmatic Section 4(f) (Proceed to Questions 9, then 11)
- ☐ Individual Section 4(f) (Proceed to Questions 10, then 11)

7. 23 CFR 774.11 applicability and 23 CFR 774.13 exceptions to Section 4(f) approvals:

FHWA has identified various instances when a Section 4(f) analysis might not be necessary for a potential Section 4(f) resource. These instances are listed below: (check the exception to Section 4(f) that applies to the resource AND check the conditions to ensure that they are met). Supporting documentation for use of the exception checked below is attached here: **Appendix 7 – Section 4(f) Documentation**

- ☐ The resource, in its entirety, is not significant per 23 CFR 774.11(c). The officials with jurisdiction have provided information to support this indication.
- ☐ Multiple Use. Where Federal lands or other public land holdings (e.g., State forests) are administered/managed for multiple uses per 23 CFR 774.11(d). Section 4(f) only applies to the portions of the resource that function as, or as designated as significant park, recreation, or wildlife and waterfowl purposes. The officials with jurisdiction have provided information to support this indication.
- ☐ Section 4 (f) does not apply per 23 CFR 774.11 (h)The resource is formally reserved for a future transportation facility and temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, and as a result the interim activity, regardless of duration, will not subject the resource to Section 4(f).
- ☐ Joint Planning. When a resource is formally reserved for a future transportation facility before or at the same time a park, recreation area, or wildlife and waterfowl refuge is established, and concurrent or joint planning occurs, then any resulting impacts will not be considered a Section 4(f) use. Formal reservation of a Section 4(f) resource for future transportation use can be demonstrated by any of the documents described at 23 CFR 774.11(i).
- ☐ Section 4(f) does not apply to the use of historic transportation facilities in certain circumstances per 23 CFR 774.13(a) Any of the following criteria must be met:
  - ☐ (1) Common post-1945 concrete or steel bridges and culverts that are exempt from individual review under 54 U.S.C. 306108 (Section 106).
  - ☐ (2) Improvement of railroad or rail transit lines that are in use or were historically used for the transportation of goods or passengers, including, but not limited to, maintenance, preservation, rehabilitation, operation, modernization, reconstruction, and replacement of railroad or rail transit line elements, except for:
    (i) Stations;
    (ii) Bridges or tunnels on railroad lines that have been abandoned, or transit lines not in use, over which regular service has never operated, and that have not been railbanked or otherwise reserved for the transportation of goods or passengers; and
    (iii) Historic sites unrelated to the railroad or rail transit lines.
  - ☐ (3) Maintenance, preservation, rehabilitation, operation, modernization, reconstruction, or replacement of historic transportation facilities. Include necessary documentation to support this determination based on consultation under 36 CFR 800.5, that:
    (i) Such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or this work achieves compliance with Section 106 through a program alternative under 36 CFR 800.14; and
    (ii) The official(s) with jurisdiction over the Section 4(f) resource have not objected to the Administration conclusion that the proposed work does not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or the Administration concludes this work achieves compliance with 54 U.S.C. 306108 (Section 106) through a program alternative under 36 CFR 800.14.
- ☐ Section 4(f) does not apply per 23 CFR 774.13(b). Archeological sites that are listed in or determined eligible for the National Register when (both conditions must be satisfied):

☐ (1) The archeological resource is important primarily because of what can be learned by data recovery and has minimal value for preservation in place. This exception applies both to situations where data recovery is undertaken and where it is decided in agreement with the official(s) with jurisdiction, not to recover the resource; and

☐ (2) The official(s) with jurisdiction over the Section 4(f) resource have been consulted and have not objected to the finding in paragraph (b)(1) above.

☐ Section 4(f) does not apply per 23 CFR 774.13(c). Designations of park and recreation lands, wildlife and waterfowl refuges, and historic sites that are made, or determinations of significance that are changed, late in the development of a proposed action. With the exception of the treatment of archeological resources in § 774.9(e), the Administration may permit a project to proceed without consideration under Section 4(f) if the property interest in the Section 4(f) land was acquired for transportation purposes prior to the designation or change in the determination of significance and if an adequate effort was made to identify properties protected by Section 4(f) prior to acquisition. However, if it is reasonably foreseeable that a property would qualify as eligible for the National Register prior to the start of construction, then the property should be treated as a historic site for the purposes of this section.

☒ Section 4(f) does not apply per 23 CFR 774.13(d). Temporary occupancies of land that are so minimal as to not constitute a use. All the following conditions must be satisfied:

☒ (1) Duration must be temporary, *i.e.*, less than the time needed for construction of the project, and there should be no change in ownership of the land;

☒ (2) Scope of the work must be minor, *i.e.*, both the nature and the magnitude of the changes to the Section 4(f) property are minimal;

☒ (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;

☒ (4) The land being used must be fully restored, *i.e.*, the property must be returned to a condition which is at least as good as that which existed prior to the project; and

☒ (5) There must be documented agreement from the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

☐ Section 4(f) does not apply per 23 CFR 774.13(e). Projects for the Federal lands transportation facilities described in 23 U.S.C. 101(a)(8).

☐ Section 4(f) does not apply per 23 CFR 774.13(f). Certain trails, paths, bikeways, and sidewalks, in the following circumstances:

☐ (1) Trail-related projects funded under the Recreational Trails Program, 23 U.S.C. 206(h)(2);

☐ (2) National Historic Trails and the Continental Divide National Scenic Trail, designated under the National Trails System Act, 16 U.S.C. 1241- 1251, with the exception of those trail segments that are historic sites as defined in § 774.17;

☐ (3) Trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained; and

☐ (4) Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation.

☐ Section 4(f) does not apply per 23 CFR 774.13(g). Transportation enhancement activities, transportation alternatives projects and mitigation activities, where (both must be checked):

☐ (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and

☐ (2) The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

8. 23 CFR 774.7(b) Finding of *de minimis* Impact

Indicate which Finding of *de minimis* impact applies (attached here:)

- ☐ Finding of *de minimis* impact on a Historic Property
- ☐ Finding of de minimis impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges

9. 23 CFR 774.3(d) Programmatic Section 4(f) Evaluation

Indicate which Section 4(f) Programmatic Evaluation(s) applies (attached here:)

- ☐ Independent bikeway or walkway construction projects
- ☐ Historic Bridges
- ☐ Park minor involvement
- ☐ Historic site minor involvement.
- ☐ Net Benefit to Section 4(f) Property

10. 23 CFR 774.3 Individual Section 4(f) Evaluation

- ☐ Draft Individual Section 4(f) evaluation approved on . (Attached here)
- ☐ Final Individual Section 4(f) evaluation approved on . (Attached here)

11. Was special funding (Federal funds such as Land and Water Conservation Fund Act, Dingell Johnson Act, Pittman-Robertson Act or State funding sources) used to acquire the land or to make improvements on the property?

- ☒ No, special funding was not used for the acquisition or enhancement of this property.
- ☐ Yes, complete the Section 6(f) and Other Unique Properties Factor Sheet.

SECTION 4(f) Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. **Resource Name:** Lamberson Site

2. **Location:** The Lamberson site is a multi-component precontact Native American campsite/village and historic Euroamerican cabin site situated at the south end of a small hollow in the bluffs bordering the north side of the Wisconsin River approximately [redacted] miles west of Gotham, in the Town of Orion in Richland County. The site extends across both sides of WIS 60. Much of the site is buried by historic post-settlement alluvium/colluvium which has sealed the site from significant historic impact leaving largely undisturbed cultural strata. The depth of the artifact bearing soil suggests that it may extend intact beneath the highway. This site is determined eligible for the National Register of Historic Places.

   Map included here: Appendix 7 – Section 4(f) Documentation

3. **Ownership and/or Agency with Jurisdictional Authority:** The site is located on both private and WDNR ownership; State Historic Preservation Officer (SHPO) has jurisdictional authority (determined National Register eligible under Criterion D for its potential to yield significant information regarding precontact Archaic Native American lifeways)

4. **Type of Resource:**
   - ☐ Park
   - ☐ Recreational lands
   - ☐ Wildlife Refuge
   - ☐ Waterfowl Refuge
   - ☒ Historic/Archaeological site eligible for the National Register of Historic Places (NRHP)
   - ☐ Other – Identify:

5. **Briefly describe use of the resource:** The site area impacted by the proposed WIS 60 reconstruction is a strip measuring approximately [redacted] of WIS 60. The combined area measures approximately [redacted] meters squared) in area. The project activities would consist of road construction activities that would physically impact and destroy the archeological site deposits. Because the site cannot be avoided by project redesign, it is determined that proposed project activities would have an adverse effect on the site. Phase III data recovery has been scheduled and would take place prior to construction.

6. Type of Section 4(f) Documentation

- ☒ Section 4(f) Exception or questions of Section 4(f) Applicability (Proceed to Questions 7, then 11)
- ☐ *De minimis* (Proceed to Questions 8, then 11)
- ☐ Programmatic Section 4(f) (Proceed to Questions 9, then 11)
- ☐ Individual Section 4(f) (Proceed to Questions 10, then 11)

7. 23 CFR 774.11 applicability and 23 CFR 774.13 exceptions to Section 4(f) approvals:

FHWA has identified various instances when a Section 4(f) analysis might not be necessary for a potential Section 4(f) resource. These instances are listed below: (check the exception to Section 4(f) that applies to the resource AND check the conditions to ensure that they are met). Supporting documentation for use of the exception checked below is attached here: **Appendix 7 – Section 4(f) Documentation**

- ☐ The resource, in its entirety, is not significant per 23 CFR 774.11(c). The officials with jurisdiction have provided information to support this indication.
- ☐ Multiple Use. Where Federal lands or other public land holdings (e.g., State forests) are administered/managed for multiple uses per 23 CFR 774.11(d). Section 4(f) only applies to the portions of the resource that function as, or as designated as significant park, recreation, or wildlife and waterfowl purposes. The officials with jurisdiction have provided information to support this indication.
- ☐ Section 4 (f) does not apply per 23 CFR 774.11 (h)The resource is formally reserved for a future transportation facility and temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, and as a result the interim activity, regardless of duration, will not subject the resource to Section 4(f).
- ☐ Joint Planning. When a resource is formally reserved for a future transportation facility before or at the same time a park, recreation area, or wildlife and waterfowl refuge is established, and concurrent or joint planning occurs, then any resulting impacts will not be considered a Section 4(f) use. Formal reservation of a Section 4(f) resource for future transportation use can be demonstrated by any of the documents described at 23 CFR 774.11(i).
- ☐ Section 4(f) does not apply to the use of historic transportation facilities in certain circumstances per 23 CFR 774.13(a) Any of the following criteria must be met:
  - ☐ (1) Common post-1945 concrete or steel bridges and culverts that are exempt from individual review under 54 U.S.C. 306108 (Section 106).
  - ☐ (2) Improvement of railroad or rail transit lines that are in use or were historically used for the transportation of goods or passengers, including, but not limited to, maintenance, preservation, rehabilitation, operation, modernization, reconstruction, and replacement of railroad or rail transit line elements, except for:
    (i) Stations;
    (ii) Bridges or tunnels on railroad lines that have been abandoned, or transit lines not in use, over which regular service has never operated, and that have not been railbanked or otherwise reserved for the transportation of goods or passengers; and
    (iii) Historic sites unrelated to the railroad or rail transit lines.
  - ☐ (3) Maintenance, preservation, rehabilitation, operation, modernization, reconstruction, or replacement of historic transportation facilities. Include necessary documentation to support this determination based on consultation under 36 CFR 800.5, that:
    (i) Such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or this work achieves compliance with Section 106 through a program alternative under 36 CFR 800.14; and
    (ii) The official(s) with jurisdiction over the Section 4(f) resource have not objected to the Administration conclusion that the proposed work does not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or the Administration concludes this work achieves compliance with 54 U.S.C. 306108 (Section 106) through a program alternative under 36 CFR 800.14.
- ☒ Section 4(f) does not apply per 23 CFR 774.13(b). Archeological sites that are listed in or determined eligible for the National Register when (both conditions must be satisfied):

☒ (1) The archeological resource is important primarily because of what can be learned by data recovery and has minimal value for preservation in place. This exception applies both to situations where data recovery is undertaken and where it is decided in agreement with the official(s) with jurisdiction, not to recover the resource; and

☒ (2) The official(s) with jurisdiction over the Section 4(f) resource have been consulted and have not objected to the finding in paragraph (b)(1) above.

☐ Section 4(f) does not apply per 23 CFR 774.13(c). Designations of park and recreation lands, wildlife and waterfowl refuges, and historic sites that are made, or determinations of significance that are changed, late in the development of a proposed action. With the exception of the treatment of archeological resources in § 774.9(e), the Administration may permit a project to proceed without consideration under Section 4(f) if the property interest in the Section 4(f) land was acquired for transportation purposes prior to the designation or change in the determination of significance and if an adequate effort was made to identify properties protected by Section 4(f) prior to acquisition. However, if it is reasonably foreseeable that a property would qualify as eligible for the National Register prior to the start of construction, then the property should be treated as a historic site for the purposes of this section.

☐ Section 4(f) does not apply per 23 CFR 774.13(d). Temporary occupancies of land that are so minimal as to not constitute a use. All the following conditions must be satisfied:

☐ (1) Duration must be temporary, *i.e.*, less than the time needed for construction of the project, and there should be no change in ownership of the land;

☐ (2) Scope of the work must be minor, *i.e.*, both the nature and the magnitude of the changes to the Section 4(f) property are minimal;

☐ (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;

☐ (4) The land being used must be fully restored, *i.e.*, the property must be returned to a condition which is at least as good as that which existed prior to the project; and

☐ (5) There must be documented agreement from the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

☐ Section 4(f) does not apply per 23 CFR 774.13(e). Projects for the Federal lands transportation facilities described in 23 U.S.C. 101(a)(8).

☐ Section 4(f) does not apply per 23 CFR 774.13(f). Certain trails, paths, bikeways, and sidewalks, in the following circumstances:

☐ (1) Trail-related projects funded under the Recreational Trails Program, 23 U.S.C. 206(h)(2);

☐ (2) National Historic Trails and the Continental Divide National Scenic Trail, designated under the National Trails System Act, 16 U.S.C. 1241- 1251, with the exception of those trail segments that are historic sites as defined in § 774.17;

☐ (3) Trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained; and

☐ (4) Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation.

☐ Section 4(f) does not apply per 23 CFR 774.13(g). Transportation enhancement activities, transportation alternatives projects and mitigation activities, where (both must be checked):

☐ (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and

☐ (2) The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

8. 23 CFR 774.7(b) Finding of *de minimis* Impact

Indicate which Finding of *de minimis* impact applies (attached here:)

- ☐ Finding of *de minimis* impact on a Historic Property
- ☐ Finding of de minimis impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges

9. 23 CFR 774.3(d) Programmatic Section 4(f) Evaluation

Indicate which Section 4(f) Programmatic Evaluation(s) applies (attached here:)

- ☐ Independent bikeway or walkway construction projects
- ☐ Historic Bridges
- ☐ Park minor involvement
- ☐ Historic site minor involvement.
- ☐ Net Benefit to Section 4(f) Property

10. 23 CFR 774.3 Individual Section 4(f) Evaluation

- ☐ Draft Individual Section 4(f) evaluation approved on . (Attached here)
- ☐ Final Individual Section 4(f) evaluation approved on . (Attached here)

11. Was special funding (Federal funds such as Land and Water Conservation Fund Act, Dingell Johnson Act, Pittman-Robertson Act or State funding sources) used to acquire the land or to make improvements on the property?

- ☒ No, special funding was not used for the acquisition or enhancement of this property.
- ☐ Yes, complete the Section 6(f) and Other Unique Properties Factor Sheet.

SECTION 4(f) Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. **Resource Name:** Neefe Mounds

2. **Location:** Neefe Mounds site is a precontact Native American mound group and village site that consisted of conical, linear, and possible effigy mounds located on a bluff base terrace along the north side of the Wisconsin River in the Town of Orion in Richland County. The site is an uncatalogued burial site and is protected under Wisconsin Statute 157.70. [redacted] The Neefe Mounds site was previously identified in 1983 and, if extant, is likely to be eligible for listing in the National Register. However, the property owner did not grant access to conduct survey. Therefore, evaluation has not yet been completed and is planned to occur when WisDOT acquires the property the site is located on.

   Map included here: Appendix 7 – Section 4(f) Documentation

3. **Ownership and/or Agency with Jurisdictional Authority: The property encompassing the site is of undetermined ownership, possibly with multiple private landowners, as the size of the site is undetermined.** State Historic Preservation Officer (SHPO) has presumed jurisdictional authority. Per the July 2024 MOA, the National Register eligibility of the Neefe Mounds site has yet to be determined. The property owner(s) did not grant access to conduct survey for the current project; therefore, final identification and evaluation of historic properties regarding Neefe Mounds has been deferred until parcel acquisition by the WisDOT is completed.

4. **Type of Resource:**
   - ☐ Park
   - ☐ Recreational lands
   - ☐ Wildlife Refuge
   - ☐ Waterfowl Refuge
   - ☒ Historic/Archaeological site eligible for the National Register of Historic Places (NRHP)
   - ☐ Other – Identify:

5. **Briefly describe use of the resource:** Neefe Mounds, was previously identified in 1983, and if extant, is likely to be eligible for listing in the National Register. However, the property owner did not grant access to conduct survey. Therefore, evaluation has not yet been completed and is planned to occur when WisDOT acquires the property the site is located on. Project use of the site has not yet been determined.

6. Type of Section 4(f) Documentation

- ☒ Section 4(f) Exception or questions of Section 4(f) Applicability (Proceed to Questions 7, then 11)
- ☐ *De minimis* (Proceed to Questions 8, then 11)
- ☐ Programmatic Section 4(f) (Proceed to Questions 9, then 11)
- ☐ Individual Section 4(f) (Proceed to Questions 10, then 11)

7. 23 CFR 774.11 applicability and 23 CFR 774.13 exceptions to Section 4(f) approvals:

FHWA has identified various instances when a Section 4(f) analysis might not be necessary for a potential Section 4(f) resource. These instances are listed below: (check the exception to Section 4(f) that applies to the resource AND check the conditions to ensure that they are met). Supporting documentation for use of the exception checked below is attached here: **Appendix 7 – Section 4(f) Documentation**

- ☐ The resource, in its entirety, is not significant per 23 CFR 774.11(c). The officials with jurisdiction have provided information to support this indication.
- ☐ Multiple Use. Where Federal lands or other public land holdings (e.g., State forests) are administered/managed for multiple uses per 23 CFR 774.11(d). Section 4(f) only applies to the portions of the resource that function as, or as designated as significant park, recreation, or wildlife and waterfowl purposes. The officials with jurisdiction have provided information to support this indication.
- ☐ Section 4 (f) does not apply per 23 CFR 774.11 (h)The resource is formally reserved for a future transportation facility and temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, and as a result the interim activity, regardless of duration, will not subject the resource to Section 4(f).
- ☐ Joint Planning. When a resource is formally reserved for a future transportation facility before or at the same time a park, recreation area, or wildlife and waterfowl refuge is established, and concurrent or joint planning occurs, then any resulting impacts will not be considered a Section 4(f) use. Formal reservation of a Section 4(f) resource for future transportation use can be demonstrated by any of the documents described at 23 CFR 774.11(i).
- ☐ Section 4(f) does not apply to the use of historic transportation facilities in certain circumstances per 23 CFR 774.13(a) Any of the following criteria must be met:
  - ☐ (1) Common post-1945 concrete or steel bridges and culverts that are exempt from individual review under 54 U.S.C. 306108 (Section 106).
  - ☐ (2) Improvement of railroad or rail transit lines that are in use or were historically used for the transportation of goods or passengers, including, but not limited to, maintenance, preservation, rehabilitation, operation, modernization, reconstruction, and replacement of railroad or rail transit line elements, except for:
    (i) Stations;
    (ii) Bridges or tunnels on railroad lines that have been abandoned, or transit lines not in use, over which regular service has never operated, and that have not been railbanked or otherwise reserved for the transportation of goods or passengers; and
    (iii) Historic sites unrelated to the railroad or rail transit lines.
  - ☐ (3) Maintenance, preservation, rehabilitation, operation, modernization, reconstruction, or replacement of historic transportation facilities. Include necessary documentation to support this determination based on consultation under 36 CFR 800.5, that:
    (i) Such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or this work achieves compliance with Section 106 through a program alternative under 36 CFR 800.14; and
    (ii) The official(s) with jurisdiction over the Section 4(f) resource have not objected to the Administration conclusion that the proposed work does not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or the Administration concludes this work achieves compliance with 54 U.S.C. 306108 (Section 106) through a program alternative under 36 CFR 800.14.
- ☒ Section 4(f) does not apply per 23 CFR 774.13(b). Archeological sites that are listed in or determined eligible for the National Register when (both conditions must be satisfied):

☒ (1) The archeological resource is important primarily because of what can be learned by data recovery and has minimal value for preservation in place. This exception applies both to situations where data recovery is undertaken and where it is decided in agreement with the official(s) with jurisdiction, not to recover the resource; and

☒ (2) The official(s) with jurisdiction over the Section 4(f) resource have been consulted and have not objected to the finding in paragraph (b)(1) above.

☐ Section 4(f) does not apply per 23 CFR 774.13(c). Designations of park and recreation lands, wildlife and waterfowl refuges, and historic sites that are made, or determinations of significance that are changed, late in the development of a proposed action. With the exception of the treatment of archeological resources in § 774.9(e), the Administration may permit a project to proceed without consideration under Section 4(f) if the property interest in the Section 4(f) land was acquired for transportation purposes prior to the designation or change in the determination of significance and if an adequate effort was made to identify properties protected by Section 4(f) prior to acquisition. However, if it is reasonably foreseeable that a property would qualify as eligible for the National Register prior to the start of construction, then the property should be treated as a historic site for the purposes of this section.

☐ Section 4(f) does not apply per 23 CFR 774.13(d). Temporary occupancies of land that are so minimal as to not constitute a use. All the following conditions must be satisfied:

☐ (1) Duration must be temporary, *i.e.*, less than the time needed for construction of the project, and there should be no change in ownership of the land;

☐ (2) Scope of the work must be minor, *i.e.*, both the nature and the magnitude of the changes to the Section 4(f) property are minimal;

☐ (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;

☐ (4) The land being used must be fully restored, *i.e.*, the property must be returned to a condition which is at least as good as that which existed prior to the project; and

☐ (5) There must be documented agreement from the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

☐ Section 4(f) does not apply per 23 CFR 774.13(e). Projects for the Federal lands transportation facilities described in 23 U.S.C. 101(a)(8).

☐ Section 4(f) does not apply per 23 CFR 774.13(f). Certain trails, paths, bikeways, and sidewalks, in the following circumstances:

☐ (1) Trail-related projects funded under the Recreational Trails Program, 23 U.S.C. 206(h)(2);

☐ (2) National Historic Trails and the Continental Divide National Scenic Trail, designated under the National Trails System Act, 16 U.S.C. 1241- 1251, with the exception of those trail segments that are historic sites as defined in § 774.17;

☐ (3) Trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained; and

☐ (4) Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation.

☐ Section 4(f) does not apply per 23 CFR 774.13(g). Transportation enhancement activities, transportation alternatives projects and mitigation activities, where (both must be checked):

☐ (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and

☐ (2) The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

8. 23 CFR 774.7(b) Finding of *de minimis* Impact

Indicate which Finding of *de minimis* impact applies (attached here:)

- ☐ Finding of *de minimis* impact on a Historic Property
- ☐ Finding of de minimis impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges

9. 23 CFR 774.3(d) Programmatic Section 4(f) Evaluation

Indicate which Section 4(f) Programmatic Evaluation(s) applies (attached here:)

- ☐ Independent bikeway or walkway construction projects
- ☐ Historic Bridges
- ☐ Park minor involvement
- ☐ Historic site minor involvement.
- ☐ Net Benefit to Section 4(f) Property

10. 23 CFR 774.3 Individual Section 4(f) Evaluation

- ☐ Draft Individual Section 4(f) evaluation approved on . (Attached here)
- ☐ Final Individual Section 4(f) evaluation approved on . (Attached here)

11. Was special funding (Federal funds such as Land and Water Conservation Fund Act, Dingell Johnson Act, Pittman-Robertson Act or State funding sources) used to acquire the land or to make improvements on the property?

- ☒ No, special funding was not used for the acquisition or enhancement of this property.
- ☐ Yes, complete the Section 6(f) and Other Unique Properties Factor Sheet.

SECTION 4(f) Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. **Resource Name:** Teepel Group

2. **Location:** The Teepel Group site is a precontact Native American mound group and campsite/village located in the Town of Buena Vista. The site is located north of the Wisconsin River on footslopes and low ridges primarily on the south side of WIS 60. A small portion [redacted] The site is an uncatalogued burial site and is protected under Wisconsin Statute 157.70. The entire site has been cultivated and is presently covered in tall canary grass. This site is determined eligible for the National Register of Historic Places.

   Map included here: Appendix 7 – Section 4(f) Documentation

3. **Ownership and/or Agency with Jurisdictional Authority:** The site is located on WDNR-owned recreational land; State Historic Preservation Officer (SHPO) has jurisdictional authority (determined National Register eligible under Criterion D for its potential to yield significant information regarding precontact Archaic Native American lifeways)

4. **Type of Resource:**
   - ☐ Park
   - ☐ Recreational lands
   - ☐ Wildlife Refuge
   - ☐ Waterfowl Refuge
   - ☒ Historic/Archaeological site eligible for the National Register of Historic Places (NRHP)
   - ☐ Other – Identify:

5. **Briefly describe use of the resource:** The reconstruction of WIS 60 would physically impact and destroy archaeological site deposits and would result in an adverse effect to the Teepel Group. The archaeological site area extends approximately [redacted] meters squared) in an area located [redacted] of the existing WIS 60. Based on information from Phase I surveys and the Phase II evaluations for the project, intact archaeological deposits exist within the area of potential effect. While no surface or subsurface evidence of any mounds was identified during arch surveys, the site has a significant intact deposit of cultural resources. The project activities would consist of road construction activities that would physically impact and destroy the archeological site deposits. Because the site cannot be avoided by project redesign, it is determined that proposed project activities would have an adverse effect on the site. Phase III data recovery has been scheduled and would take place prior to construction.

6. Type of Section 4(f) Documentation

- ☒ Section 4(f) Exception or questions of Section 4(f) Applicability (Proceed to Questions 7, then 11)
- ☐ *De minimis* (Proceed to Questions 8, then 11)
- ☐ Programmatic Section 4(f) (Proceed to Questions 9, then 11)
- ☐ Individual Section 4(f) (Proceed to Questions 10, then 11)

7. 23 CFR 774.11 applicability and 23 CFR 774.13 exceptions to Section 4(f) approvals:

FHWA has identified various instances when a Section 4(f) analysis might not be necessary for a potential Section 4(f) resource. These instances are listed below: (check the exception to Section 4(f) that applies to the resource AND check the conditions to ensure that they are met). Supporting documentation for use of the exception checked below is attached here: **Appendix 7 – Section 4(f) Documentation**

- ☐ The resource, in its entirety, is not significant per 23 CFR 774.11(c). The officials with jurisdiction have provided information to support this indication.
- ☐ Multiple Use. Where Federal lands or other public land holdings (e.g., State forests) are administered/managed for multiple uses per 23 CFR 774.11(d). Section 4(f) only applies to the portions of the resource that function as, or as designated as significant park, recreation, or wildlife and waterfowl purposes. The officials with jurisdiction have provided information to support this indication.
- ☐ Section 4 (f) does not apply per 23 CFR 774.11 (h)The resource is formally reserved for a future transportation facility and temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, and as a result the interim activity, regardless of duration, will not subject the resource to Section 4(f).
- ☐ Joint Planning. When a resource is formally reserved for a future transportation facility before or at the same time a park, recreation area, or wildlife and waterfowl refuge is established, and concurrent or joint planning occurs, then any resulting impacts will not be considered a Section 4(f) use. Formal reservation of a Section 4(f) resource for future transportation use can be demonstrated by any of the documents described at 23 CFR 774.11(i).
- ☐ Section 4(f) does not apply to the use of historic transportation facilities in certain circumstances per 23 CFR 774.13(a) Any of the following criteria must be met:
  - ☐ (1) Common post-1945 concrete or steel bridges and culverts that are exempt from individual review under 54 U.S.C. 306108 (Section 106).
  - ☐ (2) Improvement of railroad or rail transit lines that are in use or were historically used for the transportation of goods or passengers, including, but not limited to, maintenance, preservation, rehabilitation, operation, modernization, reconstruction, and replacement of railroad or rail transit line elements, except for:
    (i) Stations;
    (ii) Bridges or tunnels on railroad lines that have been abandoned, or transit lines not in use, over which regular service has never operated, and that have not been railbanked or otherwise reserved for the transportation of goods or passengers; and
    (iii) Historic sites unrelated to the railroad or rail transit lines.
  - ☐ (3) Maintenance, preservation, rehabilitation, operation, modernization, reconstruction, or replacement of historic transportation facilities. Include necessary documentation to support this determination based on consultation under 36 CFR 800.5, that:
    (i) Such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or this work achieves compliance with Section 106 through a program alternative under 36 CFR 800.14; and
    (ii) The official(s) with jurisdiction over the Section 4(f) resource have not objected to the Administration conclusion that the proposed work does not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or the Administration concludes this work achieves compliance with 54 U.S.C. 306108 (Section 106) through a program alternative under 36 CFR 800.14.
- ☒ Section 4(f) does not apply per 23 CFR 774.13(b). Archeological sites that are listed in or determined eligible for the National Register when (both conditions must be satisfied):

☒ (1) The archeological resource is important primarily because of what can be learned by data recovery and has minimal value for preservation in place. This exception applies both to situations where data recovery is undertaken and where it is decided in agreement with the official(s) with jurisdiction, not to recover the resource; and

☒ (2) The official(s) with jurisdiction over the Section 4(f) resource have been consulted and have not objected to the finding in paragraph (b)(1) above.

☐ Section 4(f) does not apply per 23 CFR 774.13(c). Designations of park and recreation lands, wildlife and waterfowl refuges, and historic sites that are made, or determinations of significance that are changed, late in the development of a proposed action. With the exception of the treatment of archeological resources in § 774.9(e), the Administration may permit a project to proceed without consideration under Section 4(f) if the property interest in the Section 4(f) land was acquired for transportation purposes prior to the designation or change in the determination of significance and if an adequate effort was made to identify properties protected by Section 4(f) prior to acquisition. However, if it is reasonably foreseeable that a property would qualify as eligible for the National Register prior to the start of construction, then the property should be treated as a historic site for the purposes of this section.

☐ Section 4(f) does not apply per 23 CFR 774.13(d). Temporary occupancies of land that are so minimal as to not constitute a use. All the following conditions must be satisfied:

☐ (1) Duration must be temporary, *i.e.*, less than the time needed for construction of the project, and there should be no change in ownership of the land;

☐ (2) Scope of the work must be minor, *i.e.*, both the nature and the magnitude of the changes to the Section 4(f) property are minimal;

☐ (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;

☐ (4) The land being used must be fully restored, *i.e.*, the property must be returned to a condition which is at least as good as that which existed prior to the project; and

☐ (5) There must be documented agreement from the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

☐ Section 4(f) does not apply per 23 CFR 774.13(e). Projects for the Federal lands transportation facilities described in 23 U.S.C. 101(a)(8).

☐ Section 4(f) does not apply per 23 CFR 774.13(f). Certain trails, paths, bikeways, and sidewalks, in the following circumstances:

☐ (1) Trail-related projects funded under the Recreational Trails Program, 23 U.S.C. 206(h)(2);

☐ (2) National Historic Trails and the Continental Divide National Scenic Trail, designated under the National Trails System Act, 16 U.S.C. 1241- 1251, with the exception of those trail segments that are historic sites as defined in § 774.17;

☐ (3) Trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained; and

☐ (4) Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation.

☐ Section 4(f) does not apply per 23 CFR 774.13(g). Transportation enhancement activities, transportation alternatives projects and mitigation activities, where (both must be checked):

☐ (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and

☐ (2) The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

8. 23 CFR 774.7(b) Finding of *de minimis* Impact

Indicate which Finding of *de minimis* impact applies (attached here:)

- ☐ Finding of *de minimis* impact on a Historic Property
- ☐ Finding of de minimis impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges

9. 23 CFR 774.3(d) Programmatic Section 4(f) Evaluation

Indicate which Section 4(f) Programmatic Evaluation(s) applies (attached here:)

- ☐ Independent bikeway or walkway construction projects
- ☐ Historic Bridges
- ☐ Park minor involvement
- ☐ Historic site minor involvement.
- ☐ Net Benefit to Section 4(f) Property

10. 23 CFR 774.3 Individual Section 4(f) Evaluation

- ☐ Draft Individual Section 4(f) evaluation approved on . (Attached here)
- ☐ Final Individual Section 4(f) evaluation approved on . (Attached here)

11. Was special funding (Federal funds such as Land and Water Conservation Fund Act, Dingell Johnson Act, Pittman-Robertson Act or State funding sources) used to acquire the land or to make improvements on the property?

- ☒ No, special funding was not used for the acquisition or enhancement of this property.
- ☐ Yes, complete the Section 6(f) and Other Unique Properties Factor Sheet.

SECTION 4(f) Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. **Resource Name:** Pine River Trail

2. **Location:**
The Pine River Trail crosses WIS 60 at the intersection of Fulton Street in Gotham. The 14.3-mile walking and biking trail follows the alignment of a converted railroad corridor from Richland Center to Lone Rock in Richland County. The approximately 8-foot-wide section of trail within the project area is unpaved and the surrounding landscape is generally residential and wooded. The trail is maintained by the City of Richland Center and Richland County.

Map attached here:

3. **Ownership and/or Agency with Jurisdictional Authority:** Richland County Parks Commission

4. **Type of Resource:**
- ☐ Park
- ☐ Recreational lands
- ☐ Wildlife Refuge
- ☐ Waterfowl Refuge
- ☐ Historic/Archaeological site eligible for the National Register of Historic Places (NRHP)
- ☒ Other – Identify: recreational trail on lands reserved for future railroad use

5. **Briefly describe use of the resource:** The project will re-align the trail crossing of WIS 60.

6. Type of Section 4(f) Documentation

- ☒ Section 4(f) Exception or questions of Section 4(f) Applicability (Proceed to Questions 7, then 11)
- ☐ *De minimis* (Proceed to Questions 8, then 11)
- ☐ Programmatic Section 4(f) (Proceed to Questions 9, then 11)
- ☐ Individual Section 4(f) (Proceed to Questions 10, then 11)

7. 23 CFR 774.11 applicability and 23 CFR 774.13 exceptions to Section 4(f) approvals:

FHWA has identified various instances when a Section 4(f) analysis might not be necessary for a potential Section 4(f) resource. These instances are listed below: (check the exception to Section 4(f) that applies to the resource AND check the conditions to ensure that they are met). Supporting documentation for use of the exception checked below is attached here: NA

- ☐ The resource, in its entirety, is not significant per 23 CFR 774.11(c). The officials with jurisdiction have provided information to support this indication.
- ☐ Multiple Use. Where Federal lands or other public land holdings (e.g., State forests) are administered/managed for multiple uses per 23 CFR 774.11(d). Section 4(f) only applies to the portions of the resource that function as, or as designated as significant park, recreation, or wildlife and waterfowl purposes. The officials with jurisdiction have provided information to support this indication.
- ☒ Section 4 (f) does not apply per 23 CFR 774.11 (h)The resource is formally reserved for a future transportation facility and temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, and as a result the interim activity, regardless of duration, will not subject the resource to Section 4(f).
- ☐ Joint Planning. When a resource is formally reserved for a future transportation facility before or at the same time a park, recreation area, or wildlife and waterfowl refuge is established, and concurrent or joint planning occurs, then any resulting impacts will not be considered a Section 4(f) use. Formal reservation of a Section 4(f) resource for future transportation use can be demonstrated by any of the documents described at 23 CFR 774.11(i).
- ☐ Section 4(f) does not apply to the use of historic transportation facilities in certain circumstances per 23 CFR 774.13(a) Any of the following criteria must be met:
  - ☐ (1) Common post-1945 concrete or steel bridges and culverts that are exempt from individual review under 54 U.S.C. 306108 (Section 106).
  - ☐ (2) Improvement of railroad or rail transit lines that are in use or were historically used for the transportation of goods or passengers, including, but not limited to, maintenance, preservation, rehabilitation, operation, modernization, reconstruction, and replacement of railroad or rail transit line elements, except for:
    (i) Stations;
    (ii) Bridges or tunnels on railroad lines that have been abandoned, or transit lines not in use, over which regular service has never operated, and that have not been railbanked or otherwise reserved for the transportation of goods or passengers; and
    (iii) Historic sites unrelated to the railroad or rail transit lines.
  - ☐ (3) Maintenance, preservation, rehabilitation, operation, modernization, reconstruction, or replacement of historic transportation facilities. Include necessary documentation to support this determination based on consultation under 36 CFR 800.5, that:
    (i) Such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or this work achieves compliance with Section 106 through a program alternative under 36 CFR 800.14; and
    (ii) The official(s) with jurisdiction over the Section 4(f) resource have not objected to the Administration conclusion that the proposed work does not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or the Administration concludes this work achieves compliance with 54 U.S.C. 306108 (Section 106) through a program alternative under 36 CFR 800.14.
- ☐ Section 4(f) does not apply per 23 CFR 774.13(b). Archeological sites that are listed in or determined eligible for the National Register when (both conditions must be satisfied):

☐ (1) The archeological resource is important primarily because of what can be learned by data recovery and has minimal value for preservation in place. This exception applies both to situations where data recovery is undertaken and where it is decided in agreement with the official(s) with jurisdiction, not to recover the resource; and

☐ (2) The official(s) with jurisdiction over the Section 4(f) resource have been consulted and have not objected to the finding in paragraph (b)(1) above.

☐ Section 4(f) does not apply per 23 CFR 774.13(c). Designations of park and recreation lands, wildlife and waterfowl refuges, and historic sites that are made, or determinations of significance that are changed, late in the development of a proposed action. With the exception of the treatment of archeological resources in § 774.9(e), the Administration may permit a project to proceed without consideration under Section 4(f) if the property interest in the Section 4(f) land was acquired for transportation purposes prior to the designation or change in the determination of significance and if an adequate effort was made to identify properties protected by Section 4(f) prior to acquisition. However, if it is reasonably foreseeable that a property would qualify as eligible for the National Register prior to the start of construction, then the property should be treated as a historic site for the purposes of this section.

☐ Section 4(f) does not apply per 23 CFR 774.13(d). Temporary occupancies of land that are so minimal as to not constitute a use. All the following conditions must be satisfied:

☐ (1) Duration must be temporary, *i.e.*, less than the time needed for construction of the project, and there should be no change in ownership of the land;

☐ (2) Scope of the work must be minor, *i.e.*, both the nature and the magnitude of the changes to the Section 4(f) property are minimal;

☐ (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;

☐ (4) The land being used must be fully restored, *i.e.*, the property must be returned to a condition which is at least as good as that which existed prior to the project; and

☐ (5) There must be documented agreement from the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

☐ Section 4(f) does not apply per 23 CFR 774.13(e). Projects for the Federal lands transportation facilities described in 23 U.S.C. 101(a)(8).

☐ Section 4(f) does not apply per 23 CFR 774.13(f). Certain trails, paths, bikeways, and sidewalks, in the following circumstances:

☐ (1) Trail-related projects funded under the Recreational Trails Program, 23 U.S.C. 206(h)(2);

☐ (2) National Historic Trails and the Continental Divide National Scenic Trail, designated under the National Trails System Act, 16 U.S.C. 1241- 1251, with the exception of those trail segments that are historic sites as defined in § 774.17;

☐ (3) Trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained; and

☐ (4) Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation.

☐ Section 4(f) does not apply per 23 CFR 774.13(g). Transportation enhancement activities, transportation alternatives projects and mitigation activities, where (both must be checked):

☐ (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and

☐ (2) The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

8. 23 CFR 774.7(b) Finding of *de minimis* Impact

Indicate which Finding of *de minimis* impact applies (attached here:)

☐ Finding of *de minimis* impact on a Historic Property

☐ Finding of de minimis impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges

9. **23 CFR 774.3(d) Programmatic Section 4(f) Evaluation**

Indicate which Section 4(f) Programmatic Evaluation(s) applies (attached here:)

- ☐ Independent bikeway or walkway construction projects
- ☐ Historic Bridges
- ☐ Park minor involvement
- ☐ Historic site minor involvement.
- ☐ Net Benefit to Section 4(f) Property

10. **23 CFR 774.3 Individual Section 4(f) Evaluation**

- ☐ Draft Individual Section 4(f) evaluation approved on . (Attached here)
- ☐ Final Individual Section 4(f) evaluation approved on . (Attached here)

11. **Was special funding (Federal funds such as Land and Water Conservation Fund Act, Dingell Johnson Act, Pittman-Robertson Act or State funding sources) used to acquire the land or to make improvements on the property?**

- ☒ No, special funding was not used for the acquisition or enhancement of this property.
- ☐ Yes, complete the Section 6(f) and Other Unique Properties Factor Sheet.

SECTION 6(f) OR OTHER UNIQUE PROPERTIES Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. **Property Name:** Crockroft, Ruth E Property

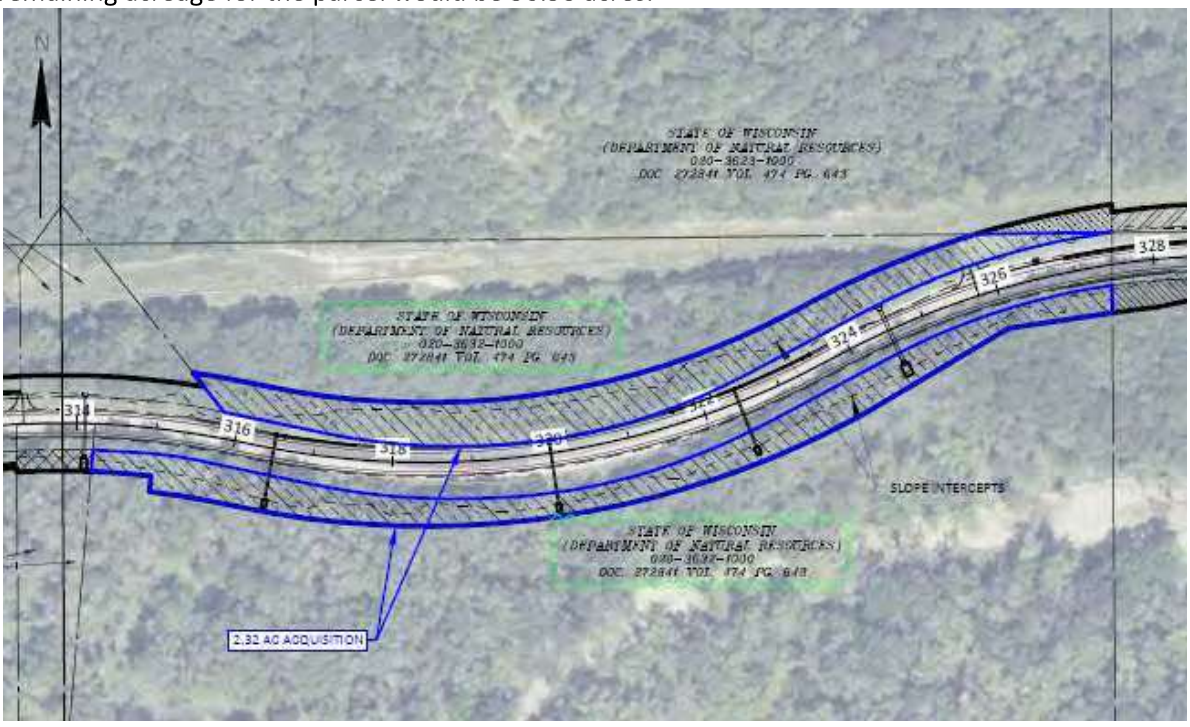
2. **Location:** This parcel is bisected by existing WIS 60, located between project stations 314 and 327. The parcel is approximately 2 miles west of the rural community of Gotham. This parcel is part of the Lower Wisconsin State Riverway (LWSR).

3. **What type of special funding was used to acquire the land or to make improvements on the property?**
   - ☐ LWCF funds (DNR and National Park Service)
   - ☐ Dingell-Johnson funds (DNR and U.S. Fish and Wildlife Service)
   - ☐ Pittman-Robertson funds (DNR and U.S. Fish and Wildlife Service)
   - ☐ Knowles-Nelson State Stewardship funds (DNR)
   - ☐ NRCS easements or reserve programs (farmland, wetland, forests) define type:
   - ☒ Other, identify: USFWS Wildlife and Sportfish Restoration Grants

4. **Ownership and/or administrator (state or Federal agency):** Wisconsin Department of Natural Resources

5. **Do FHWA requirements for Section 4(f) apply to the project's use of the property?**
   - ☐ No:
     - ☐ Project is not federally funded.
     - ☐ Other, explain:
   - ☒ Yes. Complete Section 4(f) Factor Sheet.

6. **Describe the proposed alternative's effects on this property (a map, sketch, plan or other graphic which clearly illustrates the use of the property and the project's use and effects on the property must be included and its location clearly indicated):**
   The preferred alternative would require 2.32 acres of right of way acquisition from this WDNR owned parcel. The remaining acreage for the parcel would be 36.58 acres.



The future right of way acquired from WDNR would be considered transportation right-of-way. Compensation, either in payment or land swap/transfer, would be made for any land acquired for the project, in accordance with applicable federal and state laws. The acreage being taken would have no significant impact to the habitat value or recreational opportunities of the LWSR. The impacted LWSR property is used as a recreational area for all legal recreational activities. There is sufficient land remaining on individually impacted parcels, and within the LWSR property as a whole, to maintain all allowed recreational activities.

7. **Briefly describe any measures that will be used to avoid, minimize or compensate for unavoidable adverse impacts or enhance beneficial effects (check all that apply):**
   - ☒ Replacement of lands used with lands of reasonably equivalent usefulness and of at least comparable value
   - ☐ The Small Conversion Policy for Lands Subject to Section 6(f) will be used
   - ☒ Restoration and landscaping of disturbed areas
   - ☐ Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the property, discuss:
   - ☐ Other, describe:

8. **Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the property:**
   Project coordination with WDNR has been ongoing throughout the project design process.
   The WDNR must obtain approval from the USFWS to divest or issue easements on department land acquired with funding from Wildlife and Sportfish Restoration Program grants, including for lands taken for highway projects. This approval requirement would apply to the Crockroft, Ruth E property (Tax Parcel ID: 020-3632-1000), and will be coordinated with WDNR real estate staff. WDNR will process this approval during the real estate negotiation process, prior to the project being let.

WETLANDS Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

Describe Wetlands

1. Describe Wetlands Along the Project (a map may be helpful):

	County	Location Map	Wetland Type(s)[2]	Total Wetland Loss	Temporary Wetland Loss	Is the wetland contiguous with a stream, lake or other?	Name the contiguous waterbody (ies)
Wetland *W-02*	Richland	Appendix 8 – Wetland Impacts	M	0.041 acres	0 acres	☒ Yes ☐ No	Wisconsin River
Wetland *W-03*	Richland	Appendix 8 – Wetland Impacts	M	0.014 acres	0 acres	☒ Yes ☐ No	Indian Creek
Wetland *W-05*	Richland	Appendix 8 – Wetland Impacts	M	0.023 acres	0 acres	☐ Yes ☒ No	NA
Wetland *W-06*	Richland	Appendix 8 – Wetland Impacts	RPF	0.250 acres	0 acres	☒ Yes ☐ No	Wisconsin River
Wetland *W-07*	Richland	Appendix 8 – Wetland Impacts	M(D)	0.011 acres	0 acres	☒ Yes ☐ No	Wisconsin River floodplain
Wetland *W-08*	Richland	Appendix 8 – Wetland Impacts	M	0.045 acres	0 acres	☐ Yes ☒ No	NA
Wetland *W-09.1*	Richland	Appendix 8 – Wetland Impacts	RPF	0.113 acres	0 acres	☐ Yes ☒ No	NA
Wetland *W-09.2*	Richland	Appendix 8 – Wetland Impacts	RPE	0.061 acres	0 acres	☐ Yes ☒ No	NA
Wetland *W-09.3*	Richland	Appendix 8 – Wetland Impacts	RPF	0.096 acres	0 acres	☐ Yes ☒ No	NA
Wetland *W-09.4*	Richland	Appendix 8 – Wetland Impacts	RPE	0.091 acres	0 acres	☐ Yes ☒ No	NA
Wetland *W-09.5*	Richland	Appendix 8 – Wetland Impacts	RPF	0.054 acres	0 acres	☐ Yes ☒ No	NA
Wetland *W-09.6*	Richland	Appendix 8 – Wetland Impacts	RPE	0.142 acres	0 acres	☐ Yes ☒ No	NA
Wetland *W-09.7*	Richland	Appendix 8 – Wetland Impacts	RPF	0.005 acres	0 acres	☐ Yes ☒ No	NA
Wetland *W-09.8*	Richland	Appendix 8 – Wetland Impacts	RPF	0.070 acres	0 acres	☐ Yes ☒ No	NA
Wetland *w-10*	Richland	Appendix 8 – Wetland Impacts	RPF	0.047 acres	0 acres	☐ Yes ☒ No	NA
Wetland *W-11*	Richland	Appendix 8 – Wetland Impacts	RPE	0.072 acres	0 acres	☐ Yes ☒ No	NA

Wetland *W-12.1*	Richland	Appendix 8 – Wetland Impacts	M	2.754 acres	0 acres	☐ Yes ☒ No	NA
Wetland *W-12.2*	Richland	Appendix 8 – Wetland Impacts	M	0.092 acres	0 acres	☐ Yes ☒ No	NA
Wetland *W-12.3*	Richland	Appendix 8 – Wetland Impacts	SS	0.506 acres	0 acres	☐ Yes ☒ No	NA
Wetland *W-14.1*	Richland	Appendix 8 – Wetland Impacts	SS	0.082 acres	0 acres	☒ Yes ☐ No	Unnamed Pond
Wetland *W-14.2*	Richland	Appendix 8 – Wetland Impacts	AB	0.047 acres	0 acres	☐ Yes ☒ No	NA
Wetland *W-14.3*	Richland	Appendix 8 – Wetland Impacts	M	0.016 acres	0 acres	☐ Yes ☒ No	NA
Wetland *W-14.4*	Richland	Appendix 8 – Wetland Impacts	WS	0.008 acres	0 acres	☐ Yes ☒ No	NA
Wetland *W-15*	Richland	Appendix 8 – Wetland Impacts	M(D)	0.010 acres	0 acres	☒ Yes ☐ No	Pine River
Wetland *W-16*	Richland	Appendix 8 – Wetland Impacts	M	0.009 acres	0 acres	☒ Yes ☐ No	Pine River
Wetland *W-17*	Richland	Appendix 8 – Wetland Impacts	M	0.013 acres	0 acres	☒ Yes ☐ No	Pine River
Wetland *W-18*	Richland	Appendix 8 – Wetland Impacts	SM	0.023 acres	0 acres	☒ Yes ☐ No	Pine River
Wetland *W-19.1*	Richland	Appendix 8 – Wetland Impacts	SM	0.001 acres	0 acres	☒ Yes ☐ No	Pine River
Wetland *W-19.2*	Richland	Appendix 8 – Wetland Impacts	WS	0.063 acres	0 acres	☒ Yes ☐ No	Pine River
Wetland *W-22*	Richland	Appendix 8 – Wetland Impacts	M	0.001 acres	0 acres	☐ Yes ☒ No	NA

[2] Use wetland types specified in the WisDOT Wetland Mitigation Banking Technical Guidelines, Table 1-C:

[3] If wetland is contiguous to a stream, lake or other water body, and impacts to the resource are expected, complete the Surface Water Factor Sheet.

2. Describe method for evaluating wetlands along project.

☒ Wetland delineation. Date completed: Delineation completed on July 31st 2023, and on August 1st-3rd and 9th 2023

☐ Interagency wetland determination. Date completed:

☐ Other. Describe and indicate date completed:

☐ Evaluation not necessary or not completed. Explain:

3. **Are any impacted wetlands considered "wetlands of special status," "red flag wetlands," or "rare and high-quality wetlands"? Refer to WisDOT Wetland Mitigation Banking Technical Guideline, page 10 for additional information.**

☐ No

☒ Yes:

☐ Advanced Identification Program (ADID) Wetlands

☒ Other – Describe: Riparian Forest (RPF) wetlands impacted are considered red flag wetlands by WDNR. Red flag wetlands are considered sensitive and have been assigned a critical status by resource agencies. All wetlands in the project corridor have special status as the entire Lower Wisconsin State Riverway is recognized as a Ramsar wetland of international importance. Ramsar designation is voluntary, non-regulatory, and does not impose restrictions on use. Ramsar signifies a wetland area of international importance due to unique wetland types, value, and/or provision of biological diversity.

4. **List any observed or expected waterfowl and wildlife inhabiting or dependent upon the wetland (List should include both permanent, migratory and seasonal residents):**
Expected: Large and small mammals, passerines (including red-shouldered hawk), raptors, wood duck, reptiles, amphibians, and forest interior and grassland songbirds

Describe Work and Anticipated Impacts

5. **Describe proposed work in the wetland(s), e.g., excavation, fill, marsh disposal, temporary impacts, other:**
Proposed improvements would permanently impact 4.71 acres of wetlands from areas scattered throughout the WIS 60 project corridor. Impacts would be due to fill associated with slight roadway widening, beam guard widening/additions, and/or road embankment expansion. Over half of the wetland impacts (approximately 2.75 acres of wet meadow) would be due to the planned realignment area near the east end of the project at Schmidt Lane.

6. **Wetland Avoidance and Impact Minimization:** [Note: Consideration of avoidance and minimization strategies is required before evaluating compensatory mitigation needs.]

A. Wetlands avoided:

1. Describe methods used to avoid the use of wetlands, such as tightening slopes, using a lower level of improvement or placing the roadway on new location, etc.:

   The preferred alternative was developed with the intention of avoiding and minimizing direct and adjacent impacts to wetlands and aquatic resources. Slopes would be tightened as much as possible to avoid wetland areas. Where the WIS 60 roadway is adjacent to the Wisconsin River, the proposed action would shift the WIS 60 alignment to the north, away from the river, using rock cuts to maintain the area between the WIS 60 roadway and the river. The realignment of WIS 60 on the east end of the project at Schmidt Lane was designed to minimize impacts to environmentally sensitive areas, including wetlands, to the maximum extent feasible.

2. Indicate the total area of wetlands avoided: total acreage of wetland avoidance is undetermined.

B. Wetlands impacts minimized:

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

   Increased side slopes, shifting the WIS 60 roadway to the north via rock cuts (away from the Wisconsin River and potential wetlands), and the addition of curb and gutter and concrete barrier wall in select sections to limit impacts to resources outside the roadway would all minimize the use of wetlands.

   The following stormwater treatment and erosion control measures would also minimize/prevent erosion in sensitive areas, including wetlands:

   - Proposed improvements would fit topography, soils, drainage patterns, and natural vegetation to the extent practical.

- The size of exposed areas at any one time and the duration of exposure would be minimized using staged construction.
- An undisturbed buffer would be left between disturbed soil and wetland areas where possible.
- Control measures would be used to prevent erosion in adjacent wetland areas (proper design of drainage channels with respect to width, depth, gradient, side slopes, and energy dissipation); protective ground cover (vegetation, mulch, erosion mat, or riprap); diversion dikes and intercepting embankments to divert sheet flow away from disturbed areas; and sediment control devices (ditch checks, erosion bales, and silt fence).
- Disturbed areas would be stabilized as soon as practical (temporary vegetation, mulch, stabilizing emulsions), to prevent runoff into wetlands.

2. Indicate the total area of wetlands saved through minimization: total acreage of wetland minimization is undetermined.

7. Erosion control or stormwater management practices which will be used to protect the wetland are described on Factor Sheets, check all that apply:

☒ Erosion Control Factor Sheet completed
☒ Stormwater Factor Sheet completed
☐ Neither Factor Sheet will be used, briefly describe measures to be used:

Coordination and Permitting

8. US Army Corps of Engineers (USACE) Jurisdiction and Section 404 Permit (Clean Water Act):

☐ Not applicable, no impacts anticipated to waters under USACE jurisdiction.
Date of approved jurisdictional determination:
☒ Applicable, impacts anticipated to wetlands under USACE jurisdiction.
Indicate acres of wetlands filled: 4.71 and acres temporarily impacted: 0

Type of 404 permit anticipated:

☒ Individual Section 404 Permit required.
☐ General Permit (GP) or Letter of Permission (LOP) required.
Indicate which GP or LOP is required:
☐ Transportation Regional General Permit. Permit category:
☐ Nationwide General Permit (NWP). NWP number:
☐ Letter of Permission (LOP-06-WI; issued 04/17/06 – or – LOP-10-R; issued 08/30/10)

Pre-construction notification (PCN):

☐ Not required. Explain:
☐ Required. Status of PCN:

9. Wisconsin Department of Natural Resources (WDNR) Coordination and Section 401 Water Quality Certification (WQC):

☒ WDNR provided concurrence on the project's wetland delineation. Date received or anticipated: 8/15/2024
☒ 401 WQC anticipated: Prior to PS&E submittal in August 2026

10. Federal Highway Administration (FHWA) Wetland Policy:

☒ Individual wetland finding required. Summarize all practicable measures included in the project to minimize harm to wetlands and explain why there are no practicable alternatives to the proposed action and wetland use:
Based upon the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to the wetlands which may result from such use (per FHWA Technical Advisory T6640.8A and Executive Order 11990).

The preferred alternative was developed with the intention of avoiding and minimizing direct and adjacent impacts to wetlands and aquatic resources. Slopes were tightened as much as possible to avoid

wetland areas. Where the WIS 60 roadway is adjacent to the Wisconsin River, the proposed action would shift the WIS 60 alignment to the north, away from the river, using rock cuts to maintain the area between the WIS 60 roadway and the river. The realignment of WIS 60 on the east end of the project at Schmidt Lane was designed to minimize impacts to environmentally sensitive areas, including wetlands, to the maximum extent feasible.

Increased side slopes, shifting the WIS 60 roadway to the north via rock cuts (away from the Wisconsin River and potential wetlands), and the addition of curb and gutter and concrete barrier wall in select sections to limit impacts to resources outside the roadway would also minimize the use of wetlands.

Stormwater treatment and erosion control measures would also minimize/prevent erosion in sensitive areas, including adjacent wetlands. The following measures would be included in the project design:

- Proposed improvements would fit topography, soils, drainage patterns, and natural vegetation to the extent practical.
- The size of exposed areas at any one time and the duration of exposure would be minimized using staged construction.
- An undisturbed buffer would be left between disturbed soil and adjacent wetland areas where possible.
- Control measures would be used to prevent erosion in wetland areas (proper design of drainage channels with respect to width, depth, gradient, side slopes, and energy dissipation); protective ground cover (vegetation, mulch, erosion mat, or riprap); diversion dikes and intercepting embankments to divert sheet flow away from disturbed areas; and sediment control devices (ditch checks, erosion bales, and silt fence).
- Disturbed areas would be stabilized as soon as practical (temporary vegetation, mulch, stabilizing emulsions), to prevent runoff into adjacent wetlands.

☐ Not applicable, explain:

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

☐ No Section 10 waters. Section 10 permit not required.
☒ Section 10 waters present. Section 10 permit not required.
- ☐ Individual Permit
- ☐ Nationwide Permit, NWP number:
- ☐ Transportation Regional General Permit, TRGP category:

Pre-construction notification (PCN):
- ☐ Not required, explain:
- ☐ Required, status of PCN:

Compensation

12. **Describe compensation for unavoidable wetland loss including wetland type, acres of loss, the mitigation ratio to be used, the type and acres of compensation and the Wetland Mitigation Site (if known) where mitigation will occur:**

According to Section 404(b)(1) of the Clean Water Act, wetland compensatory mitigation procedures and sequencing will conform to the USACE and U.S. Environmental Protection Agency (EPA) joint rule on Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332; and 40 CFR Part 230; dated April 10, 2008).

Compensatory mitigation will be consistent with amendments to the Cooperative Agreement between DNR and WisDOT on compensatory mitigation for unavoidable losses (July 2012) and WisDOT Wetland Mitigation Banking Technical Guideline (March 2002).

13. **Summarize the coordination to date and that still needs to be completed with USACE, WDNR and other agencies or organizations regarding compensation for unavoidable wetland losses below and indicate where the documentation is located:**
Wetland mitigation, compensation, and a wetland mitigation site will be coordinated with WDNR and the ACOE during final project design.

Meeting was held with DNR and ACOE to discuss preliminary wetland and water impacts and permits needed on 4/30/2024.

Wetland Delineation Report for the project was provided to WDNR via email on July 22, 2024.

Approval of the Wetland Delineation Report for the project was provided by WDNR via email on August 15, 2024.

A coordination meeting was held on 9/18/2024 with WDNR and WisDOT stormwater specialists, to discuss pre and post construction impacts and avoidance measures to sensitive wetland, waterway, and floodplain areas. Project staging to manage sediment control needs was also discussed.

Additional coordination with WDNR will occur regarding wetland mitigation ratios after the stormwater management plan has been developed.

WDNR Section 401 Water Quality Certification (WQC) would be obtained prior to the projects final PS&E date in August of 2026. The Section 401 WQC would be submitted to WDNR one year prior to the project's final PS&E date in August of 2026.

A Section 404 Individual Wetland Permit would be required from USACE. The Section 404 permit application would be submitted to USACE one year prior to the project's final PS&E date in August of 2026.

SURFACE WATERS Factor Sheet

06-10-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. **Waterbody name:** Wisconsin River (Lower Wisconsin River)

2. **Location of waterbody:**
   Section-Township-Range: Section 36, Township 8-9N, Range 1W; Sections 31-36, Township 8-9N, Range 1E Sections 30-31, Township 8-9N, Range 2E
   Municipality Name: Town of Eagle, Town of Orion, Town of Buena Vista

3. **Waterbody type (check all that apply):**
   - ☐ Lake
   - ☐ Pond
   - ☐ Impoundment or flowage
   - ☒ River or Stream
     - ☒ Warm water
     - ☐ Cold water, if trout stream, identify trout stream classification:
     - ☐ Wild and scenic river
     - ☐ Outstanding resource water (ORW), per NR 102.10, describe:
     - ☒ Exceptional resource water (ERW), per NR 102.11, describe: 102.11(1)(d)4; NR 102.06(3)(a)44
   - ☐ Other, describe:

4. **Watershed name:** Lower Wisconsin River Basin **Size:** 4,940 (square miles)

5. **Hydrologic characteristics:**
   - ☒ Permanent (year-round)
   - ☐ Temporary (wet part of year**)**

6. **Waterbody characteristics:**
   A. Substrate:
      - ☒ Sand
      - ☒ Silt
      - ☐ Clay
      - ☒ Cobbles
      - ☒ Other, describe: Boulders and limestone shelves

   B. Area of water body (for lakes): N/A acres

   C. Average water depth: N/A feet

   D. Vegetation in waterbody:
      - ☒ Absent
      - ☐ Present, if known, describe:

   E. Identify aquatic organisms or water-dependent species observed or expected: The Lower Wisconsin River supports a rich diversity of fish, mussels, herptiles and aquatic insects and fish species. Historic accounts indicate that the Wisconsin River and its backwaters support up to 95 native fish species. This stretch of the river also contains a highly diverse named mussel bed.

   F. Summarize water quality data, if available:
   Water quality issues from pollution and sedimentation are problematic in the river. Nonpoint-source water pollution is the most significant threat. Nutrient loading from both surface and groundwater sources have degraded water quality conditions particularly in backwater areas.

   G. Is this waterbody on the DNR's "Impaired Waters" list?
      - ☐ No

☒ Yes, describe: 303d, PCB, Contaminated fish tissue

7. **Describe land adjacent to waterbody:**
Land adjacent to the river within the floodplain consists predominantly of forested wetland, and wet meadow wetland within WDNR's Lower Wisconsin Riverway property. Primary land uses are conservation and recreation, including hunting and fishing.

8. **Describe proposed work in, over, or adjacent to the waterbody:**
The preferred alternative was developed with the intention of avoiding and minimizing direct and adjacent impacts to the Wisconsin River. Where the WIS 60 roadway is adjacent to the river, the proposed action would shift the WIS 60 alignment to the north, away from the river, using rock cuts to maintain the area between the WIS 60 roadway and the river. Proposed rock cuts would be benched, to prevent falling rock from going onto the roadway and/or the river. Proposed work adjacent to the waterbody would also include replacing and adding guardrail, grading, some tree removal, and culvert replacement.

Proposed in-water work would be limited to box culvert replacement on small intermittent streams and drainageways. Box culverts would be replaced at the following locations:

- C-52-0171 STA 189+69
- C-52-0172 STA 225+72
- C-52-0173 STA 274+50

Because of its location relative to the shoreline, no impacts (direct or indirect) to the Wisconsin River are expected at culvert C-52-0173 from construction activities.

The three box culverts would be replaced one at a time to ensure local access to properties by landowners and emergency services. This work would take place during year one construction season and into year two construction season. Diversion channels would be needed on either side of the proposed box culvert locations to maintain drainage patterns.

The basic process for the box culvert work would be as follows:

- Construct a diversion channel on one side of the proposed box culvert location to maintain drainage patterns
- Install temporary erosion control measures
- Remove existing box culvert
- Place new box culvert
- Install permanent restoration measures (riprap, topsoil, seed etc.)
- Remove temporary measures (turbidity barrier, silt fence etc.)
- Remove diversion channel

9. **Discuss physical impacts to the waterbody during and after construction. Include information regarding anticipated impacts on wildlife and plants inhabiting or dependent upon the lake or water body:**
There would be no construction activity below the Ordinary High Water Mark (OHWM) of the Wisconsin River. During culvert replacement, the temporary placement of divergence channels, and the installation of temporary and permanent erosion control measures may cause temporary indirect impacts to the surrounding environment through increased sedimentation or altered flow regimes.

During construction, temporary sediment discharges into the river could occur from upstream construction. After construction, highway total suspended solids discharges could enter the river as a result of normal highway operations; but the proposed action would not change current conditions.

10. **Discuss probable impacts to water quality during and after construction. Include information regarding anticipated impacts on wildlife and plants inhabiting or dependent upon the waterbody:**
Any adverse effects on plants, animals, and fish should be temporary. Proper erosion control devices will be used to minimize soil erosion as outlined in the Erosion Control Evaluation Factor Sheet. The potential for incidental discharge to the Wisconsin River would be minimized through the use of turbidity barriers, silt fence or similar practices to contain any sediment on site.

11. **Describe coordination with the public, municipalities and state and federal agencies concerning waterbodies:**
The proposed work was discussed with the public, local municipalities, and state and federal agencies during public involvement, local official, and agency coordination meetings.

Meeting was held with DNR and USACE to discuss preliminary wetland and water impacts and permits needed on 4/30/2024.

Wetland Delineation Report for the project was provided to WDNR via email on July 22, 2024.

Approval of the Wetland Delineation Report for the project was provided by WDNR via email on August 15, 2024.

A coordination meeting was held on 9/18/2024 with the WDNR Transportation Liaison, the WisDOT Stormwater and Erosion Control Engineer, and the WisDOT Regional Environmental Coordinator, to discuss pre and post construction impacts and avoidance measures to sensitive wetland, waterway, and floodplain areas. Project staging to manage sediment control needs was also discussed.

WDNR Section 401 Water Quality Certification (WQC) would be obtained prior to the projects final PS&E date in August of 2026. The Section 401 WQC would be submitted to WDNR one year prior to the project's final PS&E date in August of 2026.

A Section 404 Individual Wetland Permit would be required from USACE. The Section 404 permit application would be submitted to USACE one year prior to the project's final PS&E date in August of 2026.

12. **Are measures proposed to avoid, minimize, or compensate for impacts:**
☐ No
☒ Yes, describe:
The Wisconsin River will remain open for navigation throughout construction.
Erosion control measures will be implemented to follow Trans 401 and the WDNR/WisDOT Cooperative Agreement. WisDOT Standard Specifications that govern working adjacent to waterways will be followed to minimize impacts to the waterway.

13. **Are measures proposed to enhance beneficial effects:**
☒ No
☐ Yes, describe:

SURFACE WATERS Factor Sheet

06-10-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. **Waterbody name:** Indian Creek

2. **Location of waterbody:**
   Section-Township-Range: Section 31, Township 9N, Range 1E
   Municipality Name: Town of Orion

3. **Waterbody type (check all that apply):**
   - ☐ Lake
   - ☐ Pond
   - ☐ Impoundment or flowage
   - ☒ River or Stream
     - ☐ Warm water
     - ☒ Cold water, if trout stream, identify trout stream classification:
     - ☐ Wild and scenic river
     - ☐ Outstanding resource water (ORW), per NR 102.10, describe:
     - ☐ Exceptional resource water (ERW), per NR 102.11, describe: 102.11(1)(d)4; NR 102.06(3)(a)44
   - ☐ Other, describe:

4. **Watershed name:** Mill and Indian Creeks Watershed **Size:** 130 (square miles)

5. **Hydrologic characteristics:**
   - ☒ Permanent (year-round)
   - ☐ Temporary (wet part of year**)**

6. **Waterbody characteristics:**
   A. Substrate:
      - ☒ Sand
      - ☒ Silt
      - ☐ Clay
      - ☐ Cobbles
      - ☐ Other, describe:

   B. Area of water body (for lakes): N/A acres

   C. Average water depth: less than 5 feet

   D. Vegetation in waterbody:
      - ☒ Absent
      - ☐ Present, if known, describe:

   E. Identify aquatic organisms or water-dependent species observed or expected: Coldwater fishes are common to uncommon (<10 per 100 m), transitional fishes (adaptable to both cold and warm water) are abundant to common, and warm water fishes are uncommon to absent.

   F. Summarize water quality data, if available: Not Available

   G. Is this waterbody on the DNR's "Impaired Waters" list?
      - ☐ No
      - ☒ Yes, describe: 303d, Water is impaired due to one or more pollutants, elevated water temperatures, and poor quality aquatic habitat.

7. **Describe land adjacent to waterbody:**
   Land adjacent to the waterway within the floodplain consists predominantly of forested wetland, and wet meadow wetland within WDNR's Lower Wisconsin Riverway property. Primary land uses are conservation and recreation, including hunting and fishing. The location of Indian Creek in the WIS 60 project corridor is also adjacent to agricultural lands.

8. **Describe proposed work in, over, or adjacent to the waterbody:** The proposed action would widen the roadway slopes at Indian Creek Drive, adjacent to Indian Creek and a short unnamed tributary to Indian Creek. No fill or dredging would occur below the Ordinary High Water Mark (OHM) of Indian Creek. Minor amounts of fill would be placed in the floodway of Indian Creek.

9. **Discuss physical impacts to the waterbody during and after construction. Include information regarding anticipated impacts on wildlife and plants inhabiting or dependent upon the lake or water body:**
   During construction, temporary sediment discharges into the river could occur from upstream construction. After construction, highway total suspended solids discharges could enter the river as a result of normal highway operations; but the proposed action would not change current conditions.

10. **Discuss probable impacts to water quality during and after construction. Include information regarding anticipated impacts on wildlife and plants inhabiting or dependent upon the waterbody:**
    Any adverse effects on plants, animals, and fish should be temporary. Proper erosion control devices will be used to minimize soil erosion as outlined in the Erosion Control Evaluation Factor Sheet. The potential for incidental discharge to Indian Creek would be minimized through the use of turbidity barriers, silt fence or similar practices to contain any sediment on site.

11. **Describe coordination with the public, municipalities and state and federal agencies concerning waterbodies:**
    The proposed work was discussed with the public, local municipalities, and state and federal agencies during public involvement, local official, and agency coordination meetings.

    Meeting was held with DNR and USACE to discuss preliminary wetland and water impacts and permits needed on 4/30/2024.

    Wetland Delineation Report for the project was provided to WDNR via email on July 22, 2024.

    Approval of the Wetland Delineation Report for the project was provided by WDNR via email on August 15, 2024.

    A coordination meeting was held on 9/18/2024 with the WDNR Transportation Liaison, the WisDOT Stormwater and Erosion Control Engineer, and the WisDOT Regional Environmental Coordinator, to discuss pre and post construction impacts and avoidance measures to sensitive wetland, waterway, and floodplain areas. Project staging to manage sediment control needs was also discussed.

    WDNR Section 401 Water Quality Certification (WQC) would be obtained prior to the projects final PS&E date in August of 2026. The Section 401 WQC would be submitted to WDNR one year prior to the project's final PS&E date in August of 2026.

    A Section 404 Individual Wetland Permit would be required from USACE. The Section 404 permit application would be submitted to USACE one year prior to the project's final PS&E date in August of 2026.

12. Are measures proposed to avoid, minimize, or compensate for impacts:

☐ No

☒ Yes, describe:

Erosion control measures will be implemented to follow Trans 401 and the WDNR/WisDOT Cooperative Agreement. WisDOT Standard Specifications that govern working adjacent to waterways will be followed to minimize impacts to the waterway.

13. Are measures proposed to enhance beneficial effects:

☒ No

☐ Yes, describe:

SURFACE WATERS Factor Sheet

06-10-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. **Waterbody name:** Unnamed, Intermittent Streams

2. **Location of waterbody:**
   Section-Township-Range: Section 33, Township 9N, Range 1E
   Municipality Name: Town of Orion

3. **Waterbody type (check all that apply):**
   - ☐ Lake
   - ☐ Pond
   - ☐ Impoundment or flowage
   - ☐ River or Stream
     - ☐ Warm water
     - ☐ Cold water, if trout stream, identify trout stream classification:
     - ☐ Wild and scenic river
     - ☐ Outstanding resource water (ORW), per NR 102.10, describe:
     - ☐ Exceptional resource water (ERW), per NR 102.11, describe: 102.11(1)(d)4; NR 102.06(3)(a)44
   - ☒ Other, describe: Unnamed, Intermittent Streams and Drainageways

4. **Watershed name:** Mill and Indian Creeks Watershed **Size:** 130 (square miles)

5. **Hydrologic characteristics:**
   - ☐ Permanent (year-round)
   - ☒ Temporary (wet part of year**)**

6. **Waterbody characteristics:**
   A. Substrate:
      - ☒ Sand
      - ☒ Silt
      - ☐ Clay
      - ☐ Cobbles
      - ☐ Other, describe:

   B. Area of water body (for lakes): N/A acres

   C. Average water depth: less than 1 feet

   D. Vegetation in waterbody:
      - ☒ Absent
      - ☐ Present, if known, describe:

   E. Identify aquatic organisms or water-dependent species observed or expected: none

   F. Summarize water quality data, if available: Not Available

   G. Is this waterbody on the DNR's "Impaired Waters" list?
      - ☒ No
      - ☐ Yes, describe:

7. **Describe land adjacent to waterbody:**
Land adjacent to the waterway(s) consists predominantly of forested wetland, and wet meadow wetland within WDNR's Lower Wisconsin Riverway property. Primary land uses are conservation and recreation, including hunting and fishing.

8. **Describe proposed work in, over, or adjacent to the waterbody:** The proposed action would realign existing non-jurisdictional drainage ditches and drainage channels to maximize overland flow, reduce stormwater velocity, and help filter sediment prior to entering culvert pipes. Two ditch realignment locations are proposed; 125 linear feet at project station 175 - 176, and 137 linear feet at project station 183 – 184, approximately 1 miles east of County OO and 1.5 miles east of the rural community of Orion.

9. **Discuss physical impacts to the waterbody during and after construction. Include information regarding anticipated impacts on wildlife and plants inhabiting or dependent upon the lake or water body:**
During construction, temporary sediment discharges into drainage ditches could occur from upstream construction. After construction, highway total suspended solids discharges could enter the ditches as a result of normal highway operations; but the proposed action would not change current conditions.
No anticipated impacts on wildlife or plants.

10. **Discuss probable impacts to water quality during and after construction. Include information regarding anticipated impacts on wildlife and plants inhabiting or dependent upon the waterbody:**
No anticipated impacts to water quality, wildlife or plants. Proper erosion control devices will be used to minimize soil erosion as outlined in the Erosion Control Evaluation Factor Sheet.

11. **Describe coordination with the public, municipalities and state and federal agencies concerning waterbodies:**
The proposed work was discussed with the public, local municipalities, and state and federal agencies during public involvement, local official, and agency coordination meetings.

    Meeting was held with DNR and USACE to discuss preliminary wetland and water impacts and permits needed on 4/30/2024.

    Wetland Delineation Report for the project was provided to WDNR via email on July 22, 2024.

    Approval of the Wetland Delineation Report for the project was provided by WDNR via email on August 15, 2024.

    A coordination meeting was held on 9/18/2024 with the WDNR Transportation Liaison, the WisDOT Stormwater and Erosion Control Engineer, and the WisDOT Regional Environmental Coordinator, to discuss pre and post construction impacts and avoidance measures to sensitive wetland, waterway, and floodplain areas. Project staging to manage sediment control needs was also discussed.

    WDNR Section 401 Water Quality Certification (WQC) would be obtained prior to the projects final PS&E date in August of 2026. The Section 401 WQC would be submitted to WDNR one year prior to the project's final PS&E date in August of 2026.

    A Section 404 Individual Wetland Permit would be required from USACE. The Section 404 permit application would be submitted to USACE one year prior to the project's final PS&E date in August of 2026.

12. **Are measures proposed to avoid, minimize, or compensate for impacts:**
    - ☐ No
    - ☒ Yes, describe: Erosion control measures will be implemented to follow Trans 401 and the WDNR/WisDOT Cooperative Agreement. WisDOT Standard Specifications that govern working adjacent to waterways will be followed to minimize impacts to the waterway.

13. **Are measures proposed to enhance beneficial effects:**
    - ☒ No
    - ☐ Yes, describe:

GROUNDWATER, WELLS AND SPRINGS Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. Groundwater Protection Elements in Comprehensive Land Use Planning and Transportation

A. Is project located in an area that has or is developing a:

Groundwater Plans, Programs and Ordinances	Yes*	No
DNR Approved Well Head Protection Plan	☐	☒
Groundwater Management Plan	☐	☒
Ordinance to protect wells, aquifers or sensitive groundwater recharge zones	☐	☒
Wisconsin Groundwater Guardian Community Program	☐	☒

*If yes, explain and describe coordination needs for each category above:

*Coordination is attached as:

B. Does the proposed alternative conflict with items described in A, above?

☒ No, explain why: **No, no identified plans, programs, or ordinances**

☐ Yes, explain why:

C. Will project location, or likely infrastructure, construction method or stormwater management practices encroach upon or affect protected areas or well locations resulting in non-compliant Plans or wells? Note, there are minimum separation distance requirements for wells, springs, depth to bedrock, and karst features in State Codes (see NR 151, Trans 401, NR 811, NR 812, NR 820)?

☒ No, explain why: **The one residential relocation and two of the seasonal cabins that would be demolished as part of the proposed action contain existing residential wells.**

Wells would be abandoned as part of the proposed action. Appropriate documentation with WDNR would be completed at the time of well abandonment. If well abandonment occurs prior to construction, the WisDOT Design Project Manager, in cooperation with WisDOT Real Estate, would ensure that well abandonment documentation occurs. If well abandonment occurs during construction, the WisDOT Construction Project Manager would ensure that well abandonment documentation occurs.

☐ Yes, explain why:

D. Have the local units of Government, businesses or property owners been notified of potential conflicts with items described in A, B or C?

☒ No, there are no identified conflicts

☐ Yes, explain:

Coordination is attached as:

E. How will the alternative avoid, minimize or mitigate potential impacts? Briefly describe here and include in Question 23 of the ER and EA Template, Section 5 of the PCE Template or Question XII of the CEC Template: **Not Applicable, no identified impacts**

2. **Identification and Inventory of Wells:**

A. Identify wells located within existing and proposed right of way of the proposed alternative and provide date of well inventory survey:

Well Category	# in existing ROW	# in proposed ROW
Private potable wells	**No**	**No**
Municipal high capacity wells	**No**	**No**
Industrial or agricultural wells	**No**	**No**
Community shared wells	**No**	**No**
Groundwater monitoring wells	**No**	**No**
Free flowing or artesian wells	**No**	**No**
Other, describe:	**No**	**No**

Date of well inventory survey: **April 2024**

The WDNR maintains a searchable well records database, well construction reports, and mapping system of constructed wells. No private or public wells were identified within existing or proposed ROW.

B. Will the proposed alternative interfere or damage well locations or use? Is there potential for physical damage to the wells, alteration of pumping capacity, or degradation of water quality produced from the wells? Describe: **Not Applicable, no identified wells in existing or proposed ROW**

C. Identify the number and type of wells that will likely need to be filled and sealed and describe how that will be coordinated and who will be responsible to fill and seal the wells per State code:

The residential relocation and two of the seasonal cabins that would be demolished as part of the proposed action contain existing residential wells.

Wells would be abandoned as part of the proposed action. Appropriate documentation with WDNR would be completed at the time of well abandonment. If well abandonment occurs prior to construction, the WisDOT Design Project Manager, in cooperation with WisDOT Real Estate, would ensure that well abandonment documentation occurs. If well abandonment occurs during construction, the WisDOT Construction Project Manager would ensure that well abandonment documentation occurs.

3. **Identification and Inventory of Springs:**

A. Are there known springs in or adjacent to the proposed project limits?

☐ None identified

☒ Yes, explain how many and describe characteristics and location of springs, include map location if used: **A total of 8 waterways/streams were field observed within the project and mapped as part of the project's wetland delineation. All waterways identified flow from the north and drain to the Wisconsin River under WIS 60 through culverts or bridges.**

Two field delineated waterways in the project corridor were identified as Springs; Stream S06 (Sta. 239+05) and S02 (Sta. 175+50). The identified springs are adjacent to the existing and proposed WIS 60 roadway, located north of WIS 60, and outflow under the roadway through an existing culvert. Identified spring locations would not be impacted. Existing culverts would be replaced in kind and waterflows would be maintained.

B. Is there a spring critical for an outstanding resource water (ORW), exceptional resource water (ERW), a cold-water fishery (trout stream), a sensitive aquatic habitat, a calcareous fen, a wetland, or other outstanding natural resources or endangered species?

☒ None identified

☐ Yes, how many and explain:

Coordination is attached as:

C. Will the proposed alternative and likely grade changes, stormwater management practices, or construction methods affect a spring location, flow rate, or water chemistry (e.g., blasting, filling, cut-sections, drain pipes, structure placement, driving foundation footings or cofferdams, reducing infiltration to spring, etc)?
   ☒ No
   ☐ Yes, explain (temporary and/or permanent effect?):

D. Describe coordination with the DNR, Federal Resource Agencies, Tribal Government(s) and local Government(s) or other interest groups: **Spring locations were identified in the project's wetland delineation report; WDNR approved the wetland delineation report via email on 8/15/2024. See WDNR Coordination in Appendix 5A – WDNR Coordination.**

E. How will spring impacts be avoided, minimized or mitigated: **Identified spring locations would not be impacted. Existing culverts would be replaced in kind and waterflows would be maintained.**

4. Groundwater Flow Conditions, Changes and Potential Impacts:

A. Are there likely construction dewatering needs?
   ☒ No
   ☐ Yes, explain duration of dewatering and likely pumping rates:

B. Will construction dewatering affect known groundwater contamination migration from leaking underground storage tanks or pump islands at gasoline service stations or other contaminated properties?
   ☒ No
   ☐ Yes, explain:

C. Will there be a need to consider alternative highway design (exception to standards) or construction methods to avoid, minimize or mitigate groundwater flow impacts? Explain: **NA**

D. If applicable, describe coordination with the DNR, Federal Resource Agencies, and local Government(s) or other interest groups: , coordination is attached as:

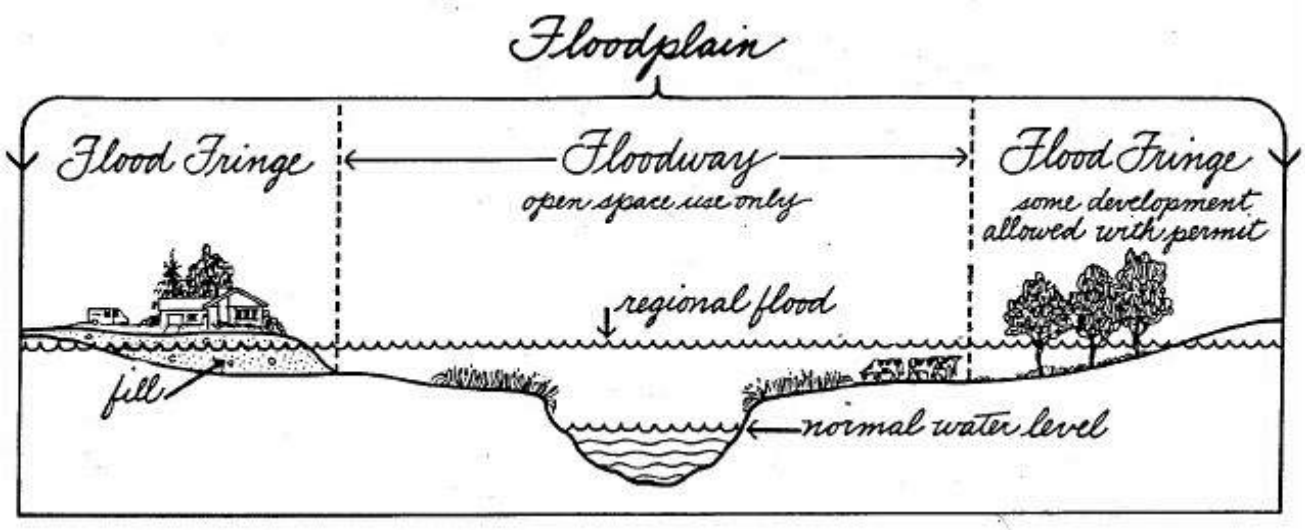
FLOODPLAIN Factor Sheet

06-12-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

When completed this Factor Sheet along with the Environmental Document acts as the Location Study consistent with 23 CFR 650.111.

1. **Name the floodplain watershed (and floodplain zoning authority), where your project is located and encroaching. Encroaching includes modification or repair of existing transportation facilities already in a floodplain. Confirm if the community participates in the Federal Emergency Management Administration (FEMA) voluntary National Flood Insurance Program (NFIP):**



A. Floodplain: Pine River
B. Watershed: Pine River Size: 327 (square miles)
C. Municipality: Town of Orion, Town of Buena Vista – Richland County
D. NFIP Applicability: ☒ Yes ☐ No, status date:
E. Attach map illustrating watershed, floodplain, and project limits.
Map location: *Floodplain Figure 1 - DNR Water Surface Viewer Map on page 5 of Pine River Floodplain Factor Sheet*

2. **Indicate watershed characteristics:**

☒ Rural Watershed
☐ Rapidly Urbanizing Watershed - NR 116.03 (40)
☐ Urban Watershed
☐ Priority watershed – NR 120.02 (30)

Provide additional description of the upstream and downstream flow characteristics and potential floodwater receptors based on the context and intensity of the alternative within the watershed:

The drainage basin upstream of the project is a watershed with an area of 327 square miles. The Pine River is a continuous flow watercourse with gradient of 0.04% at the project site, flowing through a watershed consisting primarily of a blend of wooded and agricultural regions. The Pine River at this site is designated as a Special Flood Hazard Area (Zone AE) in the very lower reaches of the study where it is part of the Wisconsin River backwater and then transitions to a Special Flood Hazard Area (Zone A) for the remainder of the study reach. The Pine River flows into the Wisconsin River just downstream of the project. The WIS 60 crossing of the Pine River occurs within the study area at bridge B-52-179. There will be no change to the WIS 60 bridge over the Pine River that would impact hydraulics.

3. **Indicate key regulatory zones the alternative encroaches upon, per Wisconsin Department of Natural Resources (DNR) Floodplain Management definitions and confirm mapping status for your location in E below:**
   - A. ☒ Floodplain
   - B. ☐ Floodway
   - C. ☒ Flood Fringe
   - D. ☐ Flood Storage
   - E. ☒ Confirmed DNR approved mapping status on this date: 12/8/2016
     1. ☒ Mapped Floodplain
     2. ☐ Unmapped Floodplain

4. **Indicate zones your alternative encroaches upon, per Floodplain Zoning Authority Zoning Map:**
   ☒ Municipal Floodplain Zoning Map approved, map date: 12/8/2016 Municipal response or not applicable ☐.
   Map location:
   - A. ☐ Floodway district
   - B. ☒ Flood fringe district
   - C. ☒ Regional flood elevation
   - D. ☐ Shallow depth flooding district
   - E. ☐ Flood storage district
   - F. ☐ Coastal floodplain district
   - G. ☐ Floodplain Island

5. **Indicate floodplain zone(s) your alternative encroaches per FEMA NFIP Flood Insurance Rate Map (FIRM) risk identification map legend definitions.**
   ☒ Special Flood Hazard Areas (SFHAs) in Zone: A
   ☐ Floodway Areas in Zone AE
   ☐ The project footprint is outside the SFHA and Floodway Areas in Zone AE
   A copy of the FIRM Map with overlay of project encroachment must be included.
   Map location: *Floodplain Figure 1 - DNR Water Surface Viewer Map on page 5 of Pine River Floodplain Factor Sheet*

6. **Briefly describe encroachment and proposed work in, over, or adjacent to floodplain and complete questions below:**
   A portion of WIS 60 located approximately 1.05 miles west of the Pine River crossing would be realigned into the Pine River floodplain to improve its horizontal alignment. The realigned portion would begin at station 355+00 and match back into the existing alignment at station 393+00. There would be no change to the WIS 60 bridge over the Pine River (B-52-179) that would impact hydraulics. Only the encroachment resulting from the realignment of the roadway would impact the Zone A floodplain for the Pine River downstream of the bridge.
   - A. Indicate type of encroachment:
     - ☐ Structure, describe type:
     - ☐ Drainage improvement, pipe culvert replacement or extension
     - ☒ Roadway/embankment fill
     - ☐ Temporary causeway expected
     - ☐ Other (explain):
   - B. Indicate type/s of encroachment alignment, length and scale of overall footprint on floodplain for the alternative:
     - ☐ Transverse – length ☐ ft. ☐ miles
     - ☒ Longitudinal - length 2,500 ☒ ft. ☐ miles
     - ☐ Combined transverse and longitudinal encroachment will occur
     - ☐ Encroachment footprint: acres

C. Will this be a new footprint encroachment or a modification to existing infrastructure resulting in encroachment or possibly a reduction in historical transportation facility footprints on the floodplain?
- ☐ New footprint
- ☒ Modification to existing footprint
- ☐ No change in footprint
- ☐ Reduction in footprint

7. What are your anticipated floodplain backwater conditions from this alternative based on the DOT approved computed Hydrology and Hydraulic Analysis methodology? Reference results to DNR Floodplain Management NR 116 criteria:

The proposed action would cause increases in the regional flood elevations and changes to the velocity in the areas adjacent to the roadway encroachment. The maximum increase in regional flood elevation would be an increase of 0.33'. Increases begin to taper off going upstream until convergence at the WIS 60 bridge over the Pine River (B-52-019). No buildings or other insurable structures would be impacted by the floodplain increases.

- ☒ Increase in regional flood height (a calculated rise equal to or > 0.01 ft)
- ☐ No change in regional flood height
- ☐ Decrease in regional flood height

Indicate methodology used and date of analysis:

8. Indicate effects of backwater change and encroachment actions on the physical, chemical and biological integrity of the floodplain ecosystem services.

A. ☒ Physical integrity (floodway flow and flood risk to property loss and hazard to life)
- ☐ benefit
- ☒ no effect
- ☐ adverse effect

Describe:

B. ☒ Chemical integrity (surface water and groundwater quality)
- ☐ benefit
- ☒ no effect
- ☐ adverse effect

Describe:

C. ☒ Biological integrity (human environment and ecological functions and services)
- ☐ benefit
- ☒ no effect
- ☐ adverse effect

Describe:

9. What avoidance, minimization or compensation measures will be considered:

The preferred alternative was developed with the intention of avoiding and minimizing direct and adjacent impacts to wetlands and aquatic resources. The realignment option of WIS 60 on the east end of the project at Schmidt Lane was designed to minimize impacts to environmentally sensitive areas, including wetlands, to the maximum extent feasible.

10. Are there beneficial opportunities to develop new floodplain storage or reestablish old floodplain storage to offset or mitigate impact as part of infrastructure development? Are there other feasible ecological restoration or enhancement opportunities such as wetland restoration, stream restoration, aquatic organism passage (AOP), wildlife crossings or other:

- ☐ yes, describe:
- ☒ no, describe: this encroachment does not cause a rise in excess of one foot in the Zone A floodplain; no restoration or enhancement opportunities are feasible or necessary. The project is not located within a flood storage district and therefore compensatory floodplain storage is not required.

11. **Describe and provide the results of coordination with any regulatory agency or floodplain zoning authority, and describe any public comments related to the encroachment action:**
The results of hydraulic modeling and associated floodplain impact data for the project was provided to Richland County via mail in May 2024. Follow up coordination was sent via email in September 2024. WDNR issued approval of a Hydrologic and Hydraulic (H&H) study for the realignment area of WIS 60 near the Pine River on November 26, 2024. The approval was provided to Richland County and WisDOT via email. No additional correspondence or comments have been received. Coordination with the WDNR is ongoing and will continue during final design.

The proposed action does not require a permit from Richland County, however, per the Cooperative Agreement with WDNR, the hydraulic model and associated data for the project was provided to Richland County via mail on May 6, 2024 for floodplain zoning records and National Flood Insurance Program (NFIP) purposes. Floodplain encroachment from project activities would not cause a rise in excess of one foot in the Pine River Zone A floodplain, so a Letter of Map Revision (LOMR) and related coordination with FEMA is not required.

12. **Is the alternative compatible with Federal, State or Local floodplain land use plans and expectations?**
☒ yes
☐ no
Describe:

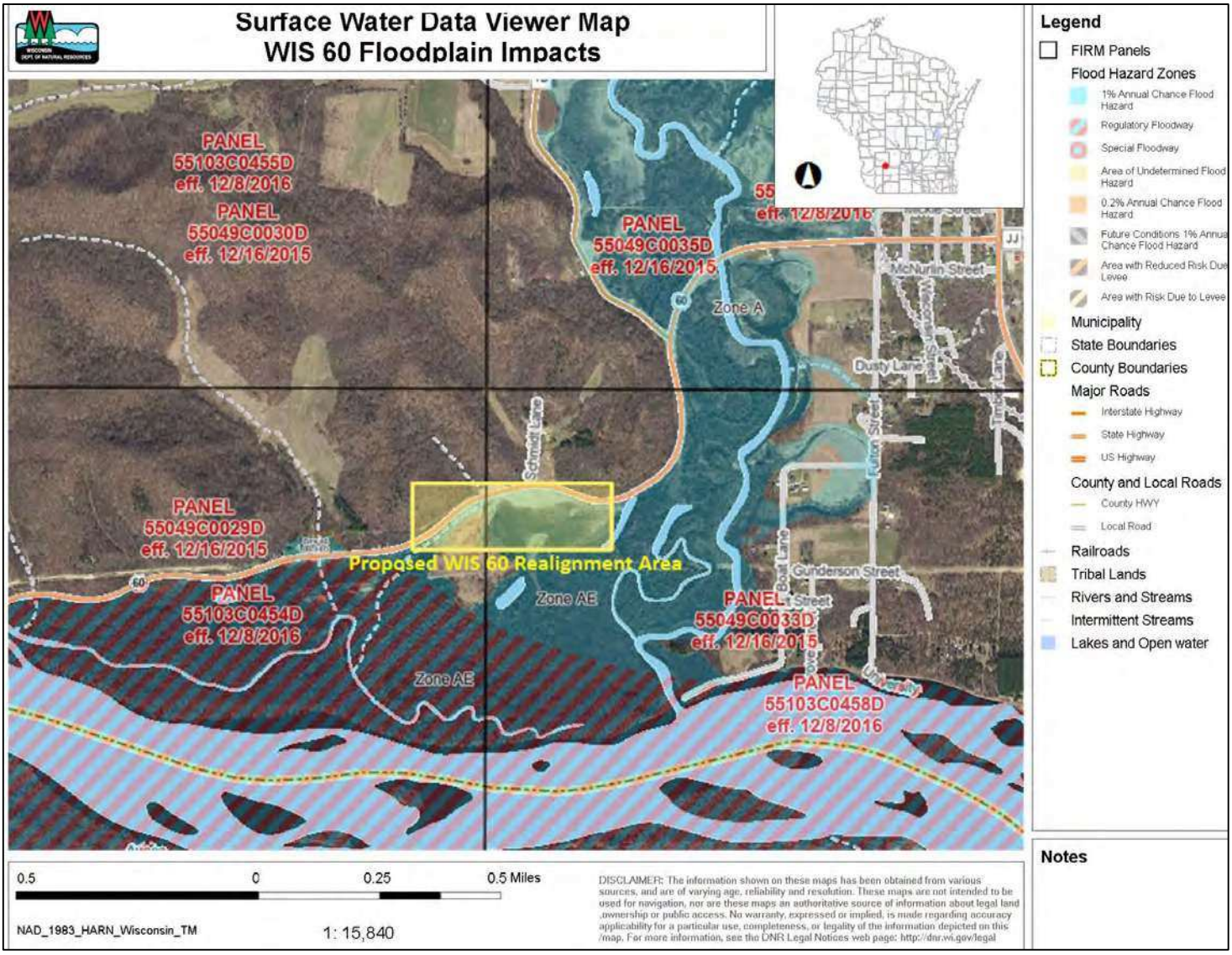
13. **If this project is an FHWA action, indicate if the alternative would cause any of the following SIGNIFICANT ENCROACHMENTS per FHWA Regulations (23 CFR Subpart A 650.105(q)):(If the project is not a FHWA action skip to question 14.)**
☐ Significant potential for interruption or termination of a transportation facility which is needed for emergency vehicles or a community's only evacuation route. Describe:
☐ Significant risk. Risk means the consequences associated with the probability of flooding attributable to an encroachment. It includes the potential for property loss and hazard to life during the service life of highway. Describe:
☐ Significant adverse impact on natural and beneficial floodplain values such as fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, aquaculture, forestry, natural moderation of floods, water quality maintenance, and groundwater recharge. Describe:
If any of the boxes above are checked, a significant encroachment on a floodplain will occur, requiring FHWA to prepare an Only Practicable Alternative Finding (Finding). FHWA signature on the final environmental document indicates adoption of the Finding described below:
☒ No significant encroachment, explain: Floodplain encroachment from project activities would not cause a rise in excess of one foot in the Pine River Zone A floodplain. No buildings or other insurable structures would be impacted by the floodplain increases.

14. **Indicate the timing of possible State or Federal Agency permits, approval and coordination for the floodplain encroachment and list the Agencies. In addition to DNR and FHWA, other possible Agency approvals may include: US Army Corp of Engineers (USACE), FEMA, United States Coast Guard (USCG), United States Environmental Protection Agency (EPA) and United States Fish and Wildlife Service (USFWS):**
☐ Prior to completion of environmental document:
☒ Post environmental document approval and included as an environmental commitment: WDNR and FHWA
☐ Prior to Construction Let:
☐ Prior to Construction:

15. **Impacts from all proposed construction affecting hydraulic characteristics of mapped floodplains have been evaluated. Implementation procedures for data sharing, landowner notifications and legal arrangements for addressing concerns associated with waterway crossings and other floodplain encroachment as identified by NR 116 (Wisconsin's Floodplain Management Program) and NR 320 (Bridges and Culverts In or Over Navigable Waterways) have been or will be addressed prior to construction pursuant to the DOT/DNR February 11, 1988 Cooperative Agreement Implementation Memo of the DOT/DNR Cooperative Agreement, Section VII – Waterway Crossings and Other Floodplain Encroachments (March 1987):**

- ☐ Yes, procedure for mapped areas is complete
- ☐ Yes, procedure for unmapped areas is complete
- ☒ No, procedure for mapped areas is pending final design (add to environmental commitments), discuss: Flood plain zoning standards would be met. WDNR and Richland County will be notified of floodplain encroachment and hydraulic modeling results.
- ☐ No, procedure for unmapped areas are pending final design (add to environmental commitments), discuss:

Floodplain Figure 1 - DNR Water Surface Viewer Map



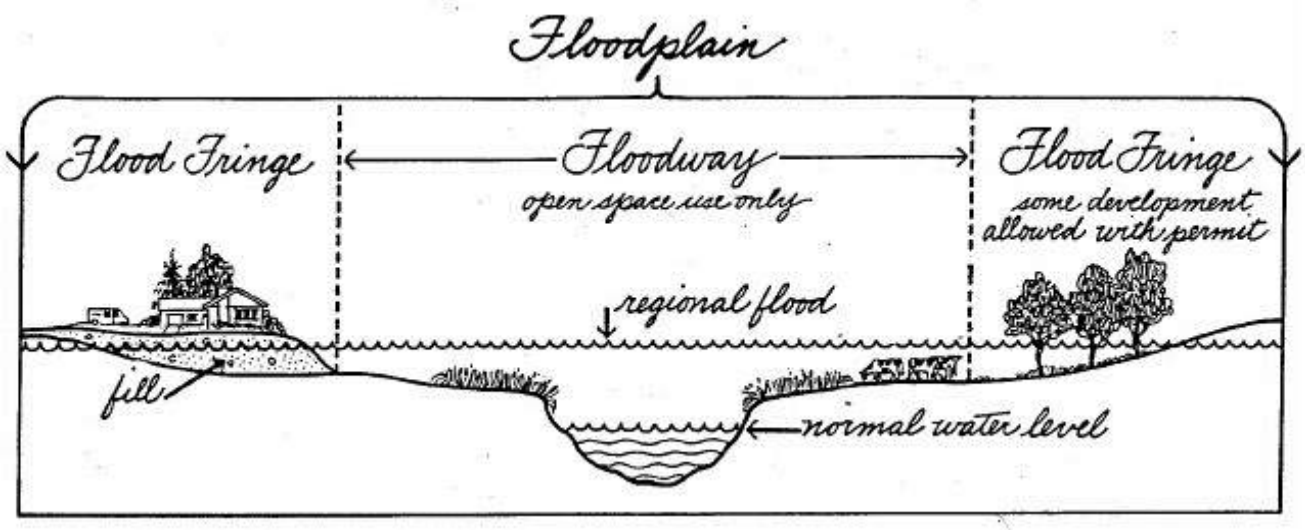
FLOODPLAIN Factor Sheet

06-12-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

When completed this Factor Sheet along with the Environmental Document acts as the Location Study consistent with 23 CFR 650.111.

1. **Name the floodplain watershed (and floodplain zoning authority), where your project is located and encroaching. Encroaching includes modification or repair of existing transportation facilities already in a floodplain. Confirm if the community participates in the Federal Emergency Management Administration (FEMA) voluntary National Flood Insurance Program (NFIP):**



A. Floodplain: Indian Creek
B. Watershed: Mill and Indian Creeks Watershed Size: 130 (square miles)
C. Municipality: Town of Orion – Richland County
D. NFIP Applicability: ☒ Yes ☐ No, status date:
E. Attach map illustrating watershed, floodplain, and project limits.
Map location: *Floodplain Figure 2 - DNR Water Surface Viewer Map on page 5 of Indian Creek Floodplain Factor Sheet*

2. **Indicate watershed characteristics:**

☒ Rural Watershed
☐ Rapidly Urbanizing Watershed - NR 116.03 (40)
☐ Urban Watershed
☐ Priority watershed – NR 120.02 (30)

Provide additional description of the upstream and downstream flow characteristics and potential floodwater receptors based on the context and intensity of the alternative within the watershed:

The drainage basin upstream of the project is a watershed with an area of 130 square miles. Indian Creek is a continuous flow watercourse at the project site, flowing through a watershed consisting primarily of a blend of wooded and agricultural regions. Indian Creek at this site is designated as a Special Flood Hazard Area (Zone A). Indian Creek flows into the Wisconsin River just downstream of the project.

3. **Indicate key regulatory zones the alternative encroaches upon, per Wisconsin Department of Natural Resources (DNR) Floodplain Management definitions and confirm mapping status for your location in E below:**
   - A. ☐ Floodplain
   - B. ☒ Floodway
   - C. ☐ Flood Fringe
   - D. ☐ Flood Storage
   - E. ☒ Confirmed DNR approved mapping status on this date: 2/3/2016
     1. ☒ Mapped Floodplain
     2. ☐ Unmapped Floodplain

4. **Indicate zones your alternative encroaches upon, per Floodplain Zoning Authority Zoning Map:**

   ☐ Municipal Floodplain Zoning Map approved, map date: Municipal response or not applicable ☒.

   Map location:
   - A. ☒ Floodway district
   - B. ☐ Flood fringe district
   - C. ☐ Regional flood elevation
   - D. ☐ Shallow depth flooding district
   - E. ☐ Flood storage district
   - F. ☐ Coastal floodplain district
   - G. ☐ Floodplain Island

5. **Indicate floodplain zone(s) your alternative encroaches per FEMA NFIP Flood Insurance Rate Map (FIRM) risk identification map legend definitions.**

   ☒ Special Flood Hazard Areas (SFHAs) in Zone: A

   ☐ Floodway Areas in Zone AE

   ☐ The project footprint is outside the SFHA and Floodway Areas in Zone AE

   A copy of the FIRM Map with overlay of project encroachment must be included.

   Map location: *Floodplain Figure 1 - DNR Water Surface Viewer Map on page 5 of Floodplain Factor Sheet*

6. **Briefly describe encroachment and proposed work in, over, or adjacent to floodplain and complete questions below:**

   The profile of WIS 60 would be raised at the intersection with Indian Creek Drive. Subsequently, Indian Creek Drive would also be raised to match with mainline WIS 60, including the reconstruction of 425 linear feet of Indian Creek Drive and placement of fill in the floodway. There is proposed grading west of Indian Creek Drive on the north side of WIS 60, within the Indian Creek Zone A Floodplain, located northeast of the intersection of WIS 60 and Indian Creek Drive. No work is proposed below the Ordinary High Water Mark of Indian Creek. It is estimated that the proposed grading would be outside the contraction area of the existing Indian Creek culvert, in an area of ineffective flow, and would not affect the floodway; the ineffective area is the area that is outside of the floodway, that may store slow-moving or standing flood water. Hydraulic modeling completed for the project indicates no impact to base flood elevations of Indian Creek would occur. The proposed roadway improvements and fill will not adversely impact the existing Zone A floodplain as there is no increase in the high-water level between existing and proposed conditions. Approval of project analysis and hydraulic modeling of this encroachment and proposed work is ongoing with WDNR. Modeling results will be shared with WDNR and Richland County for floodplain zoning records and National Flood Insurance Program (NFIP) purposes. Floodplain encroachment from project activities is not anticipated to cause a rise in excess of one foot in the Indian Creek Zone A floodplain. Coordination with the WDNR and Richland County is ongoing and will continue during final design. No buildings or other insurable structures would be impacted by any floodplain encroachment.

   A. Indicate type of encroachment:
      - ☐ Structure, describe type:
      - ☐ Drainage improvement, pipe culvert replacement or extension
      - ☒ Roadway/embankment fill
      - ☐ Temporary causeway expected
      - ☐ Other (explain):

B. Indicate type/s of encroachment alignment, length and scale of overall footprint on floodplain for the alternative:
- ☐ Transverse – length ☐ ft. ☐ miles
- ☒ Longitudinal - length <500 ☒ ft. ☐ miles
- ☐ Combined transverse and longitudinal encroachment will occur
- ☐ Encroachment footprint: acres

C. Will this be a new footprint encroachment or a modification to existing infrastructure resulting in encroachment or possibly a reduction in historical transportation facility footprints on the floodplain?
- ☐ New footprint
- ☒ Modification to existing footprint
- ☐ No change in footprint
- ☐ Reduction in footprint

7. What are your anticipated floodplain backwater conditions from this alternative based on the DOT approved computed Hydrology and Hydraulic Analysis methodology? Reference results to DNR Floodplain Management NR 116 criteria:

Hydraulic modeling completed for the project indicates no impact to base flood elevations of Indian Creek would occur. The proposed roadway improvements will not adversely impact the existing Zone A floodplain as there is no increase in the high-water level between existing and proposed conditions. No buildings or other insurable structures would be impacted by the floodplain encroachment. Approval of project analysis and hydraulic modeling of this encroachment and proposed work is ongoing with WDNR. Modeling results will be shared with WDNR and Richland County for floodplain zoning records and National Flood Insurance Program (NFIP) purposes.

- ☐ Increase in regional flood height (a calculated rise equal to or > 0.01 ft)
- ☒ No change in regional flood height
- ☐ Decrease in regional flood height

Indicate methodology used and date of analysis:

8. Indicate effects of backwater change and encroachment actions on the physical, chemical and biological integrity of the floodplain ecosystem services.

A. ☒ Physical integrity (floodway flow and flood risk to property loss and hazard to life)
- ☐ benefit
- ☒ no effect
- ☐ adverse effect

Describe:

B. ☒ Chemical integrity (surface water and groundwater quality)
- ☐ benefit
- ☒ no effect
- ☐ adverse effect

Describe:

C. ☒ Biological integrity (human environment and ecological functions and services)
- ☐ benefit
- ☒ no effect
- ☐ adverse effect

Describe:

9. What avoidance, minimization or compensation measures will be considered:

The preferred alternative was developed with the intention of avoiding and minimizing direct and adjacent impacts to wetlands and aquatic resources.

The clear zone for Indian Creek Drive would be reduced from 18-feet to 8-feet, where proposed grading within the Indian Creek Floodplain would occur. This would tighten the slope intercept as much as possible, minimizing impacts to the floodway and adjacent wetlands, while still maintaining design and safety standards.

10. **Are there beneficial opportunities to develop new floodplain storage or reestablish old floodplain storage to offset or mitigate impact as part of infrastructure development? Are there other feasible ecological restoration or enhancement opportunities such as wetland restoration, stream restoration, aquatic organism passage (AOP), wildlife crossings or other:**

☐ yes, describe:

☒ no, describe: this encroachment is not anticipated to cause any rise in the Zone A floodplain. Additional analysis of the proposed encroachment and proposed work is ongoing with WDNR to determine if hydraulic modeling for encroachment of the Indian Creek floodplain is required. The need for hydraulic modeling is to be determined by WDNR. No restoration or enhancement opportunities are feasible or necessary. The project is not located within a flood storage district and therefore compensatory floodplain storage is not required.

11. **Describe and provide the results of coordination with any regulatory agency or floodplain zoning authority, and describe any public comments related to the encroachment action:**

Hydraulic modeling completed for the project indicates no impact to base flood elevations of Indian Creek would occur. Approval of project analysis and hydraulic modeling of this encroachment and proposed work is ongoing with WDNR. Coordination with the WDNR and Richland County is ongoing and will continue during final design.

The proposed action does not require a permit from Richland County, however, per the Cooperative Agreement with WDNR, the hydraulic model and associated data for the project will be provided to Richland County for floodplain zoning records and National Flood Insurance Program (NFIP) purposes.

12. **Is the alternative compatible with Federal, State or Local floodplain land use plans and expectations?**

☒ yes

☐ no

Describe:

13. **If this project is an FHWA action, indicate if the alternative would cause any of the following SIGNIFICANT ENCROACHMENTS per FHWA Regulations (23 CFR Subpart A 650.105(q)):(If the project is not a FHWA action skip to question 14.)**

☐ Significant potential for interruption or termination of a transportation facility which is needed for emergency vehicles or a community's only evacuation route. Describe:

☐ Significant risk. Risk means the consequences associated with the probability of flooding attributable to an encroachment. It includes the potential for property loss and hazard to life during the service life of highway. Describe:

☐ Significant adverse impact on natural and beneficial floodplain values such as fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, aquaculture, forestry, natural moderation of floods, water quality maintenance, and groundwater recharge. Describe:

If any of the boxes above are checked, a significant encroachment on a floodplain will occur, requiring FHWA to prepare an Only Practicable Alternative Finding (Finding). FHWA signature on the final environmental document indicates adoption of the Finding described below:

☒ No significant encroachment, explain: this encroachment is not anticipated to cause any rise in the Zone A floodplain

14. **Indicate the timing of possible State or Federal Agency permits, approval and coordination for the floodplain encroachment and list the Agencies. In addition to DNR and FHWA, other possible Agency approvals may include: US Army Corp of Engineers (USACE), FEMA, United States Coast Guard (USCG), United States Environmental Protection Agency (EPA) and United States Fish and Wildlife Service (USFWS):**

☐ Prior to completion of environmental document:

☒ Post environmental document approval and included as an environmental commitment: WDNR and FHWA

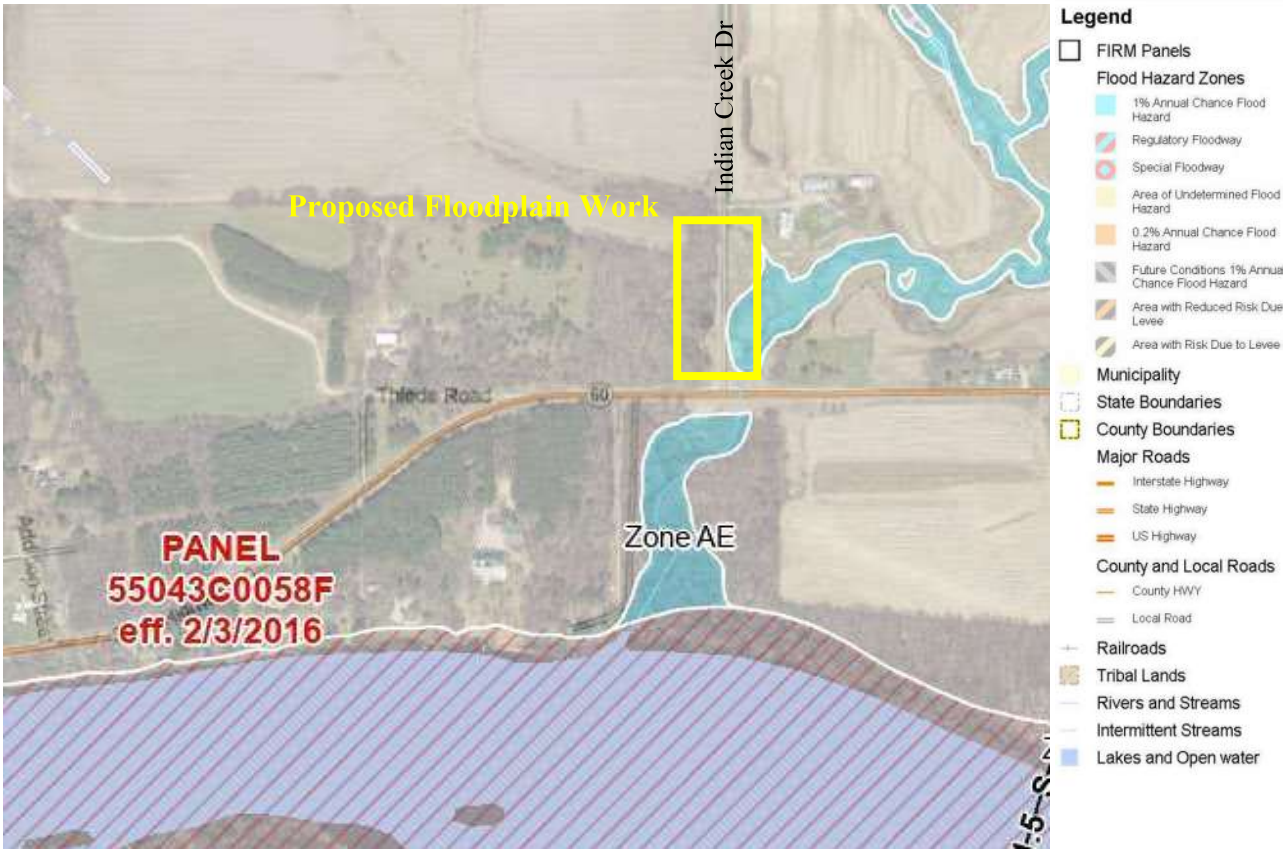
☐ Prior to Construction Let:

☐ Prior to Construction:

15. **Impacts from all proposed construction affecting hydraulic characteristics of mapped floodplains have been evaluated. Implementation procedures for data sharing, landowner notifications and legal arrangements for addressing concerns associated with waterway crossings and other floodplain encroachment as identified by NR 116 (Wisconsin's Floodplain Management Program) and NR 320 (Bridges and Culverts In or Over Navigable Waterways) have been or will be addressed prior to construction pursuant to the DOT/DNR February 11, 1988 Cooperative Agreement Implementation Memo of the DOT/DNR Cooperative Agreement, Section VII – Waterway Crossings and Other Floodplain Encroachments (March 1987):**

- ☐ Yes, procedure for mapped areas is complete
- ☐ Yes, procedure for unmapped areas is complete
- ☒ No, procedure for mapped areas is pending final design (add to environmental commitments), discuss: Flood plain zoning standards would be met. WDNR and Richland County will be notified of floodplain encroachment and hydraulic modeling results.
- ☐ No, procedure for unmapped areas are pending final design (add to environmental commitments), discuss:

Floodplain Figure 1 - DNR Water Surface Viewer Map



THREATENED, ENDANGERED and PROTECTED RESOURCES Factor Sheet

03-28-2022 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

Federal Resources

1. Complete the following table using the Official Species List from U.S. Fish and Wildlife Service (FWS):

Species Common Name	Species Scientific Name	Federal Status	Effect Determination	Justification/ Explanation
Northern Long-eared Bat	Myotis septentrionalis	Endangered	May Affect, Likely to Adversely Affect	Species was detected within the project area during field surveys in 2023. Direct and indirect effects are anticipated to occur due to project activities.
Tricolored Bat	Perimyotis subflavus	Proposed Endangered	May Affect, Likely to Adversely Affect, Not likely to jeopardize the continuing existence of the species	Species was detected within the project area during field surveys in 2023. Direct and indirect effects are anticipated to occur due to project activities.
Whooping Crane	Grus americana	Experimental Population, Non Essential	No effect	This is a non-essential experimental population.
Higgine Eye (pearlymussel)	Lampsilis higginsii	Endangered	May Affect, Likely to Adversely Affect	Species was detected within the project area during field surveys in 2023. Direct and indirect effects are anticipated to occur due to project activities.
Salamander Mussel	Simpsonaias ambigua	Proposed Endangered	May Affect, Likely to Adversely Affect, Not likely to jeopardize the continuing existence of the species	Species was detected within the project area during field surveys in 2023. Direct and indirect effects are anticipated to occur due to project activities.
Sheepnose Mussel	Plethobasus cyphyus	Endangered	May Affect, Likely to Adversely Affect	Species was detected within the project area during field surveys in 2023. Direct and indirect effects are anticipated to occur due to project activities.
Hine's Emerald Dragonfly	Somatochlora hineana	Endangered	May Affect, Not Likely to Adversely Affect	No documented occurrences within project area. Impacts to suitable foraging habitat could occur as part of this project.
Monarch Butterfly	Danaus plexippus	Proposed Threatened	Not likely to jeopardize the continuing existence of the species	Direct impacts are likely to eggs, larvae, and adults due to vegetation clearing and destruction of milkweed. Short-term habitat impacts will be restored post-construction, including addition of native flowering vegetation. Effects are anticipated to be insignificant due to the broad range of the species and large availability of breeding habitat.
Western Regal Fritillary	Argynnis idalia occidentalis	Proposed Threatened	Not likely to jeopardize the continuing existence of the species	No suitable nesting or overwintering habitat is present within the project area.

Date of Official Species List: November 25, 2024

2. Is there designated or proposed critical habitat within or near the project?

☐ No

☒ Yes, describe critical habitat, proximity to project, and potential impacts to the critical habitat: No designated critical habitat for any species overlaps the proposed project area; however, proposed critical habitat for salamander mussel in the lower Wisconsin River does overlap the project area. No adverse modification of the proposed critical habitat is anticipated.

Orion Mussel Beds

The Orion Mussel Bed consists of four miles of Wisconsin River bottom with rocky or gravel substrate, underwater sandstone ledges, and 1,500 feet of river frontage; WIS 60 runs adjacent to the majority of the bed. The 175-acre area was designated as a State Natural Area in 1996 and contains the richest and most diverse mussel bed in the LWSR.

3. Has Section 7 consultation with FWS been completed?

☐ No, explain:

☒ Yes, describe consultation efforts and conclusions and indicate location within the environmental document: Coordination with USFWS is located in Appendix 5A WDNR Coordination.

- November 3, 2022 – An official species list for the Project was initially obtained from USFWS IPaC
- May 19-31, 2023 – WisDOT requested information from USFWS in May 2023 for survey guidance for bats.
- July 26, 2023 – An acoustic survey study plan for bats was submitted to USFWS via email.
- August 25, 2023 – WisDOT requested approval for use of alternative versions of software for acoustic bat call analysis. USFWS provided a list of approved software and versions.
- August 25, 2023 – WisDOT provided a proposed mussel survey plan to USFWS. USFWS has no comments on the survey plan.
- September 10-11, 2023 – WisDOT notified USFWS that federally listed mussels were found during surveys.
- October 11, 2023 – The official species list for the Project was updated on IPaC.
- December 8, 2023 – WisDOT, FHWA, and USFWS met virtually to discuss the proposed Project, 2023 bat survey results, preliminary effects analysis, and proposed avoidance, minimization, and mitigation measures.
- December 18-24, 2023 – USFWS provided information regarding compensatory mitigation considerations for federally listed mussels and bats via email.
- January 24, 2023 – USFWS and The Conservation Fund met virtually with WisDOT and FHWA to provide details of a northern long-eared bat in-lieu fee mitigation fund.
- February 16, 2024 – The official species list for the Project was updated on IPaC
- March 13, 2024 – FHWA submitted a Biological Assessment for project impacts to threatened and endangered species to USFWS.
- October 11, 2024 – The official species list for the Project was updated on IPaC
- October 31, 2024 – USFWS provided a Biological Opinion and incidental take statement for project impacts to threatened and endangered species.
- November 25, 2024 – The official species list for the Project was updated on IPaC.

- December 12, 2024, the U.S. Fish and Wildlife Service (USFWS) announced a proposal to list the monarch butterfly (*Danaus plexippus*) as threatened with a 4(d) rule under the Endangered Species Act (ESA). If listed, WisDOT will resolve ESA compliance prior to let, as appropriate. Construction activities for this project will not take place until WisDOT, in coordination with our lead federal agency FHWA, satisfies Endangered Species Act compliance for the monarch butterfly

- On August 6, 2024, the U.S. Fish and Wildlife Service (USFWS) announced a proposal to list the western subspecies of the regal fritillary butterfly (Argynnis idalia occidentalis) as threatened with a 4(d) rule under the Endangered Species Act (ESA). If listed, WisDOT will resolve ESA compliance prior to let, as appropriate. Construction activities for this project will not take place until WisDOT, in coordination with our lead federal agency FHWA, satisfies Endangered Species Act compliance for the regal fritillary butterfly.

4. Are avoidance, minimization or mitigation measures included in the project to reduce or offset impacts?

☐ No, explain:

☒ Yes, briefly describe here:

Northern Long-Eared Bat and Tri Colored Bat

Vegetation Removal and Tree Clearing

A total of 15.8 acres of tree clearing is proposed as part of the Project. The following measures are proposed to minimize impacts to listed species from activities associated with vegetation removal.

- Tree clearing limits would be specified in project plans and would be clearly marked in the field to ensure that contractors stay within the clearing limits.
- A minimum of half the proposed tree clearing would be conducted during the bat inactive season (November 1 – March 31).
- A maximum of half the proposed tree clearing would be conducted during the bat active season.
- No tree clearing would occur during the bat maternity season (June 1 – August 15).
- Tree clearing [redacted] would occur during the bat inactive season (November 1 – March 31).
- Tree clearing is mostly confined to within 100 feet of existing pavement. Approximately 0.04 acres of clearing is proposed beyond 100 feet of existing pavement. No trees beyond 300 feet of existing pavement would be removed.
- No known roost trees would be removed.

Activities in Karst Topography

A total of 5.01 acres of rock cutting is proposed as part of the Project. The specific means and methods of how the rock cutting will be conducted is not yet determined, but it is assumed that blasting would be utilized. The following measures are proposed to minimize impacts from activities associated with rock cuts.

- All activities associated with rock cuts (blasting, cutting, ripping) between Station [redacted] will occur from May 16 – September 30.
- Where practicable, a 300-foot buffer would be employed to separate fueling areas and other major contaminant risk activities from caves, sinkholes, losing streams and springs.

Building Demolition

- Visual assessments of structures would be conducted within 1 year prior to demolition to assess for signs of bat use.
- Building demolition would occur between November 1 – March 15 when bats are not likely to be present if signs of bat use are observed at the structure.

Culvert and Bridge Work

- Bridge assessments identified a small amount of staining suggesting that one bridge may be utilized by bats. No work below bridge decks is proposed. Above deck work would not occur between June 1 – August 15 to avoid impacts to potentially roosting bats.

Lighting

- Temporary lighting would be directed away from suitable habitat during the active season, April 15 – October 31.

Mitigation

WisDOT would provide an in-lieu fee (ILF) payment to a Service-approved mitigation bank (in accordance with the Range-wide Indiana Bat and Northern Long-eared Bat In-Lieu Fee Program [ILF Program].

Higgins Eye Pearlymussel, Salamander Mussel, and Sheepnose Mussel

- To avoid and minimize incidental impacts to mussels during culvert replacement, erosion control best management practices will be implemented.
- A Spill Prevention & Response Plan would be developed and adhered to minimize potential for accidental spills of contaminants.
- To avoid potential harm to mussels from temporary impacts from construction, a mussel salvage and relocation would occur within 12 months prior to construction in accordance with a proposed relocation plan.

Mitigation

To compensate for unavoidable impacts to federally listed and proposed mussel species, WisDOT would commit to transferring funds into a mussel ILF compensatory mitigation program. Although this measure may not minimize effects to listed mussel species within the Action Area, it will help offset those consequences.

Whooping Crane and Hine's Emerald Dragonfly

- Wetland impacts would be minimized to the greatest extent practicable. Any unavoidable impacts to wetlands would be mitigated in accordance with USACE regulations. Sediment and erosion control measures and best management practices would be utilized in accordance with the Project's Erosion Control Implementation Plan to comply with Wisconsin water quality standards and permit conditions

Monarch butterfly

- Standard WisDOT seed mixes and mulch substantially free of noxious weeds would be used to re-establish vegetation following construction. Native species seed mixes and weed-free mulch would be used if ground is disturbed adjacent to WDNR property to help promote native vegetation establishment. WisDOT would coordinate with WDNR to identify any specialty mixes for unusual soil types in the corridor. Native seeding following construction would provide habitat for monarch butterflies over time.

State Resources

1. **Are state threatened or endangered species known to occur in the project area?**
   - ☐ None identified.
   - ☒ Yes.

   Date of Natural Heritage Inventory (NHI) database review or DNR initial review letter: December 8, 2022.

2. **Are impacts to state-listed species anticipated as a result of the project?**
   - ☐ No, explain:
   - ☒ Yes, explain: The proposed action has the potential to adversely affect a number of state-listed mammal, bird, and plant species.

   Mammals (four species of cave bats)
   As a result of project activities, potential roosting and documented foraging habitat would be removed or modified during biologically significant times of year. This includes the permanent removal of 15.8 acres of suitable forested bat habitat, permanent removal of 7-10 residential structures (i.e., houses, cabins, and outbuildings) that could be used for night or day roosting, and possible degradation of remaining habitat from 5.01 acres of rock cuts and changes in edge effects (e.g., noise, light). While no maternity roost trees are currently known to be located within the direct construction area, some roost trees may be present and could be incidentally removed during construction outside of the maternity season. Behavioral changes from habitat loss and alternation may result in increased energy expenditures to seek alternative habitat areas and could affect bats to the extent where take may occur. Two hibernacula are known to occur near the project and habitat alteration within 5 miles of hibernacula has the potential to affect fall swarming and/or spring staging behaviors of bat species.

   Clams/Mussels (two state-listed mussel species)
   WisDOT conducted mussel surveys between September 10-12, 2023, in three areas of the Wisconsin River that may be impacted by project activities. Two State listed mussel species were identified.

   Project construction (clearing, grubbing, rocks cuts, and grading) would remove vegetation and disturb soil to reconstruct WIS 60. These activities can result in large areas of exposed soil that are susceptible to erosion and may result in increases in turbidity and sedimentation in receiving waters. Erosion of material into the Wisconsin River downstream of the construction areas may negatively affect aquatic organisms through alteration of water quality. Mussels may be affected from increased water turbidity. Intermittent exposure to elevated levels of suspended solids has been shown to decrease clearance rates (filtration) of mussels, impacting feeding ability. Silt settling on the stream bottom, especially in winter, can smother eggs and larval fish. Impacts from Project activities will likely be localized and short in duration, resulting in no long-term impacts on mussels.

   Birds (seven state-listed species)
   The project area includes hundreds of acres of deciduous forest, coniferous forest, mixed forest, floodplain forest, and woody wetlands that provide habitat for several State listed bird species. Clearing and grubbing would occur prior to or during construction to accommodate the realignment of WIS 60 (particularly in rock cut locations) and to remove hazardous trees from the clear zone.

   Plants (one state-listed and three special concern plant species)
   WisDOT conducted vegetation surveys in the Summer of 2023. No threatened or endangered plants were identified. However, several special concern species were identified.

   Based on the results of the rare vegetation survey completed in Summer of 2023, individual plants identified would be transplanted to suitable habitat on adjacent WDNR lands, and seeds would be collected from special concern species.

   Project construction (clearing, grubbing, rocks cuts, and grading) would remove vegetation and disturb soil to reconstruct WIS 60, with the potential to impact identified special concern plants.

Aquatic Species (one special concern fish, one special concern reptile)
The project area includes both a cold-water forage fishery (Indian Creek), and high-quality warm water fisheries (Wisconsin River and Pine River) that host an abundance of fish and other aquatic species. During construction, 'J-turns' would be installed at silt fence ends to exclude and redirect turtles and other herptiles that may try to move through the project area. There will be no in-stream disturbance on Indian Creek between May 15th and July 15th, with both dates inclusive of the timeout period. There shall be no in-stream disturbance in the Wisconsin River between March 1st and June 15th, with both dates inclusive of the timeout period. There shall be no in-stream disturbance in the Pine River between May 15th and July 1st, with both dates inclusive of the timeout period. This construction BMP minimizes impacts to sport fish and other aquatic organisms during sensitive time periods such as spawning, and migration.

3. **Has threatened and endangered resource coordination with DNR been completed?**
   - ☒ No, explain: additional coordination will be needed for mussel relocation and WDNR final concurrence
   - ☐ Yes, attach and reference location in this document:

4. **Are avoidance, minimization or mitigation measures included in the project to reduce or offset impacts?**
   - ☐ No, describe:
   - ☒ Yes, briefly describe:

   Mammals (four species of cave bats)
   The project would fall under the provisions of the Cave Bat Broad Incidental Take Authorization.
   See avoidance, minimization or mitigation measures for the NLEB and TCB listed under Federal Resources in Question #4 above.

   Clams/Mussels (two listed mussel species)
   The proposed action will follow the requirements of the Mussel Relocations Broad Incidental Take Authorization. See avoidance, minimization or mitigation measures for the mussel species listed under Federal Resources in Question #4 above.

   Birds (seven species))
   No tree or brush removal would occur between April 1 – July 31 in floodplain forests on east end of the project area.

   No tree or brush removal would occur between May 15 – August 20 in upland woods, hill cut areas, or floodplain forests.

   No tree or brush removal would occur between April 20 – August 1 in open country with scattered trees, curve realignment area, or the pine river floodplain.

   Plants (one state-listed and three special concern species)

   Individual plants identified during rare vegetation survey completed in Summer of 2023 would be transplanted to suitable habitat on adjacent WDNR lands, and seeds would be collected from special concern species.

   Project construction (clearing, grubbing, rocks cuts, and grading) would remove vegetation and disturb soil to reconstruct WIS 60, with the potential to impact identified special concern plants.

   Aquatic Species (one special concern fish, one special concern reptile)
   During construction, 'J-turns' would be installed at silt fence ends to exclude and redirect turtles and other herptiles that may try to move through the project area. There will be no in-stream disturbance on Indian Creek between May 15th and July 15th, with both dates inclusive of the timeout period. There shall be no in-stream disturbance in the Wisconsin River between March 1st and June 15th, with both dates inclusive of the timeout period. There shall be no in-stream disturbance in the Pine River between May 15th and July 1st, with both dates inclusive of the timeout period. This construction BMP minimizes impacts to sport fish and other aquatic organisms during sensitive time periods such as spawning, and migration.

   No incidental take would be expected to occur with the above avoidance measures in place.

Other Protected Resources

Bald and Golden Eagles

1. **Are bald and/or golden eagles known to occur near the project?**
   - ☒ None identified, proceed to Migratory Birds Question
   - ☐ Yes, describe here and continue to Question 2:

2. **Will there be adverse or beneficial effects on bald and/or golden eagles as a result of the project?**
   - ☐ No, explain:
   - ☐ Yes, indicate whether effects are adverse or beneficial and describe potential effects:
     - ☐ Adverse, describe:
     - ☐ Beneficial, describe:

3. **Has bald and golden eagle-related coordination with WDNR and/or FWS been completed?**
   - ☐ No, explain:
   - ☐ Yes, attach and reference location in this document:

4. **Are avoidance, minimization or mitigation measures included in the project to reduce or offset impacts?**
   - ☐ No, explain:
   - ☐ Yes, briefly describe:

Migratory Birds

1. **Are migratory birds known to occur in the vicinity of the project?**
   - ☐ None identified, remainder of questions do not need to be completed
   - ☒ Yes, describe here and continue to Question 2:
     Birds (seven species)
     The project area includes hundreds of acres of deciduous forest, coniferous forest, mixed forest, floodplain forest, and woody wetlands that provide breeding habitat for several State listed, and numerous other migratory bird species.

2. **Will there be adverse or beneficial effects on migratory birds because of the project?**
   - ☐ No, explain:
   - ☒ Yes, indicate whether effects are adverse or beneficial and describe potential effects:
     - ☒ Adverse, describe: habitat removal will be within 100 ft of road in forested habitat, and take place outside the dominant breeding season; overall forest continuity would not be affected. Impacts in grassland habitat during sensitive breeding periods would be avoided. Within the realignment area the contiguity of the localized grassland would be impacted but the overall impact to available large grasslands in the area would not be significant. There are no documented locations where direct take of individuals is expected.
     - ☐ Beneficial, describe:

3. **Has migratory bird-related coordination with WDNR and/or FWS been completed?**
   - ☒ No, explain: Coordination has been completed with WDNR; see **Appendix 5A – WDNR Coordination**. USFWS coordination issued a Biological Opinion in October 2024; see **Appendix 5D – USFWS Coordination**.
   - ☐ Yes, attach and reference location in this document:

4. **Are avoidance, minimization or mitigation measures included in the project to reduce or offset impacts?**
   - ☐ No, explain:
   - ☒ Yes, briefly describe: disturbance of suitable forest and grassland habitat would be avoided during nesting seasons for most birds. The project would not knowingly take any migratory bird or the parts, nests, or eggs of such bird.

CONSTRUCTION SOUND Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. **Identify and describe residences, schools, libraries, government or social services offices or other noise sensitive areas near the proposed project which will be in use during construction window of the proposed project. Include the number of persons potentially affected:**
   The adjacent land use is primarily open space. No schools or libraries are located on or directly adjacent to the project corridor. Some residential home and/or property owners located directly on or adjacent to the corridor may be affected by noise during construction. The effect is anticipated to be localized, temporary and transient in nature.

2. **Describe the types of construction equipment to be used on the project. Discuss the expected severity of noise levels including the frequency and duration of any anticipated high noise levels:**
   The noise generated by construction equipment will vary greatly, depending on equipment type/model/make, duration of operation and specific type of work effort. However, typical noise levels may occur in the 67 to 107 dBA range at a distance of 50 feet.

3. **Describe the construction stage noise abatement measures to minimize identified adverse noise effects: Check all that apply:**
   - ☒ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply.
   - ☐ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply with the exception that the hours of operation requiring the engineer's written approval for operations will be changed to _____ p.m. until _____a.m.
   - ☐ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply with the exception that the hours of operation requiring the engineer's written approval for operations will be changed to _____ p.m. until _____a.m.
   - ☐ Special construction stage noise abatement measures will be required. Describe:

HAZARDOUS SUBSTANCES, CONTAMINATION and ASBESTOS Factor Sheet

06-10-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

I. HAZARDOUS SUBSTANCES and CONTAMINATION

1. Briefly describe the results of the Phase 1 Hazardous Materials Assessment for this alternative. Do not use property identifiers including owner name, address or business name. Attach additional sheets if necessary.

Site Reference #	Land Use of Concern (Past or Present)	Contaminants of Concern	Phase 1 Recommendations (No further action, or is a phase 2, 2.5 or 3 recommended for this site, and why?)
#5	Fuel Dispenser and UST	PVOCs, Lead, GRO, DRO	Phase 2.5
#6	Fuel Dispenser	PVOCs, Lead, GRO, DRO	Phase 2.5
#8	Former Rail Corridor – rail operations and spills	VOCs, RCRA 8 Metals, Protocol B	Phase 2.5
#9	UST – leaded gas	PVOCs, Lead, GRO, DRO	Phase 2.5
Former Standard Oil Site (not included in Phase 1 HMA, added based on review of historical data)	Former Gas Station	PVOCs, Lead, GRO, DRO	Phase 2.5
Residential Relocation Property	UST - unknown	PVOCs, Lead, GRO, DRO	Phase 3

Additional comments: None

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

☒ No
☐ Yes, how many:
Why were parcels not reviewed? Explain:

3. Are there any sites with continuing obligations or deed restrictions?

☒ No
☐ Yes, complete the table for each site closed with continuing obligations or deed restrictions:

Site Reference #	Soil or Excavation Restrictions	Groundwater Restrictions	Cover Restrictions	Other Restrictions	DNR Notification Required?
					☐ No ☐ Yes ☐ Yes, DNR has been notified. DNR response is attached.

4. **Have Phase 2, 2.5 or 3 Assessments been completed? Discuss the results:**

Site Reference #	Phase 2, 2.5 or 3 Recommendations	Materials Handling Plan or Remediation Recommended?		Is WisDOT a Responsible Party?	
		Yes	No	Yes	No
#5	None; no contamination identified.		X		X
#6	None; no contamination identified.		X		X
#8	None; no contamination identified.		X		X
#9	None; no contamination identified.		X		X
Former Standard Oil Site	None; no contamination identified.		X		X
Residential Relocation Property	None; no contamination identified.		X		X

5. **Describe the results of any additional investigations performed by WisDOT or others (Include the number of sites investigated, the level of investigation and results for each site that relates to this project):** A Phase 3 investigation was conducted at the location of a proposed residential relocation due to the possibility of an abandoned underground fuel tank under the existing driveway and within the WisDOT acquisition area. No tank was discovered, and no localized contamination was identified. Final analytic results of the Phase 2.5 and 3 investigations were provided to WDNR with concurrence on 11/25/2024.

6. **Describe any design elements that have been incorporate into this alternative to avoid any contaminated sites:** N/A

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

8. **List any parcels with known contamination which are proposed for acquisition:** N/A

II. ASBESTOS

1. **Have all the bridges on the project been inspected for the presence of asbestos containing material (ACM):**
   ☒ No, explain: all bridges and culverts are exempt, per FDM 21-5-1.1.2; proposed structure work includes replacement of three box culverts and adding a high friction surface treatment on Bridge B-52-143
   ☐ Yes, fill out the table below and insert additional data as needed:

Bridge Number	Results of Asbestos Sampling	Proposed Work (brief description)	List the Appropriate Special Provision

2. **Number of structures (buildings) proposed to be acquired and demolished:**
   The proposed action would require the acquisition and demolition of 1 residence and 5 seasonal cabins. All structures to be acquired and demolished require asbestos inspections and would be inspected once acquisition has taken place. Asbestos would be removed or abated by a licensed professional prior to demolition.

3. **Number of structures (buildings) proposed to be acquired and relocated:** None

4. **Are there utilities with known transite conduit or piping located within the project limits?**
   ☒ **No** ☐ **Yes - answer 4.a. and 4.b.**
   a. **Number of linear feet of conduit expected be impacted:**
      Who will conduct the abatement during construction?
      ☐ **Utility** ☐ **Municipality** ☐ **Included in construction contract***
      * STSP 203-006 must be included as an environmental commitment.
   b. **Number of linear feet of conduit expected to be protected:**

STORMWATER Factor Sheet

06-13-2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. **Special consideration should be given to areas that are sensitive to water quality degradation. Indicate whether a sensitive area is present and provide specific recommendations on the level of protection needed.**

☐ No, special natural resources are not affected by the alternative

☒ Yes, special natural resources exist in the project area

- ☐ DNR designated Outstanding Resource Waters (ORW)
- ☒ DNR Designated Exceptional Resource Waters (ERW)
- ☒ Wetland(s)
- ☐ Lake
- ☒ Endangered species or critical habitat
- ☒ Cold water stream
- ☒ Other waterways
- ☒ Areas of groundwater recharge
- ☐ Total Maximum Daily Load (TMDL)
- ☐ Other, describe:

Describe protection recommendations:

Wisconsin River (DNR Designated ERW)**, Pine River and Indian Creek** (Other waterways) - The preferred alternative was developed with the intention of avoiding and minimizing direct and adjacent impacts to the Wisconsin River and other waterways. Where the WIS 60 roadway is adjacent to the river, the proposed action would shift the WIS 60 alignment to the north, away from the river, using rock cuts to maintain the area between the WIS 60 roadway and the river. Proposed rock cuts would be benched, to prevent falling rock from going onto the roadway and the river.

Culvert pipe discharges into the Wisconsin River would be replaced or added at approximately 60 locations, some pipes would be shifted slightly to save trees from removal. Drainage channels would be used that are designed to maximize overland flow, energy dissipation, and protection treatment prior to entering culvert pipes.

Wetlands – Riparian Forest (RPF) wetlands in the project area are designated Red Flag wetlands. Red Flag wetlands are considered sensitive and have been assigned a critical status by resource agencies. Debit ratios for compensation of red flag wetland loss may be higher as a result of designation; this would be determined in coordination with WDNR during final design. RPF wetlands would be prioritized for impact minimization and water quality protection where possible. All wetlands in the project area are also designated Ramsar wetlands. Ramsar designation is voluntary, non-regulatory, and does not impose restrictions on use. Ramsar signifies a wetland area of international importance due to unique wetland types, value, and/or provision of biological diversity.

Protective ground covers such as seeding, mulch, erosion mat or riprap would be used to help prevent both temporary (during construction) and permanent (post construction) storm water runoff and erosion from occurring in adjacent wetlands. Diversion measures such as dikes and intercepting embankments would be used to help divert sheet flow away from disturbed and/or sensitive areas. Sediment control devices such as traps, basins, stone or rock ditch checks would also be utilized where practical to help filter out sediment and keep velocities low.

Springs (Areas of groundwater recharge) - Two field delineated waterways in the project corridor were identified as Springs; Stream S06 (Sta. 239+05) and S02 (Sta. 175+50). The identified springs are adjacent to the existing and proposed WIS 60 roadway, located north of WIS 60, and outflow under the roadway through an existing culvert. Identified spring locations would not be impacted. Existing culverts would be replaced in kind and waterflows would be maintained.

Endangered Species or Critical Habitat - Several Threatened, Endangered, and/or Protected species were detected within the Action Area during field reviews in 2023. Additional species known to exist in the vicinity of the project are assumed to be present. Measures to avoid and minimize impacts to these species include time of year restrictions, erosion control measures, and mussel salvage and relocation prior to construction. Compensatory mitigation for unavoidable adverse effects to northern long-eared bat and mussel species would be provided.

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

☐ No, additional or special circumstances are not present.

☒ Yes, additional or special circumstances exist. Indicate all that are present:

- ☒ Areas of groundwater discharge
- ☐ Stream relocations
- ☒ Long or steep cut or fill slopes
- ☐ Increased backwater
- ☐ Significant increase in impervious surface
- ☒ Rural to urban conversion
- ☒ Impaired waterway
- ☐ High velocity flows
- ☐ Large quantity flows
- ☒ Other – Describe any unique, innovative, or atypical stormwater management measures to be used:

Stormwater management facilities would be constructed within the scope of this project, including a detention basin at Sta. 424-425 for the addition of curb and gutter in the rural community of Gotham. Peak discharge rates would be maintained or reduced from pre to post construction standards to the maximum extent practicable. Where silt fence is used, securement methods would be based on site specific needs; attachment methods would be modified as needed to accommodate rock areas. In project areas with enough space, settlement areas would be provided at the inlet end of culvert pipes (on the north, non-river end). Where project impact areas are adjacent to waterways, selective rip rap and silt fence options would be used; when adjacent to the river, rip rap and silt fence selection would be more robust. Specific rip rap design and types would be selected to match velocity reduction requirements.

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

The project is located within an environmentally sensitive area, and WisDOT is committed to working with the WDNR to address storm water management to the maximum extent possible. Currently, storm water runoff from the embankment portions of the project drains into ditches and discharges to the Wisconsin River. Culvert pipe discharges into the Wisconsin River would be replaced or added at approximately 60 locations, some pipes would be shifted slightly to save trees from removal.

Storm water management would be implemented in accordance with standard storm water management practices and will follow TRANS 401 and the WisDOT/WDNR Cooperative Agreement Amendment regarding storm water management. Specific Best Management Practices (BMPs) to reduce pollutants before the discharge into the river would be identified through coordination with WDNR during final design.

Storm water measures would adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP) for Storm Water Discharges. The proposed action would result in an estimated 85 acres of ground disturbance. WisDOT would apply for permit coverage as part of the WDNR 401 Water Quality Certification process, one year prior to the project's final PS&E date in August of 2026.

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 would address how post-construction storm water performance standards would 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.

Biodegradable non-netted erosion control matting (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C) would be used along stream corridors and the Wisconsin River.

Appropriate erosion control BMP's would be utilized to isolate the work area to the extent practicable and limit the amount of unnecessary disturbance to riverbed and water columns. Temporary facilities would be constructed for sediment control and to treat any contaminants during construction and BMPs would be implemented to control sediment in construction site runoff.

4. **Indicate how the stormwater management plan will be compatible with fulfilling Trans 401 and the WDNR Transportation Separate Storm Sewer System permit (TS4) requirements:**
Water quality certification from WDNR and applicable USACE permits would be applied for as required for discharge and fill into U.S. inland waters. An Erosion Control Implementation Plan (ECIP) would be prepared by the contractor and approved by WisDOT. Prior to construction, WDNR would be given the opportunity to review the ECIP and comment.

   WDNR TS4 is not applicable to the proposed action. The TS4 Permit is applicable to WisDOT roadway rights of way and properties owned, operated and maintained by WisDOT that are located within urbanized areas of Wisconsin.

5. **Identify the stormwater management measures to be considered:**

☐ Swale treatment (parallel to flow) Trans 401.106(10)	☒ In-line storm sewer treatment, such as catch basins, non-mechanical treatment systems
☐ Vegetated filter strip (perpendicular to flow)	☒ Detention basins (north of WIS 60; just west of Fulton Street in Gotham; Sta. 424-425)
☐ Distancing outfalls from waterway edge	☐ Constructed storm water wetlands
☐ Infiltration – Trans 401.106(5)	☐ Buffer areas – Trans 401.106(6)
☐ Other – Describe:	☐ Other – Describe:

6. **Indicate whether any Drainage District may be affected by the project (**https://datcp.wi.gov/Pages/Programs_Services/DrainageDistricts.aspx**).**
   - ☒ No, none identified
   - ☐ Yes, has initial coordination with a drainage board been completed?
     - ☐ No, explain why:
     - ☐ Yes, discuss results:

7. **Indicate whether the project is within a WDNR Municipal Separate Storm Sewer System (MS4) permitted stormwater management area or a WDNR TS4 stormwater management area.**
   - ☒ No, the project is outside of a MS4 or TS4 stormwater management area
   - ☐ Yes, the project affects one of the following and is regulated by a WPDES stormwater discharge permit, issued by the WDNR:
     - ☐ A WDNR MS4 storm sewer system (connecting highways or local roads)
     - ☐ A WDNR TS4 storm sewer system for WisDOT highways (outside of connecting highway limits)

     Describe coordination and BMPs below and indicate location of evidence of coordination here:

TS4:	Coordination:	BMPs:
MS4:	Coordination:	BMPs:

8. **Has the effect on downstream properties been considered?**
   - ☒ No, explain:

   The Wisconsin River is adjacent to and immediately downstream of the project. Post construction impacts to the river and downstream properties would be negligible.
   - ☐ Yes, coordination has been completed or is in process, describe:

EROSION CONTROL Factor Sheet

06/11/2019 Wisconsin Department of Transportation

Alternative: Reconstruction	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 5190-07-00

1. **Give a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length, percent slope and soil types:**
   The existing longitudinal slopes on the project range from 0 percent to 6.0 percent and have lengths up to 600 feet. The existing perpendicular slopes range from vertical (bluff) with lengths up to 8 feet or 1.5:1 with lengths of over 120 feet.

   The proposed longitudinal slopes on the project range from 0 percent to 5.4 percent and have lengths up to 500 feet. The proposed perpendicular slopes range from 400 percent with lengths up to 30 feet and 1.5:1 slopes of lengths of over 120 feet.

   Soils in the project area have coarse texture with high permeability. Soils are excessively drained and poorly drained sandy soils with a fine sand surface over non-calcereous sand alluvium or outwash.

2. **Indicate all sensitive resources to be affected by the proposal that are sensitive to erosion, sedimentation, or waters of the state quality degradation and provide specific recommendations on the level of protection needed.**
   - ☐ No – There are no sensitive resources affected by the proposal.
   - ☒ Yes – Sensitive resources exist in or adjacent to the area affected by the project.
     - ☒ River/stream
     - ☐ Lake
     - ☒ Wetland
     - ☒ Endangered species habitat
     - ☐ Other – Describe:

     Describe protection recommendations:

   Wisconsin River - The Wisconsin River is an ERW (Exceptional Resource Water) and a diverse and high quality warm water sport fishery that hosts an abundance of threatened and endangered species. As recommended by WDNR, there would be no in-stream disturbance between March 1st and June 15th, with both dates inclusive of the timeout period. This construction BMP minimizes impacts to sport fish and other aquatic organisms during sensitive time periods such as spawning, and migration.

   The preferred alternative was developed with the intention of avoiding and minimizing direct and adjacent impacts to the Wisconsin River. Where the WIS 60 roadway is adjacent to the river, the proposed action would shift the WIS 60 alignment to the north, away from the river, using rock cuts to maintain the area between the WIS 60 roadway and the river. Proposed rock cuts would be benched, to prevent falling rock from going onto the roadway and the river.

   Pine River - The Pine River is a warm water sport fishery and wadable smallmouth bass stream. There shall be no in-stream disturbance between May 15th and July 1st, with both dates inclusive of the timeout period. This construction BMP minimizes impacts to sport fish and other aquatic organisms during sensitive time periods such as spawning, and migration.

   Indian Creek - Indian Creek is a cold-water forage fishery. There shall be no in-stream disturbance between May 15th and July 15th, with both dates inclusive of the timeout period. This construction BMP minimizes impacts to state special concern species and other aquatic organisms during sensitive time periods such as spawning, and migration.

Special Wetlands – Riparian Forest (RPF) wetlands in the project area are designated Red Flag wetlands. Red Flag wetlands are considered sensitive and have been assigned a critical status by resource agencies. Debit ratios for compensation of red flag wetland loss may be higher as a result of designation; this would be determined in coordination with WDNR during final design. RPF wetlands should be prioritized for impact minimization and water quality protection where possible. All wetlands in the project area are designated Ramsar wetlands. Ramsar designation is voluntary, non-regulatory, and does not impose restrictions on use. Ramsar signifies a wetland area of international importance due to unique wetland types, value, and/or provision of biological diversity.

Springs - Two field delineated waterways in the project corridor were identified as Springs; Stream S06 (Sta. 239+05) and S02 (Sta. 175+50). The identified springs are adjacent to the existing and proposed WIS 60 roadway, located north of WIS 60, and outflow under the roadway through an existing culvert. Identified spring locations would not be impacted. Existing culverts would be replaced in kind and waterflows would be maintained.

Endangered Species or Critical Habitat - Several Threatened, Endangered, and/or Protected species were detected within the Action Area during field reviews in 2023. Additional species known to exist in the vicinity of the project are assumed to be present. Measures to avoid and minimize impacts to these species include time of year restrictions, erosion control measures, and mussel salvage and relocation prior to construction. Compensatory mitigation for unavoidable adverse effects to northern long-eared bat and mussel species would be provided.

3. Are there circumstances requiring additional or special consideration?

☐ No – Additional or special circumstances are not present.
☒ Yes – Additional or special circumstances exist. Indicate all that are present.
- ☒ Areas of groundwater discharge
- ☐ Overland flow/runoff
- ☒ One acre or more of ground disturbance (construction permit required)
- ☒ Long or steep cut or fill slopes
- ☒ Areas of groundwater recharge (fractured bedrock, wetlands, streams)
- ☐ Other – Describe:

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

Guidelines and regulations for minimizing erosion potential for WisDOT projects include the WisDOT Facilities Development Manual, Chapter 10, Erosion Control and Storm Water Quality; Wisconsin Administrative Code Chapter TRANS 401, Construction Site Erosion Control and Storm Water Management Procedures for Department Actions; and the WisDOT/WDNR Cooperative Agreement Amendment-Memorandum of Understanding on Erosion Control and Storm water Management. Key concepts are summarized as follows:

Basic Principles and Best Management Practices

- The proposed improvements will be planned to fit topography, soils, drainage patterns, and natural vegetation to the extent practical.
- The size of exposed areas at any one time and the duration of exposure will be minimized utilizing staged construction.
- Control measures will be used to prevent erosion in sensitive areas (proper design of drainage channels with respect to width, depth, gradient, side slopes, and energy dissipation); protective ground cover (vegetation, mulch, erosion mat, or riprap); diversion dikes and intercepting embankments to divert sheet flow away from disturbed areas; and sediment control devices (ditch checks, erosion bales, and silt fence).
- Disturbed areas will be stabilized as soon as practical (temporary vegetation, mulch, stabilizing emulsions).

Geometric Design Features and Erosion Control Facilities

- Natural and existing drainage patterns will be preserved to the extent possible.
- Stabilized slopes, soil, and ditches will be left undisturbed where possible.
- Trees and shrubs will be preserved, and over-clearing will be restricted.
- An undisturbed buffer will be left between disturbed soil and sensitive areas where possible.
- The soil surface will be protected by using permanent and temporary erosion control measures such as seeding and sodding, mulch, erosion mat, and riprap.
- Sediment will be removed and velocities reduced by using erosion bales, silt fence, and ditch checks.

Erosion Control Implementation Plan (ECIP)

- The construction contractor is required to prepare an Erosion Control Implementation Plan (ECIP) that includes all erosion control commitments made during a future engineering phase. The construction plans and contract special provisions must include the specific erosion control measures agreed on by the WisDOT in consultation with WDNR who reviews the Erosion Control Implementation Plan.
- Standard WisDOT erosion control methods would be used during construction as per WisDOT Standard Specifications for highway and structure construction. Temporary and permanent erosion control methods would include minimizing the amount of land exposed at one-time, temporary ditch checks, temporary seeding, silt fencing, erosion mats, riprap (culvert out-falls), seeding and mulching, dust abatement, and grass-lined conveyance (parallel to flow). Additionally, WDNR would be coordinated with in order to ensure adequate vegetative cover is maintained on slopes. The WDNR Transportation Construction General Permit (TCGP) requires 70% coverage of vegetative growth prior to project completion.

5. Discuss results of coordination with the appropriate authorities as indicated below:

☒ WDNR

☐ American Indian Tribe:

On 12/8/2022, WDNR's Initial Review Letter was provided, including WDNR requested erosion control measures BMP's that the proposed action would follow:

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.

If erosion control matting is to be used along stream corridors, DNR recommends biodegradable non-netted matting (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animal entrapment. 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.

Adequate erosion control BMP's should be utilized to isolate the work area to the extent practicable and limit the amount of unnecessary disturbance to riverbed and water column.

Note: All erosion control measures (i.e., the Erosion Control Plan) shall be coordinated through the WisDOT-WDNR liaison process and TRANS 401 except when Tribal Lands of Native American Indians are involved. WDNR's concurrence is not forthcoming without an Erosion Control Plan. In addition, TRANS 401 requires the contractor to prepare an Erosion Control Implementation Plan (ECIP), which identifies timing and staging of the project's erosion control measures. The ECIP should be submitted to the WDNR liaison and to WisDOT 14 days prior to the preconstruction conference (Trans 401.08(1)) and must be approved by WisDOT before implementation. On Tribal lands, coordination for 402 (erosion) concerns are either to be coordinated with the tribe affected or with the U.S. Environmental Protection Agency (EPA). EPA or the tribes have the 401 Water Quality responsibility on Tribal Trust lands. Describe how the Erosion Control/Stormwater Management Plan can be compatible.

On 4/30/2024, a preliminary permitting meeting was held with WDNR and USACE to discuss impact areas for the proposed action, permit considerations, and general mitigation concepts.

On 9/18/2024, a coordination meeting was held with WDNR and WisDOT stormwater specialists, to discuss pre and post construction impacts and avoidance measures to sensitive wetland, waterway, and floodplain areas. Project staging to manage sediment control needs was also discussed.

6. **Will any special erosion control measures be implemented to manage additional or special circumstances identified in Item 3 above?**

☐ No

☒ Yes – Describe:

TCGP coverage will be applied for and secured prior to construction.

During final design, specific erosion control measures and locations would be evaluated including: stone ditch checks, rip rap specifics, soil stabilizer applications, polyethylene sheeting use, and upslope dozer tracking. Specific locations and types of these measures will occur during final design.

Appendix 1: State Transportation Improvement Plan Documentation

Year	Project	Schd Dt	Pgm	Contract Type	CONCEPT	Net Miles	Route	Project Description WISDOT Program	Estimate Anticipated Funding
	5770-00-06		290	I/E	MISC	0.530	NON HWY	V LONE ROCK, SIDEWALK EXTENSION	$0 - $99,999
								USH 14 TO E UNION STREET	
								DESIGN/PLAN CHECK REVIEW	
								TAP < 5,000	----
2025	5365-00-73	03/25/2025	290	LLC	MISC	0.170	NON HWY	C RICHLAND CENTER, MULTI-USE PATH	$0 - $99,999
								CTH OO TO USH 14	
								PEDESTRAIN/BICYCLE MULTI-USE PATH	
								TAP < 5,000	TRANS ALTERN UNDER 5K IIJA
2027	5770-00-76	07/25/2027	290	LLC	MISC	0.530	NON HWY	V LONE ROCK, STH130 SIDEWALK	$250,000 - $499,999
								USH 14 TO E UNION STREET	
								CONST OPS/SIDEWALK EXTENSION	
								TAP < 5,000	TRANS ALTERN UNDER 5K IIJA
2026	5730-00-64	08/11/2026	303	LET	PVRPLA	10.321	STH 056	VIROQUA - RICHLAND CENTER	$7,000,000 - $7,999,999
								S JCN STH 131 TO FANCY CK B-52-223	
								CONST / PVRPLA	
								STATE 3R	SURFAC TRNSP BLK GRTS-FLX
2028	5750-06-70	01/11/2028	303	LET	RSRF30	13.766	STH 058	USH 14 - LAVALLE	$8,000,000 - $8,999,999
								0.7MI N OF CTH N TO LEE LAKE BRIDGE	
								CONST/MILL & O'LAY/B-52-60/RSRF	
								STATE 3R	SURFAC TRNSP BLK GRTS-FLX
2026	5190-07-60	11/10/2026	303	LET	PVRPLA	2.372	STH 060	BOSCOBEL - GOTHAM	$8,000,000 - $8,999,999
								SLEEPY HOLLOW ROAD TO PUBLIC RDSIDE	
								CONST/MILL & O'LAY/B-52-143/PVRPLA	
								STATE 3R	----
2026	5190-07-71	11/10/2026	303	LET	PVRPLA	3.510	STH 060	STH 80 - SLEEPY HOLLOW ROAD	$7,000,000 - $7,999,999
								STH 80 EAST TO SLEEPY HOLLOW RD	
								CONST/MILL & O'LAY/B-52-233/PVRPLA	
								STATE 3R	SURFAC TRNSP BLK GRTS-FLX

Year	Project	Schd Dt	Pgm	Contract Type	CONCEPT	Net Miles	Route	Project Description WISDOT Program	Estimate Anticipated Funding
2026	5190-07-72	11/10/2026	303	LET	RECST	2.480	STH 060	BOSCOBEL - GOTHAM	$6,000,000 - $6,999,999
								PUBLIC ROADSIDE TO USH 14	
								CONST/GRADE-BASE-SURFACE/RECST	
								STATE 3R	SURFACE TRANSP BLOCK GRTS-
2026	5760-00-73	11/10/2026	303	LET	PVRPLA	5.920	STH 130	LONE ROCK - STH 154	$2,000,000 - $2,999,999
								USH 14 TO WEST JUNCTION CTH B	
								CONST/PAV'T REPLACE/B-52-20/PVRPLA	
								STATE 3R	SURFAC TRNSP BLK GRTS-FLX
2026	5770-02-71	04/14/2026	303	LET	RSRF20	1.338	STH 130	LONE ROCK - STH 154	$1,000,000 - $1,999,999
								WISCONSIN RIVER TO USH 14	
								CONST/MILL & O'LAY/RSRF	
								STATE 3R	SURFAC TRNSP BLK GRTS-FLX
2025	1640-03-73	12/09/2025	303	LET	PVRPLA	1.575	USH 014	RICHLAND CENTER - SPRING GREEN	$9,000,000 - $9,999,999
								BOHMANN DRIVE TO CTH O	
								CONST/PVRPLA	
								STATE 3R	NATIONAL HIGHWAY PERF IIJA
2027	1640-03-75	12/14/2027	303	LET	RSRF30	11.540	USH 014	RICHLAND CENTER - SPRING GREEN	$13,000,000 - $13,999,999
								0.1 MI E STH 58 TO SAUK CO LINE	
								CONST/MILL & OVERLAY/RSRF	
								STATE 3R	NATIONAL HIGHWAY PERF IIJA
2027	1640-03-78	12/14/2027	303	LET	PSRS20	0.736	USH 014	C RICHLAND CENTER, USH 14	$1,000,000 - $1,999,999
								STH 80 TO BOHMANN DRIVE	
								CONST/PAV'T REPAIR/PSRS20	
								STATE 3R	NATIONAL HIGHWAY PERF IIJA

2025-2028 STIP
January Amendments

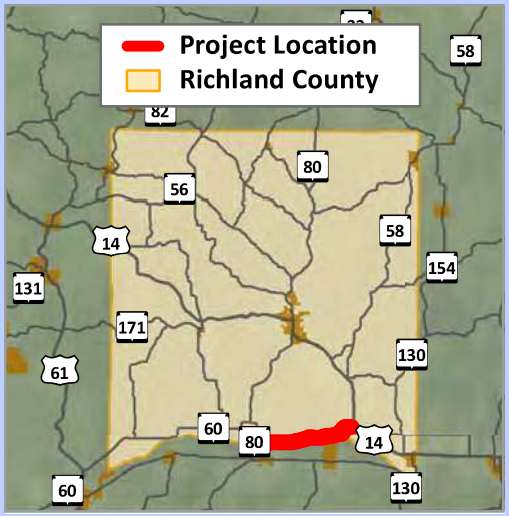
Project	County	Route	Prg	Prior Estimate	Current Estimate	Prior Schedule	Current Schedule	TITLE	CONCEPT	LIMIT	Reason
8060-00-23	POLK	STH-035	303	$0 - $99,999	$0 - $99,999	01JAN1960	25NOV2026	SOMERSET - ST CROIX FALLS	REAL ESTATE ACQUISITION/ 8060-00-73	CTH I TO STH 243	STIP Lbl
9070-07-52	PRICE	STH-070	303	$0 - $99,999	$250,000 - $499,999	01JAN1960	25MAY2027	FIFIELD - WOODRUFF	RAIL CROSSING SIGNALS/6995 75E	STH 13 TO CEDAR RAPIDS ROAD	STIP Lbl
9070-07-53	PRICE	STH-070	303	$0 - $99,999	$250,000 - $499,999	01JAN1960	25MAY2027	FIFIELD - WOODRUFF	RAIL CROSSING SURFACE/6995 75E	STH 13 TO CEDAR RAPIDS ROAD	STIP Lbl
1320-27-20	RACINE	STH-011	303	$0 - $99,999	$1,000,000 - $1,999,999	01JAN1960	25FEB2025	VIL OF UNION GROVE, DURAND AVE	RE/PVRPL	CTH C TO 67TH DR	STIP Lbl
2290-25-20	RACINE	STH-038	303	$0 - $99,999	$100,000 - $249,999	01JAN1960	25FEB2025	V CALEDONIA, NORTHWESTERN AVENUE	RE FULL PS & E W/ROW RECST	INTERSECTION WITH 4 MILE ROAD	STIP Lbl
2290-26-20	RACINE	STH-038	303	$0 - $99,999	$100,000 - $249,999	01JAN1960	25FEB2025	V CALEDONIA, NORTHWESTERN AVENUE	RE/RECST	INTERSECTION WITH 5 MILE ROAD	STIP Lbl
2810-05-21	RACINE	STH-164	303	$0 - $99,999	$0 - $99,999	01JAN1960	25FEB2025	WATERFORD - WAUKESHA	RE/RSRF30	STH 36 TO DENOON RD	STIP Lbl
5190-07-60	RICHLAND	STH-060	303	$8,000,000 - $8,999,999	$10,000,000 - $10,999,999	10NOV2026	10NOV2026	BOSCOBEL - GOTHAM	CONST/MILL & O'LAY/B-52-143/PVRPLA	SLEEPY HOLLOW ROAD TO PUBLIC RDSIDE	Increase
5190-07-63	RICHLAND	STH-060	303	$0 - $99,999	$100,000 - $249,999	01JAN1960	25JAN2025	BOSCOBEL - GOTHAM	LFA/ PSRS30	STH 80 TO USH 14	STIP Lbl
1014-00-95	SAUK	IH-090	303	$0 - $99,999	$100,000 - $249,999	01JAN1960	25JAN2025	USH 12 TO STH 23	TRF MIT 1014-00-75/ MISC	MAUSTON - WISCONSIN DELLS	STIP Lbl
5630-00-20	SAUK	STH-060	303	$0 - $99,999	$0 - $99,999	01JAN1960	25JAN2025	SAUK CITY - ARLINGTON	REAL ESTATE OPS/PAVEMENT REPLACE	USH 12 TO EAGLE VIEW COURT	STIP Lbl
5680-01-20	SAUK	STH-060	303	$0 - $99,999	$0 - $99,999	01JAN1960	25AUG2026	SPRING GREEN - SAUK CITY	R/E OPERATIONS/ RECST	CURVE 0.4 MI WEST OF CTH C	STIP Lbl
5680-01-21	SAUK	STH-060	303	$0 - $99,999	$0 - $99,999	01JAN1960	25AUG2026	SPRING GREEN - SAUK CITY	R/E OPERATIONS/RECST	CURVE 0.05 MI WEST OF WILLIAMS ROAD	STIP Lbl
6145-01-74	SAUK	USH-012	303	$4,000,000 - $4,999,999	$8,000,000 - $8,999,999	14OCT2025	14OCT2025	WISCONSIN DELLS - BARABOO	CONSTRUCTION/ PVRPLA	STH 13 TO CTH A	Increase
1640-03-20	SAUK	USH-014	303	$0 - $99,999	$0 - $99,999	01JAN1960	25JAN2025	RICHLAND CENTER - SPRING GREEN	REAL ESTATE OPS/RECONSTRUCTION	RAINBOW ROAD INTERSECTION	STIP Lbl

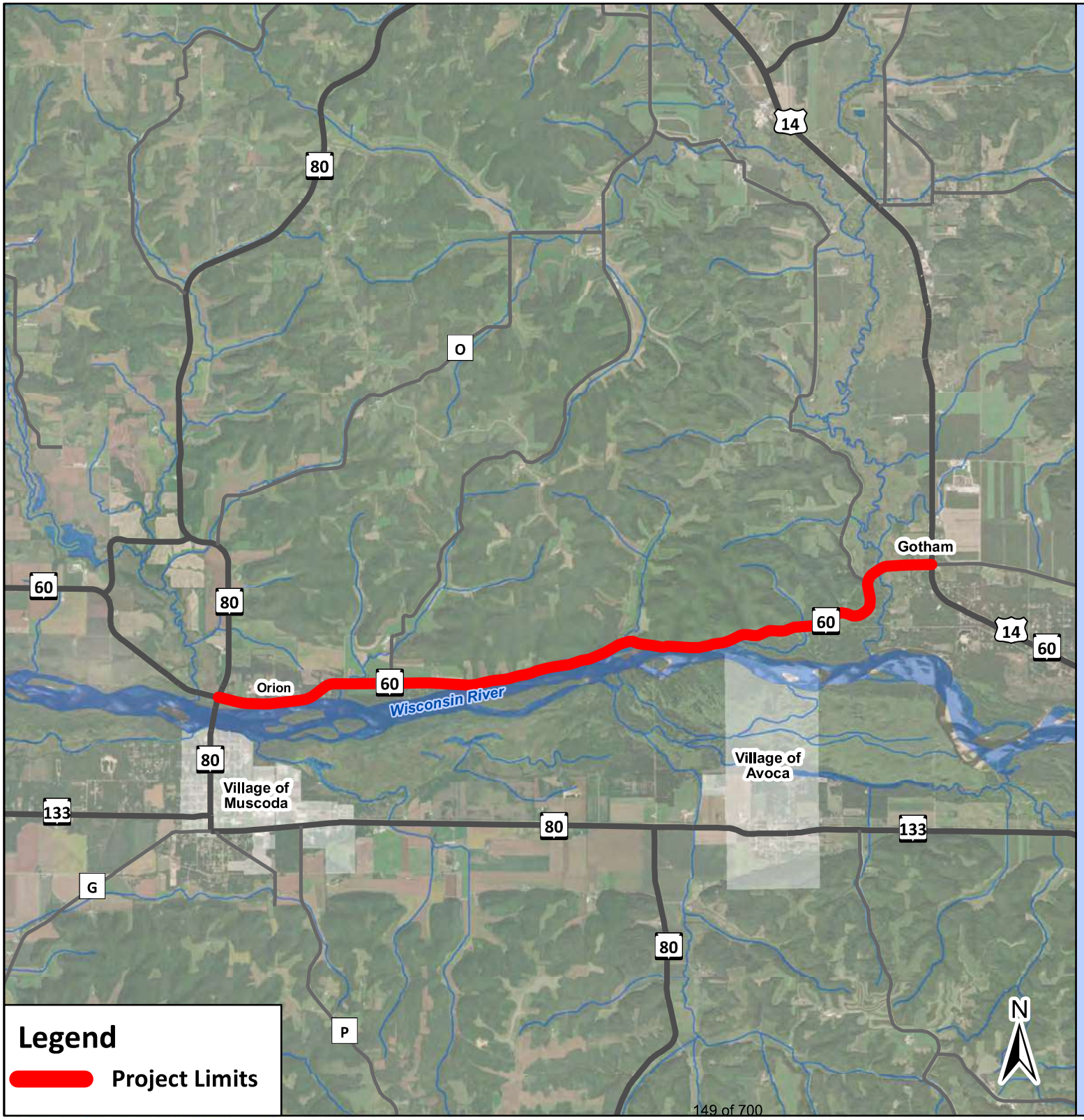
Advanced: Project moved into STIP Period, Deferred: Project moved out of STIP Period
Increase: Project Estimate Increased, Decrease: Project Estimate Decreased, STIP Lbl: No Previous STIP Label

Appendix 2: Project Location Map

Project Location

WisDOT ID: 5190-07-00
Boscobel - Gotham
(WIS 80 – US14)
WIS 60
Richland County





Appendix 3: Preliminary Project Plans

PROJECT ID: 5190-07-60
WITH: 5190-07-71 & 5190-07-72

COUNTY: RICHLAND

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control)
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plat
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS =

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5190-07-60		
5190-07-71		
5190-07-72		

BOSCOBEL - GOTHAM
STH 80 EAST TO SLEEPY HOLLOW RD
STH 60
RICHLAND COUNTY

STATE PROJECT NUMBER
5190-07-71

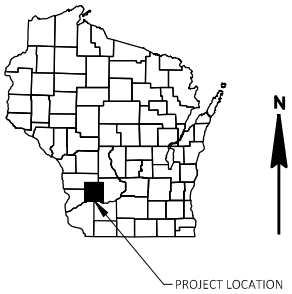
BOSCOBEL - GOTHAM
SLEEPY HOLLOW RD TO PUBLIC RDSIDE
STH 60
RICHLAND COUNTY

STATE PROJECT NUMBER
5190-07-60

BOSCOBEL - GOTHAM
PUBLIC ROADSIDE TO USH 14
STH 60
RICHLAND COUNTY

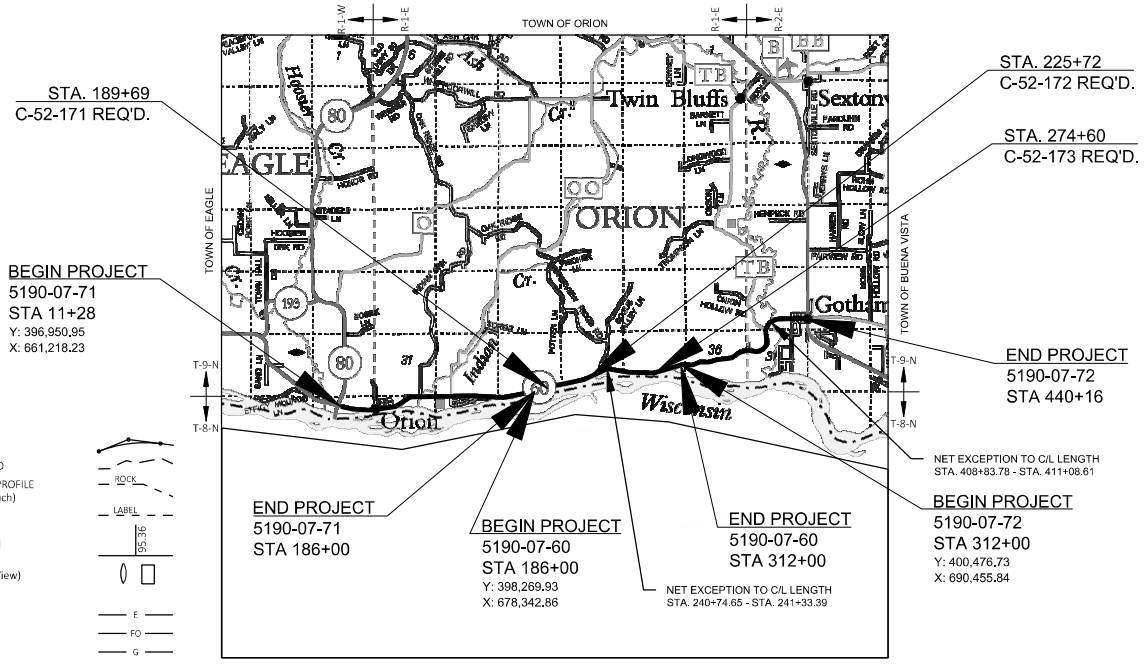
STATE PROJECT NUMBER
5190-07-72

Preliminary Plans
May 2024



DESIGN DESIGNATION 5190-07-00

A.A.D.T.	2025	=	1500
A.A.D.T.	2045	=	1600
D.H.V.		=	15.6%
D.D.		=	60/40
T.		=	23.0%
DESIGN SPEED		=	55 MPH
ESALS		=	760,000



CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE
- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES
- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

LAYOUT
SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = MILES: 8.123
5190-07-71 = MILES: 3.309
5190-07-60 = MILES: 2.387
5190-07-72 = MILES: 2.427

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), RICHLAND COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2011). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ORIGINAL PLANS PREPARED BY

JEWELL associates engineers, inc
Engineers - Architects - Surveyors

DATE: _____ _____ (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JEWELL ASSOCIATES ENGINEERS, INC.
Designer	JEWELL ASSOCIATES ENGINEERS, INC.
Project Manager	TERI SCHOPP, DAAR
Regional Examiner	WISCONSIN DOT SW REGION
Regional Supervisor	DANIEL KLEINERTZ, P.E.

APPROVED FOR THE DEPARTMENT

DATE: _____ _____ (Signature)

E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_TITLE.DWG PLOT DATE : 5/2/2024 12:38 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME :

2

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE FIRST BEEN INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD.

EROSION CONTROL ITEMS IN THE MISC. QUAN. ARE SUGGESTED. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. MAINTAIN EROSION CONTROL ITEMS UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. PROTECT WETLANDS AND OTHER WATERWAYS THAT ARE PRESENT WITHIN THE PROJECT LIMITS.

WHEN THE QUANTITY OF THE ITEM OF BASE AGGREGATE DENSE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

REMOVAL OF ASPHALTIC SURFACES WHERE AN ABUTTING ASPHALTIC SURFACE IS TO REMAIN IN PLACE SHALL REQUIRE A VERTICAL EDGE MEETING THE APPROVAL OF THE ENGINEER IN THE FIELD.

HMA PAVEMENT QUANTITIES WERE CALCULATED USING 112 LB/SY/IN.

5-INCHES OF HMA PAVEMENT SHALL BE CONSTRUCTED WITH A 3-INCH LOWER LAYER OF HMA PAVEMENT 3 LT 58-28 S, AND A 2-INCH UPPER LAYER OF HMA PAVEMENT 4 LT 58-34 S.

3.5-INCHES OF HMA PAVEMENT SHALL BE CONSTRUCTED WITH A 1.75-INCH LOWER LAYER AND A 1.75-INCH UPPER LAYER OF HMA PAVEMENT 4 LT 58-34 S.

THE EXACT LOCATIONS AND LIMITS OF PRIVATE ENTRANCES, COMMERCIAL, AND FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

APPLY TACK COAT AT A RATE OF 0.06 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, OR PASSING LANE.

THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION WHEN THE SUPERELEVATION IS GREATER THAN 0.04 FT./FT. IF THE SUPERELEVATION IS LESS THAN OR EQUALS 0.04 FT./FT. THE HIGH SIDE SHOULDER SLOPE ON THE SUPERELEVATED SECTION EQUALS THE SUPERELEVATION.

ADJUST SHOULDER SHAPING AND DITCH GRADING AS NECESSARY TO FIELD CONDITIONS AND AS DIRECTED BY THE ENGINEER IN THE FIELD.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, ALL SIGNS RELATING TO THIS OPERATION SHALL BE COVERED OR REMOVED AND FACILITY RESTORED TO NORMAL OPERATIONS.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO "DIGGERS HOTLINE" AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

IF THERE ARE CONFLICTS WITH SIGNS OR OTHER WORK UNDER THIS PROJECT, THE CONTRACTOR WILL WORK AROUND THE UTILITY FACILITIES.

UTILITIES (SUBJECT TO CHANGE)

COMMUNICATION LINES

CENTURYLINK
100 S. CINCINNATI AVE, SUITE 1200
TULSA, OK 74103
ATTN: KENDALL WILLIAMS-ZETINA
PH: (918) 547-0547
E-MAIL: KENDALL.ZETINA@CENTURYLINK.COM

CHARTER COMMUNICATIONS
1201 McCANN DR
ALTOONA, WI 54720
ATTN: SHANE YODER
PH: (715) 831-8940 EXT: 51113
E-MAIL: SHANE.YODER@CHARTER.COM

AT&T DISTRIBUTION
304 S DEWEY ST
EAU CLAIRE, WI 54701
ATTN: RICK PODOLAK
PH: (715) 410-0656
E-MAIL: RP4514@ATT.COM

WEST WISCONSIN TELCOM COOP
5808 OLD MILL PLAZA
EAU CLAIRE, WI 54703
ATTN: BRADLEY SCHMIDTKNECHT
PH: (715) 231-2000
E-MAIL: BRADS@WWT.COOP

CINC
105 GARFIELD AVENUE
EAU CLAIRE, WI 54701
ATTN: DAREN BAUER
PH: (715) 836-5286
E-MAIL: BAUERDP@UWEC.EDU

VERIZON / MCI
15725 WEST RYERSON ROAD
NEW BERLIN, WI 53151
ATTN: ALPER KOLCU
PH: (262) 782-9907
E-MAIL: INVESTIGATIONS@VERIZON.COM

SPRINT
849 EARL STREET
ST PAUL, MN 55106
ATTN: DAN HILLIARD
PH: (612) 217-3526
E-MAIL: DAN.J.HILLIARD@T-MOBILE.COM

GAS

XCEL ENERGY
1414 W. HAMILTON AVE.
EAU CLAIRE, WI 54702
ATTN: CORISSA SEELY
PH: (715) 737-4097
E-MAIL: CORISSA.E.SEELY@XCELENERGY.COM

ELECTRICITY

XCEL ENERGY
1414 W. HAMILTON AVE.
EAU CLAIRE, WI 54702
ATTN: CORISSA SEELY
PH: (715) 737-4097
E-MAIL: CORISSA.E.SEELY@XCELENERGY.COM

WATER / SANITARY SEWER

CITY OF EAU CLAIRE
1040 FOREST ST
EAU CLAIRE, WI 54703
ATTN: LANE BERG
PH: (715) 839-1876
E-MAIL: LANE.BERG@EAUCLAIREWI.GOV

TRAFFIC SIGNALS

CITY OF EAU CLAIRE
203 S FARWELL ST
EAU CLAIRE, WI 54702
ATTN: LEAH NESS
PH: (715) 839-4934
E-MAIL: LEAH.NESS@EAUCLAIREWI.GOV

WISCONSIN DOT
718 WEST CLAIREMONT AVENUE
EAU CLAIRE, WI 54701
ATTN: DAVE FENSKE
PH: (715) 836-2800
E-MAIL: DAVID.FENSKE@DOT.WI.GOV

DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com

ORDER OF SECTION 2 SHEETS:

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PLAN DETAILS
- EROSION CONTROL PLAN
- STORM SEWER PLAN
- PERMANENT SIGNING
- ALIGNMENT DETAILS
- DETOUR ROUTE

LIST OF STANDARD ABBREVIATIONS

ABUT	Abutment	INV	Invert	RDWY	Roadway
AC	Acre	IP	Iron Pipe or Pin	SALV	Salvaged
AGG	Aggregate	IRS	Iron Rod Set	SAN S	Sanitary Sewer
AH	Ahead	JT	Joint	SEC	Section
<	Angle	JCT	Junction	SHLDR	Shoulder
ASPH	Asphaltic	LHF	Left-Hand Forward	SHR	Shrinkage
AVG	Average	L	Length of Curve	SW	Sidewalk
ADT	Average Daily Traffic	LIN FT	Linear Foot	S	South
BAD	Base Aggregate Dense	or LF		SQ	Square
BK	Back	LC	Long Chord of Curve	SF or SQ FT	Square Feet
BF	Back Face	MH	Manhole	SY or SQ YD	Square Yard
BM	Bench Mark	MB	Mailbox	STD	Standard
BR	Bridge	ML or M/L	Match Line	SDD	Standard Detail Drawings
C or C/L	Center Line	N	North	STH	State Trunk Highways
CC	Center to Center	Y	North Grid Coordinate	STA	Station
C.E.	Commercial Entrance	OD	Outside Diameter	SS	Storm Sewer
CTH	County Trunk Highway	PLE	Permanent Limited Easement	SG	Subgrade
CR	Creek			SE	Superelevation
CR	Crushed	PT	Point	SL or S/L	Survey Line
CY or CU YD	Cubic Yard	PC	Point of Curvature	SV	Septic Vent
CP	Culvert Pipe	PI	Point of Intersection	T	Tangent
C & G	Curb and Gutter	PRC	Point of Reverse Curvature	TEL	Telephone
D	Degree of Curve	PT	Point of Tangency	TEMP	Temporary
DHV	Design Hour Volume	POC	Point On Curve	TI	Temporary Interest
DIA	Diameter	POT	Point on Tangent	TLE	Temporary Limited Easement
E	East	PVC	Polyvinyl Chloride		
X	East Grid Coordinate	PCC	Portland Cement Concrete	t	Ton
ELEC	Electric (al)			T or TN	Town
EL or ELEV	Elevation	LB	Pound	TRANS	Transition
ESALS	Equivalent Single Axle Loads	PSI	Pounds Per Square Inch	TL or T/L	Transit Line
EBS	Excavation Below Subgrade	P.E.	Private Entrance	T	Trucks (percent of)
FF	Face to Face	R	Radius	TYP	Typical
F.E.	Field Entrance	RR	Railroad	UNCL	Unclassified
F	Fill	R	Range	UG	Underground Cable
FG	Finished Grade	RL or R/L	Reference Line	USH	United States Highway
FL or F/L	Flow Line	RP	Reference Point	VAR	Variable
FT	Foot	RCCP	Reinforced Concrete Culvert Pipe	V	Velocity or Design Speed
FTG	Footing	REQD	Required	VERT	Vertical
GN	Grid North	RES	Residence or Residential	VC	Vertical Curve
HT	Height	RW	Retaining Wall	VOL	Volume
CWT	Hundredweight	RT	Right	WM	Water Main
HYD	Hydrant	RHF	Right-Hand Forward	WV	Water Valve
INL	Inlet	R/W	Right-of-Way	W	West
ID	Inside Diameter	RD	Road	WB	Westbound
		R	River	YD	Yard

CONTACTS

WISDOT PROJECT MANAGER

STATE OF WISCONSIN
SOUTHWEST REGION OFFICE
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
ATTN: DAN KLEINERTZ
PH: (608) 789-5709
E-MAIL: DANIEL.KLEINERTZ@DOT.WI.GOV

WDNR LIAISON:

STATE OF WISCONSIN
WDNR SOUTHWEST REGION SERVICE CENTER
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
ATTN: ANDY BARTA
PH: (608) 275-3308
E-MAIL: ANDREW.BARTA@WISCONSIN.GOV

ATTN:

ATTN

DESIGN CONSULTANTS:

JEWELL ASSOCIATES ENGINEERS, INC.
1001 FOURIER DRIVE, #104
MADISON, WI 53717
ATTN: MIKE BAKALARS, P.E.
PH: (608) 690-6060
CELL: (608) 212-8931
E-MAIL: MIKE.BAKALARS@JEWELLASSOC.COM

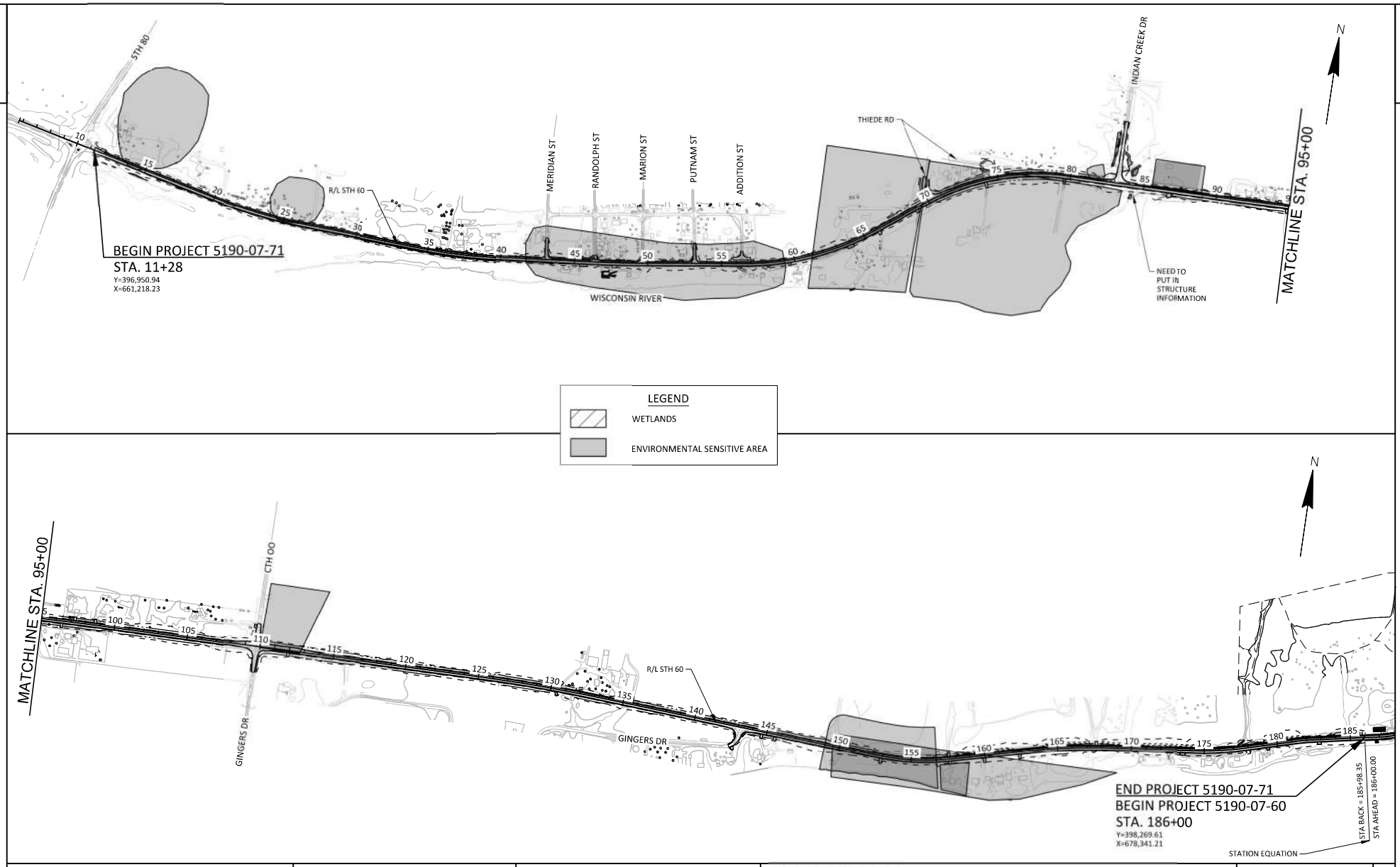
KL ENGINEERING, INC.
393 RED CEDAR ST.
SUITE #2
MENOMONIE, WI 54751
ATTN: JON BLOMQUIST, P.E.
PH: (715) 309-5222
E-MAIL: JON.BLOMQUIST@KLENGINEERING.COM

WESTWOOD PROFESSIONAL SERVICES, INC.
1 SYSTEMS DRIVE
APPLETON, WI 54914
ATTN: PEGGY HAWLEY, P.E.
PH: (608) 690-6060
E-MAIL: PEGGY.HAWLEY@WESTWOODPS.COM

2

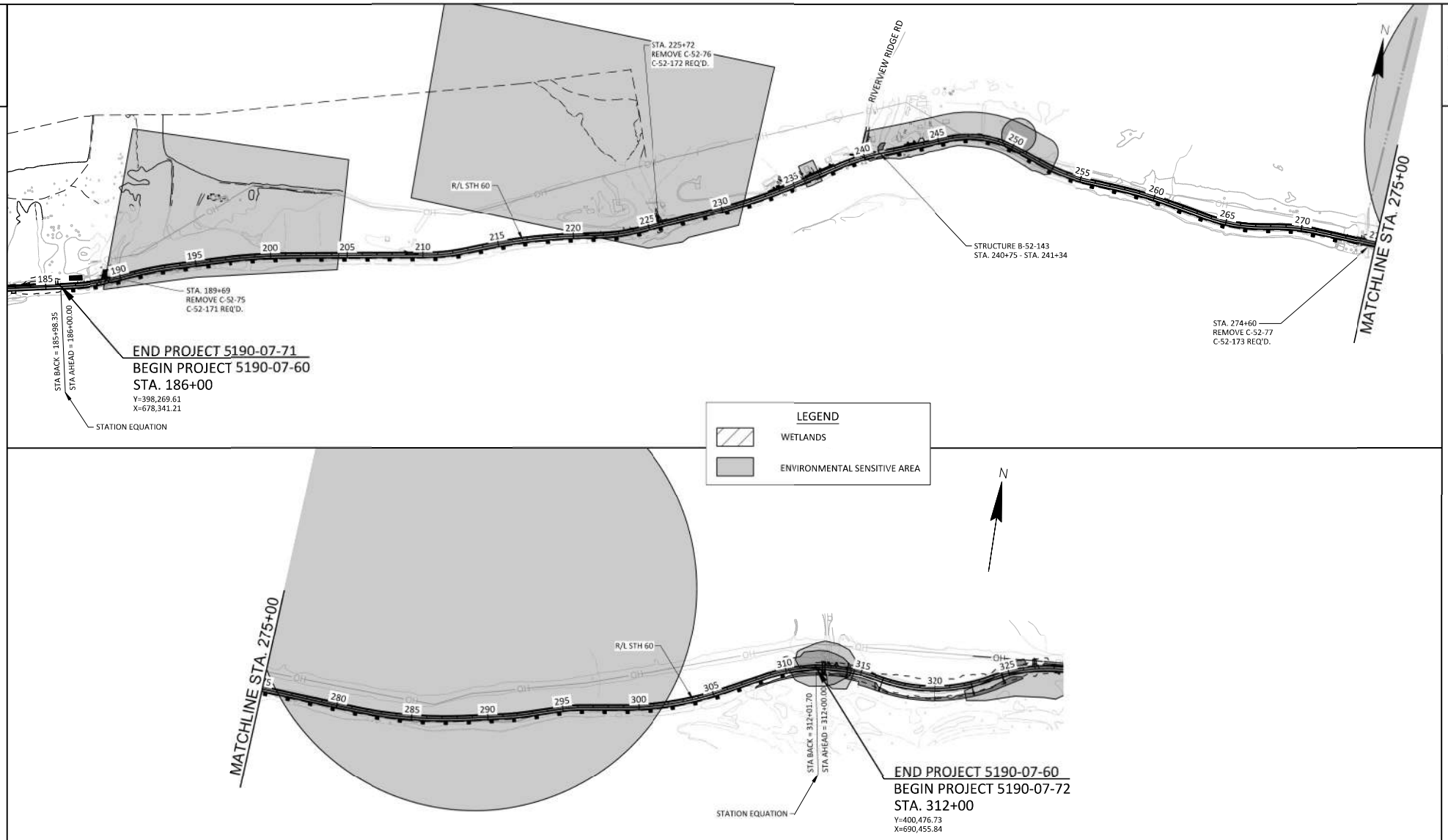
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	GENERAL NOTES	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_GENERAL NOTES.DWG
LAYOUT NAME - Plan 1 IN 100 FT
PLOT DATE : 5/2/2024 3:18 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



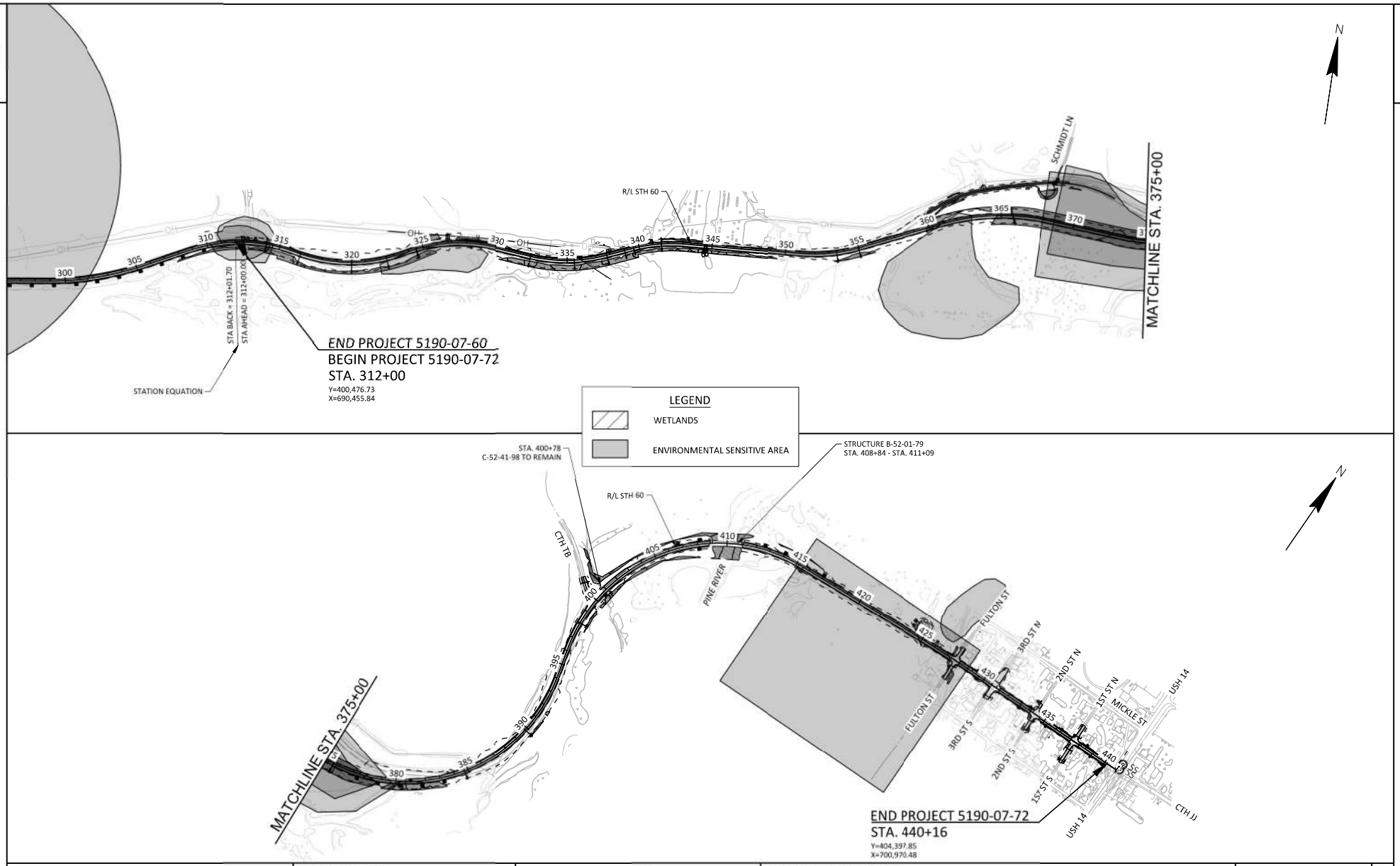
PROJECT NO: 5190-07-71/60	HWY: STH 60	COUNTY: RICHLAND	PROJECT OVERVIEW	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_PROJECT OVERVIEW.DWG PLOT DATE : 5/2/2024 12:39:21 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1 IN:600 FT LAYOUT : 5190-07-71



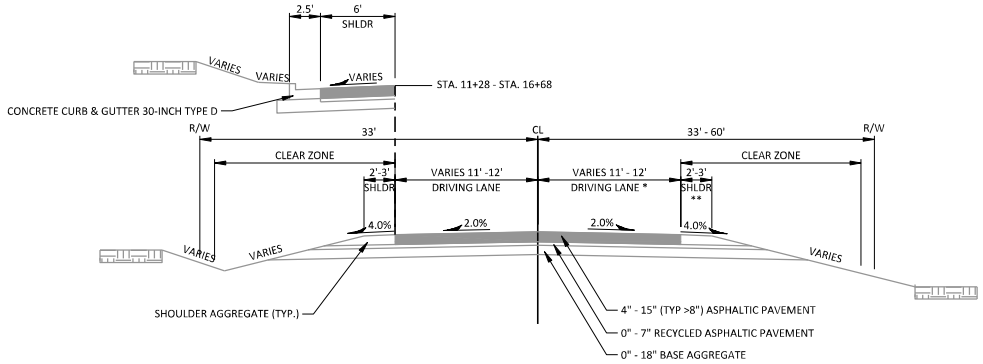
PROJECT NO: 5190-07-71/60/72	HWY: STH 60	COUNTY: RICHLAND	PROJECT OVERVIEW	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_PROJECT OVERVIEW.DWG PLOT DATE : 5/2/2024 12:39:38 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1 IN:600 FT LAYOUT : 5190-07-60



PROJECT NO: 5190-07-60/72	HWY: STH 60	COUNTY: RICHLAND	PROJECT OVERVIEW	SHEET	E

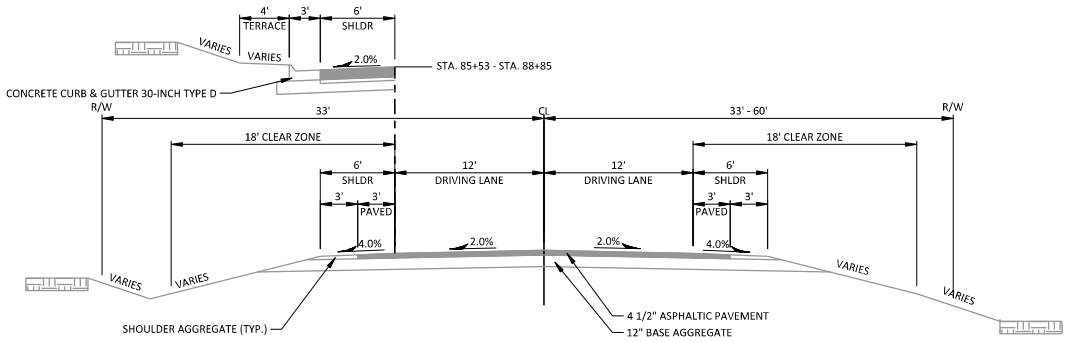
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_PROJECT OVERVIEW.DWG PLOT DATE : 5/2/2024 12:39:54 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1 IN:600 FT LAYOUT : 5190-07-72



* 18' STA. 13+60 - STA. 17+60
** BEAMGUARD: STA. 13+67 - STA. 17+57 RT.
STA. 20+24 - STA. 43+17 RT.

