

Section 4(f) Evaluation Report - DRAFT

***South Pleasant View Road, City of Madison
County Highway M Reconstruction
Cross Country Road to Prairie Hill Road***

Project ID 5992-09-81



April 2015

Table of Contents

Document Overview	1
Introduction	5
Subject Property 1 – Schroeder-Stickelberg-Thompson Farmstead	7
Subject Property 2 – University Ridge Golf Course	27
Subject Property 3 – Dane County Parkland	31
Subject Property 4 – Ice Age Trail.....	35

Attachments:

- Attachment A – Section 106 Coordination
- Attachment B – Memorandum of Agreement
- Attachment C – Schroeder-Stickelberg-Thompson Farmstead Correspondence and Documentation for Consultation
- Attachment D – University Ridge Correspondence and Documentation
- Attachment E – Dane County Parkland Correspondence and Documentation
- Attachment F – Ice Age National Scenic Trail Correspondence and Documentation

Document Overview

Project ID: 5992-09-81

Trunk Highway: County Highway M (South Pleasant View Road) – Dane County, WI
National Highways System – MAP-21 Principal Arterial

From: Cross Country Road **To:** Prairie Hill Road


The CTH M corridor is a critical north/south roadway connecting the City of Madison and the City of Verona. The project limits are Cross Country Road to Prairie Hill Road, a distance of 2.9 miles. The proposed project is located in Dane County, Wisconsin in the cities of Madison and Verona and the Towns of Verona and Middleton.

The project includes two segments identified by their location (south and north). The south segment encompasses 1.4-miles from Cross Country Road to 2,500 feet north of CTH PD/McKee Road. The north segment, from 2,500 feet north of the CTH PD/McKee Road intersection to Prairie Hill Road, measures 1.5 miles and includes the Midtown Road intersection. This northern segment will connect to the existing roundabout and facilities located at CTH M/Valley View Road. Both phases will be let together as one construction project. Construction is planned to begin in 2016 and extend in 2017.



Project Purpose and Need:

Current and future projected traffic have made the existing facility functionally obsolete. Intersections and other access points are failing on an operational level, with severe backups and delays occurring during peak travel hours. The current roadway does not provide adequate bicycle or pedestrian facilities for users.

The purpose of this project is to provide a safe and serviceable corridor that is convenient for area businesses, residents, and the traveling public including motor vehicles, bicyclists, pedestrians, and transit. The facility will deliver acceptable operating conditions for existing and future traffic volumes while accommodating future planned growth in and around the corridor. The proposed action will provide well-designed intersections that safely carry users  all modes of transportation and minimize impacts to the local surrounding landscape.

Proposed Improvement:

The proposed improvements include expansion of CTH M from a 2-lane highway to a 4 to 6-lane arterial roadway with a raised median and a multi-use path. Improvements are proposed for the intersections of CTH M – Midtown Road and CTH M – CTH PD; see Figure 1 for the project location. This roadway is a principal arterial on the National Highways System (MAP-21) and desirable standards will be used for the design.

Environmental Document anticipated: An Environmental Assessment (EA) will be completed for this project. A draft version of the EA has been submitted to the Local Program Management Consultant and is currently in the review process.



Project Manager: Name: Jason DiPiazza, P.E.
 Title: Team Leader, MSA Professional Services, Inc.
 Address: 2901 International Lane, Madison, WI 53704
 Phone: (608) 242-7779
 Email: jdipiazza@msa-ps.com

The purpose of this document is to discuss and analyze the impacts of the proposed expansion of CTH M for the properties identified as Section 4(f), which are protected under Federal Highway Administration's (FHWA) regulations. Four properties meet the Section 4(f) criteria as established by FHWA. Table 1 lists the properties, property acreage, impacted acreage, and activities/uses of the property. See Figure 2 for a map of Section 4(f) Properties affected by the proposed action.

Table 1. Section 4(f) Properties Affected by Proposed Action

Property	Property Acres	Impacted Acres	Activities/Uses on Property
Schroeder-Stickelberg-Thompson Farmstead	4.2 acres	0.4 acres TLE 0.1 acres ROW	Historic farmstead eligible for NRHP listing
University Ridge Golf Course (9002 McKee Road)	225 acres	3.4 acres ROW	Public Recreational Facility (Golf Course)
Ice Age Trail	Linear resource	0.3 acres ROW	Recreational Trail
Dane County Parkland	35 acres	0.4 acres TLE 1 acre PLE 1 acres ROW	Open space (natural landscape)

Figure 1. Project Location

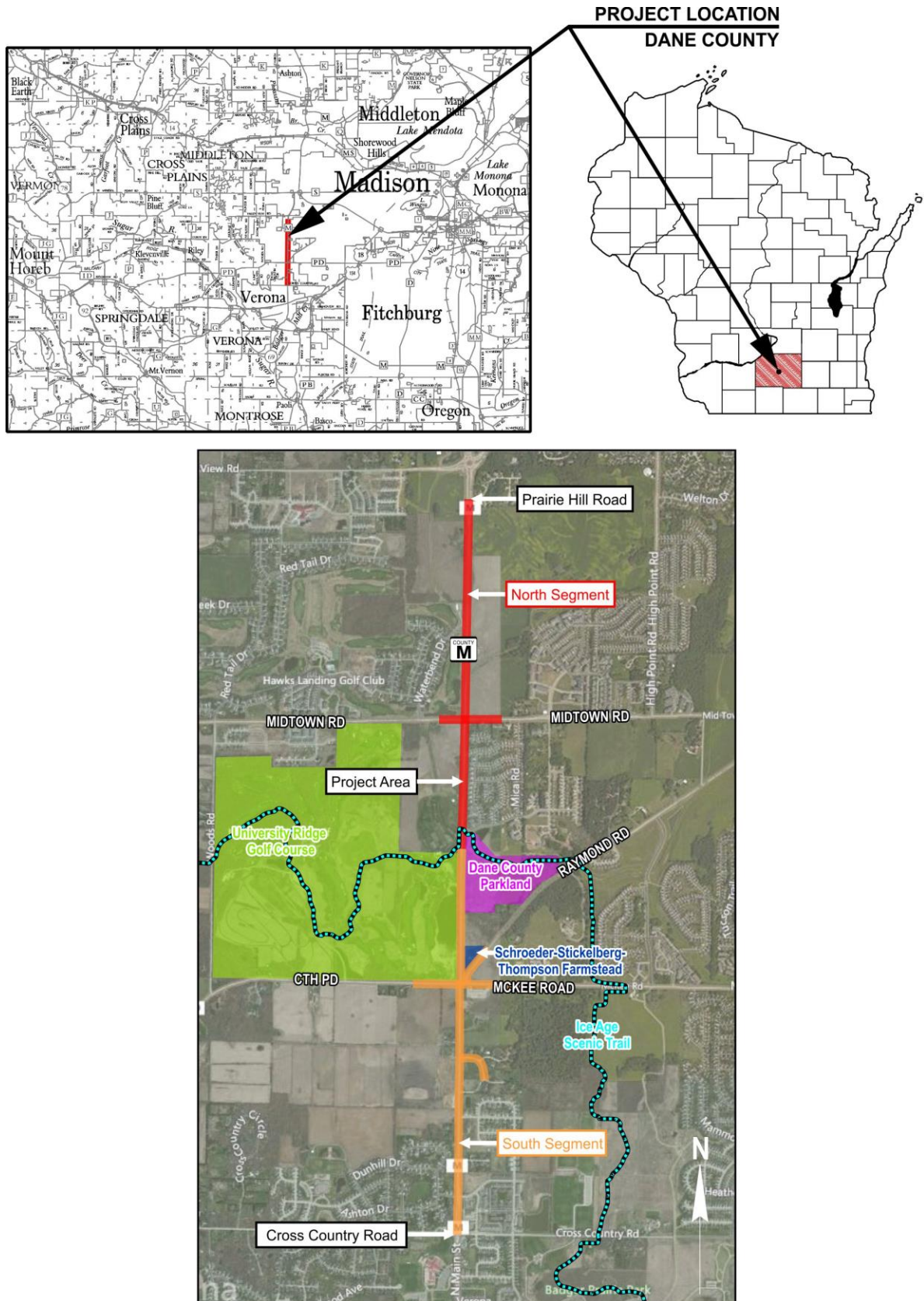
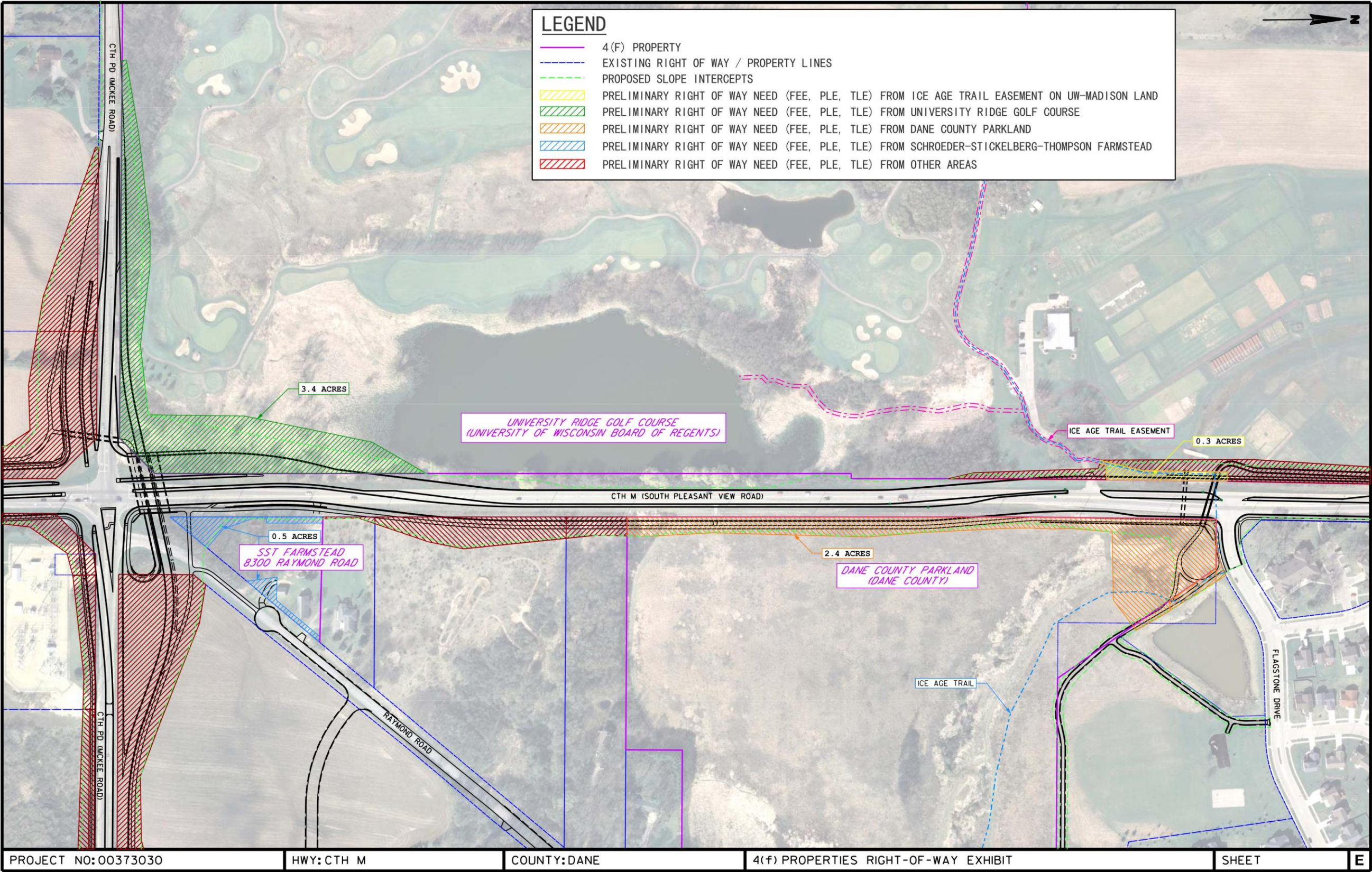