EXISTING TYPICAL SECTION

STH 60
STA. 11+28 - STA. 79+85
STA. 89+10 - STA. 186+00



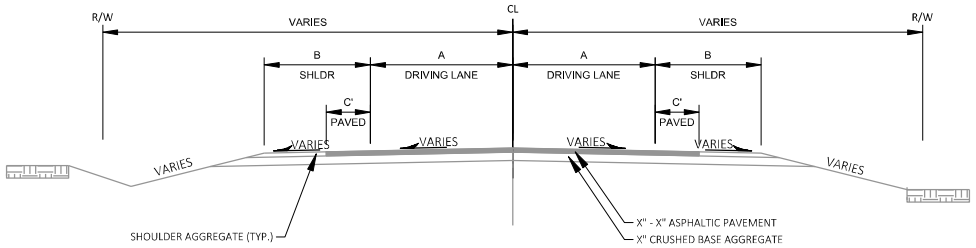
EXISTING TYPICAL SECTION

STH 60
STA. 79+85 - STA. 89+10

PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	TYPICAL EXISTING SECTIONS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\TYPICALS\51900700_TYPICAL SECTIONS.DWG
LAYOUT NAME - Existing 51900771 (1)
PLOT DATE : 5/2/2024 3:10 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

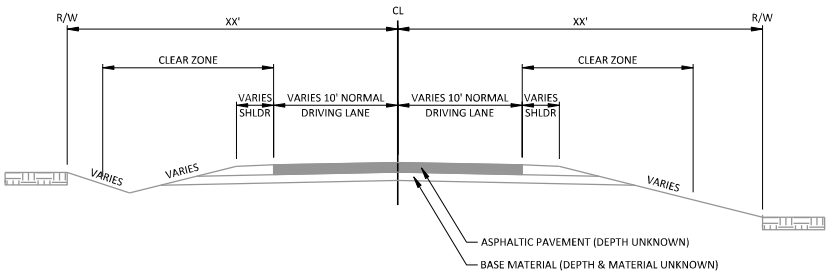
2



EXISTING TYPICAL SECTION

ROAD	A	B
MERIDIAN ST	8'	0'
RANDOLPH ST	8' - 9'	0'
MARION ST	7' - 8'	0'
PUTNAM ST	7'	0'
ADDITION ST	7'	0'
THIEDE RD	6'	4'
INDINA CREEK DR	9'	3'
CTH OO	11'	3'
GINGERS DR W	8.5'	0'
GINGERS DR E	8.5'	0'

2



EXISTING TYPICAL SECTION

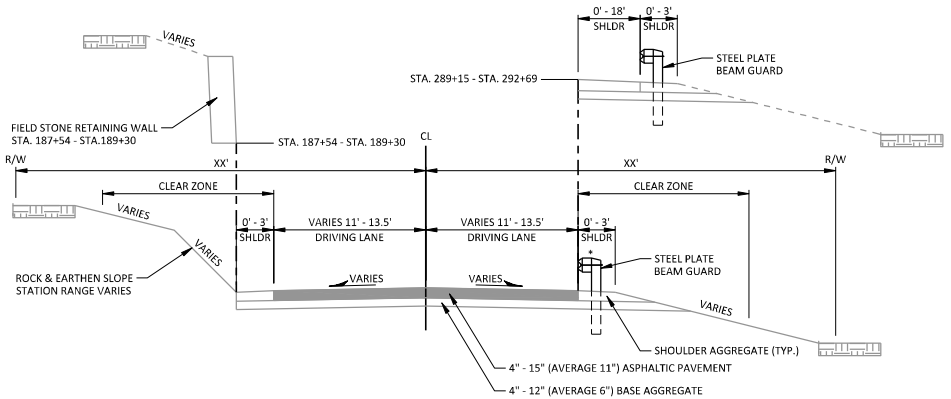
RIVERVIEW RIDGE DRIVE
STA. 40+00 - STA. 41+00

PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	TYPICAL EXISTING SECTIONS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\TYPICALS\51900700_TYPICAL SECTIONS.DWG
LAYOUT NAME - Existing 51900760 (2)
PLOT DATE : 5/2/2024 3:10 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

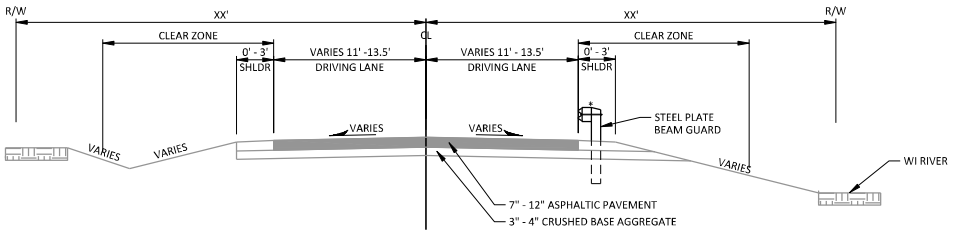
2



* NO GUARDRAIL
STA. 186+00 - STA. 187+45
STA. 223+73 - STA. 225+73
STA. 307+47 - STA. 312+00

EXISTING TYPICAL SECTION

STH 60
STA. 186+00 - STA. 225+73
STA. 260+00 - STA. 312+00



* NO GUARDRAIL
STA. 234+96 - STA. 238+72

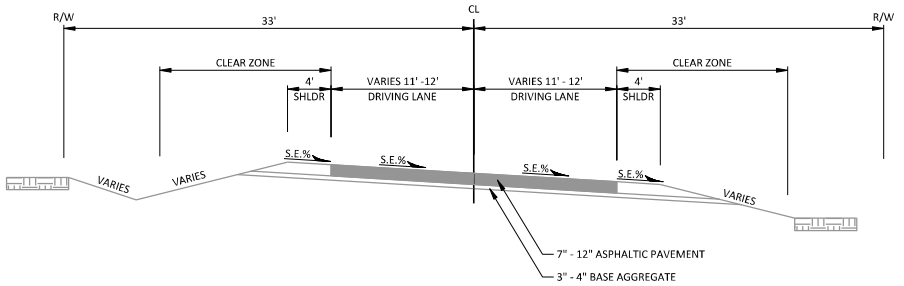
EXISTING TYPICAL SECTION

STH 60
STA. 225+73 - STA. 260+00

PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	TYPICAL EXISTING SECTIONS	SHEET	E

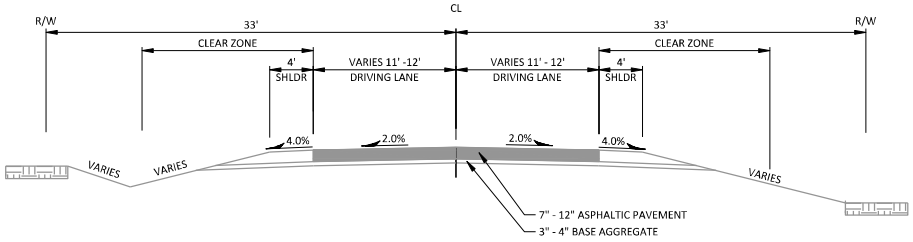
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\TYPICALS\51900700_TYPICAL SECTIONS.DWG
LAYOUT NAME - Existing 51900760 (1)
PLOT DATE : 5/2/2024 3:10 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION

STH 60
STA. 312+00 - STA. 344+00
STA. 351+00 - STA. 364+00
STA. 368+00 - STA. 397+00



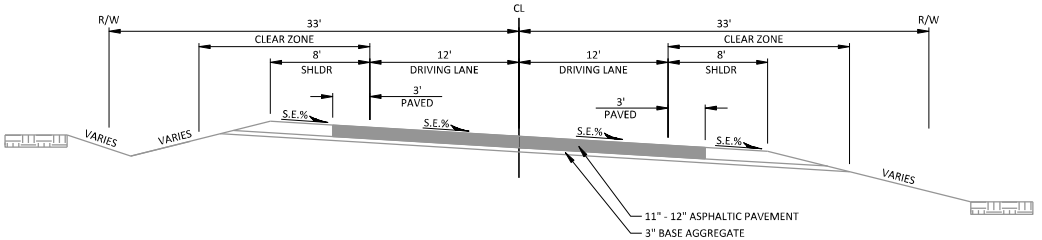
EXISTING TYPICAL SECTION

STH 60
STA. 344+00 - STA. 351+00
STA. 364+00 - STA. 368+00
STA. 417+00 - STA. 427+50

PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	TYPICAL EXISTING SECTIONS	SHEET	E

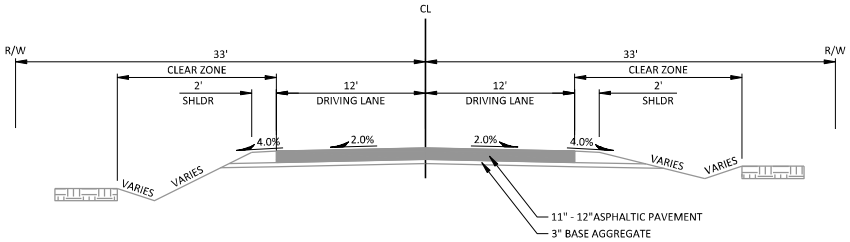
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\TYPICALS\51900700_TYPICAL SECTIONS.DWG
LAYOUT NAME - Existing Sections
PLOT DATE : 5/2/2024 3:10 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION

STH 60
STA. 397+00 - STA. 417+00



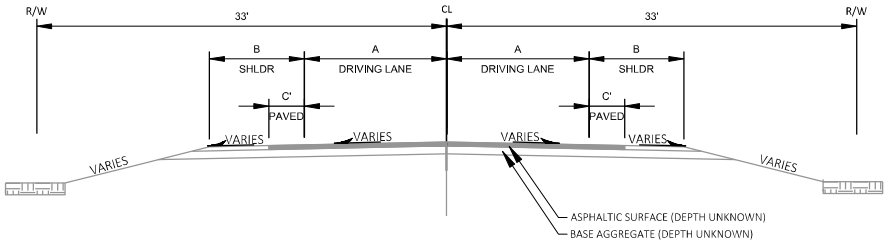
EXISTING TYPICAL SECTION

STH 60
STA. 427+50 - STA. 440+16

PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	TYPICAL EXISTING SECTIONS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\TYPICALS\51900700_TYPICAL SECTIONS.DWG
LAYOUT NAME - Existing Sections 2
PLOT DATE : 5/2/2024 3:10 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION

ROAD	A	B	C
'Z'-LINE (SCHMIDT LANE)	7'	2'	X'
'AA' LINE (CTH TB)	11'	3'	X'
'BB'-LINE (FULTON STREET NORTH)	9'	0'	X'
'CC'-LINE (FULTON STREET SOUTH)	9'	0'	X'
'DD'-LINE (3RD STREET SOUTH)	11'	0'	X'
'EE'-LINE (3RD STREET NORTH)	12'	0'	X'
'FF'-LINE (2ND STREET SOUTH)	9'	0'	X'
'GG'-LINE (2ND STREET NORTH)	9'	2'	X'
'HH'-LINE (1ST STREET SOUTH)	9'	0'	X'
'II'-LINE (1ST STREET NORTH)	9'	0'	X'

PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	TYPICAL EXISTING SECTIONS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\TYPICALS\51900700_TYPICAL SECTIONS.DWG
LAYOUT NAME - Existing Sections 3
PLOT DATE : 5/2/2024 3:10 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

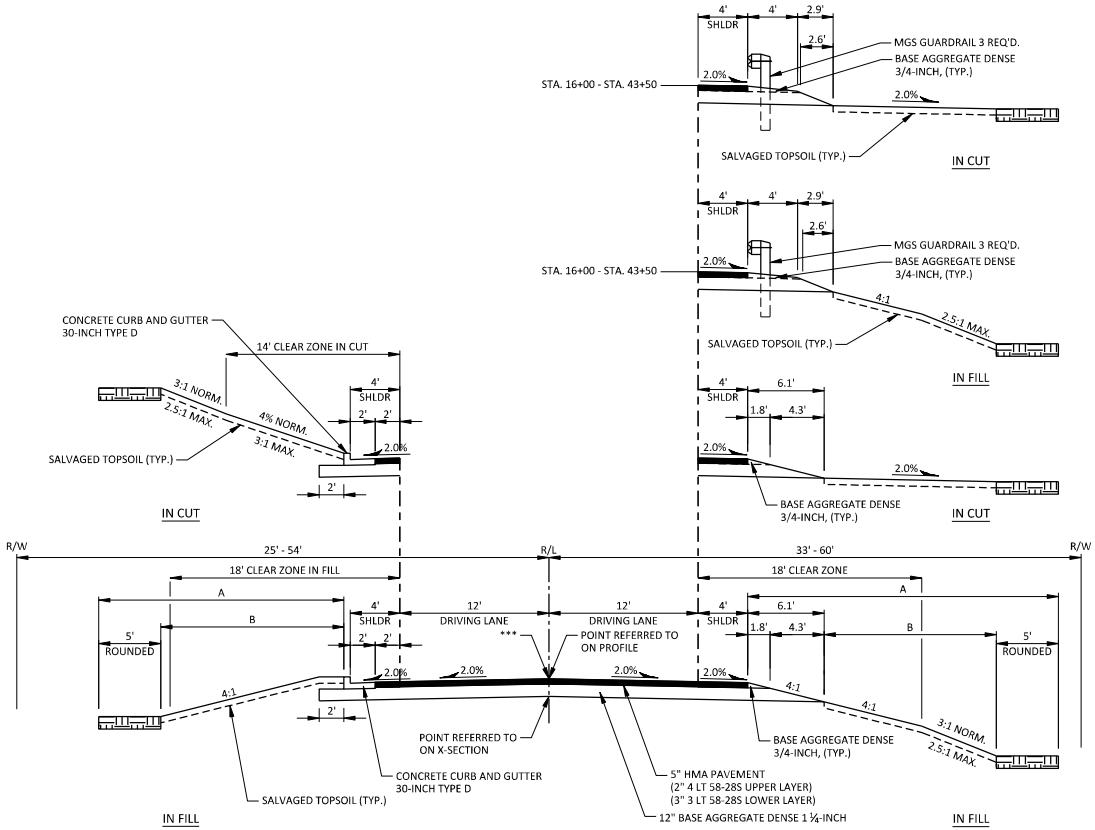
2

LEGEND

Ⓐ SEEDING MIXTURE NO. 10, FERTILIZER TYPE B, AND MULCH

Ⓑ SALVAGED TOPSOIL

*** CENTERLINE RUMBLE STRIPS REQUIRED



TYPICAL FINISHED SECTION

STH 60
STA. 11+28 - STA. 67+00

PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	TYPICAL FINISHED SECTIONS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\TYPICALS\51900700_TYPICAL SECTIONS.DWG
LAYOUT NAME - Proposed 51900771 (1)
PLOT DATE : 5/16/2024 12:30 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

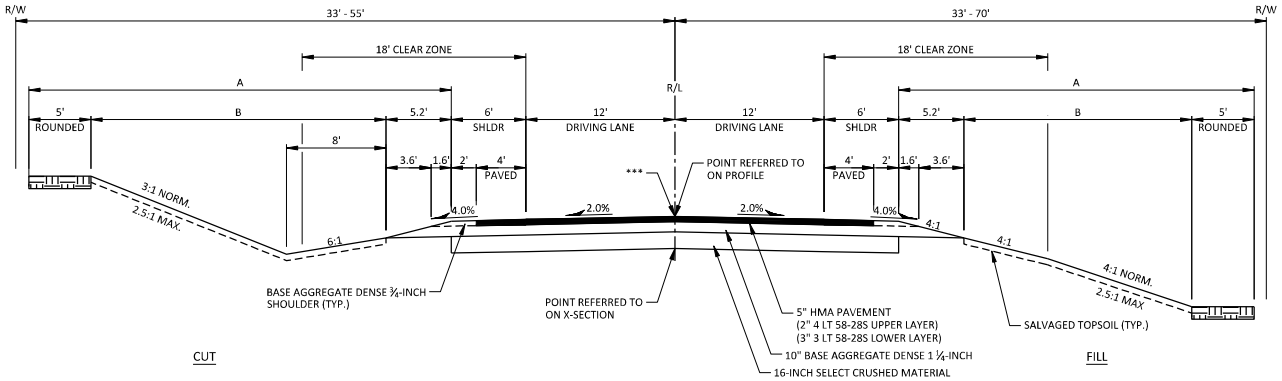
2

LEGEND

(A) SEEDING MIXTURE NO. 10, FERTILIZER TYPE B, AND MULCH

(B) SALVAGED TOPSOIL

*** CENTERLINE RUMBLE STRIPS REQUIRED



FINISHED TYPICAL SECTION

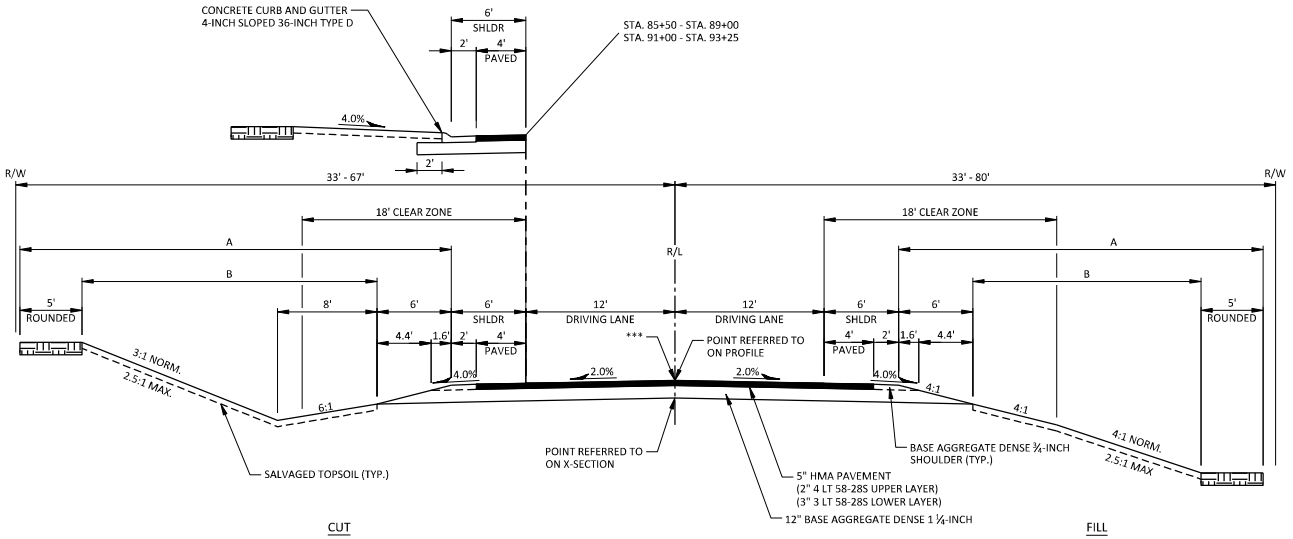
STH 60
STA. 114+00 - STA. 152+00

LEGEND

(A) SEEDING MIXTURE NO. 10, FERTILIZER TYPE B, AND MULCH

(B) SALVAGED TOPSOIL

*** CENTERLINE RUMBLE STRIPS REQUIRED



FINISHED TYPICAL SECTION

STH 60
STA. 67+00 - STA. 114+00

PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	TYPICAL FINISHED SECTIONS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\TYPICALS\51900700_TYPICAL SECTIONS.DWG
LAYOUT NAME - Proposed 51900771 (2)
PLOT DATE : 5/16/2024 12:31 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

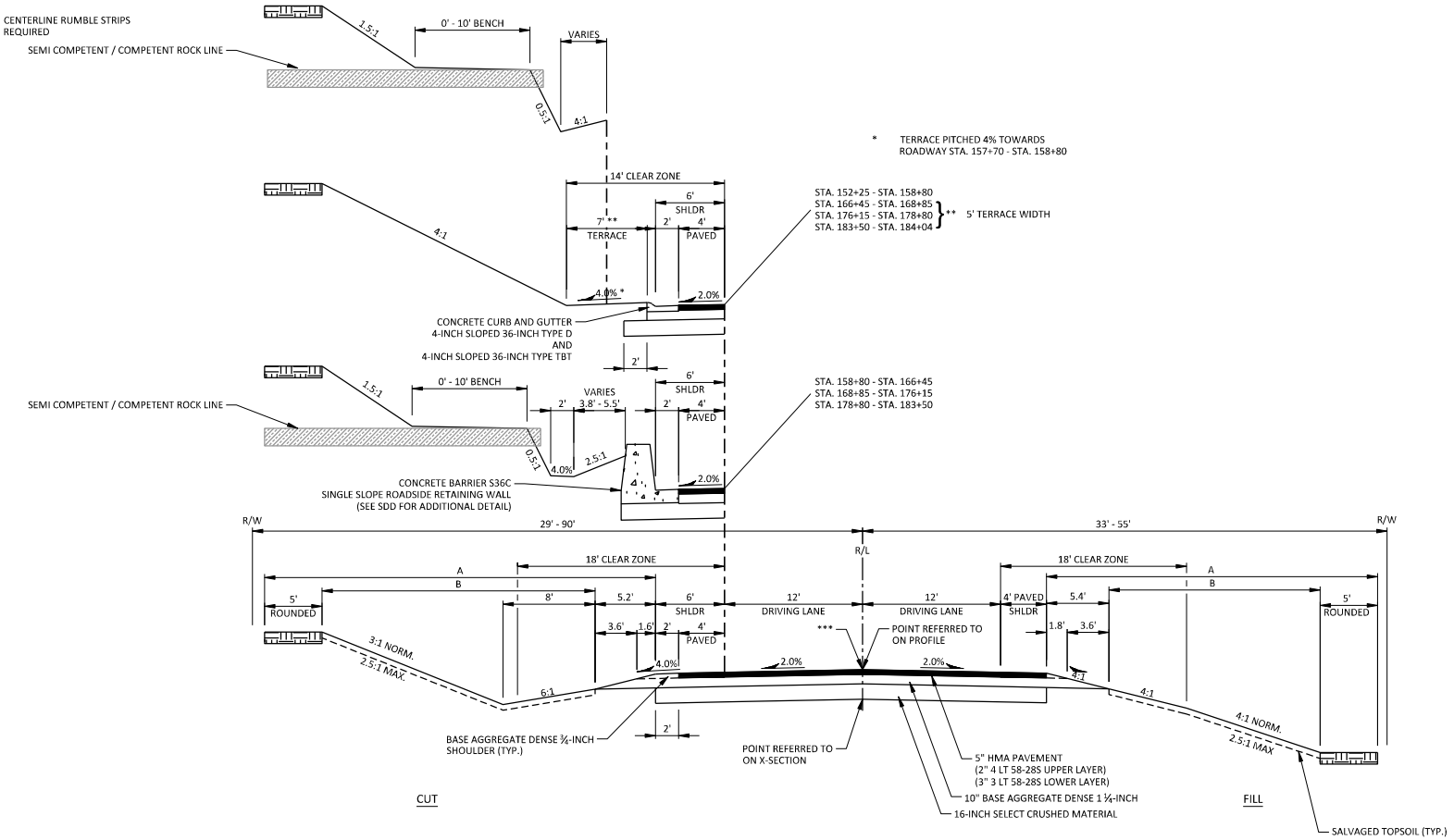
2

LEGEND

Ⓐ SEEDING MIXTURE NO. 10, FERTILIZER TYPE B, AND MULCH

Ⓑ SALVAGED TOPSOIL

*** CENTERLINE RUMBLE STRIPS REQUIRED



FINISHED TYPICAL SECTION

STH 60
STA. 152+00 - STA. 186+00

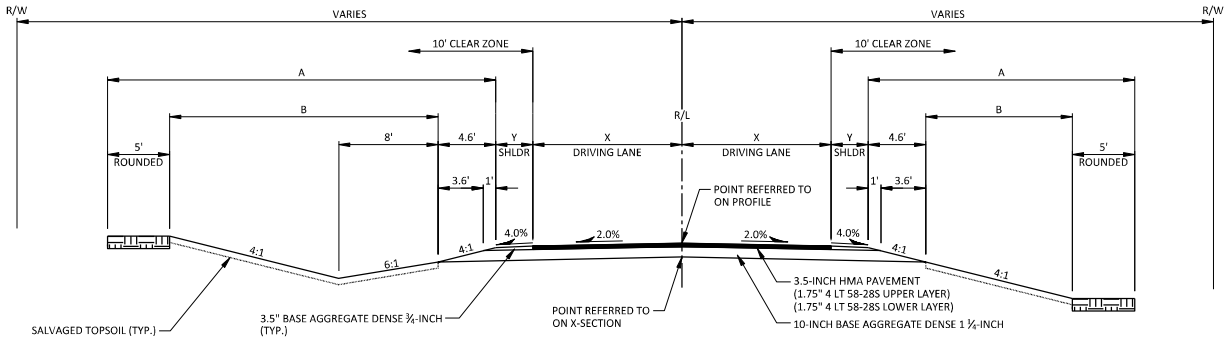
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	TYPICAL FINISHED SECTIONS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\TYPICALS\51900700_TYPICAL SECTIONS.DWG
LAYOUT NAME - Proposed 51900771 (3)
PLOT DATE : 5/16/2024 12:31 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

LEGEND

(A) SEEDING MIXTURE NO. 10, FERTILIZER TYPE B, AND MULCH

(B) SALVAGED TOPSOIL



CUT FILL

FINISHED TYPICAL SECTION

ROAD	X	Y
MERIDIAN ST	8'	0'
RANDOLPH ST	8' - 9'	0'
MARION ST	7' - 8'	0'
PUTNAM ST	8'	0'
ADDITION ST	8'	0'
THIEDE RD	6'	4'
INDIAN CREEK DR	10'	3'
CTH OO	11'	3'
GINGERS DR W	8.5'	3'
GINGERS DR E	9'	3'

PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	TYPICAL FINISHED SECTIONS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\TYPICALS\51900700_TYPICAL SECTIONS.DWG
LAYOUT NAME - Proposed 51900771 (4)
PLOT DATE : 5/16/2024 12:31 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : ##########

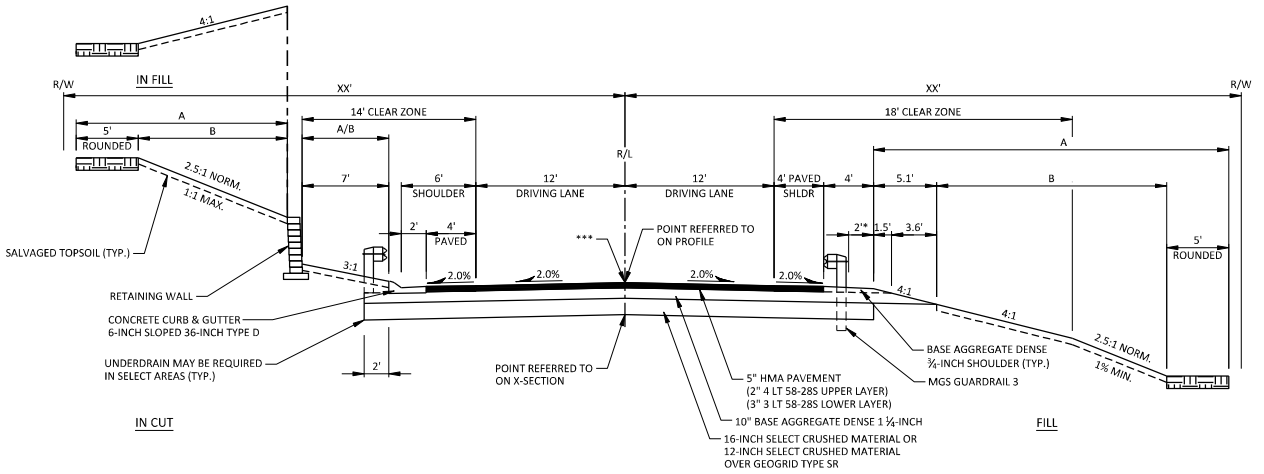
WISDOT/CADDS SHEET 42

LEGEND

(A) SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND MULCH

(B) SALVAGED TOPSOIL

*** CENTERLINE RUMBLE STRIPS REQUIRED



* 0' AND MGS GUARDRAIL 3 K: STA. 233+50 - STA. 234+75

FINISHED TYPICAL SECTION

STH 60
STA. 233+25 - STA. 234+75
STA. 235+90 - STA. 238+00
STA. 242+76 - STA. 243+50

PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	TYPICAL FINISHED SECTIONS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\TYPICALS\51900700_TYPICAL SECTIONS.DWG
LAYOUT NAME - Proposed 51900760 (1)
PLOT DATE : 5/16/2024 12:31 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:10 FT

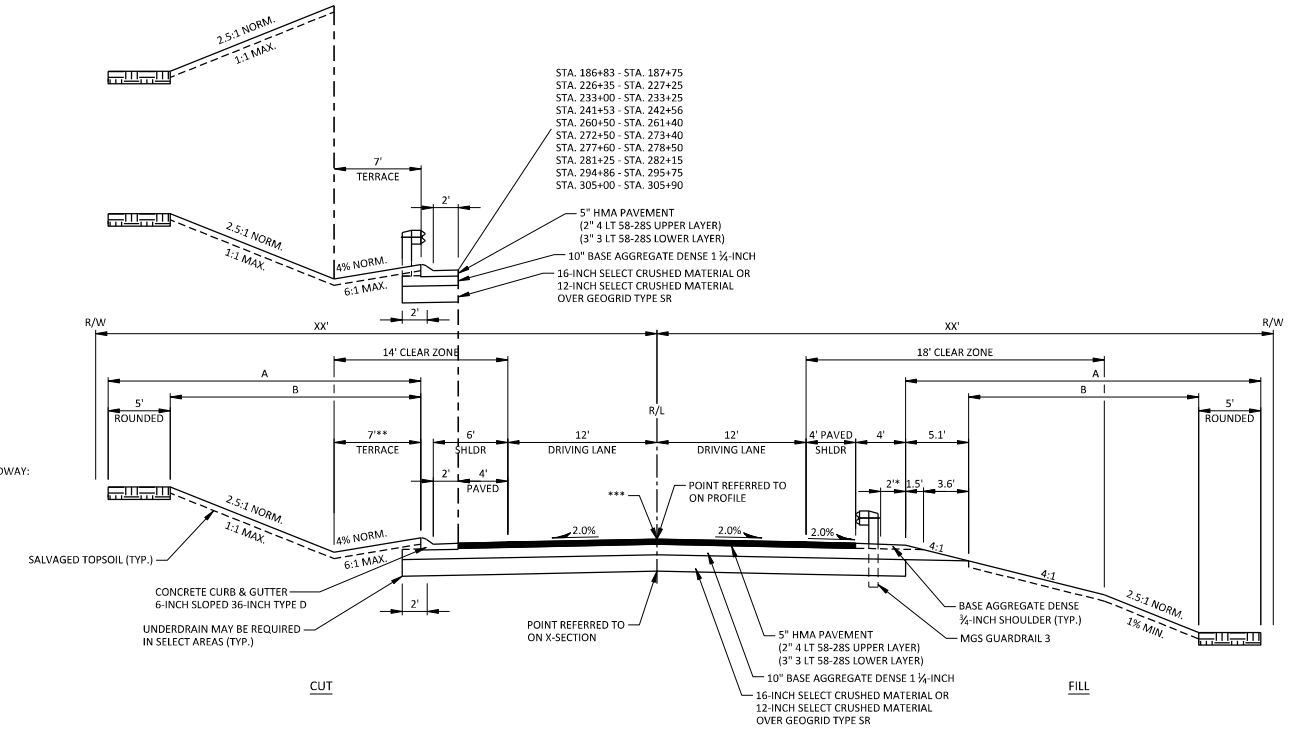
WISDOT/CADDS SHEET 42

LEGEND

(A) SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND MULCH

(B) SALVAGED TOPSOIL

*** CENTERLINE RUMBLE STRIPS REQUIRED



** 3:1 SLOPE TOWARDS ROADWAY:
STA. 238+00 - STA. 239+50
STA. 244+09 - STA. 246+50

* 0' AND MGS GUARDRAIL 3 K:
STA. 226+35 - STA. 227+25
STA. 234+75 - STA. 235+10
STA. 260+88 - STA. 261+25
STA. 293+00 - STA. 295+75
STA. 306+43 - STA. 309+50

FINISHED TYPICAL SECTION

STH 60
STA. 189+00 - STA. 190+50
STA. 225+00 - STA. 233+50
STA. 237+50 - STA. 242+50
STA. 244+50 - STA. 246+50
STA. 252+50 - STA. 262+00
STA. 273+00 - STA. 310+00

PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	TYPICAL FINISHED SECTIONS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\TYPICALS\51900700_TYPICAL SECTIONS.DWG
LAYOUT NAME - Proposed 51900760 (2)
PLOT DATE : 5/16/2024 12:31 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

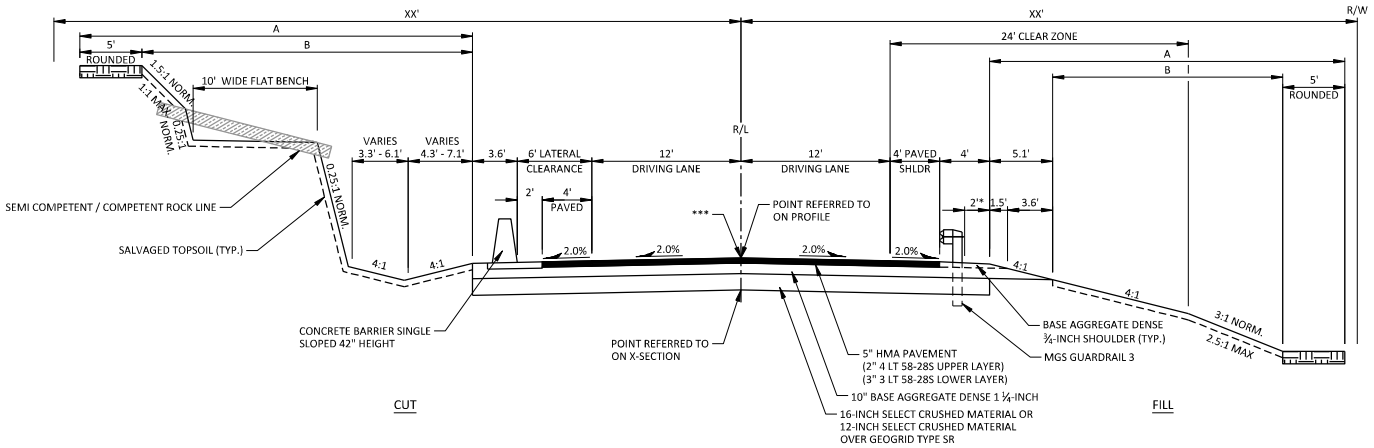
LEGEND

(A) SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND MULCH

(B) SALVAGED TOPSOIL

(C) CLEARING, SEEDING MIXTURES NO. 20 & 70, FERTILIZER TYPE B, EROSION MAT CLASS I TYPE B, SOIL STABILIZER **

*** CENTERLINE RUMBLE STRIPS REQUIRED



* 0' AND MGS GUARDRAIL 3 K:
STA. 190+50 - STA. 191+25
STA. 201+25 - STA. 203+75
STA. 210+25 - STA. 211+00
STA. 214+25 - STA. 214+50
STA. 219+50 - STA. 220+40
STA. 223+25 - STA. 224+05
STA. 263+99 - STA. 264+50
STA. 295+75 - STA. 299+75

FINISHED TYPICAL SECTION

STH 60
STA. 187+75 - STA. 224+95
STA. 227+25 - STA. 233+00
STA. 261+40 - STA. 272+50
STA. 278+50 - STA. 281+25
STA. 295+75 - STA. 305+00

PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	TYPICAL FINISHED SECTIONS	SHEET	E

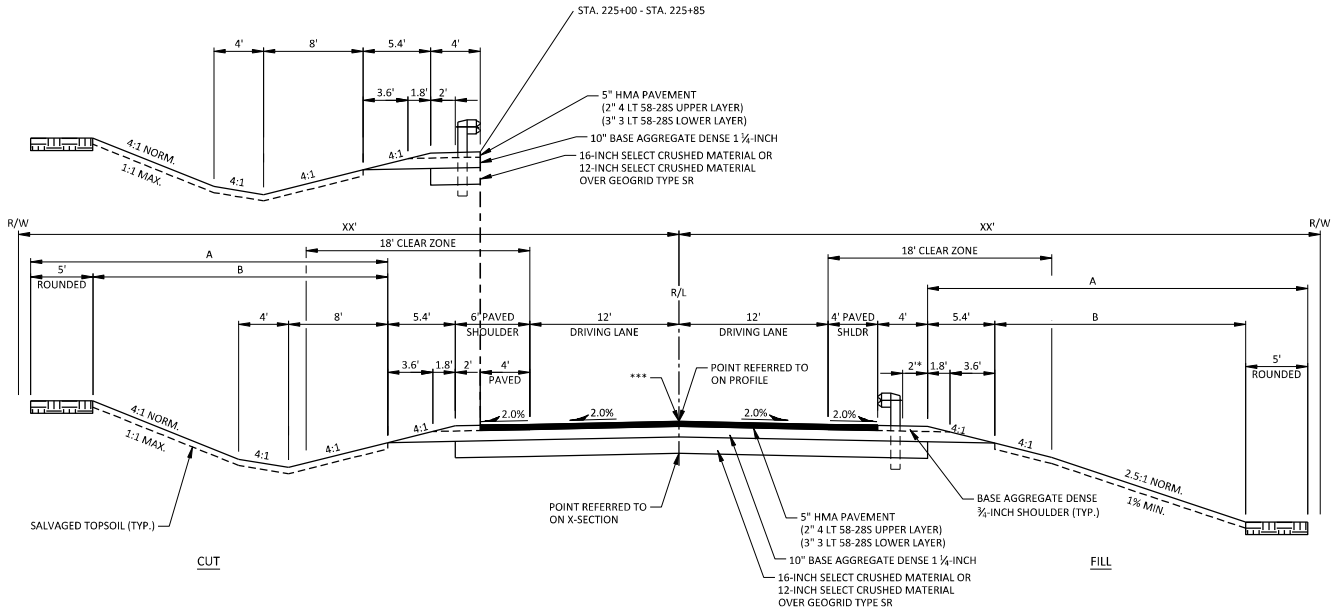
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\TYPICALS\51900700_TYPICAL SECTIONS.DWG
LAYOUT NAME - Proposed 51900760 (3)
PLOT DATE : 5/16/2024 12:31 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

LEGEND

(A) SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND MULCH

(B) SALVAGED TOPSOIL

*** CENTERLINE RUMBLE STRIPS REQUIRED



* 0' AND MGS GUARDRAIL 3 K:
STA. 225+48 - STA. 226+35
STA. 309+50 - STA. 310+09

FINISHED TYPICAL SECTION

STH 60
STA. 224+95 - STA. 226+35
STA. 246+50 - STA. 251+75
STA. 309+50 - STA. 312+00

PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	TYPICAL FINISHED SECTIONS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\TYPICALS\51900700_TYPICAL SECTIONS.DWG
LAYOUT NAME - Proposed 51900760 (4)
PLOT DATE : 5/16/2024 12:31 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:10 FT

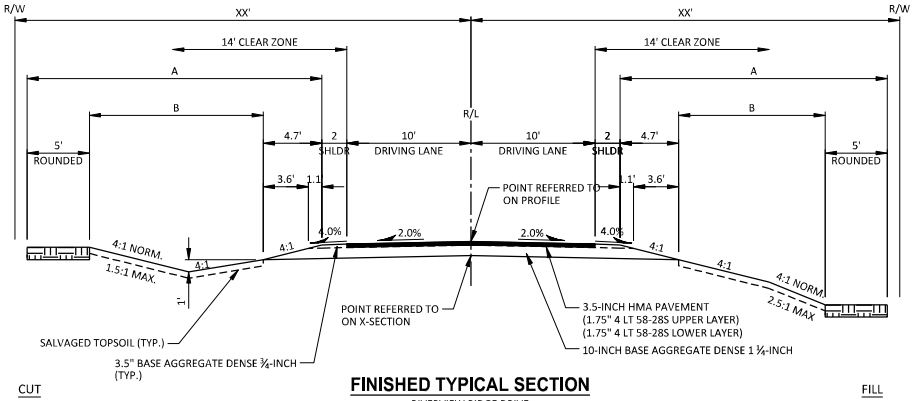
WISDOT/CADDS SHEET 42

2

LEGEND

Ⓐ SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND MULCH

Ⓑ SALVAGED TOPSOIL



FINISHED TYPICAL SECTION

RIVERVIEW RIDGE DRIVE
STA. 40+00 - STA. 41+00

2

PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	TYPICAL FINISHED SECTIONS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\TYPICALS\51900700_TYPICAL SECTIONS.DWG
LAYOUT NAME - Proposed 51900760 (5)
PLOT DATE : 5/16/2024 12:31 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

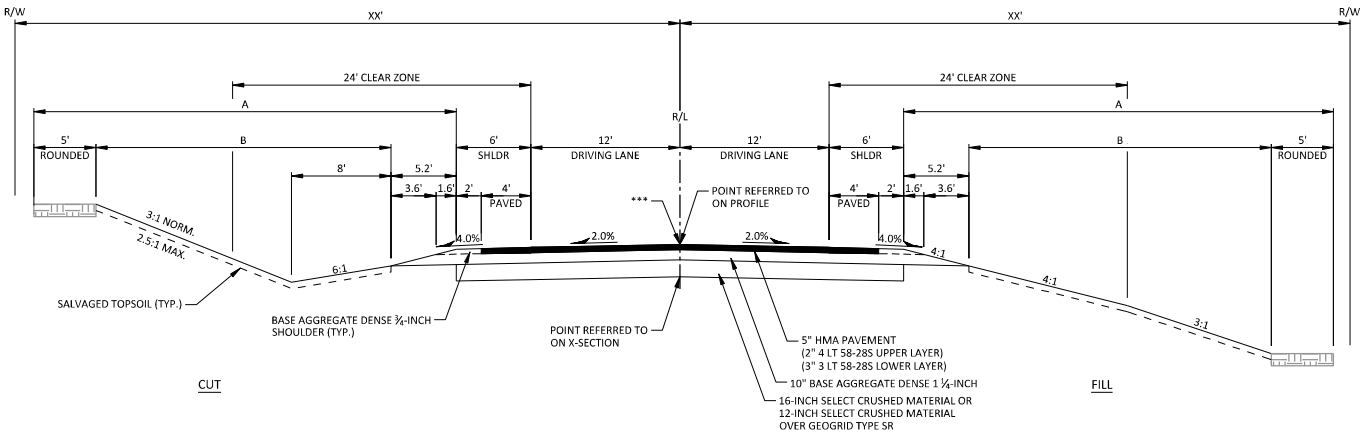
2

LEGEND

(A) SEEDING MIXTURE NO. 20, FERTILIZER TYPE B, AND MULCH

(B) SALVAGED TOPSOIL

*** CENTERLINE RUMBLE STRIPS REQUIRED



FINISHED TYPICAL SECTION

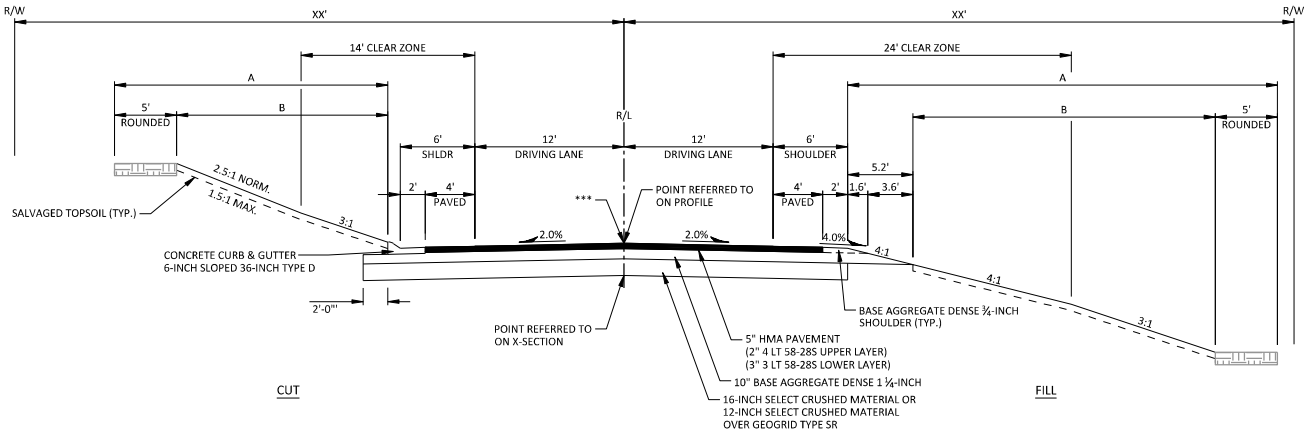
STH 60
STA. 312+00 - STA. 315+50
STA. 324+30 - STA. 326+89
STA. 339+50 - STA. 350+25
STA. 357+40 - STA. 383+80
STA. 400+86 - STA. 405+00
STA. 418+50 - STA. 427+78

LEGEND

(A) SEEDING MIXTURE NO. 20, FERTILIZER TYPE B, AND MULCH

(B) SALVAGED TOPSOIL

*** CENTERLINE RUMBLE STRIPS REQUIRED



FINISHED TYPICAL SECTION

STH 60
STA. 315+50 - STA. 324+30
STA. 326+89 - STA. 339+50
STA. 350+25 - STA. 357+40
STA. 383+80 - STA. 400+86

PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	TYPICAL FINISHED SECTIONS	SHEET	E

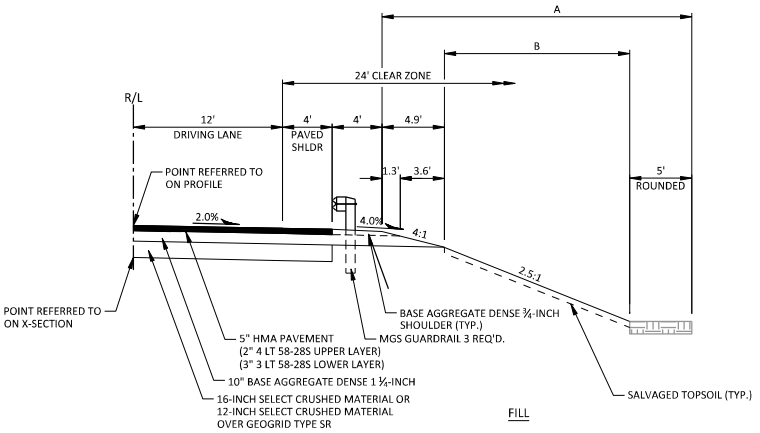
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\TYPICALS\51900700_TYPICAL SECTIONS.DWG
LAYOUT NAME - Proposed Sections
PLOT DATE : 5/16/2024 12:31 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

LEGEND

(A) SEEDING MIXTURE NO. 20, FERTILIZER TYPE B, AND MULCH

(B) SALVAGED TOPSOIL



FINISHED TYPICAL SECTION

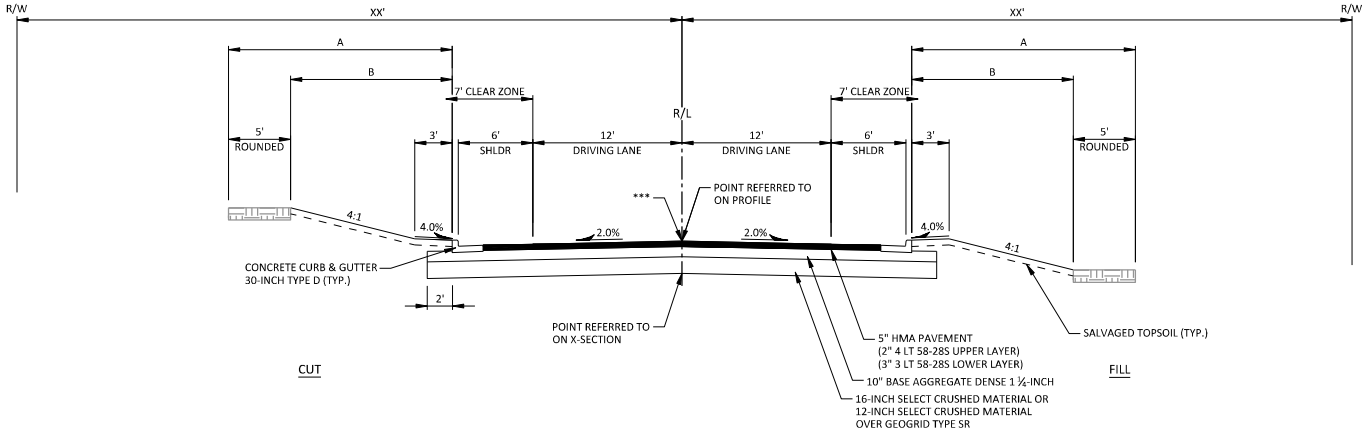
STH 60
STA. 326+04 - STA. 326+90, LT.
STA. 331+70 - STA. 332+60, LT.
STA. 376+76 - STA. 384+89, RT.
STA. 398+15 - STA. 402+21, RT.
STA. 405+01 - STA. 418+50, LT.
STA. 406+36 - STA. 412+70, RT.

LEGEND

(A) SEEDING MIXTURE NO. 20, FERTILIZER TYPE B, AND MULCH

(B) SALVAGED TOPSOIL

*** CENTERLINE RUMBLE STRIPS REQUIRED



FINISHED TYPICAL SECTION

STH 60
STA. 427+78 - STA. 440+16.00

PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	TYPICAL FINISHED SECTIONS	SHEET	E

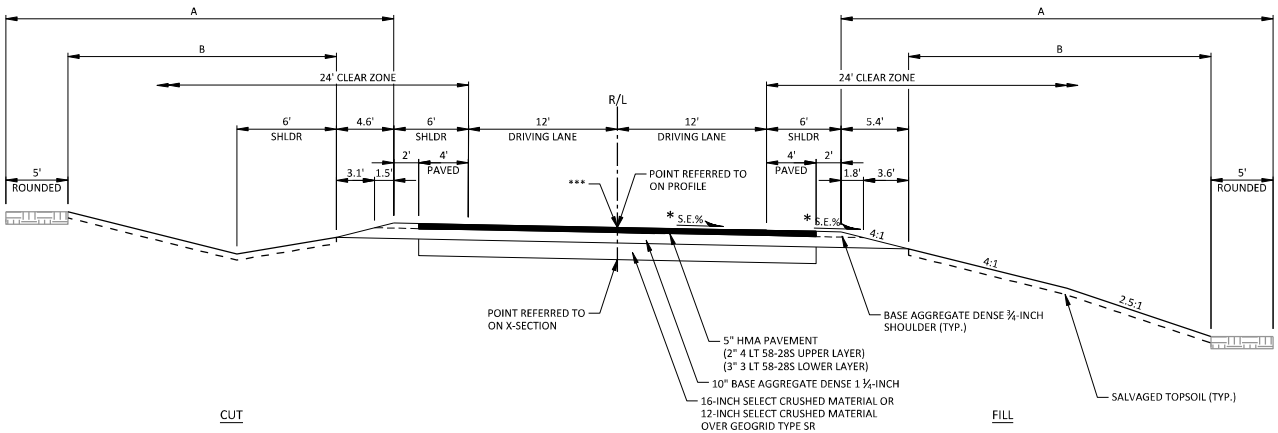
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\TYPICALS\51900700_TYPICAL SECTIONS.DWG
LAYOUT NAME - Proposed Sections 2
PLOT DATE : 5/16/2024 12:31 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

LEGEND

(A) SEEDING MIXTURE NO. 20, FERTILIZER TYPE B, AND MULCH

(B) SALVAGED TOPSOIL

*** CENTERLINE RUMBLE STRIPS REQUIRED



FINISHED TYPICAL SUPERELEVATION SECTION

STH 60
(SEE SUPERELEVATION TABLES FOR LOCATIONS)

* S.E. - SEE SUPERELEVATION TABLE FOR SUPERELEVATION RATES

PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	TYPICAL FINISHED SECTIONS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\TYPICALS\51900700_TYPICAL SECTIONS.DWG
LAYOUT NAME - Proposed Sections 3

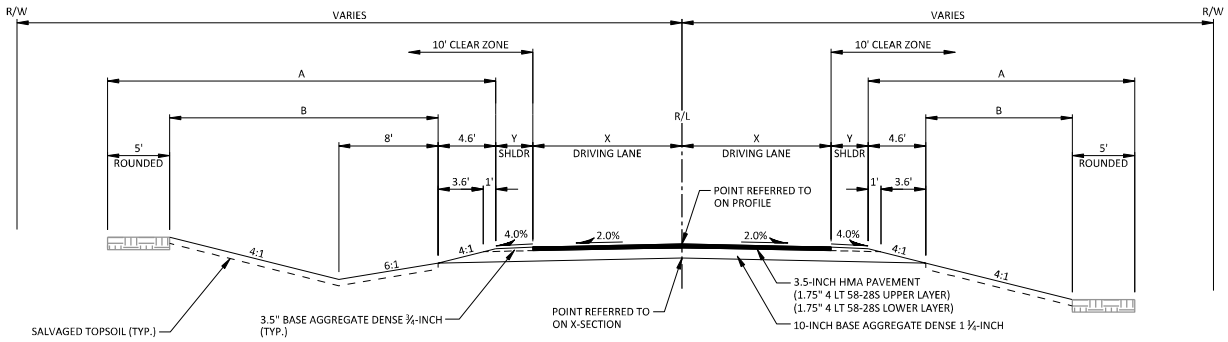
PLOT DATE : 5/16/2024 12:31 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

LEGEND

(A) SEEDING MIXTURE NO. 20, FERTILIZER TYPE B, AND MULCH

(B) SALVAGED TOPSOIL



FINISHED TYPICAL SECTION

CUT

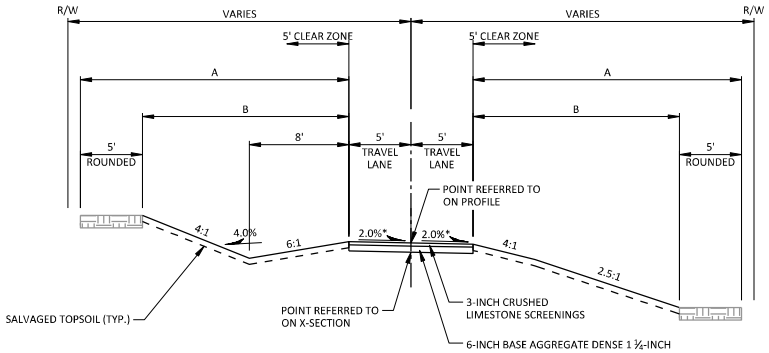
ROAD	STA. - STA.	X	Y
'Z'-LINE (SCHMIDT LANE)	10'Z'+18.00 - 19'Z'+50.00	9'	2'
'AA' LINE (CTH TB)	1'AA'+32.37 - 2'AA'+95.00	12'	3'
'BB'-LINE (FULTON STREET NORTH)	101'BB'+14.08 - 102'BB'+50.00	9'	2'
'CC'-LINE (FULTON STREET SOUTH)	100'CC'+00.00 - 101'CC'+32.08	9'	2'
'DD'-LINE (3RD STREET SOUTH)	101'DD'+00.00 - 101'DD'+83.24	14'-17'	2'
'EE'-LINE (3RD STREET NORTH)	102'EE'+15.24 - 103'EE'+50.00	10'	2'
'FF'-LINE (2ND STREET SOUTH)	100'FF'+05.00 - 101'FF'+16.49	9'	2'
'GG'-LINE (2ND STREET NORTH)	101'GG'+48.49 - 102'GG'+20.00	9'	2'
'HH'-LINE (1ST STREET SOUTH)	100'HH'+50.00 - 102'HH'+06.72	9'	2'
'II'-LINE (1ST STREET NORTH)	102'II'+38.71 - 103'II'+50.00	9'	2'

FILL

LEGEND

(A) SEEDING MIXTURE NO. 20, FERTILIZER TYPE B, AND MULCH

(B) SALVAGED TOPSOIL



* 2% SLOPED TO THE LEFT STA. 12+39 - STA. 13+00

CUT

FINISHED TYPICAL SECTION

PINE RIVER TRAIL
STA. 10+25 - STA. 11+08
STA. 11+51 - STA. 11+90
STA. 12+39 - STA. 13+00

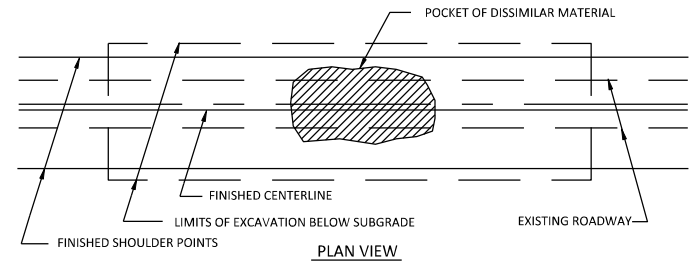
FILL

PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	TYPICAL FINISHED SECTIONS	SHEET	E

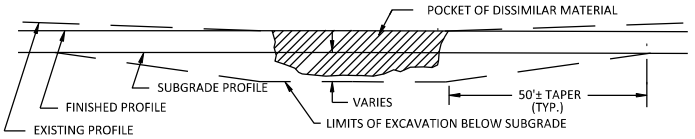
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\TYPICALS\51900700_TYPICAL SECTIONS.DWG
LAYOUT NAME - Proposed Sections 4

PLOT DATE : 5/16/2024 12:31 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : ##########

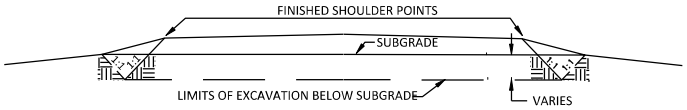
WISDOT/CADDS SHEET 42



PLAN VIEW



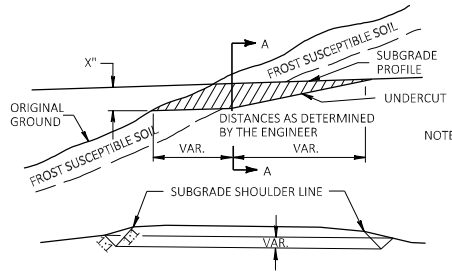
PROFILE VIEW



CROSS SECTION VIEW

1. EXACT LOCATION OF E.B.S. (EXCAVATION BELOW SUBGRADE) SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. E.B.S. AREA TO BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER. BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.
3. THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL E.B.S. IS COMPLETED. LATERAL LIMITS OF EXCAVATION SHALL BE THE SUBGRADE SHOULDER POINTS.

EXCAVATION BELOW SUBGRADE (E.B.S.)



SECTION A-A

CROSS SECTION SHOWING UNDERCUT

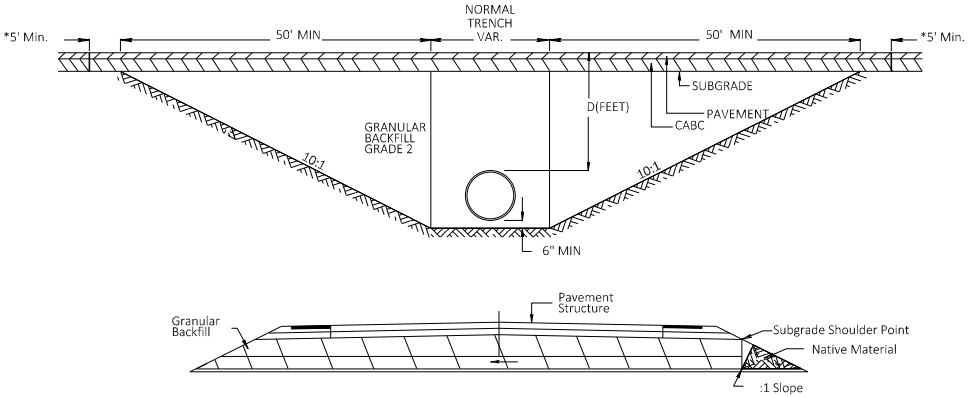
NOTE: EXACT LOCATIONS AND EXTENT OF E.B.S. SECTIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

E.B.S. AREA TO BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER

BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.

THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL E.B.S. IS COMPLETED.

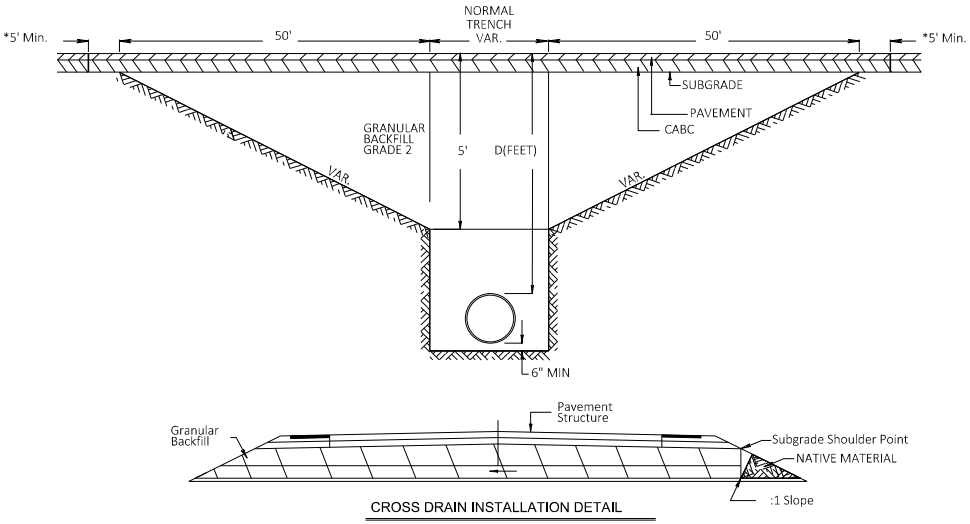
DETAIL FOR EXCAVATION BELOW SUBGRADE AT CUTS



CROSS DRAIN INSTALLATION DETAIL

FOR D ≤ 5'

* Pavement Removal Limits (Typical)



CROSS DRAIN INSTALLATION DETAIL

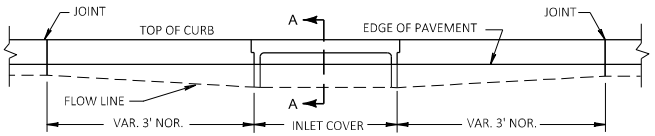
FOR D ≥ 5'

PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	CONSTRUCTION DETAILS	SHEET	E

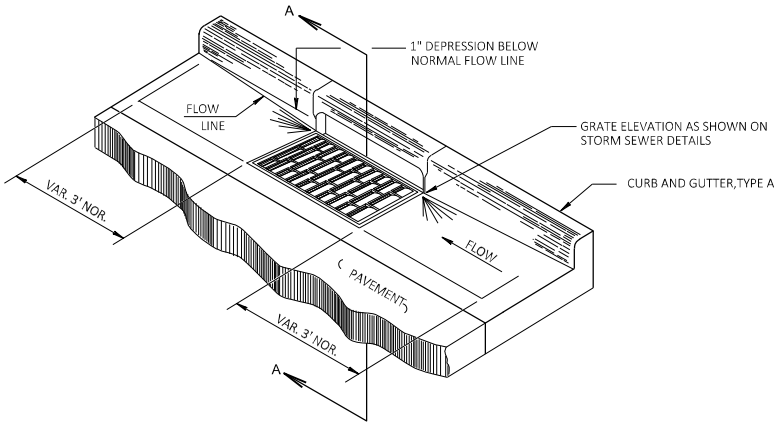
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_CONSTRUCTION DETAILS.DWG
LAYOUT NAME - 01

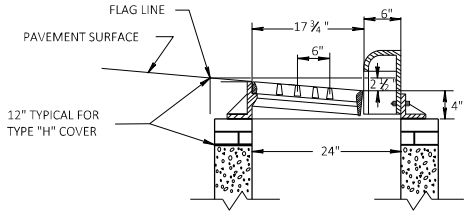
PLOT DATE : 5/2/2024 12:40 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



ELEVATION

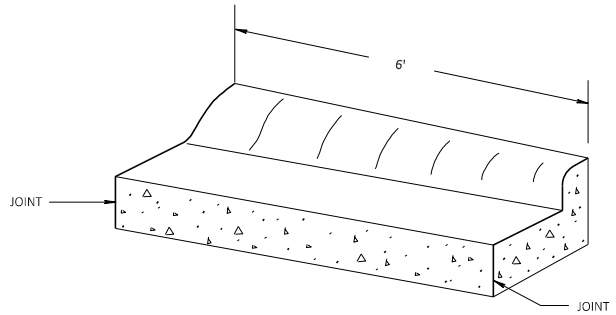




SECTION A-A

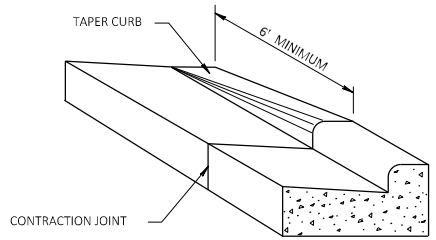
DETAIL OF CURB AND GUTTER AT INLETS

(TYPE 3-H INLET SHOWN)



TRANSITION DETAIL

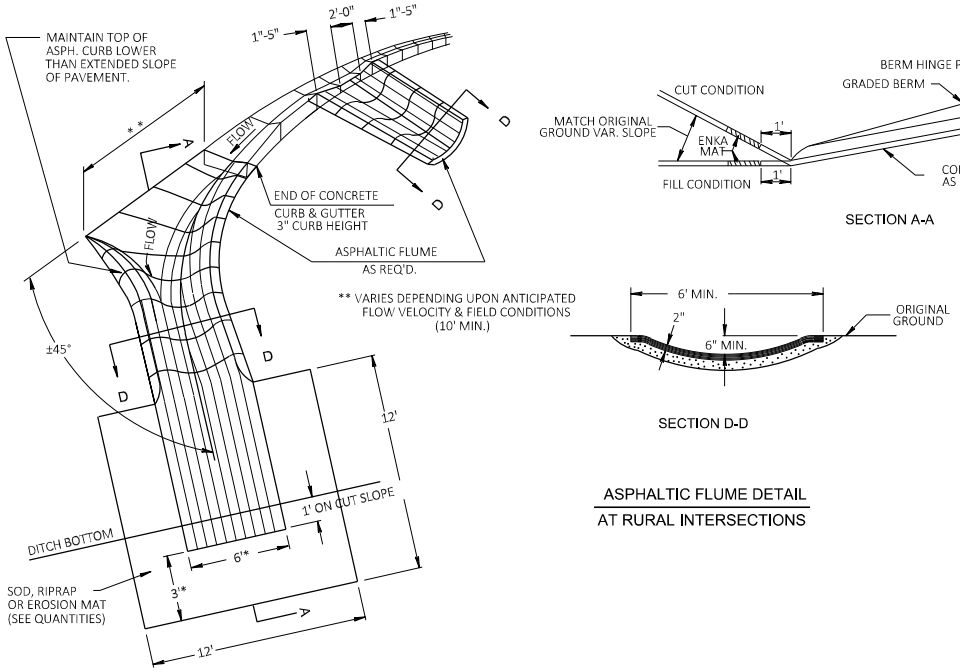
36" TYPE "A" CURB & GUTTER TO 30" TYPE "A" CURB & GUTTER
(TO BE MEASURED & PAID FOR AS 36" CONC. C&G)

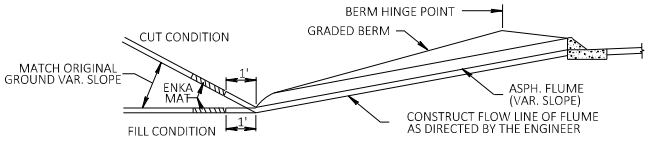


DETAIL OF CURB & GUTTER TERMINI

PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	CONSTRUCTION DETAILS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_CONSTRUCTION DETAILS.DWG
LAYOUT NAME - 02
PLOT DATE : 5/2/2024 12:40 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



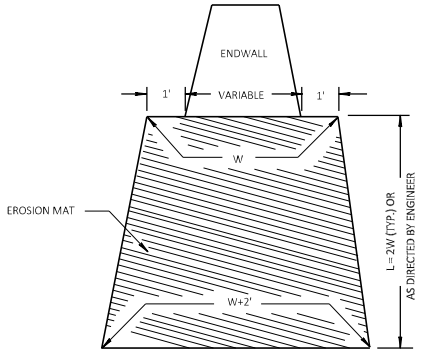


SECTION A-A

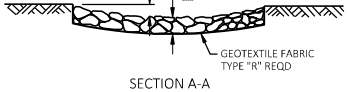
** VARIES DEPENDING UPON ANTICIPATED FLOW VELOCITY & FIELD CONDITIONS (10' MIN.)

SECTION D-D

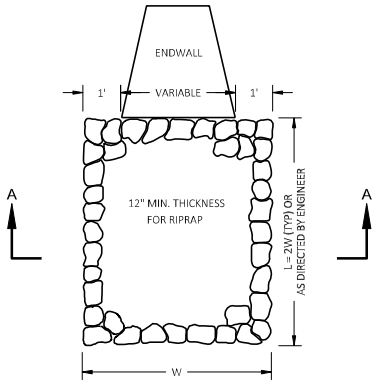
ASPHALTIC FLUME DETAIL
AT RURAL INTERSECTIONS



EROSION MAT TREATMENT AT CULVERTS

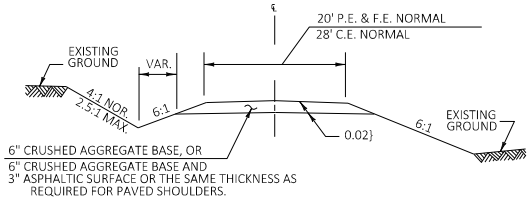


SECTION A-A

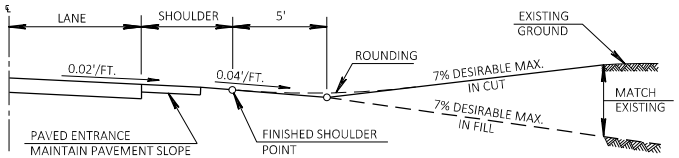


RIPRAP TREATMENT AT CULVERTS

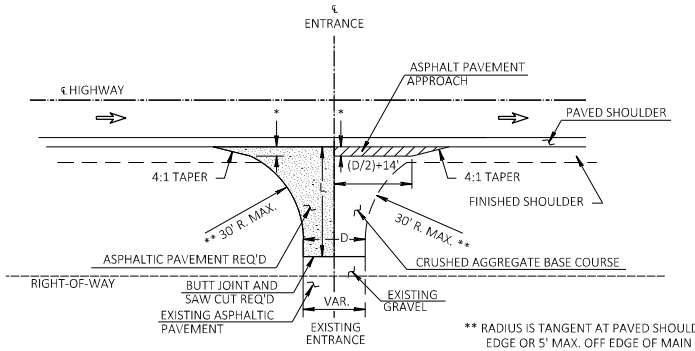
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	CONSTRUCTION DETAILS	SHEET	E



TYPICAL CROSS SECTION



PROFILE VIEW



L=VARIABLE, EXACT LENGTH TO BE DETERMINED
IN THE FIELD BY THE ENGINEER.
BLEND BACK ON THE ENTRANCE FAR
ENOUGH TO GET A SMOOTH PROFILE.

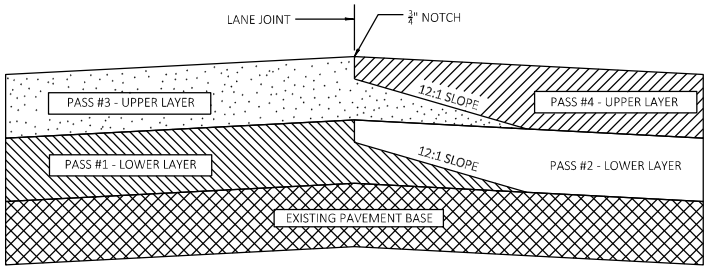
D=DRIVEWAY WIDTH
D=20'TYP.(PE's & FE's) (16'MIN.-24'MAX.)
D=28'TYP.(CE's & FARM ENT.) (24'MIN.-35'MAX.)

** RADIUS IS TANGENT AT PAVED SHOULDER EDGE OR 5' MAX. OFF EDGE OF MAIN LINE PAVEMENT WHICH EVER IS LESS.

* 3' MAX. OR TO FINISHED SHOULDER WHICH EVER IS LESS.

PLAN VIEW

RURAL DRIVEWAY INTERSECTION DETAIL
(PE's, FE's & CE'S)
(FOR NEW CONSTRUCTION)



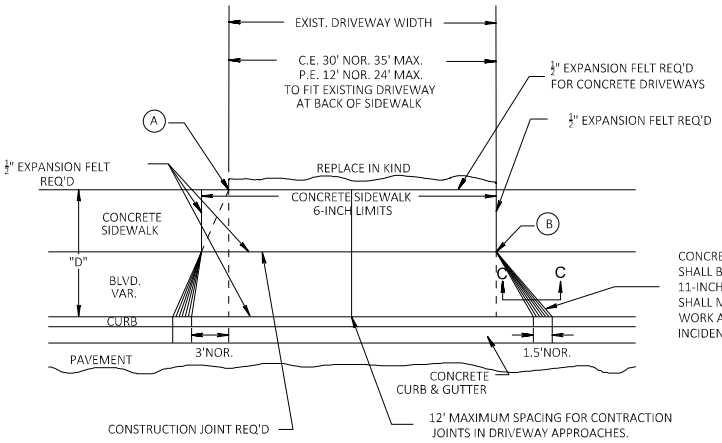
(LOWER AND UPPER LAYERS)

TYPICAL PAVEMENT CROSS SECTIONS OF
TAPERED AND NOTCHED LONGITUDINAL JOINTS

PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	CONSTRUCTION DETAILS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_CONSTRUCTION DETAILS.DWG
LAYOUT NAME - 04
PLOT DATE : 5/2/2024 12:40 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER

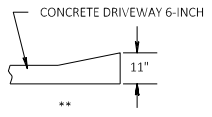


CONCRETE IN THE 1.5' TAPER AREA SHALL BE TAPERED TO A DEPTH OF 11-INCHES AND THE EXPANSION FELT SHALL MATCH THIS DEPTH. THIS WORK AND MATERIAL WILL BE INCIDENTAL TO THE BID ITEM.

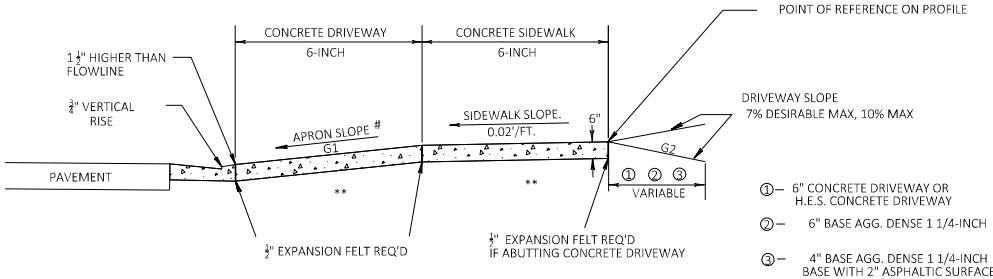
PLAN VIEW

(A) WHEN "D" IS 13' OR LESS, ALIGN TAPER WITH BACK OF SIDEWALK

(B) WHEN "D" IS GREATER THAN 13', ALIGN TAPER WITH FRONT OF SIDEWALK



SECTION C-C



TYPICAL SIDEWALK SECTION

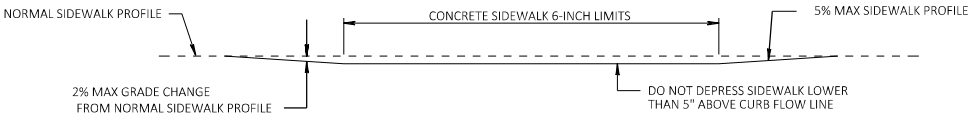
** = 6" BASE AGG. DENSE 1 1/4-INCH REQ'D UNDER CONCRETE DRWY

\#

TERRACE WIDTH	APRON SLOPE (G1) MIN %	DESIRABLE %	MAX %
3 FT	7.0	8.5	9.0
4 FT	5.0	7.0	9.0
5 FT	4.0	7.0	9.0
6 FT	4.0	7.0	9.0
7 FT	3.5	7.0	9.0
8 FT	3.0	7.0	9.0

NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

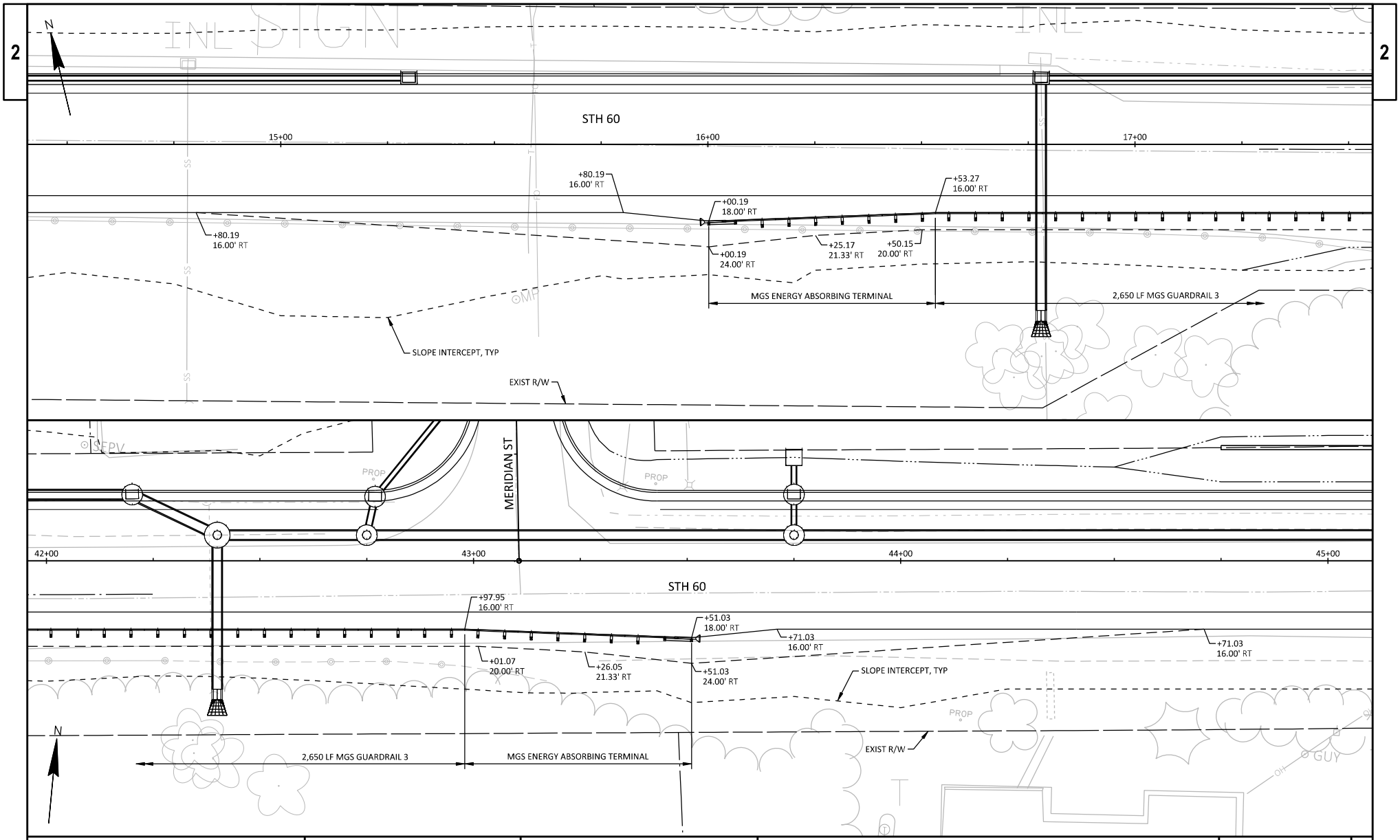
DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE



DEPRESSED SIDEWALK PROFILE DETAIL

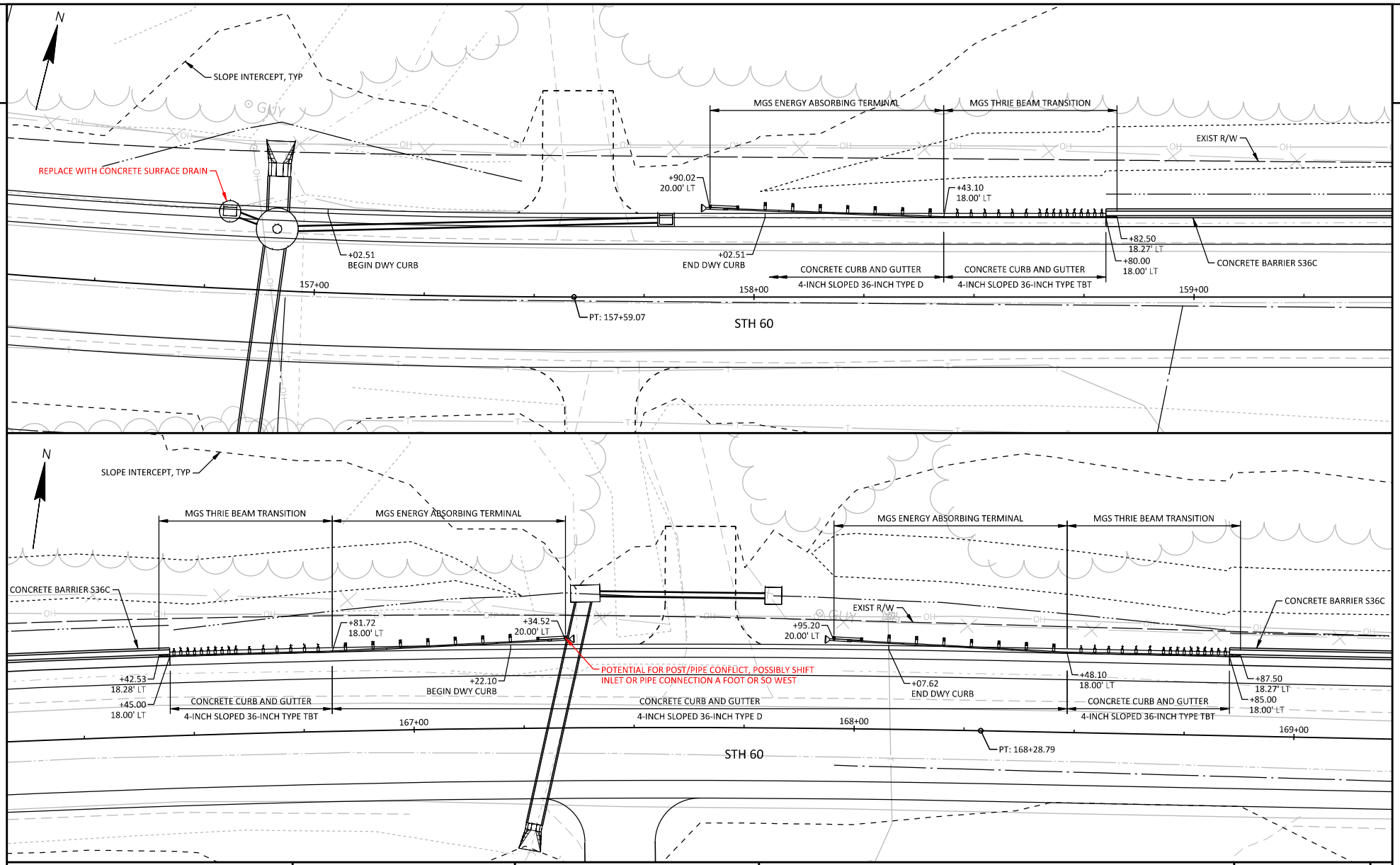
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	CONSTRUCTION DETAILS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_CONSTRUCTION DETAILS.DWG
LAYOUT NAME - 05
PLOT DATE : 5/2/2024 12:40 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



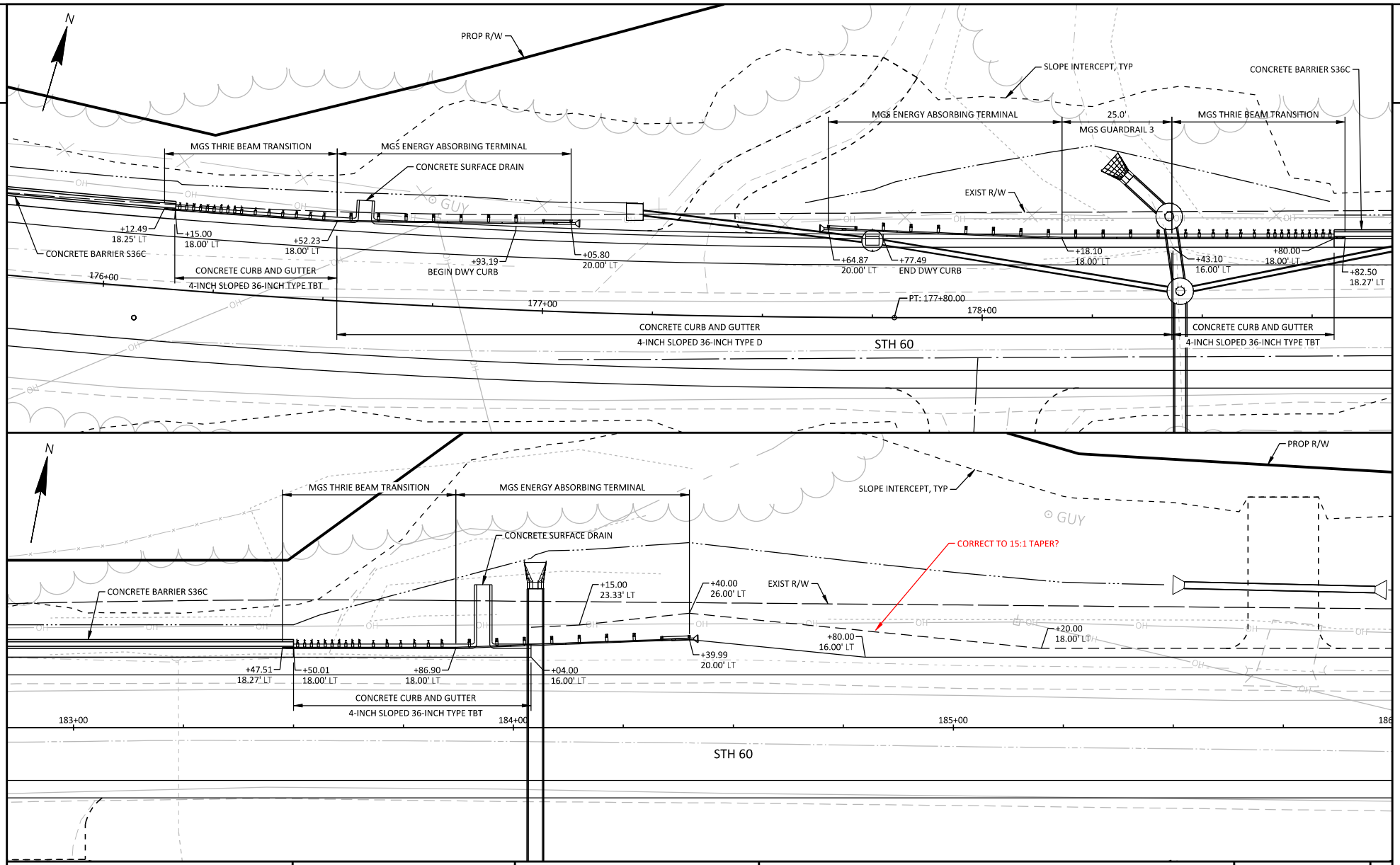
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	BEAM GUARD DETAILS	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-021015-CD.DWG
LAYOUT NAME - 51900771-021015-cd
PLOT DATE : 5/1/2024 11:51 AM PLOT BY : BRETT BOUC PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 44



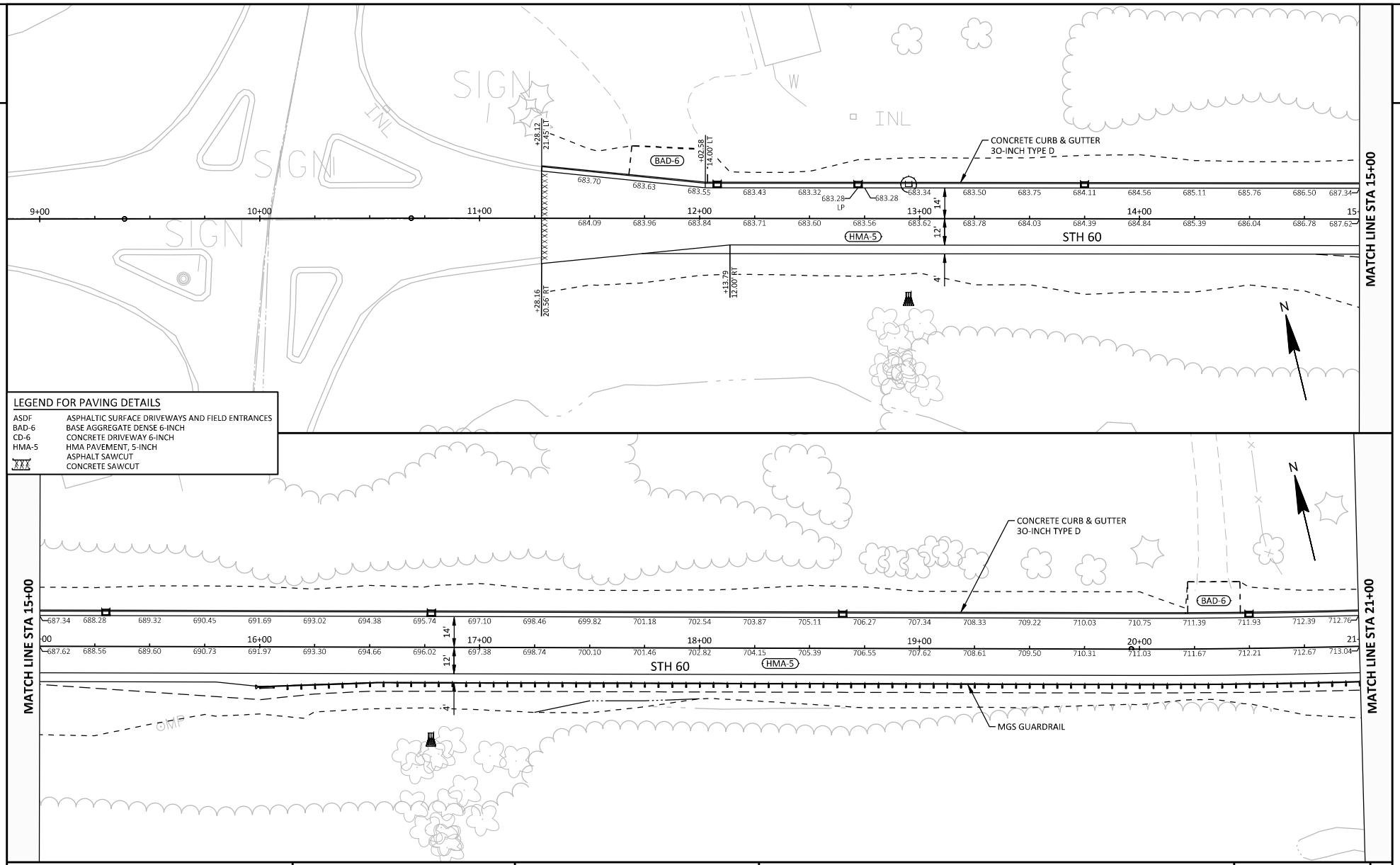
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	BEAM GUARD DETAILS	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-021015-CD.DWG
LAYOUT NAME - 51900771-021016-cd
PLOT DATE : 5/1/2024 11:51 AM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 44



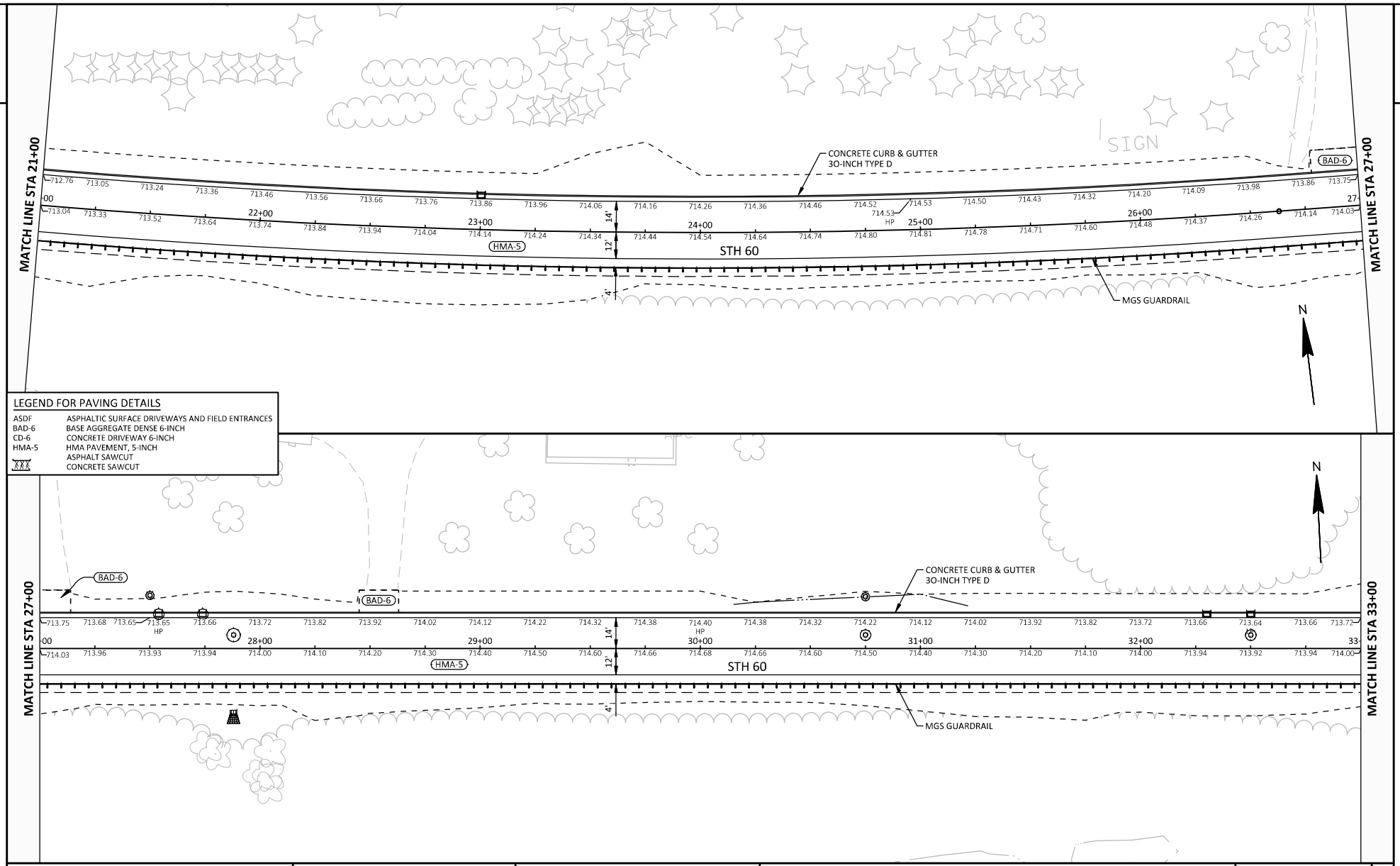
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	BEAM GUARD DETAILS	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-021015-CD.DWG
LAYOUT NAME - 51900771-021017-cd
PLOT DATE : 5/2/2024 7:21 AM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-021201-PD.DWG
LAYOUT NAME - 51900771-021201-pd
PLOT DATE : 4/25/2024 3:46 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

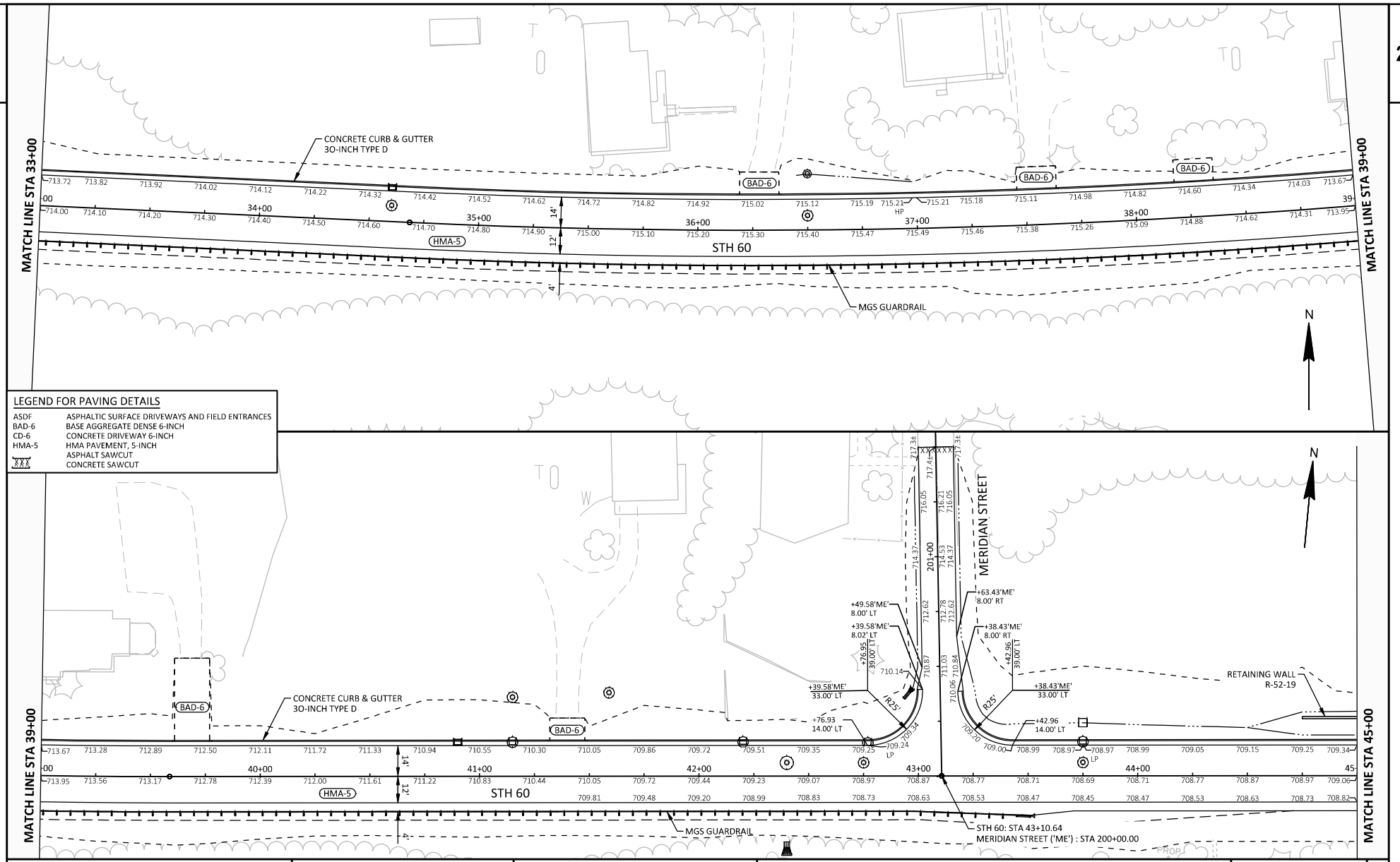


LEGEND FOR PAVING DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BAD-6	BASE AGGREGATE DENSE 6-INCH
CD-6	CONCRETE DRIVEWAY 6-INCH
HMA-5	HMA PAVEMENT, 5-INCH
XXX	ASPHALT SAWCUT
	CONCRETE SAWCUT

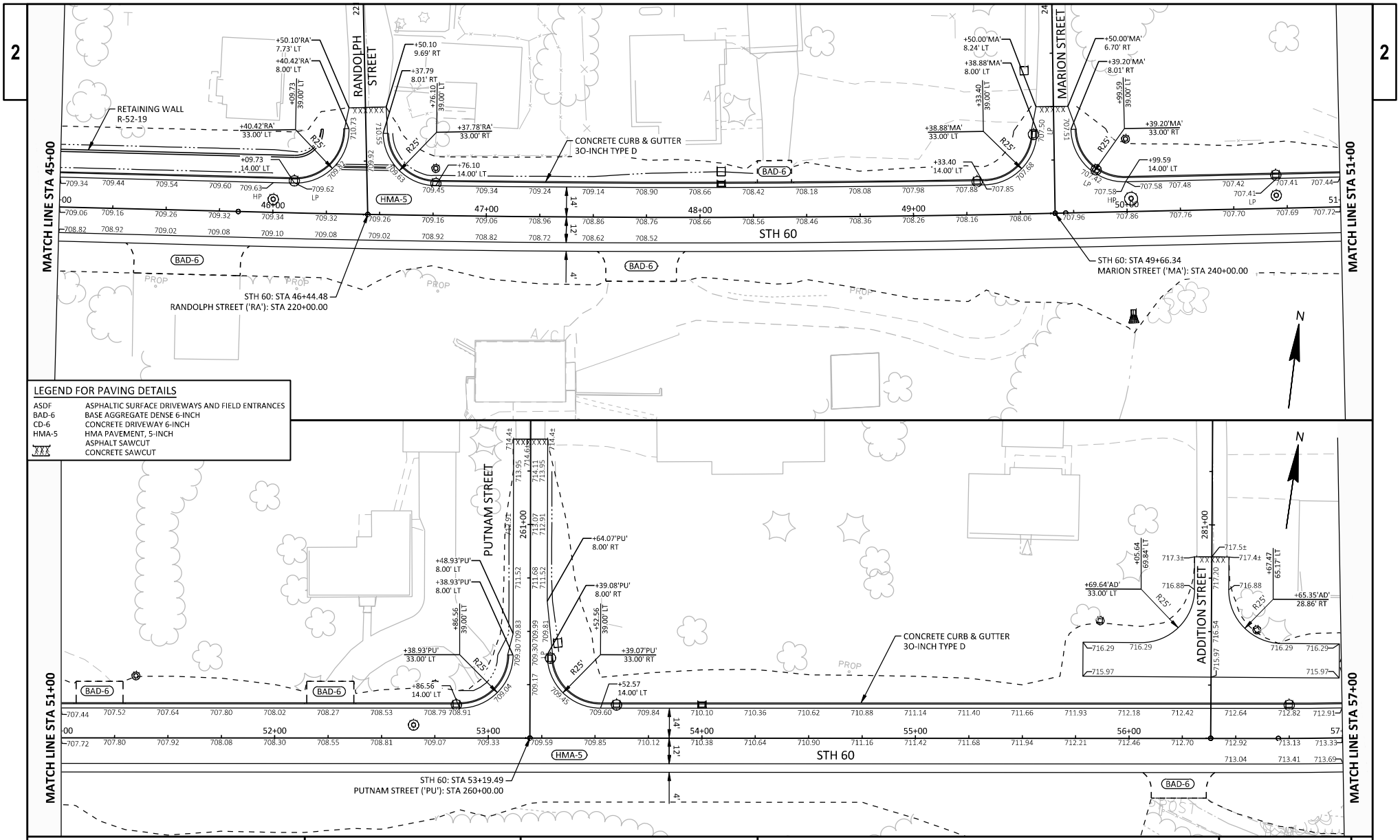
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-021201-PD.DWG
LAYOUT NAME - 51900771-021202-pd
PLOT DATE : 4/25/2024 3:47 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



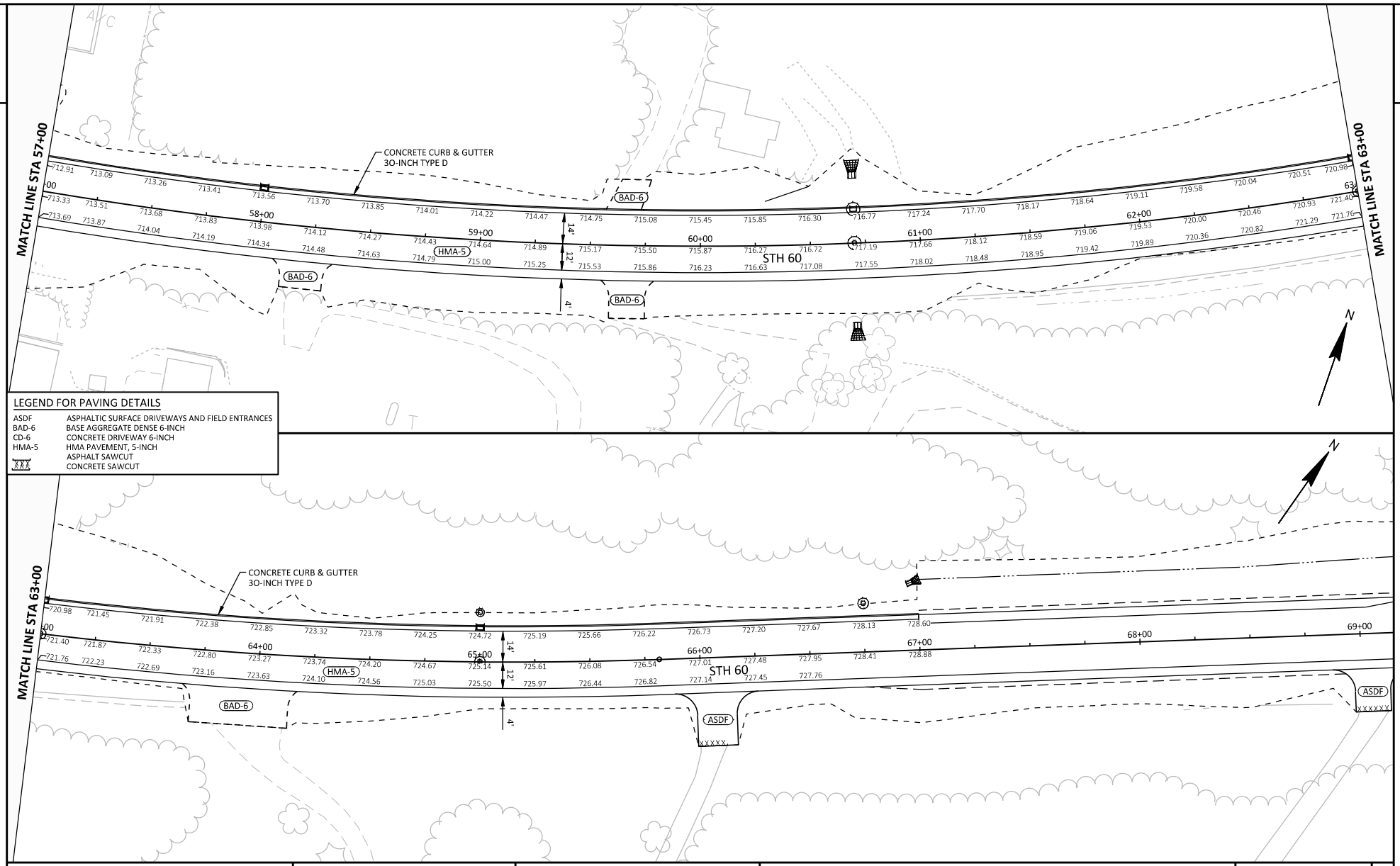
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-021201-PD.DWG
LAYOUT NAME - 51900771-021203-pd
PLOT DATE : 4/25/2024 3:47 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



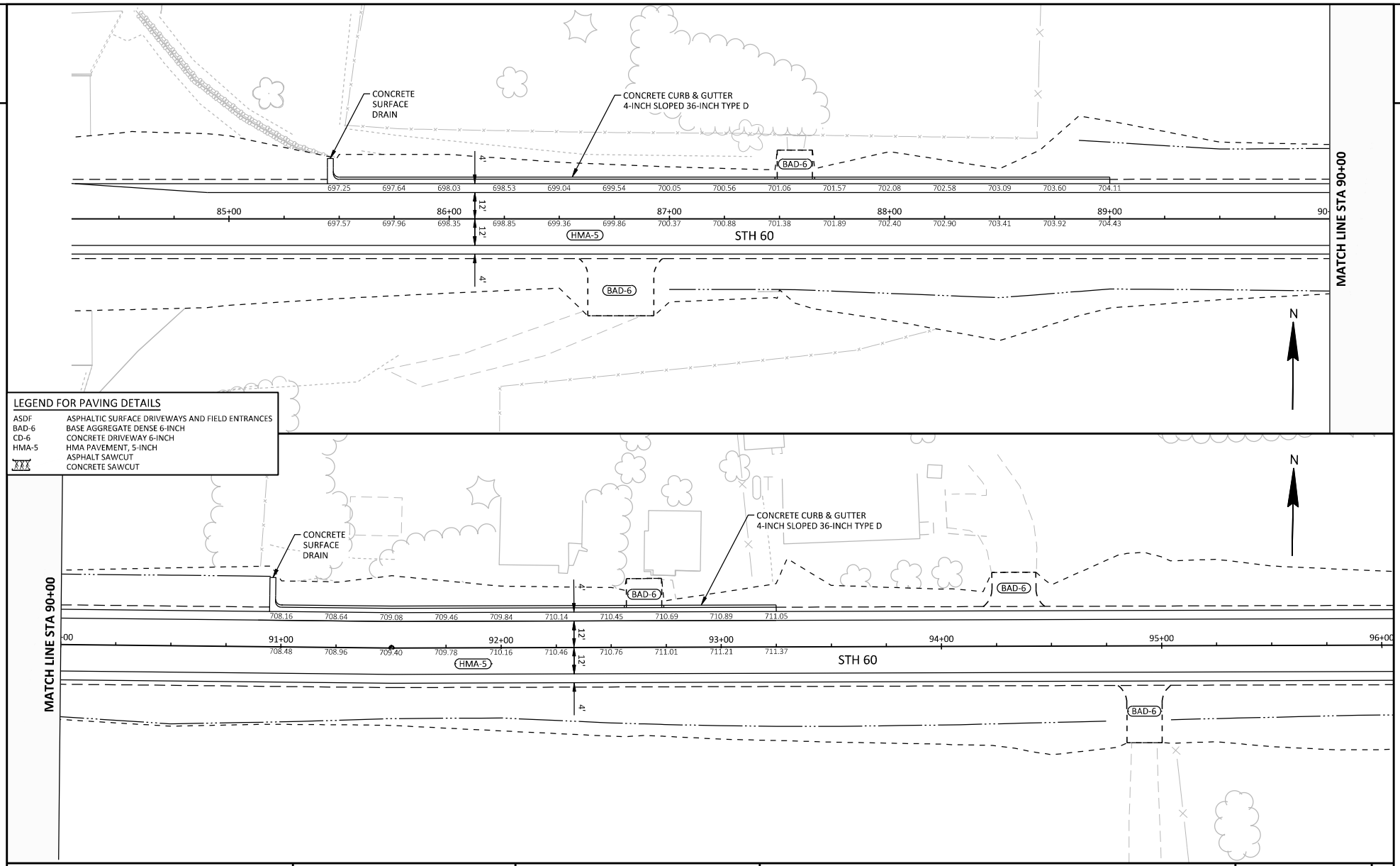
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-021201-PD.DWG
LAYOUT NAME - 51900771-021204-pd
PLOT DATE : 4/25/2024 3:48 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



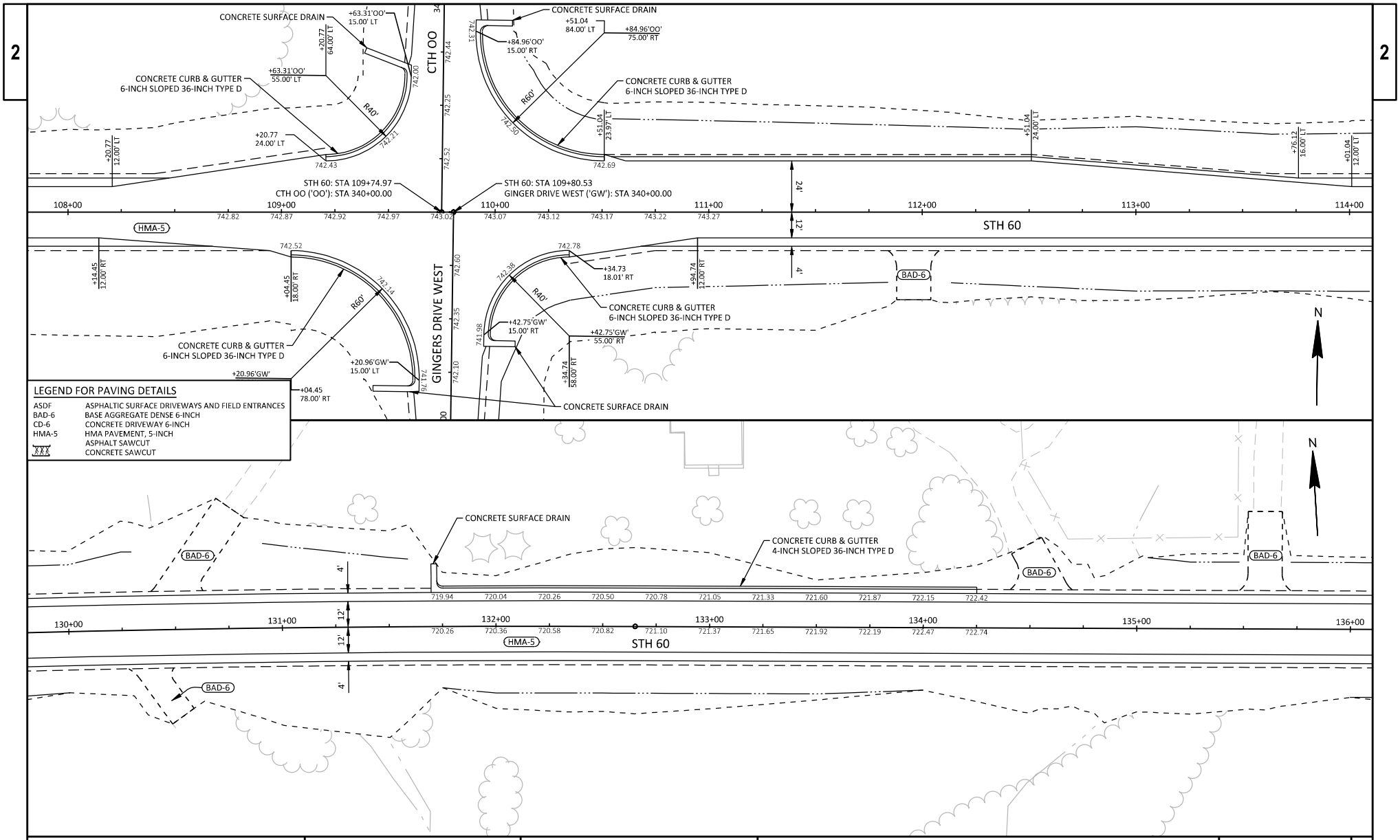
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-021201-PD.DWG
LAYOUT NAME - 51900771-021205-pd
PLOT DATE : 4/25/2024 3:48 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-021201-PD.DWG
LAYOUT NAME - 51900771-021215-pd
PLOT DATE : 4/25/2024 3:49 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

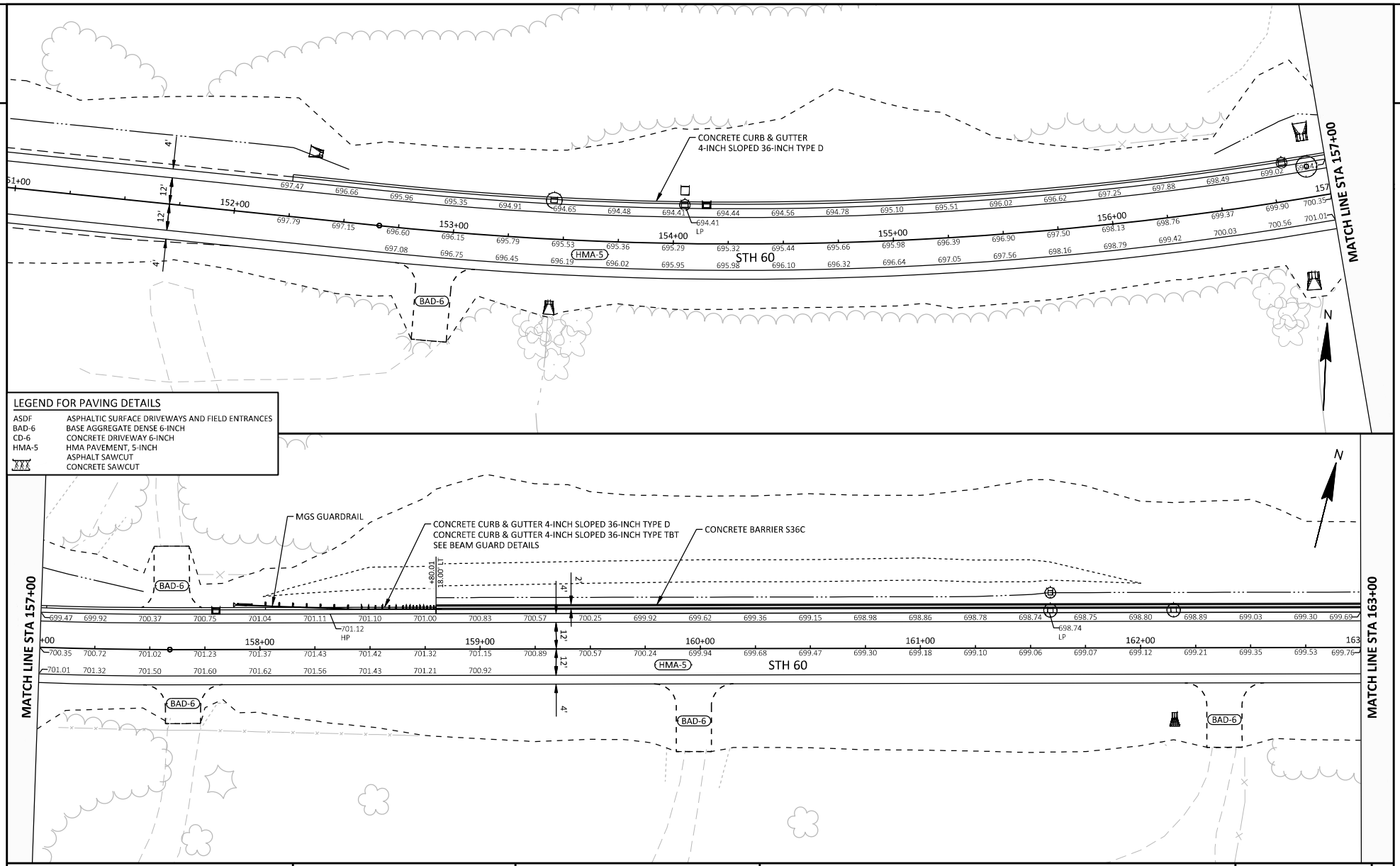


PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-021201-PD.DWG
LAYOUT NAME - 51900771-021220-pd

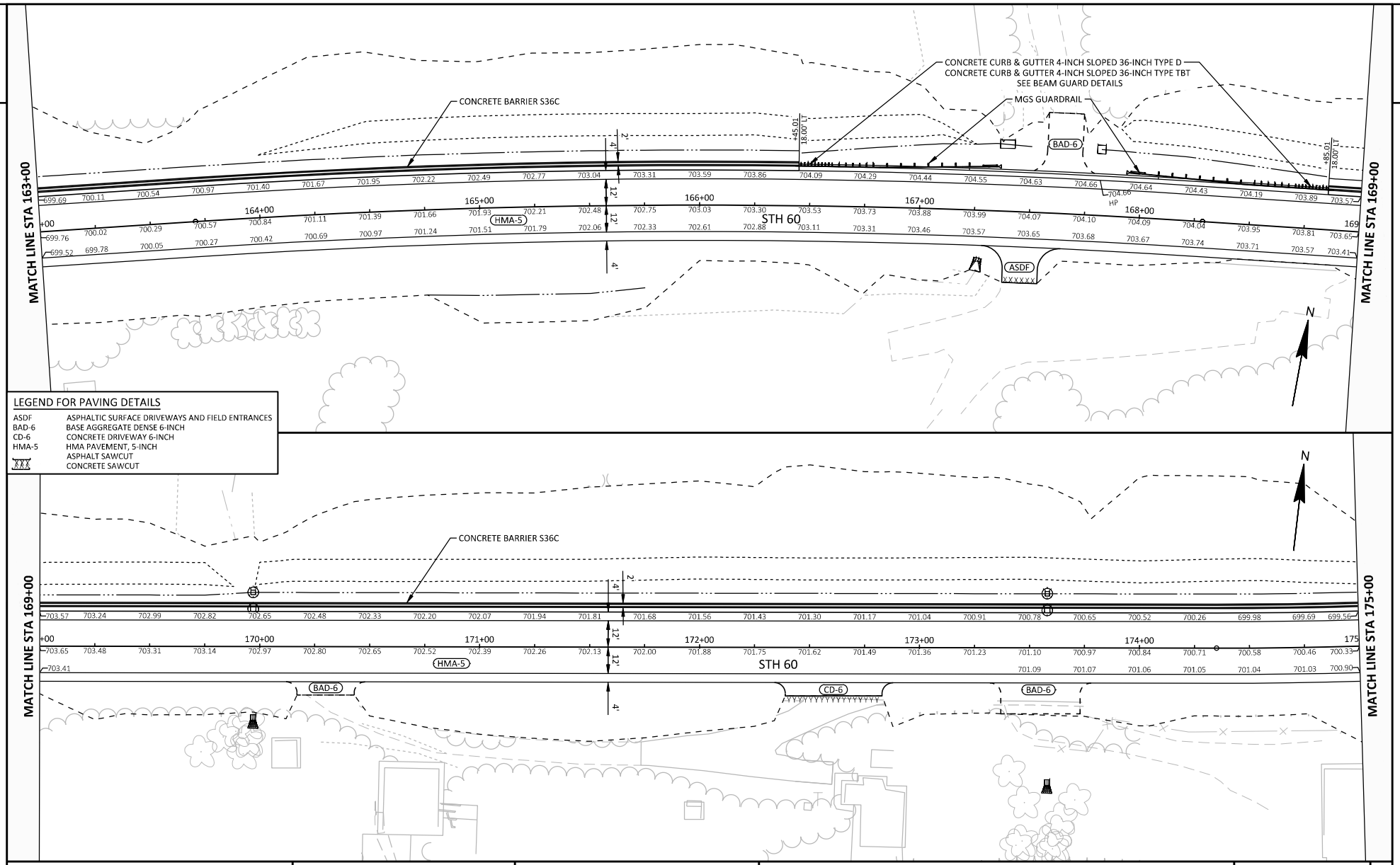
PLOT DATE : 4/25/2024 3:49 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



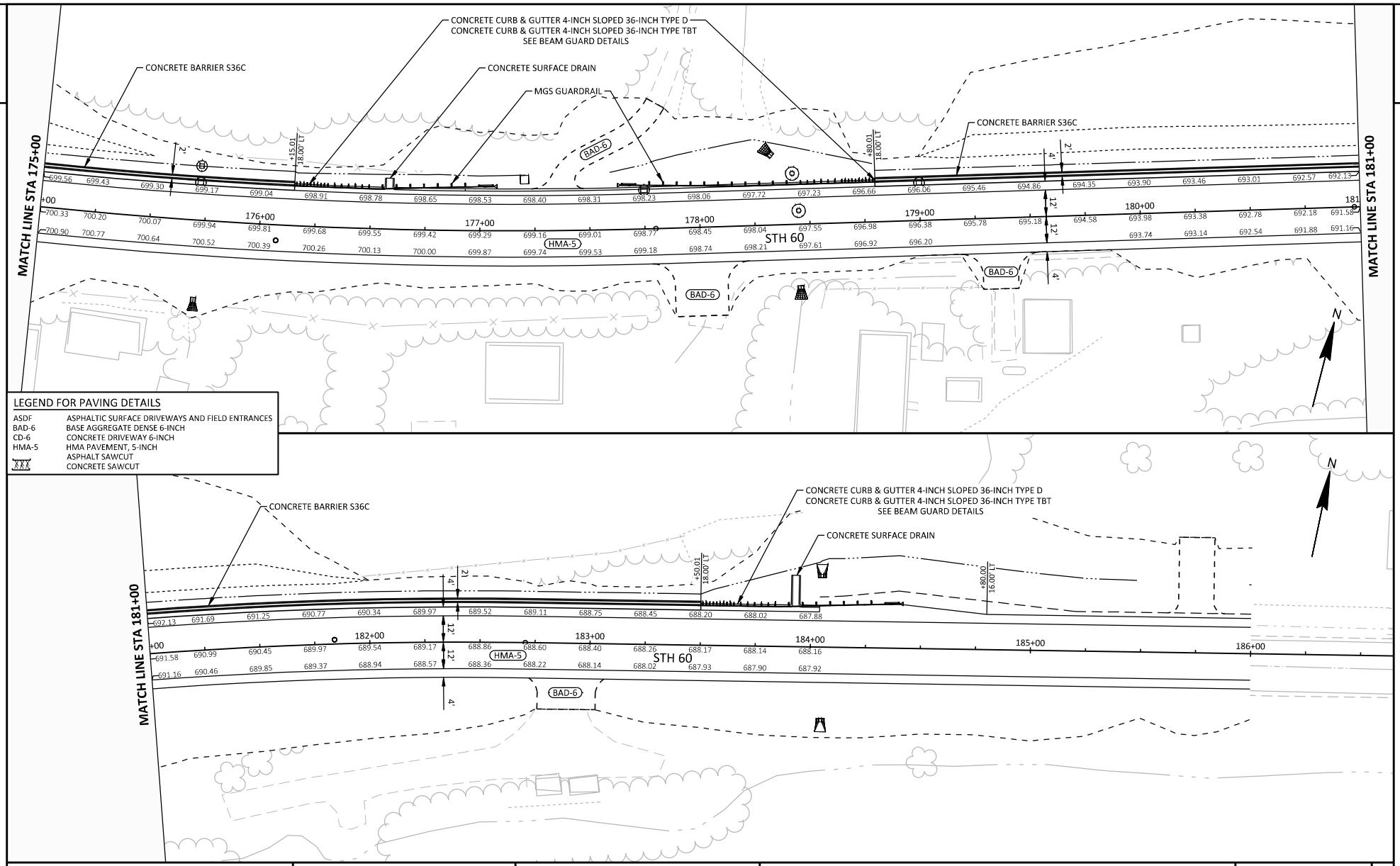
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-021201-PD.DWG
LAYOUT NAME - 51900771-021230-pd
PLOT DATE : 4/25/2024 3:50 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



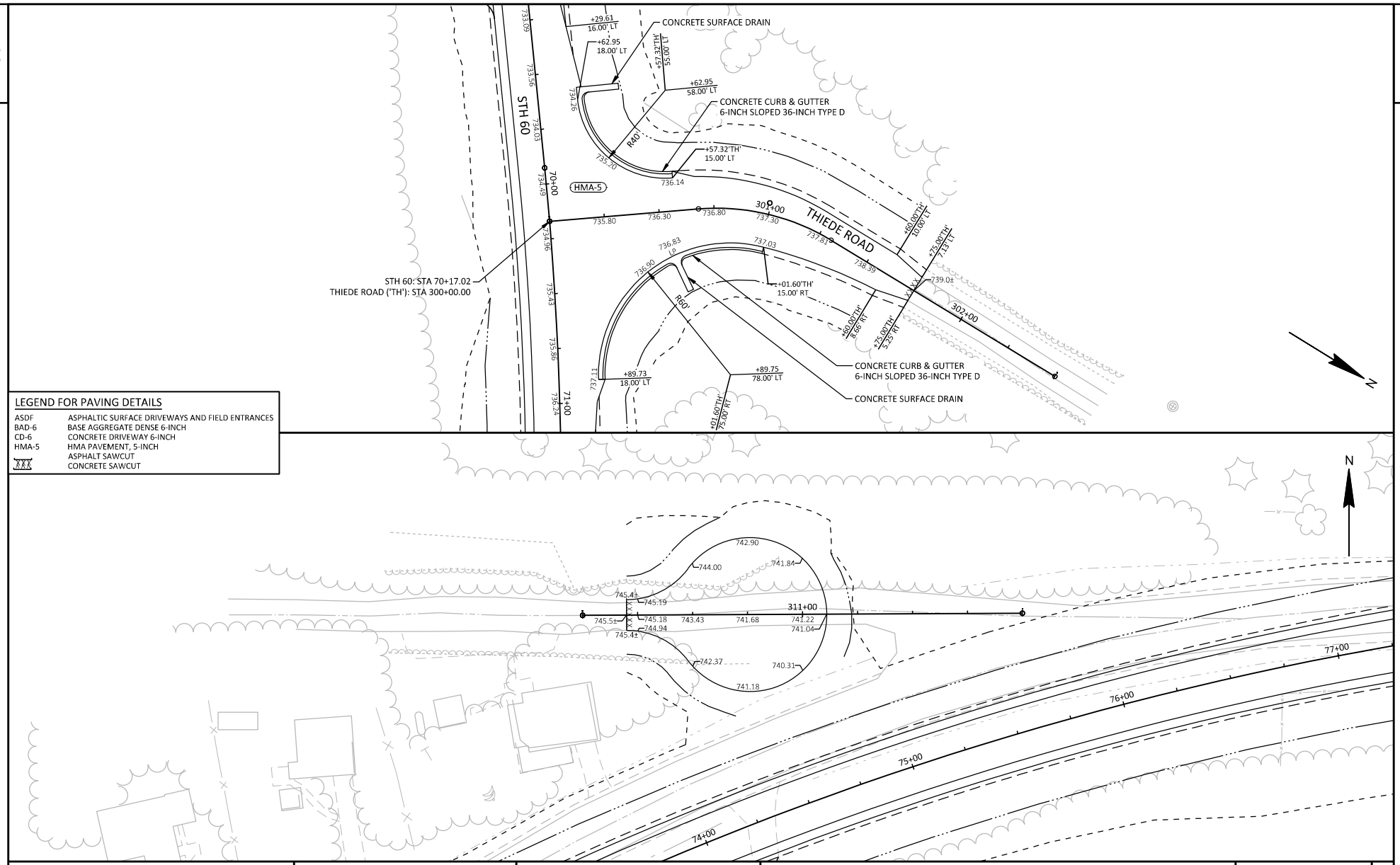
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-021201-PD.DWG
LAYOUT NAME - 51900771-021231-pd
PLOT DATE : 4/25/2024 3:50 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-021201-PD.DWG
LAYOUT NAME - 51900771-021232-pd
PLOT DATE : 4/25/2024 3:50 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

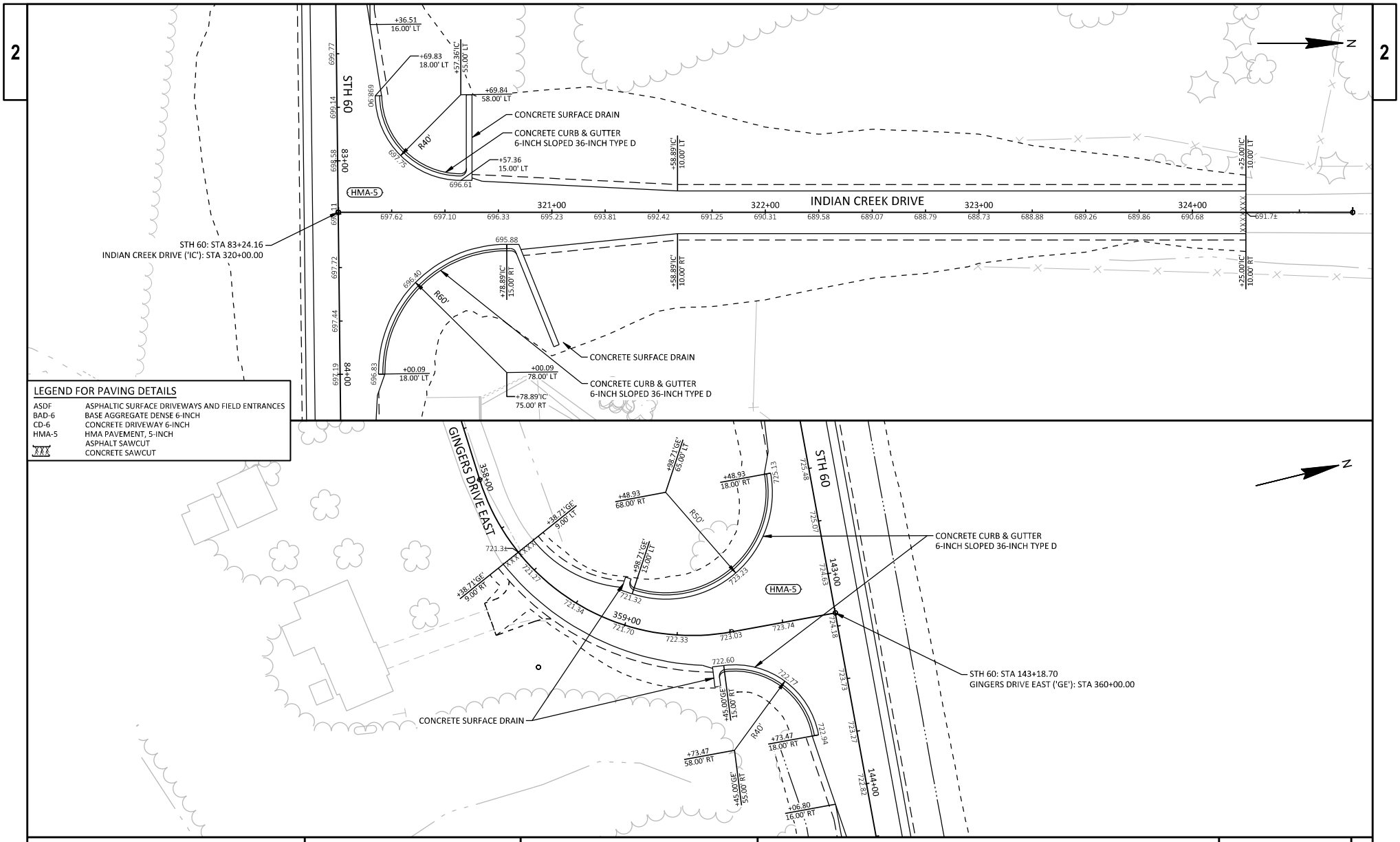


LEGEND FOR PAVING DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BAD-6	BASE AGGREGATE DENSE 6-INCH
CD-6	CONCRETE DRIVEWAY 6-INCH
HMA-5	HMA PAVEMENT, 5-INCH
	ASPHALT SAWCUT
	CONCRETE SAWCUT

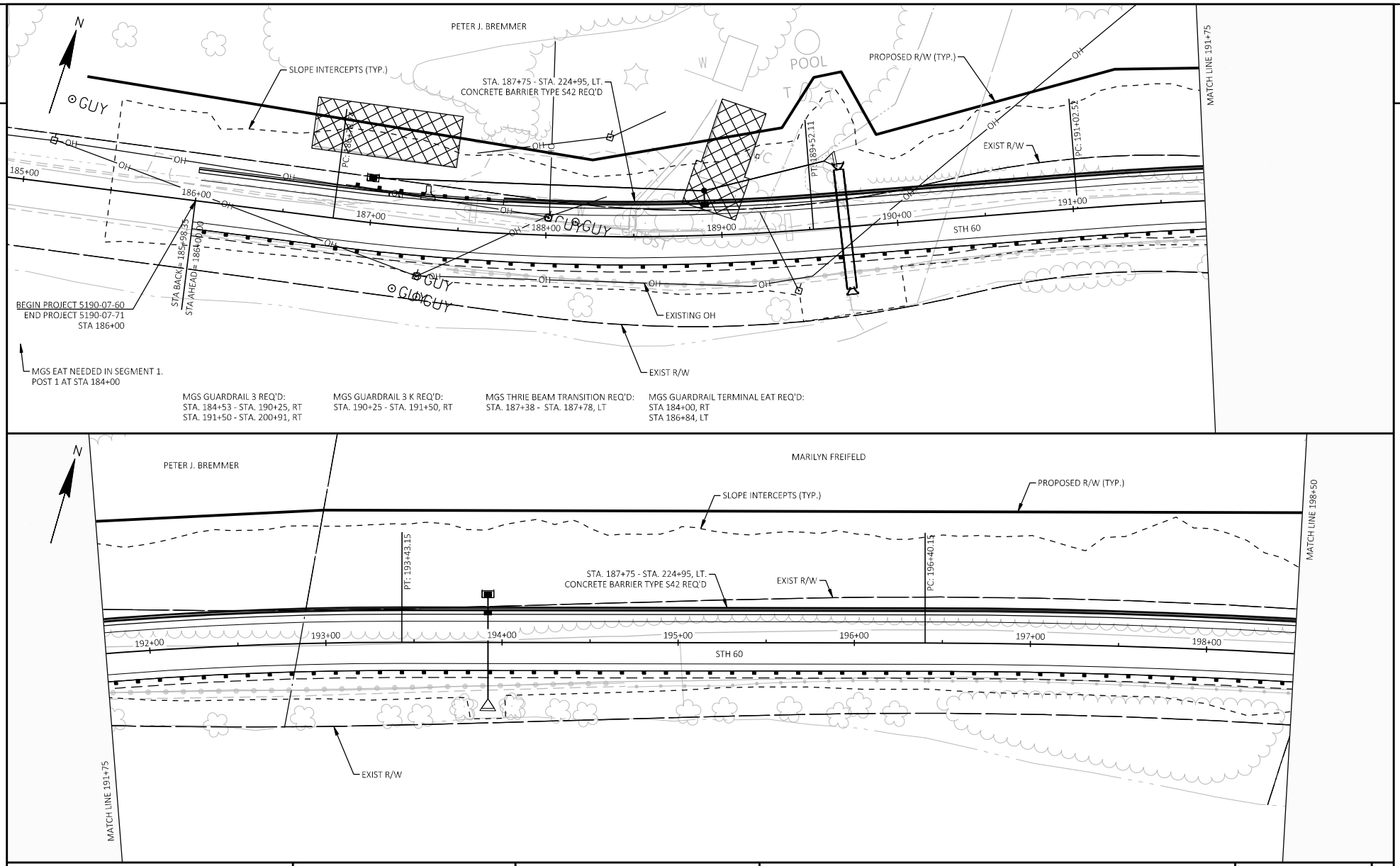
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-021201-PD.DWG
LAYOUT NAME - 51900771-021235-pd
PLOT DATE : 4/25/2024 3:51 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



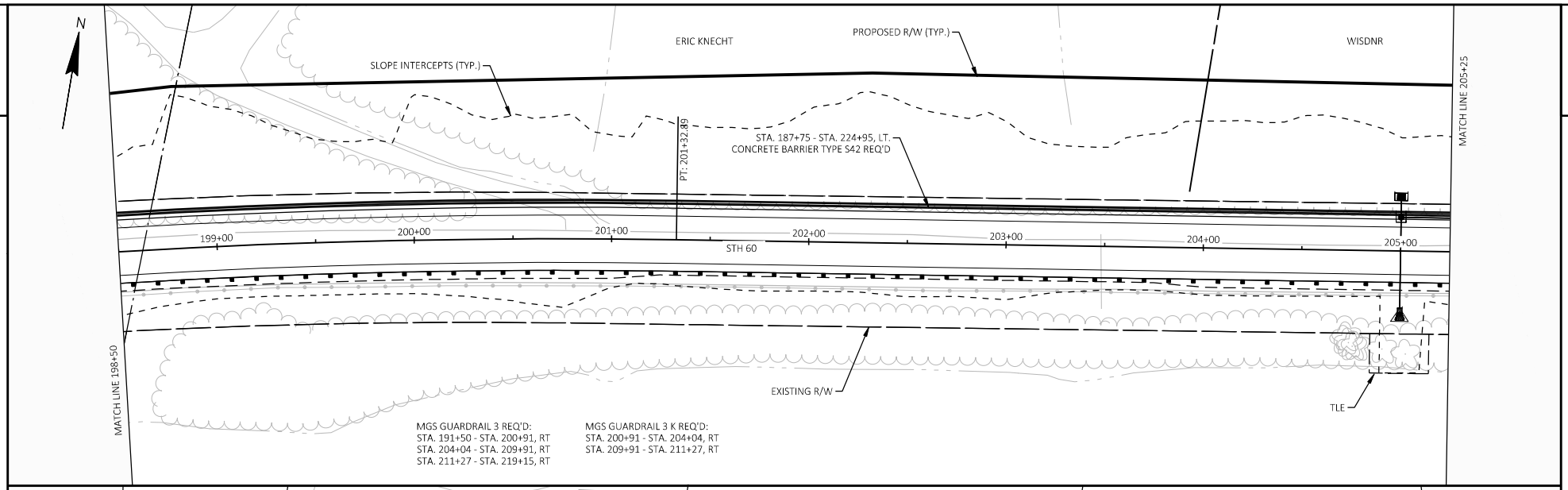
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

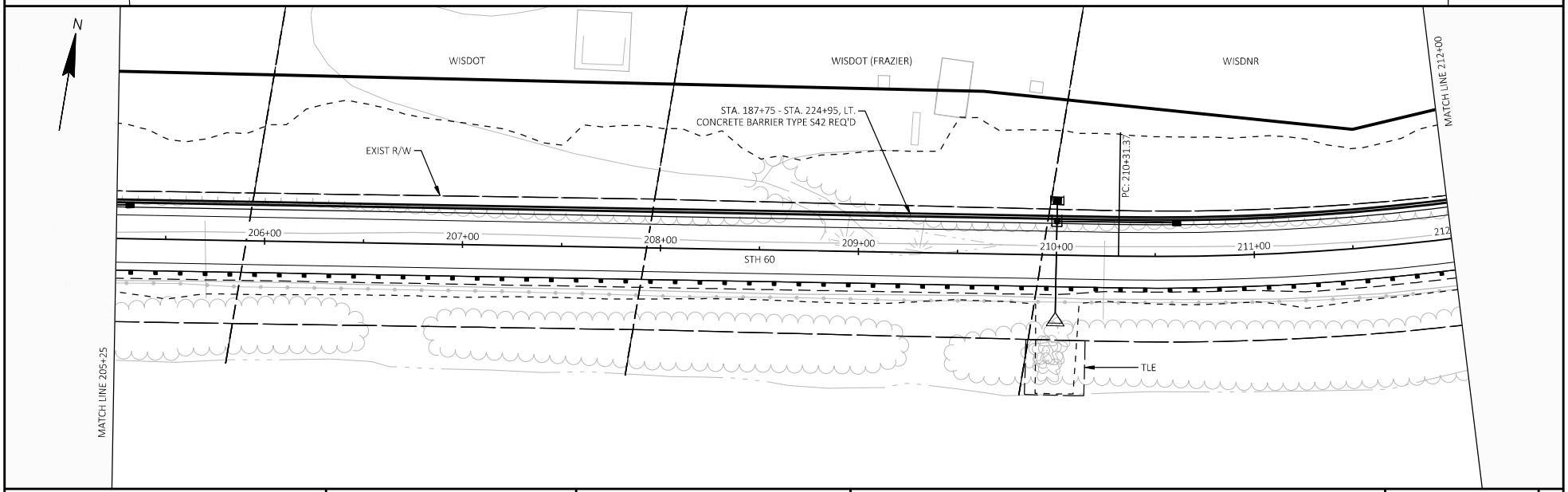
FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-021201-PD.DWG
LAYOUT NAME - 51900771-021236-pd
PLOT DATE : 4/25/2024 3:51 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS - STH 60	SHEET	E

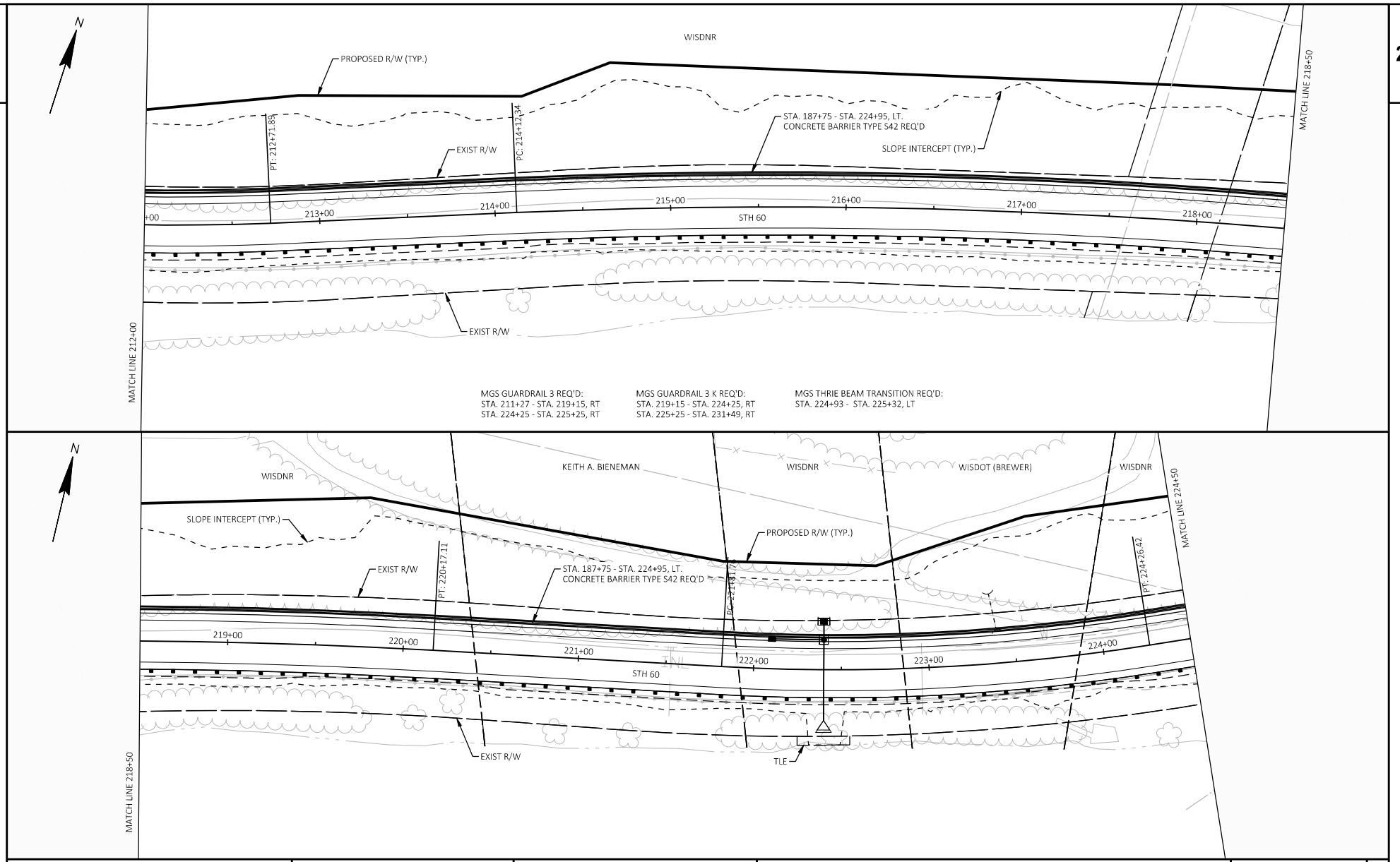
FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 01
PLOT DATE : 4/30/2024 11:16 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44





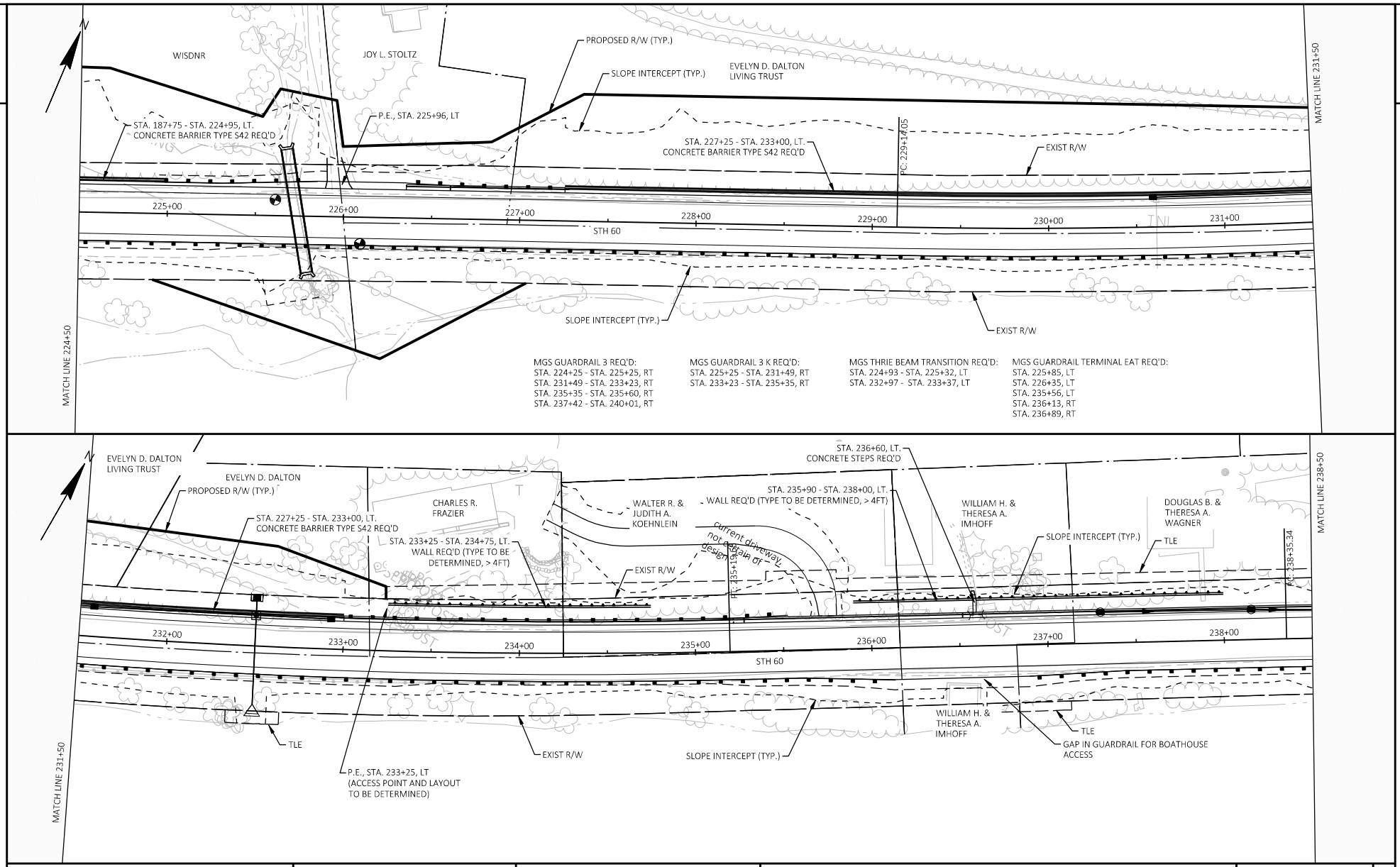
PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS - STH 60	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 02
PLOT DATE : 4/30/2024 11:17 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



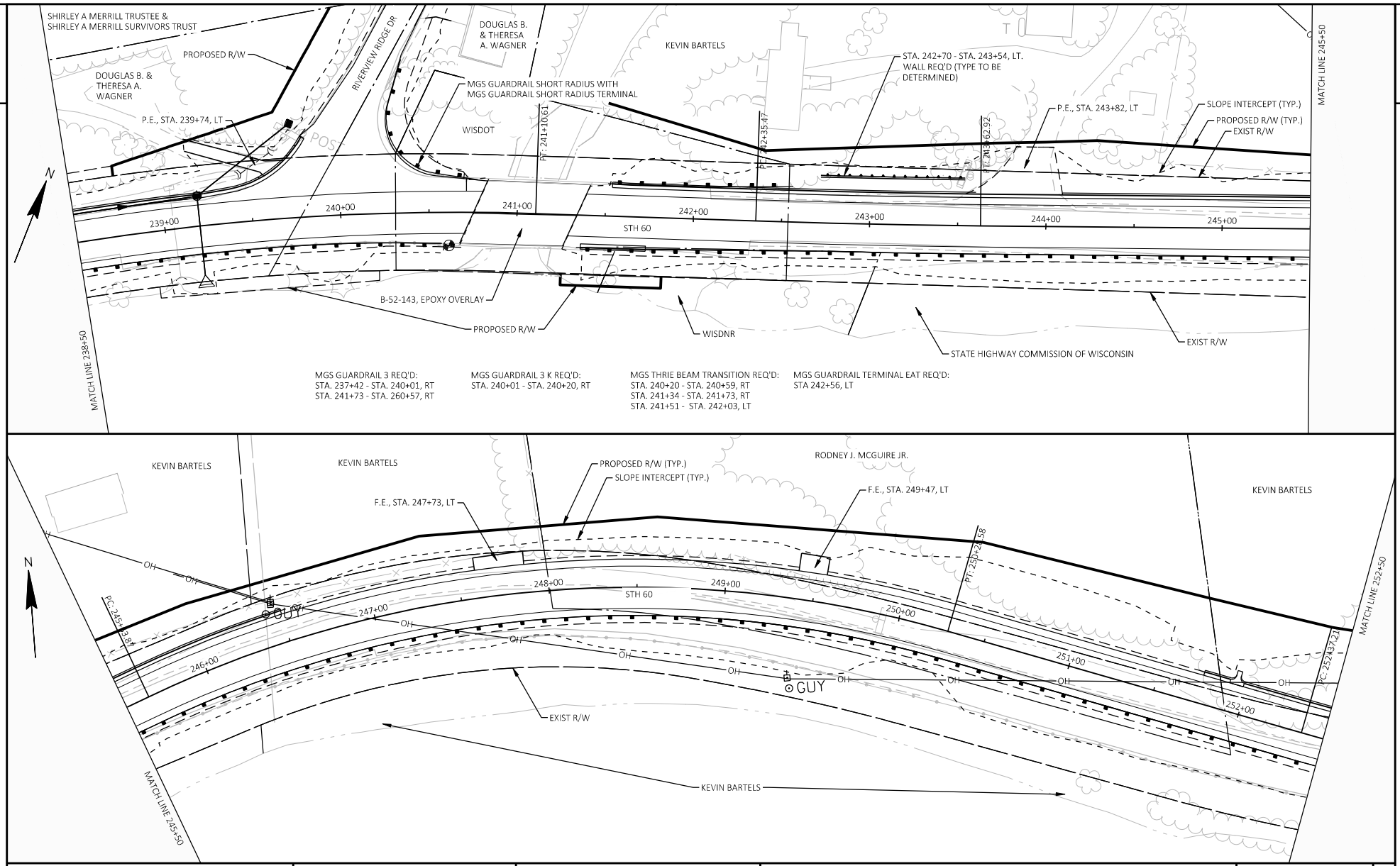
PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS - STH 60	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 03
PLOT DATE : 4/30/2024 11:17 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



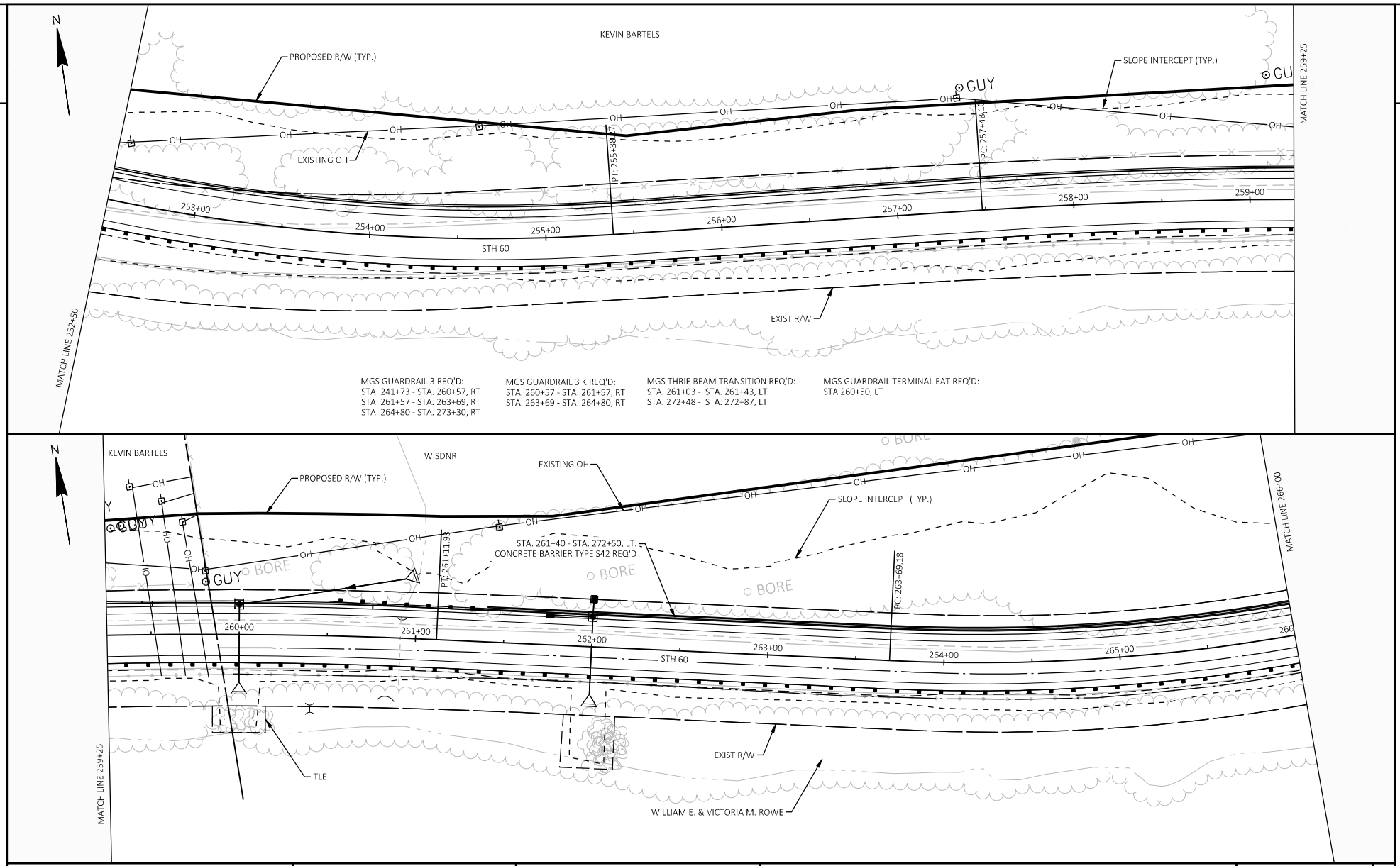
PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS - STH 60	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 04
PLOT DATE : 4/30/2024 11:17 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS - STH 60	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 05
PLOT DATE : 4/30/2024 11:17 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

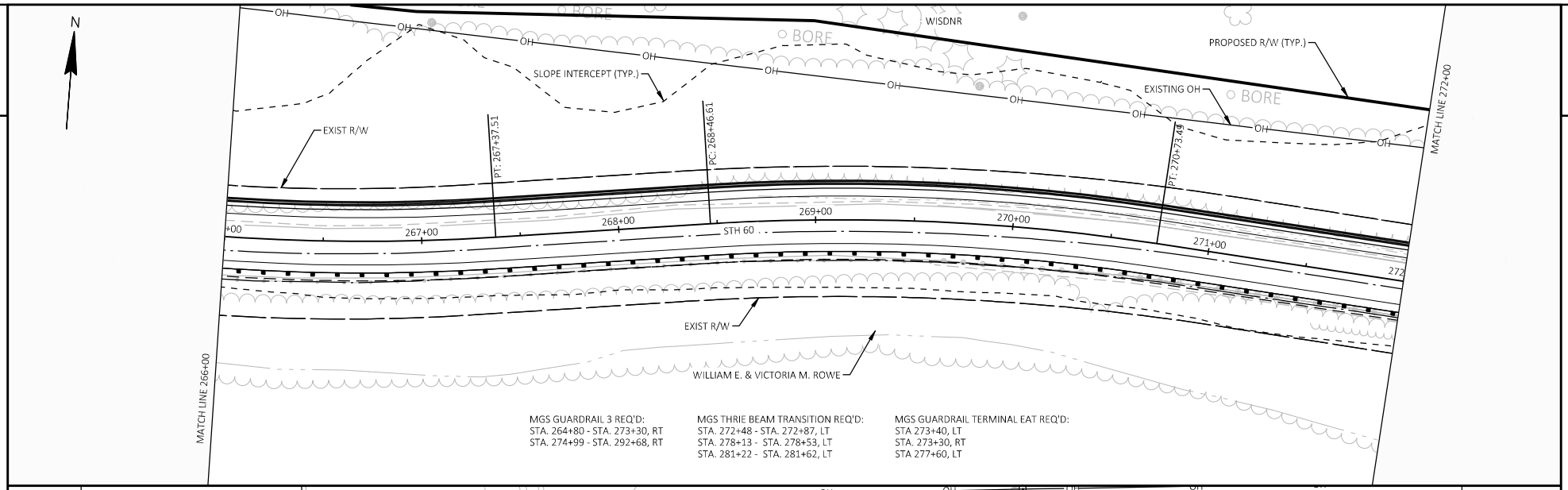


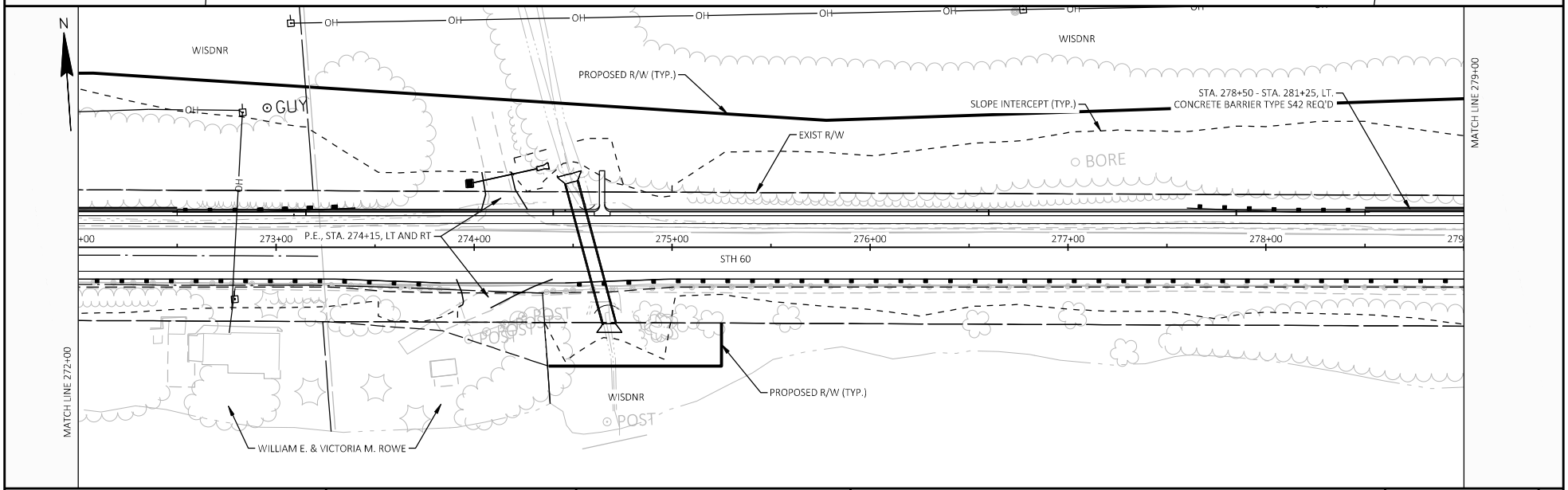
PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS - STH 60	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 06

PLOT DATE : 4/30/2024 11:18 AM PLOT BY : JON BLOMQUIST PLOT NAME : PLOT SCALE : 1 IN:50 FT

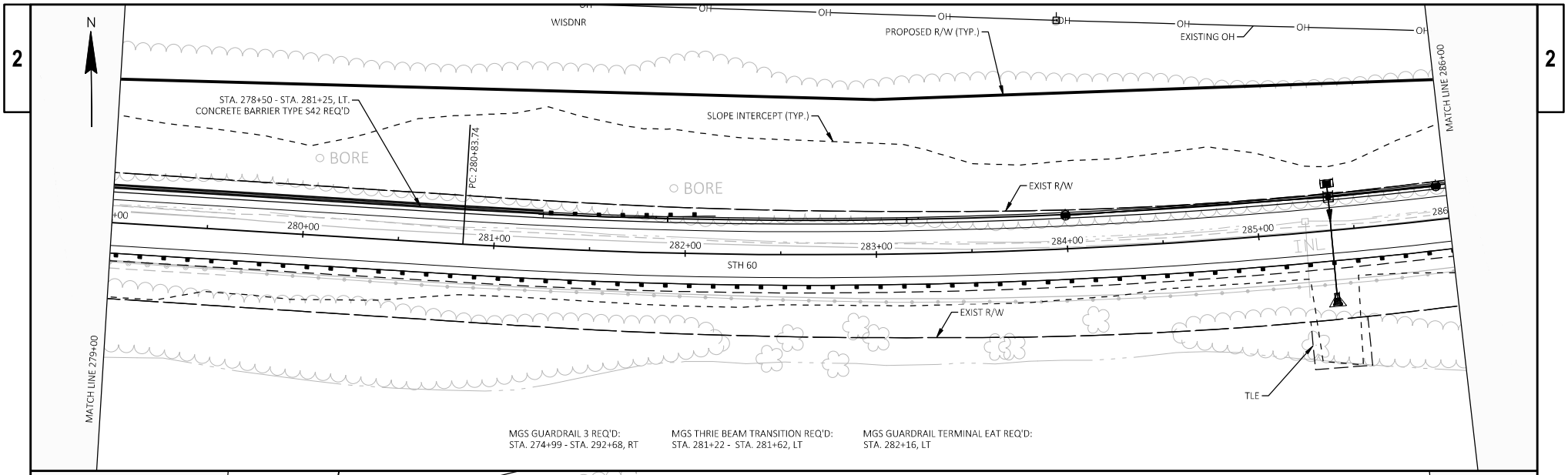
WISDOT/CADDS SHEET 44

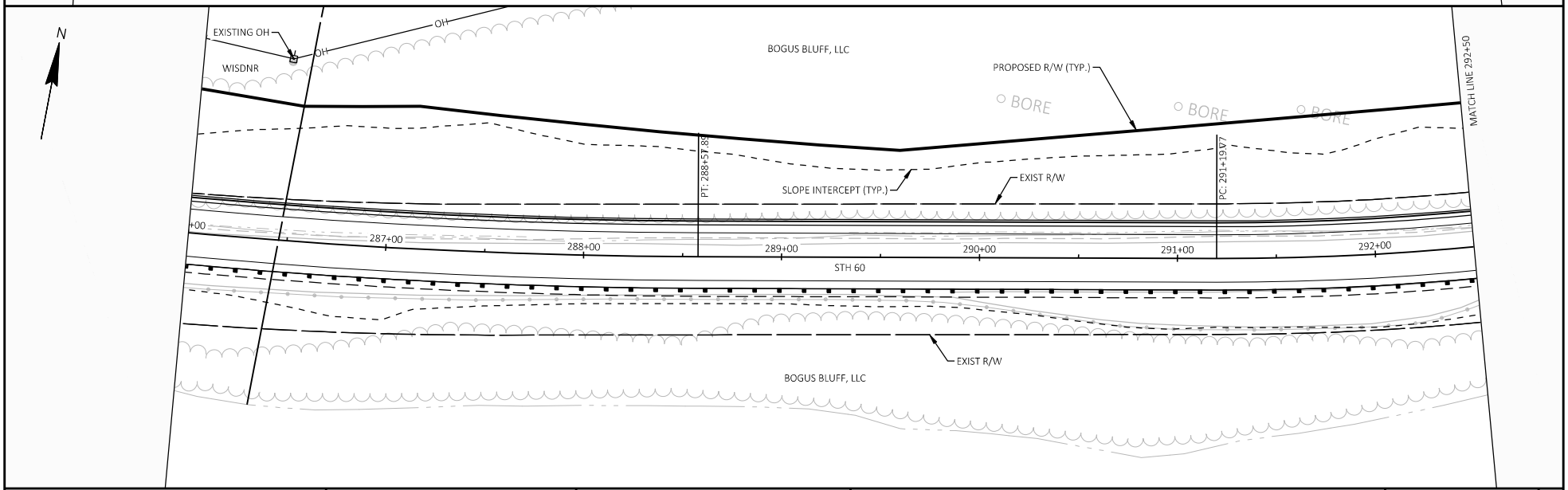




PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS - STH 60	SHEET	E

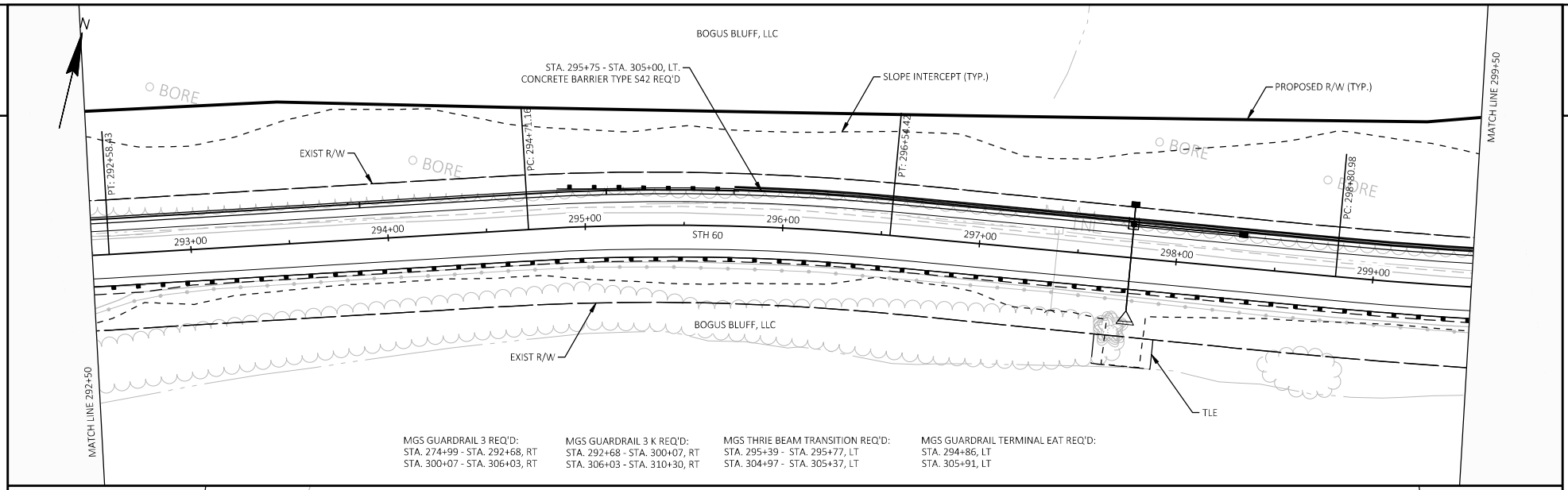
FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 07
PLOT DATE : 4/30/2024 11:18 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

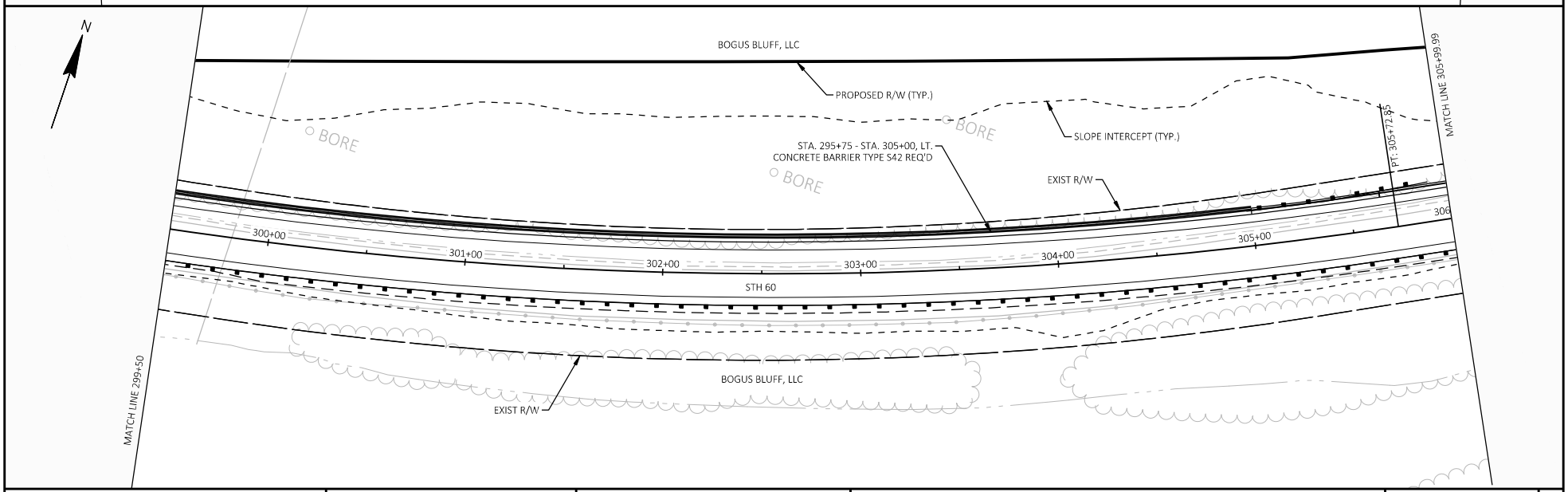




PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS - STH 60	SHEET	E

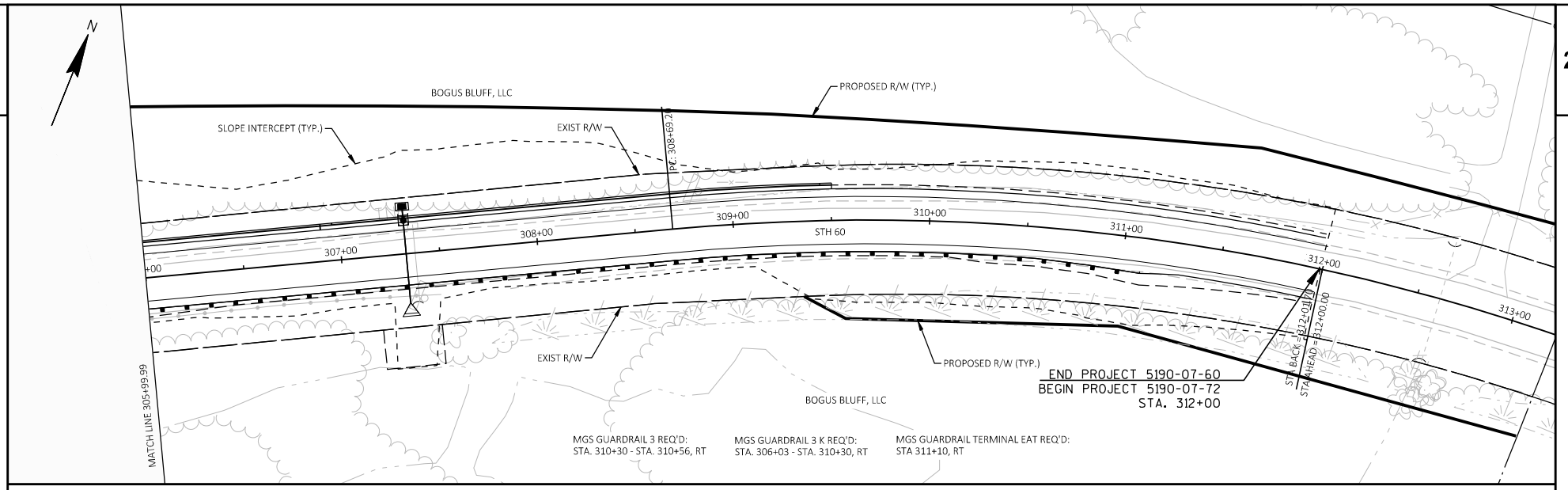
FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 08
PLOT DATE : 4/30/2024 11:18 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44





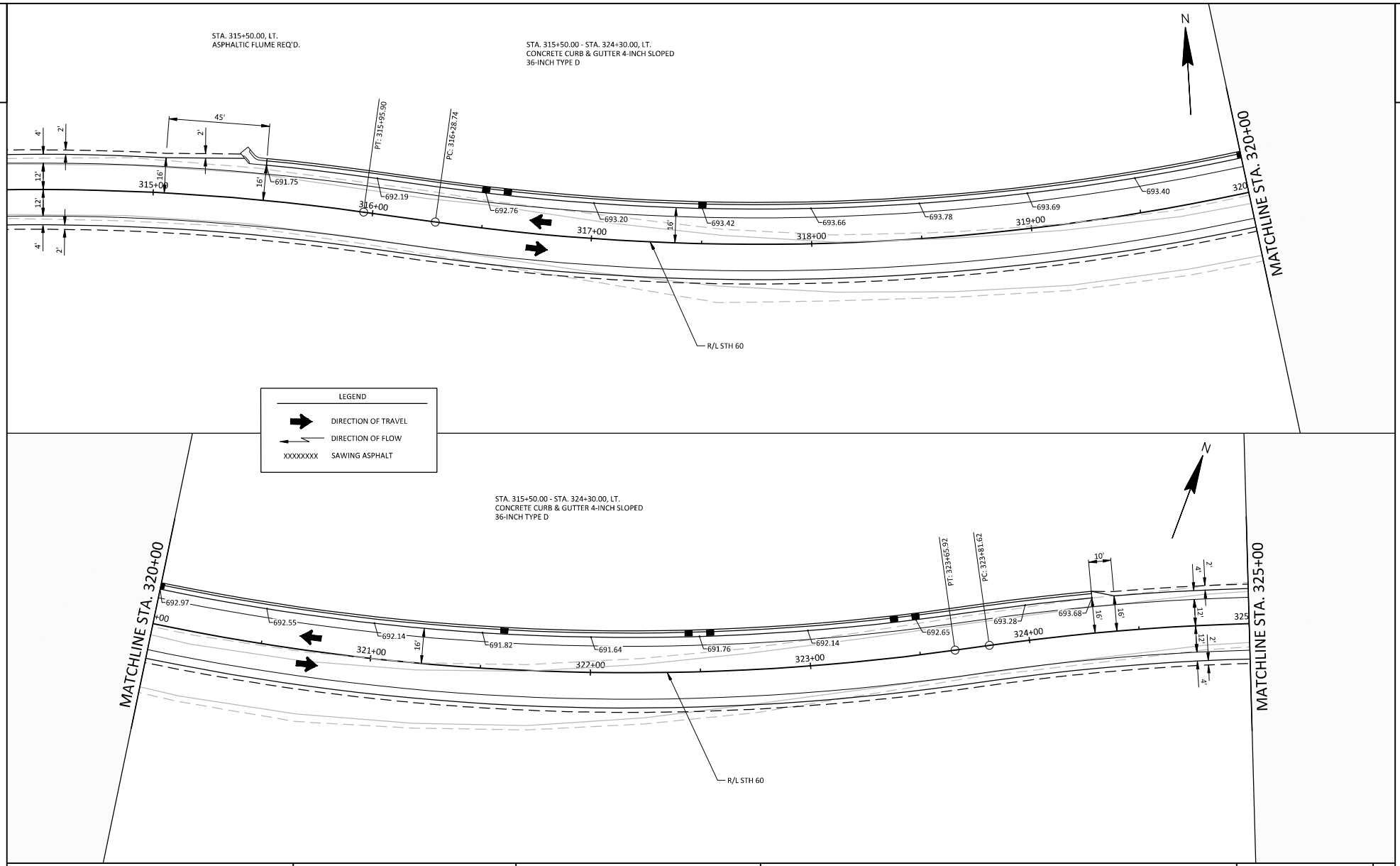
PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS - STH 60	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 09
PLOT DATE : 4/30/2024 11:18 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



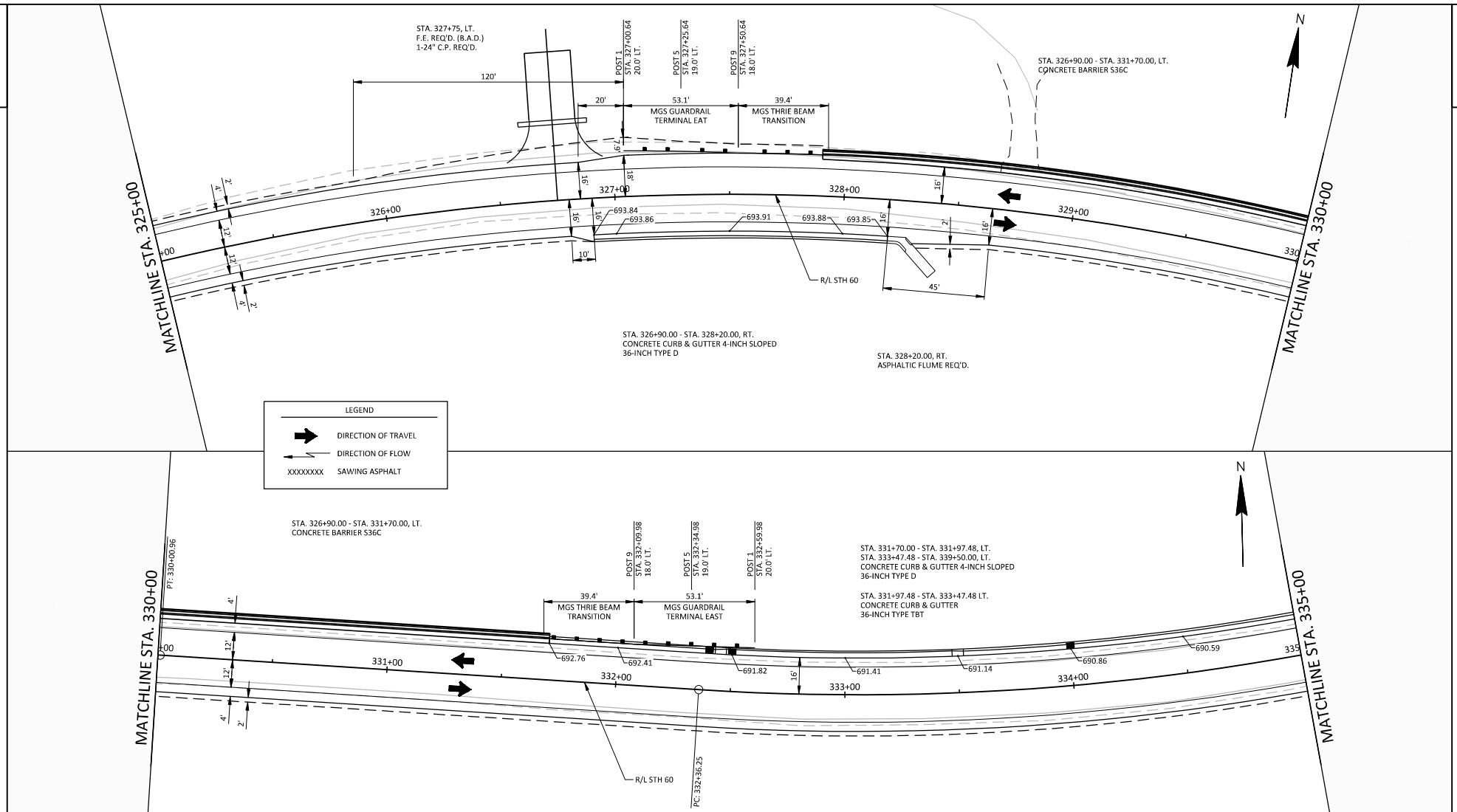
PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS - STH 60	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 10
PLOT DATE : 4/30/2024 11:19 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



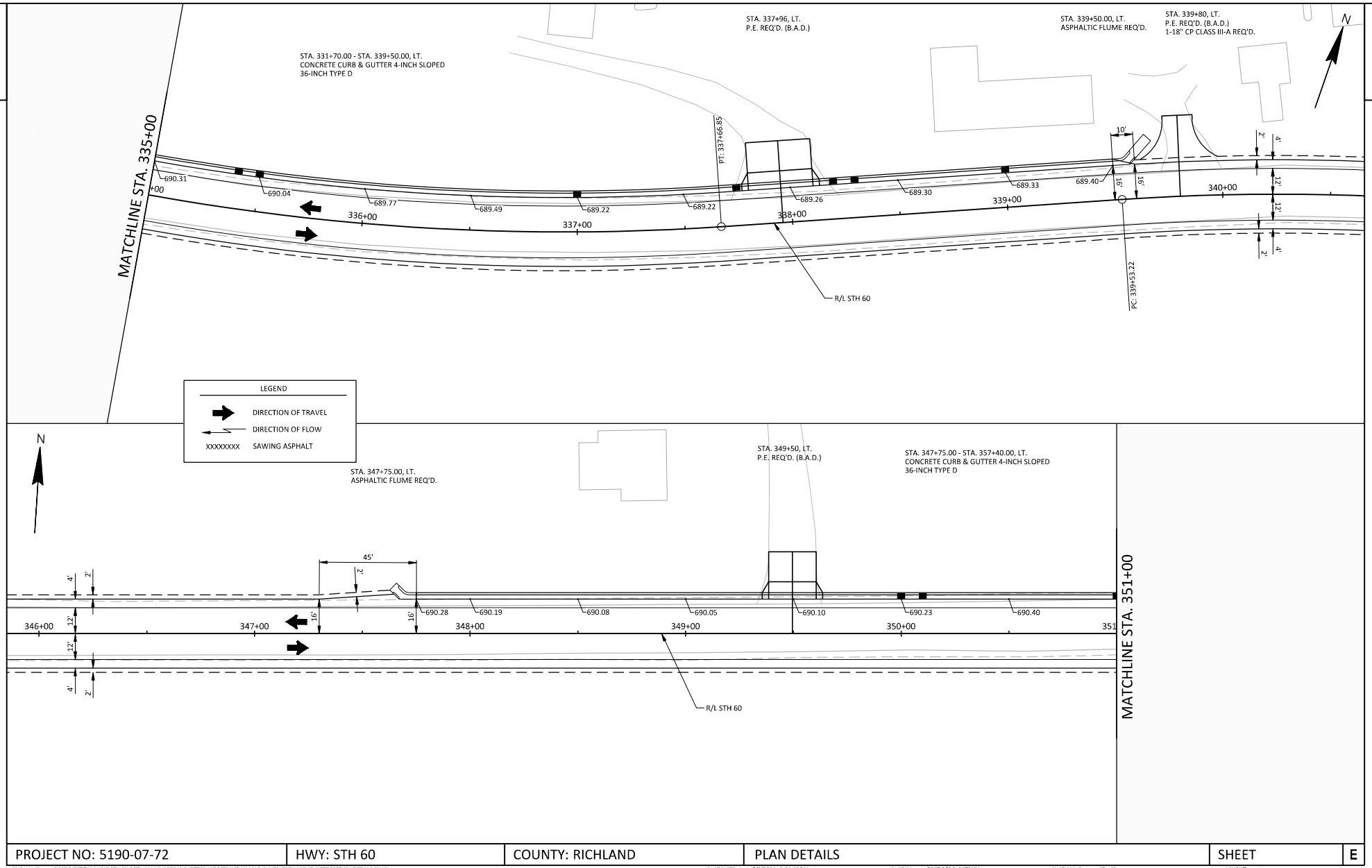
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_PAVEMENT LAYOUT-INTERSECTION DETAILS.DWG PLOT DATE : 5/2/2024 3:31:03 PM PLOT BY : ECKELBERG, PATRICK PLOT SCALE : 1" = 1' LAYOUT : 01



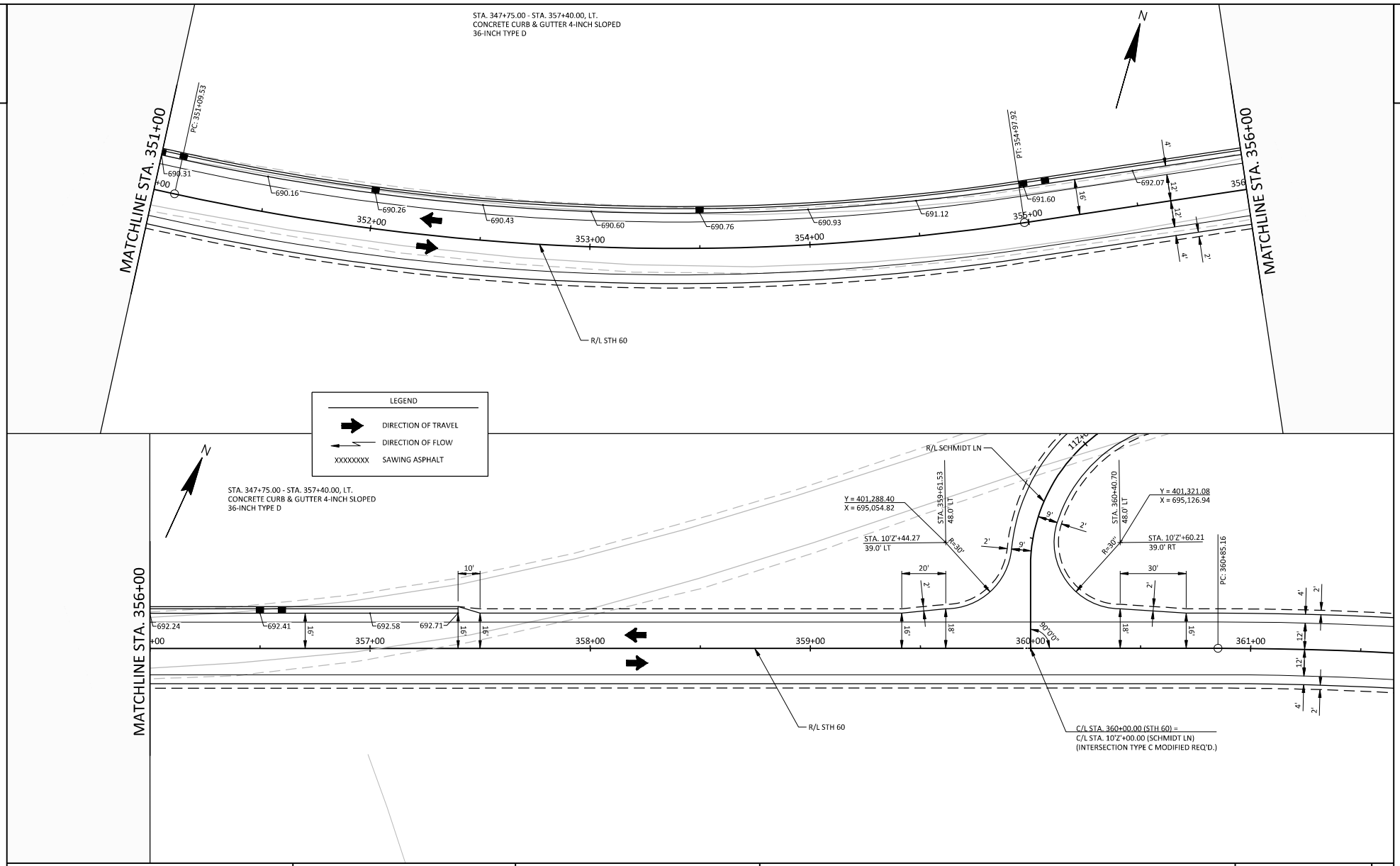
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_PAVEMENT LAYOUT-INTERSECTION DETAILS.DWG PLOT DATE : 5/2/2024 3:31:23 PM PLOT BY : ECKELBERG, PATRICK PLOT SCALE : 1" = 1' LAYOUT : 02



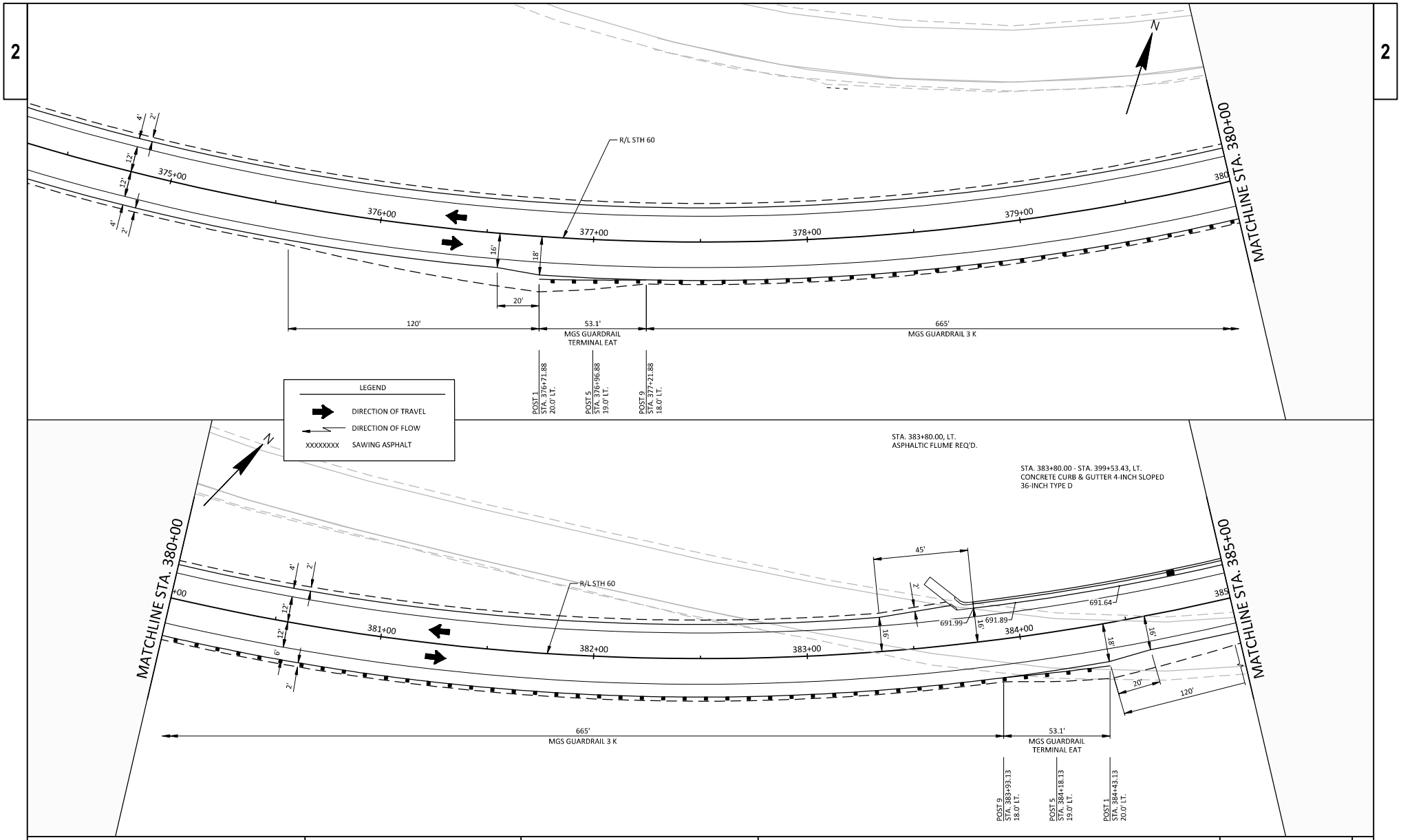
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_PAVEMENT LAYOUT-INTERSECTION DETAILS.DWG PLOT DATE : 5/2/2024 3:31:43 PM PLOT BY : ECKELBERG, PATRICK PLOT SCALE : 1" = 1' LAYOUT : 03



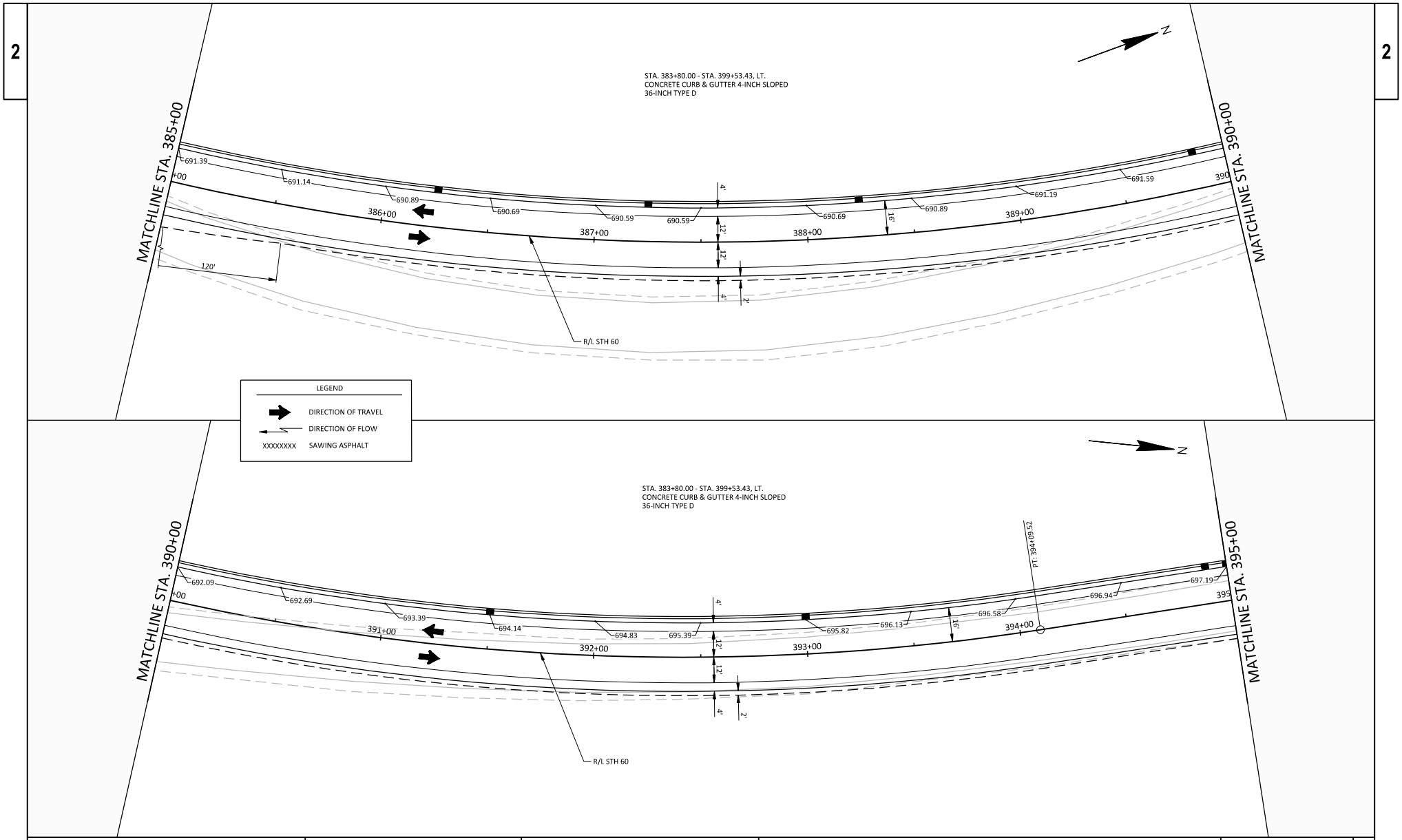
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_PAVEMENT LAYOUT-INTERSECTION DETAILS.DWG PLOT DATE : 5/2/2024 3:32:03 PM PLOT BY : ECKELBERG, PATRICK PLOT SCALE : 1" = 1' LAYOUT : 04



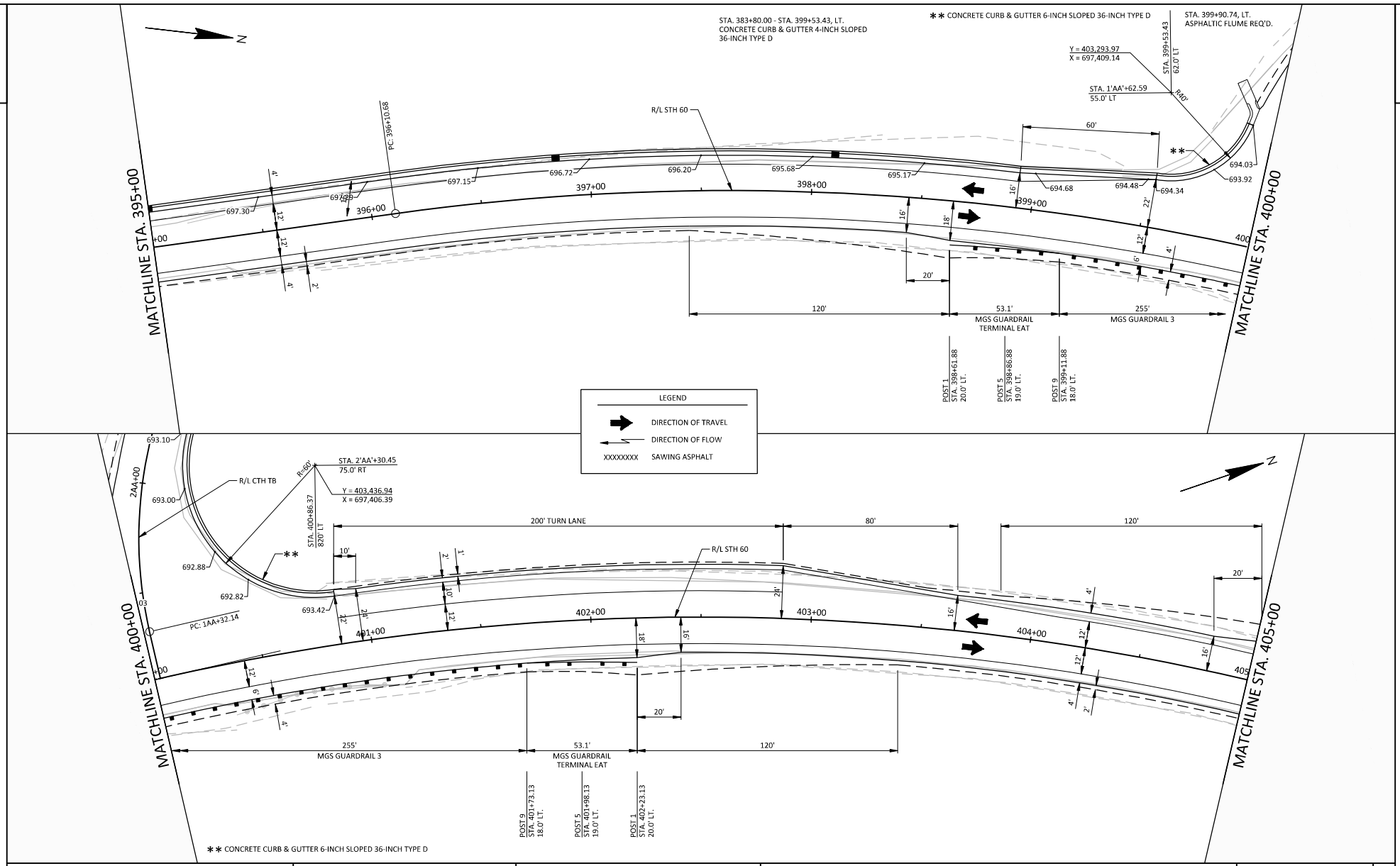
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_PAVEMENT LAYOUT-INTERSECTION DETAILS.DWG PLOT DATE : 5/2/2024 3:32:23 PM PLOT BY : ECKELBERG, PATRICK PLOT SCALE : 1" = 1' LAYOUT : 05



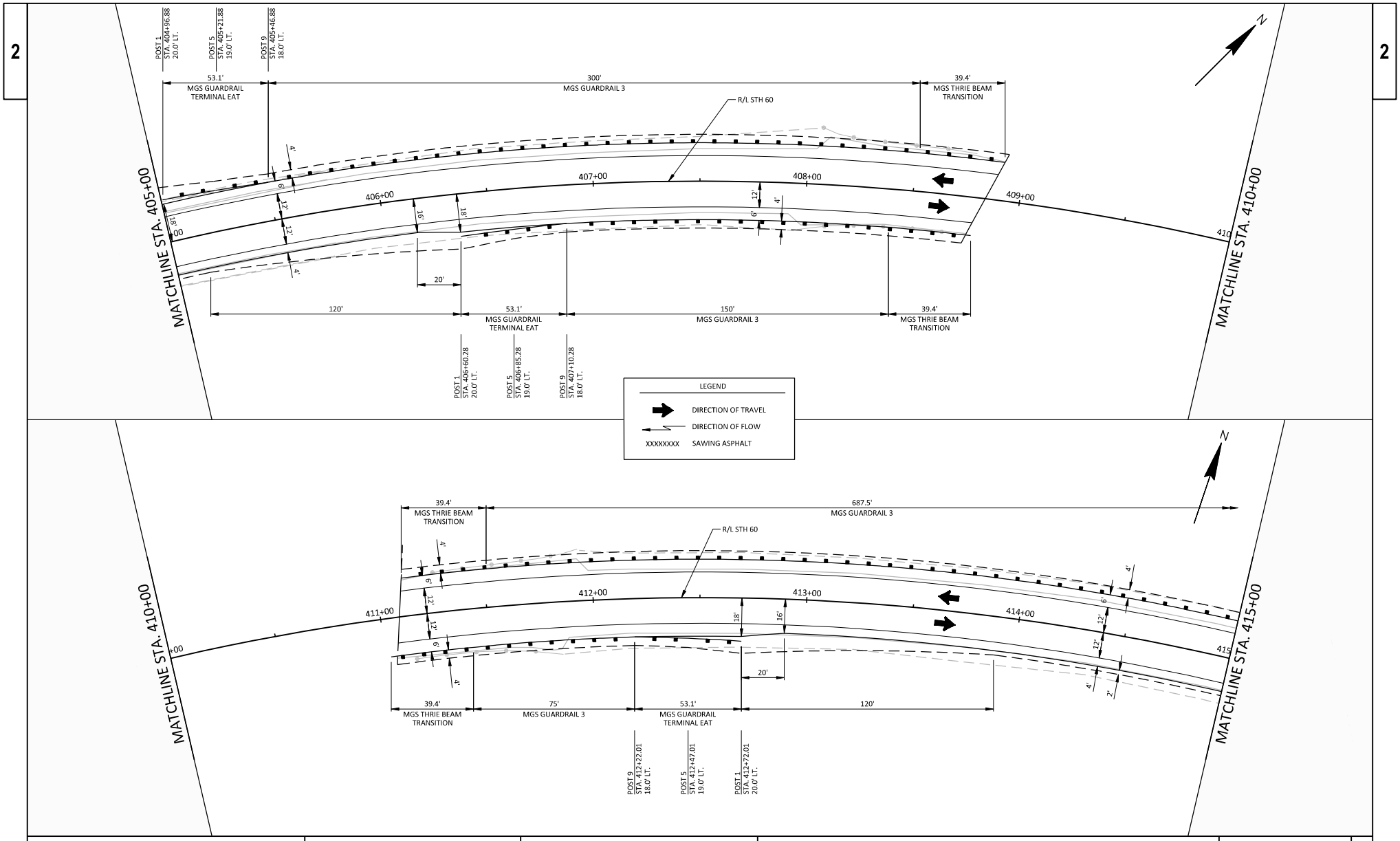
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_PAVEMENT LAYOUT-INTERSECTION DETAILS.DWG PLOT DATE : 5/2/2024 3:32:43 PM PLOT BY : ECKELBERG, PATRICK PLOT SCALE : 1" = 1' LAYOUT : 06



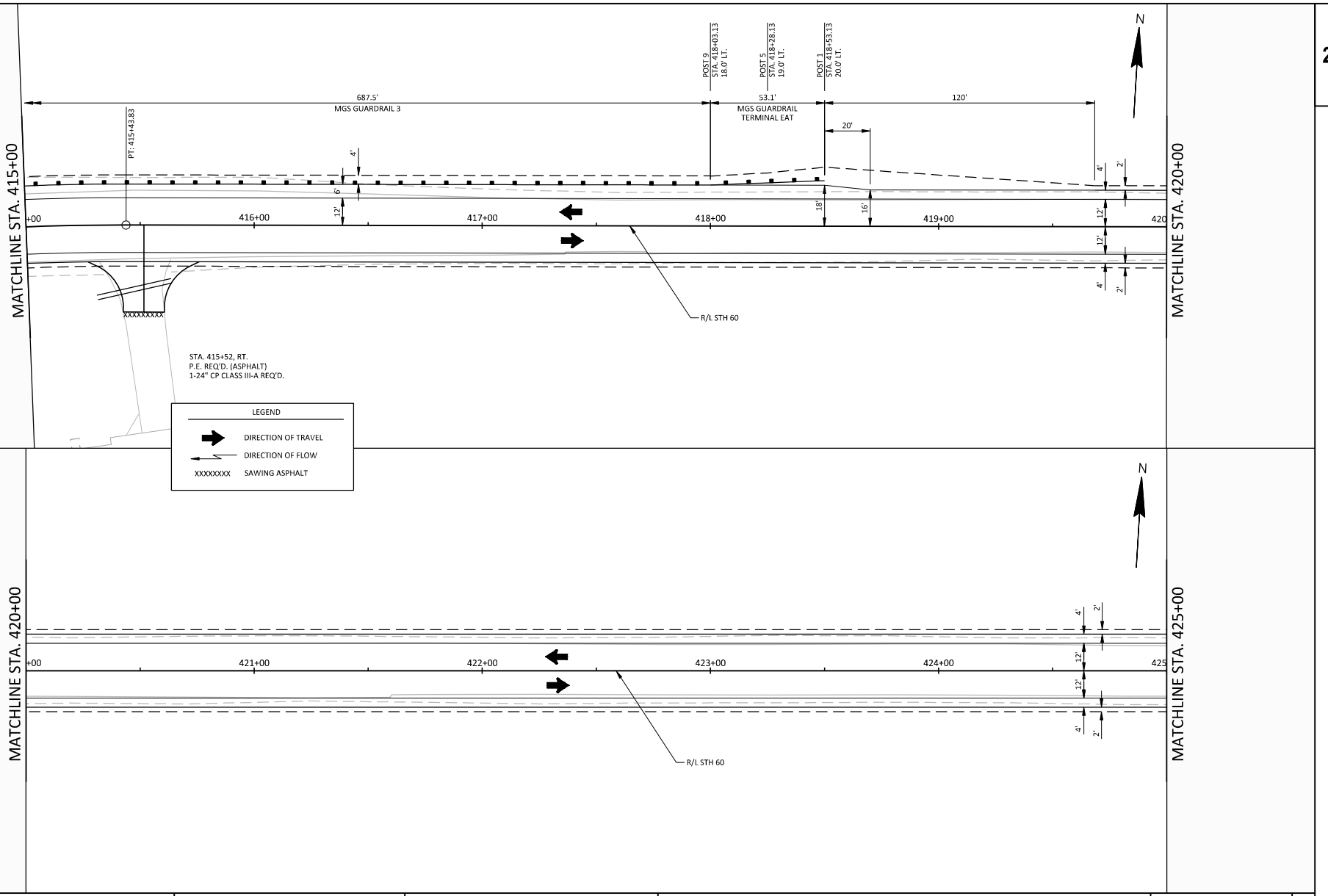
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_PAVEMENT LAYOUT-INTERSECTION DETAILS.DWG
PLOT DATE : 5/2/2024 3:33:03 PM
PLOT BY : ECKELBERG, PATRICK
PLOT SCALE : 1" = 1'
LAYOUT : 07



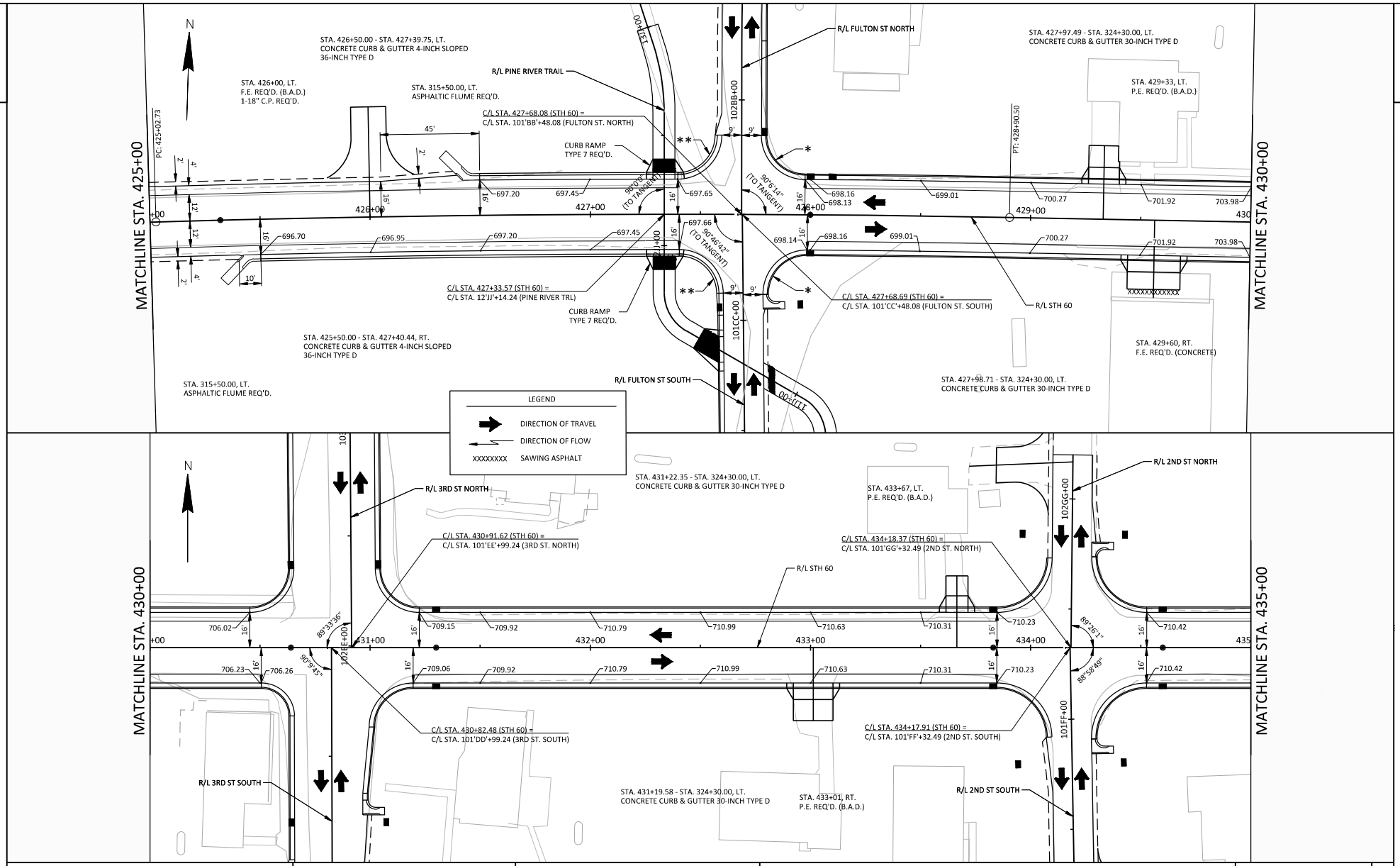
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_PAVEMENT LAYOUT-INTERSECTION DETAILS.DWG PLOT DATE : 5/2/2024 3:33:23 PM PLOT BY : ECKELBERG, PATRICK PLOT SCALE : 1" = 1' LAYOUT : 08



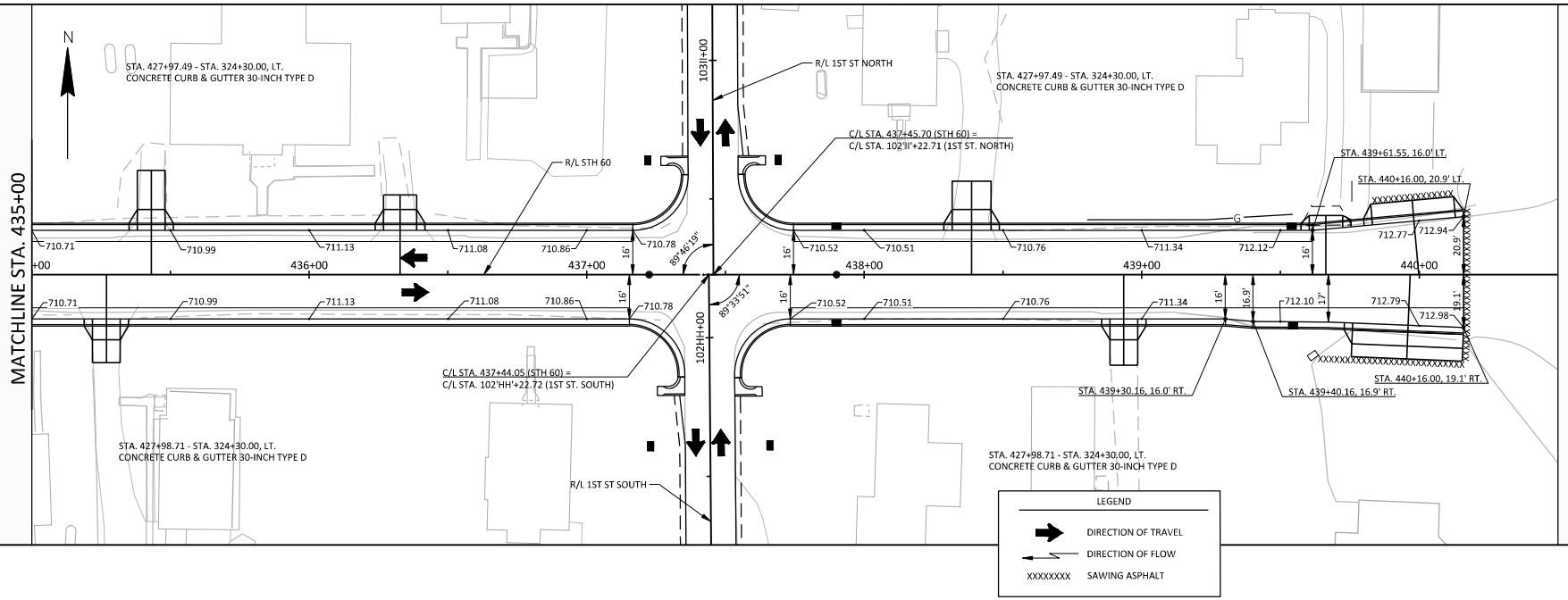
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_PAVEMENT LAYOUT-INTERSECTION DETAILS.DWG PLOT DATE : 5/2/2024 3:33:43 PM PLOT BY : ECKELBERG, PATRICK PLOT SCALE : 1" = 1' LAYOUT : 09



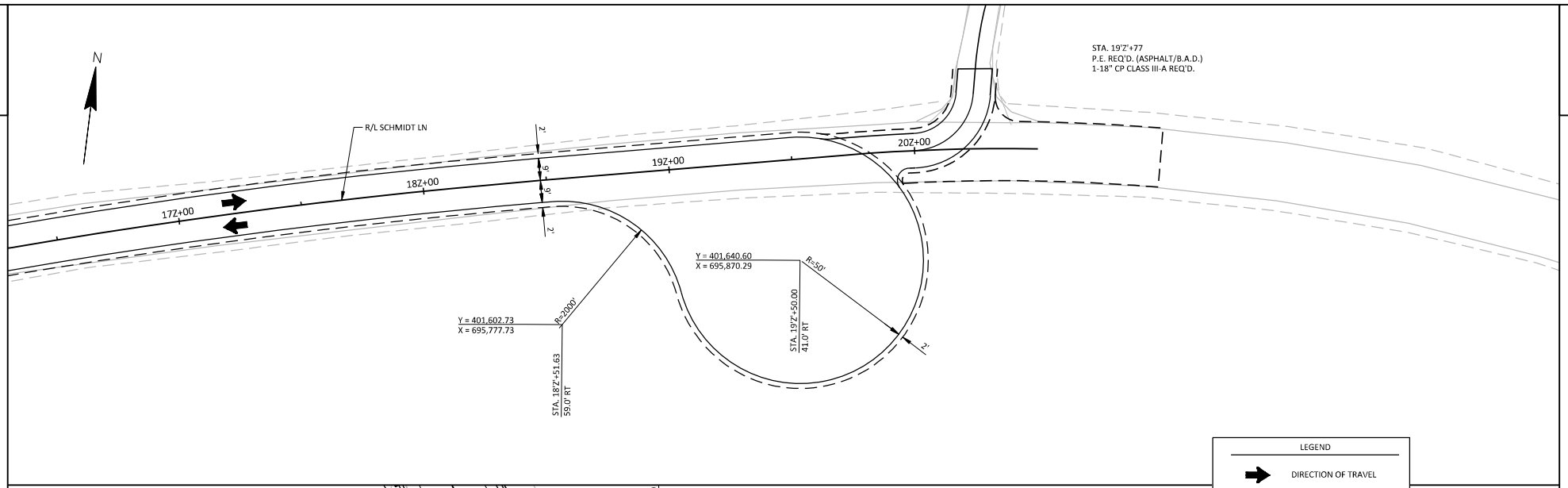
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

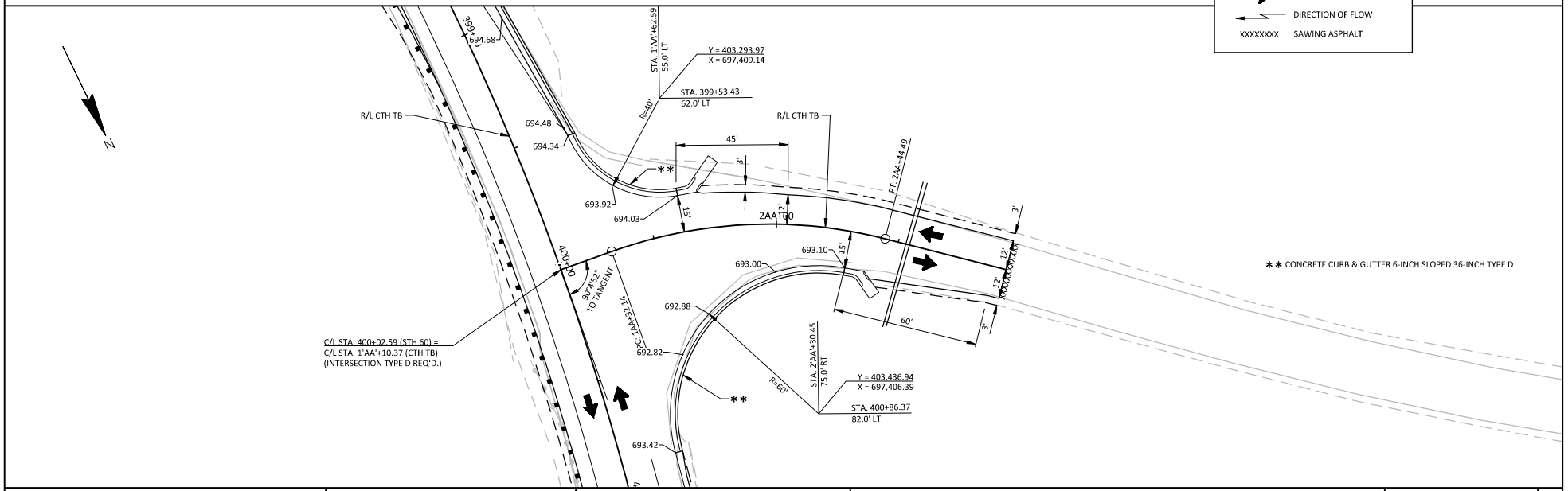
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_PAVEMENT LAYOUT-INTERSECTION DETAILS.DWG PLOT DATE : 5/2/2024 3:34:03 PM PLOT BY : ECKELBERG, PATRICK PLOT SCALE : 1" = 1' LAYOUT : 10



PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

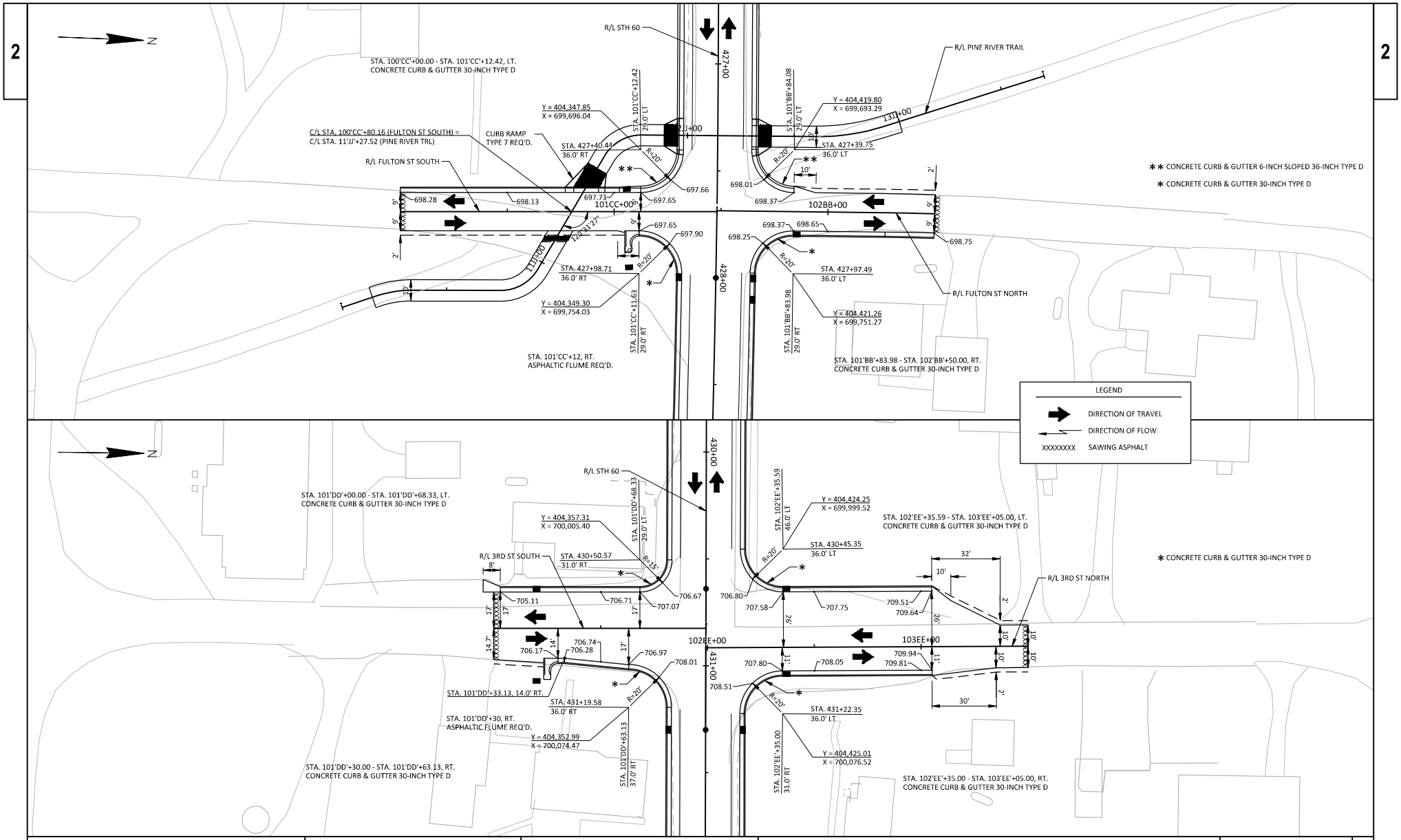
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_PAVEMENT LAYOUT-INTERSECTION DETAILS.DWG PLOT DATE : 5/2/2024 3:34:16 PM PLOT BY : ECKELBERG, PATRICK PLOT SCALE : 1" = 1' LAYOUT : 11





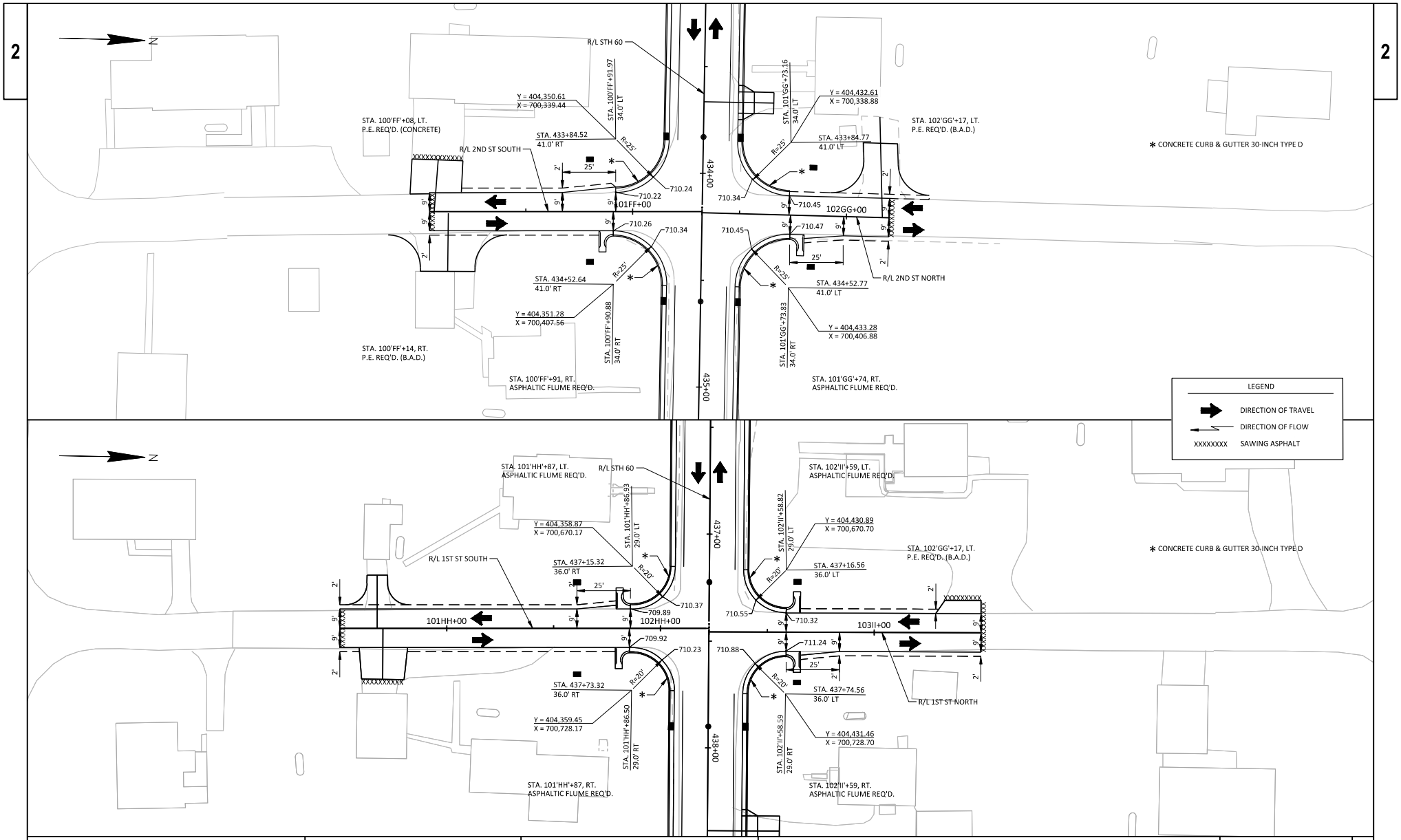
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_PAVEMENT LAYOUT-INTERSECTION DETAILS.DWG PLOT DATE : 5/2/2024 3:34:41 PM PLOT BY : ECKELBERG, PATRICK PLOT SCALE : 1" = 1' LAYOUT : 12



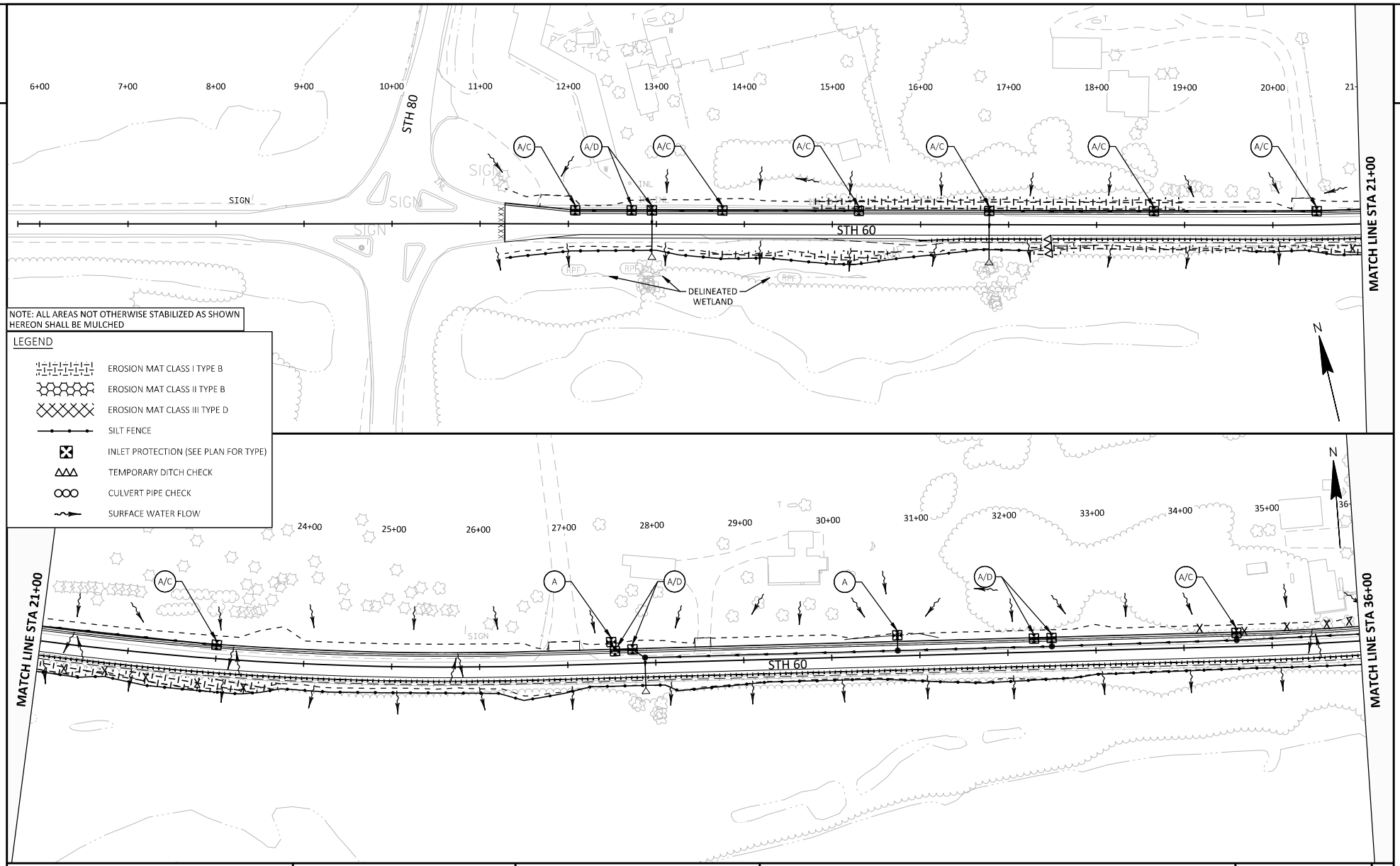
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_PAVEMENT LAYOUT-INTERSECTION DETAILS.DWG PLOT DATE : 5/2/2024 3:34:58 PM PLOT BY : ECKELBERG, PATRICK PLOT SCALE : 1" = 1' LAYOUT : 13