Figure 2. Section 4(f) Properties



Introduction

Land from publicly owned parks, recreation areas, wildlife and waterfowl refugees, and public or private historic sites for Federal highway projects are governed by FHWA regulations. There are four properties in the project area that fall under these Section 4(f) regulations. See Figure 2 Section 4(f) Properties.

Subject Property 1. Schroeder-Stickelberg-Thompson Farmstead – This site is a farmstead located at 8300 Raymond Road, consisting of seven contributing buildings, windmill, and animal trough. The farmstead is located in a rural setting with a wooded area on the south side of the property (in the northeast quadrant of the CTH PD – CTH M intersection). ~~The farm house that is on the eligible property is currently vacant. It does not have plumbing.~~ There is a newer home owned by the same owner that is currently occupied as a single family home, but it is outside the historic boundary. The driveway to this modern home does cross the historic boundary. This site qualifies as a Section 4(f) resource as it is eligible for listing in the National Register of Historic Places. Impacts to the property are shown in Figure 2 with blue hatching.

An Individual 4(f) Evaluation is required when there are adverse impacts to a property that is a public owned park, recreation area, wildlife or waterfowl refuge, or private or public historic site. Subject Property 1, the Schroeder-Stickelberg-Thompson Farmstead, is eligible for listing on the National Register of Historic Places and is located near an intersection that requires reconstruction. The project will require the use of the land within the Section 4(f) property which results in impacts greater than those determined as de minimis. A Programmatic Section 4(f) Evaluation cannot be applied to this situation because it does not fit the common fact pattern as defined by FHWA. Because a de minimis or programmatic evaluation is not appropriate for this site, an Individual 4(f) Evaluation is required for the Schroeder-Stickelberg-Thompson Farmstead. This evaluation documents the various alternatives considered and the proposed use of the property as required by the alternatives. ~~There is~~ no feasible and prudent alternative that completely avoids the use of this property and the project includes all possible planning to minimize harm to the property.

Subject Property 2. University Ridge Golf Course – This site qualifies as a Section 4(f) property because it is a golf course that is owned, operated, and managed by a public agency (University of Wisconsin – Madison Board of Regents), and open to the public with its main function as recreation. Impacts to the property are shown in Figure 2 with green hatching.

Subject Property 3. Ice Age Trail – The Ice Age National Scenic trail is a 1,200 mile path consisting of hiking trails that stretches across Wisconsin. It is one of only eleven National Scenic Trails in the United States. ~~In the project area, the property~~ is located along the west side of CTH M, near the OJ Noer Turf Grass Research Facility, just south of CTH M and Flagstone Drive intersection. The trail qualifies for Section 4(f) because of its recreational value. Impacts to the property are shown in Figure 2 with yellow hatching.

Subject Property 4. Dane County Parkland – The property is located along the east side of CTH M between CTH PD and Flagstone Drive and it surrounds Flagstone Park. A portion of the Ice Age Scenic Trail is located on this land. The rest of the parkland is naturally occurring landscape. There is a small wooded area on the east side of the property, the rest is natural open prairie. The park

qualifies for Section 4(f) because the property is used for recreational purposes. Impacts to the property are shown in Figure 2 with orange hatching.

A de minimis impact is one that, after taking into account any measures to minimize harm, results in a determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f). Based on the proposed use due to project improvements, Determination of a De Minimis Impact to a Section 4(f) Property reports were prepared for University Ridge Golf Course, Ice Age Trail, and Dane County Parkland.

Individual 4(f) Evaluation: Subject Property 1 – Schroeder-Stickelberg-Thompson Farmstead

When a federally funded transportation project considers using a Section 4(f) property, an extensive investigation and approval by the FHWA is required. If the use would have a greater than de minimis impact on the property, a written evaluation must be prepared and submitted to FHWA for determination and approval. Through previous correspondence with the State Historic Preservation Office (SHPO) and Section 106 determinations, an individual evaluation is being prepared for Subject Property 1 – Schroeder-Stickelberg-Thompson Farmstead. See Figure 3 and 4 for property maps. The Section 106 Review has made the determination that the Subject Property meets the requirements and criteria for the National Register of Historic Places. Furthermore, since the Section 106 review has indicated the transportation project may affect the historic site, an “assess affects and begin consultation of affects” decision has been made on December 6, 2012. See Attachment A – Section 106 Coordination.

Name: Schroeder-Stickelberg-Thompson Farmstead

Owner: Private owner, Marie H Bigley

Location: 8300 Raymond Road – Madison WI 53719-5055

Size of Property (acre): 4.2 acres

Amount of Property Acquired: 0.5 acres

Reason for Section 4(f) Determination: Project requiring use of land within a historic property eligible for National Register of Historic Places which results in adverse impacts to the Schroeder-Stickelberg-Thompson Farmstead.

Primary Property Function: Private owner, no public use

Existing and Planned Facilities: No existing or planned facilities

Access: Two private driveway access points located on Raymond Road are used by property owner. No public or commercial-use driveways exist on the property. There is a permitted gravel access point to the property located on CTH M, which the owner uses infrequently.

Applicable Clauses Affecting Ownership: There are utility easements on this property along CTH M for buried and overhead utility facilities.

Similarly used lands in the area: Currently unknown

The Memorandum of Agreement (MOA) commits the project sponsors to complete a survey of the town of Verona for similar properties including documentation and evaluation of these farmsteads. The survey will be completed after the MOA is signed.

Property characteristics and conditions: Does not exist within the 100-year floodplain. A Memorandum of Agreement was prepared in order to meet requirements of Section 106. This document includes a list of stipulations that the Federal Highway Administration (FHWA) and Wisconsin State Historic

Preservation Office (SHPO) agreed should be implemented. The stipulations include a survey and inventory of surround farmsteads. This document is included in Attachment B – Memorandum of Agreement.

Description of Property



The Schroeder-Stickelberg-Thompson Farmstead consists of seven contributing buildings (a side-gabled house, bank barn with attached silo, milk house, garage, machine shed, privy, chicken coop); one contributing structure (windmill), and one contributing object (animal trough). The farmstead is located in a rural setting with a wooded area on the south side of the property (in the northeast quadrant of the CTH PD – CTH M intersection). CTH M is located along the west side of the property with Raymond Road located along the southeast side. Open, uncultivated land is located north of the property. University Ridge Golf Course and Morse Pond are located on the west side of CTH M, across from the farmstead. A cultivated agricultural field is located on the opposite side of Raymond Road from the farmstead.

A Determination of Eligibility was completed in March of 2011 to determine if the Schroeder-Stickelberg-Thompson Farmstead located at 8300 Raymond Road meets the National Register of Historic Place criteria. The findings of the report concluded that that property is eligible for listing in the National Register under Criterion C: Architecture as a representative of a mid-nineteenth to mid-twentieth century farmstead containing an intact collection of historic outbuildings as well as a well-preserved historic farmhouse.

The historic boundary of the Schroeder-Stickelberg-Thompson Farmstead consists of a triangle that encompasses all of the property's contributing resources and is delineated by existing tree lines and ROW along Raymond Road and CTH M. Beginning at the southernmost edge of the tree line around the property, the historic boundary runs north for 460 feet along the edge of the tree line and the CTH M ROW (40 feet east of the paved edge of CTH M). From there, the boundary turns east to run for 380 feet; this is 25 feet north of the northern edge of the contributing barn (no distinct tree line or other visual demarcation exists, and the northern tax parcel line was not used as the historic boundary so as to exclude a recently-constructed house). At that point, the boundary runs southwest for 600 feet along the Raymond Road ROW and the edge of the tree line (30 feet northwest of the paved edge of Raymond Road).

Documentation for Consultation was prepared for the Schroeder-Stickelberg-Thompson Farmstead. This document contains the steps and procedures to follow as well as documentation of all correspondence with the property owner; see Attachment C - Schroeder-Stickelberg-Thompson Farmstead Correspondence and Documentation for Consultation.

Figure 3. Subject Property 1 - SST Farmstead: Historic Boundary Map

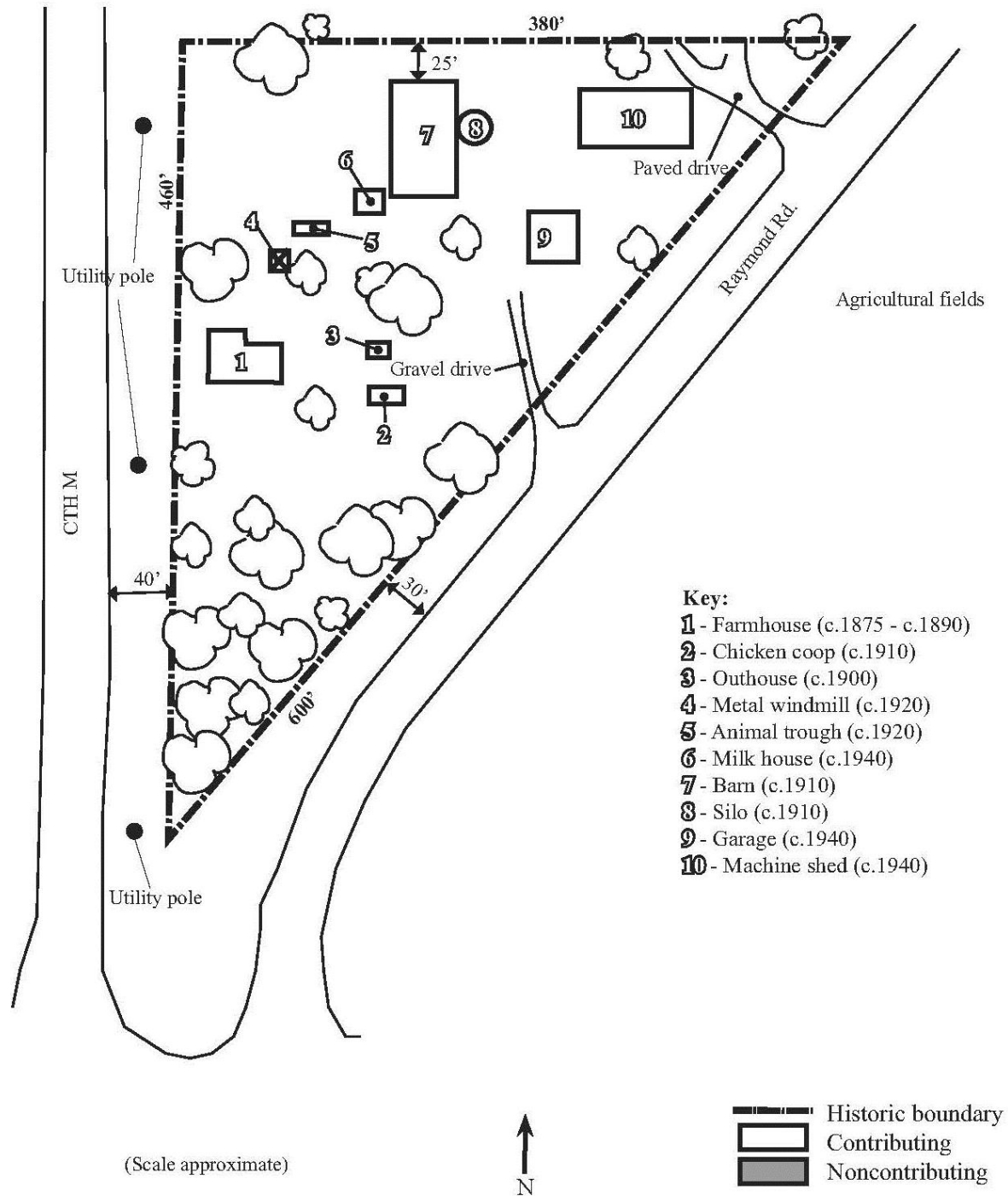
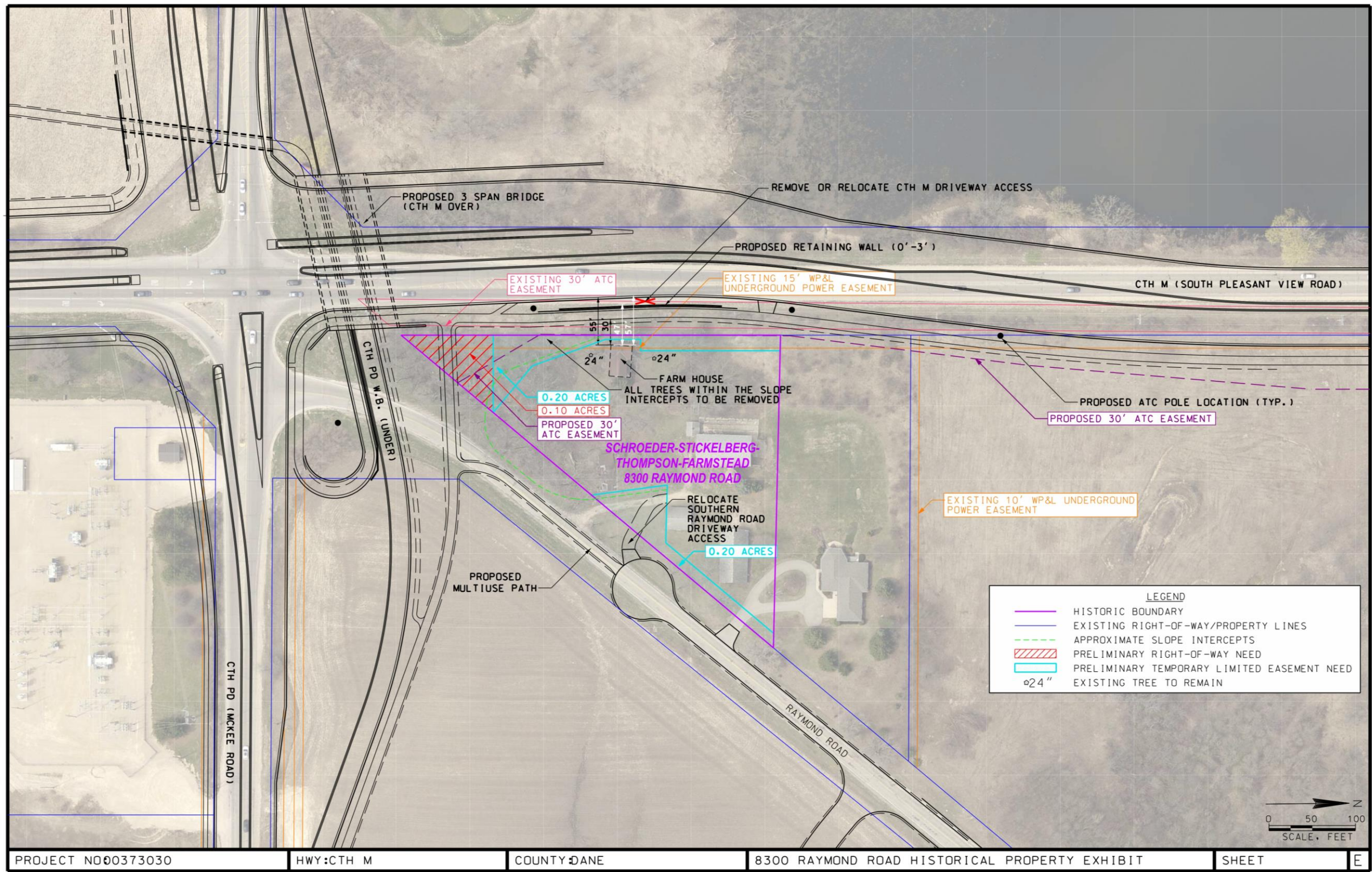


Figure 4. Subject Property 1 – Schroeder- Stickelberg-Thompson Farmstead Proposed Impacts



Design Alternatives and Considerations

During the preliminary design process, several alternatives for the reconstruction of the CTH M – CTH PD intersection were developed. They included:

- No-Build*
- Signalized At-Grade Intersection
- Continuous Flow Intersection (CFI)
- Multi-Lane Roundabout Intersection*
- Jug-Handle Intersection (jug-handle alternatives at each quadrant were considered)*
- Tight Diamond Interchange*
- Westbound Underpass Intersection*

**Alternative discussed in this document*

Current and future projected traffic have made the existing facility functionally obsolete. Intersections and other access points are failing on an operational level, with severe backups and delays occurring during peak travel hours. The current roadway does not provide adequate bicycle or pedestrian facilities for users. In order to provide a safe and serviceable corridor that is convenient for area businesses, residents, and the traveling public including motor vehicles, bicyclists, pedestrians, and transit, the existing roadway will need to be expanded.

This expanded roadway will require reconfigured intersections. Intersection functionality, safety and road geometry will be addressed. The intersection at CTH M / CTH PD is experiencing a substantial increase in vehicular traffic in recent years as southwest Madison and the Verona areas continue to grow. There is long delay on the southbound to westbound movement in the AM peak hour and the eastbound to north movement in the PM peak hour. This intersection currently operates at LOS F and delays would likely increase in future years as traffic continues to grow.