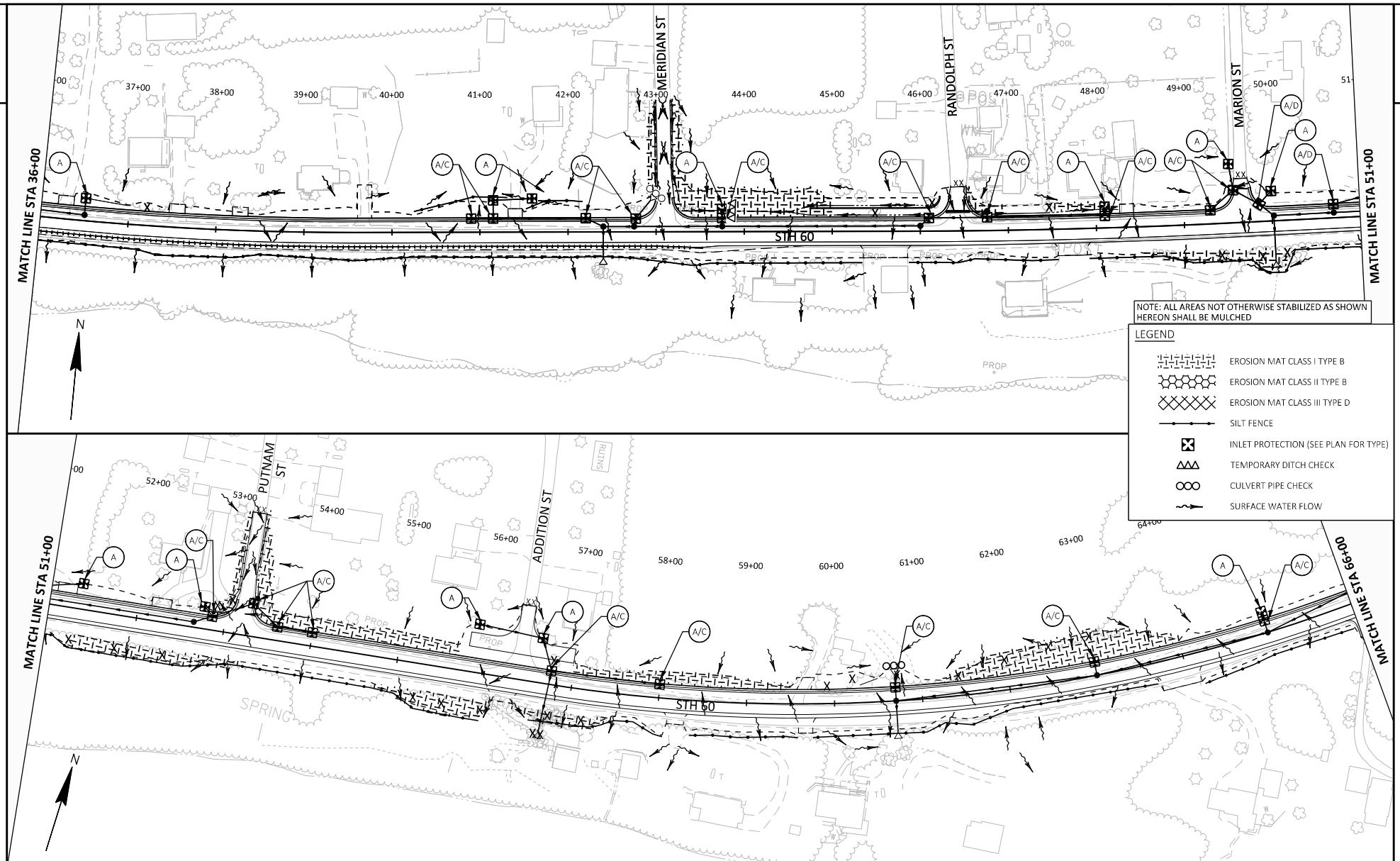
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN DETAILS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_PAVEMENT LAYOUT-INTERSECTION DETAILS.DWG PLOT DATE : 5/2/2024 3:35:25 PM PLOT BY : ECKELBERG, PATRICK PLOT SCALE : 1" = 1' LAYOUT : 14



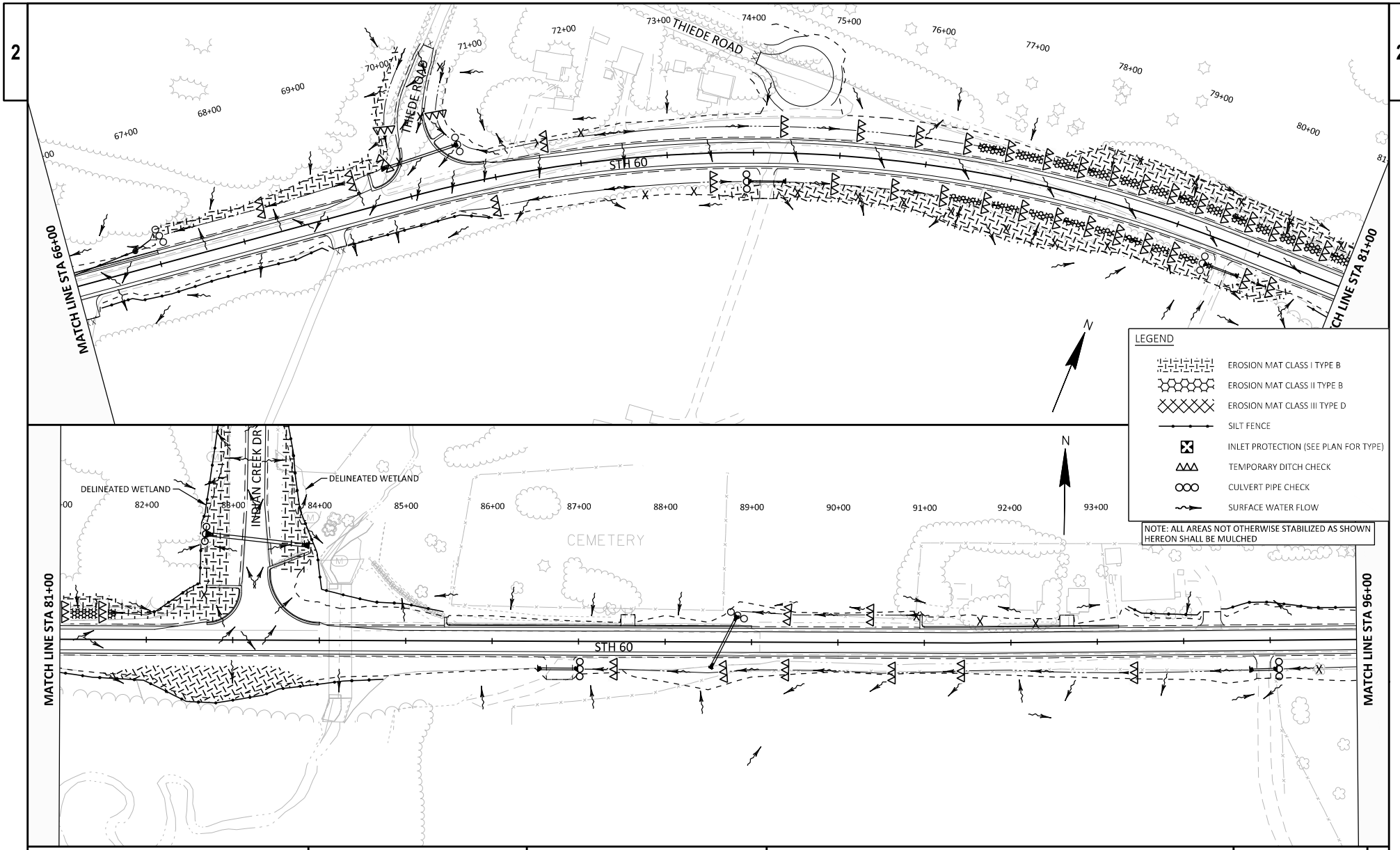
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022001-EC.DWG
LAYOUT NAME - 51900771-022001-ec
PLOT DATE : 4/25/2024 4:03 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44



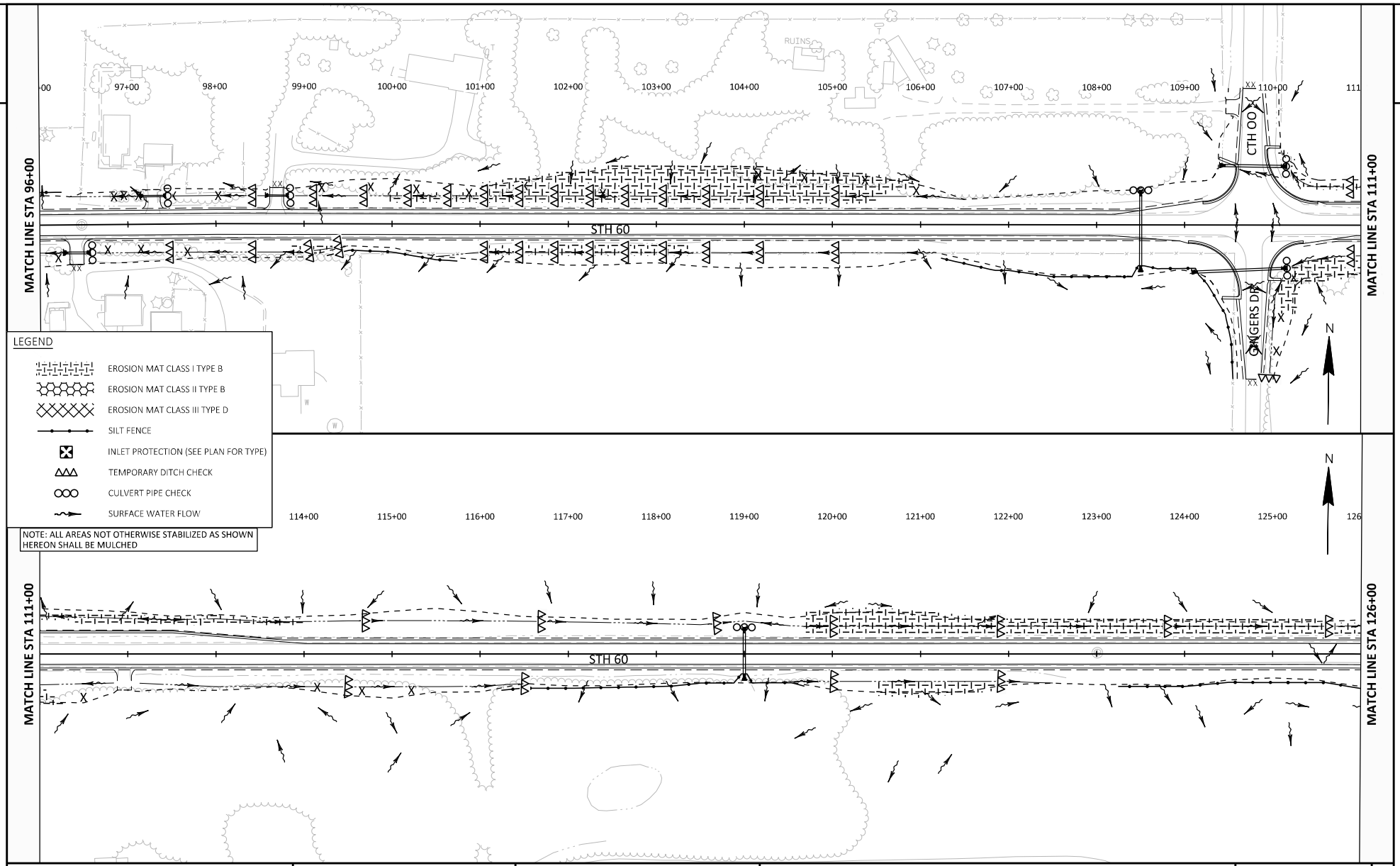
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022001-EC.DWG
LAYOUT NAME - 51900771-022002-ec
PLOT DATE : 4/25/2024 4:04 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44



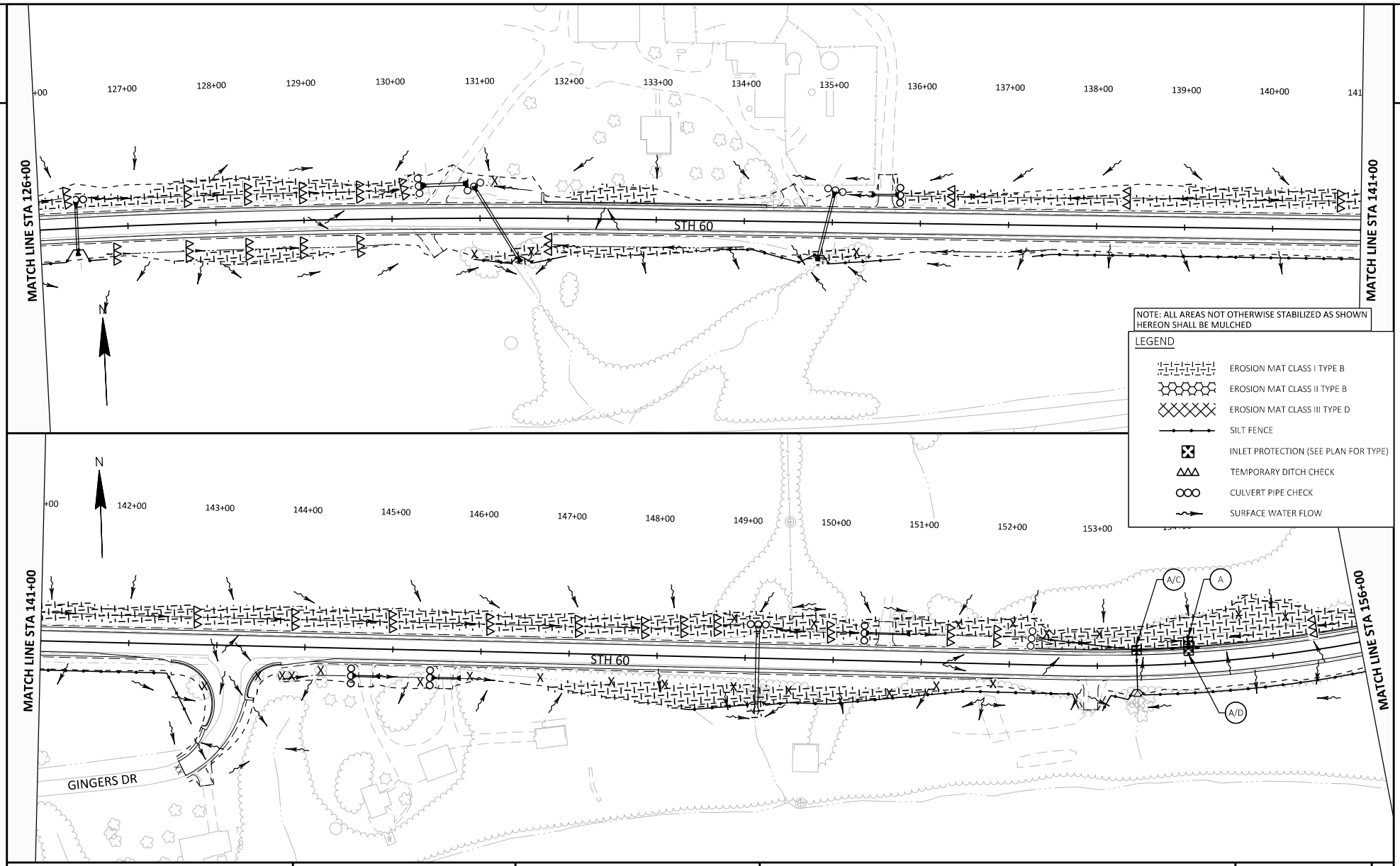
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022001-EC.DWG
LAYOUT NAME - 51900771-022003-ec
PLOT DATE : 4/25/2024 4:04 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44



PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

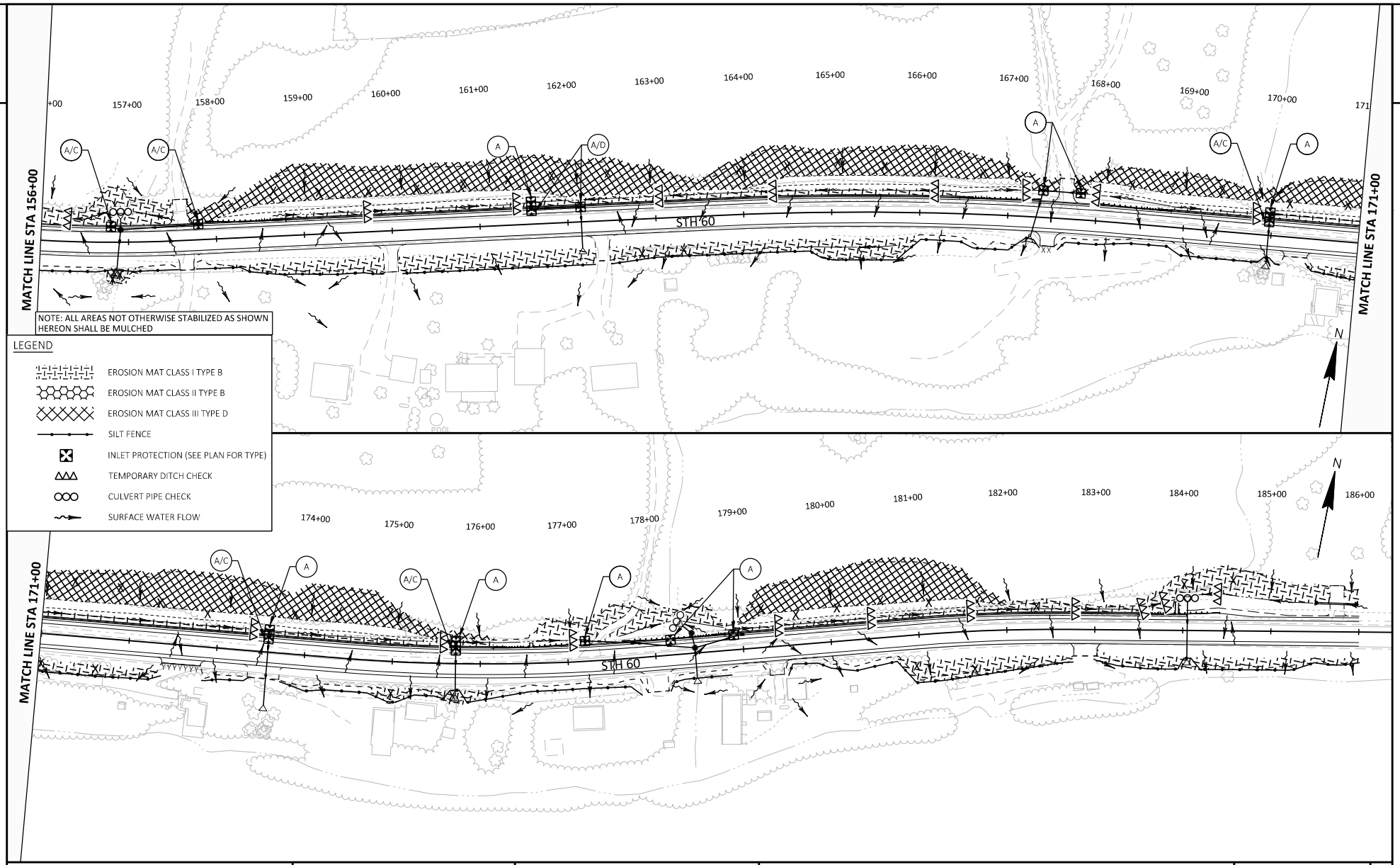
FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022001-EC.DWG
LAYOUT NAME - 51900771-022004-ec
PLOT DATE : 4/25/2024 4:04 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44



PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

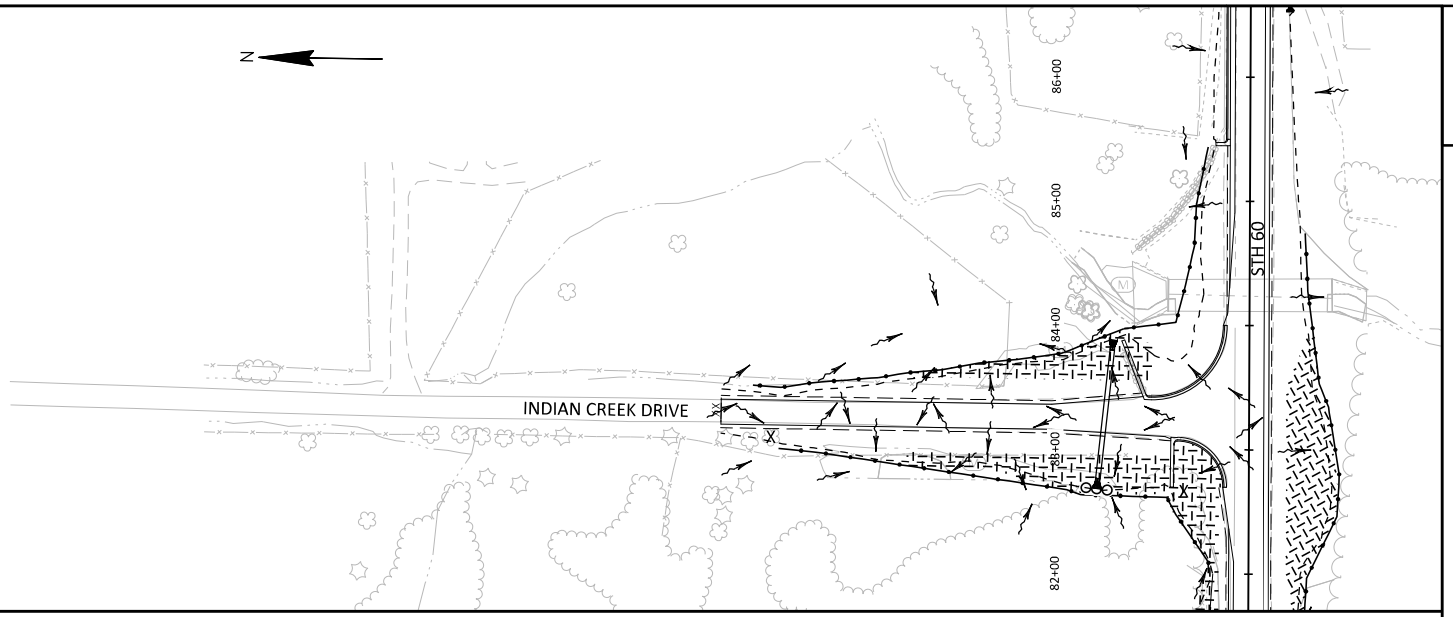
FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022001-EC.DWG
LAYOUT NAME - 51900771-022005-ec
PLOT DATE : 4/25/2024 4:04 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ############

WISDOT/CADDS SHEET 44



PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022001-EC.DWG
LAYOUT NAME - 51900771-022006-ec
PLOT DATE : 4/25/2024 4:05 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44



LEGEND

- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- EROSION MAT CLASS III TYPE D
- SILT FENCE
- INLET PROTECTION (SEE PLAN FOR TYPE)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

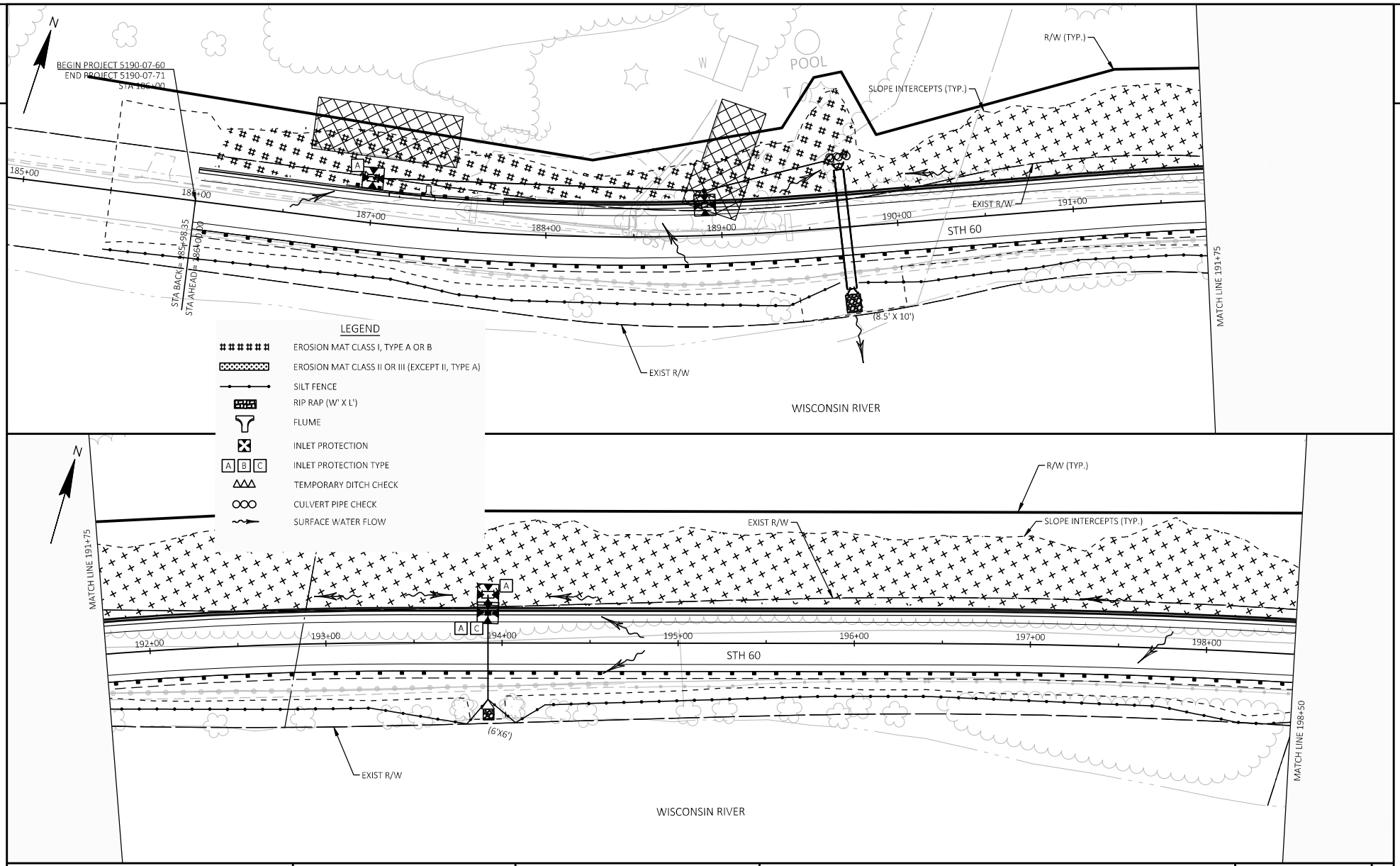
NOTE: ALL AREAS NOT OTHERWISE STABILIZED AS SHOWN HEREON SHALL BE MULCHED

THIS SPACE LEFT BLANK
INTENTIONALLY

PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

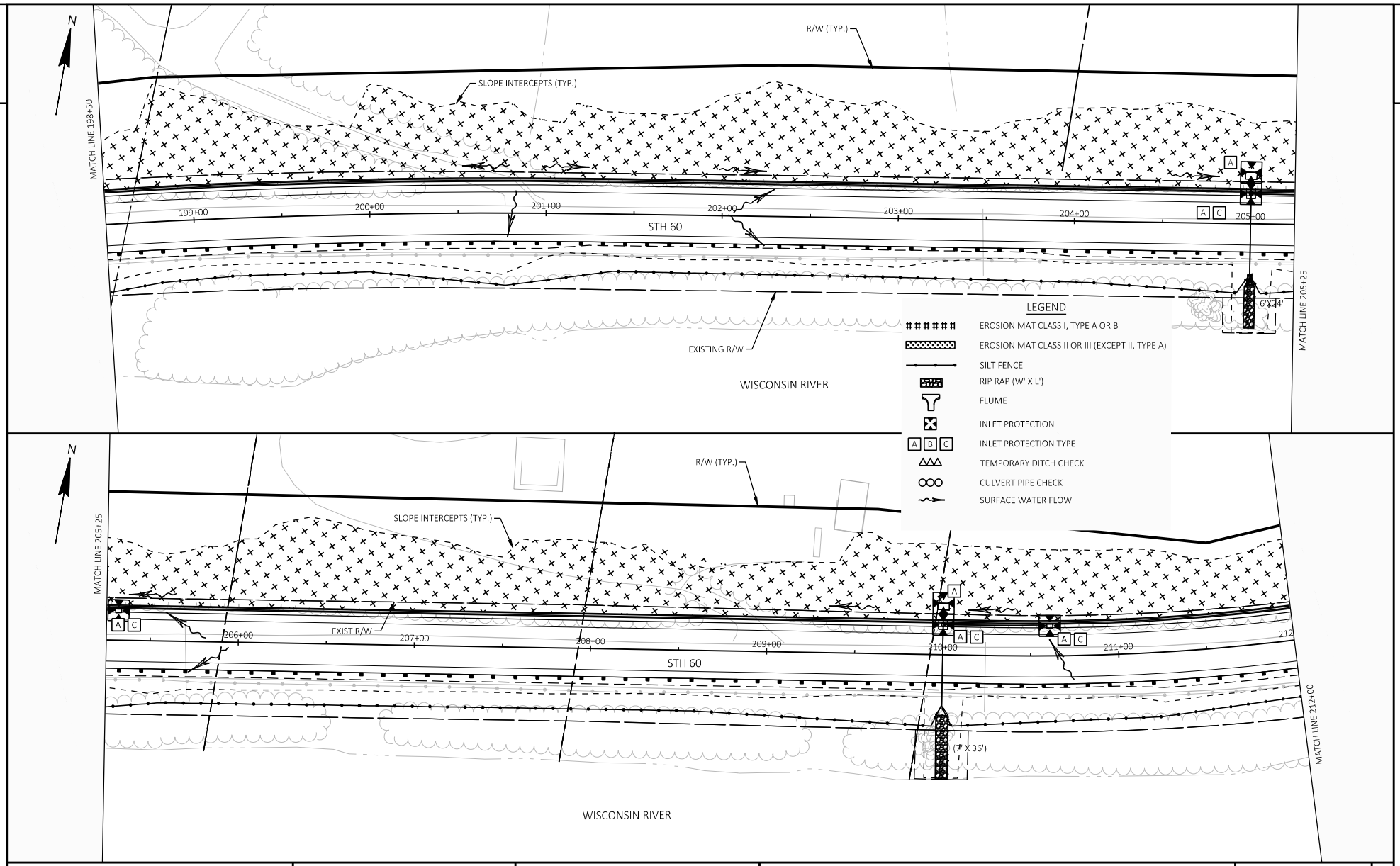
FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022001-EC.DWG
LAYOUT NAME - 51900771-022007-ec
PLOT DATE : 4/25/2024 4:05 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44



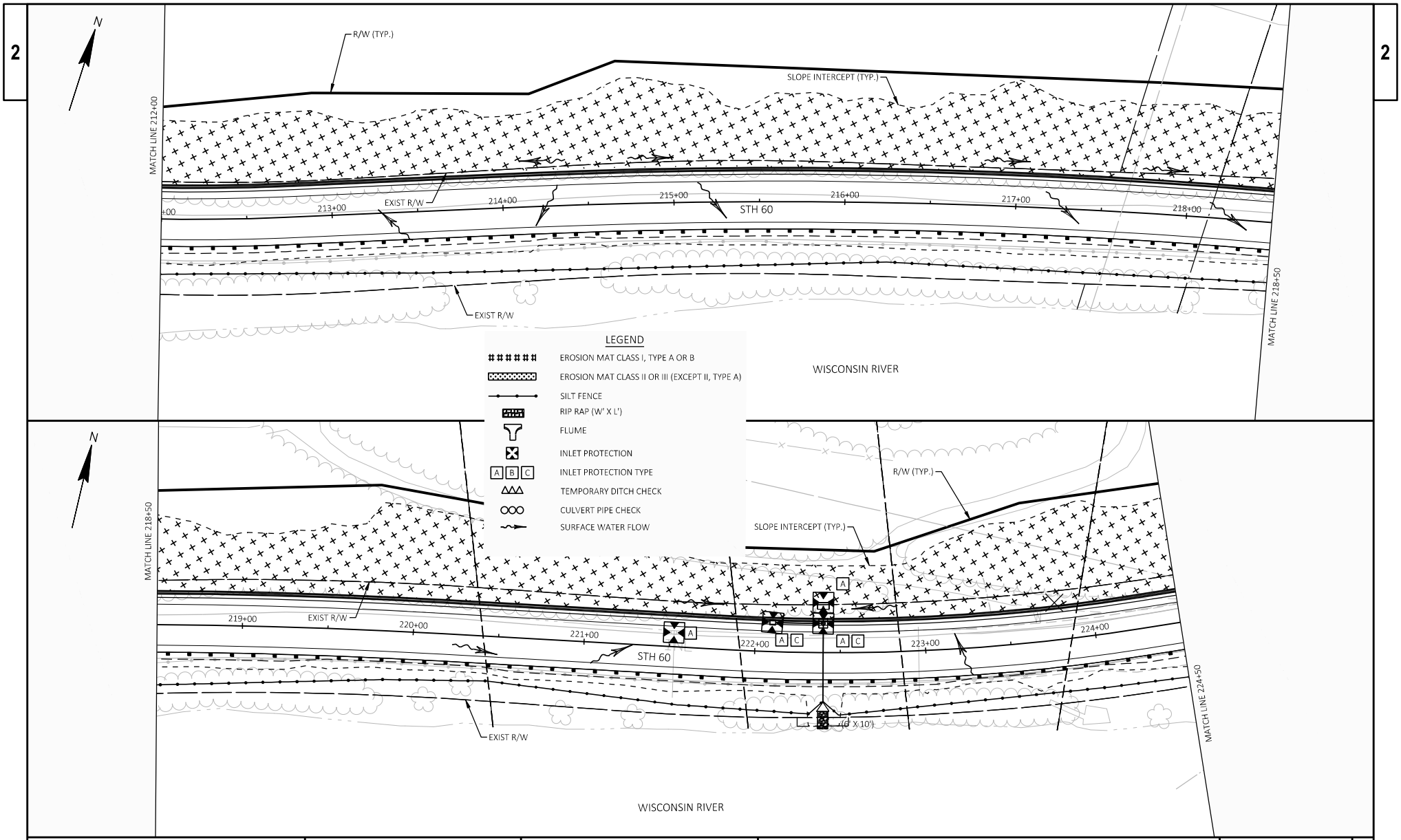
PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 01
PLOT DATE : 4/30/2024 10:45 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



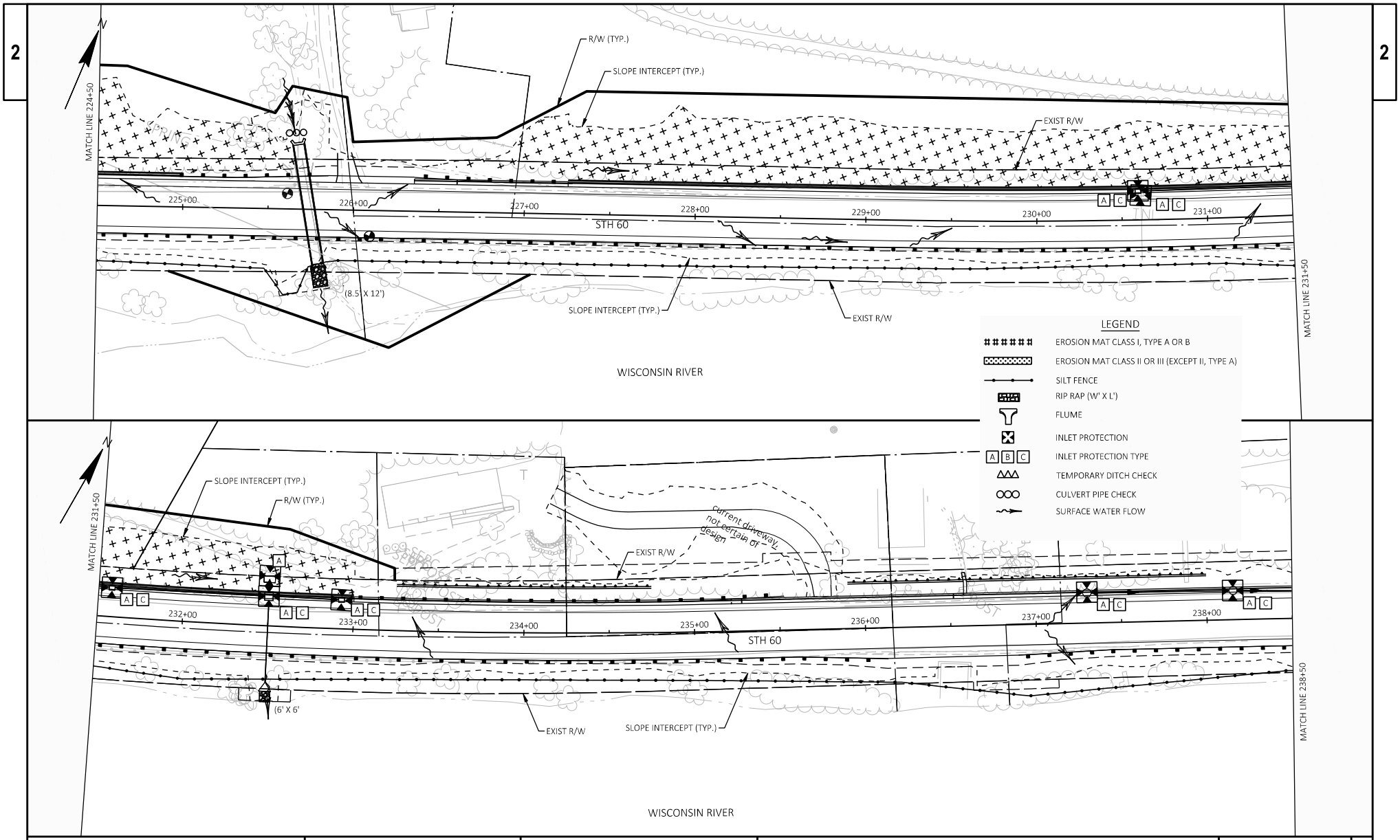
PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 02
PLOT DATE : 4/30/2024 10:46 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 03
PLOT DATE : 4/30/2024 10:46 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

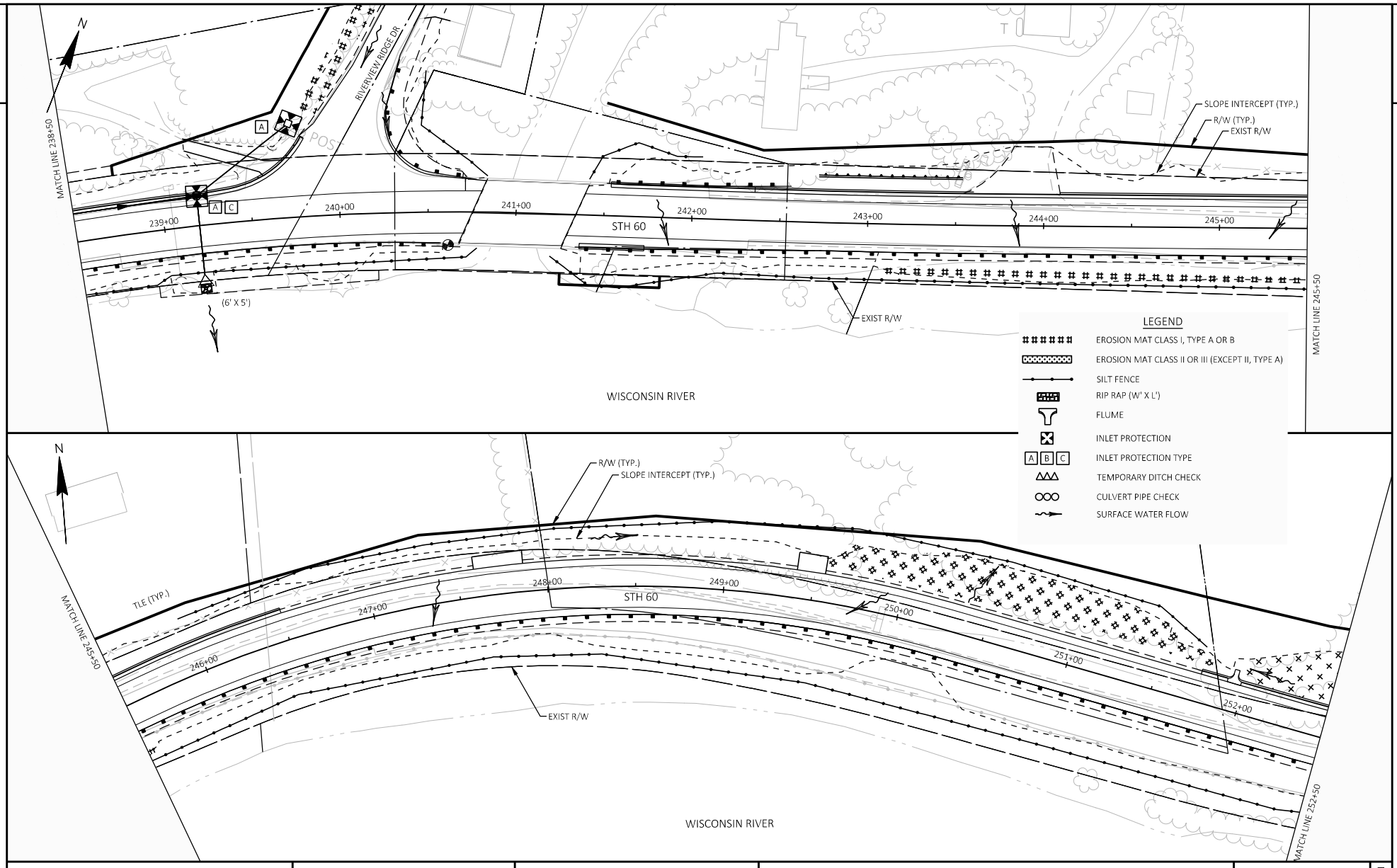


PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 04

PLOT DATE : 4/30/2024 10:46 AM PLOT BY : JON BLOMQUIST PLOT NAME : PLOT SCALE : 1 IN:50 FT

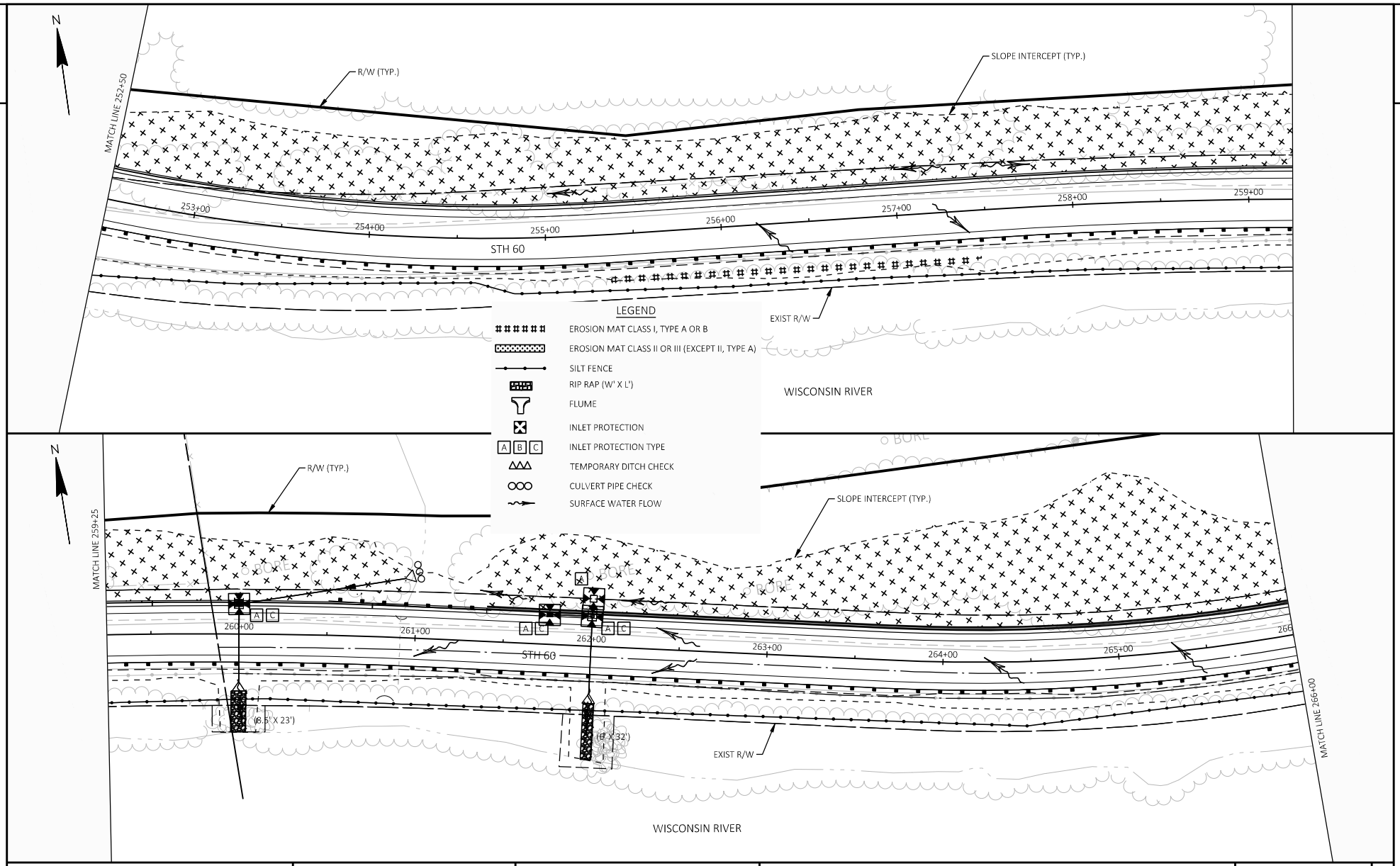
WISDOT/CADDS SHEET 44



PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 05
PLOT DATE : 4/30/2024 10:46 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 06
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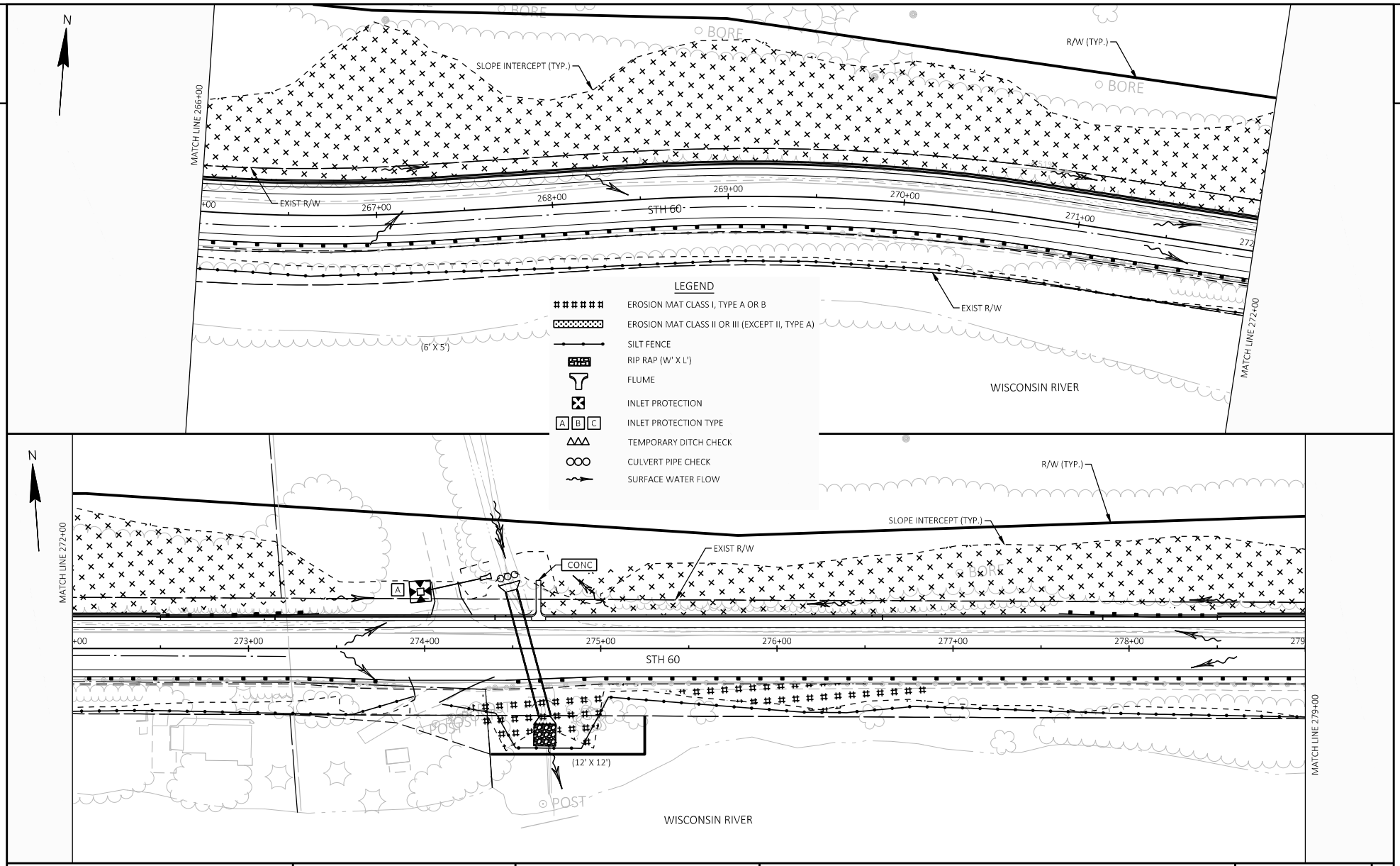
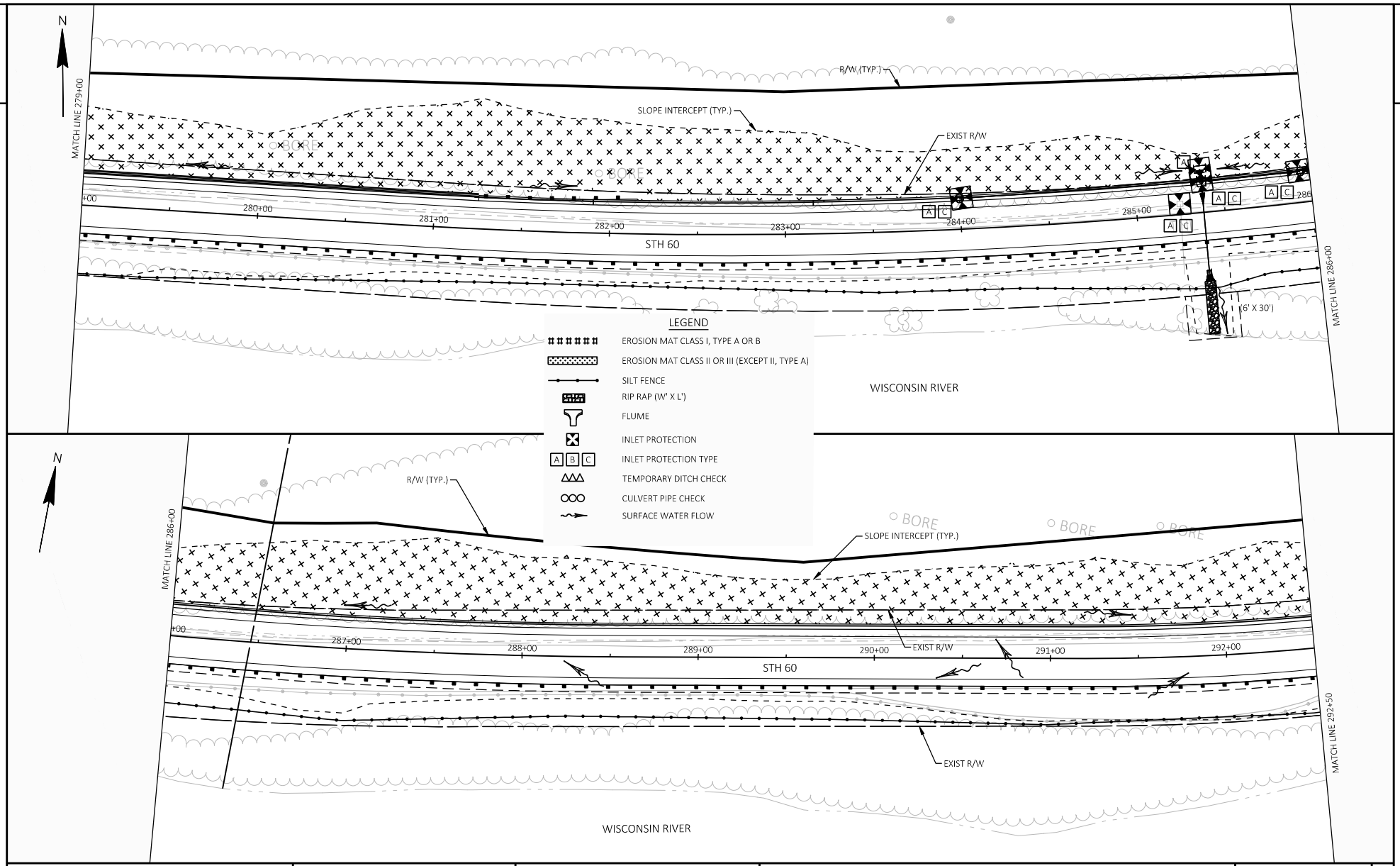
WISDOT/CADDS SHEET 44



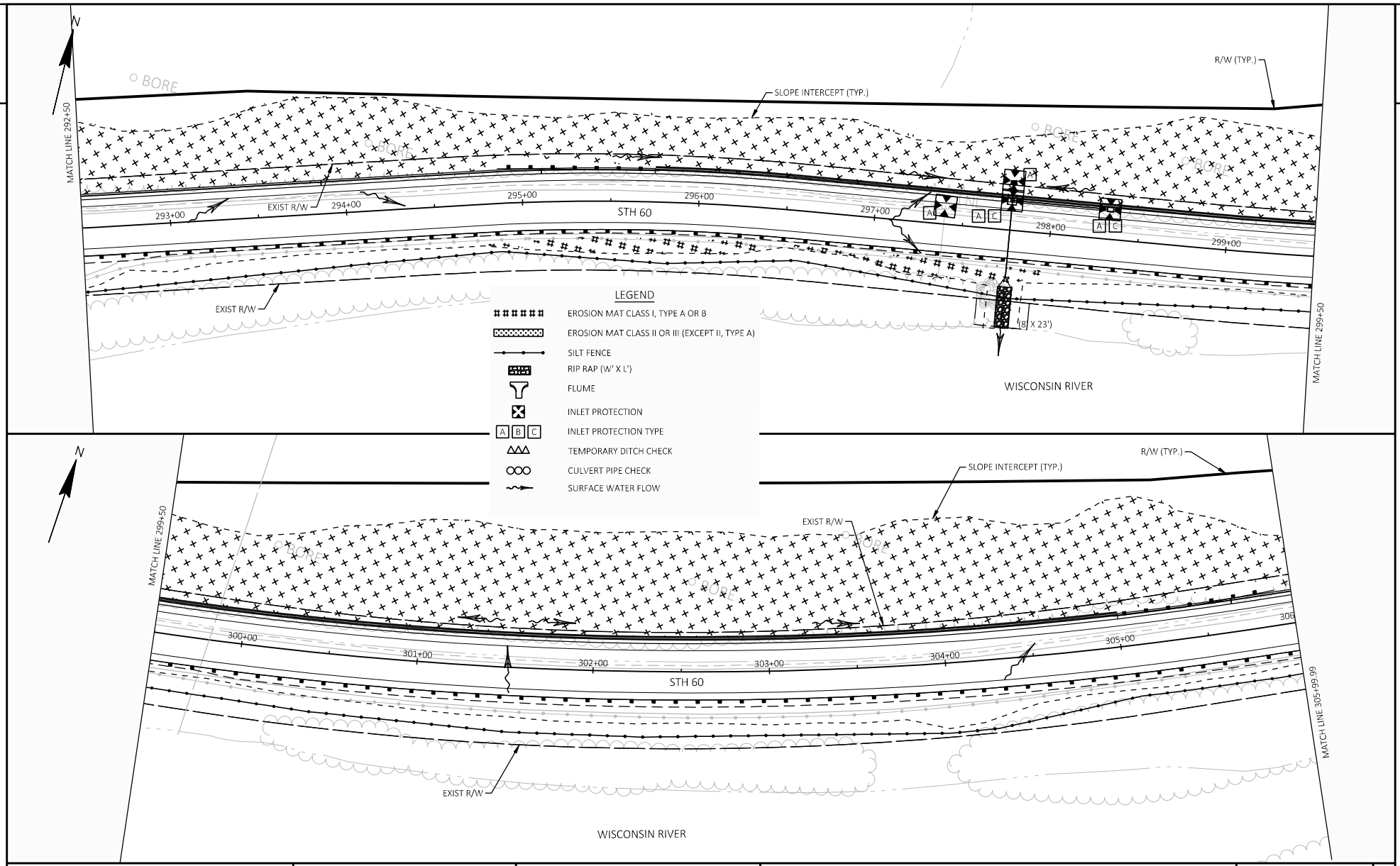
PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 07
PLOT DATE : 4/30/2024 10:47 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



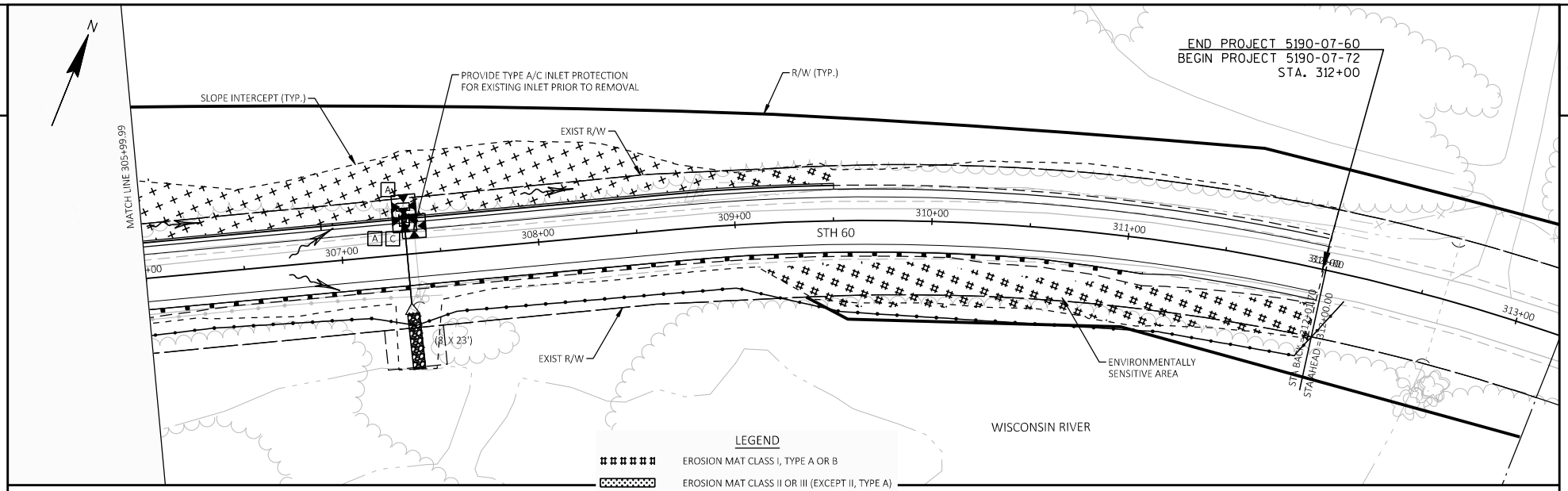
PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 08
PLOT DATE : 4/30/2024 10:47 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 09
PLOT DATE : 4/30/2024 10:47 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

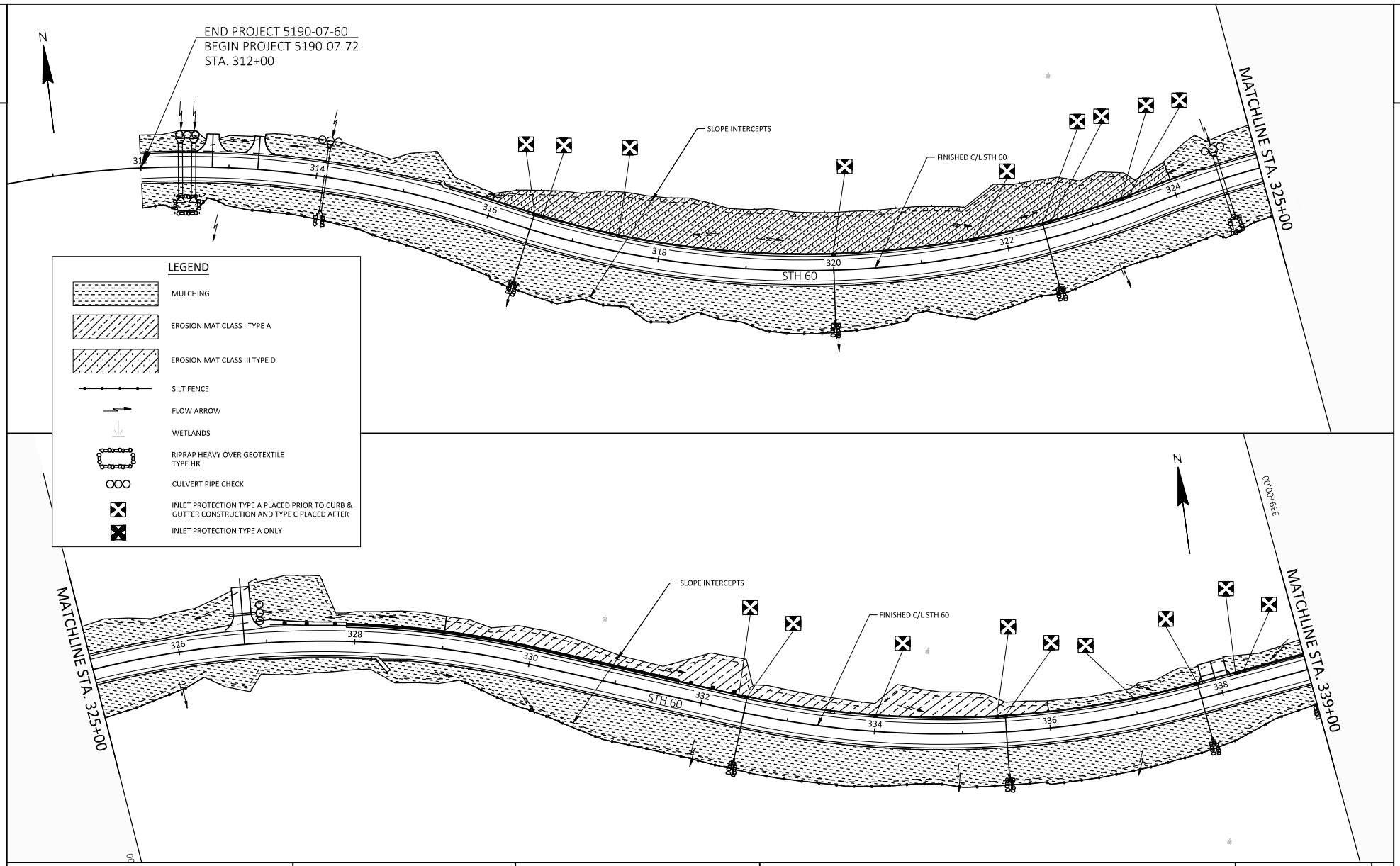


PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 10

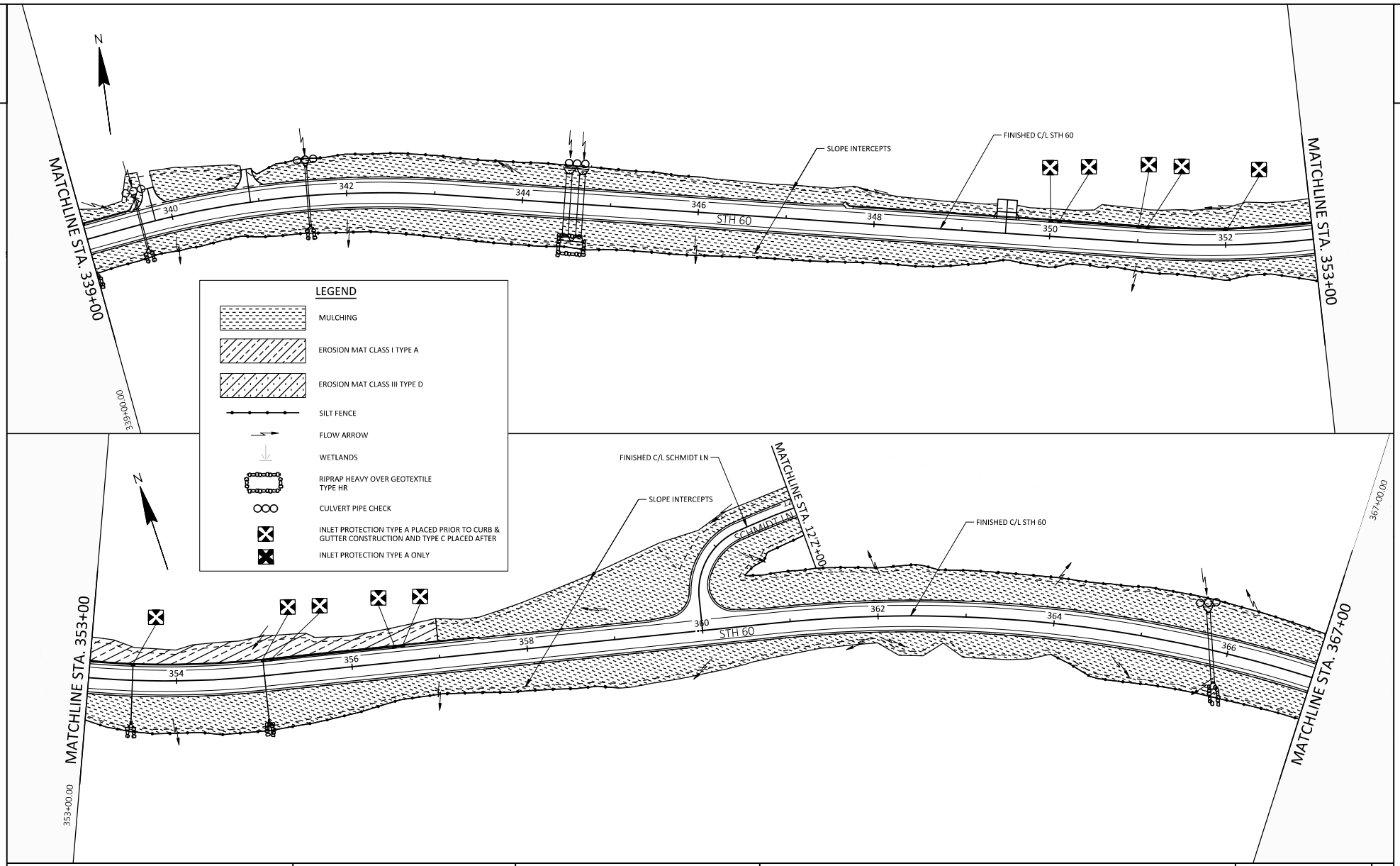
PLOT DATE : 4/30/2024 10:47 AM PLOT BY : JON BLOMQUIST PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



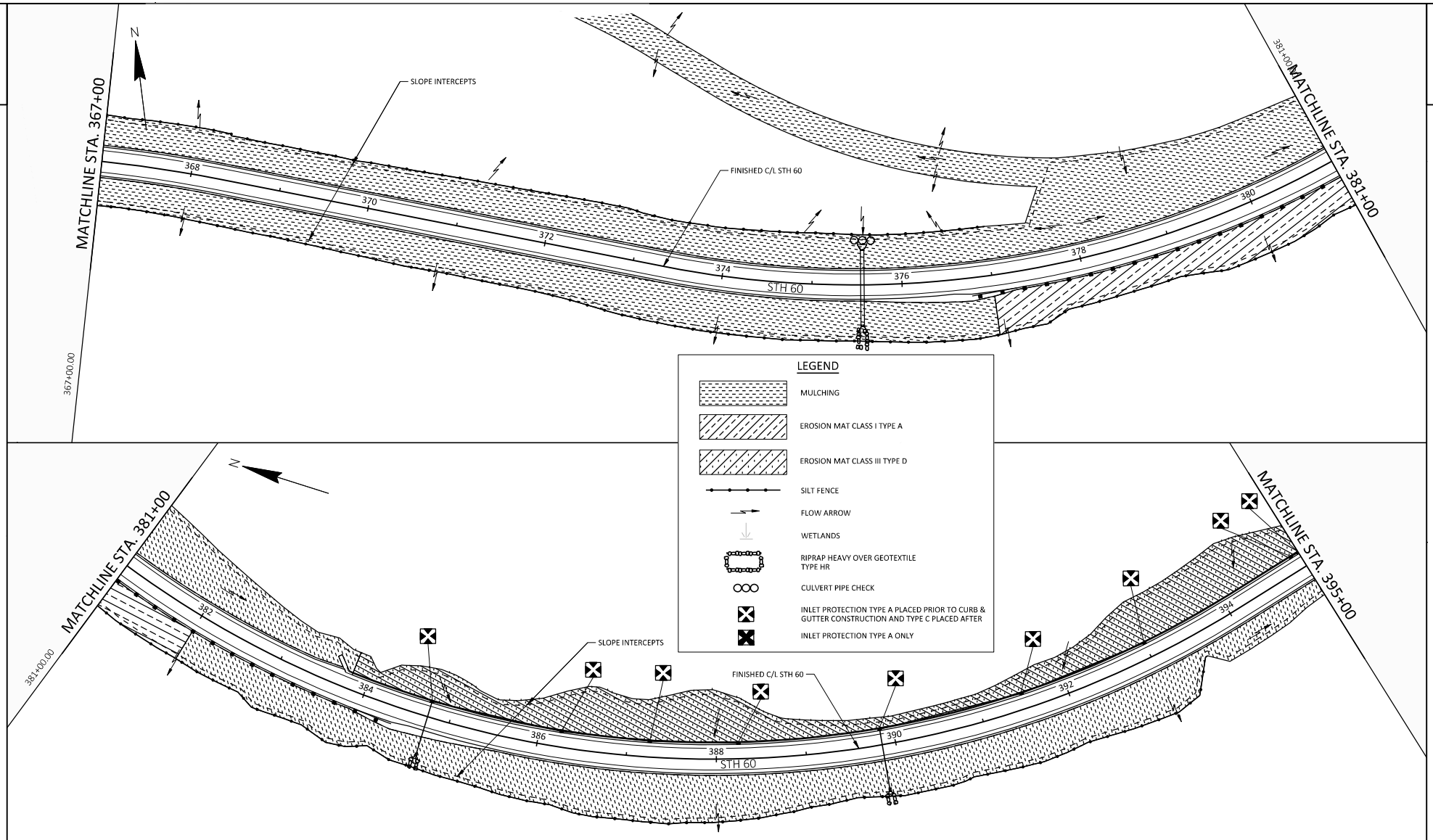
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_EROSION CONTROL.DWG PLOT DATE : 5/2/2024 12:42:14 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : 01



PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_EROSION CONTROL.DWG PLOT DATE : 5/2/2024 12:42:15 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : 02



PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

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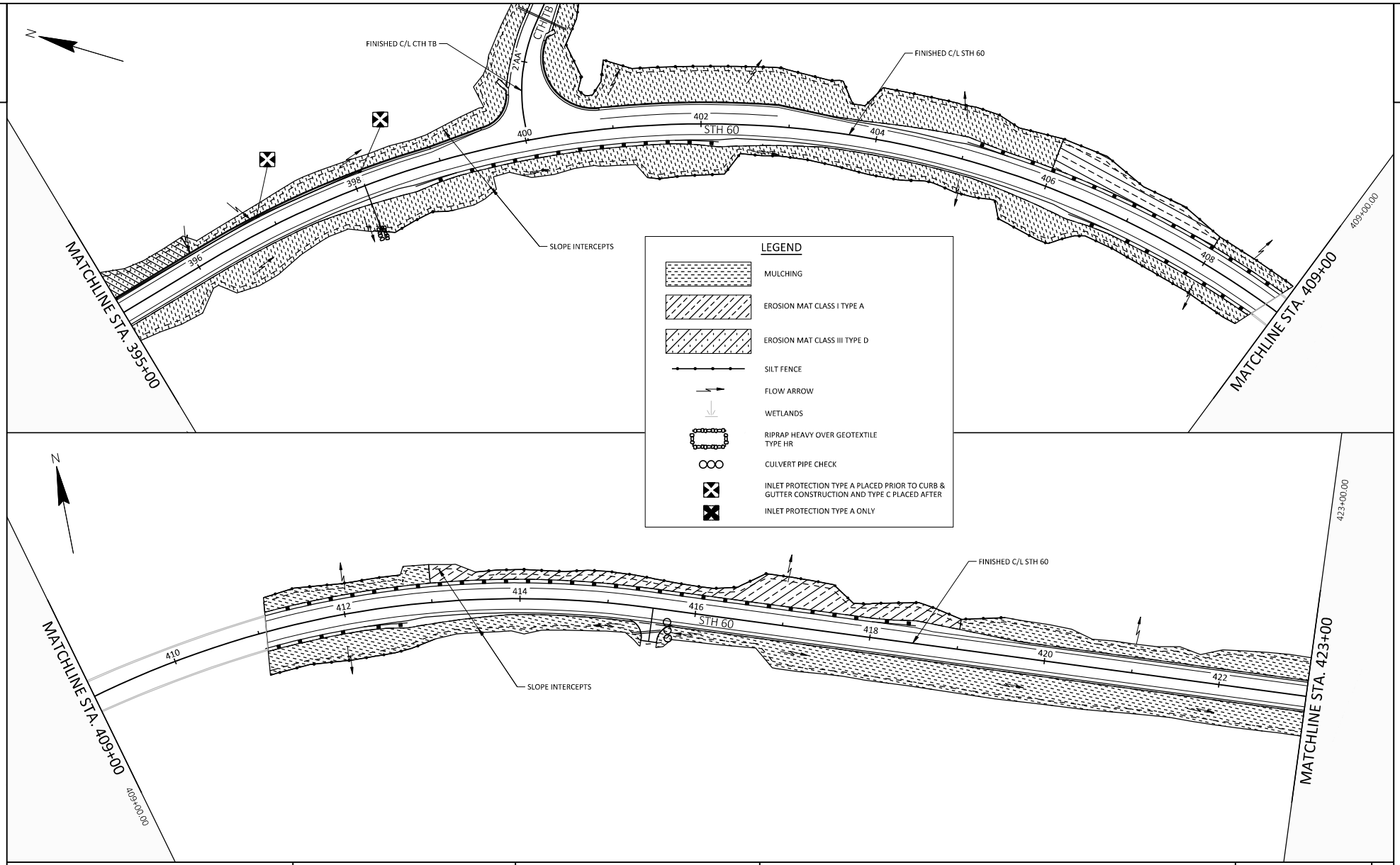
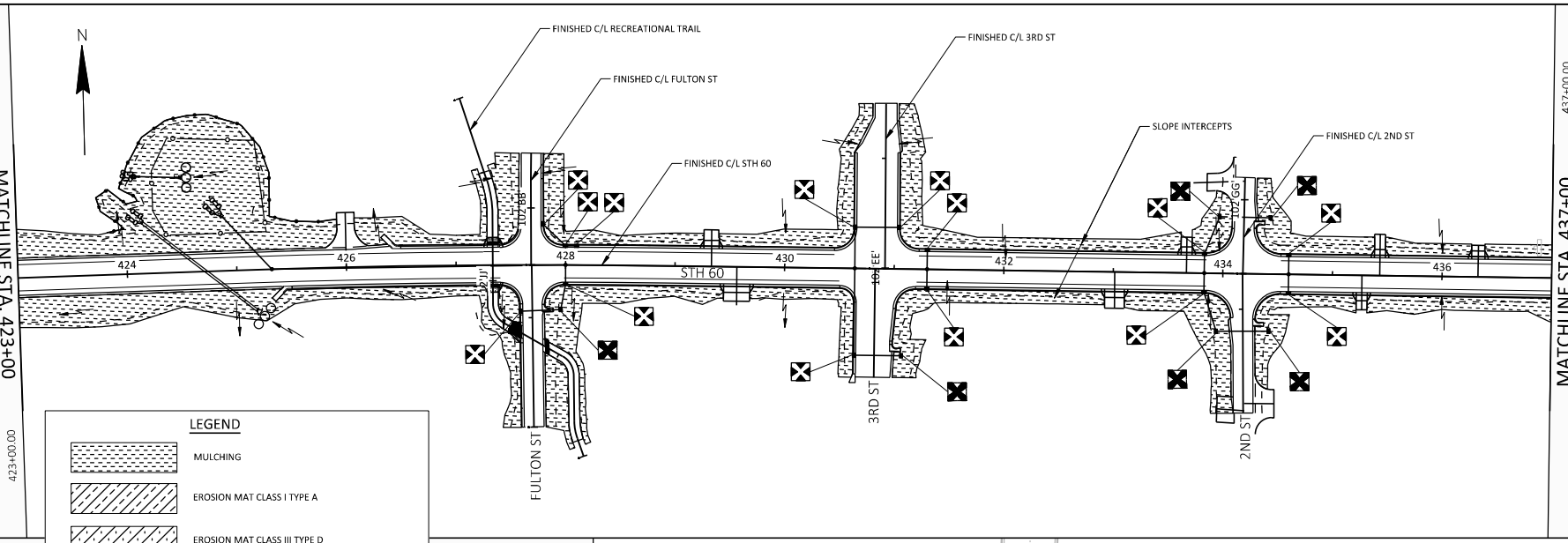
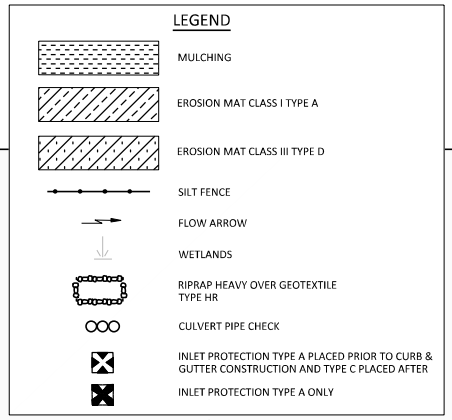
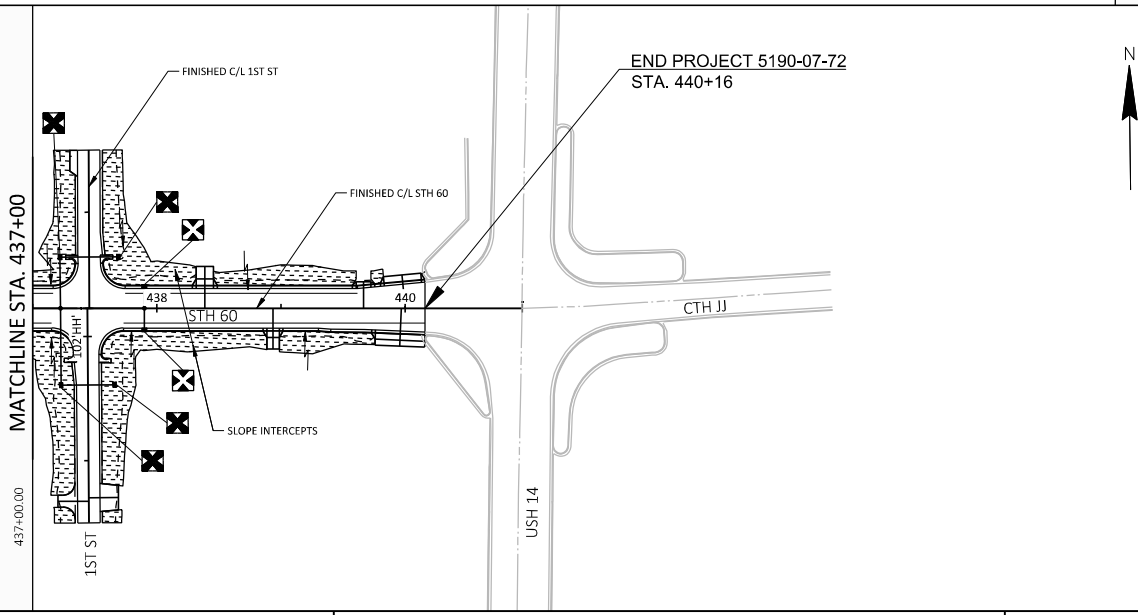


PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_EROSION CONTROL.DWG PLOT DATE : 5/2/2024 12:42:18 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : 04

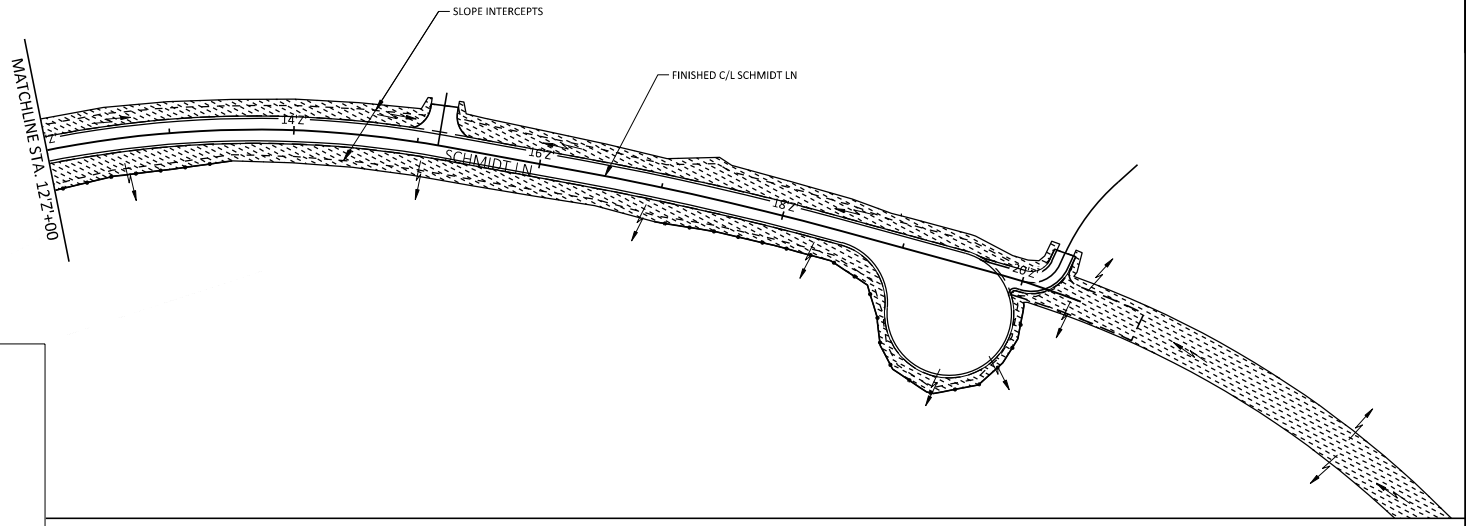






PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_EROSION CONTROL.DWG PLOT DATE : 5/2/2024 12:42:19 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : 05

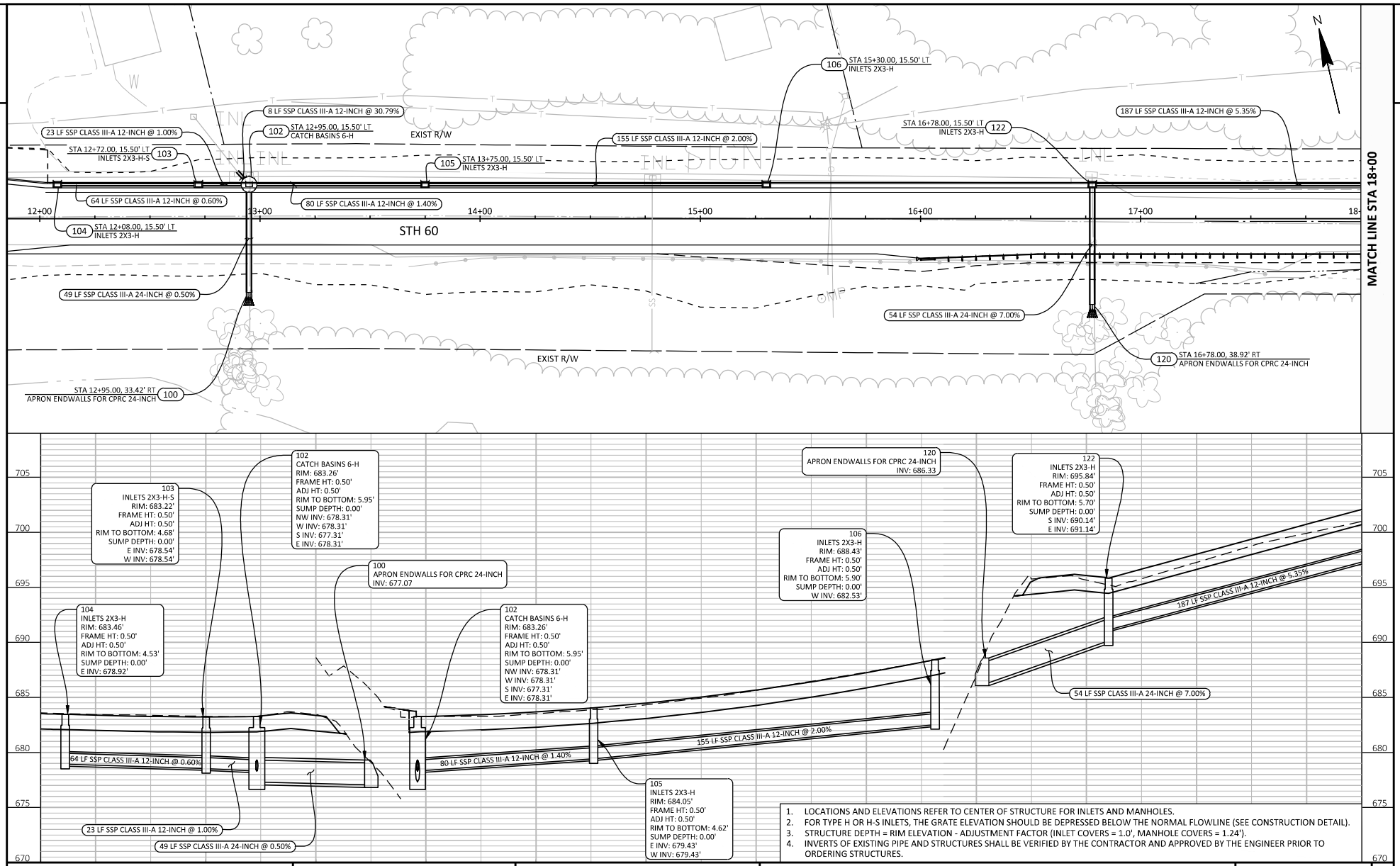


LEGEND

- MULCHING
- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS III TYPE D
- SILT FENCE
- FLOW ARROW
- WETLANDS
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR
- CULVERT PIPE CHECK
- INLET PROTECTION TYPE A PLACED PRIOR TO CURB & GUTTER CONSTRUCTION AND TYPE C PLACED AFTER
- INLET PROTECTION TYPE A ONLY

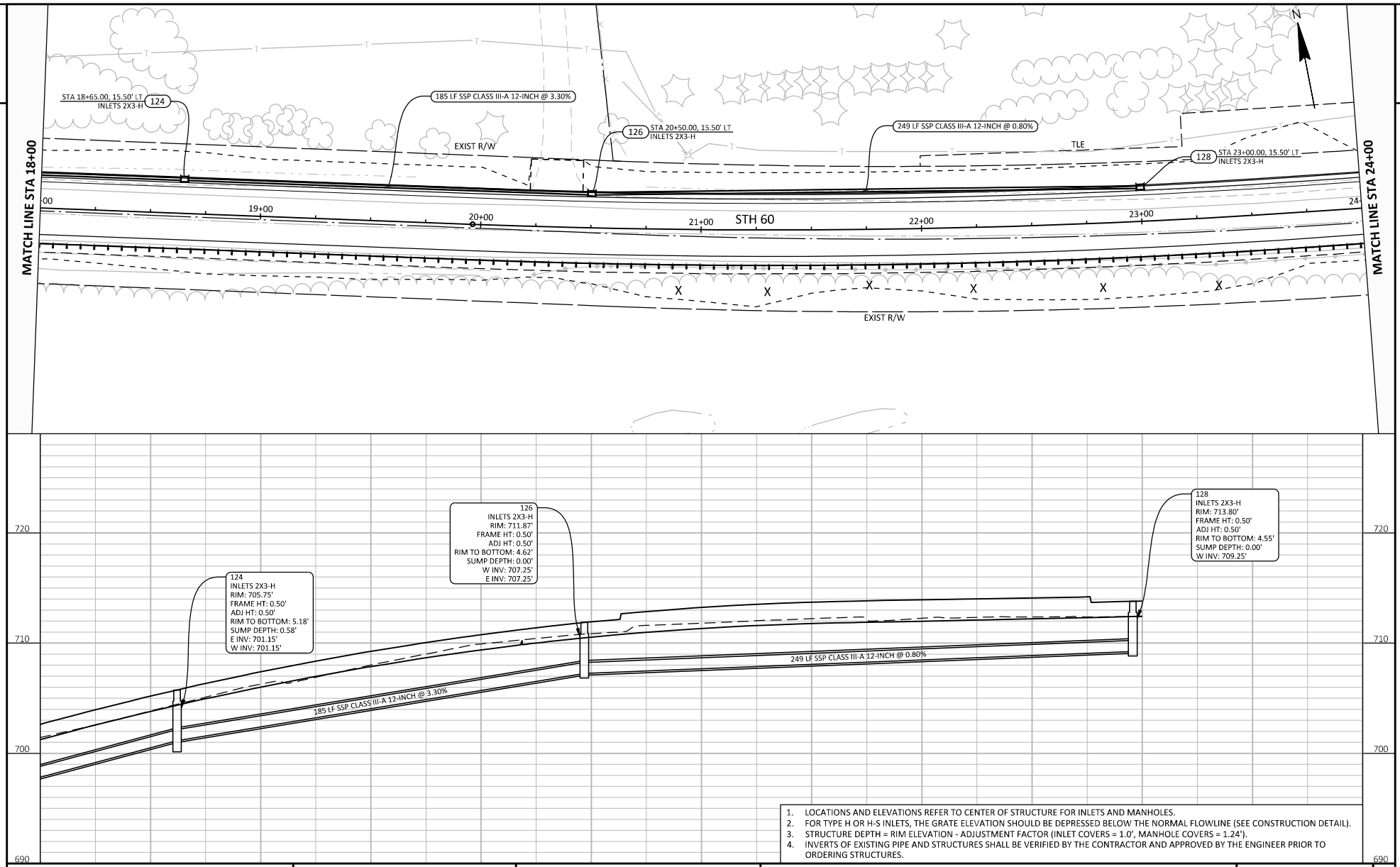
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	EROSION CONTROL	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_EROSION CONTROL.DWG PLOT DATE : 5/2/2024 12:42:20 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : 06



PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET E

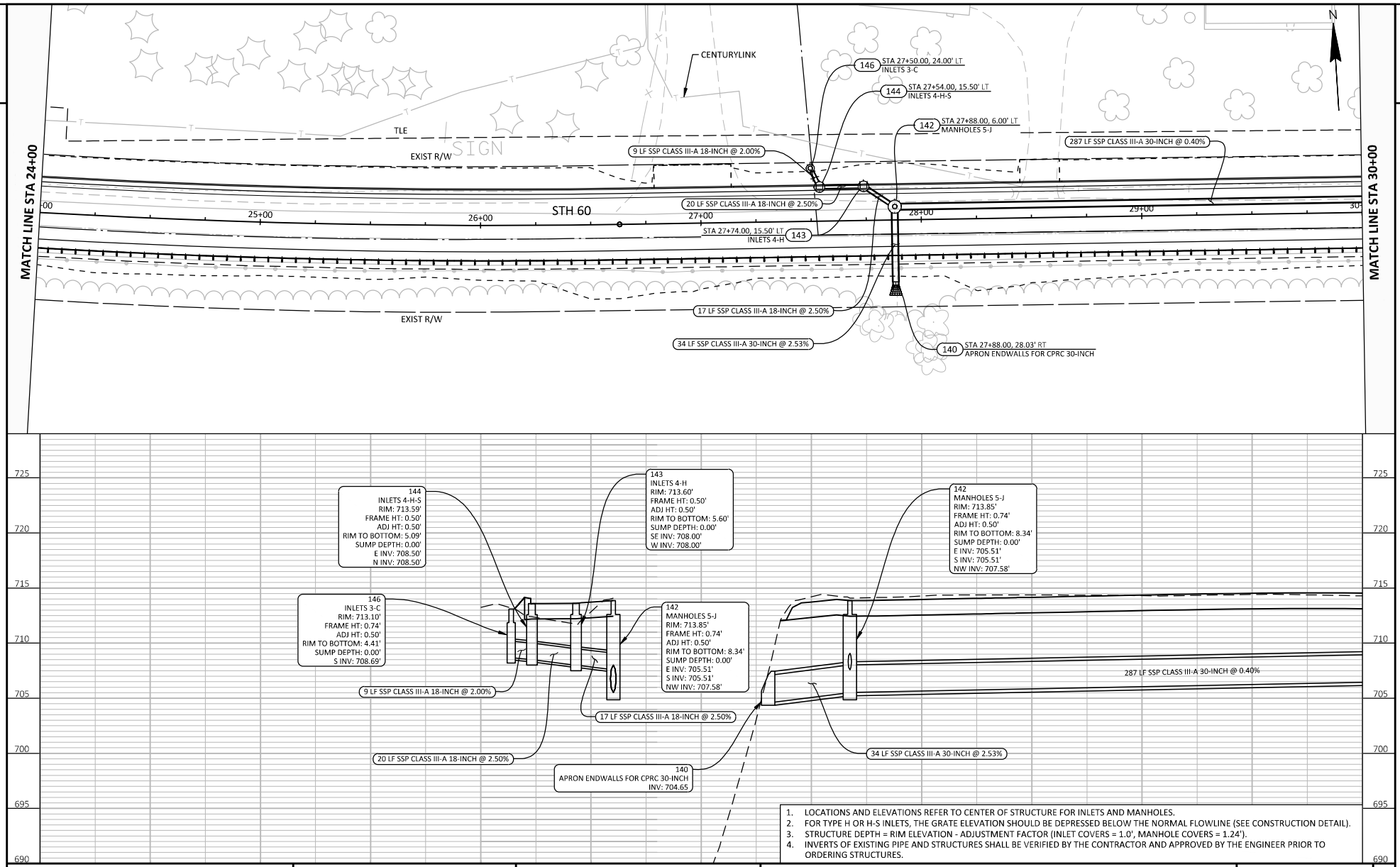
FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022501-SS.DWG
LAYOUT NAME - 51900771-022501-ss
PLOT DATE : 5/1/2024 12:53 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



1. LOCATIONS AND ELEVATIONS REFER TO CENTER OF STRUCTURE FOR INLETS AND MANHOLES.
2. FOR TYPE H OR H-S INLETS, THE GRATE ELEVATION SHOULD BE DEPRESSED BELOW THE NORMAL FLOWLINE (SEE CONSTRUCTION DETAIL).
3. STRUCTURE DEPTH = RIM ELEVATION - ADJUSTMENT FACTOR (INLET COVERS = 1.0', MANHOLE COVERS = 1.24').
4. INVERTS OF EXISTING PIPE AND STRUCTURES SHALL BE VERIFIED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO ORDERING STRUCTURES.

PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022501-SS.DWG
LAYOUT NAME - 51900771-022502-ss
PLOT DATE : 5/1/2024 12:54 PM PLOT BY : BRETT BOUC PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



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2. FOR TYPE H OR H-S INLETS, THE GRATE ELEVATION SHOULD BE DEPRESSED BELOW THE NORMAL FLOWLINE (SEE CONSTRUCTION DETAIL).
3. STRUCTURE DEPTH = RIM ELEVATION - ADJUSTMENT FACTOR (INLET COVERS = 1.0', MANHOLE COVERS = 1.24').
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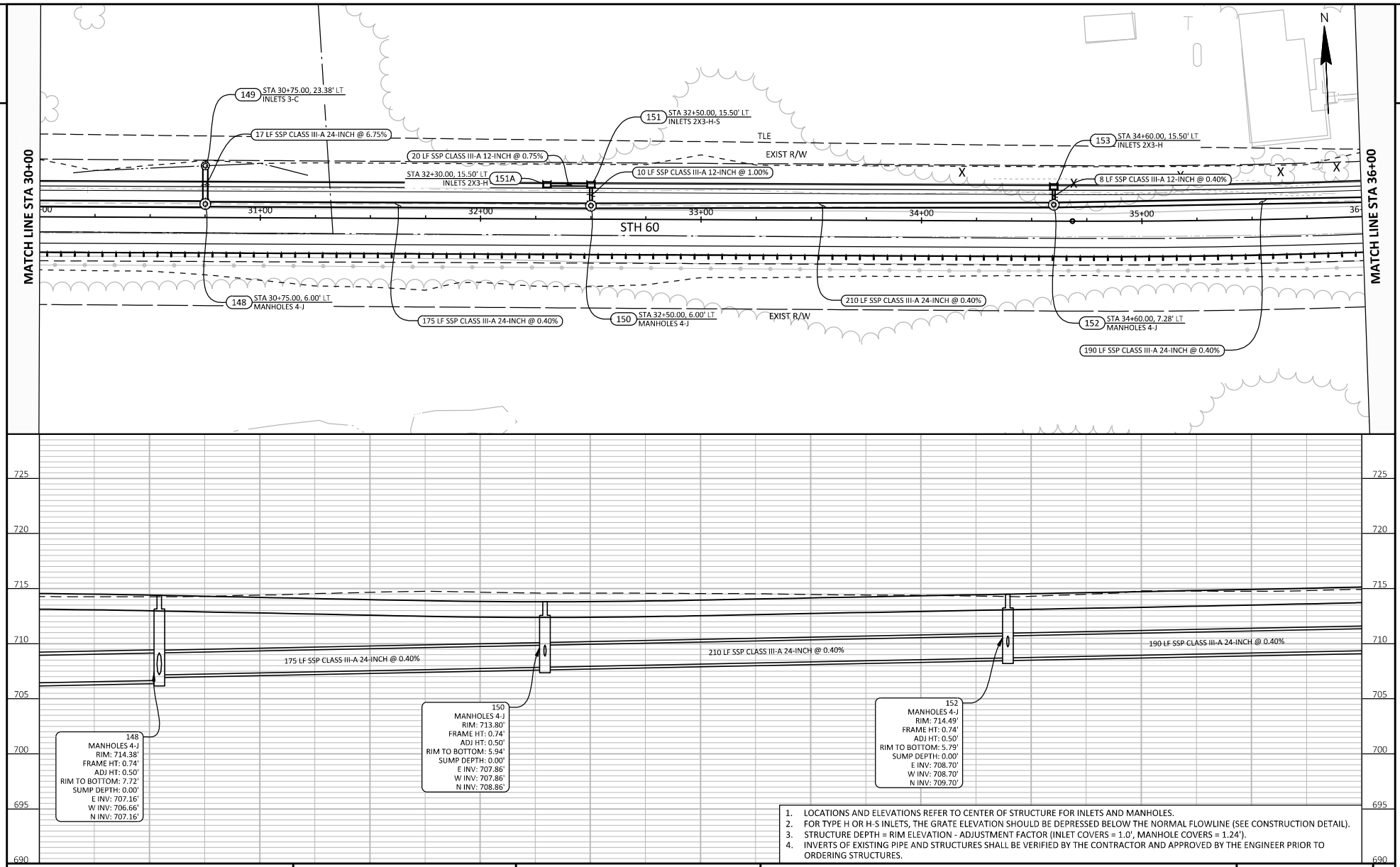
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022501-SS.DWG
LAYOUT NAME - 51900771-022503-ss
PLOT DATE : 5/1/2024 12:54 PM PLOT BY : BRETT BOUC PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



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2. FOR TYPE H OR H-S INLETS, THE GRATE ELEVATION SHOULD BE DEPRESSED BELOW THE NORMAL FLOWLINE (SEE CONSTRUCTION DETAIL).
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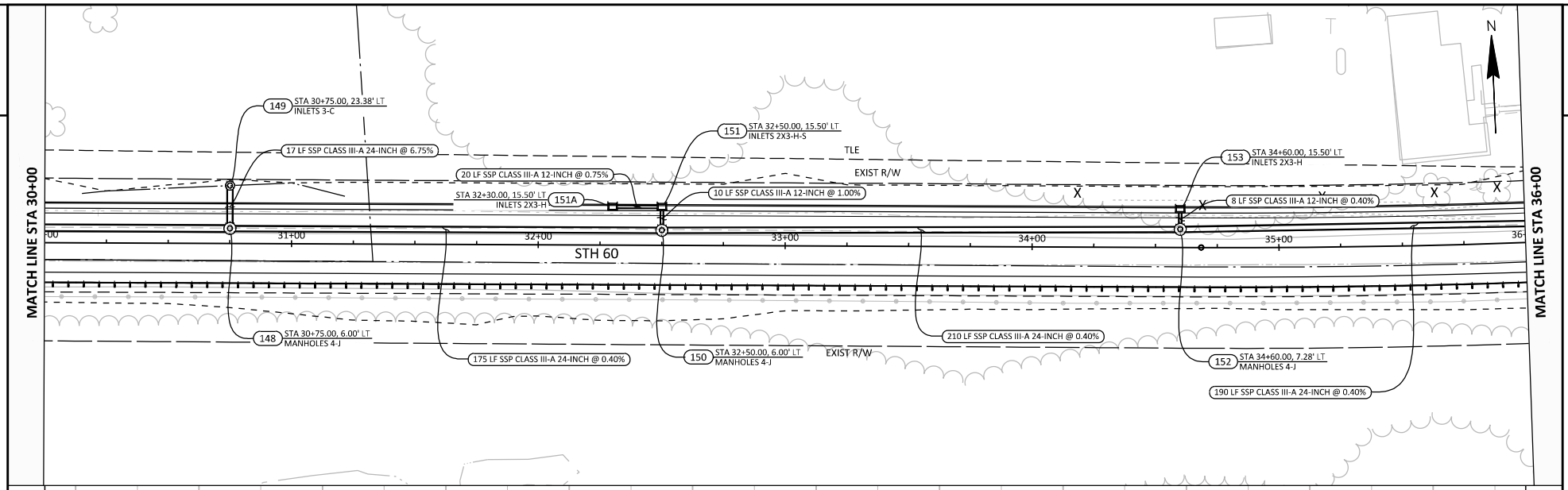
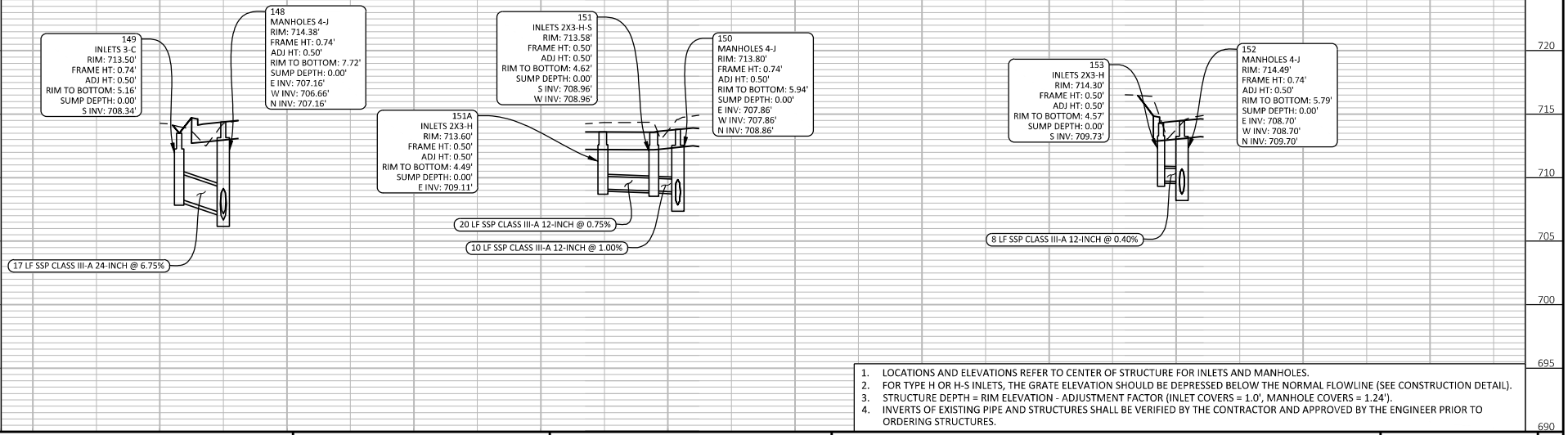
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022501-SS.DWG
LAYOUT NAME - 51900771-022504-ss
PLOT DATE : 5/1/2024 12:55 PM PLOT BY : BRETT BOUC PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41





1. LOCATIONS AND ELEVATIONS REFER TO CENTER OF STRUCTURE FOR INLETS AND MANHOLES.
2. FOR TYPE H OR H-S INLETS, THE GRATE ELEVATION SHOULD BE DEPRESSED BELOW THE NORMAL FLOWLINE (SEE CONSTRUCTION DETAIL).
3. STRUCTURE DEPTH = RIM ELEVATION - ADJUSTMENT FACTOR (INLET COVERS = 1.0', MANHOLE COVERS = 1.24').
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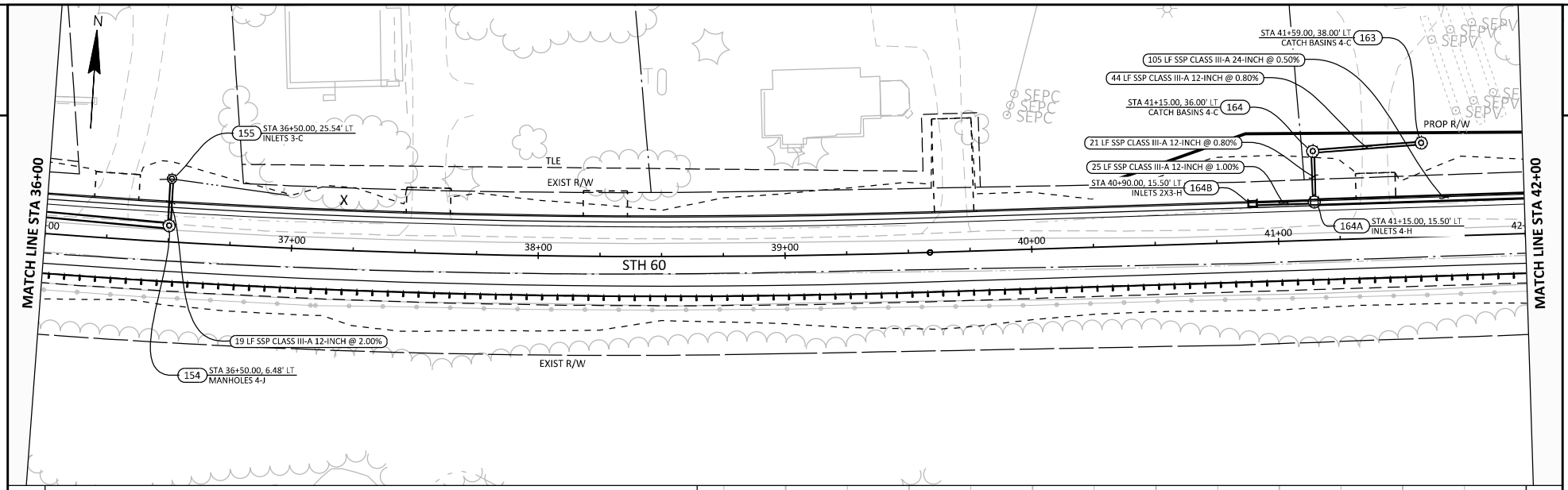
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022501-SS.DWG
LAYOUT NAME - 51900771-022505-ss
PLOT DATE : 5/1/2024 12:55 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



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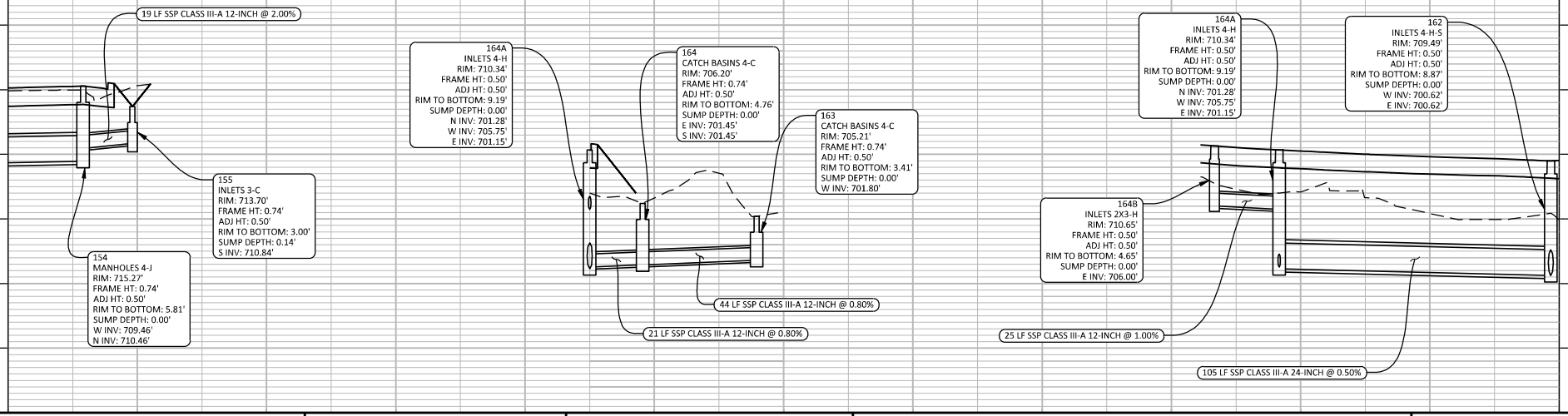
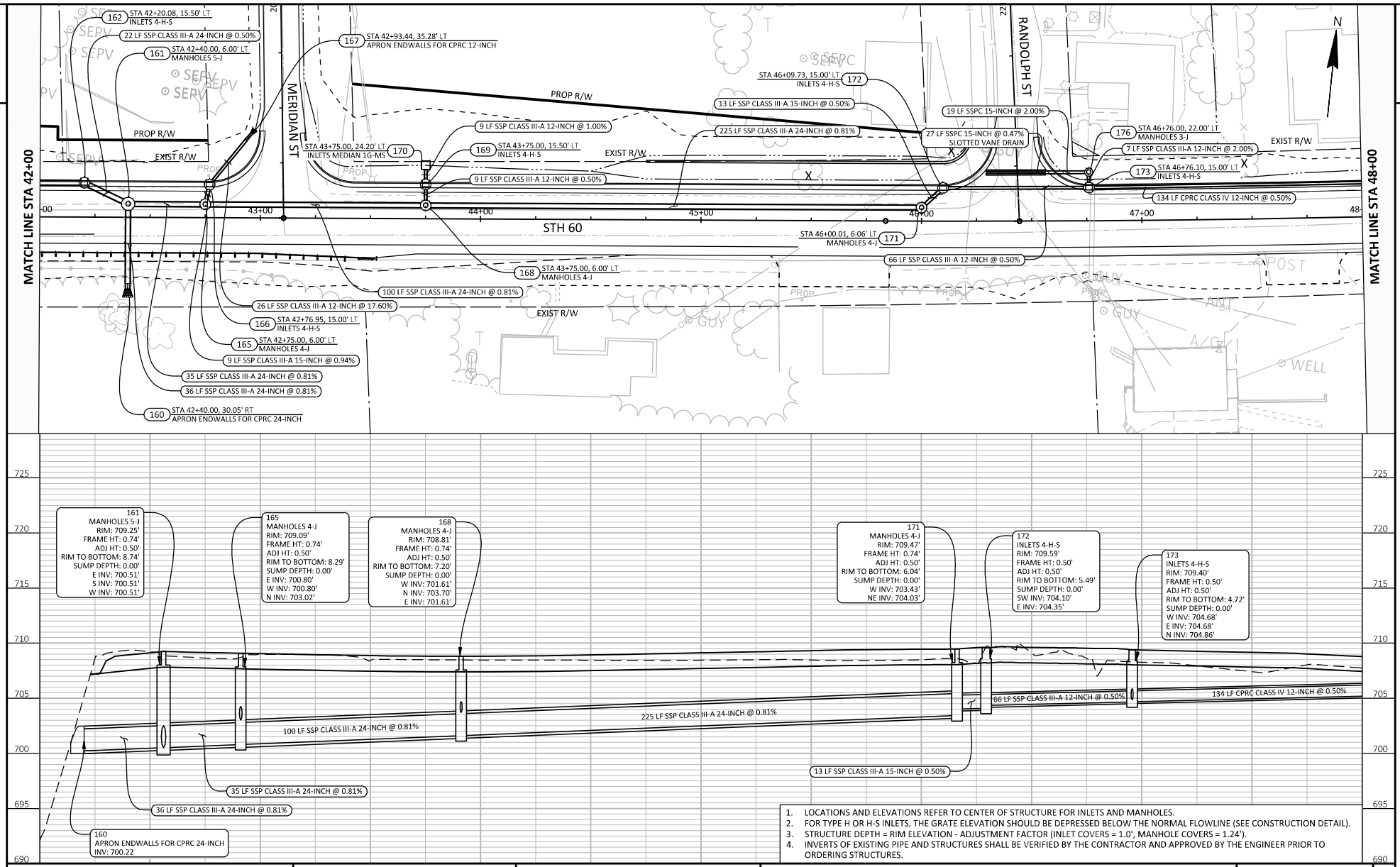


PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022501-SS.DWG
LAYOUT NAME - 51900771-022506-ss
PLOT DATE : 5/1/2024 12:56 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



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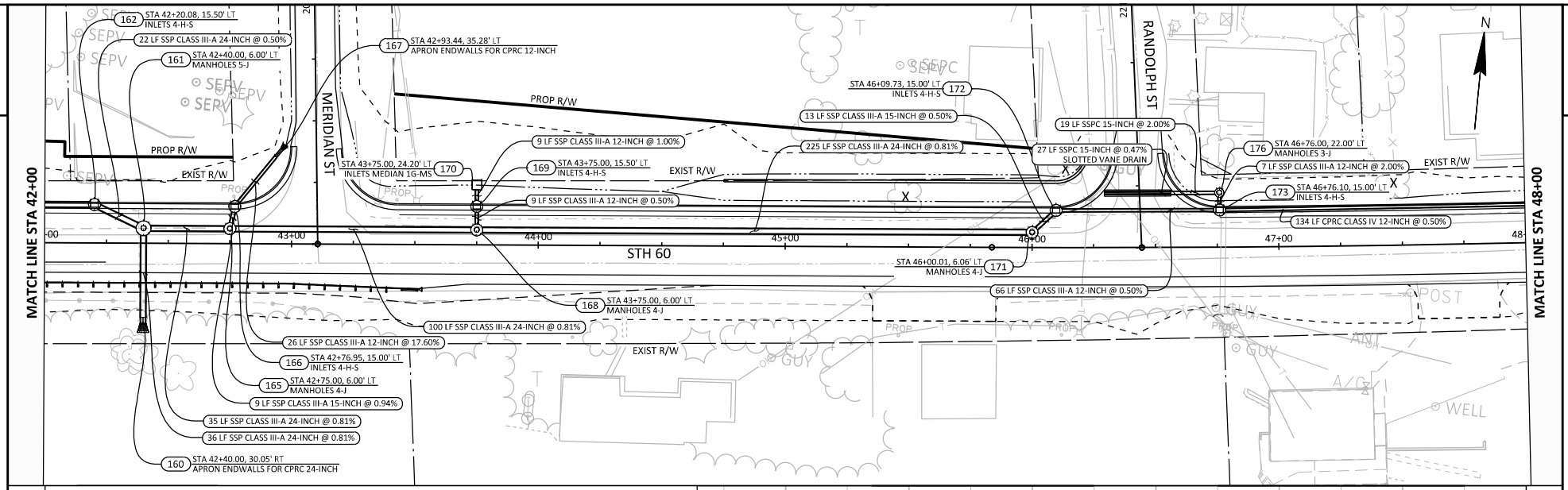
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022501-SS.DWG
LAYOUT NAME - 51900771-022507-ss
PLOT DATE : 5/1/2024 12:56 PM PLOT BY : BRETT BOUC PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



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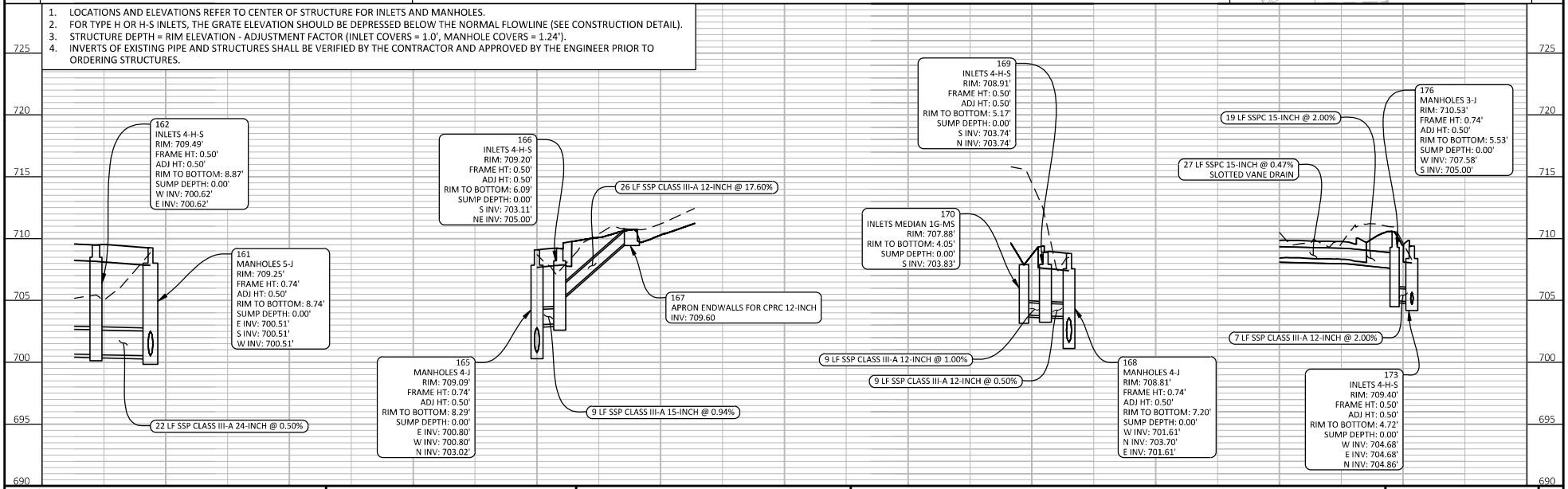
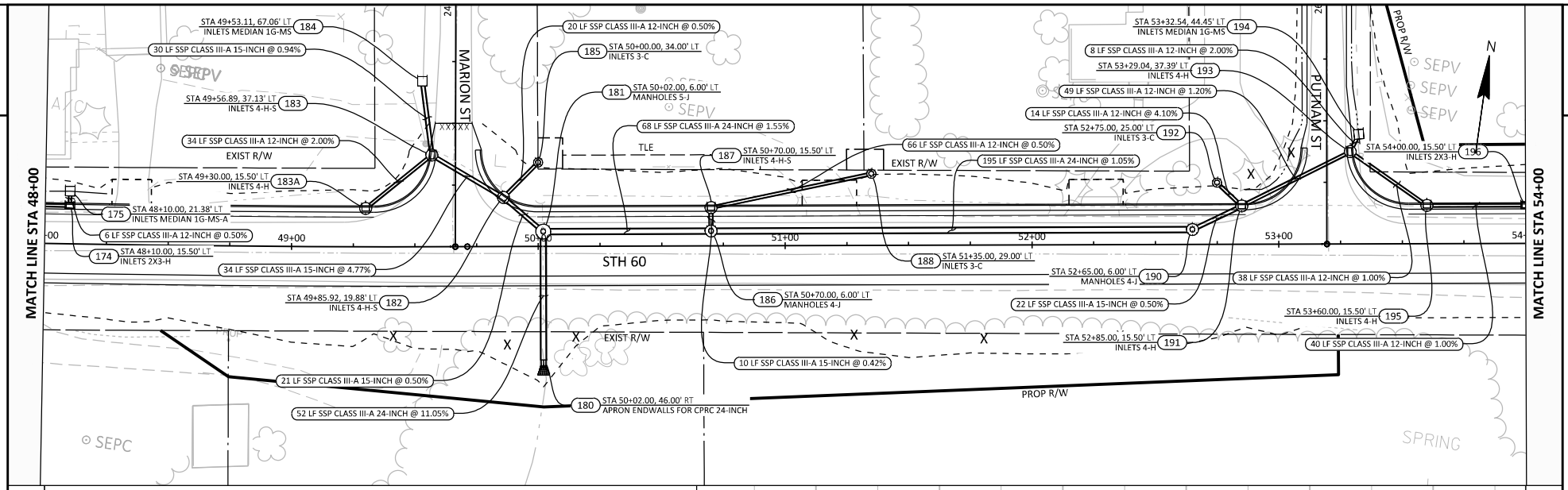


PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022501-SS.DWG
LAYOUT NAME - 51900771-022508-ss
PLOT DATE : 5/1/2024 12:57 PM PLOT BY : BRETT BOUC PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



1. LOCATIONS AND ELEVATIONS REFER TO CENTER OF STRUCTURE FOR INLETS AND MANHOLES.
2. FOR TYPE H OR H-S INLETS, THE GRATE ELEVATION SHOULD BE DEPRESSED BELOW THE NORMAL FLOWLINE (SEE CONSTRUCTION DETAIL).
3. STRUCTURE DEPTH = RIM ELEVATION - ADJUSTMENT FACTOR (INLET COVERS = 1.0', MANHOLE COVERS = 1.24').
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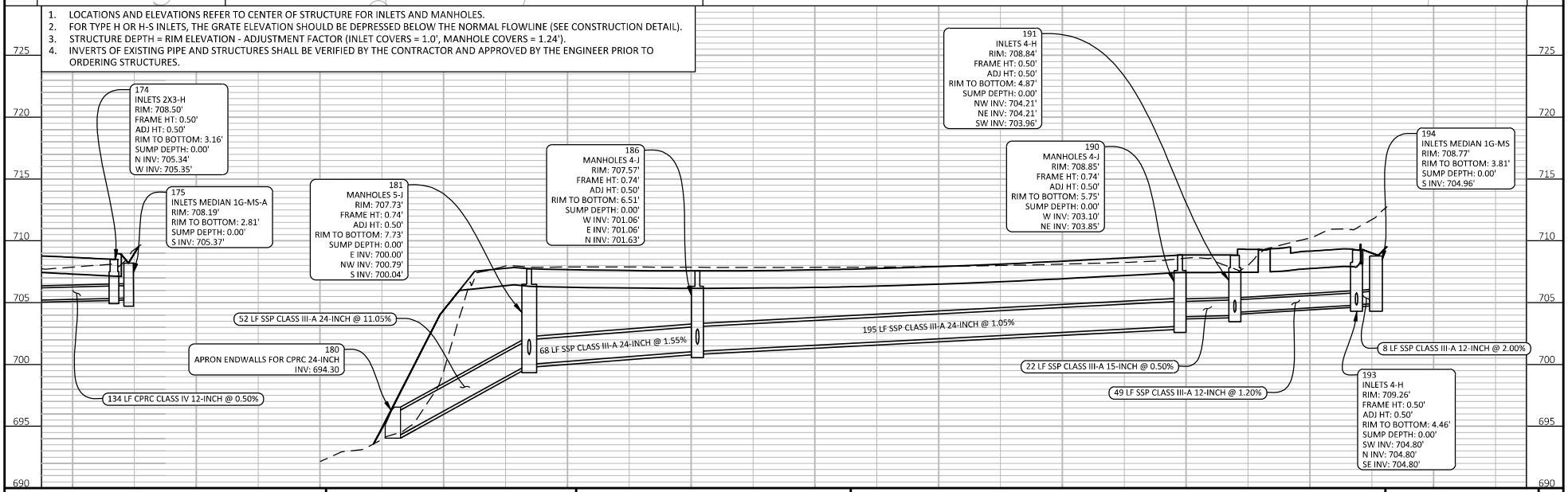
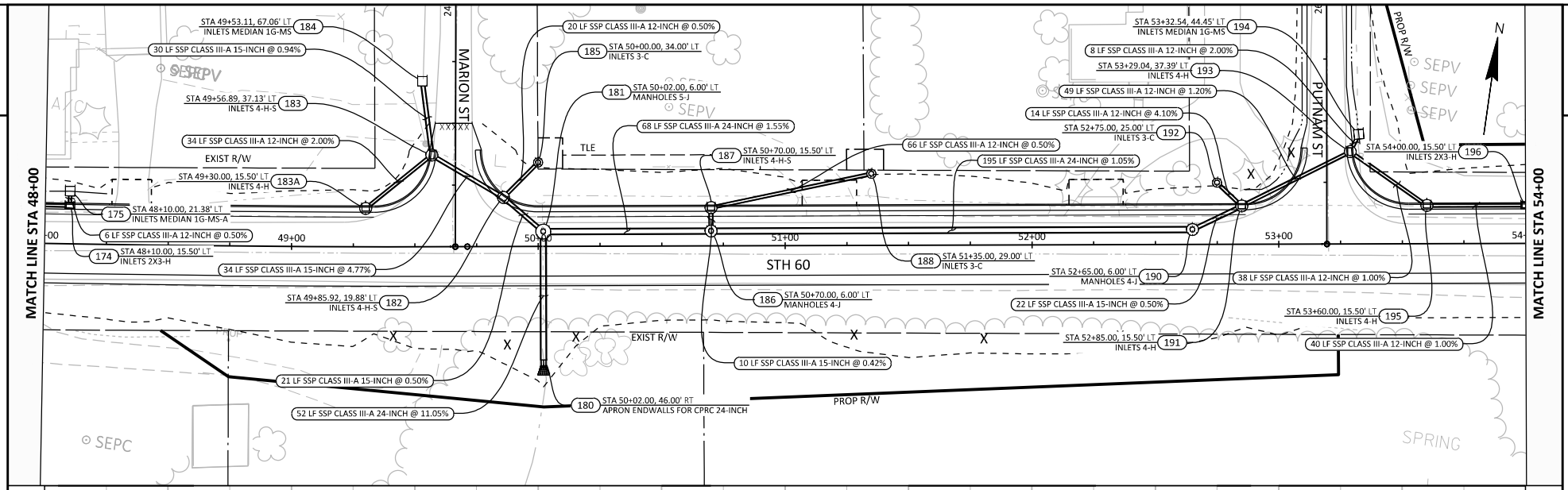
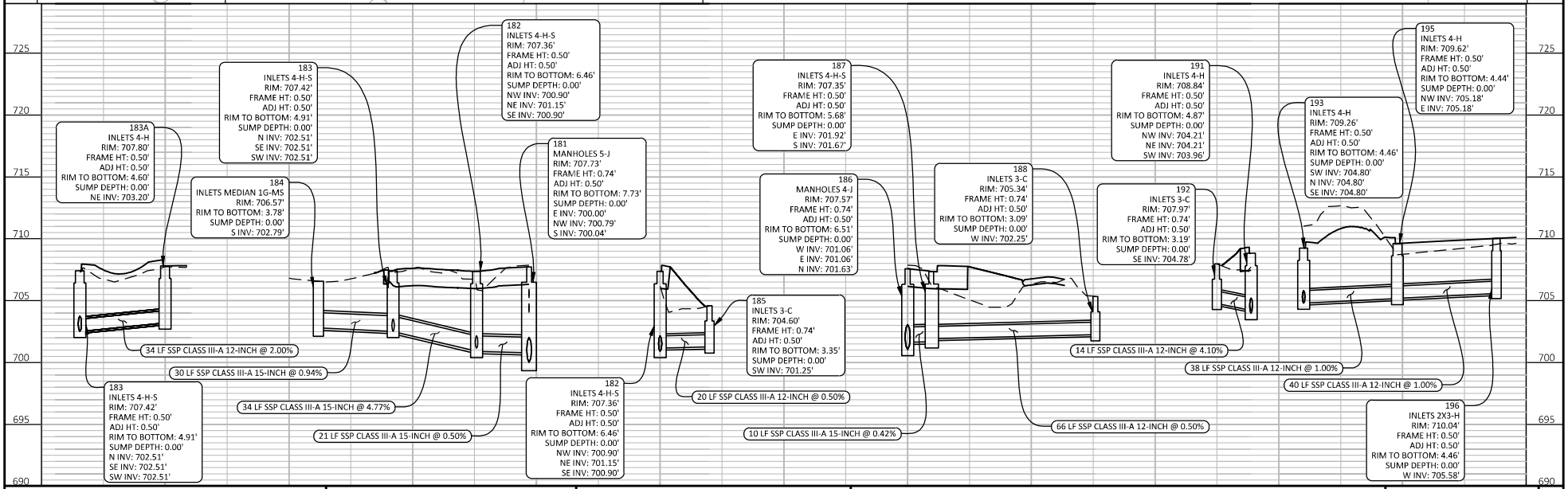


PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET E

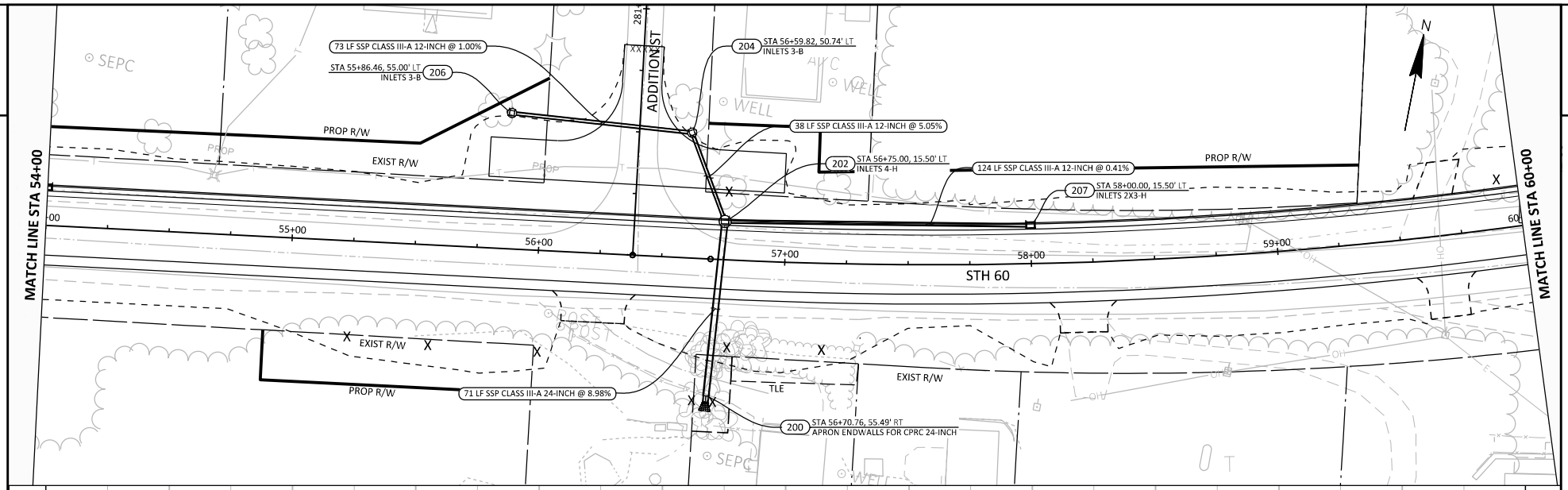
FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022501-SS.DWG
LAYOUT NAME - 51900771-022509-ss
PLOT DATE : 5/1/2024 12:57 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

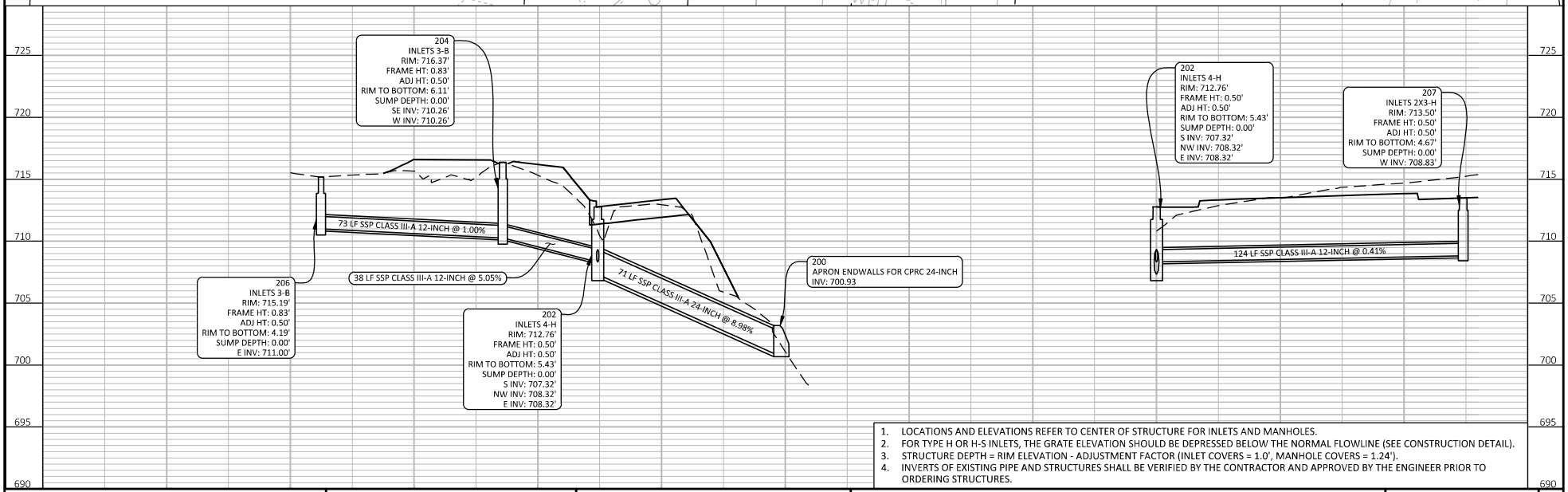




PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022501-SS.DWG
LAYOUT NAME - 51900771-022510-ss
PLOT DATE : 5/1/2024 12:58 PM PLOT BY : BRETT BOUC PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41





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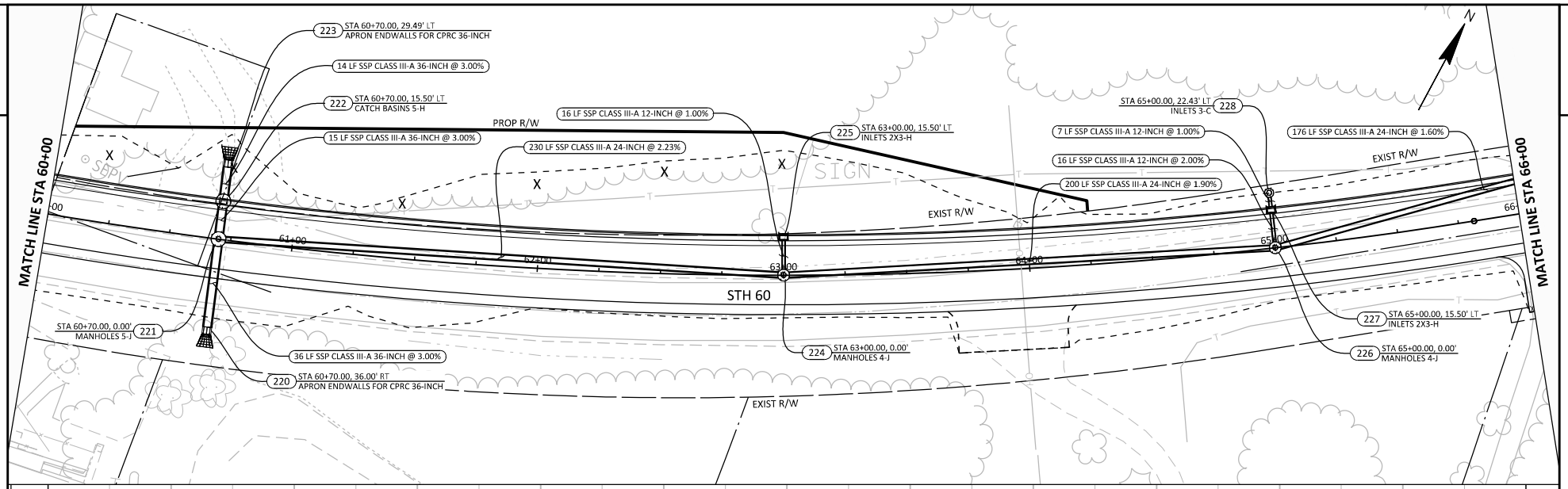
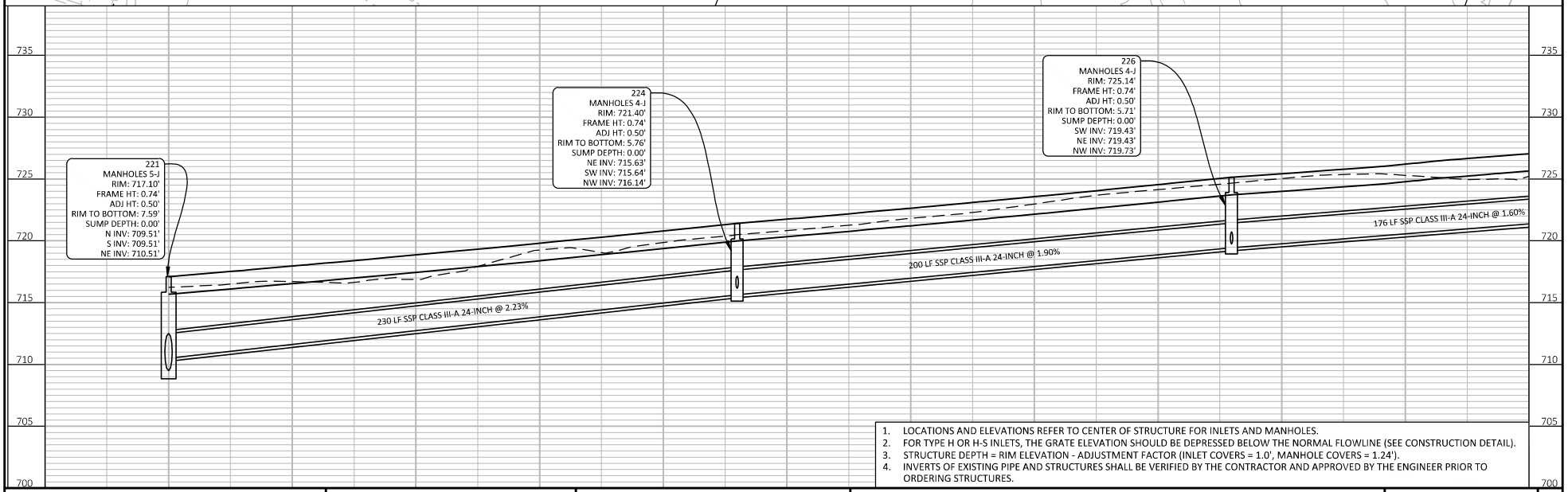
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022501-SS.DWG
LAYOUT NAME - 51900771-022511-ss
PLOT DATE : 5/1/2024 12:58 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41





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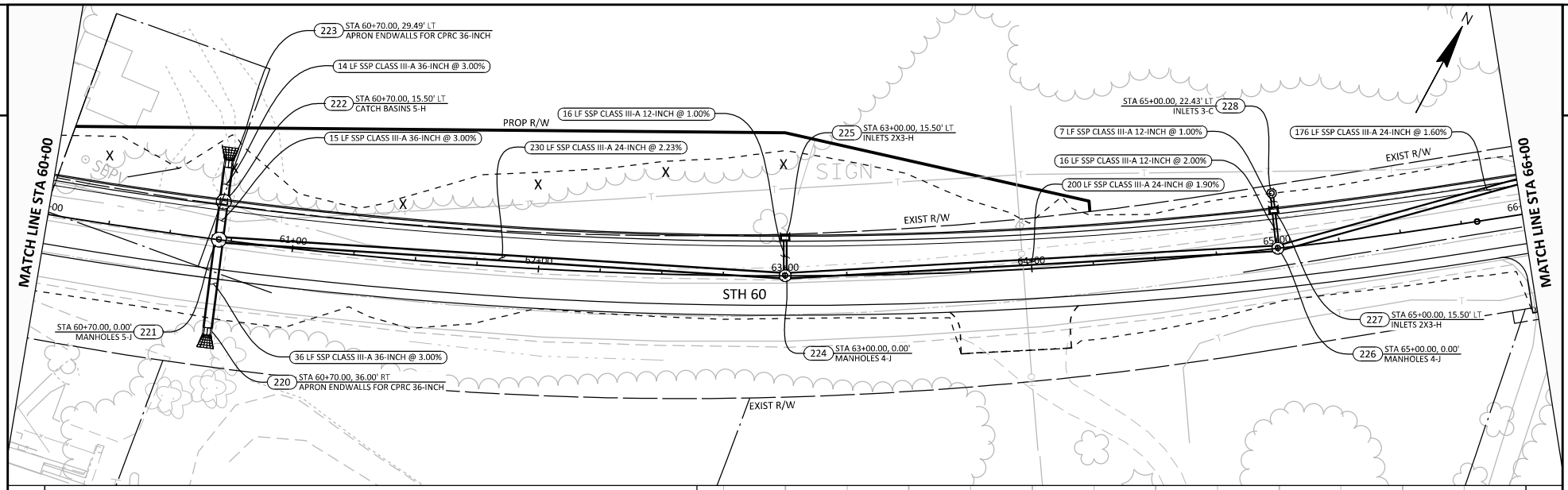
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022501-SS.DWG
LAYOUT NAME - 51900771-022512-ss
PLOT DATE : 5/1/2024 12:59 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



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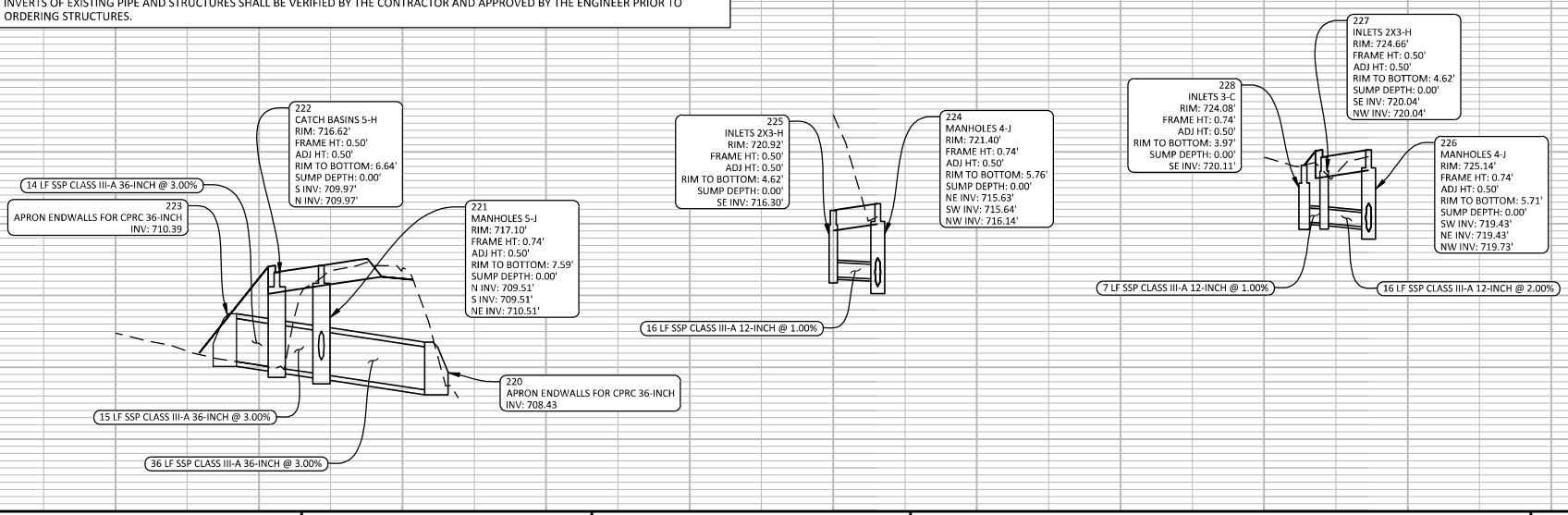
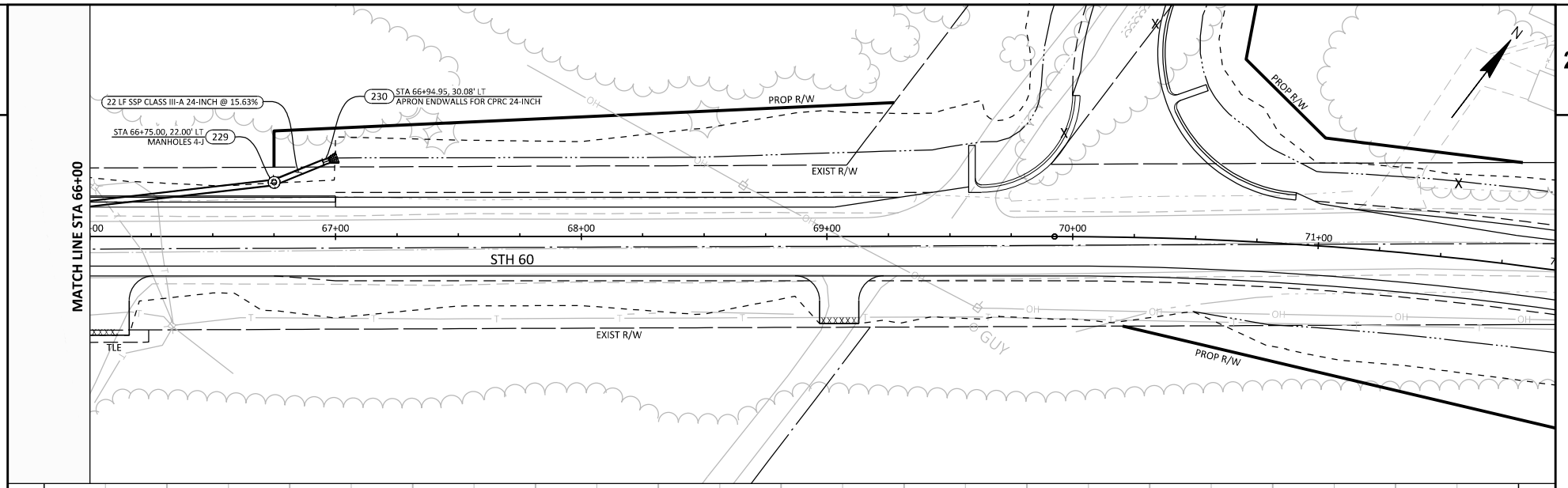
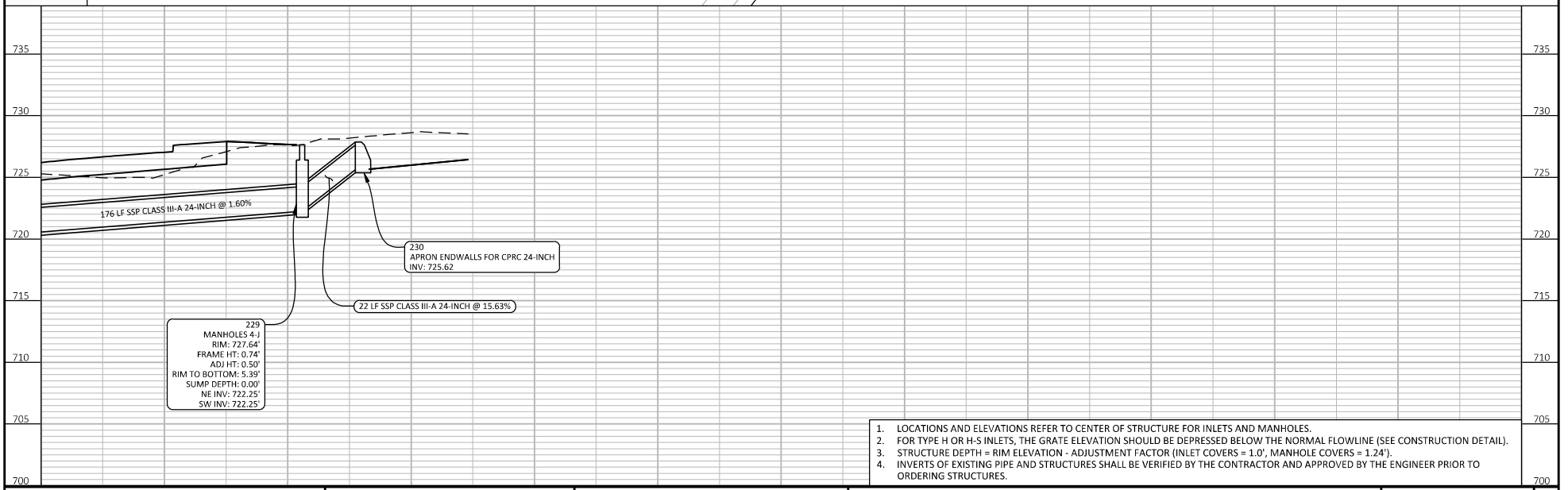


PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022501-SS.DWG
LAYOUT NAME - 51900771-022513-ss
PLOT DATE : 5/1/2024 12:59 PM PLOT BY : BRETT BOUC PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41





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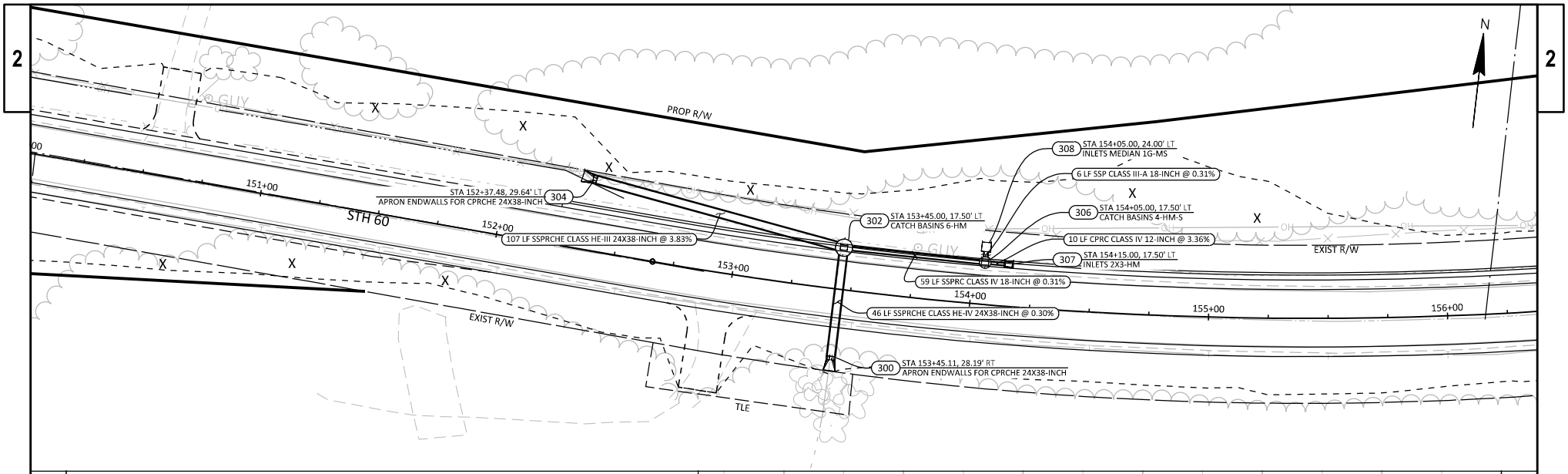
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022501-SS.DWG
LAYOUT NAME - 51900771-022514-ss
PLOT DATE : 5/1/2024 12:59 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



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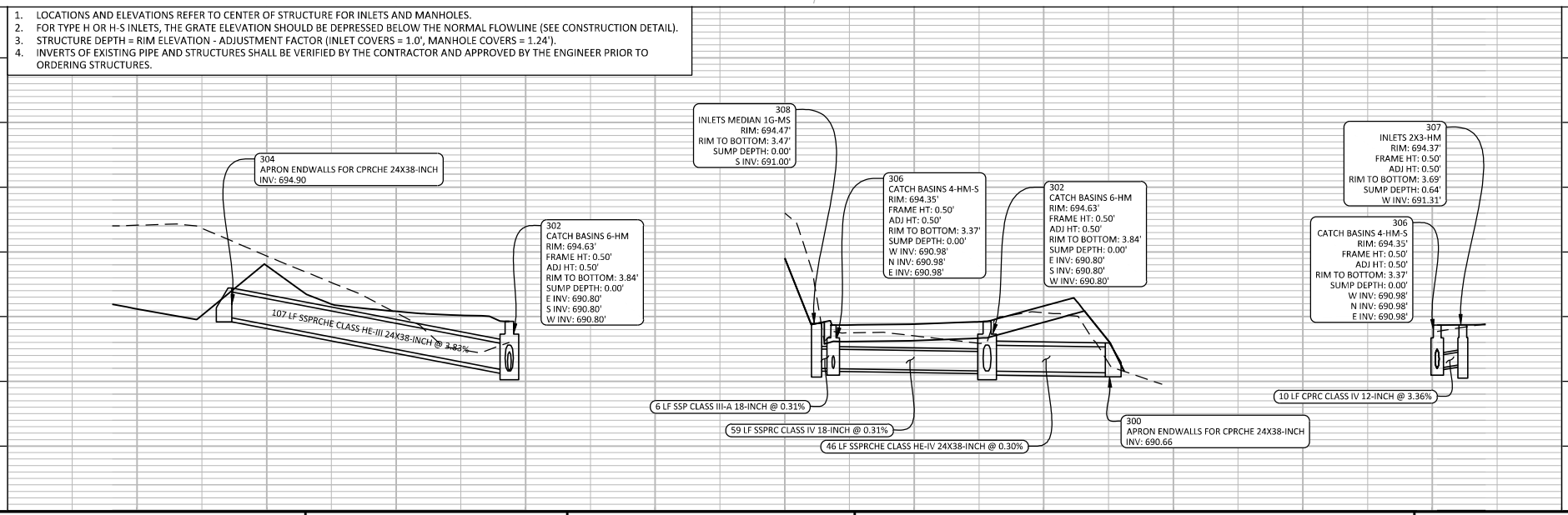
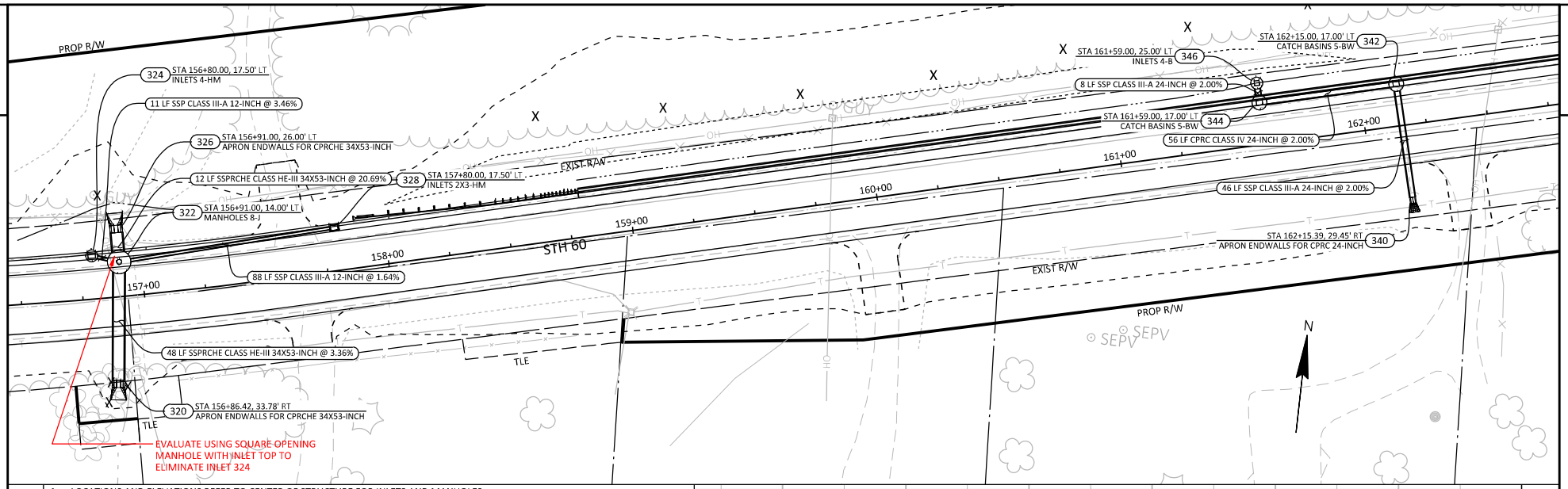


PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022501-SS.DWG
LAYOUT NAME - 51900771-022515-ss
PLOT DATE : 5/1/2024 1:00 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



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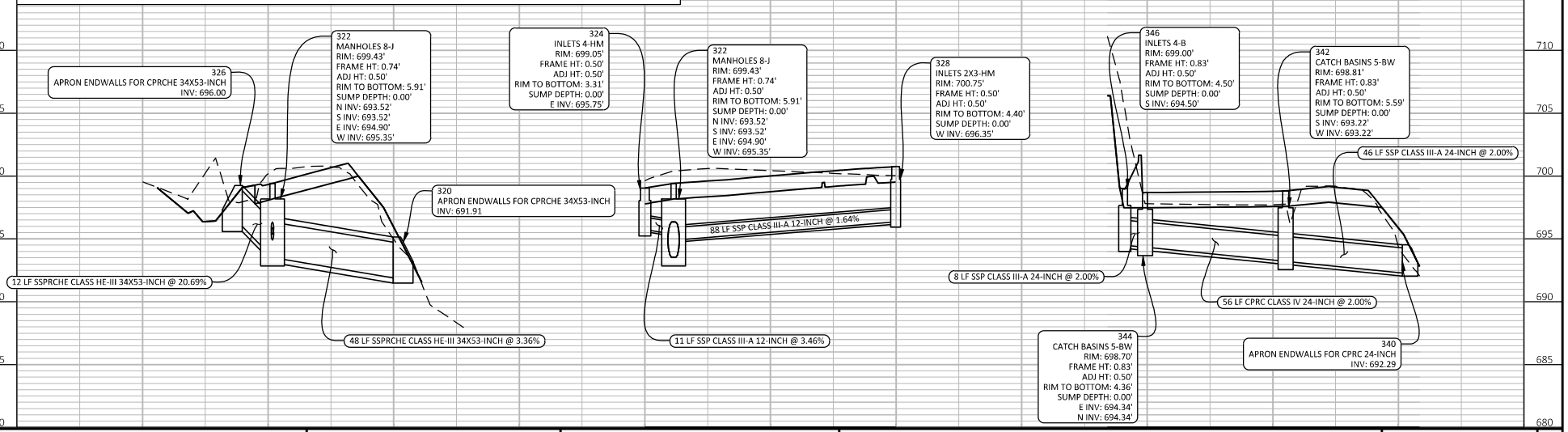
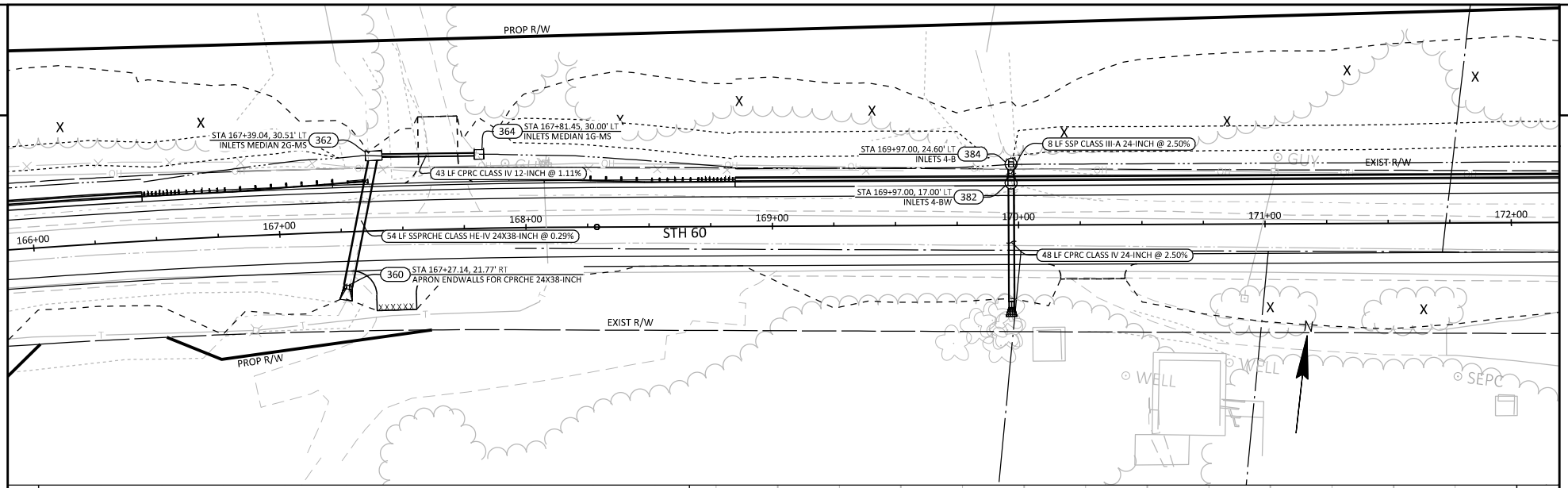


PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022501-SS.DWG
LAYOUT NAME - 51900771-022516-ss
PLOT DATE : 5/1/2024 1:00 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41



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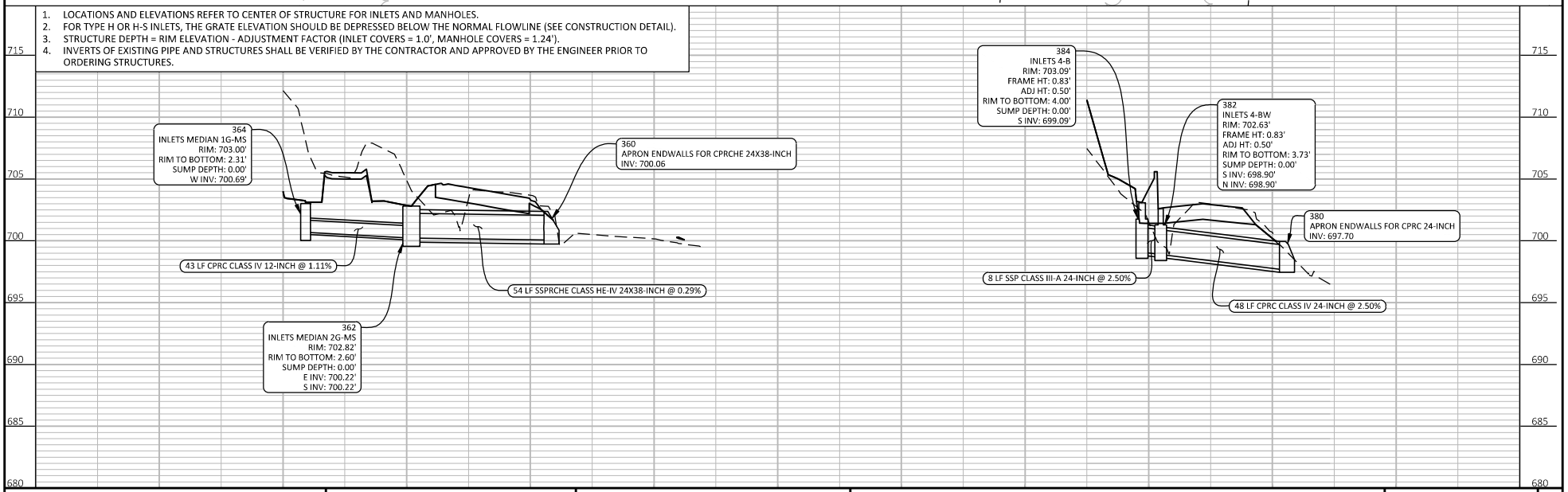
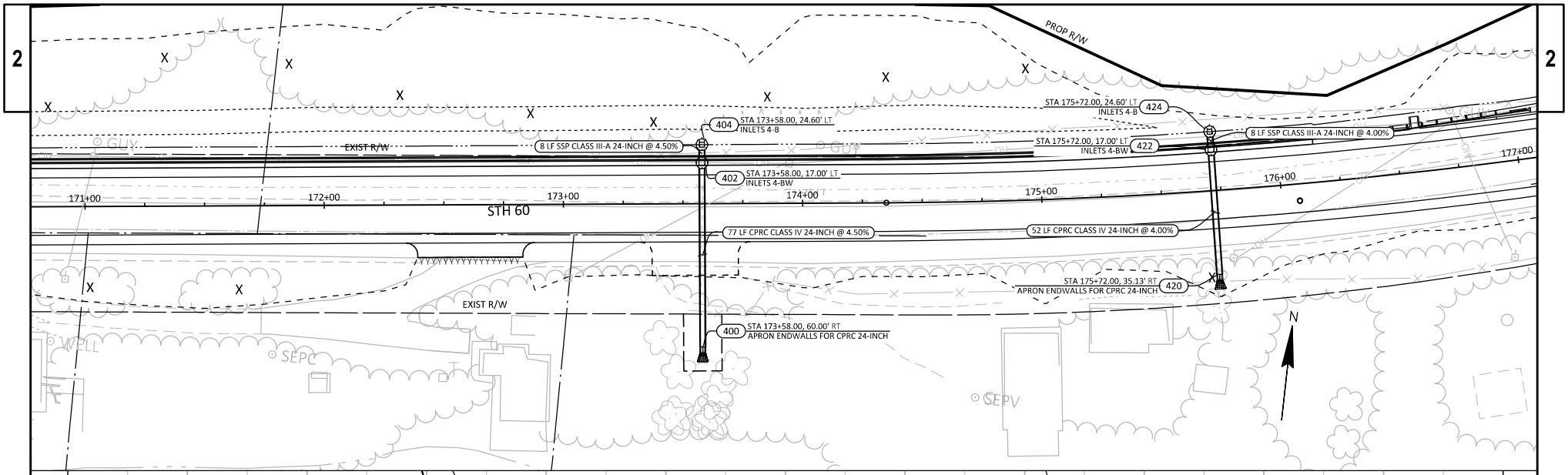
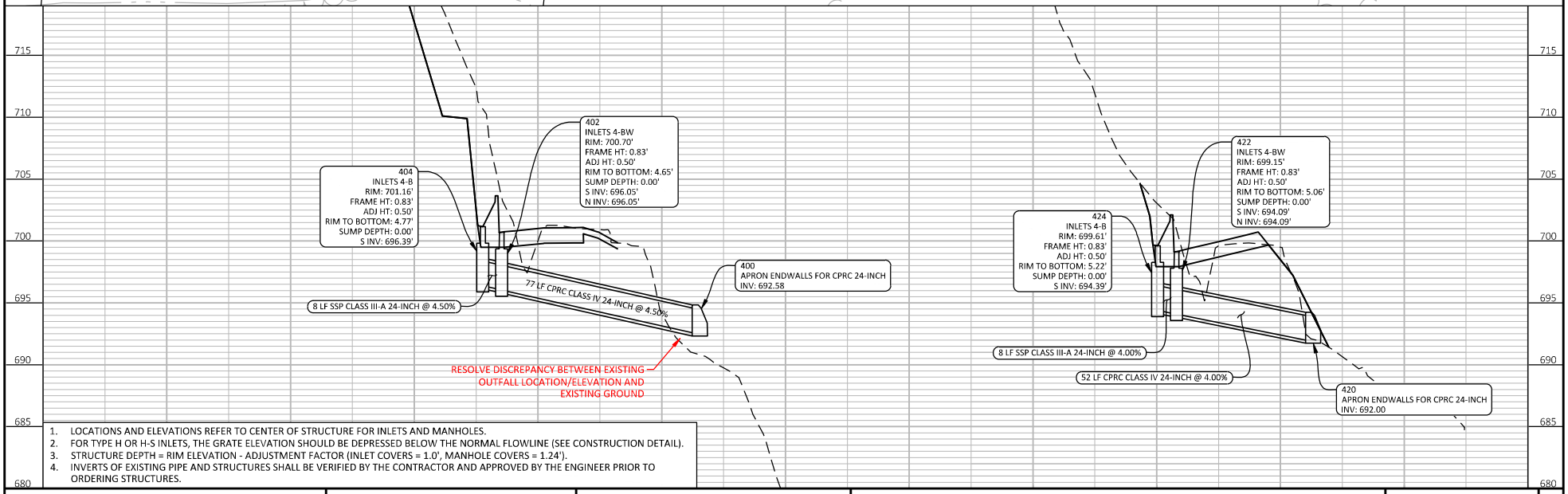


PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022501-SS.DWG
LAYOUT NAME - 51900771-022517-ss
PLOT DATE : 5/1/2024 1:01 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41





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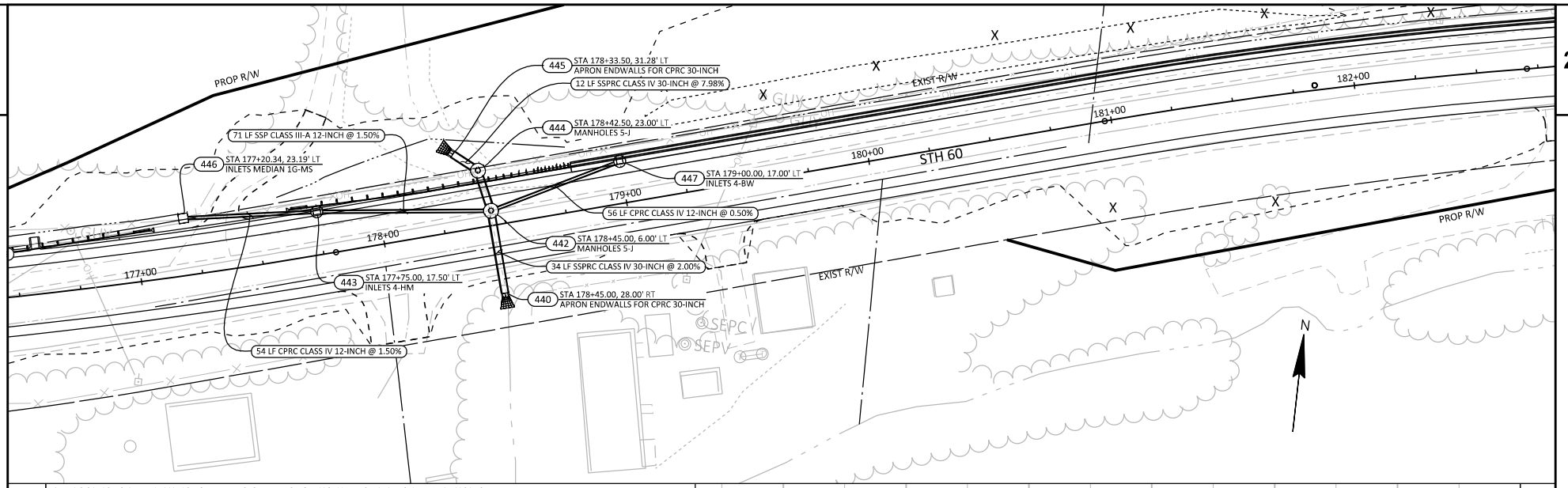
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022501-SS.DWG
LAYOUT NAME - 51900771-022518-ss
PLOT DATE : 5/1/2024 1:01 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



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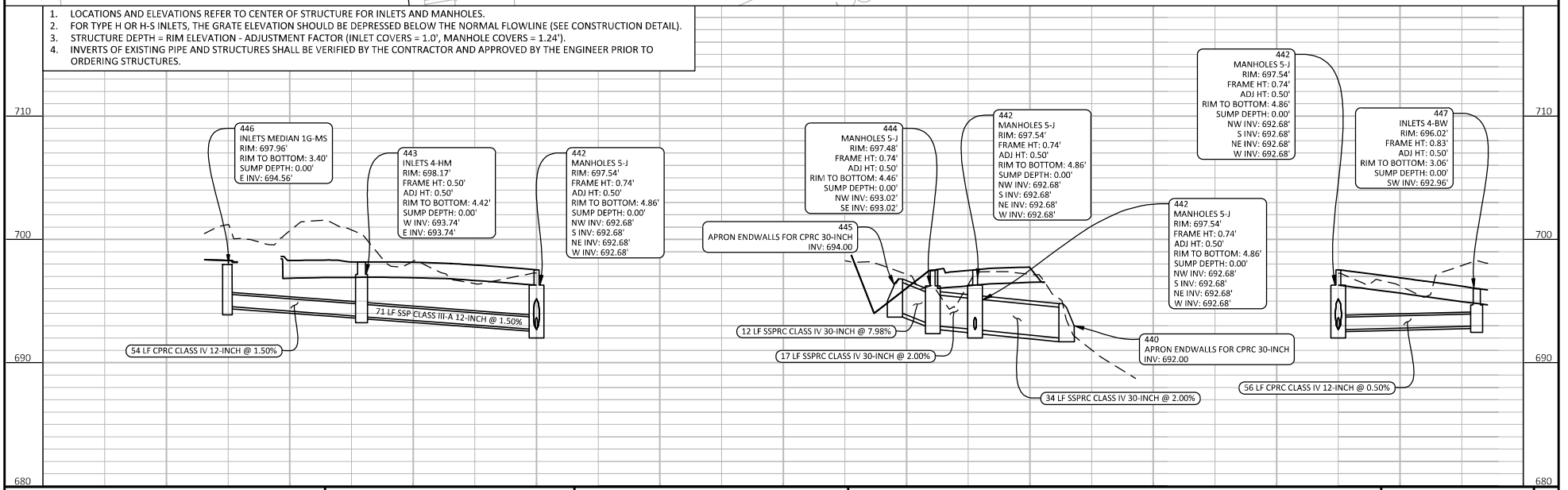

PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-022501-SS.DWG
LAYOUT NAME - 51900771-022519-ss
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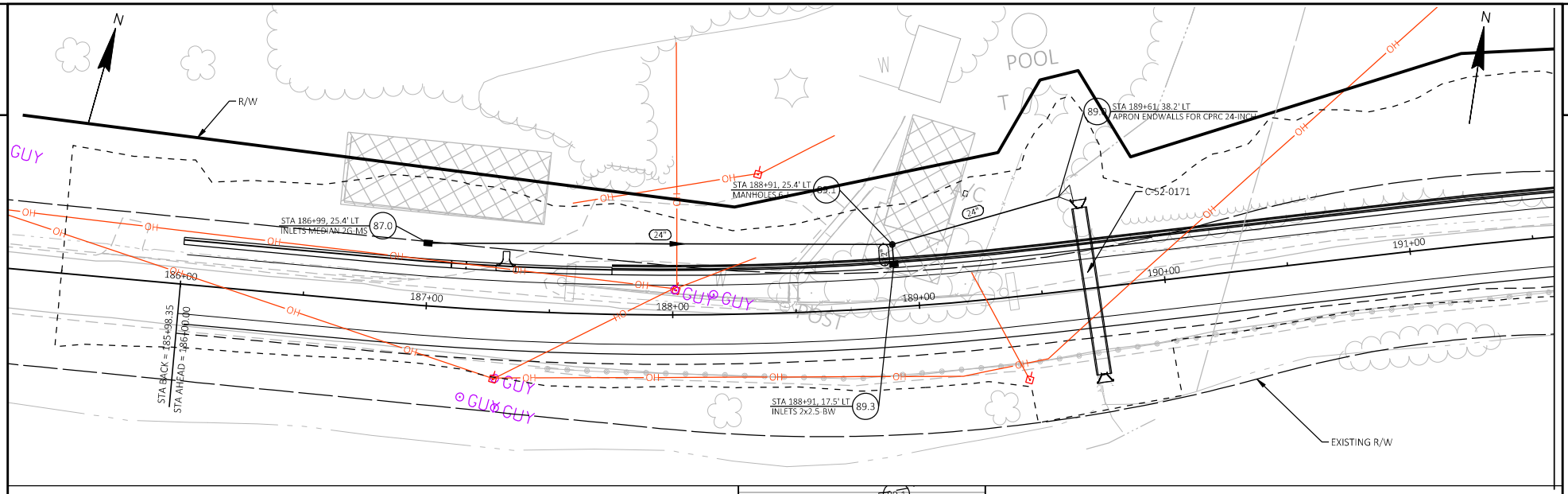
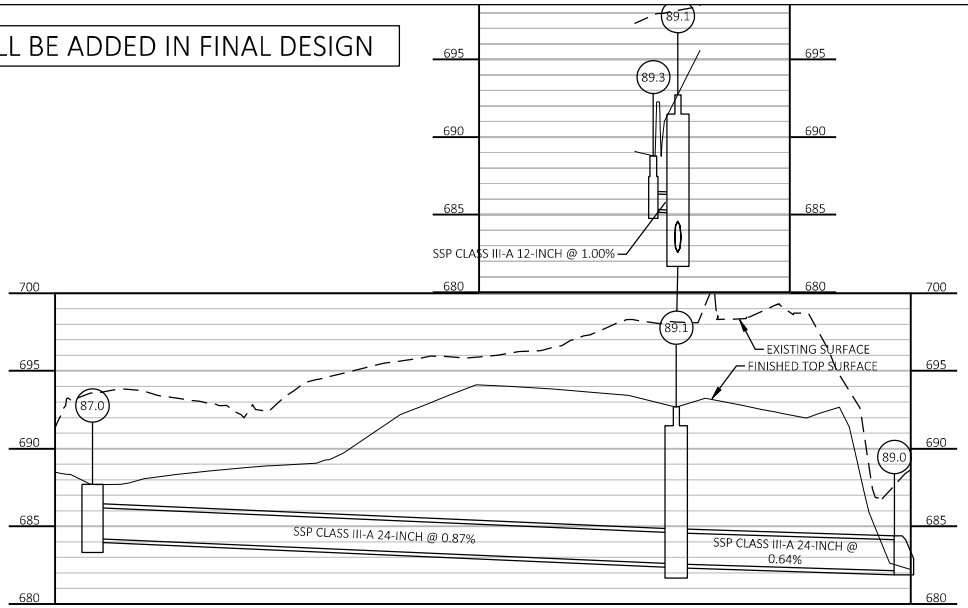
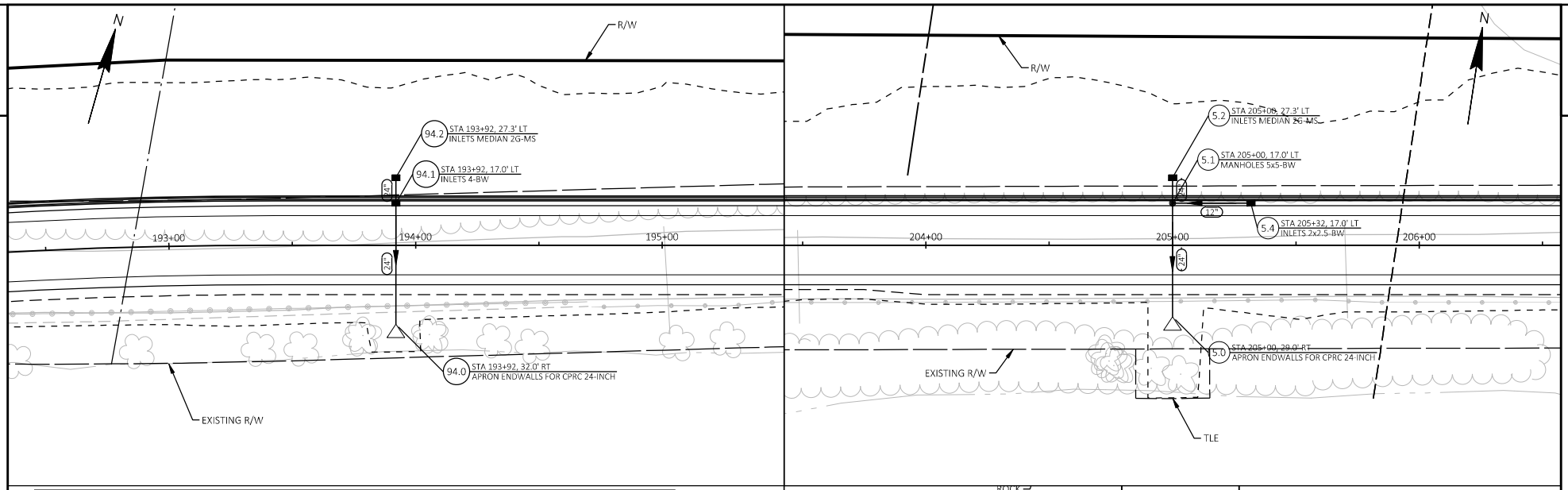


ADDITIONAL INFORMATION WILL BE ADDED IN FINAL DESIGN

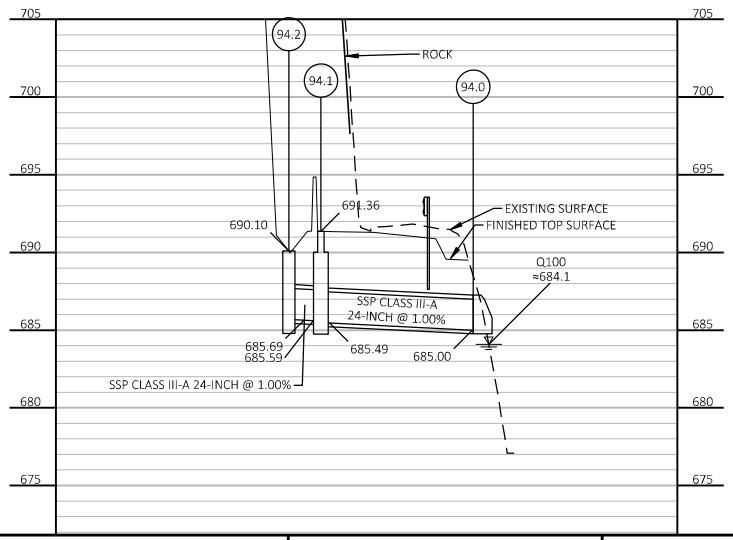


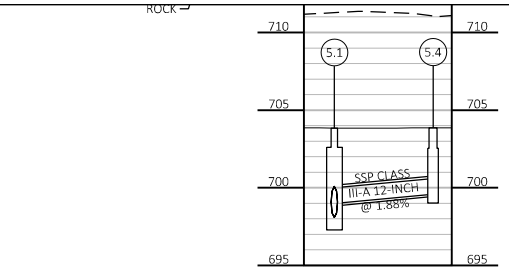
PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET	E

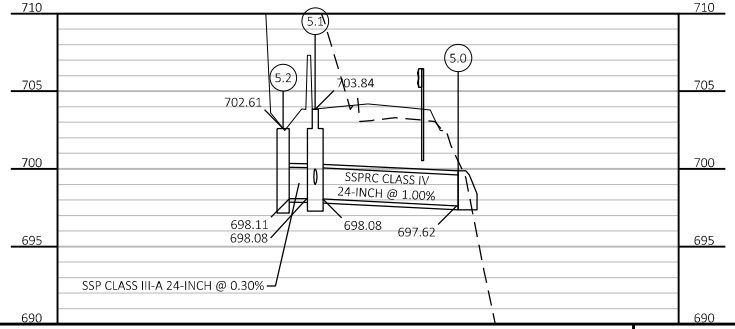
FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - SS00
PLOT DATE : 4/30/2024 10:40 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



ADDITIONAL INFORMATION WILL BE ADDED IN FINAL DESIGN

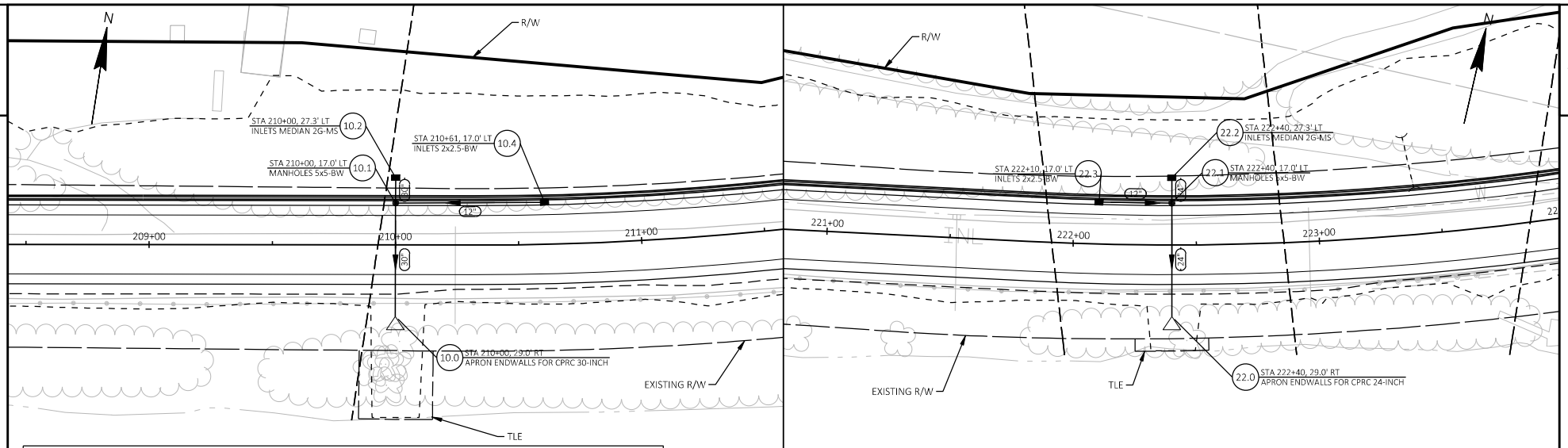




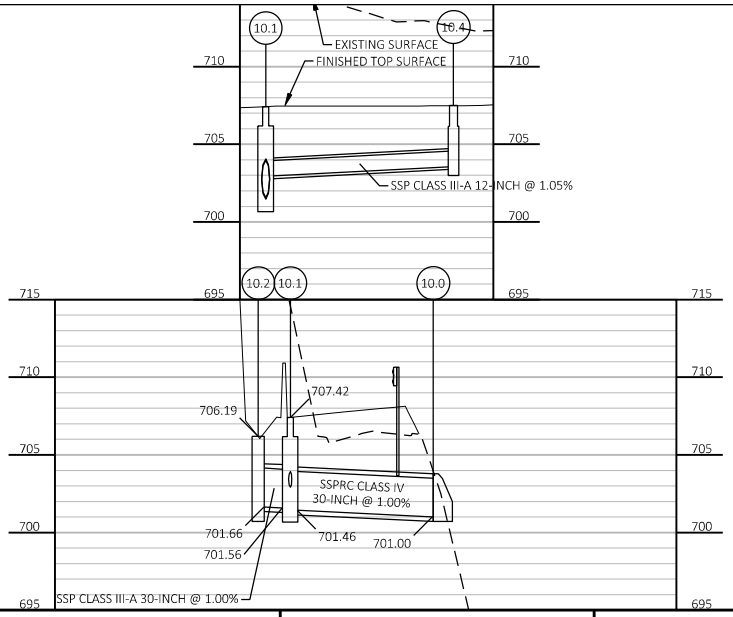


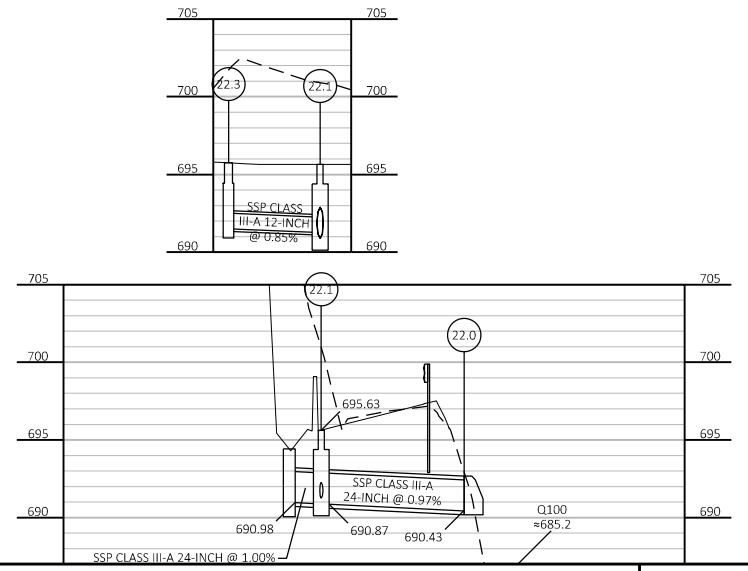
PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - SS01
PLOT DATE : 4/30/2024 10:41 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



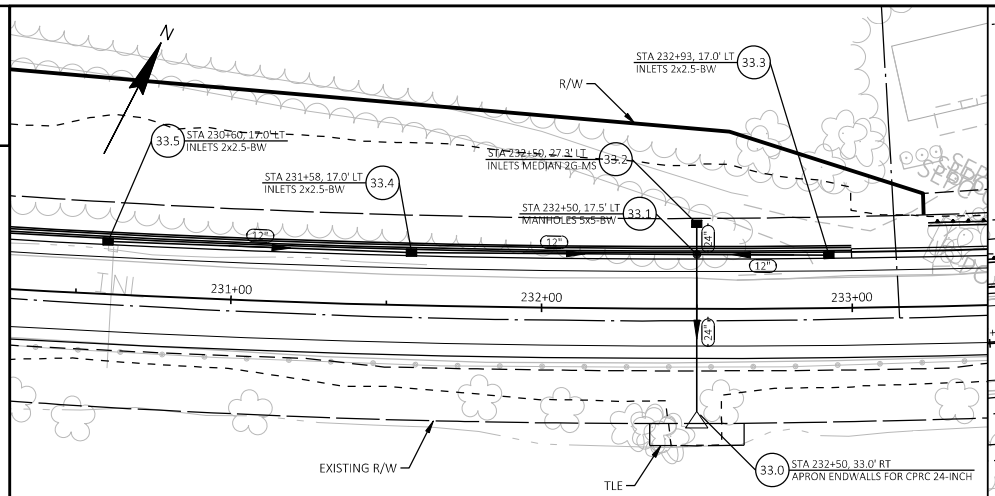
ADDITIONAL INFORMATION WILL BE ADDED IN FINAL DESIGN

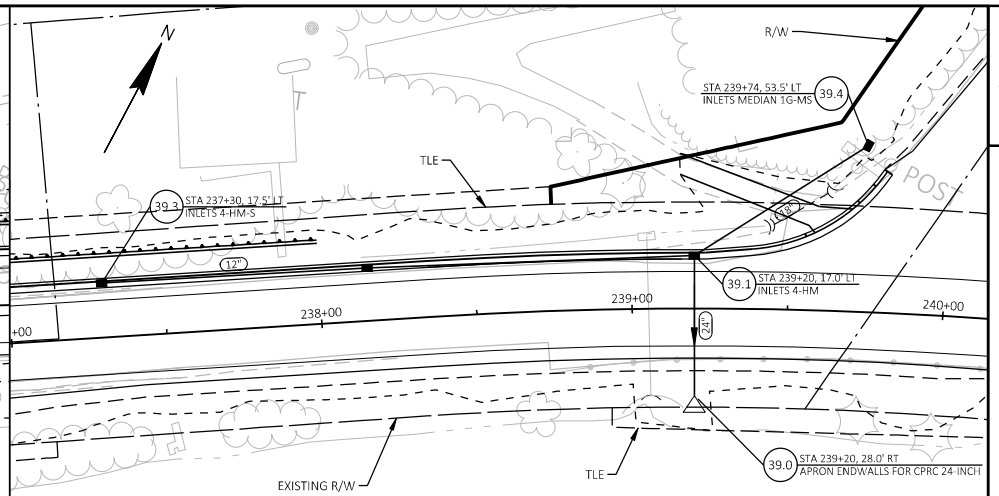




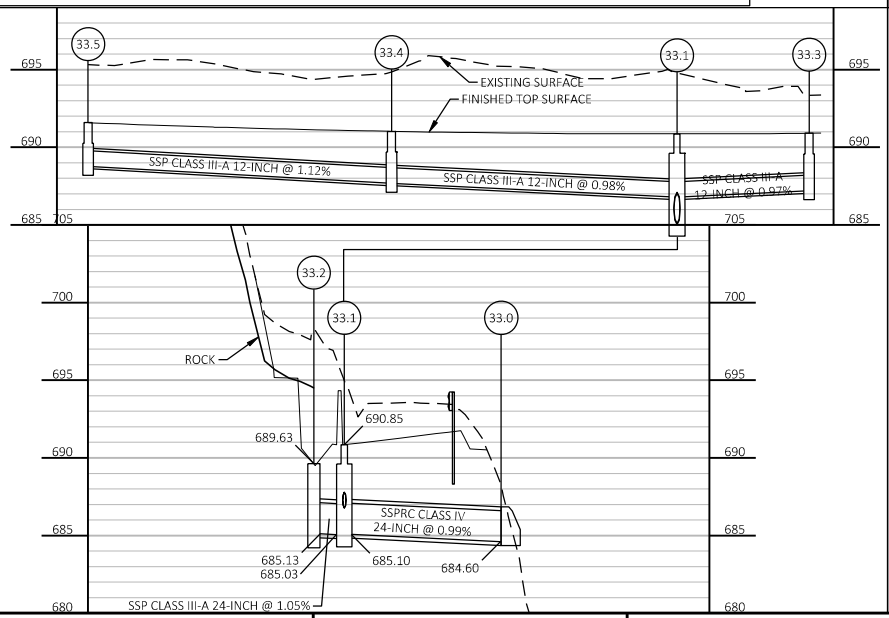
PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET	E

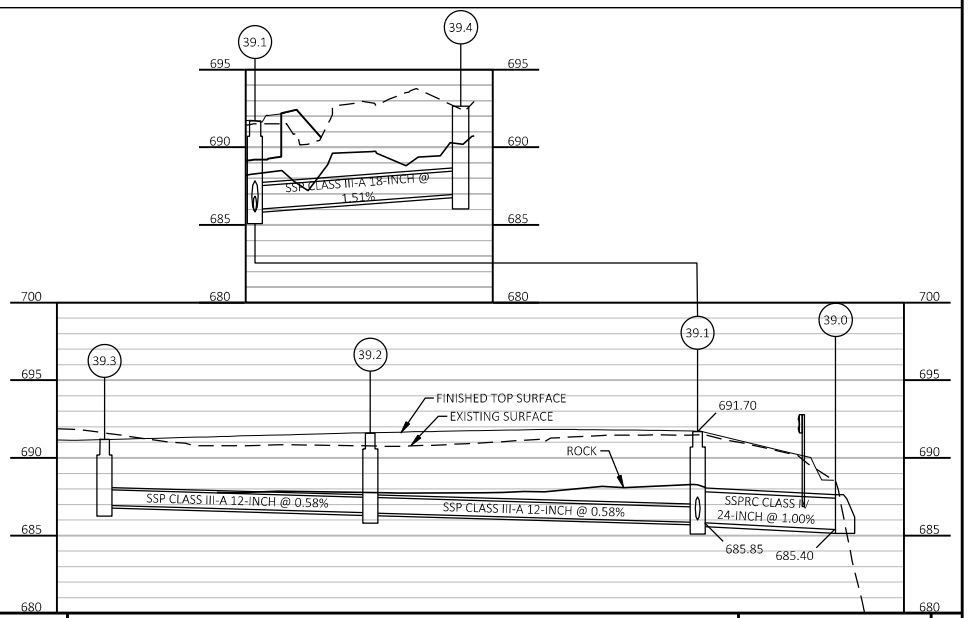
FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - SS02
PLOT DATE : 4/30/2024 10:41 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41





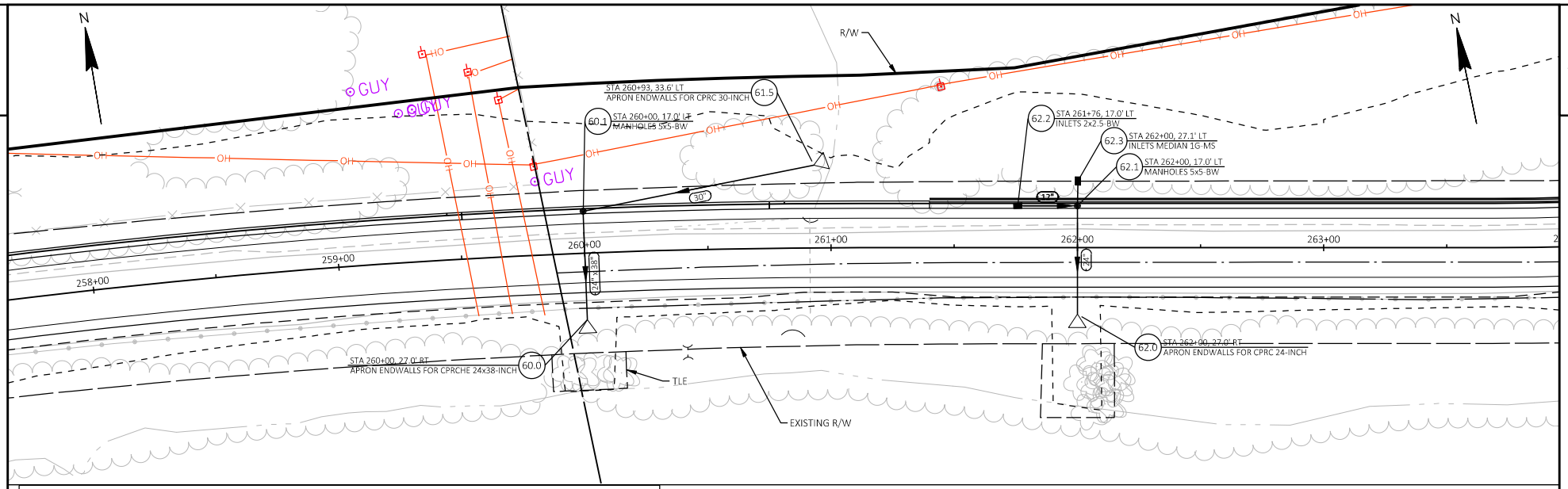
ADDITIONAL INFORMATION WILL BE ADDED IN FINAL DESIGN



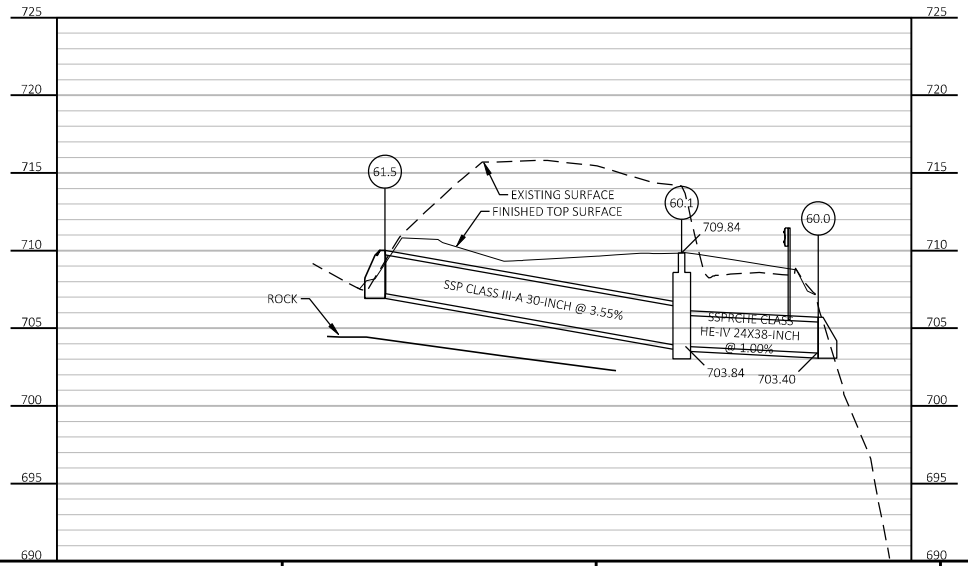


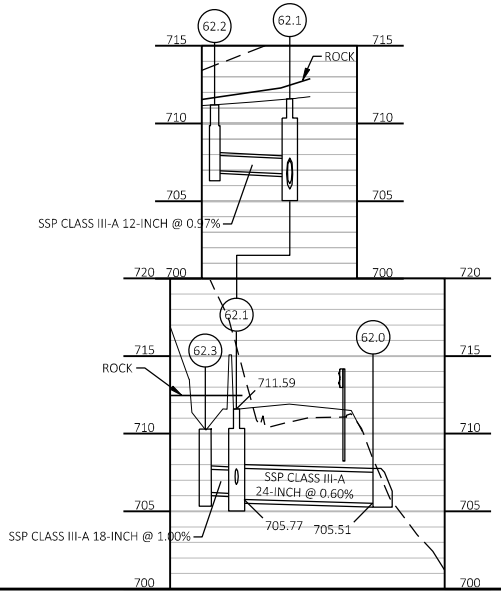
PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - SS03
PLOT DATE : 4/30/2024 10:42 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



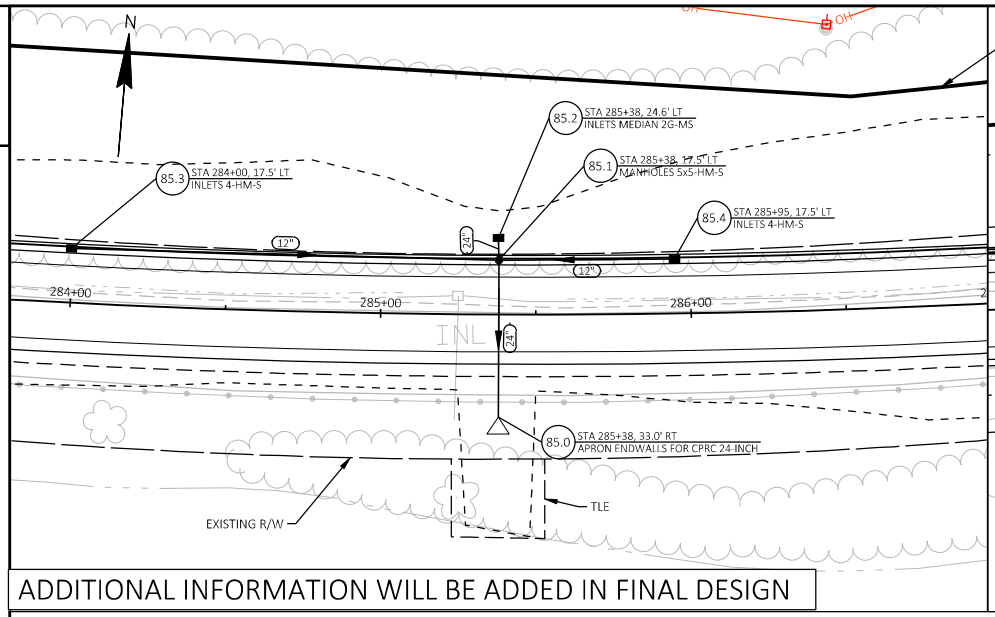
ADDITIONAL INFORMATION WILL BE ADDED IN FINAL DESIGN

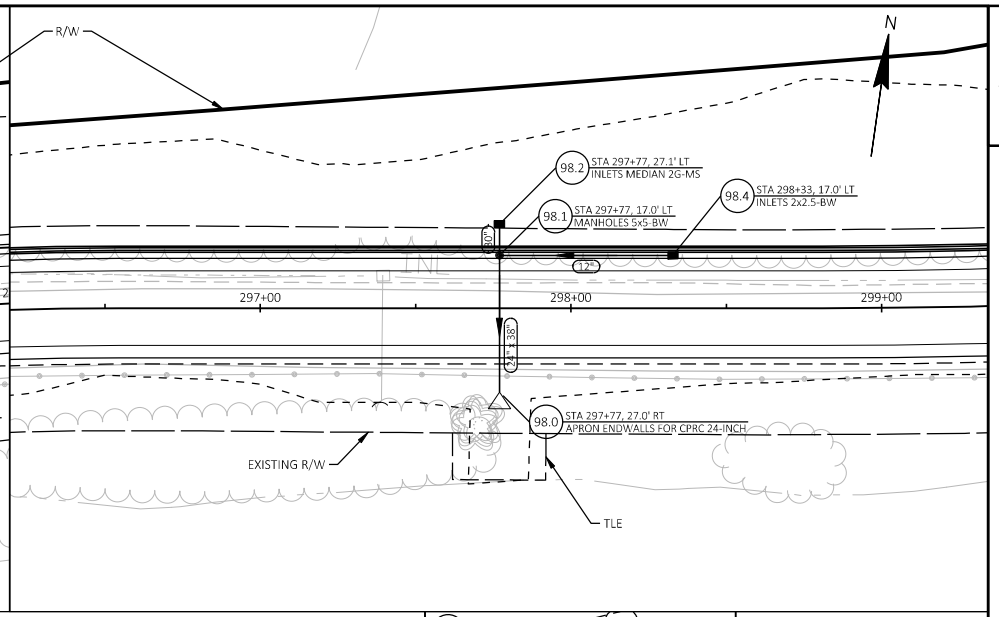




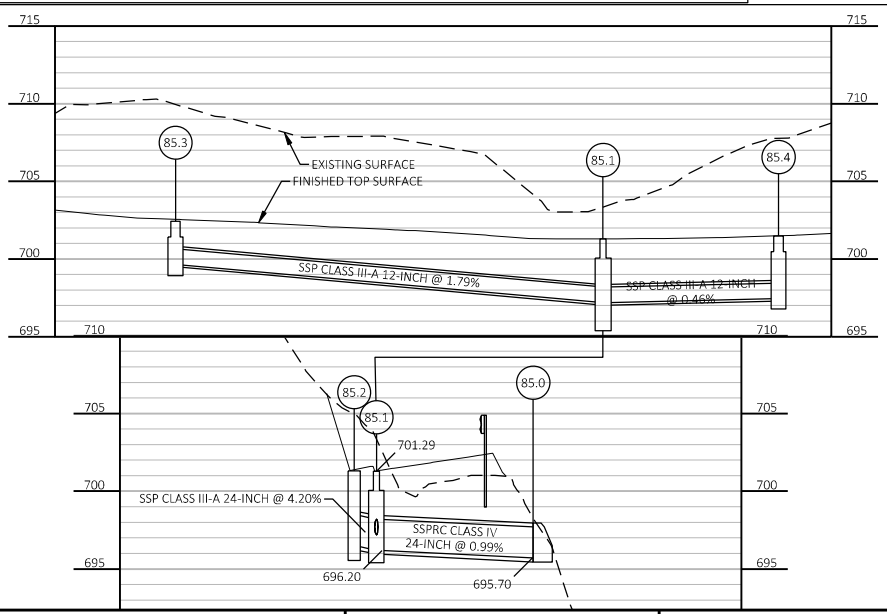
PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET	E

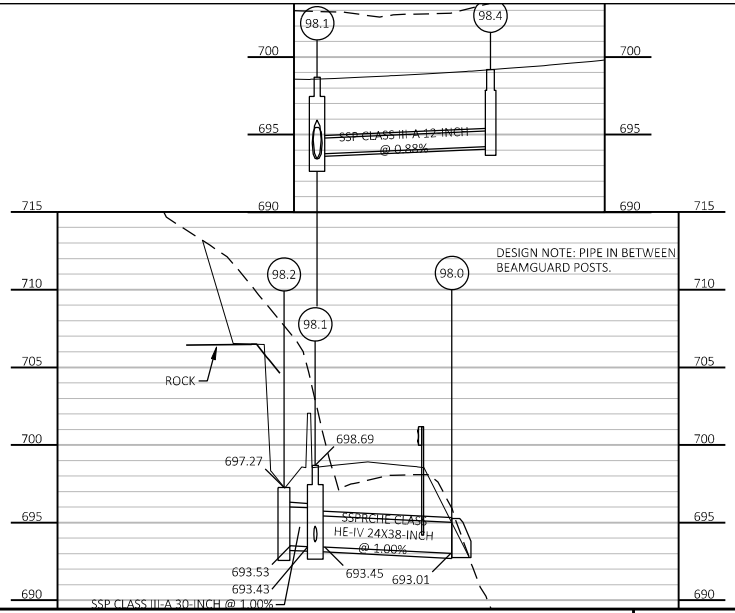
FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - SS04
PLOT DATE : 4/30/2024 10:42 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 41





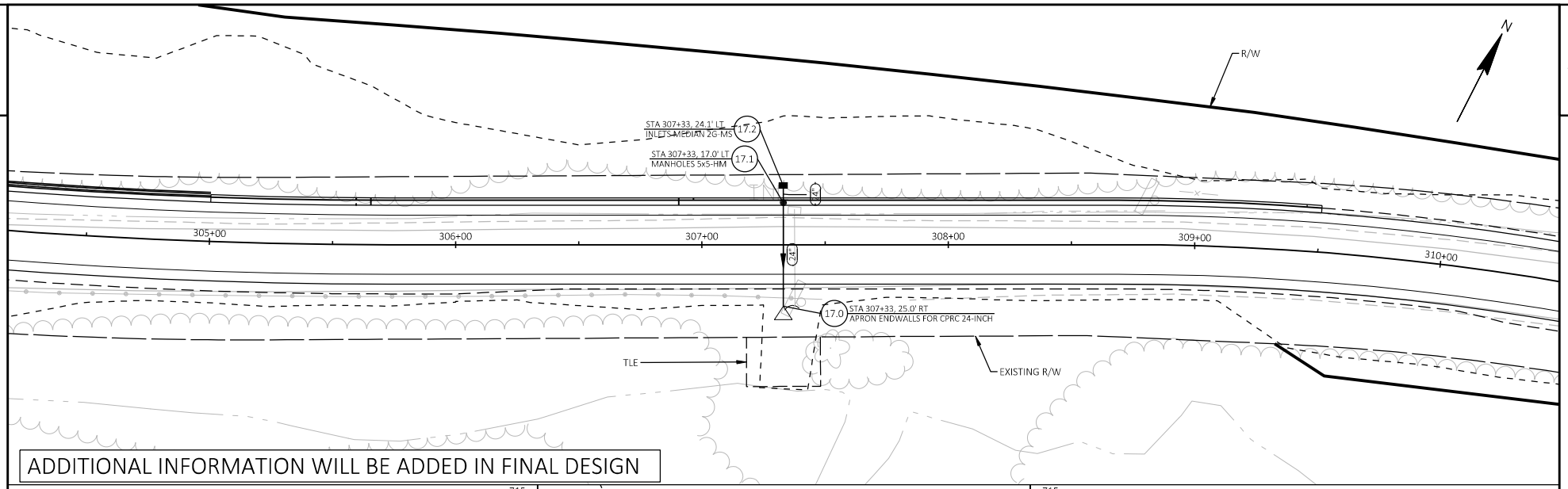
ADDITIONAL INFORMATION WILL BE ADDED IN FINAL DESIGN



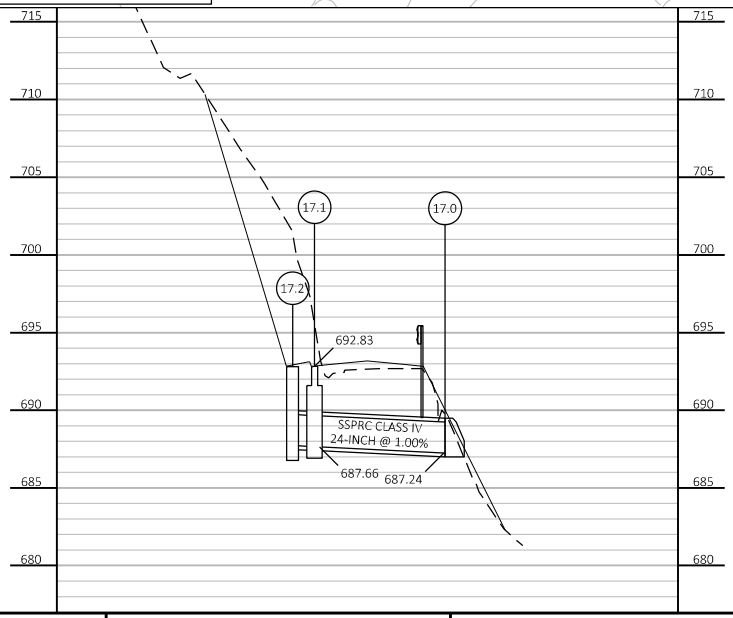


PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET	E

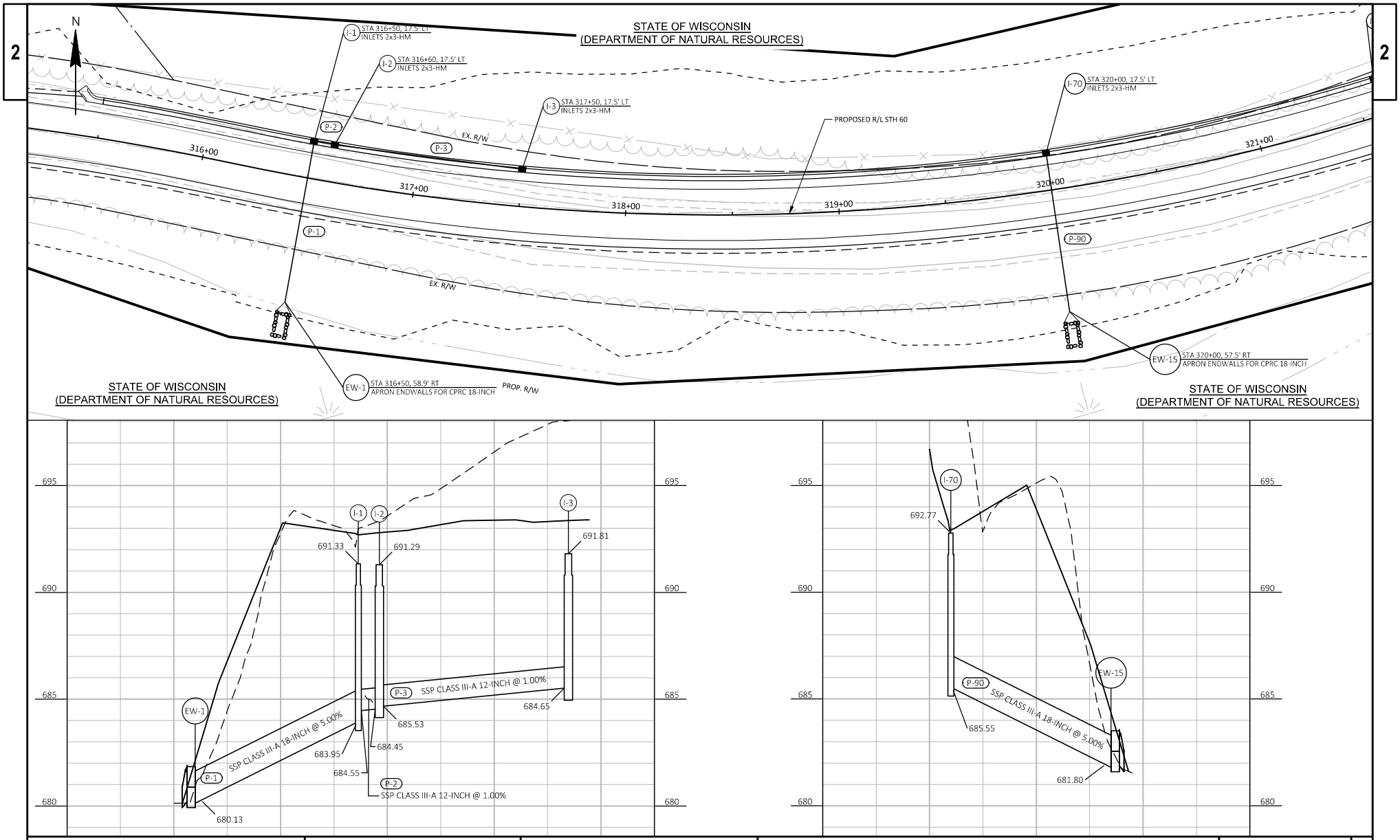
FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - SS05
PLOT DATE : 4/30/2024 10:42 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



ADDITIONAL INFORMATION WILL BE ADDED IN FINAL DESIGN

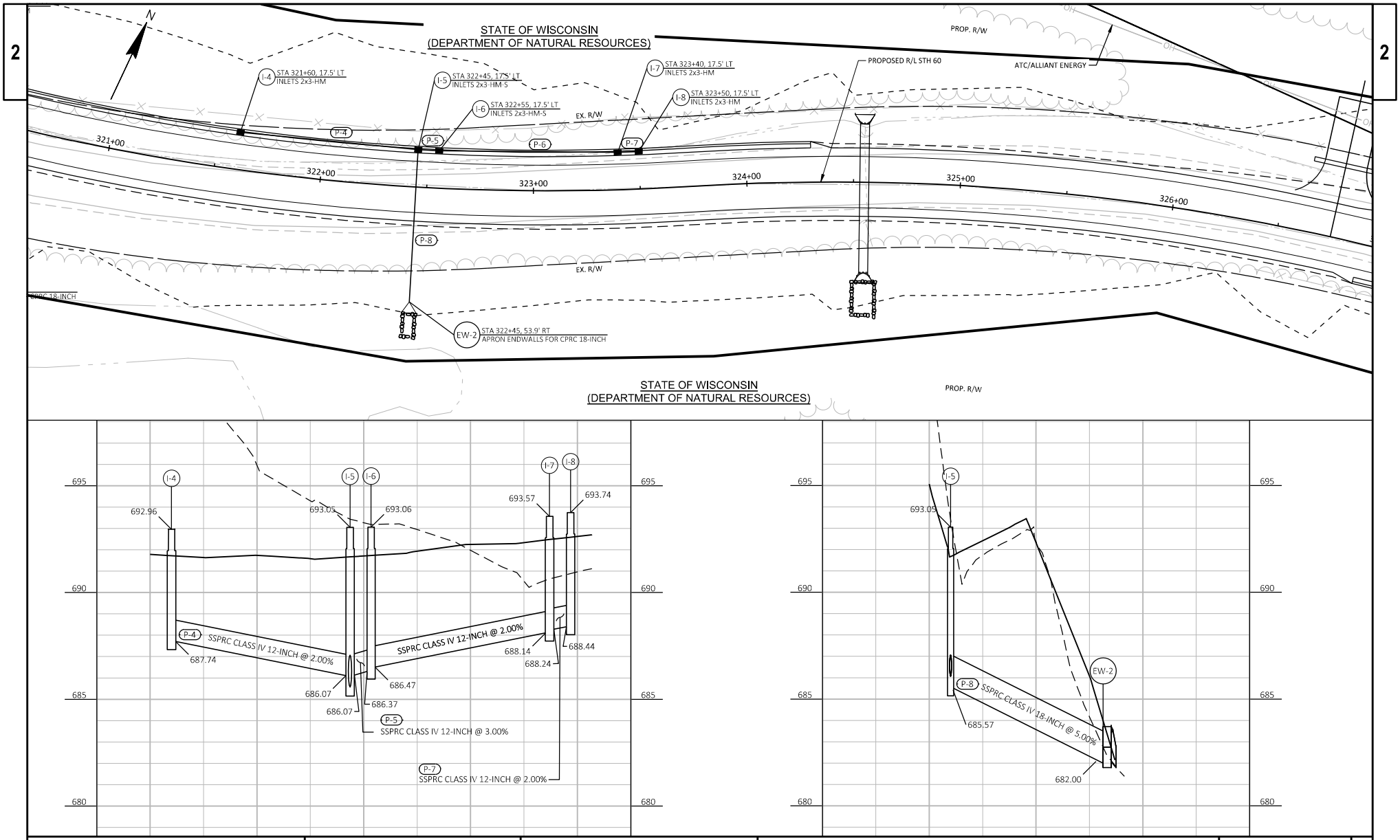


PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER	SHEET	E



PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER PLAN	SHEET E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_STORM SEWER PLAN.DWG
LAYOUT NAME - 01
PLOT DATE : 5/2/2024 12:43 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