There are several design challenges with improving the intersection. The Schroeder-Stickelberg-Thompson Farmstead resides in the northeast quadrant of the CTH M / CTH PD intersection. The property on the northwest quadrant is owned by University Ridge Golf Course, another Section 4(f) eligible property. It will not be possible to construct an alternative to meet the level of service (LOS), and capacity requirements without expanding the right of way into one or both of these properties.

When investigated, several of the alternatives were considered not feasible and/or prudent including the Signalized At-Grade Alternative, Continuous Flow Intersection, and the Jug Handle Alternatives in the northwest, northeast, and southeast quadrants. The no-build option is outlined below as well four alternatives. The Multi-lane Roundabout Alternative was the preferred alternative at the beginning of this project, but was later eliminated because it was not considered prudent. The Jug-Handle Intersection (southwest quadrant), Tight Diamond, and Westbound Underpass were deemed feasible and prudent and best meet the project purpose and need. These three alternatives were used for consideration under the Least Harm Analysis.

No-Build

This alternative would not improve the intersection or corridor functionality and would not address the operational or safety concerns within the corridor. Any future improvements would be limited to those that attempt to maintain the current service levels, driving surface, and address safety concerns at spot locations. No action except normal maintenance would take place.

The existing 2-lane facility and at-grade signalized intersections would remain and would not improve capacity. The intersection configuration, road pavement, and roadway section would bear current and future traffic volumes, resulting in worsening congestion, mobility, and operational characteristics. The intersections would continue to operate at LOS F, with increased congestion as traffic increases in future years. As traffic volumes increase, users would typically take more risks when entering the traffic stream. There would continue to be substandard bike and pedestrian facilities, and merging from 4-lanes to 2-lanes at each terminus may cause operational problems. This alternative was not chosen because of these operational concerns.

No right of way would be acquired or construction costs incurred. Adverse effects to the Schroeder-Stickelberg-Thompson Farmstead would be avoided.

Although the No-Build Alternative would avoid an adverse effect to Schroeder-Stickelberg-Thompson Farmstead, it would not address key purpose and need factors including lack of bicycle and pedestrian facilities and poor traffic operations.

Multi-Lane Roundabout at CTH M / CTH PD

The Multi-Lane Roundabout Alternative was designed with a curved alignment of CTH M to shift the road west to reduce impacts to the Schroeder-Stickelberg-Thompson Farmstead. The Multi-Lane Roundabout Alternative also included an underpass below the roundabout for the multi-use path that would be located along the east side of CTH M.

The path would be designed with maximum grades and minimum radii on the northeast corner of the Schroeder-Stickelberg-Thompson Farmstead to minimize the impacts to the property. The acquisition of right of way (ROW) would be limited to the northwest corner of the property (which is outside the historic boundary) and the southwest corner of the property (within the historic boundary). Some temporary easements would be necessary for grading purposes.

The Multi-Lane Roundabout was originally selected as the preferred alternative. The traffic modeling software used indicated that the roundabout had the capacity to accommodate the design year traffic volumes. Since the time the intersection was modeled, WisDOT completed studies comparing traffic modeling with roundabouts in operation in Wisconsin and found that other modeling software better matched in-place operations. The updated traffic modeling software indicated that the traffic volumes forecast for this intersection would exceed the capacity of the roundabout, resulting in excessive delay and long vehicle queues. With the high volumes of traffic forecast for this intersection, the project stakeholders did not fully support this alternative. Representatives from Verona and Madison expressed concern that if the roundabout intersection reached and exceeded

capacity, traffic would utilize streets through the adjacent neighborhoods which are not designed to accommodate high traffic volumes.

Southwest Jug-Handle

The Split-Grade Jug-Handle Alternative was designed to carry the high-volume northbound CTH M traffic over a bridge while a secondary road, the jug-handle, would provide access between the overhead northbound traffic and CTH PD. Separating the highest volume movement from the primary intersection allows the intersection to operate more efficiently. Three versions of the Split-Grade Jug-Handle Alternative were developed and are named after the quadrant in which the jug-handle secondary road is located: southwest, southeast, and northeast.

The northeast version of this alternative would have the greatest effect on the Schroeder-Stickelberg-Thompson Farmstead and was therefore dismissed prior to seeking public input. The southeast version would have resulted in an active electrical substation in the middle of the jug-handle portion of the intersection. This would create access issues for this facility and was therefore dismissed as a viable alternative. The southwest Split-Grade Jug-Handle Alternative would provide acceptable levels of service for traffic operations and was presented to the public. This alternative did not receive strong support from the public due to the non-standard traffic flow configuration and potential driver confusion that this may cause. The southwest Split-Grade Jug-Handle Alternative was not chosen because it was a costly alternative due to real estate needs, the high cost to build the necessary bridge, and it had the potential for greater impact to the viewshed and setting of the Schroeder-Stickelberg-Thompson Farmstead.



Tight Diamond Interchange at CTH M / CTH PD

The Tight Diamond Interchange was designed with a curved alignment of CTH M to shift the road west to reduce impacts the Schroeder-Stickelberg-Thompson Farmstead. The Tight Diamond Interchange is a grade separated interchange design. Four lanes of CTH M traffic (two northbound, two southbound) are carried over an at-grade signalized intersection via a 4-lane bridge. Access to CTH M and CTH PD is via ramps that intersect CTH PD, similar to a freeway interchange. This intersection design has the greatest traffic capacity of all the intersections proposed because the two primary travel directions, northbound and southbound, are not interrupted by a traffic signal or other type of intersection control (i.e., roundabout). The CTH M alignment, bridge location, and ramp alignments were laid out to avoid affecting the farmhouse structure. The design also addressed the relocation of utilities to avoid any structures.



The Tight Diamond Interchange alternative was presented to the public, although not as the preferred alternative. It has the highest structure costs due to the size of the bridge required to carry four lanes of traffic over a large signalized intersection. It also requires a substantial amount of retaining wall to limit the overall footprint of the intersection. The walls increase the visual impact of this design. Because of the high volume of traffic forecast to be turning on to and off of CTH M, turn lanes and ramps needed to be dual lane designs. The dual lane on-ramps required merging lanes which increased the footprint of CTH M north and south of the CTH PD intersection affecting



numerous wetlands and access to properties. The Tight Diamond alternative was not able to accommodate a grade separated crossing of both CTH M and CTH PD for pedestrians and bicyclists. Because of the number of drawbacks, the Tight Diamond alternative did not have full support from the City of Madison or the City of Verona. As a result, this design was not considered the preferred alternative. This option also had the potential for substantial impacts to the viewshed and setting of the Schroeder-Stickelberg-Thompson Farmstead.



Westbound Underpass (PREFERRED ALTERNATIVE)

The CTH PD Westbound Underpass Alternative was designed with a curved alignment of CTH M to shift the road west to reduce impacts to the Schroeder-Stickelberg-Thompson farmstead. The CTH PD Westbound Underpass alternative is in essence the Traffic Signal Alternative with one of the traffic flows (the CTH PD westbound through movement) removed from the intersection. The Traffic Signal Alternative did not have the capacity for all the conflicting traffic flows, but by removing the westbound through movement from the intersection, more time can be allotted to other movements that would normally conflict with the westbound movement, specifically the eastbound left turn to northbound. The intersection functions by pulling the westbound through traffic away from the westbound traffic stream and sending it under CTH M. CTH M will cross a wide, short-span bridge with the westbound through traffic below. The rest of the intersection, including westbound traffic turning right or left onto CTH PD, will operate as it normally would at a traffic signalized intersection.

Raymond Road will be reconstructed to match the existing rural cross section. The paved shoulders will be wide enough for bicycle accommodation. A bike path connects the cul-de-sac at Raymond Road with the multi-use path on CTH M. No pedestrian facilities exist on Raymond Road. A TRANS 75 “absence of need” exception for pedestrian facilities will be sought regarding this project. Raymond Road is under further study in the neighborhood planning process. In the future when this roadway is developed according the updated neighborhood plan, it will include pedestrian accommodations.

The CTH PD Westbound Underpass Alternative was designed with consideration given to the location of utilities. The intersection design was also developed to limit impacts to the adjacent electric utility substation and to adjacent properties. Bicyclists and pedestrians are provided grade separated crossings of both CTH M and CTH PD. The intersection will have to be raised in order to accommodate passing westbound traffic below the intersection. The CTH PD Westbound Underpass Alternative received support from the City of Madison, the City of Verona, and Dane County as a viable solution and thus was presented to the public as the preferred alternative.



Alternative Comparison Matrix

		No-Build	Southwest Jug-Handle	Roundabout	Tight Diamond	Westbound Underpass
Overall Project	TLE	0	4.5	3.9	3.8	4.3
	Right of way (acres)	0	17.8	15.5	14.2	17.1
SST Farmstead	TLE	0	0.3	0.2	0.5	0.4
	Right of way (acres)	0	0.1	0.1	0.1	0.1
Cost (millions)	Real Estate	0	11.6	10.1	9.3	11.2
	Construction	0	16.3	10.7	17.8	18.7
Level-of-service		F	C	F	C	D
Meets project purpose and need?		No	Yes	No	Yes	Yes

Preferred Alternative – Description of Proposed Action Affecting Subject Property 1

Several options were considered to minimize impacts to the Schroeder-Stickelberg-Thompson Farmstead. The initial design for the project corridor centered the proposed corridor on the existing CTH M ROW line and included raised medians 20 feet in width. This design was modified due to the location of a Section 4(f) property (recreation), and Section 4(f) historic property, as well as wetland resources on the north side of CTH PD. The current plan includes a curved alignment to fit the proposed corridor between the wetlands in the northwest quadrant of the CTH M – CTH PD intersection and the Schroeder-Stickelberg-Thompson Farmstead in the northeast quadrant. The existing plan also includes a median narrowed to a minimum width of eight feet in order to minimize impacts to the Section 4(f) resources.

Tree removal from ROW acquisition is anticipated; however roadway elevations will be designed to prevent the need to remove individual trees in close proximity to the house. The larger 24-inch diameter trees on the south and north sides of the house will remain. Efforts will be made to minimize tree loss and to minimize impacts to mature trees to the extent feasible. Tree height limitations will not allow for replacing trees in kind. Therefore, all trees that are removed will not be replaced.

Proposed project activities adjacent to the Schroeder-Stickelberg-Thompson Farmstead include:

- The reconfiguration of the CTH PD / CTH M intersection, including an underpass for CTH PD westbound traffic
- The widening of CTH M from a two-lane cross-section with gravel shoulders to a 6-lane cross-section with street lighting and curb and gutter; CTH M will be raised approximately ten feet in elevation from the existing center line in front of the historic farm house

- The construction of a multi-use path along the eastern edge of CTH M including the relocation or removal of a driveway off of CTH M.
- The construction of a retaining wall (up to three feet tall) between CTH M and the property.
- The termination of Raymond Road southwest of the historic property's primary driveway;
 - This will remove Raymond Road from the CTH PD – CTH M intersection. The remaining portion of Raymond Road will be removed and a multi-use path will be constructed across the southern tip of the historic property (parallel to CTH PD). This will connect with the proposed multi-use path along the eastern edge of CTH M. The northernmost Raymond Road driveway access will remain as it currently exists and the existing southernmost Raymond Road driveway entrance will be relocated to the proposed terminus of Raymond Road.
- The relocation of overhead electric transmission lines; ATC maintains the existing lines located within the CTH M ROW. New overhead lines will be located in the terrace area between the proposed multi-use path and CTH M.



Permanent Right Of Way Acquisition / Easements:

The proposed action will require approximately 0.1 acres of permanent right of way.

Temporary Easements:

Temporary Limited Easement (TLE) of 0.4 acres will be required within the historic boundary parallel to the multi-use path along the western edge of the property, at the southern tip of the property (north of the proposed location of the secondary driveway access off of Raymond Road.

Overhead utility lines will cross over the southern tip of the property; tree removal will be required at the southern tip of the property to provide a clear space around the overhead lines.



Functions Affected: No change in function



Facilities Affected: Walnut trees, No buildings

Access Affected: The Schroeder-Stickelberg-Thompson Farmstead has a gravel driveway access off CTH M. This driveway will be removed or relocated north on CTH M. This access change will not impact the operations of the property because the primary access to the property is from Raymond Road. The property owner uses this driveway infrequently.



Relationship to other similarly used lands: Unknown

The Memorandum of Agreement (MOA) commits the project sponsors to complete a survey of the Town of Verona for similar properties including documentation and evaluation of these farmsteads. The survey will be completed after the MOA is signed.

Unusual Characteristics Reducing or Enhancing the Value of the Property:

The reconfiguration of the CTH M – CTH PD intersection, widening and raising the elevation of CTH M, and construction of a pedestrian path and retaining wall in front of the property represents a substantial visual change that alters the setting of the farmstead.



LAWCON Section 6(f) (or other Federal Encumbrances) Impacts:

Not applicable. The project has been reviewed for potential Section 6(f) involvement. Schroeder-Stickelberg-Thompson Farmstead was not acquired or developed with funds from the Land and Water Conservation Fund (LAWCON). No Section 6(f) involvement exists on this property.

Amount of land impacted:

The proposed action is anticipated to acquire 0.1 acres of preliminary right of way and an additional 0.4 acres of preliminary temporary limited easement. A 30-foot ATC easement will be maintained along the southern tip and the extreme northwest edge of the property. Impacts to Schroeder-Stickelberg-Thompson Farmstead are the result of right of way required for a multi-use trail as well as utility easements.



Construction of the proposed multi-use path will require the removal of walnut trees within the slope intercepts. Utility poles are currently on the highway right of way. These poles will be removed and relocated, but will remain on highway right of way and not closer to the historic property than the existing pole locations.



Visual and Audible Elements:

The roadway will be widened and the rural cross-section changed to an urban cross-section with curb and gutter. The footprint of the intersections will also increase due to the design of the improved intersection. Viewers from the Schroeder-Stickelberg-Thompson Farmstead will have a direct view of these improvements. CTH M will be raised ten feet from the existing roadway profile in front of the farmhouse. Currently the elevation is below the front door of the farm house. The elevation change will raise the roadway to above the level of the front door. New street lighting will be placed in the medians along CTH PD and utilities poles will be replaced within the right of way with larger poles.



Currently the Schroeder-Stickelberg-Thompson Farmstead is located close to the existing intersection. The improvements will bring the roadway closer and roadway noise will increase due to the proximity of the reconstructed intersection. The westbound movement is separated from the signalized part of the intersection allowing vehicles to move through the underpass without starting or stopping. Audible elements will not change drastically. Decibel levels will increase between 2 and 5 decibels and remain lower than 67 decibel noise level criteria threshold.

Mitigation / Measures used to Minimize Adverse Effects

A Memorandum of Agreement has been prepared providing measures to mitigate the adverse effects to the Schroeder-Stickelberg-Thompson Farmstead. Stipulations included in the MOA are:

- Within three months of the MOA execution and before project letting, WisDOT or its agent will complete a field survey of up to seven of the best-preserved and finest representative historic farmsteads throughout the Town of Verona.
- Survey boundaries will be Midtown Road to the north, Fitchrona Road to the east, Schaller Road to the south, and Spring Rose Road to the west.
- A windshield survey of all farmsteads within the survey boundaries will be conducted to establish an architectural context and to identify up to seven of the best-preserved historic farmsteads in the Town of Verona. These farmsteads will be included with appropriate historic context information in a formal reconnaissance-level survey report.
- Reconnaissance survey procedures will follow the farmstead survey methodology outlined in the WisDOT Survey Manual and will include
- One sketch map per surveyed farmstead
- One set of digital photographs of all historic resources per surveyed farmstead
- WisDOT or its agent will submit copies of the survey and historic context report, sketch maps, and digital images to SHPO and the Dane County Historical Society.
- Records for each of the surveyed farmsteads will be created and added to the Wisconsin Historic Preservation Database (WHPD).

At the Documentation for Consultation Meeting on April 14, 2013, the property owner raised several concerns that were addressed by the group at the meeting.

- The property owner is concerned about the raised profile of the roadway. CTH M is currently at an elevation below the first floor level of the old farm house. The new elevation of the roadway will be above this elevation. All efforts are being made to develop a bridge design and roadway profile as low as possible. Any retaining walls used will be less than three feet in height and the slopes along the roadway will be kept as flat as possible to allow for maintenance and minimize the feeling of the house being behind a wall.
- The property owner wanted to know what the impact would be to the driveway access on CTH M from the property. This driveway will be removed or relocated north due to the grade change and retaining wall.
- The property owner noted her concern about the loss of the walnut trees on the south side of the property. Due to the location of overhead utility lines at the southern end of the property, a height restriction for trees in the area is required (15-foot maximum height). The walnut trees will not be replaced in-kind due to this restraint but other vegetation options are being considered for this area.

- The property owner was concerned that the south driveway to the farmstead on Raymond Road did not connect to Raymond Road any more. The group agreed that Raymond Road could be extended to meet this driveway.

The current property owner is not interested in having the property listed in the National Register; for this reason, NRHP listing was not proposed as a potential mitigation measure. In addition, due to restraints resulting from the location of overhead utility lines at the southern end of the property, any effective vegetative screening is not a viable mitigation option.

Coordination with Responsible Official with Jurisdiction over the Section 4(f) Property:




The Official with Jurisdiction over this property is the Wisconsin State Historic Preservation Office (SHPO). Coordination and the role SHPO has taken include:

- SHPO was sent a letter on December 19, 2011 as part of the initial agency coordination process.
- SHPO reviewed historical survey and determined that the Schroeder-Stickelberg-Thompson Farmstead meets the National Register of Historic Places criteria. SHPO provided concurrence with the Section 106 process and the project is moving forward with a decision that historic properties may be affected by the proposed action and the ‘assess affects’ and begin consultation on affects. (See Attachment A - Section 106 Coordination).
- SHPO reviewed the Assessment of Effects and concurred with the finding that the proposed action will have an adverse affect on the SST Farmstead.
- SHPO was invited to the initial consultation meeting but declined to attend.
- SHPO reviewed the Documentation for Consultation and provided comments.
- SHPO reviewed the Memorandum of Agreement (MOA) and provided recommendations for mitigations that the rest of the signatories to the MOA agreed with.
- Section 106 form was updated to include intersection and footprint updates.
- Final Documentation for Consultation and Memorandum of Agreement were revised to incorporate comments and submitted to consulting parties for signatures. Documents are pending.
- **When MOA is signed by SHPO and consulting parties, date and details will be noted here.**

The project team met with the property owner of the Schroeder-Stickelberg-Thompson Farmstead on several occasions throughout the design process. Documentation of all meetings can be found in Attachment C - Schroeder-Stickelberg-Thompson Farmstead Correspondence and Documentation for Consultation.

- November 18, 2011 – Phone Call
- December 8, 2011 – Public Information Meeting #1
- February 7, 2012 – Phone Call
- May 24, 2012 – Public Information Meeting #2
- April 29, 2013 – Consultation Meeting #1
- May 15, 2013 – In Person Utility Meeting on Property
- March 12, 2014 – Public Information Meeting #3
- April 14, 2014 – Documentation for Consultation Meeting #2 – A second meeting was held to address the updated preferred alternative and its impacts to the farmstead.