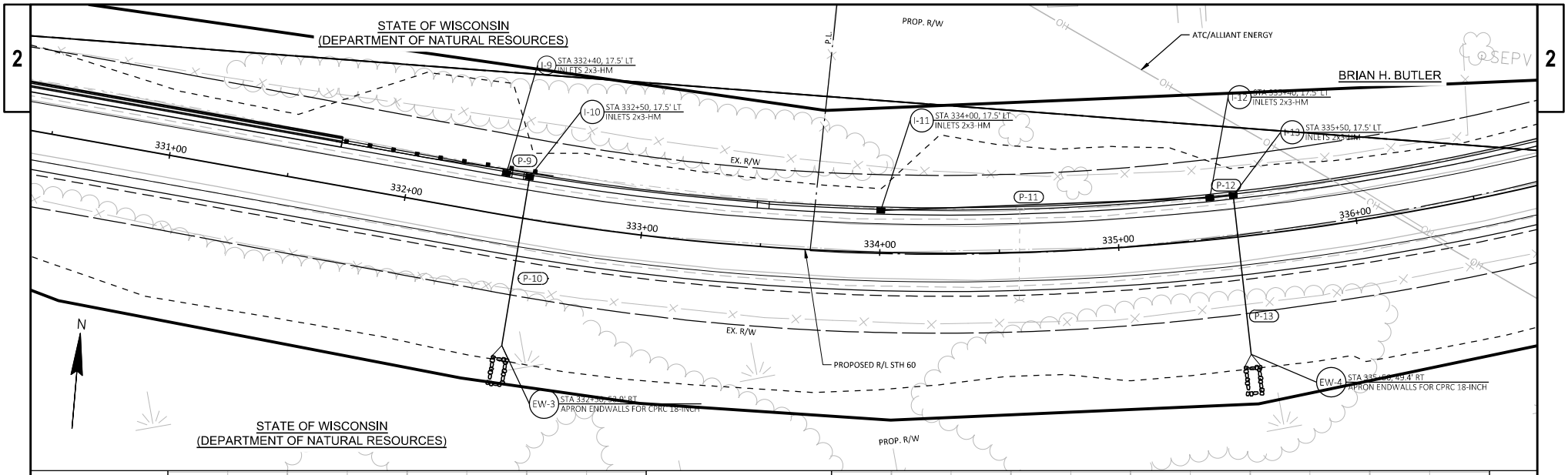


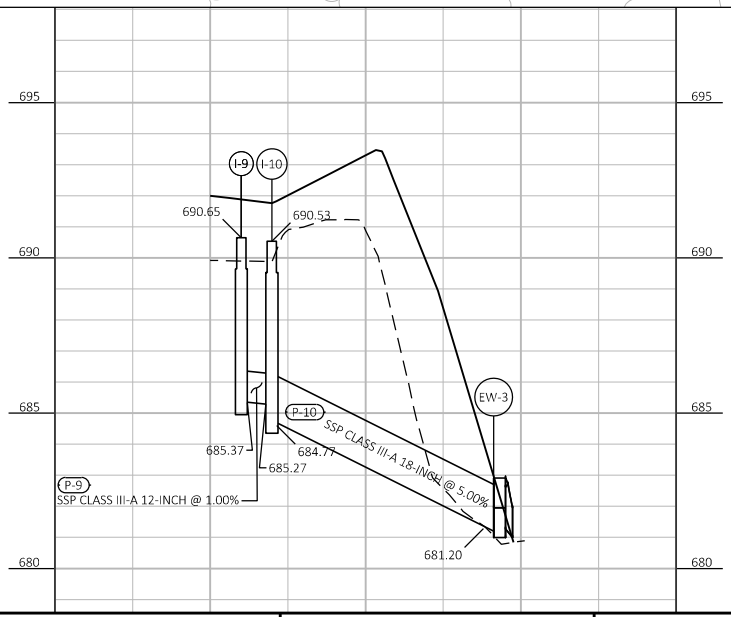
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER PLAN	SHEET	E

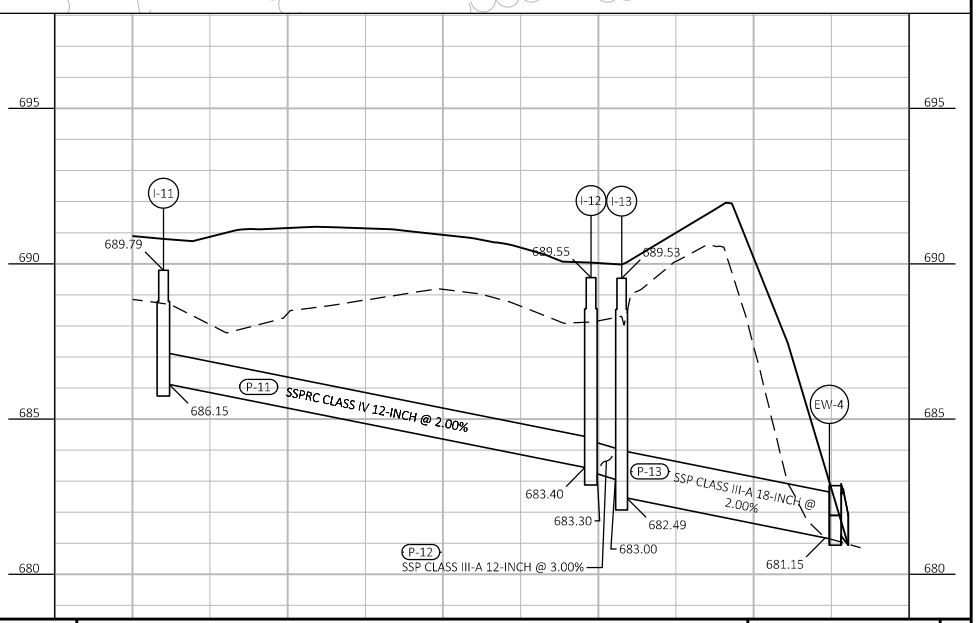
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_STORM SEWER PLAN.DWG
LAYOUT NAME - 02

PLOT DATE : 5/2/2024 12:44 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

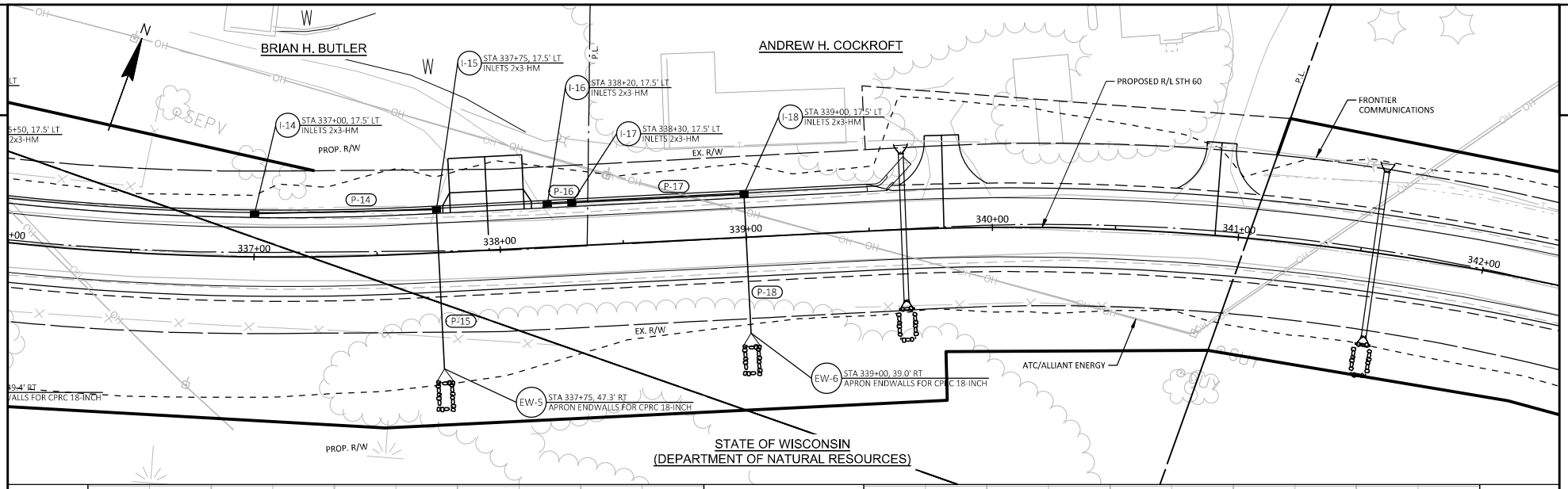


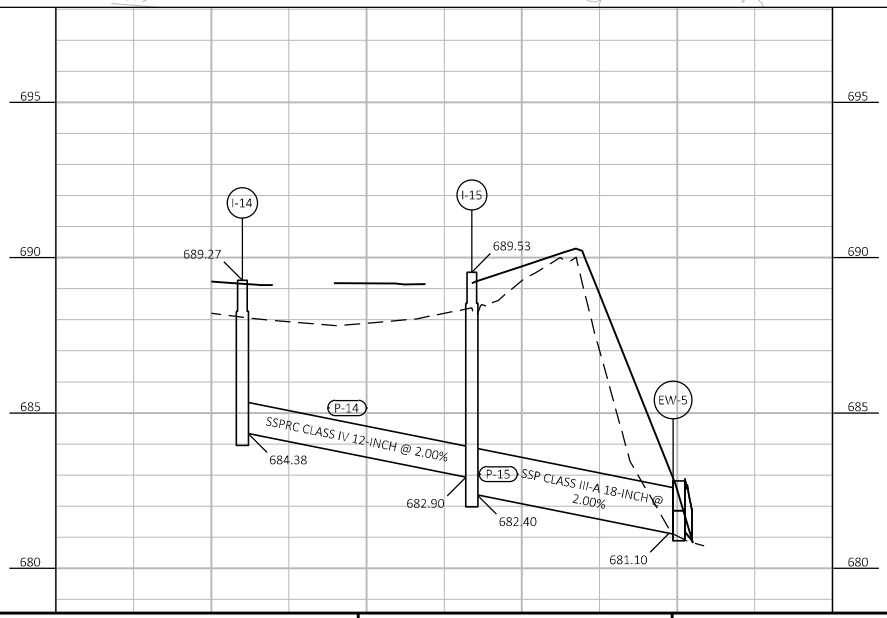


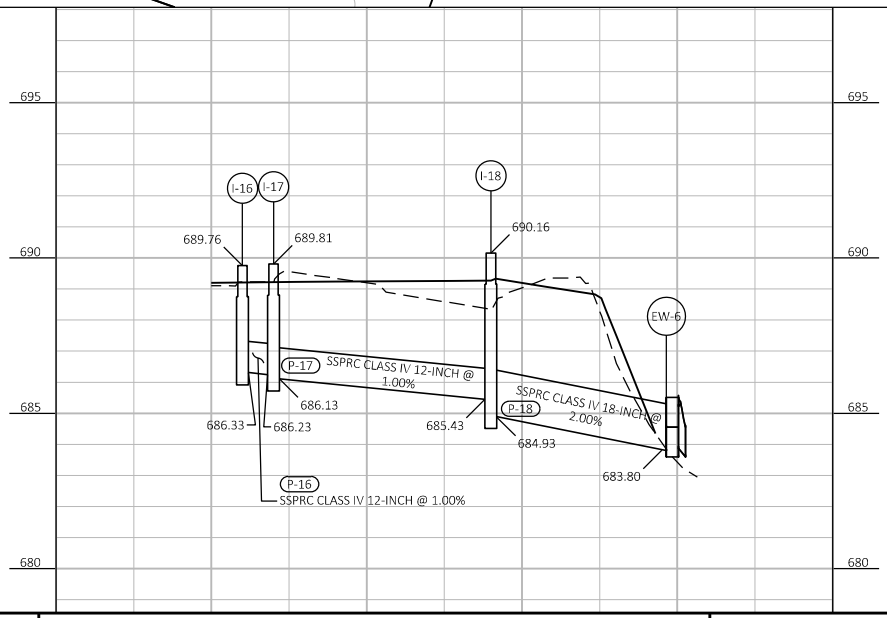


PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER PLAN	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_STORM SEWER PLAN.DWG
LAYOUT NAME - 03
PLOT DATE : 5/2/2024 12:45 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

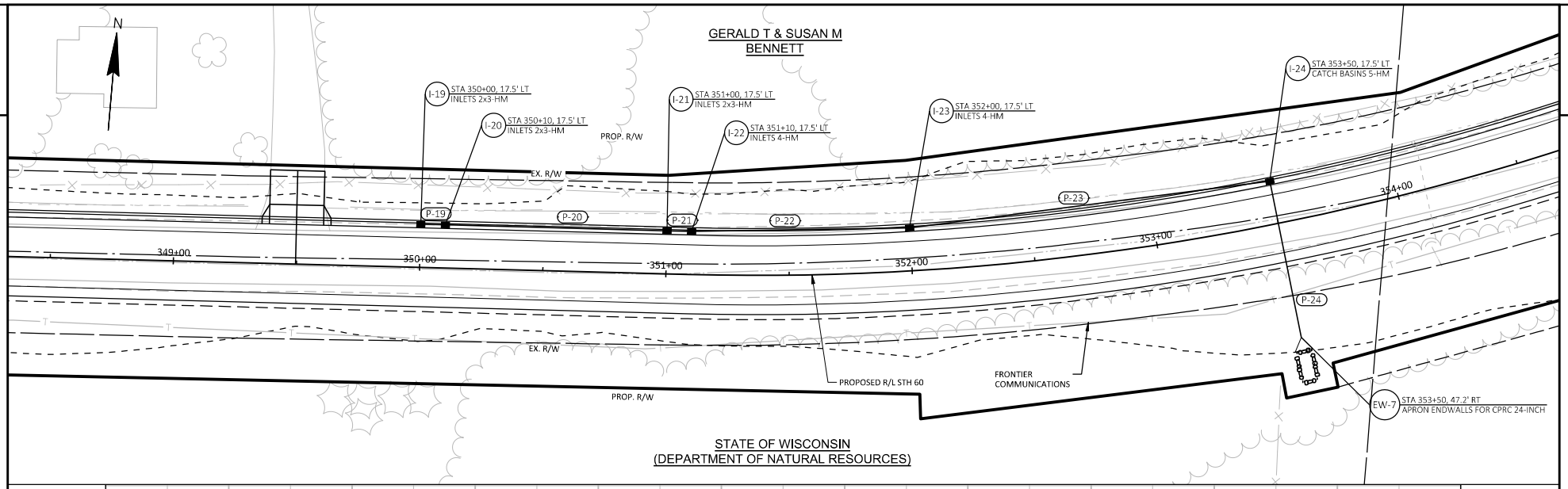


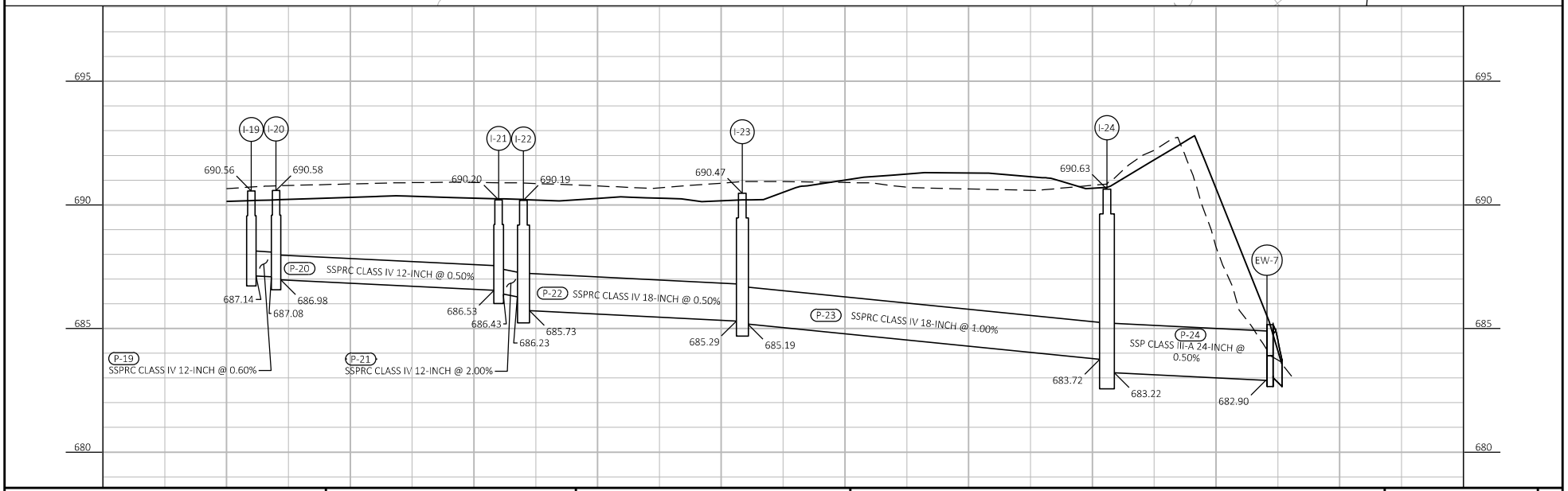




PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER PLAN	SHEET	E

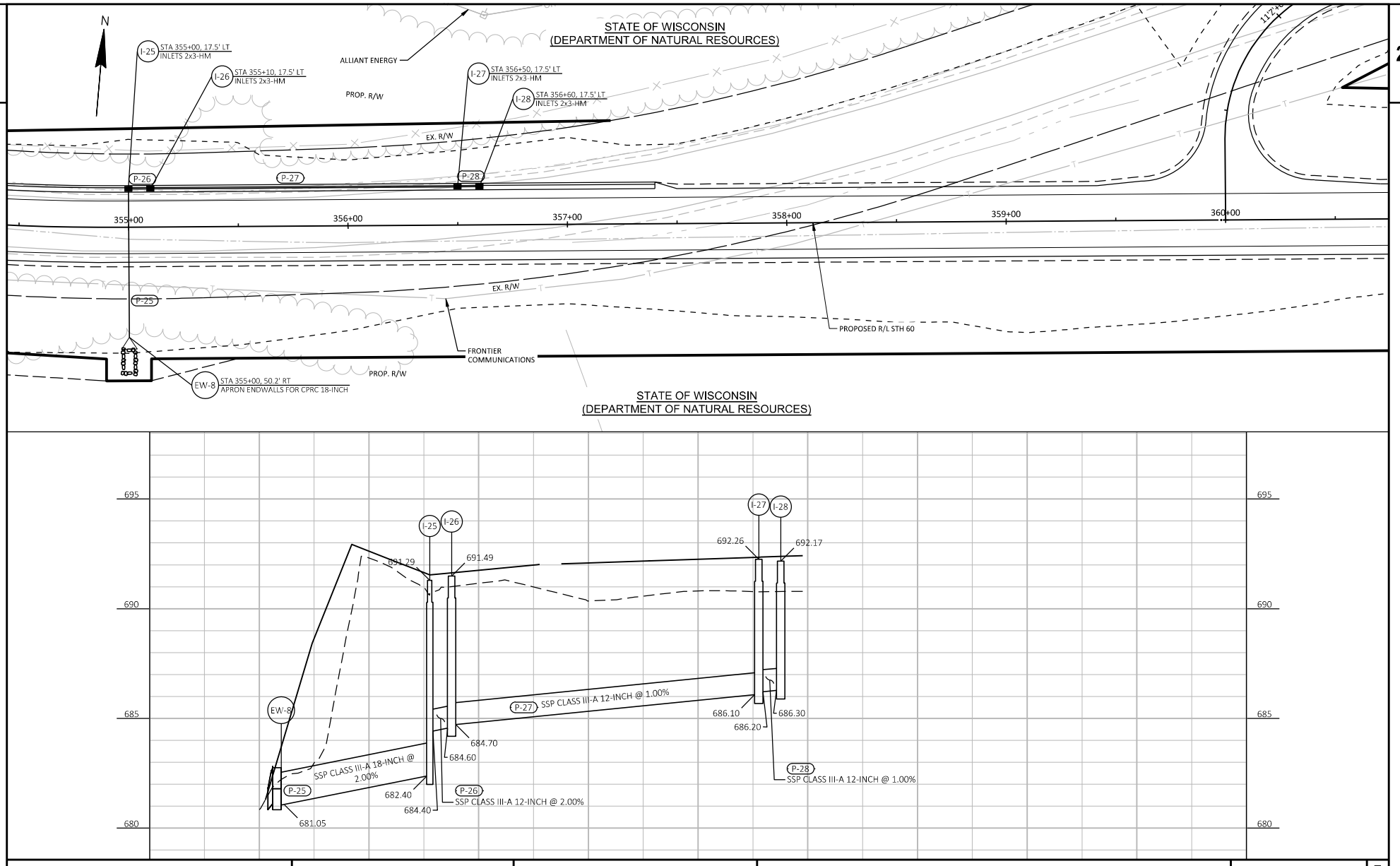
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_STORM SEWER PLAN.DWG
LAYOUT NAME - 04
PLOT DATE : 5/2/2024 12:45 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41





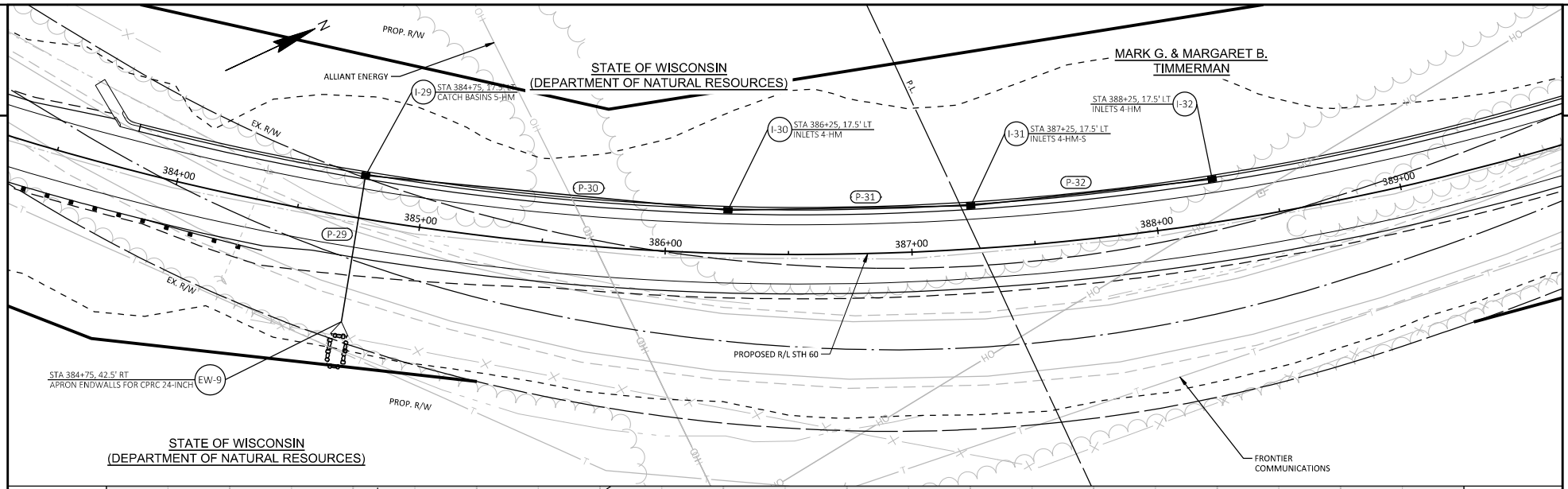
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER PLAN	SHEET	E

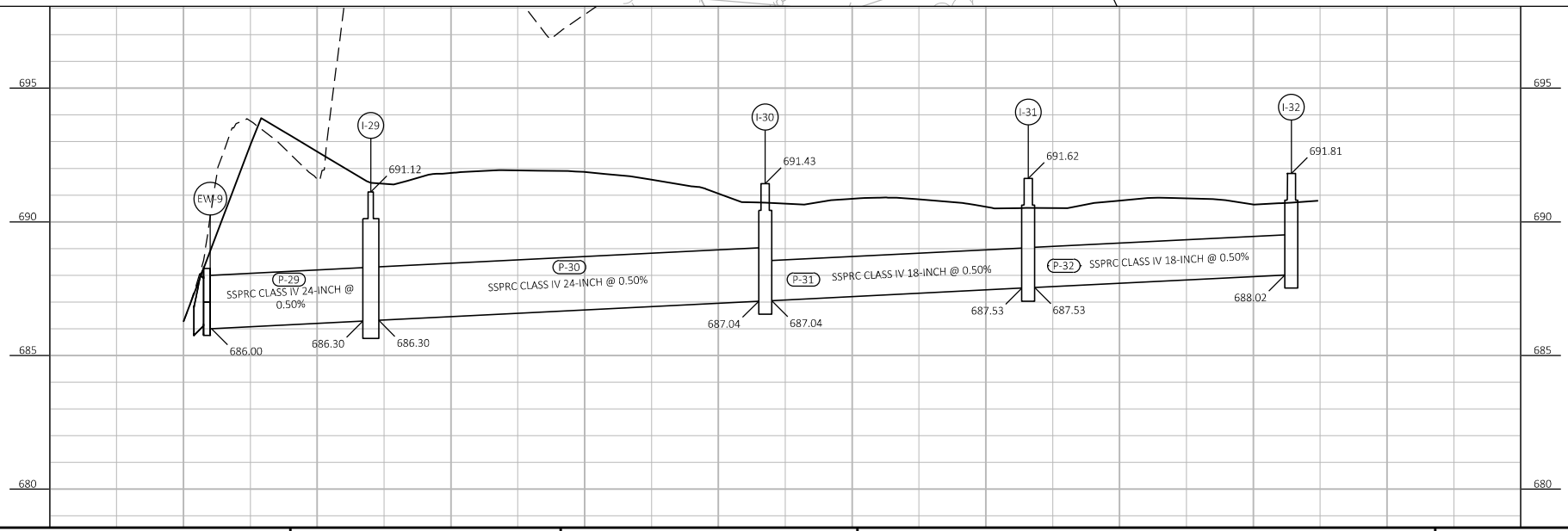
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_STORM SEWER PLAN.DWG
LAYOUT NAME - 05
PLOT DATE : 5/2/2024 12:45 PM
PLOT BY : PRESTIN VANDERHEYDEN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER PLAN	SHEET E

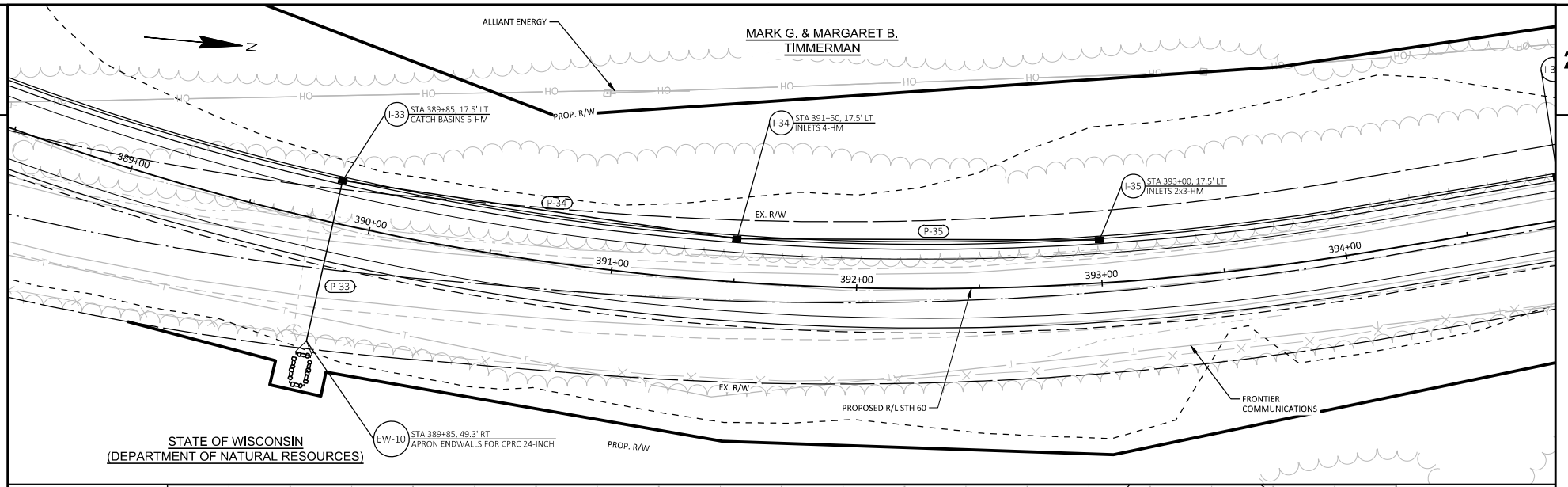
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_STORM SEWER PLAN.DWG
LAYOUT NAME - 06
PLOT DATE : 5/2/2024 12:46 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

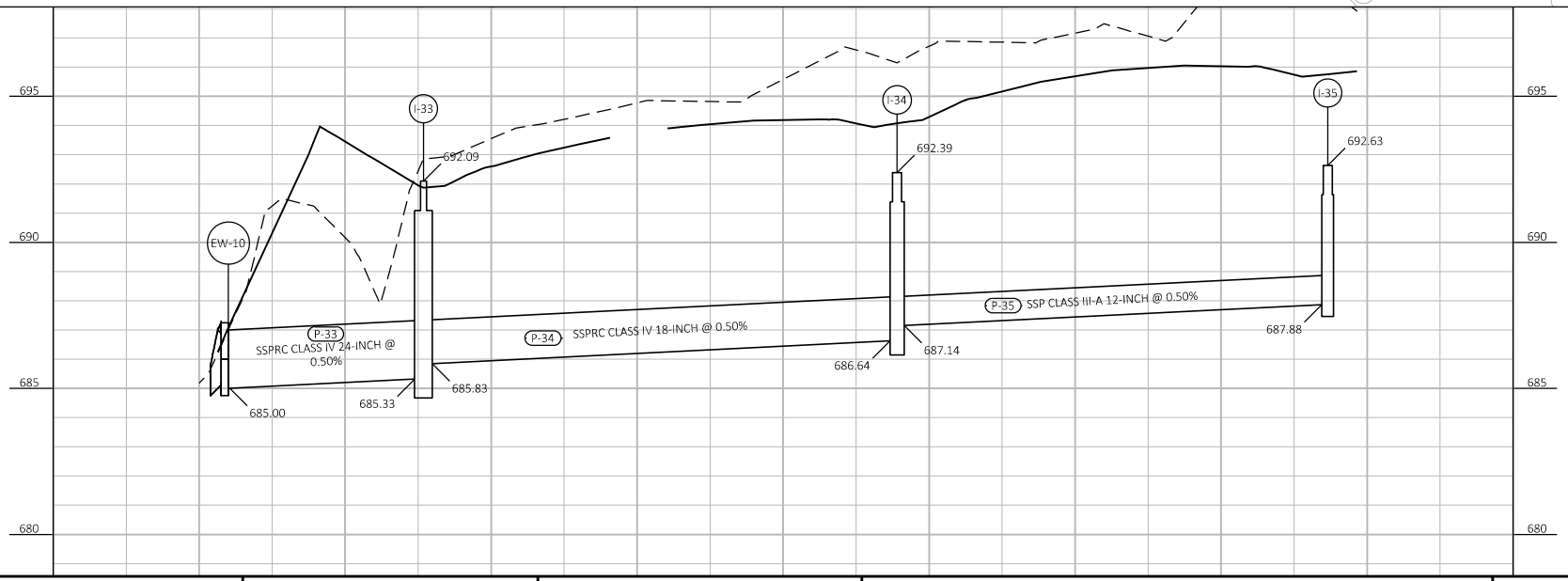




PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER PLAN	SHEET	E

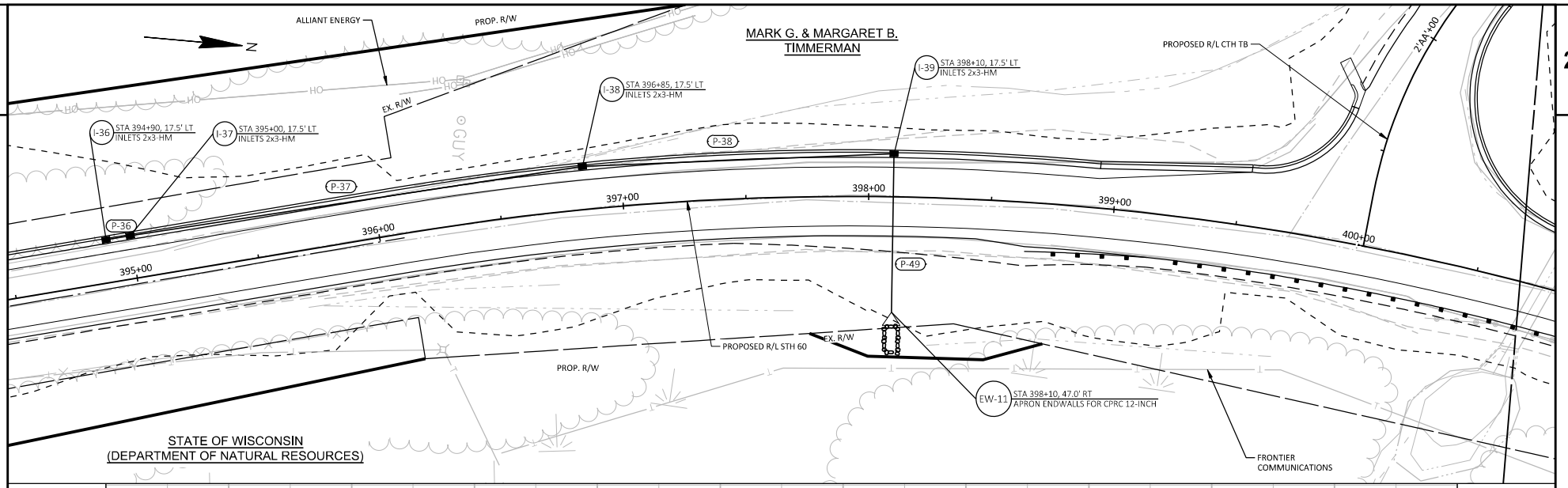
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_STORM SEWER PLAN.DWG
LAYOUT NAME - 07
PLOT DATE : 5/2/2024 12:46 PM
PLOT BY : PRESTIN VANDERHEYDEN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

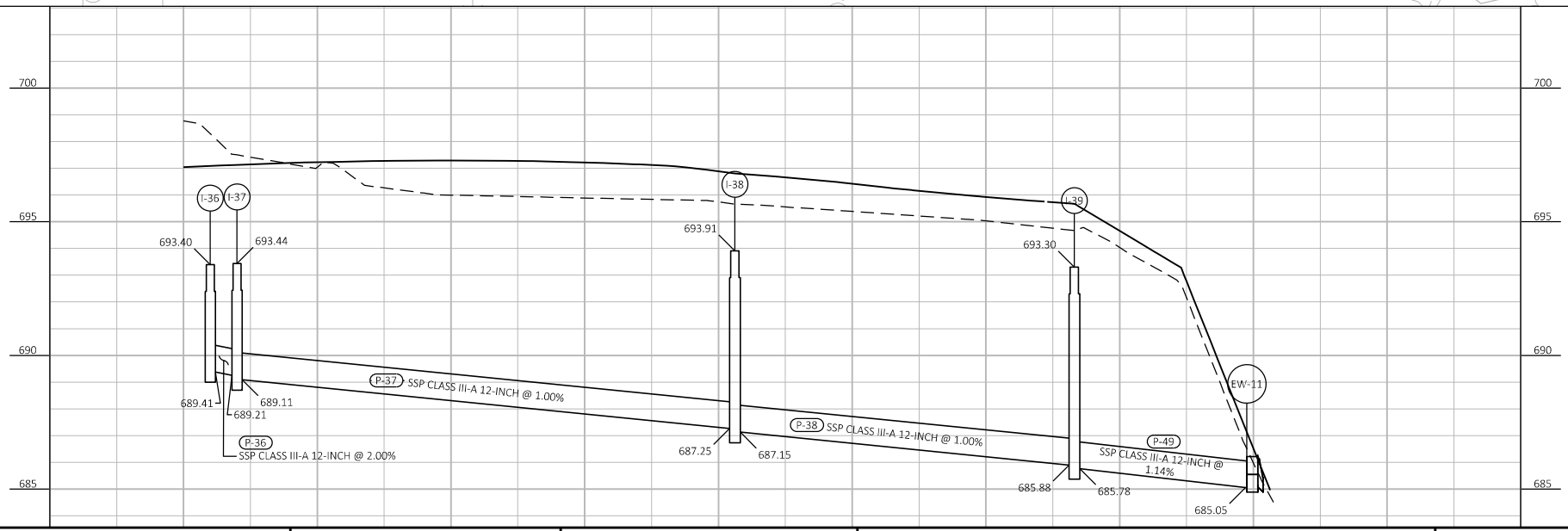




PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER PLAN	SHEET	E

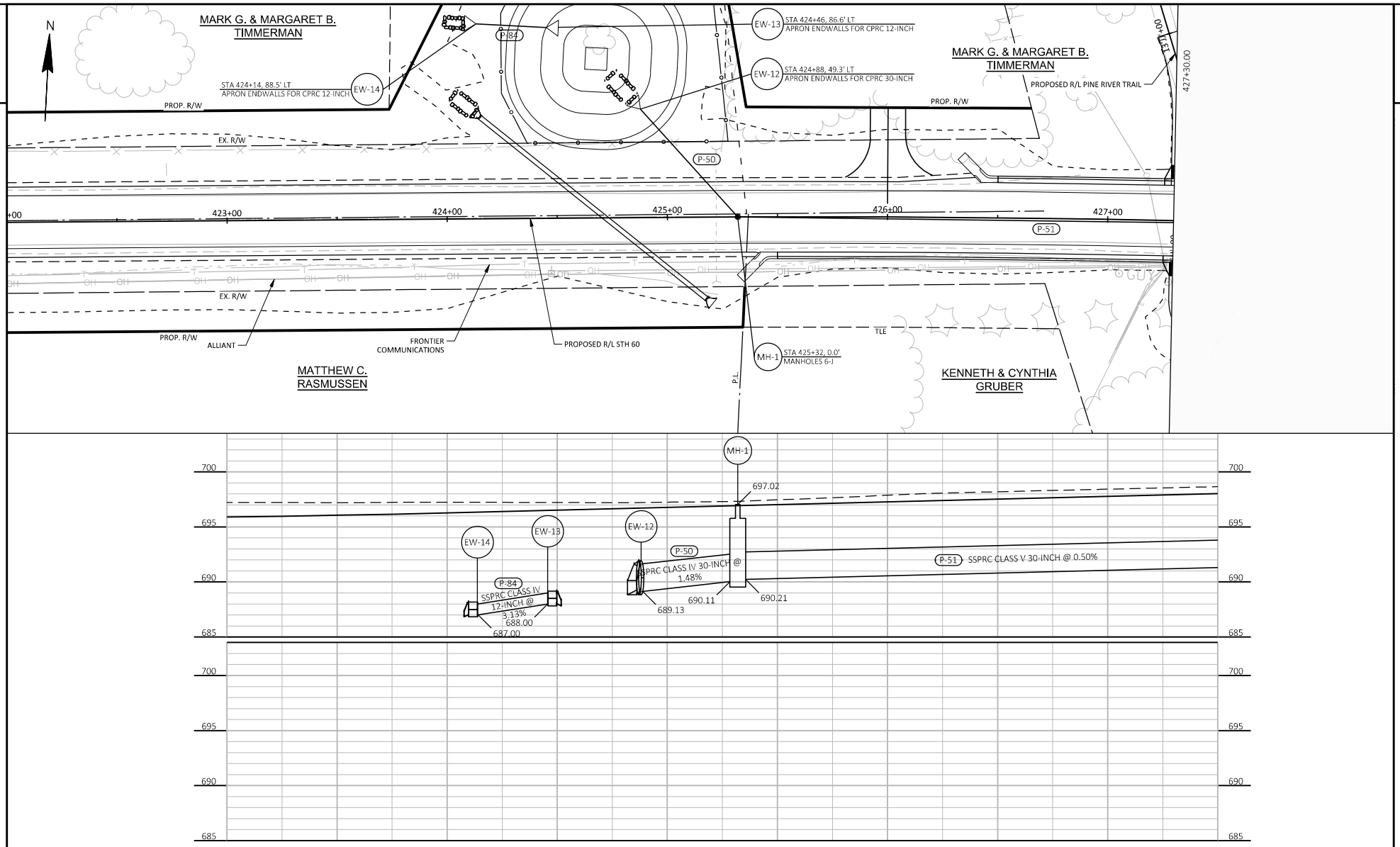
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_STORM SEWER PLAN.DWG
LAYOUT NAME - 08
PLOT DATE : 5/2/2024 12:47 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41





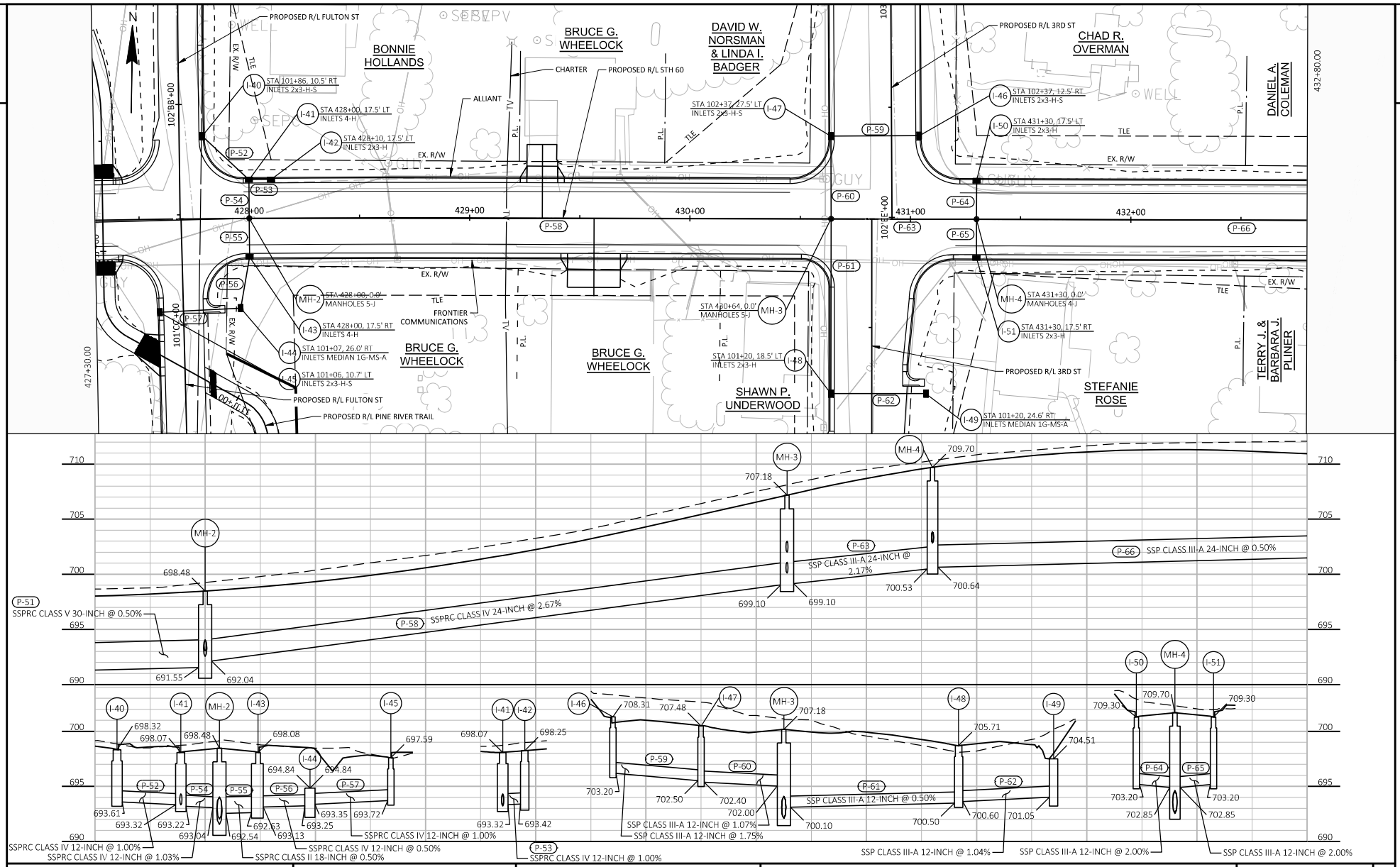
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER PLAN	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_STORM SEWER PLAN.DWG
LAYOUT NAME - 09
PLOT DATE : 5/2/2024 12:47 PM
PLOT BY : PRESTIN VANDERHEYDEN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



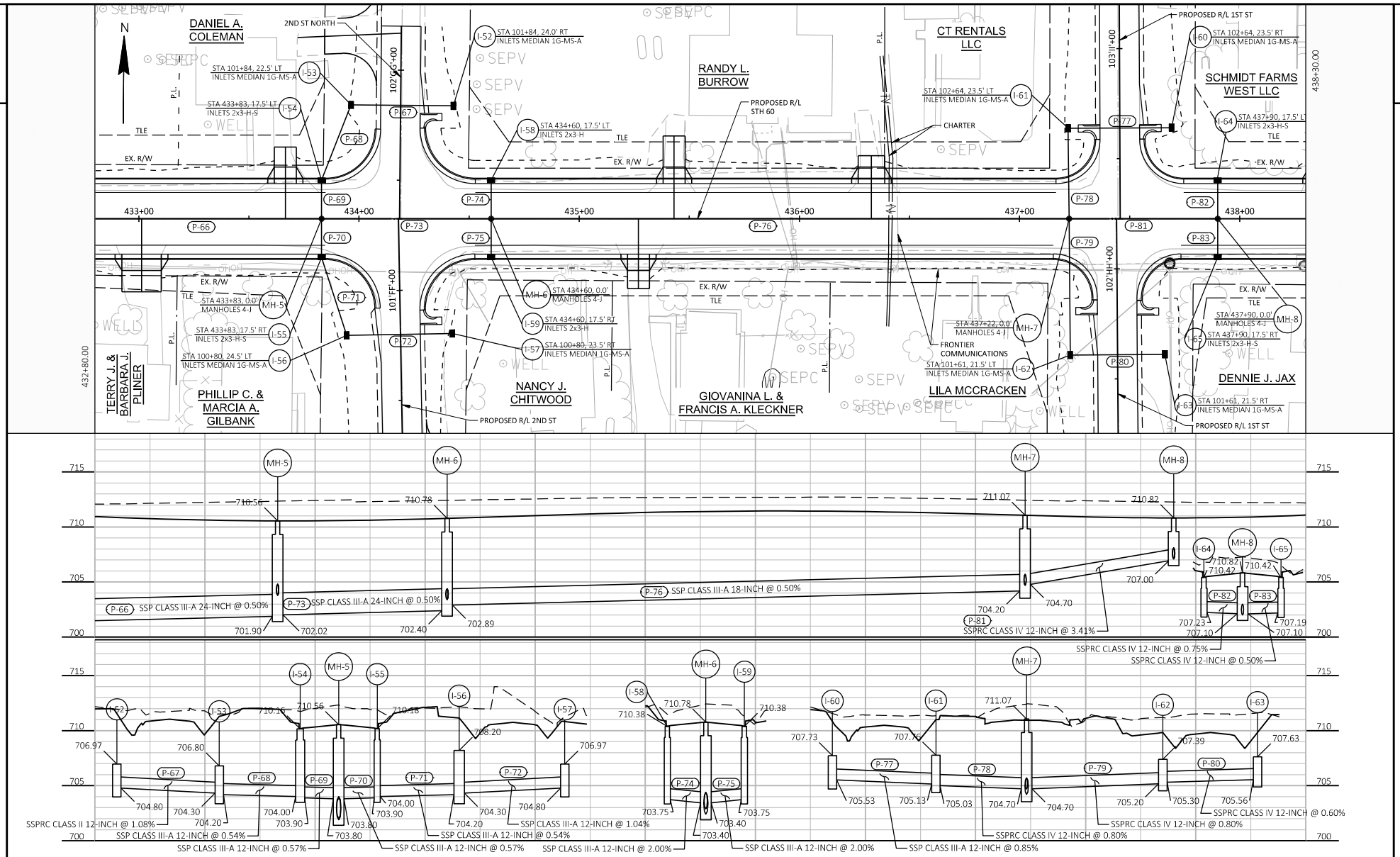
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER PLAN	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_STORM SEWER PLAN.DWG
LAYOUT NAME - 10
PLOT DATE : 5/2/2024 12:47 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 41



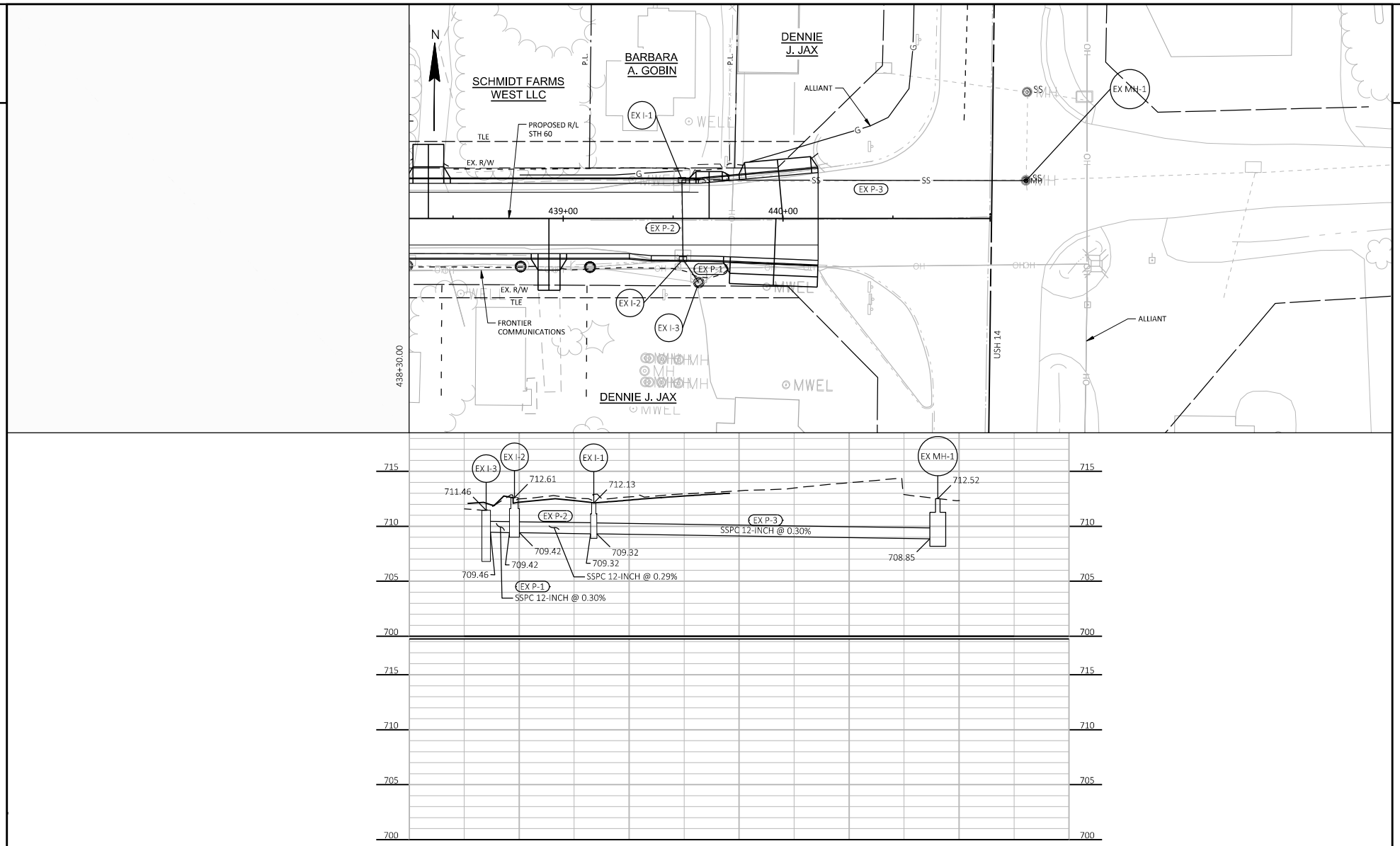
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER PLAN	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_STORM SEWER PLAN.DWG
LAYOUT NAME - 11
PLOT DATE : 5/2/2024 12:48 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 41



PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER PLAN	SHEET E

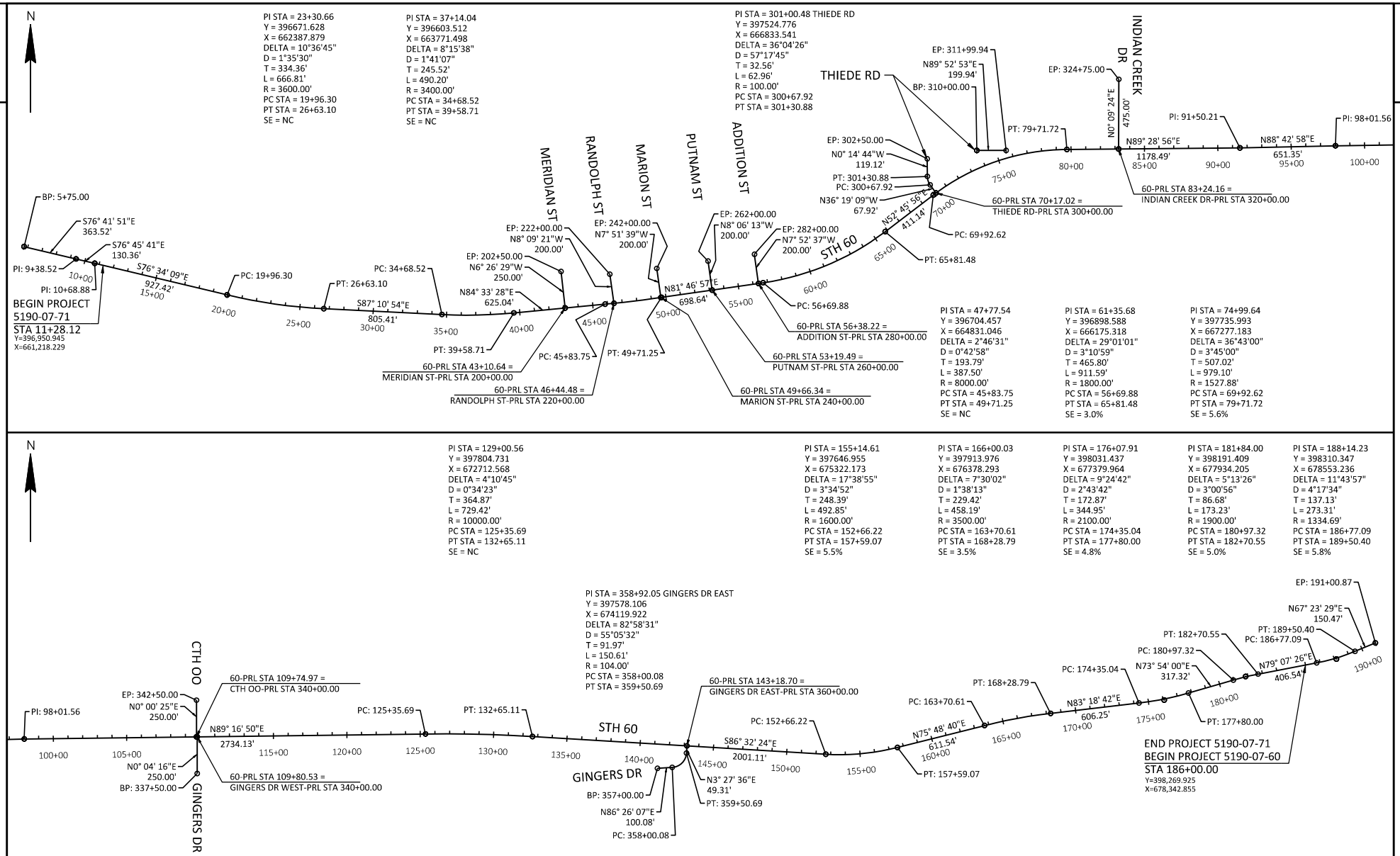
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_STORM SEWER PLAN.DWG
LAYOUT NAME - 12
PLOT DATE : 5/2/2024 12:48 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 41



PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	STORM SEWER PLAN	SHEET E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_STORM SEWER PLAN.DWG
LAYOUT NAME - 13
PLOT DATE : 5/2/2024 12:48 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 41



PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	ALIGNMENT DIAGRAM	SHEET	E

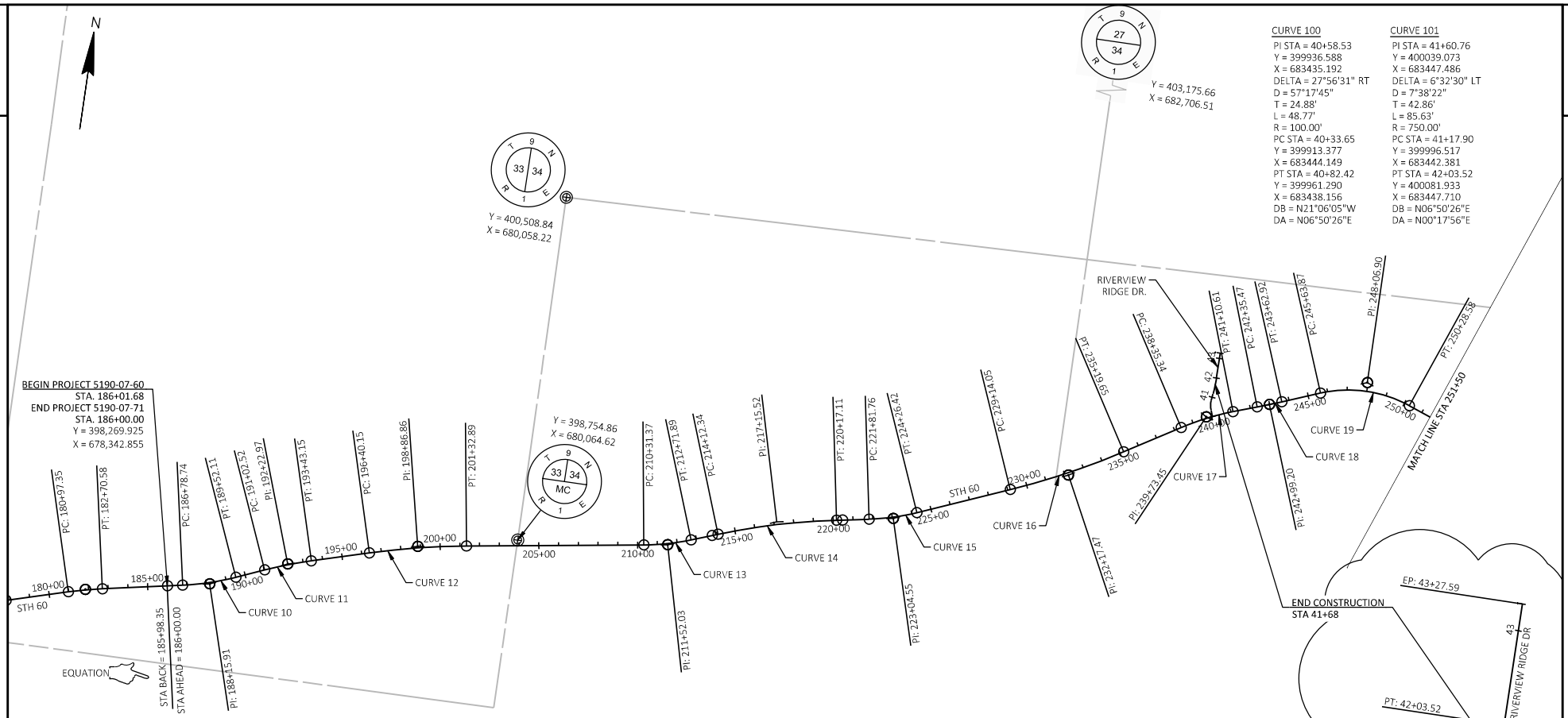
FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-027201-AD.DWG
LAYOUT NAME - 51900771-027201-ad
PLOT DATE : 4/9/2024 12:15 PM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:600 FT
WISDOT/CADDS SHEET 42

SUPERELEVATION TRANSITIONS

STATION	DESCRIPTION	LT SHOULDER	LT LANE	RT LANE	RT SHOULDER
5+75.00	BEGIN ALIGNMENT	-4.00%	-2.00%	-2.00%	-4.00%
5+75.00	MANUAL STATION	-4.00%	-2.00%	-2.00%	-4.00%
41+00.00	MANUAL STATION	-4.00%	-2.00%	-2.00%	-4.00%
42+00.00	MANUAL STATION	-4.00%	2.00%	-2.00%	-4.00%
45+75.00	MANUAL STATION	-4.00%	2.00%	-2.00%	-4.00%
46+00.00	MANUAL STATION	-4.00%	2.10%	-2.00%	-4.00%
46+25.00	MANUAL STATION	-4.00%	2.00%	-2.00%	-4.00%
47+50.00	MANUAL STATION	-4.00%	2.00%	-2.00%	-4.00%
48+50.00	MANUAL STATION	-4.00%	-2.00%	-2.00%	-4.00%
55+92.55	END NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
55+92.55	END NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
56+31.21	LEVEL CROWN	-4.00%	-2.00%	0.00%	0.00%
56+69.88	REVERSE CROWN	-4.00%	-2.00%	2.00%	2.00%
56+89.21	BEGIN FULL SUPER	-4.00%	-3.00%	3.00%	3.00%
65+62.14	END FULL SUPER	-4.00%	-3.00%	3.00%	3.00%
65+81.48	REVERSE CROWN	-4.00%	-2.00%	2.00%	2.00%
66+20.14	LEVEL CROWN	-4.00%	-2.00%	0.00%	0.00%
66+58.81	BEGIN NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
66+58.81	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
68+46.21	END NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
68+46.21	END NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
68+97.28	LEVEL CROWN	0.00%	0.00%	-2.00%	-4.00%
69+48.35	REVERSE CROWN	2.00%	2.00%	-2.00%	-4.00%
69+99.42	LOW SHOULDER MATCH	4.00%	4.00%	-4.00%	-4.00%
70+40.28	BEGIN FULL SUPER	5.60%	5.60%	-5.60%	-5.60%
79+24.06	END FULL SUPER	5.60%	5.60%	-5.60%	-5.60%
79+64.92	LOW SHOULDER MATCH	4.00%	4.00%	-4.00%	-4.00%
80+15.99	REVERSE CROWN	2.00%	2.00%	-2.00%	-4.00%
80+67.06	LEVEL CROWN	0.00%	0.00%	-2.00%	-4.00%
81+18.13	BEGIN NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
81+18.13	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
151+21.97	END NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
151+21.97	END NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
151+72.88	LEVEL CROWN	-4.00%	-2.00%	0.00%	0.00%
152+23.79	REVERSE CROWN	-4.00%	-2.00%	2.00%	2.00%
152+74.70	LOW SHOULDER MATCH	-4.00%	-4.00%	4.00%	4.00%
153+12.88	BEGIN FULL SUPER	-5.50%	-5.50%	5.50%	5.50%
157+12.40	END FULL SUPER	-5.50%	-5.50%	5.50%	5.50%
157+50.59	LOW SHOULDER MATCH	-4.00%	-4.00%	4.00%	4.00%
158+01.49	REVERSE CROWN	-4.00%	-2.00%	2.00%	2.00%
158+52.40	LEVEL CROWN	-4.00%	-2.00%	0.00%	0.00%
159+03.31	BEGIN NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%

SUPERELEVATION TRANSITIONS - CONTINUED

STATION	DESCRIPTION	LT SHOULDER	LT LANE	RT LANE	RT SHOULDER
159+03.31	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
162+60.41	END NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
162+60.41	END NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
STATION	DESCRIPTION	LT SHOULDER	LT LANE	RT LANE	RT SHOULDER
163+11.27	LEVEL CROWN	0.00%	0.00%	-2.00%	-4.00%
163+62.13	REVERSE CROWN	2.00%	2.00%	-2.00%	-4.00%
164+00.27	BEGIN FULL SUPER	3.50%	3.50%	-3.50%	-4.00%
167+99.13	END FULL SUPER	3.50%	3.50%	-3.50%	-4.00%
168+37.27	REVERSE CROWN	2.00%	2.00%	-2.00%	-4.00%
168+88.13	LEVEL CROWN	0.00%	0.00%	-2.00%	-4.00%
169+38.99	BEGIN NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
169+38.99	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
173+01.79	END NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
173+01.79	END NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
173+53.04	LEVEL CROWN	-4.00%	-2.00%	0.00%	0.00%
174+04.29	REVERSE CROWN	-4.00%	-2.00%	2.00%	2.00%
174+55.54	LOW SHOULDER MATCH	-4.00%	-4.00%	4.00%	4.00%
174+76.04	BEGIN FULL SUPER	-4.80%	-4.80%	4.80%	4.80%
177+39.00	END FULL SUPER	-4.80%	-4.80%	4.80%	4.80%
177+59.50	LOW SHOULDER MATCH	-4.00%	-4.00%	4.00%	4.00%
178+10.75	REVERSE CROWN	-4.00%	-2.00%	2.00%	2.00%
178+62.00	LEVEL CROWN	-4.00%	-2.00%	0.00%	0.00%
179+13.25	BEGIN NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
179+13.25	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
179+60.78	END NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
179+60.78	END NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
180+11.98	LEVEL CROWN	0.00%	0.00%	-2.00%	-4.00%
180+63.18	REVERSE CROWN	2.00%	2.00%	-2.00%	-4.00%
181+14.38	LOW SHOULDER MATCH	4.00%	4.00%	-4.00%	-4.00%
181+39.98	BEGIN FULL SUPER	5.00%	5.00%	-5.00%	-5.00%
182+27.89	END FULL SUPER	5.00%	5.00%	-5.00%	-5.00%
182+53.49	LOW SHOULDER MATCH	4.00%	4.00%	-4.00%	-4.00%
183+04.69	REVERSE CROWN	2.00%	2.00%	-2.00%	-4.00%
183+55.89	LEVEL CROWN	0.00%	0.00%	-2.00%	-4.00%
184+07.09	BEGIN NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
184+07.09	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
185+27.39	END NORMAL SHOULDER	-4.00%	-2.00%	-2.00%	-4.00%
185+27.39	END NORMAL CROWN	-4.00%	-2.00%	-2.00%	-4.00%
185+78.42	LEVEL CROWN	-4.00%	-2.00%	0.00%	0.00%
186+29.46	REVERSE CROWN	-4.00%	-2.00%	2.00%	2.00%



CURVE 100
PI STA = 40+58.53
Y = 399936.588
X = 683435.192
DELTA = 27°56'31" RT
D = 57°17'45"
T = 24.88'
L = 48.77'
R = 100.00'
PC STA = 40+33.65
Y = 399913.377
X = 683444.149
PT STA = 40+82.42
Y = 399961.290
X = 683438.156
DB = N21°06'05"W
DA = N06°50'26"E

CURVE 101
PI STA = 41+60.76
Y = 400039.073
X = 683447.486
DELTA = 6°32'30" LT
D = 7°38'22"
T = 42.86'
L = 85.63'
R = 750.00'
PC STA = 41+17.90
Y = 399996.517
X = 683442.381
PT STA = 42+03.52
Y = 400081.933
X = 683447.710
DB = N06°50'26"E
DA = N00°17'56"E

CURVE 10
PI STA = 188+15.91
Y = 398310.347
X = 678553.236
DELTA = 11°43'57" LT
D = 4°17'31"
T = 137.17'
L = 273.37'
R = 1335.00'
PC STA = 186+78.74
Y = 398284.466
X = 678418.534
PT STA = 189+52.11
Y = 398363.078
X = 678679.860
DB = N79°07'26"E
DA = N67°23'29"E
SE = 4.80%

CURVE 11
PI STA = 192+22.97
Y = 398467.203
X = 678929.900
DELTA = 6°33'55" RT
D = 2°43'42"
T = 120.45'
L = 240.63'
R = 2100.00'
PC STA = 191+02.52
Y = 398420.900
X = 678818.709
PT STA = 193+43.15
Y = 398500.490
X = 679045.655
DB = N67°23'29"E
DA = N73°57'24"E
SE = 3.80%

CURVE 12
PI STA = 198+86.86
Y = 398650.754
X = 679568.192
DELTA = 7°23'26" RT
D = 1°30'00"
T = 246.71'
L = 492.73'
R = 3820.00'
PC STA = 196+40.15
Y = 398582.572
X = 679331.093
PT STA = 201+32.89
Y = 398687.871
X = 679812.092
DB = N73°57'24"E
DA = N81°20'49"E
SE = 2.40%

CURVE 13
PI STA = 211+52.03
Y = 398841.200
X = 680819.641
DELTA = 11°29'04" LT
D = 4°46'29"
T = 120.67'
L = 240.53'
R = 1200.00'
PC STA = 210+31.37
Y = 398823.046
X = 680700.347
PT STA = 212+71.89
Y = 398882.743
X = 680932.933
DB = N81°20'49"E
DA = N69°51'46"E
SE = 5.00%

CURVE 14
PI STA = 217+15.52
Y = 399035.470
X = 681349.439
DELTA = 10°07'54" RT
D = 1°40'31"
T = 303.17'
L = 604.77'
R = 3420.00'
PC STA = 214+12.34
Y = 398931.096
X = 681064.798
PT STA = 220+17.11
Y = 399088.144
X = 681648.002
DB = N69°51'46"E
DA = N79°59'40"E
SE = 2.60%

CURVE 15
PI STA = 223+04.55
Y = 399138.086
X = 681931.071
DELTA = 12°11'21" LT
D = 4°58'56"
T = 122.79'
L = 244.65'
R = 1150.00'
PC STA = 221+81.76
Y = 399116.751
X = 681810.149
PT STA = 224+26.42
Y = 399184.470
X = 682044.764
DB = N79°59'40"E
DA = N67°48'19"E
SE = 5.10%

CURVE 16
PI STA = 232+17.47
Y = 399483.296
X = 682777.204
DELTA = 8°59'21" LT
D = 1°29'04"
T = 303.42'
L = 605.60'
R = 3860.00'
PC STA = 229+14.05
Y = 399368.676
X = 682496.263
PT STA = 235+19.65
Y = 399640.405
X = 683036.785
DB = N67°48'19"E
DA = N58°48'58"E
SE = 2.40%

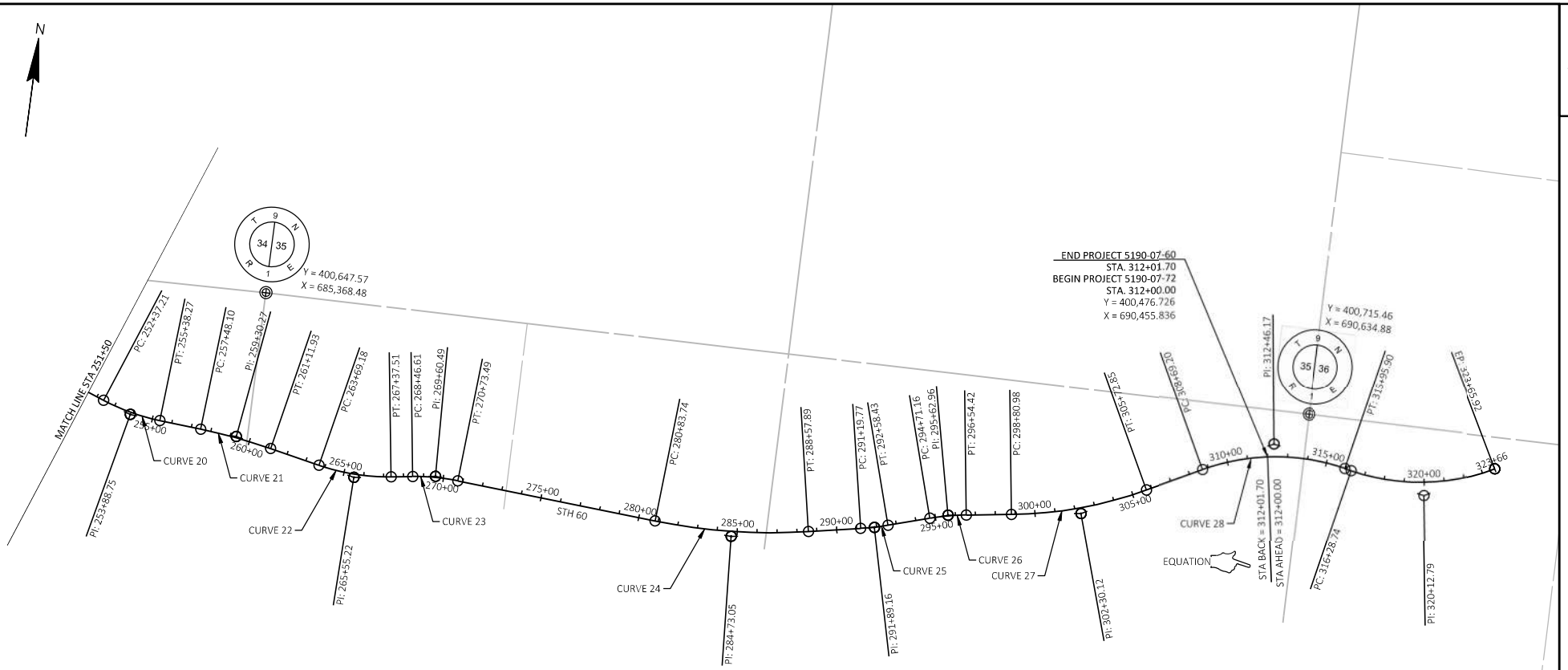
CURVE 17
PI STA = 239+73.45
Y = 399875.380
X = 683425.019
DELTA = 11°40'58" RT
D = 4°14'39"
T = 138.11'
L = 275.27'
R = 1350.00'
PC STA = 238+35.34
Y = 399803.866
X = 683306.861
PT STA = 241+10.61
Y = 399921.486
X = 683555.211
DB = N58°48'58"E
DA = N70°29'56"E
SE = 4.80%

CURVE 18
PI STA = 242+99.20
Y = 399984.442
X = 683732.980
DELTA = 1°23'18" LT
D = 1°05'21"
T = 63.73'
L = 127.45'
R = 5260.00'
PC STA = 242+35.47
Y = 399963.167
X = 683672.907
PT STA = 243+62.92
Y = 400007.165
X = 683792.520
DB = N70°29'56"E
DA = N69°06'38"E
SE = 2.00%

CURVE 19
PI STA = 248+06.90
Y = 400165.471
X = 684207.313
DELTA = 41°24'33" RT
D = 8°54'39"
T = 243.03'
L = 464.71'
R = 643.00'
PC STA = 245+63.87
Y = 400078.816
X = 683980.259
PT STA = 250+28.58
Y = 400080.282
X = 684434.922
DB = N69°06'38"E
DA = S69°28'48"E
SE = 6.00%

PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	ALIGNMENT DETAILS	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 01
PLOT DATE : 4/2/2024 8:42 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42



CURVE 20
PI STA = 253+88.75
Y = 399954.031
X = 684772.238
DELTA = 16°11'47" LT
D = 5°22'48"
T = 151.54'
L = 301.05'
R = 1065.00'
PC STA = 252+37.21
Y = 400007.150
X = 684630.316
PT STA = 255+38.27
Y = 399942.607
X = 684923.344
DB = S69°28'48"E
DA = S85°40'35"E
SE = 5.30%

CURVE 21
PI STA = 259+30.27
Y = 399913.055
X = 685314.230
DELTA = 7°22'45" RT
D = 2°01'41"
T = 182.17'
L = 363.83'
R = 2825.00'
PC STA = 257+48.10
Y = 399926.788
X = 685132.582
PT STA = 261+11.93
Y = 399876.106
X = 685492.610
DB = S85°40'35"E
DA = S78°17'51"E
SE = 3.10%

CURVE 22
PI STA = 265+55.22
Y = 399786.193
X = 685926.685
DELTA = 19°54'32" LT
D = 5°24'19"
T = 186.04'
L = 368.32'
R = 1060.00'
PC STA = 263+69.18
Y = 399823.927
X = 685744.514
PT STA = 267+37.51
Y = 399812.747
X = 686110.818
DB = S78°17'51"E
DA = N81°47'37"E
SE = 5.30%

CURVE 23
PI STA = 269+60.49
Y = 399844.575
X = 686331.516
DELTA = 12°15'49" RT
D = 5°24'19"
T = 113.88'
L = 226.88'
R = 1060.00'
PC STA = 268+46.61
Y = 399828.321
X = 686218.806
PT STA = 270+73.49
Y = 399836.518
X = 686445.106
DB = N81°47'37"E
DA = S85°56'34"E
SE = 5.30%

CURVE 24
PI STA = 284+73.05
Y = 399737.497
X = 687841.155
DELTA = 15°02'09" LT
D = 1°56'32"
T = 389.31'
L = 774.15'
R = 2950.00'
PC STA = 280+83.74
Y = 399765.041
X = 687452.817
PT STA = 288+57.89
Y = 399811.638
X = 688223.343
DB = S85°56'34"E
DA = N79°01'17"E
SE = 3.00%

CURVE 25
PI STA = 291+89.16
Y = 399874.727
X = 688548.551
DELTA = 5°53'05" LT
D = 4°14'39"
T = 69.39'
L = 138.66'
R = 1350.00'
PC STA = 291+19.77
Y = 399861.512
X = 688480.433
PT STA = 292+58.43
Y = 399894.856
X = 688614.956
DB = N79°01'17"E
DA = N73°08'12"E
SE = 4.80%

CURVE 26
PI STA = 295+62.96
Y = 399983.199
X = 688906.400
DELTA = 8°42'49" RT
D = 4°45'17"
T = 91.81'
L = 183.26'
R = 1205.00'
PC STA = 294+71.16
Y = 399956.567
X = 688818.542
PT STA = 296+54.42
Y = 399996.214
X = 688997.279
DB = N73°08'12"E
DA = N81°51'01"E
SE = 5.00%

CURVE 27
PI STA = 302+30.12
Y = 400077.826
X = 689567.172
DELTA = 19°00'45" LT
D = 2°44'53"
T = 349.14'
L = 691.87'
R = 2085.00'
PC STA = 298+80.98
Y = 400028.331
X = 689221.554
PT STA = 305+72.85
Y = 400237.215
X = 689877.812
DB = N81°51'01"E
DA = N62°50'16"E
SE = 3.80%

CURVE 28
PI STA = 312+46.17
Y = 400545.367
X = 690478.384
DELTA = 38°38'33" RT
D = 5°18'19"
T = 378.66'
L = 728.39'
R = 1080.00'
PC STA = 308+69.20
Y = 400372.504
X = 690141.483
PT STA = 315+95.90
Y = 400470.003
X = 690849.469
DB = N62°50'16"E
DA = S78°31'11"E
SE = 5.30%

PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	ALIGNMENT DETAILS	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 02
PLOT DATE : 4/2/2024 8:42 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42

2

Station	Description	Left Shldr	Left Lane	Right Lane	Right Shldr
186+51.99'	RC	-2.00%	-2.00%	2.00%	2.00%
187+14.40'	Begin SE	-4.80%	-4.80%	4.80%	4.80%
189+16.45'	End SE	-4.80%	-4.80%	4.80%	4.80%
191+30.52'	Begin SE	3.80%	3.80%	-3.80%	-3.80%
193+15.15'	End SE	3.80%	3.80%	-3.80%	-3.80%
193+54.94'	RC	2.00%	2.00%	-2.00%	-2.00%
193+99.15'	Zero Slope	0.00%	0.00%	-2.00%	-2.00%
194+43.36'	Begin NC	-2.00%	-2.00%	-2.00%	-2.00%
194+43.36'	Begin Nor. Shldr	-2.00%	-2.00%	-2.00%	-2.00%
195+60.65'	End Nor. Shldr	-2.00%	-2.00%	-2.00%	-2.00%
195+60.65'	End NC	-2.00%	-2.00%	-2.00%	-2.00%
196+04.82'	Zero Slope	0.00%	0.00%	-2.00%	-2.00%
196+48.98'	RC	2.00%	2.00%	-2.00%	-2.00%
196+57.82'	Begin SE	2.40%	2.40%	-2.40%	-2.40%
201+15.22'	End SE	2.40%	2.40%	-2.40%	-2.40%
201+24.05'	RC	2.00%	2.00%	-2.00%	-2.00%
201+68.22'	Zero Slope	0.00%	0.00%	-2.00%	-2.00%
202+12.39'	Begin NC	-2.00%	-2.00%	-2.00%	-2.00%
202+12.39'	Begin Nor. Shldr	-2.00%	-2.00%	-2.00%	-2.00%
209+12.96'	End Nor. Shldr	-2.00%	-2.00%	-2.00%	-2.00%
209+12.96'	End NC	-2.00%	-2.00%	-2.00%	-2.00%
209+57.36'	Zero Slope	-2.00%	-2.00%	0.00%	0.00%
210+01.76'	RC	-2.00%	-2.00%	2.00%	2.00%
210+68.36'	Begin SE	-5.00%	-5.00%	5.00%	5.00%
212+34.90'	End SE	-5.00%	-5.00%	5.00%	5.00%
214+31.68'	Begin SE	2.60%	2.60%	-2.60%	-2.60%
219+97.78'	End SE	2.60%	2.60%	-2.60%	-2.60%
222+19.43'	Begin SE	-5.10%	-5.10%	5.10%	5.10%
223+88.75'	End SE	-5.10%	-5.10%	5.10%	5.10%
224+57.44'	RC	-2.00%	-2.00%	2.00%	2.00%
225+01.75'	Zero Slope	-2.00%	-2.00%	0.00%	0.00%
225+46.07'	Begin NC	-2.00%	-2.00%	-2.00%	-2.00%
225+46.07'	Begin Nor. Shldr	-2.00%	-2.00%	-2.00%	-2.00%
228+34.54'	End Nor. Shldr	-2.00%	-2.00%	-2.00%	-2.00%
228+34.54'	End NC	-2.00%	-2.00%	-2.00%	-2.00%
228+78.71'	Zero Slope	-2.00%	-2.00%	0.00%	0.00%
229+22.88'	RC	-2.00%	-2.00%	2.00%	2.00%
229+31.71'	Begin SE	-2.40%	-2.40%	2.40%	2.40%
235+01.98'	End SE	-2.40%	-2.40%	2.40%	2.40%
235+10.82'	RC	-2.00%	-2.00%	2.00%	2.00%
235+54.98'	Zero Slope	-2.00%	-2.00%	0.00%	0.00%
235+99.15'	Begin NC	-2.00%	-2.00%	-2.00%	-2.00%
235+99.15'	Begin Nor. Shldr	-2.00%	-2.00%	-2.00%	-2.00%

Station	Description	Left Shldr	Left Lane	Right Lane	Right Shldr
237+19.42'	End Nor. Shldr	-2.00%	-2.00%	-2.00%	-2.00%
237+19.42'	End NC	-2.00%	-2.00%	-2.00%	-2.00%
237+64.00'	Zero Slope	0.00%	0.00%	-2.00%	-2.00%
238+08.58'	RC	2.00%	2.00%	-2.00%	-2.00%
238+71.00'	Begin SE	4.80%	4.80%	-4.80%	-4.80%
240+32.70'	End SE	4.80%	4.80%	-4.80%	-4.80%
240+67.70'	Bridge Deck	3.30%	3.30%	-3.30%	-3.30%
242+26.22	Bridge Deck	3.30%	3.30%	-3.30%	-3.30%
243+02.48'	Begin SE	2.40%	2.40%	2.40%	2.40%
243+48.25'	End SE	2.00%	2.00%	-2.00%	-2.00%
246+08.20'	Begin SE	6.00%	6.00%	-6.00%	-6.00%
249+84.25'	End SE	6.00%	6.00%	-6.00%	-6.00%
252+76.54'	Begin SE	-5.30%	-5.30%	5.30%	5.30%
254+98.94'	End SE	-5.30%	-5.30%	5.30%	5.30%
257+71.10'	Begin SE	3.10%	3.10%	-3.10%	-3.10%
260+88.93'	End SE	3.10%	3.10%	-3.10%	-3.10%
261+13.42'	RC	2.00%	2.00%	-2.00%	-2.00%
261+57.93'	Zero Slope	0.00%	0.00%	-2.00%	-2.00%
262+02.45'	Begin NC	-2.00%	-2.00%	-2.00%	-2.00%
262+02.45'	Begin Nor. Shldr	-2.00%	-2.00%	-2.00%	-2.00%
262+46.81'	End Nor. Shldr	-2.00%	-2.00%	-2.00%	-2.00%
262+46.81'	End NC	-2.00%	-2.00%	-2.00%	-2.00%
262+90.51'	Zero Slope	-2.00%	-2.00%	0.00%	0.00%
263+34.21'	RC	-2.00%	-2.00%	2.00%	2.00%
264+08.51'	Begin SE	-5.30%	-5.30%	5.30%	5.30%
266+70.57'	End SE	-5.30%	-5.30%	5.30%	5.30%
269+13.54'	Begin SE	5.30%	5.30%	-5.30%	-5.30%
270+34.16'	End SE	5.30%	5.30%	-5.30%	-5.30%
271+08.46'	RC	2.00%	2.00%	-2.00%	-2.00%
271+52.16'	Zero Slope	0.00%	0.00%	-2.00%	-2.00%
271+95.87'	Begin NC	-2.00%	-2.00%	-2.00%	-2.00%
271+95.87'	Begin Nor. Shldr	-2.00%	-2.00%	-2.00%	-2.00%
279+94.40'	End Nor. Shldr	-2.00%	-2.00%	-2.00%	-2.00%
279+94.40'	End NC	-2.00%	-2.00%	-2.00%	-2.00%
280+39.07'	Zero Slope	-2.00%	-2.00%	0.00%	0.00%
280+83.73'	RC	-2.00%	-2.00%	2.00%	2.00%
281+06.07'	Begin SE	-3.00%	-3.00%	3.00%	3.00%
288+35.56'	End SE	-3.00%	-3.00%	3.00%	3.00%
288+57.89'	RC	-2.00%	-2.00%	2.00%	2.00%
289+02.56'	Zero Slope	-2.00%	-2.00%	0.00%	0.00%
289+47.22'	Begin NC	-2.00%	-2.00%	-2.00%	-2.00%
289+47.22'	Begin Nor. Shldr	-2.00%	-2.00%	-2.00%	-2.00%
290+03.85'	End Nor. Shldr	-2.00%	-2.00%	-2.00%	-2.00%

Station	Description	Left Shldr	Left Lane	Right Lane	Right Shldr
290+03.85'	End NC	-2.00%	-2.00%	-2.00%	-2.00%
290+48.43'	Zero Slope	-2.00%	-2.00%	0.00%	0.00%
290+93.02'	RC	-2.00%	-2.00%	2.00%	2.00%
291+55.43'	Begin SE	-4.80%	-4.80%	4.80%	4.80%
292+22.76'	End SE	-4.80%	-4.80%	4.80%	4.80%
295+08.16'	Begin SE	5.00%	5.00%	-5.00%	-5.00%
296+17.42'	End SE	5.00%	5.00%	-5.00%	-5.00%
296+84.02'	RC	2.00%	2.00%	-2.00%	-2.00%
297+28.42'	Zero Slope	0.00%	0.00%	-2.00%	-2.00%
297+72.82'	Begin NC	-2.00%	-2.00%	-2.00%	-2.00%
297+72.82'	Begin Nor. Shldr	-2.00%	-2.00%	-2.00%	-2.00%
297+80.77'	End Nor. Shldr	-2.00%	-2.00%	-2.00%	-2.00%
297+80.77'	End NC	-2.00%	-2.00%	-2.00%	-2.00%
298+24.98'	Zero Slope	-2.00%	-2.00%	0.00%	0.00%
298+69.19'	RC	-2.00%	-2.00%	2.00%	2.00%
299+08.98'	Begin SE	-3.80%	-3.80%	3.80%	3.80%
305+44.85'	End SE	-3.80%	-3.80%	3.80%	3.80%
305+84.64'	RC	-2.00%	-2.00%	2.00%	2.00%
306+28.85'	Zero Slope	-2.00%	-2.00%	0.00%	0.00%
306+73.06'	Begin NC	-2.00%	-2.00%	-2.00%	-2.00%
306+73.06'	Begin Nor. Shldr	-2.00%	-2.00%	-2.00%	-2.00%

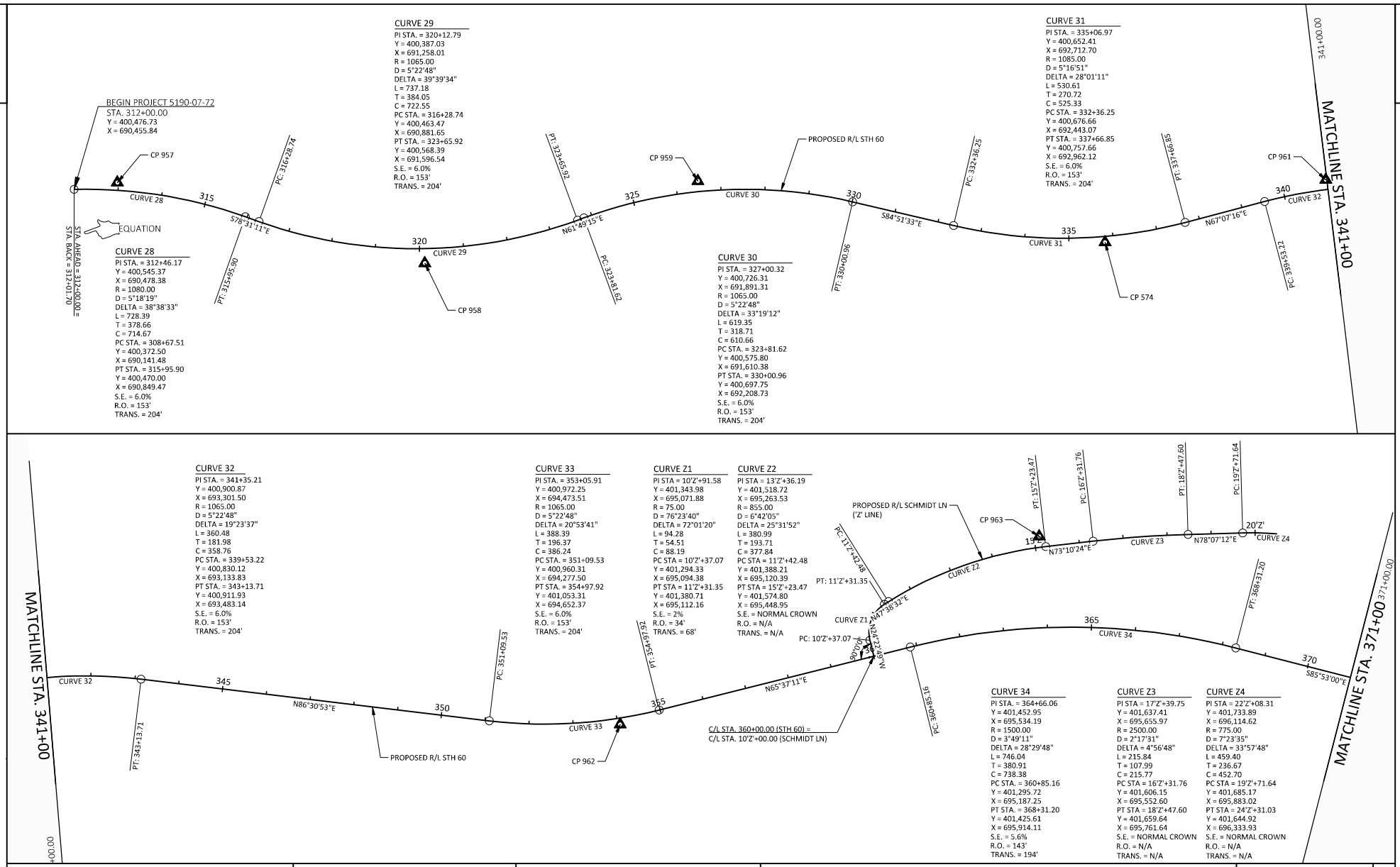
2

PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	SUPERELEVATION TABLES	SHEET	E

FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\027202-SE.DWG
LAYOUT NAME - 01 (5)

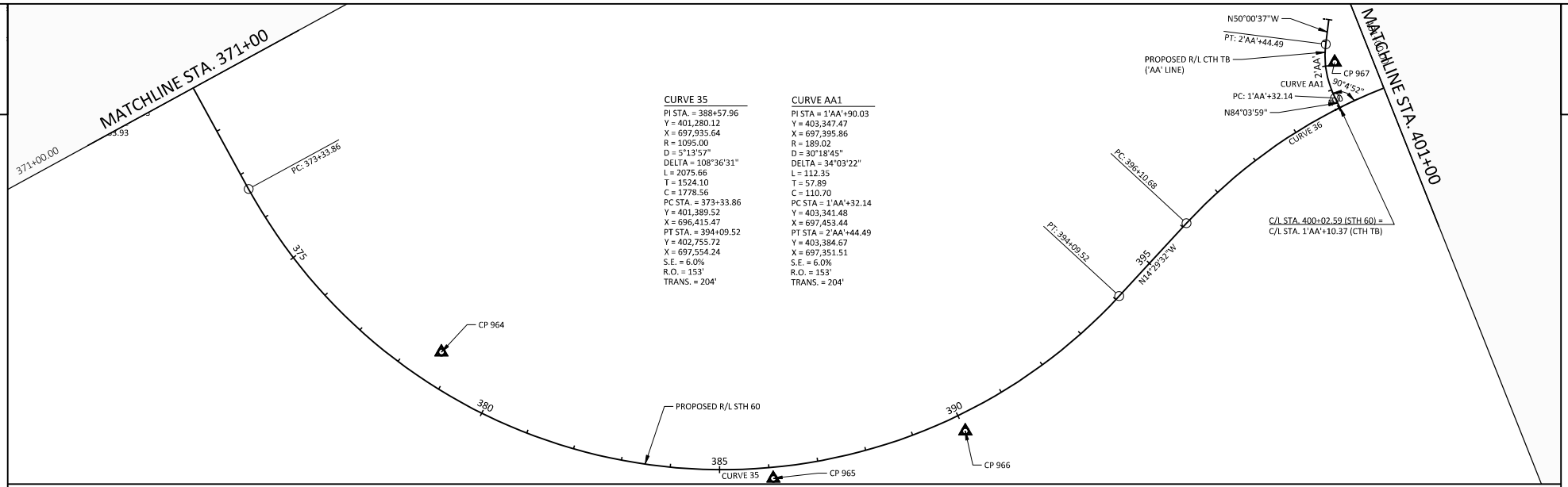
PLOT DATE : 5/16/2024 11:47 AM PLOT BY : JON BLOMQUIST PLOT NAME : PLOT SCALE : 1 IN:5 FT

WISDOT/CADDS SHEET 42



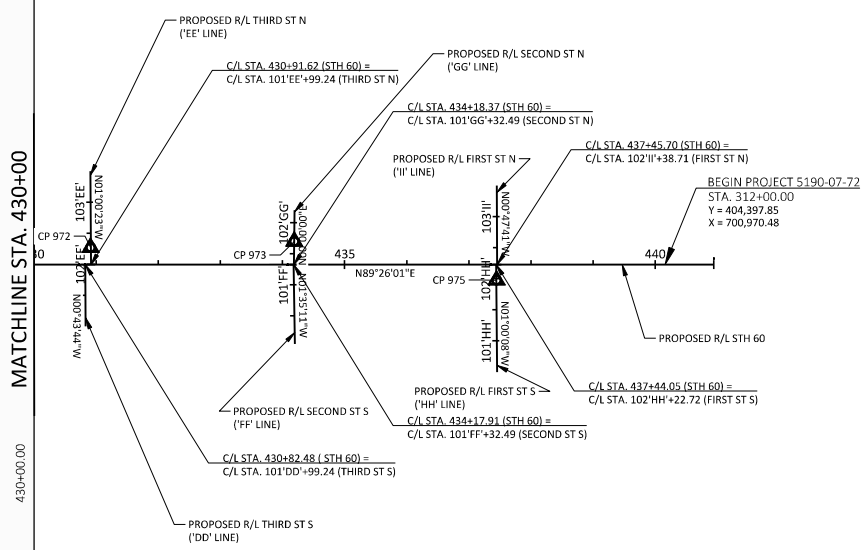
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	ALIGNMENT DETAILS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_ALIGNMENT DETAILS.DWG PLOT DATE : 5/2/2024 12:49:52 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : 01



PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	ALIGNMENT DETAILS	SHEET	E

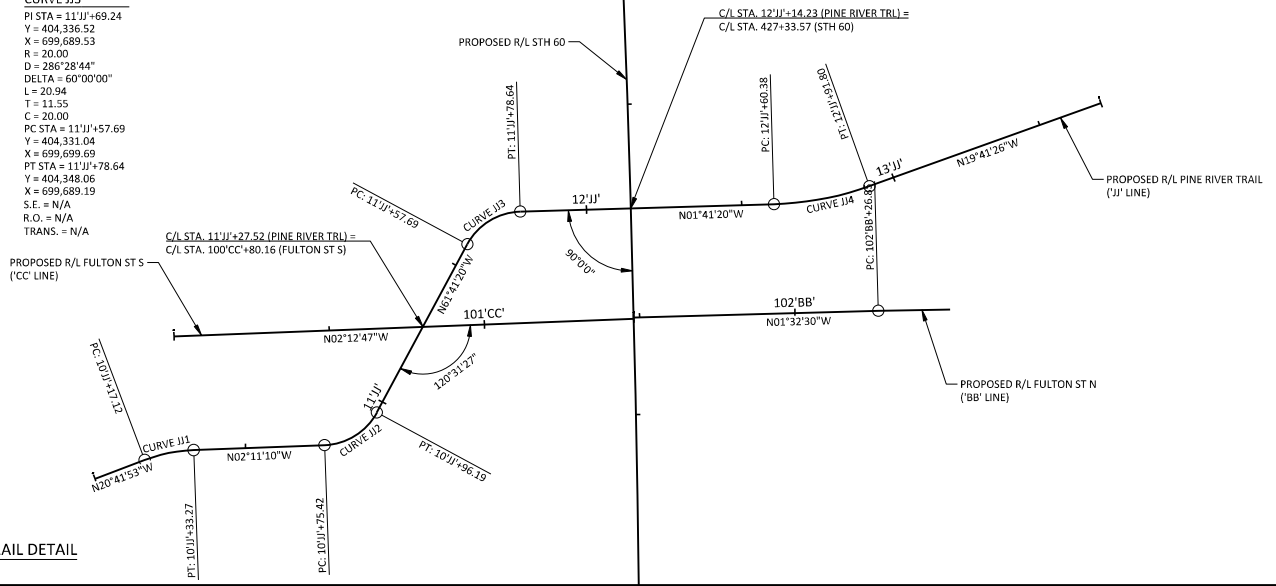
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_ALIGNMENT DETAILS.DWG PLOT DATE : 5/2/2024 12:49:53 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : 02



CURVE JJ1
PI STA = 10'JJ'+25.27
Y = 404,234.77
X = 699,766.26
R = 50.00
D = 114°35'30"
DELTA = 18°30'42"
L = 16.15
T = 8.15
C = 16.08
PC STA = 10'JJ'+17.12
Y = 404,227.15
X = 699,769.14
PT STA = 10'JJ'+33.27
Y = 404,242.92
X = 699,765.95
S.E. = N/A
R.O. = N/A
TRANS. = N/A

CURVE JJ2
PI STA = 10'JJ'+86.85
Y = 404,296.45
X = 699,763.91
R = 20.00
D = 286°28'44"
DELTA = 59°30'10"
L = 20.77
T = 11.43
C = 19.85
PC STA = 10'JJ'+75.42
Y = 404,285.03
X = 699,764.35
PT STA = 10'JJ'+96.19
Y = 404,301.87
X = 699,753.85
S.E. = N/A
R.O. = N/A
TRANS. = N/A

CURVE JJ3
PI STA = 11'JJ'+69.24
Y = 404,336.52
X = 699,689.53
R = 20.00
D = 286°28'44"
DELTA = 60°00'00"
L = 20.94
T = 11.55
C = 20.00
PC STA = 11'JJ'+57.69
Y = 404,331.04
X = 699,699.69
PT STA = 11'JJ'+78.64
Y = 404,348.06
X = 699,689.19
S.E. = N/A
R.O. = N/A
TRANS. = N/A



PINE RIVER TRAIL DETAIL

CURVE JJ4
PI STA = 12'JJ'+76.22
Y = 404,445.60
X = 699,686.31
R = 100.00
D = 57°17'45"
DELTA = 18°00'06"
L = 31.42
T = 15.84
C = 31.29
PC STA = 12'JJ'+60.38
Y = 404,429.77
X = 699,686.78
PT STA = 12'JJ'+91.80
Y = 404,460.51
X = 699,680.98
S.E. = N/A
R.O. = N/A
TRANS. = N/A

PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	ALIGNMENT DETAILS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_ALIGNMENT DETAILS.DWG PLOT DATE : 5/2/2024 12:49:53 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : 03

2

CURVE 28

STATION	LEFT	RIGHT	COMMENT
307+81.51	2.00% <--	2.00% -->	END NORMAL CROWN
307+90.00	0.41% <--	2.00% -->	
307+01.51	0.00% --	2.00% -->	
308+00.00	1.35% -->	2.00% -->	
308+18.51	2.00% -->	2.00% -->	
308+50.00	3.31% -->	3.31% -->	
308+67.51	4.00% -->	4.00% -->	P.C. STATION - CURVE 28
309+00.00	5.27% -->	5.27% -->	
309+18.51	6.00% -->	6.00% -->	BEGIN FULL SUPER
309+50.00	6.00% -->	6.00% -->	
310+00.00	6.00% -->	6.00% -->	
310+50.00	6.00% -->	6.00% -->	
311+00.00	6.00% -->	6.00% -->	
311+50.00	6.00% -->	6.00% -->	
312+00.00	6.00% -->	6.00% -->	BEGIN PROJECT
312+50.00	6.00% >	6.00% >	
313+00.00	6.00% -->	6.00% -->	
313+50.00	6.00% -->	6.00% -->	
314+00.00	6.00% -->	6.00% -->	
314+50.00	6.00% -->	6.00% -->	
314+59.32	6.00% -->	6.00% -->	END FULL SUPER
315+00.00	4.40% >	4.40% >	
315+10.32	4.00% -->	4.00% -->	
315+50.00	2.44% -->	2.44% -->	
315+61.32	2.00% -->	2.00% -->	
315+95.90	0.64% -->	0.64% -->	P.T. STATION - CURVE 28
316+00.00	0.48% -->	0.48% -->	
316+12.32	0.00% --	0.00% --	

CURVE 29

STATION	LEFT	RIGHT	COMMENT
316+12.32	0.00% --	0.00% --	
316+28.74	0.64% <--	0.64% <--	P.C. STATION - CURVE 29
316+50.00	1.48% <	1.48% <	
316+63.32	2.00% <--	2.00% <--	
317+00.00	3.44% <--	3.44% <--	
317+14.32	4.00% <--	4.00% <--	
317+50.00	5.40% <--	5.40% <--	
317+65.32	6.00% <--	6.00% <--	BEGIN FULL SUPER
318+00.00	6.00% <	6.00% <	
318+50.00	6.00% <--	6.00% <--	
319+00.00	6.00% <--	6.00% <--	
319+50.00	6.00% <--	6.00% <--	
320+00.00	6.00% <--	6.00% <--	
320+50.00	6.00% <--	6.00% <--	
321+00.00	6.00% <	6.00% <	
321+50.00	6.00% <--	6.00% <--	
322+00.00	6.00% <--	6.00% <--	
322+20.77	6.00% <--	6.00% <--	END FULL SUPER
322+50.00	4.89% <--	4.89% <--	
322+71.77	4.00% <--	4.00% <--	
323+00.00	2.89% <--	2.89% <--	
323+22.77	2.00% <--	2.00% <--	
323+50.00	0.33% <--	0.33% <--	
323+65.92	0.31% <--	0.31% <--	P.T. STATION - CURVE 29
323+73.77	0.00% --	0.00% --	

CURVE 30

STATION	LEFT	RIGHT	COMMENT
323+73.77	0.00% --	0.00% --	
323+81.62	0.31% -->	0.00% --	P.C. STATION - CURVE 30
324+00.00	1.03% >	0.72% >	
324+24.77	2.00% -->	2.00% -->	
324+50.00	2.95% -->	2.68% -->	
324+75.77	3.92% -->	3.92% -->	
325+00.00	4.95% -->	4.00% -->	
325+26.77	4.64% -->	4.64% -->	
325+50.00	6.00% -->	6.00% -->	
326+00.00	6.00% -->	6.00% -->	
326+50.00	6.00% -->	6.00% -->	
327+00.00	6.00% -->	6.00% -->	
327+50.00	6.00% -->	6.00% -->	
328+00.00	6.00% -->	6.00% -->	
328+50.00	6.00% -->	6.00% -->	
329+00.00	6.00% -->	6.00% -->	
329+50.00	6.00% -->	6.00% -->	
329+65.61	6.00% -->	6.00% -->	END FULL SUPER
330+00.00	4.65% -->	4.65% -->	
330+00.96	4.61% >	4.61% >	P.T. STATION - CURVE 30
330+16.61	4.00% -->	4.00% -->	
330+50.00	3.31% -->	3.31% -->	
330+67.61	2.00% -->	2.00% -->	
331+18.61	0.00% --	0.00% --	

CURVE 31

STATION	LEFT	RIGHT	COMMENT
331+18.61	0.00% --	0.00% --	
331+50.00	1.23% <--	1.23% <--	
331+69.61	2.00% <--	2.00% <--	
332+00.00	3.13% <--	3.13% <--	
332+20.61	4.00% <--	4.00% <--	
332+36.25	4.61% <--	4.00% <--	P.C. STATION - CURVE 31
332+50.00	5.15% <--	5.15% <--	
332+71.61	6.00% <--	6.00% <--	BEGIN FULL SUPER
333+00.00	6.00% <--	6.00% <--	
333+50.00	6.00% <--	6.00% <--	
334+00.00	6.00% <--	6.00% <--	
334+50.00	6.00% <--	6.00% <--	
335+00.00	6.00% <--	6.00% <--	
335+50.00	6.00% <--	6.00% <--	
336+00.00	6.00% <--	6.00% <--	
336+50.00	6.00% <--	6.00% <--	
337+00.00	6.00% <--	6.00% <--	
337+07.04	6.00% <--	6.00% <--	END FULL SUPER
337+50.00	4.32% <--	4.32% <--	
337+58.04	4.00% <--	4.00% <--	
337+66.65	3.55% <--	3.55% <--	P.T. STATION - CURVE 31
338+00.00	2.89% <--	2.89% <--	
338+09.04	2.00% <--	2.00% <--	
338+50.00	0.33% <	0.33% <	
338+60.04	0.00% --	0.00% --	

CURVE 32

STATION	LEFT	RIGHT	COMMENT
338+60.04	0.00% --	0.00% --	
339+00.00	1.57% -->	1.57% -->	
339+11.04	2.00% >	2.00% >	
339+50.00	3.53% -->	3.53% -->	
339+53.21	3.65% -->	3.65% -->	P.C. STATION - CURVE 32
339+62.04	4.00% -->	4.00% -->	
340+00.00	5.49% -->	5.49% -->	
340+13.04	6.00% -->	6.00% <--	BEGIN FULL SUPER
340+50.00	6.00% >	6.00% <	
341+00.00	6.00% -->	6.00% <--	
341+50.00	6.00% -->	6.00% <--	
342+00.00	6.00% -->	6.00% <--	
342+50.00	6.00% -->	6.00% <--	
342+62.71	6.00% -->	6.00% <--	END FULL SUPER
343+00.00	4.54% -->	4.54% -->	
343+13.71	4.00% -->	4.00% -->	P.T. STATION - CURVE 32
343+50.00	2.58% -->	2.58% -->	
343+61.71	2.00% -->	2.00% -->	
344+00.00	0.62% -->	2.00% -->	
344+15.71	0.00% --	2.00% -->	
344+50.00	1.34% <--	2.00% -->	
344+65.71	2.00% <--	2.00% -->	BEGIN NORMAL CROWN

CURVE 33

STATION	LEFT	RIGHT	COMMENT
349+65.53	2.00% <--	2.00% -->	END NORMAL CROWN
350+00.00	2.00% <--	0.30% -->	
350+07.53	2.00% <--	0.00% --	
350+50.00	2.00% <--	1.67% <--	
350+58.53	2.00% <--	2.00% <--	
351+00.00	3.63% <--	3.63% <--	
351+29.53	4.00% <--	4.00% <--	P.C. STATION - CURVE 33
351+50.00	5.59% <--	5.59% <--	
351+60.53	6.00% <--	6.00% <--	BEGIN FULL SUPER
352+00.00	6.00% <--	6.00% <--	
352+50.00	6.00% <--	6.00% <--	
353+00.00	6.00% <--	6.00% <--	
353+50.00	6.00% <--	6.00% <--	
354+00.00	6.00% <--	6.00% <--	
354+16.92	6.00% <--	6.00% <--	END FULL SUPER
354+50.00	5.88% <--	5.88% <--	
354+37.92	4.00% <--	4.00% <--	P.T. STATION - CURVE 33
355+00.00	3.92% <--	3.92% <--	
355+48.92	2.00% <--	2.00% <--	
355+50.00	2.00% <--	1.96% <--	
355+89.92	2.00% <--	0.00% --	
356+00.00	2.00% <--	0.00% --	
356+50.92	2.00% <--	2.00% -->	BEGIN NORMAL CROWN

CURVE 34

STATION	LEFT	RIGHT	COMMENT
359+36.83	2.00% <--	2.00% -->	END NORMAL CROWN
359+50.00	1.56% <--	2.00% -->	
359+89.83	0.00% --	2.00% -->	
360+00.00	0.40% -->	2.00% -->	
360+40.90	2.00% >	2.00% >	
360+50.00	2.36% -->	2.36% -->	
360+85.16	3.73% -->	3.73% -->	P.C. STATION - CURVE 34
361+00.00	4.31% -->	4.31% -->	
361+42.84	5.60% -->	5.60% -->	BEGIN FULL SUPER
361+50.00	5.60% -->	5.60% -->	
362+00.00	5.60% -->	5.60% -->	
362+50.00	5.60% -->	5.60% -->	
363+00.00	5.60% -->	5.60% -->	
363+50.00	5.60% >	5.60% >	
364+00.00	5.60% -->	5.60% -->	
364+50.00	5.60% -->	5.60% -->	
365+00.00	5.60% -->	5.60% -->	
365+50.00	5.60% -->	5.60% -->	
366+00.00	5.60% -->	5.60% -->	
366+50.00	5.60% >	5.60% >	
367+00.00	5.60% -->	5.60% -->	
367+50.00	5.60% -->	5.60% -->	
367+85.53	5.60% -->	5.60% -->	END FULL SUPER
368+00.00	4.56% -->	4.96% -->	
368+31.20	3.73% -->	3.73% -->	P.T. STATION - CURVE 34
368+50.00	3.00% -->	3.00% -->	
368+75.46	2.00% -->	2.00% -->	
369+00.00	1.04% -->	2.00% -->	
369+20.53	0.00% --	2.00% -->	
369+50.00	0.92% <--	2.00% -->	
369+77.53	2.00% <--	2.00% -->	BEGIN NORMAL CROWN

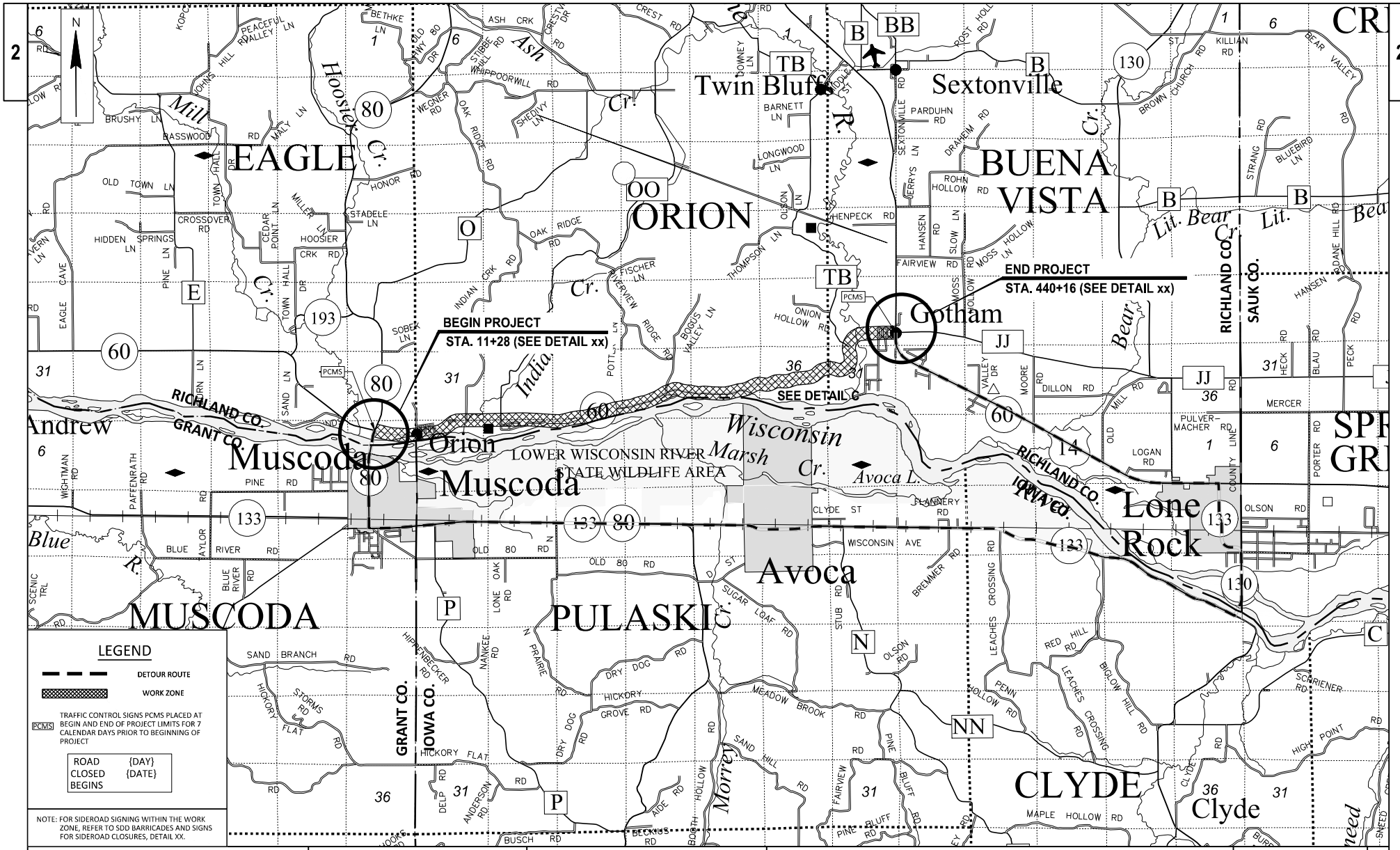
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	SUPERELEVATION TABLES	SHEET	E

CURVE 35

STATION	LEFT	RIGHT	COMMENT
371+80.86	1.00% <--	1.00% -->	END NORMAL CROWN
372+00.00	1.00% <--	1.25% -->	
372+31.86	1.00% <	3.00%	
372+50.00	1.00% <--	3.71% <--	
372+82.86	1.00% <--	5.00% <--	
373+00.00	1.67% <--	5.67% <--	
373+33.86	4.00% <--	6.00% <--	P.C. STATION - CURVE 35
373+50.00	4.83% <--	6.00% <--	
373+84.86	6.00% <--	6.00% <--	BEGIN FULL SUPER
374+00.00	6.00% <--	6.00% <--	
374+50.00	6.00% <--	6.00% <--	
375+00.00	6.00% <--	6.00% <--	
375+50.00	6.00% <--	6.00% <--	
376+00.00	6.00% <--	6.00% <--	
376+50.00	6.00% <--	6.00% <--	
377+00.00	6.00% <--	6.00% <--	
377+50.00	6.00% <--	6.00% <--	
378+00.00	6.00% <--	6.00% <--	
378+50.00	6.00% <--	6.00% <--	
379+00.00	6.00% <--	6.00% <--	
379+50.00	6.00% <--	6.00% <--	
380+00.00	6.00% <--	6.00% <--	
380+50.00	6.00% <--	6.00% <--	
381+00.00	6.00% <--	6.00% <--	
381+50.00	6.00% <--	6.00% <--	
382+00.00	6.00% <--	6.00% <--	
382+50.00	6.00% <--	6.00% <--	
383+00.00	6.00% <--	6.00% <--	
383+50.00	6.00% <--	6.00% <--	
384+00.00	6.00% <--	6.00% <--	
384+50.00	6.00% <--	6.00% <--	
385+00.00	6.00% <--	6.00% <--	
385+50.00	6.00% <--	6.00% <--	
386+00.00	6.00% <--	6.00% <--	
386+50.00	6.00% <--	6.00% <--	
387+00.00	6.00% <--	6.00% <--	
387+50.00	6.00% <--	6.00% <--	
388+00.00	6.00% <--	6.00% <--	
388+50.00	6.00% <--	6.00% <--	
389+00.00	6.00% <--	6.00% <--	
389+50.00	6.00% <--	6.00% <--	
390+00.00	6.00% <--	6.00% <--	
390+50.00	6.00% <--	6.00% <--	
391+00.00	6.00% <--	6.00% <--	
391+50.00	6.00% <--	6.00% <--	
392+00.00	6.00% <--	6.00% <--	
392+50.00	6.00% <--	6.00% <--	
393+00.00	6.00% <--	6.00% <--	
393+50.00	6.00% <--	6.00% <--	
393+57.10	6.00% <--	6.00% <--	END FULL SUPER
394+00.00	4.32% <--	4.32% <--	
394+08.10	4.00% <--	4.00% <--	
394+09.57	1.94% <--	1.94% <--	P.T. STATION - CURVE 35
394+50.00	1.30% <--	1.30% <--	
394+59.10	1.00% <--	1.00% <--	
395+00.00	0.38% <--	0.38% <--	
395+10.10	0.00% --	0.00% --	

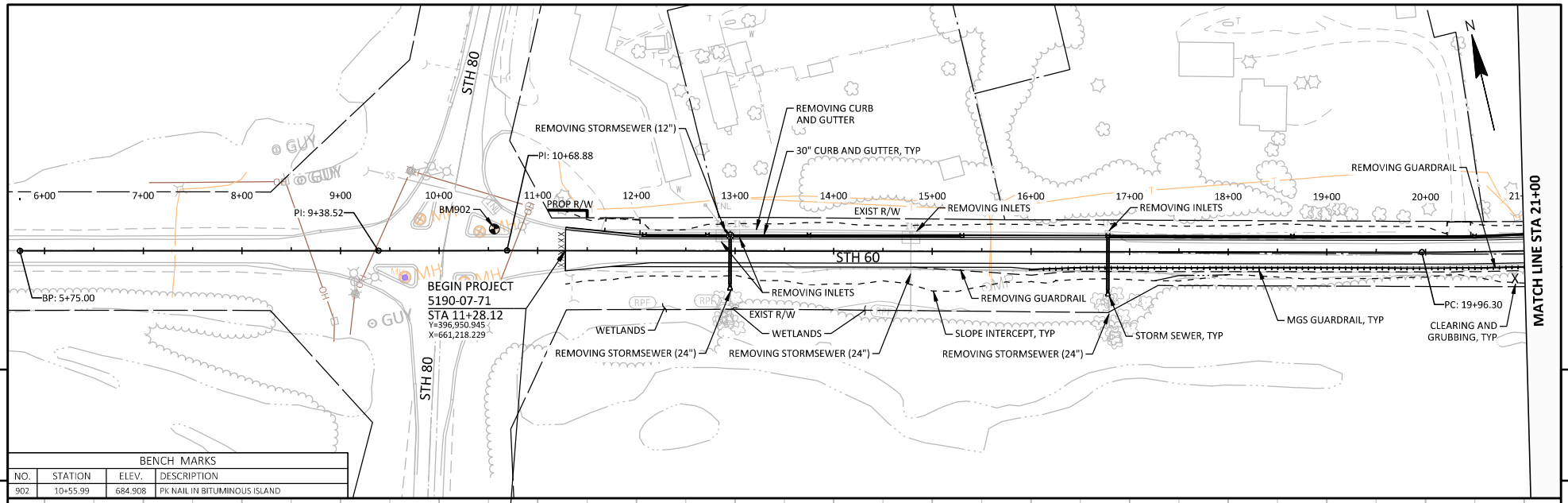
CURVE 36

STATION	LEFT	RIGHT	COMMENT
395+10.10	0.00% --	2.00% -->	
395+50.00	1.55% -->	1.55% -->	
395+61.10	2.00% -->	2.00% -->	
396+00.00	3.53% >	3.53% >	
396+10.63	3.96% -->	3.96% -->	P.C. STATION - CURVE 36
396+12.10	4.00% -->	4.00% -->	
396+50.00	5.40% >	5.40% >	
396+63.10	6.00% -->	6.00% -->	BEGIN FULL SUPER
397+00.00	6.00% -->	6.00% -->	
397+50.00	6.00% >	6.00% >	
397+63.10	6.00% -->	6.00% -->	
398+50.00	6.00% -->	6.00% -->	
399+00.00	6.00% >	6.00% >	
399+50.00	6.00% -->	6.00% -->	
400+00.00	6.00% -->	6.00% -->	
400+50.00	6.00% >	6.00% >	
401+00.00	6.00% -->	6.00% -->	
401+50.00	6.00% -->	6.00% -->	
402+00.00	6.00% >	6.00% >	
402+50.00	6.00% -->	6.00% -->	
403+00.00	6.00% -->	6.00% -->	
403+50.00	6.00% -->	6.00% -->	
404+00.00	6.00% -->	6.00% -->	
404+50.00	6.00% -->	6.00% -->	
405+00.00	6.00% >	6.00% >	
405+50.00	6.00% -->	6.00% -->	
406+00.00	6.00% -->	6.00% -->	
406+50.00	6.00% -->	6.00% -->	
407+00.00	6.00% -->	6.00% -->	
407+50.00	6.00% -->	6.00% -->	
408+00.00	6.00% >	6.00% >	
408+50.00	6.00% -->	6.00% -->	
409+00.00	6.00% -->	6.00% -->	
409+50.00	6.00% -->	6.00% -->	
410+00.00	6.00% -->	6.00% -->	
410+50.00	6.00% -->	6.00% -->	
411+00.00	6.00% -->	6.00% -->	
411+50.00	6.00% -->	6.00% -->	
412+00.00	6.00% -->	6.00% -->	
412+50.00	6.00% -->	6.00% -->	
413+00.00	6.00% -->	6.00% -->	
413+50.00	6.00% -->	6.00% -->	
414+00.00	6.00% -->	6.00% -->	
414+50.00	6.00% -->	6.00% -->	
414+92.33	6.00% -->	6.00% -->	END FULL SUPER
415+00.00	5.72% -->	5.72% -->	
415+43.33	4.00% -->	4.00% -->	P.T. STATION - CURVE 36
415+50.00	3.75% -->	3.75% -->	
415+94.33	2.00% -->	2.00% -->	
416+00.00	1.80% -->	2.00% -->	
416+45.33	0.00% --	2.00% -->	
416+50.00	0.16% <--	2.00% -->	
416+96.33	2.00% <--	2.00% -->	BEGIN NORMAL CROWN



PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	DETOUR PLAN	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\DETAILS\W11615_DETOUR ROUTE.DWG PLOT DATE : 5/2/2024 3:03:32 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : LAYOUT1



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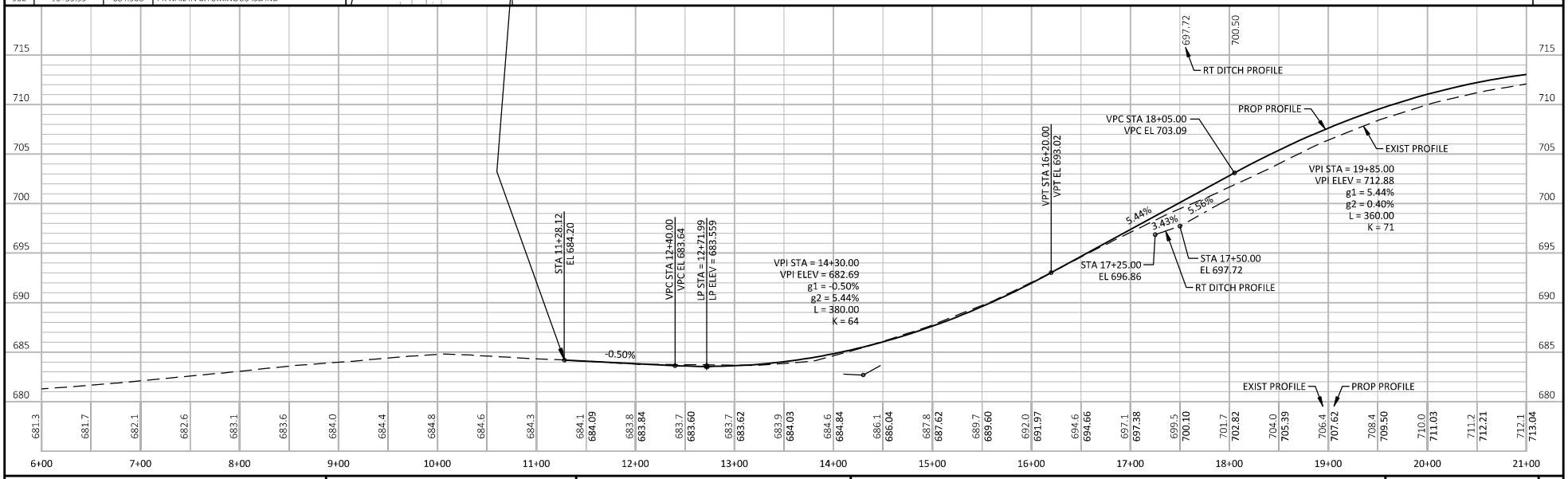
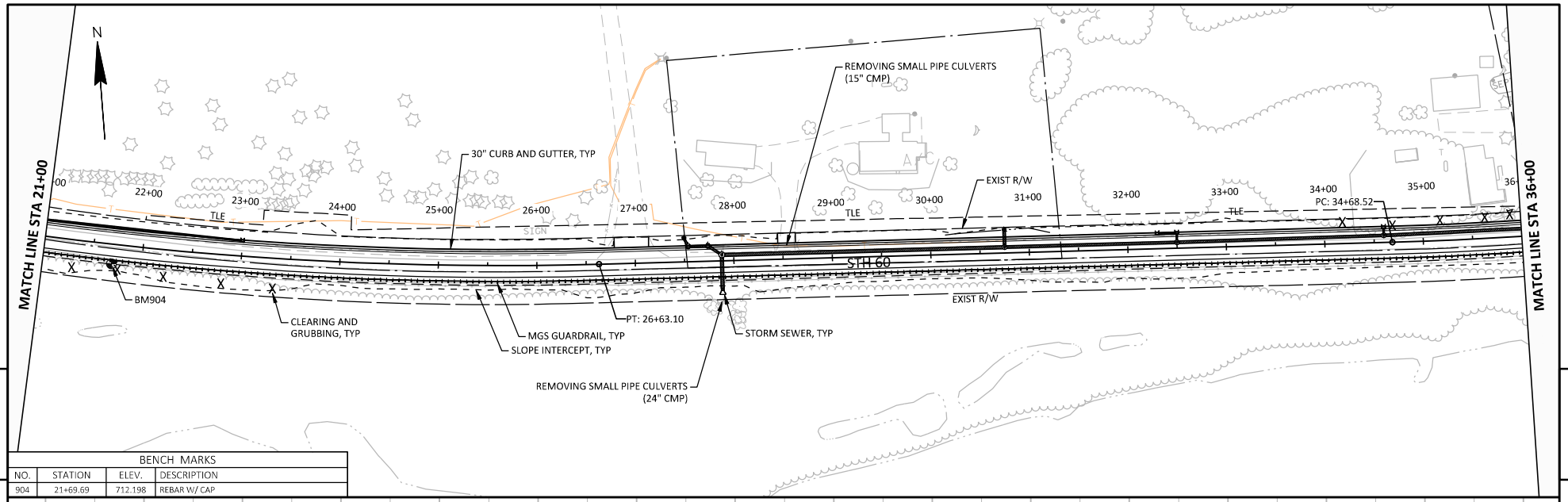
BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
902	10+55.99	684.908	PK NAIL IN BITUMINOUS ISLAND



PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-050101-PP.DWG
LAYOUT NAME - 51900771-050101-pp
PLOT DATE : 5/1/2024 1:43 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



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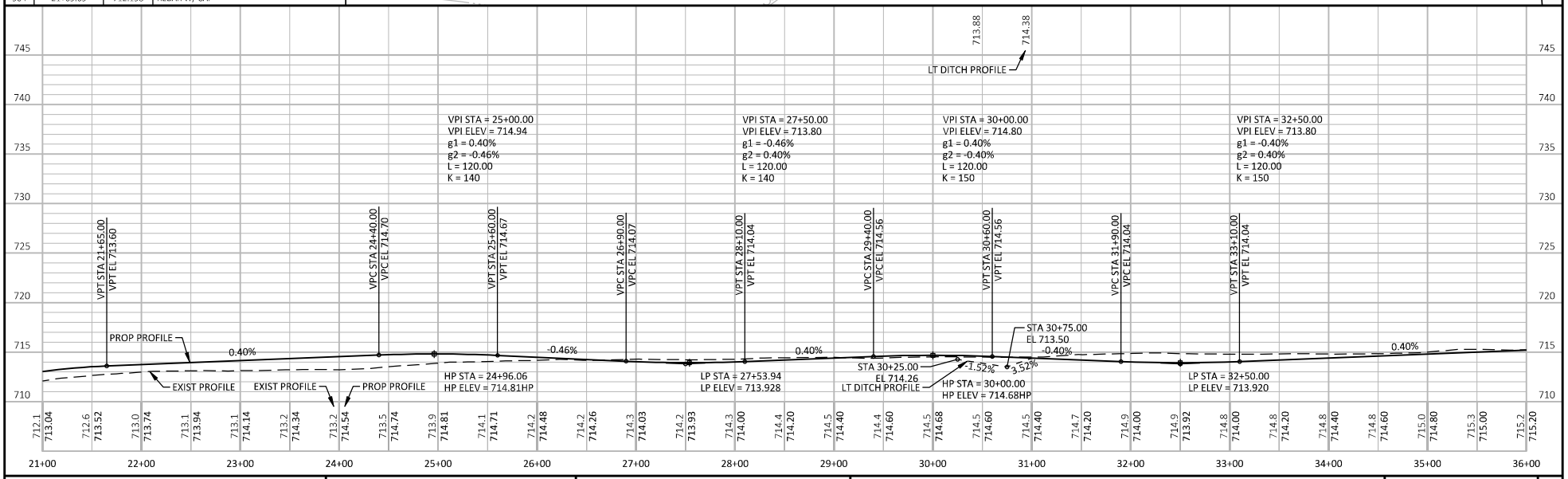
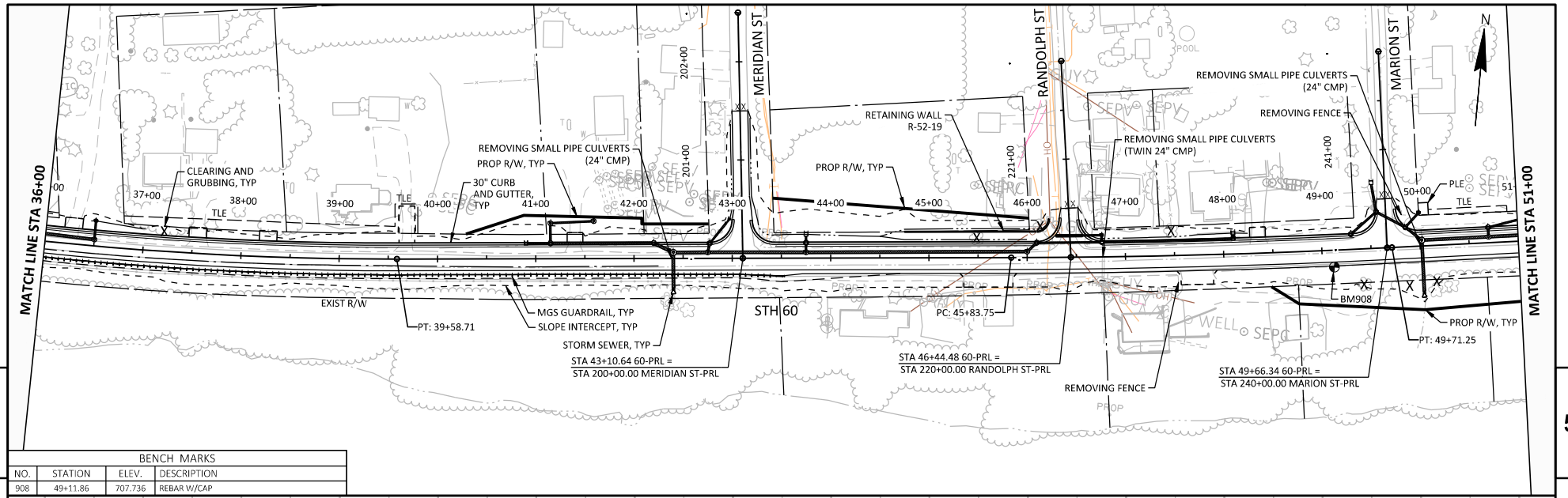
BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
904	21+69.69	712.198	REBAR W/ CAP

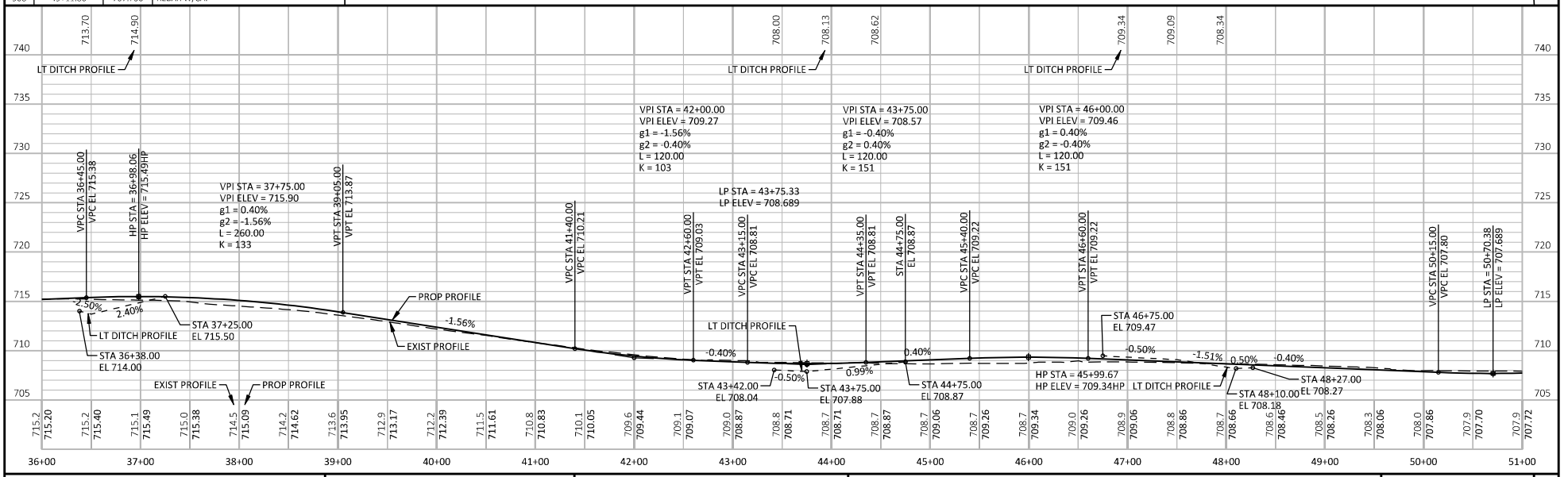


PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-050101-PP.DWG
LAYOUT NAME - 51900771-050102-pp
PLOT DATE : 5/1/2024 1:43 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

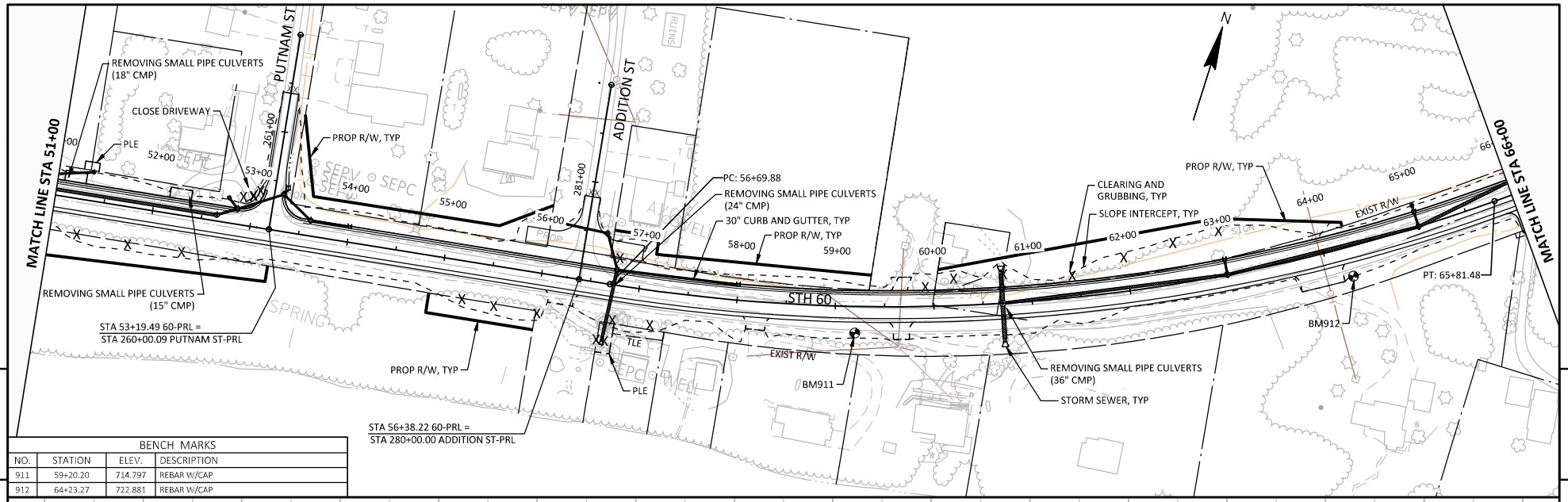


BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
908	49+11.86	707.736	REBAR W/CAP



PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-050101-PP.DWG
LAYOUT NAME - 51900771-050103-pp
PLOT DATE : 5/16/2024 10:32 AM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



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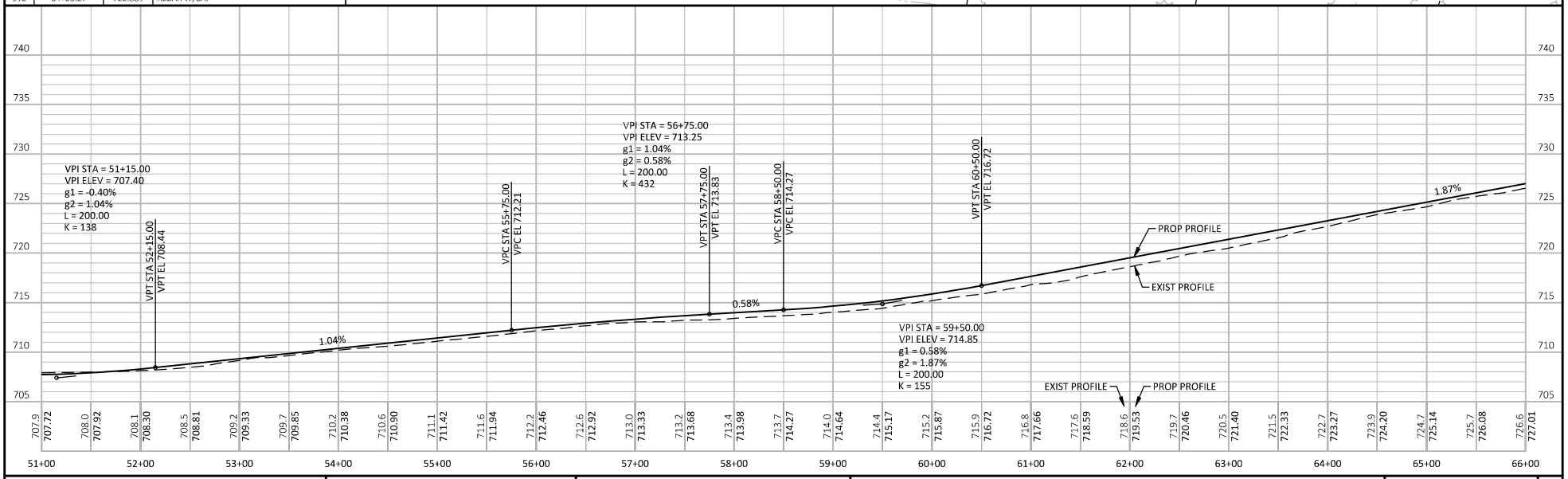
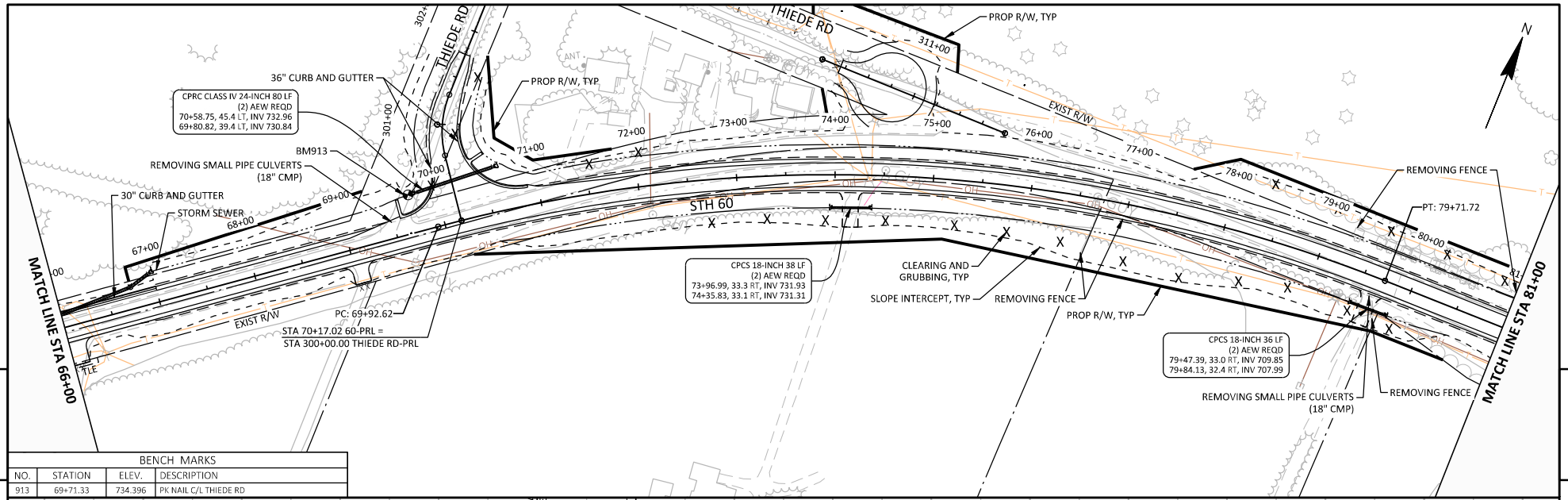
BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
911	59+20.20	714.797	REBAR W/CAP
912	64+23.27	722.881	REBAR W/CAP

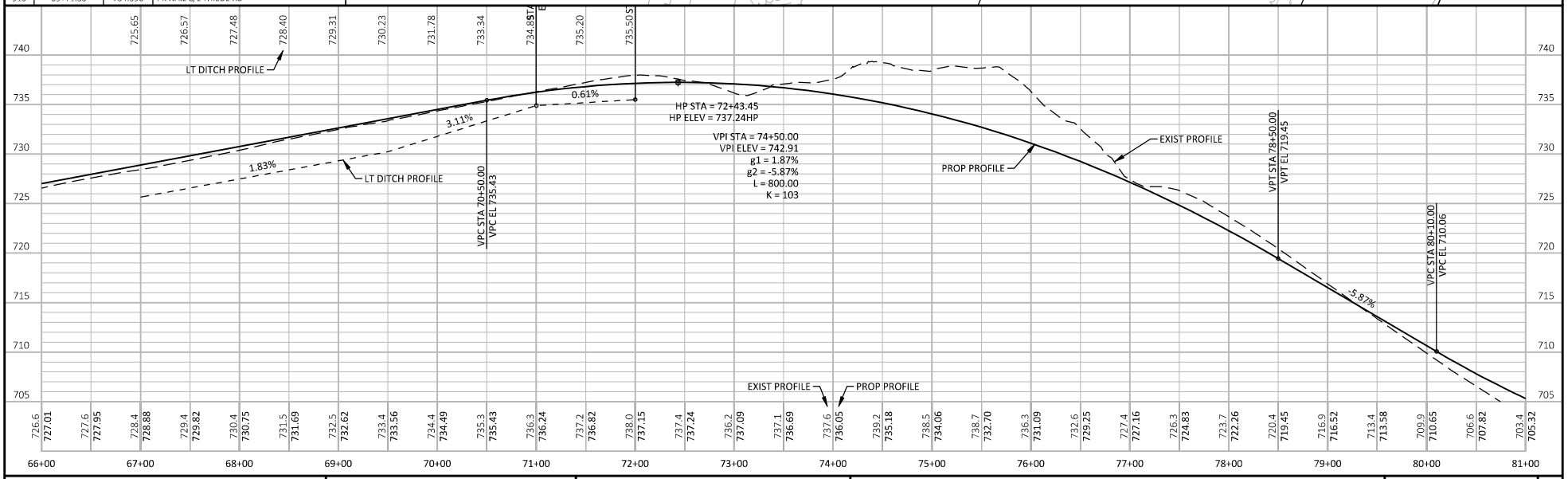


PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-050101-PP.DWG
LAYOUT NAME - 51900771-050104-pp
PLOT DATE : 5/1/2024 1:44 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

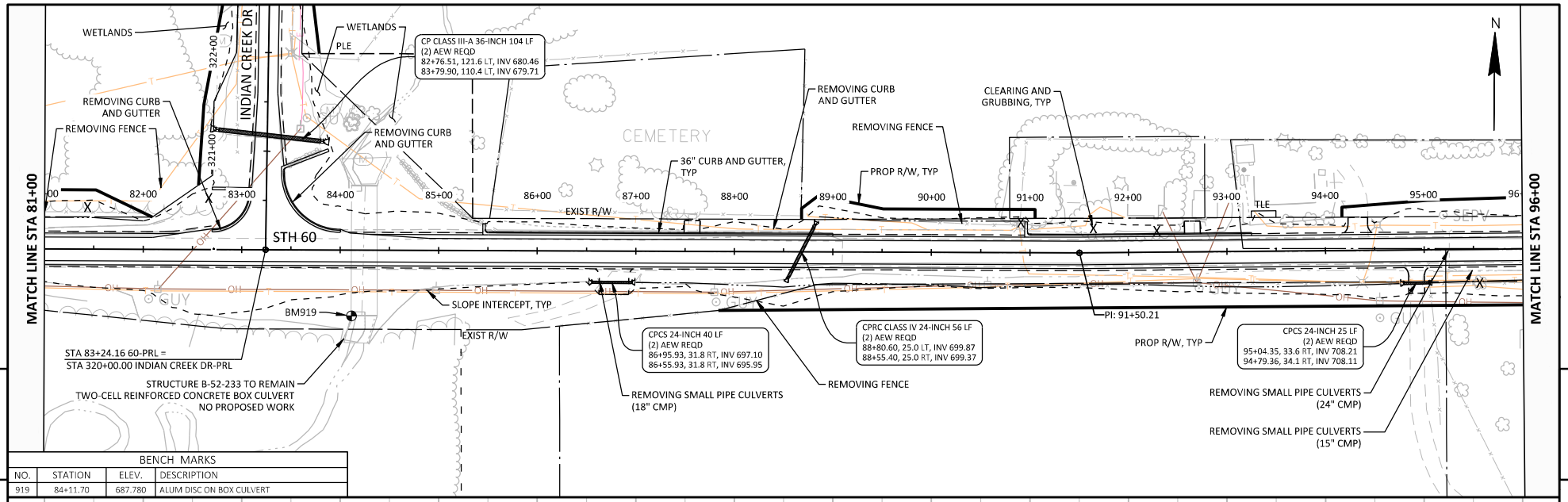


BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
913	69+71.33	734.396	PK NAIL C/L THIEDE RD

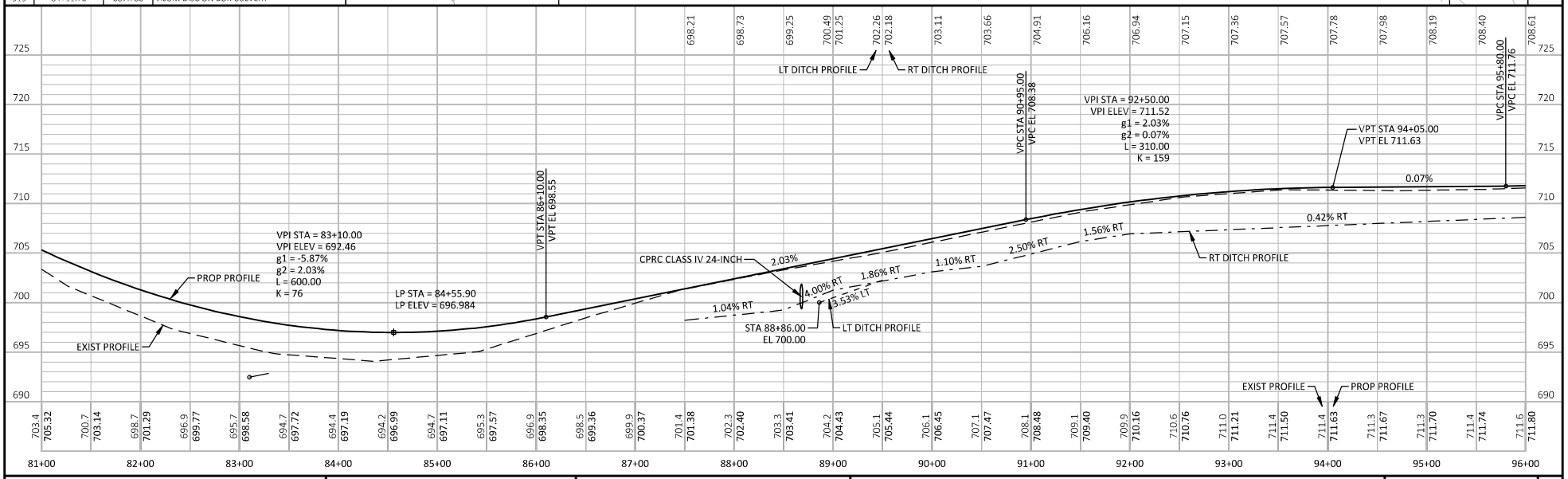


PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-050101-PP.DWG
LAYOUT NAME - 51900771-050105-pp
PLOT DATE : 5/1/2024 1:45 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

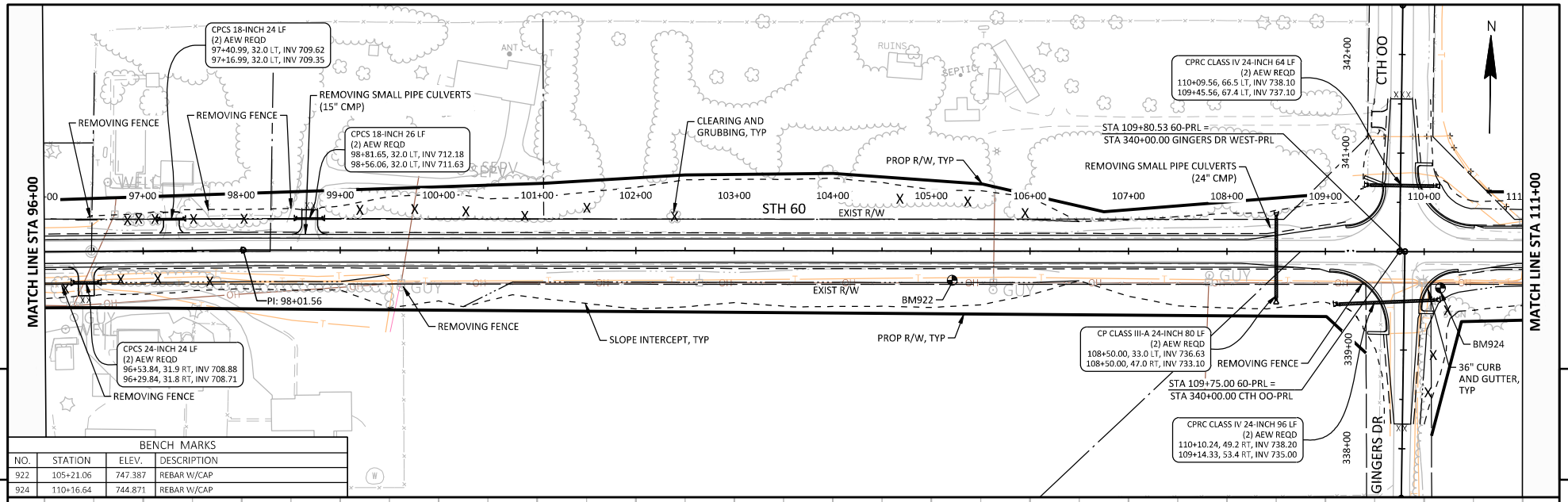


BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
919	84+11.70	687.780	ALUM DISC ON BOX CULVERT

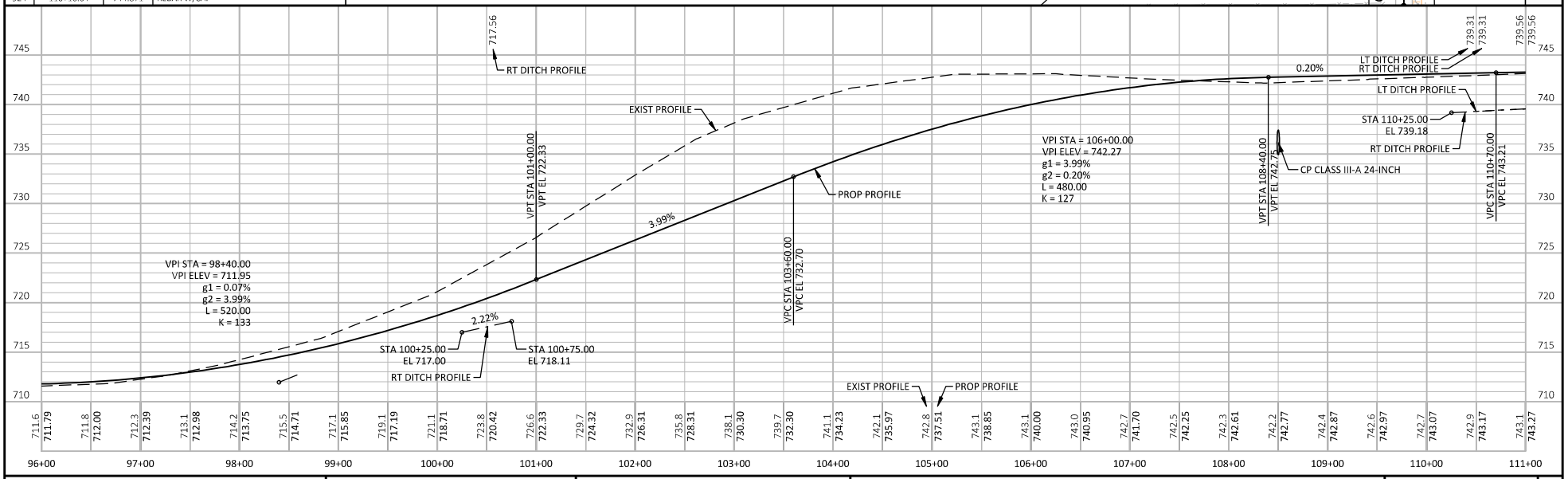


PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-050101-PP.DWG
LAYOUT NAME - 51900771-050106-pp
PLOT DATE : 5/2/2024 7:38 AM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

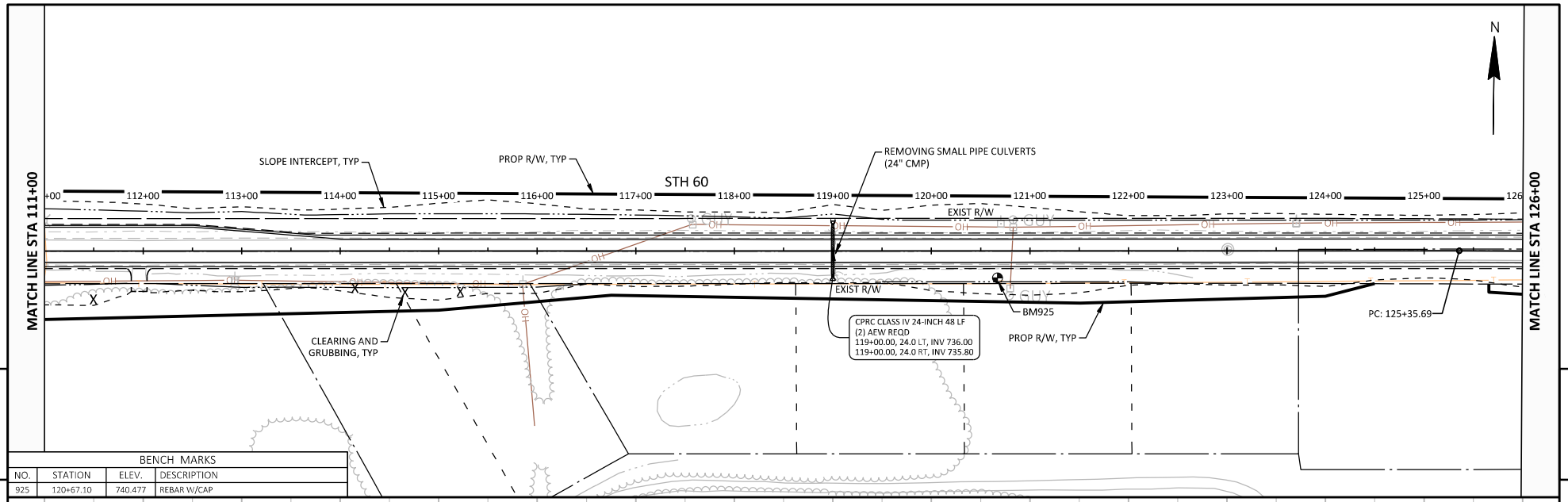


BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
922	105+21.06	747.387	REBAR W/CAP
924	110+16.64	744.871	REBAR W/CAP



PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-050101-PP.DWG
LAYOUT NAME - 51900771-050107-pp
PLOT DATE : 5/16/2024 10:32 AM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



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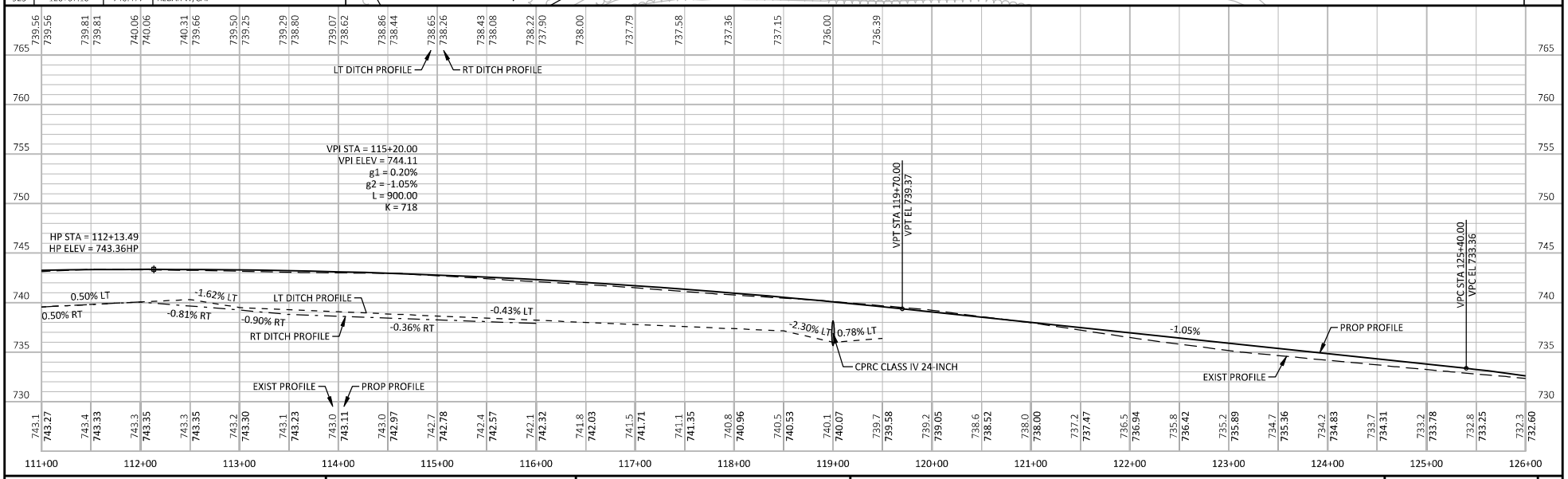
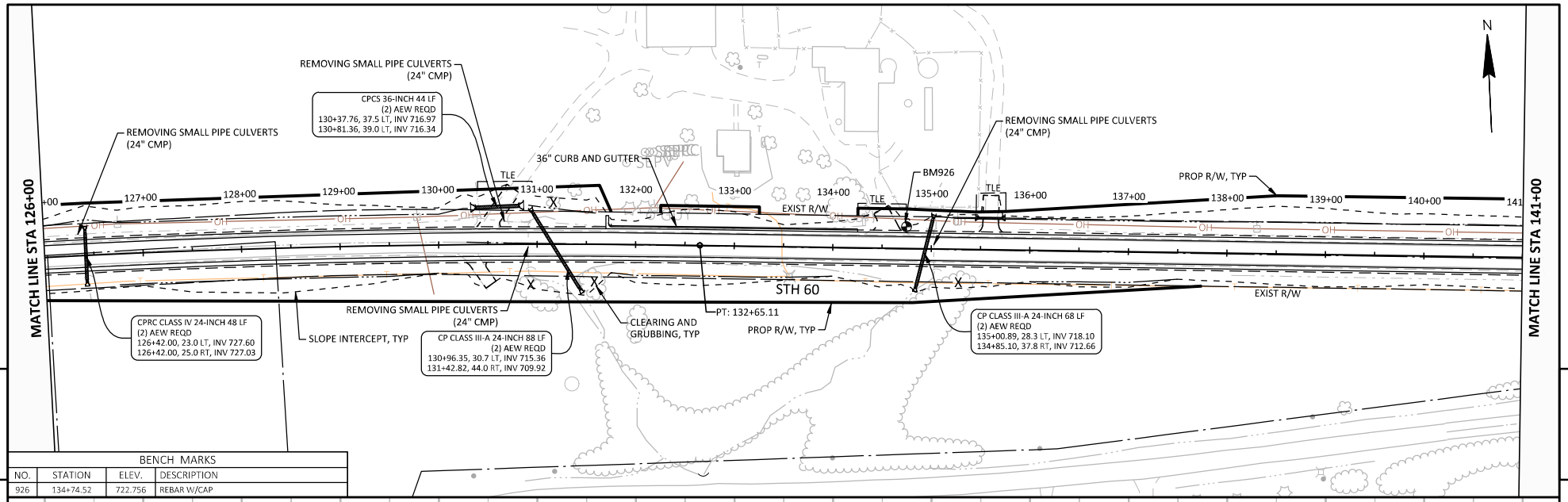
BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
925	120+67.10	740.477	REBAR W/CAP

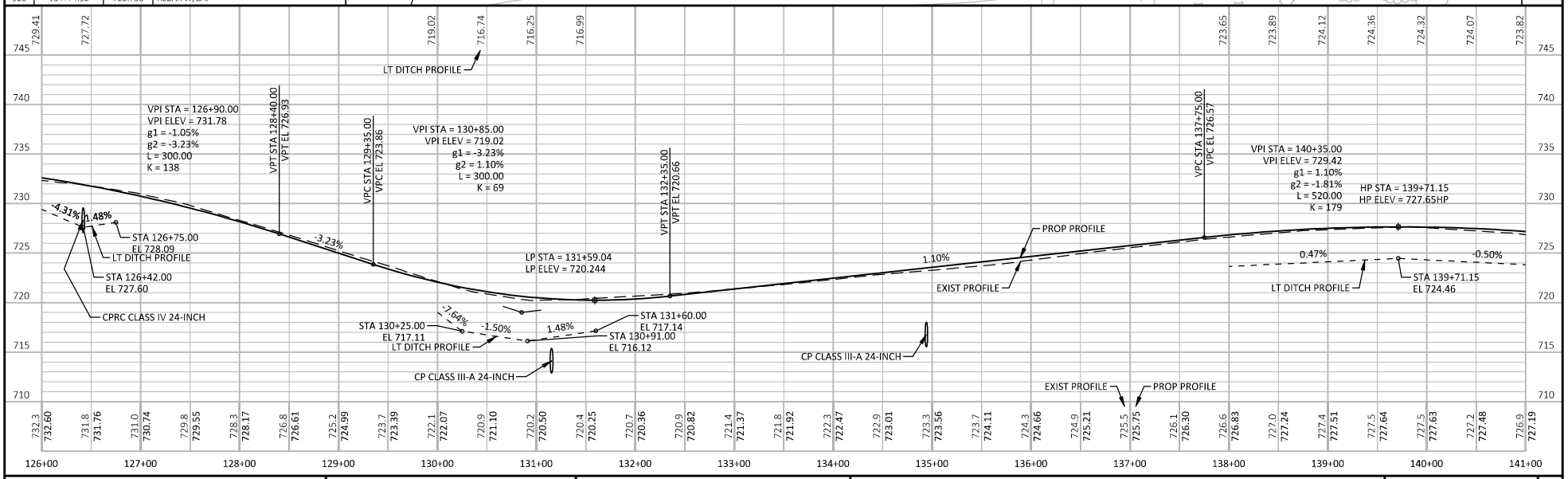


PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-050101-PP.DWG
LAYOUT NAME - 51900771-050108-pp
PLOT DATE : 5/1/2024 1:46 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

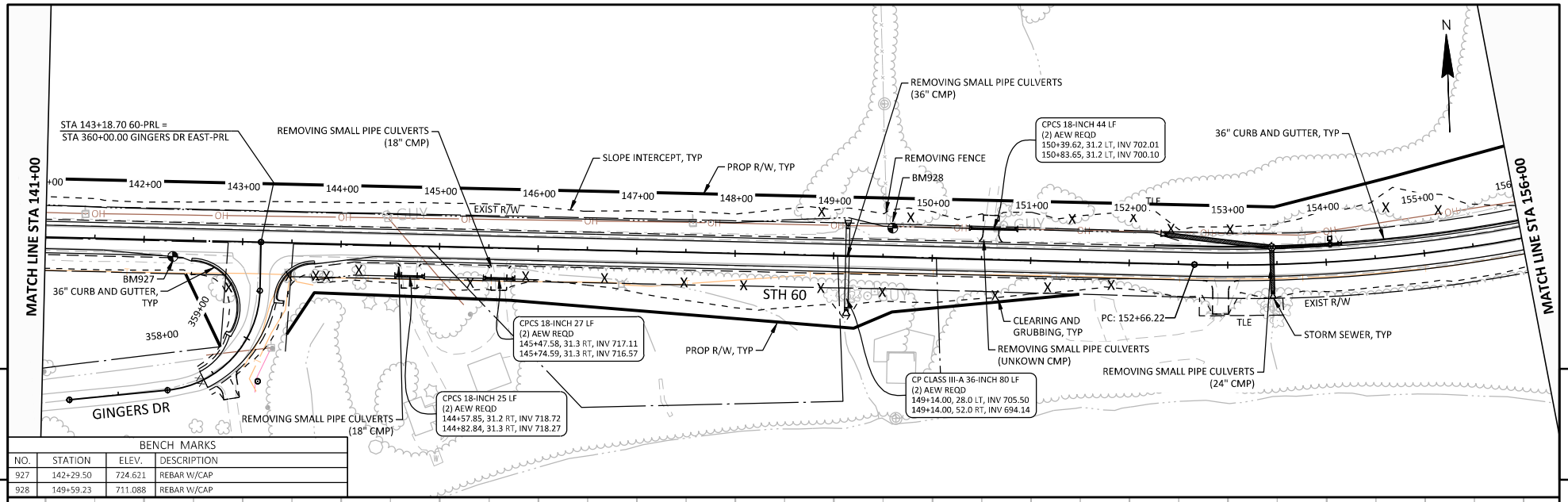


BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
926	134+74.52	722.756	REBAR W/CAP



PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET	E

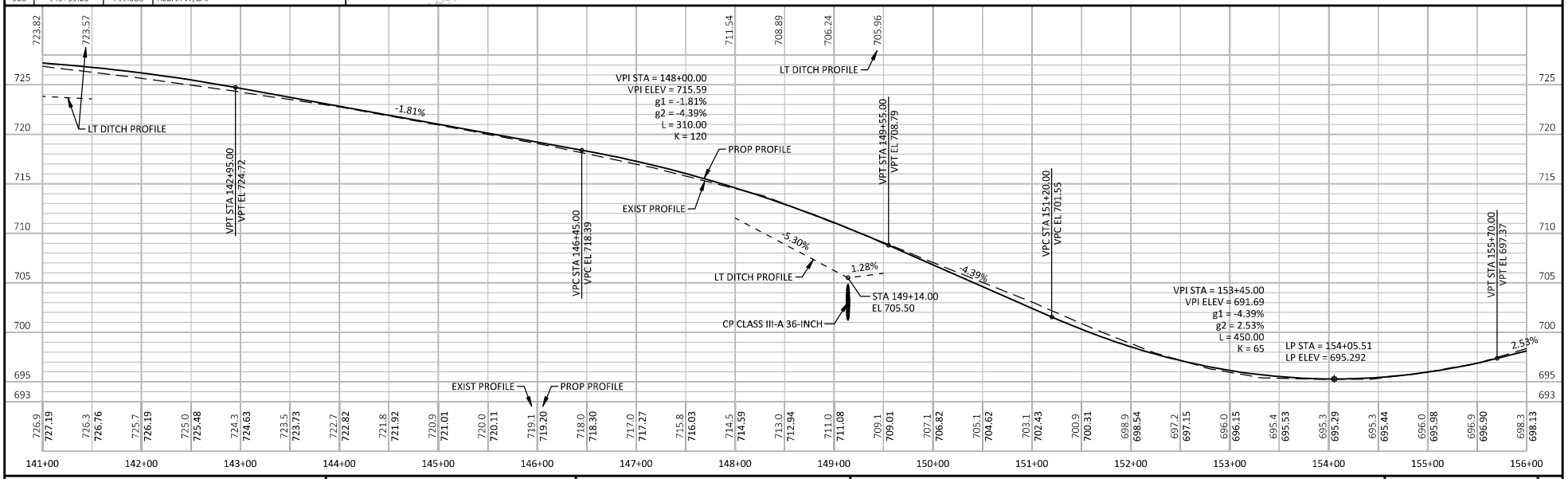
FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-050101-PP.DWG
LAYOUT NAME - 51900771-050109-pp
PLOT DATE : 5/1/2024 1:46 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



5

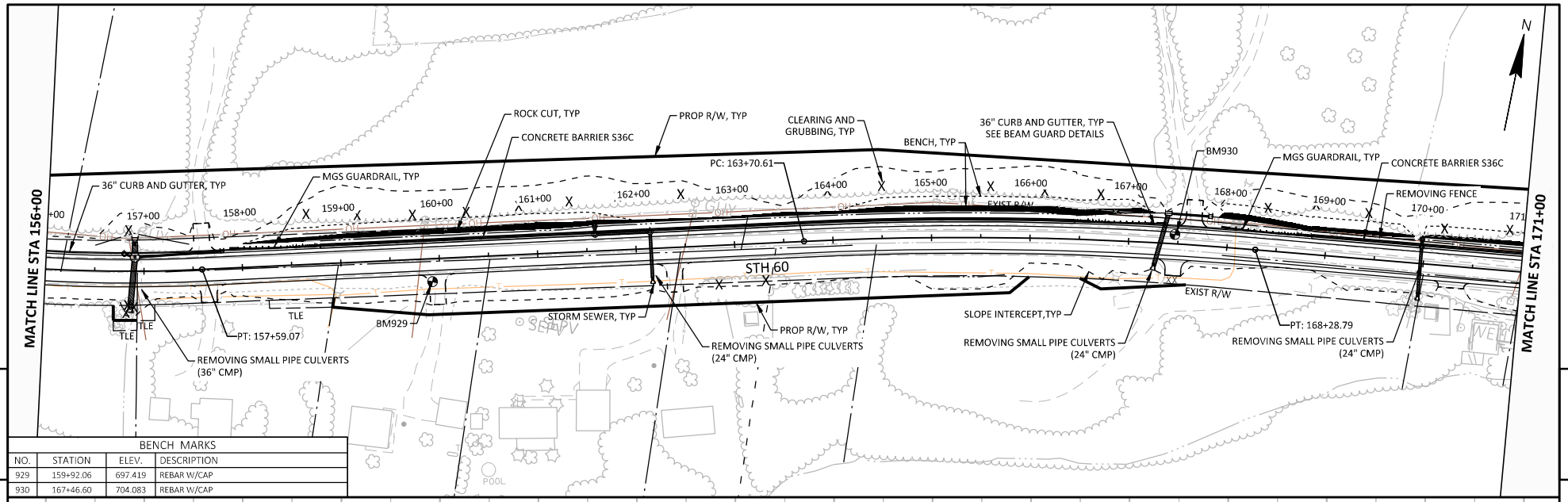
5

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
927	142+29.50	724.621	REBAR W/CAP
928	149+59.23	711.088	REBAR W/CAP



PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-050101-PP.DWG
LAYOUT NAME - 51900771-050110-pp
PLOT DATE : 5/1/2024 1:47 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



5

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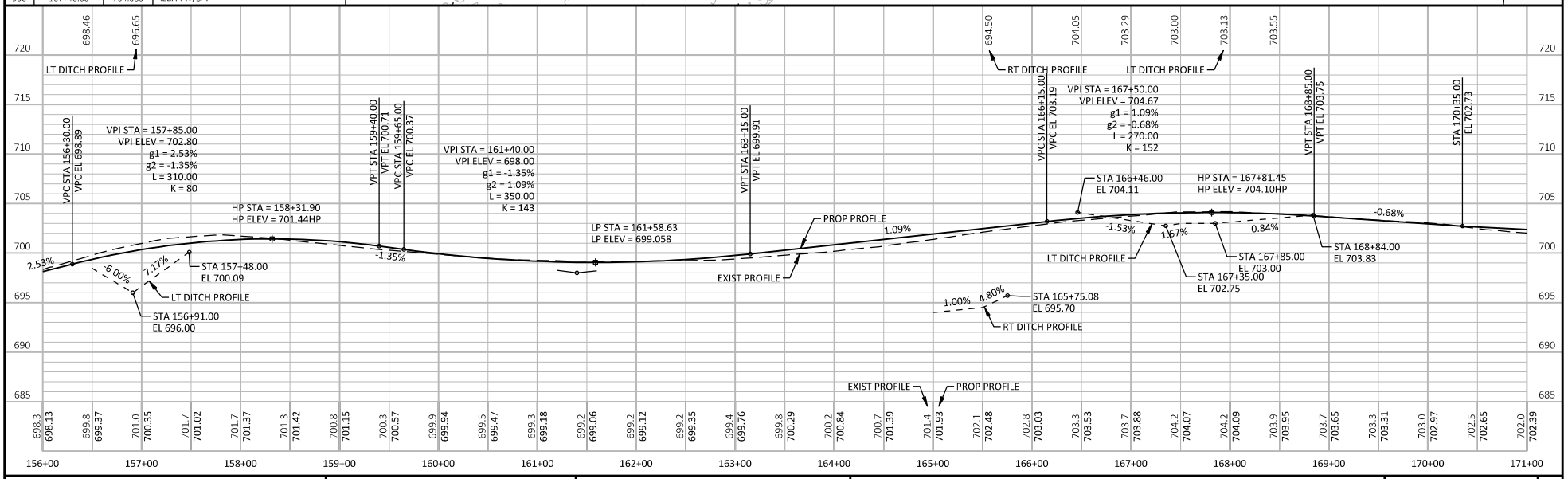
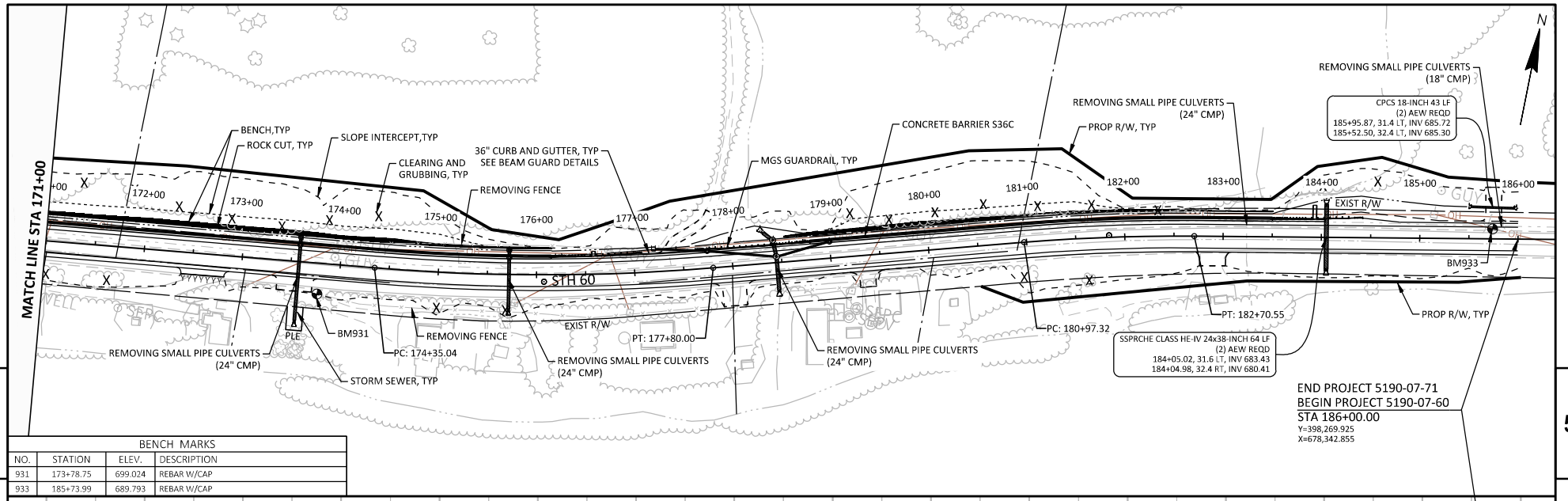
BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
929	159+92.06	697.419	REBAR W/CAP
930	167+46.60	704.083	REBAR W/CAP



PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-050101-PP.DWG
LAYOUT NAME - 51900771-050111-pp
PLOT DATE : 5/1/2024 1:48 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

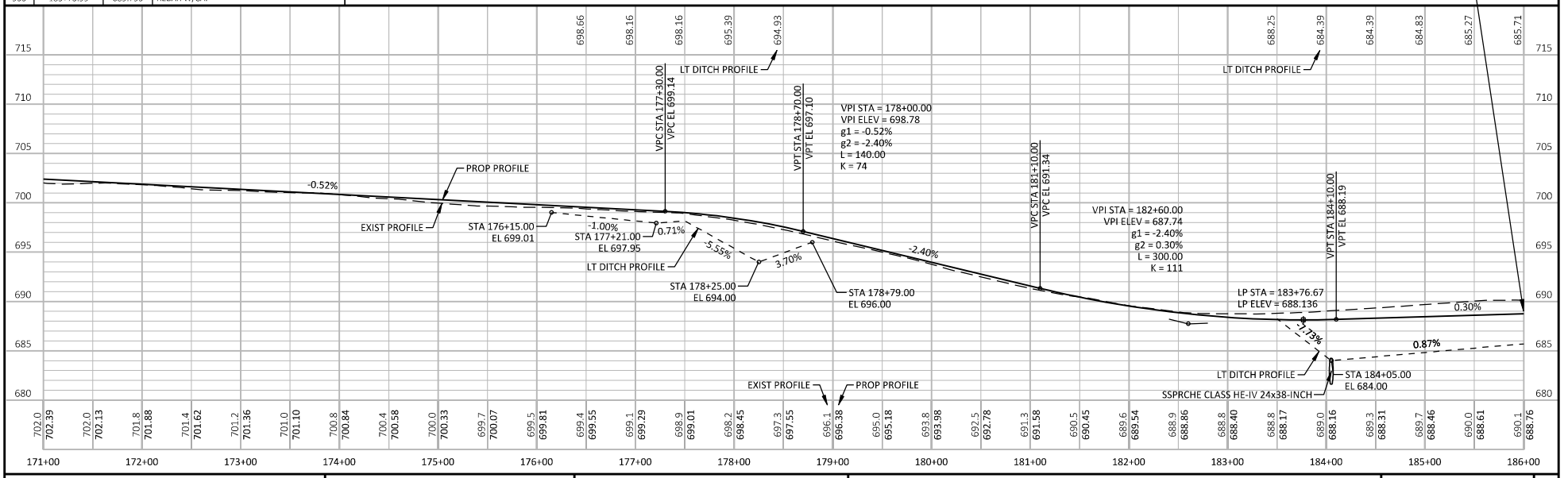


END PROJECT 5190-07-71
BEGIN PROJECT 5190-07-60
STA 186+00.00
Y=398,269.925
X=678,342.855

5

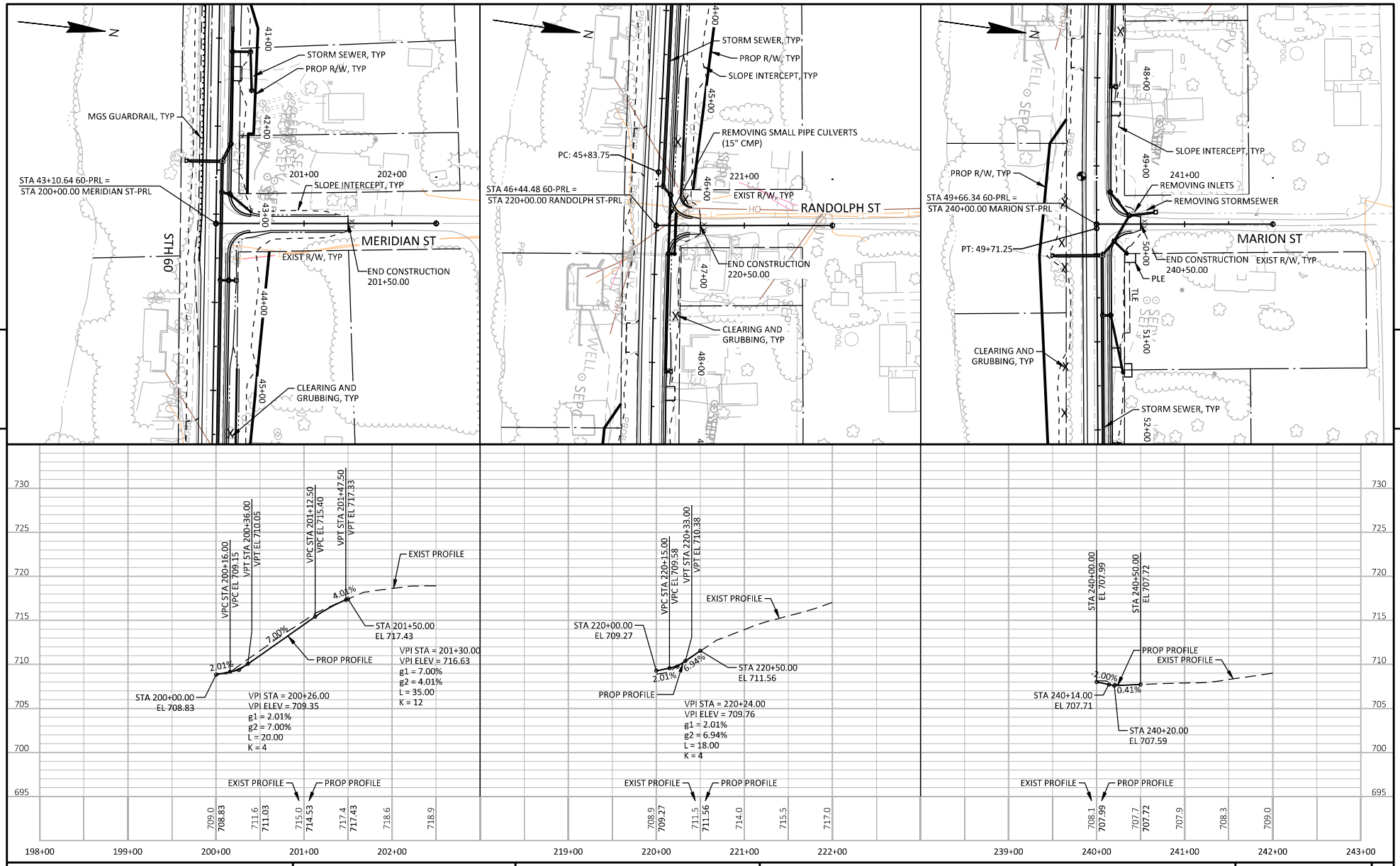
5

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
931	173+78.75	699.024	REBAR W/CAP
933	185+73.99	689.793	REBAR W/CAP



PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-050101-PP.DWG
LAYOUT NAME - 51900771-050112-pp
PLOT DATE : 5/1/2024 1:48 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



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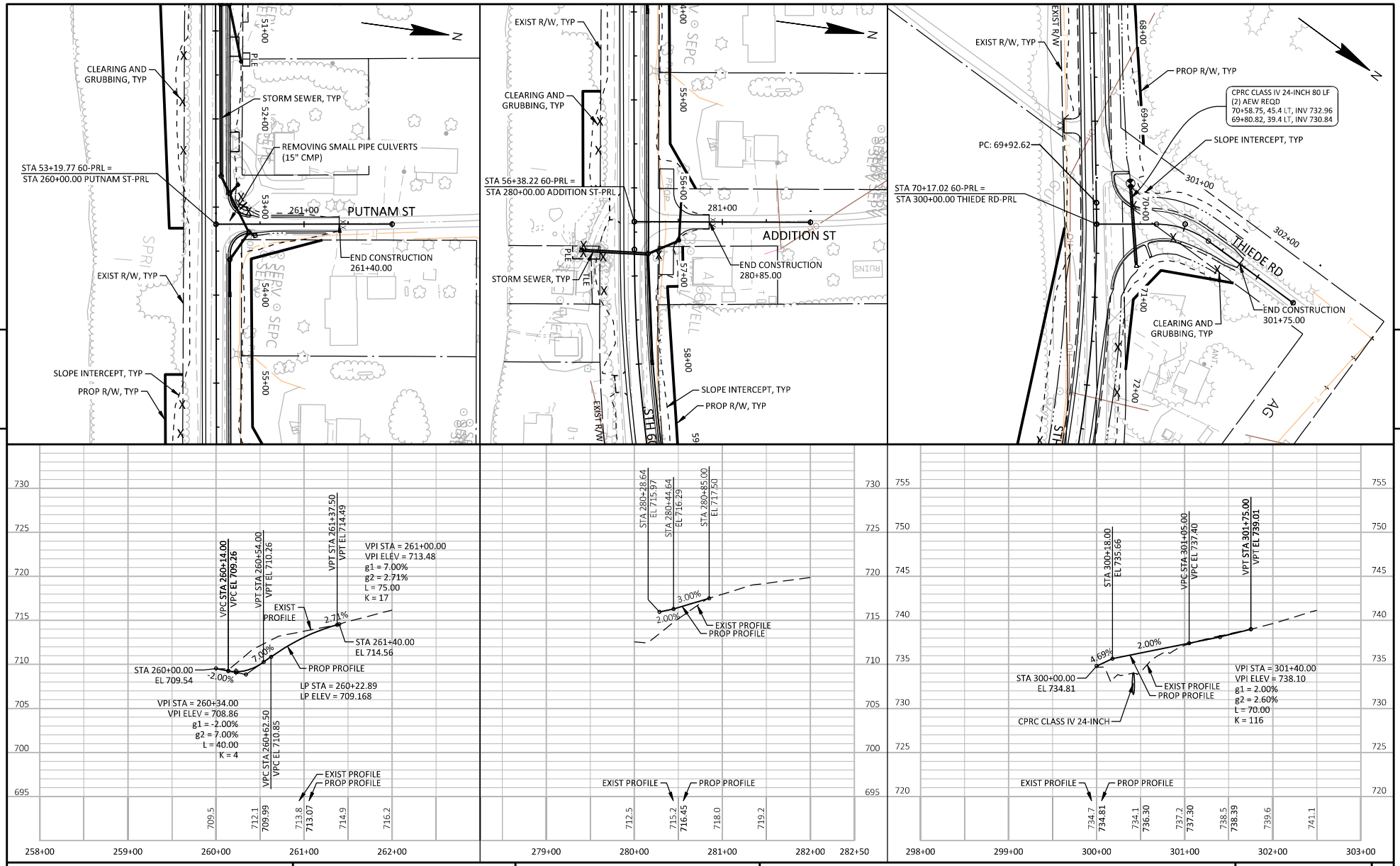
PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: SIDEROADS	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-050101-PP.DWG
LAYOUT NAME - 51900771-050115-pp

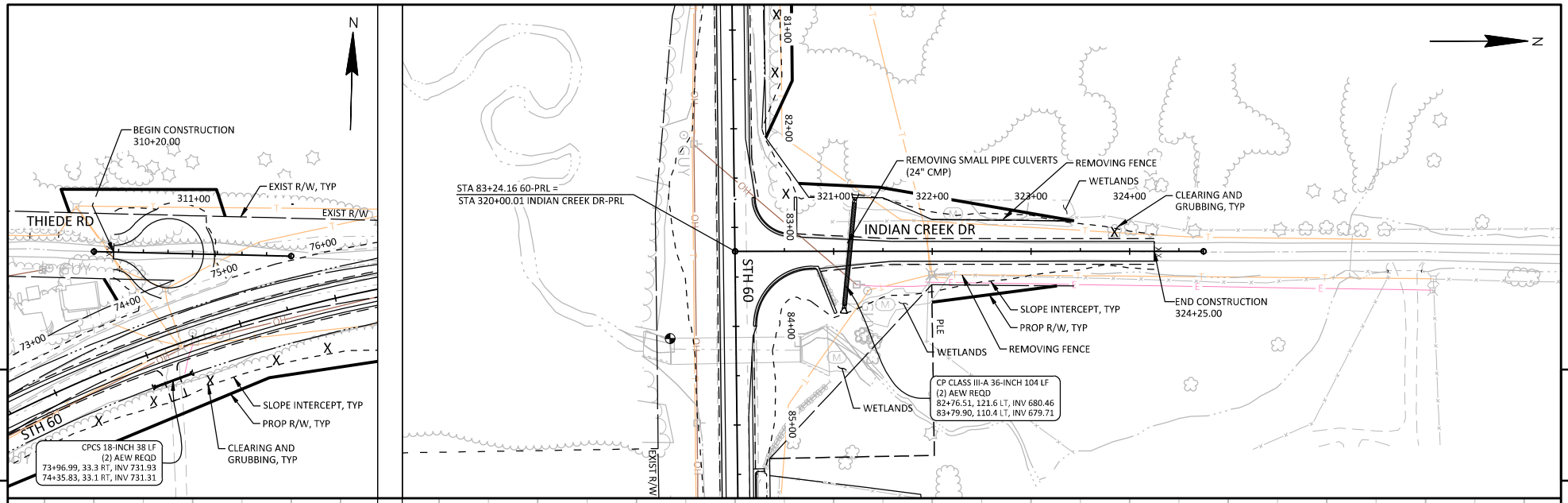
PLOT DATE : 5/16/2024 10:33 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:100 FT

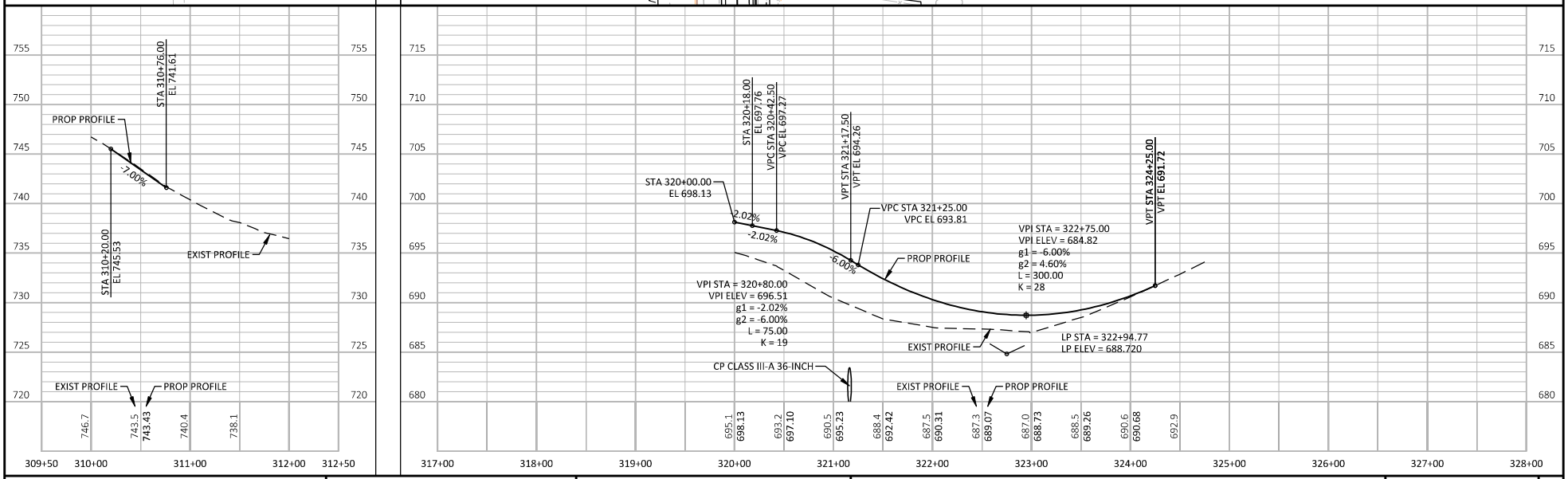
WISDOT/CADDS SHEET 44



PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: SIDEROADS	SHEET	E

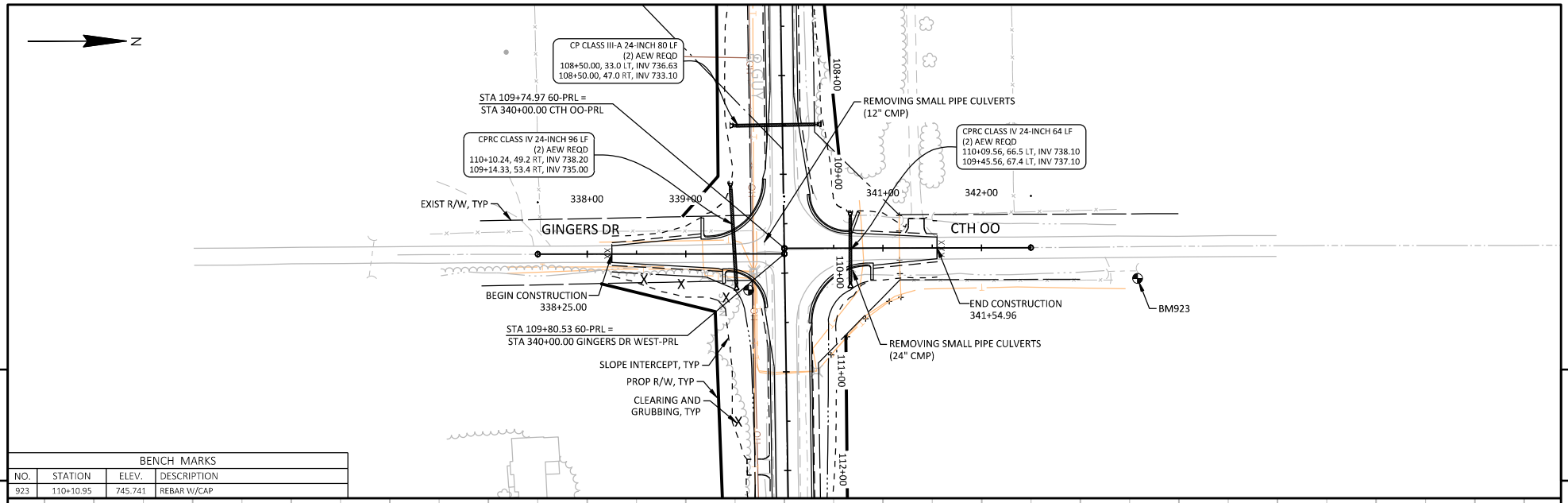
FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-050101-PP.DWG
LAYOUT NAME - 51900771-050116-pp
PLOT DATE : 5/1/2024 1:57 PM PLOT BY : BRETT BOUC PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: SIDEROADS	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-050101-PP.DWG
LAYOUT NAME - 51900771-050117-pp
PLOT DATE : 5/2/2024 7:39 AM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



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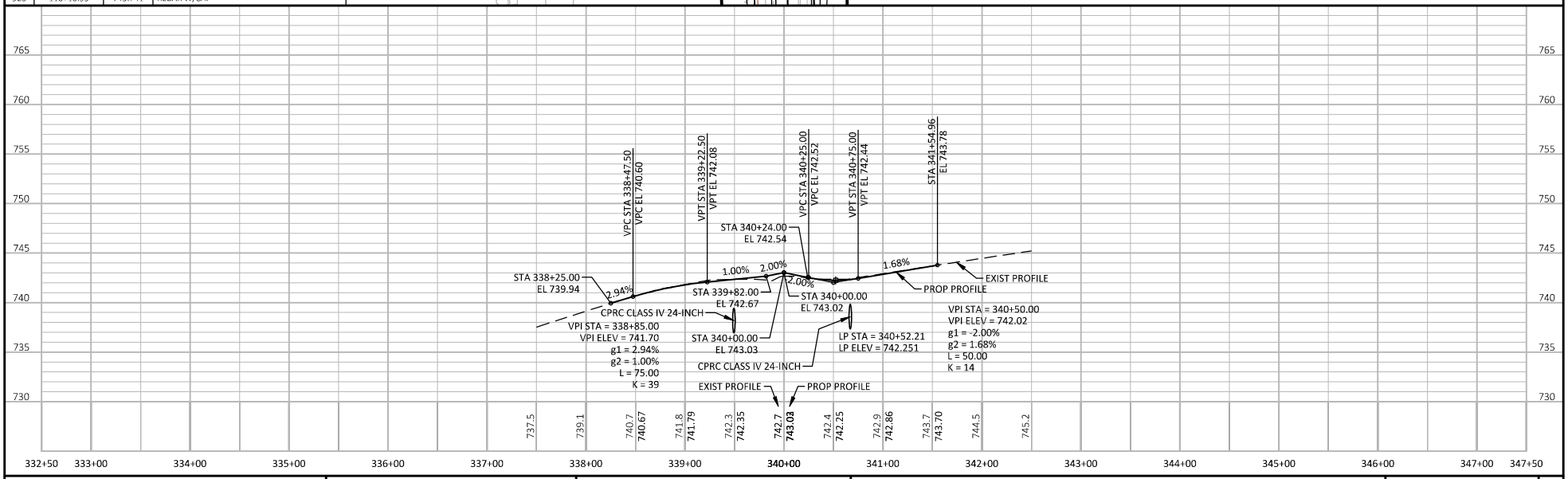
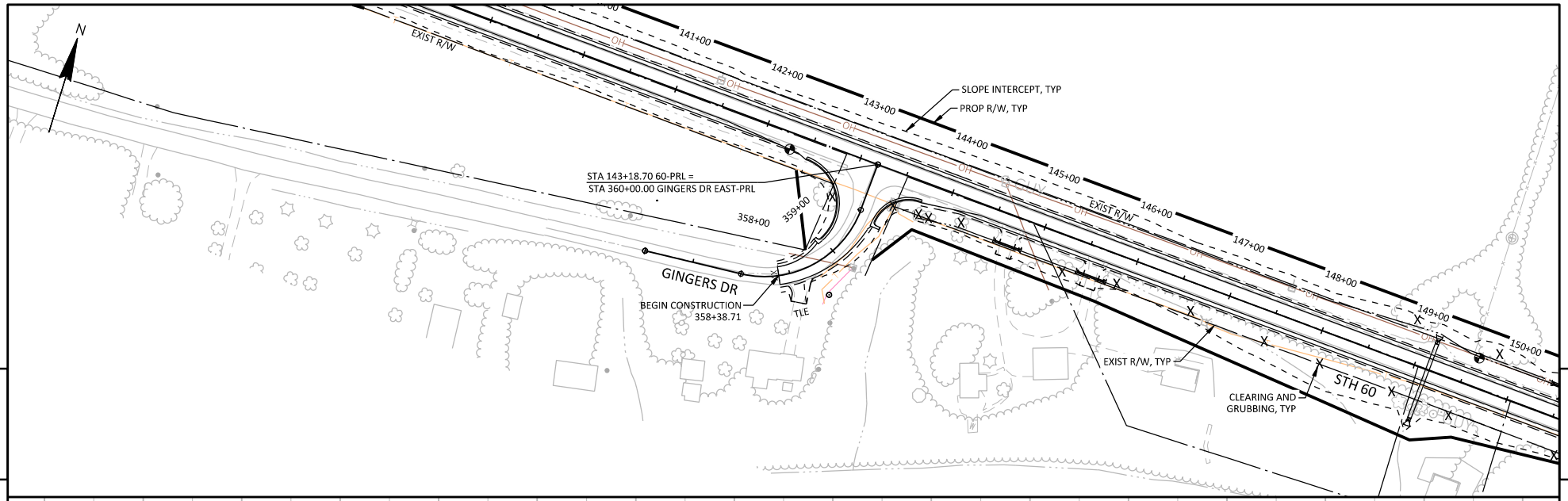
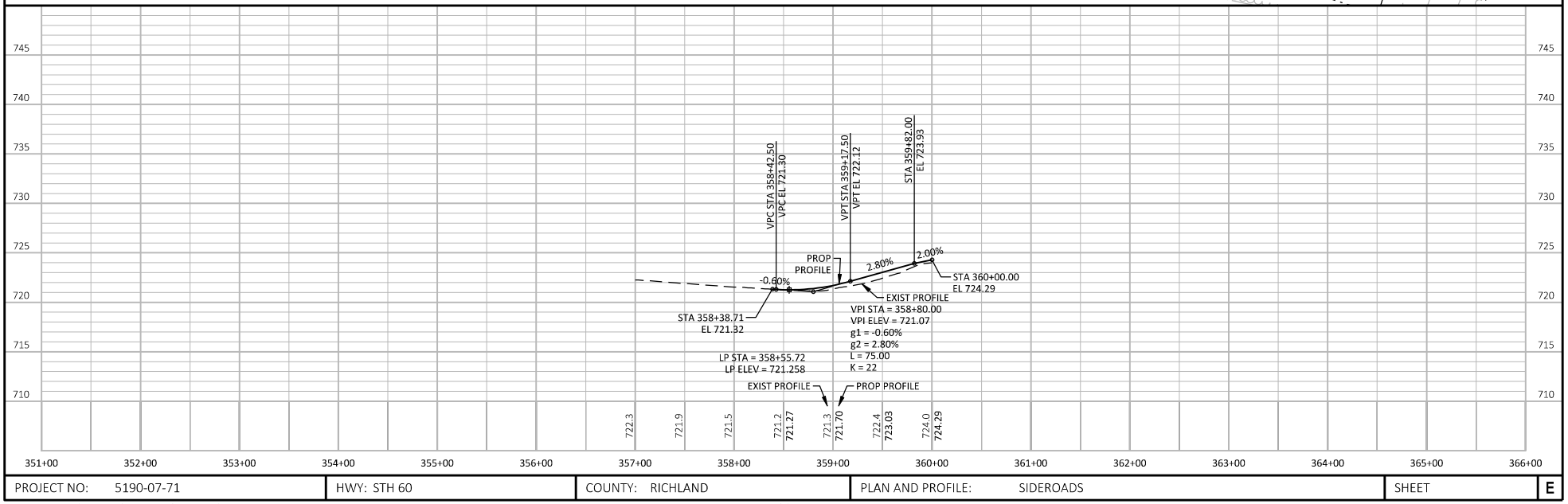
BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
923	110+10.95	745.741	REBAR W/CAP



PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: SIDEROADS	SHEET	E

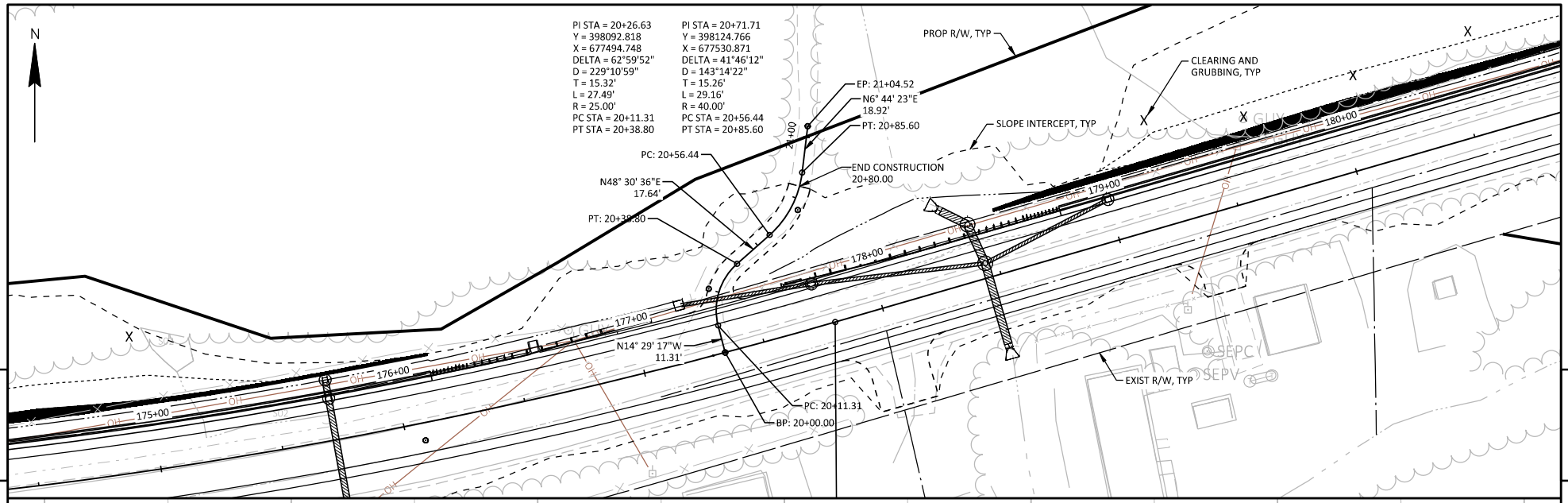
FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-050101-PP.DWG
LAYOUT NAME - 51900771-050118-pp
PLOT DATE : 5/1/2024 1:58 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

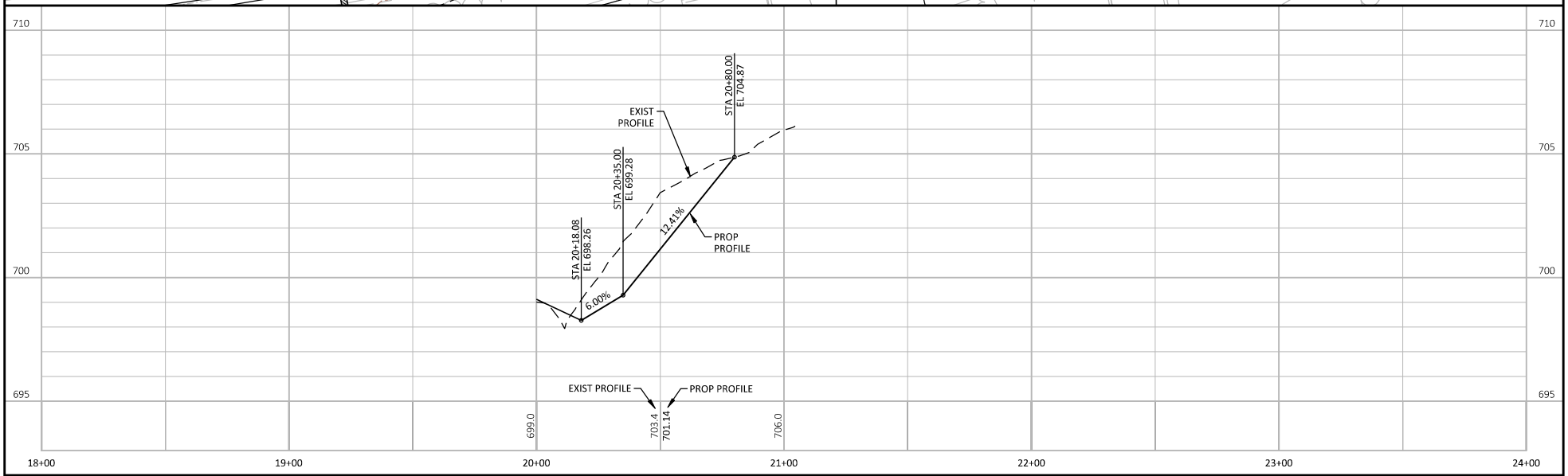




PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: SIDEROADS	SHEET	E

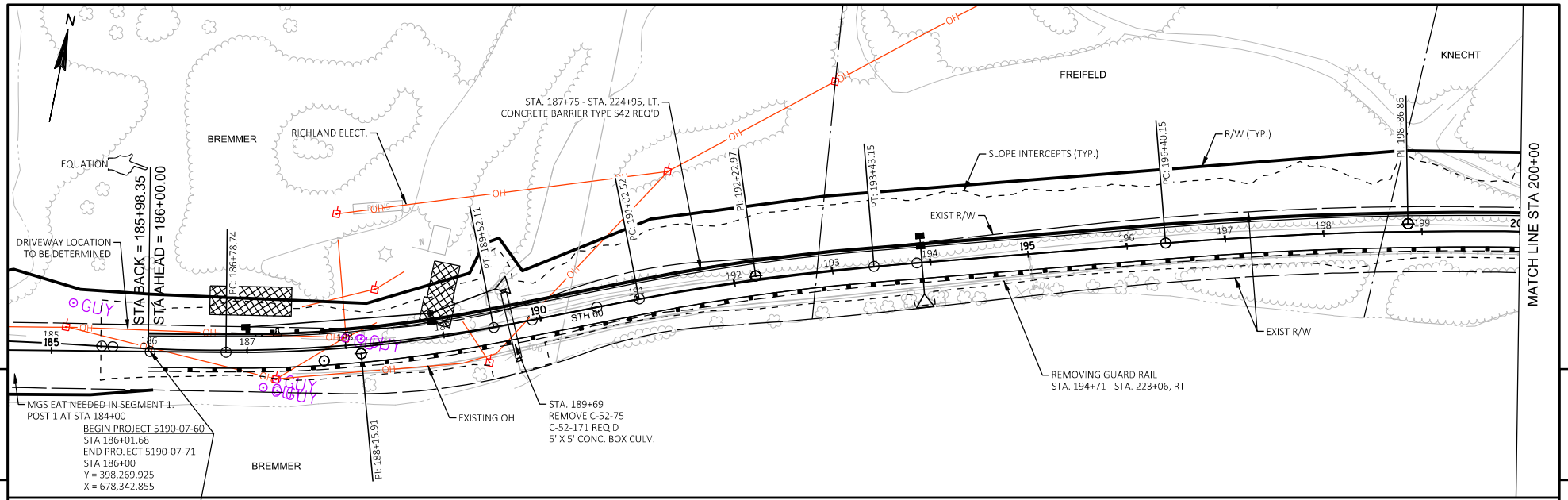
FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-050101-PP.DWG
LAYOUT NAME - 51900771-050119-pp
PLOT DATE : 5/1/2024 1:59 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

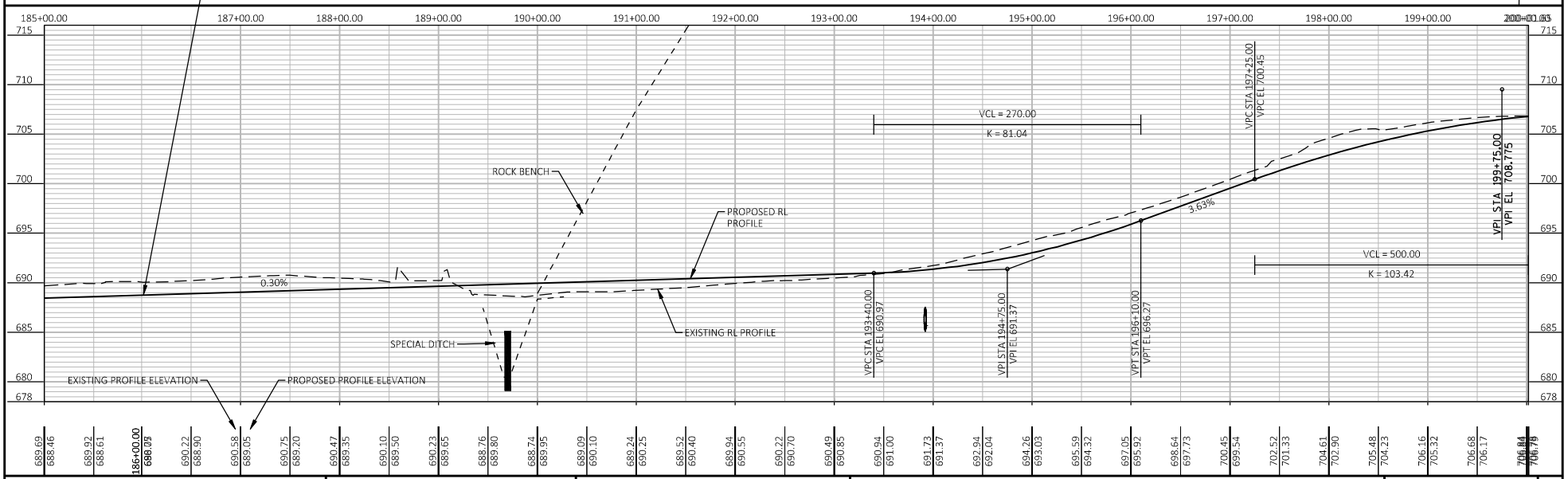




PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: DWY 177+34 LT	SHEET	E

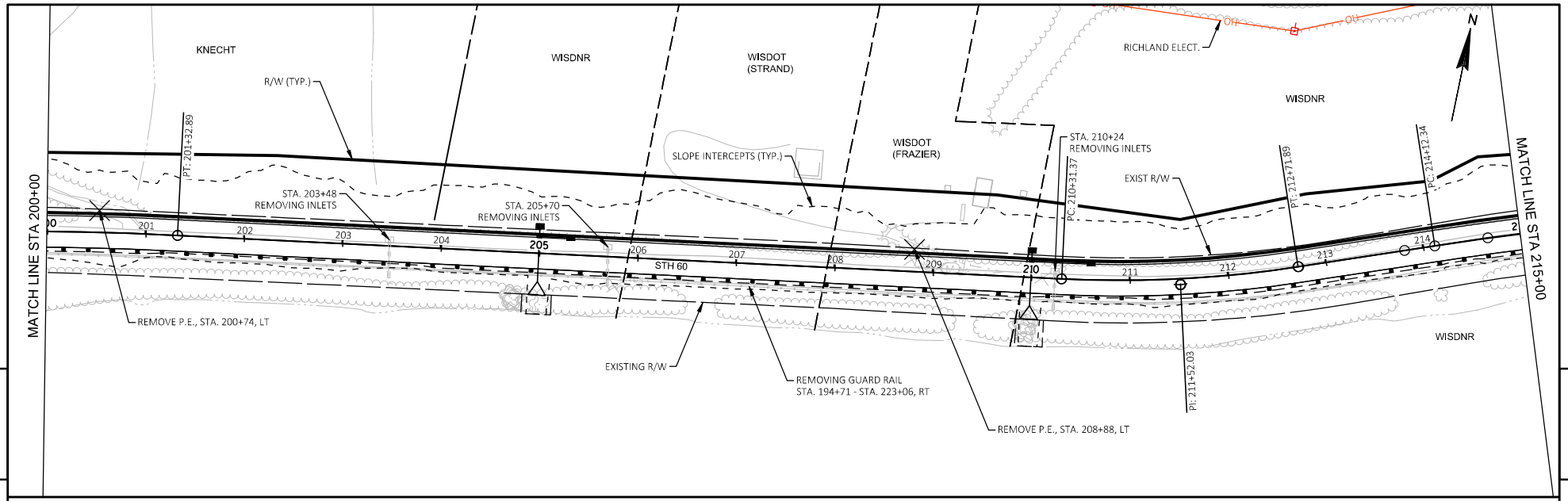
FILE NAME : N:\3001009.00\CIVIL 3D 2018\SHEETSPLAN\51900771-050101-PP.DWG
LAYOUT NAME - 51900771-050121-pp
PLOT DATE : 5/1/2024 2:00 PM
PLOT BY : BRETT BOUC
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