Impact Avoidance

The Schroeder-Stickelberg-Thompson Farmstead is located adjacent to the CTH M – CTH PD intersection in the northeast quadrant. The small existing footprint of the intersection is unable to handle existing and future traffic volumes adequately. An additional 4(f) property exists in the northwest quadrant. Increasing the size of the intersection or shifting the existing alignment of the roadway to avoid these properties would not be possible without impacting at least one of the properties that meet Section 4(f) requirements. 


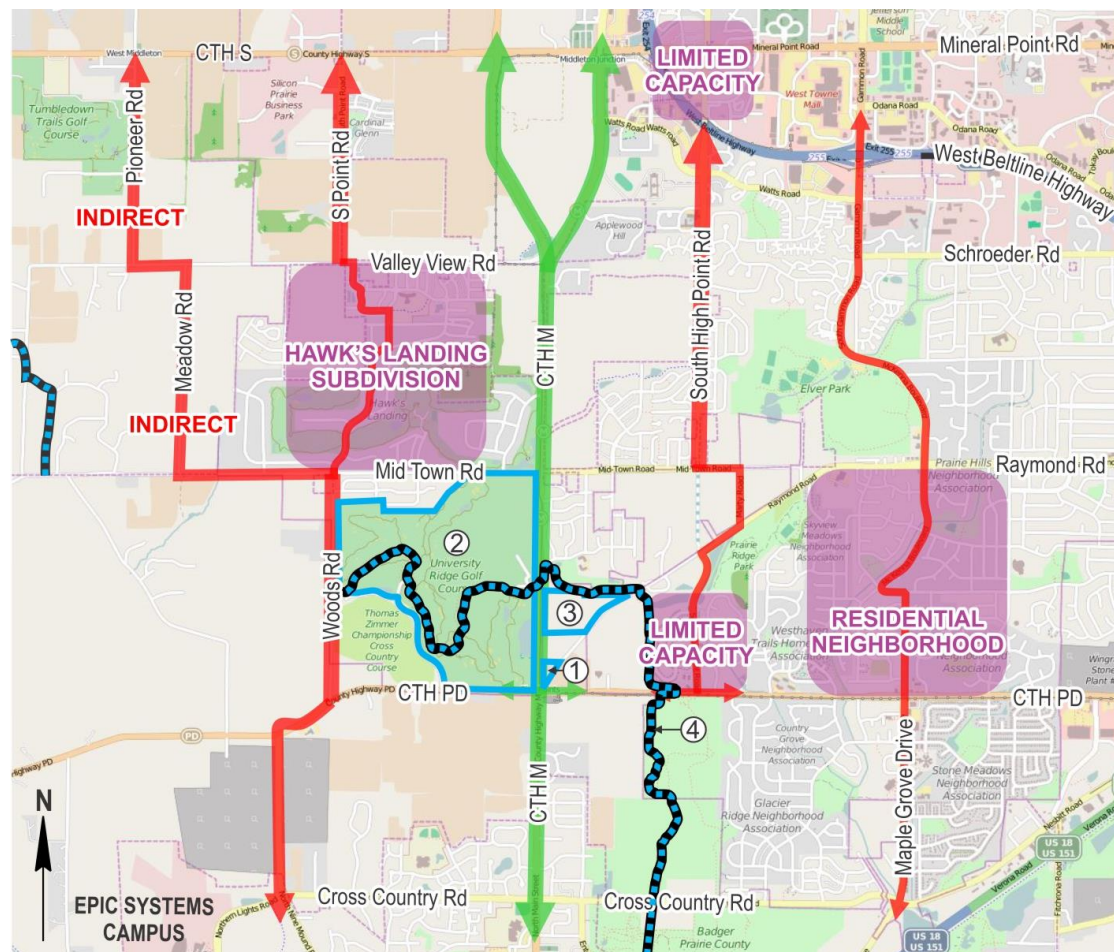
A more substantial realignment of CTH M to avoid the 4(f) properties near the project location is limited by the existing facilities and development. Figure 5 illustrates the constraints of north-south travel in the project area. The areas outlined in blue are 4(f) properties identified as part of this project. The dotted blue line is the National Ice Age Scenic Trail, a linear resource. It is not possible to identify an alignment that would avoid impacting a 4(f) resource. 

Figure 5. North-South Corridor Routes



- ① Schroeder-Stickelberg-Thompson Farmstead
- ② University Ridge Golf Course
- ③ Dane County Parkland
- ④ Ice Age National Scenic Trail

Because of these factors, the only avoidance alternative considered is the No-Build Alternative. The following factors were considered to determine if this alternative is feasible and prudent.

Factor 1: *It compromises the project to a degree that it is unreasonable to proceed in light of the project's stated purpose and need.*

The No-Build Alternative does not meet the project's stated purpose and need for providing a safe and serviceable corridor with well-designed intersections and operating at acceptable conditions for existing and future traffic volumes.

Factor 2: *It results in unacceptable safety or operational problems.*

The No-Build Alternative results in unacceptable operational problems. The intersection would continue to operate at LOS F, with increased congestion as traffic increases in future years.

Factor 3: *After reasonable mitigation, it still causes severe social, economic, or environmental impacts, severe disruption to established communities; severe or disproportionate impacts to minority or low income populations; or severe impacts to environmental resources protected under other Federal statutes.*

The No-Build Alternative does not address the existing traffic congestion or limited bicycle and pedestrian facilities in the area. Severe travel disruption and delays for the travelling public will occur and the facility cannot safely carry pedestrians and bicyclists.

Factor 4: *It results in additional construction, maintenance or operational costs of extraordinary magnitude.*

Not applicable.

Factor 5: *It causes other unique problems or unusual factors.*

Not applicable.

Factor 6: *It involves multiple factors as outlined above that, while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.*

Not applicable.

The No-Build Alternative is considered not prudent because it does not meet the project purpose and need.

Least Harm Analysis



Three alternatives were considered for the preferred alternative: Southwest Jug-Handle, Tight Diamond, and Westbound Underpass. All of the alternatives required the same amount of permanent real estate and all alternatives result in some visual impact to the property. The alignment could not be shifted further to avoid the historic boundary due to the location of Morse Pond.

The Jug Handle Alternative was developed with a partial grade separation for the multi-use path crossing at this intersection. While this alternative provides grade-separated pedestrian and bicycle facilities across CTH PD, it crosses CTH M at-grade due to the constraints of the Morse Pond location. A grade separated crossing consisting of an underpass at CTH M could be included for this alternative; however, this would increase the construction cost, right of way need, and aesthetic impact of the retaining walls. The location of an underpass would be south of the CTH PD corridor, which would be undesirable for the connectivity along CTH PD. The Jug Handle Alternative has the largest footprint and greatest overall real estate needs. Real estate need for the SST Farmstead specifically include 0.3 acres for temporary limited easement (TLE), and 0.1 acres of permanent right-of-way (RW). The intersection layout is non-standard which increases the potential for driver confusion. Preliminary concept development for the Jug Handle alternative indicated a higher elevation for the bridge carrying traffic over the intersection. This was needed to minimize excavation required to lower the elevation of the entire CTH PD corridor below CTH M. The higher elevation of the CTH M bridge would have a greater visual impact on the 4(f) properties than the Westbound Underpass Alternative.

The Tight Diamond Alternative does not provide grade-separated pedestrian and bicycle facilities. Providing a multi-use path on the CTH M bridge over CTH PD would have resulted in an at-grade crossing at the ramps. The only way to provide grade separated crossings would be to create a separate structure for the multi-use path which would greatly increasing the construction cost, foot print, and real estate cost. This alternative has the most expensive bridge structure and largest visual impact due to bridge and retaining wall heights. It also has the greatest real estate impact to the Schroeder-Stickelberg-Thompson Farmstead (0.5 acres for TLE and 0.1 acres for RW). Preliminary concept development for the tight diamond alternative indicated a higher elevation for the bridge carrying traffic over the intersection. This was needed to minimize excavation required to lower the elevation of the entire CTH PD corridor below CTH M. The higher elevation of the CTH M bridge would have the greatest visual impact on the 4(f) properties.

The Westbound Underpass Alternative is the only alternative that provides a grade-separated pedestrian crossing. The intersection design is the closest to a traditional signal design. This alternative has the smallest highway structure and is more of an underpass condition as opposed to an overpass construction. This will reduce the height of the retaining walls and structure allowing this alternative to have the least visual impact to the farmstead. This alternative provides the best access to adjacent properties. The intersection will provide acceptable operation conditions for future traffic volumes. This alternative was supported by the local jurisdictions. This alternative requires 0.4 acres for TLE and 0.1 acres for RW.

All of the build alternatives result in some harm to the Schroeder-Stickelberg-Thompson Farmstead. The identified harm is the adverse effect to the setting of the farmstead through substantial expansion of the highway facility. The following analysis summarizes how each alternative minimizes or mitigates the harm.

Least Harm Analysis Matrix

	Southwest Jug-Handle	Tight Diamond	Westbound Underpass
Factor 1: <i>The ability to mitigate adverse impacts to each Section 4(f) property.</i>	<p>All of the contributing features for 4(f) properties (buildings/ structures) are retained. The farmstead has been surveyed and documented with photographs and mapping.</p> <p>Mitigation by surveying and documenting nearby farmsteads is feasible.</p> <p>Due to the location of the University Ridge Golf Course in the northwest quadrant and Schroeder-Stickelberg-Thompson Farmstead on the northeast quadrant of the CTH M – CTH PD intersection, it is impossible to avoid impacts to both 4(f) properties while addressing the purpose and need of the project.</p> <p>The various intersection alternatives do not have any impact on the Ice Age Scenic National Trail or Dane County Parkland because the resources are located beyond the taper points and limits of the intersection design alternatives.</p>		

	Southwest Jug-Handle	Tight Diamond	Westbound Underpass
Factor 2: <i>The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) for protection.</i>	All of the contributing features (buildings/ structures) are retained for 4(f) properties. Physical impacts to properties are limited to land acquisition and vegetation/tree removal. The permanent real estate needs for each alternative were the same (0.1 acres). Realignment to avoid any permanent real estate required was not possible due the location of Morse Pond.		
	<p>Visible impacts to the setting of the properties include:</p> <ul style="list-style-type: none"> • An overpass bridge structure (2-lanes of CTH M over CTH PD) parallel to the CTH M corridor - all retaining walls and structural elements visible from the properties • A multi-use path ramp structure, located immediately south of the properties 	<p>Greatest right of way impact to Farmstead</p> <p>Visible impacts to the setting of the properties include:</p> <ul style="list-style-type: none"> • An overpass bridge structure (4-lanes of CTH M over CTH PD) parallel to the CTH M corridor - retaining walls will separate the entrance ramp from mainline CTH M resulting in taller, longer walls to accommodate roadway grades • More retaining walls and structural elements would be visible from the properties than in the other alternatives <p>The entrance ramp from CTH PD to CTH M northbound ramp would be the closest roadway to the farmstead property of any of the alternatives</p>	<p>Visible impacts to the setting of the properties include:</p> <ul style="list-style-type: none"> • An underpass bridges structure (1- lane of CTH PD below CTH M) parallel to CTH PD is a short span structure. • Retaining walls visible from the properties do not separate parallel roadways, thus the length will be shorter and height will be less than 3-feet.
	The elevation of CTH M would be higher adjacent to the properties than the WB underpass alternative – a retaining wall exceeding 3 feet in height would be needed to separate the roadway and path from the property		
	<p>Due to the location of the University Ridge Golf Course in the northwest quadrant and Schroeder-Stickelberg-Thompson Farmstead on the northeast quadrant of the CTH M – CTH PD intersection, the intersection alternatives were designed to balance the impacts to these 4(f) properties. Impacts to the golf course were limited to tree and shrub removal. The project will not alter or affect the use of any buildings, greens, tee boxes, and sand traps. These changes will not adversely affect the activities on this property.</p> <p>The various intersection alternatives do not have any impact on the Ice Age Scenic National Trail or Dane County Parkland because the resources are located beyond the taper points and limits of the intersection design alternatives.</p>		

	Southwest Jug-Handle	Tight Diamond	Westbound Underpass
Factor 3: <i>The relative significance of each Section 4(f) property.</i>	<p>Schroeder-Stickelberg-Thompson Farmstead: Eligible for National Register of Historical Places</p> <p>University Ridge Golf Course – Public Recreation</p> <p>The various intersection alternatives do not have any impact on the Ice Age Scenic National Trail or Dane County Parkland because the resources are located beyond the taper points and limits of the intersection design alternatives.</p>		
Factor 4: <i>The views of the officials with jurisdiction over each section 4(f) property.</i>	<p>The official with jurisdiction for the Schroeder-Stickelberg-Thompson Farmstead is the Wisconsin State Historic Office. They did not indicate a preference for a specific alternative.</p>		
	<p>Documented disapproval of alternative from Town of Verona officials due to:</p> <ul style="list-style-type: none"> - Viewshed of historic property - Large real estate needs - Driver confusion 	<p>Documented disapproval of alternative from Town of Verona officials due to:</p> <ul style="list-style-type: none"> - Visual impact of retaining walls 	<p>Greatest involvement and support by officials in the City of Madison, City of Verona, and Dane County.</p> <p>University Ridge Golf Course staff prefer this option for limited visual impact.</p> <p>Property owner of Schroeder-Stickelberg-Thompson Farmstead approves of this alternative.</p>
	<p>The various intersection alternatives do not have any impact on the Ice Age Scenic National Trail or Dane County Parkland because the resources are located beyond the taper points and limits of the intersection design alternatives.</p>		
Factor 5: <i>The degree to which each alternative meets the purpose and need for the project.</i>	<p>Provides bicycle and pedestrian facilities, however does not provide a complete grade separated crossing of the intersection for the multi-use path.</p> <p>Individual intersections operate at LOS C with design year traffic volumes; however more intersections are created with the design, reducing the LOS. Individual intersections will be near capacity in the design year.</p>	<p>Provides bicycle and pedestrian facilities, however does not provide a complete grade separated crossing of the intersection for the multi-use path. The merging conditions for the interchange on-ramps create safety concerns for merging bicycles and vehicles.</p> <p>The intersection alternative operates at an acceptable level of service and has the most capacity for additional traffic volume growth.</p>	<p>Provides bicycle and pedestrian facilities, and a complete grade separated crossing of the intersection for the multi-use path.</p> <p>The intersection alternative operates at an acceptable level of service in the design year. The intersection will be near capacity in the design year.</p>

	Southwest Jug-Handle	Tight Diamond	Westbound Underpass
Factor 6: <i>After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f).</i>	<p>Requires substantial undeveloped farmland in the southwest quadrant.</p> <p>Intersection was not able to be shifted south due to the electric substation in the southeast quadrant and the cost and effort to relocate.</p>	<p>Intersection was not able to be shifted south due to the electric substation in the southeast quadrant requiring substantial cost and effort to relocate.</p>	<p>Intersection was not able to be shifted south due to the electric substation in the southeast quadrant requiring substantial cost and effort to relocate.</p>
Factor 7: <i>Substantial differences in costs among the alternatives.</i>	27.9 million	27.1 million	<p>29.9 million</p> <p>The tight diamond, jug handle, and the westbound underpass are not substantially different in costs, therefore costs was not a deciding factor between these alternative. The Tight Diamond has the most expensive bridge structure and the Westbound Underpass provides two structures a roadway underpass and a pedestrian underpass.</p>

De Minimis 4(f) Evaluation: Subject Property 2 – University Ridge Golf Course

When a federally funded transportation project considers using a Section 4(f) property, an extensive investigation and approval by the FHWA is required. A de minimis impact is one that, after taking into account any measures to minimize harm, results in a determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f). For Subject Property 2 – University Ridge Golf Course a Determination of a De Minimis Impact to a Section 4(f) Property Report was prepared. Please see Attachment D – University Ridge Golf Course Correspondence and Documentation.

Name: University Ridge Golf Course

Location: 9002 County Road PD, Madison, WI 53593

Ownership or Administration: Administration – University of Wisconsin Board of Regents

Type of Resource: Recreational Lands, Public Agency owned golf course for the purpose of recreation.

Funding: No special funding

Property Description

The University Ridge Golf Course property is considered a Section 4(f) resource because it is owned, operated and managed by a public agency for the primary purpose of public recreation.

The course derived its name from the landscape features left by the last retreating glacier. The course sits on the terminal moraine, where the Wisconsin Glacier stopped, forming the backbone of the ridge that separates the land into groups of rolling hills and valleys. The natural ridge dictated course construction with the designers following the contours of the land creating a natural setting that overlooks the City of Madison. Course designer Robert Trent Jones, Jr., considered to be among one of world's foremost golf course architects, had broad versatility in mind when designing the course. At the same time, he was extremely conscious of preserving the integrity of the land to bring out its natural beauty. Over the last decade University Ridge has received national attention and has become a top 50 public course in the country. The superior service and pristine course conditions have brought forth numerous awards and other recognitions. University Ridge has been a top-10 golf course in Wisconsin since the doors opened in 1991.

Property Use

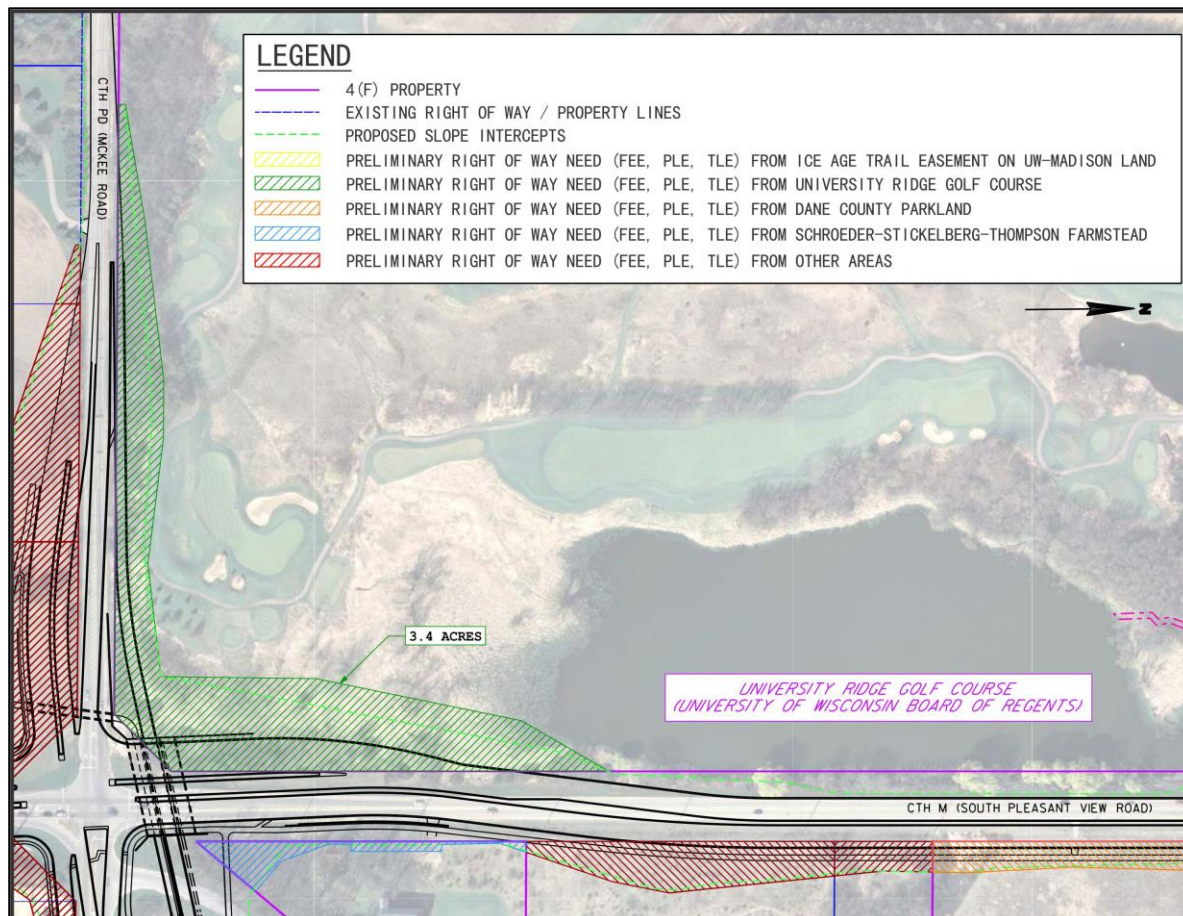
University Ridge Golf Course encompasses about 300 acres and is located at the northwest corner of CTH M and CTH PD intersection. Approximately 3.4 acres of right of way needs to be acquired in the extreme southeast corner of the parcel in order to meet the design needs of the westbound underpass intersection located at the CTH M/CTH PD. See Figure 2. Section 4(f) Properties. The affected area of the University Ridge Golf Course is shown with green hatching.