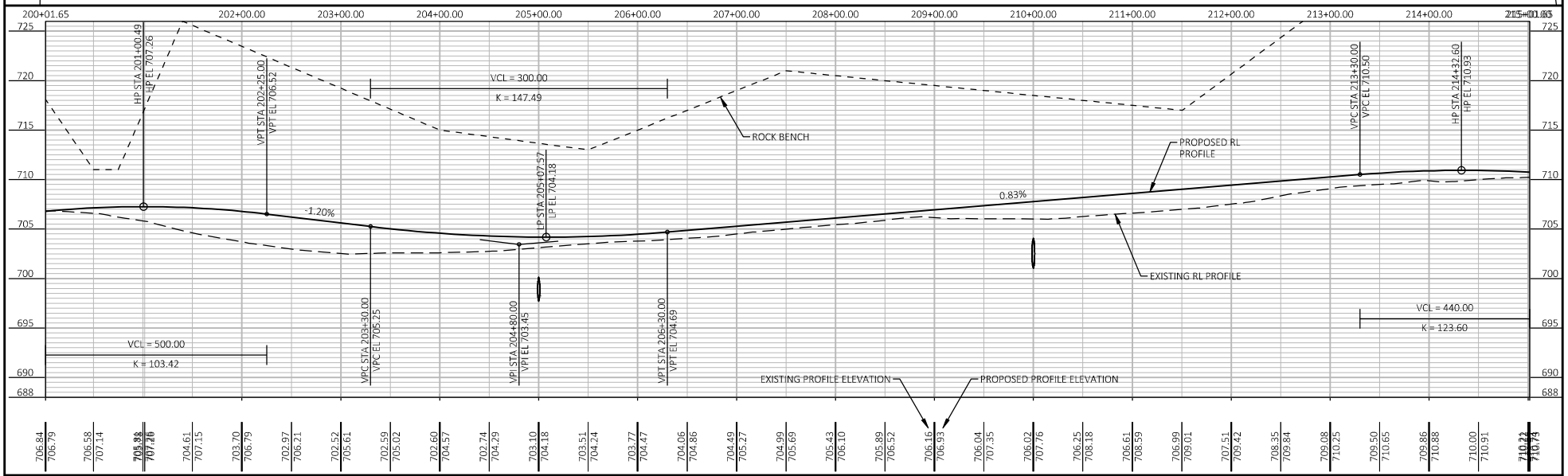




PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET 1	E

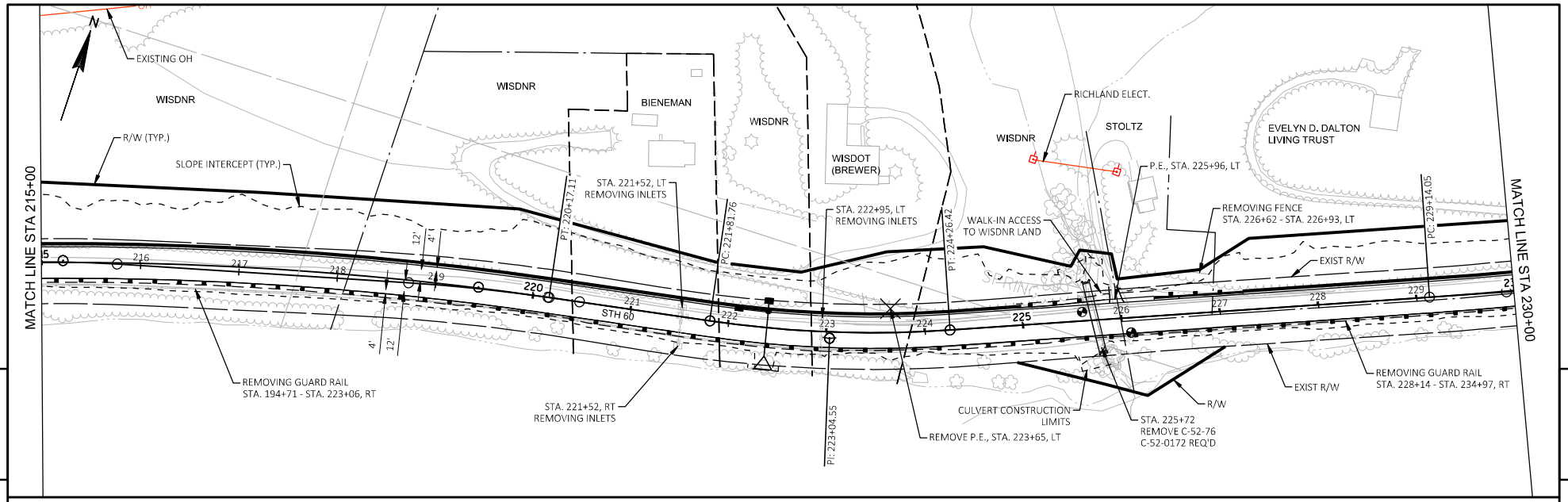
FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - ""
PLOT DATE : 5/16/2024 10:55 AM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

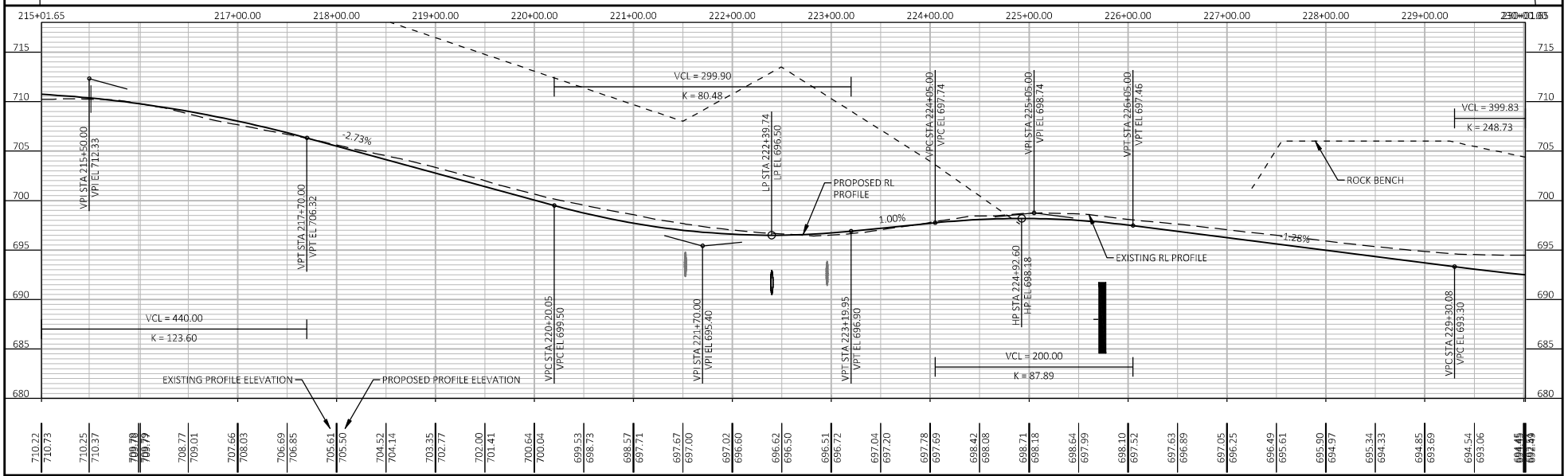




PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET 2	E

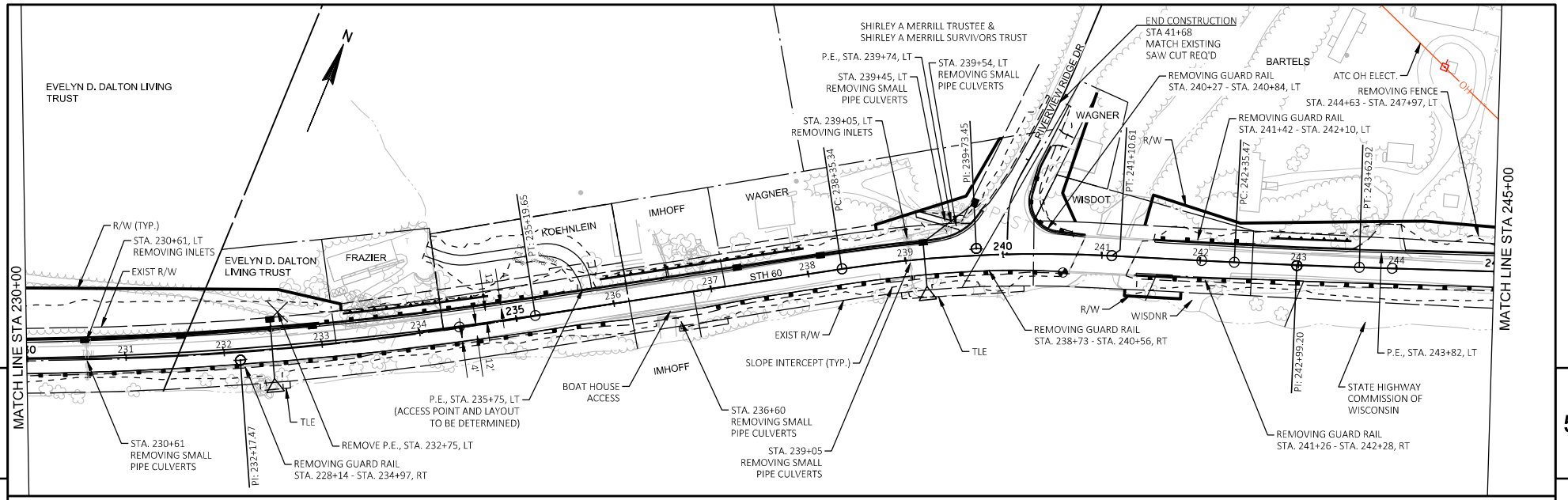
FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - ""
PLOT DATE : 5/16/2024 10:56 AM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

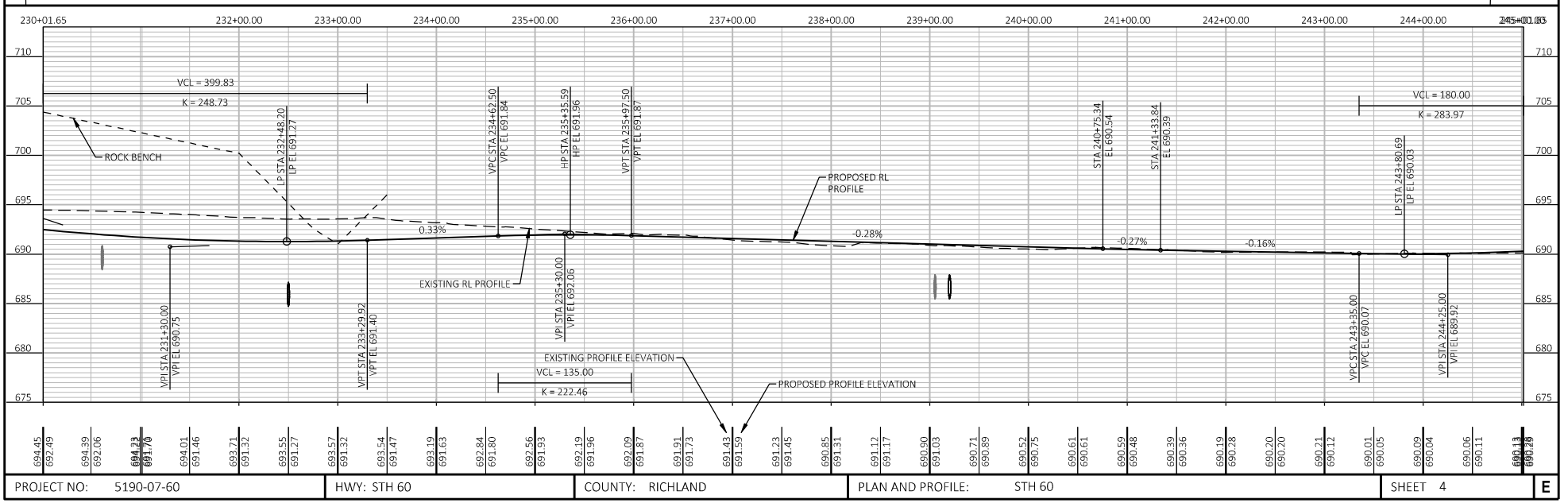




PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET 3	E

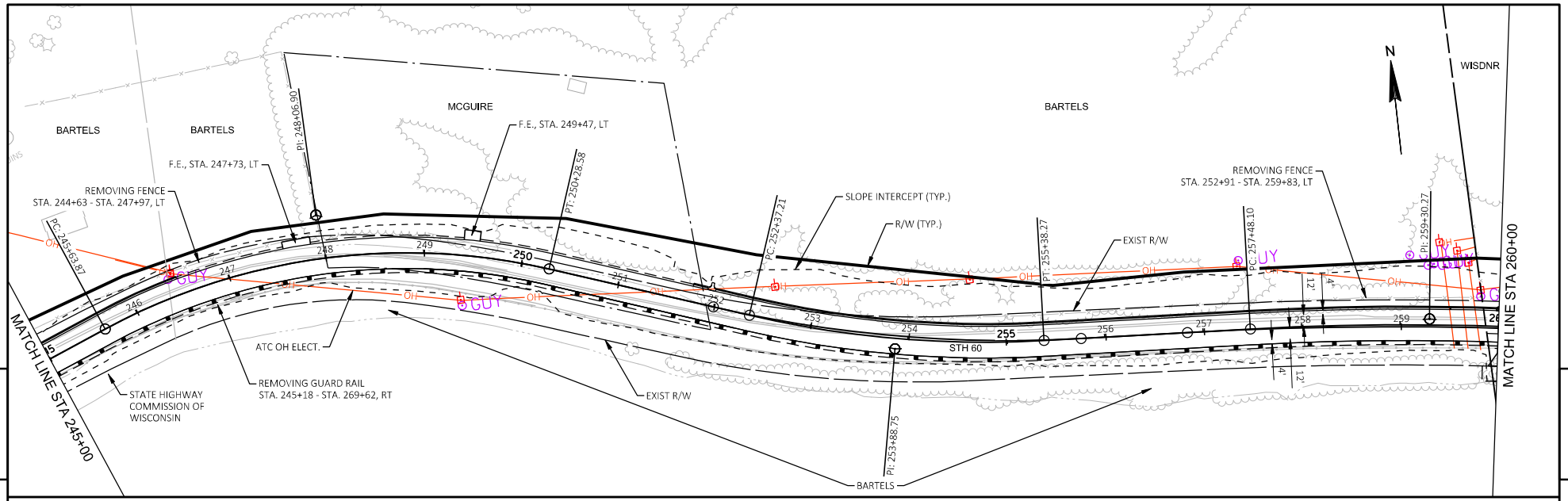
FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - ""
PLOT DATE : 5/16/2024 10:56 AM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

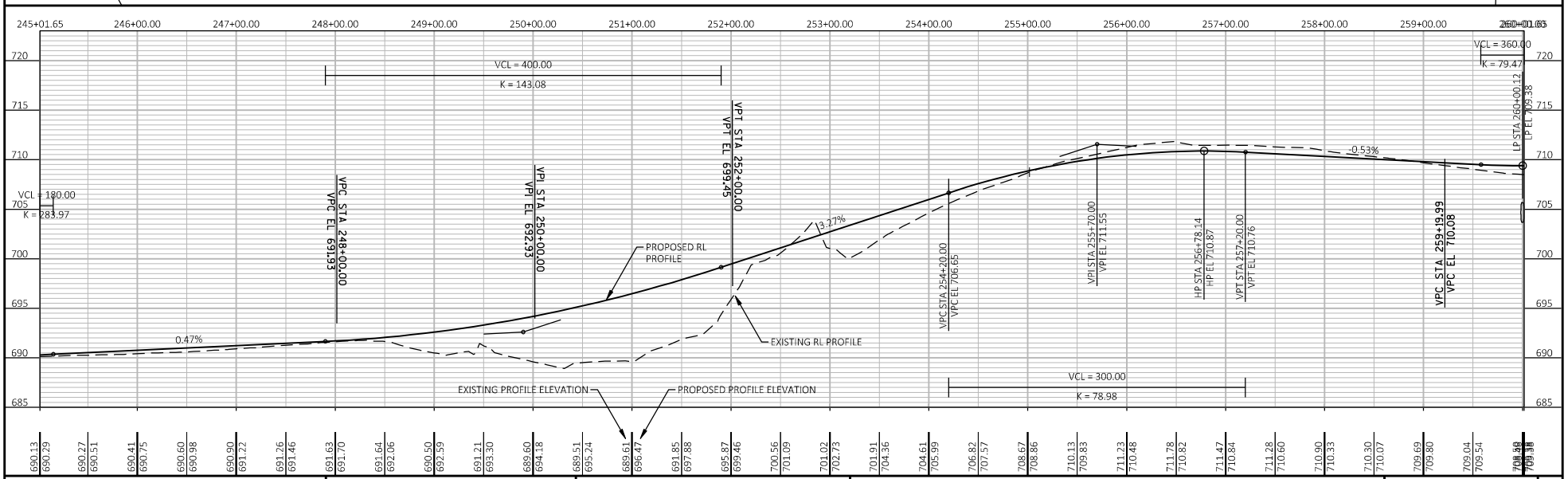




PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET 4	E

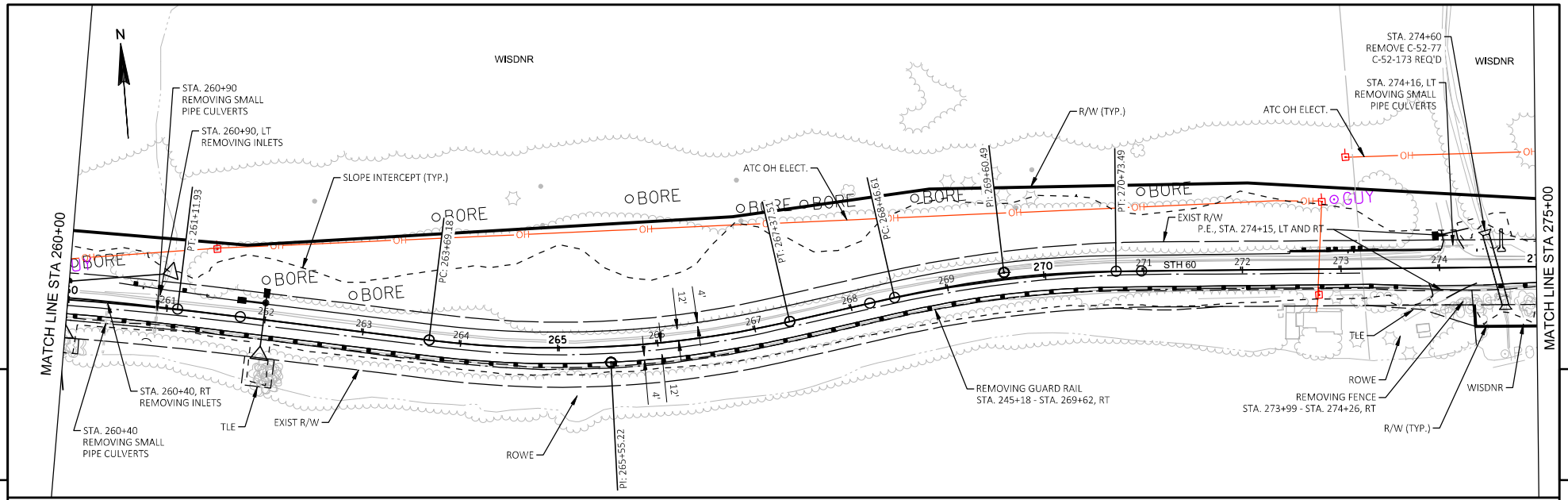
FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - ""
PLOT DATE : 5/16/2024 10:57 AM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

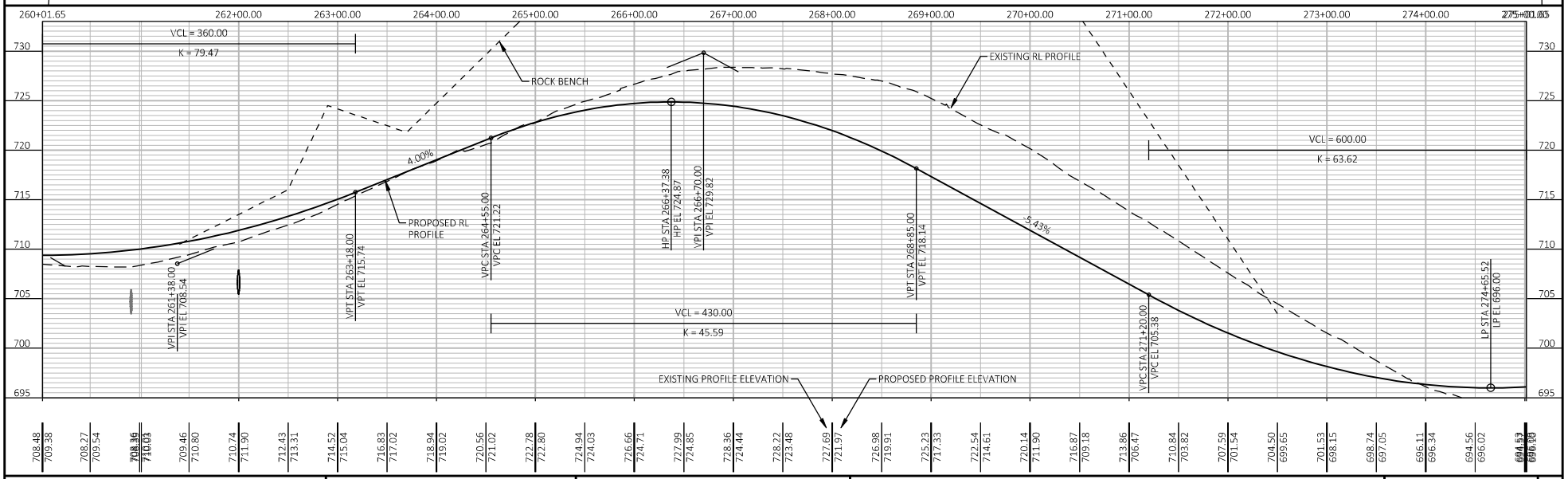




PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET 5	E

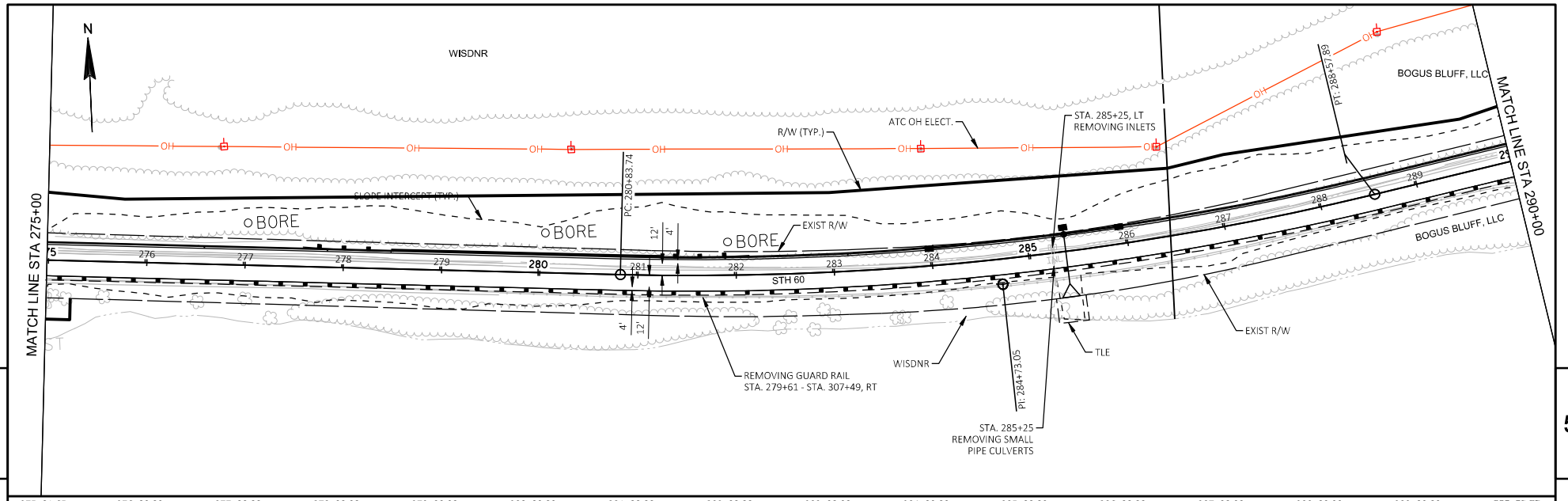
FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - ""
PLOT DATE : 5/16/2024 10:57 AM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

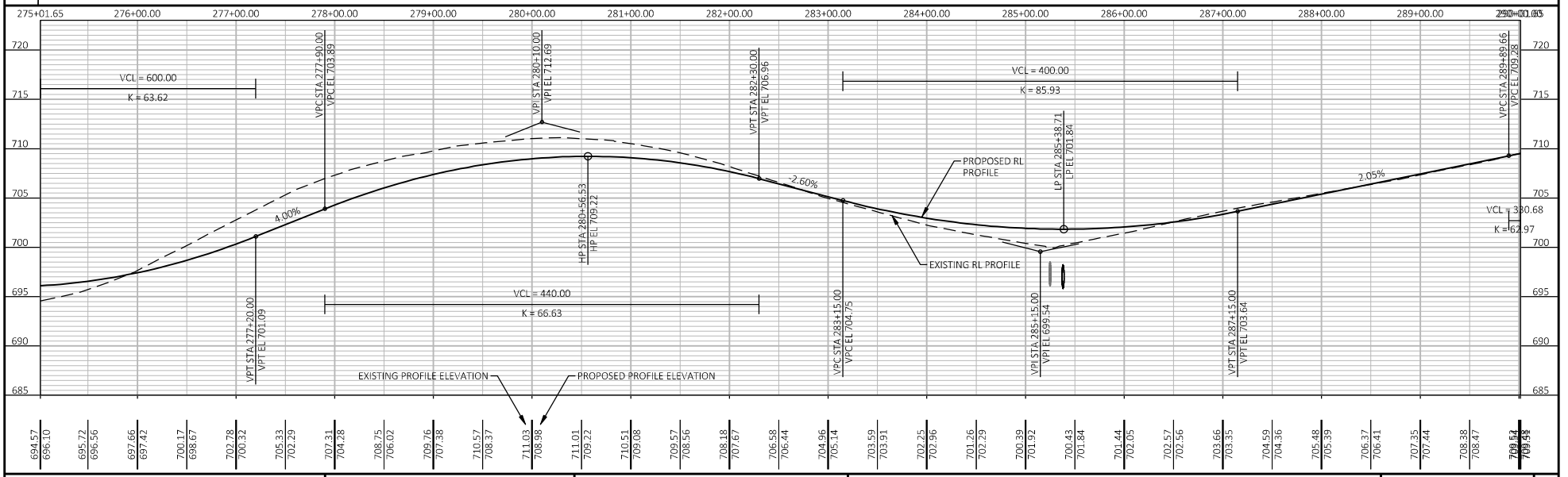




PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET 6	E

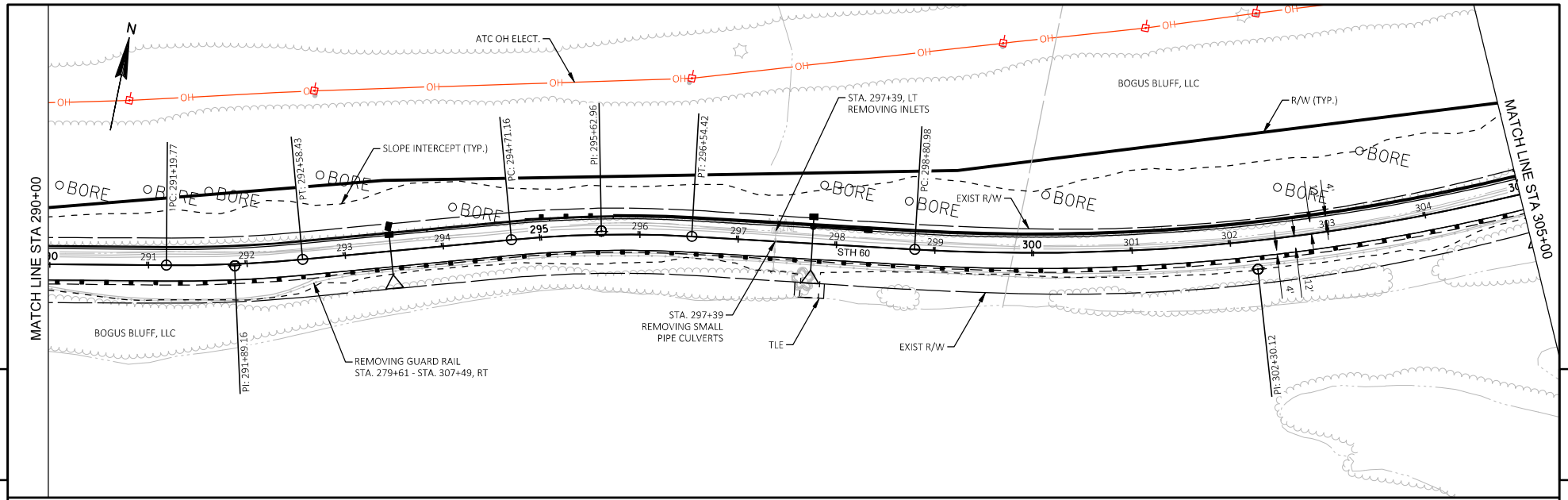
FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - "-"
PLOT DATE : 5/16/2024 10:58 AM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

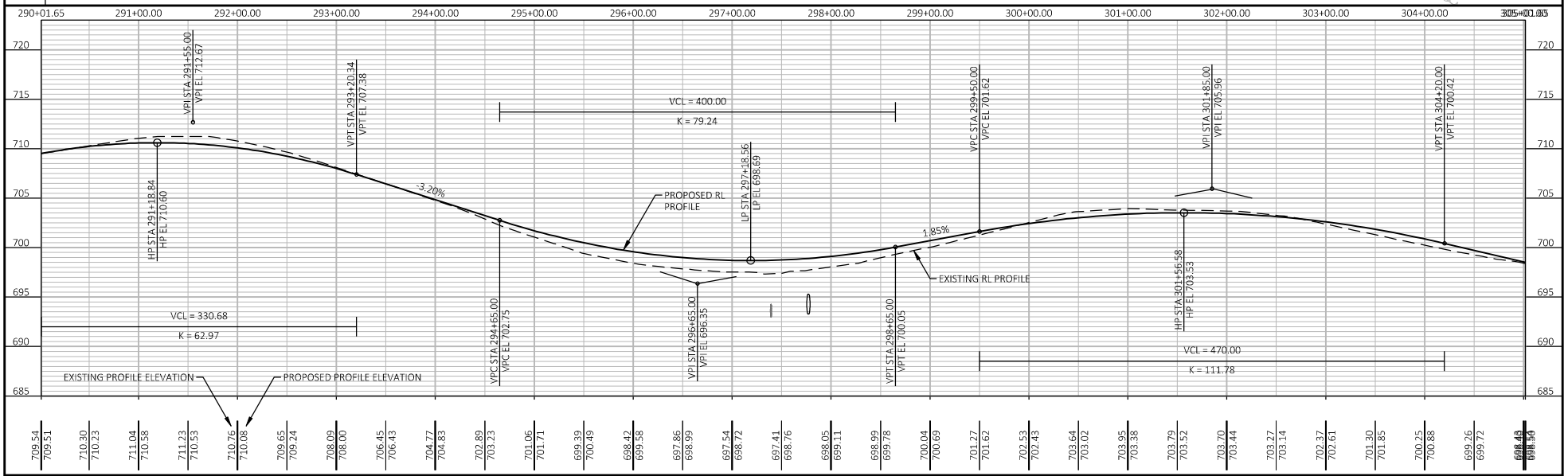




PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET 7	E

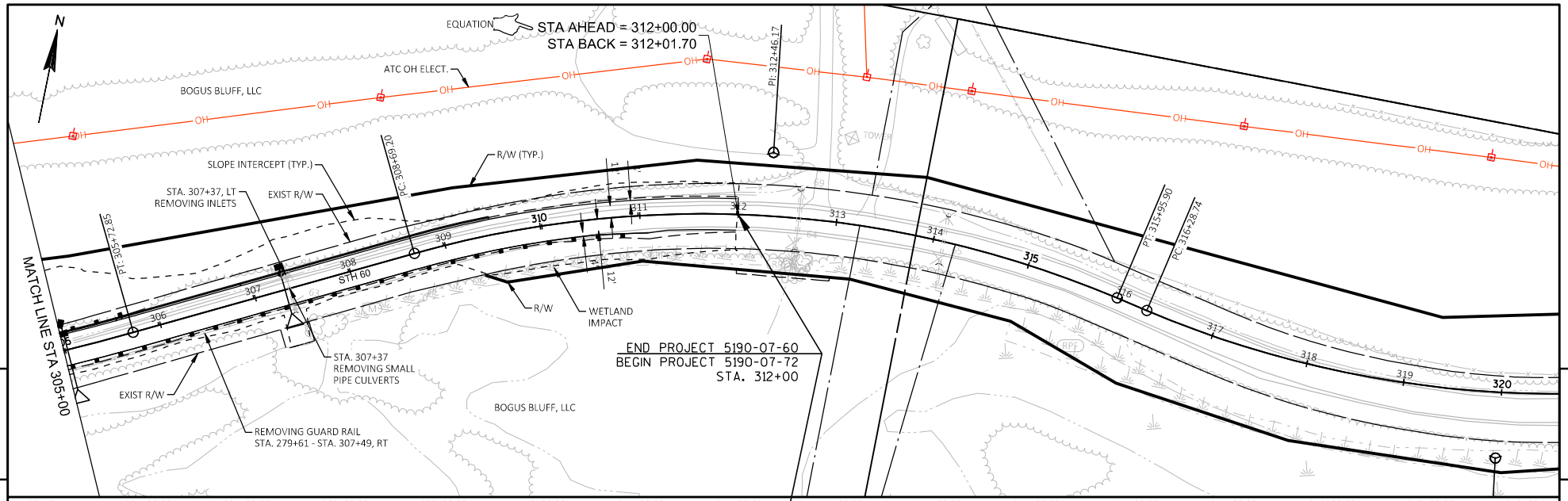
FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - ""
PLOT DATE : 5/16/2024 10:58 AM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

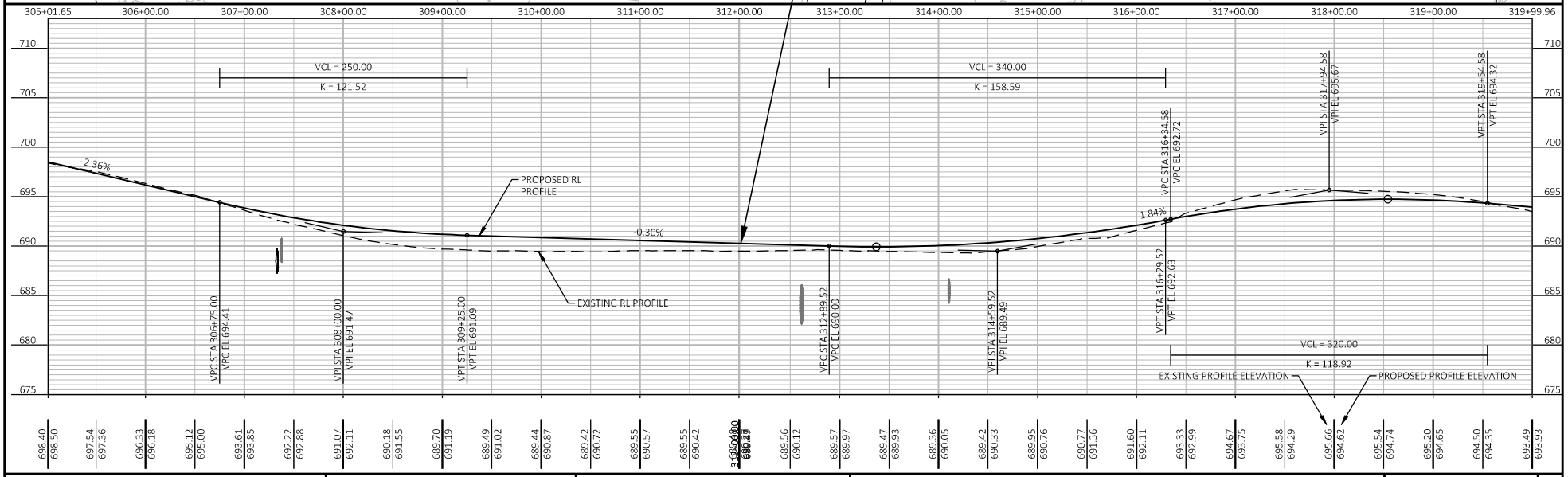




PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET 8	E

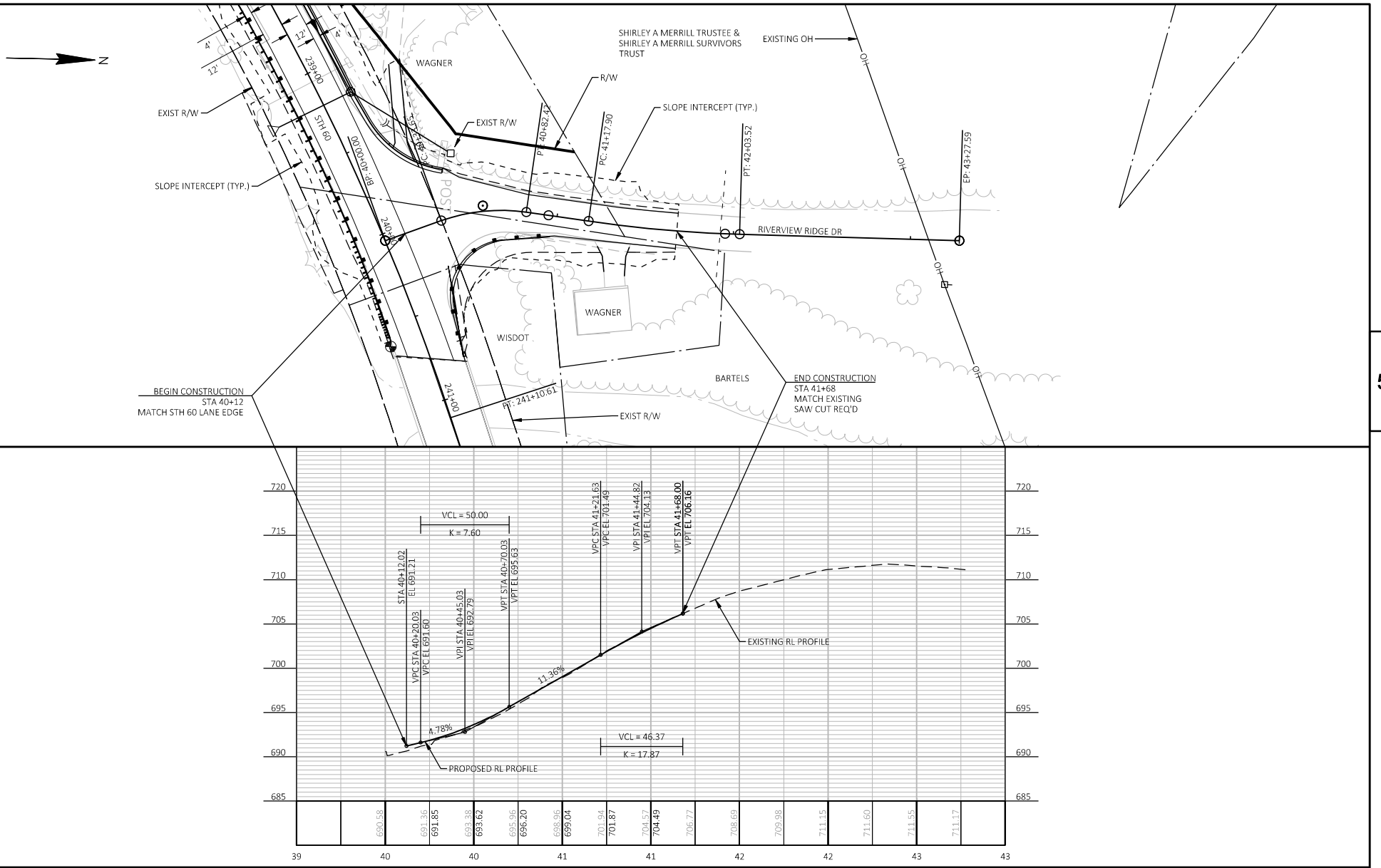
FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - ""
PLOT DATE : 5/16/2024 10:59 AM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44





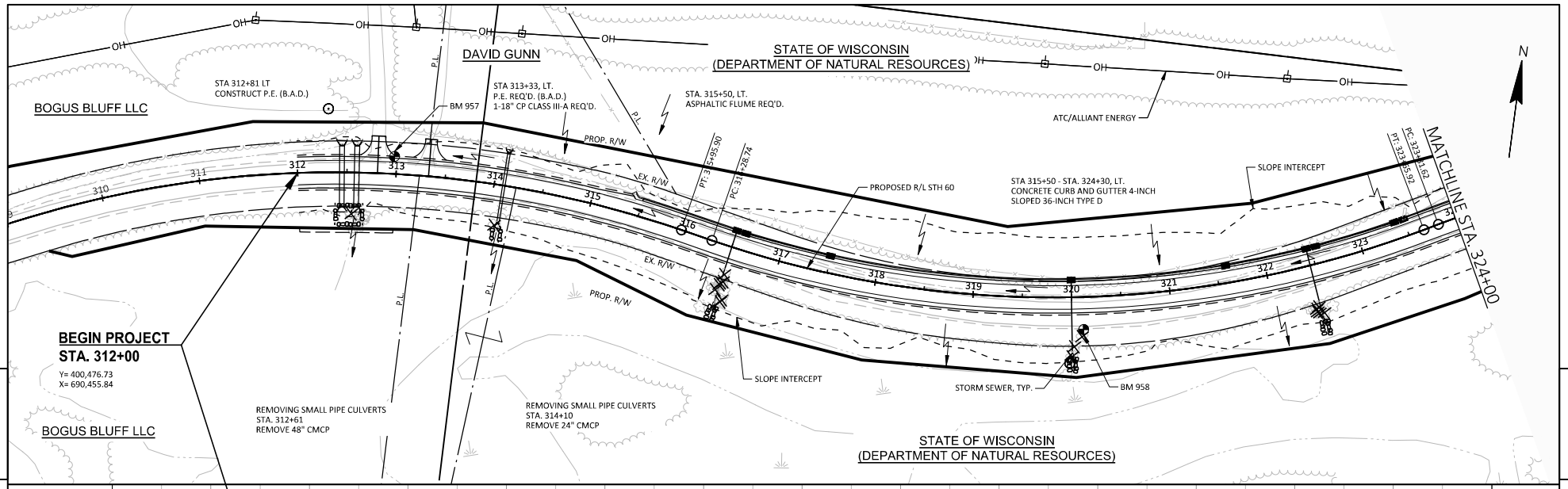
PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET 9	E

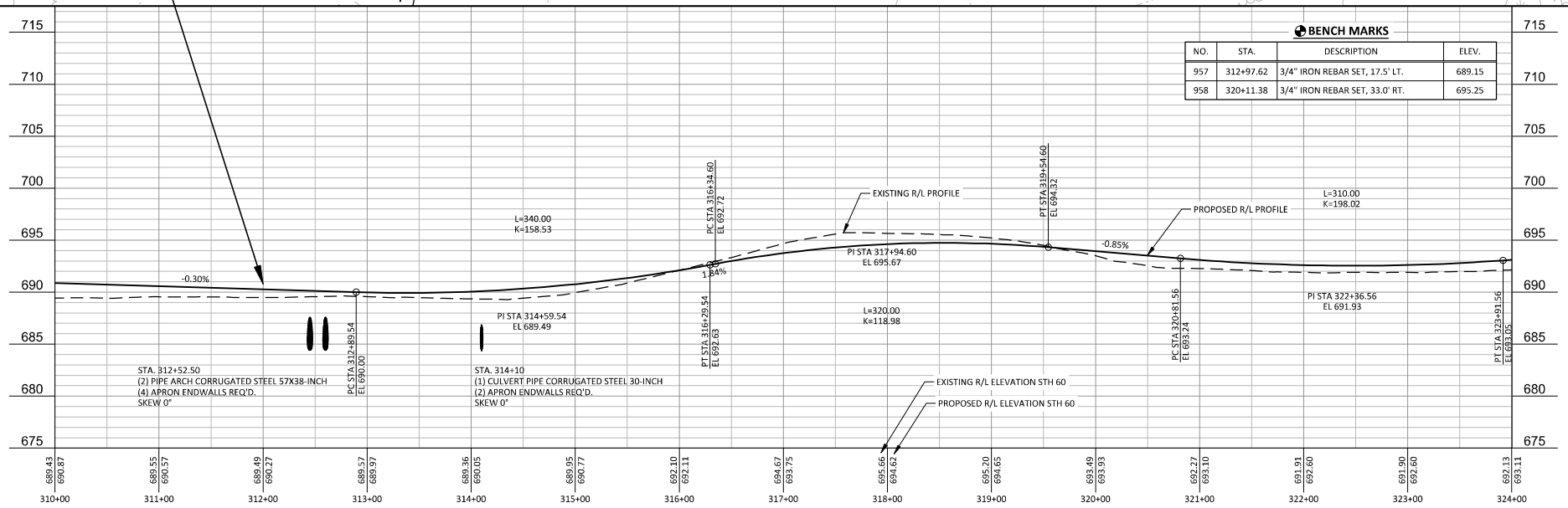
FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - ""
PLOT DATE : 5/16/2024 10:59 AM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: RIVERVIEW RIDGE DR	SHEET	E

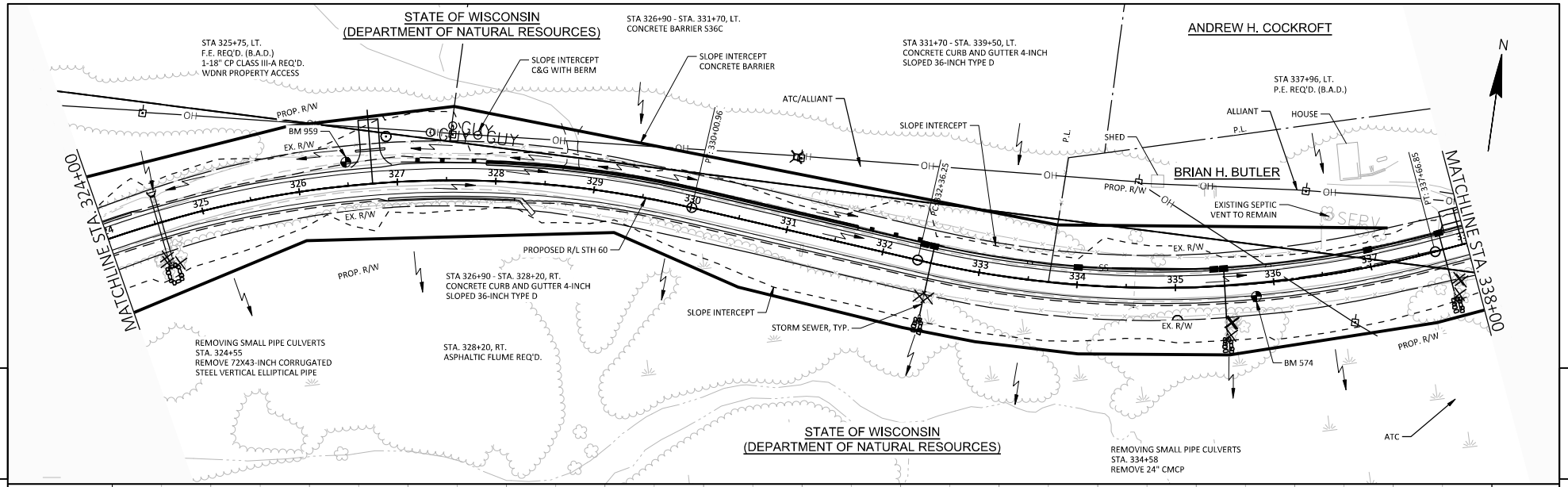
FILE NAME : G:\JEWELL\STH 60\C3D\SHEETSPLAN\050102-PP-RVRD.DWG
LAYOUT NAME - 01
PLOT DATE : 4/30/2024 11:14 AM
PLOT BY : JON BLOMQUIST
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

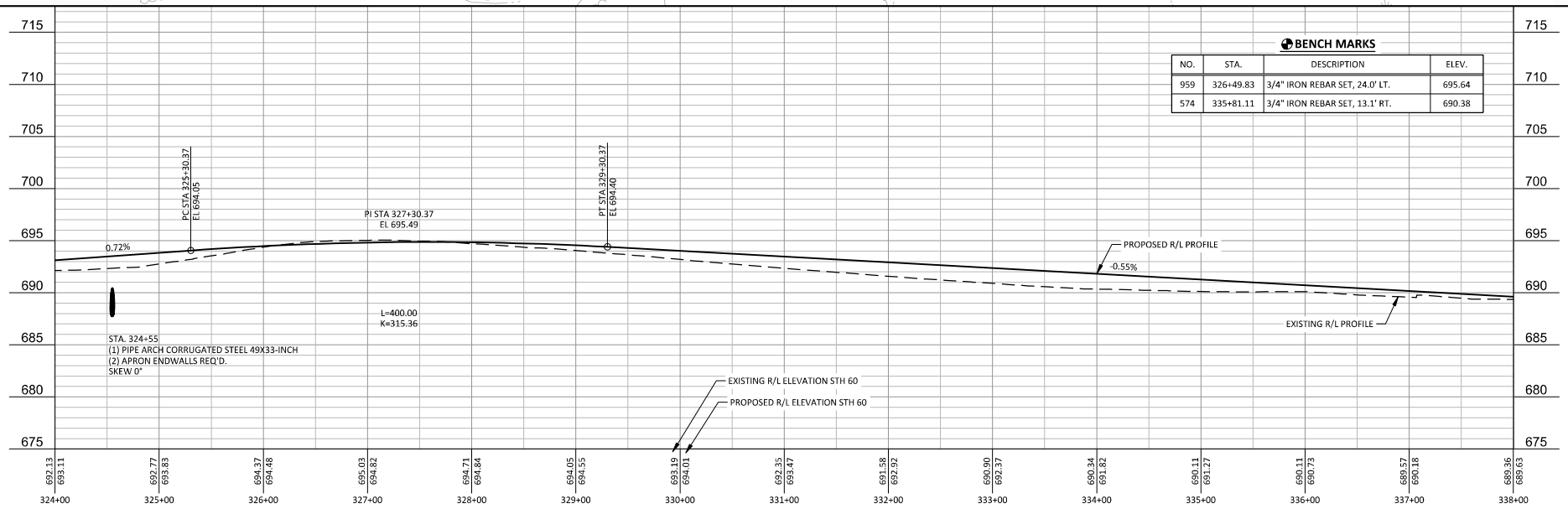




PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: MAINLINE	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\PLAN & PROFILE SHEETS\W11615 PLAN AND PROFILE.DWG PLOT DATE : 5/2/2024 12:55:14 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : SHEET - (80)



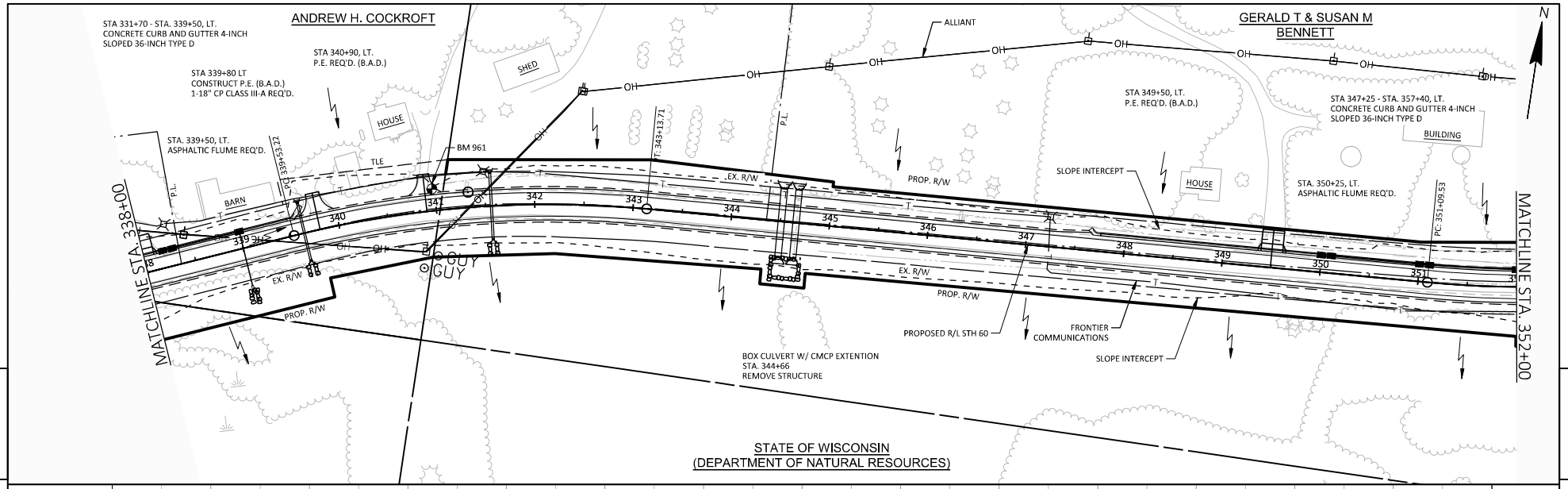


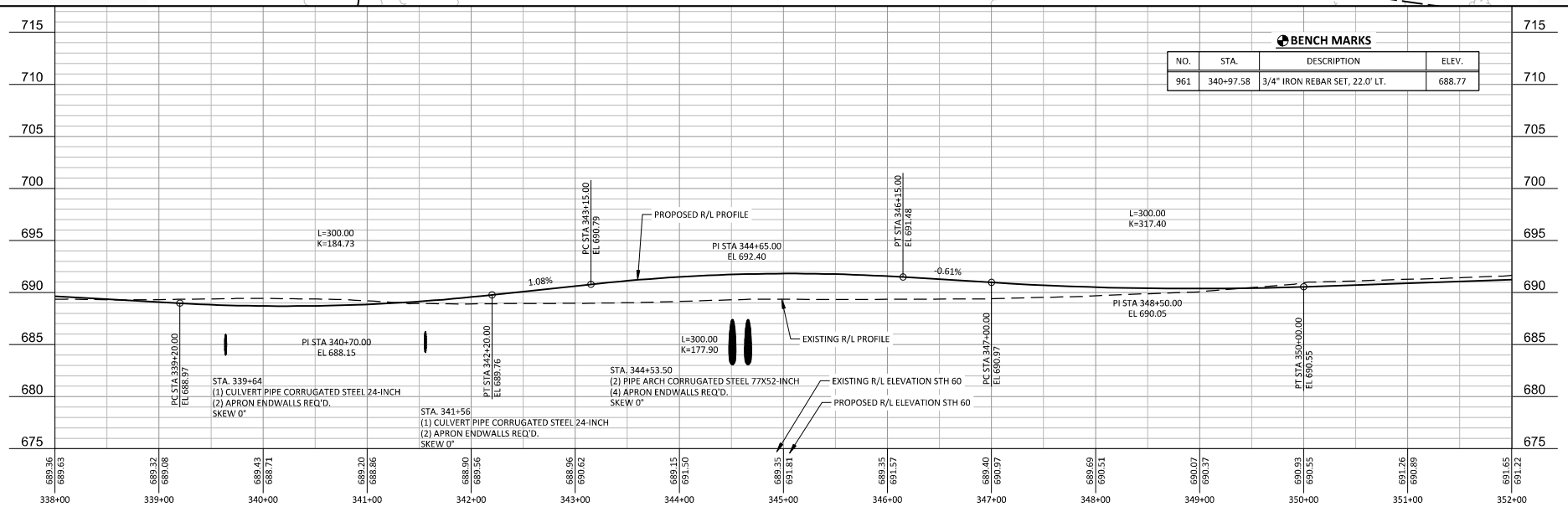
BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
959	326+49.83	3/4" IRON REBAR SET, 24.0' LT.	695.64
574	335+81.11	3/4" IRON REBAR SET, 13.1' RT.	690.38

PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: MAINLINE	SHEET	E

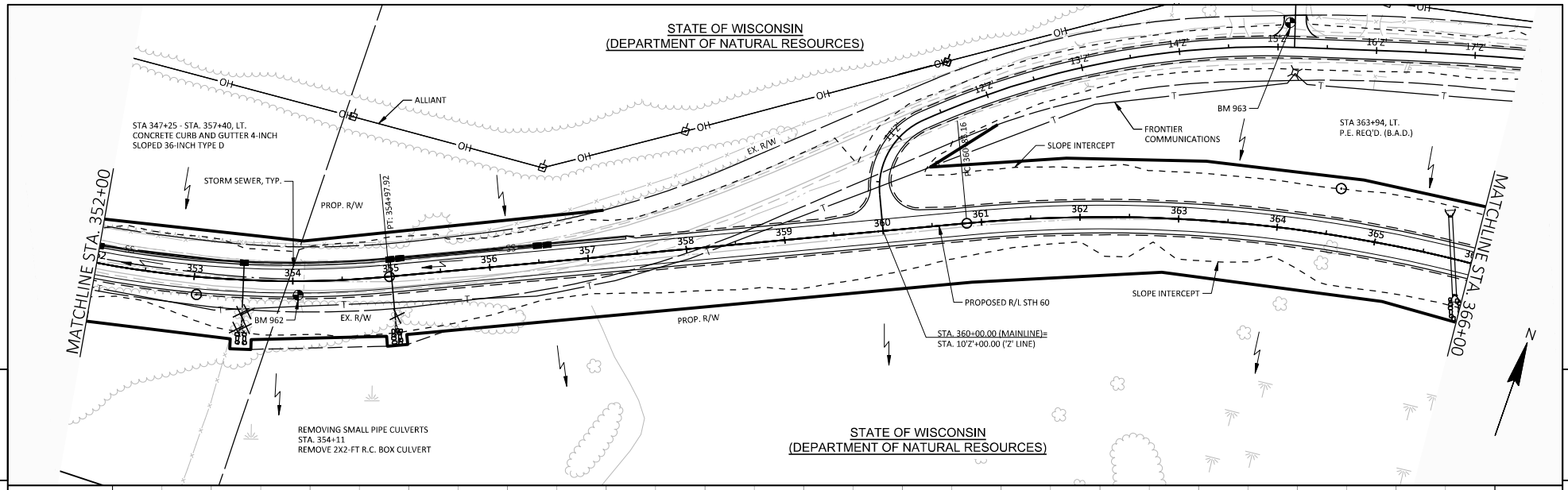
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\PLAN & PROFILE SHEETS\W11615 PLAN AND PROFILE.DWG PLOT DATE : 5/2/2024 12:55:25 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : SHEET - (81)

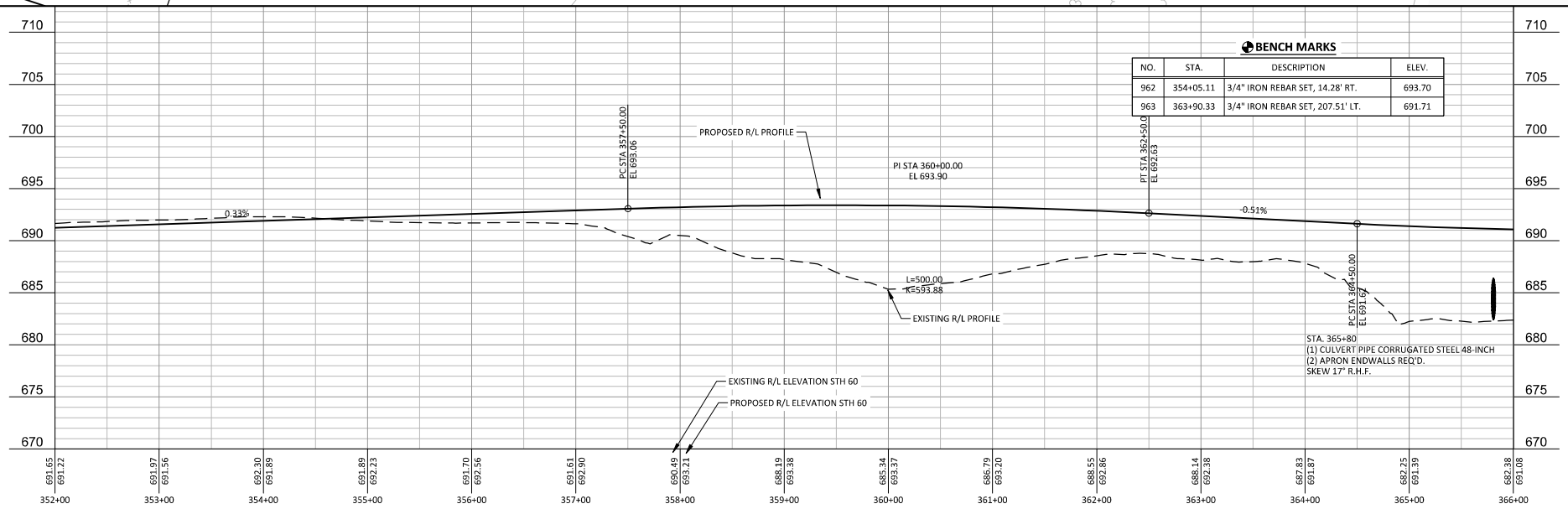




PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: MAINLINE	SHEET	E

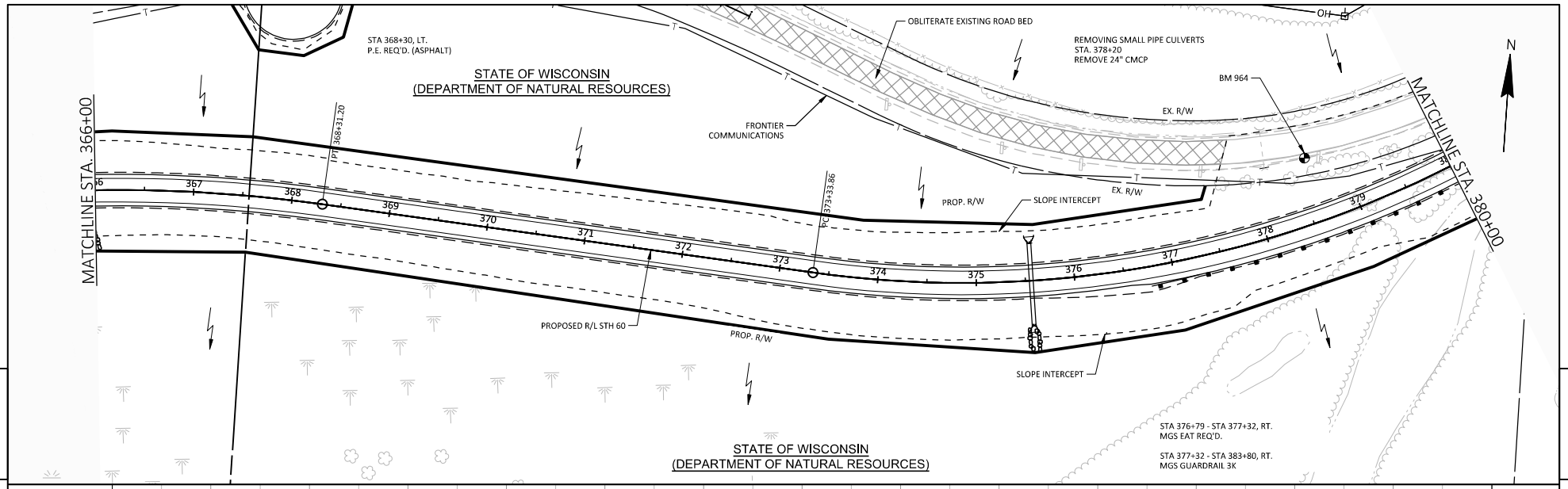
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\PLAN & PROFILE SHEETS\W11615 PLAN AND PROFILE.DWG PLOT DATE : 5/2/2024 12:55:41 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : SHEET - (82)

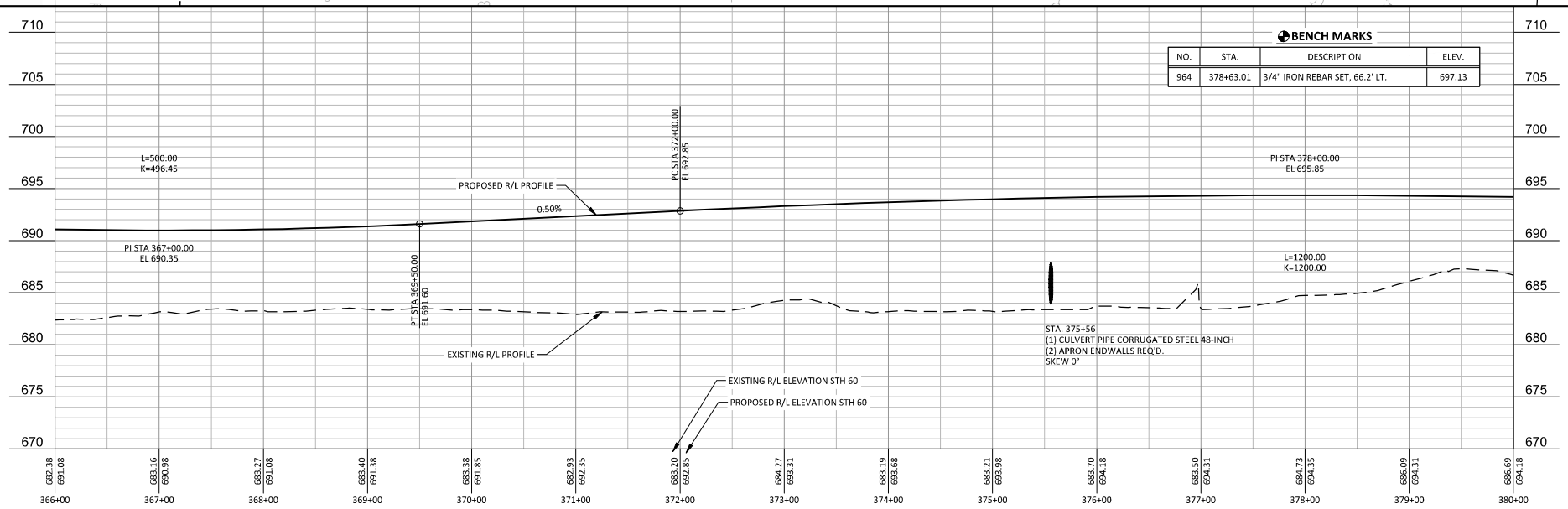




PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: MAINLINE	SHEET	E

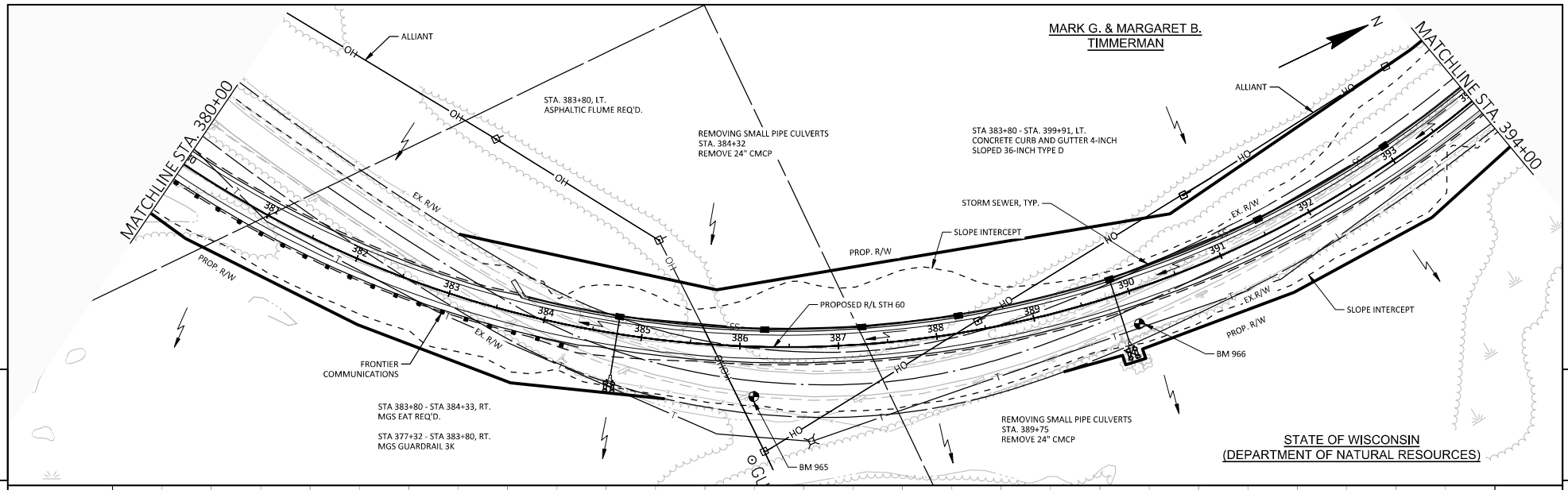
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\PLAN & PROFILE SHEETS\W11615 PLAN AND PROFILE.DWG PLOT DATE : 5/2/2024 12:55:53 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : SHEET - (83)





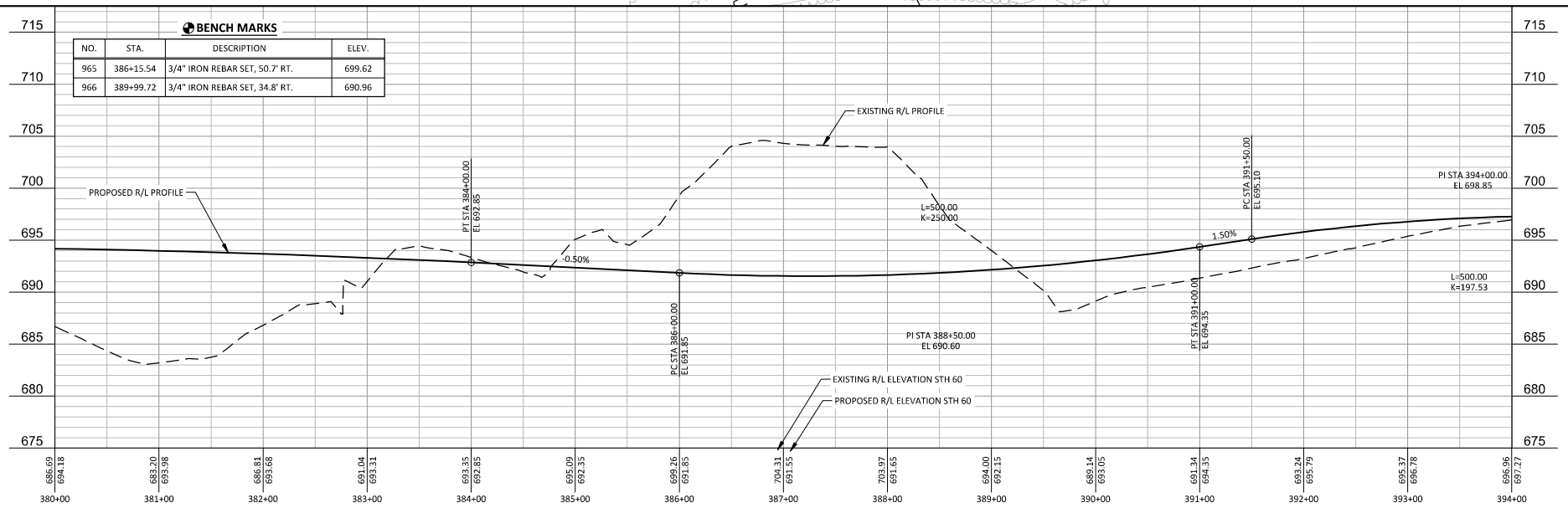
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: MAINLINE	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\PLAN & PROFILE SHEETS\W11615 PLAN AND PROFILE.DWG PLOT DATE : 5/2/2024 12:56:04 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : SHEET - (84)



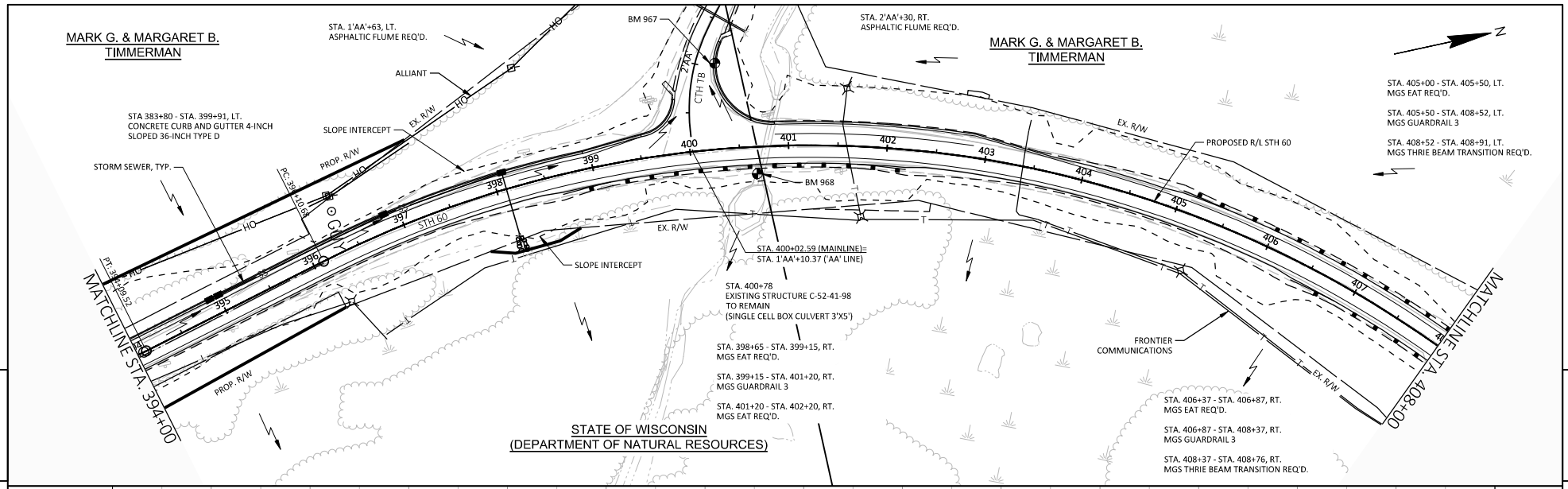
BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
965	386+15.54	3/4" IRON REBAR SET, 50.7' RT.	699.62
966	389+99.72	3/4" IRON REBAR SET, 34.8' RT.	690.96

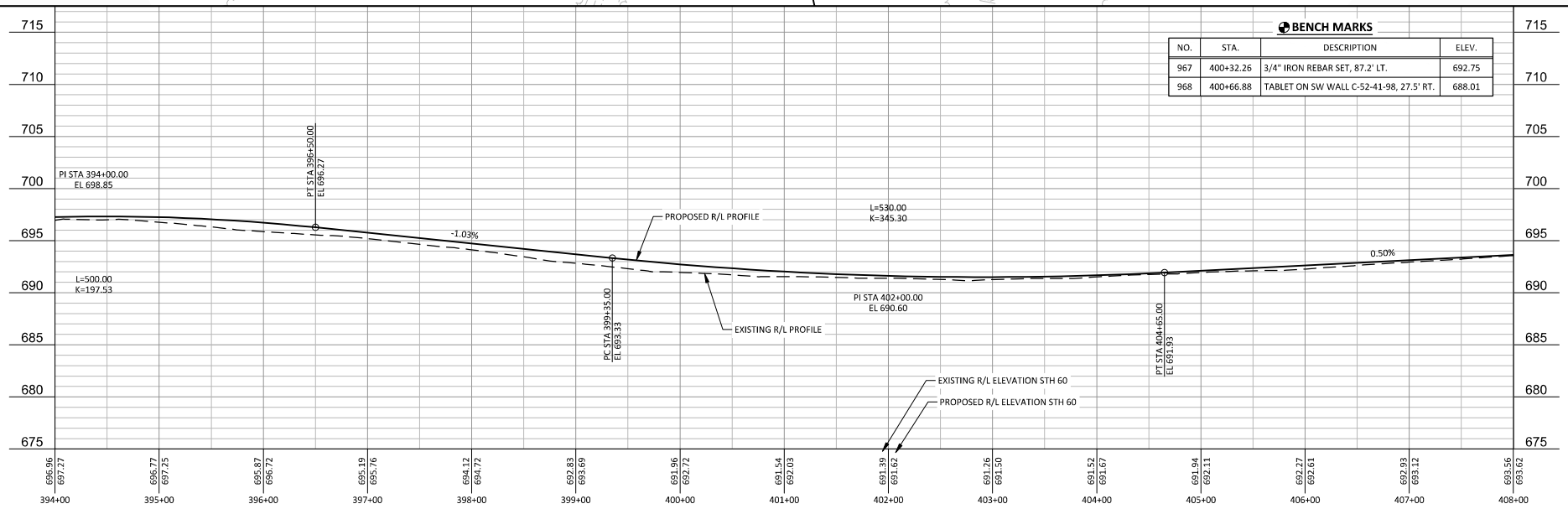


PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: MAINLINE	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\PLAN & PROFILE SHEETS\W11615 PLAN AND PROFILE.DWG PLOT DATE : 5/2/2024 12:56:16 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : SHEET - (85)

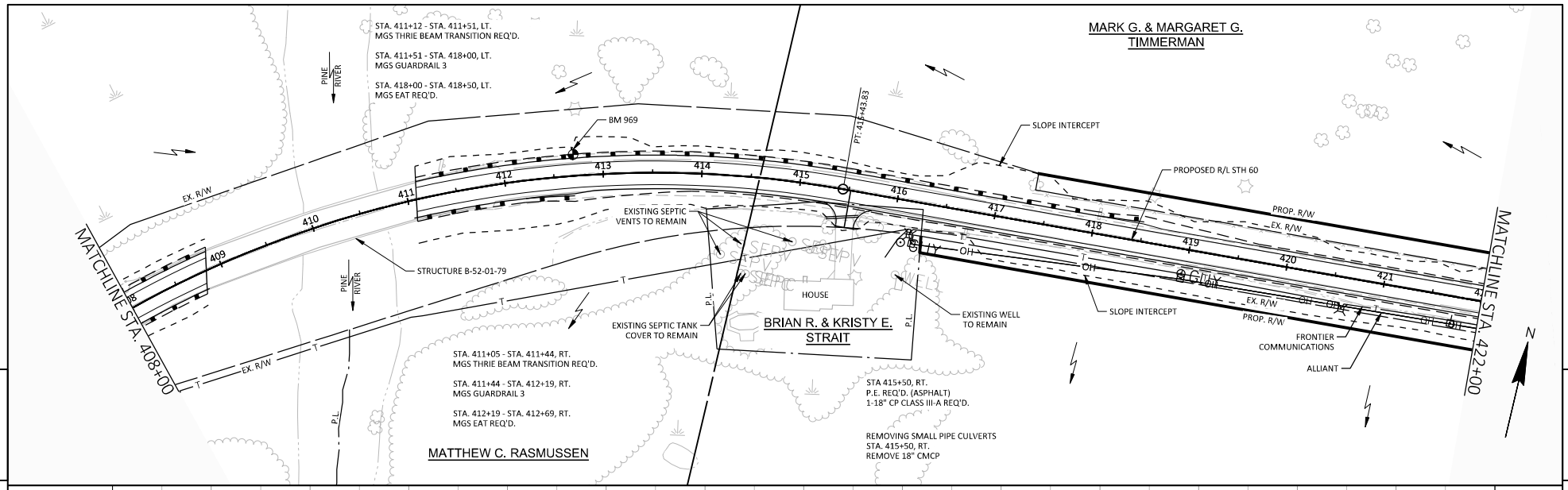


5 5



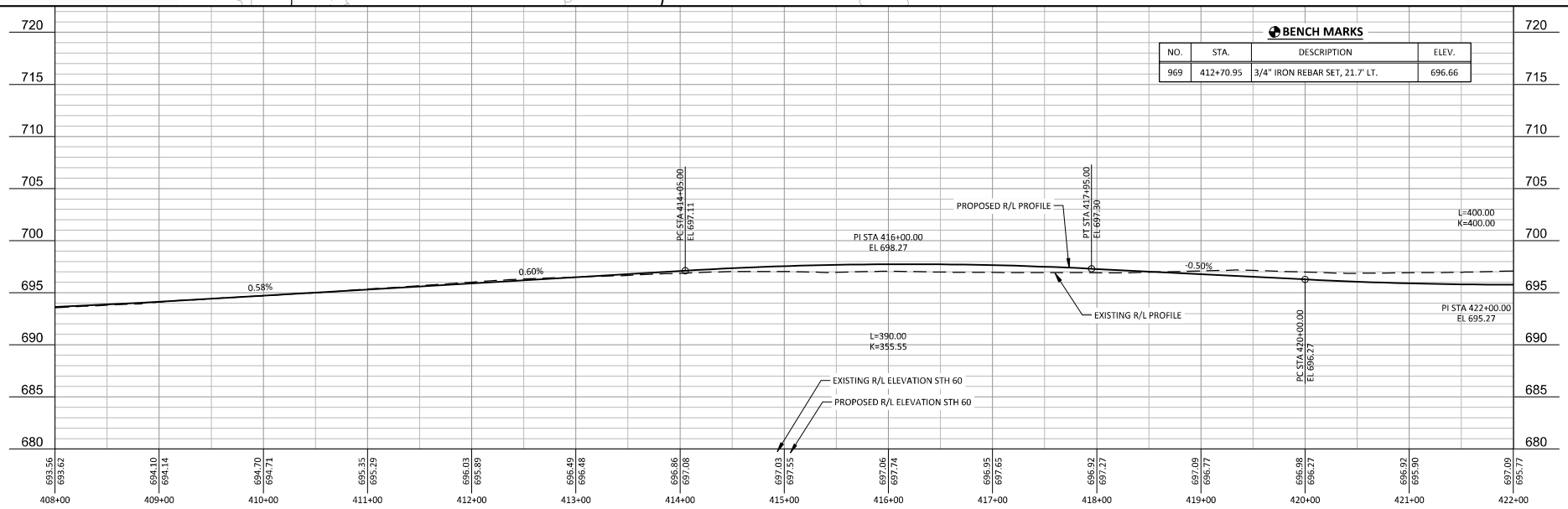
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: MAINLINE	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\PLAN & PROFILE SHEETS\W11615 PLAN AND PROFILE.DWG PLOT DATE : 5/2/2024 12:56:27 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : SHEET - (86)



5

5

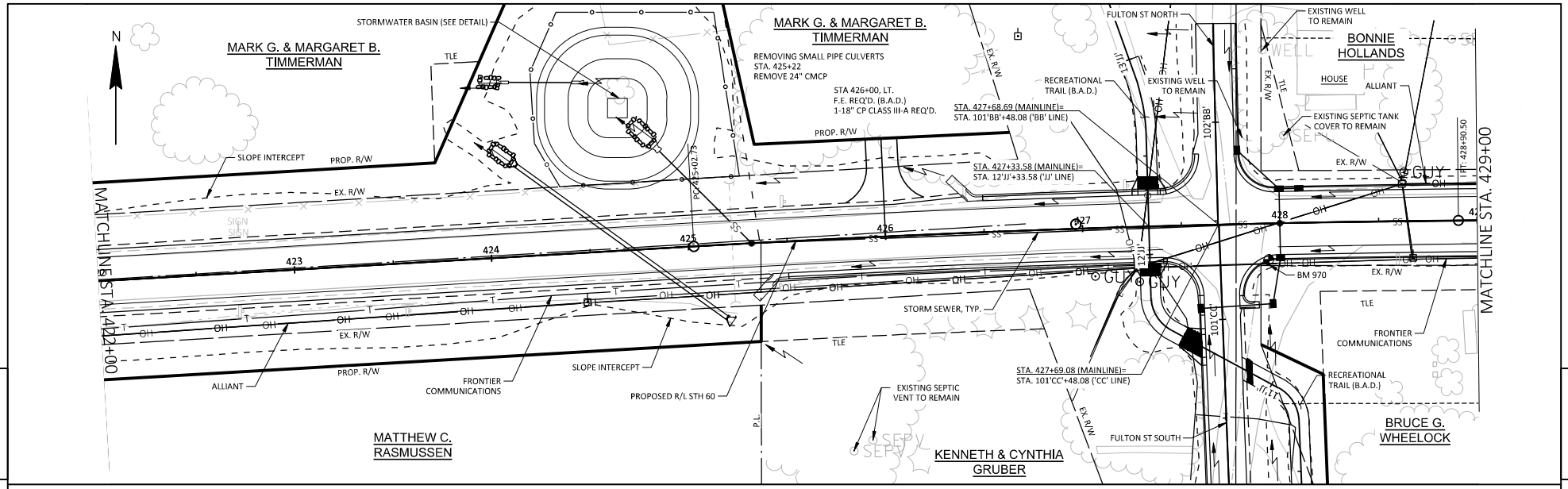


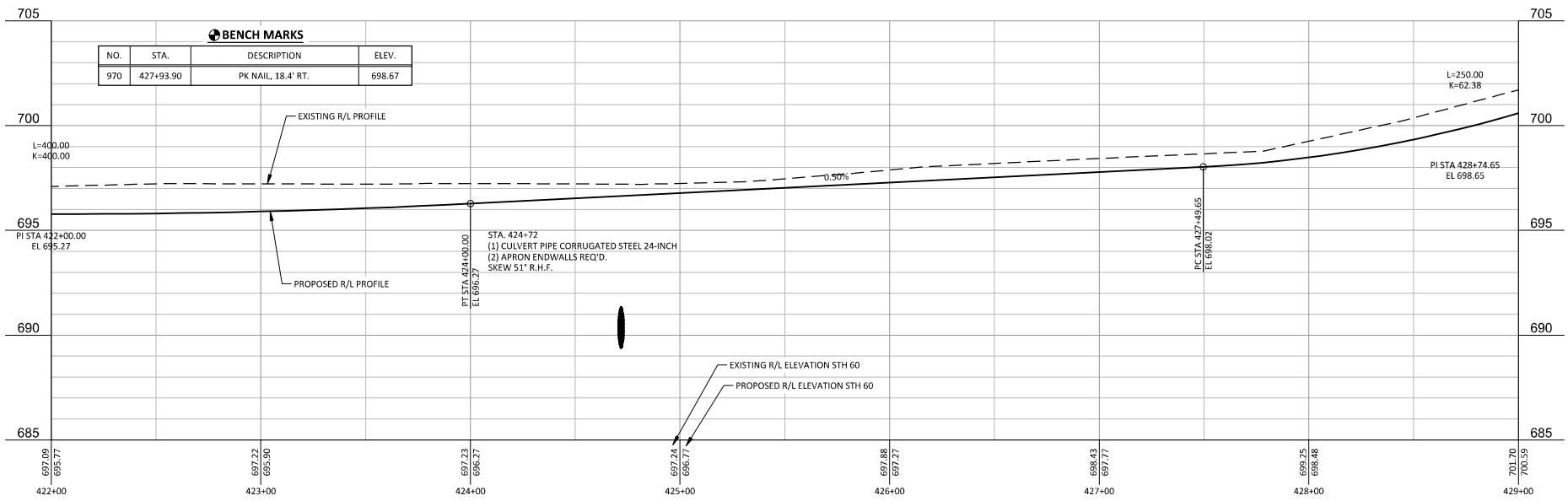
BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
969	412+70.95	3/4" IRON REBAR SET, 21.7' LT.	696.66

PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: MAINLINE	SHEET	E

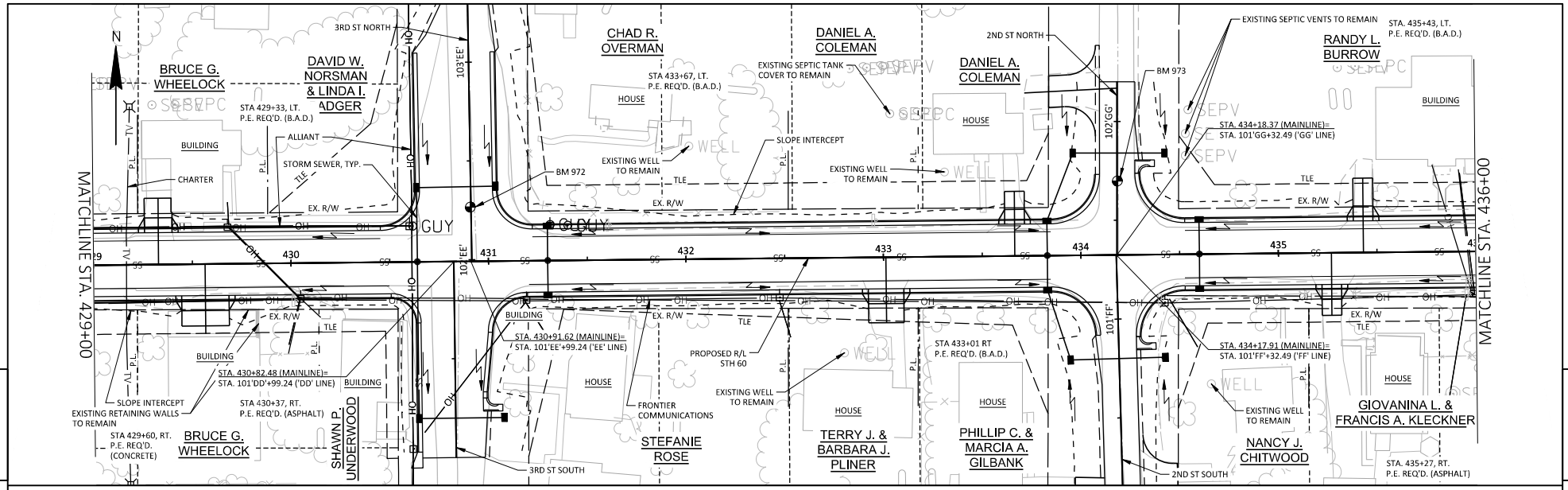
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\PLAN & PROFILE SHEETS\W11615 PLAN AND PROFILE.DWG PLOT DATE : 5/2/2024 12:56:39 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : SHEET - (87)





PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: MAINLINE	SHEET	E

FILE NAME :
LAYOUT NAME - 90
PLOT DATE :
PLOT BY :
PLOT SCALE PLOT SCALE : 1 IN:50 FT
LAYOUT :

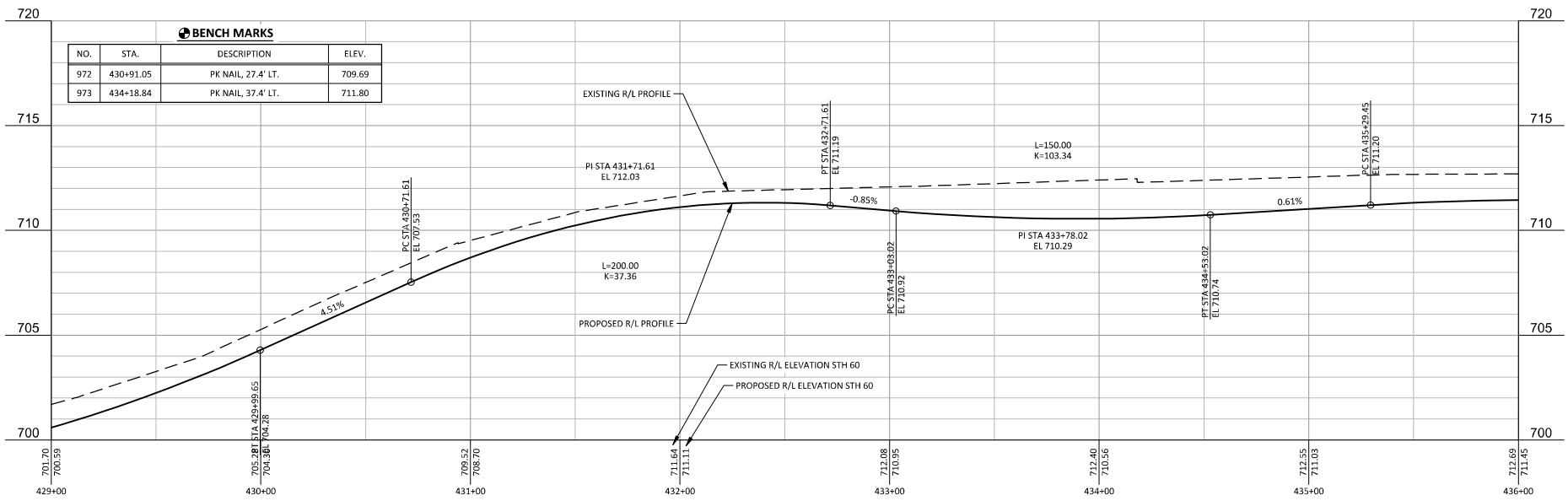


5

5

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
972	430+91.05	PK NAIL, 27.4' LT.	709.69
973	434+18.84	PK NAIL, 37.4' LT.	711.80



PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: MAINLINE	SHEET	E

FILE NAME :

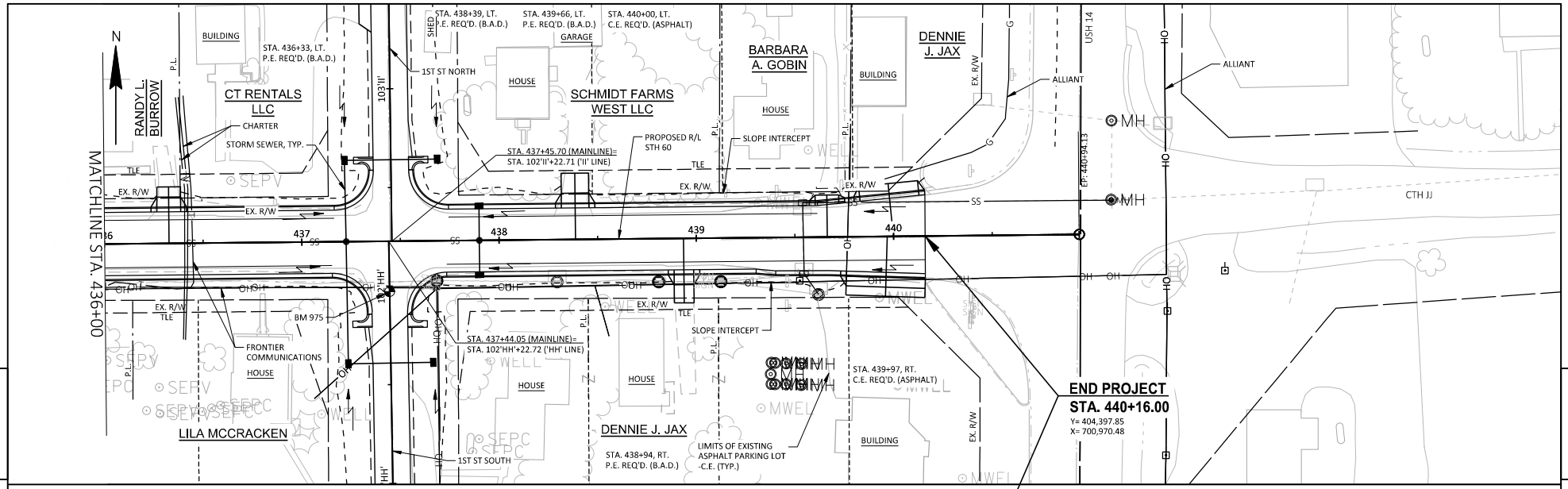
LAYOUT NAME - 91

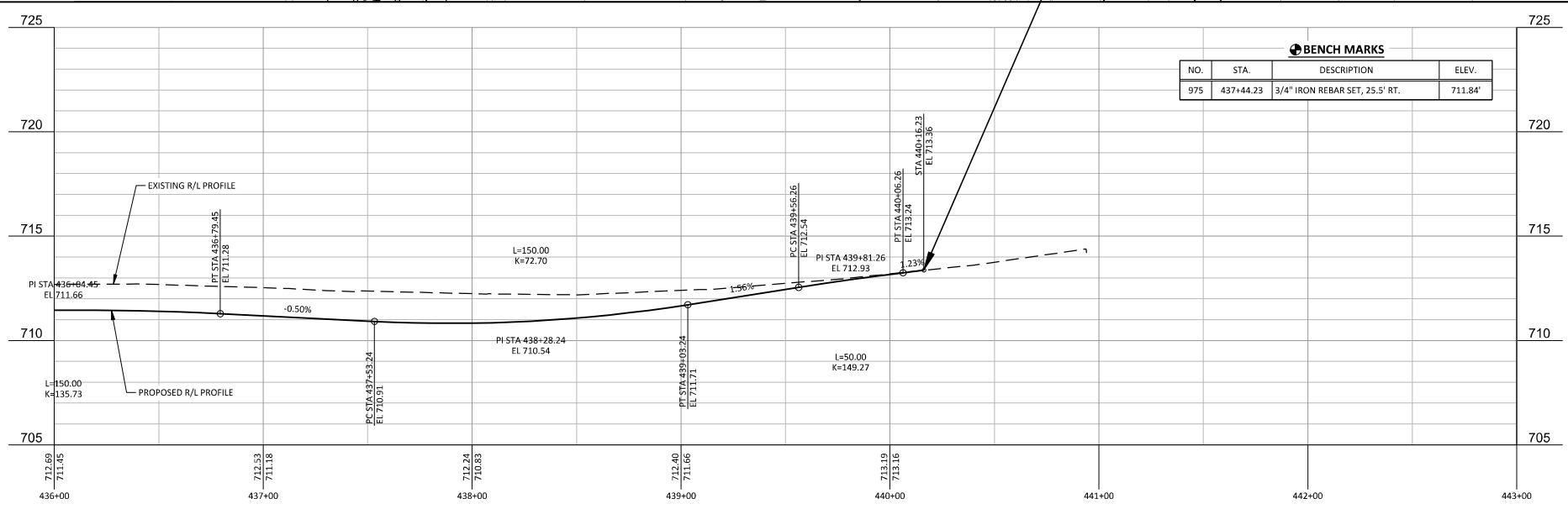
PLOT DATE :

PLOT BY :

PLOT SCALE PLOT SCALE : 1 IN:50 FT

LAYOUT :



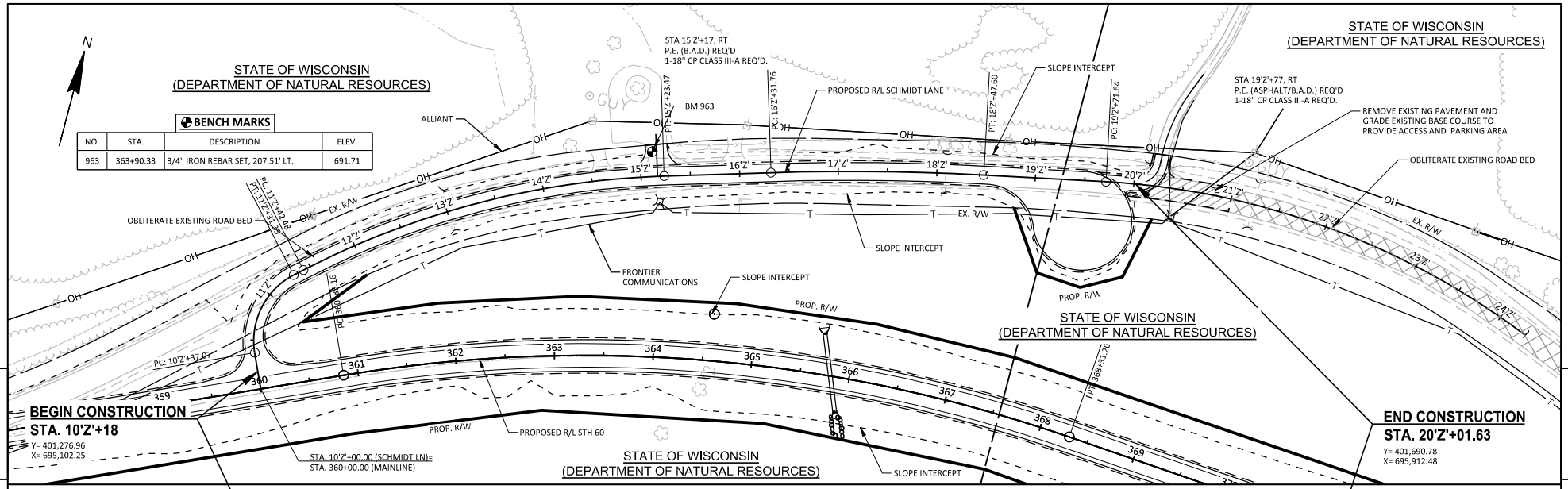


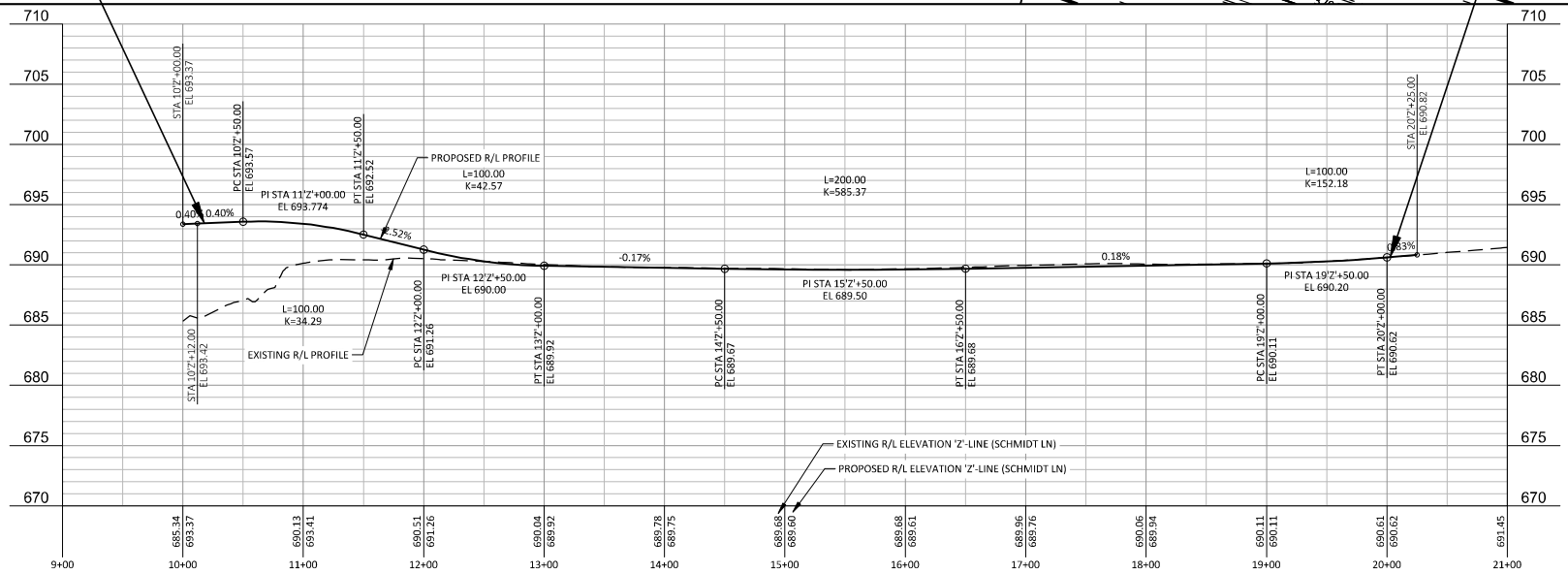
BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
975	437+44.23	3/4" IRON REBAR SET, 25.5' RT.	711.84'

PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: MAINLINE	SHEET	E

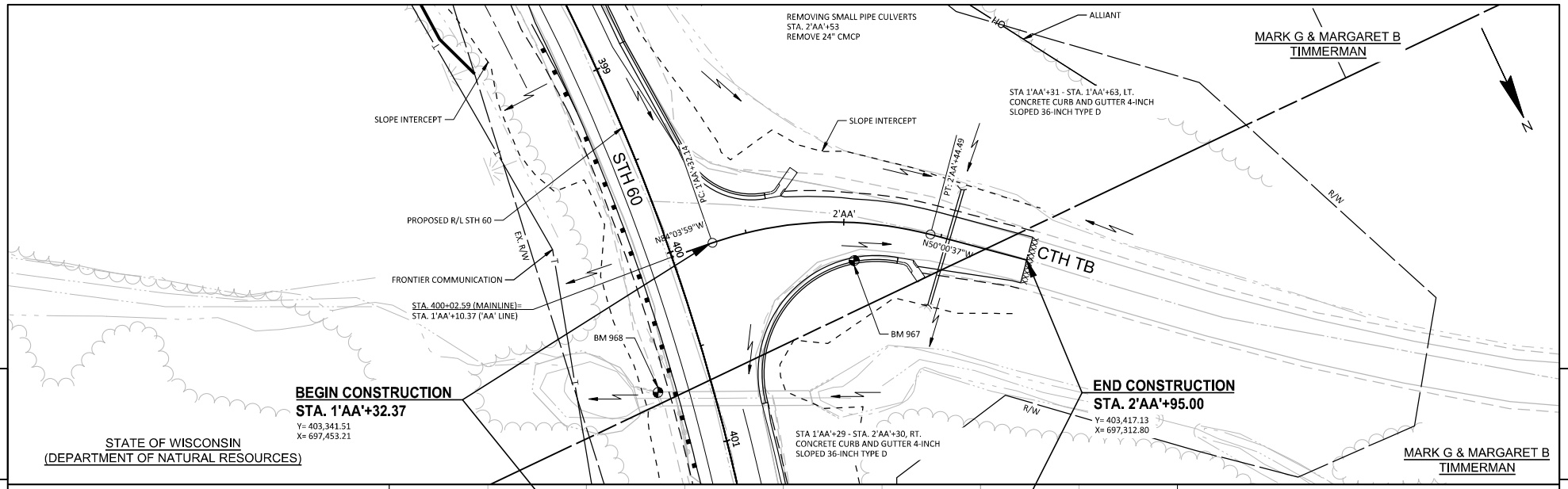
FILE NAME :
LAYOUT NAME - 92
PLOT DATE :
PLOT BY :
PLOT SCALE PLOT SCALE : 1 IN:50 FT
LAYOUT :

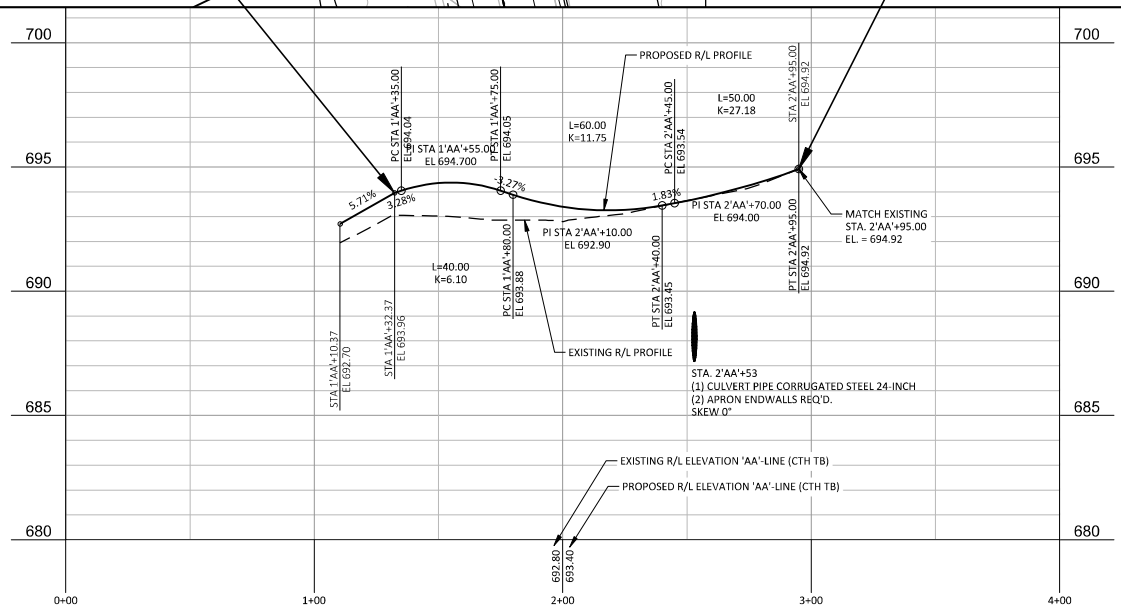




PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: SIDEROADS (SCHMIDT LANE)	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\PLAN & PROFILE SHEETS\W11615 SIDEROAD P&PS.DWG PLOT DATE : 5/2/2024 12:58:23 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : SHEET - (85)



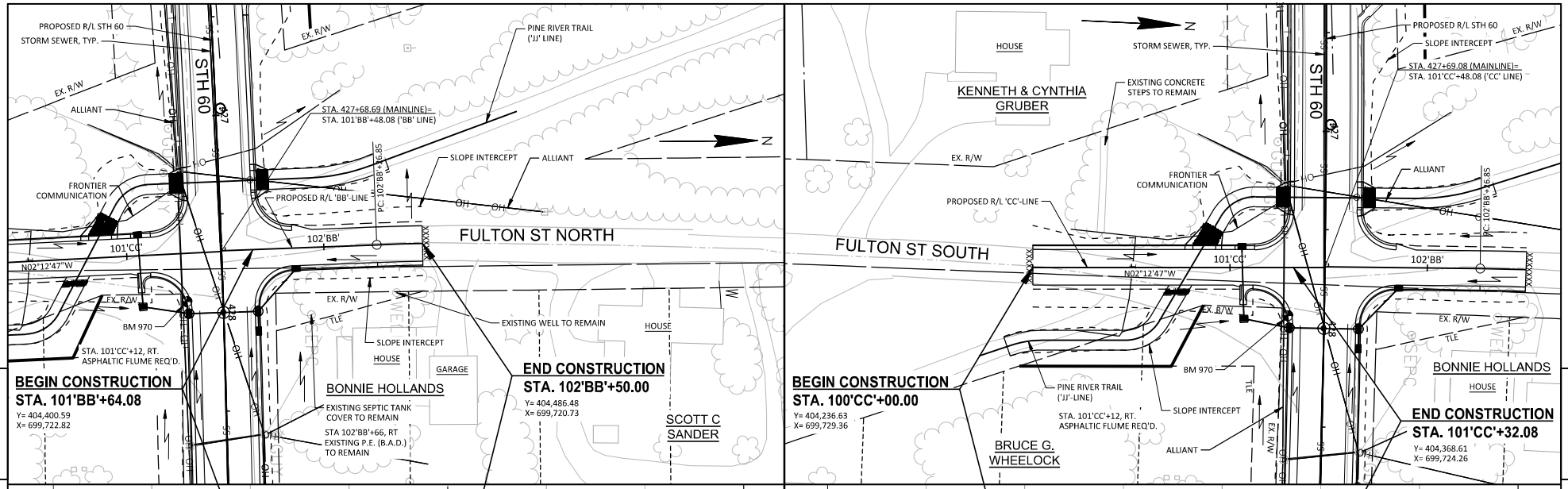


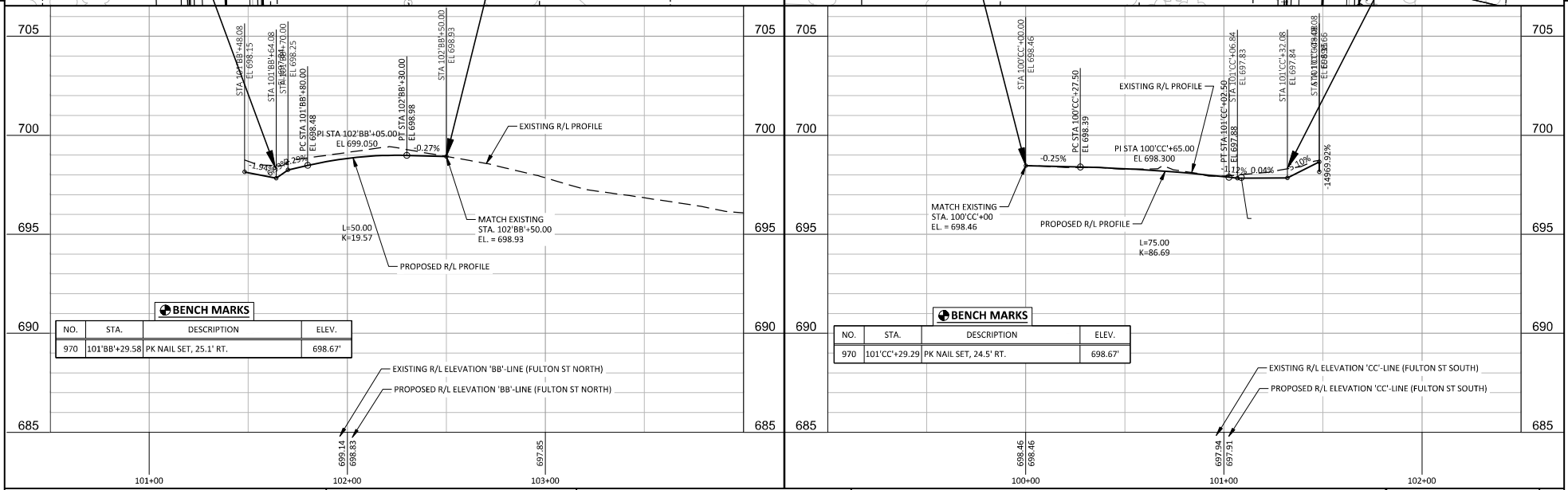
BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
967	2'AA'+06.35	3/4" IRON REBAR SET, 19.2' RT.	692.75'
968	0'AA'+81.00	TABLET ON SW WALL C-52-41-98, 62.6' RT.	688.01'

PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: SIDEROADS	SHEET	E

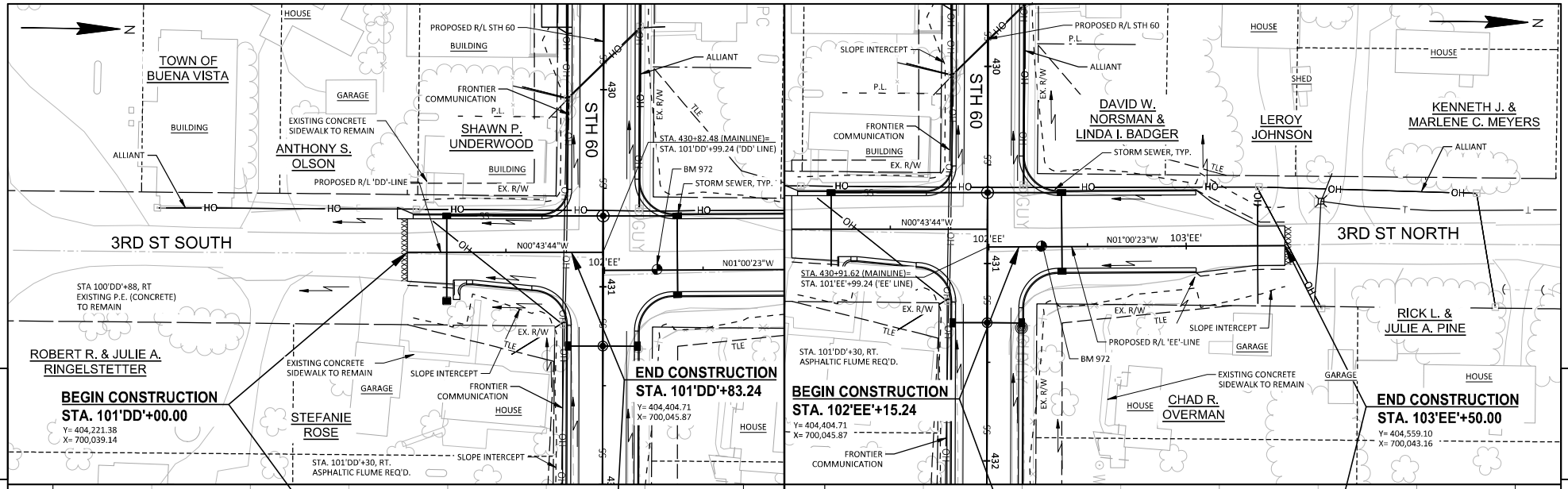
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\PLAN & PROFILE SHEETS\W11615 SIDEROAD P&PS.DWG PLOT DATE : 5/2/2024 12:58:33 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : SHEET - (80)

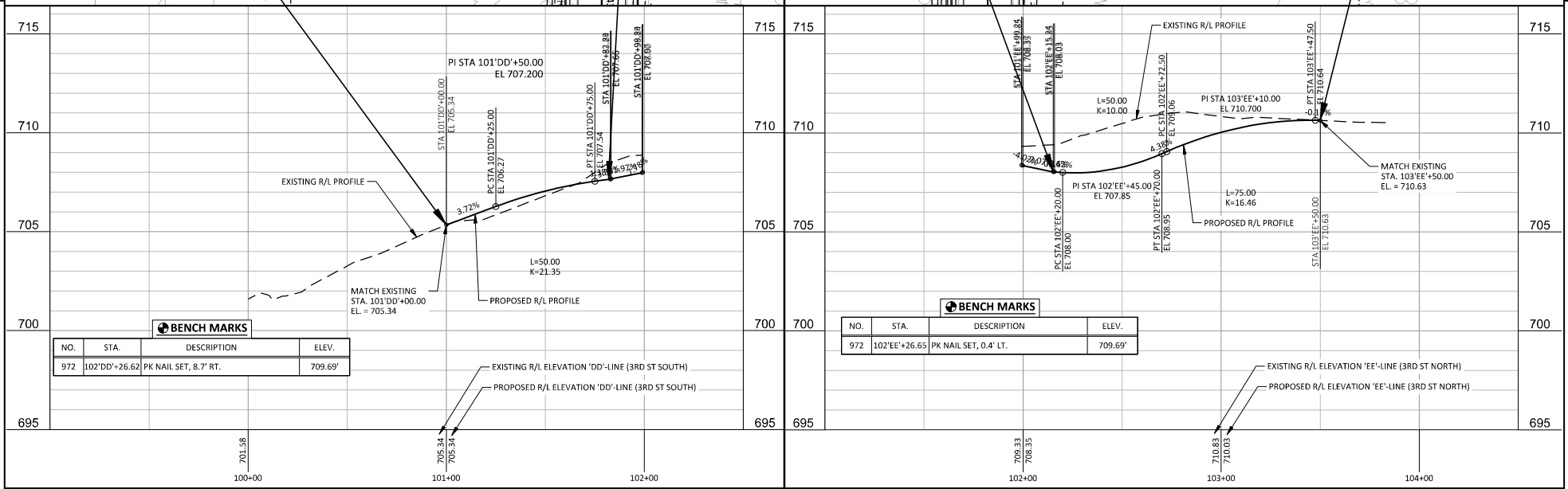




PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: SIDEROADS	SHEET	E

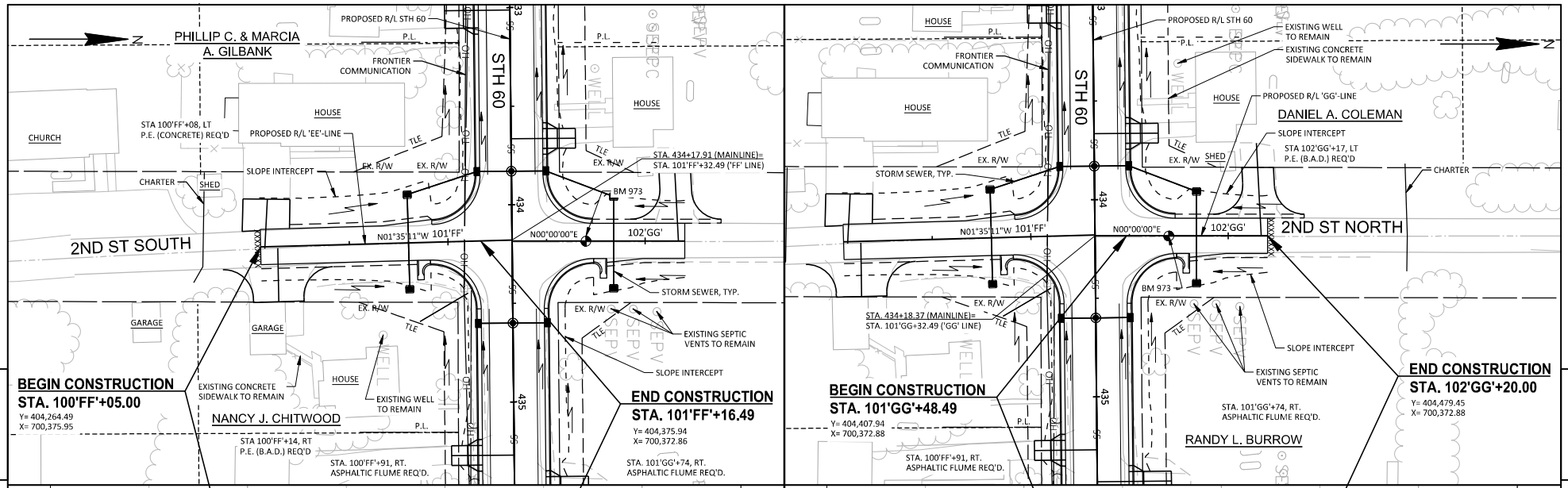
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\PLAN & PROFILE SHEETS\W11615 SIDEROAD P&PS.DWG PLOT DATE : 5/2/2024 12:58:53 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : SHEET - (81)

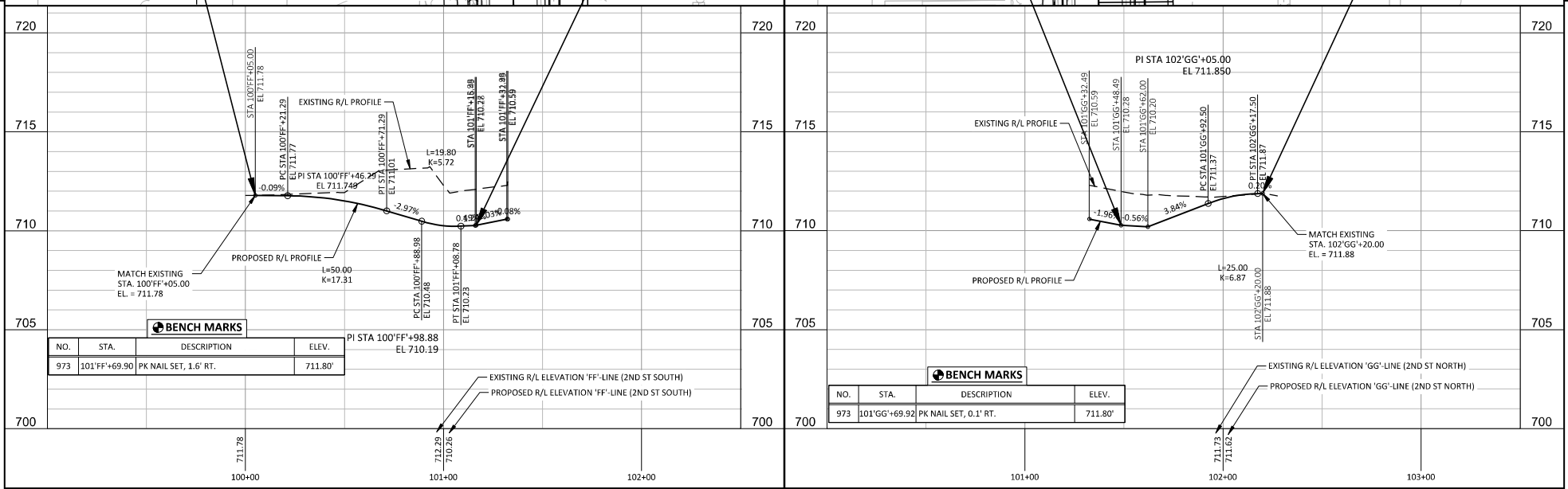




PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: SIDEROADS	SHEET	E

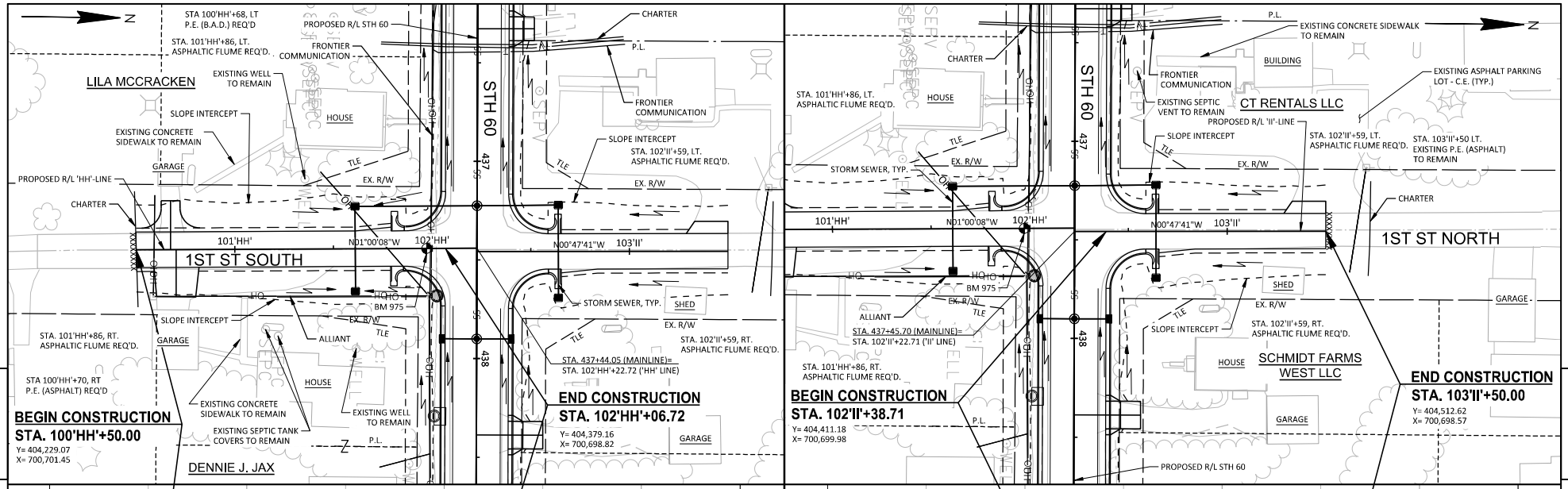
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\PLAN & PROFILE SHEETS\W11615 SIDEROAD P&PS.DWG
PLOT DATE : 5/2/2024 12:59:13 PM
PLOT BY : PRESTIN VANDERHEYDEN
PLOT SCALE : 1" = 1'
LAYOUT : SHEET - (82)

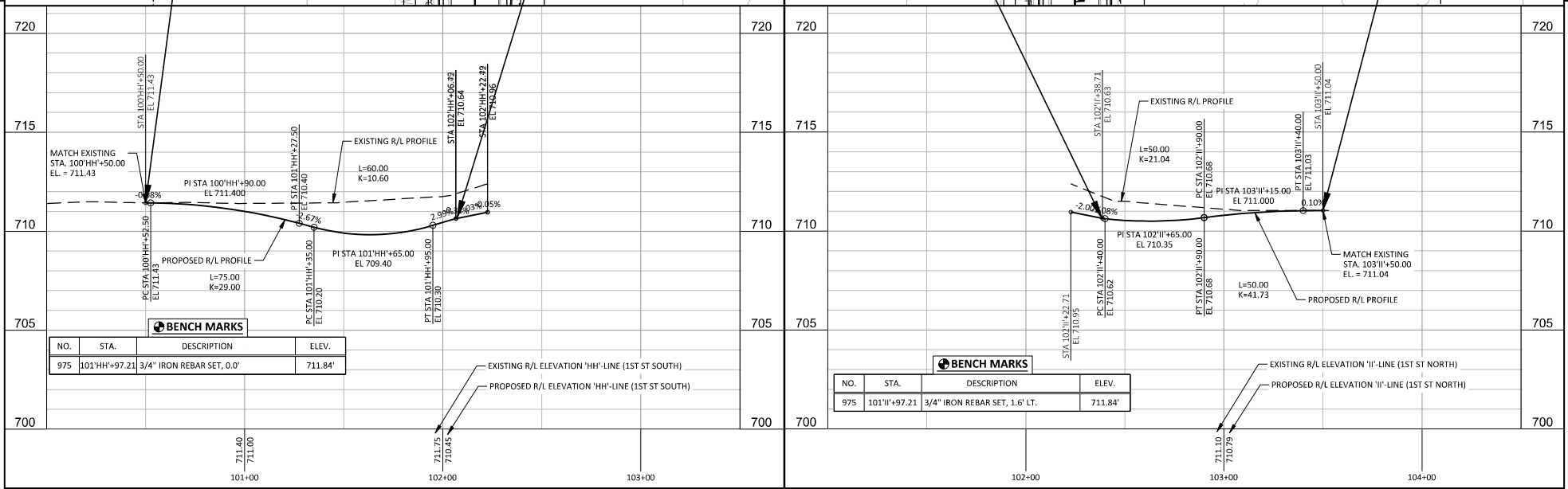




PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: SIDEROADS	SHEET	E

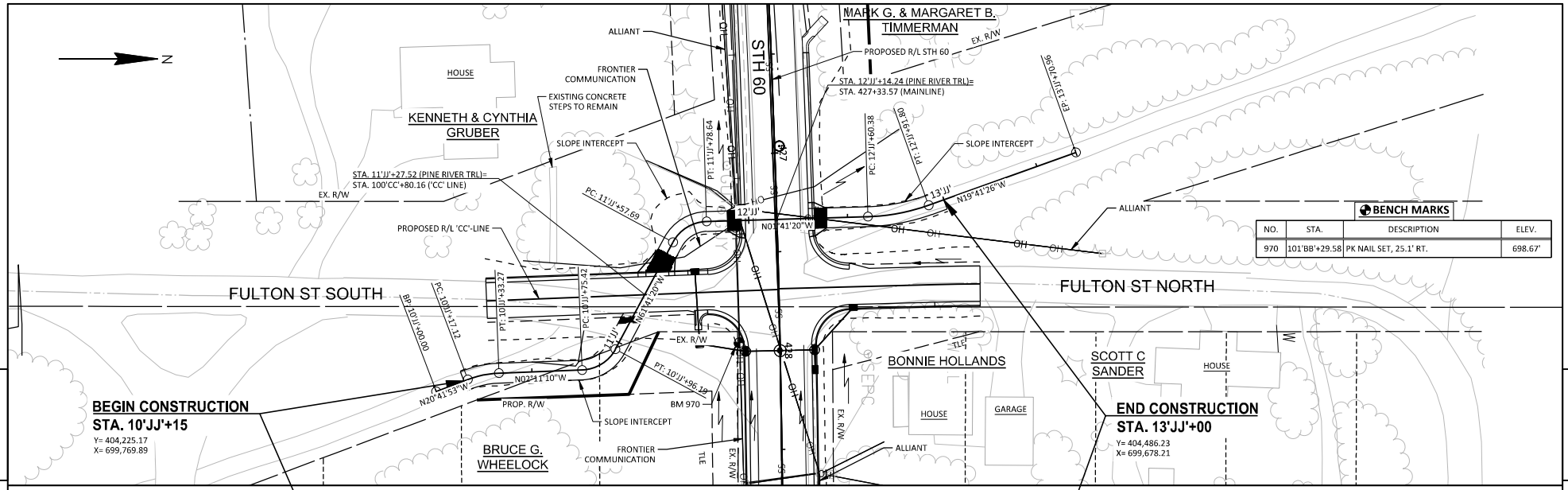
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\PLAN & PROFILE SHEETS\W11615 SIDEROAD P&PS.DWG
PLOT DATE : 5/2/2024 12:59:34 PM
PLOT BY : PRESTIN VANDERHEYDEN
PLOT SCALE : 1" = 1'
LAYOUT : SHEET - (83)

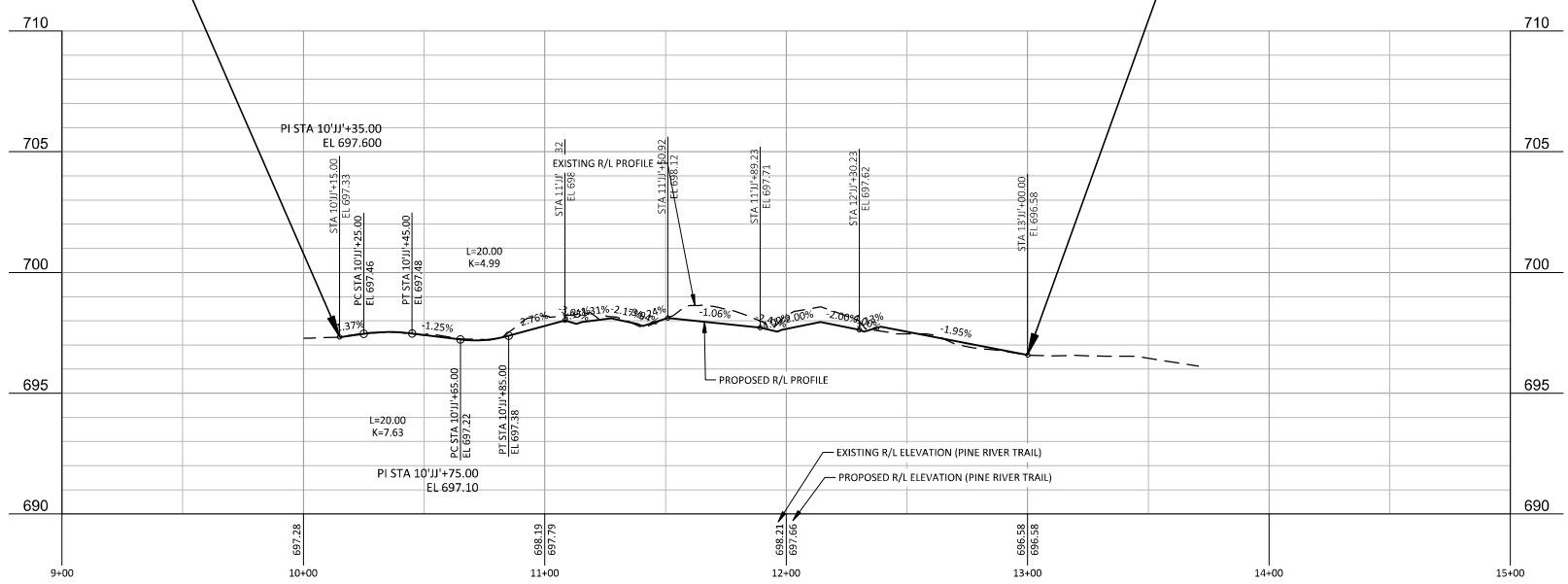




PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: SIDEROADS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\PLAN & PROFILE SHEETS\W11615 SIDEROAD P&PS.DWG PLOT DATE : 5/2/2024 12:59:55 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : SHEET - (84)





PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: SIDEROADS (PINE RIVER TRAIL)	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSPLAN\PLAN & PROFILE SHEETS\W11615 SIDEROAD P&PS.DWG PLOT DATE : 5/2/2024 1:00:06 PM PLOT BY : PRESTIN VANDERHEYDEN PLOT SCALE : 1" = 1' LAYOUT : SHEET - (86)

Appendix 4: Conceptual Stage Relocation Plan

CONCEPTUAL STAGE RELOCATION PLAN

PROJECT I.D.
5190-07-21

SOUTHWEST HIGHWAY
STH 80 – USH 14

STH 60

RICHLAND COUNTY

Prepared by:
Maria Krueger
Bureau of Technical Services
1681 Second Avenue South
Wisconsin Rapids, WI 54494
April 16, 2019
Revised May 2024

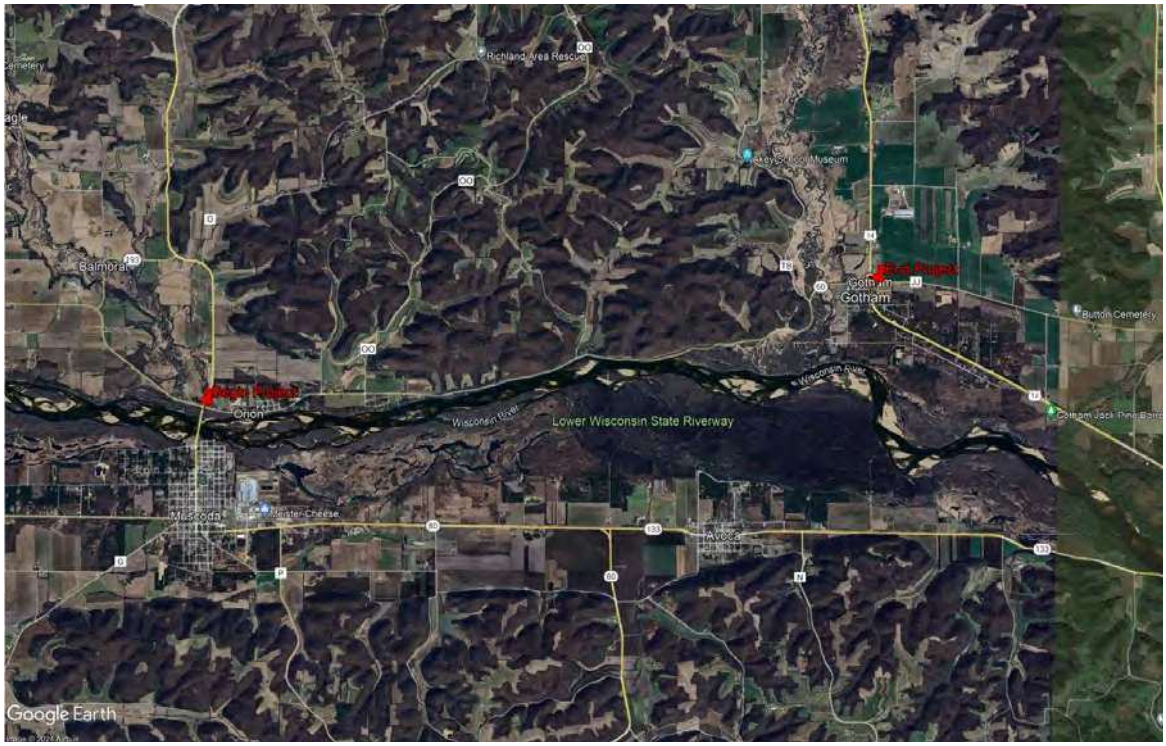
1. Purpose

The purpose of a relocation plan is to assure that the agency will provide adequate relocation payments and services and to determine whether displaced persons can be satisfactorily relocated. The conceptual stage relocation plan is written in estimate form to determine the following:

1. The approximate number of individuals, families, businesses and non-profit organizations to be relocated by the proposed project.
2. The probable availability of decent, safe and sanitary replacement housing within the financial means of the individuals and families affected by the project.
3. The estimated total relocation assistance costs.

2. Project Description

Proposed Work: The section of roadway along the Wisconsin River will be widened. Currently roadway width is 26-28' in width. Proposed roadway will be 2-12 ft lanes with 4-ft shoulders (32-ft wide). There will be barrier wall along the majority of this section of roadway, with some curb and gutter where we can flatten slopes. The existing rock cuts and roadway slopes will be pushed back approximately 18-ft to accommodate the roadway widening. We will maintain the outside (river side) edge and move the roadway over approximately 4-6 ft. This new rock face/cut slope will remove or eliminate the possibility of cutting new driveways back into the existing properties. Currently all the driveways are safety hazards, with vehicles entering and existing them while crossing over the centerline of STH 60. Achieving an adequate sight distance from the driveways is financially/constructability unfeasible in all but a couple instances.



3. Estimated Displacements

According to the Project Manager it was determined that one residential property owners may be displaced with potential of five additional properties that could be impacted by the project alternative. The five additional properties appear to be seasonal. The residential property that appears to be a permanent residence is a 1 ½ story, stick built single family with outbuildings. The additional five houses are ranch style homes that could be occupied as seasonal, rather than permanent residences. Property 1 is considered full time residences. Properties 2 – 6 will likely have access removed to the cabins however are seasonal residences.

1) Owner – [redacted]
2) Access Removed to Cabin – [redacted]
3) Access Removed to Cabin – [redacted]
4) Access Removed to Cabin – [redacted]
5) Access Removed to Cabin – [redacted]
6) Access Removed to cabin- [redacted]

4. Beneficial and Adverse Effects:

The Wisconsin Department of Transportation will be upgrading the section of WIS 60 between State Highway 80 and US Highway 14 in Richland County. During the project, residents and the traveling public will experience short-term adverse effects due to routine construction activities that will include the removal of a large section of bluff adjacent to the highway which will allow for a wider roadway through this tight travel corridor. The long-term benefits of this project will result in a safer highway system for the local residents and traveling public using WIS 60 which travels along the scenic Wisconsin River. Property owners have been made aware of the project and have expressed a willingness to work with the department to improve the overall safety of the highway. This willingness may include the relocation of residence(s) or private driveway(s) if necessary.

5. Relocation Assistance:

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

Federal law also requires that decent, safe, and sanitary replacement dwelling must be made available before any residential displacement can occur.

Compensation is available to all displaced persons without discrimination. Before initiating property acquisition activities, every affected property owners would be contacted and given an explanation of details of the acquisition process and Wisconsin's Eminent Domain Law under Section 32.05, Wisconsin Statutes. Residential and non-residential tenants will also be contacted and provided information and explanation of the relocation process. Any property to be acquired would be inspected by one or more professional appraisers. The property owner would be invited to accompany the appraiser during the inspection to ensure the appraiser is informed of every aspect of the property. Property owners will be given the opportunity to obtain an appraisal by a qualified appraiser that will be considered by WisDOT in establishing just compensation. Based on the appraisal(s) made, the value of the property would be determined, and that amount offered to the owner.

6. Anticipated number of households that will be relocated

Total number of Households to be relocated: 1 single family with 5-7 potential seasonal cabins. Seasonal cabins will be personal property only moves.

Number of available and Comparable Dwellings by Bedrooms/Bathrooms:

1-4 bedroom / 1 bathroom	$264,900
5-4 bedroom /2 bathroom	$195,000 - $808,600
1-4 bedroom / 2.5 bathroom	$395,000
1-4 bedroom / 3.5 bathroom	$324,900
1-5 bedroom / 3 bathroom	$699,000
1-5 bedroom / 5 bathroom	$349,900

All these sales are between a 3 to 20-mile radius.

Rentals

1-4 bedrooms	$850 – 1,600/monthly

These rentals are within a 25-mile radius

Owner	DISPLACED PROPERTY ADDRESS	PRICING DIFFERENTIAL PAYMENT	INCIDENTIAL COSTS	MOVE PAYMENT	TOTAL PAYMENT
1	[redacted]	$200,000	$7,000	$25,000	$232,000
5-7	[redacted]			$25,000	$175,000
				TOTAL ESTIMATED RESIDENTIAL COSTS	**$407,000**

7. Data Sources:

a. Multiple Listing Service (MLS)
b. Loopnet
c. Apartments for Rent
d. For Rent
e. Rent.com
f. Zillow

Appendix 5: Agency and Tribal Coordination

Appendix 5A - WDNR Coordination

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
101 S. Webster Street
Box 7921
Madison, WI 53707-7921

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

12-8-22

Dan Kleinertz
Wisconsin Department of Transportation-Southwest Region
3550 Mormon Coulee Road
La Crosse WI 54601

Subject: DNR Initial Review
Project I.D. 5190-07-00
STH 60 Muscoda – Gotham
STH 80 to USH 14
Richland County
Sec 36, T8-9N, R1W; Sec 31-36, T8-9N, R1E; Sec 30-31, T8-9N, R2E

Dear Mr. Kleinertz:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the above-referenced project. According to your proposal, the purpose of this project is to provide a safe and serviceable roadway that is convenient for area residents, businesses and the traveling public, while maintaining the scenic beauty of the area. The project is needed to address identified corridor deficiencies. Identified needs include Roadway deficiencies (pavement condition, sight distance), Operational and safety deficiencies (substandard horizontal and vertical alignments, substandard cross section), and Structure deficiencies (substandard culverts that have exceeded their life span) Proposed improvements include Roadway reconditioning including vertical and horizontal realignments, roadway widening, guardrail replacements, culvert replacements, clearing & grubbing, slope grading, intersection improvements, ROW acquisition, and shoulder work. If the project proposal changes, please reinitiate coordination with the DNR.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT Cooperative Agreement. Initial comments on the project as proposed are included below, and we assume that additional information will be provided that addresses all resource concerns identified. When requesting Final Concurrence/Water Quality Certification, please send the most up-to-date plan set (including the erosion control plan sheets), contract special provisions, Wetland Impact Tracking Form, Notice of Intent for the Transportation Construction General Permit (TCGP), and any additional pertinent information to demonstrate environmental commitments will be met.

Project-Specific Resource Concerns

Public Lands, Stewardship and Federally Encumbered lands:
There are several public parcels withing the Lower Wisconsin State Riverway property which will be impacted by this project. Coordination on those impacts and funding sources has already begun and will continue to be addressed though project design.

Lands with the potential to be impacted by this project lie within the Lower Wisconsin State Riverway. The Lower Wisconsin State Riverway Property has a unique designation established by the legislature (ss. Chap. 30.40) for the purpose of protecting, maintaining and managing the rich and uncommon natural and cultural resources and outstanding natural scenic and recreational qualities of the lower Wisconsin River corridor.

The most recent Master Plan approved by the Natural Resource Board in August 2016 can be viewed at the link below. The Lower Wisconsin State Riverway Master Plan outlines how the property will be managed, used and developed, and the benefits it will provide. It defines the land and water management practices, recreational uses, other management activities, and additional aspects of the property's future use and development.

https://dnr.wi.gov/files/PDF/pubs/lf/LF0093.pdf

Land and Water Conservation Fund (LWCF) Lands – Section 6(f) Coordination:
Earlier coordination on this project had indicated that this project would impact LWCF funded properties. Since that time, there has been a change in guidance and interpretation of this program. This initial review reiterates that under current Section 6(f) guidance, this project will have **No Impact** to LWCF properties and no further coordination on this issue is required.

US DOT Section 4(f) Coordination:
The U.S. Dept. of Transportation "Section 4(f)" process applies to federally funded transportation projects that impact specific properties (e.g. public parks, wildlife refuges, and recreation areas) as well as properties where Pittman-Robertson or Dingle-Johnson funds have been expended. As previously stated above, DOT/DNR have already commenced coordination on impacted public properties and these impacts are further addressed in the attached Real Estate documentation.

All properties specifically referenced in this letter are managed as part of the Lower Wisconsin Riverway. Any impacts should be coordinated through the transportation liaison with ultimate sign concurrence coming from the DNR property manager.

USFWS Wildlife and Sportfish Restoration Grants:
The Wisconsin DNR must obtain approval from the U.S. Fish and Wildlife Service (USFWS) to divest or issue easements on department land acquired with funding from Wildlife and Sportfish Restoration Program grants, including for lands taken for highway projects. This approval requirement would apply to Crockroft, Ruth E property (Tax Parcel ID: 020-3632-1000), and will need to be coordinated with DNR real estate staff. Please note that this action on the Crockroft, Ruth E property is an entirely separate review and approval process from Section 4(f), which may also be required.

You will need to work with the DNR Real Estate program to obtain approval for the land action divesture in accordance with 50 CFR 80 and 2 CFR 200.

Other Impacts to DNR Lands:
Current plans utilize substantial areas of barrier wall on the bluff side of STH 60. This barrier wall is used to help limit the extent of rock cut and additional slope grading up the bluff required to widen the roadway to meet current safety standards. However, some stretches of uninterrupted barrier wall are long enough to effectively cut public access to certain DNR parcels. In particular the stretch from Sta 201+00 to Sta 226+00 appears it could severely limit public access to large areas of DNR lands, or even effectively remove that access. This would result in a very significant impact to the functions and values of these properties within the Lower Wisconsin State Riverway.

Please provide further details how DOT will ensure reasonable public access to these lands that is comparable to current conditions.

Additional Public Access Locations:
DNR staff have identified a location that is frequently used by the public to access State Riverway properties around Sta. 325+00. Currently the public parks vehicles along the roadway, which may not be the most desirable. If it is possible to incorporate a parking or pull off area in this vicinity it may improve both the public access to state owned lands while improving safety along the roadway. While the majority of the property is on the north side of the road the topography may not be suitable to provide parking. It appears there may be a small elevated upland area located on the south of the roadway that may be suitable for this application, however further investigation would be needed.

DNR brings this to your attention as improving public parking options at this location could improve safety. Additionally, improvements to access to public properties may be considered as mitigation to off-set take of other public lands, however further coordination will be needed to determine this possibility.

Wetlands:
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 WisDOT Wetland Mitigation Banking Technical Guideline. Please provide the wetland community type and quantity of unavoidable wetland impacts, and mitigation information for this project using the Wetland Impact Tracking Form.

Fisheries/Stream Work:
Indian Creek is a cold-water forage fishery. There shall be no in-stream disturbance between May 15th and July 15th, with both dates inclusive of the timeout period. This construction BMP minimizes impacts to special concern species (Lake Chubbsucker, more in endangered resources section) and other aquatic organisms during sensitive time periods such as spawning, and migration.

The Wisconsin River is an ERW (Exceptional Resource Water) and diverse and high quality warm water sport fishery that hosts an abundance of threatened and endangered species. There shall be no in-stream disturbance between March 1st and June 15th, with both dates inclusive of the timeout period. This construction BMP minimizes impacts to sport fish and other aquatic organisms during sensitive time periods such as spawning, and migration.

The Pine River is a warm water sport fishery and wadable smallmouth bass stream. There shall be no in-stream disturbance between May 15th and July 1st, with both dates inclusive of the timeout period. This construction BMP minimizes impacts to sport fish and other aquatic organisms during sensitive time periods such as spawning, and migration.

If erosion control matting is to be used along stream corridors, DNR recommends biodegradable non-netted matting (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animal entrapment. 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.

Waterway Connectivity and Road/Stream Crossing Work:

Culverts should be set and sized in such a manner to avoid or minimize adverse impacts to stream morphology, aquatic organism passage, and water quality. The invert elevation of the new culverts should be set at a distance below the natural streambed elevation, to allow for a natural and continuous streambed condition to occur.

Natural Heritage Conservation Concerns Present
Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated 11/21/22, the /following threatened, endangered and/or special concern species are known to occur in the project area or its vicinity and could be impacted by this project. The Transportation Liaison will initiate coordination with DNR Conservation Biologist.

Cerulean Warbler *(Dendroica cerulea),* a bird listed as Threatened in Wisconsin, prefers lowland deciduous forests dominated by mature stands of American elm, cottonwood, and green ash and large upland blocks of mature dry-mesic to mesic forests.

Acadian Flycatcher *Empindonax virescens),* a state Threatened bird, prefers lowland deciduous forests and heavily wooded hillsides in large blocks of southern forest.

Hooded Warbler *(Wilsonia citrina),* a bird listed as Threatened in Wisconsin. This species is found in large upland forest tracts in southern Wisconsin, where they occur in pockets of dense understory near small or partial canopy openings.

Kentucky Warbler *(Oporonis formosus),* a bird listed as threatened in Wisconsin. This species is found in large tracts of hardwood forest in southern Wisconsin, especially along Mississippi and Wisconsin Rivers and their bluffs, and the Baraboo Hills.

Loggerhead Shrike (*Lanius ludovicianus*), a bird listed as Endangered in Wisconsin, prefers open country with scattered trees and shrubs (usually hawthorne and red cedar), and edge habitat such as open areas in forests.

Prothonotary Warbler (*Protonotaria citrea*), a bird of Special Concern in Wisconsin. This species breeds in floodplain hardwoods in the southern 2/3 of the state, typically in truncated snags among flooded timber.

The following measures will be needed to protect the above listed species: All tree and shrub removal and grubbing should take place between August 31st and April 15th.

Red-shouldered Hawk (*Buteo lineatus*), a bird listed as Threatened in Wisconsin. This species prefers larger stands of older-aged to mature bottomland hardwoods along riparian areas, deciduous swamps, and northern hardwoods or mixed deciduous – coniferous upland forests with wetland pockets or ephemeral ponds interspersed or located in close proximity.

The following measures will be needed to protect the above listed species: Nest surveys should be completed in areas that will be disturbed by this project that are considered suitable habitat. Surveys should be completed by a qualified consultant at DOT's direction and expense. If nests are documented through surveys and they cannot be avoided, an Incidental Take Authorization may be required to proceed with the project.

Northern Long-eared Bat, (*Myotis septentrionalis*), a both state and federally threatened species in Wisconsin, is usually a dull or light brown color, with a gray underbelly. Habitat for the summer may include day roosts in buildings, under tree bark or shutters, or caves during the night.

*This project is within 0.5 miles of a documented Northern Long-eared Bat/Tricolored Bat hibernaculum. Follow the "FHWA, FRA, FTA Programmatic Consultation for Transportation Projects affecting NLEB or Indiana Bat in IPaC" to determine the project activity's affects and/or complete further consultation with FWS, as necessary.

Big brown bat (*Eptesicus fuscus*) is a Threatened species in Wisconsin. It has a dark brown dorsal fur coat and may have light-brown ventral fur. During the summer months, big brown bats are found in various habitats including mixed landscapes of deciduous woodlands, farmlands, edges near water and urban areas.

Little brown bat (*Myotis lucifugus*) is a Threatened species in Wisconsin. Its dorsal fur is a glossy dark-brown to olive-brown color with a lighter ventral side. The little brown bat is insectivorous and feeds on aquatic soft-bodied insects. The species is found roosting in warm microclimates provided by tree snags, bat houses and buildings during the summer.

Eastern Pipistrelle/Tri-Colored Bat, (*Perimyotis subflavus*), (formerly Pipistrellus subflavus), a Threatened species in Wisconsin, is usually a yellowish color, but it may vary from dark brown, or pale yellow to almost orange. Its individual hairs are actually tri-colored. This species typically roosts in caves for hibernation, and does so singly or in small groups.

*This project is within 0.5 miles of a documented Northern Long-eared Bat/Tricolored Bat hibernaculum. Follow the "FHWA, FRA, FTA Programmatic Consultation for Transportation Projects affecting NLEB or Indiana Bat in IPaC" to determine the project activity's affects and/or complete further consultation with FWS, as necessary.

The following measures will be needed to protect the above listed species: All tree and shrub removal and grubbing should take place between August 15th through June 1st. (Note that these dates are less restrictive than timing restrictions associated for other endangered resources for similar work. The more restrictive dates for migratory birds should be given priority as they will cover minimization requirements for these species as well)

Multi Species Bat Hibernaculum (all species referenced above): A bat hibernaculum is a site where bats hibernate over the winter. These sites are most often caves or abandoned mines. They can include one or many species of bats and include both rare and non-rare species. It is important to protect these sites because bats will return year after year to the same hibernation site and can occur in very large numbers. There are several hibernacula in the north hillside along this project stretch. Currently we do not anticipate any direct impacts to these features. We will continue coordination through the design process to ensure this status does not change.

The following measures will be needed to protect the above habitat feature: In order to protect hibernating bats while overwintering in hibernaculum, there shall be no drilling, blasting, or rock excavation between Station 225+00 and 350+00 from October 15th to May 1st.

Blanding's turtles (*Emydoidea blandingii*) are listed as a Species of Special Concern in Wisconsin. They utilize a wide variety of aquatic habitats including deep and shallow marshes, shallow bays of lakes and impoundments where areas of dense emergent and submergent vegetation exists, sluggish streams, oxbows and other backwaters of rivers, drainage ditches (usually where wetlands have been drained), and sedge meadows and wet meadows adjacent to these habitats.

The following measures may be incorporated protect the above listed species, however are not required: 'J-turns' should be installed at silt fence ends to exclude and redirect turtles and other herptiles that may try to move through the project area.

Lake Chubsucker (*Erimyzon sucetta*), a fish listed as Special Concern, prefers moderately clear lakes, oxbow lakes, sloughs of weedy lakes and their associated marshy streams dense with organic debris over bottoms of cobble, sand, boulders, mud or silt. Spawning occurs from mid May through early July.

The following measures will be needed to protect the above listed species: There shall be no in-stream disturbance on Indian Creek between May 15th and July 15th, with both dates inclusive of the timeout period. This construction BMP minimizes impacts during sensitive time periods such as spawning, and migration.

Mussel Bed: Mussel Beds are unique areas within a river reach where there is a large concentration of mussels that often include both rare and non-rare species. These beds correlate with suitable substrate conditions and presence of host species, and can occur in small to large rivers. They are significant due to their diversity and richness of species in a discrete area. There is a high concentration of Mussel beds in the Wisconsin River stretch adjacent to this project that host up to 14 different mussel species, including the Federally endangered Higgins Eye (Lampsilis higginsi), and Sheepnose (Plethobasus cyphyus)

The following measures will be needed to protect the above habitat feature and associated species: Any in water work on the Wisconsin River or in adjacent tributaries at the confluence with the Wisconsin River will require a mussel survey and relocation up to a year prior to construction activities. DNR staff can perform this work provided river conditions allow, however a consultant may be preferred if timing is critical. Additionally strict erosion control and project staging should be implemented to prevent excessive sedimentation to mussel beds along this stretch of river.

Fescue Sedge (*Carex festucacea*), a Wisconsin Special Concern plant, is found in wet meadows as well as open, moist margins of lakes and large river floodplains (i.e., Wisconsin River). Blooming occurs mid-May through early July; fruiting occurs mid May through early July. The optimal identification period for this species is early June through July.

Lanced-leaved Buckthorn (*Rhamnus lanceolata var. glabrata*), a Wisconsin Special Concern plant, is found in dry to moist, brushy thickets with dolomite near the surface, often just below cliffs. Blooming occurs late May through late June; fruiting occurs early July through late August. The optimal identification period for this species is late May through late August.

Pale Green Orchid (*Platanthera flava var. herbiola*), a Wisconsin Threatened plant, is found in a variety of habitats, including moist prairies, sedge meadows, floodplain forests, river banks and ditches. Blooming occurs early June through early August; fruiting occurs early July through late August. The optimal identification period for this species is late June through early August.

Small-flowered Woolly Bean (*Strophostyles leiosperma*), a Wisconsin Special Concern plant, is found in dry, sandy soil, as well as margins of upland woods, dunes and shores. Blooming occurs from August through September. The optimal identification period for this species is late July through late August.

The following measures will be needed to protect the above listed species: Surveys should be conducted in potential habitats that will be impacted by this project. Any individuals identified will be transplanted to suitable habitat on adjacent DNR lands. Surveys should be completed by a qualified consultant at DOT's direction and expense. If relocations are necessary, DNR staff will assist to the extent practicable.

Additionally, with this review it is determined:

- This project is located outside of any High Potential Zones (HPZ) for the Rusty Patched Bumblebee (RPBB), and therefore should have no impact on this federally endangered species.

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 (s. 23.27 3(b), Wis. Stats.). As a result, endangered resources-related 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. Endangered resources information must be redacted from this letter prior to inclusion in any publicly disseminated documents

Invasive Species:
All project equipment shall be decontaminated for removal of invasive species prior to and after each use on the project site by utilizing other best management practices (https://dnr.wi.gov/topic/Invasives/bmp.html) to avoid the spread of invasive species as outlined in NR 40, Wis. Adm. Code. For further information, please refer to the following: https://dnr.wi.gov/topic/invasives/classification.html

- **Emerald Ash Borer:** This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. While it is legal to freely move ash debris or wood throughout Wisconsin, it is a best management practice to prevent spreading the pest to areas where it is not yet established. A frequently updated map of where EAB is confirmed in WI is available at Wisconsin's EAB Information website. As a rule of thumb, if your project is in the southern half of the state and you are removing many dead or dying ash, they may be infested with EAB. If so, consider these best management practices to prevent spread of EAB.

- **Oak Wilt:** This project involves work that may involve cutting, pruning, or accidental wounding of oak trees. Follow WDOT policy regarding preventing transmission of oak wilt, https://wisconsindot.gov/rdwy/cmm/cm-03-10.pdf#cm3-10.2

Floodplains:
The Surface Water Data Viewer (SWDV) indicates that there are special flood hazard areas (e.g., mapped floodplain areas) within the project limits. Proposed temporary or permanent changes in these regulated floodplain areas require that DOT coordinate with the Richland County Zoning. Examples of floodplain encroachments include but are not limited to: changes to waterway crossings; culvert extensions; changes to road surface elevations and/or side-slopes; temporary causeways; temporary structures; general fill. To ensure compliance with the DOT/DNR Cooperative Agreement floodplain attachment, and intent of Wis. Admin. Code, Chapter NR116, please copy the DNR Transportation Liaison when project related floodplain impact information is shared with Richland County Zoning. This

helps DNR document that floodplain issues have been sufficiently addressed prior to issuing Final Concurrence.

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. WisDOT should apply for permit coverage by submitting a Notice of Intent (NOI) prior to, or when requesting Final Concurrence. Permit coverage will be issued by DNR with the Final Concurrence letter after design is complete and documentation shows that the project will meet construction and post-construction performance standards. For more information regarding the TCGP you can go to the following link, and click on the "Transportation" tab: https://dnr.wi.gov/topic/Sectors/Transportation.html.

- All projects require an Erosion Control Plan (ECP) that describes best management practices that will be implemented before, during and after construction to minimize pollution from storm water discharges. Additionally, the plan should address how post-construction storm water performance standards will be met for the specific site. The project design and Erosion Control Implementation Plan (ECIP) must comply with the TCGP in order to receive permit-coverage from the DNR.

- Once the project contract has been awarded, the contractor will be required to outline their implementation of erosion control measures as it relates to the construction project, as well as 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.

- Please be aware the currently proposed project includes new construction sections and changes in stormwater conveyance methods from the current conditions at some locations. Post construction standards will need to be incorporated to meet the standards outlined in NR 151 as required through the TCGP. Please coordinate with this office as needed to address this issue.

Temporary Stream Channel or Culvert:

If a temporary channel is needed for culvert construction, the diversion channel shall be lined with plastic or other non-erodible material, staked, and weighted down with clean stone. A temporary channel or culvert should convey as much flow as possible. At a minimum, the temporary diversion channel/culvert must pass baseflow (approximately a Q-2 year 24-hour storm event). If the waterway is particularly flashy, size the diversion accordingly. Additionally, the temporary channel/culvert should match stream depth and velocity as close as possible to allow the passage of migrating fish and aquatic species. Fish that become stranded in dewatered areas or temporary channels should be captured and returned to the active channel immediately.

These requirements should be addressed in the special provisions and require the contractor to outline these construction methods in the ECIP.

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-

5-1 (November 2019) and the DNR's notification requirements web page: http://dnr.wi.gov/topic/Demo/Asbestos.html for further guidance on asbestos inspections and notifications. Contact Mark Chamberlain, Air Management Specialist (920) 424-7898, with questions on the form. The notification must be submitted 10 working days in advance of demolition projects, regardless of asbestos quantities. Please refer to WisDOT procedures on asbestos inspection and abatement for supplemental information.

Seeding:
DNR is requesting that native seed mixes be used as possible adjacent to DNR properties to protect and enhance the valuable habitats present in the Lower Wisconsin State Riverway. If feasible we recommend considering the use of native mixes for the entire corridor as well. Details on native mixes may be developed as the plan progresses.

Mulching:
DNR is requesting that certified weed free mulch be used for restoration adjacent to DNR properties to protect the valuable native habits present along this stretch of highway.

U.S. Army Corps of Engineers Coordination:
This project may require a permit from the U.S. Army Corps of Engineers (USACE). Please contact USACE for more details.

Other:
All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and does not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, Erosion Control Plan, Wetland Impact Tracking Form, Special Provisions, NOI for the TCGP, and additional coordination if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 608-235-2955, or email at andrew.barta@wisconsin.gov.

Sincerely,

Andy Barta

Environmental Analysis & Review Specialist

cc: Anna Jahns – WisDOT REC
Sam Kube – WisDOT SWEC
Jesse Kellog – DNR
Mike LaBissoniere – DNR
Jennifer Gihring – DNR
Stacy Rowe - DNR
Mark Cupp- LWSRB
Mike Bindl – Richland County Zoning
Teri Schoop – DAAR Corp
Mike Bakalars – Jewell Associates

5190-07-00
STH 80-USH 14
Muscoda – Gotham
STH 60
Richland County

Subject: WisDNR Coordination 2022 4f
Date: September 29, 2022

Attendees: Dan Kleinertz (WisDOT)
Teri Schopp (DAAR)
Anna Jahns, (WisDOT)
Andrew Barta (WisDNR)
Jesse Kellogg (WisDNR)
Mike Bakalars (Jewell)
Steve Vetsch (WisDOT)
Dave Tollefson (KL)

Gave a general overview of the project. Scope has not significantly changed since previous coordination; biggest change is the rock cut. Areas of rock cut were shown on roll plot display and will be shared with everyone. There was an area that a rock bench was added (areas in section 2) to help with constructability and debris falling. Adding the bench pushed the slope intercept slightly north in this area.
Section 1 -Rock cut:
STA 158+00 - 176+20
STA 178+50 – 183+50
Section 2 – Rock cut:
STA 190+00 – 238+50
STA 262+00 – 271+00
STA 278+00 – 281+25
STA 295+50 – 303+50

Everyone was in agreement that there was not any 6f coordination needed for this project, only 4f coordination.

Discussed 4f lands and acreages. The old word document describing each parcel (2018) and the updated word document describing the updates for each parcel (2022) and one new parcel (020-3623-1000) are attached.

Andy discussed how to mitigate 4f lands:

- Mentioned 1:1 land swap
- Upgrades – DNR has 2 parking areas: (1) Schmidt Lane STA 13+50 and (2) Near STA 275+/-
- Jesse mentioned an additional access point near STA 328+00 need to look into this further. Dan asked if Andrew could put this request in the response letter.
- Jesse noted that the rock cuts may impede access to the WisDNR land. Dan mentioned along this area there are existing rock faces. Jesse and Andrew plan to drive the area again and look at how access may be altered.
- Question was asked regarding TLE and FEE areas and if they are treated the same, Andy answered the areas are not treated the same.

General note to all areas within this project: If any improvement areas are added we need to know asap because we will need to address these with an archaeological investigation.

Next Steps:

- Impact document from WisDNR
- Include funding sources
- Coordinate and get approval from FHWA
- Discuss mitigation options

DOT will make the aerial map available.
After cleaning up the cross sections in the rock cut will make a full plan set available.

5190-07-00
STH 80 – USH 14
Muscoda to Gotham
STH 60
Richland County

Subject: WisDNR Coordination Meeting
Date: September 13, 2023
Time: 1 p.m.
TEAMS Meeting

Attendees:
Teri Schopp
Anna Jahns
Dan Kleinertz
Andy Barta
Jesse Kellogg
Dave Tollefson
Greg Messling
Lisa Hemesath
Jenny Fredrickson
Cory Schlagel
Jennifer Gihring

Briefly give an update to the status of the project. At this point in the design, we can commit to the alignment as detailed in the previously shared plan sets. The slope intercept points are continuously being looked at as the design progresses, and none of these points have changed significantly.

The designers have started to look more closely at drainage, and we are going to look further into adjusting the outlet end of culverts to avoid existing trees. At this time construction staging details have not progressed to a point that further discussion will be valuable. When we have further details, we will share them with you and look to receive your feedback.

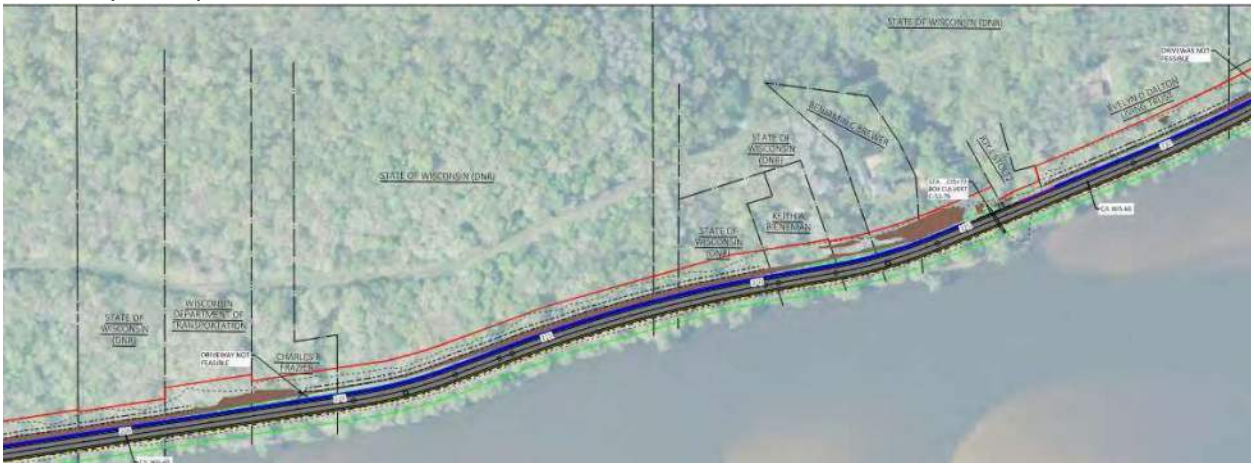
Discussion Topics:

4F lands

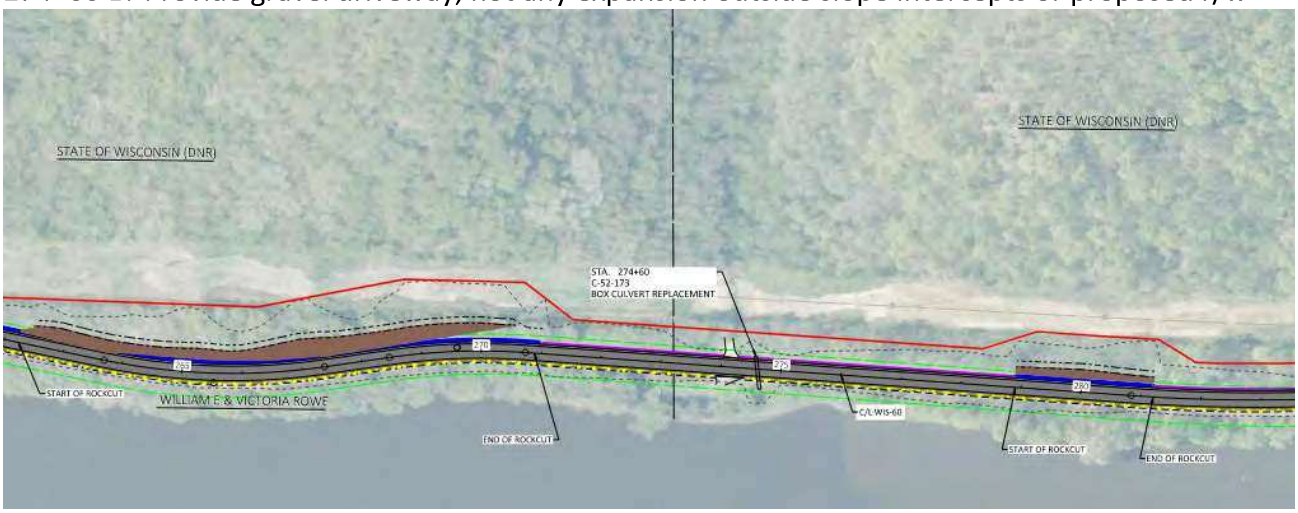
1. Access Points to Potentially Mitigate 4f Lands

- 153+00 RT, Mounds at this location, gravel driveway

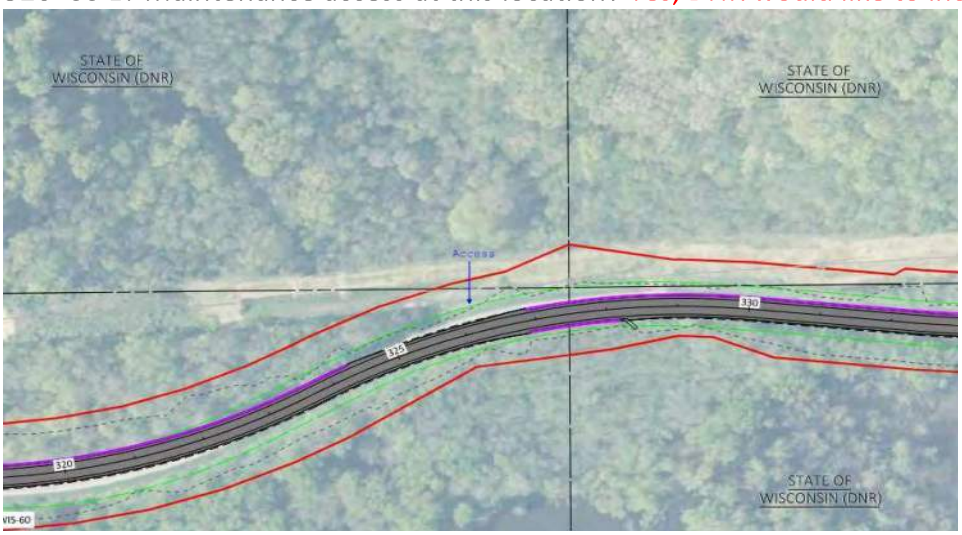
- 225+00 LT – Looked at this area and did not find any safe points to access along this stretch for a driveway. Will provide walk in location near 225+50.



- 274+00 LT Provide gravel driveway, not any expansion outside slope intercepts or proposed r/w



- 326+00 LT Maintenance access at this location? Yes, DNR would like to include this access.



- Schmidt Lane pull off (loop), Provide gravel driveway, not any expansion outside slope intercepts or proposed r/w

- Additional option at end of Cul-de-Sac Yes, Andy would agree with this.

2. Acreage to Potentially Mitigate 4f lands:

At the previous meeting in the fall of 2022 there was mention of land swap.
Attached are the parcel descriptions that were discusses at the previous meeting, below is a summary of the parcels:

DNR Land Acquisitions - Project

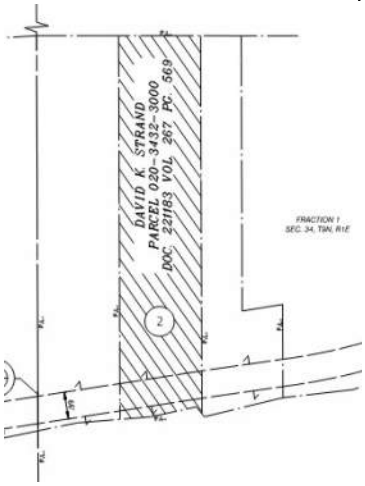
Word Doc Parcel #		Richland Co. Parcel #	Total Acreage	RW (SF)	PLE (SF)	TLE (SF)	Total (SF)	RW (AC)	PLE (AC)	TLE (AC)	Total (AC)	Remaining Acreage
1	Section 1	020-4212-1000	11.71	328	0	0	328	0.01	0.00	0.00	0.01	11.70
2		020-4020-2000	2.43	1626	0	1765	3391	0.04	0.00	0.04	0.04	2.39
3	Section 2	020-3432-2000	4.22	9148	0	0	9148	0.21	0.00	0.00	0.21	4.01
4		020-3432-5000	14.61	43560	0	0	43560	1.00	0.00	0.00	1.00	13.61
5		020-3431-5000	2.19	4356	0	436	4792	0.10	0.00	0.01	0.10	2.09
6		020-3431-3000	1.28	11326	0	1307	12633	0.26	0.00	0.03	0.26	1.02
7		020-3431-1000	29.07	8712	0	871	9583	0.20	0.00	0.02	0.20	28.87
8		020-3413-6100	0.17	1742	0	0	1742	0.04	0.00	0.00	0.04	0.13
9		020-3523-0000	129.59	145926	0	0	145926	3.35	0.00	0.00	3.35	126.24
21	Section 3	00631211000	26.06	14427	0	0	14427	0.33	0.00	0.00	0.33	25.73
20		00631241000	29.55	23572	0	0	23572	0.54	0.00	0.00	0.54	29.01
19		00631230000	39.26	162986	0	0	162986	3.74	0.00	0.00	3.74	35.52
18		02036140000	37.44	129244	0	0	129244	2.97	0.00	0.00	2.97	34.47
17		02036134000	5.12	26886	0	0	26886	0.62	0.00	0.00	0.62	4.50
16		02036244100	0.2	2021	0	0	2021	0.05	0.00	0.00	0.05	0.15
15		02036312000	25.38	21904	0	0	21904	0.50	0.00	0.00	0.50	24.88
14		02036311000	23.75	21257	0	0	21257	0.49	0.00	0.00	0.49	23.26
13		02036241000	13.36	25836	0	0	25836	0.59	0.00	0.00	0.59	12.77
12		02036231000	17.75	5292	0	0	5292	0.12	0.00	0.00	0.12	17.63
11		02036321000	38.9	106211	0	0	106211	2.44	0.00	0.00	2.44	36.46
10		02035141100	0.75	1648	0	0	1648	0.04	0.00	0.00	0.04	0.71
		Totals	452.79					17.63	0.00	0.10	17.63	435.16

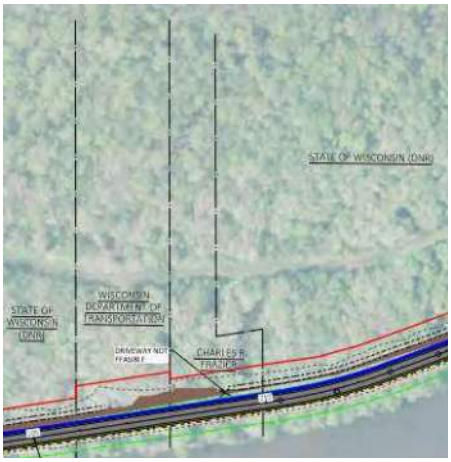
Discuss parcel 020-3632-1000 – where Pittman-Robertson funds were used.

- 2.44 acres

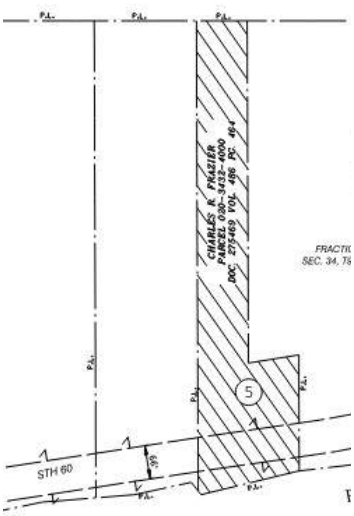
Potential excess real estate from early acquisitions that could be transferred to WDNR and potentially utilized for the parcel listed above.

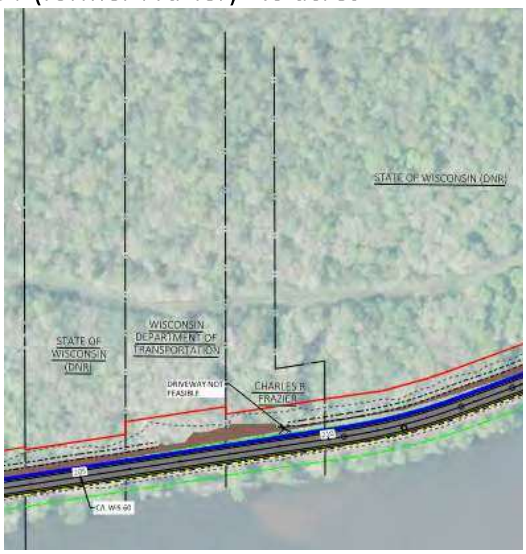
- Parcel 020-3432-3000 WisDOT (former Strand) 3.5 acres





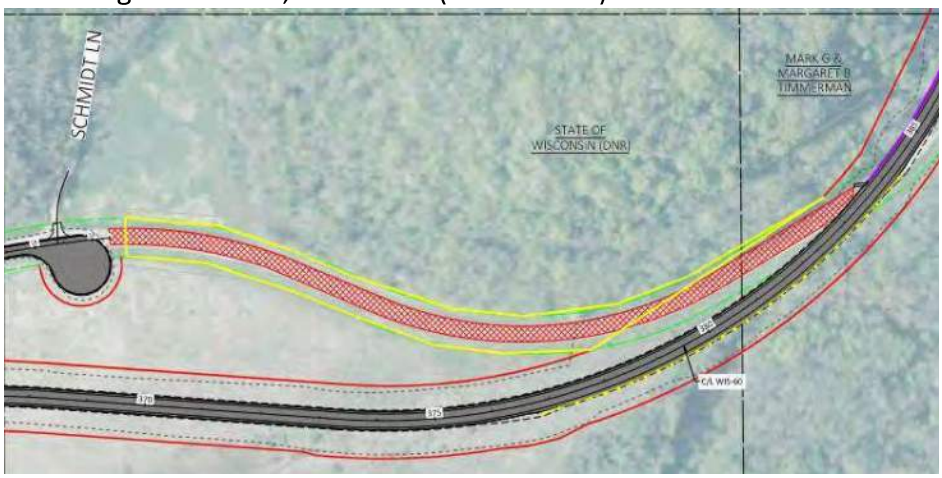
- Parcel 020-3432-4000 WisDOT (former Frazier) 1.8 acres





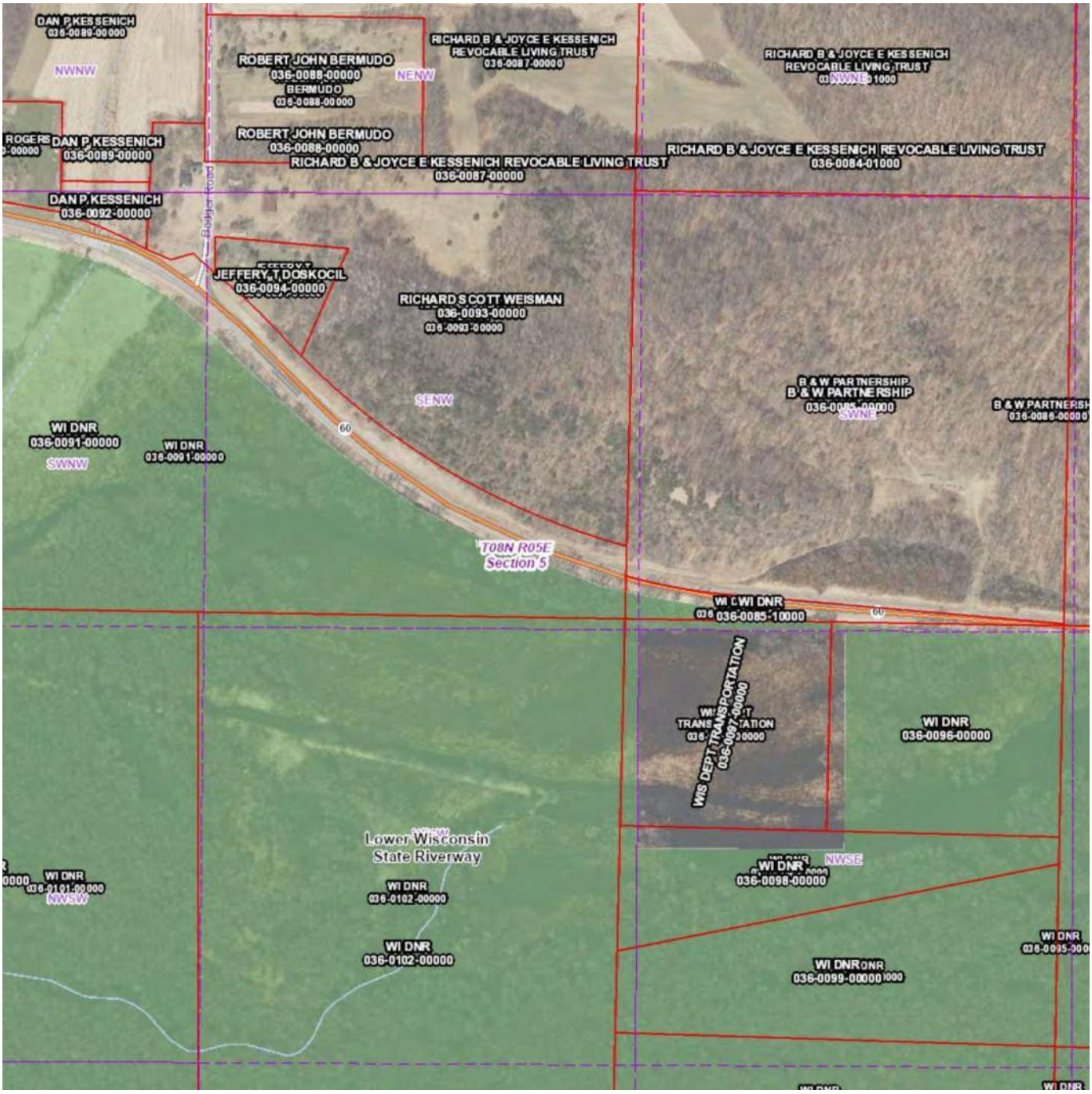
- Parcel 020-3431-6000 WisDOT (former Brewer) 1.1 acres
  - WisDOT is planning to remove all existing structures

- Acorn acres(Sauk County), total is 9.5 acres
- STH 60 Realignment area, 1.74 acres (Yellow area)



Total of all acres listed above 17.64 acres

Discuss timing of real estate transaction?
Type of transaction, trade – then how does timing work?


DAN P KESSENICH
036-0089-00000
NWNW
ROBERT JOHN BERMUDO
036-0088-00000
BERMUDO
036-0088-00000
NENW
RICHARD B & JOYCE E KESSENICH
REVOCABLE LIVING TRUST
036-0087-00000
RICHARD B & JOYCE E KESSENICH
REVOCABLE LIVING TRUST
NWNE
ROGERS
DAN P KESSENICH
036-0089-00000
ROBERT JOHN BERMUDO
036-0088-00000
RICHARD B & JOYCE E KESSENICH REVOCABLE LIVING TRUST
036-0087-00000
RICHARD B & JOYCE E KESSENICH REVOCABLE LIVING TRUST
036-0084-01000
DAN P KESSENICH
036-0092-00000
Badger Road
JEFFERY T DOSKOCIL
036-0094-00000
RICHARD SCOTT WEISMAN
036-0093-00000
SENW
B & W PARTNERSHIP
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SWNE
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036-0086-00000
WI DNR
036-0091-00000
SWNW
WI DNR
036-0091-00000
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Section 5
WI DNR
036-0085-10000
60
WIS DEPT TRANSPORTATION
036-0097-00000
WI DNR
036-0096-00000
Lower Wisconsin
State Riverway
WI DNR
036-0101-00000
NWSW
WI DNR
036-0102-00000
WI DNR
036-0102-00000
WI DNR
036-0098-00000
NWSE
WI DNR
036-0099-00000
WI DNR

Acorn Acres

WisDOT & WDNR
Discussion of Threatened and Endangered Resource Conservation Measures
5190-07-00
STH 60, Richland County
February 6, 2024

Attendance:

DNR: Andy Barta, Stacy Rowe, Lisie Kitchel

DOT: Anna Jahns. Dan Kleinertz, Jenny Fredrickson, Teri Schopp (Daar, Project Coordinator), Dave Tollefson (KL Engineering, Env Document Preparer)

1. Project Overview
    a. Avoidance of impacts to the Wisconsin River and banks has been a focus of design.
    b. Multiple environmental and cultural considerations
    c. Box culvert replacements have the potential to impact the Wisconsin River

2. Mussels
    a. Survey conducted by Stantec late summer 2023, briefly recapped results
    b. Kitchel described the nature of the mussel bed in this location as contiguous and very narrow, at the toe of slope. If any relocation occurs, mussels would need to be moved up- or down-stream, not laterally.
    c. Project has the potential to adversely affect federal- and state-listed mussels
        i. Moving forward with adverse effect determination on 3 federal species, no direct habitat impact, indirect impact possible, low take estimates, USFWS will require compensatory mitigation in the form of in-lieu fee payment for habitat impact
        ii. If WisDOT decided not to relocate, the project would go through the state individual incidental take process. The outcome of that conservation planning may still be a requirement to relocate.
    d. Discussion of draft Relocation Plan
        i. Kitchel: Would like to see the qualitative surveys increased to more than 5 events, and the quantitative survey reduced or eliminated.
    e. DNR asked for clarification on how in-stream impacts would be avoided with box culvert replacements.
        i. Teri Schopp provided a description: Install diversion channel, install turbidity barrier at the toe of slope, remove the existing box culvert, install the new box culvert, remove diversion channel.
        ii. Discussion of placement of the turbidity barrier – could it be placed closer to the culvert than the toe of slope?
            1. WisDOT is referring to the toe of slope at the base of the bank, not the riverbed. At this time, it is not expected that the turbidity barrier would be placed below the approximate OHWM. The turbidity barrier would be intended as a failsafe in case of water level rise.

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2. It is possible that turbidity barrier would not be needed based on final design and site conditions. At this point WisDOT has to identify the maximum impacts based on preliminary design.
3. There will be opportunity to comment on this and other implementation measures in final design and pre-construction phases.

3. Bats
    a. Acoustic survey conducted by Stantec summer 2023, 4 cave bat species documented foraging habitat in the corridor.
    b. Informational: WisDOT is consulting with USFWS on a "Likely to Adversely Affect" determination for NLEB and TCB. USFWS has informed WisDOT that they will require in-lieu fee as compensatory mitigation for habitat impact (tree removal).
    c. Conservation measures to meet DNR Cave Bat BITP/A:
        i. Tree removal will occur between August 16 – May 31
        ii. Within the hibernaculum EO, Rock cutting or blasting will occur from May 16 – September 30.
            1. NOTE: Stacy Rowe indicated that these dates needed to be confirmed. Stacy replied via email on 2/7/24 that these dates are correct.

4. Birds.
    a. DNR IRL identified multiple birds as potentially present in the project area. It will be difficult for WisDOT to commit to the spring avoidance period throughout the project.
    b. Could an individual IT be considered?
        i. DNR: It is difficult to implement an IT for birds because it is difficult to identify appropriate conservation measures.
    c. Is there a subset of these birds with different avoidance dates?
        i. Yes, DNR provided the following:
            1. Loggerhead Shrike: April 20 – August 1
            2. Prothonotary Warbler: May 15 – August 5
            3. 3 upland warblers and Acadian Flycatcher remain April 15 – August 31
    d. Survey options?
        i. Surveys are typically good for one year. For most species, would need to be performed throughout the corridor. Risky as these songbirds move around considerably from year to year.
            1. DNR: Red-shouldered Hawk nest surveys or calling surveys were previously discussed. Loggerhead shrike could be worth surveying for, that would be present primarily from the re-alignment area east to the Pine River floodplain and Gotham, in open floodplain habitat, and it may be possible to determine absence .
    e. Location.
        i. DNR indicated that it may be possible to narrow down the areas of concern for these species.

5. Plants
    a. Brief update: Stantec completed vegetation survey in Summer 2023. No threatened or endangered plants identified, but some special concern species identified. WisDOT is working to identify where avoidance will be possible for those species.

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i. DNR may want to take action on their own prior to the project to remove plants or collect seed.
ii. Jahns will send plant report to DNR.

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WisDOT 5190-07-00

USACE Permitting
April 30, 2024 - via Microsoft Teams

In Attendance:
Teri Schopp (Project Coordinator)
Dan Kleinertz (WisDOT Chief)
Andrew Barta (WisDNR TL)
Dave Tollefson (KL Engineering)
Anna Jahns (WisDOT REC)
Kyle Zibung (US Army Corps of Engineers)
Lisa Lumley (WisDOT Bureau of Tech Services -Water Resources)
Mike Bakalars (Jewell)

Anna shared her screen and gave a brief summary/introduction.

- 2026 Let, 2028 and 2029 construction

The purpose of this meeting is to discuss Section 404 permit considerations for this project.

Anna shared her screen and gave a brief summary/introduction.

- Most recent wetland delineation was completed in 2023 and report will be submitted to WDNR in May 2024
- Anna shared the plan set at the realignment stretch
- Anna shared the draft WITF form, W-6 thru W-12
- First question is the permit type that will be required
    - Not the general permit, individual permit (Standard Permit) due to the 4+ acres – Kyle Zibung agreed
    - USACE Review time period – goal is 120 days, including a 15-day public notice
        - EPA review then occurs after the USACE review
    - Based on Sept 2023 final ruling, the 401 Water Quality Certification is needed to complete the Section 404 approvals.
        - It is ideal to submit it with the 404 application.
            - They could be in process concurrently – USACE can review the 404 application prior to receiving the 401 WQC, however it must be received before they can send the permit to EPA for review.
        - This is typically received with the DNR Final Concurrence, but needs to be a standalone WQC document to submit for the 404 permit.
            - This project may need to request the 401 WQC earlier than typical so the 404 can be completed prior to PS&E.
            - DNR has been adding a separate "finding of effect" sheet to the end of the FC letter for individual permits.
- What is needed for environmental document?
    - Approved WITF, wetland impact displays, and Wetlands Factor Sheet
        - DNR/DOT/USACE MOA covers this documentation of mitigation requirements at this stage of design
    - Provide any future commitments that are needed, including permitting
        - Do not need the permit at this time, only the provisions included in the permit application

    - Address navigation requirements if applicable – with DNR and any local municipalities
    - Lisa Lumley – FHWA has been asking WisDOT to conduct a functional analysis for more than minimal wetland loss.
        - Anna will follow up with Lisa Lumley and FHWA if needed

- Stream and waterway impacts
    - Anna shared the box culvert locations on google map (3 locations)
    - There are many additional culvert replacement locations
        - Design considerations have been applied, including shifting pipes, to avoid impact to the Wisconsin River
    - Bank stabilization for box locations, would not require additional waterway mitigation (but may be included in the wetland fill)
    - Note within the 404 permit application if there is culvert widening or riprap, and provide the ordinary high water mark (OHWM).
    - Two named streams, Indian Creek and Pine River, no work on these structures
    - Secondary streams noted in Stantec report (ex page 47 of 258) – note in the 404 application if ditches are relocated, if streams change with roadway widening etc., or if culverts are widened
        - These may be considered stream loss
    - Provide a table of stream impacts and all regulated fill in the 404 application
        - Extending culvert, widening culvert, filling and relocating, riprap over and under the OHWM, other fill, etc.
        - Discussion of the USACE definition of a stream. Lisa Lumley provided: For the purposes of this document (USACE Stream Mitigation Procedures) "streams" are channels of flowing water on the landscape containing a discernable bed, bank, and ordinary high water mark (OHWM).
            - Andy provided that DNR would not define spring runs as navigable – there may be differences in state vs. federal permitting here.
        - Lisa asked: Include stream loss in the Env Sensitive Areas display along with wetland loss. This assists USACE in review, and avoids the potential for WisDOT mitigation to overlap.
            - Mike noted the stream relocation is part of the previous submittal.
            - Kyle – "Description of stream features worksheet" may be helpful to determine if it is truly a stream.
                - Anna notes to design team: This SFW was not part of the current consultant work order, we could include it in the future or if there are a handful of locations on this project to take a closer look at.
            - May include a provision in the permit to address Section 7 impacts.
    - Env doc and application material – Lisa Lumley advised to highlight enhancements, for example if water connectivity is increased, including DNR consultation on these improvements. This will help the review process.
- Lisa – Army Corps Liaison agreement/position is getting close to being completed, may need to transition some projects to this process. Kyle agrees this project may be a good candidate for this process.

These notes were provided to attendees for review on 6/4/2024; no comments received.

From: Jahns, Anna H - DOT
To: Barta, Andrew H - DNR
Cc: Kube, Samuel J - DOT; Vetsch, Stephan - DOT
Subject: RE: 5190-07-00 - Richland - STH 60, Muscoda - Gotham - Section 4(f) De Minimis
Attachments: image001.png

Hello Andy,

Thank you again for sitting down with Sam Kube and me last week. I wanted to send this recap so that we can pick up where we left off when we next revisit this, likely along with the designers. Please let me know if I'm missing anything that we discussed!

- Stormwater
  - Further hydrology and hydraulic analysis will be completed for this project. DNR and DOT agreed that it is preferred to evaluate each construction project individually for stormwater quality management goals
    - Noting that there can be further discussion of mitigating the Total Suspended Solids (TSS) targets on adjoining projects within the overall design project if there are challenges with achieving the stormwater quality management goals in any of the individual project segments

- Wetland Mitigation Ratios
  - Red Flag designation applies specifically to the riparian forest (RPF) within the project area. The RAMSAR designation applies to all of the wetlands.
    - RPF should be prioritized for impact minimization and water quality protection where possible
    - DNR requests that RPF impacts be mitigated with RPF type wetlands from existing mitigation banks (Anna will discuss this with the SWR ledger keeper regarding availability).
      - After looking at drainage impacts, the ratio may still need to be increased beyond the standard
  - DNR acknowledges that the project has been designed all along with the intent to minimize impacts to wetlands and aquatic resources.
  - Mitigation ratios would need to be increased in locations where wetlands incur stormwater infiltration
    - This would be coordinated during final design, prior to wetland individual permit application.
    - "worst case" would be an additional 0.5 above existing ratios.

- Specific areas to consider (not all-inclusive):
  - Stormwater:
    - Modifications in Gotham (likely already addressed with planned retention basin)
    - Urban section conversion in Orion
    - Any other areas converted to an urban section
    - Areas with direct discharge to the river
  - Stormwater and Wetland:
    - Realignment area with discharge to floodplain
      - DNR will follow up on: Are there any unique considerations for the realignment stretch which would discharge to a floodplain?
    - Discharges to RPF wetlands
  - Project staging to manage sediment control needs

- TCGP has a stipulation for no new discharges to an Outstanding Resource Water (Lower Wisconsin is an ORW).
  - This may be unavoidable on this project – DOT will need to identify where/if it is occurring, and come to an agreement with DNR
  - Sam and Andy will work together, and with DOT Central Office, on how this applies to/affects the project

Thank you,

Anna Jahns
Southwest Regional Environmental Coordinator (REC)
Office: (608) 785-9961 Cell: (608) 769-6828
E-mail: annah.jahns@dot.wi.gov

From: Barta, Andrew H - DNR <Andrew.Barta@wisconsin.gov>
Sent: Thursday, August 15, 2024 3:30 PM
To: Jahns, Anna H - DOT <annah.jahns@dot.wi.gov>
Subject: RE: 5190-07-00 - Richland - STH 60, Muscoda - Gotham - Section 4(f) De Minimis

Hi Anna,

I have reviewed Stantec's delineation report and have no concerns or comments with their findings or methods.

As for the special status of wetlands, I feel that the RPF wetlands impacted by this project would be considered "red-flag wetlands" per the WisDOT mitigation technical guidelines. Furthermore, I think all the wetlands within this project corridor have a special status as the Lower Wisconsin Riverway is recognized as a Ramsar wetland of international importance. What that means and how we approach it though, I think can be up for discussion. I'll provide my take and we can move forward from there.

While the wetlands present in the project area are ecologically important and considered to hold a special status, the primary objective for this project in regard to wetlands is to avoid and minimize direct and indirect impacts. This included developing alternatives to avoid and minimize direct discharges (fill) to wetlands. WisDOT has, and continues, to consider these impacts as the project design progresses. Long term impacts need to be considered as well, such as water quality and post construction stormwater treatment bmp's to further minimize the long-term deleterious impacts from the roadway runoff. Additionally, consideration should be given to construction impacts and efforts to phase & stage the project to limit erosion during construction. Due to site specific constraints, many traditional bmp's may not be effective and limiting exposed soils may be one of the most effective approaches to control runoff from the project. If we're able to protect the adjacent wetlands by ensuring adequate stormwater treatment on the project, I think we could mitigate at the standard ratios outlined in the tech guidelines.

Let me know your thoughts. I'd also like to sit down with the SWEC and project team when we all have time to go over preliminary stormwater details and expectations as it relates to the TCGP.

Thanks,

Andy

We are committed to service excellence.
Visit our survey at http://dnr.wi.gov/customersurvey to evaluate how I did.

Andy Barta
Phone: 608-235-2955

Tuesday, November 26, 2024

Katrina Salewski
Zoning Administrator
Richland County Zoning Office
181 W. Seminar, Courthouse
Richland Center, WI 53581

Subject: STH 60 Realignment near Pine River H&H Review

Dear Katrina Salewski,

As requested, the Department of Natural Resources (Department) has completed a review of the Floodplain Study for the STH 60 Realignment Project on the Pine River in Richland County. The analysis was submitted by Edward Lilla of the Wisconsin Department of Transportation to determine whether it will meet the Standards of NR 116, Wisconsin Administrative Code.

The modeling includes proposed project work for the realignment of the STH 60 roadway. The project spans from the Village of Gotham past the Pine River.

The submittal provided meets the Standards of NR 116, Wisconsin Administrative Code and is hereby approved. The approved floodplain study consists of the following elements:

1. A HEC-RAS model submitted November 11, 2024
2. A memo report accompanying the initial analysis packet sent May 6, 2024
3. Location Map
4. Project Narrative from the initial packet sent on May 6, 2024
5. Plan set of roadway exhibits at Pine River including Cross Sections
6. Project Hydrology Calculations
7. 400-Scale Contour Map and Flood Map
8. Floodplain Data Table

Modeling indicates that the project will cause increases in the base flood elevation (BFE) downstream of the project; however, the increases are no more than 0.03 ft of increase at any cross section. It will not impact any properties not already impacted by the existing Zone A floodplain. However, in accordance with NR 116.11(3)(a), local staff should verify that all appropriate arrangements have been made with all property owners affected by the increased flood elevations.

The County is advised that they must document cumulative impacts to BFE in a Zone A that result from successive projects. Projects resulting in an increase to BFE of 1.0' or more, when considered cumulatively with the impacts of prior development, require submission to FEMA for a Conditional Letter of Map Revision (CLOMR). Based on our review of the submitted report, the analysis meets the standards of NR116. This review and approval only relate to the requirements of NR116. It does not apply to other State, Federal, or local permits that may be required.

If you have any questions or require additional information regarding the review of this study, I can be reached at 608-228-4935 or via email at jonathanj.wagner@wisconsin.gov. Thank you for your efforts.

Sincerely,

Jonathan J. Wagner
Water Management Engineer

Wisconsin Department of Natural Resources
Fitchburg office

CC: Partick Boland, Jewell Associates

Michelle Hase, WI DNR

Daniel Kleinertz, WI DOT

Edward Lilla, WI DOT

Appendix 5B - Lower Wisconsin State Riverway Board Coordination

5190-07-00
STH 80-USH 14
Muscoda – Gotham
STH 60
Richland County

Design Meeting Updates with LWRWB and WisDNR
9/21/2022
8:30 a.m.

Attendees:	Dan Kleinertz (WisDOT)	Anna Jahns (WisDOT)	Mike Bakalars (Jewell)
	Andy Barta (WisDNR)	Teri Schopp (DAAR)	Mark Cupp (LWRWB)
	Steve Vetsch (WisDOT)		

Dan went through plan set and gave an overview of the project. Started on West End and worked to the East End.
Section 1:

- Moving alignment to the north where possible to avoid disturbance along the riverside of STH 60. In Orion there is curb & gutter on the north and beam guard along the south side.
- Orion is outside LWSRB jurisdiction. Looked specifically at the Fisher (56+00) driveway with the longer driveway with safer sight distance shifted to west through (what was thought to be) a WisDOT parcel. Mark deferred to DOT as they do not have jurisdiction.
- Rock cut around Sta 160+00 -175+00 was not previously shown by DOT – Mark indicated this area is not considered pristine to the LWSRB because of the homes on the riverside and did not believe this would be an issue to the board (but needs to follow up).
- Went through typical section of rock cut that has changed and the added bench. Indicated the Rock cut would have bench/ catchment area part way up the cut for falling rocks and will also aid in construction. It was brought up to Mark that the bench area would vegetate. Briefly discussed planting – need further discussion to ensure the appropriate species are considered.
    - Rock cut was needed because the river side was held to minimize disturbance along the river.
    - Approximate station of rock cut beginning is STA 156+00
    - ANDY AT SOME TIME MADE A COMMENT THAT THE BENCH COULD BE USED IN TSS CALCULATION (HELP IN REDUCING TSS).

Section 2:

- Pristine areas is basically all of what DOT considers section 2. Discussed aesthetic treatments here. There are box culverts in this area that we need to look at potential form liners and staining on the discharge end.
- In the rock cut sections there is barrier along the north side – Mark asked if there would be an option to stain the barrier. Dan asked that Mark request this in his response letter to WisDOT.
    - Need to look into options for painting of beam guard, past projects were very expensive.
    - Possibly consider different painting systems.
- Dan brought up that we still need riprap at end of box culverts and pipe.
- Mark brought up several springs the one near River Ridge View / Bogus Bluff ST 237+00 is nice how it cascades down to the river.
    - Another one by the Bremmer house and sta 225+00?

    - Possibly another spring at Bartles
    - Possibly another where Imhoff and Wagner driveway meets
    - Mark will note these in his responses to the latest letter sent by DOT.
    - Possibly consider a spring box detail, will need to look into drainage in these areas.
- Bremmer Property – Barn and House will be removed, an access to the parcel will be part of the project.
- Imhoff Wall – Will be going thru consultation, trees may be an issue and in conflict.
- Andy has some concerns that standard erosion control measures will not work in the rock cut areas and asked if the amount of area opened up could be limited, Dan asked Andy to address this in his response letter to WisDOT.
    - It is not known if the construction will be one year or two years.
- Mark asked about the Rowe Cabin (Sta 274+00) and the DNR parking area. There were talks in the past to remove the cabin due to the access. It was presented the last time DOT came to a board meeting. Mr. Rowe was very upset. Since DOT redesigned but stayed in same footprint and save the cabin access
    - There was also discussion of using this DNR access and the new box culvert to get to the river – DOT look at the box culvert in the past to get to the river. Access would need to be ADA accessible and was considered infeasible. DOT committed to relooking at this since the re-design to save the cabin was done, it was uncertain if it was looked at
- There are several driveways that are infeasible, will work with property owners and give them an option to keep the property with no access or have the entire parcel be bought out.
- Stoltz – will maintain driveway
- Looking into connecting beam guard along south side near 242-245 and 249-252, to avoid additional areas of disturbance.
- Box Culvert C-52-173 – Possible access to parking thru box culvert? Dan stated this may be infeasible due to ADA requirements.
- Rowe property will maintain an access point.

Section 3:

- Reviewed plan sheets of realignment area.
- Avoided the pond near 380+/- by having slightly steeper slopes.
- Keeping the profile above flood plane elevation in realignment area.
- At STH 60 and CTH TB – box culvert will not be extended, beam guard will remain.
- Pine River Trail – reviewed layout
- Storm sewer discharge in Gotham, need further discussion with WisDNR. Dan requested Andy address the discharge location in his response letter to WisDOT.

Mark stated the next board meeting is Oct 13th. They have a pre-meeting on Monday Sept 26th, after this pre-meeting, Mark will get back to WisDOT and let us know if there is a need to attend the October 13th meeting.

Lower Wisconsin
State Riverway Board
202 N. Wisconsin Avenue · PO Box 187 · Muscoda, WI 53573
(608) 739-3188 · 1-800-221-3792 · FAX (608) 739-4263
Email to: mark.cupp@wisconsin.gov
Web site: http://lwr.state.wi.us

TO: Daniel Kleinert, Project Development Supervisor
WisDOT SW Region La Crosse

FROM: Mark E. Cupp, Executive Director
Lower Wisconsin State Riverway Board

RE: STH 60 – Gotham to Muscoda

DATE: May 15, 2023

The Lower Wisconsin State Riverway Board (LWSRB) has reviewed the design for reconstruction of STH 60 between Gotham and Muscoda. The LWSRB appreciates the DOT's efforts to comply with s. 30.455, Stats., to notify and consult with the board on this important project. Clearly, the LWSRB is interested in impacts on the scenic beauty and natural character of the Riverway, including impacts on known archeological and historical sites.

The LWSRB wishes to take this opportunity to affirm the position previously taken in support of the design for the project with the understanding that significant design changes should be reviewed by the board prior to construction. The area of most significant concern stretches from Bogus Bluff to a point west of the Bremmer corner. This portion of roadway is most visible from the river. Rock cuts, vegetative removal, beamguard treatments, revegetation of disturbed areas, are all important aspects of the project from the LWSRB perspective.

I look forward to working with you and your colleagues on this major project as it continues to move forward. As you may know, it seems as though I have been spent my entire 33+ year career with the Riverway Board working on STH 60 between Gotham and Muscoda in some fashion. Perhaps I will actually see this beautiful section of state highway reconstructed before I retire!

Thank you for the opportunity to comment and thank you for your time and cooperation.

Cc: LWSRB members

Appendix 5C - DATCP Coordination

State of Wisconsin
Governor Tony Evers

Department of Agriculture, Trade and Consumer Protection
Secretary Randy Romanski

August 3, 2023 *Via email*

Dan Kleinertz
WiSDOT SW Region- La Crosse
3550 Mormom Coulee Road
La Crosse, WI 54601

Dear Dan Kleinertz:

Re: Project ID: 5190-07-00
Project Name: WIS 60 (WIS 80- US 14)- WIS DOT 5190-07-00
County: Richland

The Department of Agriculture, Trade, and Consumer Protection (DATCP) has reviewed the notification and any supplemental information you have provided concerning the potential need for an agricultural impact statement (AIS) for the above project. We have determined that an AIS will not be prepared for this project, based on the reasoning provided below.

The proposed easement(s) and/or acquisition(s) of agricultural land(s) are less than the statutory minimum of five acres of impact to any single farm operation as required to mandate an AIS according to Wis. Statute § 32.035.

Please note that if the proposed project or project specifications are altered in any way which could be construed as increasing the potential adverse effects of the project on agriculture or on any farm operation, DATCP should be renotified. Please contact me with any questions.

Sincerely,

Katy Smith
Manager, Land and Resource Management Section
(608)224-4621
Katy.Smith@wisconsin.gov

DATCP ID: #4527

SUMMARY AIN

WIS 60 (WIS 80 – US 14)
Muscoda to Gotham
Richland County
5190-07-00

1. **Project Contact and Billing Contact**

Dan Kleinertz, P.E.
Project Manager
WisDOT SW Region – La Crosse
3550 Mormon Coulee Road
La Crosse, WI 54601
608-789-5709
Daniel.Kleinertz@dot.wi.gov

2. **Project Description**

The proposed project corridor is located on the section of WIS 60 that runs from the intersection of WIS 60/WIS 80 near the Village of Muscoda, in the Town of Eagle, easterly through the Town of Orion to where WIS 60 intersects with US 14 in the rural community of Gotham, located in the Town of Buena Vista. The study area is approximately 8 miles in length, in a predominantly rural area of Richland County.

The portion of WIS 60 in which the project resides is classified as a Scenic By-Way and follows along the north side of the Wisconsin River, with bluff lands to the north side of the highway.

This portion of WIS 60 was constructed in 1929 and has not seen any major reconstruction since being built. There has been some minor shoulder widening done over time, including several structure replacements and box culvert extensions, but no major upgrades to the highway have been completed.

The purpose of the proposed action is to preserve the function, operation, and safety of the WI 60 corridor in the overall transportation system; providing a safe and serviceable corridor for area businesses, residents, and the traveling public while also meeting WisDOT roadway safety standards.

Identified needs include:

- Deteriorating Roadway Conditions
- Crash/Safety Issues
- Operational Deficiencies (deficient horizontal and vertical curves, site distance, roadside hazards, and drainage structures)

3. **Project Location**

The proposed project corridor is located on the section of WIS 60 that runs from the intersection of WIS 60/WIS 80 near the Village of Muscoda, in the Town of Eagle, easterly through the Town of Orion to where WIS 60 intersects with US 14 in the rural community of Gotham, located in the Town of Buena Vista.

The project corridor is located in the Section 36, Town 8-9N, Range 1W; Sections 31-36, Town 8-9N, Range 1E; and Sections 30-31, Town 8-9N, Range 2E.

4. **Project Timing (start/end dates)**

The project is currently in an Environmental Review and Design phase.
A tentative project schedule is shown below.

Task	Proposed Date
Environmental Document	February 2024
Real Estate Acquisition	August 2024-August 2026
PS&E	August 2026
Construction	Summer 2027

5. **Whether Agricultural Lands are Impacted, and How They are Acquired**

There are four (4) types of agricultural land impacted by the project: cropland, pasture, forest management, and other agricultural land.

A total of 2.48 acres of cropland will be impacted; all acquired with fee-simple.

A total of 0.13 acres of pasture will be impacted; 0.04 acres of pasture lands will be acquired as a temporary easement and 0.09 acres of pasture land will be acquired with fee-simple.

A total of 2.76 acres of forest management land will be impacted; all acquired with fee-simple.

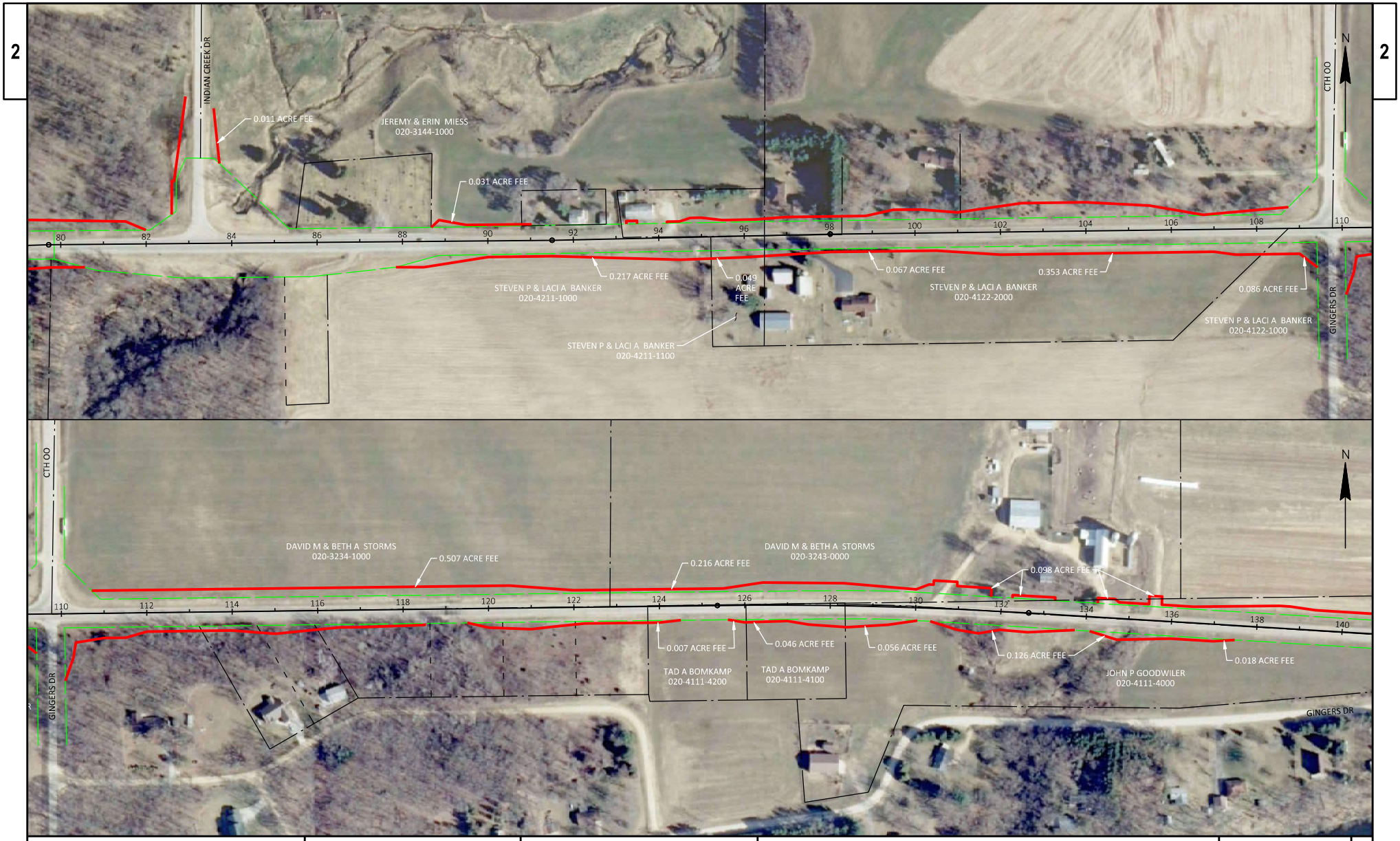
A total of 0.13 acres of other agricultural land will be impacted; 0.03 acres of other agricultural land will be acquired as a temporary easement and 3.79 acres of other agricultural land will be acquired with fee-simple.

TABLE 2 - LAND USE SUMMARY (ROW & PROJECT SITES)

See table instructions and definitions below

Revision 11.2022

Agricultural Land Use	*For Each Project Alternative*			
	Permanent Easement (acres)	Temporary Easement (acres)	Purchase (Fee-Simple) (acres)	Total Acres
Cropland		0.00	2.48	2.48
Pasture		0.04	0.09	0.13
Idle or Fallow Fields		0.00	0.00	0.00
Forest Management		0.00	2.76	2.76
Specialty Farmland*		0.00	0.00	0.00
Other Agricultural Land		0.03	3.79	3.82
Non-Agricultural Land		0.00	0.00	0.00
Total	0.00	0.07	9.12	9.19



PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	AGRICULTURAL IMPACTS	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\DESIGN\DESIGN CHECKS\ROW AREAS FOR ENVIRO DOC TYPE.DWG
LAYOUT NAME - 51900771 Aglmp 01

PLOT DATE : 5/12/2023 9:23 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

PROJECT NO: 5190-07-71	HWY: STH 60	COUNTY: RICHLAND	AGRICULTURAL IMPACTS	SHEET	E

FILE NAME : N:\3001009.00\CIVIL 3D 2018\DESIGN\DESIGN CHECKS\ROW AREAS FOR ENVIRO DOC TYPE.DWG
LAYOUT NAME - 51900771 Aglmp 02

PLOT DATE : 5/12/2023 9:23 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ##########

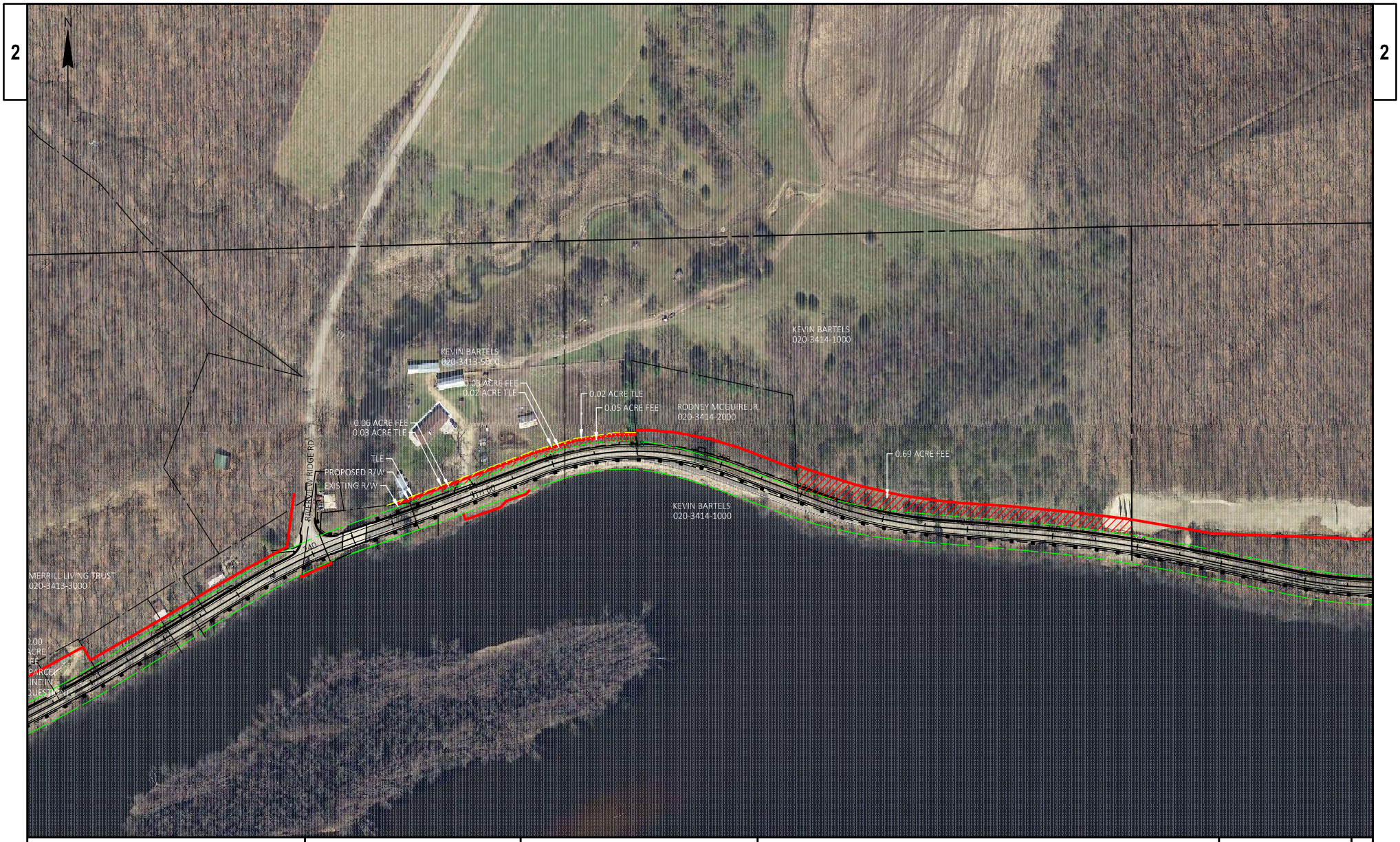
WISDOT/CADDS SHEET 42

PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	AGRICULTURAL IMPACTS	SHEET	E

FILE NAME : G:\JEWELL\STH 60\CIVIL 3D\ORIGINAL DATA FROM WISDOT\51900700-2020\BASEDATA\GIS\STH60_AG_PARCELS.DWG
LAYOUT NAME - 1

PLOT DATE : 5/9/2023 3:36 PM PLOT BY : ERIC ANDRITSCH PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADOS SHEET 42



PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	AGRICULTURAL IMPACTS	SHEET	E

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LAYOUT NAME - 2
PLOT DATE : 5/9/2023 3:36 PM
PLOT BY : ERIC ANDRITSCH
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

PROJECT NO: 5190-07-60	HWY: STH 60	COUNTY: RICHLAND	AGRICULTURAL IMPACTS	SHEET	E

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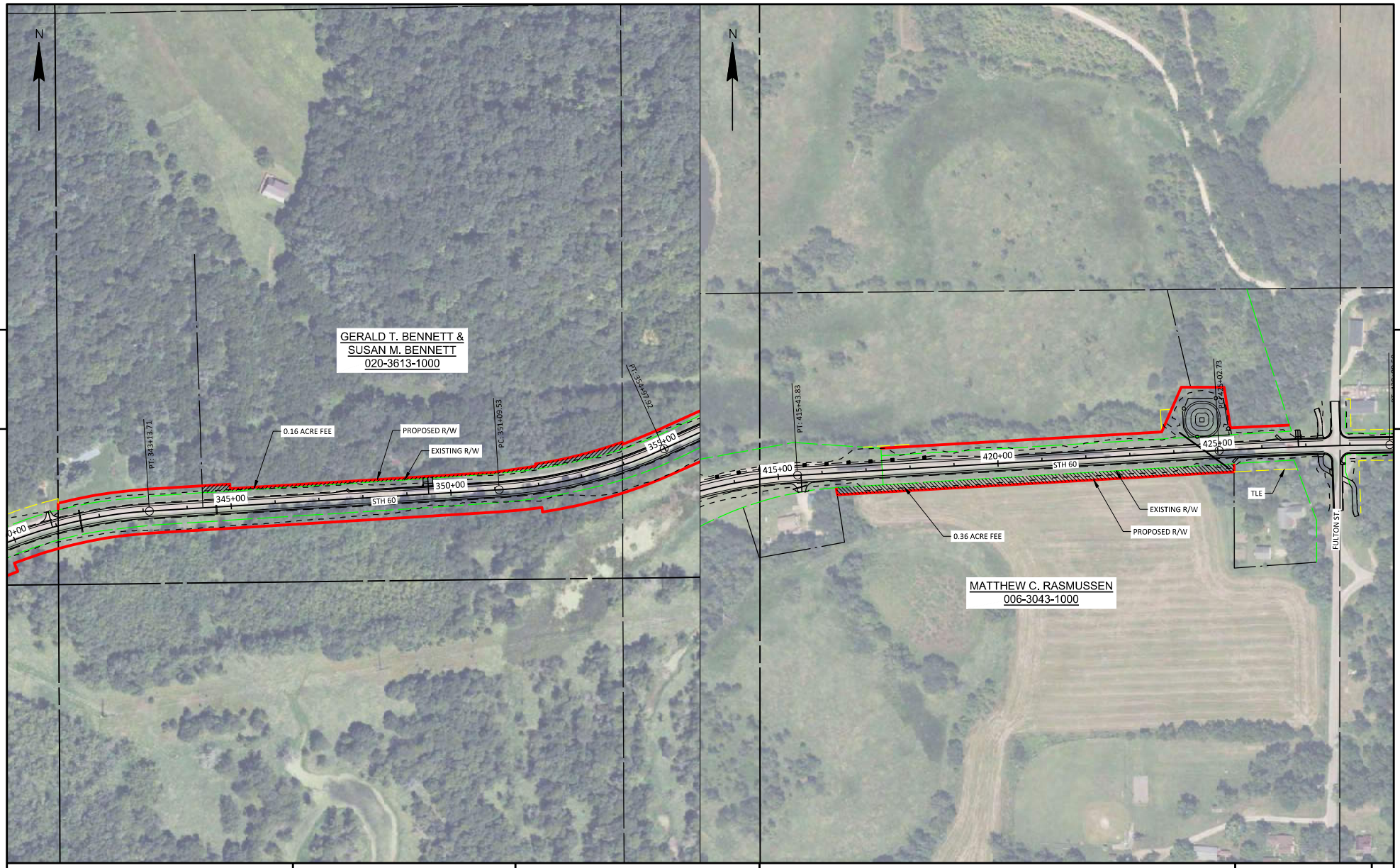
WISDOT/CADDS SHEET 42



PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	AGRICULTURAL IMPACTS	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\ENVIRON\AG IMPACTS\51900772_AG IMPACTS DISPLAY.DWG
LAYOUT NAME - 01

PLOT DATE : 5/12/2023 10:33 AM PLOT BY : ECKELBERG, PATRICK PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

Appendix 5D - USFWS Coordination

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

October 31, 2024

In Reply refer to:
ESFO-IPaC Number: 2023-0012204

Lisa Hemesath
Environmental Protection Specialist
FHWA-Wisconsin Division
525 Junction Road,
Suite 8000 Madison, WI 53717

Subject: Biological Opinion for WIS 60 (WIS 80 to USH 14) Project

This document transmits the U.S. Fish and Wildlife Service's (Service) Biological Opinion (BO) and is based on our review of the Wisconsin Department of Transportation (WisDOT), as the non-federal representative of the Federal Highway Administration (FHWA), proposed WIS 60 (WIS 80 to USH 14) Project (Project) in Richland County,Wisconsin (WisDOT Project ID: 5190-07-00) with potential effects to whooping crane (*Grus americana*), northern long-eared bat (*Myotis septentrionalis;* NLEB), Higgins' eye pearlymussel (*Lampsilis higginsii*), sheepnose mussel (*Plethobasus cyphyus*), and Hines emerald dragonfly (*Somatocloria hineana*; HED) FHWA also requested conference on species proposed for listing including tri-colored bat (*Perimyotis subflavus*; TCB), monarch butterfly (*Danaus plexippus*), and salamander mussel (*Simpsonaias ambigua*). A request for consultation and conferencing with supporting documentation was received March 21, 2024. A Biological Assessment (BA) dated March 13, 2024, and letter requesting formal consultation were received in our office on March 21, 2024.

This BO is based on the best available scientific and commercial data including meetings, electronic mail, and telephone correspondence with the FHWA, Wisconsin Department of Natural Resources, and WisDOT as well as from Service files, pertinent scientific literature, discussions with recognized species authorities, and other scientific sources. A complete administrative record is on file at the Minnesota-Wisconsin Ecological Services Field Office.

The enclosed BO addresses effects of the project on whooping crane, NLEB, Higgins' eye pearlymussel, sheepnose mussel, HED, TCB, monarch butterfly, and salamander mussel and its critical habitat. The FHWA has made a determination that the Project *May Affect, Likely to Adversely Affect* (LAA) the NLEB, TCB (provisional), Higgins' eye pearlymussel, salamander mussel, and sheepnose mussel. The FHWA has made a determination of *May Affect, Not Likely to Adversely Affect* (NLAA) for HED and salamander mussel critical habitat (provisional). After reviewing the status and environmental baseline of the species and conducting an analysis of the potential effects of the proposed project to the species, the Service concludes that project activities are not likely to jeopardize the continued existence of whooping crane, NLEB, Higgins' eye pearlymussel, sheepnose mussel, HED, TCB, monarch butterfly, and salamander mussel and will not cause adverse modification to salamander mussel critical habitat. The BO provides a statement of anticipated incidental take resulting from the project.

Please contact the Service if the project changes or new information reveals effects of the proposed action to proposed or listed species or critical habitat to an extent not covered in your biological assessment. If you have any questions or comments on this biological opinion, pleasecontact Darin Simpkins, Fish and Wildlife Biologist, at (920)866-1739, or via email at *darin_simpkins@fws.gov.*

Sincerely,

BETSY GALBRAITH

Digitally signed by BETSY GALBRAITH
Date: 2024.10.24 16:39:36 -05'00'

Betsy Galbraith
Acting Field Supervisor

Enclosure

5190-07-00

WIS 60, Richland County, Muscoda – Gotham

Consultation with US Fish & Wildlife Service

12/08/2023

Attendance:

WisDOT and Project: Anna Jahns, Teri Schopp (Daar/PM), Jennifer Fredrickson, David Tollefson (KL Engineering)

FHWA: Lisa Hemesath, Michelle Gehrke

USFWS: Darin Simpkins, Nick Utrup

Stantec: Erica Christiansen, Nicole Staskowski, Greg Gaulke, Cody Fleece, Stacey Parks, JT Layne

1. WisDOT Project overview (Jahns)

2. Overview of species for consultation (Christiansen)

3. Mussel Survey Results (Christiansen, Gaulke, Fleece)
    a. Discussion of whether work would take place below the OHWM
        i. At the "downstream" culvert it is likely that temporary or permanent bank stabilization, and sediment control, could be placed below the OHWM. At the other two locations, it is unlikely.
            1. Quantity? Approximately a few hundred square feet. Will be defined in the impact assessment.
    b. USFWS clarifies that the BA should include an areal assessment of habitat impact (both direct and indirect effects).
    c. Informational: USFWS has been petitioned to list Critical Habitat for Sheepnose Mussel. May be proposed or listed before this project is constructed.
        i. FHWA: we cannot consult on that at this time, but will need to revisit if it is listed later
    d. Discussion of Mussel Relocation
        i. USFWS: Relocation plan needs to be approved before the BO can be issued. Recommend including it as an appendix to the BA.
        ii. FHWA: Clarification that work below the OHWM plus Relocation is a LAA determination.
    e. Discussion of Salamander Mussel and Critical Habitat effect determinations
        i. FHWA: Effect determination for Salamander Mussel would be NLAA, may need more information to determine effect for Critical Habitat
            1. USFWS: For this type of small area, can usually determine NLAA for the Critical Habitat

ii. FHWA: What is USFWS's thought on moving forward with formal consultation (LAA) for Salamander Mussel with a small amount of proposed take, to cover the project in case it is found later?
    1. USFWS: It might be an efficiency for the project to make a conservative estimate for potential take
        a. Another option, because of the small size of impact area, is to not propose relocation and instead pay an in lieu fee.
            i. It was the opinion of the group that WDNR would require relocation for the state-listed mussels, so this is likely not an option
    2. Stantec: There was a small amount of suitable habitat that was found for this species, surveyors looked closely there and did not find and individuals.

4. Bat Summer Survey results (Christiansen)
    a. Brief overview of the survey results, the location and project actions near hibernacula, and project activities expected to impact bats
    b. Explanation that this project cannot be consulted under the FHWA, FRA, FTA Programmatic BO because it is within 0.5 miles of a hibernaculum, and the quantity of active season tree clearing.

5. Compensatory mitigation
    a. Not thoroughly discussed
    b. FHWA will plan to pursue in lieu fee to compensate mussel impacts
    c. Jahns will pass the information from this meeting to USFWS
    d. USFWS requests setting up a separate meeting for planning mitigation. Dawn Marsh will be involved.

6. Does USFWS want to be a consulting party to the section 106 MOA?
    a. No

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Minnesota-Wisconsin Ecological Services Field Office
3815 American Blvd East
Bloomington, MN 55425-1659
Phone: (952) 858-0793

In Reply Refer To: 11/25/2024 18:37:27 UTC
Project Code: 2023-0012204
Project Name: WIS 60; WisDOT ID 5190-07-00 (WIS 80 to USH 14)

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

This response has been generated by the Information, Planning, and Conservation (IPaC) system to provide information on natural resources that could be affected by your project. The U.S. Fish and Wildlife Service (Service) provides this response under the authority of the Endangered Species Act of 1973 (16 U.S.C. 1531-1543), the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d), the Migratory Bird Treaty Act (16 U.S.C. 703-712), and the Fish and Wildlife Coordination Act (16 U.S.C. 661 *et seq.*).

Threatened and Endangered Species
The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and may be affected by your proposed project. The species list fulfills the requirement for obtaining a Technical Assistance Letter from the U.S. Fish and Wildlife Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

Consultation Technical Assistance
Please refer to refer to our Section 7 website for guidance and technical assistance, including step-by-step instructions for making effects determinations for each species that might be present and for specific guidance on the following types of projects: projects in developed areas, HUD, CDBG, EDA, USDA Rural Development projects, pipelines, buried utilities, telecommunications, and requests for a Conditional Letter of Map Revision (CLOMR) from FEMA.

We recommend running the project (if it qualifies) through our **Minnesota-Wisconsin Federal Endangered Species Determination Key (Minnesota-Wisconsin ("D-key"))**. A demonstration video showing how-to access and use the determination key is available. Please note that the Minnesota-Wisconsin D-key is the third option of 3 available d-keys. D-keys are tools to help Federal agencies and other project proponents determine if their proposed action has the potential to adversely affect federally listed species and designated critical habitat. The Minnesota-Wisconsin D-key includes a structured set of questions that assists a project proponent in determining whether a proposed project qualifies for a certain predetermined consultation outcome for all federally listed species found in Minnesota and Wisconsin (except for the northern long-eared bat- see below), which includes determinations of “no effect” or “may affect, not likely to adversely affect." In each case, the Service has compiled and analyzed the best available information on the species’ biology and the impacts of certain activities to support these determinations.

If your completed d-key output letter shows a "No Effect" (NE) determination for all listed species, print your IPaC output letter for your files to document your compliance with the Endangered Species Act.

For Federal projects with a “Not Likely to Adversely Affect” (NLAA) determination, our concurrence becomes valid if you do not hear otherwise from us after a 30-day review period, as indicated in your letter.

If your d-key output letter indicates additional coordination with the Minnesota-Wisconsin Ecological Services Field Office is necessary (i.e., you get a “May Affect” determination), you will be provided additional guidance on contacting the Service to continue ESA coordination outside of the key; ESA compliance cannot be concluded using the key for “May Affect” determinations unless otherwise indicated in your output letter.

Note: Once you obtain your official species list, you are not required to continue in IPaC with d-keys, although in most cases these tools should expedite your review. If you choose to make an effects determination on your own, you may do so. If the project is a Federal Action, you may want to review our section 7 step-by-step instructions before making your determinations.

Using the IPaC Official Species List to Make No Effect and May Affect Determinations for Listed Species

1. If IPaC returns a result of “There are no listed species found within the vicinity of the project,” then project proponents can conclude the proposed activities will have **no effect** on any federally listed species under Service jurisdiction. Concurrence from the Service is not required for **no effect** determinations. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records.
2. If IPaC returns one or more federally listed, proposed, or candidate species as potentially present in the action area of the proposed project – other than bats (see below) – then project proponents must determine if proposed activities will have **no effect** on or **may affect** those species. For assistance in determining if suitable habitat for listed, candidate, or proposed species occurs within your project area or if species may be affected by project activities, you can obtain Life History Information for Listed and Candidate Species on our office website. If no impacts will occur to a species on the IPaC species list (e.g., there is no habitat present in the project area), the appropriate determination is **no effect**. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records.

3. Should you determine that project activities **may affect** any federally listed, please contact our office for further coordination. Letters with requests for consultation or correspondence about your project should include the Consultation Tracking Number in the header. Electronic submission is preferred.

Northern Long-Eared Bats
Northern long-eared bats occur throughout Minnesota and Wisconsin and the information below may help in determining if your project may affect these species.

Suitable summer habitat for northern long-eared bats consists of a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees and/or snags ≥3 inches dbh for northern long-eared bat that have exfoliating bark, cracks, crevices, and/or hollows), as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit the characteristics of a potential roost tree and are located within 1,000 feet (305 meters) of forested/wooded habitat. Northern long-eared bats have also been observed roosting in human-made structures, such as buildings, barns, bridges, and bat houses; therefore, these structures should also be considered potential summer habitat and evaluated for use by bats. If your project will impact caves or mines or will involve clearing forest or woodland habitat containing suitable roosting habitat, northern long-eared bats could be affected. For bat activity dates, please review Appendix L in the Range-wide Indiana Bat and Northern Long-Eared Bat Survey Guidelines.

Examples of unsuitable habitat include:

- Individual trees that are greater than 1,000 feet from forested or wooded areas,
- Trees found in highly developed urban areas (e.g., street trees, downtown areas),
- A pure stand of less than 3-inch dbh trees that are not mixed with larger trees, and
- A monoculture stand of shrubby vegetation with no potential roost trees.

If IPaC returns a result that northern long-eared bats are potentially present in the action area of the proposed project, project proponents can conclude the proposed activities **may affect** this species **IF** one or more of the following activities are proposed:

- Clearing or disturbing suitable roosting habitat, as defined above, at any time of year,
- Any activity in or near the entrance to a cave or mine,
- Mining, deep excavation, or underground work within 0.25 miles of a cave or mine,
- Construction of one or more wind turbines, or
- Demolition or reconstruction of human-made structures that are known to be used by bats based on observations of roosting bats, bats emerging at dusk, or guano deposits or stains.

If none of the above activities are proposed, project proponents can conclude the proposed activities will have **no effect** on the northern long-eared bat. Concurrence from the Service is not required for **No Effect** determinations. No further consultation or coordination is required. Attach this letter to the dated IPaC

species list report for your records.

If any of the above activities are proposed, and the northern long-eared bat appears on the user's species list, the federal project user will be directed to either the northern long-eared bat and tricolored bat range-wide D-key or the Federal Highways Administration, Federal Railways Administration, and Federal Transit Administration Indiana bat/Northern long-eared bat D-key, depending on the type of project and federal agency involvement. Similar to the Minnesota-Wisconsin D-key, these d-keys helps to determine if prohibited take might occur and, if not, will generate an automated verification letter. Additional information about available tools can be found on the Service's northern long-eared bat website.

Whooping Crane
Whooping crane is designated as a non-essential experimental population in Wisconsin and consultation under Section 7(a)(2) of the Endangered Species Act is only required if project activities will occur within a National Wildlife Refuge or National Park. If project activities are proposed on lands outside of a National Wildlife Refuge or National Park, then you are not required to consult. For additional information on this designation and consultation requirements, please review "Establishment of a Nonessential Experimental Population of Whooping Cranes in the Eastern United States."

Other Trust Resources and Activities
Bald and Golden Eagles - Although the bald eagle has been removed from the endangered species list, this species and the golden eagle are protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. It is the responsibility of the project proponent to survey the area for any migratory bird nests. If there is an eagle nest on-site while work is on-going, eagles may be disturbed. We recommend avoiding and minimizing disturbance to eagles whenever practicable. If you cannot avoid eagle disturbance, you may seek a permit. A nest take permit is always required for removal, relocation, or obstruction of an eagle nest. For communication and wind energy projects, please refer to additional guidelines below.

Migratory Birds - The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Service. The Service has the responsibility under the MBTA to proactively prevent the mortality of migratory birds whenever possible and we encourage implementation of recommendations that minimize potential impacts to migratory birds. Such measures include clearing forested habitat outside the nesting season (generally March 1 to August 31) or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings.

Communication Towers - Construction of new communications towers (including radio, television, cellular, and microwave) creates a potentially significant impact on migratory birds, especially some 350 species of night-migrating birds. However, the Service has developed voluntary guidelines for minimizing impacts.

Transmission Lines - Migratory birds, especially large species with long wingspans, heavy bodies, and poor maneuverability can also collide with power lines. In addition, mortality can occur when birds, particularly hawks, eagles, kites, falcons, and owls, attempt to perch on uninsulated or unguarded power poles. To minimize these risks, please refer to guidelines developed by the Avian Power Line Interaction Committee and the Service. Implementation of these measures is especially important along sections of lines adjacent to wetlands or other areas that support large numbers of raptors and migratory birds.

Wind Energy - To minimize impacts to migratory birds and bats, wind energy projects should follow the Service's Wind Energy Guidelines. In addition, please refer to the Service's Eagle Conservation Plan Guidance, which provides guidance for conserving bald and golden eagles in the course of siting, constructing, and operating wind energy facilities.

State Department of Natural Resources Coordination
While it is not required for your Federal section 7 consultation, please note that additional state endangered or threatened species may also have the potential to be impacted. **Please contact the Minnesota or Wisconsin Department of Natural Resources for information on state listed species that may be present in your proposed project area.**

Minnesota
Minnesota Department of Natural Resources - Endangered Resources Review Homepage
Email: Review.NHIS@state.mn.us

Wisconsin
Wisconsin Department of Natural Resources - Endangered Resources Review Homepage
Email: DNRERReview@wi.gov

We appreciate your concern for threatened and endangered species. Please feel free to contact our office with questions or for additional information.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Minnesota-Wisconsin Ecological Services Field Office
3815 American Blvd East
Bloomington, MN 55425-1659
(952) 858-0793

PROJECT SUMMARY

Project Code: 2023-0012204

Project Name: WIS 60; WisDOT ID 5190-07-00 (WIS 80 to USH 14)

Project Type: Road/Hwy - Maintenance/Modification

Project Description: The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Highway Administration (FHWA), is evaluating the WIS 60 corridor in Richland County for potential roadway improvements. The proposed project corridor is located on the section of WIS 60 that runs from the intersection of WIS 80/WIS 60 near the Village of Muscoda, in the Town of Eagle, easterly through the Town of Orion to where WIS 60 intersects with US 14 in the rural community of Gotham, located in the Town of Buena Vista.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@43.21261955,-90.33060620326401,14z

Counties: Richland County, Wisconsin

ENDANGERED SPECIES ACT SPECIES

There is a total of 9 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Whooping Crane *Grus americana* Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non-Essential

CLAMS

NAME	STATUS
Higgins Eye (pearlymussel) *Lampsilis higginsii* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5428	Endangered
Salamander Mussel *Simpsonaias ambigua* There is **proposed** critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6208	Proposed Endangered
Sheepnose Mussel *Plethobasus cyphyus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6903	Endangered

INSECTS

NAME	STATUS
Hine's Emerald Dragonfly *Somatochlora hineana* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7877	Endangered
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate
Western Regal Fritillary *Argynnis idalia occidentalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/12017	Proposed Threatened

CRITICAL HABITATS

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Salamander Mussel *Simpsonaias ambigua* https://ecos.fws.gov/ecp/species/6208#crithab	Proposed

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act[1] and the Migratory Bird Treaty Act[2].

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats[3], should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

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1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to Bald Eagle Nesting and Sensitivity to Human Activity

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds elsewhere

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

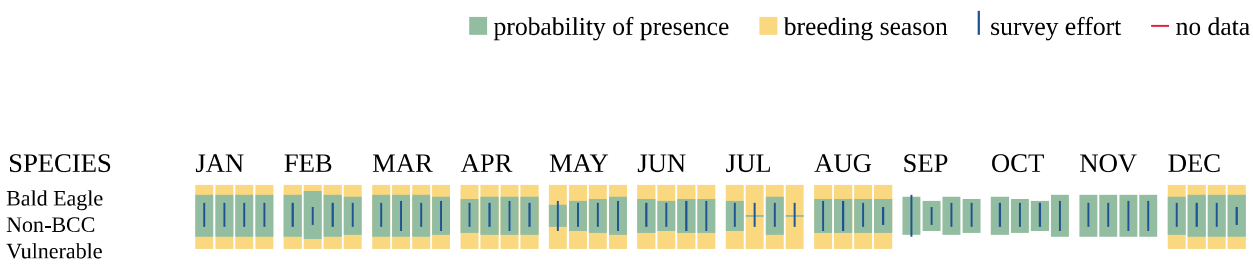
Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.



Golden Eagle
Non-BCC
Vulnerable

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats[3] should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

---

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31

NAME	BREEDING SEASON
Black-billed Cuckoo *Coccyzus erythropthalmus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Bobolink *Dolichonyx oryzivorus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9454	Breeds May 20 to Jul 31
Canada Warbler *Cardellina canadensis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9643	Breeds May 20 to Aug 10
Cerulean Warbler *Setophaga cerulea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 22 to Jul 20
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Eastern Whip-poor-will *Antrostomus vociferus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10678	Breeds May 1 to Aug 20
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds elsewhere
Golden-winged Warbler *Vermivora chrysoptera* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8745	Breeds May 1 to Jul 20
Grasshopper Sparrow *Ammodramus savannarum perpallidus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8329	Breeds Jun 1 to Aug 20
Henslow's Sparrow *Centronyx henslowii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3941	Breeds May 1 to Aug 31

NAME	BREEDING SEASON
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Pectoral Sandpiper *Calidris melanotos* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9561	Breeds elsewhere
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Rusty Blackbird *Euphagus carolinus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9478	Breeds elsewhere
Semipalmated Sandpiper *Calidris pusilla* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9603	Breeds elsewhere
Short-billed Dowitcher *Limnodromus griseus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

- R5UBH
- R2UBH
- R4SBC

FRESHWATER FORESTED/SHRUB WETLAND

- PFO1/EM1C
- PFO1C

FRESHWATER EMERGENT WETLAND

- PEM1C

IPAC USER CONTACT INFORMATION

Agency: Wisconsin Department of Transportation
Name: Anna Jahns
Address: 3550 Mormon Coulee Rd
City: La Crosse
State: WI
Zip: 54601
Email annah.jahns@dot.wi.gov
Phone: 6087859961

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

Appendix 5E - Tribal Coordination

Email to Native American Tribes

From:	Kleinertz, Daniel - DOT
To:	DOT DL THPOs; Leoso, Edith; Rhodd, Benjamin; Quackenbush, Bill; Shively, Alina; White, Noah - DNR; Defoe, Marvin - DNR; Buffalo-Reyes, Edwina; Buffalo-Reyes, Edwina; Boyd, Chris
Cc:	MikeW; Daniels Jr, Ned; WhiteEagle, Marlon; Boyd, Chris; DOT BEES Cultural Resources; Jahns, Anna H - DOT; mike.bakalars@jewellassoc.com; Teri Schopp
Subject:	FW: UPDATE - WisDOT request for comment and notification of Federal undertaking under 36 CFR 800 (5190-07-00)
Date:	Friday, August 19, 2022 3:05:56 PM
Attachments:	Project Location Map.pdf

CAUTION:This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to you to provide an update on the STH 60 project 5190-07-00, Muscoda – Gotham. The design project remains the same, for the purposes of construction, the project is divided into three parts, referenced by the following:

Project:		
Design ID 5190-07-00 Construction ID 5190-07-71 STH 60 Muscoda - Gotham STH 80 to Sleepy Hollow Road Richland County	Design ID 5190-07-00 Construction ID 5190-07-60 STH 60 Muscoda - Gotham Sleepy Hollow Road to Public Roadside Richland County	Design ID 5190-07-00 Construction ID 5190-07-72 STH 60 Muscoda - Gotham Public Roadside to USH 14 Richland County

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Highway Administration, is reinitiating coordination for an undertaking located on State Trunk Highway 60 in Richland County, WI.

Your tribe has requested to be notified of undertakings in this area of Wisconsin. Attached is information regarding the proposed undertaking to assist you in providing comments regarding the determination of the area of potential effect (APE) and potential impacts to historic properties and/or burial sites.

Your tribe was previously contacted regarding this project, most recently in 2019. Original project notification letters were sent out on March 4, 2015.

The scope of the project remains unchanged since the time of the last coordination effort. The project starts at the intersection of STH 80 with STH 60 and extends to the east along STH 60 to where it intersects with US 14 in Gotham, WI. The proposed project is 8.17 miles in length and is considered a recondition project. The proposed undertaking will consist of realigning substandard horizontal/vertical roadway alignments, replacing the existing pavement structure, widening of the existing roadway core, replacement of existing drainage structures and placement of curb and gutter/barrier walls to achieve a standard corridor along this section of WIS 60 that has substandard design elements.

Updates to the design since the time of the last coordination effort include:

- minor changes to the STH 60 profile in order to correct drainage issues and improve sight distance
- a connection from the existing STH 60 alignment to the realigned section of STH 60 in order to maintain access to private properties on existing STH 60 and Schmidt Lane
- benching of rock cut areas in order to prevent falling rock from going onto the roadway
- at the east end of segment 1, starting around Sta 158+00, previous design included retaining wall. Further investigation identified rock in the area, therefore rock cut is shown in the current design

in place of walls that that were previously shown.

Due to the length of time since previous coordination was done and the updates noted above, WisDOT is requesting an updated project review. An updated plan set is available upon request.

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. 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 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 WisDOT Project Manager (Dan Kleinertz) at Daniel.Kleinertz@dot.wi.gov, (608) 789-5709.

Sincerely,

Dan Kleinertz

Dan Kleinertz, WisDOT Supervisor
CC: bees.cr@dot.wi.gov
Anna Jahns, WisDOT SW Regional Environmental Coordinator
Teri Schopp, DAAR Engineering
Mike Bakalars, Jewell Associates Engineers, Inc.

Attachments: Project Location Map

Kleinertz, Daniel - DOT

From: Bill L. Quackenbush <Bill.Quackenbush@ho-chunk.com>
Sent: Thursday, November 10, 2022 4:38 PM
To: Cloud, Lynn - DOT
Cc: Coughlin, Amy - DOT; Jahns, Anna H - DOT; Kleinertz, Daniel - DOT; Kaliszewski, Katherine N - DOT; Samson Falcon; Nathaniel Longtail Jr.; WhiteEagle, Marlon; Sunshine Bear
Subject: RE: UPDATE - WisDOT request for comment and notification of Federal undertaking under 36 CFR 800 (5190-07-00)
Attachments: Arch.pdf; FW: UPDATE - WisDOT request for comment and notification of Federal undertaking under 36 CFR 800 (5190-07-00)

CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Lynn Cloud,

I have January 24th – 27th, 2023 open at this time. I would prefer to meet to consult in person. If you can come upon a date, time & location for this, along with an agenda for us to remain on task, this would be greatly appreciated.

Best,

Bill Quackenbush, THPO
HCN of Wisconsin

From: Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>
Sent: Thursday, November 10, 2022 4:04 PM
To: Bill L. Quackenbush <Bill.Quackenbush@ho-chunk.com>
Cc: Coughlin, Amy - DOT <Amy.Coughlin@dot.wi.gov>; Jahns, Anna H - DOT <annah.jahns@dot.wi.gov>; Kleinertz, Daniel - DOT <Daniel.Kleinertz@dot.wi.gov>; Kaliszewski, Katherine N - DOT <katherinen.kaliszewski@dot.wi.gov>
Subject: RE: UPDATE - WisDOT request for comment and notification of Federal undertaking under 36 CFR 800 (5190-07-00)

[This email originated outside of the Ho-Chunk Nation]

Good afternoon, Bill.

WisDOT has continued to refine project scope/APE for STH 60. Based on the most current project plans, MAP has drafted an updated project memo (attached). The region is currently working on finalizing the amended section 106 submittal for SHPO review/concurrence.

We would like to schedule a consultation meeting to update you (and any other THPO's interested) on the current plans and potential impacts to any archaeological/burial sites. Do you prefer in-person or virtual Teams meeting? Could you please provide some dates that work for you the weeks of January 9, 16 or 23rd?

Thank you for your time, we look forward to continuing to work with you on this project.

Lynn Cloud
Cultural Resource Team
4822 Madison Yards Way, 5th Floor South
Madison, WI 53705

Phone: 608-266-0099

From: Cloud, Lynn - DOT
Sent: Tuesday, August 23, 2022 5:33 PM
To: Quackenbush, Bill <bill.quackenbush@ho-chunk.com>
Cc: Coughlin, Amy - DOT <Amy.Coughlin@dot.wi.gov>; Jahns, Anna H - DOT <annah.jahns@dot.wi.gov>; Kleinertz, Daniel - DOT <Daniel.Kleinertz@dot.wi.gov>; Kennedy, Jason - WHS <jason.kennedy@wisconsinhistory.org>; Kaliszewski, Katherine N - DOT <katherinen.kaliszewski@dot.wi.gov>; Emans, Rebecca J - DOT <rebeccaj.emans@dot.wi.gov>; Hamilton, Kelly E - WHS <Kelly.Hamilton@WisconsinHistory.org>
Subject: FW: UPDATE - WisDOT request for comment and notification of Federal undertaking under 36 CFR 800 (5190-07-00)

Hi Bill, I just wanted to follow-up to the project notification update that you received for the below project. We have been working with MAP to discuss the newly proposed changes and what that means for the identified archaeological sites. The region is working to minimize impacts to the sites, once they have updated plans, we will schedule a meeting. If you would like to meet prior to that, please let us know, we are happy to do so.

Lynn

From: Kleinertz, Daniel - DOT <Daniel.Kleinertz@dot.wi.gov>
Sent: Friday, August 19, 2022 3:05 PM
To: DOT DL THPOs <DOTDLTHPOs@dot.wi.gov>; Leoso, Edith <THPO@badriver-nsn.gov>; Rhodd, Benjamin <Benjamin.Rhodd@fcp-nsn.gov>; Quackenbush, Bill <bill.quackenbush@ho-chunk.com>; Shively, Alina <alina.shively@lvd-nsn.gov>; White, Noah - DNR <noah.white@piic.org>; Defoe, Marvin - DNR <marvin.defoe@redcliff-nsn.gov>; Buffalo-Reyes, Edwina <edwina.buffalo-reyes@redcliff-nsn.gov>; Buffalo-Reyes, Edwina <edwina.buffalo-reyes@redcliff-nsn.gov>; Boyd, Chris <chris.boyd@sacandfoxnation-nsn.gov>
Cc: MikeW <Mikew@badriver-nsn.gov>; Daniels Jr. Ned <Ned.DanielsJr@fcpotawatomi-nsn.gov>; WhiteEagle, Marlon <Marlon.WhiteEagle@ho-chunk.com>; Boyd, Chris <Chris.boyd@redcliff-nsn.gov>; DOT BEES Cultural Resources <bees.cr@dot.wi.gov>; Jahns, Anna H - DOT <annah.jahns@dot.wi.gov>; mike.bakalars@jewellassoc.com; Schopp, Teri <teri.schopp@daarcorp.com>
Subject: FW: UPDATE - WisDOT request for comment and notification of Federal undertaking under 36 CFR 800 (5190-07-00)

I am writing to you to provide an update on the STH 60 project 5190-07-00, Muscoda – Gotham. The design project remains the same, for the purposes of construction, the project is divided into three parts, referenced by the following:

Project:		
Design ID 5190-07-00	Design ID 5190-07-00	Design ID 5190-07-00
Construction ID 5190-07-71	Construction ID 5190-07-60	Construction ID 5190-07-72
STH 60	STH 60	STH 60
Muscoda - Gotham	Muscoda - Gotham	Muscoda - Gotham
STH 80 to Sleepy Hollow Road	Sleepy Hollow Road to Public Roadside	Public Roadside to USH 14
Richland County	Richland County	Richland County

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Highway Administration, is reinitiating coordination for an undertaking located on State Trunk Highway 60 in Richland County, WI.

Your tribe has requested to be notified of undertakings in this area of Wisconsin. Attached is information regarding the proposed undertaking to assist you in providing comments regarding the determination of the area of potential effect (APE) and potential impacts to historic properties and/or burial sites.

Your tribe was previously contacted regarding this project, most recently in 2019. Original project notification letters were sent out on March 4, 2015.

The scope of the project remains unchanged since the time of the last coordination effort. The project starts at the intersection of STH 80 with STH 60 and extends to the east along STH 60 to where it intersects with US 14 in Gotham, WI. The proposed project is 8.17 miles in length and is considered a recondition project. The proposed undertaking will consist of realigning substandard horizontal/vertical roadway alignments, replacing the existing pavement structure, widening of the existing roadway core, replacement of existing drainage structures and placement of curb and gutter/barrier walls to achieve a standard corridor along this section of WIS 60 that has substandard design elements.

Updates to the design since the time of the last coordination effort include:

- minor changes to the STH 60 profile in order to correct drainage issues and improve sight distance
- a connection from the existing STH 60 alignment to the realigned section of STH 60 in order to maintain access to private properties on existing STH 60 and Schmidt Lane
- benching of rock cut areas in order to prevent falling rock from going onto the roadway
- at the east end of segment 1, starting around Sta 158+00, previous design included retaining wall. Further investigation identified rock in the area, therefore rock cut is shown in the current design in place of walls that that were previously shown.

Due to the length of time since previous coordination was done and the updates noted above, WisDOT is requesting an updated project review. An updated plan set is available upon request.

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. 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 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 WisDOT Project Manager (Dan Kleinertz) at Daniel.Kleinertz@dot.wi.gov, (608) 789-5709.

Sincerely,

Dan Kleinertz

Dan Kleinertz, WisDOT Supervisor
CC: bees.cr@dot.wi.gov
Anna Jahns, WisDOT SW Regional Environmental Coordinator
Teri Schopp, DAAR Engineering
Mike Bakalars, Jewell Associates Engineers, Inc.

Attachments: Project Location Map

From: Benjamin Rhodd <Benjamin.Rhodd@fcp-nsn.gov>
Sent: Monday, November 21, 2022 11:05 AM
To: Kleinertz, Daniel - DOT <Daniel.Kleinertz@dot.wi.gov>
Subject: RE: UPDATE - WisDOT request for comment and notification of Federal undertaking under 36 CFR 800 (5190-07-00)

CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Kleinertz,

Thank you for the enclosed response and I look forward to the on-site meeting in January.

Sincerely,

Ben Rhodd, MS, RPA, Tribal Historic Preservation Officer
Forest County Potawatomi
Historic Preservation Office
8130 Mish ko Swen Drive, P.O. Box 340, Crandon, Wisconsin 54520
P: 715-478-7354 C: 715-889-0202 Main: 715-478-7474
Email: Benjamin.Rhodd@fcp-nsn.gov
www.fcpotawatomi.com

From: Kleinertz, Daniel - DOT <Daniel.Kleinertz@dot.wi.gov>
Sent: Monday, November 21, 2022 10:35 AM
To: Benjamin Rhodd <Benjamin.Rhodd@fcp-nsn.gov>
Cc: Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>
Subject: RE: UPDATE - WisDOT request for comment and notification of Federal undertaking under 36 CFR 800 (5190-07-00)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Rhodd,

Thank you for your interest in the proposed project on WIS 60 between Muscoda and Gotham, Richland County. Extensive archeological investigations have been conducted and cultural resources have been identified both within right of way and outside of right of way. The project as proposed will disturb both areas. Additional Section 106 information is being compiled and will be shared prior to the Consultation Meeting. In addition, an onsite meeting has been requested and is being scheduled for the morning of January 25th, 2023 and will be sent out shortly.

If you have any questions or need additional accommodations, please contact me at Daniel.kleinertz@dot.wi.gov, in the office at 608-789-5709, or on the day of the meeting on mobile at 608-792-1367

Sincerely,

Dan Kleinertz P.E

Project Development Supervisor

WisDOT SW Region La Crosse

608-789-5709

From: Benjamin Rhodd <Benjamin.Rhodd@fcp-nsn.gov>
Sent: Monday, August 22, 2022 9:18 AM
To: Kleinertz, Daniel - DOT <Daniel.Kleinertz@dot.wi.gov>
Subject: RE: UPDATE - WisDOT request for comment and notification of Federal undertaking under 36 CFR 800 (5190-07-00)

CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Kleinertz,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community (FCPC), a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

The Tribal Historic Preservation Office (THPO) staff has reviewed the information you provided for the project. Upon review of site data and supplemental cultural history within our Office, the FCPC THPO is pleased to offer a finding of No Historic Properties affected of significance to the FCPC, however, we do wish to remain as a consulting party for this project.

As a standard caveat sent with each proposed project reviewed by the FCPC THPO, the following applies. In the event an Inadvertent Discovery (ID) occurs at any phase of a project or undertaking as defined, and human remains or archaeological materials are exposed as a result of project activities, work should cease immediately, and the Tribe(s) must be included with the SHPO in any consultation regarding treatment and disposition of the find.

Thank you for protecting cultural and historic properties and if you have any questions or concerns, please contact me at the email or number listed below.

Respectfully,

Ben Rhodd, MS, RPA Tribal Historic Preservation Officer

Forest County Potawatomi

Historic Preservation Office

8130 Mish ko Swen Drive, P.O. Box 340, Crandon, Wisconsin 54520

P: 715-478-7354 C: 715-889-0202 Main: 715-478-7474

Email: Benjamin.Rhodd@fcp-nsn.gov

www.fcpotawatomi.com

Consultation Meeting Agenda

WIS 60, Muscoda to Gotham
WisDOT 5190-07-00 / -70 /-61/-72
Date: January 25, 2023

Attendance

***In Person*: Teri Schopp (DAAR/WisDOT PM), Dan Kleinertz (WisDOT), Anna Jahns (WisDOT), Mike Bakalars (Jewell), Andy Westbrook (Westwood), Gerry Schmidt (KL), Anthony Norman (FWHA), Jason Kennedy (MAP), Bill Quackenbush (HCN), Katie Kaliszewski (WisDOT), Lynn Cloud (WisDOT)**

***Online (Microsoft Teams)*: Bethaney Bacher-Gresock (FHWA), Amy Coughlin (WisDOT), Dave Tollefson (KL), Emily Pettis (Mead & Hunt), Erin Kelly (Mead & Hunt), Christy Jackson (WisDOT), Jonquil Johnston (WisDOT), Kimberly Cook (WHS/SHPO), Nick Pehler (Jewell)**

1. **Introductions**
2. **Summary of site visit**
    a. Site visit was cancelled earlier
3. **Project location and context**
    a. Project divided into three sections, each of those has a different designer. Displays of each section were shared during the meeting.
    b. Section 1 – Begins at the intersection of STH 80 and continues to the east of Ginger Lane. Through community of Orion. Tried to keep the road improvements back from the river following the request of the Lower Wisconsin Riverway Board, resulting in rock cuts to the north.
    c. Section 2 – Begins to the east of Ginger Land and continue to where the alignment pulls away from the river. More rock cuts, several archaeological sites
    d. Section 3 – Continues to the intersection of USH 14. This section is farther away from the river, ending in Gotham. Re-alignment is primarily in Section 3. Discussion of multiple proposals for the alignment location over time, selected to avoid resource impacts. Noted a safety need for re-alignment.

4. **Purpose and Needs for project**
    a. A general discussion of the needs for the project: pavement condition, safety, roadway standards.
        i. Noted that standard dimensions will not be achievable throughout, in order to avoid various impacts.
5. **Proposed project**
    a. Discussed the project in general, the following topics were mentioned:
        i. Typical sections
        ii. Proximity to the river
        iii. Rock cuts/bluff areas
        iv. Other resources along the project, wetlands, DNR lands

v. Historic properties, displays were shared and briefly discussed
    1. Doc Haven
    2. Foster Seasonal Cabin
vi. Arch sites mentioned but saved for longer discussion later in agenda
vii. Utilities mention but saved for longer discussion later in agenda

6. Project history and schedule moving forward

a. Project History
    i. Design started in 2004, multiple stops and starts, most recently re-started in 2022.
    ii. Section 106 previously investigated and consultation was initiated in 2019, the Section 106 was amended for the design changes and the amendment signed in December 2022.
b. **Tentative** schedule moving forward?
    i. Amended Section 106 – End of 2022
    ii. Signed Amended Section 106 January 9, 2023
    iii. Consultation 2022-2023
    iv. Draft Documentation for Consultation and MOA: June 2023
    v. Final Documentation for Consultation and MOA: December 2023
    vi. Draft Environmental document Oct 2023
    vii. For env doc: Signed Feb 2024
    viii. Real estate: Aug 2024 – Aug 2026
    ix. PS&E: Aug 2026
    x. Construction: Begin in 2027

7. What has changed in the design since 2020?

a. Rock cuts
b. Potential Polymer overlays instead of deck replacements at bridges
c. Some Driveways have been eliminated due to slope challenges
d. Minor profile adjustments

8. Environmental considerations

i. Wetlands, rare species, public lands including some acquisition from them, aesthetics - Lower Wisconsin Riverway
ii. Cultural resources – in additional to archaeological sites, there are 2 identified architectural history sites.
    1. Direct impacts to the fence will be avoided at one (Foster cabin), as the fence has been moved since the previous design and consultation.
    2. Doc Haven need to add a wall, still working through the type of wall and the aesthetics of the wall. KL has some options for aesthetics that will be shared.
    3. Consultation will occur with these property owners and other consulting parties separately. Landowners will be contacted within the next couple of weeks.
iii. Cultural resources have been prioritized during the design and attempted to be avoided. Example of Teeple site various alignments that were considered during design was shared.

9. **Archaeological sites (presented by MAP)**
    a. History: initial coordination for Phase 1 was in 2012. Phase 2 ended around 2018, 2 sites determined eligible for NR: Lamberson and Teeple, both were included on previous [2019] consultation
        i. Teeple: No change here from previous consultation. Intend to move forward with data recovery. Project team will coordinate with MAP to ensure the data recovery plan is followed through on.
            1. Lithic scatter concentrated on slight ridge, and other artifacts found mostly in low area with some wet spots.
            2. Historic plowing, with intact soil present below the plow zone, mostly open site with some brush and trees
            3. Methods included: carbon dating, cultural dating of artifacts, strip removal of plow zone for Phase 2
            4. Focus data recovery on the defined concentration area, but do additional testing at other areas within the larger site.
                a. Need to consider timing to avoid inundation of natural low areas.
        ii. Lamberson: determined eligible for NR and coordinated previously with SHPO
            1. Close to bluffs, covered with alluvial soils which protected it from historical settlements, wooded.
            2. State Highway 60 is also on top of the site, road elevated above existing ground on both sides
                a. Site extends on both sides of the road, optimistic that the site is intact under the existing road as well
            3. Historical materials were also found during the Phase 2
            4. At previous [2019] consultation meeting, there were questions on depth of excavation for the road. Discussion continued here.
                a. Thicker pavement depth will be installed as well as a pipe, existing road base unknown
            5. Data recovery proposal: during road construction, excavate both sides of the road and evaluate need for monitoring/protections or data recovery underneath the road.
    b. Neefe Mounds - Not previously consulted – site eligibility could not be determined because of lack of property access.
        i. In shovel tests, material found on both sides of the existing road, diagnostic for village site. Information in literature that a mound was identified in the 1980s, unknown if extant.
            1. Land use and vegetation have changed since that time
        ii. Cannot currently access 2 private properties to look for mound or investigate other areas of proposed construction impact. Will need to wait until WisDOT can acquire real estate at these locations before proceeding with Phase 2.
        iii. Propose to complete Phase 2 and eligibility determination after property acquisition, prior to construction.
    c. Other commitments – Either Side site

i. 2 extant mounds identified outside project actions. No other evidence of the site found in Phase 1 surveys.
ii. Need to look into level of protection needed to ensure they are not disturbed – set buffer and determine avoidance measures.

10. Questions/Further discussion

a. Q: Is Ricky [DNR Cultural Resources] involved on DNR lands? A: Yes, he has been contacted and deferred to WisDOT for now. DNR Permits will be needed for work on DNR lands.
  i. Clarified that DNR ownership encompasses most of the Teeple site.

b. Discussion of Either Side site
  i. The delineated part of the site is the visual location of the base of the mounds, located through a WisDOT survey with high accuracy equipment.
  ii. Phase 1 investigation involved some soil coring but mostly visual inspection.
  iii. Site is not currently a catalogued burial site.
  iv. What is the process to get the mounds catalouged?
    1. Discussion of process, responsible parties, etc. Discussion that this often waits until a project determining compliance is complete. WisDOT (Cloud) stated that they are in favor of getting these cataloged as soon as possible if desired by Ho Chunk THPO. (Kaliszewki) stated that WisDOT could help with resources for that effort if it is included in the MOA. Discussion of DNR role as property owner. Discussion of locating the actual mound site if previously truncated by past road construction. Discussion of what scope of the site would be considered in cataloging process.
    2. Agreement these sites would be catalogued, OAS will be informed to start the process, this will likely be completed before the project is constructed and will not be part of the MOA or other compliance .
  v. Current standard for buffer around mounds is 10 ft
    1. Discussion of the 10 ft buffer for excavation versus filling.
    2. Discussed the possibility of getting an exception in unique situations, will look at asbuilts (if available) to see the previous excavation limits (pavement structure).
  vi. Discussion of commitments for MOA
    1. HCN requested to leave in situ any materials found during construction
      a. Wis DOT CR - inadvertent discovery would result in a new consultation.
        i. HCN requested to lay this out in the MOA
    2. WisDOT PDS will look for as-builts for this location, indicated that existence is unlikely.
    3. WisDOT PDS noted that this site is proposed to receive fill material within the slope-intercepts, not cutting in to existing ground.
    4. Design team noted they could look into this area further if needed;

c. Commitments for MOA, general

i. WisDOT CR: Stipulate that all borrow and waste sites are surveyed for cultural resources (not limited to literature review). HCN THPO agreed.
    1. Discussion that there has been no update to federal regulations on borrow sites.
ii. All sites that run through the ECIP process will be surveyed as discussed above, but contractors have the option to open sites through different measures and WisDOT does not have authority over this process.

d. Teeple Site
    i. Note that this is within the Lower Wisconsin River, need to be conscious of modifying the viewshed.
        1. HCN THPO noted that HCN representation on LWSR Board is separate from Historic Preservation Office.
    ii. Q: Are the various alignment alternatives [presented above] just to a avoid impacts? A: yes, to avoid the arch site and also wetlands.

e. Q: Why was this project reinvigorated now? Was it the recent federal funding? A: No, not related to recent funding. But because of the high cost of this project and the low daily traffic, this road has been pushed to later budget years when DOT has needed to balance costs. WisDOT has funding allocated to 2027 for this project now.

f. Q: HCN Request information on crash history. A: WisDOT PDS (Kleinertz) has sent a separate email to Bill Q. – Ho Chunk of what we have. There is also a statewide database that can be accessed if you make a WAMS account.

RE_ UPDATE -
WisDOT request for

g. Q: What will happen to the old road bed in the re-alignment area? To the east of the access to private lands, it will be removed and potentially transferred to DNR (surrounding landowner).
    i. Discussion of connection back on to Schmidt Ln (town road access private land) and what was evaluated in the Section 106 – original and amendment. Email from Jason Kennedy confirmed the design in the amended section 106 does not require additional investigation.

RE_ 5190-07-00
Richland - STH 60 M

h. Q: What is the D for C? A: "Documentation for Consultation" Document WisDOT developed to share with SHPO and consulting partied to show what was consulted.
i. Clarification of participants and discussion at prior consultation meeting (August 2019)
j. Utility Coordination

i. At this time we have the location of all the utilities (shared plan sheets showing utilities), but we do not know the extend of the relocations. The next coordination with the utilities is the 1078 process, this takes place after 60%. We can share the work plans as they are received.
    1. Question to Lynn: can you provide wording that could be included in the approval of the work plans so the utilities are aware of the limitations? Lynn/Katie: yes we can assist with that.
    2. Question to Lynn: if on site monitoring is required during construction would you be able to provide on site monitoring during utility relocations? Yes, we can look into this and work on this.
ii. WisDOT still does not have the exact answer of what will be needed at the Teeple site, but there will be utility moves. Clarified no gas lines throughout the project.

11. Action Items

a. Contact eligible architectural history property owners with potential for impact (WisDOT PDS)
b. Investigate as-builts or other resources near Either Side site (WisDOT PDS) -Found 1929 asbuilt see link below
c. Ensure local access is preserved to private driveway at Lamberson site during construction and data recovery (MAP)
d. Determine avoidance measures for Either Side site (multiple consulting parties)
    i. WisDOT PDS to locate as-builts, if available Found 1929 asbuilt see link below
e. Provide WIS 60 crash data to HCN THPO (WisDOT PDS) Complete

1929 Asbuilt Link:

https://wisdot.box.com/s/nyb9aph0odlv0mjxwqtw3ig1050w9g6x

- Sta 460+00 = Indian Creek = current design Sta 83+/-00
- Sta 486+00 = CTH OO = Current design Sta 110+/-00
- Sta [redacted] = Either side mound site = Current design [redacted]. THERE IS A "MOUND" OR RISE IN ELEVATION DRAWN IN AT STA [redacted]

Teri Schopp

From: Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>
Sent: Friday, July 14, 2023 7:56 AM
To: Quackenbush, Bill; Rhodd, Benjamin
Cc: Kleinertz, Daniel - DOT; Kaliszewski, Katherine N - DOT; Teri Schopp; Jahns, Anna H - DOT
Subject: 5190-07-00 STH 60 Section 106 - Mitigation proposal
Attachments: 5190-07-00 STH 60 Mitigation proposal.pdf

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Hello Bill and Ben, we missed you at yesterday's meeting but understand that other priorities and schedule conflicts come up. I am sending this email to follow-up on what was discussed at the meeting yesterday. We went over the site locations one last time, and discussed the remaining archaeological work, proposed data recovery, and proposed mitigation options.

Attached is the proposed mitigation and box link to the Draft Data Recovery Plan. Please review and let us know if you any comments regarding the mitigation or if you are agreeable with what is proposed. We are also open to hearing any of your own ideas.

You will also have an opportunity to review the draft MOA, Documentation for Consultation (D for C) and Draft Data Recovery plan when we route those documents for review to the Section 106 consulting parties for the project. We are hoping to have all documents ready for review in the Fall.

If you could provide comments on the proposed mitigation within 30 days, we would appreciate it.

Box link to Draft Data Recovery Plan: https://wisdot.box.com/s/s39wpv3s6dg1w60xx4xj2lj82qd2tsa8

Thank you,

Lynn Cloud
Cultural Resource Team
4822 Madison Yards Way, 5th Floor South
Madison, WI 53705

Phone: 608-266-0099

DATE: July 13, 2023

TO: WisDOT Cultural Resources

FROM: Jason Kennedy, Museum Archaeology Program

SUBJECT: Mitigation of Adverse Effects (36 CFR 800.6)
WisDOT: 5190-07-00
STH 60: STH 80 to USH 14
Richland County

Data Recovery
- Teepel Group (47RI19/BRI-0165)
- Lamberson Site (47RI63)
- Neefe Mound (47RI59/BRI-0170) -if applicable

Public Outreach
- Teepel Goup
  - Facilitate opportunities for public archaeology/field visits
    - Tribal members
    - WHS K-12 program
    - Boy Scouts or Girls Scouts, other similar type groups
    - Other interested stakeholders (i.e. Lower Wisconsin State Riverway Board)

Public Interpretation
- Share Results of Data Recovery
  - ArcGIS Story maps
    - Archaeology results from Data Recovery and/or archaeology surveys of the area
    - Incorporate tribal native language and/or oral history
    - Identify potential web accessible platform for current and/or future mitigations
      - WisDOT fund or host web accessible space for Cultural Resource Mitigation
      - Mukurtu Midwest and WiLS
        - Mukurtu Midwest is a regional hub that provides support and training in Mukurtu CMS to tribal and non-tribal cultural heritage institutions in Wisconsin and the western Great Lakes. The Midwest Hub was established at WiLS in 2017 in partnership with the Center for Digital Scholarship and Curation at Washington State University with the IMLS-funded Mukurtu Hubs & Spokes initiative.
      - Lower Wisconsin State Riverway Board

Teri Schopp

From: Teri Schopp
Sent: Monday, July 24, 2023 2:56 PM
To: Benjamin Rhodd
Cc: Cloud, Lynn - DOT; Kleinertz, Daniel - DOT
Subject: RE: 5190-07-00 - WIS 60, Muscoda - Gotham - Section 106 Consultation Meeting

Benjamin –

Thank you for talking with me this afternoon regarding the STH 60 project in Richland County. As we discussed, after you talk with Jason about the data recovery plan for this project, if there are additional questions, we can set up a TEAMS meeting or an on-site meeting, just let us know.

Jason Kennedy
Director - Museum Archaeology Program
Wisconsin Historical Society
816 State Street, Madison, WI 53706-1482
Cell: 608-516-6950
jason.kennedy@wisconsinhistory.org

Thanks,
Teri Schopp, P.E.
DAAR Engineering, Project Manager
540 Village Walk Ln STE G, Johnson Creek, WI 53038
Direct: 920-342-2176
www.daarcorp.com

From: Teri Schopp
Sent: Monday, July 24, 2023 9:58 AM
To: Kleinertz, Daniel - DOT <Daniel.Kleinertz@dot.wi.gov>; Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>; Kennedy, Jason - WHS <jason.kennedy@wisconsinhistory.org>; Emily Pettis <emily.pettis@meadhunt.com>; Erin Kelly <Erin.Kelly@meadhunt.com>; Quackenbush, Bill <bill.quackenbush@ho-chunk.com>; Jahns, Anna H - DOT <annah.jahns@dot.wi.gov>; Michael Bakalars <mike.bakalars@jewellassoc.com>; Dave Tollefson <DTollefson@KLEngineering.com>; peggy.hawley@westwoodps.com; Gerry Schmitt <gschmitt@klengineering.com>; Johnston, Jonquil - DOT <Jonquil.Johnston@dot.wi.gov>; Bacher-Gresock, Bethaney <Bethaney.Bacher-Gresock@dot.gov>; Coughlin, Amy - DOT <Amy.Coughlin@dot.wi.gov>; Hemesath, Lisa (FHWA) <lisa.hemesath@dot.gov>; Gehrke, Michelle <michelle.gehrke@dot.gov>; Rhodd, Benjamin <Benjamin.Rhodd@fcp-nsn.gov>; Kaliszewski, Katherine N - DOT <katherinen.kaliszewski@dot.wi.gov>
Cc: Cook, Kimberly A - WHS <Kimberly.Cook@WisconsinHistory.org>; Jackson, Christy J - DOT <christy.jackson@dot.wi.gov>; Fredrickson, Jennifer - DOT <Jennifer.Fredrickson@dot.wi.gov>
Subject: RE: 5190-07-00 - WIS 60, Muscoda - Gotham - Section 106 Consultation Meeting

To All –

Attached are the meeting minutes from our consultation meeting on July 13, 2023. If there are any additions or corrections, please let me know.

Thanks,
Teri Schopp, P.E.
DAAR Engineering, Project Manager
540 Village Walk Ln STE G, Johnson Creek, WI 53038
Direct: 920-342-2176

-----Original Appointment-----
From: Kleinertz, Daniel - DOT <Daniel.Kleinertz@dot.wi.gov>
Sent: Tuesday, June 13, 2023 2:55 PM
To: Kleinertz, Daniel - DOT; Cloud, Lynn - DOT; Kennedy, Jason - WHS; Emily Pettis; Erin Kelly; Quackenbush, Bill; Jahns, Anna H - DOT; Teri Schopp; Michael Bakalars; Dave Tollefson; peggy.hawley@westwoodps.com; Gerry Schmitt; Johnston, Jonquil - DOT; Bacher-Gresock, Bethaney; Coughlin, Amy - DOT; Hemesath, Lisa (FHWA); Gehrke, Michelle; Rhodd, Benjamin; Kaliszewski, Katherine N - DOT
Cc: Cook, Kimberly A - WHS; Jackson, Christy J - DOT; Fredrickson, Jennifer - DOT
Subject: 5190-07-00 - WIS 60, Muscoda - Gotham - Section 106 Consultation Meeting
When: Thursday, July 13, 2023 10:00 AM-1:00 PM (UTC-06:00) Central Time (US & Canada).
Where: Microsoft Teams Meeting

CAUTION:This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

UPDATE: The box link below has additional documentation added:

1. **Amended Section 106/ASFR**
2. **Mitigation Proposal**
3. **Draft Data Recovery Plan**

See you tomorrow!

Dan

This virtual meeting has been scheduled to consult on the Section 106 impacts and potential mitigation to archaeological sites for the road construction work proposed to take place with WisDOT project 5190-07-00, WIS 60, Muscoda – Gotham , Richland County, in cooperation with the Federal Highway Administration.

The proposed project starts at the intersection of WIS 80 with WIS 60 and extends to the east along WIS 60 to where it intersects with US 14 in Gotham, WI. The proposed project is 8.17 miles in length. The proposed undertaking will consist of realigning substandard horizontal/vertical roadway alignments, replacing the existing pavement structure, widening of the existing roadway core including rock cuts, replacement of existing drainage structures and placement of curb and gutter/barrier walls to achieve a standard corridor along this section of WIS 60 that has substandard design elements.

Here is a box link with additional project and archaeological site information:
https://wisdot.box.com/s/s39wpv3s6dg1w60xx4xj2lj82qd2tsa8

If you have any questions or need assistance on TEAMs or the box link, please contact me at Daniel.kleinertz@dot.wi.gov, or 608-789-5709

Please forward to anyone you feel I missed

Dan Kleinertz P.E
Project Development Supervisor
WisDOT SW Region La Crosse
608-789-5709 (o)

From: Cloud, Lynn - DOT
To: Quackenbush, Bill; Rhodd, Benjamin
Cc: Kaliszewski, Katherine N - DOT; Rumschlag, Samuel J - DOT; Erin Kelly; Kennedy, Jason - WHS; Schopp, Teri; Emily Pettis; Kleinertz, Daniel - DOT; Clayton D. Winneshiek; Jahns, Anna H - DOT
Subject: RE: Draft agreement documents, 5190-07-00 / STH 60 / Richland County - Mitigation
Date: Wednesday, February 21, 2024 2:28:14 PM
Attachments: Further Coordination 18-1484RI - 5190-07-00 - Reconstruct STH 60 STH 80 - USH 14.msg

Hello Ben and Bill, attached is SHPO's comment on the draft MOA for STH 60. We are moving forward to finalize the document and FHWA will then file the draft MOA with ACHP. We hope to do this in the next couple of weeks and would appreciate any of your comments as soon as possible.

The document currently includes Ho-Chunk and Forest County Potawatomi as a concurring signatory to the MOA. Is your tribe planning to sign the document? If yes, whose name should be on the signature page.

Thank you,
Lynn

From: Bill L. Quackenbush <Bill.Quackenbush@ho-chunk.com>
Sent: Tuesday, January 16, 2024 11:13 PM
To: Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>; Jahns, Anna H - DOT <annah.jahns@dot.wi.gov>; Kleinertz, Daniel - DOT <Daniel.Kleinertz@dot.wi.gov>; Rhodd, Benjamin <Benjamin.Rhodd@fcp-nsn.gov>
Cc: Kaliszewski, Katherine N - DOT <katherinen.kaliszewski@dot.wi.gov>; Rumschlag, Samuel J - DOT <samuelj.rumschlag@dot.wi.gov>; Erin Kelly <Erin.Kelly@meadhunt.com>; Kennedy, Jason - WHS <jason.kennedy@wisconsinhistory.org>; Schopp, Teri <teri.schopp@daarcorp.com>; Emily Pettis (emily.pettis@meadhunt.com) <emily.pettis@meadhunt.com>; Clayton D. Winneshiek <Clayton.Winneshiek@ho-chunk.com>
Subject: RE: Draft agreement documents, 5190-07-00 / STH 60 / Richland County - Mitigation

CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks Lynn Cloud,

This is much appreciated.

Best,

Bill Quackenbush, THPO
Ho-Chunk Nation of Wisconsin

Cc Clayton Winneshiek, HCN HPD – Executive Director

Appendix 5F - NRCS Coordination

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request 9/1/23	4. Sheet 1 of 1
1. Name of Project **WIS 60 (WIS 80 - US 14)**	5. Federal Agency Involved **FHWA**	
2. Type of Project **Roadway Reconstruction**	6. County and State **Richland County, WI**	

PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☐ NO ☐		4. Acres Irrigated | Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: %	7. Amount of Farmland As Defined in FPPA Acres: %
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment ____ Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	9.19			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	9.19			
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*				
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))* — Maximum Points				
1. Area in Nonurban Use — 15	10			
2. Perimeter in Nonurban Use — 10	6			
3. Percent Of Corridor Being Farmed — 20	5			
4. Protection Provided By State And Local Government — 20	10			
5. Size of Present Farm Unit Compared To Average — 10	7			
6. Creation Of Nonfarmable Farmland — 25	2			
7. Availablility Of Farm Support Services — 5	4			
8. On-Farm Investments — 20	10			
9. Effects Of Conversion On Farm Support Services — 25	0			
10. Compatibility With Existing Agricultural Use — 10	0			
TOTAL CORRIDOR ASSESSMENT POINTS — 160	54			
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland (From Part V) — 100				
Total Corridor Assessment (From Part VI above or a local site assessment) — 160				
TOTAL POINTS *(Total of above 2 lines)* — 260				

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES ☐ NO ☐

5. Reason For Selection:

Signature of Person Completing this Part: | DATE

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

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?
More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?
More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?
More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?
Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with $1,000 or more in sales.)
As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?
Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?
All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?
High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?
Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?
Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

Appendix 6: Section 106 Documentation

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 6/2014

SHPO

RECEIVED
DEC 2 0 2018

For instructions, see FDM Chapter 26.

I. PROJECT INFORMATION

☐ Amended Submittal *(include new information only)*

Project ID	Highway – Street	County
5190-07-00	WIS 60	Richland
Project Termini		**Region – Office**
WIS 80 - U.S. Highway (WIS) 14		SW-La Crosse
Regional Project Engineer – Project Manager		**(Area Code) Telephone Number**
Dan Kleinertz		608-789-5709
Consultant Project Engineer – Project Manager		**(Area Code) Telephone Number**
Archaeological Consultant		**(Area Code) Telephone Number**
MAP - Kent Dickerson		608-
Architecture/History Consultant		**(Area Code) Telephone Number**
Mead & Hunt, Inc.		(608) 273-6380
Date of Need		**SHSW Number**
March, 2019		
Return a Signed Copy of This Form to		
Tom Oldenburg (Project Leader), DTSD SW-La Crosse, 3550 Mormon Coulee Rd., La Crosse, WI 54601		

II. PROJECT DESCRIPTION

Project Length	Land to be Acquired: Fee Simple	Land to be Acquired: Easement
8.1 miles	25.99 acres	0.0 acres

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width 33-ft	33-ft	33'-60'	Terrace Width 6-ft	0	6-ft
Shoulder Varies (2-ft gravel to 2'pvd/3' grvl)	2'-5'	4'-6'	Sidewalk Width N/A		
Slope Intercept Varies			Number of Lanes 2 each direction	11'	12'
Edge of Pavement Existing 2-11' travel lanes	11'-13'	16'-18'	Grade Separated Crossing 2 structues, B-52-143/B-52-179	36'	36'
Back of Curb Line N/A	0'	16'	Vision Triangle acres		
Realignment	0.0	7.23 Acres	Temporary Bypass acres		
Other – List:			Stream Channel Change	☐ Yes	☒ No
Attach Map(s) that Depict "Maximum" Impacts.	☒ Yes	☐ No	Tree Topping and/or Grubbing	☒ Yes	☐ No

Brief Narrative Project Description: Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements. For amendments (e.g. design refinements, scope changes, etc) description should only include new/added project actions and materials.

WIS 60 is classified as a minor arterial highway under the Nation Highway System. This portion of the WIS 60 is not classified as a long-haul truck route but is a major east/west corridor that follows along the north side of the Wisconsin River. WIS 60 begins on the western side of the state near Prairie du Chien where it intersects with WIS 35 and then travels easterly to Port Washington on the east side of the state. The portion of WIS 60 in which the project resides is classified as a Scenic By-Way and follows along the north side of the Wisconsin River, with bluff lands to the north side of the highway. The project extends along the section of WIS 60 that runs from the intersection of WIS 80/WIS 60 near Muscoda, WI, easterly to where WIS 60 intersects with USH 14 in Gotham, WI.

WIS 60 was constructed in 1929 and has not seen any major reconstruction since being built. There has been some minor shoulder widening done over time with several structure replacements and box culvert extension. County

forces have preformed rutine maintenance work on the highway, but no major upgrades to the highway have been completed at this time. The most recent improvement project on WIS 60 was completed in 2002 with the replacement of the Indian Hollow Creek Box Culvert. This structure was designed to correct a deficient vertical sag over the structure, which will be corrected with this project.

The needs for this project are the following:

- Deteriorating pavement structure constructed in 1929.
- Structures that have exceeded their life span with metal culvert pipe extensions that do not meet clear zone clearances.
- Substandard Horizontal and Vertical Alignments
- Substandard Roadway Cross Section (Clear Width – 22.0' driving surface, 2.0' shoulders)
- Poor pavement condition that has been maintained to its maximum potential.
    - 1991 International Roughness Index (IRI) Urban - IRI: 1.69

The purpose of the project is to provide a uniform roadway cross section throughout the project corridor along with replacement of all existing box culverts that were constructed in 1929 to provide structures that meet current clear zone standards. In addition, the project will also correct where possible, any substandard vertical and horizontal curves to provide a safer travel corridor for the public, while still maintaining the scenic beauty of the area. This proposed project is project to be constructed in the year 2023.

☒ Add continuation sheet, if needed.

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION *(continued)*

Wisconsin Department of Transportation DT1635

III. CONSULTATION

How has notification of the project been provided to:

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

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

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

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

IV. AREA OF POTENTIAL EFFECTS – APE

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

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

The area of potential affect (APE) is defined to include properties adjacent to the project corridor that may be directly or indirectly affected by the project. In Orion and Gotham, and where intersection improvements are proposes, the APE is extended along cross streets to include properties that may be affected by these improvements. In Orion and Gotham, and where intersection improvements are proposes, the APE is extended along cross streets to include properties that may be affected by these improvements.

V. PHASE I – ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY

☐ Archaeological survey **is needed**

☒ Archaeological survey **is not needed**
- ☐ Screening list (date)
- ☐ Burial site in project area, Wis. Stat. 157.70 applies

HISTORY

☐ Architecture/History survey **is needed**

☒ Architecture/History survey **is not needed**
- ☐ Screening list (date)
- ☐ No structures or buildings of any kind within APE
- ☐ Non-Survey History Documentation attached

VI. SURVEY COMPLETED

ARCHAEOLOGY

☐ NO archaeological sites(s) identified – ASFR attached

☐ NO potentially eligible site(s) in project area – Phase I Report attached

☒ Potentially eligible site(s) identified-Phase I Report attached
- ☒ Avoided through redesign
- ☒ Phase II conducted – go to VII (Evaluation)

☐ Phase I Report – Cemetery/cataloged burial documentation

HISTORY

☐ NO buildings/structures identified – Report attached

☒ Potentially eligible buildings/structures identified in the APE – Report attached
- ☐ Avoided through redesign

☐ Previously listed/eligible property identified in the APE – Report attached

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

☐ No arch site(s) eligible for NRHP – Phase II Report attached

☒ Arch site(s) eligible for NRHP – Phase II Report attached

☒ Site(s) eligible for NRHP – DOE attached

☐ No buildings/structure(s) eligible for NRHP – DOE attached

☒ Building/structure(s) eligible for NRHP – DOE attached

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

☒ Per Wis. Stat. 157.70 obtain burial authorization from WHS one year prior to construction.

See attached sheet.

IX. PROJECT DECISION

☐ No historic properties (historical or archaeological) in the APE.

☐ No historic properties (historical or archaeological) affected.

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

X. SIGNATURES

X _____ 12/3/18
(Regional Project Manager Signature) (Date – m/d/yy)

X _____ 12-10-18
(WisDOT Historic Preservation Officer Signature) (Date – m/d/yy)

X _____ Jan 18 2019
(State Preservation Officer Signature) (Date – m/d/yy)

X _____
(Consultant Project Manager (Date –

18-1484/R1

RECEIVED
DEC 20 2018

BY: .....

(Revised Nov. 2015)

Wisconsin Historical Society
Determination of Eligibility Form

WisDOT Project ID #: 5190-07-00

WHS #:

Property Name(s): Foster Seasonal Cabin

Address/Location: 24143 Wisconsin State Highway 60

City & County: Town of Orion **Zip Code:** 53556

Town: 8N **Range:** 1E **Section:** 4

Date of Construction: c.1935

WisDOT Certification

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

_X_ Meets the National Register of Historic Places criteria.
___ Does not meet the National Register of Historic Places criteria.

12-18-18

WisDOT Historic Preservation Officer **Date**

State Historic Preservation Office

In my opinion, the property:

X Meets the National Register of Historic Places criteria.
___ Does not meet the National Register of Historic Places criteria.

1/24/19

State Historic Preservation Officer **Date**

Comments (FOR AGENCY USE ONLY):

Eligible under A as a seasonal property -
Do not concur w/ C - not a significant example of rustic style

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

18-1484/R1

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DEC 2 0 2018

BY: .....

(Revised Nov. 2015)

Wisconsin Historical Society
Determination of Eligibility Form

WisDOT Project ID #: 5190-07-00

WHS #:

Property Name(s): Doc's Haven Cabin

Address/Location: 25604 Wisconsin State Highway 60

City & County: Town of Orion, Richland County **Zip Code:** 53556

Town: 9N **Range** 1E **Section:** 34

Date of Construction: c.1920

WisDOT Certification

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

_X_ Meets the National Register of Historic Places criteria.
___ Does not meet the National Register of Historic Places criteria.

12-18-18

WisDOT Historic Preservation Officer **Date**

State Historic Preservation Office

In my opinion, the property:

_X_ Meets the National Register of Historic Places criteria.
___ Does not meet the National Register of Historic Places criteria.

1/24/19

State Historic Preservation Officer **Date**

Comments (FOR AGENCY USE ONLY):

Concur A for recreational history.

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

DocuSign Envelope ID: 79D0BA61-2500-454D-9DA1-16003A4A1CAF

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 8/2022

For instructions, see FDM Chapter 26. WHS Case # 18-1484

I. PROJECT INFORMATION

☒ Amended Submittal *(include new information only)*

Project ID	Highway – Street	County
5190-07-00 (-71, -60, -72)	WIS 60	Richland
Project Termini		**Region – Office**
Wisconsin State Higway 80 - US Highway 14		SW - La Crosse
Regional Project Engineer – Project Manager		**(Area Code) Telephone Number**
Dan Kleinertz		608-789-5709
Consultant Project Engineer – Project Manager		**(Area Code) Telephone Number**
Teri Schopp, DAAR Engineering		920-342-2176
Archaeological Consultant		**(Area Code) Telephone Number**
MAP - Jason Kennedy		608-264-6535
Architecture/History Consultant		**(Area Code) Telephone Number**
Mead & Hunt, Inc. - Erin Kelly		608-443-0325

II. PROJECT DESCRIPTION

Project Length	Land to be Acquired: Fee Simple	Land to be Acquired: Easement
8.1 miles	25.99 acres	0.0 acres

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right of Way Width	33-ft	33'-60'	Terrace Width no change	0	6-ft
Shoulder no change	2'-5'	4'-6'	Sidewalk Width N/A		
Slope Intercept Varies			Number of Lanes no change	11'	12'
Edge of Pavement Existing 2-11' travel lanes	11'-13'	16'-18'	Grade Separated Crossing	N/A	N/A
Back of Curb Line no change	0'	16'	Vision Triangle acres		
Realignment	0	no change	Temporary Bypass acres	N/A	N/A
Other – List:			Stream Channel Change	☐ Yes	☒ No
Attach Map(s) that Depict "Maximum" Impacts.	☒ Yes	☐ No	Tree Topping and/or Grubbing	☒ Yes	☐ No

Brief Narrative Project Description: Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right of way, whichever is greater. Include all temporary, limited and permanent easements. For amendments (e.g. design refinements, scope changes, etc) description should only include new/added project actions and materials.

The Wisconsin Department of Transportation (WisDOT) proposes to improve approximately 8 miles of Wisconsin State Highway (WIS) 60. Project activities extend from WIS 80 to U.S. Highway (US) 14, through the townships of Orion and Buena Vista, and the unincorporated community of Gotham in Richland County. The single design project will be constructed as three projects as indicated on the plans. The project will involve resurfacing, intersection improvements, and realignment of the roadway in two areas. A recreational trail alignment will be modified where it intersects WIS 60. Additionally, curb and gutter and storm sewers will be installed as needed throughout the project area.

Additional activities include four driveway closures (marked on plans) as well as rock cuts, involving spot cutting and grading upslope of the roadway. There is a potential for parcels to be acquired in full in these areas at the request of existing landowners. The project is scheduled to be constructed in 2027 and 2028.

☐ Add continuation sheet, if needed.

DocuSign Envelope ID: 79D0BA61-2500-454D-9DA1-16003A4A1CAF

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION *(continued)*

Wisconsin Department of Transportation DT1635

III. CONSULTATION: How has notification of the project been provided to:

☒ Property Owners	☐ Historical Societies/Organizations	☒ Native American Tribes
☒ Public Information Meeting Notice	☐ Public Information Meeting Notice	☒ Public Info. Mtg. Notice
☒ Letter - Required for Archaeology	☐ Letter	☒ Letter
☐ Telephone Call	☐ Telephone Call	☐ Telephone Call
☒ Other: Affected landowner letter	☐ Email	☒ Email

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

IV. AREA OF POTENTIAL EFFECTS – APE

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

HISTORY: Describe the area of potential effects for buildings/structures. Please work with your architecture/history consultation to complete this section.

Properties adjacent to the project corridor that may be directly or indirectly affected by the project. In Orion and Gotham, where intersection improvements are proposed, APE is extended along cross streets.

V. PHASE I – ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY	HISTORY
☐ Archaeological survey **is needed**	☐ Architecture/History survey **is needed**
☒ Archaeological survey **is not needed**	☒ Architecture/History survey **is not needed**
☐ Screening list (date)	☐ Screening list (date)
☐ Non-Survey Archaeology Documentation attached	☐ Non-Survey History Documentation attached

VI. SURVEY COMPLETED

ARCHAEOLOGY	HISTORY
☐ Archaeological Survey Field Report (ASFR) attached	☐ Architecture/History Survey Report (AHSR) attached
☐ Cemetery/burial documentation attached	☐ Potentially eligible buildings/structures identified
☐ Phase I Report attached	☐ Avoided through redesign or outside the APE
☐ No Potentially eligible sites identified	☐ Determination of Eligibility (DOE) completed
☐ Potentially eligible site(s) identified	☐ Previously listed/eligible property identified
☐ Avoided through redesign or outside APE	☐ Avoided through redesign or outside the APE
☐ Phase II conducted	

VII. FORMAL EVALUATION COMPLETED

☐ Phase II Report Attached	☐ Determination(s) of Eligibility attached
☐ No arch site(s) eligible for NRHP	☐ No buildings/structure(s) eligible for NRHP
☐ Arch site(s) eligible for NRHP	☐ Buildings/structure(s) eligible for NRHP
☐ Site(s) eligible for NRHP – DOE attached	

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

☒ Per Wis. Stat. 157.70 obtain burial authorization from WHS one year prior to construction. Please include archaeology site number(s).

See Archaeology Amendment Memo

☐ Please attach continuation page if needed.

IX. PROJECT DECISION

☐ No historic properties (historical or archaeological) in the APE.

☐ No historic properties (historical or archaeological) affected.*

☒ Historic properties (historical and/or archaeological) may be affected by project;

☐ Documentation for Determination of No Adverse Effects is included with this form. WisDOT has concluded that this project will have No Adverse Effect on historic properties. Signature by SHPO below indicates SHPO concurrence in the DNAE and concludes the Section 106 Review process for this project.*

☒ Go to Step 4: Assess affects

* Per 23 CFR 774, WisDOT, on behalf of FHWA, hereby informs SHPO that concurrence with 'No historic properties affected' or 'No Adverse Effect on historic properties' may be used in considering whether a de minimis Section 4(f) finding or a temporary occupancy exception is appropriate. SHPO signature on this form serves as acknowledgement of this official notification.

X. SIGNATURES

X [signature] 12/14/22	X DocuSigned by: Barry Paye 3E13953827A84D7... 19 December 2022	X DocuSigned by: Kimberly Cook 2F3FB9178D084A4... 09 January 2023
(WisDOT Regional Signature) (Date – m/d/yy)	(WisDOT Historic Preservation Officer Signature) (Date – m/d/yy)	(State Preservation Officer Signature) (Date – m/d/yy)

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SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 8/2022

For instructions, see FDM Chapter 26. WHS Case # 18-1484 RI

I. PROJECT INFORMATION

☒ Amended Submittal *(include new information only)*

Project ID	Highway – Street	County
5190-07-00 (-71, -60, -72)	WIS 60	Richland
Project Termini		**Region – Office**
Wisconsin State Higway 80 - US Highway 14		SW - La Crosse
Regional Project Engineer – Project Manager		**(Area Code) Telephone Number**
Dan Kleinertz		608-789-5709
Consultant Project Engineer – Project Manager		**(Area Code) Telephone Number**
Teri Schopp, DAAR Engineering		920-342-2176
Archaeological Consultant		**(Area Code) Telephone Number**
MAP - Jason Kennedy		608-264-6535
Architecture/History Consultant		**(Area Code) Telephone Number**
Mead & Hunt, Inc. - Erin Kelly		608-443-0325

II. PROJECT DESCRIPTION

Project Length	Land to be Acquired: Fee Simple	Land to be Acquired: Easement
miles	acres	acres

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right of Way Width varies			Terrace Width		
Shoulder			Sidewalk Width		
Slope Intercept			Number of Lanes		
Edge of Pavement			Grade Separated Crossing		
Back of Curb Line			Vision Triangle acres		
Realignment			Temporary Bypass acres		
Other – List:			Stream Channel Change	☐ Yes	☐ No
Attach Map(s) that Depict "Maximum" Impacts.	☐ Yes	☐ No	Tree Topping and/or Grubbing	☐ Yes	☐ No

Brief Narrative Project Description: Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right of way, whichever is greater. Include all temporary, limited and permanent easements. For amendments (e.g. design refinements, scope changes, etc) description should only include new/added project actions and materials.

As a result of proposed project impacts to privately-owned parcel access, multiple landowners have approached WisDOT requesting a total buy-out of their parcels, beyond the proposed project action limits. This amendment addresses the indirect effects of the project on 5 parcels, which would include structure demolition where structures exist. In addition, it addresses an additional proposed design refinement on a sixth parcel; including purchase of the additional parcel, and installation of a driveway on that parcel to provide access to the adjoining parcel to the west.

Since the previous Section 106 project decision, project consultation has been undertaken both with private landowners (owners of the Doxhaven and Season Cabin properties) and with Native American Tribes (HoChunk) along with other consulting parties.

☐ Add continuation sheet, if needed.

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SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION *(continued)*

Wisconsin Department of Transportation DT1635

III. CONSULTATION: How has notification of the project been provided to:

☒ Property Owners	☐ Historical Societies/Organizations	☒ Native American Tribes
☐ Public Information Meeting Notice	☐ Public Information Meeting Notice	☐ Public Info. Mtg. Notice
☐ Letter - Required for Archaeology	☐ Letter	☐ Letter
☐ Telephone Call	☐ Telephone Call	☐ Telephone Call
☒ Other: Consultation Meeting	☐ Email	☐ Email

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

IV. AREA OF POTENTIAL EFFECTS – APE

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

HISTORY: Describe the area of potential effects for buildings/structures. Please work with your architecture/history consultation to complete this section.

APE includes 4 parcels (1, 2, 4, and 5) acquired through early acquisition, additional parcel (Parcel 3) indicated for potential acquisition at landowner request but not yet acquired, a sixth parcel ("Koehnlein") subject to a proposed design modification to potentially acquire the parcel and install a driveway.

V. PHASE I – ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY	HISTORY
☒ Archaeological survey **is needed**	☒ Architecture/History survey **is needed**
☐ Archaeological survey **is not needed**	☐ Architecture/History survey **is not needed**
☐ Screening list (date)	☐ Screening list (date)
☐ Non-Survey Archaeology Documentation attached	☐ Non-Survey History Documentation attached

VI. SURVEY COMPLETED

ARCHAEOLOGY	HISTORY
☒ Archaeological Survey Field Report (ASFR) attached	☒ Architecture/History Survey Report (AHSR) attached
☐ Cemetery/burial documentation attached	☐ Potentially eligible buildings/structures identified
☐ Phase I Report attached	☐ Avoided through redesign or outside the APE
☐ No Potentially eligible sites identified	☐ Determination of Eligibility (DOE) completed
☐ Potentially eligible site(s) identified	☐ Previously listed/eligible property identified
☐ Avoided through redesign or outside APE	☐ Avoided through redesign or outside the APE
☐ Phase II conducted	

VII. FORMAL EVALUATION COMPLETED

☐ Phase II Report Attached	☐ Determination(s) of Eligibility attached
☐ No arch site(s) eligible for NRHP	☐ No buildings/structure(s) eligible for NRHP
☐ Arch site(s) eligible for NRHP	☐ Buildings/structure(s) eligible for NRHP
☐ Site(s) eligible for NRHP – DOE attached	

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

☒ Per Wis. Stat. 157.70 obtain burial authorization from WHS one year prior to construction. Please include archaeology site number(s).

Three new commitments have been identified; Table 68 outlines unchanged previous commitments

☒ Please attach continuation page if needed.

IX. PROJECT DECISION

☐ No historic properties (historical or archaeological) in the APE.

☐ No historic properties (historical or archaeological) affected.*

☒ Historic properties (historical and/or archaeological) may be affected by project;

☐ Documentation for Determination of No Adverse Effects is included with this form. WisDOT has concluded that this project will have No Adverse Effect on historic properties. Signature by SHPO below indicates SHPO concurrence in the DNAE and concludes the Section 106 Review process for this project.*

☒ Go to Step 4: Assess affects

* Per 23 CFR 774, WisDOT, on behalf of FHWA, hereby informs SHPO that concurrence with 'No historic properties affected' or 'No Adverse Effect on historic properties' may be used in considering whether a de minimis Section 4(f) finding or a temporary occupancy exception is appropriate. SHPO signature on this form serves as acknowledgement of this official notification.

X. SIGNATURES

X [signature]	6/14/23	X DocuSigned by: Barry Paye 3F13953027A84D7...	16 June 2023	X DocuSigned by: Kimberly Cook 2F3FB9178D094A4...	05 July 2023
(WisDOT Regional Signature)	(Date – m/d/yy)	(WisDOT Historic Preservation Officer Signature)	(Date – m/d/yy)	(State Preservation Officer Signature)	(Date – m/d/yy)

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VII. COMMITMENTS/SPECIAL PROVISIONS – Continuation Pages

- Per Wis. Stat. §157.70 obtain burial authorization for 47RI452/BRI-0207 (Indian Creek Linears) for any proposed ground disturbance

- Per Wis. Stat. §157.70 coordination with SHPO is required for transfer of any burial site.

- Complete remaining Phase 1 archaeological survey (Parcel 3) upon WisDOT acquisition – this will need to be outlined included in the MOA

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Table 68. Recommendations for Archaeological Resources Investigated along S.T.H. 60.

Site Name	Site Number	Cultural Affiliation	Investigations Conducted	NRHP Status in APE	Recommendations
Iverson	47RI164	Late Middle Woodland, Late Woodland, Oneota	I, II	Status Not Determined	Place temporary protective fencing along APE
Tiger Lily Terrace	47RI512	Late Woodland	I, II	Status Not Determined	Place temporary protective fencing along APE
Orion Conical Mounds	47RI54/ BRI-0141	Woodland, Historic Euroamerican	I	Protected under Wis.Stat. 157.70	Qualified archaeologist monitor during construction
Pine Crossing	47RI55	Unknown Precontact Native American	I	Status Not Determined	Place temporary protective fencing along APE
Indian Creek Linears	47RI452/ BRI-0207	Late Woodland	I	Protected under Wis.Stat. 157.70	Qualified archaeologist monitor during construction
Walnut Field	47RI548	Early Woodland, Late Woodland, Oneota, Historic Euroamerican	I/II	Status Not Determined	Place temporary protective fencing along APE
Troller	47RI447/ BRI-0202	Late Woodland	I	Protected under Wis.Stat. 157.70	Outside the project APE; No additional investigations as the project is currently designed
Indian Creek Cemetery	BRI-0085	Historic Euroamerican	I	Protected under Wis.Stat. 157.70	Outside the project APE; No additional investigations as the project is currently designed
Isolated Find	RI-IF3-2008	Unknown Precontact Native American	I	Not eligible	No additional investigations
Sarah Dooley Mounds	47RI57/ BRI-0173	Late Woodland	I	Protected under Wis.Stat. 157.70	Qualified archaeologist monitor during construction
Either Side	47RI497/ BRI-0218	Late Woodland	I	Protected under Wis.Stat. 157.70	Qualified archaeologist monitor during construction
Paulus Prairie	47RI545	Unknown Precontact Native American	I	Not eligible	No additional investigations

Note: *conducted by MAP 1983; +conducted by ARI 1998; APE=area of potential effect; NRHP=National Register of Historic Places.

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Table 68. Recommendations for Archaeological Resources Investigated along S.T.H. 60, continued….

Site Name	Site Number	Cultural Affiliation	Investigations Conducted	NRHP Status in APE	Recommendations
Island View Mounds	47RI451/ BRI-0206	Late Woodland	I	Protected under Wis.Stat. 157.70	Qualified archaeologist monitor during construction
River View Ruins	47RI534	Historic Euroamerican	I	Status Not Determined	Outside the project APE; No additional investigations as the project is currently designed
Cook Linear Mounds	47RI449/ BRI-0204	Late Woodland	I	Protected under Wis.Stat. 157.70	Qualified archaeologist monitor during construction
Horse Shoe Falls	47RI552	Historic Euroamerican	I	Not eligible	No additional investigations
Neefe Mounds	47RI59/ BRI-0170	Late Archaic, Late Middle Woodland, Late Woodland	I, II*	Protected under Wis.Stat. 157.70	Qualified archaeologist monitor during construction
Canary Grass	47RI547	Unknown Precontact Native American	I	Not eligible	No additional investigations
Green Briar	47RI547	Unknown Precontact Native American	I	Not eligible	No additional investigations
Breezy River	47RI551	Unknown Precontact Native American	I/II	Not eligible	No additional investigations
Lamberson	47RI63	Late Middle Woodland, Late Woodland	I	Determined eligible	Phase III Data Recovery
Seifert Fire Pits	47RI62/ BRI-0223	Late Woodland	I	Protected under Wis.Stat. 157.70	Qualified archaeologist monitor during construction
Seifert Mounds	47RI60/ BRI-0167	Woodland	I	Protected under Wis.Stat. 157.70	Outside the project APE; No additional investigations as the project is currently designed
Seifert Hollow	47RI549	Unknown Precontact Native American Historic Euroamerican	I	Status Not Determined	Site avoided by project design

Note: *conducted by MAP 1983; +conducted by ARI 1998; APE=area of potential effect; NRHP=National Register of Historic Places.

DocuSign Envelope ID: D9E1F67F-84C4-42CE-806C-502B75E3658A

Table 68. Recommendations for Archaeological Resources Investigated along S.T.H. 60, continued…

Site Name	Site Number	Cultural Affiliation	Investigations Conducted	NRHP Status in APE	Recommendations
Paul Seifert House	47RI546	Historic Euroamerican	I	Not eligible	No additional investigations
Isolate Find	RI-IF4-2008	Unknown Precontact Native American	I	Not eligible	No additional investigations
Pine River Enclosure	47RI416/ BRI-0188	Paleoindian, Middle Archaic, Late Archaic, Late Middle Woodland, Late Woodland	II	Protected under Wis.Stat. 157.70	Qualified archaeologist monitor during construction
Conundrum	47RI445/ BRI-0200	Middle Archaic, Late Archaic, Early Woodland, Middle Woodland, Late Woodland	II	Determined eligible Protected under Wis.Stat. 157.70	Site avoided by project design
Teeple Group	47RI19/ BRI-0165	Middle/Late Archaic, Woodland	II	Determined eligible Protected under Wis.Stat. 157.70	Phase III Data Recovery
Buena Vista Linear Mound	47RI542/ BRI-0247	Woodland	I	Protected under Wis. Stat. 157.70	Outside the project APE; No additional investigations as the project is currently designed
Schmidt Mounds	47RI58/ BRI-0169	Woodland	I	Protected under Wis.Stat. 157.70	Outside the project APE; No additional investigations as the project is currently designed
Pine River	47RI318	Late Paleoindian, Early Archaic, Middle Archaic, Late Archaic, Early Woodland, Middle Woodland, Late Woodland	III+	Determined eligible	Site avoided by project design
Pine River Linear Mounds	47RI450/ BRI-0205	Late Middle Woodland, Late Woodland	II	Protected under Wis.Stat. 157.70	Qualified archaeologist monitor during construction
Bike Trail	47RI417	Middle Archaic, Middle Woodland, Late Woodland	I	Status Not Determined	Place temporary protective fencing along APE
Isolated Find	RI-IF1-2008	Unknown Precontact Native American	I	Not eligible	No additional investigations
Isolated Find	RI-IF2-2008	Unknown Precontact Native American	I	Not eligible	No additional investigations

Note: *conducted by MAP 1983; +conducted by ARI 1998; APE=area of potential effect; NRHP=National Register of Historic Places.

18-1484/R1

NPS Form 10-900
(January 1992)
Wisconsin Word Processing Format (Approved 1/92)

OMB No. 10024-0018

United States Department of Interior
National Park Service

RECEIVED
DEC 2 0 2018
BY: .....

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name N/A

other names/site number Teepel Group (47RI19/BRI-0165)

2. Location

street & number Ca[redacted] mile SW of jct of USH 14 and STH 60 X **not for publication**

city or town Town of Buena Vista X **vicinity**

state Wisconsin **code** WI **county** Richland **code** 103 **zip code** 53540

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ~~X~~ nomination X request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets _ does not meet the National Register criteria. I recommend that this property be considered significant _ nationally _ statewide X locally. (_ See continuation sheet for additional comments.)

Signature of certifying official/Title — Date 12-16-18

State or Federal agency and bureau

In my opinion, the property X meets _ does not meet the National Register criteria.
(_ See continuation sheet for additional comments.)

Signature of commenting official/Title SHPO — Date 1/10/18

State or Federal agency and bureau

18-1484/R1

NPS Form 10-900
(January 1992)
Wisconsin Word Processing Format (Approved 1/92)

OMB No. 10024-0018

United States Department of Interior
National Park Service

RECEIVED
DEC 2 0 2018
BY: .....

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name N/A
other names/site number Lamberson (47RI63)

2. Location

street & number	Ca. [redacted] km west of the Pine River and [redacted] km west of Gotham, WI					X	**not for publication**		
city or town	Town of Orion					X	**vicinity**		
state	Wisconsin	**code**	WI	**county**	Richland	**code**	103	**zip code**	53540

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination X request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets _ does not meet the National Register criteria. I recommend that this property be considered significant _ nationally _ statewide X locally. (_ See continuation sheet for additional comments.)

[signature] / Bureau of Technical Services Director 12-15-18
Signature of certifying official/Title — Date

State or Federal agency and bureau

In my opinion, the property X meets _ does not meet the National Register criteria.
(_ See continuation sheet for additional comments.)

[signature] SHPO 1/10/18
Signature of commenting official/Title — Date

State or Federal agency and bureau

Memorandum of Agreement

BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION AND
THE WISCONSIN STATE HISTORIC PRESERVATION OFFICER
Prepared pursuant to 36 CFR § 800.6(c)

Regarding
WISCONSIN DEPARTMENT OF TRANSPORTATION PROJECT I.D. 5190-07-00
WHS#: 18-1484
Reconstruct WIS 60: STH 80 to USH 14
Towns of Orion and Buena Vista, Community of Gotham, Richland County

WHEREAS, the Federal Highway Administration (FHWA) has been requested to participate in the reconstruction of Wisconsin State Trunk Highway (WIS) 60 in the towns of Orion and Buena Vista and community of Gotham, Richland County, Wisconsin; and

WHEREAS, the FHWA is the lead agency on this project with responsibility for completing the requirements of Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, 54 U.S.C. § 300101 (Section 106); and

WHEREAS, the FHWA has established the project's Area of Potential Effect (APE), as defined in 36 CFR § 800.16(d), to include properties along WIS 60 that may be directly or indirectly impacted by project activities and areas where ground disturbance may occur as a result of the proposed project activities; and

WHEREAS, the FHWA, pursuant to 36 CFR § 800.4(c), has determined that Doxhaven Cabin, Trevillian Seasonal Cabin, the Teeple Group, and the Lamberson site are eligible for inclusion in the National Register of Historic Places (National Register); and

WHEREAS, the eligibility of the Neefe Mounds has yet to be determined; pursuant to 36 CFR § 800.4(b)(2), final identification and evaluation of historic properties regarding Neefe Mounds will be deferred until parcel acquisition by the Wisconsin Department of Transportation (WisDOT) is completed, then, will be held to the terms of this agreement; and

WHEREAS, the FHWA has determined that the project will have an adverse effect on Doxhaven Cabin, the Teepel Group, and the Lamberson site; and

WHEREAS, the FHWA has consulted with the Wisconsin State Historic Preservation Office (SHPO) in accordance with Section 106 and its implementing regulations (36 CFR Part 800) to resolve the adverse effect of the project on historic properties; and

WHEREAS, the FHWA intends to use the provisions of this MOA to address applicable requirements of Section 110(b) of the NHPA, 54 U.S.C. 306103; and

WHEREAS, the United States Fish and Wildlife Service (USFWS) was invited to the consultation for this MOA but declined;

WHEREAS, the United States Army Corps of Engineers (USACE) was invited to the consultation for this MOA but declined; and

WHEREAS, the Department of Natural Resources (DNR) participated in the consultation and concurs with this MOA; and

WHEREAS, WisDOT participated in the consultation and concurs with this MOA; and

WHEREAS, the Ho-Chunk Nation participated in the consultation and has been invited to be a signatory to the MOA but declined; and

WHEREAS, the Forest County Potawatomi participated in the consultation and has been invited to be a signatory to the MOA but declined; and

WHEREAS, the Advisory Council on Historic Preservation (ACHP) was invited to partake in consultation in March of 2024 but declined: and

WHEREAS, this undertaking is not on federal or Tribal land as defined by the NHPA; therefore, all inadvertent human remains discoveries will be addressed in accordance with Wisconsin Statute § 157.70; and

WHEREAS, post-review discoveries not governed by Wisconsin Statute §157.70 will be treated in accordance with 36 CFR 800.13(b); and

NOW, THEREFORE, the FHWA and the Wisconsin SHPO agree that, upon execution of this MOA, and upon the FHWA's decision to proceed with the project, the FHWA shall ensure that the following stipulations are implemented in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

WisDOT shall ensure satisfaction of the following stipulations:

1. National Register Nomination for Doxhaven Cabin and Boathouse

To recognize the historic significance of the Doxhaven Cabin and Boathouse, WisDOT's agent, in consultation with SHPO, shall nominate the property for listing in the National Register by completing a National Register Nomination Form in accordance with National Park Service (NPS) and SHPO requirements, including *National Register Bulletin: How to Complete the National Register Registration Form.* The Nomination will treat the Doxhaven Cabin and Boathouse as a historic property.

Within twelve (12) months of project completion, the WisDOT's agent will submit the following items to the WisDOT CRT for review and transmittal to SHPO:

- Completed NPS Form 10-900, hard copy and electronic version.
- U.S. Geological Survey map per NPS requirements.
- Sketch or other appropriate historic boundary map, per NPS requirements.
- Two sets of labeled 5" x 7" photographs, per NPS requirements.
- Labeled digital images on CD, per NPS requirements.
- Review Board PowerPoint presentation on CD, per SHPO requirements.
- Summary paragraph, per SHPO requirements.
- National Register checklist, per SHPO requirements.

WisDOT or its agent will address SHPO, State Historic Preservation Review Board, and NPS comments and present the National Register Nomination at a State Review Board Meeting, as scheduled by SHPO.

2. Archaeological Data Recovery Plan for Teeple Group, Lamberson Site, and Neefe Mounds (if Applicable)

WisDOT shall ensure that the *Data Recovery Plan for 47RI19/BRI-0165 (Teeple Group) and 47RI63 (Lamberson Site), Richland County, Wisconsin* in Appendix A (currently in draft form) is executed in order to obtain significant information from the sites.

Pursuant to 36 CFR 800.5(a)(3), a phased application in applying the criteria of adverse effect will apply to 47RI59/BRI-0170 (Neefe Mounds) consistent with the phased identification and evaluation efforts conducted pursuant to 36 CFR § 800.4(b)(2). If the project is found to have an adverse effect, the FHWA shall consult further to resolve the adverse effect pursuant to 36 CFR 800.6 and move forward with data recovery in accordance with the *Data Recovery Plan* and this MOA.

Prior to the start of data recovery field investigations, interested Tribes will be offered an opportunity to meet with the archaeologists to discuss culturally sensitive issues.

Archaeological reports will be completed within two (2) years of completion of the data recovery, which includes lab analysis. All reports will be in compliance with contemporary professional standards and with the Department of Interior's Format Standards for Final Reports of Data Recovery Programs (47 FR 5377-79). WisDOT or its agent will provide draft report(s) to MOA signatories for a 30-day review and comment period.

All notes, records, photographs, and archaeological materials determined to be on State, State subdivision, or privately owned land will be curated in accordance with the Secretary of the Interior's Guidelines, 36 CFR 79, and in compliance with Wisconsin Statute 44.40.

3. Public Outreach for Teeple Group

WisDOT and its agent shall ensure that public outreach opportunities, including facilitation of field visits to the Teeple Group (47RI19/BRI-0165), are executed. This site was selected because of its ease of accessibility, opposed to the accessibility challenges offered by the other archaeological sites. Interested stakeholders will be sent an invitation to participate in a field visit while data recovery excavations occur.

Additionally, a public announcement will go out inviting the public to visit while archaeologists are on-site. Notice will be sent thirty (30) days prior to scheduled commencement of data recovery excavations to confirm field visit days (and a potential rain date). Notice will be sent to the below groups and the public.

- Tribal members
- WHS K-12 program
- Boy Scouts and Girl Scouts
- Lower Wisconsin Riverway Board
- Other interested stakeholders.

Documentation of the invitations and completion of the field visits will be provided to WisDOT or its agent.

4. Public Interpretation for Teeple Group, Lamberson Site, and Neefe Mounds (if Applicable)

WisDOT and its agent shall ensure that the results of the data recovery and archaeological surveys of the sites are shared publicly via ArcGIS StoryMaps or a similar platform. Interpretation will incorporate native language and oral history elements by working with consulted Tribes. This information is to be hosted virtually on a publicly accessible website for at least five years.

5. Dispute Resolution

Should any signatory to this MOA (including any invited signatory), per 36 CFR 800.6(c)(1) and (2), object in writing at any time prior to termination to any actions proposed or the manner in which the terms of this MOA are implemented, WisDOT and the FHWA shall consult with such party to resolve the objection. The objection must specify how the actions or manner of implementation is counter to the goals, objectives, or specific stipulation of this MOA. If the FHWA determines that such objection cannot be resolved, the FHWA will:

A. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the Advisory Council on Historic Preservation (ACHP). The ACHP shall provide the FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and signatories, and provide them with a copy of this written response. The FHWA will then proceed according to its final decision.

B. If the ACHP does not provide its advice regarding the dispute within the thirty (30)-day period, the FHWA may make a final decision on the dispute and proceed accordingly. Prior to proceeding, the FHWA shall notify the parties to this MOA of its decision regarding the dispute.

C. It is the FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute.

6. Amendment

Any signatory to this agreement may propose to the agency that the agreement be amended. Whereupon the agency shall consult with the other signatory parties [including invited signatories per 36 CFR 800.6(c)] to this agreement to consider such an amendment. 36 CFR 800.6(c) shall govern the execution of any such amendment.

7. Professional Qualifications

WisDOT shall ensure that all historic preservation work carried out pursuant to the agreement is carried out by or under the supervision of a person or persons meeting at a minimum the *Secretary of the Interior's Professional Qualifications Standards* in the field of architectural history, as published in 36 CFR Part 61.

8. Termination

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment as stated in CFR 800.6(c)(8). If within thirty (30) days an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

9. Sunset Clause

This agreement shall be null and void if all terms are not carried out within fifteen (15) years from the date of its execution, unless the signatories agree in writing to an extension for carrying out its terms as stated in CFR 800.6(c)(5). Execution of this MOA by the FHWA and the Wisconsin SHPO, and implementation of its terms, evidences that the FHWA has complied with Section 106 on the reconstruction of STH 60 and its effects on historic properties and that the FHWA has taken into account the effects of the project on historic properties.

FEDERAL HIGHWAY ADMINISTRATION

BY: BETHANEY L BACHER-GRESOCK 2024.07.26 14:56:14 -05'00'

Bethaney Bacher-Gresock , Wisconsin Division, FHWA

WISCONSIN STATE HISTORIC PRESERVATION OFFICER

BY: _____ Date: 6/17/2024

Daina Penklunas, State Historic Preservation Officer

WISCONSIN DEPARTMENT OF TRANSPORTATION

BY: DocuSigned by: Barry Paye 3F13953827A84D7... Date: June 11, 2024

Barry Paye, WisDOT Historic Preservation Officer

WISCONSIN DEPARTMENT OF NATURAL RESOURCES

BY: DocuSigned by: 2ABA046A1BE64E6... _____ Date: July 2, 2024

Steven Little, Acting DNR Secretary

Jahns, Anna H - DOT

From: Kaliszewski, Katherine N - DOT
Sent: Monday, October 16, 2023 12:33 PM
To: Jahns, Anna H - DOT; Cloud, Lynn - DOT; Schopp, Teri; Kleinertz, Daniel - DOT; Fredrickson, Jennifer - DOT
Cc: Kennedy, Jason - WHS; Erin Kelly; 'Emily Pettis (emily.pettis@meadhunt.com)'; Rumschlag, Samuel J - DOT
Subject: FW: WisDOT ID 5190-07-00; WHS 18-1484, STH 60, Richland County

All, See SHPO's comments and let me know if we need to chat.

Katie

From: KIMBERLY A COOK <kimberly.cook@wisconsinhistory.org>
Sent: Thursday, October 5, 2023 1:26 PM
To: Kaliszewski, Katherine N - DOT <katherinen.kaliszewski@dot.wi.gov>
Cc: Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>
Subject: Re: WisDOT ID 5190-07-00; WHS 18-1484, STH 60, Richland County

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Do not click links or open attachments unless you recognize the sender and know the content is safe.

Further Coordination: 18-1484/RI - 5190-07-00 - Reconstruct STH 60: STH 80 - USH 14
Dear Ms. Katie Kaliszewski,

We reviewed the memo regarding the proposed wall for WHS #18-1484, Reconstruct STH 60: STH 80 - USH 14 and have a few questions. Does the graphic on page 3 reflect the size and height of the proposed wall? If not, could you send something that represents the proposed final height and length? We're looking to see how visually intrusive it might be.

What do the landowners think about the wall solution?

Please ensure additional materials are sent to compliance@wisconsinhistory.org to guarantee they will be uploaded to the project file and the review process can proceed in a timely manner.

Thank you,

Kimberly Cook
Compliance Reviewer
State Historic Preservation Office

Wisconsin Historical Society
816 State Street, Madison, WI 53706

kimberly.cook@wisconsinhistory.org

Kimberly Cook (she/her/hers)

Compliance Reviewer

State Historic Preservation Office

Wisconsin Historical Society

816 State Street, Madison, WI 53706

Kimberly.cook@wisconsinhistory.org

Wisconsin Historical Society

Collecting, Preserving, and Sharing Stories Since 1846

From: Kaliszewski, Katherine N - DOT <katherinen.kaliszewski@dot.wi.gov>
Sent: Tuesday, September 19, 2023 10:35 AM
To: Compliance WHS <compliance@wisconsinhistory.org>
Cc: Rumschlag, Samuel J - DOT <samuelj.rumschlag@dot.wi.gov>; Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>; KIMBERLY A COOK <kimberly.cook@wisconsinhistory.org>
Subject: RE: WisDOT ID 5190-07-00; WHS 18-1484, STH 60, Richland County

Good morning,

The project team requested that we send over an updated memo is minor word clarification. In theory this should be similar to what was sent over before.

Thanks,

Katie Kaliszewski

WisDOT Cultural Resources Team
4822 Madison Yards Way
5th Floor South
Madison, WI 53705
608-267-6693

From: Compliance WHS <compliance@wisconsinhistory.org>
Sent: Wednesday, September 13, 2023 10:59 AM
To: Kaliszewski, Katherine N - DOT <katherinen.kaliszewski@dot.wi.gov>
Cc: Rumschlag, Samuel J - DOT <samuelj.rumschlag@dot.wi.gov>; Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>
Subject: Re: WisDOT ID 5190-07-00; WHS 18-1484, STH 60, Richland County

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Good morning Katie,

I am writing to confirm the receipt of your request. Your project materials have been added to case #18-1484 and will be reviewed shortly by our staff.

Best,
Kay Romanin

State Historic Preservation Office- Compliance
Wisconsin Historical Society
816 State Street, Madison, WI 53703

Wisconsin Historical Society
Collecting, Preserving, and Sharing Stories Since 1846

From: Kaliszewski, Katherine N - DOT <katherinen.kaliszewski@dot.wi.gov>
Sent: Wednesday, September 13, 2023 9:54 AM
To: Compliance WHS <compliance@wisconsinhistory.org>
Cc: KIMBERLY A COOK <kimberly.cook@wisconsinhistory.org>; Rumschlag, Samuel J - DOT <samuelj.rumschlag@dot.wi.gov>; Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>
Subject: WisDOT ID 5190-07-00; WHS 18-1484, STH 60, Richland County

Good morning,

The project team would like to request SHPO thoughts on a retaining wall that must be installed near a historic property for the subject project. The property will already be adversely effected by the removal of the current 'retaining wall.' If there are any questions or clarifications that are required to the subject memo to help SHPO comment – please let me know.

Thanks,

Katie Kaliszewski

WisDOT Cultural Resources Team
4822 Madison Yards Way
5th Floor South
Madison, WI 53705
608-267-6693

Jahns, Anna H - DOT

From: Kaliszewski, Katherine N - DOT
Sent: Tuesday, November 21, 2023 1:10 PM
To: Jahns, Anna H - DOT; Schopp, Teri; Kleinertz, Daniel - DOT; Fredrickson, Jennifer - DOT; MeadHuntCRT@meadhunt.com
Cc: Cloud, Lynn - DOT; Rumschlag, Samuel J - DOT
Subject: FW: SHPO Review: 18-1484/RI - 5190-07-00 - Reconstruct STH 60: STH 80 - USH 14

SHPO has commented on the wall – see below.

Have a nice Thanksgiving.

Katie Kaliszewski

WisDOT Cultural Resources Team
4822 Madison Yards Way
5th Floor South
Madison, WI 53705
608-267-6693

From: kimberly.cook@wisconsinhistory.org <kimberly.cook@wisconsinhistory.org>
Sent: Monday, November 13, 2023 2:18 PM
To: Kaliszewski, Katherine N - DOT <katherinen.kaliszewski@dot.wi.gov>
Cc: Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>
Subject: SHPO Review: 18-1484/RI - 5190-07-00 - Reconstruct STH 60: STH 80 - USH 14

CAUTION: This email originated from outside the organization.
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Dear Ms. Katie Kaliszewski,

Thank you for the additional graphics showing the proposed retaining wall as a part of WHS #18-1484, Reconstruct STH 60: STH 80 - USH 14. We have no further concerns; the minimization efforts are appropriate and hopefully serve to preserve the historic cabin without detracting from its setting.

Sincerely,

Kimberly Cook
Compliance Reviewer
State Historic Preservation Office

Wisconsin Historical Society
816 State Street, Madison, WI 53706

kimberly.cook@wisconsinhistory.org

September 12, 2023

Ms. Katherine Kaliszewski
Environmental Analysis and Review Specialist
4822 Madison Yards Way
5th Floor South
PO Box 7965
Madison, WI 53705

Subject: WisDOT ID 5190-07-00, WHS # 18-1484
State Trunk Highway (STH) 80 – U.S. Highway (USH) 14
WIS 60, Richland County
Architecture/History Memo – Doxhaven Cabin and Boathouse Retaining Wall

Dear Katie:

The Wisconsin Department of Transportation (WisDOT) proposes to improve approximately 8 miles of STH 60 between STH 80 just north of the village of Muscoda and USH 14 in the unincorporated community of Gotham in Richland County, Wisconsin. The project will involve pavement reconstruction, road widening, intersection improvements, and realignment of the roadway in two areas. Additionally, curb and gutter, guardrail, culverts, and storm sewers will be replaced and installed throughout the project area. The initial Section 106 of the National Historic Preservation Act of 1966 (Section 106) documentation was submitted to your office in December 2018 and received by the Wisconsin State Historic Preservation Office (SHPO) in January 2019. An amendment due to design changes was submitted in December 2022 and approved by SHPO in January 2023. A supplemental letter report was submitted in June 2023 covering the acquisition of additional parcels.

In 2018 Doxhaven Cabin and Boathouse (AHI Nos. 149361 and 149362), located at 25604 STH 60, were identified as potentially eligible during a reconnaissance survey. A Determination of Eligibility (DOE) was completed, and the property was recommended eligible. SHPO concurred with the eligibility recommendation in January 2019. Doxhaven Cabin and Boathouse is eligible for listing in the National Register of Historic Places (National Register) under *Criterion C: Architecture* as an excellent local representation of a riverfront recreational residential property, displaying elements of the Craftsman style. Built c.1920, Doxhaven was one of the early seasonal residences constructed along this portion of the Wisconsin River. The cabin retains a high degree of integrity and architectural interest as it displays characteristics of the Craftsman style. The period of significance for the property is c.1920, which corresponds to the date of construction.

Proposed project activities within the Doxhaven Cabin and Boathouse historic boundary will remove and replace the existing pavement structure, replace and reconfigure the existing beam guard, and install a retaining wall. This wall would replace the lowest row of the existing stacked fieldstone retaining wall with a post and panel retaining wall to allow for proper grading of the roadway and to safely maintain the hillside of the property. The roadway will be reconstructed to accommodate two 12-foot lanes and four-foot shoulders. At least one mature tree will be removed within the historic boundary and grading will be completed to meet WisDOT standards. The pavement, retaining wall, and beam guard work will result in an adverse effect to the historic property. As such, a National Register nomination will be prepared as mitigation.

Regarding the replacement of the stacked fieldstone wall, several efforts have been made to minimize the effect to the historic property (see Figure 1 for current retaining wall appearance). An initial meeting with the property owners was held in 2019. Most recently, in February 2023 a meeting was held to update the property owners of changes to the proposed project work and gather input regarding project activities, including the design of the retaining wall, within the Doxhaven Cabin and Boathouse historic boundary and potential mitigation options. Attendees, which included the cultural resource team and engineering team, in addition to the property owners, identified the organic, natural boulder forms as a key feature of the setting. The design team worked to incorporate this element into the new retaining wall; however, the Bureau of Technical Services Geotechnical Engineering Unit (Geotech) subsequently determined that due to the fragile nature of the existing slope, a post and panel wall was crucial at this location and that the structural stability of the cabin would be significantly compromised without it. This wall type features emphasized vertical members and a manufactured feel that make replicating the organic stacked fieldstone appearance difficult. Ongoing efforts are being undertaken by the project team to identify an appropriate option that fits within the overall setting and meets the project needs based on the conditions of the site.

Figure 1. The existing portion of the retaining wall to be removed and replaced, shown in the yellow box.

To meet the safety standards of the roadway, any obstacle inside the clear zone needs to be removed or protected. There was consideration to place beam guard or concrete barrier along the north side of the roadway; however, this option was eliminated because the property's access stairs would be eliminated, which would pose an adverse effect to the historic property.

To maintain access and eliminate obstacles within the clear zone, the option of a wall was chosen. Several different wall types were considered, including a modular block wall; however, there were concerns that the excavation required for this wall type would destabilize the upper two tiers of boulders and the slope supporting the cabin. After many discussions with Geotech and several site visits to investigate the existing ground conditions in front of the cabin, the project team determined a post and panel wall would be needed to greatly reduce the risk slope and thusly, the cabin.

To date, an array of post and panel wall design options have been considered over the course of several meetings with the engineering team.

- Timber plank panels with steel posts were considered due to their natural aesthetic, which, while different from the existing stacked fieldstone, would allow the wall to blend into its forested setting (see Figure 2). However, timber offers a lessened lifespan due to degradation from springs (water) present on the property and sun exposure, resulting in approximately half to a third of the lifespan of a concrete wall. Each time maintenance is needed on the wall, the panels (and potentially the posts) would need to be removed, resulting in additional stress on the slope

supporting the Doxhaven Cabin. Each instance would have the potential to diminish the structural integrity of the foundation, according to Geotech. For this reason, timber was determined not to be a viable solution.

- To minimize the visual impact of the vertical posts, a concrete covering or veneer to the roadway-facing elevation of the wall was considered (see Figure 3). This covering would be stamped with either a stacked fieldstone or timber form liner and stained to mimic either the existing stacked fieldstone wall *or* timber panels that would blend with the forested setting. However, this covering would add an additional foot to the overall width of the retaining wall, resulting in a two-foot width. The additional width would require additional soil disturbance, increasing the risk to the structural integrity of the slope and, therefore, the cabin. Further, additional wall width would encroach upon the required clear zone, posing a safety concern to vehicular traffic and potentially requiring the addition of beam guard in front of the retaining wall. For these reasons, doubling the wall width was determined not to be a viable solution.

- This leaves the option of a post and panel wall with form liner stamped concrete panels stained to mimic either the existing stacked fieldstone wall or timber panels (see Figure 4). The metal posts would be painted a natural color, like brown, to minimize their visual impact and blend in with the panels as much as possible. Additionally, strategic planting of foliage could aid in obscuring the wall and work to emphasize the forested setting of the property. Currently, this is the best and only viable option.

Figure 2. Example of a timber post and panel wall. The timber panels weather and darker over time, giving it a more natural look as it ages. The wall height, pattern, and coloration do not represent those of the proposed project.

Figure 3. Example of a form liner stamped concrete covering on a post and panel wall. The wall height, pattern, and coloration do not represent those of the proposed project.

Figure 4. Example of a post and panel wall with form liner stamped concrete panels and painted posts. The wall height, pattern, and coloration do not represent those of the proposed project.

The engineering team has worked in tandem with the cultural resource team to minimize effects to historic properties to the furthest extent possible. At Doxhaven Cabin and Boathouse in particular, several project variances have been implemented to minimize such effects. The complete list of variances at this resource includes:

- The majority of the corridor will see the road widened from 11-12-foot lane widths to a standard 12-foot width, with six-foot paved shoulders. At this location the design maintains two 12-foot through lanes; however, the shoulders are narrowed at this stretch to four-foot paved to minimize encroachment on the historic resources.

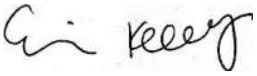
- The original project design involved removing the historic boathouse, which is located within the ROW and clear zone on the south (river) side of the roadway. Following the eligible determination of Doxhaven, an exception was granted to accommodate the boathouse within the ROW, and to protect it from vehicle impact with beam guard. Following consultation with property owners, an additional design exception was granted to put a break in the otherwise-continuous beam guard to maintain existing access and parking for the cabin and boathouse.

- In order to reduce impact to the property and its access, curb and gutter was designed to manage roadway drainage without ditching for approximately 700 feet from the property. This design allows for the retaining wall to be placed at the very edge of the clear zone, as distanced from the cabin as safely possible.

Current select plan sheets are enclosed. If you have any questions or require additional information, please contact me by phone at (608) 443-0325 or by email at erin.kelly@meadhunt.com.

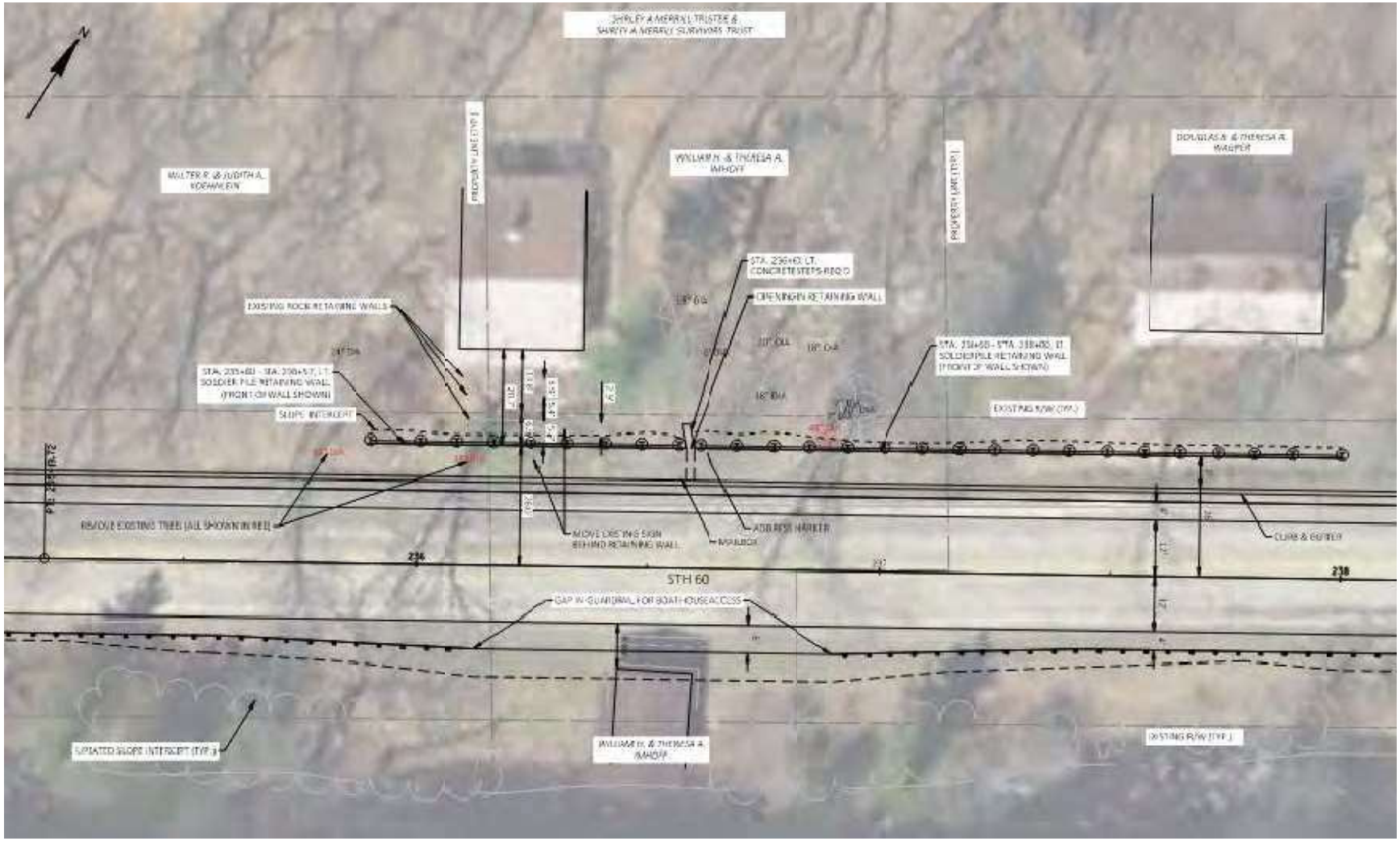
Sincerely,

MEAD & HUNT, Inc.

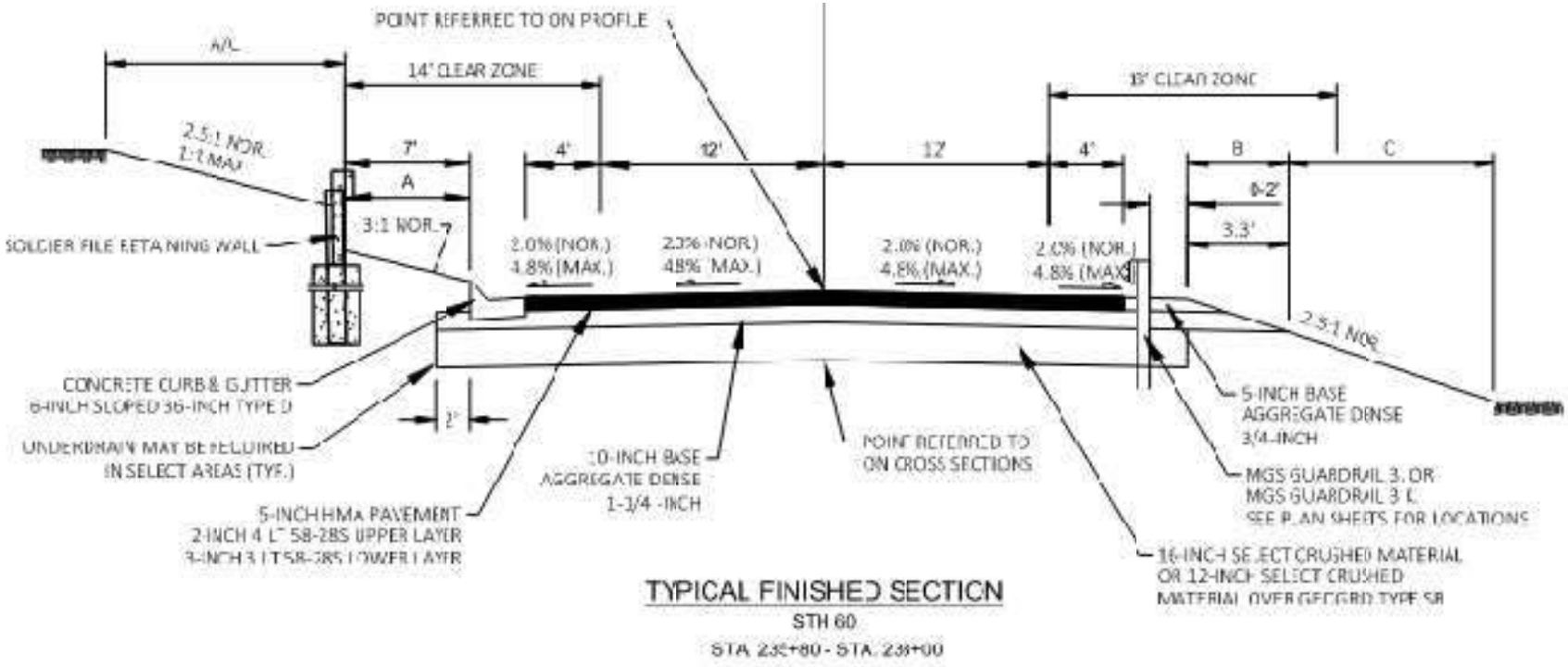


Erin Kelly
Cultural Resource Specialist

Enclosure



Current proposed plan sheet at Doxhaven.



Current proposed typical section at Doxhaven.

Appendix 7: Section 4(f) Documentation

Section 4(f) Evaluation (DRAFT)

Wisconsin State Highway (WIS) 60
from WIS 80 to U.S. Highway (US) 14

Orion and Buena Vista Townships and Community of Gotham
Richland County, Wisconsin

WisDOT ID 5190-07-00 (5190-07-71; 5190-07-60; 5190-07-72)

January 2025

DRAFT

Signature: _____ _____

FHWA Environmental Program Specialist Date

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DRAFT

List of Abbreviations and Acronyms

AHI	Architecture and History Inventory (Wisconsin Historic Preservation Database)
APE	Area of Potential Effects
CFR	Code of Federal Regulations
DOT	Department of Transportation
ER	Environmental Report
FHWA	Federal Highway Administration
HMVMT	Hundred million vehicle miles traveled
HPMS	Highway Performance Monitoring System
IRI	International Roughness Index
ISD	Intersection Sight Distance
LWSR	Lower Wisconsin State Riverway
LWSRB	Lower Wisconsin State Riverway Board
MOA	Memorandum of Agreement
mph	Miles per hour
National Register	National Register of Historic Places
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
OWJ	Official with Jurisdiction
PCI	Pavement Condition Index
PSD	Passing Sight Distance
SHPO	[Wisconsin] State Historic Preservation Officer
SSD	Stopping Sight Distance
T&E	Threatened and Endangered Species
THPO	Tribal Historic Preservation Officer
TOPS	[Wisconsin] Traffic Operations and Safety [Laboratory]
WDNR	Wisconsin Department of Natural Resources
WIS	Wisconsin State Highway
WisDOT	Wisconsin Department of Transportation
US	U.S. Highway
USC	U.S. Code
USACE	U.S. Army Corps of Engineers
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service

DRAFT

1. Background

This analysis summarizes the evaluation of impacts of the proposed action for the reconstruction of Wisconsin State Highway (WIS) 60 from WIS 80 to U.S. Highway (US) 14 in Richland County, Wisconsin to Section 4(f) properties (see Appendix A, Figure A-1 for a project location map). The evaluation was completed in conjunction with the Environmental Report (ER) for the project: Wisconsin Department of Transportation (WisDOT) project ID 5190-07-00 (5190-07-71; 5190-07-60; 5190-07-72). This report follows the procedures detailed in 23 U.S. Code (USC) 138 and 23 Code of Federal Regulations (CFR) 774.

A. Section 4(f) Introduction

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 (49 USC 303) and 23 USC 138 and its implementing regulations (23 CFR 774) state that the Federal Highway Administration (FHWA) may not approve the use of a property protected under Section 4(f) unless it first determines that there is no feasible and prudent alternative that avoids use of land from the property, or that any use of Section 4(f) property would be a *de minimis* impact. A Section 4(f) property, as defined by 23 CFR 774, includes publicly owned land of a public park, recreation area, or wildlife and waterfowl refuges of national, state, or local significance, or land of a public or privately owned historic site of national, state, or local significance. If there is no feasible and prudent alternative that avoids use of Section 4(f) property, FHWA may approve the alternative that causes the least overall harm to the Section 4(f) property, provided that a required evaluation of avoidance measures and all possible planning to minimize harm to the Section 4(f) property is documented in the Section 4(f) evaluation. A Section 4(f) use is defined in 23 CFR 774.17 and includes:

- When land is permanently incorporated into a transportation facility;
- When there is a temporary occupancy of land that is adverse in terms of the statute's preservation purpose determined by the criteria in 23 CFR 774.13; or
- Where there is a constructive use of Section 4(f) property as determined by the criteria in 23 CFR 774.15.

Reasonable alternatives to the proposed action are developed and evaluated as part of the planning process and in accordance with the Council on Environmental Quality (CEQ) regulations implementing the National Environmental Policy Act (NEPA), FHWA guidance on Section 4(f) resources, and Wisconsin Department of Transportation (WisDOT) guidelines. According to 23 CFR 774.17, an alternative is not feasible if it cannot be built as a matter of sound engineering judgement, and an alternative is not prudent if:

(i) It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;

(ii) It results in unacceptable safety or operational problems;

DRAFT

(iii) After reasonable mitigation, it still causes:
(A) Severe social, economic, or environmental impacts;
(B) Severe disruption to established communities;
(C) Severe disproportionate impacts to minority or low-income populations; or
(D) Severe impacts to environmental resources protected under other Federal statutes;

(iv) It results in additional construction, maintenance, or operations costs of an extraordinary magnitude;

(v) It causes other unique problems or unusual factors; or

(vi) It involves multiple factors in paragraphs (i) through (v) of this definition that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

Alternatives that do not adequately meet the project's purpose and need can be dropped from further consideration.

De minimis impacts to Section 4(f) properties are also defined and addressed in 23 CFR 774.3(b) and 23 CFR 774.17. For historic properties, a *de minimis* impact is defined as determination of either "no adverse effect" or "no historic properties affected" in compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (Section 106). For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f). If a *de minimis* impact applies, then no analysis of feasible and prudent alternatives in necessary.

B. Existing Facility

Wisconsin State Highway 60 (WIS 60) in its entirety is an east-west state highway running through southern Wisconsin, beginning on the western side of the state near Prairie du Chien where it intersects with WIS 35, and then traveling eastward to Port Washington on the east side of the state. The 8.28-mile-long portion of WIS 60 encompassing the current project (between WIS 80 on the west and U.S. Highway [US] 14 on the east) is designated as a Wisconsin Scenic Byway (Lower Wisconsin River Road). It is a predominately rural roadway largely extending along the north bank of the Wisconsin River, with bluff lands to the north side of the highway. WIS 60 is classified as a minor arterial highway under the National Highway System. WIS 60 is not designated as a long-haul truck route but is a major east/west corridor. WIS 60 was constructed in 1929 with no major reconstruction since being built. This portion of WIS 60 currently supports two-way traffic with two traffic lanes, one in each direction of traffic. Each traffic lane is 11-13.5 feet wide with asphaltic pavement. Consistent shoulders do not currently exist for any significant length within the project corridor. The 2025 construction year estimated Annual Average Daily Traffic (AADT) for this portion of WIS 60 is between 1,500 and 1,800 vehicles per day, depending on specific location, with trucks making up 19 percent of vehicular traffic.

DRAFT

2. Project Purpose and Need

Environmental documents prepared under the National Environmental Policy Act (NEPA) discuss the purpose and need of a proposed action. The discussion provides context and criteria for the development and review of alternatives for the proposed action, including the no-build alternative. The purpose and need statement is the foundation of the NEPA decision-making process.

The purpose and need section presents a statement explaining why the proposed action is being considered and explains specific transportation problems or deficiencies that require action. This process provides the basis for identifying and developing a reasonable range of alternatives for analysis.

A. Purpose of the Proposed Action

The purpose of the proposed action is to preserve the function, operation, and safety of the WIS 60 corridor in the overall transportation system by providing a safe and serviceable corridor for area businesses, residents, and the traveling public, while also meeting WisDOT roadway safety standards.

B. Need for the Proposed Action

The need of the project is to address the current deteriorating conditions, safety issues, and operational deficiencies of the existing roadway as follows:

(1) Deteriorating Roadway Conditions

The existing WIS 60 roadway is aged and deteriorated. WIS 60 was constructed in 1929, and no major reconstruction has occurred since that time. The pavement was resurfaced in 1963 and received various seal coats and spot overlays in 1987, 1988, and 1991. The pavement structure has outlived its expected lifespan and is experiencing multiple types of pavement deterioration and surface distress, including extensive cracking of the pavement and rutting in vehicle wheel paths. The ride quality for roadway users is also poor, with moderate potholes and visible signs of failure throughout the roadway. The patchwork of different aged maintenance treatments is also hiding further distress beneath the pavement surface. WisDOT uses the Pavement Condition Index (PCI) as a measurement of pavement distress and cracking. A PCI of 100 shows no pavement distress. A PCI of 0 shows severe pavement distress. The 2019 Pavement Design Report for the WIS 60 project corridor documented PCI ratings ranging from 23 to 64.

FHWA requests that WisDOT report roughness measurement data for the Highway Performance Monitoring System (HPMS) in International Roughness Index (IRI) units. IRI is a standard mathematical reference for road roughness to establish nationwide uniformity in the roughness data. In simpler terms, IRI is a measurement of smoothness or a quality of ride indicator for vehicle drivers: the lower the IRI value, the smoother the quality of the ride. The FHWA considers IRI values of 1.5 or less to be good, 1.5 to 2.7 to be acceptable, and over 2.7 to be poor. In 2007, during early project planning efforts, documented IRI ratings for the WIS 60 project corridor ranged from 1.40 to 1.78. Major pavement distresses at that time included transverse and longitudinal cracking. As of 2019, the Pavement Design Report for the WIS 60 project corridor documented IRI ratings of 1.26 to 1.72. The type, severity, and extent of surface distress for the WIS 60 project corridor in the 2019 report included medium rutting, medium to high tenting and cupping at transverse distresses, medium to high thermal and fatigue

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cracking, longitudinal cracking, raveled road edges, minor to medium potholing, and a patchwork of different-age maintenance treatments hiding further distress.

(2) Crash Safety Issues

The WIS 60 project has a notable crash history with a record of documented safety issues, including a high number of run-off-the-road crashes and failure to navigate curves. From 2003 to 2022 the portion of WIS 60 saw three crash-related fatalities and numerous Type A, B, and C level injuries. A Type A (incapacitating injury) crash results in an injury, other than fatal, that prevents walking, driving, or performing other activities that were performed before the crash. A Type B (non-incapacitating injury) crash results in an injury, other than fatal or incapacitating, that is evident at the scene. A Type C (possible injury) crash includes any injury that is not evident at the scene but that is claimed by the individual or suspected by the law enforcement officer.

Crash records for the most recent five- and ten-year periods were obtained from the Wisconsin Traffic Operations and Safety (TOPS) Laboratory. The TOPS Lab maintains crash records statewide for the WisDOT. Over a nine-year period, from January 2014 to December 2023, there were 112 total crashes on the WIS 60 project corridor, including 14 Type A, 11 Type B, and 14 Type C crashes. Within the more recent five-year period, from January 2019 to December 2023, 50 total crashes occurred within the WIS 60 project corridor, including six Type A, four Type B, and eight Type C crashes. The calculated WIS 60 project corridor crash rate is 238.7 crashes per hundred million vehicle miles traveled (HMVMT). This is noticeably higher than the statewide average crash rate for similar roadways of 94.22 crashes per HMVMT.

One specific portion of the WIS 60 corridor is identified as a high crash location. This section is nearly a mile in length and begins approximately 2,500 feet west of Schmidt Lane and ends near County TB. Nearly all crashes occurring in this section are identified as “run-off-the-road.” Historic crash data for this section shows a crash rate that is almost six times higher than the comparable statewide average crash rate. The injury crash rate for this section is three times higher than the statewide injury rate for a comparable roadway.

Crash analysis further indicates that the crash pattern may also be related to direction of travel. More westbound vehicles run off the road compared to eastbound vehicles. The significance in this directional split could be attributed to westbound WIS 60 not meeting driver expectation. WIS 60 intersects with US 14 in the unincorporated community of Gotham, near the project’s eastern terminus. The WIS 60 roadway environment is a noticeably different roadway than US 14, with sudden changes in alignment and curvatures. This section of WIS 60 consists of a double “S-curve” on the horizontal alignment, with a variable vertical alignment and frequent changes in sight distance due to the proximity of the bluffs and the Wisconsin River. It is likely that some westbound vehicles that have just turned onto WIS 60 from US 14 are not expecting the rapid changes in both alignment and sight distance, which likely contributes to the numerous run-off-the-road crashes.

(3) Operational Deficiencies

WIS 60 currently supports two-way traffic with two traffic lanes, one lane in each direction of traffic. Travel lanes have an inconsistent and variable width of 11-13.5 feet wide with no consistent shoulders for any

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significant length within the project corridor. Some stretches of roadway have no shoulders at all. There are several existing corridor deficiencies with respect to roadway geometrics that are unsafe and/or can cause driver confusion:

- **Horizontal and Vertical Curves** – Horizontal (directional shifts in roadway) and vertical curves (hills) are an essential element in roadway design and safety. The WIS 60 project corridor includes numerous horizontal (directional shifts in the roadway) and vertical curves (hills) that do not meet the minimum design criteria for a minor arterial roadway with the 55 mile per hour (mph) speed limit. Additional deficiencies in the current roadway related to horizontal and vertical curves include the narrow width of the lanes (11-13.5 feet) and the lack of consistent shoulders within the project corridor.

  Design criteria for horizontal curves are determined to ensure drivers can safely navigate turns with an acceptable level of comfort while also maintaining vehicle control. Design criteria vary based on roadway characteristics and include factors such as the roadway's functional classification, traffic volumes, design speed, topography, and maximum superelevation (roadway banking). Due to the nature of the WIS 60 roadway, the design criteria vary throughout the corridor. The WIS 60 corridor includes more than 50 horizontal curves. Approximately 65 percent of the curves do not meet the horizontal curve design criteria for a roadway of this type.

  Vertical curve (hills) design criteria primarily focus on ensuring a safe and comfortable transition between different grades on a roadway by determining the necessary length of the curve to provide adequate sight distance, while also considering factors like driver comfort and drainage, all based on the design speed of the roadway section. The WIS 60 corridor includes more than 70 vertical curves. Approximately 55 percent of the curves do not meet the vertical curve design criteria for a roadway of this type.

- **Sight Distance** – A primary feature of roadway design is the arrangement of the geometric elements so there is adequate sight distance for safe and comfortable vehicle operations. Sight distance is the length of roadway visible to a driver. Sight distance standards are applied to many different geometric features of a roadway to evaluate safety operations. The three types of sight distance common in roadway design are intersection sight distance, stopping sight distance, and passing sight distance.

  - **Intersection Sight Distance (ISD)** is evaluated to determine if an appropriate length of roadway is present to allow the operators of vehicles approaching an intersection, or stopped at an intersection, to safely conduct whatever maneuvers are required to negotiate the intersection. There must be unobstructed sight along both roads of an intersection and across their included corners. Three side roads and four driveways within the WIS 60 project corridor have unsafe ISD due to obstructions such as embankments, houses, and foliage.

  - **Stopping Sight Distance (SSD)** is evaluated to determine if a sufficient length of roadway is visible to the driver to adequately enable a traveling vehicle to stop before

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reaching a stationary object in its path. The posted speed limit for the majority of the project corridor is 55 mph. Existing SSD at 29 identified locations is unsafe for the 55-mph speed limit within the WIS 60 project corridor and does not meet the design criteria for a minor arterial roadway.

- **Passing Sight Distance (PSD)** is evaluated to determine if an appropriate length of roadway is present to enable the driver of one vehicle to pass another vehicle safely and comfortably. Most of the WIS 60 project corridor is currently a no-passing zone (double yellow lines between travel lanes), with the exceptions of two small sections of the project corridor east of the WIS 80 intersection and west of the Gingers Road intersection. Locating of no passing zones would be completed prior to the final pavement marking, and the lanes would be marked appropriately. PSD was not a consideration for the design of the proposed action.

- **Roadside Hazards** – The WIS 60 project has poorly sloped lanes and shoulders that no longer meet WisDOT safety standards. In addition to poorly sloped lanes and shoulders, various existing obstructions such as rock outcroppings, sheds, retaining walls, power poles, dense foliage, and steep embankments are creating roadside safety hazards in the WIS 60 project corridor.

  Due to the close proximity of the roadway to the Wisconsin River and associated wetlands, there are numerous locations along the WIS 60 project corridor with very steep slopes adjacent to the roadway. This has resulted in 33 percent of the project corridor having beam guards; however, not all locations that need beam guards have them in place. In many portions of the WIS 60 project corridor, sections of existing beam guard are deteriorating, in poor condition, and/or no longer meet current safety standards. The existing beam guard is also sagging in several areas due to severe erosion directly behind the beam guard. The existing beam guard also has substandard turn-down terminal ends. This beam guard type creates a hazard for vehicles leaving the roadway.

  Trees and dense vegetation within the WIS 60 clear zone and right of way also create hazards for vehicles leaving the roadway. The clear zone is the roadside border area, starting at the edge of the travel lanes. This area is available for safe use by errant vehicles. Simply stated, the clear zone is intended to be an unobstructed, relatively flat area beyond the edge of the travel lanes that allows a driver to stop safely or regain control of a vehicle that leaves the roadway.

  There are also steep driveways within the project corridor. These driveways are hazardous, with slopes that could cause vehicles leaving/entering the WIS 60 roadway to have poor sight distance, excessive acceleration, deceleration, or overturn.

(4) Drainage Structures

The WIS 60 roadway's direct proximity to the Wisconsin River, several smaller streams, and floodplain areas makes appropriate roadway drainage important. Project roadway water crossings include Indian Creek, Indian Hollow Creek, Riverview Creek, the Pine River, and at least two natural springs. Multiple culverts provide drainage to pass under the WIS 60 roadway. Several of the culverts were originally

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constructed in 1929. Most of the culverts are in poor physical condition and in need of replacement due to rusting or crushed culvert barrels, missing end walls, and, in some locations, metal culvert pipe extensions, that do not meet clear zone requirements.

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3. Proposed Action

The current 8.28-mile-long section of WIS 60 between WIS 80 north of Muscoda and US 14 in Gotham is a predominantly rural two-lane corridor. The proposed project would reconstruct and recondition WIS 60 within the project limits. Specific project activities include: realigning substandard horizontal/vertical roadway alignments to improve sight distance; correcting drainage issues by replacing the existing pavement structure; widening the existing roadway core; benching of rock cut areas in order to prevent falling rock from going onto the roadway; replacing existing drainage structures; eliminating driveways deemed unsafe or infeasible; and replacing curb and gutter/barrier walls to achieve a standardized corridor along this section of WIS 60. Right of way is proposed to be acquired to address substandard roadway geometry. The proposed design improvement project (WisDOT ID 5190-07-00) includes three sections with separate WisDOT construction IDs: WIS 80 to Sleepy Hollow Road (5190-07-71), Sleepy Hollow Road to Public Roadside (5190-07-60), and Public Roadside to USH 14 (5190-07-72). The project proposes to reconstruct the existing WIS 60 roadway cross section to meet current design standards. The majority of WIS 60 would remain on existing alignment, with the exception of a planned realignment area near the east end of the project at Schmidt Lane. Alternatives for addressing the current functional deficiencies were developed and investigated by WisDOT and consulting parties to identify options that meet the purpose and need for the proposed project while minimizing harm to Section 4(f) properties within the project area.

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4. Section 4(f) Properties in the Project Area

Resources that meet the definitions of publicly owned parks and public or private historic sites as noted in Section 4(f) of the 1966 USDOT Act are described in this section. A total of six Section 4(f) properties were identified within the project area:

- Doxhaven Cabin and Boathouse (AHI No. 149361 / 149362)*
- Lower Wisconsin State Riverway (LWSR)
- Trevillian Seasonal Cabin (AHI No. 149343 / 237241)
- Teepel Group Site (47RI19/BRI-0165)
- Lamberson Site (47RI63)
- Neefe Mounds Site (47RI59/BRI-0170)

**AHI = Architecture and History Inventory in the Wisconsin Historic Preservation Database*

The project area contains one property (Doxhaven Cabin and Boathouse) that has been determined individually eligible for the National Register and is subject to an individual evaluation as a Section 4(f) property. The project area also contains a state water resource area (LWSR) that serves as a public-use recreation and wildlife management area and is subject to a *de minimis* evaluation under Section 4(f). Four properties within the project area have been determined to be exceptions to Section 4(f) approval (23 CFR 774.13(b) and (d)). The properties excepted from Section 4(f) approval include one architectural resource that has been determined eligible for the National Register (Trevillian Seasonal Cabin) and three archaeological sites that have been determined eligible or assumed eligible for the National Register (Teepel Group Site, Lamberson Site, Neefe Mounds Site). Figure 1 below provides a project location map showing these resources (see also Appendix A, Figures A-2a-b for additional details).

Applicability of Section 4(f) does not apply to all historic properties and public property along the project route. Three additional archaeological sites extend into the current project area. However, the portions of the three additional sites within the project area have been determined non-contributing to the overall sites and not eligible for the National Register. According to 23 CFR 774.11(e)(1), "Section 4(f) requirements apply only to historic sites on or eligible for the National Register unless the Administration determines that the application of Section 4(f) is otherwise appropriate." Therefore, FHWA has determined that the three additional archaeological resources do not warrant Section 4(f) analysis. The Pine River Trail, a recreational trail formally reserved for future transportation use, also extends into the current project area. According to 23 CFR 774.11(h), "When a property formally reserved for a future transportation facility temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, the interim activity, regardless of duration, will not subject the property to Section 4(f)." Therefore, FHWA has determined that the Pine River Trail does not warrant Section 4(f) analysis.

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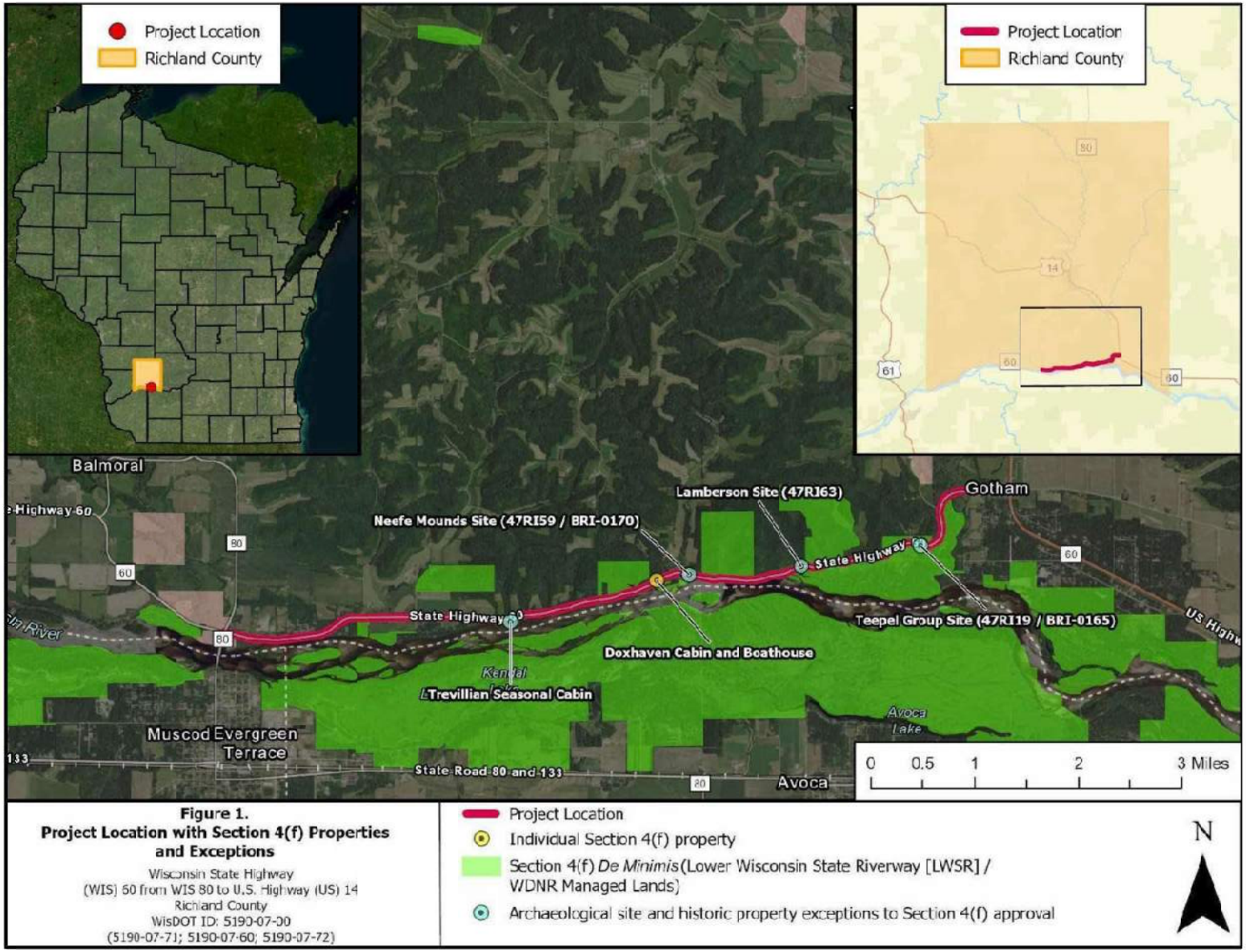

Figure 1. Overview of project location with Section 4(f) properties and exceptions.

A. Doxhaven Cabin and Boathouse

Doxhaven Cabin and Boathouse (AHI No. 149361 / 149362) is located at 25604 WIS 60 in the town of Orion in Richland County. The 0.46-acre parcel (Property # 020-3413-4300), under the current private ownership of William H. and Theresa A. Imhoff, spans both sides of WIS 60 and consists of a c.1920 cabin on the north side of the road and a c.1920 boathouse on the south side of the road, directly abutting the Wisconsin River. The cabin is outside of the current right of way and set back approximately 31 feet from the edge of the existing pavement of WIS 60 by a steep embankment that is protected by gravel and a stepped terrace of stacked fieldstone rocks. The lot is heavily wooded with mature deciduous and coniferous trees. A cement block stairway leads to the house, extending uphill east of the house from the roadway pavement edge. The boathouse is located within the existing right of way, approximately 9.7 feet from the southern edge of the existing pavement of the WIS 60 roadway. Metal beam guard extends along the south side of the roadway. A gap in the beam guard allows for access to the boathouse. The adjacent banks of the river are steep and wooded.

Doxhaven Cabin and Boathouse is determined eligible for listing in the National Register under *Criterion A* for its history as a recreational, riverfront residential property.[1] Built c.1920, Doxhaven was one of the early seasonal residences constructed along this portion of the Wisconsin River. The period of significance for the property is c.1920, which corresponds to the date of construction. Representative photographs are provided in Photos 1-4 below. A historic boundary map is provided below (Figure 2) and in Appendix B (Figure B-1a).

The historic boundary for the Doxhaven Cabin and Boathouse was delineated to encompass both the cabin and boathouse and to provide an appropriate setting. The cabin straddles the property line of the subject Imhoff parcel (Property # 020-3414-4300) and the parcel immediately adjacent to the west (Property # 020-3414-4500) under separate ownership. Therefore, the historic boundary encompasses portions of both parcels. The historic boundary corresponds to the current legal parcel boundary on the north and south sides, with east and west boundaries drawn to encompass the cabin and boathouse. The historic boundary is a slightly irregularly shaped polygon with a center axis perpendicular to WIS 60. Beginning approximately 47 feet from the east side of the cabin, the historic boundary follows this line for approximately 155 feet southeast across WIS 60. The boundary then turns southwest and follows the Wisconsin River shoreline for approximately 106 feet, before turning northwest and extending for approximately 149 feet back across WIS 60. The historic boundary then turns east and follows the rear parcel line for approximately 103 feet before returning to the point of origin (refer to Figure 2 below and Appendix B-1a).

[1] The 2018 survey report recommended National Register eligibility under *Criterion C*, but the 2019 DOE from the SHPO determined the property to be National Register eligible under *Criterion A* (refer to DOE in Appendix D).

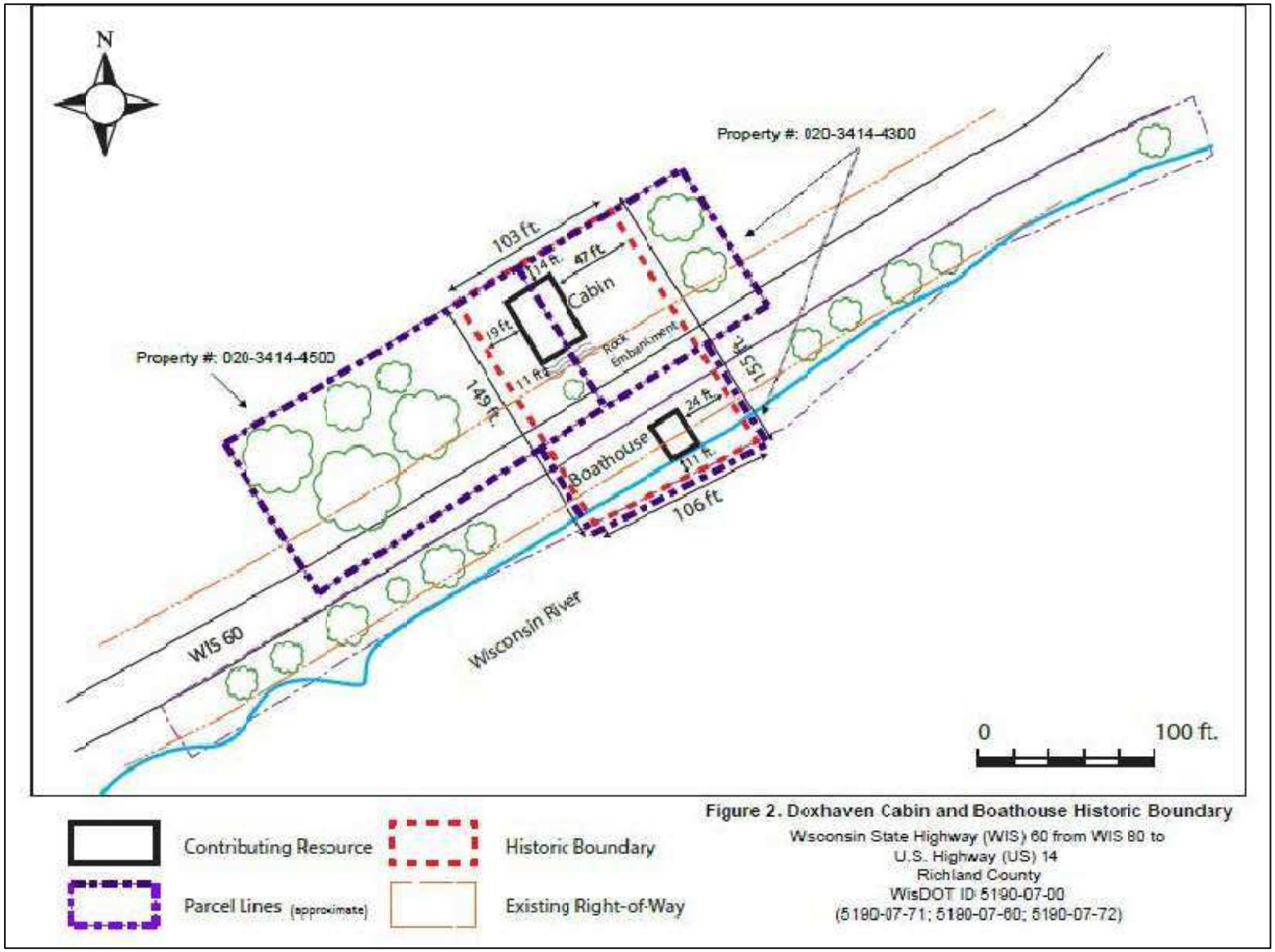

Figure 2. Doxhaven Cabin and Boathouse Historic Boundary.

Photo 1. Doxhaven Cabin, view facing north (April 2023).

Photo 2. Doxhaven Cabin, view facing west (April 2023).

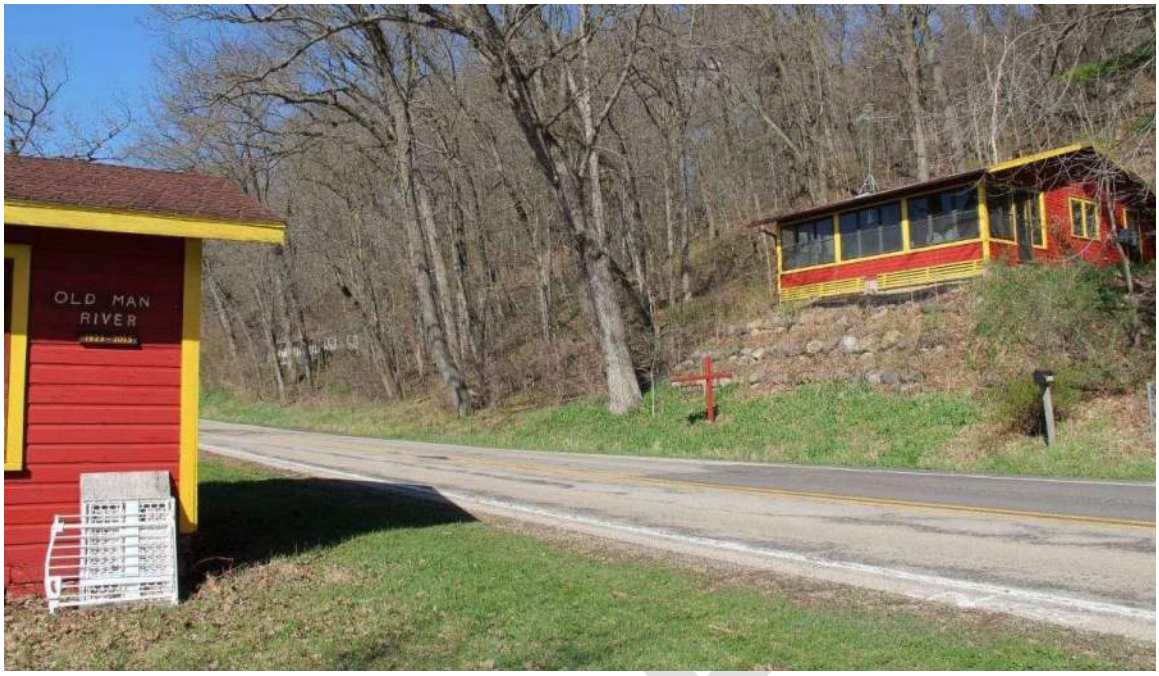

Photo 3. Doxhaven Cabin (right) and Boathouse (left), view facing west (April 2023).

Photo 4. Doxhaven Cabin Boathouse, view facing south (April 2023).

B. Lower Wisconsin State Riverway (LWSR)

The LWSR property is owned by the Wisconsin Department of Natural Resources (WDNR). This 45,000-acre property extends along 92 miles of the Wisconsin River from Prairie du Sac to the confluence with the Mississippi River. The LWSR is largely undeveloped and recognized for its natural scenic beauty, particularly those areas visible from the Wisconsin River. The LWSR provides opportunities for high-quality, nature-based, open-space recreational uses that are compatible with the property's capabilities and the ecological and habitat management goals, including hunting, trapping, wildlife viewing, fishing, paddling, boating and boat landings, picnicking, camping, hiking, equestrian use, and environmental interpretation and education. All of these recreational uses are available along the WIS 60 project corridor (refer to Appendix A, Figures A-2a and A-2b), though some are not accessed directly from WIS 60 as noted below. Specific recreational uses and designated day use areas (parking and boat landings) within the WIS 60 corridor include:

- Boat/Canoe/Kayak Access:
    - Buena Vista Boat Landing – located on the east end of the project corridor south of WIS 60 and the community of Gotham; no direct access to this boat launch from WIS 60.
    - Orion Boat Landing – located on the project corridor south of WIS 60 in the community of Orion; no direct access to this boat launch from WIS 60.
- Fishing:
    - Both shore and boat fishing (via boat landings) are available within the WIS 60 project corridor portion of the LWSR.
- Scenic Overlook:
    - Double O Overlook – an undeveloped site located west of Gotham and north of WIS 60 on the east side of County OO. The wooded bluff rises about 300 feet above the river and offers river and landscape views.
- Parking:
    - Three designated day use parking areas are located within the WIS 60 project corridor at the following locations:
        - Schmidt Lane – a WDNR-maintained small parking lot located on the north side of WIS 60.
        - Bogus Bluff State Natural Area – a gravel driveway and small parking area located off the north side of WIS 60.
        - Orion Mussel Bed State Natural Area – includes a small parking area east of the community of Orion; no direct access from the WIS 60 corridor.

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Another goal of the LWSR is to manage forest lands using principles of sustainable forestry to support habitat and scenic management goals and to provide a variety of renewable forest products. The LWSR is a significant public recreation and wildlife management area and therefore considered a Section 4(f) property.

Specific areas of the LWSR adjacent to the WIS 60 project activities include two state natural areas:

(1) Bogus Bluff

This state natural area is located on two large, non-adjacent parcels (units) encompassing approximately 340 acres adjacent to the north side of WIS 60. The area includes steep forested slopes and rocky outcroppings that rise above the Wisconsin River's north bank approximately one mile east of Riverview Ridge Road. Scenic bluffs overlook this stretch of the river for several miles. The site supports one of the best populations of forest interior breeding birds within the LWSR. There are no maintained trails in this area, but uses of the area include hiking, hunting, trapping, and wildlife viewing. A location map depicting the general vicinity is provided in Appendix A (Figures A-2a and A-2b) and Appendix B (Figure B-2).

(2) Orion Mussel Beds and Mounds

This state natural area encompasses a narrow, approximately 175-acre, 4-mile-long stretch of Wisconsin River bottom along the base of remnant sandstone bluffs directly adjacent to the south side of the WIS 60 project area. The river bottom at this location includes a rock and gravel substrate with underwater sandstone ledges, in contrast to the more typical shifting sands of the Lower Wisconsin River bottom. The area is habitat for endangered fish, invertebrates, and mussel species. This site is regarded as the LWSR's richest and most diverse mussel bed. The state natural area also includes 1,500 feet of Wisconsin River frontage (17 acres) with one of the best preserved and least disturbed effigy mound groups in Wisconsin. A location map depicting the general vicinity is provided is provided in Appendix A (Figures A-2a and A-2b) and Appendix B (Figure B-2).

C. Exceptions to Section 4(f) Approval: Trevillian Seasonal Cabin, Teepel Group Site, Lamberson Site, Neefe Mounds Site

The following four properties meet criteria to use exceptions to Section 4(f) approval. The properties include a cabin and three archaeological sites that are determined National Register-eligible or are presumed to be National Register-eligible. 23 CFR 774.13 identifies various exceptions to Section 4(f) requirements.

(1) Trevillian Seasonal Cabin

The Trevillian Seasonal Cabin (AHI No. 149343 / 237241) at 24143 WIS 60 is located between the north bank of the Wisconsin River and the southern edge of WIS 60 in the town of Orion in Richland County. The property has been determined an exception to the requirement for Section 4(f) approval as a temporary occupancy of land that is so minimal as to not constitute a use under Section 4(f) (23 CFR 774.13(d)).

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The 2018 architecture/history survey report identified the property as the Foster Seasonal Cabin, but the property owner requested the name change to Trevillian Seasonal Cabin. The 0.95-acre property under the current private ownership of Karen S. and Mary A. Trevillian and Barbara L. Bose, consists of a c.1935 cabin, c.1935 two-car garage, a modern prefabricated shed, and a metal staircase that leads from the cabin to the shore of the Wisconsin River. The cabin is set back approximately 100 feet from WIS 60. It is oriented toward the river and situated close to the riverbank on a large, gently sloping lot. A gravel drive approaches from the road, creating a circular turn-around in front of the garage west of the cabin. Mature deciduous trees are located throughout the property, and a modern post-and-rail fence extends along the front of the property, outside of the existing right of way, adjacent to WIS 60.

The Trevillian Seasonal Cabin was determined eligible for listing in the National Register under *Criterion A* as a significant seasonal, riverfront property along WIS 60 in Richland County.[2] The period of significance for the property is c.1935, which corresponds to the date of construction. As a seasonal property, the view and access to the adjacent Wisconsin River enhance the value of the property within the historic boundary. The proximity of the road to the rail fence at the northern edge of the historic boundary and the history of vehicles striking the fence reduce the value of the seasonal property.

The historic boundary for the Trevillian Seasonal Cabin was delineated to encompass the cabin and associated outbuildings and to provide an appropriate setting. The historic boundary corresponds to the legal parcel on all four sides and represents an irregularly shaped polygon with a center axis situated perpendicular to WIS 60. Beginning at a point at the northwest corner of the lot, the boundary follows the parcel line, which coincides with a wood rail fence, approximately 194 feet east. The boundary turns south and follows the parcel line for approximately 222 feet. The boundary then turns west and follows the shoreline of the Wisconsin River for approximately 167 feet. The boundary then turns north and follows the parcel line for approximately 176 feet to the point of origin. Representative photographs and a historic boundary map (Figure B-4) are provided in Appendix B.

(2) Archaeological Sites

The following three archaeological sites have been determined National Register-eligible or are presumed National Register-eligible but are exceptions to the requirement for Section 4(f) approval as sites that are important chiefly because of what can be learned by data recovery and have minimal value for preservation in place (23 CFR 774.13(b)).

(a) Teepel Group Site (47RI19/BRI-0165)

The Teepel Group (47RI19/BRI-0165) site is a precontact Native American mound group and campsite/village. The site is located north of the Wisconsin River on footslopes and low ridges primarily on the south side of WIS 60. A small portion of the site [redacted] The site is considered an uncatalogued burial site and is protected under Wisconsin Statute 157.70. The site is located on [redacted] land and measures approximately [redacted] meters north-south by [redacted] meters east-west, encompassing approximately [redacted] acres.

[2] The 2018 survey report recommended National Register eligibility under Criterion C, but the 2019 DOE from the SHPO determined the property to be National Register eligible under Criterion A (refer to DOE in Appendix D).

The entire site has been cultivated and is presently covered in tall canary grass. During the Phase I evaluation for the current project, no surface expression of the mounds was observed as the site has had a long history of cultivation. In addition, no mounds could be discerned during an examination of recent Lidar images. A geomorphological assessment of the site determined that the site has a moderate potential for buried archaeological deposits. Phase II evaluations were conducted in 2011, and the investigations resulted in the identification of two cultural features reflecting domestic activities associated with dense deposits of lithic workshop debris. The only portion of the site where a precontact Native American component was identified was on a low ridge, which contained a dense concentration of artifacts indicative of a Middle/Late Archaic workshop and domestic activity. The period of significance is 4000 -1500 B.C. The Teepel Group (47RI19/BRI165) site was determined National Register eligible under *Criterion D* for its potential to yield significant information regarding precontact Archaic Native American lifeways. Because the site cannot be avoided by project redesign, Phase III data recovery has been scheduled. The Data Recovery Plan for the site was prepared in July 2023. A boundary map is provided in Appendix B (Figure B-3).

(b) Lamberson Site (47RI63)

The Lamberson (47RI63) site is a multi-component precontact Native American campsite/village and historic Euroamerican cabin site situated at the south end of a small hollow in the bluffs bordering the north side of the Wisconsin River approximately [redacted] miles west of Gotham. The site extends across both sides of WIS 60 and encompasses approximately [redacted] acres of land under both private and WDNR ownership. Much of the site is buried by historic post-settlement alluvium/colluvium which has sealed the site from significant historic impact leaving largely undisturbed cultural strata. The depth of the artifact bearing soil suggests that it may extend intact beneath the highway. The assemblage includes a Late Middle Woodland Millville Phase (ca. A.D. 200-500) occupation and a later Late Woodland Eastman Phase (ca. A.D. 750-1050) occupation. Phase II evaluation for the current project included the identification of two cultural features: a series of overlapping basins dated to the Late Woodland, and a large rock hearth also dated to the Late Woodland (Feature 2). An historic Euroamerican homestead was also present but was not evaluated as it is located beyond the project area for the current project. Based on the extensive buried soil with moderate density, the variety of artifacts and floral and faunal remains, and the presence of substantial cultural features in dateable context with the potential to provide information on precontact Native American settlement and subsistence, the Lamberson (47RI63) site has been determined eligible for National Register listing *under Criterion D*. The Data Recovery Plan for the site was prepared in July 2023. A boundary map is provided in Appendix B (Figure B-3).

(c) Neefe Mounds Site (47RI59/BRI-0170)

The Neefe Mounds (47RI59/BRI-0170) site is a precontact Native American mound group and village site that consisted of conical, linear, and possible effigy mounds located on a bluff base terrace along the north side of the Wisconsin River. The site is considered an uncatalogued burial site and is protected under Wisconsin Statute 157.70. The site extends across a privately owned [redacted] WIS 60. The property encompassing the site is of undetermined ownership, possibly with multiple private landowners, as size of the site is currently undetermined. The site was originally reported in 1907. A portion of the site was investigated in 1983 and found to contain intact cultural features. The diverse artifact assemblage

recovered during the Phase I evaluation for the current project indicates occupations during the Late Archaic, Late Middle Woodland, and Late Woodland stages. Per the July 2024 MOA, the National Register eligibility of the Neefe Mounds site has yet to be determined. The property owner(s) did not grant access to conduct survey for the current project. Therefore, final identification and evaluation of historic properties regarding Neefe Mounds has been deferred until parcel acquisition by the WisDOT is completed but the site is assumed eligible for National Register listing for the purposes of the Section 4(f) evaluation. A boundary map is provided in Appendix B (Figure B-3). The Neefe Mounds site is included in a Memorandum of Agreement (MOA) between FHWA and SHPO, executed on July 26, 2024, both for future Phase 2 survey and, if determined National Register-eligible by that survey, also for data recovery. For Section 106 compliance, this procedural agreement was affirmed in conversation between the WisDOT Cultural Resource Team (WisDOT CRT), FHWA, and SHPO in 2022. Therefore, for Section 4(f) purposes, the Neefe Mounds site is being assumed National Register-eligible, and important because of what can be learned from data recovery.

D. Archaeological Sites Not Subject to Section 4(f)

The following three archaeological sites extend into the current project area. The National Register eligibility of these sites in their entirety has not been determined. However, the portion of each site within the project area has been determined non-contributing to the overall site and therefore not eligible for the National Register. The Wisconsin SHPO's concurrence with the non-contributing determinations is included in Appendix D. Therefore, the properties are not subject to Section 4(f) evaluation (23 CFR 774.11(e)(1) and 23 CFR 774.11(f)).

(1) Tiger Lily Terrace Site (47RI512)

The Tiger Lily Terrace (47RI512) site is a precontact Native American campsite/village situated on a broad terrace along the north bank of the Wisconsin River [redacted] west of the town of Orion in Richland County. The site is restricted to the north by the present right of way of WIS 60. South of the highway the ground surface slopes steeply down to the river. The site is on private property, with the western portion maintained as lawn and the eastern part in brush and high grass. Portions of the site represent previously cultivated fields while other portions are unplowed. The previous construction of WIS 60 has disturbed an unknown portion of the site. The artifact assemblage from Phase 1 and Phase 2 investigations for the current project suggests a Late Woodland Stage occupation. The National Register status of the Tiger Lily Terrace (47RI512) site has not been determined. Phase II investigations were confined to a small portion of the site within the project area for the proposed project that has been adversely impacted by modern agricultural practices as well as previous road and residential construction. This portion of the site does not have the potential to yield significant information regarding the precontact Native American occupation of the area and has been determined not eligible/non-contributing to the National Register. Therefore, the site is not subject to Section 4(f) evaluation, and no further evaluation of this property is included (23 CFR 774.11(e)(1) and 23 CFR 774.11(f)). Additional Phase II investigation is recommended if the remainder of the site should be impacted by future redesign or projects.

(2) Pine Crossing Site (47RI055)

The Pine Crossing (47RI055) site is a Late Woodland campsite located across the crest of [redacted] and wooded hills north of WIS 60 and east of Orion. The area has been disturbed by several cleared corridors for overhead utility lines and the establishment of a pine plantation. The previous construction of WIS 60 across the site in the early twentieth century also disturbed a significant portion of the site. The site extends south to [redacted] This area, between the highway and the river, consists of several residential properties with landscaped lawns and wood lots. During the Phase I evaluation for the current project, a very light scatter of precontact Native American artifacts was recovered primarily from the crest of the hill in the central portion of the site just north of the highway. The artifacts are primarily confined to the plow zone and suggest a probable Late Woodland Stage (A.D. 800-1200) affiliation. The site has been subjected to soil erosion and deflation which has compromised site integrity. A light scatter of historic Euroamerican artifacts was also identified immediately north of the highway. The artifacts were confined to the plow zone and no features were identified. They may represent the location of a house which was destroyed when the highway was realigned in the early twentieth century. The National Register status of the Pine Crossing (47RI55) site has not been determined. The current Phase I investigation was limited to the existing right of way south of WIS 60 and 100 feet north of the highway centerline. This portion of the site has been adversely impacted by previous highway construction, utility installation, residential landscaping, and modern agricultural practices. This portion of the site does not have the potential to yield significant information and has been determined not eligible/non-contributing to the National Register. Therefore, the site is not subject to Section 4(f) evaluation, and no further evaluation of this property is included (23 CFR 774.11(e)(1) and 23 CFR 774.11(f)). Additional Phase II investigation is recommended should the remainder of the site be affected by redesign or future projects.

(3) Walnut Field Site (47RI548)

The Walnut Field (47RI548) site is a precontact Native American campsite/village and historic Euroamerican homestead located on a pastured high terrace at the [redacted] corner of WIS 60 and [redacted] The site contains Early Woodland (c.100 B.C. – A.D. 100), Late Woodland (ca. A.D. 750-1050), and possibly Oneota (post A.D. 1050) components. A historic Euroamerican homestead/farmstead was also located across a portion of the site area. The site has been plowed in the past, but significant artifacts and possible cultural features were identified below the plow zone. Phase II evaluation for the current project included the identification of one debitage concentration apparently associated with a Late Woodland occupation. Artifacts related to the Early Woodland and Oneota components, as well as the historic Euroamerican homestead, were recovered beyond the project area for the proposed project. The National Register status of the Walnut Field (47RI548) site in its entirety has not been determined. The small portion of the site situated within the project area for the current project does not have the potential to contain significant information on site settlement and subsistence and has been determined not eligible/non-contributing to the National Register. Therefore, the site is not subject to Section 4(f) evaluation, and no further evaluation of this property is included (23 CFR 774.11(e)(1) and 23 CFR 774.11(f)). Additional Phase II survey is recommended should the remainder of the site be affected by redesign or future projects.

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E. Future Transportation Facility Not Subject to Section 4(f)

A property formally reserved for a future transportation facility that temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, is an exception to Section 4(f) applicability and is not subject to Section 4(f) evaluation, regardless of the duration of the interim activity (23 CFR 774.11(h)).

(1) Pine River Trail/Recreational Property

The Pine River Trail crosses WIS 60 at the intersection of Fulton Street in Gotham. The 14.3-mile walking and biking trail follows the alignment of a converted railroad corridor from Richland Center to Lone Rock in Richland County. The approximately 8-foot-wide section of trail within the project area is unpaved and the surrounding landscape is generally residential and wooded. The trail is maintained by the City of Richland Center and Richland County. The property is formally reserved for a future transportation use and is therefore not subject to Section 4(f) per 23 CFR 774.11(h). No further evaluation of this property is included.

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5. Description of Use of Section 4(f) Properties

As defined in 23 CFR 774.17, a use of a Section 4(f) property occurs when:

- Land is permanently incorporated into a transportation facility.
- There is a temporary occupancy of land that is adverse in terms of the Section 4(f) statute's preservation purpose as defined in 23 CFR 774.13(d).
- There is a constructive use of a Section 4(f) property as defined in 23 CFR 774.15.

As proposed, the current project would require the permanent incorporation of a portion of one historic Section 4(f) property, determined through Section 106 consultation to be an adverse effect to the property. The proposed project would also require small areas of permanent right of way acquisition from a recreational/wildlife management area property, but the acquisition would not adversely affect the activities, features, or attributes of the property and the use is a *de minimis* impact to the Section 4(f) property. The project would require the temporary occupancy of a portion of one historic property for which an exception to the requirement for Section 4(f) approval applies. The project would result in use to three archaeological sites; however, the three sites are important chiefly for what can be learned from data recovery and therefore are exceptions to the requirement for Section 4(f) approval.

A. Doxhaven Cabin and Boathouse

Under Section 4(f), the most common type of use is when land is permanently incorporated into a transportation facility. Land is considered permanently incorporated into a transportation project when it has been purchased as transportation right of way or sufficient property interests have otherwise been acquired for the purpose of project implementation. For example, a permanent easement required for the purpose of project construction or that grants a future right of access onto a Section 4(f) property, such as for the purpose of routine maintenance by the transportation agency, would be considered a permanent incorporation of land into a transportation facility (23 CFR 774.17; FHWA Section 4(f) Policy Paper).

Within the National Register-eligible boundary of the Doxhaven Cabin and Boathouse (AHI No. 149361 / 149362), the proposed project would remove and replace the existing WIS 60 pavement structure; slightly widen the roadway within the existing right of way to accommodate two 12-foot lanes and 4-foot shoulders; replace and reconfigure the existing beam guard slightly closer to the boathouse to meet current beam guard standards; remove two mature trees within the existing right of way; and replace the first tier of the existing three-tier stacked fieldstone retaining wall in front of the cabin with a post and panel retaining wall to allow for proper grading of the roadway and to safely maintain the hillside of the property. Additionally, the project would replace the concrete steps to the cabin located within the existing right of way (to match the existing steps). No right of way or temporary limited easement would be required for the project from the Doxhaven Cabin and Boathouse legal parcel boundary (Property # 020-3413-4300). However, the cabin extends onto the adjacent parcel immediately to the west (Property # 020-3413-4500), and the Doxhaven Cabin and Boathouse historic boundary extends into this adjacent

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parcel where right of way within the historic boundary would be acquired for the proposed road construction project.

Pending the possible acquisition of the vacant parcel immediately west of the cabin, a driveway for the next property to the west (Property # 020-3413-4500) would be constructed, abutting the historic boundary of the cabin. The acquisition would also allow WisDOT to grant ownership of the full historic boundary to the Doxhaven Cabin property owners, as the lot line currently falls approximately 19 feet east of the historic boundary.

All grading would be completed to meet WisDOT standards. The pavement, retaining wall, beam guard work, and tree removal would result in an adverse effect to the historic property under Section 106 of the NHPA. Acquisition of right of way would occur outside the legal parcel boundary of the Doxhaven Cabin and Boathouse (Property # 020-3413-4300); however, the proposed project would acquire a portion of right of way from the immediately adjacent parcel to the west (Property # 020-3413-4500) that is within the historic boundary of the Doxhaven Cabin and Boathouse. As such, the acquisition from within the historic boundary of the Doxhaven Cabin and Boathouse would constitute a use of a historic property under Section 4(f) as a permanent incorporation of land into a transportation facility. Refer to Appendix B (Figures B-1a-b).

B. Lower Wisconsin State Riverway Property

A *de minimis* impact involves the use of Section 4(f) property that is generally minor in nature. A *de minimis* impact on a park, recreation area, or refuge is defined as an impact that would not adversely affect the activities, features, or attributes of the Section 4(f) property. *De minimis* impact determinations are made after taking into account any measures to minimize harm on the Section 4(f) property. When making a *de minimis* impact determination for a park, recreation area, or refuge, agencies must provide public notice and an opportunity for public review and comment concerning the effects to the Section 4(f) property.

The preferred alternative would require acquisition from 22 individual WDNR-owned parcels, for a total of 18.03 acres of right of way acquisition (through permanent highway easement and/or fee) and 0.09 acres of temporary limited easement. This represents approximately 0.04 percent of the total WDNR-owned portion of the LWSR (see Table 1 below). The land acquired from the WDNR would be converted to transportation right of way. Compensation, either in payment or land swap/transfer, would be made for any land acquired for the project, in accordance with applicable federal and state laws (see Table 1). The land being acquired does not include any built resources or facilities such as campgrounds, trails, picnic areas, or parking areas. The land acquisition would have no significant impact to the habitat value or recreational opportunities of the LWSR. The impacted LWSR property is used as a recreational area for all legal recreational activities. There is sufficient land remaining on individually impacted parcels, and within the LWSR property as a whole, to maintain all allowed recreational activities. Additionally, as part of avoidance and minimization, WisDOT will maintain existing access points and/or provide new access points to LWSR property along WIS 60 (see Section 8.B.(2), Access Points/Driveways). Details of the impacts and each individual parcel acquisition are shown in Appendix B, Figures B-5 and B-6.

On January 15, 2024, WisDOT and FHWA concluded that the proposed project (preferred alternative) would not adversely affect the activities, features, or attributes that qualify the WDNR's LWSR property for protection under Section 4(f). The WDNR concurred with the determination in a letter signed on April 25, 2024. A copy of this correspondence is included in Appendix F.

WDNR acquired one property within the project impact area (one of the 22 previously noted individual WDNR-owned parcels subject to right of way acquisition) with funding from the USFWS Wildlife and Sportfish Restoration Program grants. The WDNR must obtain approval from the USFWS to divest or issue easements on department land acquired with funding from Wildlife and Sportfish Restoration Program grants, including for lands taken for highway projects. This approval requirement would apply to the Ruth E. Crockroft property (Property # 020-3632-1000) and would need to be coordinated with WDNR real estate staff during the final design. Refer to Appendix B, Figures B-5 and B-6.

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Table 1. WDNR Proposed Land Acquisitions and Land Transfers

WNDR Land Acquisitions

Property Owner	Parcel #	Total Acreage	Right-of-Way (SF)	Temporary Limited Easement (SF)	Total (SF)	Right-of-Way (AC)	Temporary Limited Easemert (AC)	Total (AC)	Remaining Acreage	Appendix B Figure
WDNR	020-4212-1000	11.71	328	0	328	0.01	0.00	0.01	11.70	B-6a
WDNR	020-4020-2000	2.43	1626	1765	3391	0.04	0.04	0.08	2.39	B-6b
WDNR	020-3432-2000	4.22	12358	0	12358	0.28	0.00	0.28	3.94	B-6c
WDNR	020-3432-5000	14.61	51168	0	51168	1.17	0.00	1.17	13.44	B-6d
WDNR	020-3431-3000	1.28	12039	0	12039	0.28	0.00	0.28	1.00	B-6e
WDNR	020-3431-5000	2.19	5402	0	5402	0.12	0.00	0.12	2.07	B-6f
WDNR	020-3431-1000	29.07	8312	0	8312	0.19	0.00	0.19	28.88	B-6g
WDNR	020-3413-6100	0.17	1506	0	1506	0.03	0.00	0.03	0.14	B-6h
WDNR	020-3523-0000	129.59	167040	0	167040	3.83	0.00	3.83	125.76	B-6i
WDNR	020-3514-1100	0.75	2528	0	2528	0.06	0.00	0.06	0.69	B-6j
WDNR	020-3632-1000	38.90	101186	0	101186	2.32	0.00	2.32	36.58	B-6k
WDNR	020-3623-1000	17.75	3471	0	3471	0.08	0.00	0.08	17.67	B-6l
WDNR	020-3624-1000	13.36	11525	0	11525	0.26	0.00	0.26	13.10	B-6m
WDNR	020-3631-1000	23.75	28499	0	28499	0.65	0.00	0.65	23.10	B-6n
WDNR	020-3631-2000	25.38	22076	0	22076	0.51	0.00	0.51	24.87	B-6o
WDNR	020-3624-4100	0.20	1994	0	1994	0.05	0.00	0.05	0.15	B-6p
WDNR	020-3613-4000	5.12	27689	163	27852	0.64	0.004	0.64	4.48	B-6q
WDNR	020-3614-0000	37.44	124844	1416	126260	2.87	0.03	2.90	34.57	B-6r
WDNR	006-3123-0000	39.26	161722	0	161722	3.71	0.00	3.71	35.55	B-6s
WDNR	006-3124-1000	29.55	24343	0	24343	0.56	0.00	0.56	28.99	B-6t
WDNR	006-3121-1000	26.06	15750	0	15750	0.36	0.00	0.36	25.70	B-6u
WDNR	006-3034-2000	6.65	0	703	703	0.00	0.02	0.02	6.65	B-6v
	Totals	459.44				18.03	0.09	18.12	441.41	

Potential Land Transfers to WDNR

Property Owner	Parcel #	Total Acreage Acqured (AC)	Right-of-Way WisDOT Retained (SF)	Temporary Limited Easement (SF)	TOTAL (SF)	Right-of-Way WisDOT Relained (AC)	Temporary Limited Easemert (AC)	Total WisDOT Retained (AC)	Remaining Acreage to be Transferred (AC)	Appendix B Figure
WisDOT ** (Strand)	020-3432-3000	4.19	12251	0	12251	0.28	0.00	0.28	3.91	B-6w
WisDOT ** (Frazier)	020-3432-4000	2.49	12206	0	12206	0.28	0.00	0.28	2.21	B-6x
WisDOT ** (Brewer)	020-3431-6000	1.50	6533	0	6533	0.15	0.00	0.15	1.35	B-6y
WisDOT***	N/A	9.5	0	0	0	0.00	0.00	0.00	9.50	B-6z
WisDOT *	Old WIS 60	1.74	0	0	0	0.00	0.00	0	1.74	B-6aa
	Totals					0.71	0.00	0.71	18.71	

*Currently highway Right-of-Way owned by WisDOT, proposed to bere-aligned. Cannot be transferred until after construction.

** Acquired through the early acquisition (hardship) process for this project.

*** Formerly Acorn Acres (Acquired for environmental mitigation for this WIS 60 project.)

C. Properties With Exception to Section 4(f) Approval

According to 23 CFR 774.13, "the Administration has identified various exceptions to the requirement for Section 4(f) approval." This project qualifies for use of these exceptions under 23 CFR 774.13(b) and (d).

One example of an exception to Section 4(f) approval includes temporary occupancies of land that are so minimal that they do not constitute a use of a property under Section 4(f). The following five conditions must be met for temporary occupancy exceptions to Section 4(f) properties: occupancy of temporary duration with no change in land ownership; minor scope of work with minimal changes to the Section 4(f) property; no anticipated permanent adverse physical impacts; full restoration of land to at least as good a condition following the project; and Official with Jurisdiction (OWJ) agreement regarding the conditions (23 CFR 774.13(d)).

Another example of an exception to Section 4(f) approval includes archaeological sites that are National Register-listed or eligible that have been determined to be important primarily because of what can be learned by data recovery rather than by preserving the site in place (23 CFR 774.13(b)). For the sites, the OWJ (Wisconsin State Historic Preservation Office [SHPO]) must be consulted and must provide concurrence with the Section 4(f) exception.

(1) Trevillian Seasonal Cabin – Temporary Occupancy

In the area of the Trevillian Seasonal Cabin (AHI No. 149343 / 237241), the proposed project would remove and replace the existing WIS 60 pavement and replace the existing drainage structure that passes under WIS 60 at the northern edge of the property. A maximum of 945 square feet of temporary limited occupancy (easement) would be required within the National Register-eligible boundary. Minor blending of the existing slopes is proposed to ensure the topsoil is finished properly. The location of the proposed replacement culvert pipe would be adjusted slightly from the current location to no longer extend into this property. An existing fence that was previously replaced after being hit by a car would remain in place and would not be disturbed with construction. However, no work would occur within the historic boundary and there is no potential to affect the property or its setting. No right of way would be acquired from within the National Register-eligible boundary. The existing fencing and all foliage would remain in place. The temporary occupancy would be of short duration, result in no change in ownership, and is anticipated to have no adverse impacts to the property. Therefore, the Trevillian Seasonal Cabin property is an exception to Section 4(f) approval (per 23 CFR 774 (d)). Refer to Appendix B, Figure B-4.

(2) Teepel Group Site (47RI19/BRI-0165)

Based on information from the Phase I survey and the Phase II evaluations of the determined National Register-eligible Teepel Group site (47RI19/BRI-0165) for the project, intact archaeological deposits exist within the project area. The proposed project would consist of road construction activities that would physically impact and destroy the archeological site deposits. The archaeological site area extends approximately [redacted] south of the existing WIS 60. As such, the proposed project would adversely affect portions of the Teepel Group site. However, the Teepel Group site is an exception to Section 4(f) approval (per 23 CFR 774.13(b)) as the site is important chiefly because of what can be learned by the data recovery.

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(3) Lamberson Site (47RI63)

The Lamberson (47RI63) site area impacted by the proposed WIS 60 reconstruction is a strip measuring approximately [redacted] meters on [redacted] side of WIS 60. The proposed project would consist of road construction activities that would physically impact and destroy the archaeological site deposits. As such, the ground disturbance within the project area would adversely affect portions of the determined National Register-eligible Lamberson Site (47RI63). However, the Lamberson site is an exception to Section 4(f) approval (per 23 CFR 774.13(b)) as the site is important chiefly because of what can be learned by the data recovery.

(4) Neefe Mounds Site (47RI59/BRI-0170)

The Neefe Mounds (47RI59/BRI-0170) site is currently presumed National Register-eligible due to ambiguity associated with the location of the mounds resulting from a lack of access to the site. However, the Neefe Mounds site is an exception to Section 4(f) approval (per 23 CFR 774.13(b)) as the site is important chiefly because of what can be learned by the data recovery.

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6. Project Alternatives

This section presents project alternatives that were evaluated for the proposed project during the alternatives analysis process. The WIS 60 project corridor's geographic location is situated in an area with numerous topographic, cultural resource, and species habitat constraints. Alignments on the alternatives were limited by the proximity of the Wisconsin River and adjacent bluffs. The following alternatives were evaluated with respect to their ability to meet the project's purpose and need and to avoid environmentally sensitive areas. The alternatives were developed as a result of public involvement and coordination with agencies and consulting parties, including FHWA, WisDOT, and the Wisconsin SHPO. A map showing the project area and identified Section 4(f) properties is provided in Appendix A.

A. Alternative 1 – No Build

The No Build Alternative would consist of no improvements other than continued routine spot maintenance. Under this alternative, the project would not be constructed, and the existing roadway facility would remain in the same condition and configuration. Any future improvements would consist only of those that would maintain the driving surface in adequate condition. **This alternative would have no use of a Section 4(f) property and is considered an avoidance alternative.**

B. Alternative 2 – Mill and Overlay

This alternative would include a standard mill and overlay pavement rehabilitation of WIS 60 and application of a high friction surface treatment on Bridge B-52-143. This alternative would partially address identified surficial pavement needs and deficiencies by milling off the existing pavement and replacing with new asphalt. This pavement treatment would extend the service life of WIS 60 and temporarily improve ride quality. **This alternative would have no use of a Section 4(f) property and is considered an avoidance alternative.**

C. Alternative 3 – Reconstruction and Pavement Replacement (Preferred Alternative)

This alternative would include a combination of pavement replacement and reconstruction of the existing WIS 60 roadway cross section to meet current design standards. **This alternative is not an avoidance alternative because it would involve work within the historic boundary of the National Register-eligible Doxhaven Cabin and Boathouse and would acquire right of way from the LWSR, resulting in a use of the Section 4(f) properties.**

This alternative would include realigning substandard horizontal/vertical roadway alignments to improve sight distance and correct drainage issues, replacing the existing pavement structure, widening the existing roadway core, benching of rock cut areas in order to prevent falling rock from going onto the roadway, replacing existing drainage structures, access changes (elimination of driveways deemed unsafe), and placing curb and gutter/barrier walls to achieve a standardized corridor along this section of WIS 60. The proposed rock cuts, elimination of unsafe driveways, and removal of visual obstacles within the clear zone would significantly improve site distance at sideroads and remaining driveways and would also improve stopping site distance within the project corridor. Lowering the speed limit in Orion would reduce the length of sight distance required for stopping.

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The majority of WIS 60 would remain on existing alignment, with the exception of a planned realignment area near the east end of the project at Schmidt Lane. The proposed project would require the purchase of limited strips of right of way from 125 parcels throughout the project corridor to address substandard roadway geometry. Specifically, the proposed project would require approximately 17.67 acres of permanent right of way acquisition, 1.31 acres of temporary limited easement, 0.03 acre of permanent limited easement, 17.59 acres of highway easement, and one residential relocation.

Specific improvements for this alternative would include:

- 12-foot driving lanes with 4- to 6-foot paved shoulders.
- Curb and gutter added to the north side of the roadway in the rural community of Orion; beam guard added to the south (Wisconsin River) side of the roadway.
- Reduced speed limit (35 mph) in the rural community of Orion (due to curb and gutter addition).
- Reduced/consolidation of access points: closure of the Addison Street intersection in the rural community of Orion; closure of eastern Thiede Road intersection; closure of dangerous driveways.
- Rock excavation to accommodate WIS 60 roadway widening; approximately 5.01 acres of rock cutting is proposed; all proposed rock cuts would occur within 100 feet of existing pavement.
- Shifting the WIS 60 alignment to the north using rock cuts to maintain the area between the WIS 60 roadway and the Wisconsin River.
- Addition of curb and gutter and concrete barrier in rock cut sections to limit the overall width of roadway improvements and the need for right- of-way acquisition.
- Addition of beam guard at various locations on the south side of WIS 60 to allow for steeper embankments/slopes above the Wisconsin River and to maintain the area between the WIS 60 roadway and the river, thereby limiting physical impacts to the river and related resources.
- Realignment of WIS 60 at Schmidt Lane; inclusion of a new Schmidt Lane connection to accommodate the WIS 60 realignment.
- A high friction surface treatment on Bridge B-52-143.
- Upgraded crossing of the Pine River Trail in the rural community of Gotham.
- Storm sewer and curb and gutter added on both sides of the roadway in the rural community of Gotham.

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D. Options Eliminated from Consideration

The following alternatives were removed from further consideration and evaluation during the planning and evaluation process due to a combination of constructability issues, lack of functionality, and/or undesirable impacts to environmentally sensitive areas. These alternatives were determined to not be feasible or prudent.

(1) Town Road Sub-option (eliminated)

Creation of a new Town Road was evaluated in the western half of the project area, between a Public Roadside located approximately 0.5 miles east of the eastern Gingers Drive intersection with WIS 60 and the intersection of Riverview Ridge Road (Bogus Valley Lane) and WIS 60 (from project station 185+00 to 238+00). This section of WIS 60 includes several unsafe driveways due to the existing terrain and topography. An option of construction of a Town Road to the north of these properties, parallel to and connecting to WIS 60, was considered to provide an alternate local access route, with properties accessed via the driveways leading to the Town Road. The unsafe driveways would be closed under the proposed Alternative 3 (Preferred Alternative) to meet current safety and operational needs.

This option was specifically developed to avoid impacts to private residences, necessitated by the project's proposed removal of access to several residential properties from project station 198+00 to 216+00. A Phase I archaeological survey was completed for the proposed Town Road sub option, but no sites were identified that would be impacted. This option would, however, result in considerably more environmental impacts to threatened and endangered (T&E) species, including the federally listed northern long-eared bat; the state-listed Tricolored bat, Little Brown Bat, and Big Brown Bat; and forest interior state-listed (and migratory) birds. Ultimately, no practical design alternative through the bluffs was developed to provide access to the impacted properties. This option was eliminated due to the increased likelihood of substantial environmental impacts primarily to WDNR lands, tree clearing, and loss of habitat for threatened and endangered bird and bat species. This option is not a feasible or prudent alternative and was not carried forward for further consideration because it would cause other problems of a magnitude that substantially outweigh the importance of protecting Section 4(f) properties.

(2) Alternative Realignment Sub-options (eliminated)

The proposed action (Alternative 3 – Preferred Alternative) includes a realignment area near the east end of the project at Schmidt Lane (project station 355+00 to 380+00). Five realignment sub-options were considered through this section of WIS 60, with the options relocating the existing WIS 60 roadway slightly south and partially straightening a large curve. All of the options would impact wetland, WDNR property, floodplain, and threatened and endangered species habitat approximately equally. The options would have resulted in aesthetic impacts primarily through the removal of screening vegetation, as well as impacts to habitat for cave bats, forest interior migratory birds, and state-listed birds both directly through cutting and indirectly through fragmentation. Additionally, several of these options would impact an National Register-eligible archaeological site, the Conundrum (47RI445/BRI-0200) site, located south of the existing WIS 60 corridor and across from the existing Schmidt Lane intersection.

Four of the realignment sub-options were eliminated, and a fifth option was incorporated as part of Alternative 3. The eliminated realignment sub-options are not feasible or prudent alternatives and would cause other severe problems of a magnitude that substantially outweigh the importance of protecting

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Section 4(f) properties. The fifth option, the preferred realignment at Schmidt Lane (part of Alternative 3 - Preferred Alternative), was chosen to avoid as many of the environmentally sensitive areas as feasible while still meeting design standards. The preferred realignment would avoid the National Register-eligible Conundrum (47RI445/BRI-0200) site.

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7. Avoidance Alternatives Analysis

The purpose of the avoidance alternatives analysis is to identify alternatives that address the purpose and need (see Section 2, Project Purpose and Need) while avoiding or minimizing harm to Section 4(f) properties. WisDOT investigated options to determine if feasible and prudent avoidance alternatives exist that would not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) properties.

The avoidance analysis evaluated the project alternatives in terms of their feasibility and prudence, as detailed in the feasible and prudent avoidance alternative criteria defined in 23 CFR 774.17. These criteria are listed below. The analysis focused primarily on the issue of whether the alternatives were prudent, as both avoidance alternatives were determined to be technically feasible.

> (1) A feasible and prudent avoidance alternative avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. In assessing the importance of protecting the Section 4(f) property, it is appropriate to consider the relative value of the resource to the preservation purpose of the statute.
>
> (2) An alternative is not feasible if it cannot be built as a matter of sound engineering judgment.
>
> (3) An alternative is not prudent if:
>
> (i) It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;
>
> (ii) It results in unacceptable safety or operational problems;
>
> (iii) After reasonable mitigation, it still causes:
>
> (A) Severe social, economic, or environmental impacts;
>
> (B) Severe disruption to established communities;
>
> (C) Severe disproportionate impacts to minority or low income populations; or
>
> (D) Severe impacts to environmental resources protected under other Federal statutes;
>
> (iv) It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
>
> (v) It causes other unique problems or unusual factors; or
>
> (vi) It involves multiple factors in paragraphs (3)(i) through (3)(v) of this definition, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

A. Alternative 1 – No Build

Alternative 1 – No Build avoids the use of any Section 4(f) properties. Per 23 CFR 774.17 in terms of the alternative being prudent:

- Criterion 3(i): This alternative does not meet the stated purpose and need for the project. This alternative would not address the deteriorating roadway conditions, crash/safety issues, operational deficiencies, or drainage structure issues of the existing WIS 60 roadway within the project area.

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- Criterion (3)(ii): This alternative would result in continued unacceptable safety and operational problems on WIS 60 within the project area, as presented above.

The Alternative 1 – No Build does not meet the stated purpose and need for the project and is therefore not a prudent alternative. Alternative 1 – No Build would not fix deteriorating pavement conditions, address current roadway safety standards, or correct operational deficiencies or drainage structure issues. The roadway would continue to deteriorate and remain a safety liability. It was eliminated from further consideration because it causes other severe problems of a magnitude that substantially outweighs the importance of protecting Section 4(f) property.

B. Alternative 2 – Mill and Overlay

Alternative 2 – Mill and Overlay avoids the use of any Section 4(f) properties. Per 23 CFR 774.17 in terms of the alternative being prudent:

- Criterion (3)(i): This alternative does not meet the stated purpose and need for the project. It would not address subgrade pavement improvements needed to address the deteriorating road conditions. This alternative would not include any alignment or profile adjustments to the existing roadway and would not address existing crash/safety issues and operational deficiencies.

- Criterion (3)(ii): This alternative would result in continued unacceptable safety and operational problems on WIS 60 within the project area, as presented above.

The Alternative 2 – Mill and Overlay does not meet the stated purpose and need for the project and is therefore not a prudent alternative. Alternative 2 – Mill and Overlay would improve surface pavement conditions but would not address current roadway safety standards or current operations deficiencies. It was eliminated from further consideration because it causes other severe problems of a magnitude that substantially outweigh the importance of protecting Section 4(f) property.

C. Avoidance Alternatives Analysis Findings

Based on the information presented above, none of the avoidance alternatives developed satisfy the Section 4(f) feasibility and prudence criteria. Both the No Build and Mill and Overlay Alternatives do not meet the project's stated purpose and need. Therefore, there are no feasible and prudent avoidance alternatives to the use of Section 4(f) property.

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8. All Possible Planning to Minimize Harm

Impact avoidance and all possible planning to minimize harm or mitigate for adverse impacts and effects has been an integral part of identifying, developing, and evaluating alternatives for this project. No alternative that completely avoids the use of Section 4(f) properties was determined to be feasible and prudent. The only remaining alternative— Alternative 3 - Reconstruction and Pavement Replacement (Preferred Alternative)—would result in the use of Section 4(f) properties. This section concludes that all possible planning to minimize harm to Section 4(f) properties has occurred per 23 CFR 774.17:

- Criterion (2): With regard to historic sites, the proposed measures would preserve the historic activities, features, and attributes of the National Register-eligible Doxhaven Cabin and Boathouse in accordance with the Section 106 consultation process and MOA under 36 CFR Part 800.

- Criterion (1): With regard to recreation areas and wildlife and waterfowl refuges, the proposed measures include the replacement of LWSR land of comparable value and function.

Additional specific measures to minimize and mitigate harm to Section 4(f) properties are listed in this section.

A. Doxhaven Cabin and Boathouse

The proposed project (Alternative 3 – Preferred Alternative) would remove and replace the existing pavement within the historic National Register-eligible boundary, remove and replace the bottom tier of the existing retaining wall with a post and panel wall within the historic boundary, reconfigure the existing beam guard, and require the removal of two mature trees at the determined National Register-eligible Doxhaven Cabin and Boathouse (AHI No. 149361 / 149362). These activities would result in an adverse effect to the property.

WisDOT, FHWA, and the Wisconsin SHPO, with input from the landowners, have worked in tandem to minimize effects to historic properties to the furthest extent possible. At Doxhaven Cabin and Boathouse, several project variances from design standards have been implemented to minimize such effects (refer to Figure 3 below and Appendix B, Figures B-1a-b). The complete list of variances from design standards at this resource includes:

- For the majority of the corridor, the road would be widened from 11- to 12-foot lane widths to a standard 12-foot width, with 6-foot shoulders. At this location, two 12-foot through lanes would be provided; however, the shoulders would be narrowed to 4 feet in width at this stretch to minimize encroachment on the historic resources.

- The original project design involved removing the historic boathouse, which is located within the right of way and clear zone on the south (river) side of the roadway. Following the determination of Doxhaven Cabin and Boathouse as a National Register-eligible property, an exception was granted to accommodate the boathouse within the right of way, and to protect it from vehicle impact with beam guard. Following consultation with property owners, an additional design

exception was granted to put an opening in the otherwise continuous proposed beam guard to maintain access to the boathouse.

- To reduce impacts to the property and its access, curb and gutter has been designed to manage roadway drainage without ditching for approximately 700 feet on either side of the property. This design would allow for the retaining wall to be placed at the very edge of the clear zone, as distanced from the cabin as possible while maintaining a safe highway for the traveling public.

In August 2019 and February 2023, meetings were held to gather input from the property owners and family regarding project activities, including the design of the retaining wall within the Doxhaven Cabin and Boathouse historic boundary and potential mitigation options. Attendees identified the organic, natural boulder forms of the existing retaining wall as a key feature of the setting. The design team worked to incorporate this element into the new retaining wall. However, the geotechnical engineering team determined that due to the fragile nature of the existing slope, a post and panel wall was crucial at this location. This type of retaining wall features emphasized vertical members and a manufactured appearance that make replicating the natural stone feature difficult. Ongoing efforts are being undertaken by the project team to identify an appropriate option for patterns and colors that fits within the overall setting and meets the project needs based on the conditions of the site. Correspondence detailing the history of consultation regarding the retaining wall is provided in Appendix D. A follow-up addendum answering questions received from SHPO following submittal of the correspondence is also included in Appendix D.

To mitigate the adverse effect of the proposed project at Doxhaven Cabin and Boathouse, including the retaining wall replacement, it was considered and agreed upon by consulting parties per the terms of the MOA executed on July 26, 2024, that a National Register Nomination for the historic property would be prepared. Furthermore, minimization efforts were successfully implemented to avoid an adverse effect to the boathouse portion of the property. Despite its location within the right of way, revised project activities would allow the boathouse to remain in place, and beam guard replacement would accommodate access to the boathouse.

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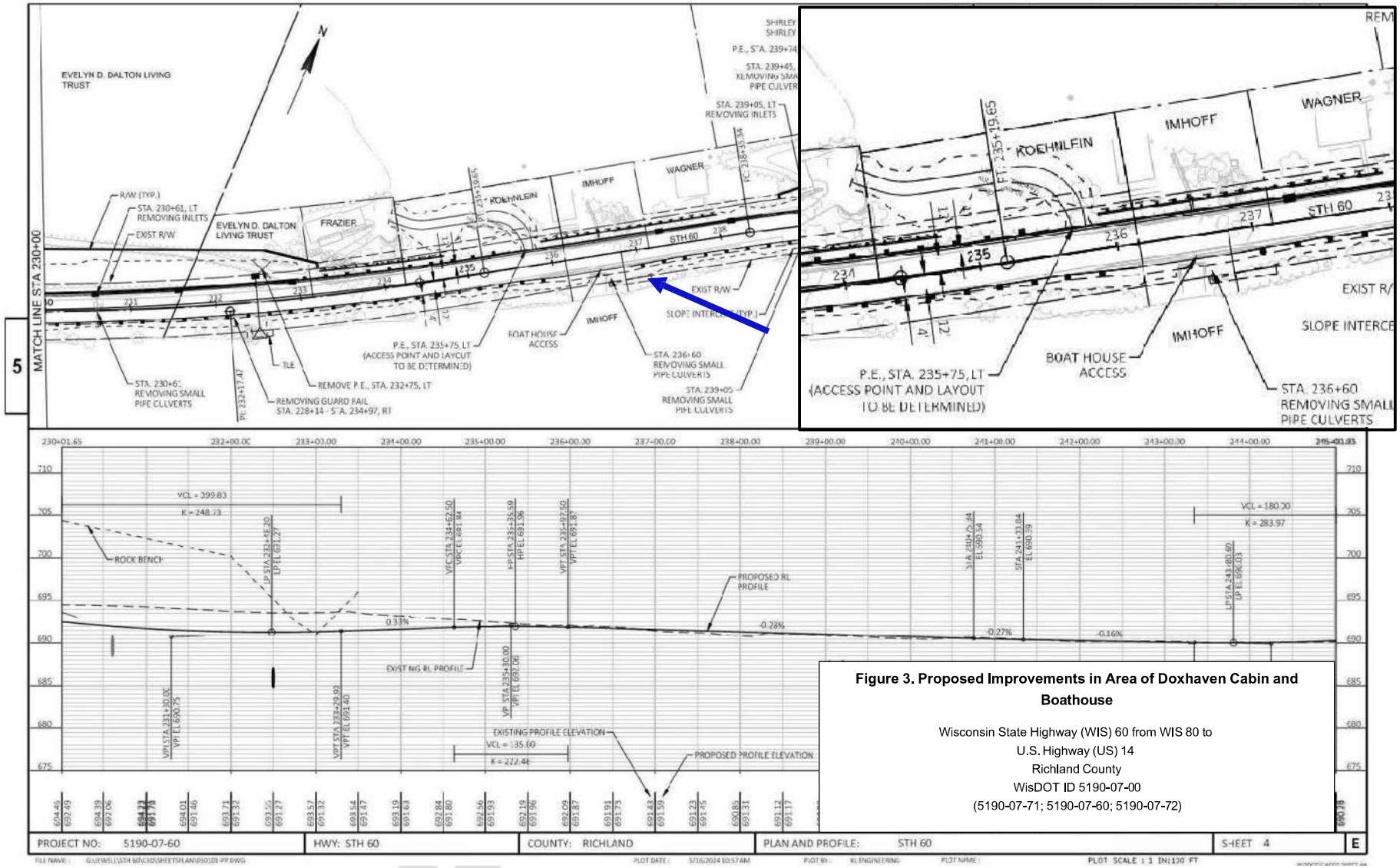

Figure 3. Proposed Improvements in Area of Doxhaven Cabin and Boathouse

Wisconsin State Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60; 5190-07-72)

Figure 3. Proposed improvements in area of Doxhaven Cabin and Boathouse.

B. Lower Wisconsin State Riverway (LWSR)

WisDOT coordinated with the WDNR and FHWA regarding the minimization and mitigation of impacts to the LWSR property. Protection of the Wisconsin River from project impacts was a primary consideration throughout project planning and design. The public was provided an opportunity to review and comment on the proposed improvement and the project's impact to the LWSR property at a Public Involvement Meeting held on September 21, 2022. No public comments were received regarding the impacts to WDNR property.

WisDOT and the WDNR developed a plan for land transfers and access changes, as mitigation and compensation for proposed project activities. The proposed mitigation and compensation plan for WisDOT right of way purchase from WDNR-owned properties includes the following (exact acreage amounts are approximated and may vary slightly when design details are finalized):

(1) Land Swaps/Transfers

WisDOT would provide land transfer to WDNR to compensate for the 18.03 acres of right of way acquisition (refer to Table 1 and Appendix B, Figures B-6a and B-6aa).

- WisDOT previously bought out several parcels as early right of way acquisition for the proposed project. Several of these early acquisition parcels are adjacent to and/or surrounded by existing WDNR property. WisDOT would transfer the following excess land not needed for right of way to the WDNR:
    - Parcel 020-3432-3000 (formerly Strand) - 3.91 acres
    - Parcel 020-3432-4000 (formerly Frazier) - 2.21 acres
    - Parcel 020-3431-6000 (formerly Brewer) - 1.35 acres
        - Existing developments on this parcel would be removed or abated by WisDOT before transferring to WDNR
    - Parcel 036-0097-0000 (formerly Acorn Acres) - 9.5 acres

- Part of the proposed project includes the realignment of a portion of WIS 60 just west of Gotham. The existing WIS 60 roadbed is adjacent to existing WDNR property. The roadbed would be demolished by WisDOT, vacated, and then included in the land transfer.
    - WIS 60 Realignment Area - 1.74 acres

(2) Access Points/Driveways

As part of project construction, WisDOT would provide new and/or maintain existing access points to WDNR property at the following locations (refer to Appendix B, Figure B-6bb through B-6ff):

- Station 153+00 RT – Existing gravel driveway would be replaced in kind.

- Station 225+00 LT – A 3-foot-high barrier wall adjacent to the WIS 60 roadway is proposed at this location. An opening would be provided for walk-in access at the end of the barrier wall. The proposed project was modified at this location by shortening the barrier wall in order to allow access to the LWSR parcels by recreational pedestrian users.

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- Station 274+00 LT – A graveled access point would be added within the existing right of way.

- Station 326+75 LT – A maintenance access point would be added within the existing right of way.

- Schmidt Lane – An existing access point (designated parking area) to WDNR property is located on the WIS 60 realignment section. Schmidt Lane is currently accessed from the same portion of existing WIS 60 that would be realigned. Project activities would include construction of a cul-de-sac off of the realigned WIS 60 roadway to access Schmidt Lane. The existing WDNR gravel driveway to the parking area would be replaced in kind. Additional access to WDNR property would be provided at the end of the newly constructed cul-de-sac to the east.

C. Summary

The mitigation measures to address the Section 4(f) use of the Doxhaven Cabin and Boathouse include all possible planning to minimize harm, as defined in 23 CFR 774.17.

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9. Coordination and Consultation

WisDOT has coordinated with the Wisconsin SHPO and WDNR throughout project development. A summary of coordination with OWJs and other consulting parties is provided below. One public meeting and several stakeholder/consultation meetings have been held for this project, which has been underway since 2004 and most recently re-started in 2022. Therefore, only the more recent consultation (2019 to present) related to the current project design is included. Copies of the correspondence are included in Appendices C through F.

A. Public Involvement

A Public Information Meeting invitation letter dated September 9, 2022, was mailed to all adjacent property owners and local officials (see Appendix C). Additionally, the meeting invitation was posted on the WisDOT website and was provided to local newspapers for publication. A Public Information Meeting was held on September 21, 2022, from 5:30 – 8:00 p.m. at the Riverdale Elementary School (Commons) located at 800 N. 6th Street in Muscoda, Wisconsin. A brief presentation at 5:45 pm was followed by an open house format. The project background, purpose and need, proposed preliminary design, and Section 4(f) properties (Doxhaven Cabin and Boathouse) were discussed (see Appendix C). The public was also provided an opportunity to review and comment on the project's impact to the LWSR property, but no public comments to these impacts were received.

Coordination for the project's interaction with the Pine River Trail took place in fall 2022 over an approximately two-month period. The coordination began with Francis Schelfhout, WisDOT Southwest Regional Bicycle/Pedestrian Coordinator, and continued with Dave Fry, Richland Center Park Superintendent, and Cathy Cooper and Cindy Chicker of the Richland County Land Conservation Department.

B. Agency Coordination

Correspondence with the Wisconsin SHPO (OWJ for historic/archaeological sites) and WDNR (OWJ for LWSR land) has been ongoing throughout the planning process to identify historic and natural resources within the project area and sensitive areas of historical or environmental significance, while considering alternatives that meet the proposed project's purpose and need. WisDOT identified the following consulting parties and maintained consultation with these parties since the early stages of project planning:

- Wisconsin SHPO
- Ho Chunk Nation Tribal Historic Preservation Officer (THPO)
- Forest County Potawatomi THPO
- WisDOT
- WDNR
- LWSRB
- FHWA
- U.S. Army Corps of Engineers (USACE)
- U.S. Fish and Wildlife Service (USFWS)
- Owners of Doxhaven Cabin and Boathouse (Imhoff Family)
- Owners of Trevillian Seasonal Cabin

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(1) Section 106 Consultation

WisDOT submitted the initial architecture/history and archaeological survey reports for the proposed project to the SHPO in December 2018. The SHPO concurred with the identification and evaluation of properties within the project's Area of Potential Effect (APE) for architecture/history and archaeological resources in January 2019 (see Appendix D). WisDOT submitted a letter report for architecture/history to the SHPO in October 2022 to address minor refinements to the original project activities covered within the APE of the 2018 survey. The Section 106 consultation was amended for additional design changes in December 2022, and the amendment was approved by the SHPO in January 2023 (see Appendix D). A supplemental architecture/history survey report letter was submitted to the SHPO in June 2023 to address the acquisition of six additional parcels. No additional historic properties, defined as those listed in or determined eligible for the National Register of Historic Places (National Register), were identified in the June 2023 supplemental report.

A consultation meeting was held on August 20, 2019, with the WisDOT project team, FHWA, cultural resources consultants Mead & Hunt, and a member of the Imhoff family (owners of the Doxhaven Cabin and Boathouse) to discuss impacts to the property. On August 20, 2019, the WisDOT project team held an archaeological consultation meeting with Bill Quackenbush (THPO of the Ho Chunk Nation), the WisDOT Tribal Liaison, and members of the Museum Archaeology Program of the Wisconsin Historical Society, where it was determined that a data recovery plan would be undertaken for both the Teepel Group and Lamberson sites and that the sites would be monitored during construction (Teepel Group site) and during road core removal (Lamberson site). On August 19, 2022, the WisDOT project team sent a Tribal notification update email to THPOs providing updated project details following a previous update sent in 2019 and the original notification form from 2015 (refer to Appendices D and E).

On January 25, 2023, the WisDOT project team held a Tribal consultation meeting. The project team coordinated with THPOs throughout the consultation process, with two Tribes requesting to remain consulting parties. Additional consultation meetings were held with the owners of the Trevillian Seasonal Cabin on February 3, 2023, and with the owners of the Doxhaven Cabin and Boathouse (Imhoff family) on February 15, 2023. A second Tribal consultation meeting was held on July 13, 2023. Bill Quackenbush, THPO of the Ho-Chunk Nation, and Ben Rhodd, THPO of the Forest County Potawatomi Tribe, were invited but did not attend. On July 14, 2023, Lynn Cloud of WisDOT CRT emailed Bill Quackenbush and Ben Rhodd regarding the July 13 consultation meeting and included a copy of the draft data recovery plan and mitigation proposals. On July 24, 2023, Ben Rhodd called Teri Schopp of DAAR Engineering and expressed potential interest in a follow-up meeting on the project site. Subsequent conversation between Ben Rhodd and Lynn Cloud regarding the Section 106 process resulted in no need for an additional site visit. No further comments or questions have been received from the Tribes. An additional consultation meeting with members of the Imhoff family was held on December 5, 2023 (refer to Appendices D and E).

An MOA between FHWA and the SHPO was executed on July 26, 2024. Stipulations of the MOA include:

- Completion of a National Register nomination for the determined-eligible Doxhaven Cabin and Boathouse;

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- Preparation of Archaeological Data Recovery Plans for the Teepel Group Site (47RI19/BRI-0165), Lamberson Site (47RI63), and Neefe Mounds (47RI59/BRI-0170) (if applicable) (prepared for the Teepel Group and Lamberson sites in July 2023 by Museum Archaeology Program, Wisconsin Historical Society)[3];

- Facilitation of public outreach and field visits during data recovery excavations for the Teepel Group Site; and

- Production of public interpretation for the Teepel Group Site, Lamberson Site, and Neefe Mound (if applicable) (see MOA in Appendix G).

(2) WDNR Consultation

On September 21, 2022, the WisDOT project team held a design meeting with Andy Barta of the WDNR and Mark Cupp of the Lower Wisconsin State Riverway Board (LWSRB). Three additional meetings, all via conference call (Microsoft Teams platform), were held between the WDNR, WisDOT staff, and designers regarding the Section 4(f) use of the LWSR property. Andy Barta is the WDNR Transportation Liaison and was present at all of these meetings. The OWJ is the assigned Property Manager for the LWSR, which has changed several times during the project history. The first conference call meeting occurred on September 29, 2022, to present the project and related property impacts to a new Property Manager for the LWSR and explain the Section 4(f) process and need for concurrence. The second conference call meeting occurred on April 27, 2023, to address specific public access concerns for the WDNR related to the proposed acquisition and roadway modifications. The third conference call meeting occurred on January 23, 2024, to present the project impacts and modifications to preserve access, and to review the Section 4(f) process for a new Property Manager for the LWSR (who did not attend but was later briefed within the WDNR).

On January 15, 2024, WisDOT and FHWA concluded that the proposed project (preferred alternative) would not adversely affect the activities, features, or attributes that qualify the WDNR's LWSR property for protection under Section 4(f). The WDNR concurred with the determination in a letter signed on April 25, 2024. A copy of this correspondence is included in Appendix F. The proposed mitigation and compensation plan (WDNR land acquisitions and potential land transfers to WDNR) for WisDOT right of way purchase from WDNR-owned properties is included in Appendix B, Figures B-6a through B-6aa.

[3] *Data Recovery Plan, The Teepel Group (47RI19/BRI-0165) Site and The Lamberson (47RI63) Site, Orion Township, Richland County,* Prepared by Norman M. Meinholz and Jason Kennedy. Museum Archaeology Program, Wisconsin Historical Society, Research Report in Archaeology Number 311, July 2023.

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10. Determination

Based on the analysis presented in this evaluation, FHWA has determined that there is no feasible and prudent alternative to avoid the use of Section 4(f) property, including the Doxhaven Cabin and Boathouse. The preferred alternative has informed the proposed action, which includes all possible planning to minimize harm to Section 4(f) property resulting from use. FHWA will finalize this Section 4(f) evaluation after coordination with the U.S. Department of the Interior and a legal sufficiency review.

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"Architecture/History Letter Report – Section 106 Addendum. WIS 60 from WIS 80 to USH 14, Richland County. WisDOT ID 5190-07-00." Mead & Hunt, Inc. June 5, 2023.

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Appendix A. Project Location Maps

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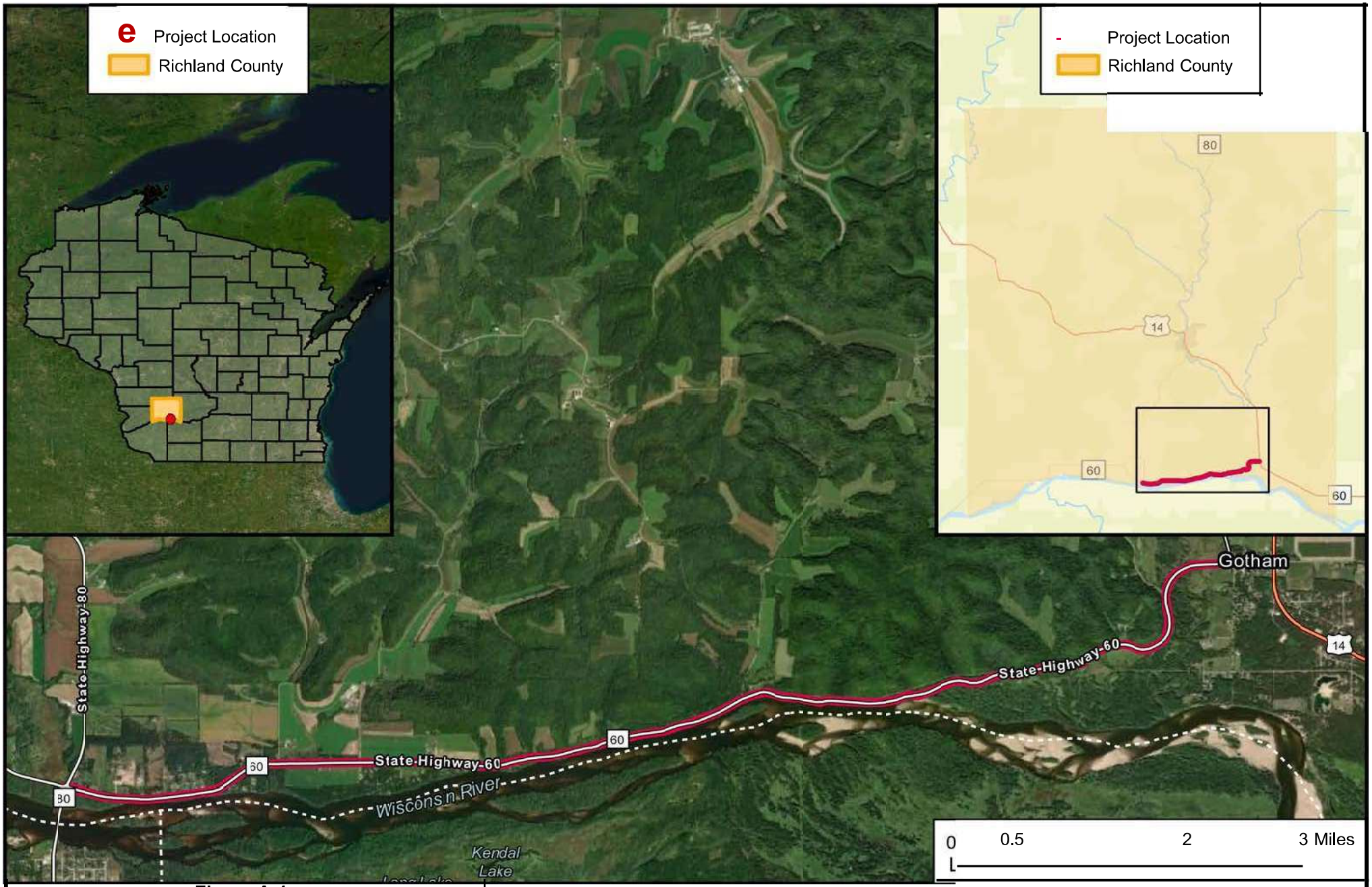

Figure A-1.
Project Location
Wisconsin State Highway
(WIS) 60 from WIS 80
to U.S. Highway (US) 14
Richland County
WisDOT ID: 5190-07-00
(5190-07-71; 5190-07-60; 5190-07-72)

- Project Location

N

A

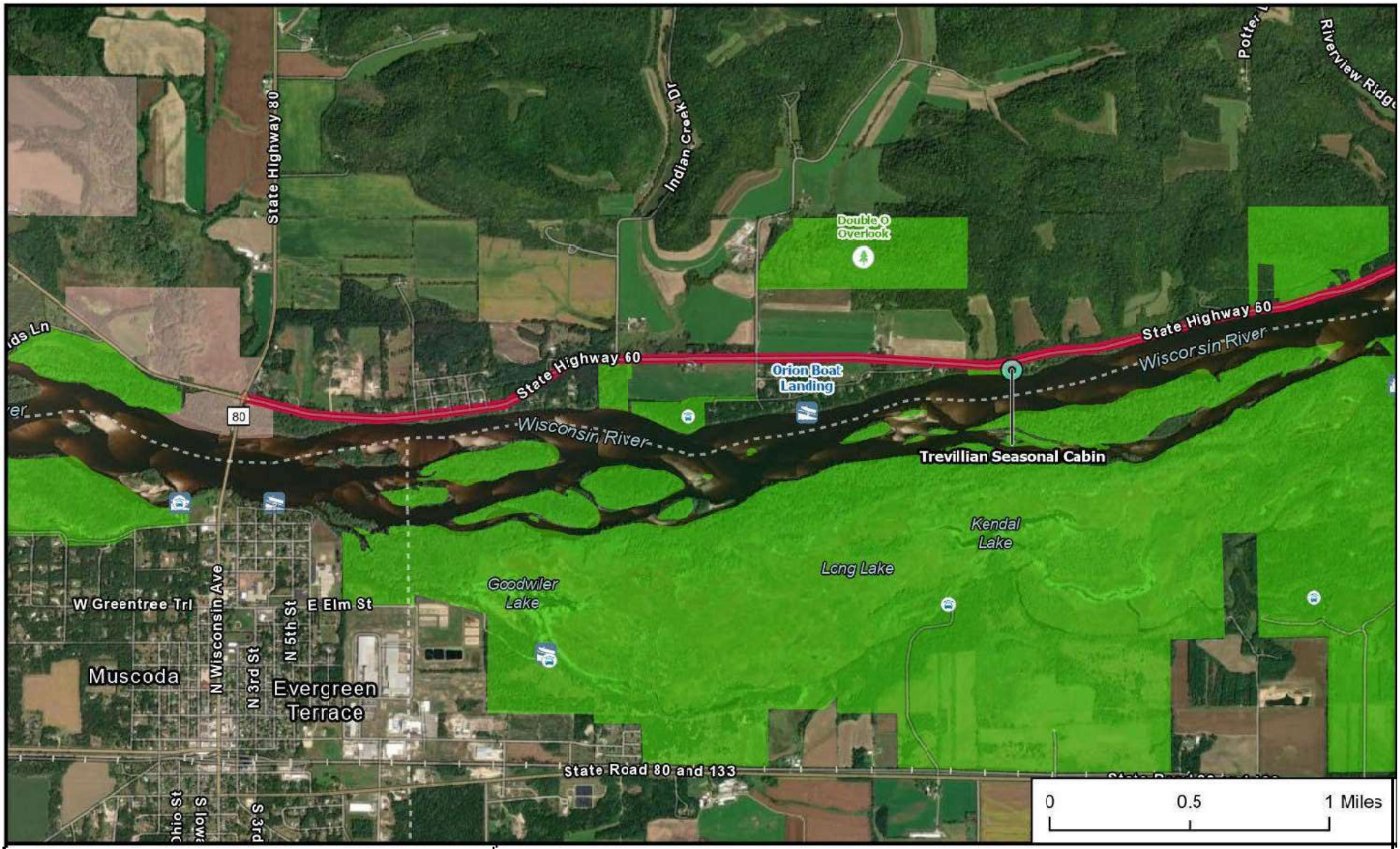

Figure A-2a.
Project Location with Section 4(f) Properties and Exceptions

Wisconsin State Highway
(WIS) 60 from WIS 80
to U.S. Highway (US) 14
Richland County
WisDOT ID: 5190-07-00
(5190-07-71; 5190-07-60; 5190-07-72)

- Project Location

0 Individual Section 4(f) property

Section 4(f) *De*Minimis(Lower Wisconsin State Riverway [LWSR] / DNR Managed Lands)

8 State Natural Areas of LWSR (general vicinity)

0 Archaeological site and historic property exceptions to Section 4(f) approval

WDNR Designated Recreational Use Areas:

9 Boat Ramps / Landings

@ DNR Parking Lots

@ Scenic Overlook

N

A

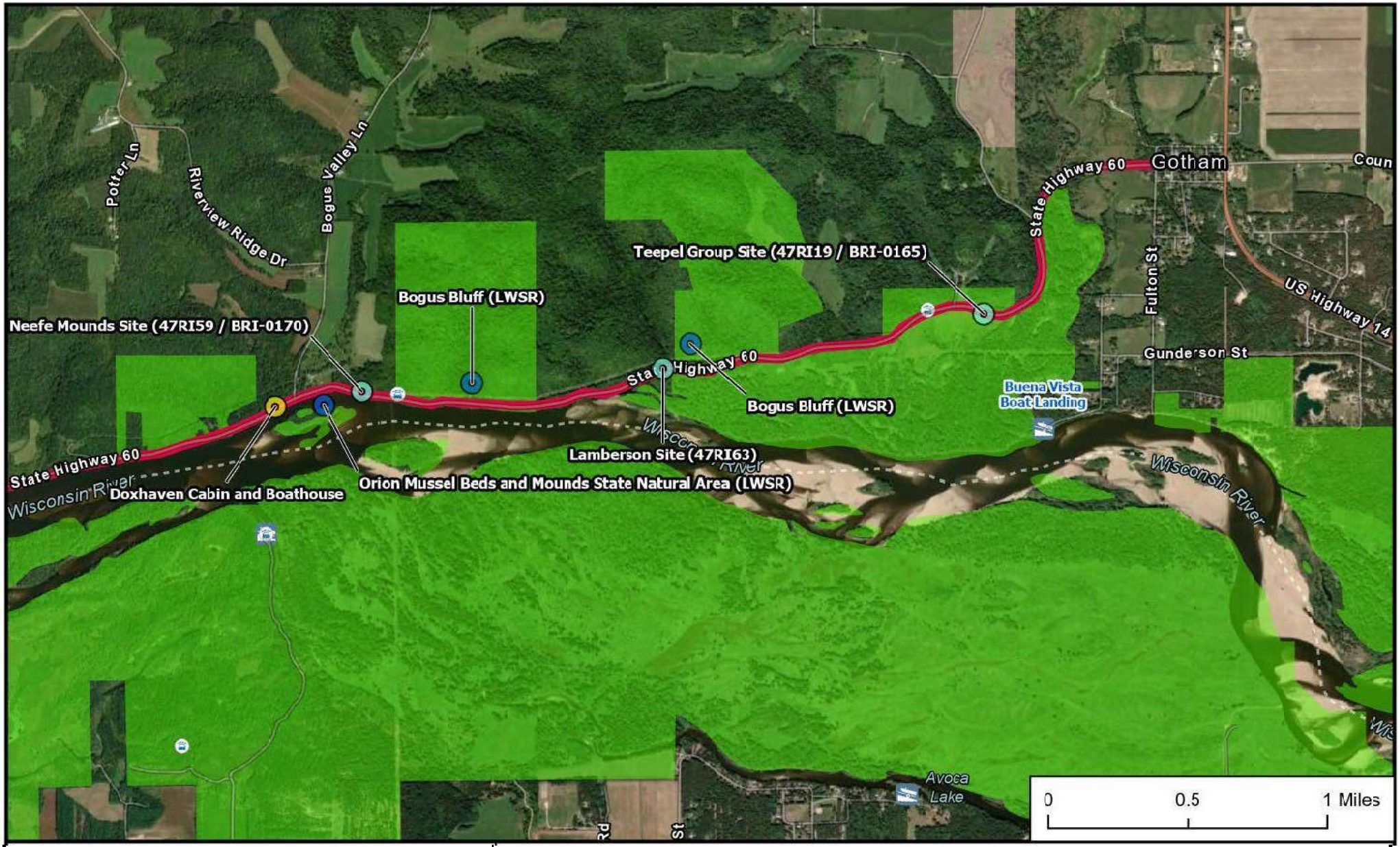

Figure A-2b.
Project Location with Section 4(f) Properties and Exceptions

Wisconsin State Highway
(WIS) 60 from WIS 80
to U.S. Highway (US) 14
Richland County
WisDOT ID: 5190-07-00
(5190-07-71; 5190-07-60; 5190-07-72)

- Project Location
- 0 Individual Section 4(f) property
- Section 4(f) *De*Minimis(Lower Wisconsin State Riverway [LWSR] / DNR Managed Lands)
- 8 State Natural Areas of LWSR (general vicinity)
- 0 Archaeological site and historic property exceptions to Section 4(f) approval

WDNR Designated Recreational Use Areas:

- 9 Boat Ramps / Landings
- @ DNR Parking Lots
- @ Scenic Overlook

N

A

Appendix B. Section 4(f) Properties: Figures and Photographs

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Contributing Resource

Historic Boundary

Parcel Lines (approximate)

Existing Right-of-Way

Figure B-1a. Doxhaven Cabin and Boathouse Historic Boundary
Wisconsin State Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60; 5190-07-72)

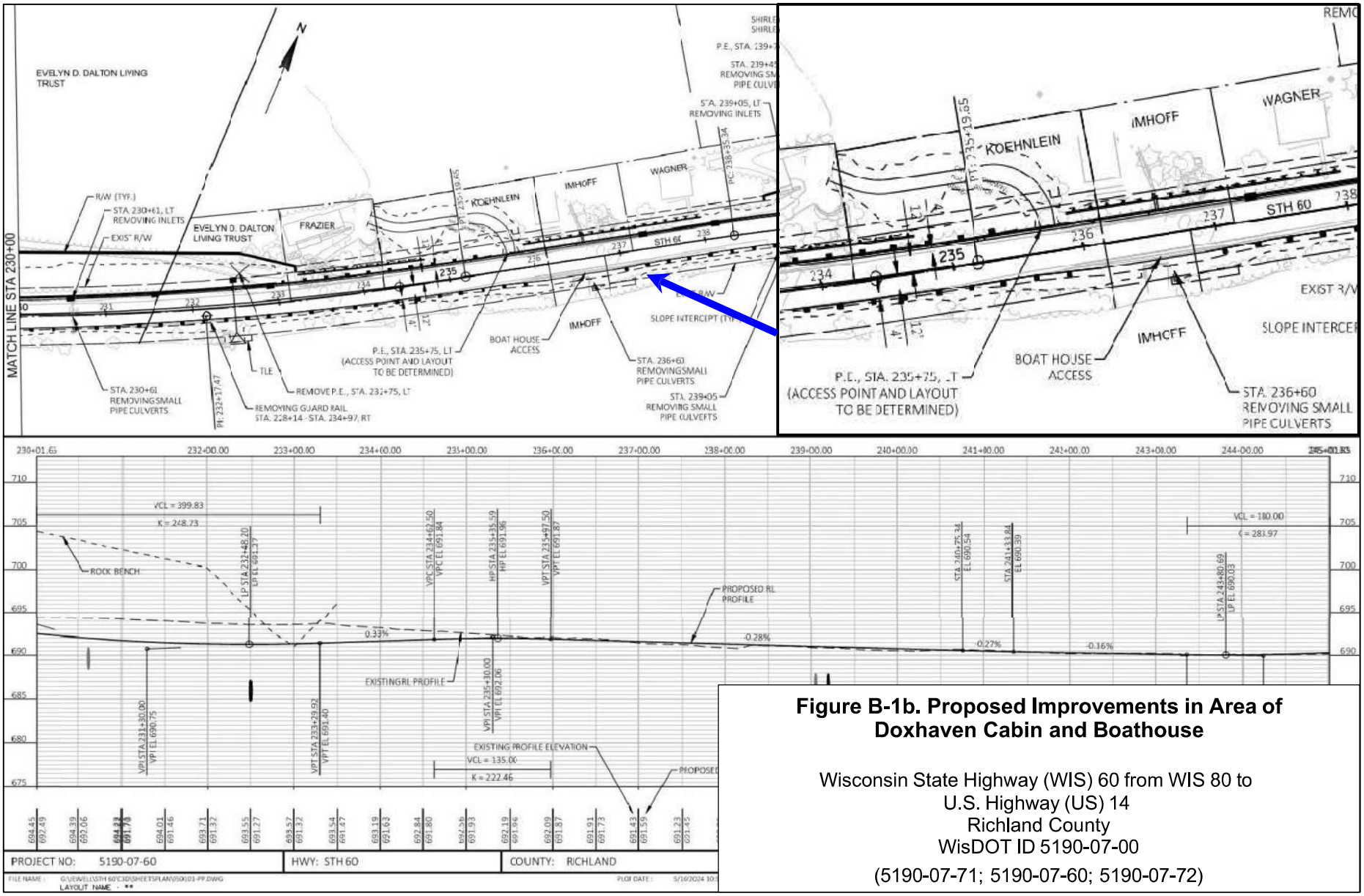

Figure B-1b. Proposed Improvements in Area of Doxhaven Cabin and Boathouse

Wisconsin State Highway (WIS) 60 from WIS 80 to U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60; 5190-07-72)

Photograph 1. Doxhaven Cabin, view facing northwest (August 2008, Mead & Hunt)

Photograph 2. Doxhaven Cabin, view facing west (August 2008, Mead & Hunt)

Photograph 3. Doxhaven Cabin stair and Boathouse across WIS 60, view facing south from Cabin (August 2008, Mead & Hunt)

Photograph 4. Doxhaven Boathouse, view facing southwest (August 2008, Mead & Hunt)

Photograph 5. Doxhaven Boathouse, view facing east (August 2008, Mead & Hunt)

Photograph 6. Doxhaven Cabin and stacked fieldstone terrace, view facing northwest (March 2018, Mead & Hunt)

Photograph 7. Doxhaven Boathouse, view facing west (March 2008, Mead & Hunt)

Photograph 8. Doxhaven Boathouse, view facing north (April 2023)

Photograph 9. Doxhaven Boathouse, view facing west (April 2023)

Photo 10. Doxhaven Cabin (right) and Boathouse (left), view facing west (April 2023).

Photo 11. Doxhaven Cabin Boathouse, view facing south (April 2023).

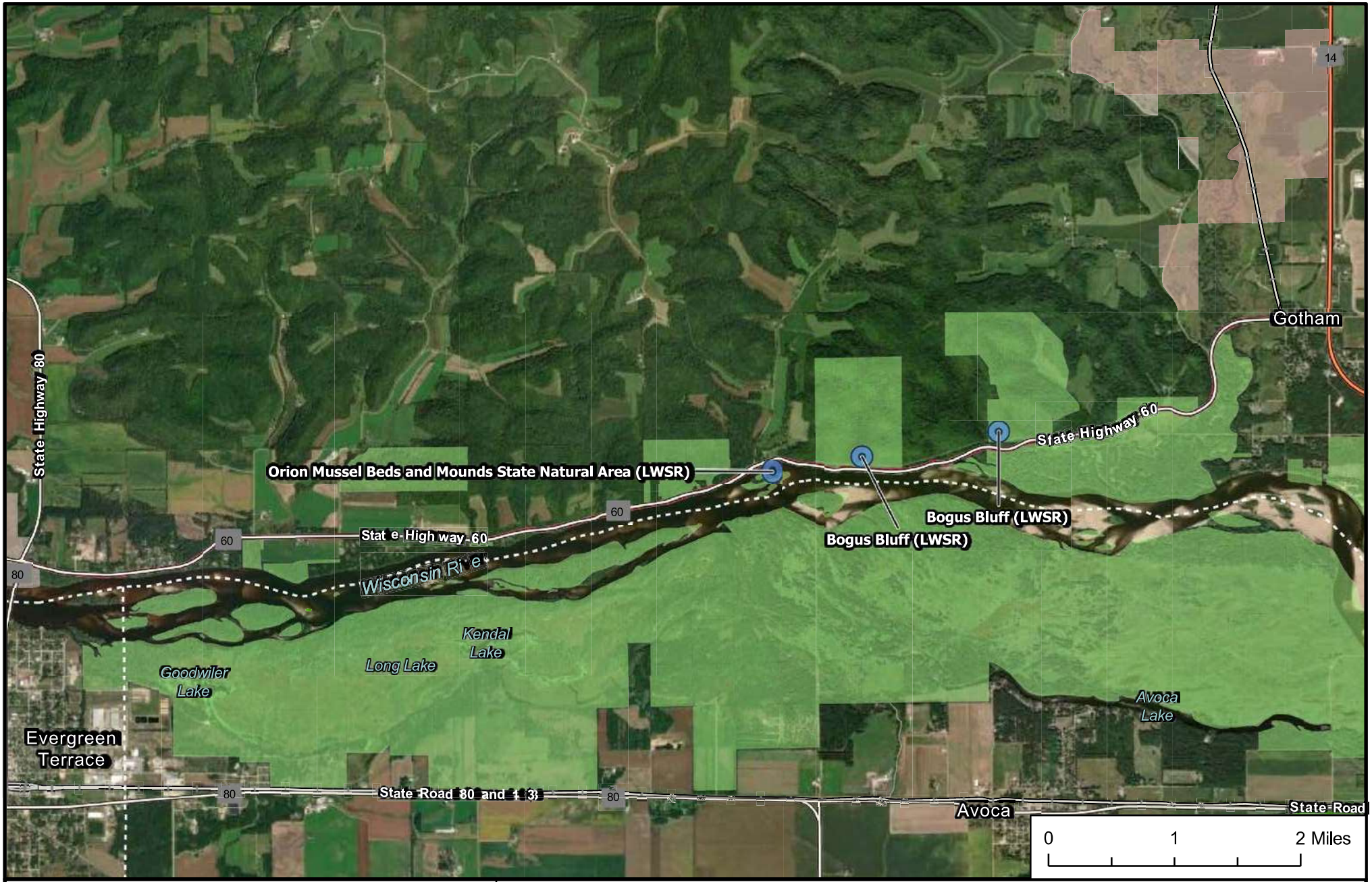

Figure B-2. Lower Wisconsin State Riverway (LWSR)
***De Minimis* Properties**

Wisconsin State Highway
(WIS) 60 from WIS 80
to U.S. Highway (US) 14
Richland County
WisDOT ID: 5190-07-00
(5190-07-71; 5190-07-60; 5190-07-72)

Project Location

State Natural Areas of LWSR (General Vicinity)

Section 4(f) *De Minimis* (Lower Wisconsin State Riverway [LWSR] / DNR Managed Lands)

Earthstar Geographics, Iowa DNR, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS, Iowa DNR, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS, Maxar

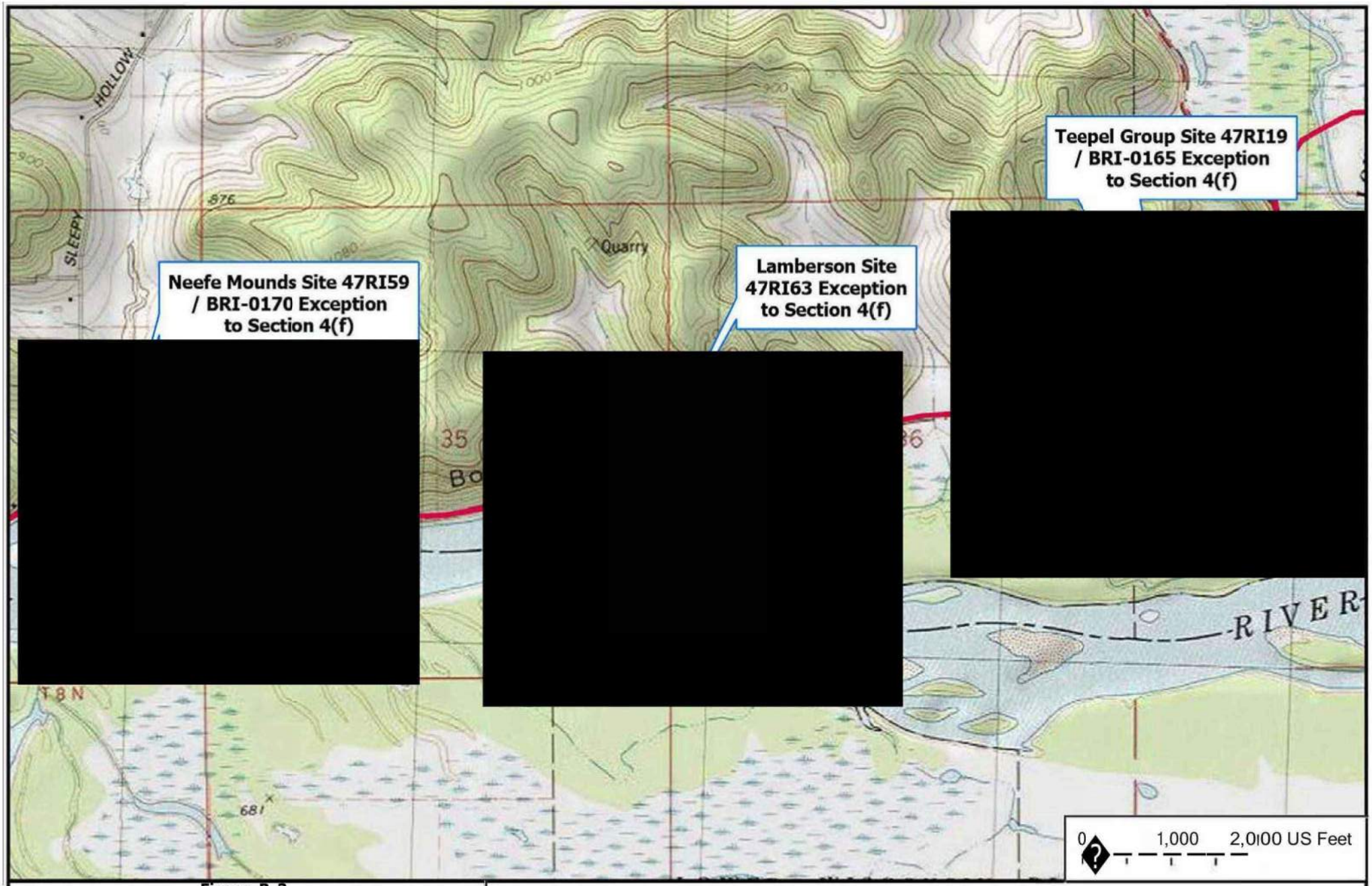

Figure B-3.
Archaeological Site Exceptions to Section 4(f) Approval

Wisconsin State Highway
(WIS) 60 from WIS 80 to U.S. Highway (US) 14
Richland County
WisDOT ID: 5190-07-00
(5190-07-71; 5190-07-60; 5190-07-72)

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Contributing Resource

Noncontributing Resource

Historic Boundary

Parcel Line

Figure B-4. Trevillian Seasonal Cabin Historic Boundary Exception to Section 4(f) Approval

Wisconsin State Highway (WIS) 60 from WIS 80 to U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60; 5190-07-72)

Photograph 1. Trevillian Seasonal Cabin, property overview, view facing southwest (August 2008, Mead & Hunt)

Photograph 2. Trevillian Seasonal Cabin, view facing southwest (August 2008, Mead & Hunt)

Photograph 3. Trevillian Seasonal Cabin, view facing southeast (August 2008, Mead & Hunt)

Photograph 4. Trevillian Seasonal Cabin, view facing northeast (August 2008, Mead & Hunt)

Photograph 5. Trevillian Seasonal Cabin, view facing northwest (August 2008, Mead & Hunt)

Photograph 6. Trevillian Seasonal Cabin garage, view facing southwest (August 2008, Mead & Hunt)

Photograph 7. Trevillian Seasonal Cabin, metal stair, view facing north (August 2008, Mead & Hunt)

Photograph 8. Trevillian Seasonal Cabin, fence at front of property, view facing west (August 2008, Mead & Hunt)

Photograph 9. Trevillian Seasonal Cabin, view facing southeast (March 2018, Mead & Hunt)

Photograph 10. Trevillian Seasonal Cabin, garage, view facing southwest (March 2018, Mead & Hunt)

WNDR Land Acquisitions

Property Owner	Parcel #	Total Acreage	Right-of-Way (SF)	Temporary Limited Easement (SF)	Total (SF)	Right-of-Way (AC)	Temporary Limited Easement (AC)	Total (AC)	Remaining Acreage	Appendix B Figure
WDNR	020-4212-1000	11.71	328	0	328	0.01	0.00	0.01	11.70	B-6a
WDNR	020-4020-2000	2.43	1626	1765	3391	0.04	0.04	0.08	2.39	B-6b
WDNR	020-3432-2000	4.22	12358	0	12358	0.28	0.00	0.28	3.94	B-6c
WDNR	020-3432-5000	14.61	51168	0	51168	1.17	0.00	1.17	13.44	B-6d
WDNR	020-3431-3000	1.28	12039	0	12039	0.28	0.00	0.28	1.00	B-6e
WDNR	020-3431-5000	2.19	5402	0	5402	0.12	0.00	0.12	2.07	B-6f
WDNR	020-3431-1000	29.07	8312	0	8312	0.19	0.00	0.19	28.88	B-6g
WDNR	020-3413-6100	0.17	1506	0	1506	0.03	0.00	0.03	0.14	B-6h
WDNR	020-3523-0000	129.59	167040	0	167040	3.83	0.00	3.83	125.76	B-6i
WDNR	020-3514-1100	0.75	2528	0	2528	0.06	0.00	0.06	0.69	B-6j
WDNR	020-3632-1000	38.90	101186	0	101186	2.32	0.00	2.32	36.58	B-6k
WDNR	020-3623-1000	17.75	3471	0	3471	0.08	0.00	0.08	17.67	B-6l
WDNR	020-3624-1000	13.36	11525	0	11525	0.26	0.00	0.26	13.10	B-6m
WDNR	020-3631-1000	23.75	28499	0	28499	0.65	0.00	0.65	23.10	B-6n
WDNR	020-3631-2000	25.38	22076	0	22076	0.51	0.00	0.51	24.87	B-6o
WDNR	020-3624-4100	0.20	1994	0	1994	0.05	0.00	0.05	0.15	B-6p
WDNR	020-3613-4000	5.12	27689	163	27852	0.64	0.004	0.64	4.48	B-6q
WDNR	020-3614-0000	37.44	124844	1416	126260	2.87	0.03	2.90	34.57	B-6r
WDNR	006-3123-0000	39.26	161722	0	161722	3.71	0.00	3.71	35.55	B-6s
WDNR	006-3124-1000	29.55	24343	0	24343	0.56	0.00	0.56	28.99	B-6t
WDNR	006-3121-1000	26.06	15750	0	15750	0.36	0.00	0.36	25.70	B-6u
WDNR	006-3034-2000	6.65	0	703	703	0.00	0.02	0.02	6.65	B-6v
	Totals	459.44				18.03	0.09	18.12	441.41	

Potential Land Transfers to WDNR

Property Owner	Parcel #	Total Acreage Acquired (AC)	Right-of-Way WisDOT Retained (SF)	Temporary Limited Easement (SF)	TOTAL (SF)	Right-of-Way WisDOT Retained (AC)	Temporary Limited Easement (AC)	Total WisDOT Retained (AC)	Remaining Acreage to be Transferred (AC)	Appendix B Figure
WisDOT ** (Strand)	020-3432-3000	4.19	12251	0	12251	0.28	0.00	0.28	3.91	B-6w
WisDOT ** (Frazier)	020-3432-4000	2.49	12206	0	12206	0.28	0.00	0.28	2.21	B-6x
WisDOT ** (Brewer)	020-3431-6000	1.50	6533	0	6533	0.15	0.00	0.15	1.35	B-6y
WisDOT***	N/A	9.5	0	0	0	0.00	0.00	0.00	9.50	B-6z
WisDOT *	Old WIS 60	1.74	0	0	0	0.00	0.00	0	1.74	B-6aa
	Totals					0.71	0.00	0.71	18.71	

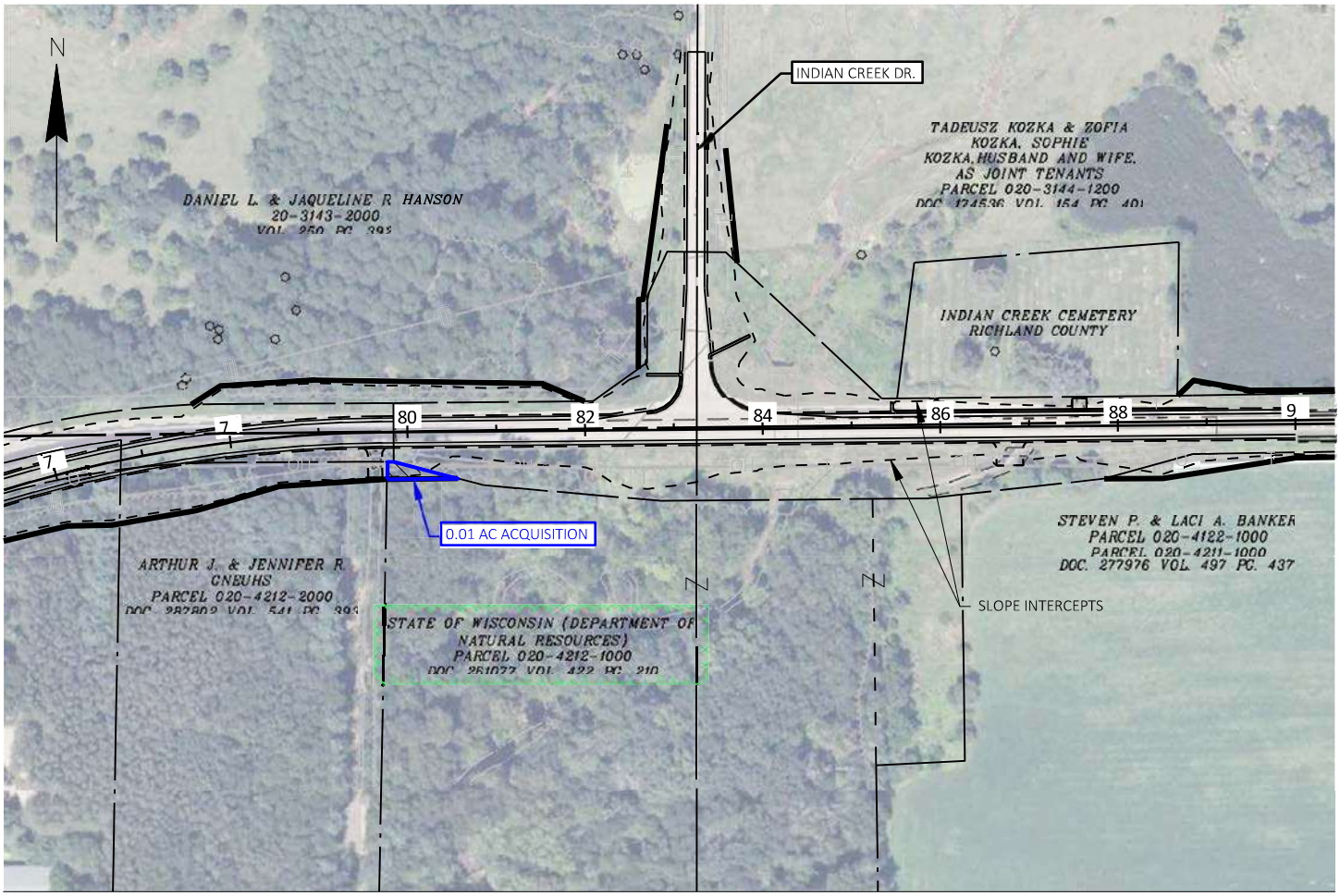
*Currently highway Right-of-Way owned by WisDOT, proposed to be re-aligned. Cannot be transferred until after construction.

** Acquired through the early acquisition (hardship) process for this project.

*** Formerly Acorn Acres (Acquired for environmental mitigation for this WIS 60 project.)

Figure B-5. LWSR Land Acquisitions and Transfers

Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60; 5190-07-72)



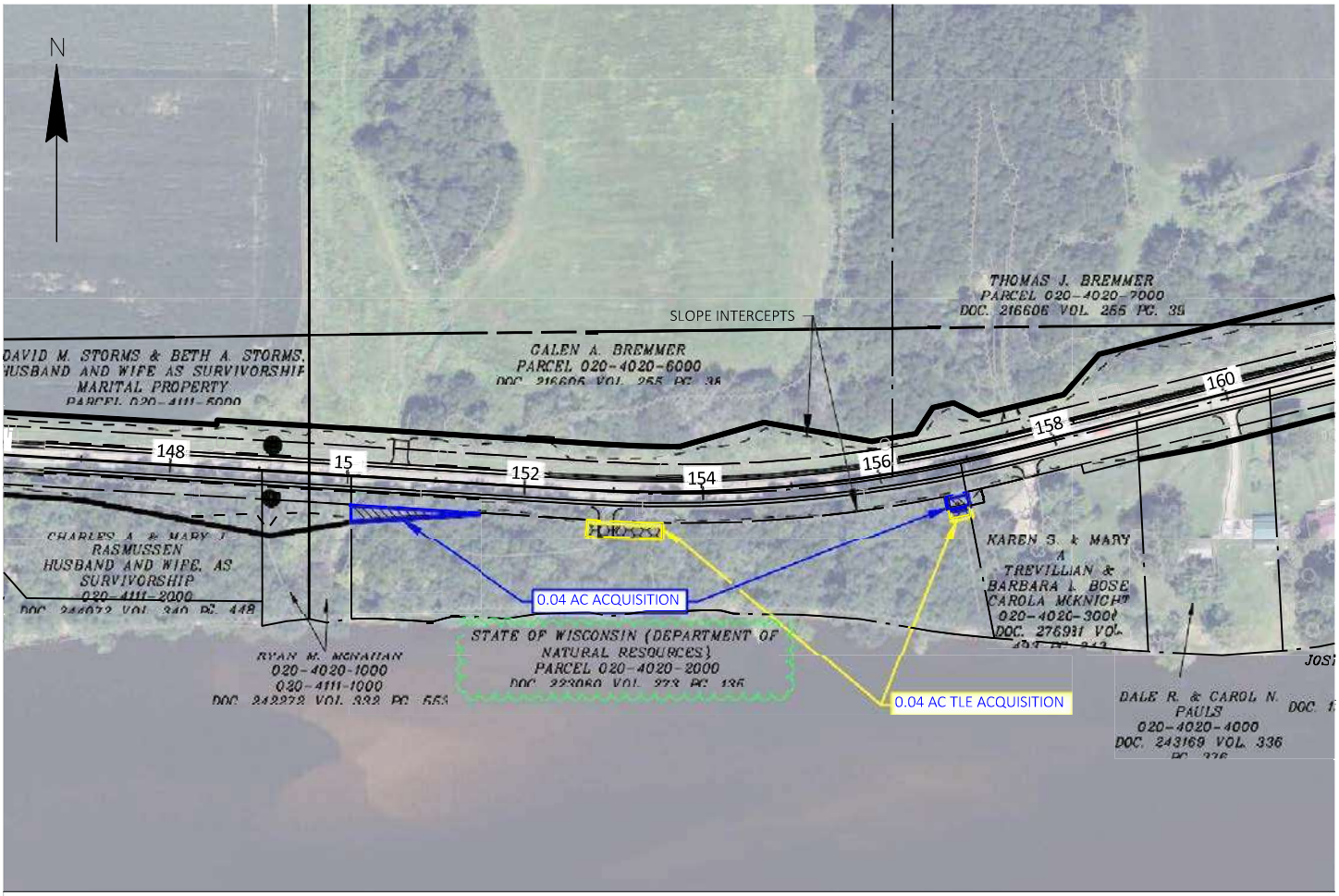
WDNR PARCEL #: 020-4212-1000

TOTAL ACRES: 11.71

ACRES REQUIRED FOR R/W: 0.01

WDNR ACRES REMAINING: 11.70

Figure B-6a. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
Page 1 of 32



WDNR PARCEL #: 020-4020-2000

TOTAL ACRES: 2.43

ACRES REQUIRED FOR R/W: 0.04

ACRES REQUIRED FOR TLE: 0.04

WDNR ACRES REMAINING: 2.39

Figure B-6b. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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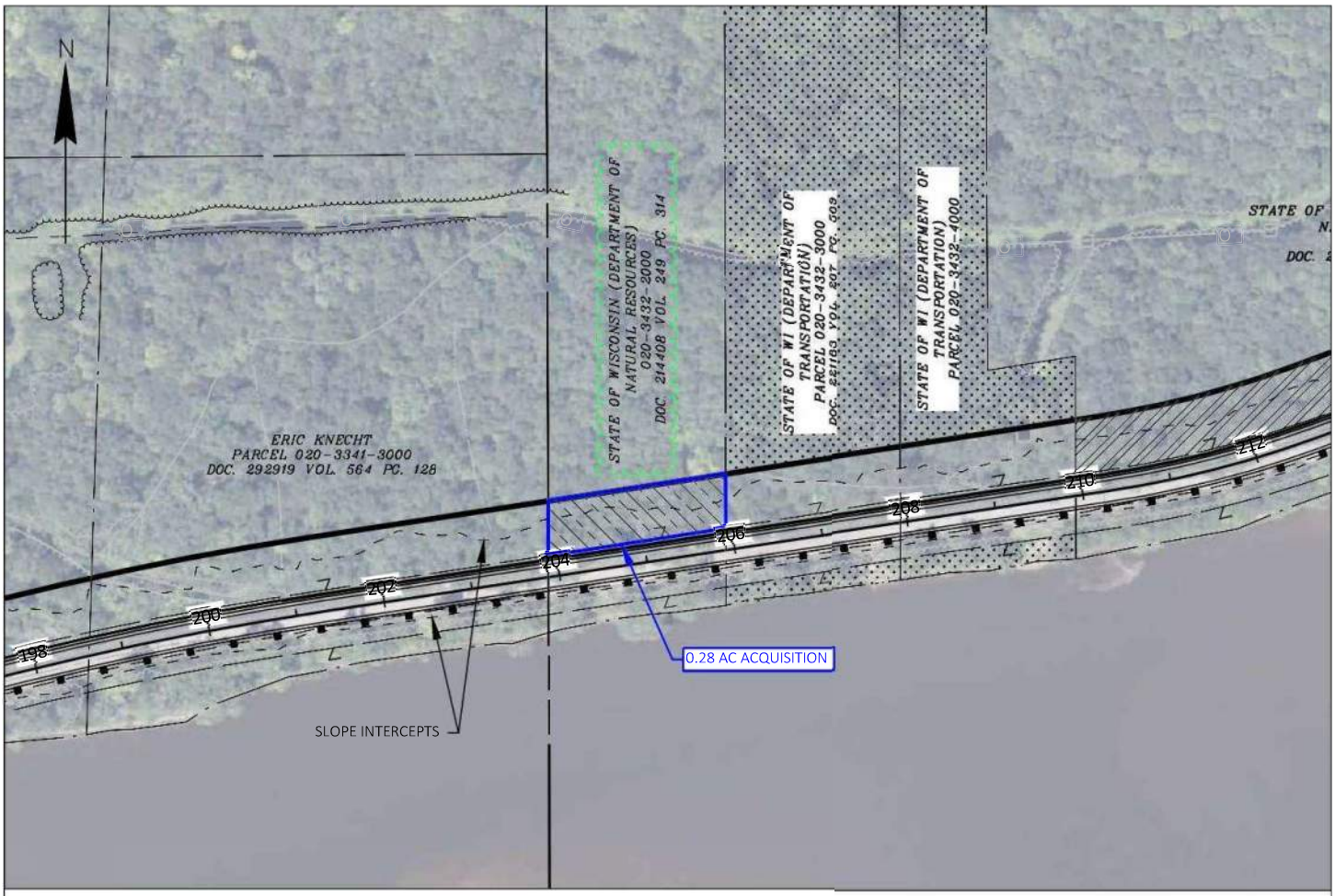

WDNR PARCEL #: 020-3432-2000

TOTAL ACRES: 4.22

ACRES REQUIRED FOR R/W: 0.28

WDNR ACRES REMAINING: 3.94

Figure B-6c. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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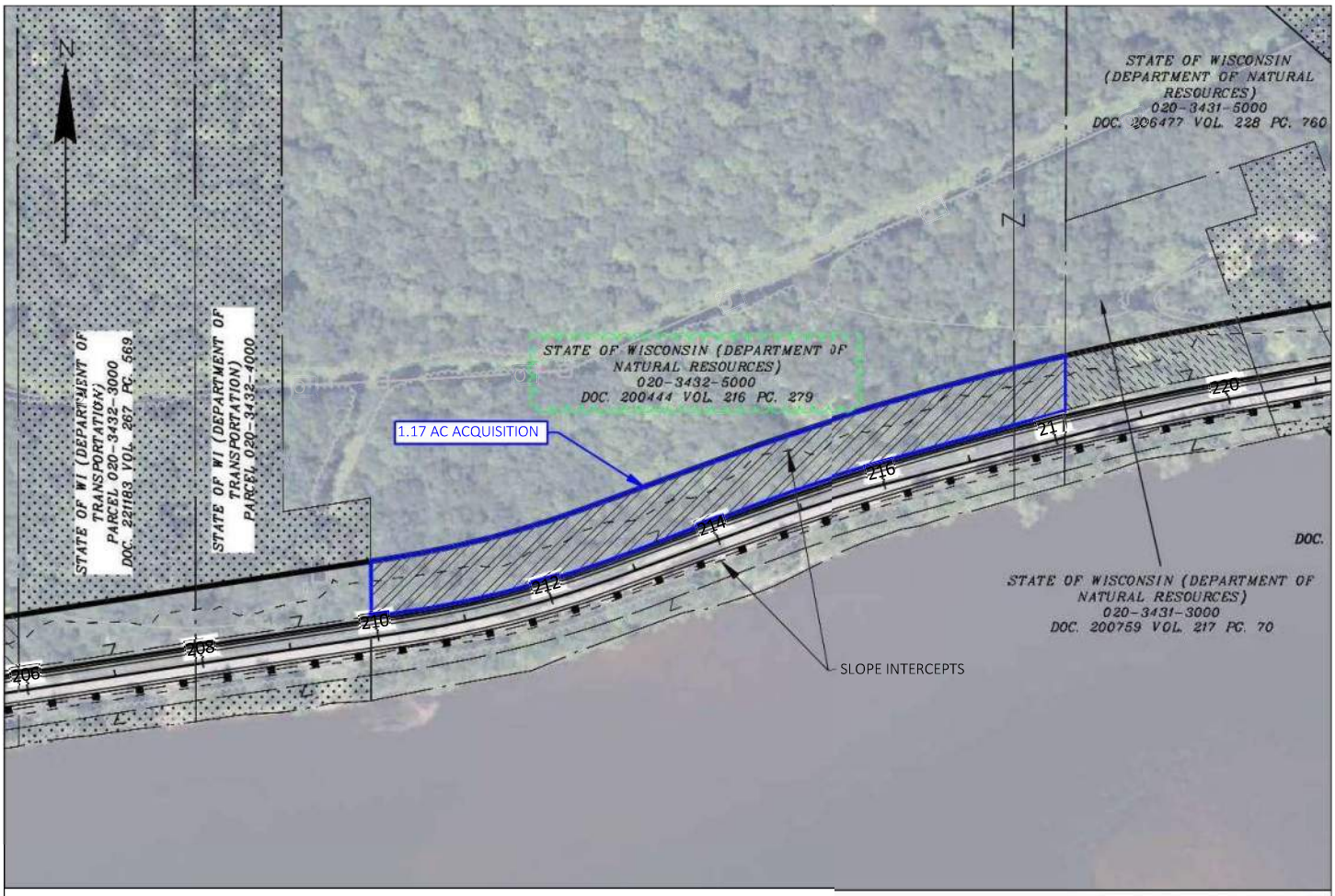

WDNR PARCEL #: 020-3432-5000

TOTAL ACRES: 14.61

ACRES REQUIRED FOR R/W: 1.17

WDNR ACRES REMAINING: 13.44

Figure B-6d. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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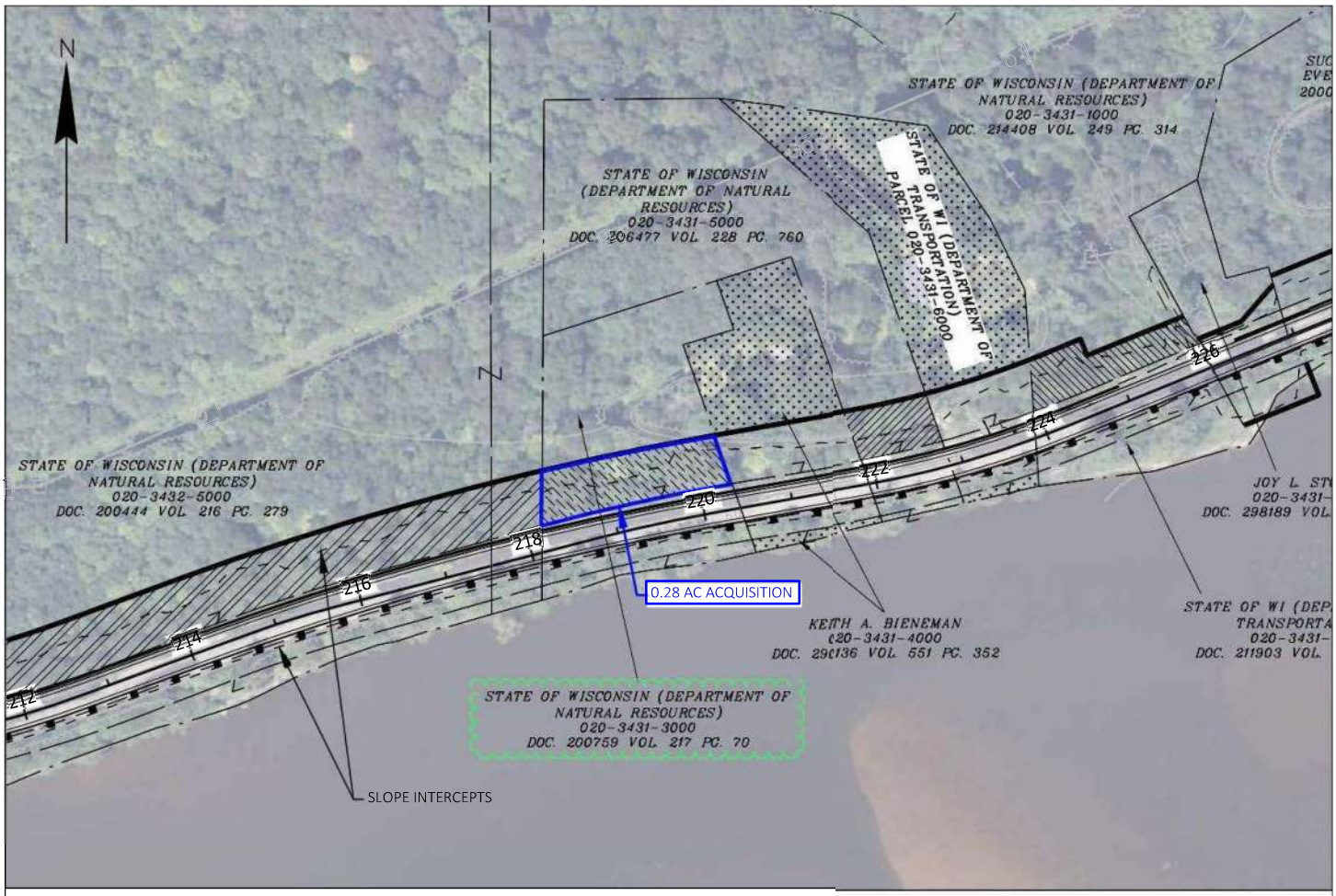

WDNR PARCEL #: 020-3431-3000

TOTAL ACRES: 1.28

ACRES REQUIRED FOR R/W: 0.28

WDNR ACRES REMAINING: 1.00

Figure B-6e. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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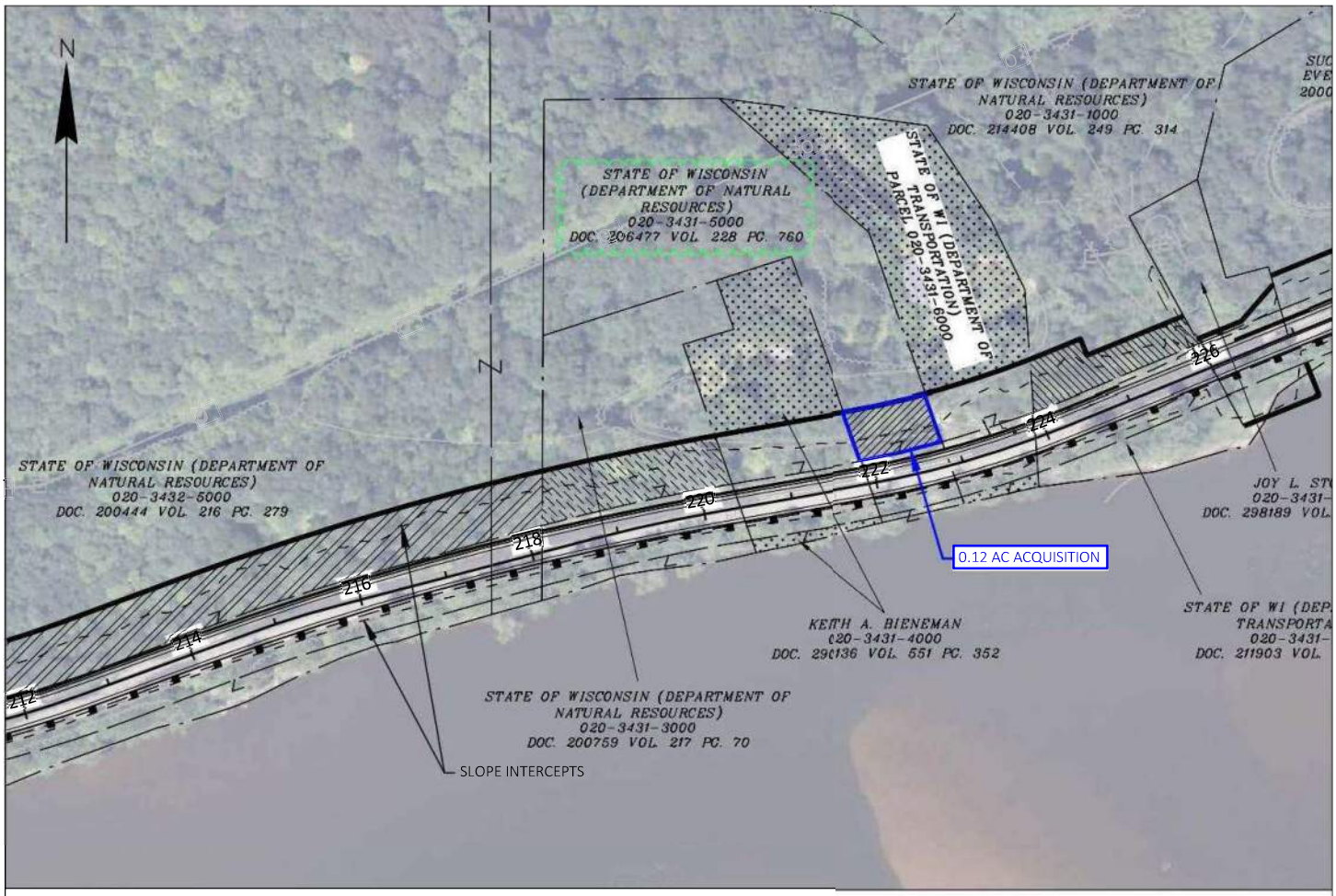


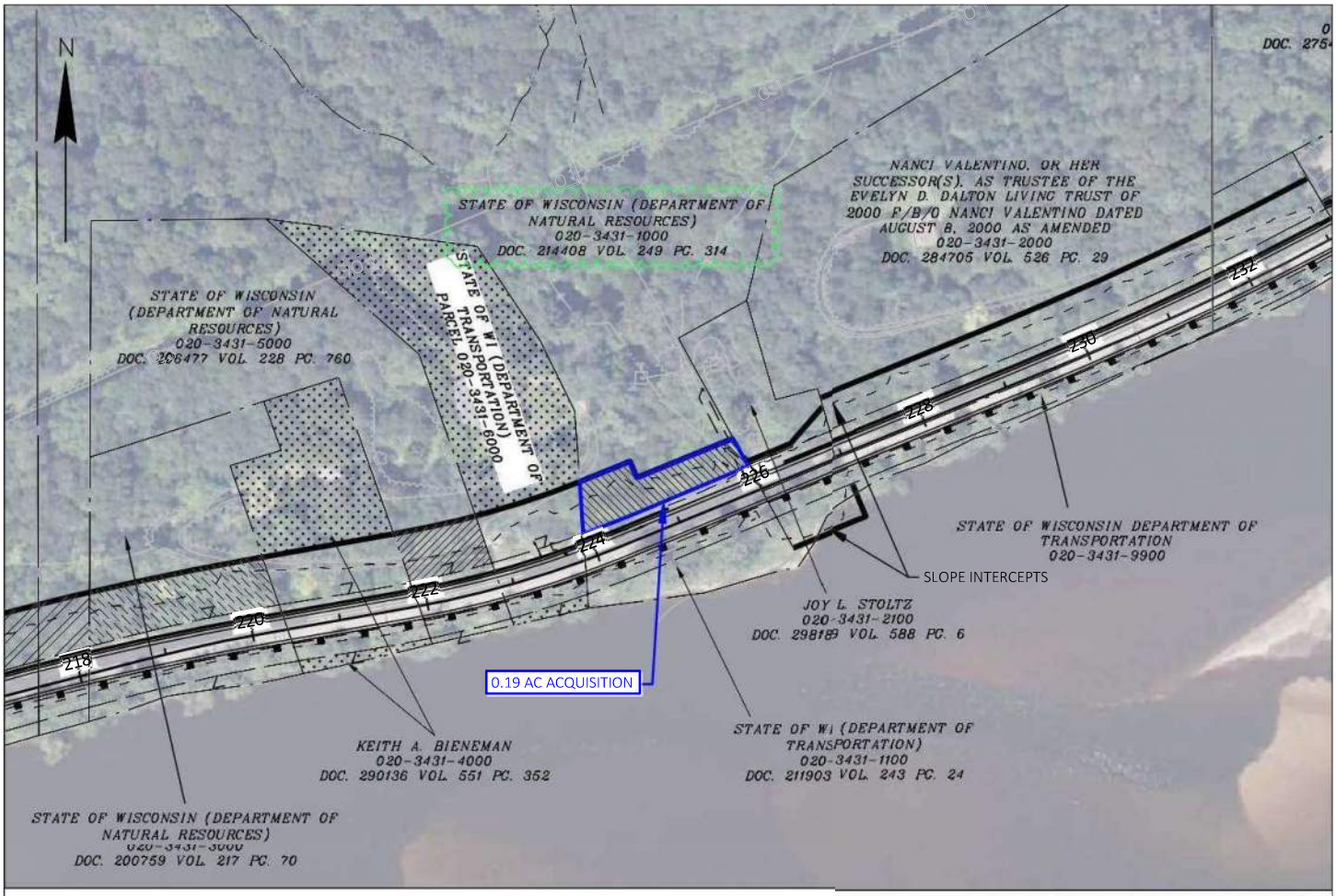
WNDR PARCEL #: 020-3431-5000

TOTAL ACRES: 2.19

ACRES REQUIRED FOR R/W: 0.12

WDNR ACRES REMAINING: 2.07

Figure B-6f. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)



WDNR PARCEL #: 020-3431-1000

TOTAL ACRES: 29.07

ACRES REQUIRED FOR R/W: 0.19

WDNR ACRES REMAINING: 28.88

Figure B-6g. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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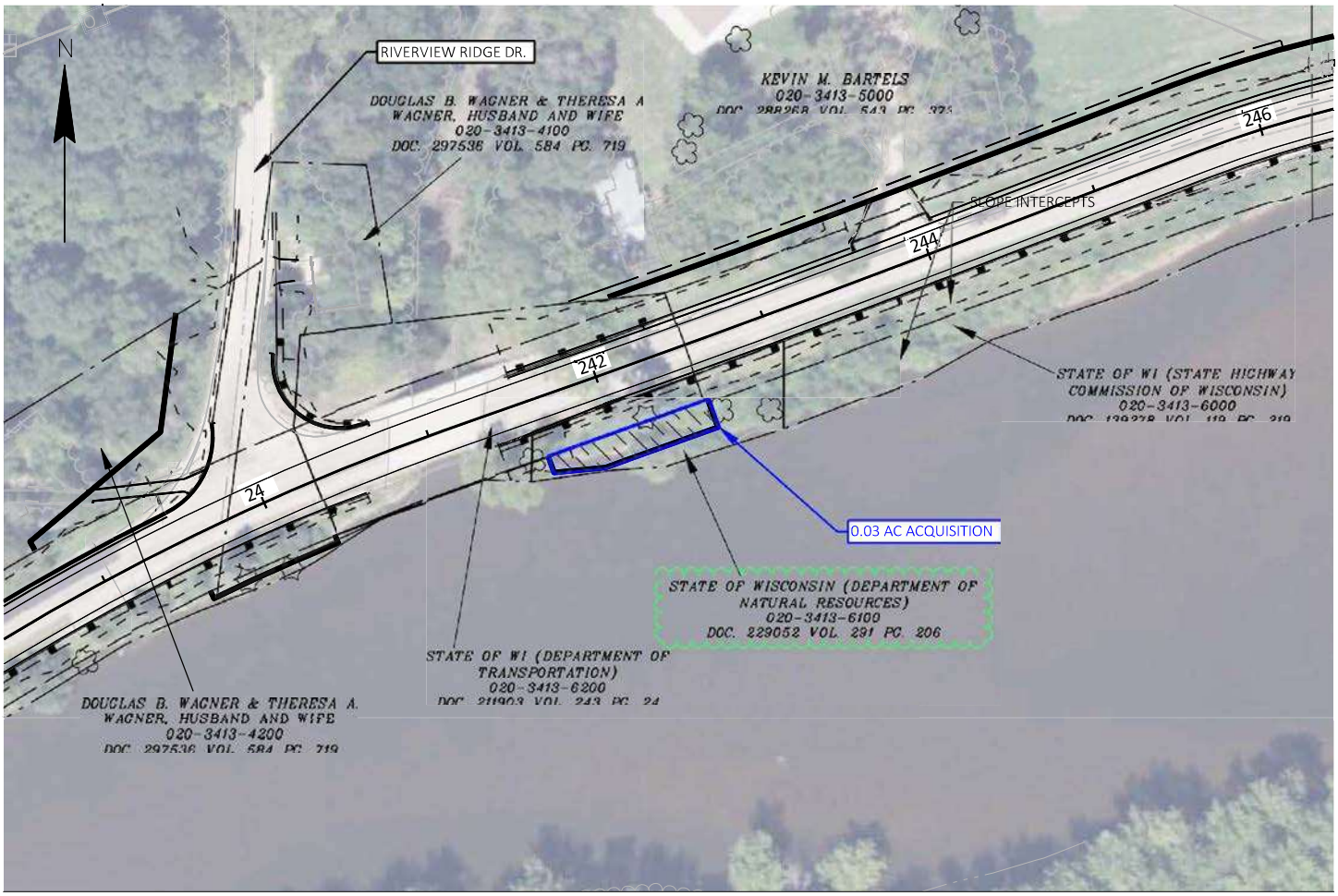

WDNR PARCEL #: 020-3431-6100

TOTAL ACRES: 0.17

ACRES REQUIRED FOR R/W: 0.03

WDNR ACRES REMAINING: 0.14

Figure B-6h. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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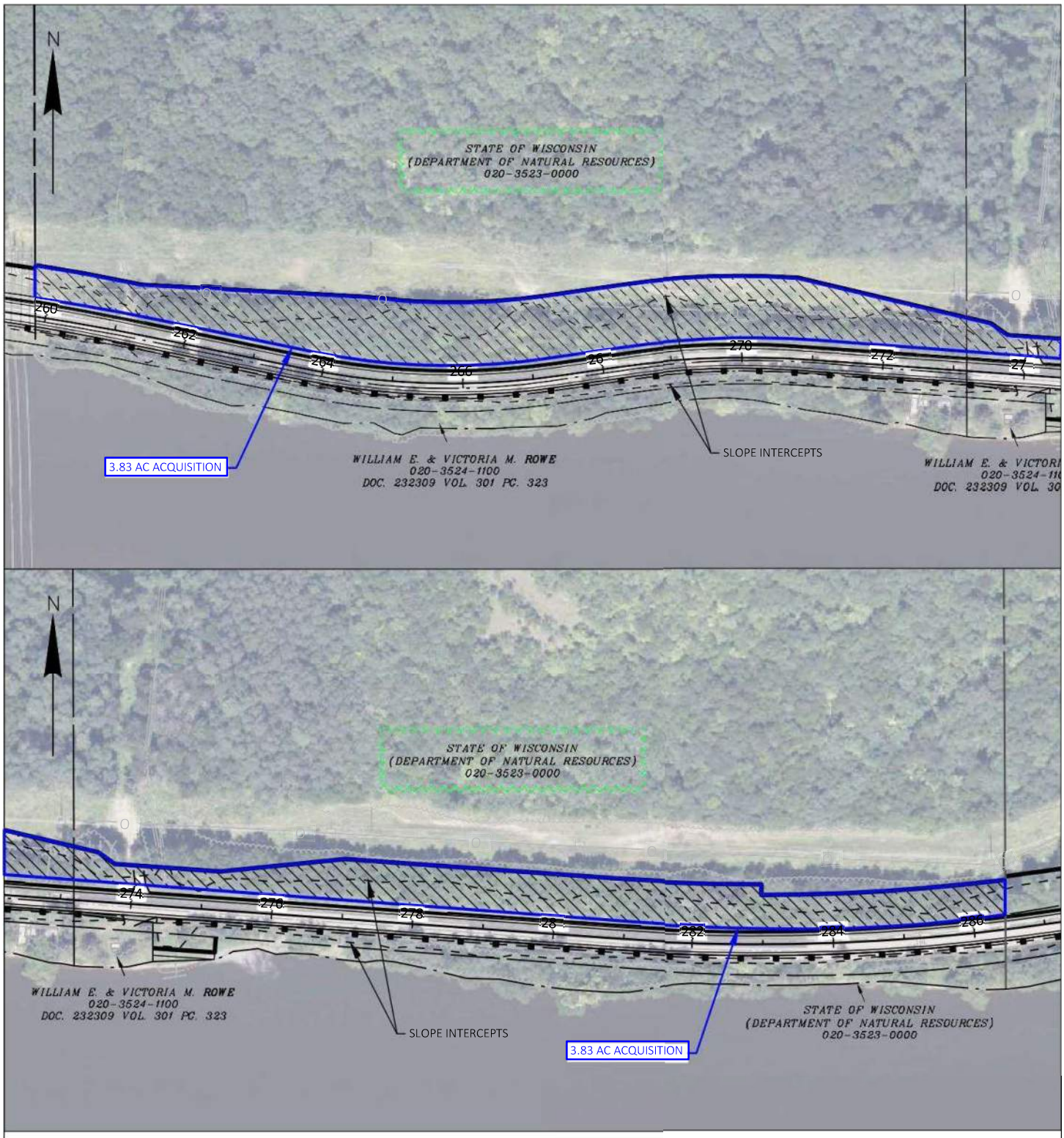


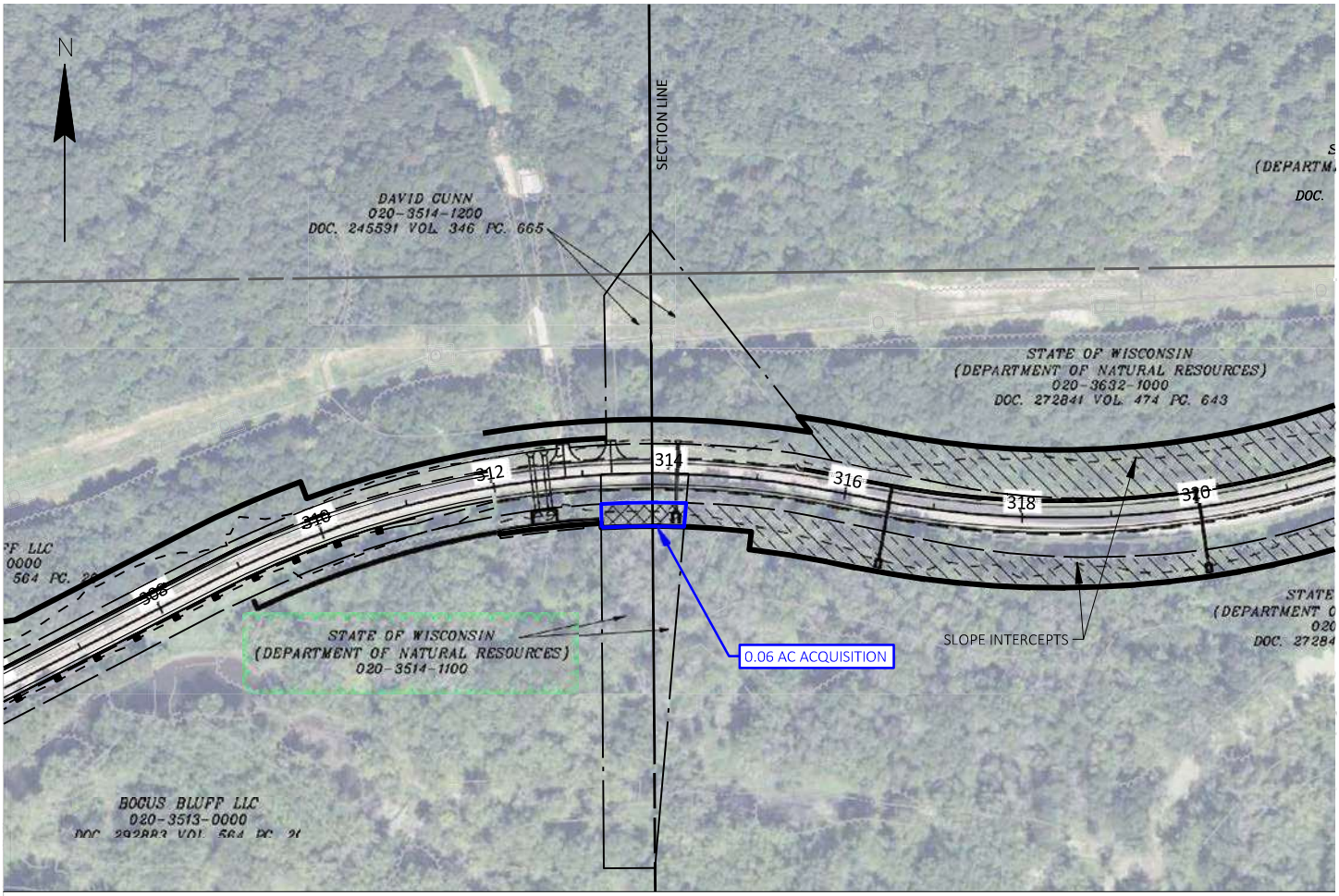
WDNR PARCEL #: 020-3523-0000

TOTAL ACRES: 129.59

ACRES REQUIRED FOR R/W: 3.83

WDNR ACRES REMAINING: 125.76

Figure B-6i. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)



WDNR PARCEL #: 020-3514-1100

TOTAL ACRES: 0.75

ACRES REQUIRED FOR R/W: 0.06

WDNR ACRES REMAINING: 0.69

Figure B-6j. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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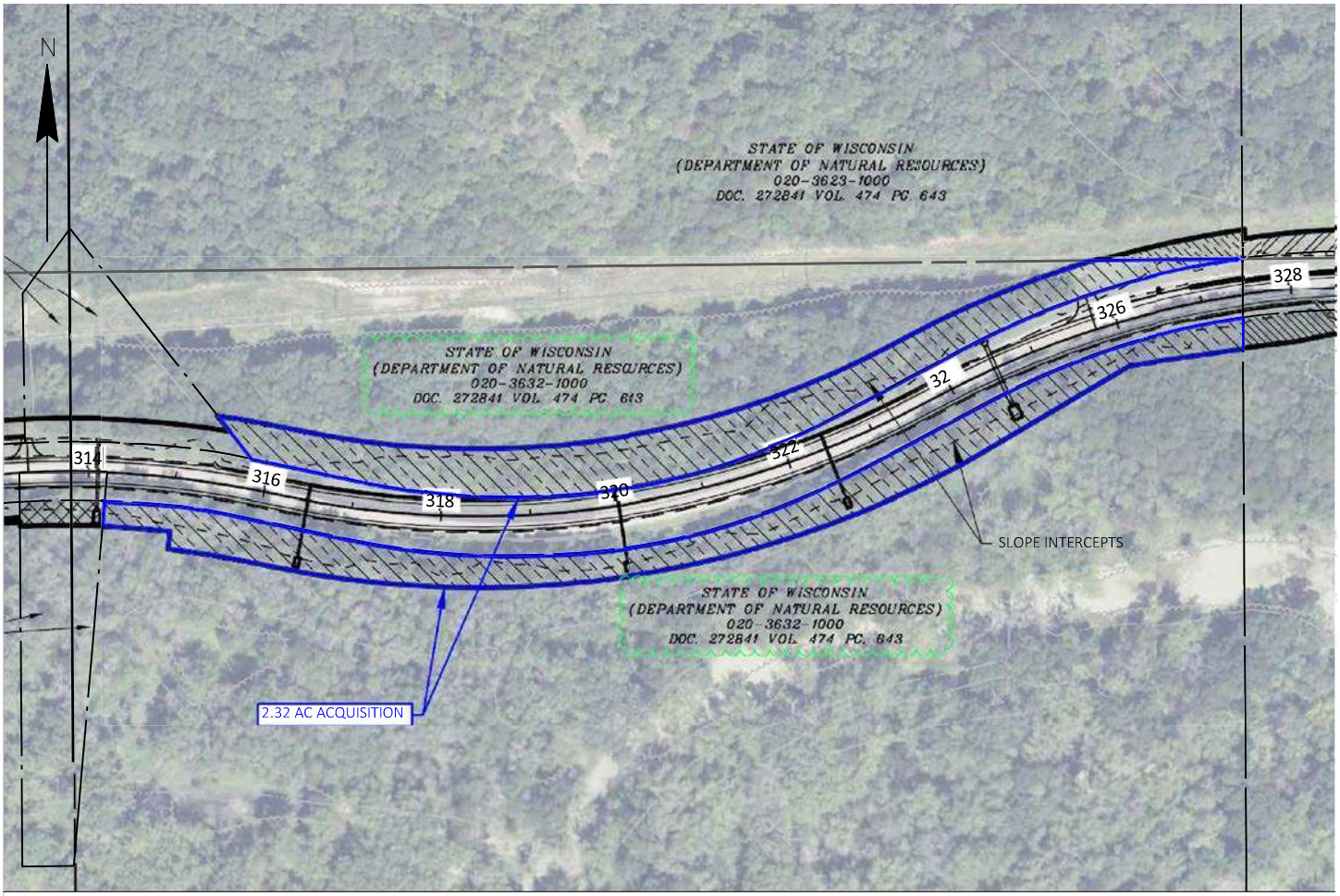

WDNR PARCEL #: 020-3632-1000

TOTAL ACRES: 38.90

ACRES REQUIRED FOR R/W: 2.32

WDNR ACRES REMAINING: 36.58

Figure B-6k. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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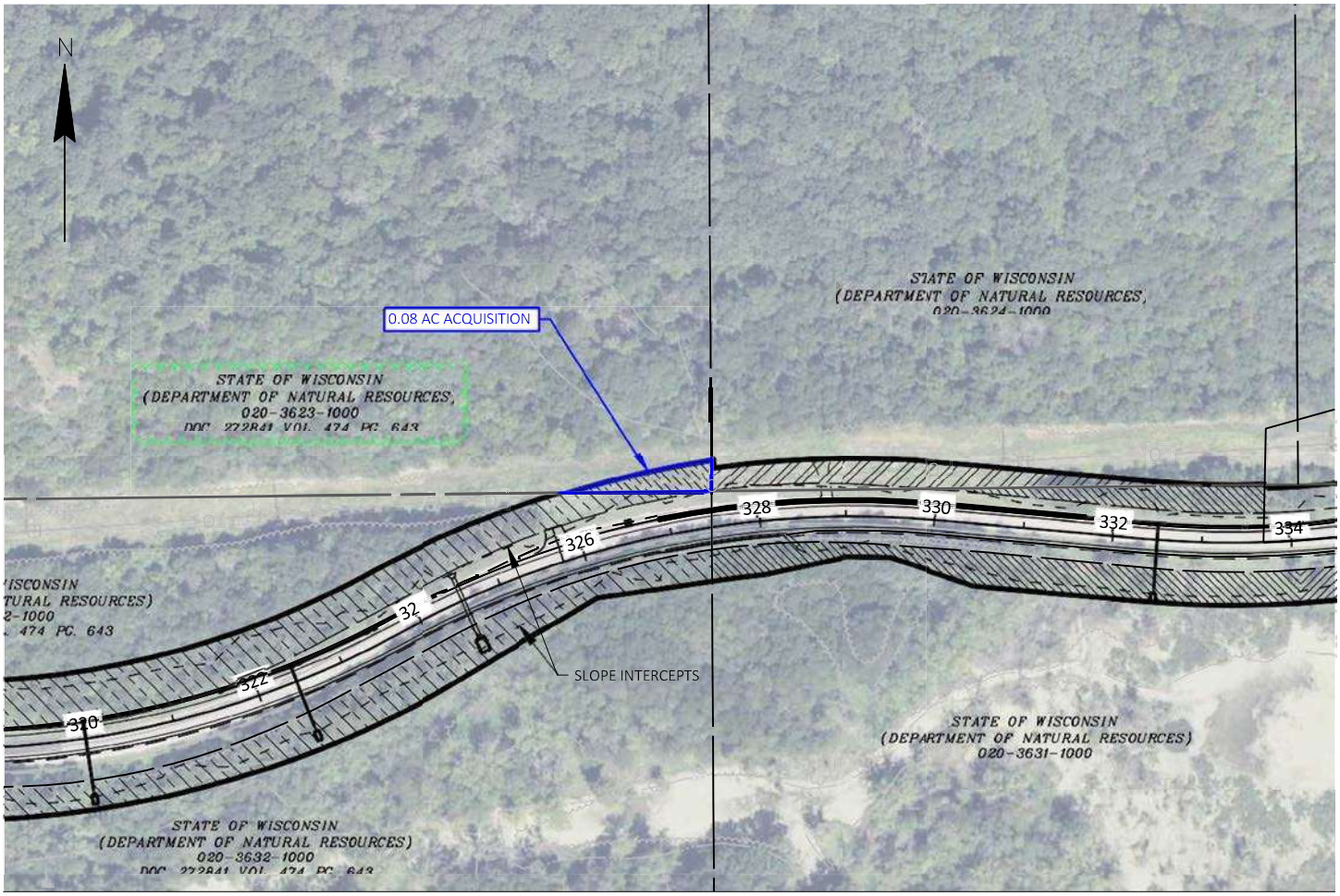

WDNR PARCEL #: 020-3623-1000

TOTAL ACRES: 17.75

ACRES REQUIRED FOR R/W: 0.08

WDNR ACRES REMAINING: 17.67

Figure B-6l. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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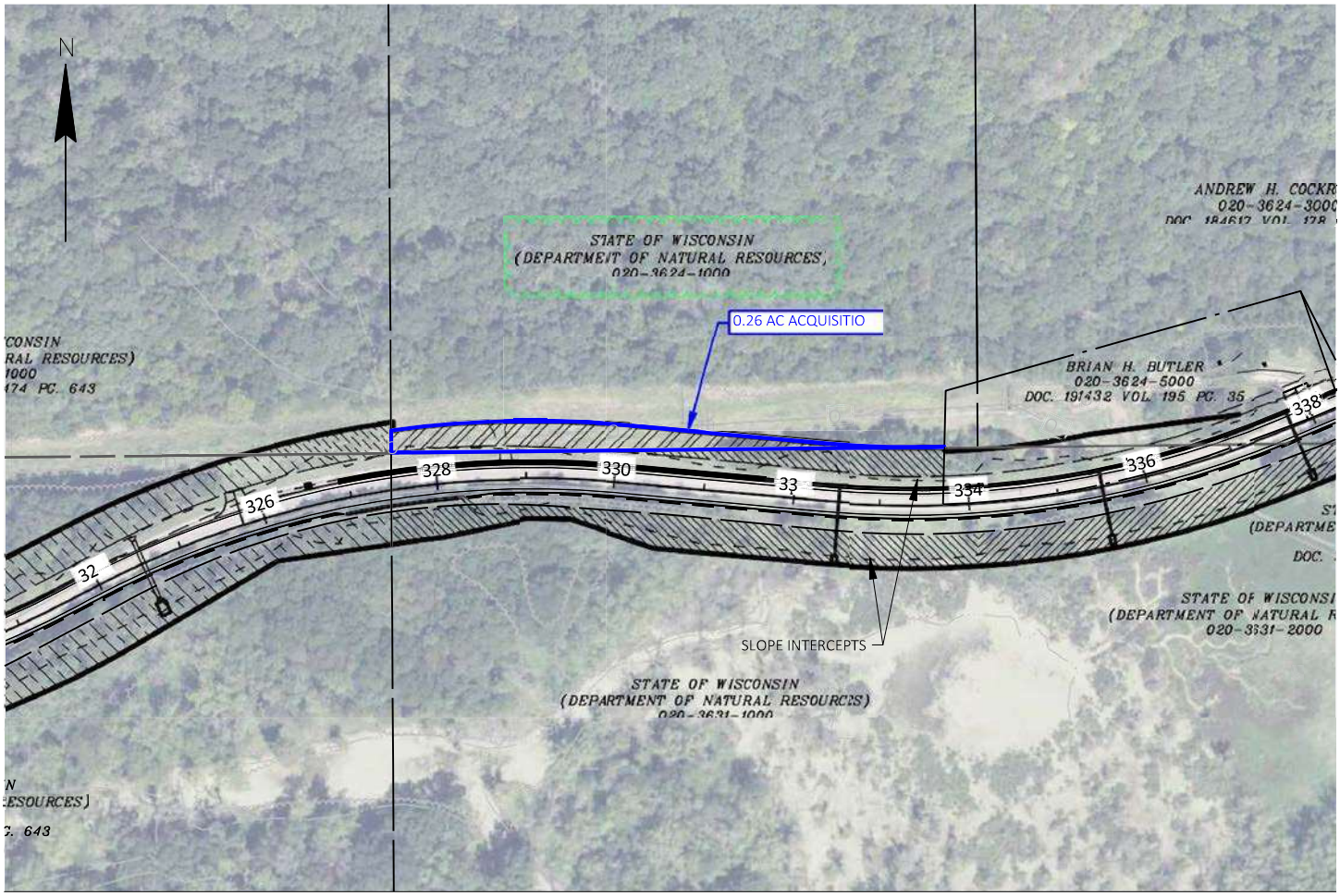

WDNR PARCEL #: 020-3624-1000

TOTAL ACRES: 13.36

ACRES REQUIRED FOR R/W: 0.26

ACRES REMAINING: 13.10

Figure B-6m. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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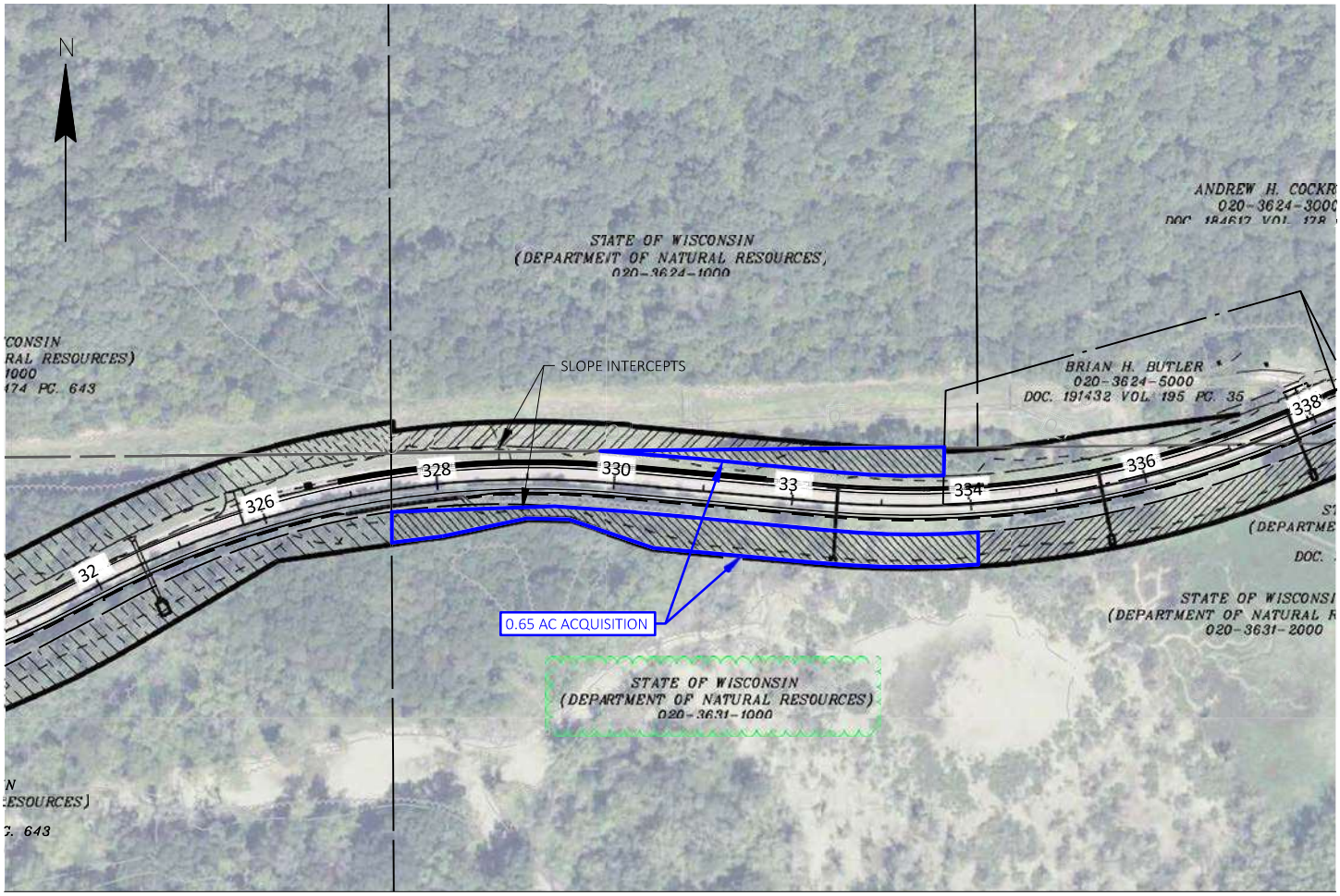

WDNR PARCEL #: 020-3631-1000

TOTAL ACRES: 23.75

ACRES REQUIRED FOR R/W: 0.65

WDNR ACRES REMAINING: 23.10

Figure B-6n. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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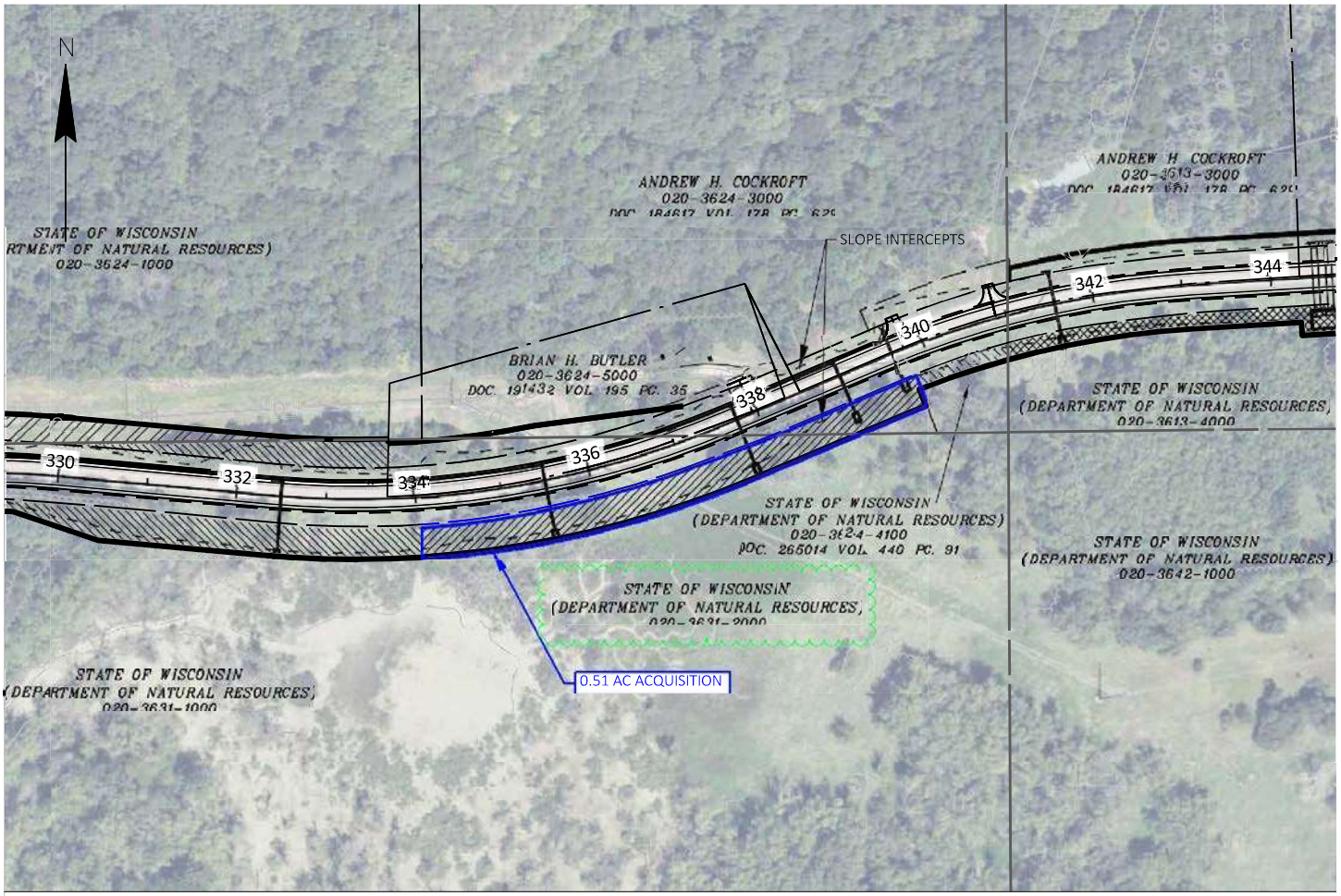

WDNR PARCEL #: 020-3631-2000

TOTAL ACRES: 25.38

ACRES REQUIRED FOR R/W: 0.51

WDNR ACRES REMAINING: 24.87

Figure B-6o. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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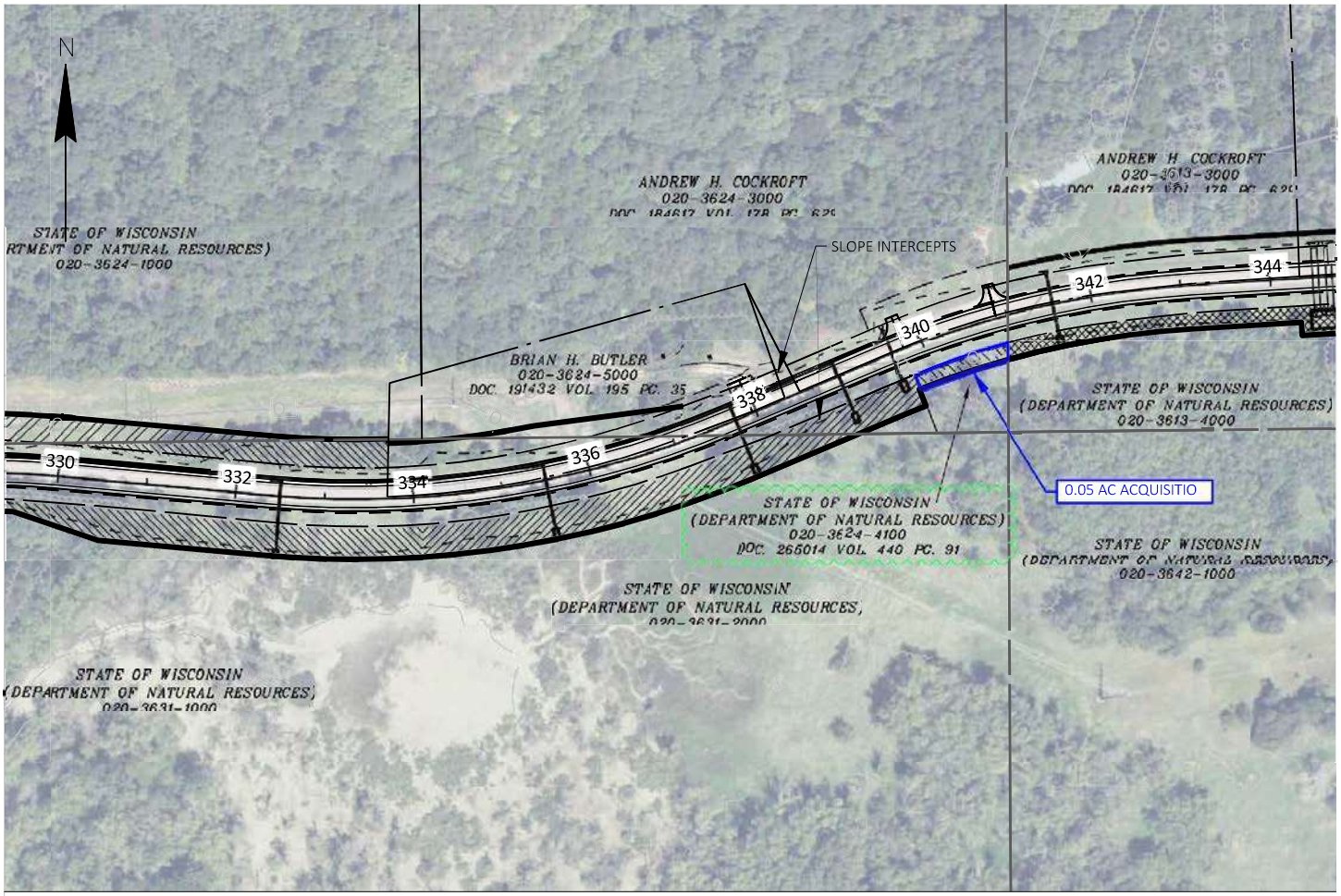


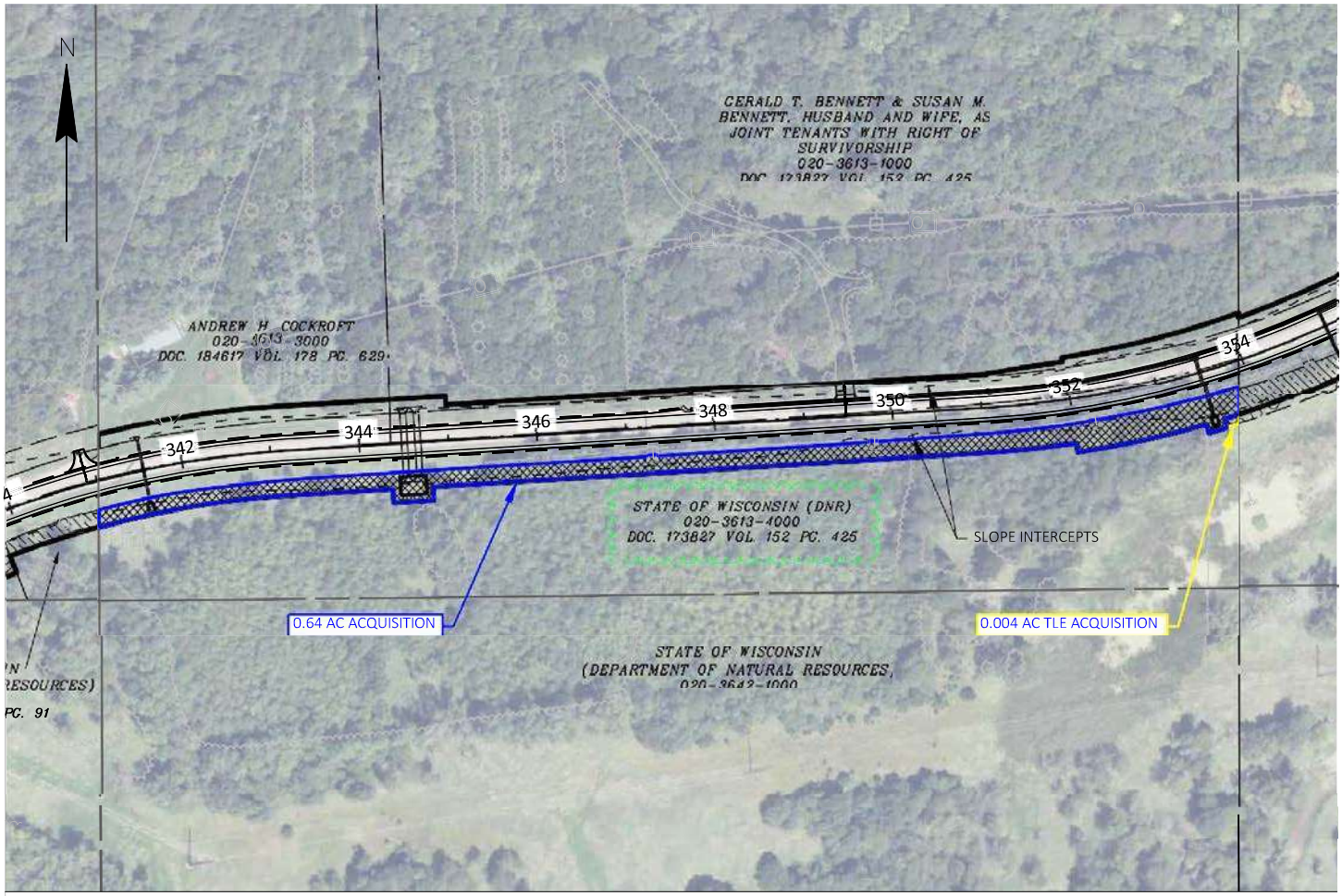
WDNR PARCEL #: 020-3624-4100

TOTAL ACRES: 0.20

ACRES REQUIRED FOR R/W: 0.05

WDNR ACRES REMAINING: 0.15

Figure B-6p. LWSR Land Swap/Transfersand Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)



WDNR CO. PARCEL #: 020-3613-4000

TOTAL ACRES: 5.12

ACRES REQUIRED FOR R/W: 0.64

ACRES REQUIRED FOR TLE: 0.004

WDNR ACRES REMAINING: 4.48

Figure B-6q. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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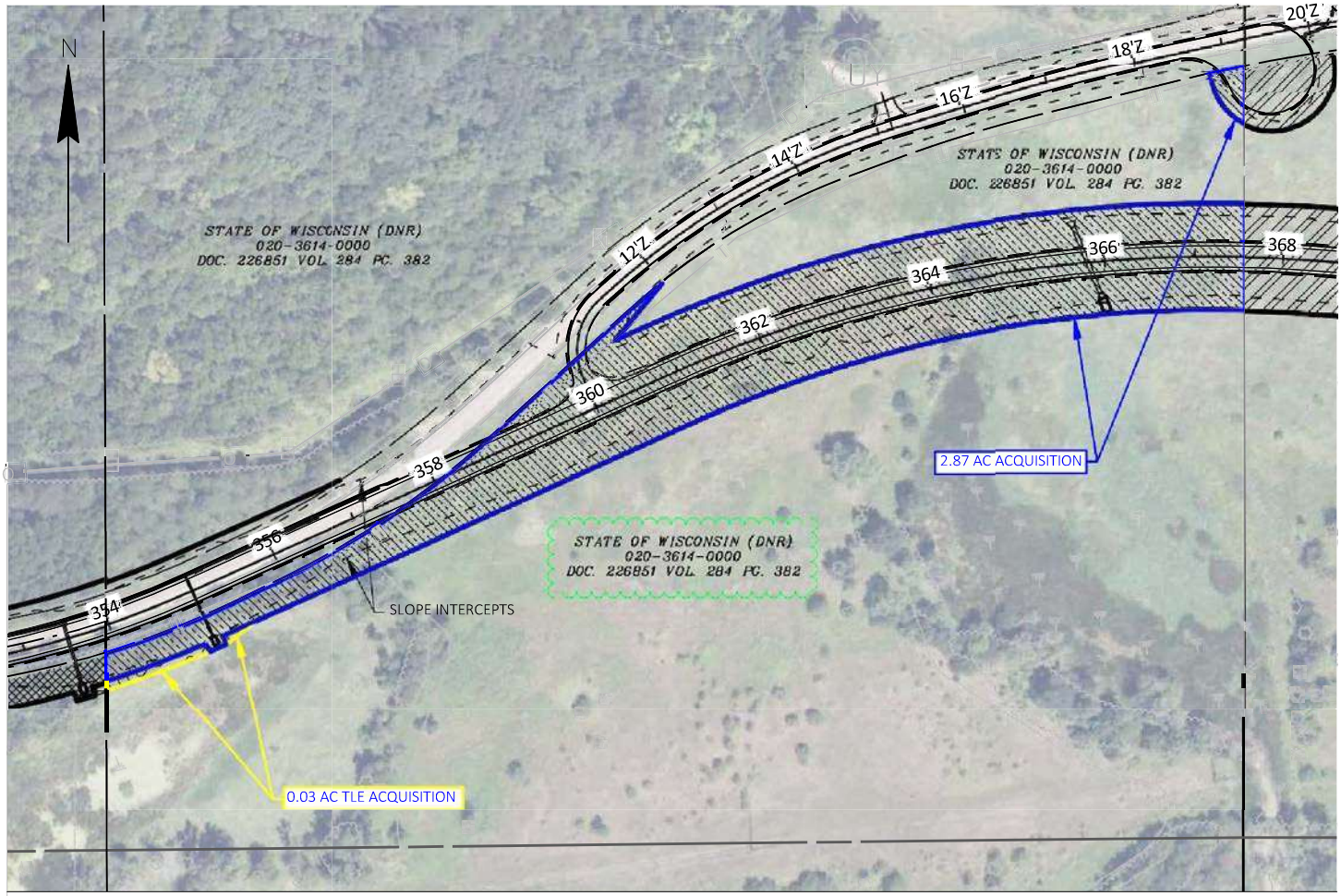

WDNR PARCEL #: 020-3614-0000

TOTAL ACRES: 37.44

ACRES REQUIRED FOR R/W: 2.87

ACRES REQUIRED FOR TLE: 0.03

WDNR ACRES REMAINING: 34.57

Figure B-6r. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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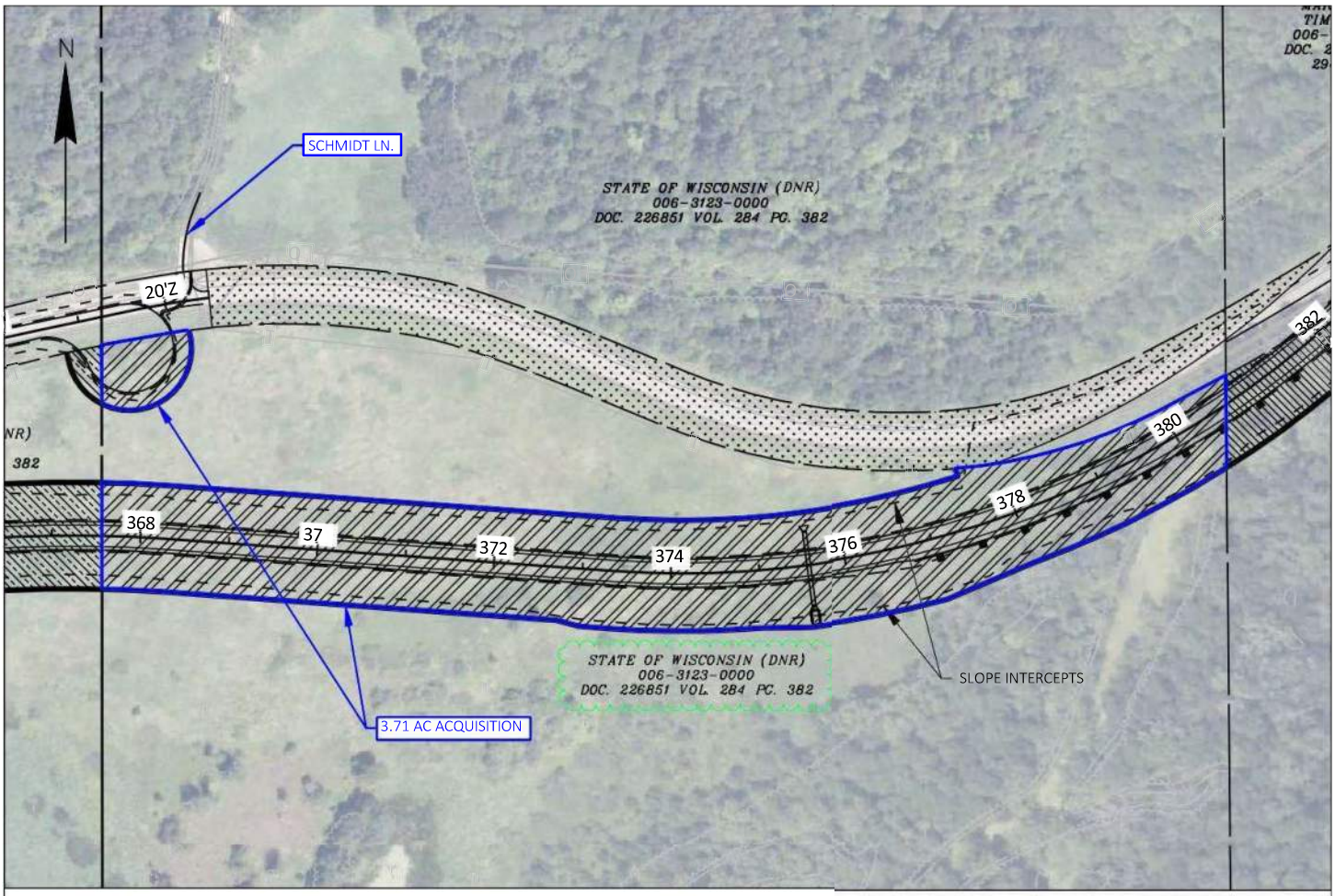

WDNR PARCEL #: 006-3123-0000

TOTAL ACRES: 39.26

ACRES REQUIRED FOR R/W: 3.71

WDNR ACRES REMAINING: 35.55

Figure B-6s. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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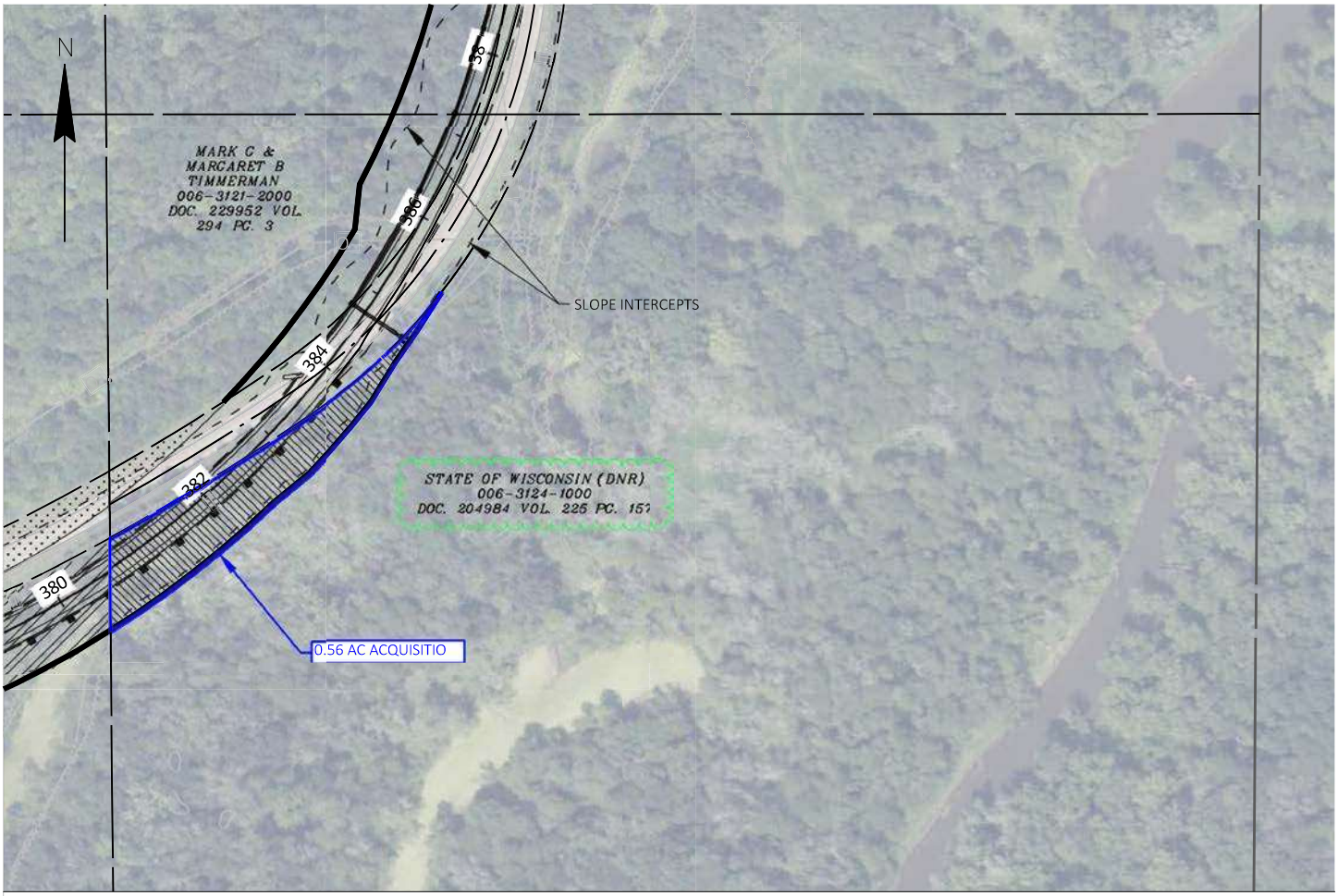

WDNR PARCEL #: 006-3124-1000

TOTAL ACRES: 29.55

ACRES REQUIRED FOR R/W: 0.56

WDNR ACRES REMAINING: 28.99

Figure B-6t. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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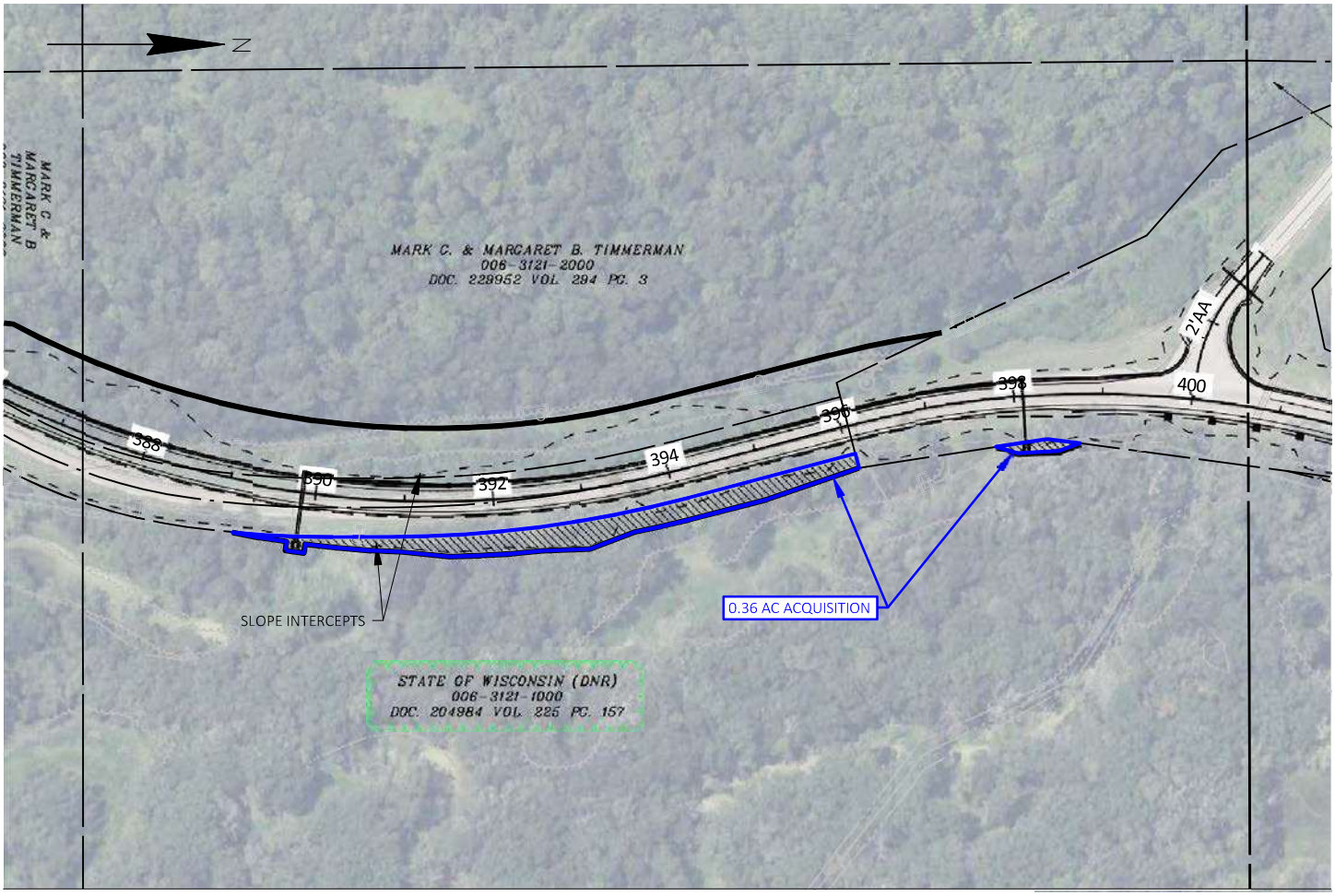

WDNR PARCEL #: 006-3121-1000

TOTAL ACRES: 26.06

ACRES REQUIRED FOR R/W: 0.36

WDNR ACRES REMAINING: 25.70

Figure B-6u. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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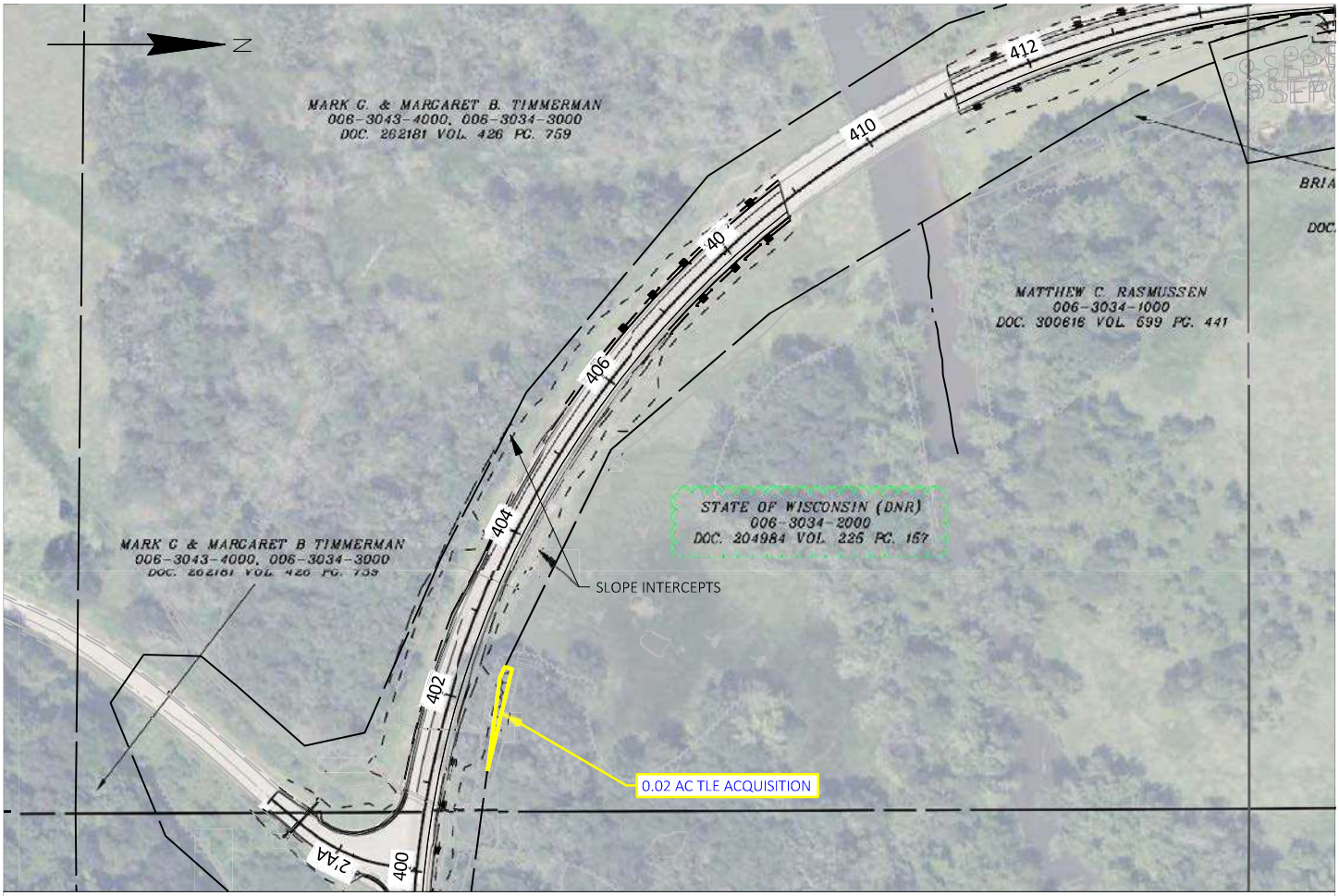

WDNR PARCEL #: 006-3034-2000

TOTAL ACRES: 6.65

ACRES REQUIRED FOR R/W: 0.00

ACRES REQUIRED FOR TLE: 0.02

WDNR ACRES REMAINING: 6.65

Figure B-6v. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
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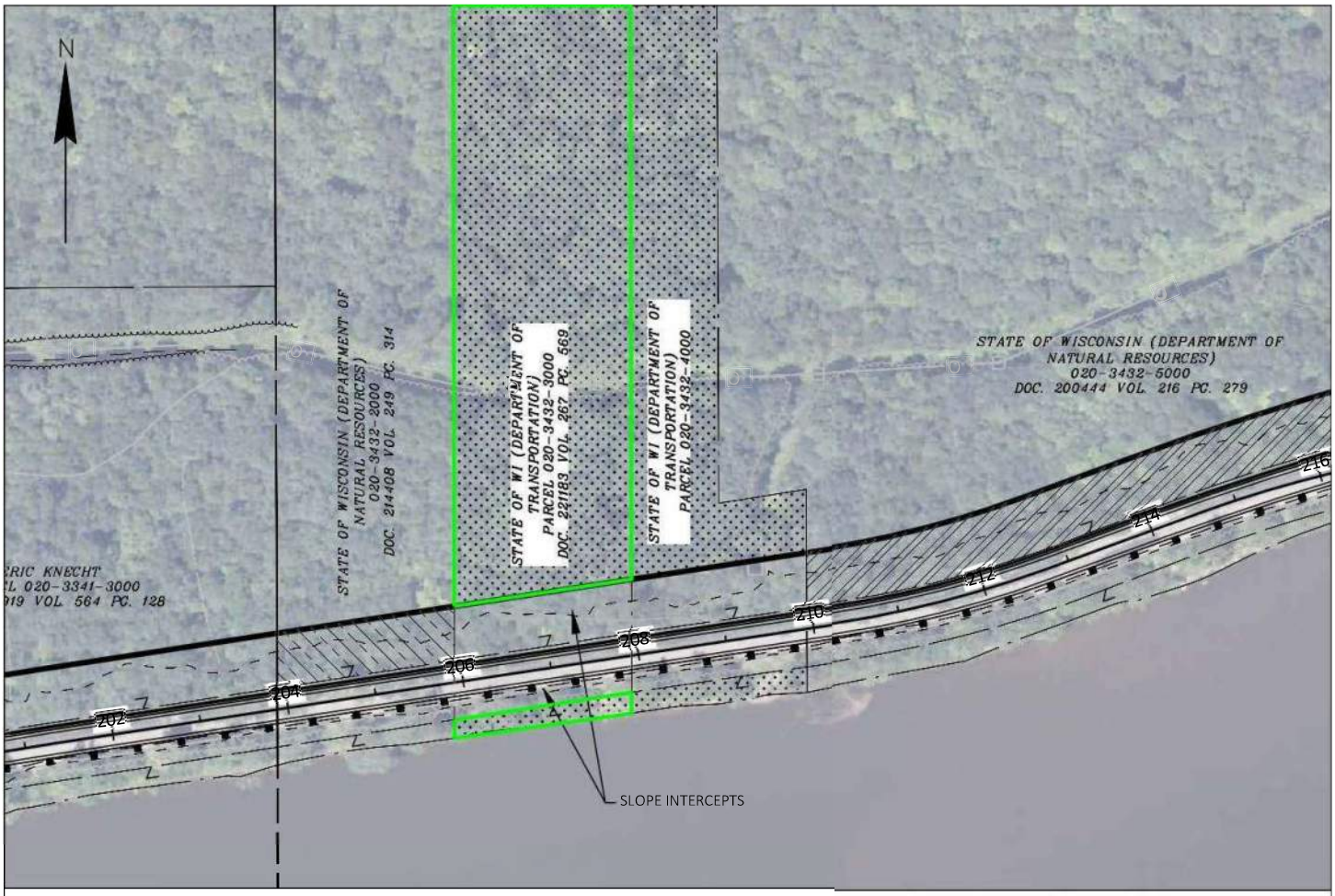

PARCEL #: 020-3432-3000 FORMER STRAND PROPERTY, CURRENTLY OWNED BY WISDOT

TOTAL ACRES: 4.19

ACRES REQUIRED FOR R/W: 0.28

POTENTIAL TRANSFER 3.91 ACRES TO WDNR

Figure B-6w. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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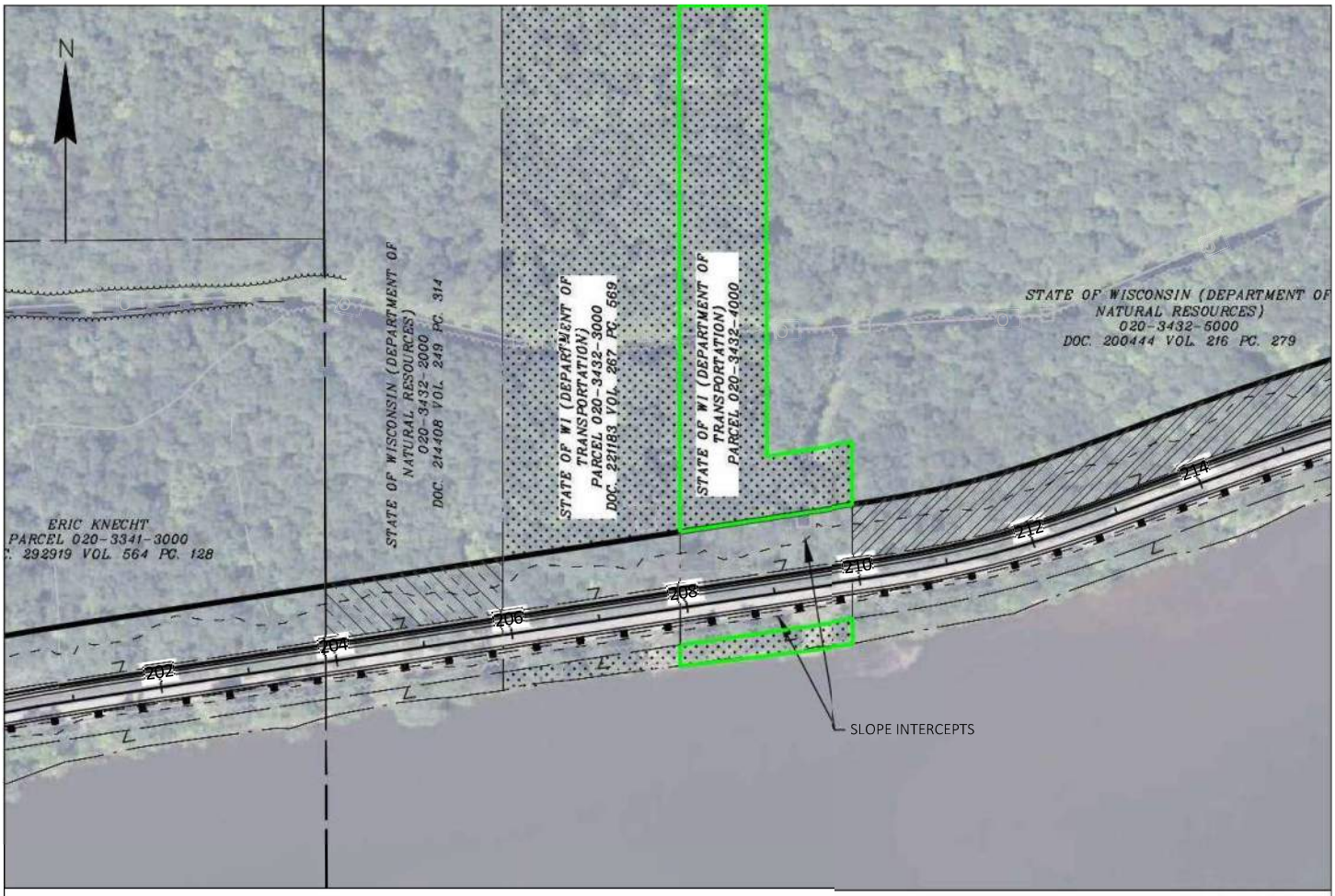


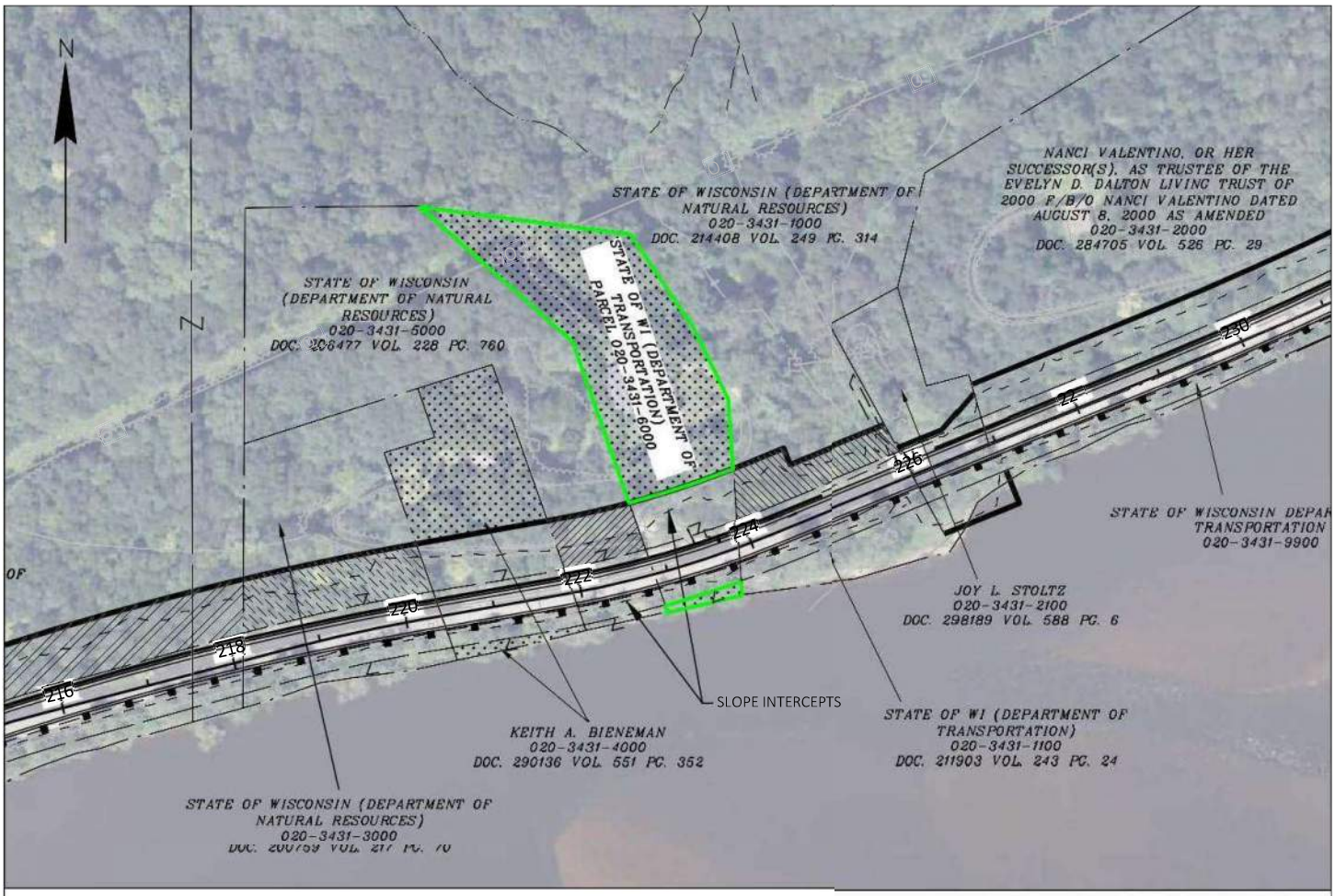
PARCEL #: 020-3432-4000 FORMER FRAZIER PROPERTY, CURRENTLY OWNED BY WISDOT

TOTAL ACRES: 2.49

ACRES REQUIRED FOR R/W: 0.28

POTENTIAL TRANSFER 2.21 ACRES TO WDNR

Figure B-6x. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)



PARCEL #: 020-3431-6000 FORMER BREWERR PROPERTY, CURRENTLY OWNED BY WISDOT

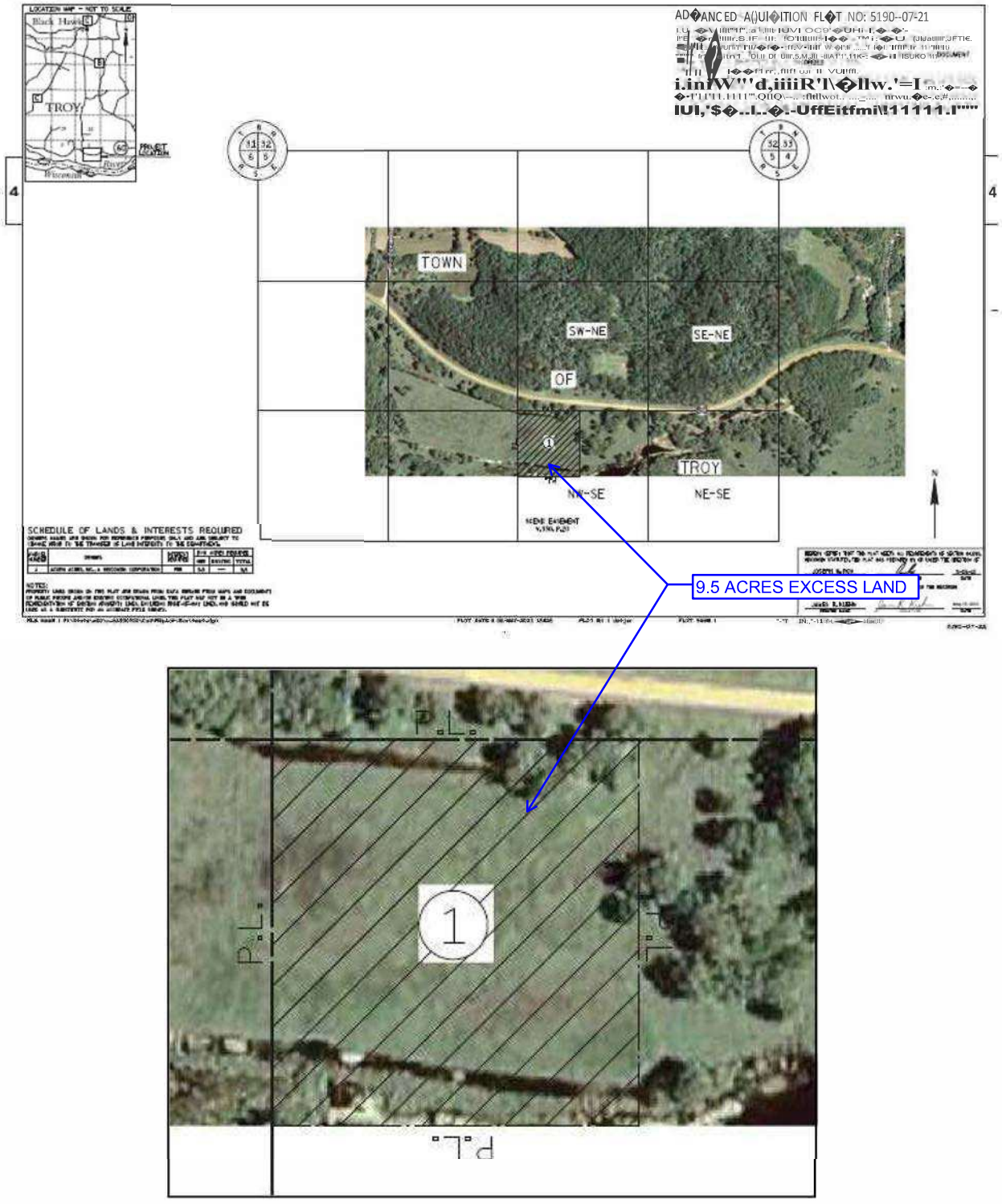
TOTAL ACRES: 1.50

ACRES REQUIRED FOR R/W: 0.15

POTENTIAL TRANSFER 1.35 ACRES TO WDNR

Figure B-6y. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)

ADVANCE ACQUISITION PLAT NO: 5190-07-22



CURRENTLY LAND OWNED BY WISDOT
POTENTIAL TRANSFER 9.5 ACRES TO WDNR

Figure B-6z. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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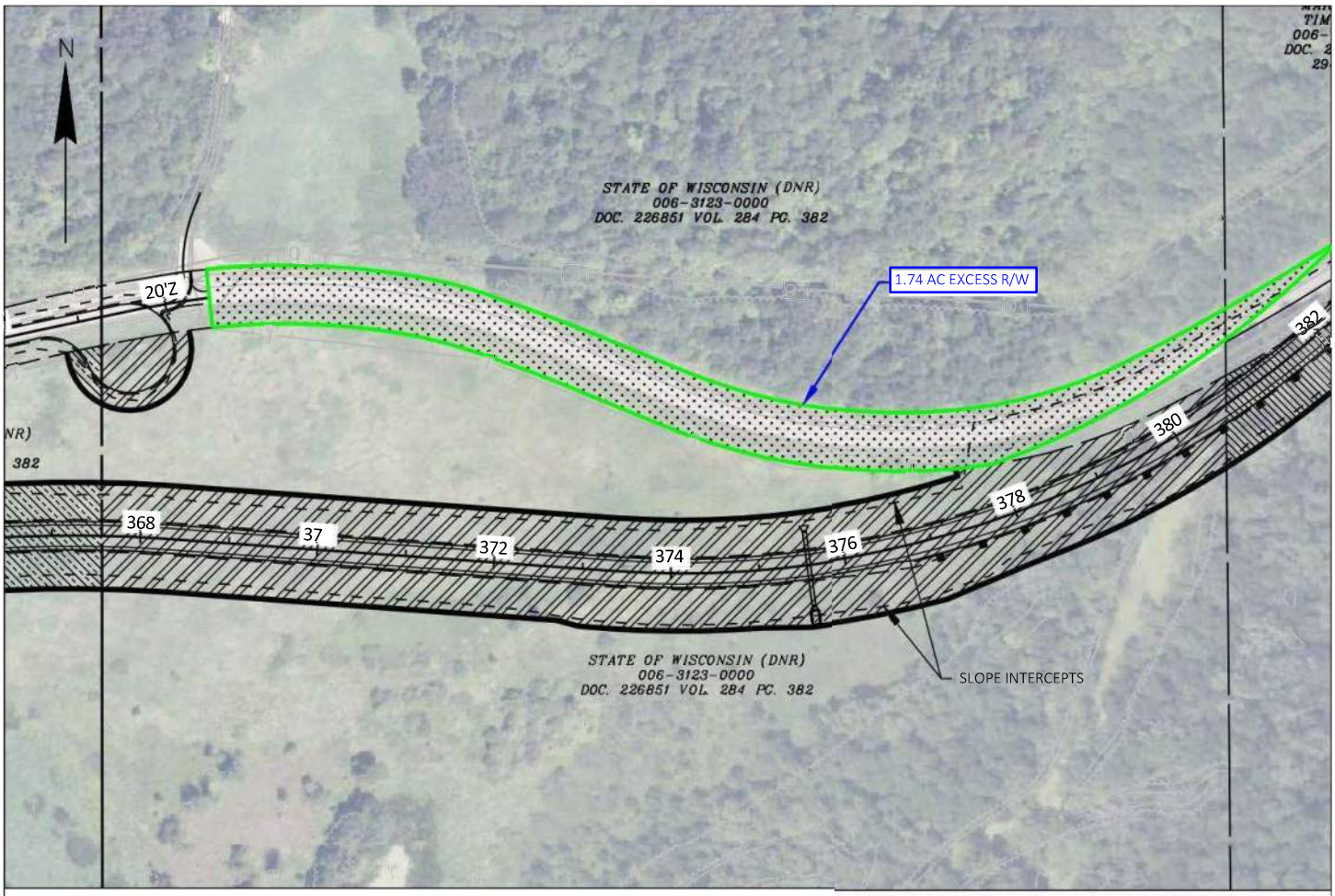

CURRENTLY HIGHWAY R/W OWNED BY WISDOT

POTENTIAL TRANSFER 1.74 ACRES TO WDNR

CAN NOT BE TRANSFERRED UNTIL AFTER CONSTRUCTION

Figure B-6aa. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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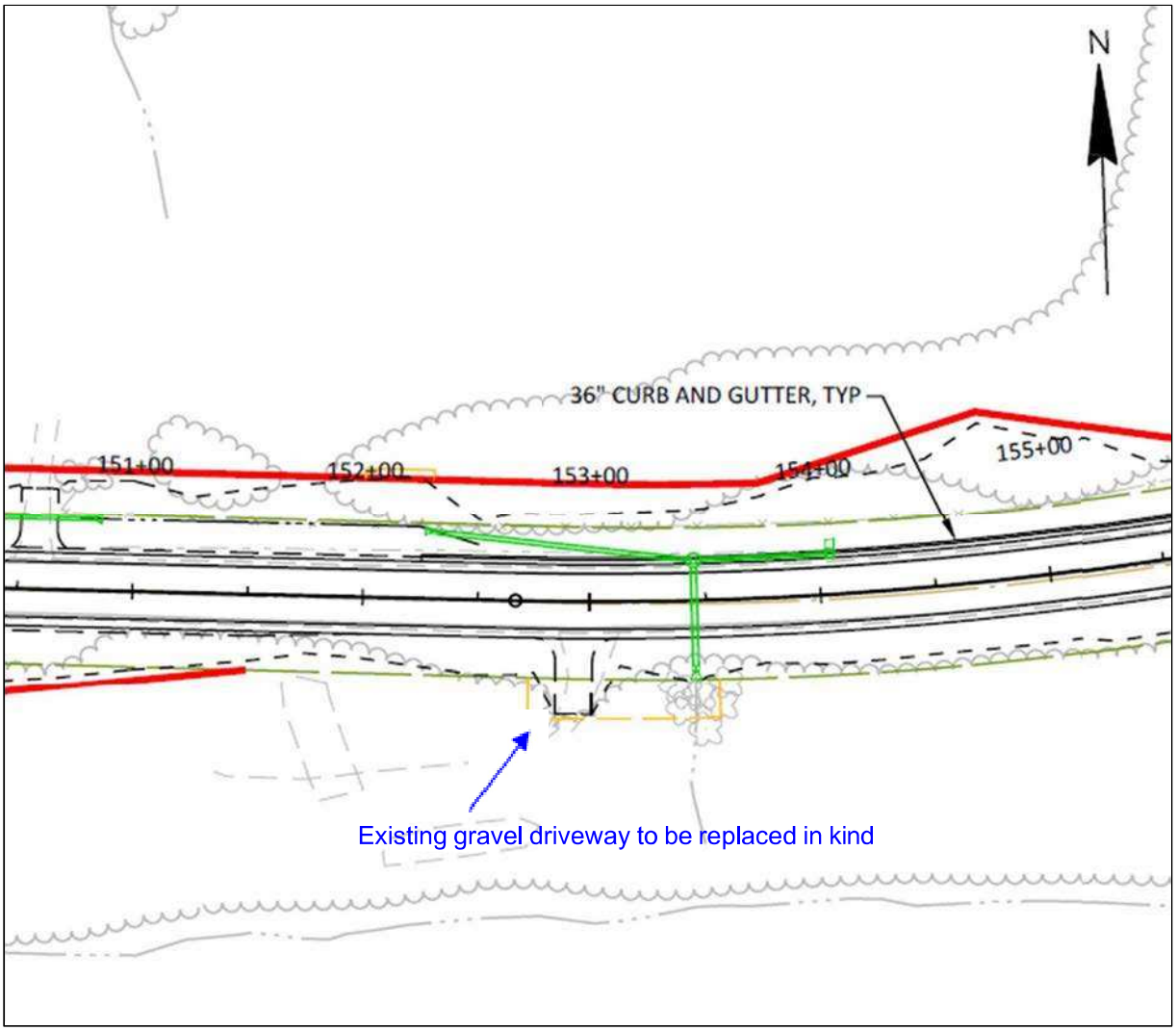

Station 153+00

Figure B-6dd. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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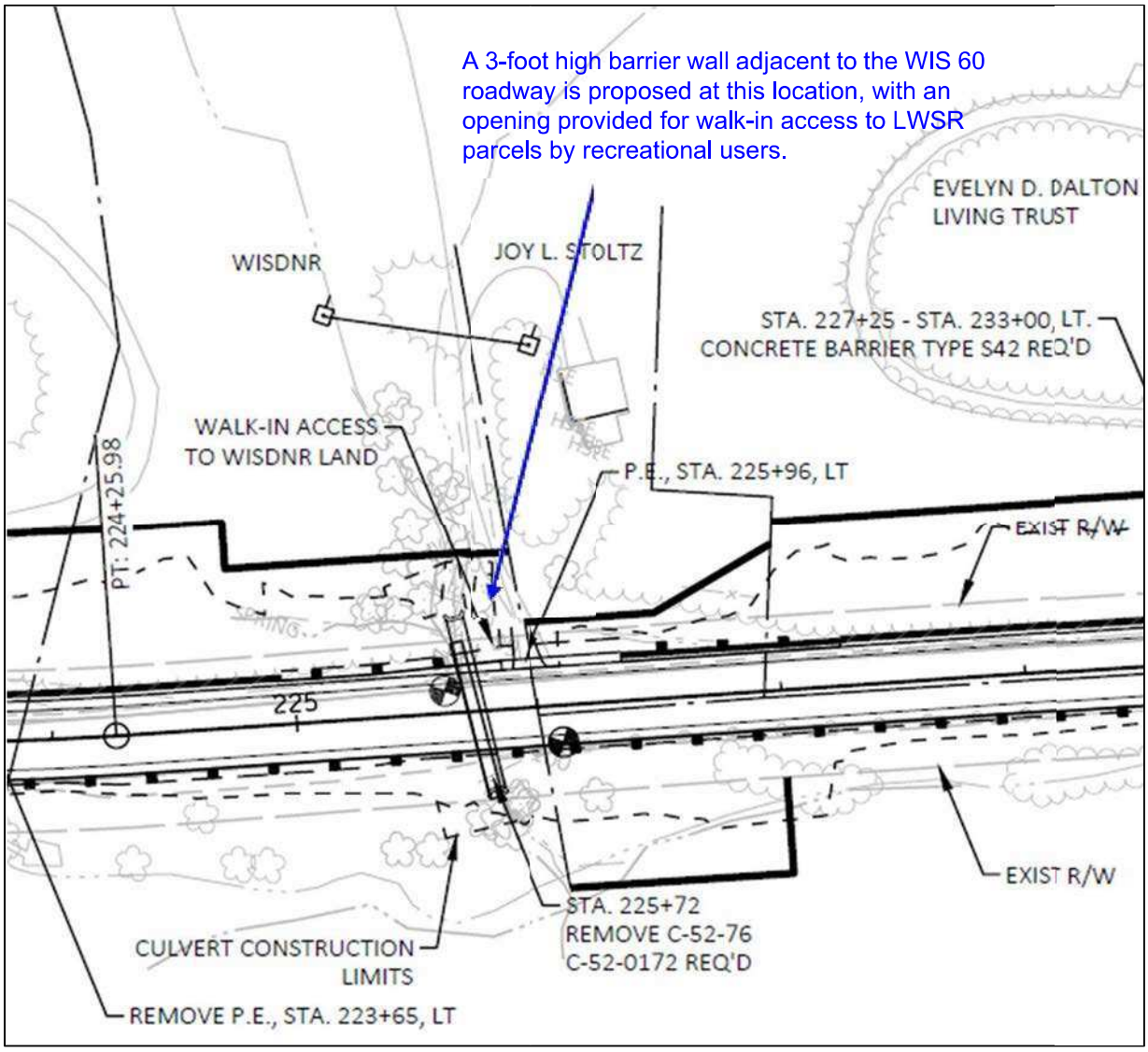

Station 225+00

Figure B-6cc. LWSR Land Swap/Transfer and Access Points/Driveways
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U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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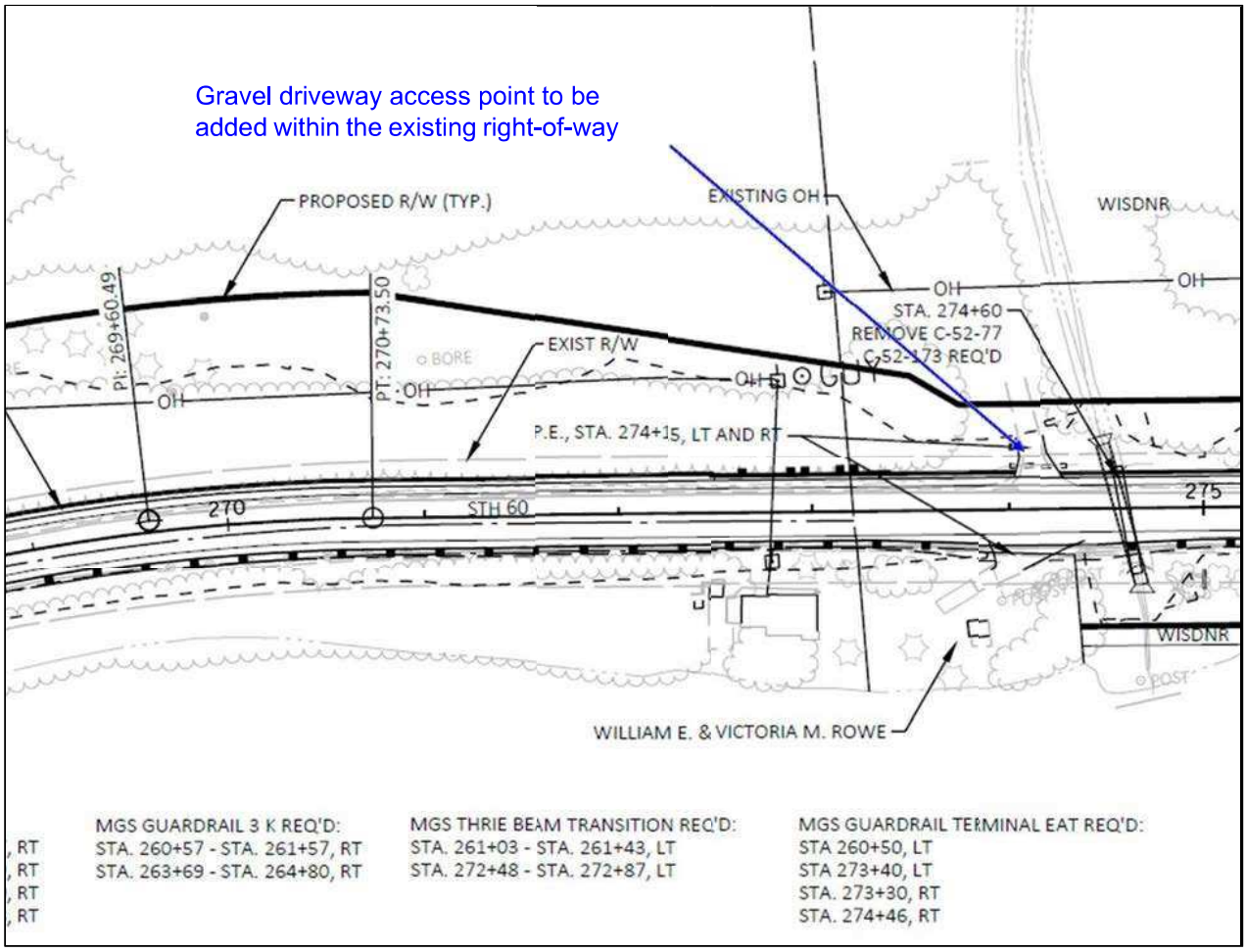

Station 274+00

Figure B-6dd. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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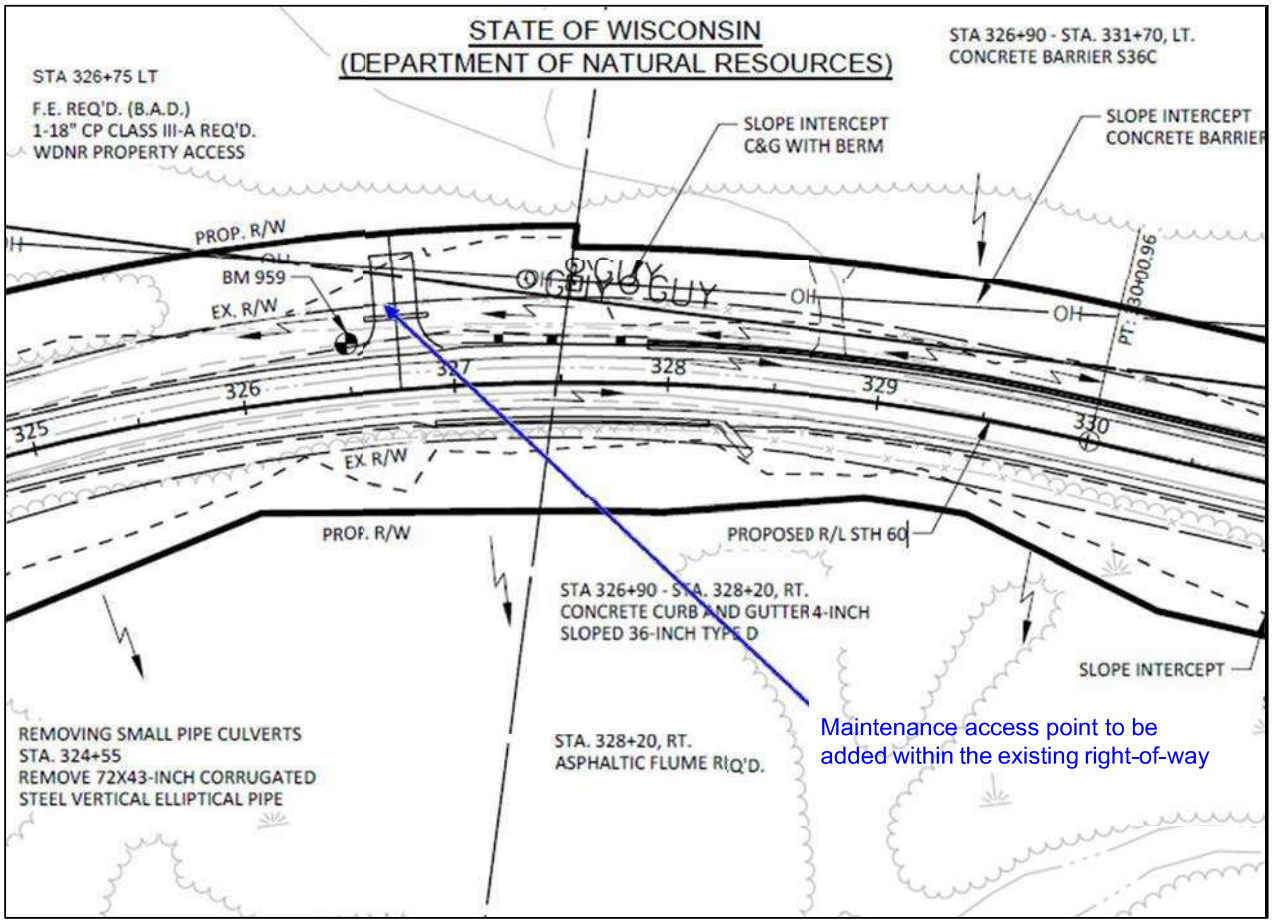

Station 326+75

Figure B-6ee. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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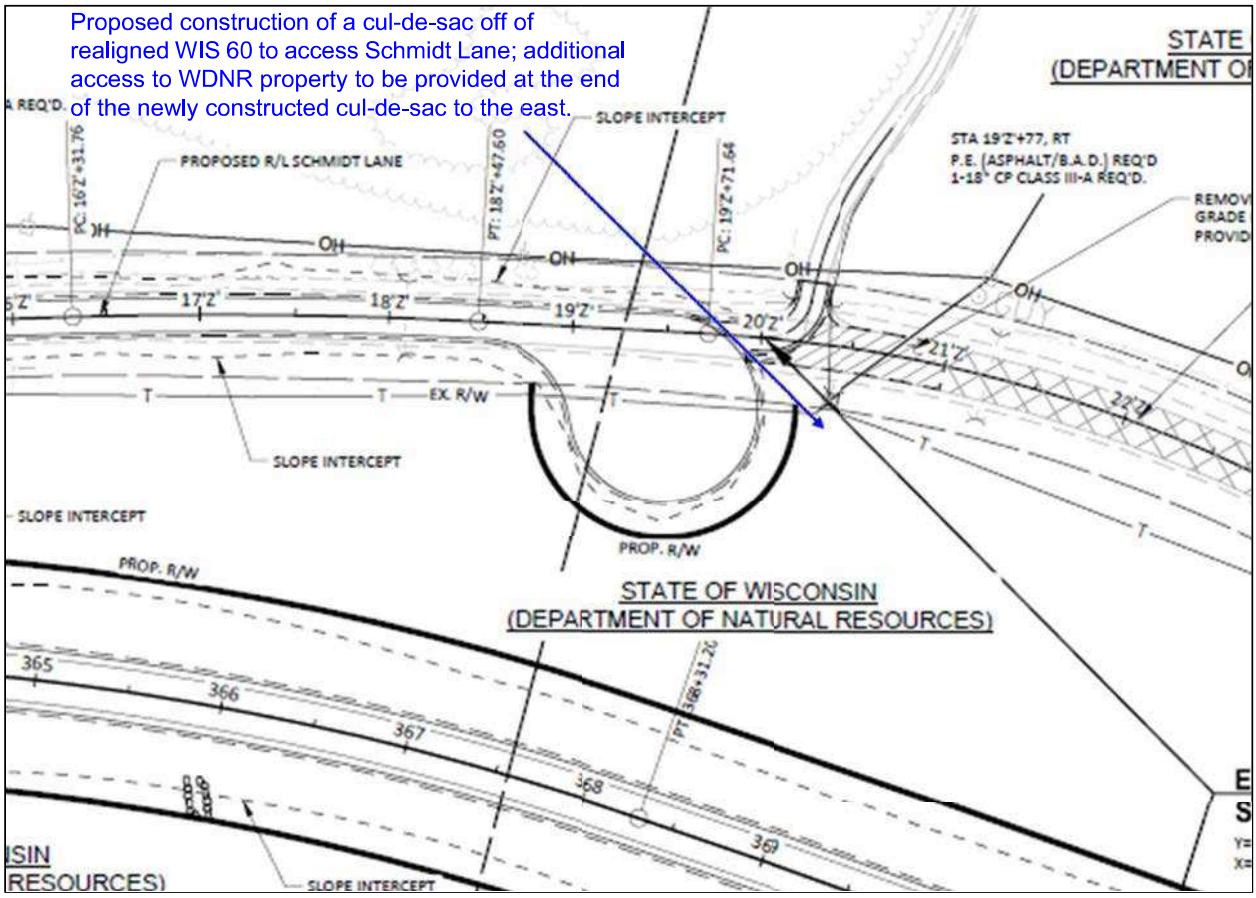

Schmidt Lane

Figure B-6ff. LWSR Land Swap/Transfer and Access Points/Driveways
Wisconsin Highway (WIS) 60 from WIS 80 to
U.S. Highway (US) 14
Richland County
WisDOT ID 5190-07-00
(5190-07-71; 5190-07-60, 5190-07-72)
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Appendix C. Public Meeting

DRAFT

PIM Invite Letter

Division of Transportation System Development
Southwest Region
3550 Mormon Coulee Road
La Crosse, WI 54601

Tony Evers, Governor
Craig Thompson, Secretary
Internet: www.dot.wisconsin.gov

Telephone: 608-785-9022
Facsimile (FAX): 608-785-9969
E-mail: swr.dtsd@dot.wi.gov

September 9, 2022

SUBJECT: PROJECT ID 5190-07-00
WIS 80 – US 14
MUSCODA TO GOTHAM
WIS 60
RICHLAND COUNTY

Dear:

Please join us for a public involvement meeting to discuss WIS 60 between WIS 80 and US 14, located in Richland County.

The meeting is scheduled for September 21, 2022, from 5:30 – 8:00 pm at the Riverdale Elementary School (Commons) located at 800 N. 6th St. in Muscoda, WI. A brief presentation is scheduled to begin at 5:45 p.m. with the remainder of the meeting following an open house format.

Review of the projects Purpose and Need:

- Replace the deteriorating pavement structure with a uniform roadway
- Improve horizontal and vertical curves in the roadway to the extent possible
- Update roadside barriers
- Address drainage concerns
- Be Mindful of the sensitive areas within the project limits and maintain to every extent possible the scenic beauty of the area

The objective of this meeting is to review the proposed preliminary design for WIS 60 between WIS 80 and US 14. WisDOT is presenting preliminary plans for this project and would like the public's input on the design, which will help us deliver this highway project, while enhancing the highway's ability to serve the traveling public's transportation needs.

Proposed project design details:

- Intersection Upgrades
- Pavement Improvements
  - Consistent 12-ft lanes
  - Improved Shoulders
- Speed Reduction in Orion (35 MPH)
- Drainage improvements
- Updated Roadside barriers
- Re-Alignment near County Road TB
- Horizontal and Vertical alignment improvements

In addition to project design details attendees will have the opportunity to review and comment on the impacts of the proposed project as they relate to environmental resources.

We look forward to meeting with you. If you are deaf or hard of hearing and require an interpreter, you may request one by contacting me at least three working days prior to the meeting.

If you have any questions, or if you cannot attend the meeting, but would like to find out more about the project, please call or email either of the following project contacts.
Project Contacts:

Mike Bakalars, Consultant Project Manager
mike.bakalars@jewellassoc.com
(608)690-6060

Teri Schopp, WisDOT Project Manager
teri.schopp@daarcorp.com
(920)-342-2176

Sincerely,

Teri Schopp

Teri Schopp
WisDOT Project Manager

5190-07-00
STH 80-USH 14
Muscoda – Gotham
STH 60
Richland County

PIM 9/21/2022

Attendees: Dan Kleinertz (WisDOT)	Corey Schlagel (WisDOT)	Mike Bakalars (Jewell)
Teri Schopp (DAAR)	Dave Gale (Westwood)	Gerry Schmidt (KL)
Anna Jahns, (WisDOT)	Greg Messling (WisDOT)	Nick Pehler (Jewell)

Mike started the meeting and introduced everyone. Dan gave a short welcome and thanked everyone for attending. Nick Pehler went through the power point presentation. After the presentation there were the following general questions with the whole group:

Speed limit change on west end of project, Orion:

Q: When will this take effect?

Q: Why not just change the speed limit now?

Q: Need passing lanes at intersections in Orion along with speed limit change.

A: (DK): the speed has been addressed with the safety engineer. The safety studies are saying that we aren't justified in reducing the speed limit now. The "urban" improvements (C+G, reduced lane width) are intended to give us the ability to lower the speed limit in this section. Simply posting signs will not effectively slow people down. No safety warrants for passing lanes.

Natural Resources:

Q: Are you looking at artesian springs in the corridor?

A: (DK): We are looking at springs, and some have been identified. If you know of any specific locations, please provide that info on the comment form.

Q: How far are you moving the roadway into the wetlands at the re-alignment?

Q: Will the road be raised so there is flow remaining or will it all be filled in?

A: (DK) it varies, but the maximum is 200-300 feet from the existing alignment. Mostly it will be sited on the higher spot through there. This also goes through the 100-year floodplain and that is being taken into account. We will make sure that flow continues, both a) natural drainage from high to low and b) backwaters equalized when river backs up in flood.

Q: were there any archaeological finds?

A: (DK) "Hundreds."

Budget/Road Type and Usage

Q: What is the proposed budget?

A: (DK): just under $20 million (later clarified to just over $17 million plus contingency)

Q: Has it ever been considered to abandon this section of 60 as a state highway and make it a scenic road? [proposed alternate route for 60 concurrent with existing state highways]

A: (DK) No, 60 runs the width of WI from E to W. (in later conversation GS pointed out to this individual that there may not be another entity able to maintain the road, the individual indicated that he didn't think Richland Cty had the ability to).

Q: Will OSOW trucks be restricted?

A: (DJ) I don't think this is an OSOW route now.

Q: Why do we see so many oversize vehicles now?

Q: what is current maximum weight for vehicles?

A: (DK) Not sure, think 80,000 pounds, and will check with Traffic and permitting section whether the OSOW vehicles reported by multiple individuals at the meeting had been permitted by WisDOT or not.

Q: who do I talk to about designing pullouts for farm equipment to let traffic go by? [Noted that heavy equipment largely travels east from Muscoda on the corridor, whereas grain trucks head west on the corridor and continue to PdC]

A: (DK): that is us, please provide specific information on the comment form

Other Design Elements

Q: what will the barrier wall be like?

A: (DK) the barrier wall will be similar to the concrete barriers between Boscobel and Wauzeka. The Riverway Board has asked us to stain them, and this is being considered.

Q: Are there provisions for a scenic overlook? There is one now.

A: (DK) No. There is a location now where there has been some voluntary expansion and where there is also illegal dumping reported. We will not be perpetuating the location or illegal dumping.

Q: will the DNR parking lot be retained? Follow up: there was a proposal to put the eastern DNR access on the south side of the road

A: (DK): there are 2 different lots, both will be retained. [brief discussion of west access – still in conversation with DNR to site an access for river access]. East lot [near Schmidt Ln/realignment] will be in its present location. With the wetlands and the archaeological sites, there is no ability for greater disturbance along the new alignment

Q: What is the process for driveways on the south side of the road?

A: (DK) We can talk about individual driveways in a minute after the general Q+A

Construction

Q: how will EMS and Fire be affected during construction?

A: (DK) We will have to work with property owners as well as emergency services, look at project phasing, will also need to work with DNR re: erosion control. May have to have work on multiple parts of the project at the same time in order to manage waste and fill. But also need to consider that we can't have too much bare dirt open at once. Road will definitely be closed to through traffic.

Q: Will construction be complete in one season?

A: (DK) No, probably not. Especially considered phasing, it likely will take two years.

Q: will residents be contacted before blasting for rock wall? Will there be assessments of wells and septics ahead of time so that we have recourse if there is damage? Will monitoring be done by a third party?

A: (DK) some projects include seismic monitoring. If we did that, it would be included as a special provision in the contract and the contractor held to it. This has worked on other projects.

(TS) – typically letters go out to landowners before the blasting period starts and a horn is sounded before blasting to notify anyone nearby

After the general questions were answered, there was time for individual property owners to look at the displays and meet with the designers to ask specific questions about their properties.

Several property owners stayed to ask questions. All questions were answered, and the meeting adjourned at 8 p.m.

Anna Notes:

Note I observed some property owners talking to Dan K and Teri S. I believe these were the owners of the Doc Haven/Old Man River property (they referred to it as "the log cabin") Some notes from that:

Re: retaining wall, they don't like the boulders, these were added in modern times; "feel free to take the rocks away."

She has a lot of paperwork regarding the history of the cabin, and photos of the area from the 1880.

DK indicated that we would be involving them along with the historian consultant on any changes at their property. A new wall would be needed, and they would be consulted on the form.

In conversation with me (AJ), they also indicated that they had attempted to put a basement into the cabin but popped up so many springs that it wasn't possible. They had to put a special drainage system in place for the resulting crawlspace to also drain water off the hill and around the house. [my commentary: given they also have the artesian spring here, could that influence wall design?]

Dan K Notes:

Talked to Kevin Bartels (he was the one with the budget question and if running STH 60 concurrent with USH 14 was looked into. He also asked if we looked at the curve by his house and if we could move the road riverway – GS provided a 101 in roadway geometry and why that wouldn't work. Mr. Bartels and I also talked about the [redacted] He indicated he finds things all over his property but still does not want to allow access.

Appendix D. Section 106 Documentation

DRAFT

Date: 8-20-2019

Project: 5190-07-00
STH 80 – USH 14
STH 60
Richland County
RE: Historical Consultation Meeting

Present: Dan Kleinertz, WisDOT PM; Tom Oldenburg, WisDOT PL; Steve Vetsch WisDOT EC; Jason Kennedy, WisDOT Cultural Resources; Lynn Cloud, WisDOT Cultural Resources;

Via Teleconference: Jonquil Johnston, C.O. Environment; Bethany Bacher-Gresock FHWA; Emily Pettis Mead & Hunt Department Manager; Tom Imhoff – Doc Haven Property Owner

1. Introductions
2. Review of the project- Tom O went through project and provided an overview.
3. Emily Pettis gave the resource information
    - Doc Havens
    - Fosters Seasonal Cabin
4. Impacts to resources
    - **DOC Havens:** Tom discussed the design in front of the cabin and the boat house.
        - Impacts
            - **Curb and gutter** on the north side by the cabin to minimize ditch cut. Curb and gutter was placed to minimize impacts. This is the mitigation for impacts (minimizing impacts)
            - A **retaining wall** above the curb and gutter at the clear zone. The existing retaining wall is built of rounded boulders that make up terraces. WisDOT's design team will go out and survey to make sure that the existing walls are what they appear. Possible mitigation will be to look at a concrete wall that will have stamping to match the existing features of the terrace walls.
            - **Mature trees** will need to be remove in front of the cabin (in the clear zone between the curb and the wall). Tom Imhoff also had some concern about removing the mature trees.
                - It was discussed as possible mitigation to look at some landscaping plantings; however, no trees will be planted in the clear zone.
            - The boat house is an encroachment on the right of way and is in the clear zone. Early in design it was considered to remove it with the project. Instead we are looking at installing **beam guard** on the west side leading up to the boat house (stopping short of the boat house) and resuming the beam guard after the boat house on the east side all the way to the bridge structure.
                - Tom Imhoff brought up concerns about parking by the boat house. He can only fit one vehicle on the west side and a couple vehicles on the east side

- Mitigation for the impacts to the boat house are to reduce the length of the proposed beam guard to maximize parking.

- **Foster Seasonal Cabin**
  - Tom Oldenburg discussed the design in front of the seasonal cabin
  - It was noted the APE was the lot to the fence line.
  - Recently the fence was struck by an errant vehicle and replaced; however, if possible try to avoid the fence with roadwork. The far east section of the roadway near the fence needs to be looked at in more detail

Follow Up: Design Team will have the survey crew pick up the fence line and take pictures. Additional cross sections will be provided through the entire APE/ property line. 3:1 slopes with a clear runout area can be provided if needed.

  - If only TLE is needed a temporary Occupancy or a Diminimus can be pursued.
  - Curb and gutter will be installed on the north side of the road, which is outside the APE. It was the groups thought if TLE/ no FEE acquisition was used that this site will have no adverse effect.
    If the fence needs to be temporarily removed and replaced that could also be an option. Further design needs to be provided here to see the full impacts.

Consultation Meeting Agenda

WIS 60, Muscoda to Gotham
WisDOT 5190-07-00 / -70 /-61/-72
Date: January 25, 2023

Attendance

***In Person*: Teri Schopp (DAAR/WisDOT PM), Dan Kleinertz (WisDOT), Anna Jahns (WisDOT), Mike Bakalars (Jewell), Andy Westbrook (Westwood), Gerry Schmidt (KL), Anthony Norman (FWHA), Jason Kennedy (MAP), Bill Quackenbush (HCN), Katie Kaliszewski (WisDOT), Lynn Cloud (WisDOT)**

***Online (Microsoft Teams)*: Bethaney Bacher-Gresock (FHWA), Amy Coughlin (WisDOT), Dave Tollefson (KL), Emily Pettis (Mead & Hunt), Erin Kelly (Mead & Hunt), Christy Jackson (WisDOT), Jonquil Johnston (WisDOT), Kimberly Cook (WHS/SHPO), Nick Pehler (Jewell)**

1. **Introductions**
2. **Summary of site visit**
    a. Site visit was cancelled earlier
3. **Project location and context**
    a. Project divided into three sections, each of those has a different designer. Displays of each section were shared during the meeting.
    b. Section 1 – Begins at the intersection of STH 80 and continues to the east of Ginger Lane. Through community of Orion. Tried to keep the road improvements back from the river following the request of the Lower Wisconsin Riverway Board, resulting in rock cuts to the north.
    c. Section 2 – Begins to the east of Ginger Land and continue to where the alignment pulls away from the river. More rock cuts, several archaeological sites
    d. Section 3 – Continues to the intersection of USH 14. This section is farther away from the river, ending in Gotham. Re-alignment is primarily in Section 3. Discussion of multiple proposals for the alignment location over time, selected to avoid resource impacts. Noted a safety need for re-alignment.

4. **Purpose and Needs for project**
    a. A general discussion of the needs for the project: pavement condition, safety, roadway standards.
        i. Noted that standard dimensions will not be achievable throughout, in order to avoid various impacts.
5. **Proposed project**
    a. Discussed the project in general, the following topics were mentioned:
        i. Typical sections
        ii. Proximity to the river
        iii. Rock cuts/bluff areas
        iv. Other resources along the project, wetlands, DNR lands

v. Historic properties, displays were shared and briefly discussed
    1. Doc Haven
    2. Foster Seasonal Cabin
vi. Arch sites mentioned but saved for longer discussion later in agenda
vii. Utilities mention but saved for longer discussion later in agenda

6. Project history and schedule moving forward

a. Project History
    i. Design started in 2004, multiple stops and starts, most recently re-started in 2022.
    ii. Section 106 previously investigated and consultation was initiated in 2019, the Section 106 was amended for the design changes and the amendment signed in December 2022.

b. **Tentative** schedule moving forward?
    i. Amended Section 106 – End of 2022
    ii. Signed Amended Section 106 January 9, 2023
    iii. Consultation 2022-2023
    iv. Draft Documentation for Consultation and MOA: June 2023
    v. Final Documentation for Consultation and MOA: December 2023
    vi. Draft Environmental document Oct 2023
    vii. For env doc: Signed Feb 2024
    viii. Real estate: Aug 2024 – Aug 2026
    ix. PS&E: Aug 2026
    x. Construction: Begin in 2027

7. What has changed in the design since 2020?

a. Rock cuts
b. Potential Polymer overlays instead of deck replacements at bridges
c. Some Driveways have been eliminated due to slope challenges
d. Minor profile adjustments

8. Environmental considerations

i. Wetlands, rare species, public lands including some acquisition from them, aesthetics - Lower Wisconsin Riverway
ii. Cultural resources – in additional to archaeological sites, there are 2 identified architectural history sites.
    1. Direct impacts to the fence will be avoided at one (Foster cabin), as the fence has been moved since the previous design and consultation.
    2. Doc Haven need to add a wall, still working through the type of wall and the aesthetics of the wall. KL has some options for aesthetics that will be shared.
    3. Consultation will occur with these property owners and other consulting parties separately. Landowners will be contacted within the next couple of weeks.
iii. Cultural resources have been prioritized during the design and attempted to be avoided. Example of Teeple site various alignments that were considered during design was shared.

9. **Archaeological sites (presented by MAP)**
    a. History: initial coordination for Phase 1 was in 2012. Phase 2 ended around 2018, 2 sites determined eligible for NR: Lamberson and Teeple, both were included on previous [2019] consultation
        i. Teeple: No change here from previous consultation. Intend to move forward with data recovery. Project team will coordinate with MAP to ensure the data recovery plan is followed through on.
            1. Lithic scatter concentrated on slight ridge, and other artifacts found mostly in low area with some wet spots.
            2. Historic plowing, with intact soil present below the plow zone, mostly open site with some brush and trees
            3. Methods included: carbon dating, cultural dating of artifacts, strip removal of plow zone for Phase 2
            4. Focus data recovery on the defined concentration area, but do additional testing at other areas within the larger site.
                a. Need to consider timing to avoid inundation of natural low areas.
        ii. Lamberson: determined eligible for NR and coordinated previously with SHPO
            1. Close to bluffs, covered with alluvial soils which protected it from historical settlements, wooded.
            2. State Highway 60 is also on top of the site, road elevated above existing ground on both sides
                a. Site extends on both sides of the road, optimistic that the site is intact under the existing road as well
            3. Historical materials were also found during the Phase 2
            4. At previous [2019] consultation meeting, there were questions on depth of excavation for the road. Discussion continued here.
                a. Thicker pavement depth will be installed as well as a pipe, existing road base unknown
            5. Data recovery proposal: during road construction, excavate both sides of the road and evaluate need for monitoring/protections or data recovery underneath the road.
    b. Neefe Mounds - Not previously consulted – site eligibility could not be determined because of lack of property access.
        i. In shovel tests, material found on both sides of the existing road, diagnostic for village site. Information in literature that a mound was identified in the 1980s, unknown if extant.
            1. Land use and vegetation have changed since that time
        ii. Cannot currently access 2 private properties to look for mound or investigate other areas of proposed construction impact. Will need to wait until WisDOT can acquire real estate at these locations before proceeding with Phase 2.
        iii. Propose to complete Phase 2 and eligibility determination after property acquisition, prior to construction.
    c. Other commitments – Either Side site

i. 2 extant mounds identified outside project actions. No other evidence of the site found in Phase 1 surveys.
ii. Need to look into level of protection needed to ensure they are not disturbed – set buffer and determine avoidance measures.

10. Questions/Further discussion

a. Q: Is Ricky [DNR Cultural Resources] involved on DNR lands? A: Yes, he has been contacted and deferred to WisDOT for now. DNR Permits will be needed for work on DNR lands.
i. Clarified that DNR ownership encompasses most of the Teeple site.

b. Discussion of Either Side site
i. The delineated part of the site is the visual location of the base of the mounds, located through a WisDOT survey with high accuracy equipment.
ii. Phase 1 investigation involved some soil coring but mostly visual inspection.
iii. Site is not currently a catalogued burial site.
iv. What is the process to get the mounds catalouged?
1. Discussion of process, responsible parties, etc. Discussion that this often waits until a project determining compliance is complete. WisDOT (Cloud) stated that they are in favor of getting these cataloged as soon as possible if desired by Ho Chunk THPO. (Kaliszewki) stated that WisDOT could help with resources for that effort if it is included in the MOA. Discussion of DNR role as property owner. Discussion of locating the actual mound site if previously truncated by past road construction. Discussion of what scope of the site would be considered in cataloging process.
2. Agreement these sites would be catalogued, OAS will be informed to start the process, this will likely be completed before the project is constructed and will not be part of the MOA or other compliance .
v. Current standard for buffer around mounds is 10 ft
1. Discussion of the 10 ft buffer for excavation versus filling.
2. Discussed the possibility of getting an exception in unique situations, will look at asbuilts (if available) to see the previous excavation limits (pavement structure).
vi. Discussion of commitments for MOA
1. HCN requested to leave in situ any materials found during construction
a. Wis DOT CR - inadvertent discovery would result in a new consultation.
i. HCN requested to lay this out in the MOA
2. WisDOT PDS will look for as-builts for this location, indicated that existence is unlikely.
3. WisDOT PDS noted that this site is proposed to receive fill material within the slope-intercepts, not cutting in to existing ground.
4. Design team noted they could look into this area further if needed;

c. Commitments for MOA, general

i. WisDOT CR: Stipulate that all borrow and waste sites are surveyed for cultural resources (not limited to literature review). HCN THPO agreed.
    1. Discussion that there has been no update to federal regulations on borrow sites.
ii. All sites that run through the ECIP process will be surveyed as discussed above, but contractors have the option to open sites through different measures and WisDOT does not have authority over this process.

d. Teeple Site
    i. Note that this is within the Lower Wisconsin River, need to be conscious of modifying the viewshed.
        1. HCN THPO noted that HCN representation on LWSR Board is separate from Historic Preservation Office.
    ii. Q: Are the various alignment alternatives [presented above] just to a avoid impacts? A: yes, to avoid the arch site and also wetlands.

e. Q: Why was this project reinvigorated now? Was it the recent federal funding? A: No, not related to recent funding. But because of the high cost of this project and the low daily traffic, this road has been pushed to later budget years when DOT has needed to balance costs. WisDOT has funding allocated to 2027 for this project now.

f. Q: HCN Request information on crash history. A: WisDOT PDS (Kleinertz) has sent a separate email to Bill Q. – Ho Chunk of what we have. There is also a statewide database that can be accessed if you make a WAMS account.

RE_ UPDATE - WisDOT request for

g. Q: What will happen to the old road bed in the re-alignment area? To the east of the access to private lands, it will be removed and potentially transferred to DNR (surrounding landowner).
    i. Discussion of connection back on to Schmidt Ln (town road access private land) and what was evaluated in the Section 106 – original and amendment. Email from Jason Kennedy confirmed the design in the amended section 106 does not require additional investigation.

RE_ 5190-07-00
Richland - STH 60 M

h. Q: What is the D for C? A: "Documentation for Consultation" Document WisDOT developed to share with SHPO and consulting partied to show what was consulted.
i. Clarification of participants and discussion at prior consultation meeting (August 2019)
j. Utility Coordination

i. At this time we have the location of all the utilities (shared plan sheets showing utilities), but we do not know the extend of the relocations. The next coordination with the utilities is the 1078 process, this takes place after 60%. We can share the work plans as they are received.
    1. Question to Lynn: can you provide wording that could be included in the approval of the work plans so the utilities are aware of the limitations? Lynn/Katie: yes we can assist with that.
    2. Question to Lynn: if on site monitoring is required during construction would you be able to provide on site monitoring during utility relocations? Yes, we can look into this and work on this.
ii. WisDOT still does not have the exact answer of what will be needed at the Teeple site, but there will be utility moves. Clarified no gas lines throughout the project.

11. Action Items

a. Contact eligible architectural history property owners with potential for impact (WisDOT PDS)
b. Investigate as-builts or other resources near Either Side site (WisDOT PDS) -Found 1929 asbuilt see link below
c. Ensure local access is preserved to private driveway at Lamberson site during construction and data recovery (MAP)
d. Determine avoidance measures for Either Side site (multiple consulting parties)
    i. WisDOT PDS to locate as-builts, if available Found 1929 asbuilt see link below
e. Provide WIS 60 crash data to HCN THPO (WisDOT PDS) Complete

1929 Asbuilt Link:

https://wisdot.box.com/s/nyb9aph0odlv0mjxwqtw3ig1050w9g6x

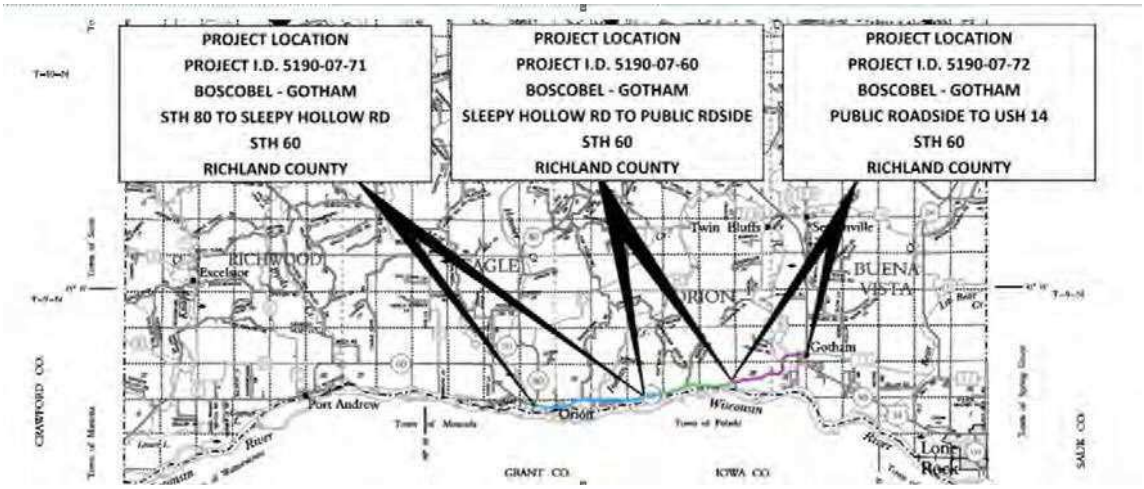
- Sta 460+00 = Indian Creek = current design Sta 83+/-00
- Sta 486+00 = CTH OO = Current design Sta 110+/-00
- Sta [redacted] = Either side mound site = Current design [redacted] THERE IS A "MOUND" OR RISE IN ELEVATION DRAWN IN AT STA [redacted]

Date: 2-15-2023

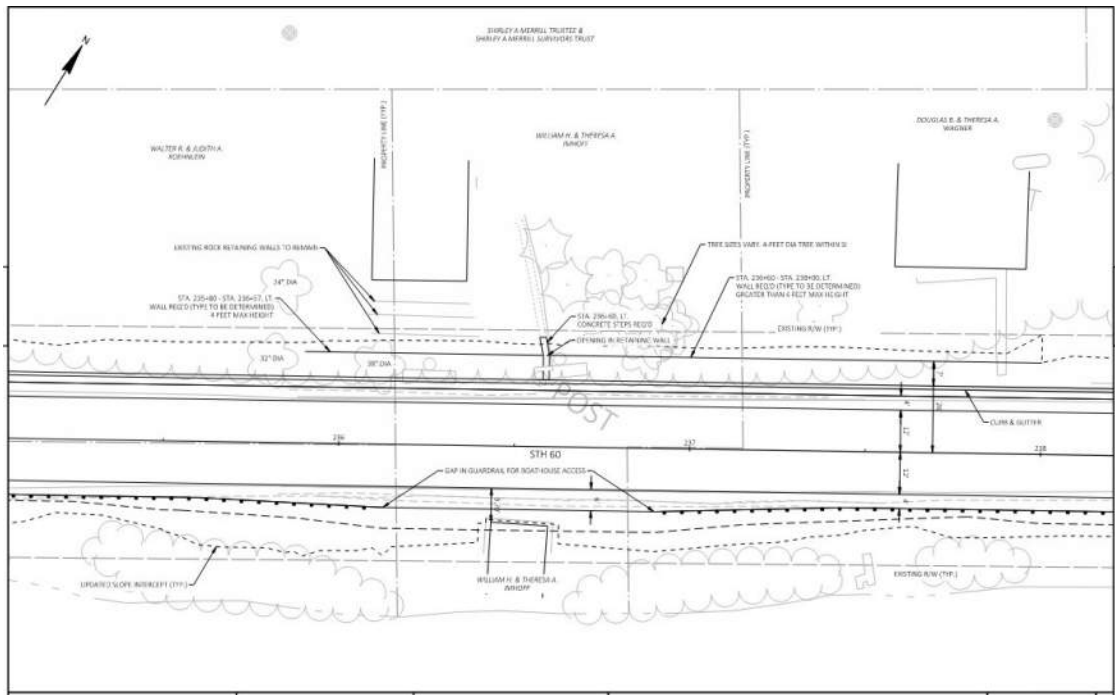
Project: 5190-07-00
STH 80 – USH 14
STH 60
Richland County
RE: Historical Consultation Meeting

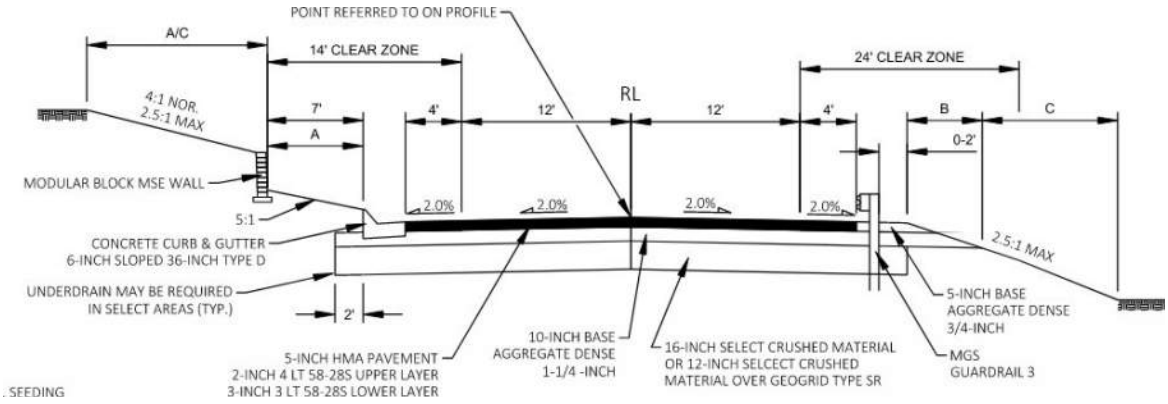
Attendees: Dan Kleinertz, WisDOT Supervisor; Teri Schopp, consultant PM; Emily Pettis Mead & Hunt; Joe Imhoff; Pat Imhoff; Bill Imhoff; Anna Jahns WisDOT; Erin Kelly

1. Introductions
2. Review of the project-



3. Impacts to resources
   - **Doxhaven:** Discuss the current design in front of the cabin and the boat house.



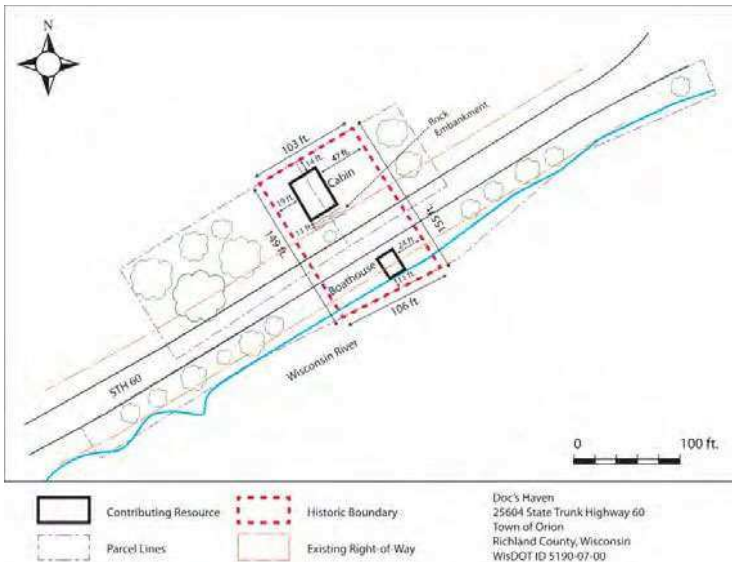


2 – 12' foot lanes, 4 ' shoulder on each side, curb and gutter on the north side and beam guard along the south side. There is currently an opening in the beam guard so access to the boat house is being maintained.

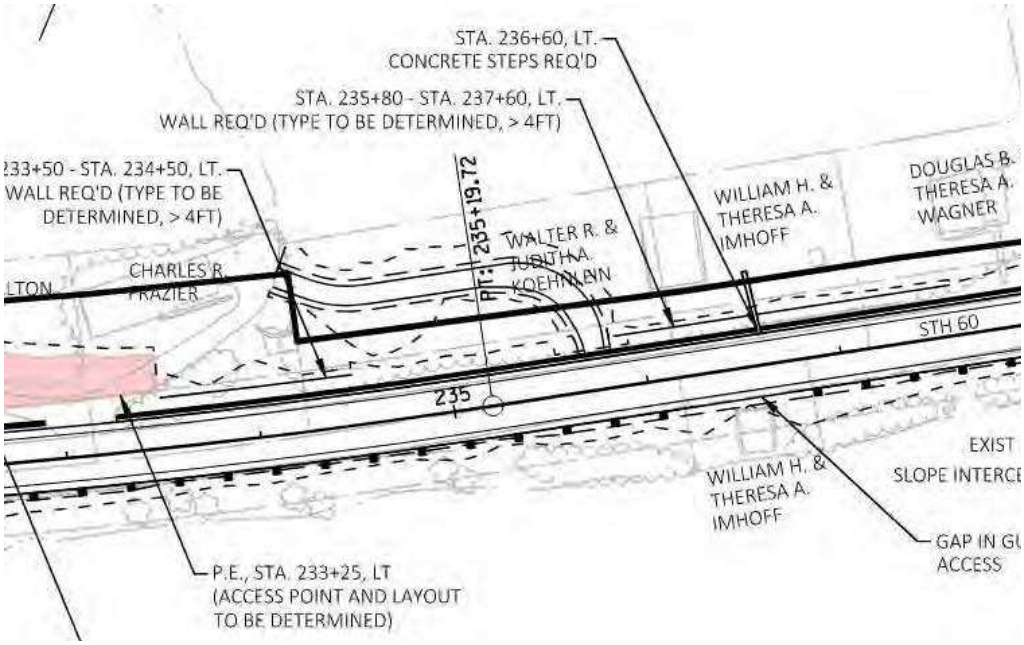
Wall type is yet to be determined. In discussions during the meeting the preference was a poured concrete wall with a boulder pattern to match as close as possible the existing boulders in front of the cabin. Could probably match the boulder pattern but the size of boulders in the pattern may be slightly smaller than the boulders currently in front of the cabin.

Shorter wall will have less excavation behind the wall to minimize disturbance. Shorter wall may not need a railing on top of the wall. One or two of the existing rows of boulders may be left in place, most likely the lowest layer of boulders will be removed to construct the wall. Joe Imhoff's concern was the existing walls/boulders are there to reduce effects of erosion and the less impacts or ground disturbance would be favorable to reduce future erosion .

- Impacts
  - **Curb and gutter** on the north side by the cabin to minimize ditch cut. Curb and gutter was placed to minimize impacts. This is the mitigation for impacts (minimizing impacts)
  - A **retaining wall** above the curb and gutter at the clear zone. The existing retaining wall is built of rounded boulders that make up terraces. WisDOT's design team will go out and survey to make sure that the existing walls are what they appear, additional survey was completed in fall of 2022. Possible mitigation will be to look at a concrete wall that will have stamping to match the existing features of the terrace walls. Yes, the preference is to match a boulder pattern and color.
  - **Mature trees** will need to be remove in front of the cabin (in the clear zone between the curb and the wall). Past concerns about removing the mature trees.
    - It was discussed as possible mitigation to look at some landscaping plantings; however, no trees will be planted in the clear zone.
    - Looked at property lines and discussed a landscape plan.



There was discussion of the existing cabin not being completely on the Imhoff property, the existing property line runs through the cabin as shown above and below. Discussion of Walter Koehnlein approaching WisDOT last fall about the possibility of his property being purchased by WisDOT. WisDOT is considering and looking into if this is a possibility. May help with access concerns with the Frazier parcel farther to the west and could potentially help with getting the Imhoff property line at the Historic Boundary and not through the cabin. See drawing below:



The concept of having DOT correct the property line in conjunction with providing access to the westerly neighboring property (Frazier) with the project was perceived as a favorable by everyone on call. Question was asked if it would be possible to get a parking area off of the driveway to have the ability to park 1-2 cars along the west side of the Imhoff cabin. Will need to look at

elevations and see if this is possible, not sure at this time and cannot promise anything at this time.
Interested in planting some additional trees but not a deal breaker if there is not enough room to do this. There would only be a monetary value to the trees if they were on the property and needed to come down, currently the trees being removed are not on the Imhoff property. Replacement trees could be planted and paid for by the project because the existing trees are within the Historic Boundary.

- The boat house is an encroachment on the right of way and is in the clear zone. Early in design it was considered to remove it with the project. Instead we are looking at installing **beam guard** on the west side leading up to the boat house (stopping short of the boat house) and resuming the beam guard after the boat house on the east side all the way to the bridge structure.
    - Concerns about parking by the boat house at the previous meeting in 2019. Can only fit one vehicle on the west side and a couple vehicles on the east side. The beam guard currently is designed to have as large of opening as possible while maintaining safety.
    - Minimization for the impacts to the boat house are to reduce the length of the proposed beam guard to maximize parking.
    - The addition of the curb and gutter along the north side is minimizing the need for a ditch and additional grading in front of the cabin.
    - Rock steps from the boat house to the river should not be impacted. They are along the west side of the boat house by a large oak tree.
- Question of schedule was asked: construction would not begin until 2027 at the earliest.
- Mitigation items listed were:
    - Wall
    - Preparation of a National Register Nomination, probably will not happen until after construction. WisDOT will cover the cost of the nomination, Imhoff's are interested in this happening.

Moving forward: Continue to contact through the same emails that were used to set up this meeting.

Teri Schopp

From: Teri Schopp
Sent: Wednesday, March 8, 2023 9:44 AM
To: Jahns, Anna H - DOT; Kaliszewski, Katherine N - DOT
Cc: Kleinertz, Daniel - DOT
Subject: FW: 5190-07-00 STH 60, Richland County

Anna/Emily –

Below is the communication that I have had with the owners of the Foster Seasonal Cabin (previous name). They have requested the name be changed to Trevillian Seasonal Cabin.

I believe I have answered all of their questions regarding the plans and how the project effects their property. Is there any additional communication that is needed to complete the Historical Consultation process for this property? Other than getting back to them on their request to change the name.

Thanks,
Teri Schopp, P.E.
DAAR Engineering, Project Manager
480 Village Walk Ln STE H, Johnson Creek, WI 53038
Direct: 920-342-2176
www.daarcorp.com

From: Barb & Dan <bose@rtcol.com>
Sent: Wednesday, March 8, 2023 8:05 AM
To: Teri Schopp <teri.schopp@daarcorp.com>; 'Mary Trevillian' <marytrevillian@aol.com>; 'Karen (home) Trevillian' <cpakst@comcast.net>
Cc: 'Kleinertz, Daniel - DOT' <Daniel.Kleinertz@dot.wi.gov>
Subject: RE: 5190-07-00 STH 60, Richland County

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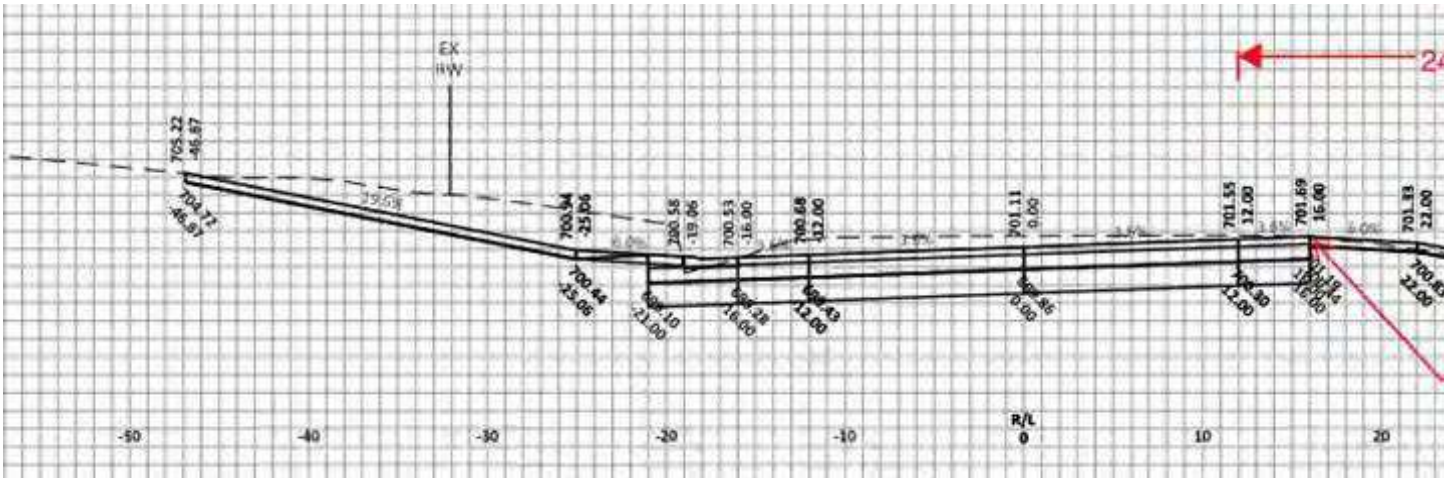
Thank you – I just wanted to make sure I understood what I was looking at.
Barb Bose

From: Teri Schopp [mailto:teri.schopp@daarcorp.com]
Sent: Tuesday, March 7, 2023 1:11 PM
To: Barb & Dan <bose@rtcol.com>; 'Mary Trevillian' <marytrevillian@aol.com>; 'Karen (home) Trevillian' <cpakst@comcast.net>
Cc: 'Kleinertz, Daniel - DOT' <Daniel.Kleinertz@dot.wi.gov>
Subject: RE: 5190-07-00 STH 60, Richland County

Barb –

The centerline of the roadway is moving to the north at some locations along STH 60. In front of your cabin, it is a very minor shift, basically negligible. The cross section below is at your driveway. I put a dimension in red from the marked white edge line to the fence, it is approximately 24'.



At your driveway the centerline road elevation is being slightly lowered and a uniform/proper cross slope is being designed for the curve. The existing elevation at the south shoulder is going to be the same as the proposed shoulder of the new roadway. The new driveway shown in solid black lines is very closely following the dashed black line which is the existing surface.

Overall, the curves of the existing roadway (horizontal and vertical) are being looked into and improved where possible. Consistent lane widths and shoulder improvements are also being provided to make the roadway safer.

Lert me know if there are any additional questions.
Thanks,

Teri Schopp, P.E.
DAAR Engineering, Project Manager
480 Village Walk Ln STE H, Johnson Creek, WI 53038
Direct: 920-342-2176
www.daarcorp.com

From: Barb & Dan <bose@rtcol.com>
Sent: Tuesday, March 7, 2023 11:15 AM
To: Teri Schopp <teri.schopp@daarcorp.com>; 'Mary Trevillian' <marytrevillian@aol.com>; 'Karen (home) Trevillian' <cpakst@comcast.net>
Cc: 'Kleinertz, Daniel - DOT' <Daniel.Kleinertz@dot.wi.gov>
Subject: RE: 5190-07-00 STH 60, Richland County

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Teri,
Thanks for the info.
A car crashed into our fence about 5-6 years ago. When we rebuilt it, we moved it about 5' closer to the cabin. That gave us room to pull off the road and unlock the gate (our vehicles are 17-18' long).
From the original info we saw, the highway center line was moving to the North (away from our property). Is this still the case? We want to be able to pull up to the gate with the car totally off the road.

The other concern we have is the height of the road. It is a real issue for our neighbors to the East. The higher the road, the steeper the driveway. In the past, the state kept adding a layer on top of the road, which resulted in steeper driveways.
This looks like this is a much bigger project, since the state is trying to level the road and remove some of the curves. Is this issue being addressed? People should be able to safely exit/enter the road from their driveway.

I wasn't sure how steep the driveway was going to be by looking at the cross section views. We don't want it steeper than what we currently have. Can you tell us how our driveway will be impacted by this project?

Again, thanks for all your help. I am ready for Spring!
Barb Bose

From: Teri Schopp [mailto:teri.schopp@daarcorp.com]
Sent: Tuesday, March 7, 2023 10:31 AM
To: Barb & Dan <bose@rtcol.com>; 'Mary Trevillian' <marytrevillian@aol.com>; 'Karen (home) Trevillian' <cpakst@comcast.net>
Cc: 'Kleinertz, Daniel - DOT' <Daniel.Kleinertz@dot.wi.gov>
Subject: RE: 5190-07-00 STH 60, Richland County

Barb –

We are currently working through the environmental process and fine tuning some of the design details. The real estate acquisition for the project is a significant effort and is currently schedule to take place through the summer of 2026. Construction is currently scheduled to begin in 2027.

Attached is the most updated plan sheet detailing the area adjacent to your property. We are planning to leave the existing fence in place and not disturb. The driveway will be replaced in the same location, however, it will be squared up and small tapers (radius) on each side to match the STH 60 roadway. The pipe along the west edge of the property will be slightly shifted to better align with the existing ditch running along the west edge of the property.

The dashed line labeled "Prop Slope Intercept" details the limits of work along the north edge of your property. The areas colored in yellow labeled "Prop Temporary Easement" are the areas WisDOT will be requesting a temporary easement to complete work. These areas, 277SF and 668SF, are areas WisDOT will request to temporarily work in during the construction of the project. These temporary easement areas will be restored as part of the project and your property lines will remain unchanged. This coordination for the temporary easement will take place later, most likely some time in 2024.

The second attachment are the cross section that correspond to the plan view through your property. I have labeled with a red box the location of your property as reference.

If there are any questions or concerns, please let me know and I will get your questions/concerns answered.
Thanks,
Teri Schopp, P.E.
DAAR Engineering, Project Manager
480 Village Walk Ln STE H, Johnson Creek, WI 53038
Direct: 920-342-2176
www.daarcorp.com

From: Barb & Dan <bose@rtcol.com>
Sent: Monday, February 27, 2023 9:19 AM
To: Teri Schopp <teri.schopp@daarcorp.com>; 'Mary Trevillian' <marytrevillian@aol.com>; 'Karen (home) Trevillian' <cpakst@comcast.net>
Cc: 'Kleinertz, Daniel - DOT' <Daniel.Kleinertz@dot.wi.gov>
Subject: RE: 5190-07-00 STH 60, Richland County

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Hi Teri!
Thanks for reaching out to the three of us. As you probably already know, our grandfather built this cottage in the early 1930's.
We usually open the cottage for the summer in mid to late April (depending on the weather). We close it for the winter in late October.

At this point, we would like you to email the information to us. After our review, we will contact you if we have questions (or schedule a meeting if necessary).
Last summer we were told that the project was pushed back to 2025/2026.

Thanks for your help. We look forward to seeing the revised plans.
Barb Bose

From: Teri Schopp [mailto:teri.schopp@daarcorp.com]
Sent: Monday, February 20, 2023 2:28 PM
To: Mary Trevillian <marytrevillian@aol.com>; Karen (home) Trevillian <cpakst@comcast.net>; Barb (home) Bose <bose@rtcol.com>
Cc: Kleinertz, Daniel - DOT <Daniel.Kleinertz@dot.wi.gov>
Subject: RE: 5190-07-00 STH 60, Richland County

Hello –

My name is Teri Schopp, and I am working on a project along STH 60 in Richland County, Wisconsin. First, I am sorry for your loss.

There was previously communication and historic consultations with Carol. We have modified the design slightly and reduced the impacts to the property. We could schedule an on-site meeting, or to save everyone time we could schedule a virtual Teams meeting to discuss the property. Another option would be to communicate through email as the impacts to the property have been greatly reduced.

Please let me know what the preference is, and I will either get a virtual meeting set up or send you the information over email to review.
Thanks,
Teri Schopp, P.E.
DAAR Engineering, Project Manager
480 Village Walk Ln STE H, Johnson Creek, WI 53038
Direct: 920-342-2176
www.daarcorp.com

From: Ed Foster <thistletwo@aol.com>
Sent: Saturday, February 4, 2023 9:38 PM
To: Teri Schopp <teri.schopp@daarcorp.com>
Cc: Mary Trevillian <marytrevillian@aol.com>; Karen (home) Trevillian <cpakst@comcast.net>; Barb (home) Bose <bose@rtcol.com>
Subject: Re: 5190-07-00 STH 60, Richland County

CAUTION:This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Teri,

Carol died in July, 2020.
I'm send your email to her three sisters who are the owners of the property. Two live in Illinois and one in Indiana.
Ed Foster

On Feb 3, 2023, at 1:41 PM, Teri Schopp <teri.schopp@daarcorp.com> wrote:

Carol –

My name is Teri Schopp, and I am working with Dan Kleinertz from WisDOT on a project currently being design in Richland County, Wisconsin. Specifically, the project along STH 60 between STH 80 and USH 14. I understand this project has been ongoing for quite some time but this time we are very encouraged that the project will be completed.

We are in the process of moving forward with the historic consultations that were most recently worked on in 2019. Would it be possible to meet in person on site or if an onsite meeting is not possible have an online meeting so the Historic Consultation process can be completed?

I look forward to talking with you.
Thanks,
Teri Schopp, P.E.
DAAR Engineering, Project Manager
480 Village Walk Ln STE H, Johnson Creek, WI 53038
Direct: 920-342-2176
www.daarcorp.com

Consultation Meeting Agenda/Minutes

WIS 60, Muscoda to Gotham
WisDOT 5190-07-00 / -70 /-61/-72
Date: July 13, 2023

Attendance

Dan Kleinertz, Anna Jahns, Jonquil Johnston, Katherine Kaliszewski, Jason Kennedy, Emily Pettis, Erin Kelly, Lynn Cloud, Teri Schopp, Dave Tollefson, Jenny Fredrickson, Michelle Gehrke, Gerry Schmidt, Richard Kubicek, Amy Coughlin, Kimberly Cook, Bethany Bacher-Gresock, Nick Pehler, Mike Bakalars

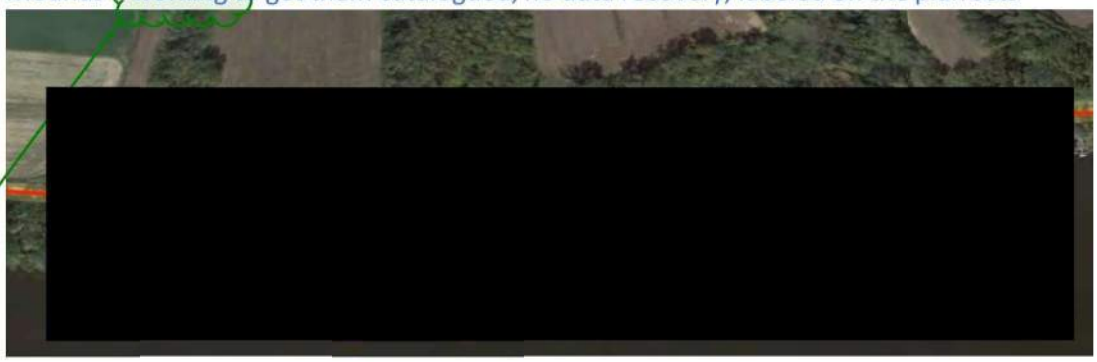
Online:

1. **Introductions for TEAMS meeting**
2. **Project location and context**
    a. Exhibits:
        i. Section 1 begins at STH 80 and continues to the east of Ginger Lane
        ii. Section 2 begins east of Ginger Lane and continues to where the alignment pulls away from the river
        iii. Section 3 continues to USH 14 in Gotham
3. **Purpose and Needs (brief) for project/Proposed project**
    a. Pavement condition, safety, roadway standards.
4. **Project history and schedule moving forward**
    a. Project History
        i. Design started in 2004, restarted in 2019
        ii. Section 106 and consultation initiated in 2019
        iii. Most recently we met in person in the La Crosse office on January 25, 2023
        iv. Amendment to Section 106 signed January 9, 2023
        v. Second Amendment to the Section 106 signed June 2023
            1. This included 6 parcels
            2. 4 parcels are early acquisition
            3. Remaining 2 parcels are potentially early acquisition but not completely through the real estate process at this time
    b. **Tentative** schedule moving forward?
        i. Working towards having the environmental document signed in February 2024
        ii. Tentative schedule: signed MOA in early fall of 2023

should this be draft? i thought we were aiming for signature in late fall

5. **Data Recovery – Jason Kennedy**
    a. 2 sites for data recovery, 2 sites yet to be completed
    b. **Either side site**
        i. Mounds – working to get them catalogued, no data recovery, labeled on the plan sets

It was clarified that this is occurring separate from the WisDOT project and Section 106 process, however WisDOT is supportive of this cataloging moving forward during project development

        ii. 

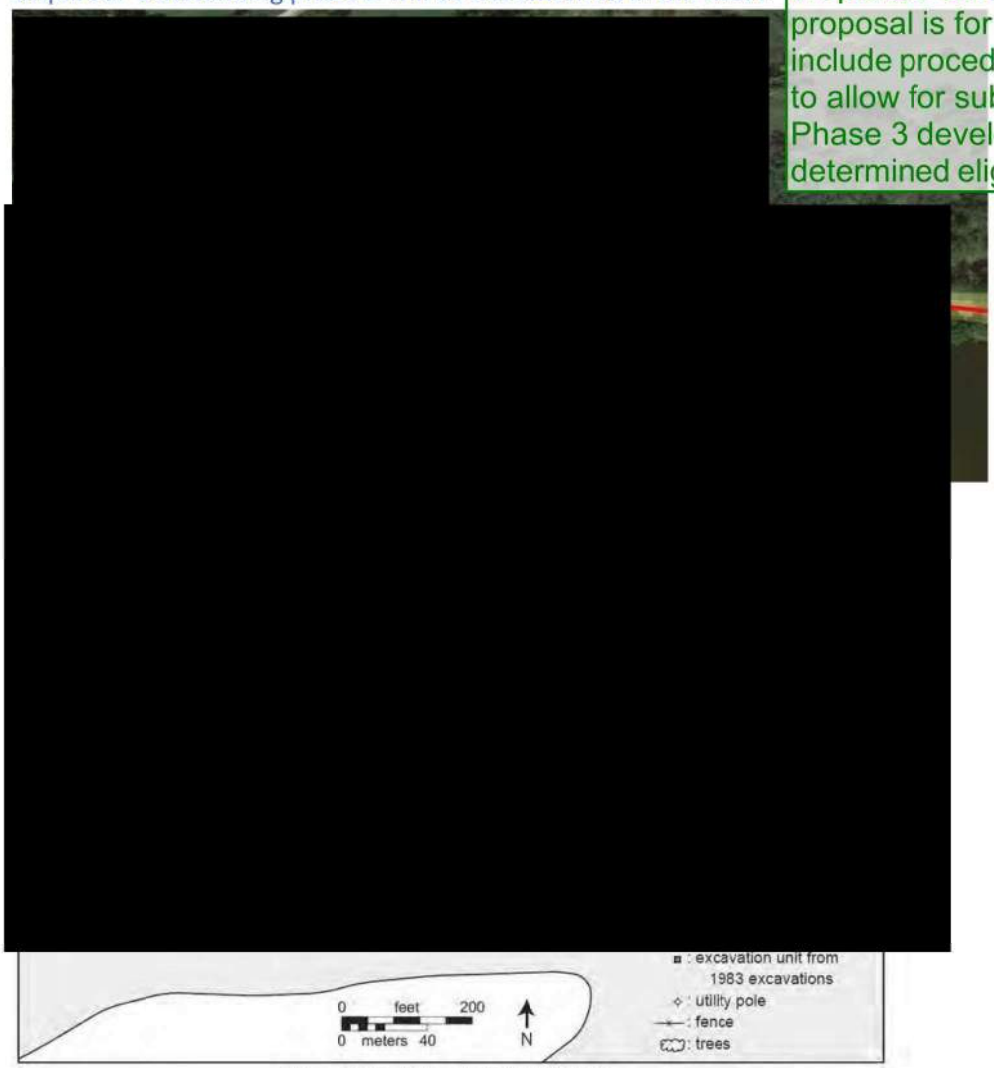
iii.

c. Neefe Mounds

i. Phase 1 only, denied access so further exploration will be needed after the property is acquired. Outstanding phase 2 will be documented in the MOA.

JK please clarify - the proposal is for the MOA to include procedural language to allow for subsequent Phase 3 development if determined eligible, correct?

ii.



iii. Figure 212. Neefe Mounds (47RI59/BRI-0170).

iv. Shown on the plans. Beam guard was modified to stay within the r/w on the south side.

d. Lamberson site

i. Phase 1 and Phase 2 completed

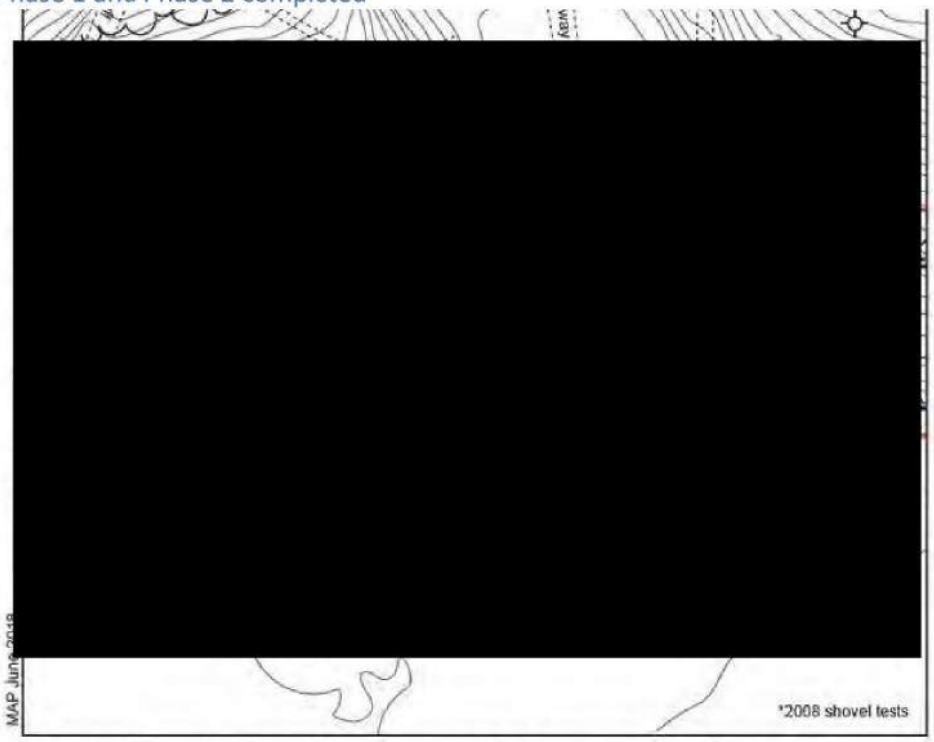
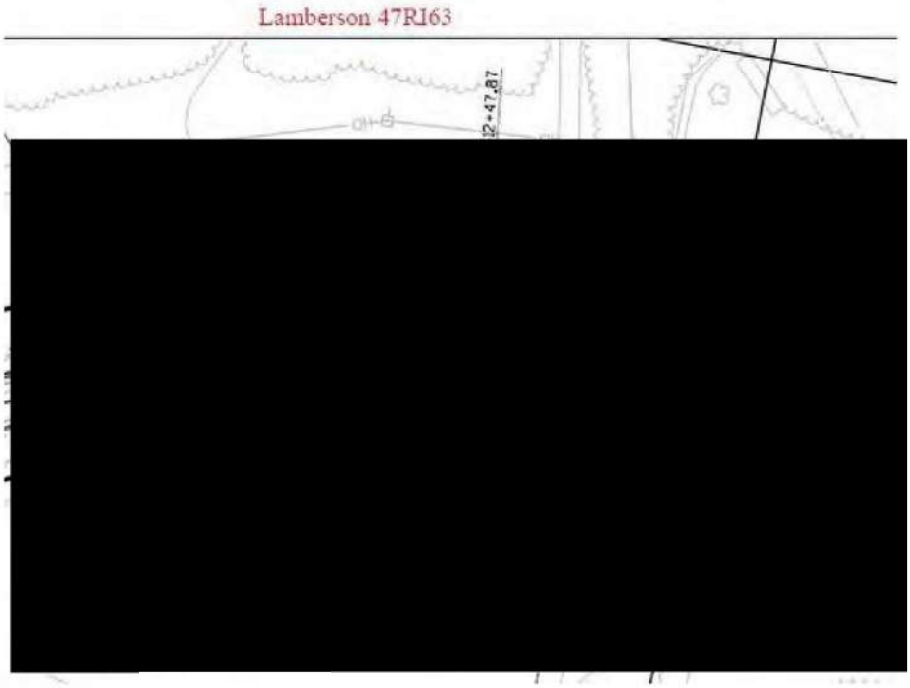


Figure 5. Phase I Investigations at the Lamberson (47RI63) Site.

ii.

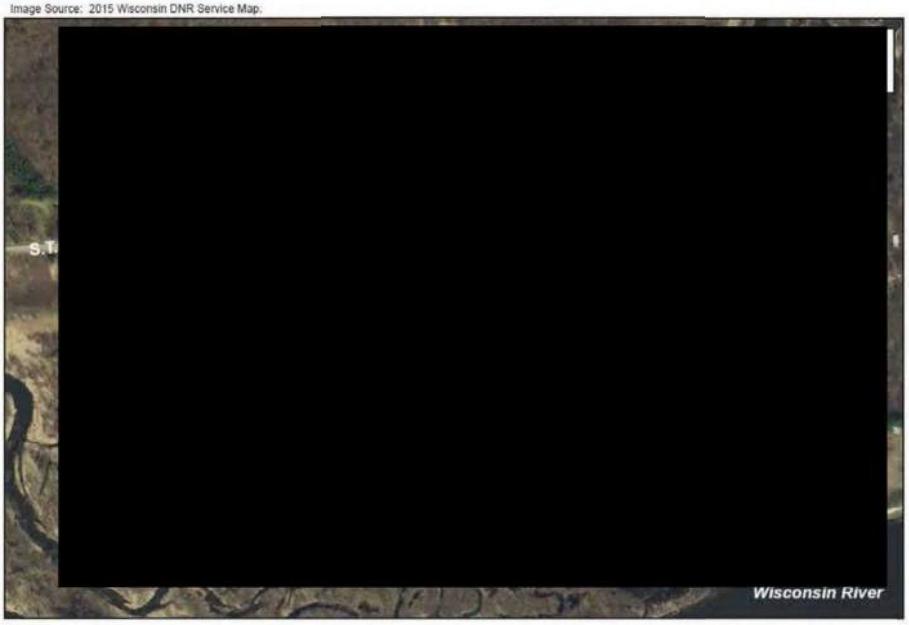
iii. Need to review cross sections to determine if data recovery is sufficient or if an archaeologist needs to be on site during construction.



iv.

e. **Teeple Group**

Image Source: 2015 Wisconsin DNR Service Map.



Location of the Pine River Enclosure (47RI416/BRI-0189), Conundrum (47RI445/BRI-0200) and Teepel Group (47RI19/BRI-0165) Sites [redacted] between S.T.H. 60 and the Wisconsin River.

i.

ii.

iii. Phase 2 completed, additional shovel testing, data recovery to take place

iv. Shown in the plan set.

6. **Mitigation Plan – Jason Kennedy**
   a. Utilize K12 program on some sites, choose which sites are safest to visit (Teeple)
   b. Oral history a possibility, utilize Ho Chunk languages
   c. Public site to display, look into which platform may be possible

web?

7. **Questions/Further discussion**
   a. Question from DNR - Sample size for mitigation sites
      i. Jason: Varies by site, for example Teeple site and Lamberson site vary
   b. DNR suggested inviting Mark Cupp to any arch site investigation
      i. Jason agrees to invite Mark especially for the Teeple site
   c. Either side site – catalogue status? It is in the queue.

i. Kimberly Cook – contact state archaeologist, cataloguing is separate from the WisDOT section 106 process. Wait to contact because staffing is short currently. Katherine is checking on this periodically to be able to answer Bill if the question comes up.

d. Teeple – DNR property also
   i. Jason to coordinate with DNR when ready to begin.
e. If over 1 acre, Jason needs to apply an erosion control plan with DNR.
f. Any other tribes involved? – Ben has reached out and been invited but not shown up at any of the meetings. Lynn believes there have been efforts to coordinate with everyone.
g. Timing for shovels in the ground for arch (data recovery)? – spring/summer 2024 if the environmental document is completed.
   i. Do Neefe all at one time to not upset property owners as this site covers multiple property owners.

i.e. Phase 2 survey and streamline the transition into Phase 3 data recovery if needed

8. Action Items

a. Jason to do:
   i. Formalize data recovery
   ii. Formalize mitigation plan
b. Lynn will reach out and ask for review of the documents by email, offer a follow up meeting with a smaller group if requested.

WISCONSIN HISTORICAL SOCIETY

DATE: July 13, 2023

TO: WisDOT Cultural Resources

FROM: Jason Kennedy, Museum Archaeology Program

SUBJECT: Mitigation of Adverse Effects (36 CFR 800.6)
WisDOT: 5190-07-00
STH 60: STH 80 to USH 14
Richland County

Data Recovery
- Teepel Group (47RI19/BRI-0165)
- Lamberson Site (47RI63)
- Neefe Mound (47RI59/BRI-0170) -if applicable

Public Outreach
- Teepel Goup
  - Facilitate opportunities for public archaeology/field visits
    - Tribal members
    - WHS K-12 program
    - Boy Scouts or Girls Scouts, other similar type groups
    - Other interested stakeholders (i.e. Lower Wisconsin State Riverway Board)

Public Interpretation
- Share Results of Data Recovery
  - ArcGIS Story maps
    - Archaeology results from Data Recovery and/or archaeology surveys of the area
    - Incorporate tribal native language and/or oral history
    - Identify potential web accessible platform for current and/or future mitigations
      - WisDOT fund or host web accessible space for Cultural Resource Mitigation
      - Mukurtu Midwest and WiLS
        - Mukurtu Midwest is a regional hub that provides support and training in Mukurtu CMS to tribal and non-tribal cultural heritage institutions in Wisconsin and the western Great Lakes. The Midwest Hub was established at WiLS in 2017 in partnership with the Center for Digital Scholarship and Curation at Washington State University with the IMLS-funded Mukurtu Hubs & Spokes initiative.
      - Lower Wisconsin State Riverway Board

CORRESPONDENCE/MEMORANDUM---------- State of Wisconsin
Division of Transportation System Development/ Bureau of Technical Services/ Environmental Services Section

Date: 9/5/2023

To: Kim Cook, SHPO

From: WisDOT BTS Cultural Resource Team

Subject: WisDOT I.D. 5190 07-00, STH 60, Richland County, WHS# 18-1484

Kim,

The initial Section 106 Review for project 5190-07-00 was submitted in December 2018 and received by your office in January 2019. SHPO concurred with a determination of "Historic properties may be affected by the project; go to Step 4: Assess effects." Then, in June 2023 an amendment to the initial 106 submittal was submitted covering the survey of seven additional properties. This amendment was submitted on June 16, 2023, and on July 5, 2023 SHPO again concurred with a determination of, "Historic properties may be affected by the project; go to Step 4: Assess effects." Since that time, the project scope has been amended to include culvert repair and replacement at additional locations within the project corridor. There are no historic properties within or immediately adjacent to these locations. No additional documentation is needed because the initial APE included these culvert locations, and everything was covered previously.

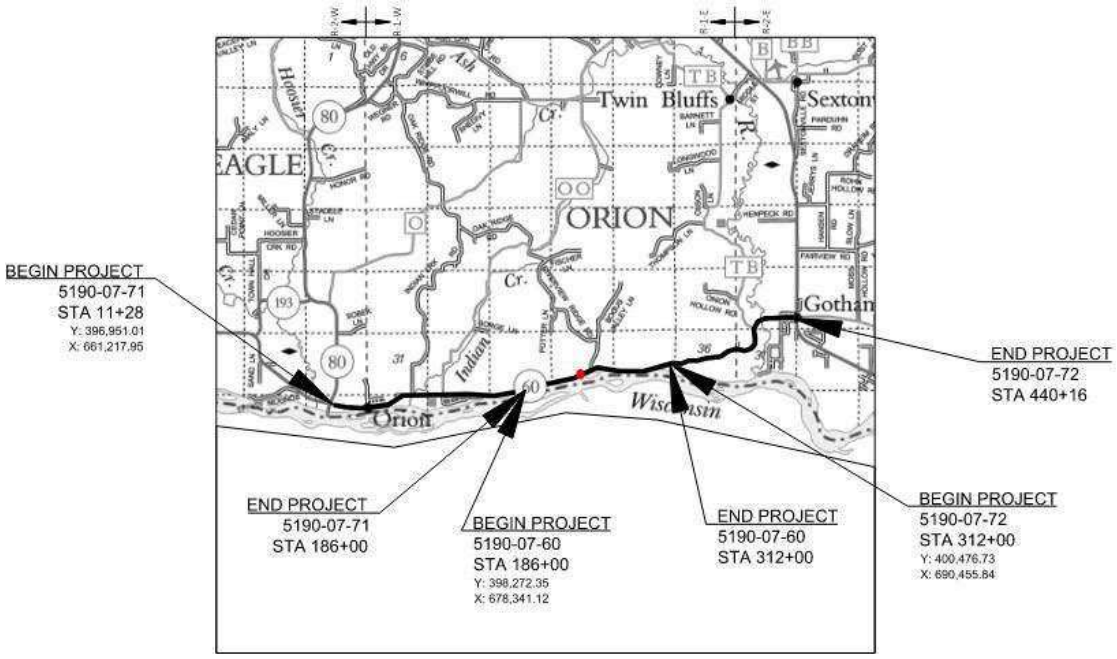
Regards,

Erin Kelly

Date: 12-5-2023
Project: 5190-07-00
STH 80 – USH 14
STH 60
Richland County

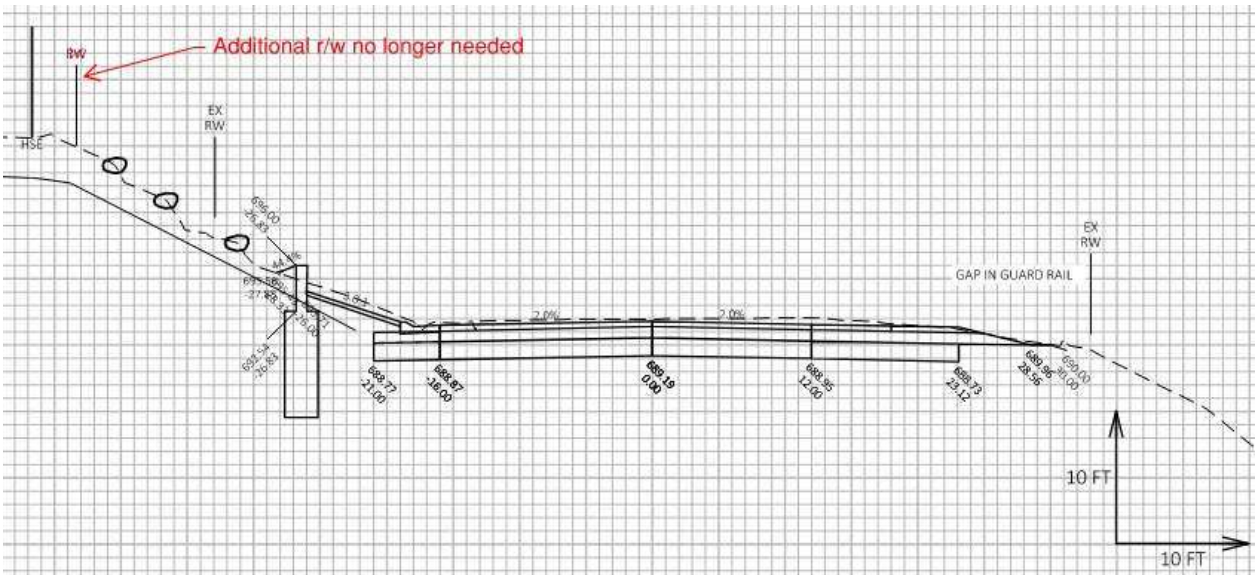
RE: Historical Consultation Meeting
Attendees:
Dan Kleinertz, WisDOT Supervisor
Teri Schopp, Consultant PM
Emily Pettis, Mead & Hunt
Anna Jahns, WisDOT Env Coordinator
Erin Kelly, Mead & Hunt
Pat Imhoff
Bill Imhoff
Joe Imhoff

1. **Introductions**
2. **Review of Project**

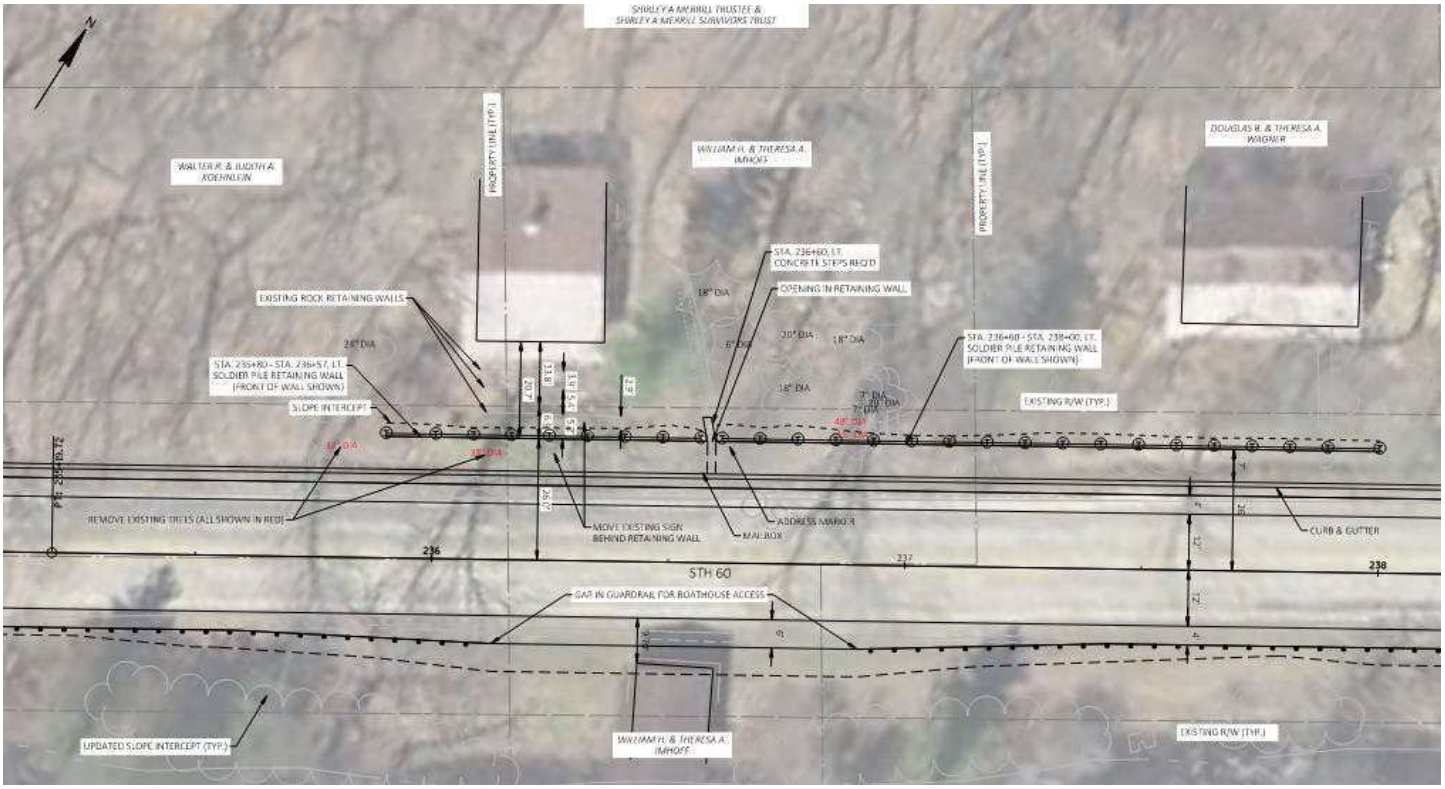


3. Impacts to Resources

a. Review: Discuss the current design



2 – 12’ lanes
4’ shoulder on each side
Curb and gutter on the north side to minimize impacts
Beam guard along the south side, opening at the boat house to maintain access
Retaining wall is still needed, will be placed outside the clear zone and inside the existing r/w
Lowest row of existing boulders will be impacted with the new wall
Trees to be removed are noted in the drawing below



b. Wall Type

- Additional coordination and site investigations took place with the Geotechnical unit and it was determined the only structurally acceptable wall type is a post and panel wall. Further investigations found the rock line to be shallow and to ensure the wall is structurally stable and there is the least amount of disturbance outside the wall area a post and panel wall is needed at this location.

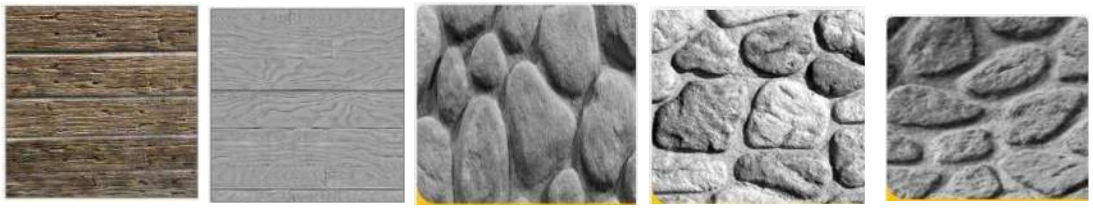
Example of a post and panel wall, however the example shown below this is with treated wood which does not have as long of life span so it will not be utilized at this location. The location being discussed today will have concrete panels between the posts:

c. Wall Aesthetics

- Additional coordination has been ongoing with SHPO to maintain the historic nature of this property. With the post and panel wall type there was further discussion of the look for the concrete panels between the posts. The form liner utilized for the concrete panels could mimic either the existing stacked fieldstone wall (boulder pattern) or timber panels. The concrete panels would be treated (stained) with natural colors to blend with the surroundings. The metal post would be treated with a natural color, like brown, to blend with the concrete panels.

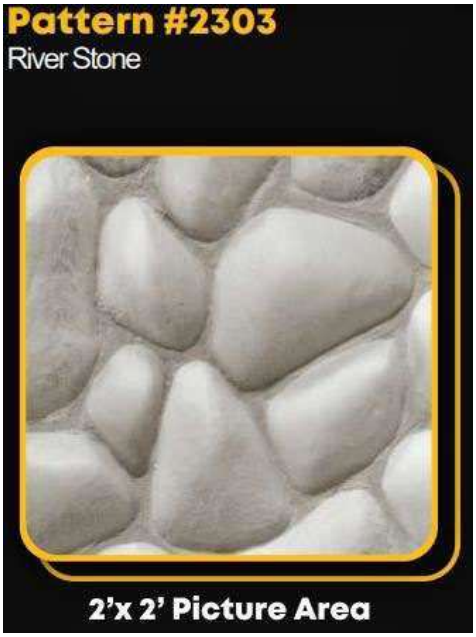
Example of a post and panel wall with a concrete panel, pattern can be changed, and color can be changed. Shown below does not represent the final colors or pattern for this location:

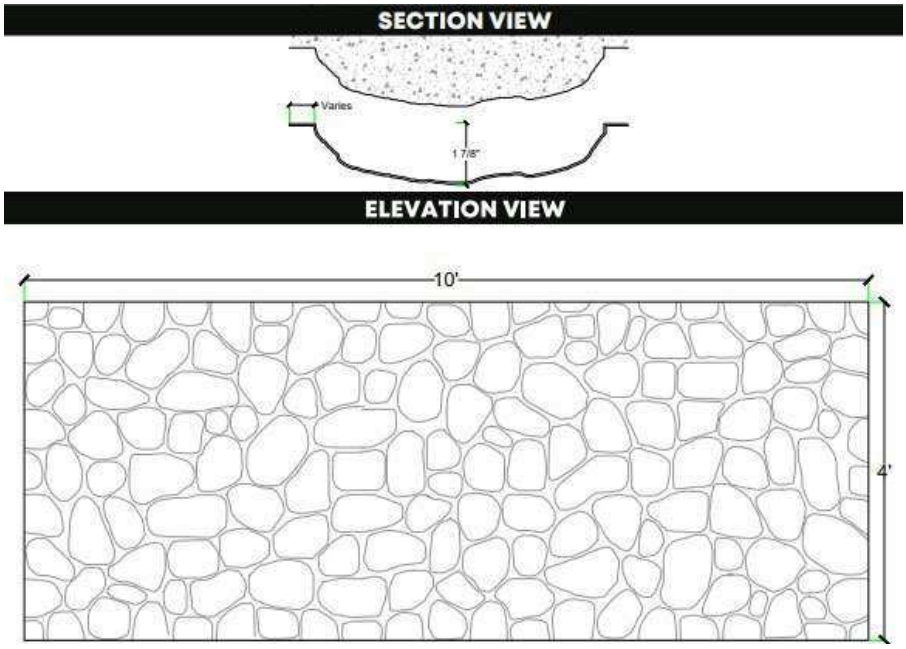
Example of different patterns for the concrete panels: https://customrock.com/pattern/

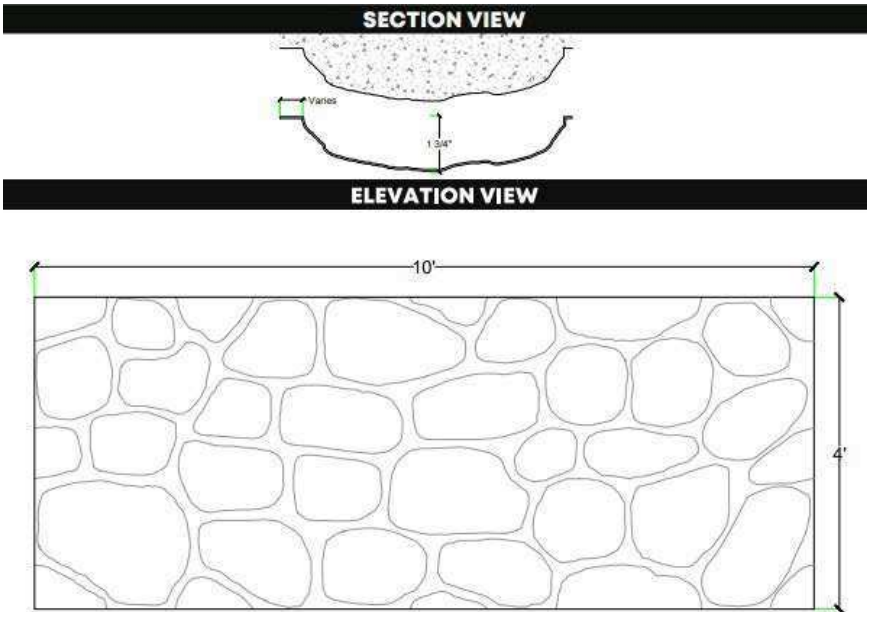


What pattern do you prefer, timber or stacked fieldstone?
Imhoff noted during this discussion that there is a capped well near this area, the well has been abandoned. Initial thought is Imhoff's prefer #2303 for the rounded look of the pattern. Would like to match the existing boulders in front of the cabin, as the top 2 rows will remain in place.

After the meeting I looked for additional information on the patterns:







To match the existing two rows of boulders in front of the cabin pattern #2304 or similar may be better that pattern #2303. Pattern #2304 or similar has rounded edges but a larger size that matches the boulders in front of the cabin.

Response received from Pat Imhoff and Joe Imhoff on 12-15-2023, they prefer 2304.

Color will be finalized through the historians and SHPO, aiming for colors that fit into the natural settings surrounding this property.
Imhoff's did not have a strong opinion on the color of the concrete panels for the wall, there will be further discussion and coordination as the colors are selected. There will also be coordination with LWSRB on the color selections.

d. Access
   - Access to the boat house will be provided with a break in the beam guard.
   - Parking in the adjacent parcel to the west cannot be provided. This parcel has not yet been acquired and if it were to be acquired the existing rock line and grading required to provide parking would be outside the boundary of this parcel.

4. Moving forward
   a. As the design develops further, we will continue to coordinate with you. We are anticipating the environmental process to be completed in the first part of 2024. We are still holding the construction start date of 2027, subject to change.
   b. If there are any questions, please reach out to us through the emails used to set up this meeting.

Erin Kelly

From: Pat Imhoff <imhoffpat1@gmail.com>
Sent: Friday, December 15, 2023 8:08 AM
To: Joe Imhoff; Pat Imhoff; First Bill ICE; cc: Cloud, Lynn - DOT; Kleinertz, Daniel - DOT; Jahns, Anna H - DOT; Emily Pettis; Kaliszewski, Katherine N - DOT; Erin Kelly; Teri Schopp; Theresa Wagner
Subject: Re: 5190-07-00 STH 60, Richland County - Doxhaven

Categories: Filed by Newforma

Some people who received this message don't often get email from imhoffpat1@gmail.com. Learn why this is important

We like pattern 2304 best. Happy Holidays to all!

On Thu, Dec 14, 2023 at 11:06 PM Joe Imhoff <joewouldgo@gmail.com> wrote:

> 2304 looks good to me.
>
> On Mon, Dec 11, 2023 at 11:09 AM Pat Imhoff <imhoffpat1@gmail.com> wrote:
> I like 2304 pattern better. The boulder facade is bigger and would match the boulder wall better. What do you think?
>
> On Mon, Dec 11, 2023 at 12:23 PM Teri Schopp <teri.schopp@daarcorp.com> wrote:
>
> > Thank you to everyone who attended the Teams meeting last Tuesday, December 5. Attached are the meeting notes from the meeting along with some additional information noted in blue. I was able to find additional information on the website for the patterns. There were several patterns discussed and shown during the meeting, there was a preference for pattern 2303. Looking at the additional information that is provided in the attached meeting notes (in blue) I believe pattern 2304 could be considered. Please let me know if pattern 2304 or 2303 would be your preference.
> >
> > Please review the meeting notes and if there are any additions or questions let me know.
> >
> > Thanks,
> >
> > **Teri Schopp, P.E.**
> >
> > DAAR Engineering, Project Manager
> >
> > 540 Village Walk Ln STE G, Johnson Creek, WI 53038
> >
> > Direct: 920-342-2176
> >
> > www.daarcorp.com

-----Original Appointment-----
From: Teri Schopp
Sent: Sunday, December 3, 2023 7:35 AM
To: Teri Schopp; Kleinertz, Daniel - DOT; theresa@doxhaven.com; Pat Imhoff; First Bill ICE; Joe Imhoff; Jahns, Anna H - DOT; emily.pettis@meadhunt.com; Erin Kelly; Kaliszewski, Katherine N - DOT
Cc: Cloud, Lynn - DOT
Subject: 5190-07-00 STH 60, Richland County - Doxhaven
When: Tuesday, December 5, 2023 5:00 PM-5:30 PM (UTC-06:00) Central Time (US & Canada).
Where: Microsoft Teams Meeting

The last time we talked was in February 2023. There were a few items that we would like to follow up on with you, they are:

- Wall Type
- Wall pattern
- If the Koehnlein parcel is acquired could parking be provided

Thank you!

Microsoft Teams meeting

Join on your computer, mobile app or room device

Click here to join the meeting

Meeting ID: 236 770 155 685
Passcode: YU6Uky

Download Teams | Join on the web

Or call in (audio only)

+1 917-933-5524,,440753277# United States, New York City

Phone Conference ID: 440 753 277#

Find a local number | Reset PIN

Learn More | Meeting options

Erin Kelly

From: Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>
Sent: Monday, February 12, 2024 2:58 PM
To: Erin Kelly
Cc: Kennedy, Jason - WHS; Kaliszewski, Katherine N - DOT
Subject: FW: Further Coordination: 18-1484/RI - 5190-07-00 - Reconstruct STH 60: STH 80 - USH 14

Follow Up Flag: Follow up
Flag Status: Flagged

FYI -

From: kimberly.cook@wisconsinhistory.org <kimberly.cook@wisconsinhistory.org>
Sent: Friday, February 09, 2024 8:46 AM
To: Rumschlag, Samuel J - DOT <samuelj.rumschlag@dot.wi.gov>
Cc: Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>
Subject: Further Coordination: 18-1484/RI - 5190-07-00 - Reconstruct STH 60: STH 80 - USH 14

CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Samuel Rumschlag,

Thank you for the opportunity to review the draft MOA for project WHS #18-1484, Reconstruct STH 60: STH 80 - USH 14. We only have one comment: please add to Stipulation 1, final sentence that WisDOT or it agent will also address comments from The State Historic Preservation Review Board and the National Park Service.

Thank you,

Kimberly Cook
Compliance Reviewer
State Historic Preservation Office

Wisconsin Historical Society
816 State Street, Madison, WI 53706

kimberly.cook@wisconsinhistory.org

Wisconsin Historical Society
Collecting, Preserving, and Sharing Stories Since 1846

ARCHITECTURE/HISTORY SURVEY COVER SHEET

Wisconsin Department of Transportation
DT1446 3/2022

Instructions: Please complete this cover sheet for all Wisconsin Department of Transportation (WisDOT) architecture/history surveys, including letter reports. Directions for completing the worksheets are included in the *WisDOT Survey Manual*.

1. PROJECT INFORMATION

WisDOT Project ID	County
5190-07-00	Richland
Highway/Street	**City/Town/Village**
WIS 60	Townships of Orion and Buena Vista, Unincorporated community of Gotham
Project Termini	
Wisconsin State Highway 80 – U.S. Highway 14	
Prepared By	**Survey Date (m/d/yy)**
Mead & Hunt, Inc.	March 2018

2. RECOMMENDATIONS Based on the work described on Worksheets A and B, the following steps are recommended to complete the Section 106 Review:

- ☐ No listed, eligible, or potentially eligible buildings/structures are identified – No further work recommended.
- ☒ Listed, eligible, or potentially eligible buildings/structures are identified – Check all that apply:
  - ☒ Listed or previously determined eligible properties – List each property below:
    AHI No. 149343, Foster Seasonal Cabin – Determined Eligible
    AHI No. 149361 and 149362, Doc's Haven Cabin and Boathouse – Determined Eligible
  - ☐ Potentially eligible properties (DOE recommended) – List each property and applicable National Register criteria below:
  - ☐ Potentially eligible properties (DOE **NOT** recommended) – List each property and applicable National Register criteria and explain why a DOE is not recommended:

3. ATTACHMENT CHECK LIST

- ☐ Architecture/History Survey Report
- ☒ Letter report (if applicable) with supplemental information
- ☐ Map with surveyed properties clearly labeled
- ☐ Digital survey images uploaded to WHPD

October 24, 2022

Ms. Katherine Kaliszewski
Environmental Analysis & Review Specialist
Wisconsin Department of Transportation
Bureau of Technical Services
4822 Madison Yards Way
5th Floor South
PO Box 7965
Madison, WI 53705

Subject: WisDOT ID 5190-07-00
WIS 80 – USH 14
WIS 60, Richland County
Architecture/History Letter Report – Section 106 Addendum

Dear Katie:

The Wisconsin Department of Transportation (WisDOT) proposes to improve approximately 8 miles of Wisconsin State Highway (WIS) 60. Project activities extend from WIS 80 to U.S. Highway (USH) 14, through the townships of Orion and Buena Vista, and the unincorporated community of Gotham in Richland County. The project will involve resurfacing, intersection improvements, and realignment of the roadway in two areas. Additionally, curb and gutter and storm sewers will be installed throughout the project area. The initial Section 106 of the National Historic Preservation Act of 1966, as amended (Section 106) submittal was submitted in December 2018 and received by the Wisconsin State Historic Preservation Office (SHPO) in January 2019. Since then, project activities have been refined. These additional activities include four driveway closures as well as rock cuts, involving spot cutting and grading upslope of the roadway.

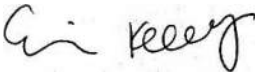
The Area of Potential Effects (APE) for the 2018 survey was delineated to include properties adjacent to the project corridor that may be directly or indirectly affected by the project. In Orion and Gotham, where intersection improvements are proposed, the APE extended along cross streets to include properties that may be affected by these improvements. Mead & Hunt has determined that the refined project activities were covered within the APE of the 2018 survey.

The 2018 survey identified two eligible properties: Doc's Haven Cabin and Boathouse (AHI No. 149361, 149632) and Foster Seasonal Cabin (AHI No. 149343).

Mead & Hunt concludes that no additional historic properties are present in the APE. Due to the proposed work adjacent to the historic boundaries, this project will go to Step 4 – Assess Effects. If you have any questions or require additional information, please contact me by phone at (608) 443-0325 or at erin.kelly@meadhunt.com.

Sincerely,

MEAD & HUNT, Inc.



Erin Kelly
Cultural Resource Specialist

DocuSign Envelope ID: D9E1F67F-84C4-42CE-806C-502B75E3658A

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 8/2022

For instructions, see FDM Chapter 26. WHS Case # 18-1484 RI

I. PROJECT INFORMATION

☒ Amended Submittal *(include new information only)*

Project ID	Highway – Street	County
5190-07-00 (-71, -60, -72)	WIS 60	Richland
Project Termini		**Region – Office**
Wisconsin State Higway 80 - US Highway 14		SW - La Crosse
Regional Project Engineer – Project Manager		**(Area Code) Telephone Number**
Dan Kleinertz		608-789-5709
Consultant Project Engineer – Project Manager		**(Area Code) Telephone Number**
Teri Schopp, DAAR Engineering		920-342-2176
Archaeological Consultant		**(Area Code) Telephone Number**
MAP - Jason Kennedy		608-264-6535
Architecture/History Consultant		**(Area Code) Telephone Number**
Mead & Hunt, Inc. - Erin Kelly		608-443-0325

II. PROJECT DESCRIPTION

Project Length	Land to be Acquired: Fee Simple	Land to be Acquired: Easement
miles	acres	acres

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right of Way Width varies			Terrace Width		
Shoulder			Sidewalk Width		
Slope Intercept			Number of Lanes		
Edge of Pavement			Grade Separated Crossing		
Back of Curb Line			Vision Triangle acres		
Realignment			Temporary Bypass acres		
Other – List:			Stream Channel Change	☐ Yes	☐ No
Attach Map(s) that Depict "Maximum" Impacts.	☐ Yes	☐ No	Tree Topping and/or Grubbing	☐ Yes	☐ No

Brief Narrative Project Description: Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right of way, whichever is greater. Include all temporary, limited and permanent easements. For amendments (e.g. design refinements, scope changes, etc) description should only include new/added project actions and materials.

As a result of proposed project impacts to privately-owned parcel access, multiple landowners have approached WisDOT requesting a total buy-out of their parcels, beyond the proposed project action limits. This amendment addresses the indirect effects of the project on 5 parcels, which would include structure demolition where structures exist. In addition, it addresses an additional proposed design refinement on a sixth parcel; including purchase of the additional parcel, and installation of a driveway on that parcel to provide access to the adjoining parcel to the west.

Since the previous Section 106 project decision, project consultation has been undertaken both with private landowners (owners of the Doxhaven and Season Cabin properties) and with Native American Tribes (HoChunk) along with other consulting parties.

☐ Add continuation sheet, if needed.

DocuSign Envelope ID: D9E1F67F-84C4-42CE-806C-502B75E3658A

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION *(continued)*

Wisconsin Department of Transportation DT1635

III. CONSULTATION: How has notification of the project been provided to:

☒ Property Owners	☐ Historical Societies/Organizations	☒ Native American Tribes
☐ Public Information Meeting Notice	☐ Public Information Meeting Notice	☐ Public Info. Mtg. Notice
☐ Letter - Required for Archaeology	☐ Letter	☐ Letter
☐ Telephone Call	☐ Telephone Call	☐ Telephone Call
☒ Other: Consultation Meeting	☐ Email	☐ Email

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

IV. AREA OF POTENTIAL EFFECTS – APE

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

HISTORY: Describe the area of potential effects for buildings/structures. Please work with your architecture/history consultation to complete this section.

APE includes 4 parcels (1, 2, 4, and 5) acquired through early acquisition, additional parcel (Parcel 3) indicated for potential acquisition at landowner request but not yet acquired, a sixth parcel ("Koehnlein") subject to a proposed design modification to potentially acquire the parcel and install a driveway.

V. PHASE I – ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY	HISTORY
☒ Archaeological survey **is needed**	☒ Architecture/History survey **is needed**
☐ Archaeological survey **is not needed**	☐ Architecture/History survey **is not needed**
☐ Screening list (date)	☐ Screening list (date)
☐ Non-Survey Archaeology Documentation attached	☐ Non-Survey History Documentation attached

VI. SURVEY COMPLETED

ARCHAEOLOGY	HISTORY
☒ Archaeological Survey Field Report (ASFR) attached	☒ Architecture/History Survey Report (AHSR) attached
☐ Cemetery/burial documentation attached	☐ Potentially eligible buildings/structures identified
☐ Phase I Report attached	☐ Avoided through redesign or outside the APE
☐ No Potentially eligible sites identified	☐ Determination of Eligibility (DOE) completed
☐ Potentially eligible site(s) identified	☐ Previously listed/eligible property identified
☐ Avoided through redesign or outside APE	☐ Avoided through redesign or outside the APE
☐ Phase II conducted	

VII. FORMAL EVALUATION COMPLETED

☐ Phase II Report Attached	☐ Determination(s) of Eligibility attached
☐ No arch site(s) eligible for NRHP	☐ No buildings/structure(s) eligible for NRHP
☐ Arch site(s) eligible for NRHP	☐ Buildings/structure(s) eligible for NRHP
☐ Site(s) eligible for NRHP – DOE attached	

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

☒ Per Wis. Stat. 157.70 obtain burial authorization from WHS one year prior to construction. Please include archaeology site number(s).

Three new commitments have been identified; Table 68 outlines unchanged previous commitments

☒ Please attach continuation page if needed.

IX. PROJECT DECISION

☐ No historic properties (historical or archaeological) in the APE.

☐ No historic properties (historical or archaeological) affected.*

☒ Historic properties (historical and/or archaeological) may be affected by project;

☐ Documentation for Determination of No Adverse Effects is included with this form. WisDOT has concluded that this project will have No Adverse Effect on historic properties. Signature by SHPO below indicates SHPO concurrence in the DNAE and concludes the Section 106 Review process for this project.*

☒ Go to Step 4: Assess affects

* Per 23 CFR 774, WisDOT, on behalf of FHWA, hereby informs SHPO that concurrence with 'No historic properties affected' or 'No Adverse Effect on historic properties' may be used in considering whether a de minimis Section 4(f) finding or a temporary occupancy exception is appropriate. SHPO signature on this form serves as acknowledgement of this official notification.

X. SIGNATURES

X	6/14/23	X	16 June 2023	X	05 July 2023
(WisDOT Regional Signature)	(Date – m/d/yy)	(WisDOT Historic Preservation Officer Signature)	(Date – m/d/yy)	(State Preservation Officer Signature)	(Date – m/d/yy)

DocuSigned by: Barry Paye — 3F13953827A84D7...

DocuSigned by: Kimberly Cook — 2F3FB9178D084A4...

ARCHITECTURE/HISTORY SURVEY COVER SHEET

Wisconsin Department of Transportation
DT1446 3/2022

Instructions: Please complete this cover sheet for all Wisconsin Department of Transportation (WisDOT) architecture/history surveys, including letter reports. Directions for completing the worksheets are included in the *WisDOT Survey Manual*.

1. PROJECT INFORMATION

WisDOT Project ID	County
5190-07-00	Richland
Highway/Street	**City/Town/Village**
WIS 60	Townships of Orion and Buena Vista, Unincorporated community of Gotham
Project Termini	
Wisconsin State Highway 80 – U.S. Highway 14	
Prepared By	**Survey Date (m/d/yy)**
Mead & Hunt, Inc.	April 2023

2. RECOMMENDATIONS Based on the work described on Worksheets A and B, the following steps are recommended to complete the Section 106 Review:

- ☒ No listed, eligible, or potentially eligible buildings/structures are identified – No further work recommended.
- ☐ Listed, eligible, or potentially eligible buildings/structures are identified – Check all that apply:
  - ☐ Listed or previously determined eligible properties – List each property below:
  - ☐ Potentially eligible properties (DOE recommended) – List each property and applicable National Register criteria below:
  - ☐ Potentially eligible properties (DOE **NOT** recommended) – List each property and applicable National Register criteria and explain why a DOE is not recommended:

3. ATTACHMENT CHECK LIST

- ☐ Architecture/History Survey Report
- ☒ Letter report (if applicable) with supplemental information
- ☒ Map with surveyed properties clearly labeled
- ☒ Digital survey images uploaded to WHPD

June 5, 2023

Ms. Katherine Kaliszewski
Environmental Analysis and Review Specialist
4822 Madison Yards Way
5th Floor South
PO Box 7965
Madison, WI 53705

Subject: WisDOT ID 5190-07-00, WHS # 18-1484
WIS 80 – USH 14
WIS 60, Richland County
Architecture/History Letter Report – Section 106 Addendum

Dear Katie:

The Wisconsin Department of Transportation (WisDOT) proposes to improve approximately 8 miles of Wisconsin State Highway (WIS) 60. Project activities extend from WIS 80 to U.S. Highway (USH) 14, through the townships of Orion and Buena Vista, and the unincorporated community of Gotham in Richland County. The project will involve resurfacing, intersection improvements, and realignment of the roadway in two areas. Additionally, curb and gutter and storm sewers will be installed throughout the project area. The initial Section 106 documentation was submitted to your office in December 2018 and received by the Wisconsin State Historic Preservation Office (SHPO) in January 2019. Since then, WisDOT has revised the project scope to acquire several parcels with the intent to demolish each of the residences. A project location map identifying the subject parcels is enclosed.

The previous Area of Potential Effects (APE) did not include the subject parcels as they are located on the cliffside, removed from the initially proposed project activities, and not visible from the right-of-way (ROW). Therefore, further survey was required to assess the properties proposed prior to acquisition and demolition. The APE was delineated to include four WisDOT-acquired parcels and two additional parcels still under consideration (Parcels Nos. 3 and 6). Mead & Hunt reviewed the Wisconsin Historic Preservation Database (WHPD) to identify previously recorded properties within the APE, including those listed in the National Register of Historic Places (National Register). No previously surveyed properties were identified within the APE.

Mead & Hunt completed a reconnaissance survey of the APE in April 2023 and looked for buildings, structures, and/or objects that are at least 40 years of age, retain sufficient integrity, and appear to be potentially eligible for the National Register based on architectural and/or historical significance. One intact, historic-age cabin was identified and surveyed on Parcel No. 2 (AHI No. *245662*). The other four properties did not meet survey criteria due to the extent of their alterations, or in the case of Parcel 6, a lack of built resources.

Parcel No. 2, located at 25116 STH 60 (AHI No. *245662*) contains a one-story, Rustic-style seasonal log cabin constructed c. 1930. It has a rectangular plan on a concrete block foundation and is sheathed in drop-lap wood siding. The front gable roof is covered in asphalt shingles with two interior brick chimneys. Windows are six-over-six, double-hung, metal sash with wood frames and sills. The cliffside (south) elevation features a sliding metal and glass door and a partially removed wood deck.

The cabin was evaluated for the National Register under *Criteria A, B*, and *C*. While the cabin dates to a period of increased recreation along the Wisconsin River, research did not reveal any significant associations under *Criterion A: History* or *Criterion B: Significant Person.* While the cabin is an example of Rustic style architecture, this area features several more intact examples with collections of historic outbuildings (AHI No. *149343* and *149361*). It is therefore not eligible under *Criterion C: Architecture*.

25116 STH 60, AHI No. 245662, view facing northwest.

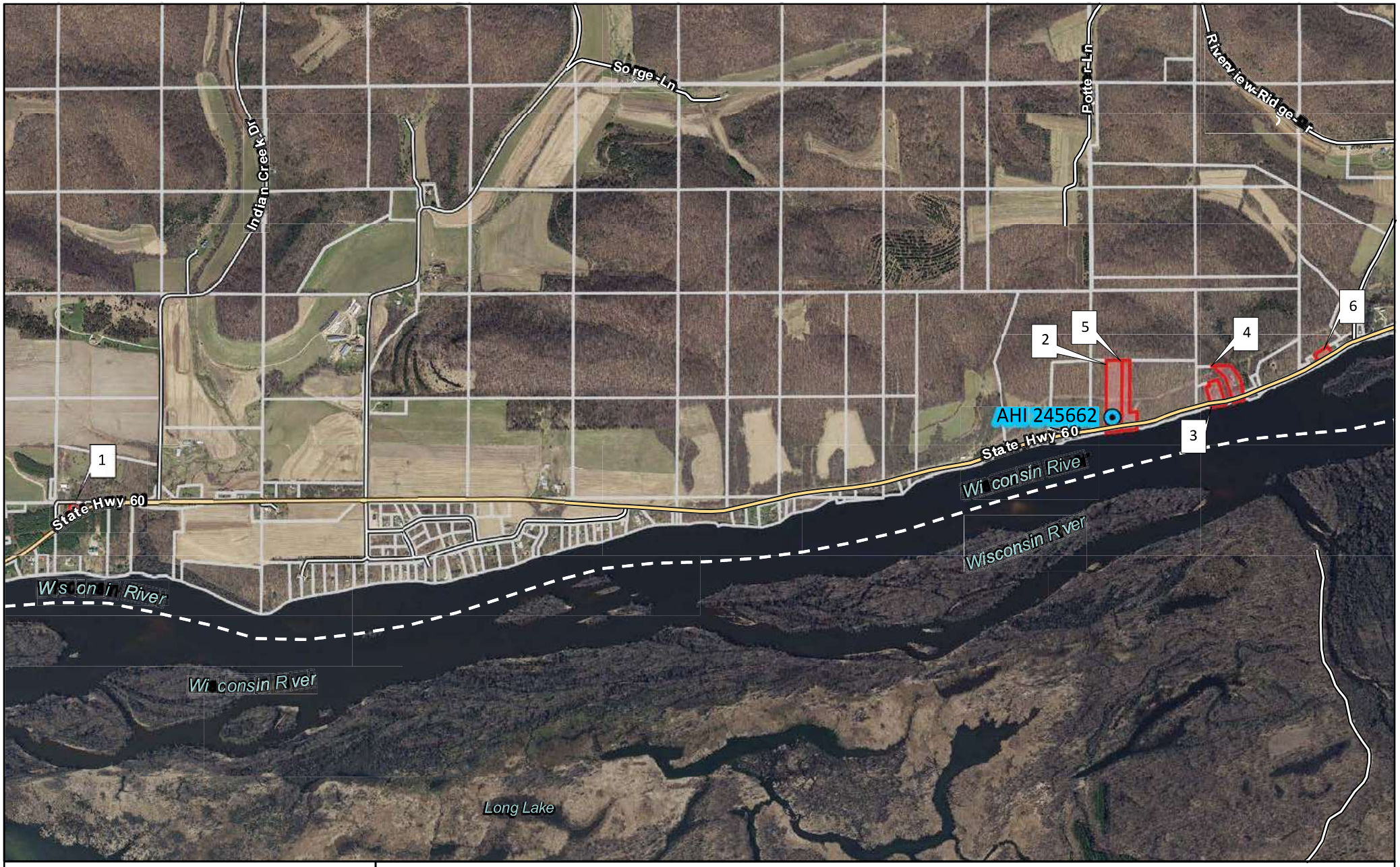
Mead & Hunt concludes that no historic properties are present in the APE. Due to the proposed work adjacent to the historic boundaries of two eligible properties (AHI No. *149361* and *149343*), covered in a previous survey report, this project will go to Step 4 – Assess Effects. If you have any questions or require additional information, please contact me by phone at (608) 443-0325 or by email at erin.kelly@meadhunt.com.

Sincerely,

MEAD & HUNT, Inc.

Erin Kelly
Cultural Resource Specialist

Enclosure



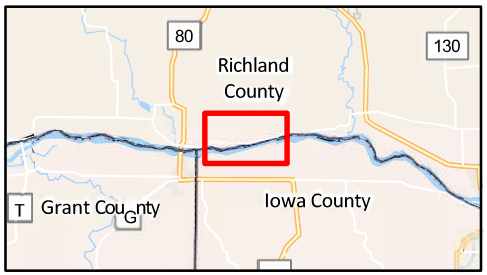
STH 60
WIS 80 – USH 14
Townships of Orion and Buena Vista,
Unincorporated community of Gotham
Survey Map

0 0.13 0.25 0.5 Miles

Legend

APE
Richland County Parcels

Historic Resource Type
New Survey



Wisconsin Department of Transportation

www.dot.wisconsin.gov

Tony Evers
Governor

Craig Thompson
Secretary

Division of Transportation
System Development
4822 Madison Yards Way
5 South
P O Box 7965
Madison, WI 53705
Phone: 608-266-0099
Fax: 608-264-6667
E-Mail: bees.cr@dot.wi.gov

June 11, 2024

Kimberly Cook
State Historic Preservation Office
Wisconsin Historical Society
816 State Street
Madison, WI 53706-1488

WisDOT ID# 5190-07-00 WHS# 18-1484
Reconstruct WIS 60
Towns of Orion and Buena Vista, Community of Gotham
Richland County

Enclosed is one copy of the final Documentation for Consultation (D for C) and the Memorandum of Agreement (MOA) for the subject project. It is our opinion that the MOA provides stipulations to mitigate the adverse effect to the National Register-eligible Doxhaven Cabin, Teepel Group, and the Lamberstone site; as well as provide for evaluation for the Neefe Mounds.

Through consultation and per the terms of the MOA, data recovery will be conducted for the Teeple Group, Lamberson Site, and Neefe Mounds (if applicable). FHWA has determined per 23 CFR 774.13(b) that Section 4(f) does not apply to these sites as they are important chiefly because of what can be learned by the data recovery.

Please sign the enclosed MOA if you concur and provide WisDOT CRT with a copy of the signature. A final copy of the executed MOA will be sent to your office. If you have any questions, please contact me at (608) 267-6693 or katherinen.kaliszewski@dot.wi.gov or the CRT staff assistant, Emily Pettis at 608-443-0406, or emily.pettis@meadhunt.com

Katie Kaliszewski
WisDOT CRT
Environmental Analysis & Review Specialist

Cc: Anna Jahns, WisDOT SW Region
Daniel Kleinertz, WisDOT PM
Bethaney Bacher-Gresock, FHWA

For instructions, see FDM Chapter 26.

O Amended Submittal *(include new information only)*

I. PROJECT INFORMATION

Project ID	Highway - Street	County
5190-07-00	WIS60	Richland

Project Termini	Region - Office
WIS 80 - U.S. Highway (WIS) 14	SW-La Crosse
Regional Project Engineer - Project Manager: Dan-Kleinertz	(Area Code) Telephone Number: 608-789-5709
Consultant Project Engineer - Project Manager	(Area Code) Telephone Number
Archaeological Consultant: MAP - Kent Dickerson	(Area Code) Telephone Number: 608-
Architecture/History Consultant: Mead & Hunt, Inc.	(Area Code) Telephone Number: (608) 273-6380
Date of Need: March, 2019	SHSW Number

Return a Signed Copy of This Form to
Tom Oldenburg (Project Leader), DTSD SW-La Crosse, 3550 Mormon Coulee Rd., La Crosse, WI 54601

II. PROJECT DESCRIPTION

Project Length	Land to be Acquired: Fee Simple	Land to be Acquired: Easement
8.1 miles	25.99 acres	0.0 acres

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width: 33-ft	33-ft	33'-60'	Terrace Width: 6-ft	0	6-ft
Shoulder: Varies (2-ft gravel to 2'pvd/3' grvl)	2'-5'	**-4'-6'**	Sidewalk Width: **N/A**		
Slope Intercept: Varies			Number of Lanes: 2 each direction	11'	12'
Edge of Pavement: Existing 2-11' travel lanes	11'-13'	16'-18'	Grade Separated Crossing: 2 structues, B-52-143/8-52-179	36'	36'
Back of Curb Line: N/A	O'	16'	Vision Triangle acres		
Realignment	0.0	7.23 Acres	Temporary Bypass acres		
other- List:			Stream Channel Change	☐Yes	[gi No
Attach Map(s) that Depict "Maximum" Impacts.	[g!Yes	0 No	Tree Topping and/or Grubbing	[gJ Yes	☐No

Brief Narrative Project Description: Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements. For amendments (e.g. design refinements, scope changes, etc) description should only include new/added project actions and materials.

WIS 60 is classified as a minor arterial highway under the Nation Highway System. This portion of the WIS 60 is not classified as a long-haul truck route but is a major east/west corridor that follows along the north side of the Wisconsin River. WIS 60 begins on the western side of the state near Prairie du Chien where it intersects with WIS 35 and then travels easterly to Port Washington on the east side of the state. The portion of WIS 60 in which the project resides is classified as a Scenic By-Way and follows along the north side of the Wisconsin River, with bluff lands to the north side of the highway. The project extends along the section of WIS 60 that runs from the intersection of WIS 80/WIS 60 near Muscoda, WI, easterly to where WIS 60 intersects with USH 14 in Gotham, WI.

WIS 60 was constructed in 1929 and has not seen any major reconstruction since being built. There has been some minor shoulder widening done over time with several structure replacements and box culvert extension. County

forces have preformed rutine maintenance work on the highway, but no major upgrades to the highway have been completed at this time. The most recent improvement project on WIS 60 was completed in 2002 with the replacement of the Indian Hollow Creek Box Culvert. This structure was designed to correct a deficient vertical sag over the structure, which will be corrected with this project.

The needs for this project are the following:

- Deteriorating pavement structure constructed in 1929.
- Structures that have exceeded their life span with metal culvert pipe extensions that do not meet clear zone clearances.
- Substandard Horizontal and Vertical Alignments
- Substandard Roadway Cross Section (Clear Width - 22.0' driving surface, 2.0' shoulders)
- Poor pavement condition that has been maintained to its maximum potential.
    - 1991 International Roughness Index (IRI) Urban - IRI: 1.69

The purpose of the project is to provide a uniform roadway cross section throughout the project corridor along with replacement of all existing box culverts that were constructed in 1929 to provide structures that meet current clear zone standards. In addition, the project will also correct where possible, any substandard vertical and horizontal curves to provide a safer travel corridor for the public, while still maintaining the scenic beauty of the area. This proposed project is project to be constructed in the year 2023.

C8:I Add continuation sheet, if needed.

SECfION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION *(continued)*

Wisconsin Department of Transportation DT1635

111. CONSULTATION

How has notification of the project been provided to:

[8] Property Owners
- [8] Public Information Meeting Notice
- [8] Letter - Required for Archaeology
- D Telephone Call
- D Other:

[8] Historical Societies/Organizations
- [8] Public Information Meeting Notice
- [8] Letter
- D Telephone Call
- D Other:

[8] Native American.Tribes
- [8] Public Info. Mtg. Notice
- [8] Letter
- D Telephone Call
- D Other:

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

IV. AREA OF POTENTIAL EFFECTS - APE

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

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

The area of potential affect (APE) is defined to include properties adjacent to the project corridor that may be directly or indirectly affected by the project. In Orion and Gotham, and where intersection improvements are proposes, the APE is extended along cross streets to include properties that may be affected by these improvements. In Orion and Gotham, and where intersection .improvements are proposes, the APE is extended along cross streets to include properties that may be affected by these improvements.

V. PHASE I - ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY	HISTORY
D Archaeological survey **is needed**	D Architecture/History survey **is needed**
[8] Archaeological survey **is not needed**	t8l Architecture/History survey **is not needed**
D Screening list (date)	D Screening list (date)
D Burial site in project area, Wis. Stat. 157.70 applies	D No structures or buildings of any kind within APE
	D Non-Survey History Documentation attached

VI. SURVEY COMPLETED

ARCHAEOLOGY	HISTORY
D **NO** archaeological sites(s) identified - ASFR attached	D **NO** buildings/structures identified - Report attached
0 NO potentially eligible site(s) in project area - Phase I Report attached	t8l Potentially eligible buildings/structures identified in the APE - Report attached
[8] Potentially eligible site(s) identified-Phase I Report attached	[] Avoided through redesign
[8] Avoided through redesign	D Previously listed/eligible property identified in the APE - Report attached
[8] Phase II conducted - go to VII (Evaluation)	
D Phase I Report - Cemetery/cataloged burial documentation	

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

D No arch site(s) eligible for NRHP - Phase II Report attached	D No buildings/sfructure(s) eligible for NRHP - DOE attached
[8] Arch site(s) eligible for NRHP - Phase II Report attached	t8l Building/structure(s) eligible for NRHP - DOE attached
[8] Site(s) eligible for NRHP - DOE attached	

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

[8] Per Wis. Stat. 157.70 obtain burial authorization from WHS one year prior to construction.

See attached sheet.

IX. PROJECT DECISION

D No historic properties (historical or archaeological) in the APE.

0 No historic properties (historical or archaeological) affected.

[8] Historic properties (historical and/or archaeological) may be affected by project;

[8] Go to Step 4: Assess affects and begin consultation on affects.

D Docu entation for Determination of No Adverse Effects is included with this form. WisDOT has concluded that this project will have No Adverse Effect on historic properties. Signature by SHPO below indicates SHPO concurrence in the DNAE and conclu'des the Section 106 Review process for this project.

X. SIGNATURES

X _____ (Regional Project Manager Signature) 12/2/;? (Date- m/d/yy)

x _____ (WisDOT Historic Preservation Officer Signature) 12-18-18 (Uate - m/d/yy)

X _____ (State Preservation Officer Signature) (Date- m/d/yy)

X _____ (Consultant Project Manager (Date-

Wisconsin Historical Society
Determination of Eligibility Form

(Revised Nov. 2015)

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BY:Ot<l'J<J,;,.,,,,.,.,,J.,.,.,.,.,.,.,.,.,tt,.,

WisDOT Project ID #: 5190-07-00

WHS#:

Property Name(s): Indian Creek School

Address/Location: 23018 Wisconsin State Highway 60

City & County: Town of Orion, Richland County **Zip Code:** 53573

Town: 9N **Range:** 1E **Section:** 32

Date of Construction: c.1925

WisDOT Certification

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

_x_Meets the National Register of Historic Places criteria.
_Does not meet the National Register of Historic Places criteria.

I2 -/fi-/rS7

WisDOT Historic Preservation Officer **Date**

State Historic Preservation Office

In my opinion, the property:

_Meets the National Register of Historic Places criteria.
XDoes not meet the National Register of Historic Places criteria.

I_E_4/19

State Historic Preservation Officer **Date**

Comments (FOR AGENCY USE ONLY):

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

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BY: .....

(Revised Nov. 2015)

Wisconsin Historical Society
Determination of Eligibility Form

WisDOT Project ID#: 5190-07-00

WHS#:

Property Name(s): Foster Seasonal Cabin

Address/Location: 24143 Wisconsin State Highway 60

City & County: Town of Orion **Zip Code:** 53556

Town: 8N **Range:** 1E **Section:** 4

Date of Construction: c.1935

WisDOT Certification

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

_X_Meets the National Register of Historic Places criteria.
_Does not meet the National Register of Historic Places criteria

/ 7-1!7-JB

WisDOT Historic Preservation Officer — Date

State Historic Preservation Office

In my opinion, the property:

.KMeets the National Register of Historic Places criteria.
_Does not meet the National Register of Historic Places criteria.

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State Historic Preservation Officer — Date

Comments (FOR AGENCY USE ONLY):

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

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BY: .....

(Revised Nov. 2015).

Wisconsin Historical Society
Determination of Eligibility Form

WisDOT Project ID#: 5190-07-00

WHS#:

Property Name(s): Doc's Haven Cabin

Address/Location: 25604 Wisconsin State Highway 60

City & County: Town of Orion, Richland County **Zip Code:** 53556

Town: 9N **Range** 1E **Section:** 34

Date of Construction: c.1920

WisDOT Certification

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

_K_Meets the National Register of Historic Places criteria.
_Does not meet the National Register of Historic Places criteria.

/2-t&--18

WisDOT Historic Preservation Officer **Date**

State Historic Preservation Office

In my opinion, the property:

- eets the National Register of Historic Places criteria.
_Does not meet the National Register of Historic Places criteria.

11-z."-t,/)1

State Historic Preservation Officer **Date**

Comments (FOR AGENCY USE ONLY):

Concur f}- for recreation

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

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(January I992)
Wisconsin Word Processing Fonnat (Approved 1/92)

0MB No. I0024-0018

United States Department oflnterior
National Park Service

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ID\ DEC 2 0 2018 1.IJ
BY .....

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter *"NI* A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form I0-900A). Use a typewriter, word processor, or computer, to complete all items.

(1. Name of Property

historic name *NIA*
other names/site number Lamberson (47Rl63)

(2. Location

street & number	Ca. 2.9 km west of the Pine River and 3.4 km west of Gotham,	**WI**					**X**	**not for p_ublication**	
ci!!_ or town	Town of Orion						**X**	**vicinitr**	
state	Wisconsin	**code**	**WI**	**countr**	Richland	**code**	103	**zip_ code**	53540

(3. State/Federal Agency Certificati<!__n

As the designat d authority under the National Historic Preservation Act, as amended, I hereby certify that thisJ{nomination t· request for determination of eligibility meets the documentation standards for registering properties in the Natidnal Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property K meets_ does not meet the National Register criteria. I recommend that this property be considered significant_ nationally_ statewide X loca y. (See continuati5m sheet for additional comments.)

Signature of certifying official/Title (If- T tc..k 91;p(Jlg;> /)/,vun.A 12.-/5-/8 Date

State or Federal agency and bureau

In my opinion, the property2_<'meets _ does not meet the National Register criteria.
(_ See continuation eet for additional comments.)

Signafui'.e of commenting official/Title -s !--\:Po i/IO /12J Date

State or Federal agency and bureau

NPS Fann 10-900
(January I992)
Wisconsin Word Processing Fonnat (Approved 1/92)

0MB No. 10024-0018

United States Department of Interior
National Park Service

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l(\\ OH€ 2 'O 2018 JlJ)
BY: .....,.....

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form I0-900A). Use a typewriter, word processor, or computer, to complete all items.

Name of Property

historic name *NIA*
other names/site number Teepe! Group (47RI19/BRI-0165)

(2. Location

street & number	Ca. I mile SW of ict of USH 14 and STH 60					X	**not for publication**		
cit_r or town	Town of Buena Vista					X	**vicini!r**		
state	Wisconsin	**code**	**WI**	**count_i**	Richland	**code**	I03	**zip_ code**	53540

(3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that thi nomination J.-. request for determination of eligibility mi:ets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets_ does not meet the National Register criteria. I recommend that this property be considered significant_ nationally_ statewide X locall};. (See continuation sheet for additional comments.)

Signature of certifying official/Title — Date: /IAJ-/!3

State or Federal agency and bureau

In my opinion, the property)(meets_ does not meet the National Register criteria.
(_ See continuation sheet for additional comments.)

Signature of commenting official/Title — Date: t-\- O — 1(:,

State or Federal agency and bureau

September 14, 2023

Ms. Katherine Kaliszewski
Environmental Analysis and Review Specialist
4822 Madison Yards Way
5th Floor South
PO Box 7965
Madison, WI 53705

Subject: WisDOT ID 5190-07-00, WHS # 18-1484
State Trunk Highway (STH) 80 – U.S. Highway (USH) 14
WIS 60, Richland County
Architecture/History Memo – Doxhaven Cabin and Boathouse Retaining Wall

Dear Katie:

The Wisconsin Department of Transportation (WisDOT) proposes to improve approximately 8 miles of STH 60 between STH 80 just north of the village of Muscoda and USH 14 in the unincorporated community of Gotham in Richland County, Wisconsin. The project will involve pavement reconstruction, road widening, intersection improvements, and realignment of the roadway in two areas. Additionally, curb and gutter, guardrail, culverts, and storm sewers will be replaced and installed throughout the project area. The initial Section 106 of the National Historic Preservation Act of 1966 (Section 106) documentation was submitted to your office in December 2018 and received by the Wisconsin State Historic Preservation Office (SHPO) in January 2019. An amendment due to design changes was submitted in December 2022 and approved by SHPO in January 2023. A supplemental letter report was submitted in June 2023 covering the acquisition of additional parcels.

In 2018 Doxhaven Cabin and Boathouse (AHI Nos. 149361 and 149362), located at 25604 STH 60, were identified as potentially eligible during a reconnaissance survey. A Determination of Eligibility (DOE) was completed, and the property was recommended eligible. SHPO concurred with the eligibility recommendation in January 2019. Doxhaven Cabin and Boathouse is eligible for listing in the National Register of Historic Places (National Register) under *Criterion C: Architecture* as an excellent local representation of a riverfront recreational residential property, displaying elements of the Craftsman style. Built c.1920, Doxhaven was one of the early seasonal residences constructed along this portion of the Wisconsin River. The cabin retains a high degree of integrity and architectural interest as it displays characteristics of the Craftsman style. The period of significance for the property is c.1920, which corresponds to the date of construction.

Proposed project activities within the Doxhaven Cabin and Boathouse historic boundary will remove and replace the existing pavement structure, replace and reconfigure the existing beam guard, and install a retaining wall. This wall would replace the lowest row of the existing stacked fieldstone retaining wall with a post and panel retaining wall to allow for proper grading of the roadway and to safely maintain the hillside of the property. The roadway will be reconstructed to accommodate two 12-foot lanes and four-foot shoulders. At least one mature tree will be removed within the historic boundary and grading will be completed to meet WisDOT standards. The pavement, retaining wall, and beam guard work will result in an adverse effect to the historic property. As such, a National Register nomination will be prepared as mitigation.

Regarding the replacement of the stacked fieldstone wall, several efforts have been made to minimize the effect to the historic property (see Figure 1 for current retaining wall appearance). An initial meeting with the property owners was held in 2019. Most recently, in February 2023 a meeting was held to update the property owners of changes to the proposed project work and gather input regarding project activities, including the design of the retaining wall, within the Doxhaven Cabin and Boathouse historic boundary and potential mitigation options. Attendees, which included the cultural resource team and engineering team, in addition to the property owners, identified the organic, natural boulder forms as a key feature of the setting. The design team worked to incorporate this element into the new retaining wall; however, the Bureau of Technical Services Geotechnical Engineering Unit (Geotech) subsequently determined that due to the fragile nature of the existing slope, a post and panel wall was crucial at this location and that the structural stability of the cabin would be significantly compromised without it. This wall type features emphasized vertical members and a manufactured feel that make replicating the organic stacked fieldstone appearance difficult. Ongoing efforts are being undertaken by the project team to identify an appropriate option that fits within the overall setting and meets the project needs based on the conditions of the site.

Figure 1. The existing portion of the retaining wall to be removed and replaced, shown in the yellow box.

To meet the safety standards of the roadway, any obstacle inside the clear zone needs to be removed or protected. There was consideration to place beam guard or concrete barrier along the north side of the roadway; however, this option was eliminated because the property's access stairs would be eliminated, which would pose an adverse effect to the historic property.

To maintain access and eliminate obstacles within the clear zone, the option of a wall was chosen. Several different wall types were considered, including a modular block wall; however, there were concerns that the excavation required for this wall type would destabilize the upper two tiers of boulders and the slope supporting the cabin. After many discussions with Geotech and several site visits to investigate the existing ground conditions in front of the cabin, the project team determined a post and panel wall would be needed to greatly reduce the risk slope and thusly, the cabin.

To date, an array of post and panel wall design options have been considered over the course of several meetings with the engineering team.

- Timber plank panels with steel posts were considered due to their natural aesthetic, which, while different from the existing stacked fieldstone, would allow the wall to blend into its forested setting (see Figure 2). However, timber offers a lessened lifespan due to degradation from springs (water) present on the property and sun exposure, resulting in approximately half to a third of the lifespan of a concrete wall. Each time maintenance is needed on the wall, the panels (and potentially the posts) would need to be removed, resulting in additional stress on the slope

supporting the Doxhaven Cabin. Each instance would have the potential to diminish the structural integrity of the foundation, according to Geotech. For this reason, timber was determined not to be a viable solution.

- To minimize the visual impact of the vertical posts, a concrete covering or veneer to the roadway-facing elevation of the wall was considered (see Figure 3). This covering would be stamped with either a stacked fieldstone or timber form liner and stained to mimic either the existing stacked fieldstone wall *or* timber panels that would blend with the forested setting. However, this covering would add an additional foot to the overall width of the retaining wall, resulting in a two-foot width. The additional width would require additional soil disturbance, increasing the risk to the structural integrity of the slope and, therefore, the cabin. Further, additional wall width would encroach upon the required clear zone, posing a safety concern to vehicular traffic and potentially requiring the addition of beam guard in front of the retaining wall. For these reasons, doubling the wall width was determined not to be a viable solution.

- This leaves the option of a post and panel wall with form liner stamped concrete panels stained to mimic either the existing stacked fieldstone wall or timber panels (see Figure 4). The metal posts would be painted a natural color, like brown, to minimize their visual impact and blend in with the panels as much as possible. Additionally, strategic planting of foliage could aid in obscuring the wall and work to emphasize the forested setting of the property. Currently, this is the best and only viable option.

Figure 2. Example of a timber post and panel wall. The timber panels weather and darker over time, giving it a more natural look as it ages. The wall height, pattern, and coloration do not represent those of the proposed project.

Figure 3. Example of a form liner stamped concrete covering on a post and panel wall. The wall height, pattern, and coloration do not represent those of the proposed project.

Figure 4. Example of a post and panel wall with form liner stamped concrete panels and painted posts. The wall height, pattern, and coloration do not represent those of the proposed project.

The engineering team has worked in tandem with the cultural resource team to minimize effects to historic properties to the furthest extent possible. At Doxhaven Cabin and Boathouse in particular, several project variances have been implemented to minimize such effects. The complete list of variances at this resource includes:

- The majority of the corridor will see the road widened from 11-12-foot lane widths to a standard 12-foot width, with six-foot shoulders. At this location the design maintains two 12-foot through lanes; however, the shoulders are narrowed at this stretch to four-foot paved to minimize encroachment on the historic resources.

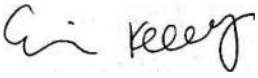
- The original project design involved removing the historic boathouse, which is located within the ROW and clear zone on the south (river) side of the roadway. Following the eligible determination of Doxhaven, an exception was granted to accommodate the boathouse within the ROW, and to protect it from vehicle impact with beam guard. Following consultation with property owners, an additional design exception was granted to put a break in the otherwise-continuous beam guard to maintain existing access for the cabin and boathouse.

- In order to reduce impact to the property and its access, curb and gutter was designed to manage roadway drainage without ditching for approximately 700 feet from the property. This design allows for the retaining wall to be placed at the very edge of the clear zone, as distanced from the cabin as safely possible.

Current select plan sheets are enclosed. If you have any questions or require additional information, please contact me by phone at (608) 443-0325 or by email at erin.kelly@meadhunt.com.

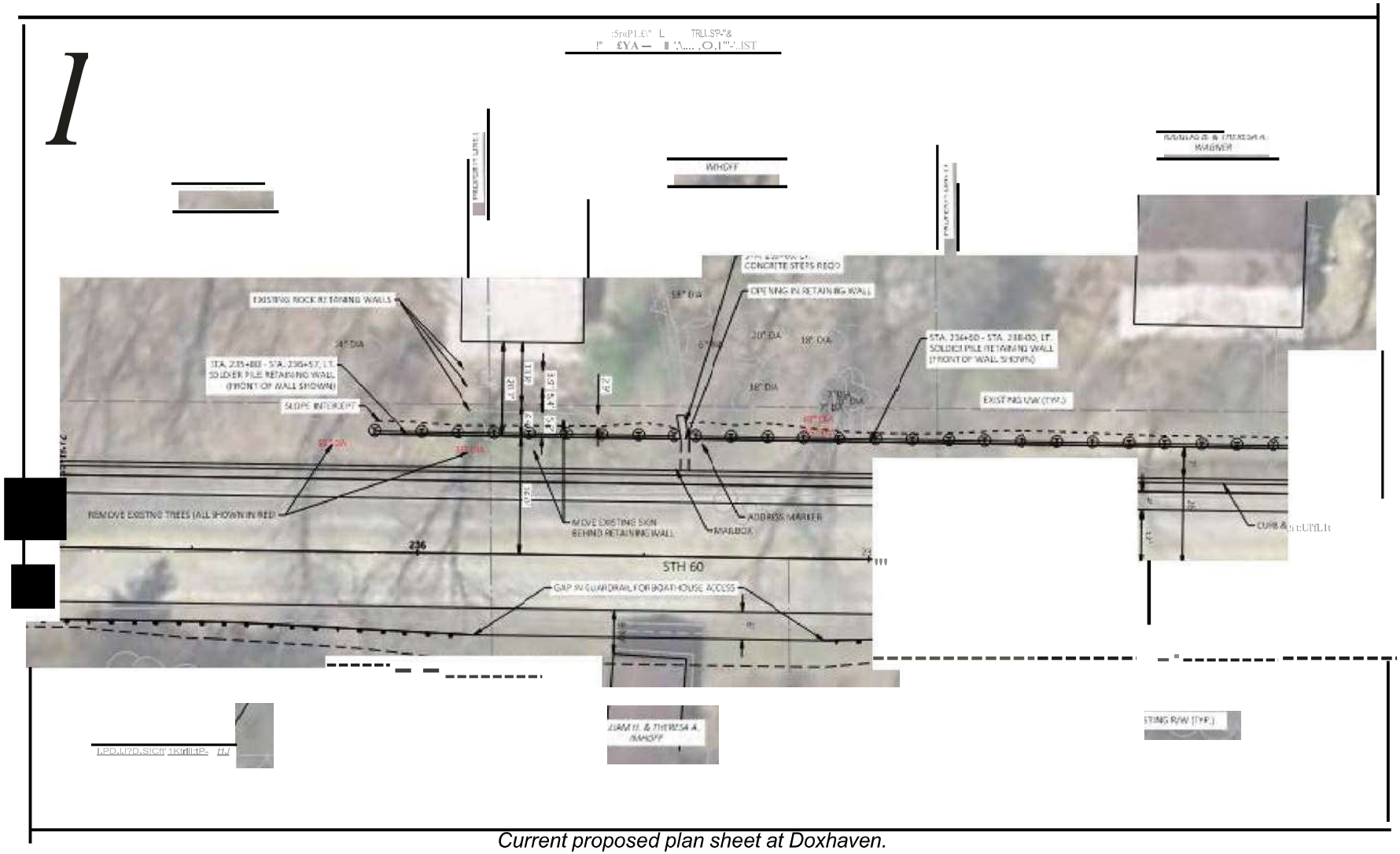
Sincerely,

MEAD & HUNT, Inc.

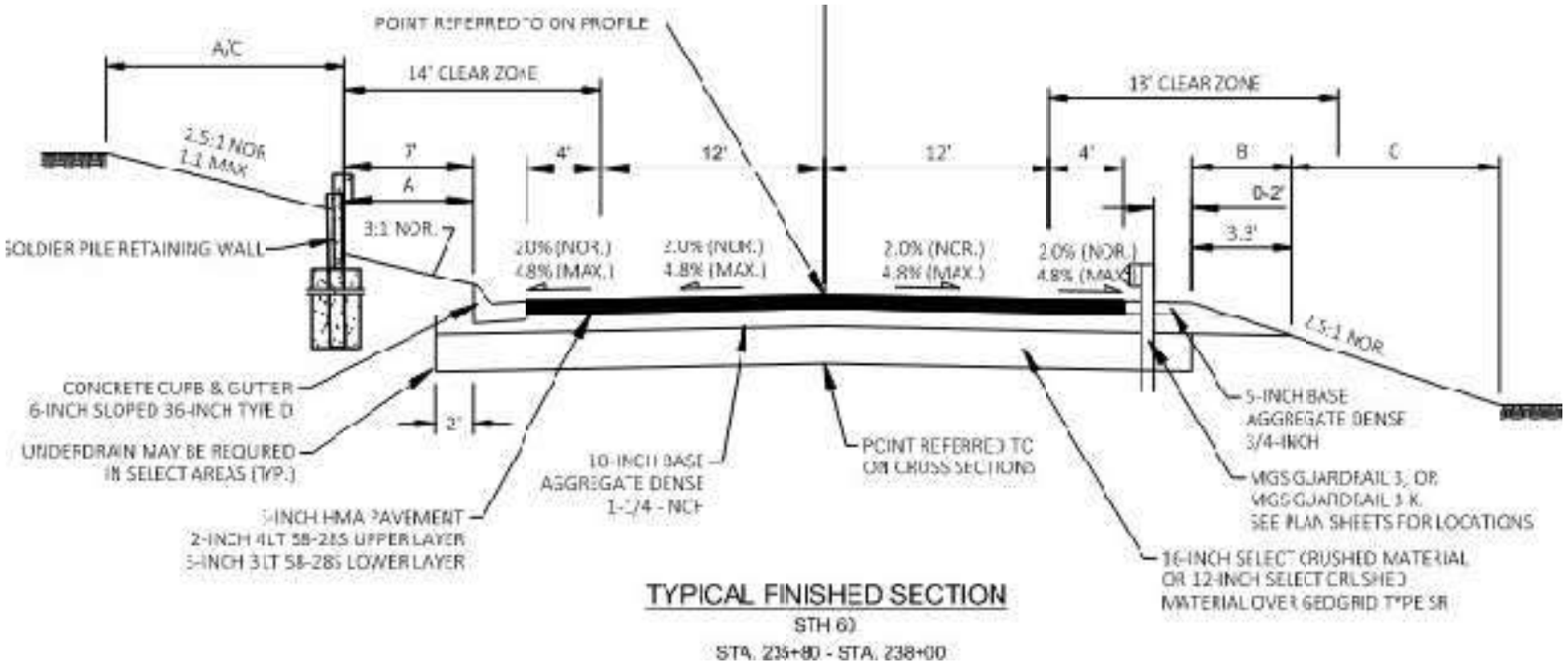


Erin Kelly
Cultural Resource Specialist

Enclosure



Current proposed plan sheet at Doxhaven.



TYPICAL FINISHED SECTION

STH 60

STA. 236+80 - STA. 238+00

Current proposed typical section at Doxhaven.

Jahns, Anna H - DOT

From: Kaliszewski, Katherine N - DOT
Sent: Monday, October 16, 2023 12:33 PM
To: Jahns, Anna H - DOT; Cloud, Lynn - DOT; Schopp, Teri; Kleinertz, Daniel - DOT; Fredrickson, Jennifer - DOT
Cc: Kennedy, Jason - WHS; Erin Kelly; 'Emily Pettis (emily.pettis@meadhunt.com)'; Rumschlag, Samuel J - DOT
Subject: FW: WisDOT ID 5190-07-00; WHS 18-1484, STH 60, Richland County

All, See SHPO's comments and let me know if we need to chat.

Katie

From: KIMBERLY A COOK <kimberly.cook@wisconsinhistory.org>
Sent: Thursday, October 5, 2023 1:26 PM
To: Kaliszewski, Katherine N - DOT <katherinen.kaliszewski@dot.wi.gov>
Cc: Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>
Subject: Re: WisDOT ID 5190-07-00; WHS 18-1484, STH 60, Richland County

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Further Coordination: 18-1484/RI - 5190-07-00 - Reconstruct STH 60: STH 80 - USH 14
Dear Ms. Katie Kaliszewski,

We reviewed the memo regarding the proposed wall for WHS #18-1484, Reconstruct STH 60: STH 80 - USH 14 and have a few questions. Does the graphic on page 3 reflect the size and height of the proposed wall? If not, could you send something that represents the proposed final height and length? We're looking to see how visually intrusive it might be.

What do the landowners think about the wall solution?

Please ensure additional materials are sent to compliance@wisconsinhistory.org to guarantee they will be uploaded to the project file and the review process can proceed in a timely manner.

Thank you,

Kimberly Cook
Compliance Reviewer
State Historic Preservation Office

Wisconsin Historical Society
816 State Street, Madison, WI 53706

kimberly.cook@wisconsinhistory.org

Kimberly Cook (she/her/hers)

Compliance Reviewer

State Historic Preservation Office

Wisconsin Historical Society

816 State Street, Madison, WI 53706

Kimberly.cook@wisconsinhistory.org

Wisconsin Historical Society

Collecting, Preserving, and Sharing Stories Since 1846

From: Kaliszewski, Katherine N - DOT <katherinen.kaliszewski@dot.wi.gov>
Sent: Tuesday, September 19, 2023 10:35 AM
To: Compliance WHS <compliance@wisconsinhistory.org>
Cc: Rumschlag, Samuel J - DOT <samuelj.rumschlag@dot.wi.gov>; Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>; KIMBERLY A COOK <kimberly.cook@wisconsinhistory.org>
Subject: RE: WisDOT ID 5190-07-00; WHS 18-1484, STH 60, Richland County

Good morning,

The project team requested that we send over an updated memo is minor word clarification. In theory this should be similar to what was sent over before.

Thanks,

Katie Kaliszewski

WisDOT Cultural Resources Team
4822 Madison Yards Way
5th Floor South
Madison, WI 53705
608-267-6693

From: Compliance WHS <compliance@wisconsinhistory.org>
Sent: Wednesday, September 13, 2023 10:59 AM
To: Kaliszewski, Katherine N - DOT <katherinen.kaliszewski@dot.wi.gov>
Cc: Rumschlag, Samuel J - DOT <samuelj.rumschlag@dot.wi.gov>; Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>
Subject: Re: WisDOT ID 5190-07-00; WHS 18-1484, STH 60, Richland County

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Good morning Katie,

I am writing to confirm the receipt of your request. Your project materials have been added to case #18-1484 and will be reviewed shortly by our staff.

Best,
Kay Romanin

State Historic Preservation Office- Compliance
Wisconsin Historical Society
816 State Street, Madison, WI 53703

Wisconsin Historical Society
Collecting, Preserving, and Sharing Stories Since 1846

From: Kaliszewski, Katherine N - DOT <katherinen.kaliszewski@dot.wi.gov>
Sent: Wednesday, September 13, 2023 9:54 AM
To: Compliance WHS <compliance@wisconsinhistory.org>
Cc: KIMBERLY A COOK <kimberly.cook@wisconsinhistory.org>; Rumschlag, Samuel J - DOT <samuelj.rumschlag@dot.wi.gov>; Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>
Subject: WisDOT ID 5190-07-00; WHS 18-1484, STH 60, Richland County

Good morning,

The project team would like to request SHPO thoughts on a retaining wall that must be installed near a historic property for the subject project. The property will already be adversely effected by the removal of the current 'retaining wall.' If there are any questions or clarifications that are required to the subject memo to help SHPO comment – please let me know.

Thanks,

Katie Kaliszewski

WisDOT Cultural Resources Team
4822 Madison Yards Way
5th Floor South
Madison, WI 53705
608-267-6693

Jahns, Anna H - DOT

From: Kaliszewski, Katherine N - DOT
Sent: Tuesday, November 21, 2023 1:10 PM
To: Jahns, Anna H - DOT; Schopp, Teri; Kleinertz, Daniel - DOT; Fredrickson, Jennifer - DOT; MeadHuntCRT@meadhunt.com
Cc: Cloud, Lynn - DOT; Rumschlag, Samuel J - DOT
Subject: FW: SHPO Review: 18-1484/RI - 5190-07-00 - Reconstruct STH 60: STH 80 - USH 14

SHPO has commented on the wall – see below.

Have a nice Thanksgiving.

Katie Kaliszewski

WisDOT Cultural Resources Team
4822 Madison Yards Way
5th Floor South
Madison, WI 53705
608-267-6693

From: kimberly.cook@wisconsinhistory.org <kimberly.cook@wisconsinhistory.org>
Sent: Monday, November 13, 2023 2:18 PM
To: Kaliszewski, Katherine N - DOT <katherinen.kaliszewski@dot.wi.gov>
Cc: Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>
Subject: SHPO Review: 18-1484/RI - 5190-07-00 - Reconstruct STH 60: STH 80 - USH 14

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Dear Ms. Katie Kaliszewski,

Thank you for the additional graphics showing the proposed retaining wall as a part of WHS #18-1484, Reconstruct STH 60: STH 80 - USH 14. We have no further concerns; the minimization efforts are appropriate and hopefully serve to preserve the historic cabin without detracting from its setting.

Sincerely,

Kimberly Cook
Compliance Reviewer
State Historic Preservation Office

Wisconsin Historical Society
816 State Street, Madison, WI 53706

kimberly.cook@wisconsinhistory.org

Wisconsin Historical Society
Collecting, Preserving, and Sharing Stories Since 1846

Appendix E. Tribal Consultation

DRAFT

Project: 5190-07-00
STH 80 – USH 14
STH 60
Richland County
RE: Archaeological Consultation Meeting

Present: Dan Kleinertz, WisDOT PM; Tom Oldenburg, WisDOT PL; Steve Vetsch WisDOT EC; Jason Kennedy, WisDOT Cultural Resources; Lynn Cloud, WisDOT Cultural Resources; Kent Dickerson, MAP; Norm, MAP; Nicole Flemming, NW Tribal Liaison

Via Teleconference: Jonquil Johnston, C.O. Environment; Bethany Bacher-Gresock FHWA; Bill Quackenbush Ho-Chunk

1. Introductions
2. Project Overview- Tom Oldenburg went through project and provided an overview.
3. Resources Overview
    1. Teepel Group
        - Kent went over the finding of the arch study and the higher concentration areas.
        - Tom went through all the alignment adjustments that were done to avoid resources.
        - Bill Q asked if there will be utility relocations. There is a telephone ped near the driveway.
        - **A phase 3** (Data Recovery) will be required for this site as well as monitoring during construction
        - **Monitoring** will be required for any construction activity throughout this area of re-alignment.

    a) Lamberson Site
        - Kent and Norm went through their findings
            - The north side of the road had higher concentration of artifacts than the south side
            - The finds were mostly Late Woodland, but some were mid to early Woodland as well
            - Site extends on both sides of the road so phase 3 investigations will need to be done during construction. Construction will need to be done half at a time (road core removal will need to be monitored). Tom thought there is a pipe right there as well that will most likely be deeper than the road cut to subgrade.

b) Kent and Norm will work on a data recovery plan and it should take 4-6 weeks to complete
c) A D for C will need to be done
d) Jason Kennedy will reach out to the DNR Cultural Team and there was some discussion about including them in the MOA
e) Timeline for the whole process was figured to be about a year.
f) **FOLLOW UP:** THE DESIGN TEAM WILL CHECK TO SEE IF UTILITY MOVES ARE GOING TO BE REQUIRED IN THE AREA SURROUNDING THE TEEPLE GROUP
g) The design team will check to see if utility moves are going to be required in the area surrounding the Teeple Group areas

Email to Native American Tribes

From:	Kleinertz, Daniel - DOT
To:	DOT DL THPOs; Leoso, Edith; Rhodd, Benjamin; Quackenbush, Bill; Shively, Alina; White, Noah - DNR; Defoe, Marvin - DNR; Buffalo-Reyes, Edwina; Buffalo-Reyes, Edwina; Boyd, Chris
Cc:	MikeW; Daniels Jr. Ned; WhiteEagle, Marlon; Boyd, Chris; DOT BEES Cultural Resources; Jahns, Anna H - DOT; mike.bakalars@jewellassoc.com; Teri Schopp
Subject:	FW: UPDATE - WisDOT request for comment and notification of Federal undertaking under 36 CFR 800 (5190-07-00)
Date:	Friday, August 19, 2022 3:05:56 PM
Attachments:	Project Location Map.pdf

CAUTION:This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to you to provide an update on the STH 60 project 5190-07-00, Muscoda – Gotham. The design project remains the same, for the purposes of construction, the project is divided into three parts, referenced by the following:

Project:		
Design ID 5190-07-00 Construction ID 5190-07-71 STH 60 Muscoda - Gotham STH 80 to Sleepy Hollow Road Richland County	Design ID 5190-07-00 Construction ID 5190-07-60 STH 60 Muscoda - Gotham Sleepy Hollow Road to Public Roadside Richland County	Design ID 5190-07-00 Construction ID 5190-07-72 STH 60 Muscoda - Gotham Public Roadside to USH 14 Richland County

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Highway Administration, is reinitiating coordination for an undertaking located on State Trunk Highway 60 in Richland County, WI.

Your tribe has requested to be notified of undertakings in this area of Wisconsin. Attached is information regarding the proposed undertaking to assist you in providing comments regarding the determination of the area of potential effect (APE) and potential impacts to historic properties and/or burial sites.

Your tribe was previously contacted regarding this project, most recently in 2019. Original project notification letters were sent out on March 4, 2015.

The scope of the project remains unchanged since the time of the last coordination effort. The project starts at the intersection of STH 80 with STH 60 and extends to the east along STH 60 to where it intersects with US 14 in Gotham, WI. The proposed project is 8.17 miles in length and is considered a recondition project. The proposed undertaking will consist of realigning substandard horizontal/vertical roadway alignments, replacing the existing pavement structure, widening of the existing roadway core, replacement of existing drainage structures and placement of curb and gutter/barrier walls to achieve a standard corridor along this section of WIS 60 that has substandard design elements.

Updates to the design since the time of the last coordination effort include:

- minor changes to the STH 60 profile in order to correct drainage issues and improve sight distance
- a connection from the existing STH 60 alignment to the realigned section of STH 60 in order to maintain access to private properties on existing STH 60 and Schmidt Lane
- benching of rock cut areas in order to prevent falling rock from going onto the roadway
- at the east end of segment 1, starting around Sta 158+00, previous design included retaining wall. Further investigation identified rock in the area, therefore rock cut is shown in the current design

in place of walls that that were previously shown.

Due to the length of time since previous coordination was done and the updates noted above, WisDOT is requesting an updated project review. An updated plan set is available upon request.

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. 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 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 WisDOT Project Manager (Dan Kleinertz) at Daniel.Kleinertz@dot.wi.gov, (608) 789-5709.

Sincerely,

Dan Kleinertz

Dan Kleinertz, WisDOT Supervisor
CC: bees.cr@dot.wi.gov
Anna Jahns, WisDOT SW Regional Environmental Coordinator
Teri Schopp, DAAR Engineering
Mike Bakalars, Jewell Associates Engineers, Inc.

Attachments: Project Location Map

Sent: Friday, July 14, 2023 7:56 AM
To: Emily Pettis; Erin Kelly; Kennedy, Jason - WHS; Bacher-Gresock, Bethaney; Hemesath, Lisa (FHWA)
Cc: Kaliszewski, Katherine N - DOT
Subject: FW: 5190-07-00 STH 60 Section 106 - Mitigation proposal
Attachments: 5190-07-00 STH 60 Mitigation proposal.pdf

Categories: Filed by Newforma

FYI -

From: Cloud, Lynn - DOT
Sent: Friday, July 14, 2023 7:56 AM
To: Quackenbush, Bill <bill.quackenbush@ho-chunk.com>; Rhodd, Benjamin <Benjamin.Rhodd@fcp-nsn.gov>
Cc: Kleinertz, Daniel - DOT <Daniel.Kleinertz@dot.wi.gov>; Kaliszewski, Katherine N - DOT <katherinen.kaliszewski@dot.wi.gov>; Schopp, Teri <teri.schopp@daarcorp.com>; Jahns, Anna H - DOT <annah.jahns@dot.wi.gov>
Subject: 5190-07-00 STH 60 Section 106 - Mitigation proposal

Hello Bill and Ben, we missed you at yesterday's meeting but understand that other priorities and schedule conflicts come up. I am sending this email to follow-up on what was discussed at the meeting yesterday. We went over the site locations one last time, and discussed the remaining archaeological work, proposed data recovery, and proposed mitigation options.

Attached is the proposed mitigation and box link to the Draft Data Recovery Plan. Please review and let us know if you any comments regarding the mitigation or if you are agreeable with what is proposed. We are also open to hearing any of your own ideas.

You will also have an opportunity to review the draft MOA, Documentation for Consultation (D for C) and Draft Data Recovery plan when we route those documents for review to the Section 106 consulting parties for the project. We are hoping to have all documents ready for review in the Fall.

If you could provide comments on the proposed mitigation within 30 days, we would appreciate it.

Box link to Draft Data Recovery Plan: https://wisdot.box.com/s/s39wpv3s6dg1w60xx4xj2lj82qd2tsa8

Thank you,

Lynn Cloud
Cultural Resource Team
4822 Madison Yards Way, 5th Floor South
Madison, WI 53705

Phone: 608-266-0099

Subject: FW: 5190-07-00; STH 60;

For DforC

From: Teri Schopp <teri.schopp@daarcorp.com>
Sent: Monday, July 24, 2023 2:49 PM
To: Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>; Kleinertz, Daniel - DOT <Daniel.Kleinertz@dot.wi.gov>
Subject: 5190-07-00; STH 60;

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Lynn/Dan –

I received a call from Ben (Forest County Potawatomi) this a. ernoon. He apologized for not being able to make the meeting, he is still recovering from knee replacement surgery. He was calling because he did not see the normal/typical names on the meeting minutes that were sent out. He was curious if Bill attended, and I explained that he was invited but was not able to make the meeting due to a conflicting meeting. He is going to follow up with Bill.

He had some additional questions about the data recovery timeframe and process. I answered the timing question based on the meeting notes of spring 2024 there may be shovels in the ground if the environmental document is completed. His additional questions on the data recovery I explained that I was not the best person to answer these questions, but that Jason Kennedy was starting to finalize the data recovery plan and he would be best to talk with. I will send Ben Jason's contact information. Ben said after his conversation with Jason he may or may not want to have a follow up meeting on site.

Overall, he was very nice and did not have any concerns on the project.

Let me know if there are any additional questions.
Thanks,
Teri Schopp, P.E.
DAAR Engineering, Project Manager
540 Village Walk Ln STE G, Johnson Creek, WI 53038
Direct: 920-342-2176
www.daarcorp.com

Subject: FW: 5190-07-00 - WIS 60, Muscoda - Gotham - Section 106 Consultation Meeting

For DforC

From: Teri Schopp <teri.schopp@daarcorp.com>
Sent: Monday, July 24, 2023 2:56 PM
To: Rhodd, Benjamin <Benjamin.Rhodd@fcp-nsn.gov>
Cc: Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>; Kleinertz, Daniel - DOT <Daniel.Kleinertz@dot.wi.gov>
Subject: RE: 5190-07-00 - WIS 60, Muscoda - Gotham - Section 106 Consultation Meeting

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Benjamin –

Thank you for talking with me this afternoon regarding the STH 60 project in Richland County. As we discussed, after you talk with Jason about the data recovery plan for this project, if there are additional questions, we can set up a TEAMS meeting or an on-site meeting, just let us know.

Jason Kennedy
Director - Museum Archaeology Program
Wisconsin Historical Society
816 State Street, Madison, WI 53706-1482
Cell: 608-516-6950
jason.kennedy@wisconsinhistory.org

Thanks,
Teri Schopp, P.E.
DAAR Engineering, Project Manager
540 Village Walk Ln STE G, Johnson Creek, WI 53038
Direct: 920-342-2176
www.daarcorp.com

From: Teri Schopp
Sent: Monday, July 24, 2023 9:58 AM
To: Kleinertz, Daniel - DOT <Daniel.Kleinertz@dot.wi.gov>; Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>; Kennedy, Jason - WHS <jason.kennedy@wisconsinhistory.org>; Emily Pettis <emily.pettis@meadhunt.com>; Erin Kelly <Erin.Kelly@meadhunt.com>; Quackenbush, Bill <bill.quackenbush@ho-chunk.com>; Jahns, Anna H - DOT <annah.jahns@dot.wi.gov>; Michael Bakalars <mike.bakalars@jewellassoc.com>; Dave Tollefson <DTollefson@KLEngineering.com>; peggy.hawley@westwoodps.com; Gerry Schmitt <gschmitt@klengineering.com>; Johnston, Jonquil - DOT <Jonquil.Johnston@dot.wi.gov>; Bacher-Gresock, Bethaney <Bethaney.Bacher-Gresock@dot.gov>; Coughlin, Amy - DOT <Amy.Coughlin@dot.wi.gov>; Hemesath, Lisa (FHWA) <lisa.hemesath@dot.gov>; Gehrke, Michelle <michelle.gehrke@dot.gov>; Rhodd, Benjamin <Benjamin.Rhodd@fcp-nsn.gov>; Kaliszewski, Katherine N - DOT <katherinen.kaliszewski@dot.wi.gov>

Cc: Cook, Kimberly A - WHS <Kimberly.Cook@WisconsinHistory.org>; Jackson, Christy J - DOT <christy.jackson@dot.wi.gov>; Fredrickson, Jennifer - DOT <Jennifer.Fredrickson@dot.wi.gov>
Subject: RE: 5190-07-00 - WIS 60, Muscoda - Gotham - Section 106 Consultation Meeting

To All –

Attached are the meeting minutes from our consultation meeting on July 13, 2023. If there are any additions or corrections, please let me know.

Thanks,
Teri Schopp, P.E.
DAAR Engineering, Project Manager
540 Village Walk Ln STE G, Johnson Creek, WI 53038
Direct: 920-342-2176
www.daarcorp.com

-----Original Appointment-----
From: Kleinertz, Daniel - DOT <Daniel.Kleinertz@dot.wi.gov>
Sent: Tuesday, June 13, 2023 2:55 PM
To: Kleinertz, Daniel - DOT; Cloud, Lynn - DOT; Kennedy, Jason - WHS; Emily Pettis; Erin Kelly; Quackenbush, Bill; Jahns, Anna H - DOT; Teri Schopp; Michael Bakalars; Dave Tollefson; peggy.hawley@westwoodps.com; Gerry Schmitt; Johnston, Jonquil - DOT; Bacher-Gresock, Bethaney; Coughlin, Amy - DOT; Hemesath, Lisa (FHWA); Gehrke, Michelle; Rhodd, Benjamin; Kaliszewski, Katherine N - DOT
Cc: Cook, Kimberly A - WHS; Jackson, Christy J - DOT; Fredrickson, Jennifer - DOT
Subject: 5190-07-00 - WIS 60, Muscoda - Gotham - Section 106 Consultation Meeting
When: Thursday, July 13, 2023 10:00 AM-1:00 PM (UTC-06:00) Central Time (US & Canada).
Where: Microsoft Teams Meeting

CAUTION:This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

UPDATE: The box link below has additional documentation added:

1. **Amended Section 106/ASFR**
2. **Mitigation Proposal**
3. **Draft Data Recovery Plan**

See you tomorrow!

Dan

This virtual meeting has been scheduled to consult on the Section 106 impacts and potential mitigation to archaeological sites for the road construction work proposed to take place with WisDOT project 5190-07-00, WIS 60, Muscoda – Gotham , Richland County, in cooperation with the Federal Highway Administration.

The proposed project starts at the intersection of WIS 80 with WIS 60 and extends to the east along WIS 60 to where it intersects with US 14 in Gotham, WI. The proposed project is 8.17 miles in length. The proposed undertaking will consist of realigning substandard horizontal/vertical roadway alignments, replacing the existing pavement structure, widening of the existing roadway core including rock cuts, replacement of existing drainage structures and placement of curb and gutter/barrier walls to achieve a standard corridor along this section of WIS 60 that has substandard design elements.

Here is a box link with additional project and archaeological site information:
https://wisdot.box.com/s/s39wpv3s6dg1w60xx4xj2lj82qd2tsa8

If you have any questions or need assistance on TEAMs or the box link, please contact me at Daniel.kleinertz@dot.wi.gov, or 608-789-5709

Please forward to anyone you feel I missed

Dan Kleinertz P.E
Project Development Supervisor
WisDOT SW Region La Crosse 608-789-5709 (o)
608-792-1367 (m)

Microsoft Teams meeting

Join on your computer, mobile app or room device
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Phone Conference ID: 126 690 990#
Find a local number | Reset PIN

Learn More | Meeting options

From:	Cloud, Lynn - DOT
To:	Quackenbush, Bill; Rhodd, Benjamin
Cc:	Kaliszewski, Katherine N - DOT; Rumschlag, Samuel J - DOT; Erin Kelly; Kennedy, Jason - WHS; Schopp, Teri; Emily Pettis; Kleinertz, Daniel - DOT; Clayton D. Winneshiek; Jahns, Anna H - DOT
Subject:	RE: Draft agreement documents, 5190-07-00 / STH 60 / Richland County - Mitigation
Date:	Wednesday, February 21, 2024 2:28:14 PM
Attachments:	Further Coordination 18-1484RI - 5190-07-00 - Reconstruct STH 60 STH 80 - USH 14.msg

Hello Ben and Bill, attached is SHPO's comment on the draft MOA for STH 60. We are moving forward to finalize the document and FHWA will then file the draft MOA with ACHP. We hope to do this in the next couple of weeks and would appreciate any of your comments as soon as possible.

The document currently includes Ho-Chunk and Forest County Potawatomi as a concurring signatory to the MOA. Is your tribe planning to sign the document? If yes, whose name should be on the signature page.

Thank you,
Lynn

From: Bill L. Quackenbush <Bill.Quackenbush@ho-chunk.com>
Sent: Tuesday, January 16, 2024 11:13 PM
To: Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>; Jahns, Anna H - DOT <annah.jahns@dot.wi.gov>; Kleinertz, Daniel - DOT <Daniel.Kleinertz@dot.wi.gov>; Rhodd, Benjamin <Benjamin.Rhodd@fcp-nsn.gov>
Cc: Kaliszewski, Katherine N - DOT <katherinen.kaliszewski@dot.wi.gov>; Rumschlag, Samuel J - DOT <samuelj.rumschlag@dot.wi.gov>; Erin Kelly <Erin.Kelly@meadhunt.com>; Kennedy, Jason - WHS <jason.kennedy@wisconsinhistory.org>; Schopp, Teri <teri.schopp@daarcorp.com>; Emily Pettis (emily.pettis@meadhunt.com) <emily.pettis@meadhunt.com>; Clayton D. Winneshiek <Clayton.Winneshiek@ho-chunk.com>
Subject: RE: Draft agreement documents, 5190-07-00 / STH 60 / Richland County - Mitigation

CAUTION: This email originated from outside the organization.
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Thanks Lynn Cloud,

This is much appreciated.

Best,

Bill Quackenbush, THPO
Ho-Chunk Nation of Wisconsin

From: Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>
Sent: Tuesday, January 16, 2024 4:49 PM
To: Jahns, Anna H - DOT <annah.jahns@dot.wi.gov>; Kleinertz, Daniel - DOT <Daniel.Kleinertz@dot.wi.gov>; Rhodd, Benjamin <Benjamin.Rhodd@fcp-nsn.gov>; Bill L. Quackenbush <Bill.Quackenbush@ho-chunk.com>
Cc: Kaliszewski, Katherine N - DOT <katherinen.kaliszewski@dot.wi.gov>; Rumschlag, Samuel J - DOT <samuelj.rumschlag@dot.wi.gov>; Erin Kelly <Erin.Kelly@meadhunt.com>; Kennedy, Jason - WHS <jason.kennedy@wisconsinhistory.org>; Schopp, Teri <teri.schopp@daarcorp.com>; Emily Pettis (emily.pettis@meadhunt.com) <emily.pettis@meadhunt.com>
Subject: FW: Draft agreement documents, 5190-07-00 / STH 60 / Richland County - Mitigation

[This email originated outside of the Ho-Chunk Nation]

Hello, just sharing that we did pass the draft MOA, D for C and Data Recovery plan onto SHPO for review/comment. SHPO has 30 days to provide comment.

Ben/Bill, this does not foreclose your opportunity to comment. If you have comments, please still provide them. If edits are requested by SHPO, we will provide an updated version once available.

Lynn

From: Rumschlag, Samuel J - DOT <samuelj.rumschlag@dot.wi.gov>
Sent: Tuesday, January 16, 2024 9:23 AM
To: Compliance WHS <compliance@wisconsinhistory.org>
Cc: Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>; Kaliszewski, Katherine N - DOT <katherinen.kaliszewski@dot.wi.gov>; Cook, Kimberly A - WHS <Kimberly.Cook@WisconsinHistory.org>
Subject: Draft agreement documents, 5190-07-00 / STH 60 / Richland County - Mitigation

Good morning,

Please find below Box links to draft agreement documents for the above referenced project for your review and comment.

Draft D for C: https://wisdot.box.com/s/7kqc3m8sppqyjfr96m86m480k73zou10

Draft MOA: https://wisdot.box.com/s/p935nl0v9x0mg4cjw5d7bcl81dy5ti4d

Draft data recovery plan:

Sam

WisDOT Cultural Resources Team

4822 Madison Yards Way

5th Floor South

Madison, WI 53705

608-267-3259

Appendix F. Department of Natural Resources (DNR) Consultation

DRAFT

5190-07-00
STH 80-USH 14
Muscoda – Gotham
STH 60
Richland County

Design Meeting Updates with LWRWB and WisDNR
9/21/2022
8:30 a.m.

Attendees:	Dan Kleinertz (WisDOT)	Anna Jahns (WisDOT)	Mike Bakalars (Jewell)
	Andy Barta (WisDNR)	Teri Schopp (DAAR)	Mark Cupp (LWRWB)
	Steve Vetsch (WisDOT)		

Dan went through plan set and gave an overview of the project. Started on West End and worked to the East End.
Section 1:

- Moving alignment to the north where possible to avoid disturbance along the riverside of STH 60. In Orion there is curb & gutter on the north and beam guard along the south side.
- Orion is outside LWSRB jurisdiction. Looked specifically at the Fisher (56+00) driveway with the longer driveway with safer sight distance shifted to west through (what was thought to be) a WisDOT parcel. Mark deferred to DOT as they do not have jurisdiction.
- Rock cut around Sta 160+00 -175+00 was not previously shown by DOT – Mark indicated this area is not considered pristine to the LWSRB because of the homes on the riverside and did not believe this would be an issue to the board (but needs to follow up).
- Went through typical section of rock cut that has changed and the added bench. Indicated the Rock cut would have bench/ catchment area part way up the cut for falling rocks and will also aid in construction. It was brought up to Mark that the bench area would vegetate. Briefly discussed planting – need further discussion to ensure the appropriate species are considered.
    - Rock cut was needed because the river side was held to minimize disturbance along the river.
    - Approximate station of rock cut beginning is STA 156+00
    - ANDY AT SOME TIME MADE A COMMENT THAT THE BENCH COULD BE USED IN TSS CALCULATION (HELP IN REDUCING TSS).

Section 2:

- Pristine areas is basically all of what DOT considers section 2. Discussed aesthetic treatments here. There are box culverts in this area that we need to look at potential form liners and staining on the discharge end.
- In the rock cut sections there is barrier along the north side – Mark asked if there would be an option to stain the barrier. Dan asked that Mark request this in his response letter to WisDOT.
    - Need to look into options for painting of beam guard, past projects were very expensive.
    - Possibly consider different painting systems.
- Dan brought up that we still need riprap at end of box culverts and pipe.
- Mark brought up several springs the one near River Ridge View / Bogus Bluff ST 237+00 is nice how it cascades down to the river.
    - Another one by the Bremmer house and sta 225+00?

    - Possibly another spring at Bartles
    - Possibly another where Imhoff and Wagner driveway meets
    - Mark will note these in his responses to the latest letter sent by DOT.
    - Possibly consider a spring box detail, will need to look into drainage in these areas.
- Bremmer Property – Barn and House will be removed, an access to the parcel will be part of the project.
- Imhoff Wall – Will be going thru consultation, trees may be an issue and in conflict.
- Andy has some concerns that standard erosion control measures will not work in the rock cut areas and asked if the amount of area opened up could be limited, Dan asked Andy to address this in his response letter to WisDOT.
    - It is not known if the construction will be one year or two years.
- Mark asked about the Rowe Cabin (Sta 274+00) and the DNR parking area. There were talks in the past to remove the cabin due to the access. It was presented the last time DOT came to a board meeting. Mr. Rowe was very upset. Since DOT redesigned but stayed in same footprint and save the cabin access
    - There was also discussion of using this DNR access and the new box culvert to get to the river – DOT look at the box culvert in the past to get to the river. Access would need to be ADA accessible and was considered infeasible. DOT committed to relooking at this since the re-design to save the cabin was done, it was uncertain if it was looked at
- There are several driveways that are infeasible, will work with property owners and give them an option to keep the property with no access or have the entire parcel be bought out.
- Stoltz – will maintain driveway
- Looking into connecting beam guard along south side near 242-245 and 249-252, to avoid additional areas of disturbance.
- Box Culvert C-52-173 – Possible access to parking thru box culvert? Dan stated this may be infeasible due to ADA requirements.
- Rowe property will maintain an access point.

Section 3:

- Reviewed plan sheets of realignment area.
- Avoided the pond near 380+/- by having slightly steeper slopes.
- Keeping the profile above flood plane elevation in realignment area.
- At STH 60 and CTH TB – box culvert will not be extended, beam guard will remain.
- Pine River Trail – reviewed layout
- Storm sewer discharge in Gotham, need further discussion with WisDNR. Dan requested Andy address the discharge location in his response letter to WisDOT.

Mark stated the next board meeting is Oct 13th. They have a pre-meeting on Monday Sept 26th, after this pre-meeting, Mark will get back to WisDOT and let us know if there is a need to attend the October 13th meeting.

5190-07-00

WIS 60, Richland County, Muscoda – Gotham

Consultation with US Fish & Wildlife Service

12/08/2023

Attendance:

WisDOT and Project: Anna Jahns, Teri Schopp (Daar/PM), Jennifer Fredrickson, David Tollefson (KL Engineering)

FHWA: Lisa Hemesath, Michelle Gehrke

USFWS: Darin Simpkins, Nick Utrup

Stantec: Erica Christiansen, Nicole Staskowski, Greg Gaulke, Cody Fleece, Stacey Parks, JT Layne

1. WisDOT Project overview (Jahns)

2. Overview of species for consultation (Christiansen)

3. Mussel Survey Results (Christiansen, Gaulke, Fleece)
    a. Discussion of whether work would take place below the OHWM
        i. At the "downstream" culvert it is likely that temporary or permanent bank stabilization, and sediment control, could be placed below the OHWM. At the other two locations, it is unlikely.
            1. Quantity? Approximately a few hundred square feet. Will be defined in the impact assessment.
    b. USFWS clarifies that the BA should include an areal assessment of habitat impact (both direct and indirect effects).
    c. Informational: USFWS has been petitioned to list Critical Habitat for Sheepnose Mussel. May be proposed or listed before this project is constructed.
        i. FHWA: we cannot consult on that at this time, but will need to revisit if it is listed later
    d. Discussion of Mussel Relocation
        i. USFWS: Relocation plan needs to be approved before the BO can be issued. Recommend including it as an appendix to the BA.
        ii. FHWA: Clarification that work below the OHWM plus Relocation is a LAA determination.
    e. Discussion of Salamander Mussel and Critical Habitat effect determinations
        i. FHWA: Effect determination for Salamander Mussel would be NLAA, may need more information to determine effect for Critical Habitat
            1. USFWS: For this type of small area, can usually determine NLAA for the Critical Habitat

ii. FHWA: What is USFWS's thought on moving forward with formal consultation (LAA) for Salamander Mussel with a small amount of proposed take, to cover the project in case it is found later?
    1. USFWS: It might be an efficiency for the project to make a conservative estimate for potential take
        a. Another option, because of the small size of impact area, is to not propose relocation and instead pay an in lieu fee.
            i. It was the opinion of the group that WDNR would require relocation for the state-listed mussels, so this is likely not an option
    2. Stantec: There was a small amount of suitable habitat that was found for this species, surveyors looked closely there and did not find and individuals.

4. Bat Summer Survey results (Christiansen)
    a. Brief overview of the survey results, the location and project actions near hibernacula, and project activities expected to impact bats
    b. Explanation that this project cannot be consulted under the FHWA, FRA, FTA Programmatic BO because it is within 0.5 miles of a hibernaculum, and the quantity of active season tree clearing.

5. Compensatory mitigation
    a. Not thoroughly discussed
    b. FHWA will plan to pursue in lieu fee to compensate mussel impacts
    c. Jahns will pass the information from this meeting to USFWS
    d. USFWS requests setting up a separate meeting for planning mitigation. Dawn Marsh will be involved.

6. Does USFWS want to be a consulting party to the section 106 MOA?
    a. No

DocuSign Envelope ID: C2D7A12B-1FCA-43DB-B641-4546DD31C82B

Division of Transportation
System Development
Southwest Region – La Crosse
3550 Mormon Coulee Road
La Crosse, WI 54601

Tony Evers, Governor
Craig Thompson, Secretary-Designee
Internet: www.wisconsindot.gov

Telephone: (608) 785-9022
Facsimile (FAX): (608) 785-9969
E-mail: swr.dtsd@dot.wi.gov

January 15, 2024

Andy Barta
DNR Transportation Liaison
DNR South Central Region Headquarters
3911 Fish Hatchery Road
Fitchburg, WI 53711

RE: Section 4(f) De Minimis Determination and Mitigation

Project ID 5190-07-00
WIS 60 (WIS 80 – US 14)
Muscoda to Gotham
Richland County, WI

The purpose of this letter is to request concurrence that the proposed improvement project will not adversely affect the activities, features, and attributes of the Wisconsin Department of Natural Resources' (WDNR's) Lower Wisconsin State Riverway property (LWSR), thus allowing the Federal Highway Administration (FHWA) to make a Section 4(f) de minimis impact determination.

WDNR's Lower Wisconsin State Riverway property is afforded special protections under Section 4(f) of the United States Department of Transportation (USDOT) Act (recodified in 49 U.S.C 303 and 23 U.S.C. 138). Under the provisions of Section 4(f), if a proposed transportation project would result in adverse effects to park or recreation facilites, the transportation agency must conduct an evaluation to demonstrate that there is no prudent and feasible alternative to the use of the Section 4(f) properties. Because this evaluation can be expensive and potentially result in project delays, a procedural option is provided in cases where the official with jurisdiction over the park or recreation area concurs that the impacts are not adverse. This concurrence enables FHWA to make a de minimis (minimal) impact determination, which satisfies the requirements of Section 4(f) and precludes the need for a Section 4(f) Evaluation. De minimis impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not "adversely affect the activities, features or attributes" of the Section 4(f) resource.

Project Activities

The Wisconsin Department of Transportation (WisDOT), in cooperation with FHWA, is evaluating the WIS 60 corridor in Richland County for potential roadway improvements. The project corridor is located on the section of WIS 60 that runs from the intersection of WIS 80/WIS 60 near the Village of Muscoda, in the Town of Eagle, easterly through the Town of Orion to where WIS 60 intersects with US 14 in the rural community of Gotham, located in the Town of Buena Vista. The study area is approximately 8 miles in length, in a predominantly rural area of Richland County. The portion of WIS 60 in which the project resides is classified as a Scenic By-Way and follows along the north side of the Wisconsin River, with bluff lands to the north side of the WIS 60 roadway.

The proposed project would include realigning substandard horizontal/vertical roadway alignments to improve sight distance and correct drainage issues, replacing the existing pavement structure, widening of the existing roadway core, benching of rock cut areas in order to prevent falling rock from going onto the roadway, replacement of existing drainage structures, access changes (elimination of driveways deemed unsafe or infeasible), and placement of curb and gutter/barrier walls to achieve a standard corridor along this section of WIS 60. The majority of WIS 60 would remain on existing alignment, with the exception of a planned realignment area near the east end of the project at Schmidt Lane.

The proposed project would require the purchase of right-of-way to address substandard roadway geometry.

Project Impacts to WDNR Property

The proposed project would require right-of-way acquisition from 21 individual WDNR owned parcels. A total of 18.03 acres of right-of-way acquisition (permanent highway easement and/or fee) and 0.09 acres of temporary limited easement (TLE) would be required. Exact acreage amounts are approximated and may vary slightly when design details are finalized. Details of the impacts are shown in Attachment 1 – Project Impact Maps. Details of each individual parcel acquisition are provided in Attachment 2 – WDNR Property Impact Details. For purposes of federal law, including Section 4(f) of the USDOT Act of 1966, the future right of way will be considered transportation right-of-way, not parkland, and will be acquired from WDNR. Compensation, either in payment or land swap/transfer, will be made for any land acquired for the project, in accordance with applicable federal and state laws.

The proposed project's impact on WDNR property was presented for public comment at a Public Involvement Meeting held on 9/21/2022. No public comments were received regarding the impacts to WDNR property.

Mitigation and Compensation

Coordination between WisDOT and WDNR officials was conducted to identify measures to avoid, minimize, or mitigate effects of the proposed project to WDNR's Lower Wisconsin State Riverway resources in compliance with Section 4(f) requirements.

The proposed mitigation and compensation plan for WisDOT right-of-way purchase from WDNR owned properties includes the following (exact acreage amounts are approximated and may vary slightly when design details are finalized):

- **Land Swaps/Transfers** – WisDOT would provide land transfer to WDNR to compensate for the required right-of-way acquisition (18.71 acres)
    - WisDOT previously bought out several parcels as early right-of-way acquisitions for the proposed project. Several of these early acquisition parcels are adjacent to and/or surrounded by existing WDNR property. WisDOT would transfer excess land not needed for right-of-way to the WDNR.
        - Parcel 020-3432-3000 (former Strand); 3.91 acres
        - Parcel 020-3432-4000 (former Frazier); 2.21 acres
        - Parcel 020-3431-6000 (former Brewer); 1.35 acres
            - Existing developments on this parcel would be removed or abated by WisDOT before transferring to WDNR.
    - WisDOT previously purchased a property (Acorn Acres) as a protective early acquisition site in order to mitigate future impacts to WDNR lands.
        - Parcel 036-0097-0000 (Acorn Acres); 9.5 acres
    - Part of the proposed project includes the realignment of a portion of WIS 60, just west of Gotham. The existing WIS 60 roadbed is adjacent to existing WDNR property. The roadbed would be demolished by WisDOT, vacated, and then included in the land transfer.
        - WIS 60 Realignment Area; 1.74 acres
- **Access points/Driveways** – as part of project construction, WisDOT would provide new, and/or maintain existing, access points to WDNR property at the following locations:
    - Station 153+00 RT – Existing gravel driveway would be replaced in kind.
    - Station 225+00 LT – A 3-foot barrier wall adjacent to the WIS 60 roadway is proposed at this location. An opening would be provided for walk-in access at the end of the barrier wall. The proposed project was modified at this location by shortening the barrier wall in order to allow access to the LWSR parcels by recreational pedestrian users.
    - Station 274+00 LT – A graveled access point would be added within the existing right-of-way.
    - Station 326+75 LT – A maintenance access point would be added within the existing right-of-way.
    - Schmidt Lane – An existing access point (designated parking area) to WDNR property is located on the WIS 60 realignment section. Schmidt Lane is currently accessed from the same portion of existing WIS 60 that will be realigned. Project activities would include construction of a cul-de-sac off of the realigned WIS 60 roadway to access Schmidt Lane. The existing WDNR gravel driveway to the parking area would be replaced in kind. Additional access to WDNR property would be provided at the end of the newly constructed cul-de-sac to the east.

Concurrence

As the designated representative for the WDNR's Lower Wisconsin State Riverway property, I concur that all reasonable alternatives have been reviewed to avoid transportation use of these lands and that all practicable planning to minimize impacts to the Section 4(f) property has occurred. The proposed transportation project as described in this letter and shown on the accompanying attachments would not adversely affect the activities, features, or attributes that qualify the Wisconsin Department of Natural Resources' Lower Wisconsin State Riverway property for protection under Section 4(f). I have also been informed that, based on my concurrence, the FHWA intends to make a de minimis finding regarding impacts to the WDNR's Lower Wisconsin State Riverway property, thus satisfying the requirements of Section 4(f).

Print: Brian Hefty

Signature: DocuSigned by: Brian Hefty 2E1D1E17D9D54A3... Date: 4/25/2024 | 11:30 AM CDT

WisDOT is thankful for your assistance in making this transportation project possible. Should you have any questions or concerns, please contact me at (608) 789-5709 or Daniel.Kleinertz@dot.wi.gov.

Sincerely,

Dan Kleinertz

Dan Kleinertz, P.E.
WisDOT Project Manager

Cc: Anna Jahns – WisDOT SW Region Regional Environmental Coordinator

Encls:

Attachment 1 – Project Impact Maps
Attachment 2 – WDNR Property Impact Details

Appendix G. Signed Memorandum of Agreement

DRAFT

Memorandum of Agreement

BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION AND
THE WISCONSIN STATE HISTORIC PRESERVATION OFFICER
Prepared pursuant to 36 CFR § 800.6(c)

Regarding
WISCONSIN DEPARTMENT OF TRANSPORTATION PROJECT I.D. 5190-07-00
WHS#: 18-1484
Reconstruct WIS 60: STH 80 to USH 14
Towns of Orion and Buena Vista, Community of Gotham, Richland County

WHEREAS, the Federal Highway Administration (FHWA) has been requested to participate in the reconstruction of Wisconsin State Trunk Highway (WIS) 60 in the towns of Orion and Buena Vista and community of Gotham, Richland County, Wisconsin; and

WHEREAS, the FHWA is the lead agency on this project with responsibility for completing the requirements of Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, 54 U.S.C. § 300101 (Section 106); and

WHEREAS, the FHWA has established the project's Area of Potential Effect (APE), as defined in 36 CFR § 800.16(d), to include properties along WIS 60 that may be directly or indirectly impacted by project activities and areas where ground disturbance may occur as a result of the proposed project activities; and

WHEREAS, the FHWA, pursuant to 36 CFR § 800.4(c), has determined that Doxhaven Cabin, Trevillian Seasonal Cabin, the Teeple Group, and the Lamberson site are eligible for inclusion in the National Register of Historic Places (National Register); and

WHEREAS, the eligibility of the Neefe Mounds has yet to be determined; pursuant to 36 CFR § 800.4(b)(2), final identification and evaluation of historic properties regarding Neefe Mounds will be deferred until parcel acquisition by the Wisconsin Department of Transportation (WisDOT) is completed, then, will be held to the terms of this agreement; and

WHEREAS, the FHWA has determined that the project will have an adverse effect on Doxhaven Cabin, the Teepel Group, and the Lamberson site; and

WHEREAS, the FHWA has consulted with the Wisconsin State Historic Preservation Office (SHPO) in accordance with Section 106 and its implementing regulations (36 CFR Part 800) to resolve the adverse effect of the project on historic properties; and

WHEREAS, the FHWA intends to use the provisions of this MOA to address applicable requirements of Section 110(b) of the NHPA, 54 U.S.C. 306103; and

WHEREAS, the United States Fish and Wildlife Service (USFWS) was invited to the consultation for this MOA but declined;

WHEREAS, the United States Army Corps of Engineers (USACE) was invited to the consultation for this MOA but declined; and

WHEREAS, the Department of Natural Resources (DNR) participated in the consultation and concurs with this MOA; and

WHEREAS, WisDOT participated in the consultation and concurs with this MOA; and

WHEREAS, the Ho-Chunk Nation participated in the consultation and has been invited to be a signatory to the MOA but declined; and

WHEREAS, the Forest County Potawatomi participated in the consultation and has been invited to be a signatory to the MOA but declined; and

WHEREAS, the Advisory Council on Historic Preservation (ACHP) was invited to partake in consultation in March of 2024 but declined: and

WHEREAS, this undertaking is not on federal or Tribal land as defined by the NHPA; therefore, all inadvertent human remains discoveries will be addressed in accordance with Wisconsin Statute § 157.70; and

WHEREAS, post-review discoveries not governed by Wisconsin Statute §157.70 will be treated in accordance with 36 CFR 800.13(b); and

NOW, THEREFORE, the FHWA and the Wisconsin SHPO agree that, upon execution of this MOA, and upon the FHWA's decision to proceed with the project, the FHWA shall ensure that the following stipulations are implemented in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

WisDOT shall ensure satisfaction of the following stipulations:

1. National Register Nomination for Doxhaven Cabin and Boathouse

To recognize the historic significance of the Doxhaven Cabin and Boathouse, WisDOT's agent, in consultation with SHPO, shall nominate the property for listing in the National Register by completing a National Register Nomination Form in accordance with National Park Service (NPS) and SHPO requirements, including *National Register Bulletin: How to Complete the National Register Registration Form.* The Nomination will treat the Doxhaven Cabin and Boathouse as a historic property.

Within twelve (12) months of project completion, the WisDOT's agent will submit the following items to the WisDOT CRT for review and transmittal to SHPO:

- Completed NPS Form 10-900, hard copy and electronic version.
- U.S. Geological Survey map per NPS requirements.
- Sketch or other appropriate historic boundary map, per NPS requirements.
- Two sets of labeled 5" x 7" photographs, per NPS requirements.
- Labeled digital images on CD, per NPS requirements.
- Review Board PowerPoint presentation on CD, per SHPO requirements.
- Summary paragraph, per SHPO requirements.
- National Register checklist, per SHPO requirements.

WisDOT or its agent will address SHPO, State Historic Preservation Review Board, and NPS comments and present the National Register Nomination at a State Review Board Meeting, as scheduled by SHPO.

2. Archaeological Data Recovery Plan for Teeple Group, Lamberson Site, and Neefe Mounds (if Applicable)

WisDOT shall ensure that the *Data Recovery Plan for 47RI19/BRI-0165 (Teeple Group) and 47RI63 (Lamberson Site), Richland County, Wisconsin* in Appendix A (currently in draft form) is executed in order to obtain significant information from the sites.

Pursuant to 36 CFR 800.5(a)(3), a phased application in applying the criteria of adverse effect will apply to 47RI59/BRI-0170 (Neefe Mounds) consistent with the phased identification and evaluation efforts conducted pursuant to 36 CFR § 800.4(b)(2). If the project is found to have an adverse effect, the FHWA shall consult further to resolve the adverse effect pursuant to 36 CFR 800.6 and move forward with data recovery in accordance with the *Data Recovery Plan* and this MOA.

Prior to the start of data recovery field investigations, interested Tribes will be offered an opportunity to meet with the archaeologists to discuss culturally sensitive issues.

Archaeological reports will be completed within two (2) years of completion of the data recovery, which includes lab analysis. All reports will be in compliance with contemporary professional standards and with the Department of Interior's Format Standards for Final Reports of Data Recovery Programs (47 FR 5377-79). WisDOT or its agent will provide draft report(s) to MOA signatories for a 30-day review and comment period.

All notes, records, photographs, and archaeological materials determined to be on State, State subdivision, or privately owned land will be curated in accordance with the Secretary of the Interior's Guidelines, 36 CFR 79, and in compliance with Wisconsin Statute 44.40.

3. Public Outreach for Teeple Group

WisDOT and its agent shall ensure that public outreach opportunities, including facilitation of field visits to the Teeple Group (47RI19/BRI-0165), are executed. This site was selected because of its ease of accessibility, opposed to the accessibility challenges offered by the other archaeological sites. Interested stakeholders will be sent an invitation to participate in a field visit while data recovery excavations occur.

Additionally, a public announcement will go out inviting the public to visit while archaeologists are on-site. Notice will be sent thirty (30) days prior to scheduled commencement of data recovery excavations to confirm field visit days (and a potential rain date). Notice will be sent to the below groups and the public.

- Tribal members
- WHS K-12 program
- Boy Scouts and Girl Scouts
- Lower Wisconsin Riverway Board
- Other interested stakeholders.

Documentation of the invitations and completion of the field visits will be provided to WisDOT or its agent.

4. Public Interpretation for Teeple Group, Lamberson Site, and Neefe Mounds (if Applicable)

WisDOT and its agent shall ensure that the results of the data recovery and archaeological surveys of the sites are shared publicly via ArcGIS StoryMaps or a similar platform. Interpretation will incorporate native language and oral history elements by working with consulted Tribes. This information is to be hosted virtually on a publicly accessible website for at least five years.

5. Dispute Resolution

Should any signatory to this MOA (including any invited signatory), per 36 CFR 800.6(c)(1) and (2), object in writing at any time prior to termination to any actions proposed or the manner in which the terms of this MOA are implemented, WisDOT and the FHWA shall consult with such party to resolve the objection. The objection must specify how the actions or manner of implementation is counter to the goals, objectives, or specific stipulation of this MOA. If the FHWA determines that such objection cannot be resolved, the FHWA will:

A. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the Advisory Council on Historic Preservation (ACHP). The ACHP shall provide the FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and signatories, and provide them with a copy of this written response. The FHWA will then proceed according to its final decision.

B. If the ACHP does not provide its advice regarding the dispute within the thirty (30)-day period, the FHWA may make a final decision on the dispute and proceed accordingly. Prior to proceeding, the FHWA shall notify the parties to this MOA of its decision regarding the dispute.

C. It is the FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute.

6. Amendment

Any signatory to this agreement may propose to the agency that the agreement be amended. Whereupon the agency shall consult with the other signatory parties [including invited signatories per 36 CFR 800.6(c)] to this agreement to consider such an amendment. 36 CFR 800.6(c) shall govern the execution of any such amendment.

7. Professional Qualifications

WisDOT shall ensure that all historic preservation work carried out pursuant to the agreement is carried out by or under the supervision of a person or persons meeting at a minimum the *Secretary of the Interior's Professional Qualifications Standards* in the field of architectural history, as published in 36 CFR Part 61.

8. Termination

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment as stated in CFR 800.6(c)(8). If within thirty (30) days an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

9. Sunset Clause

This agreement shall be null and void if all terms are not carried out within fifteen (15) years from the date of its execution, unless the signatories agree in writing to an extension for carrying out its terms as stated in CFR 800.6(c)(5). Execution of this MOA by the FHWA and the Wisconsin SHPO, and implementation of its terms, evidences that the FHWA has complied with Section 106 on the reconstruction of STH 60 and its effects on historic properties and that the FHWA has taken into account the effects of the project on historic properties.

FEDERAL HIGHWAY ADMINISTRATION

BY: BETHANEY L BACHER-GRESOCK 2024.07.26 14:56:14 -05'00'

Bethaney Bacher-Gresock , Wisconsin Division, FHWA

WISCONSIN STATE HISTORIC PRESERVATION OFFICER

BY: Daina Penkiunas Date: 6/17/2024

Daina Penkiunas, State Historic Preservatio ffice

WISCONSIN DEPARTMENT OF TRANSPORTATION

BY: DocuSigned by: Barry Paye 3F13953827A84D7... Date: June 11, 2024

Barry Paye, WisDOT Historic Preservation Officer

WISCONSIN DEPARTMENT OF NATURAL RESOURCES

BY: DocuSigned by: 2ABA046A1BE64E6... Date: July 2, 2024

Steven Little, Acting DNR Secretary

Appendix 8: Wetland Impacts

Wisconsin Department of Transportation Revised 4/2023

Division of Transportation System Development

WETLAND IMPACT TRACKING FORM

****This form must be filled out for all projects.****

Return This Completed Form to:

Steve Vetsch
Environmental Coordinator
WisDOT-SW Region
3550 Mormon Coulee Rd
La Crosse, WI, 54601
Phone: (608) 785-9049
Stephan.Vetsch@dot.wi.gov

Please Complete All Information Highlighted In Yellow

WisDOT Regional Environmental Coordinator (REC) Will Complete Sections Highlighted In Green

Project Design I.D. #:	5190-07-00
Project Construction I.D. #:	5190-07(-60, -71, -72)
Hwy/Project Title :	WIS 60, Boscobel - Gotham
	WIS 80 – US 14
County :	Richland
Construction Year :	2025
Let Date:	11/10/2026
Date this form is completed:	12/2/2024
Date this form is approved:	12/16/2024

	NAME	PHONE	EMAIL
This Form Prepared by:	Dave Tollefson - KL Engineering	608-310-3807	Dave.Tollefson@klengineering.com
This Form Approved by:	Sara Atwater	608-246-3805	sara.atwater@dot.wi.gov

Is a discharge of dredged or fill material into wetlands anticipated?

NO [ ] ➡ **Form complete; no further information is required (RETURN FORM TO REC).**

YES [X] ➡ **1. Complete remainder of form:**

After final wetland impacts are determined, complete yellow portions on both pages of this form and submit to REC for finalization and approval. Also provide a copy of wetland impact displays.

2. Include this final APPROVED form with DNR 401 request and USACE 404 permit application.

3. Provide a PDF copy of the USACE 404 permit and DNR 401/final concurrence letter to REC.

Wetland Delineation/ Determination completed by:

NAME	PHONE	EMAIL
Stantec Consulting Services Inc Joshua Wied - Lead	608-661-2955	joshua.wied@stantec.com

QUALIFICATIONS: B.S., Fisheries and Biology, UW Stevens Point; 10 years experience; WDNR and USACE basic and advanced delineation training; member-WI Wetlands Association

Describe methods used to avoid and minimize impacts to wetlands:

Preferred alternative was developed with the intention of avoiding and minimizing direct and adjacent impacts to wetlands and aquatic resources. Slopes tightened as much as possible to avoid wetland areas. Where the WIS 60 roadway is adjacent to the Wisconsin River, the proposed action would shift the WIS 60 alignment to the north, away from the river, using rock cuts to maintain the area between the WIS 60 roadway and the river. The realignment of WIS 60 on the east end of the project at Schmidt Lane was designed to minimize impacts to environmentally sensitive areas, including wetlands, to the maximum extent feasible. Addition of curb and gutter and concrete barrier wall in select sections to limit impacts to resources outside the roadway would also minimize the use

Was professional discretion used to determine debit ratio? No [ ] Yes [ ] ➡ Describe discretionary rationale below:

0.5 added to debit ratio for loss of Red Flag RPF at request of DNR. 0.2 added to debit ratio for WS, SS, RPE,M,SM and AB within LWSR boundary in anticipation of future ratio increases after completion of final design. W-02, W-03, and W-22 are not within the LWSR boundary so the debit ratio used has not been increased

WETLAND IMPACT / REPLACEMENT SUMMARY

Type Impacted	Area Impacted	Type Mitigated	Area Mitigated
AB	0.05	AB	0.06
BOG	-	BOG	-
DM	-	DM	-
M	2.95	M	3.60
RPE	0.37	RPE	-
RPF	0.64	RPF	-
SM	0.02	SM	-
SS	0.59	SS	-
WS	0.07	WS	2.48
AB(D)	-	**TOTAL**	**6.14**
DM(D)	-		
M(D)	0.02		
RPE(D)	-		
RPF(D)	-		
SM(D)	-		
SS(D)	-		
WS(D)	-		
TOTAL	**4.71**		

WETLAND IMPACT TRACKING FORM - PAGE 2
DETAILED TABLE OF WETLAND IMPACTS

Notes for Page 2 completion:

1. A wetland area (ID) may be made up of multiple wetland types. Separate the impact area by type and report in separate rows.
2. To add additional rows, right click on row number within the table and select "insert". Repeat as needed.
3. Use Department of Transportation Wetland Classification System. See abbreviations tab.
4. Individual wetland impacts should be reported to the nearest 0.001-acre.
5. The Environmental Coordinator will enter the appropriate debit ratio, mitigation type, area and bank information.
6. Impacts and mitigation are automatically summed by type and rounded to the nearest 0.01-acre. See page 1.

			Decimal Degrees				DOT REC will provide this information.		
Point #	Wetland ID	Impact Location (project station)	Latitude	Longitude	Type Impacted	Area Impacted	Debit Ratio	Type Mitigated	Area Mitigated
	W-02	321+00 to 323+50 LT Indian Creek Dr	43.2057	90.4151	M	0.041	1.000	M	0.041
	W-03	321+00 to 322+00 RT Indian Creek Dr	43.2055	90.4148	M	0.014	1.000	M	0.014
	W-05	208+78 - 209+72	43.2080	90.3683	M	0.023	1.200	M	0.028
	W-06	309+60 - 325+79, RT	43.2122	90.3288	RPF	0.250	1.800	WS	0.450
	W-07	325+52 - 326+24, LT	43.2131	90.3263	M(D)	0.011	1.200	M	0.013
	W-08	327+26 - 329+66, LT	43.2132	90.3253	M	0.045	1.200	M	0.054
	W-09.1	330+74 - 332+95, RT	43.2130	90.3241	RPF	0.113	1.800	WS	0.203
	W-09.2	332+95 - 333+99, RT	43.2130	90.3234	RPE	0.061	1.500	WS	0.092
	W-09.3	333+99 - 335+90, RT	43.2130	90.3229	RPF	0.096	1.800	WS	0.173
	W-09.4	335+90 - 337+33, RT	43.2131	90.3222	RPE	0.091	1.500	WS	0.137
	W-09.5	337+33 - 339+48, RT	43.2132	90.3218	RPF	0.054	1.800	WS	0.097
	W-09.6	339+48 - 345+49, RT	43.2136	90.3202	RPE	0.142	1.500	WS	0.213
	W-10	341+45 - 344+61, LT	43.2137	90.3193	RPF	0.047	1.800	WS	0.085
	W-09.7	342+60 - 343+62, RT	43.2136	90.3200	RPF	0.005	1.800	WS	0.009
	W-09.8	345+49 - 348+59, RT	43.2136	90.3186	RPF	0.070	1.800	WS	0.126
	W-11	353+54 - 355+92, RT	43.2138	90.3143	RPE	0.072	1.500	WS	0.108
	W-12.1	359+76 - 378+65, LT & RT	43.2149	90.3104	M	2.754	1.200	M	3.305
	W-12.2	18'Z'+95 - 20'Z'+06, RT	43.2157	90.3110	M	0.092	1.200	M	0.110
	W-12.3	371+85 - 375+80, LT & RT	43.2150	90.3088	SS	0.506	1.200	WS	0.607
	W-14.1	379+21 - 380+76, RT	43.2154	90.3065	SS	0.082	1.200	WS	0.098
	W-14.2	379+56 - 380+52, RT	43.2153	90.3065	AB	0.047	1.200	AB	0.056

	W-14.3	380+63 - 383+29, RT	43.2157	90.3059	M	0.016	1.200	M	0.019
	W-14.4	381+63 - 382+38, RT	43.2157	90.3058	WS	0.008	1.200	WS	0.010
	W-15	389+76 - 390+85, RT	43.2177	90.3044	M(D)	0.010	1.200	M	0.012
	W-16	391+47 - 391+77, RT	43.2181	90.3044	M	0.009	1.200	M	0.011
	W-17	398+11 - 399+40, RT	43.2200	90.3048	M	0.013	1.200	M	0.016
	W-18	400+61 - 402+29, RT	43.2208	90.3047	SM	0.023	1.200	M	0.028
	W-19.1	400+98 - 401+01, LT	43.2207	90.3052	SM	0.001	1.200	M	0.001
	W-19.2	401+01 - 406+28, LT	43.2214	90.3048	WS	0.063	1.200	WS	0.076
	W-22	424+01 - 424+09	43.2234	90.2979	M	0.001	1.000	M	0.001

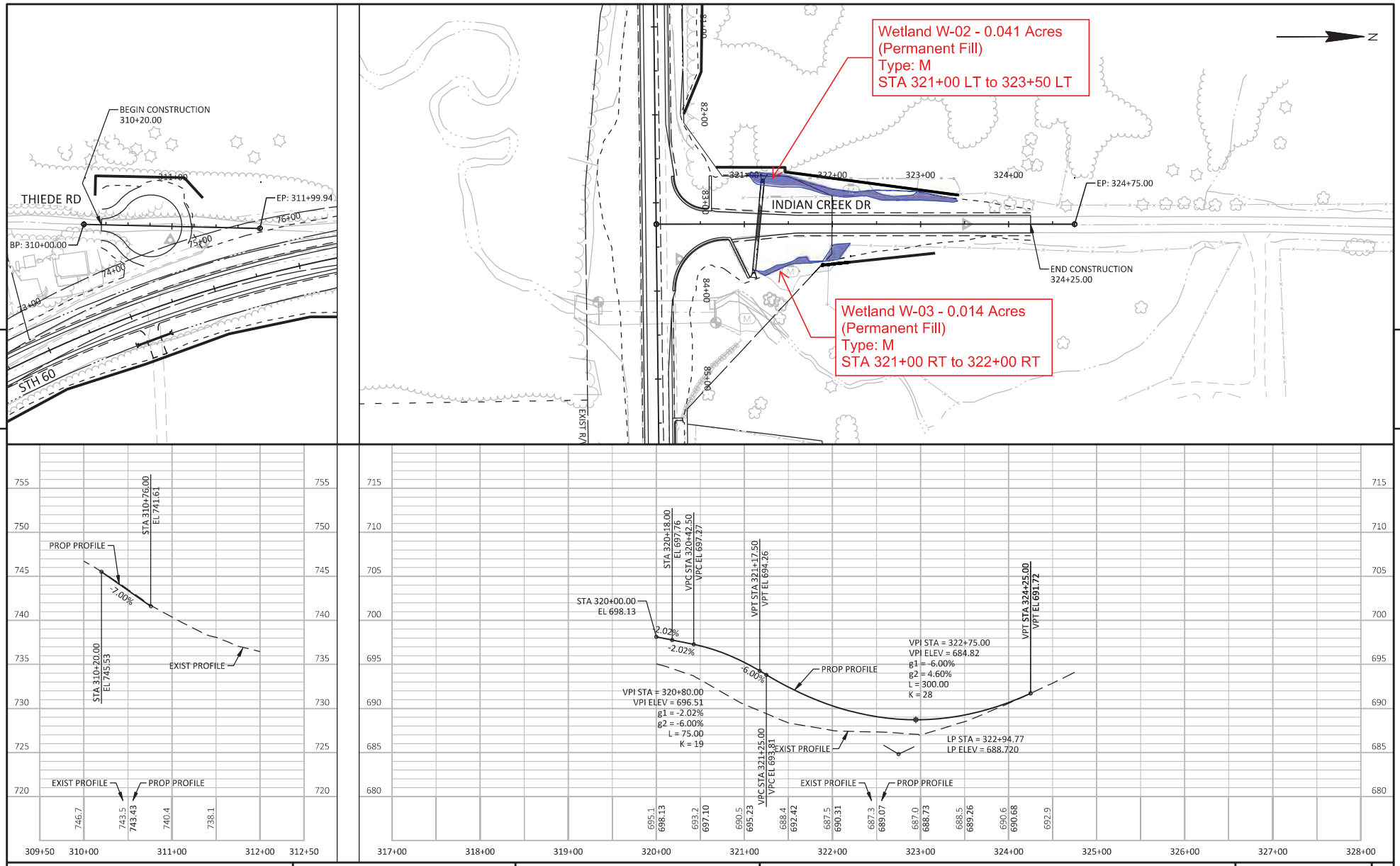
Is there potential for onsite mitigation? If unknown, check with the REC.

YES [ ] Where is it located? (T/R, station, map)

NO [X] List bank site to be used. **(Determined by REC)** Patrick Marsh- Vale and Mill Bluff

Please attach another sheet if the space provided is not adequate for all impacts or to add any additional comments.

Revised 4/2023



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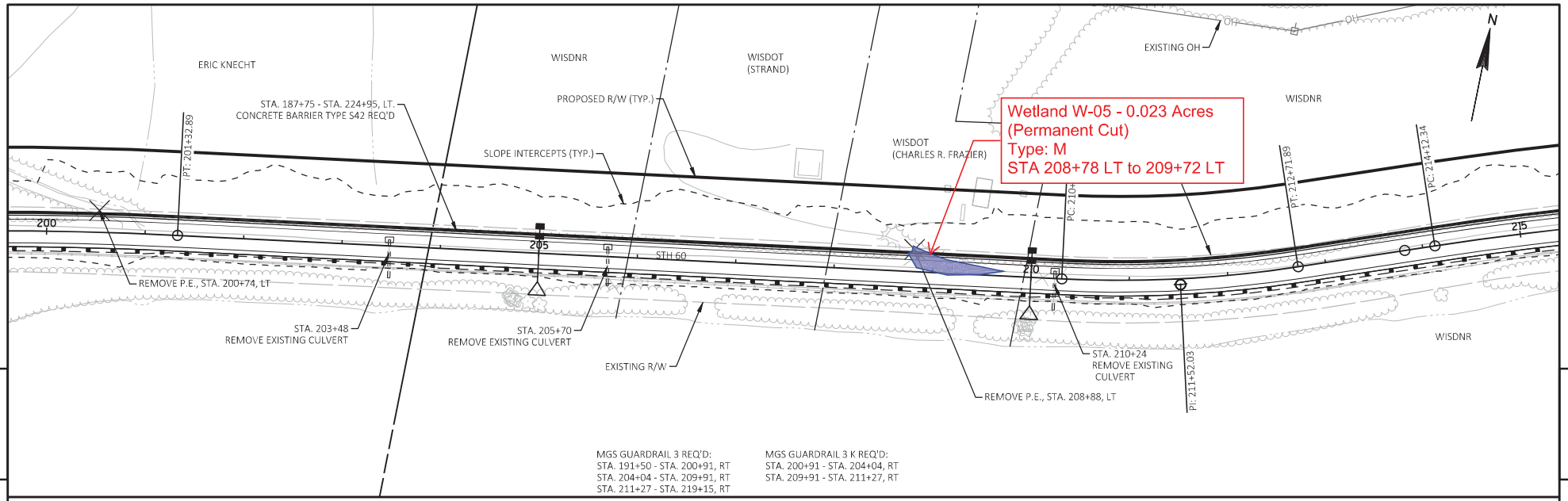

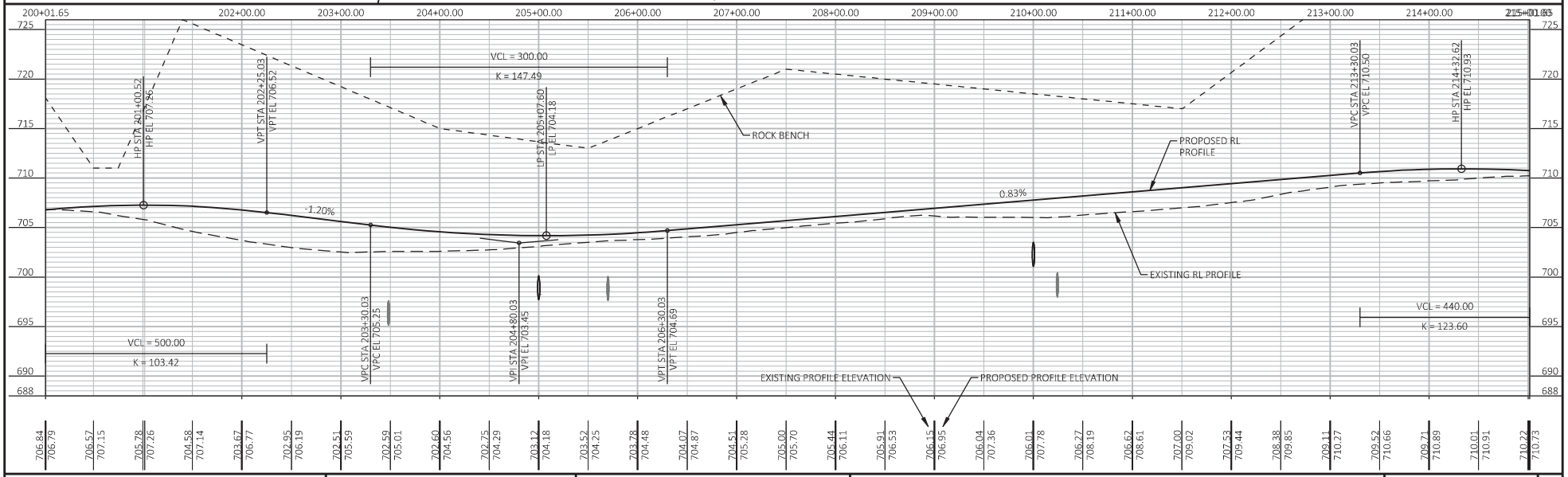

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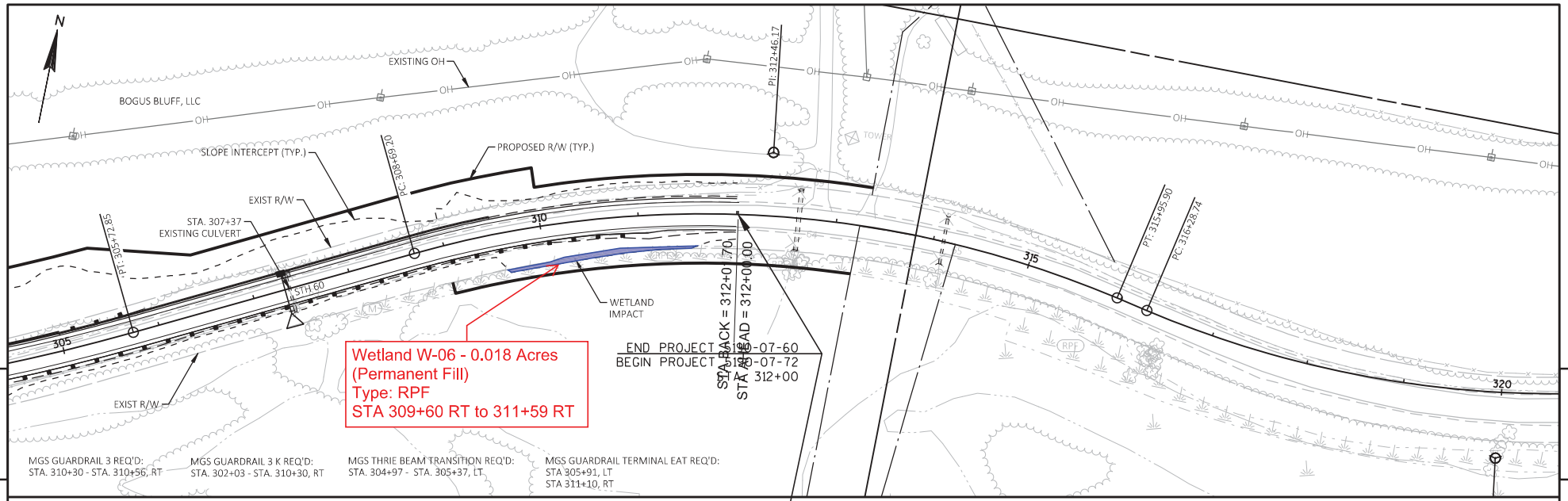

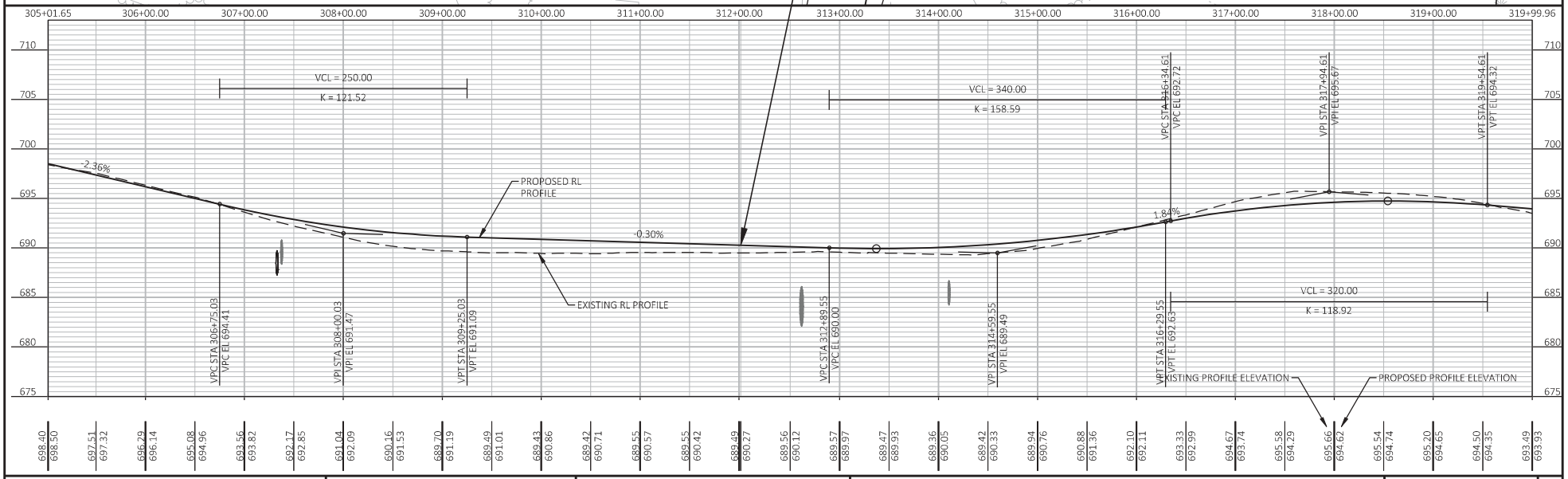

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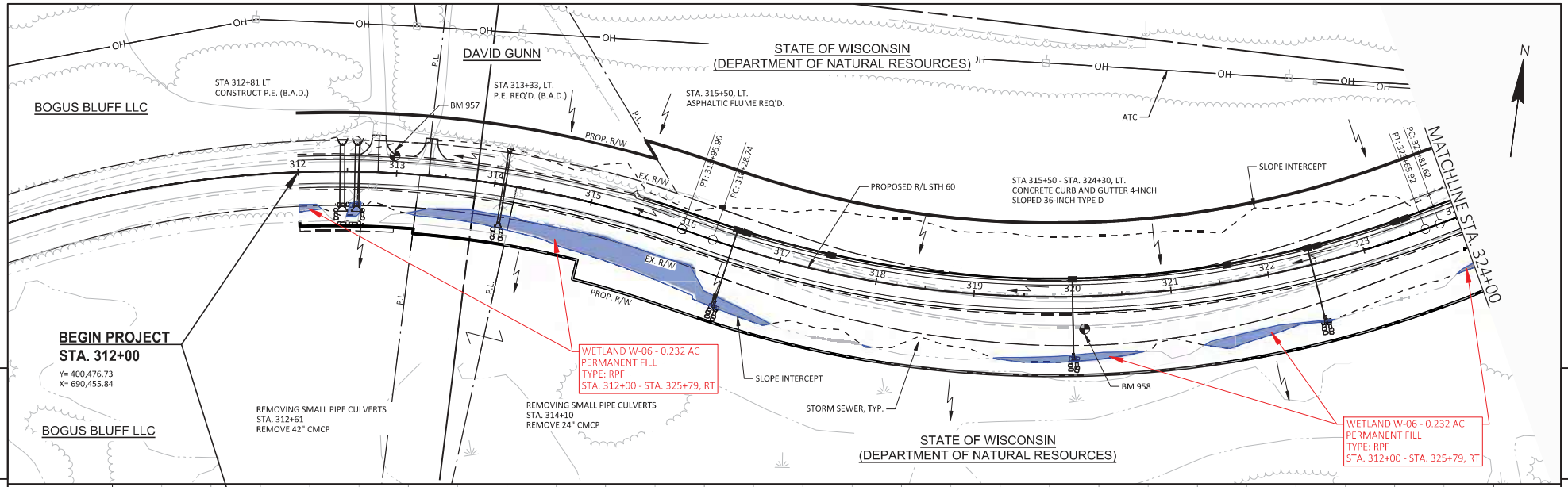

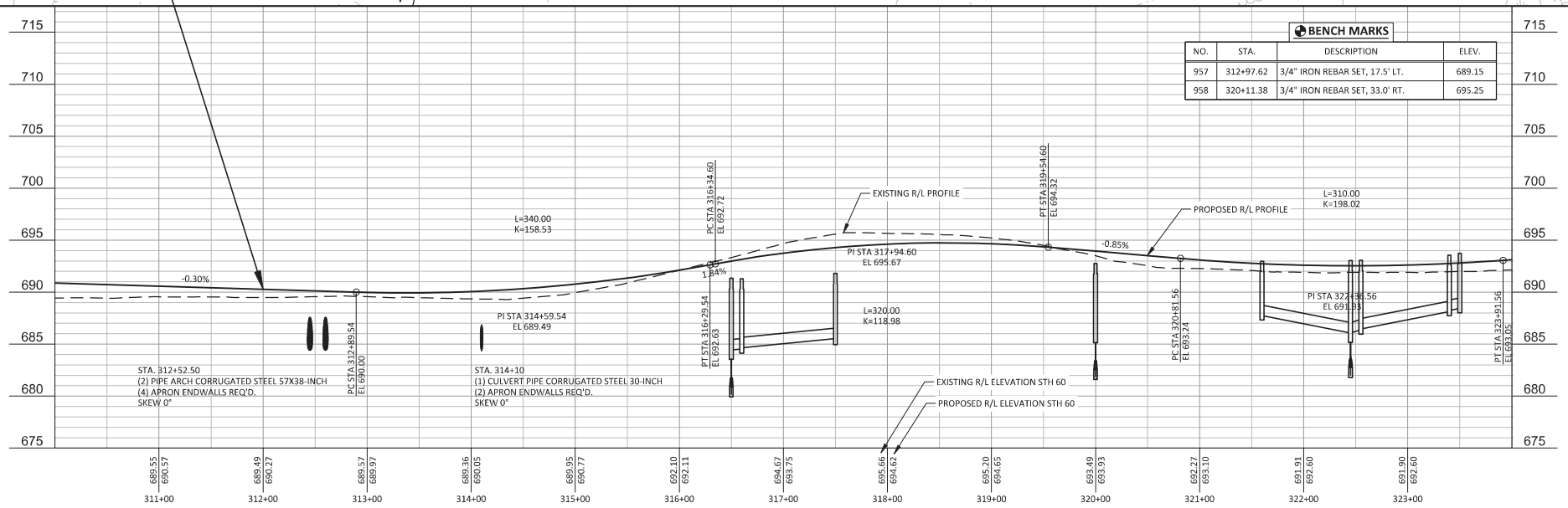

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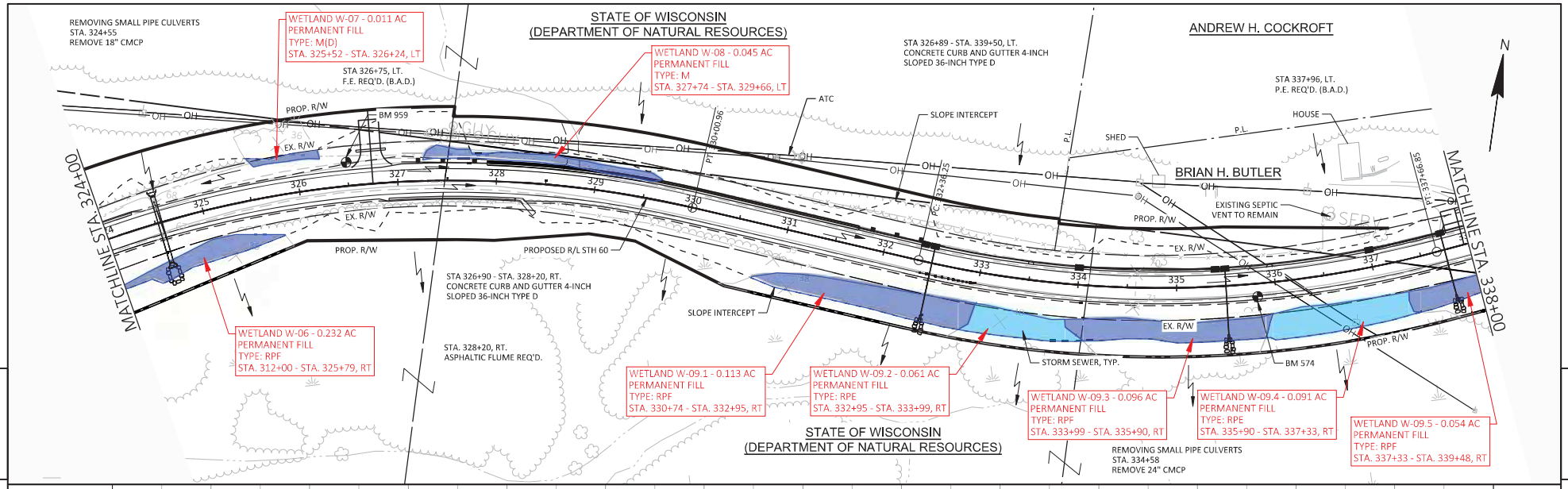

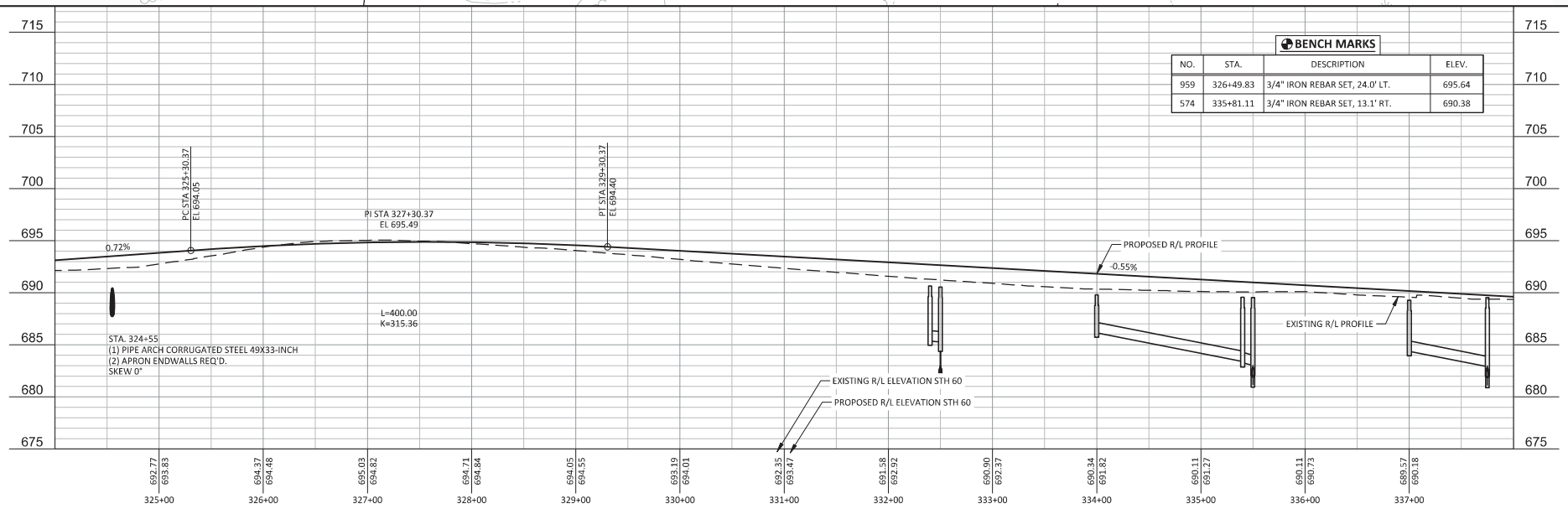

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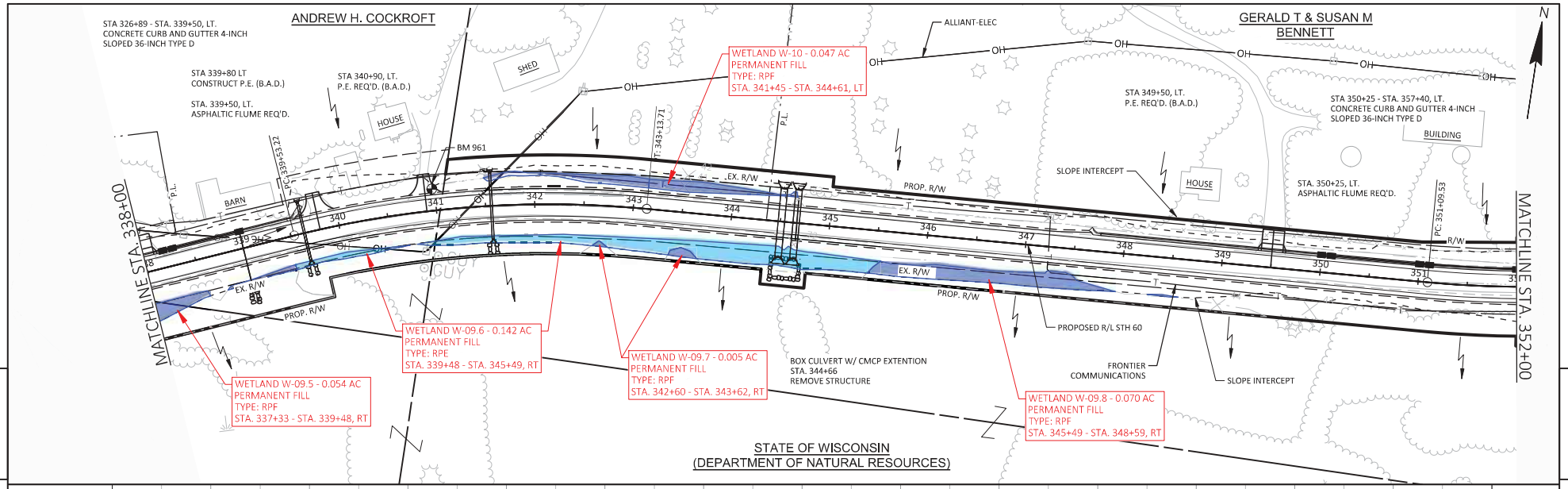

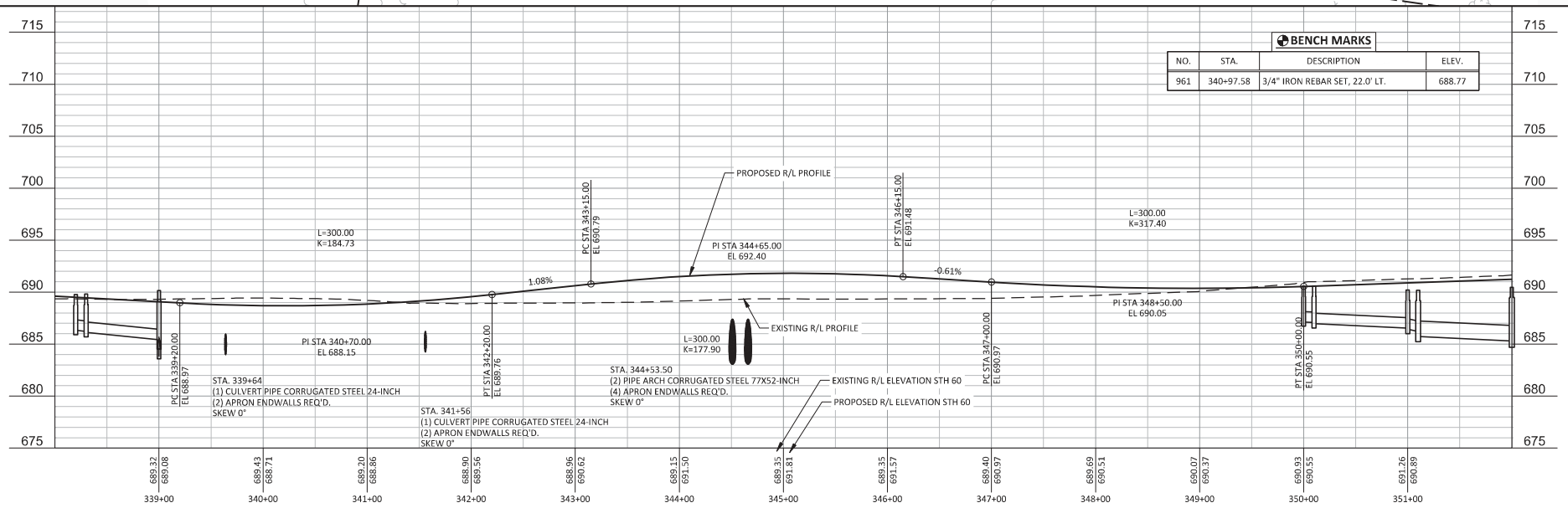

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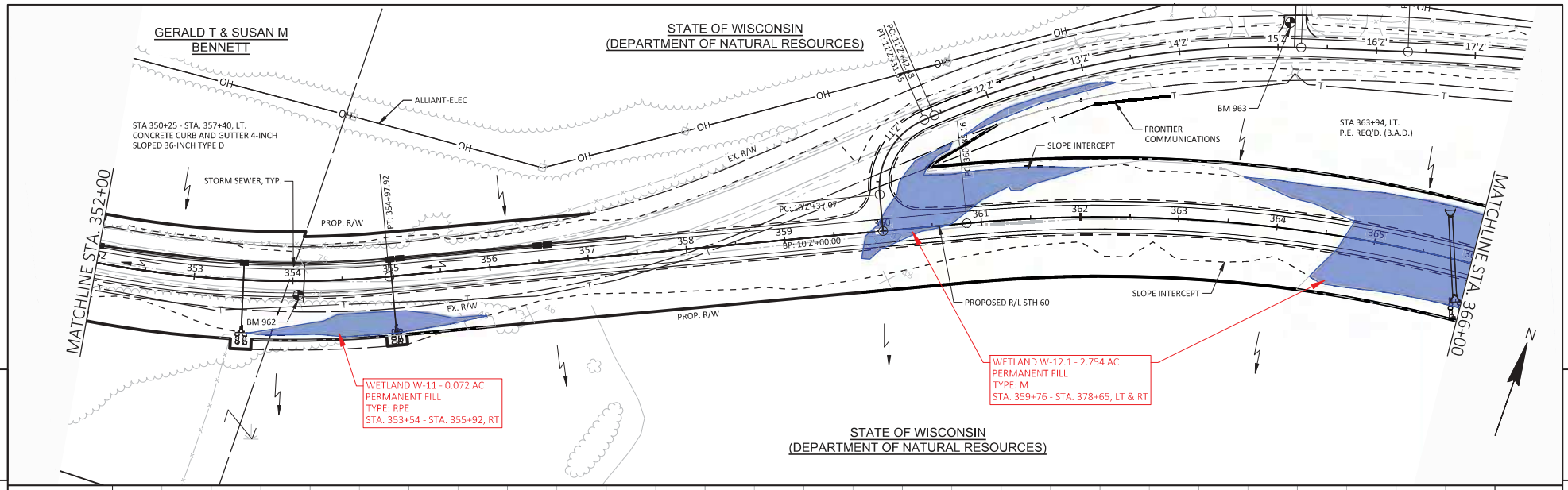

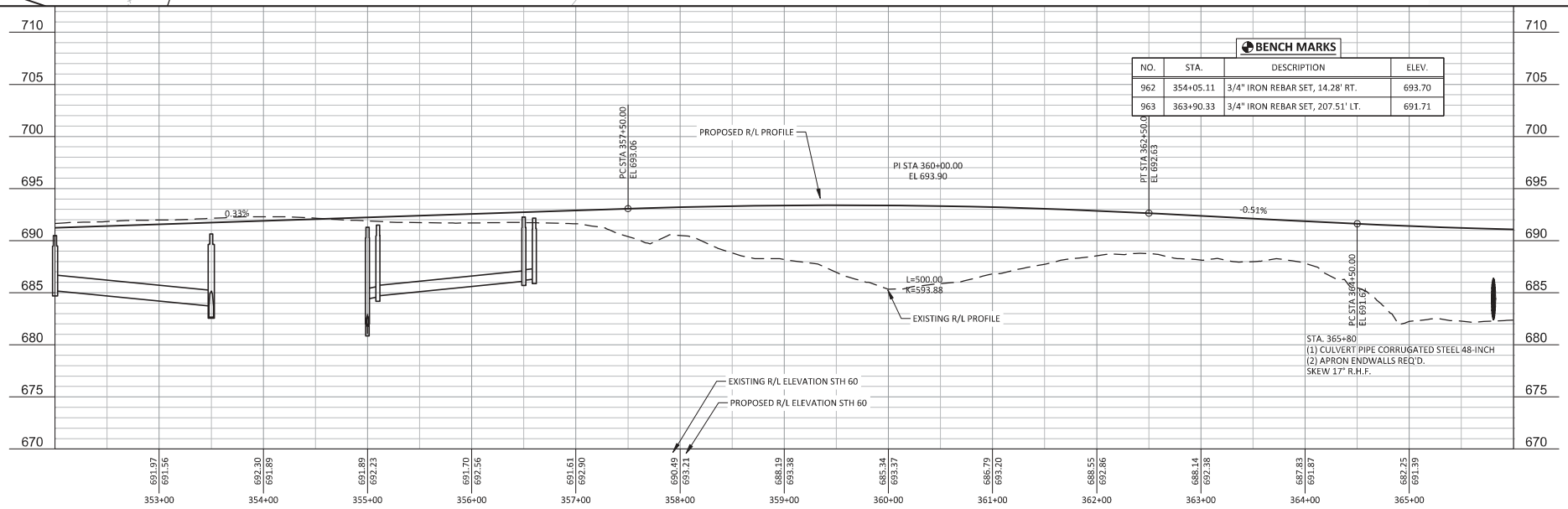

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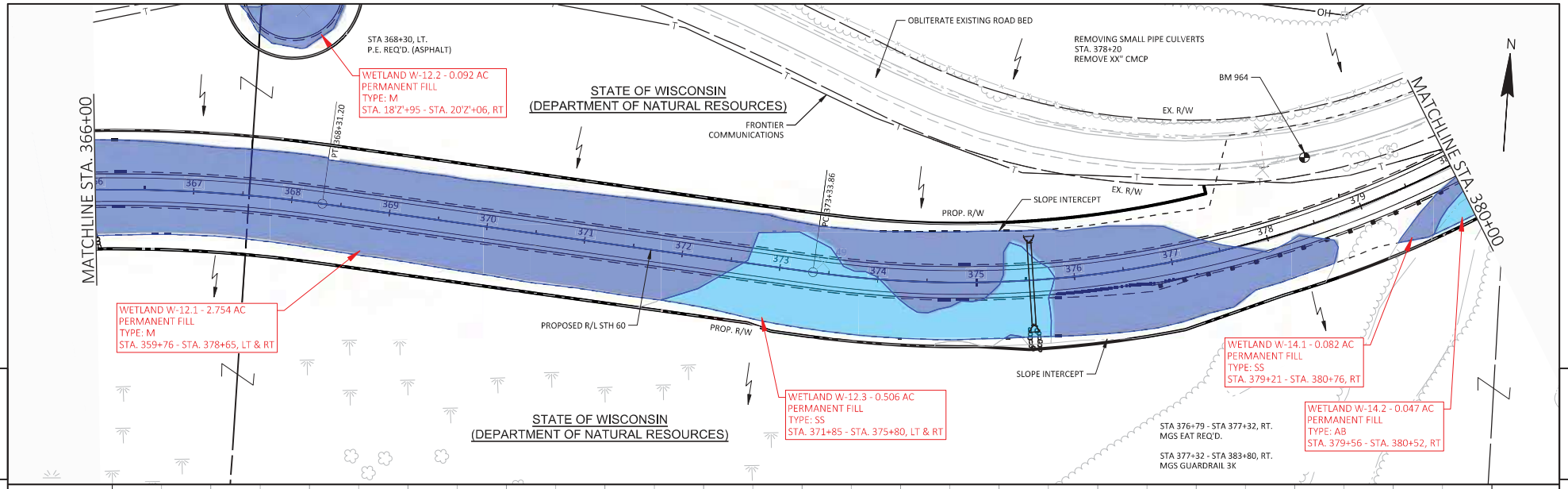
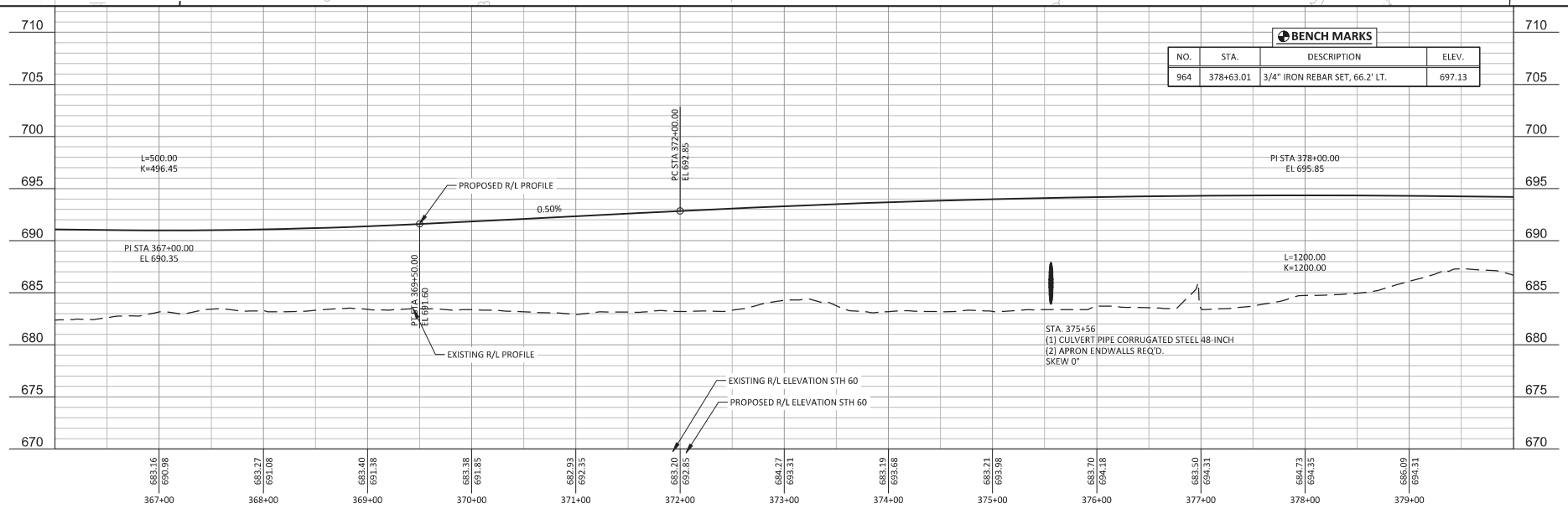
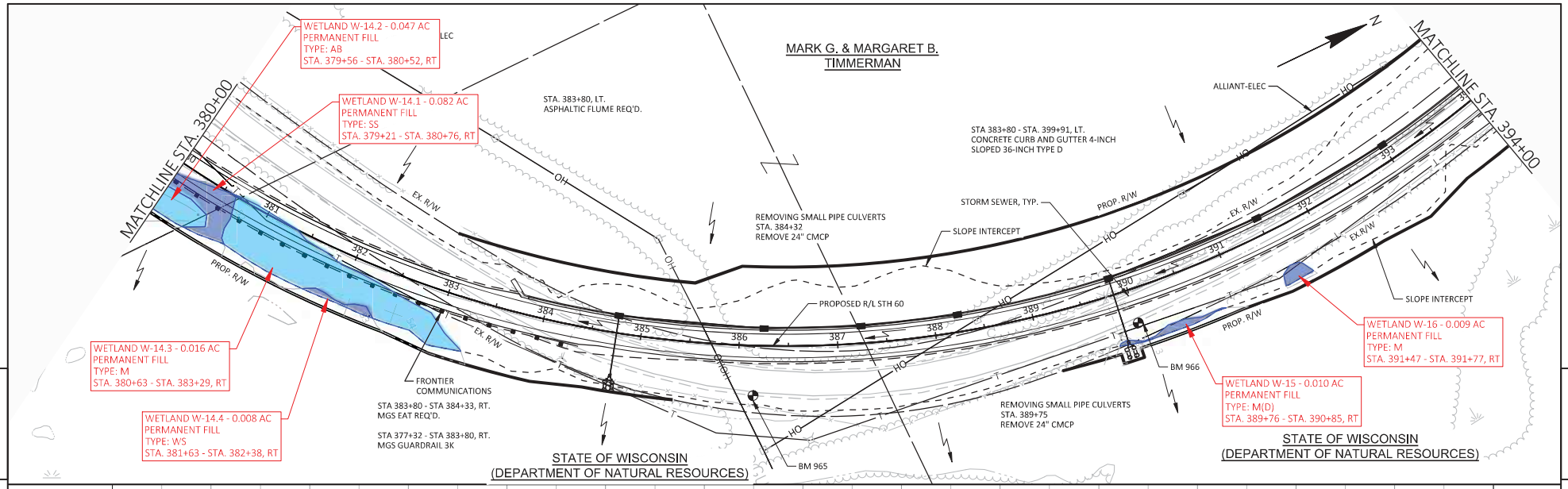




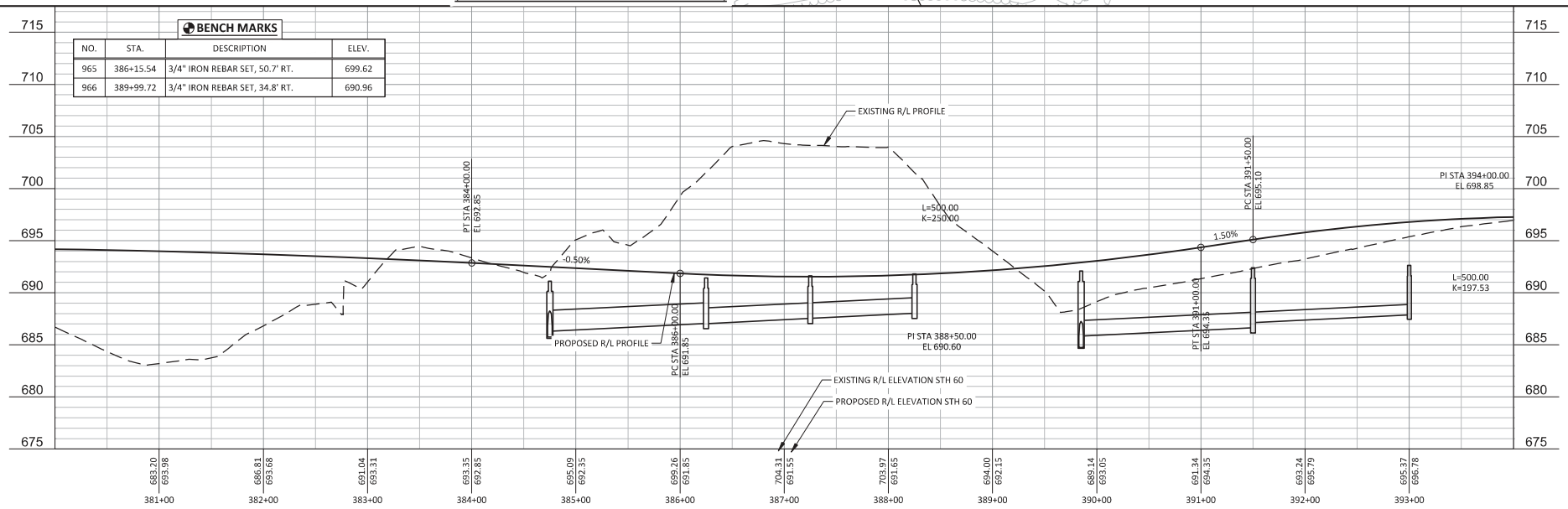
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSOTHER\W11615_WETLAND IMPACTS DISPLAYS.DWG PLOT DATE : 2/5/2024 3:50:26 PM PLOT BY : ECKELBERG, PATRICK PLOT SCALE : 1" = 1' LAYOUT : SHEET - (84)



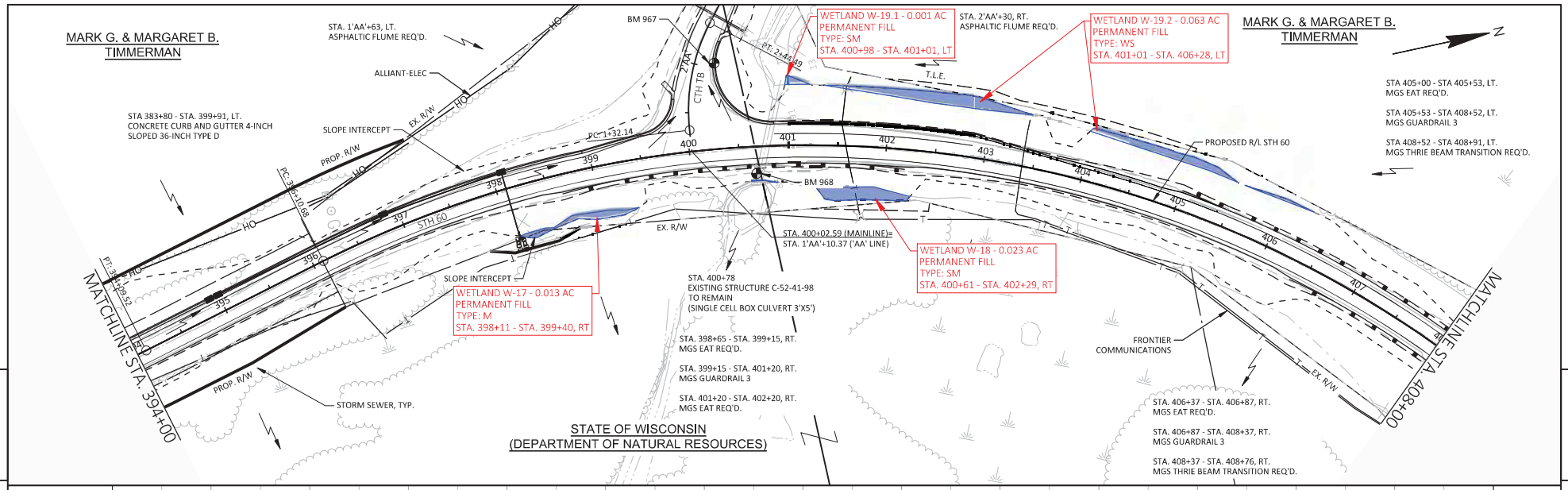
BENCH MARKS

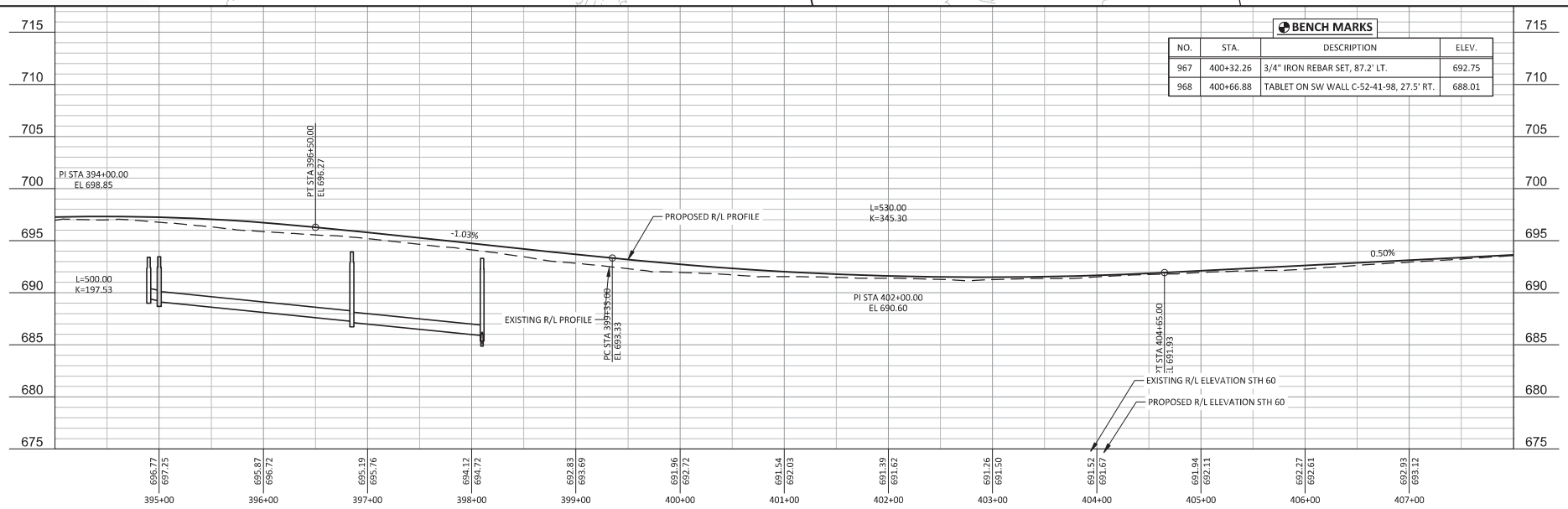
NO.	STA.	DESCRIPTION	ELEV.
965	386+15.54	3/4" IRON REBAR SET, 50.7' RT.	699.62
966	389+99.72	3/4" IRON REBAR SET, 34.8' RT.	690.96



PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSOTHER\W11615_WETLAND IMPACTS DISPLAYS.DWG PLOT DATE : 2/5/2024 3:50:41 PM PLOT BY : ECKELBERG, PATRICK PLOT SCALE : 1" = 1' LAYOUT : SHEET - (85)



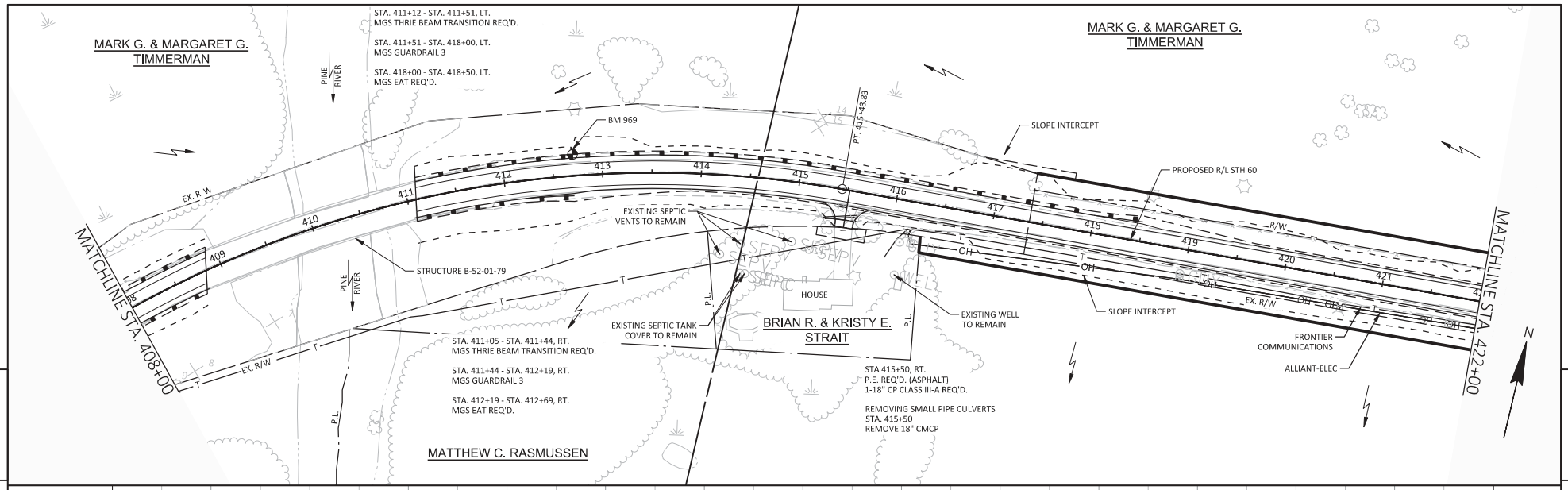


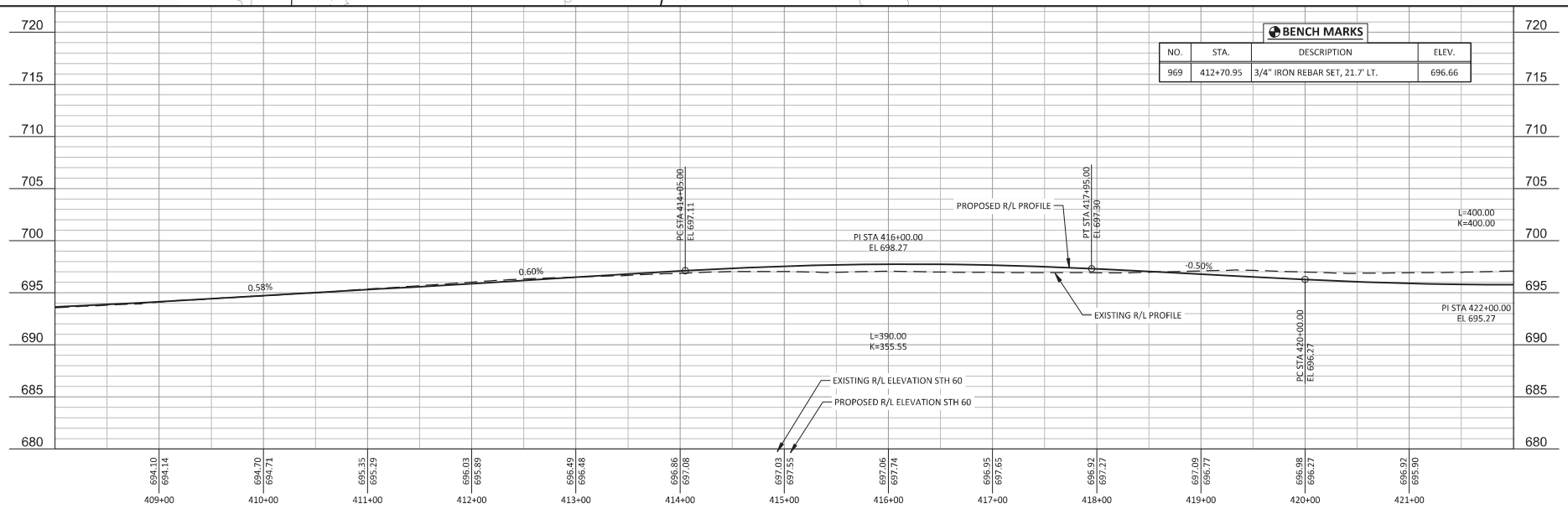
BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
967	400+32.26	3/4" IRON REBAR SET, 87.2' LT.	692.75
968	400+66.88	TABLET ON SW WALL C-52-41-98, 27.5' RT.	688.01

PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET	E

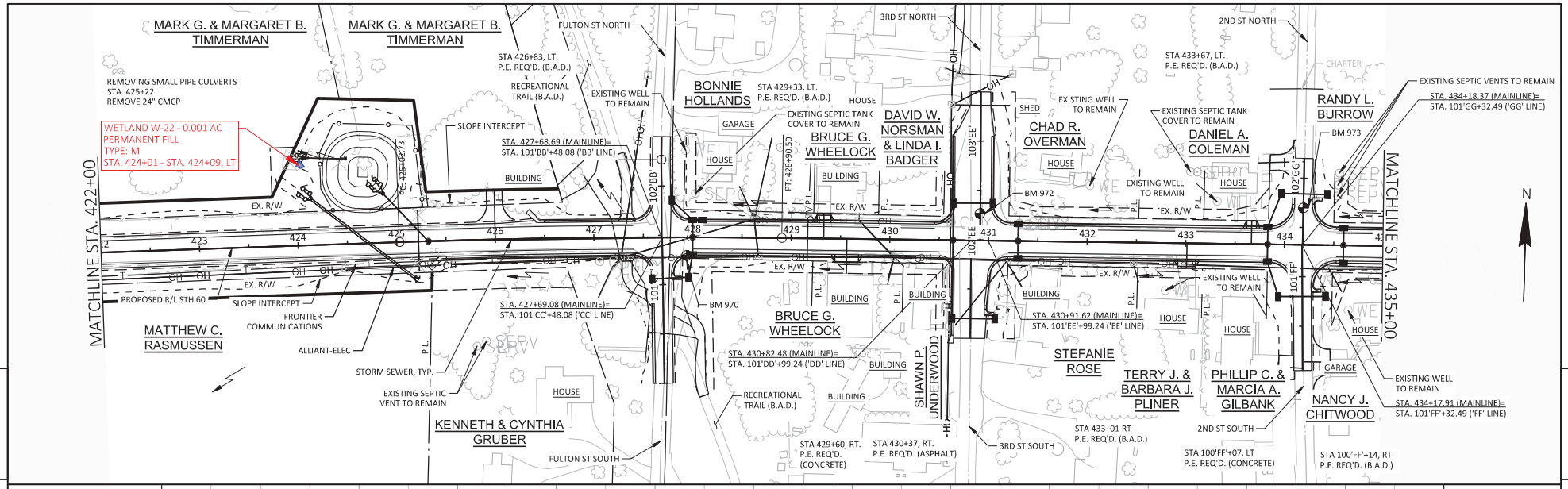
FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSOTHER\W11615_WETLAND IMPACTS DISPLAYS.DWG PLOT DATE : 2/5/2024 3:50:56 PM PLOT BY : ECKELBERG, PATRICK PLOT SCALE : 1" = 1' LAYOUT : SHEET - (86)





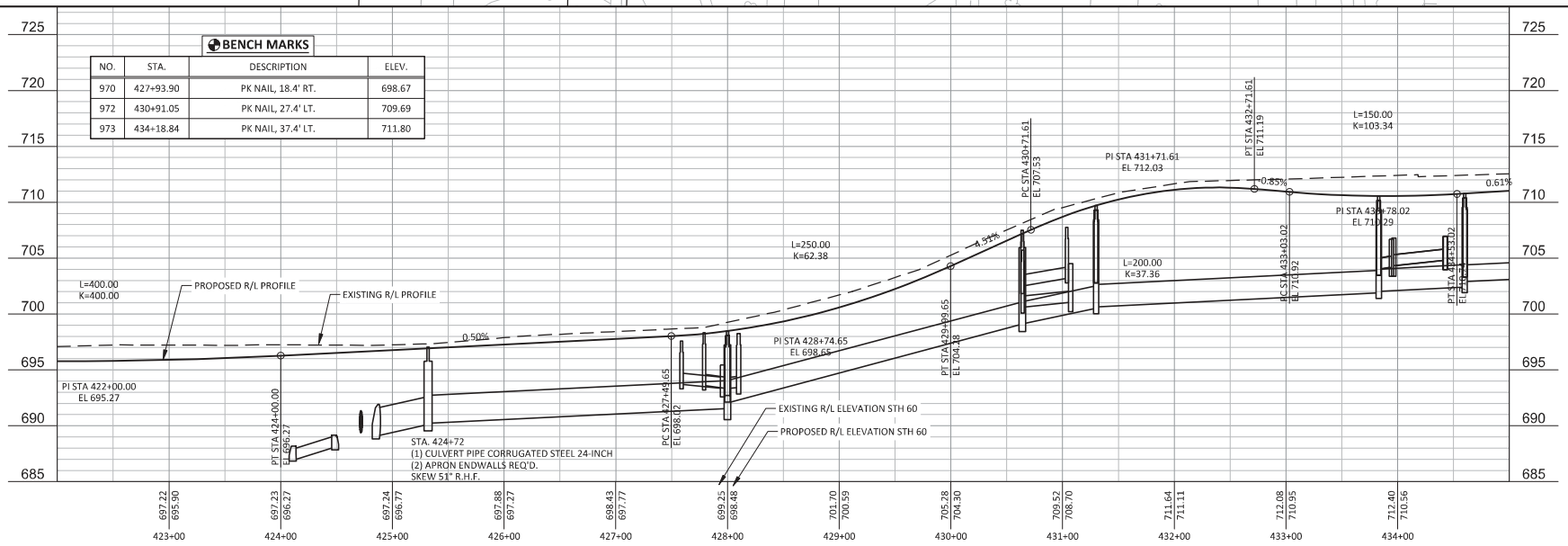
PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSOTHER\W11615_WETLAND IMPACTS DISPLAYS.DWG PLOT DATE : 2/5/2024 3:51:11 PM PLOT BY : ECKELBERG, PATRICK PLOT SCALE : 1" = 1' LAYOUT : SHEET - (87)



5

5

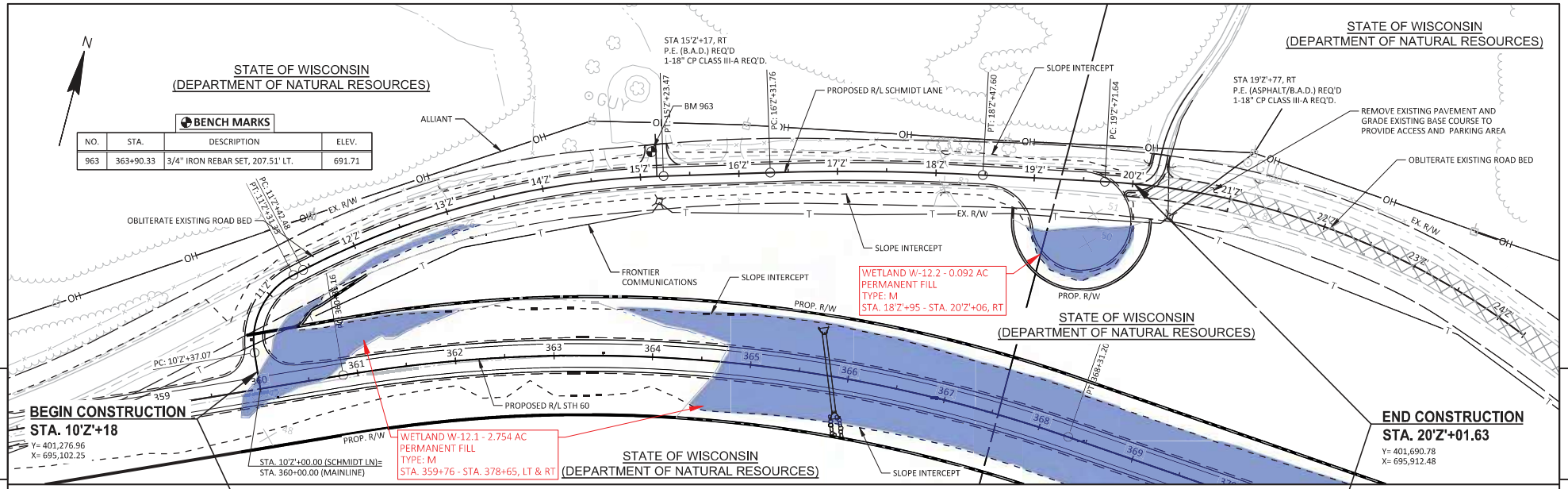


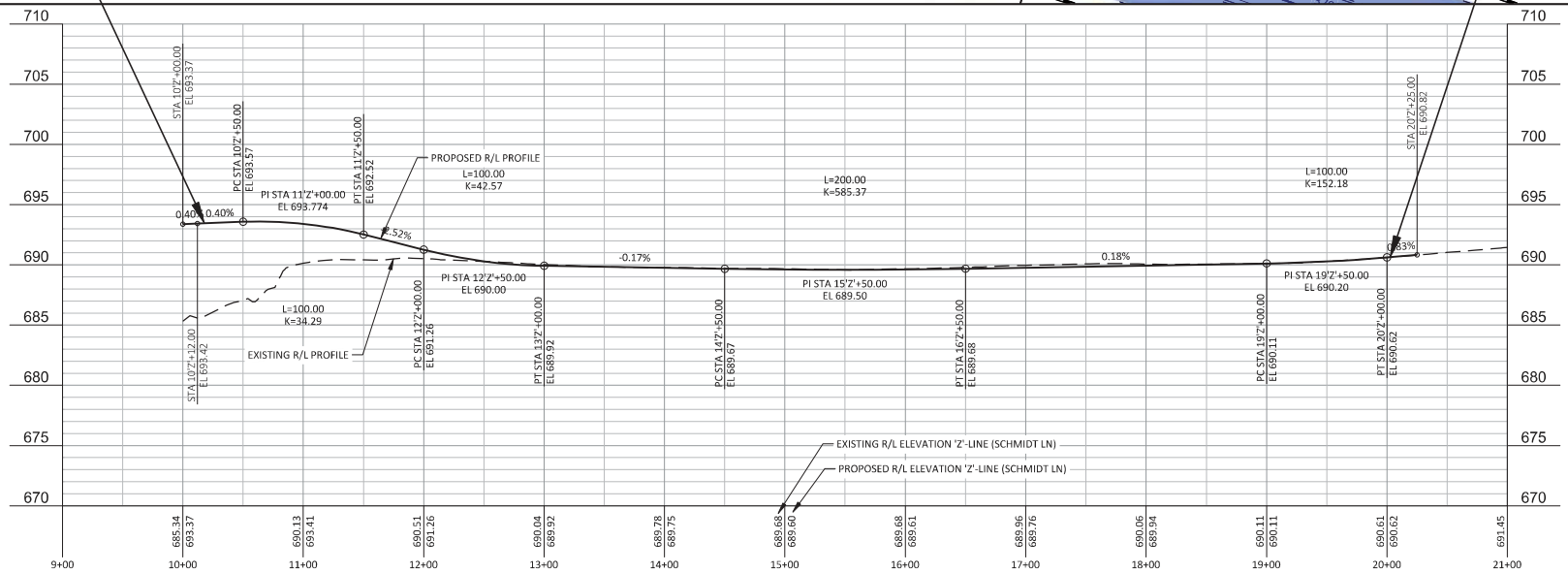
BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
970	427+93.90	PK NAIL, 18.4' RT.	698.67
972	430+91.05	PK NAIL, 27.4' LT.	709.69
973	434+18.84	PK NAIL, 37.4' LT.	711.80

PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: STH 60	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSOTHER\W11615_WETLAND IMPACTS DISPLAYS.DWG PLOT DATE : 2/5/2024 3:51:28 PM PLOT BY : ECKELBERG, PATRICK PLOT SCALE : 1" = 1' LAYOUT : SHEET - (88)





PROJECT NO: 5190-07-72	HWY: STH 60	COUNTY: RICHLAND	PLAN AND PROFILE: SIDEROADS (SCHMIDT LANE)	SHEET	E

FILE NAME : R:\PROJECTS\W11615 STH 60 GOTHAM-MUSCODA\SHEETSOTHER\W11615_WETLAND IMPACTS DISPLAYS_SIDEROADS.DWG PLOT DATE : 2/5/2024 3:52:09 PM PLOT BY : ECKELBERG, PATRICK PLOT SCALE : 1" = 1' LAYOUT : SHEET - (85)

Appendix 9: Public Involvement Documentation

PIM Invite Letter

Division of Transportation System Development
Southwest Region
3550 Mormon Coulee Road
La Crosse, WI 54601

Tony Evers, Governor
Craig Thompson, Secretary
Internet: www.dot.wisconsin.gov

Telephone: 608-785-9022
Facsimile (FAX): 608-785-9969
E-mail: swr.dtsd@dot.wi.gov

September 9, 2022

SUBJECT: PROJECT ID 5190-07-00
WIS 80 – US 14
MUSCODA TO GOTHAM
WIS 60
RICHLAND COUNTY

Dear:

Please join us for a public involvement meeting to discuss WIS 60 between WIS 80 and US 14, located in Richland County.

The meeting is scheduled for September 21, 2022, from 5:30 – 8:00 pm at the Riverdale Elementary School (Commons) located at 800 N. 6th St. in Muscoda, WI. A brief presentation is scheduled to begin at 5:45 p.m. with the remainder of the meeting following an open house format.

Review of the projects Purpose and Need:

- Replace the deteriorating pavement structure with a uniform roadway
- Improve horizontal and vertical curves in the roadway to the extent possible
- Update roadside barriers
- Address drainage concerns
- Be Mindful of the sensitive areas within the project limits and maintain to every extent possible the scenic beauty of the area

The objective of this meeting is to review the proposed preliminary design for WIS 60 between WIS 80 and US 14. WisDOT is presenting preliminary plans for this project and would like the public's input on the design, which will help us deliver this highway project, while enhancing the highway's ability to serve the traveling public's transportation needs.

Proposed project design details:

- Intersection Upgrades
- Pavement Improvements
  - Consistent 12-ft lanes
  - Improved Shoulders
- Speed Reduction in Orion (35 MPH)
- Drainage improvements
- Updated Roadside barriers
- Re-Alignment near County Road TB
- Horizontal and Vertical alignment improvements

In addition to project design details attendees will have the opportunity to review and comment on the impacts of the proposed project as they relate to environmental resources.

We look forward to meeting with you. If you are deaf or hard of hearing and require an interpreter, you may request one by contacting me at least three working days prior to the meeting.

If you have any questions, or if you cannot attend the meeting, but would like to find out more about the project, please call or email either of the following project contacts.
Project Contacts:

Mike Bakalars, Consultant Project Manager
mike.bakalars@jewellassoc.com
(608)690-6060

Teri Schopp, WisDOT Project Manager
teri.schopp@daarcorp.com
(920)-342-2176

Sincerely,

Teri Schopp

Teri Schopp
WisDOT Project Manager

5190-07-00
STH 80-USH 14
Muscoda – Gotham
STH 60
Richland County

PIM 9/21/2022

Attendees:	Dan Kleinertz (WisDOT)	Corey Schlagel (WisDOT)	Mike Bakalars (Jewell)
	Teri Schopp (DAAR)	Dave Gale (Westwood)	Gerry Schmidt (KL)
	Anna Jahns, (WisDOT)	Greg Messling (WisDOT)	Nick Pehler (Jewell)

Mike started the meeting and introduced everyone. Dan gave a short welcome and thanked everyone for attending. Nick Pehler went through the power point presentation. After the presentation there were the following general questions with the whole group:

Speed limit change on west end of project, Orion:

Q: When will this take effect?

Q: Why not just change the speed limit now?

Q: Need passing lanes at intersections in Orion along with speed limit change.

A: (DK): the speed has been addressed with the safety engineer. The safety studies are saying that we aren't justified in reducing the speed limit now. The "urban" improvements (C+G, reduced lane width) are intended to give us the ability to lower the speed limit in this section. Simply posting signs will not effectively slow people down. No safety warrants for passing lanes.

Natural Resources:

Q: Are you looking at artesian springs in the corridor?

A: (DK): We are looking at springs, and some have been identified. If you know of any specific locations, please provide that info on the comment form.

Q: How far are you moving the roadway into the wetlands at the re-alignment?

Q: Will the road be raised so there is flow remaining or will it all be filled in?

A: (DK) it varies, but the maximum is 200-300 feet from the existing alignment. Mostly it will be sited on the higher spot through there. This also goes through the 100-year floodplain and that is being taken into account. We will make sure that flow continues, both a) natural drainage from high to low and b) backwaters equalized when river backs up in flood.

Q: were there any archaeological finds?

A: (DK) "Hundreds."

Budget/Road Type and Usage

Q: What is the proposed budget?

A: (DK): just under $20 million (later clarified to just over $17 million plus contingency)

Q: Has it ever been considered to abandon this section of 60 as a state highway and make it a scenic road? [proposed alternate route for 60 concurrent with existing state highways]

A: (DK) No, 60 runs the width of WI from E to W. (in later conversation GS pointed out to this individual that there may not be another entity able to maintain the road, the individual indicated that he didn't think Richland Cty had the ability to).

Q: Will OSOW trucks be restricted?

A: (DJ) I don't think this is an OSOW route now.

Q: Why do we see so many oversize vehicles now?

Q: what is current maximum weight for vehicles?

A: (DK) Not sure, think 80,000 pounds, and will check with Traffic and permitting section whether the OSOW vehicles reported by multiple individuals at the meeting had been permitted by WisDOT or not.

Q: who do I talk to about designing pullouts for farm equipment to let traffic go by? [Noted that heavy equipment largely travels east from Muscoda on the corridor, whereas grain trucks head west on the corridor and continue to PdC]

A: (DK): that is us, please provide specific information on the comment form

Other Design Elements

Q: what will the barrier wall be like?

A: (DK) the barrier wall will be similar to the concrete barriers between Boscobel and Wauzeka. The Riverway Board has asked us to stain them, and this is being considered.

Q: Are there provisions for a scenic overlook? There is one now.

A: (DK) No. There is a location now where there has been some voluntary expansion and where there is also illegal dumping reported. We will not be perpetuating the location or illegal dumping.

Q: will the DNR parking lot be retained? Follow up: there was a proposal to put the eastern DNR access on the south side of the road

A: (DK): there are 2 different lots, both will be retained. [brief discussion of west access – still in conversation with DNR to site an access for river access]. East lot [near Schmidt Ln/realignment] will be in its present location. With the wetlands and the archaeological sites, there is no ability for greater disturbance along the new alignment

Q: What is the process for driveways on the south side of the road?

A: (DK) We can talk about individual driveways in a minute after the general Q+A

Construction

Q: how will EMS and Fire be affected during construction?

A: (DK) We will have to work with property owners as well as emergency services, look at project phasing, will also need to work with DNR re: erosion control. May have to have work on multiple parts of the project at the same time in order to manage waste and fill. But also need to consider that we can't have too much bare dirt open at once. Road will definitely be closed to through traffic.

Q: Will construction be complete in one season?

A: (DK) No, probably not. Especially considered phasing, it likely will take two years.

Q: will residents be contacted before blasting for rock wall? Will there be assessments of wells and septics ahead of time so that we have recourse if there is damage? Will monitoring be done by a third party?

A: (DK) some projects include seismic monitoring. If we did that, it would be included as a special provision in the contract and the contractor held to it. This has worked on other projects.

(TS) – typically letters go out to landowners before the blasting period starts and a horn is sounded before blasting to notify anyone nearby

After the general questions were answered, there was time for individual property owners to look at the displays and meet with the designers to ask specific questions about their properties.

Several property owners stayed to ask questions. All questions were answered, and the meeting adjourned at 8 p.m.

Anna Notes:

Note I observed some property owners talking to Dan K and Teri S. I believe these were the owners of the [redacted] property (they referred to it as "the log cabin") Some notes from that:

Re: retaining wall, they don't like the boulders, these were added in modern times; "feel free to take the rocks away."

She has a lot of paperwork regarding the history of the cabin, and photos of the area from the 1880.

DK indicated that we would be involving them along with the historian consultant on any changes at their property. A new wall would be needed, and they would be consulted on the form.

In conversation with me (AJ), they also indicated that they had attempted to put a basement into the cabin but popped up so many springs that it wasn't possible. They had to put a special drainage system in place for the resulting crawlspace to also drain water off the hill and around the house. [my commentary: given they also have the artesian spring here, could that influence wall design?]

Dan K Notes:

Talked to [redacted] (he was the one with the budget question and if running STH 60 concurrent with USH 14 was looked into. He also asked if we looked at the curve by his house and if we could move the road riverway – GS provided a 101 in roadway geometry and why that wouldn't work. [redacted] and I also talked about the environmental process and archaeology. He indicated he finds things all over his property but still does not want to allow access.

Division of Transportation System Development
Southwest Region
3550 Mormon Coulee Road
La Crosse, WI 54601

Tony Evers, Governor
Craig Thompson, Secretary
Internet: www.dot.wisconsin.gov

Telephone: 608-785-9022
Facsimile (FAX): 608-785-9969
E-mail: swr.dtsd@dot.wi.gov

November 7, 2024

SUBJECT:
PROJECT ID 5190-07-00/71/60/72
WIS 80 – US 14
MUSCODA TO GOTHAM
WIS 60
RICHLAND COUNTY

The project team is reaching out to property owners to update them on the progress that has been made since we last met in the fall of 2022.

The project purpose and need has remained the same:

- Replace the deteriorating pavement structure with a uniform roadway
- Improve horizontal and vertical curves in the roadway to the extent possible
- Update roadside barriers
- Address drainage concerns
- Be Mindful of the sensitive areas within the project limits and maintain to every extent possible the scenic beauty of the area

The environmental process is taking slightly longer that originally anticipated due to the many sensitive areas along this corridor. We are taking additional measures to protect these areas to every extent feasible. We are anticipating to the have environmental process completed by early 2025.

We are anticipating in the spring of 2025 to hold the next public involvement meeting. This meeting will take place prior to any real estate acquisition starting.

Construction is currently scheduled to begin in 2027 with the completion of construction tentatively scheduled for late 2028 or early 2029.

Additional project information can be found on the website at the following address:
https://wisconsindot.gov/Pages/projects/by-region/sw/wis60/default.aspx

If you have any questions, please call or email any of the following project contacts:

Brian Meyer
WisDOT Supervisor
brian.meyer@dot.wi.gov
(608)789-5676

Dan Kleinertz,
WisDOT Chief
Daniel.kleinertz@dot.wi.gov
(608) 789-5700

Teri Schopp
WisDOT Consultant Project Coordinator
teri.schopp@daarcorp.com
(920)342-2176

Mike Bakalars
Consultant Project Manager
mike.bakalars@jewellassoc.com
(608) 459-6050

Sincerely,

Teri Schopp

Teri Schopp
WisDOT Consultant Project Manager