The proposed improvement at the CTH M/CTH PD intersection is a Westbound Underpass. This design is in essence a traditional traffic signal design with one of the traffic flows (CTH PD westbound through movement) removed from the intersection. By removing the westbound through movement from the intersection, more time can be allotted to other movements that would normally conflict with the westbound movement, specifically the eastbound left-turn to northbound. The intersection functions by pulling the westbound through traffic away from the westbound traffic stream and sending it below CTH M. CTH M will cross a wide, short-span bridge with the westbound through traffic below. The rest of the intersection, including westbound traffic turning right or left onto CTH PD, will operate as it normally would at a traffic-signalized intersection. This alternative best meets the purpose and need for this project.



The project impacts and proposed construction plans indicate that the impacts to the property will be minimal and will not alter or affect the use of any buildings, greens, tee boxes, and sand traps. These changes will not adversely affect the activities on this property. However, near the CTH M/CTH PD intersection, several trees and shrubs will be removed that border the property lines. The trees and shrubs are naturally occurring and not part of the planned golf course landscaping. The view from the course to CTH M will be less obstructed due to the removal of the mature trees and shrubs. The proposed CTH M/CTH PD westbound underpass lane will be closer to the golf course's hole #3. A total of 4 acres of preliminary right of way (fee, PLE, and TLE) are needed. See Figure 6 – University Ridge Golf Course.

Figure 6. Subject Property 2: University Ridge Golf Course



CTH M is located between University Ridge Golf Course to the west, and a historical property eligible for the National Register of Historic Places and Dane County Parkland to the east. All properties are protected by Section 4(f) lands. Every attempt was made to minimize the land required for roadway, intersection, and pedestrian facilities.

Measures used to Minimize Adverse Effects

All attempts were made to minimize adverse effects to the golf course property and surrounding landscape. Specific measures taken include:

- Shifting of the intersection to the extent possible to minimize impact on the golf course
- Minimizing visual impact of the intersection by adjusting roadway profile
- Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities
- Restoration and landscaping of disturbed areas
- Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property
- Payment of the fair market value of the land and improvement taken

Coordination

A de minimis impact determination requires agency coordination and public involvement. The officials with jurisdiction over the property must be informed of the intent to make a de minimis impact determination. A public notice and an opportunity for public review and comment concerning effects on the protected activities, features, or attributes of the property must be provided. After consideration of comments received from the public, the jurisdiction concurs in writing that the project will not adversely affect the activities, features, or attributes.

Coordination with University Ridge Golf Course has occurred throughout the planning process and is ongoing. A letter to the official with jurisdiction for the golf course property was sent December 6, 2012 to satisfy requirements of CFR Title 23, Chapter I, Subchapter H Part 774, Section 774.5). The letter served to initiate official consultation with the official with jurisdiction of the property and request comment regarding the potential de minimis impact determination to the property.

Three Public Information Meetings were held inform the public of the proposed design and to gather input. The University Ridge Golf Course has been invited and encouraged to attend public meetings. The dates of the three information meetings were:



- December 8, 2011 – Public Information Meeting #1
- May 24, 2012 – Public Information Meeting #2
- March 12, 2014 – Public Information Meeting #3

Staff from University of Wisconsin Facilities Planning and Management and staff from University Ridge golf course met with the design team to discuss alternative designs for the intersection of CTH PD and CTH M. Staff indicated the WB underpass alternative was desirable from an aesthetic view point as the underpass structure would have less visual impact than an overpass structure. They indicated that the roadway design

needs to avoid impacting the cart path adjacent to the green. They also noted a desire to work with the design team on final details of landscaping. There is a desire to provide some screening between the roadway and golf course; however trees are not desirable due to the impacts of the shade on the growing conditions of the turf on the green. An earthen berm is preferred; however this will have to be balanced with impacts to the surrounding wetlands.

University Ridge Golf Course still needs to provide documentation indicating the project will not adversely affect the activities, features, or attributes of this property. When that documentation is provided, a summary will go here.

Wisconsin
Federal Highway Administration
**Finding of *De Minimis* Impact on Parks, Recreation Areas and Wildlife and Waterfowl
Refuges**

WISDOT ID: 5992-06-51

Route: CTH M

Termini: Cross County Road to Prairie Hill Road

City/County: Dane County

Name of 4(f) Resource: University Ridge Golf Course

Project description:

The state name for this project is South Pleasant View Road, City of Madison, County Highway M Reconstruction, Cross Country Road to Prairie Hill Road. This project involves a full reconstruction of the CTH M mainline and two intersections. An Environmental Assessment was conducted to satisfy NEPA requirements.

The CTH M corridor is a critical north/south roadway connecting the City of Madison and the City of Verona. The project limits are Cross Country Road to Prairie Hill Road, a distance of 2.9 miles. The proposed project is located in Dane County, Wisconsin in the cities of Madison and Verona and the towns of Verona and Middleton.

The proposed improvements include expansion of CTH M from a two-lane highway to a 4 to 6-lane arterial roadway with a raised median and a multi-use path. Improvements are proposed for the intersections of CTH M – Midtown Road and CTH M – CTH PD. This roadway is a principal arterial on the National Highways System (MAP-21).

The University Ridge Golf Course property is considered a Section 4(f) resource because it is owned, operated and managed by a public agency for the primary purpose of public recreation.





Approximately 3.4 acres of right of way needs to be acquired in the extreme southeast corner of the parcel in order to meet the design needs of the westbound underpass intersection located at CTH M – CTH PD.

The project impacts and proposed construction plans indicate that the impacts to the property will be minimal and will not alter or affect the use of any buildings, greens, tee boxes, and sand traps. These changes will not adversely affect the activities on this property. However, near the CTH M – CTH PD intersection, several trees and shrubs will be removed that border the property lines.

All attempts were made to minimize adverse effects to the golf course property and surrounding landscape. Specific measures taken include:

- Final design to avoid impacting cart path adjacent to green
- Minimize visual impact of the intersection by selecting Westbound Underpass as preferred alternative
- Coordination with University of Wisconsin Facilities Planning and Management staff on final design landscaping details to provide screening between the roadway and golf course while avoiding shade impacts on the green
- Reducing overall roadway width by using acceptable standards for cross-section elements including lane, median, and terrace widths.
- Payment of the fair market value of the land taken

The attached documentation shows the following:

1.
 - a. *What the activities, features, and attributes are that qualify University Ridge Golf Course for protection under Section 4(f).* 
 - b. *What the transportation use of the Section 4(f) resource is.*
 - c. *How this use does not adversely affect the activities, features, and attributes listed in 1.a., above. In making this determination, consideration may be given to any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project; and*
2. University of Wisconsin – Madison Board of Regents have been informed that FHWA may make a *de minimis* finding under 4(f) and may use the University of Wisconsin – Madison Board of Regents’ written concurrence that the project does not adversely affect the activities, features, and attributes listed in 1.A., above that qualify the property for protection under Section 4(f) in making that finding; and
3. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource. 
4. There are no federal encumbrances [such as 6(f)] on University Ridge Golf Course.

This *de minimis* documentation was prepared by

Date

Paul Chellevoid, AICP, Senior Transportation Planner
SRF Consulting Group, Inc.

This *de minimis* documentation was reviewed and approved by

Date

[Name], (*Regional Environmental Coordinator or
Region Local Program Manager*)

Date

[Name], ESS (*Liaison or Section Manager*)

Date

[signature]
[Name], Federal Highway Administration

Cc: WISDOT Bureau of Technical Services / Environmental Services Section
WISDOT Region

De Minimis 4(f) Evaluation: Subject Property 3 – Dane County Parkland

When a federally funded transportation project considers using a Section 4(f) property, an extensive investigation and approval by the FHWA is required. A de minimis impact is one that, after taking into account any measures to minimize harm, results in a determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f). For Subject Property 3 – Dane County Parkland, a Determination of a De Minimis Impact to a Section 4(f) Property Report was prepared. Please see Attachment E – Dane County Parkland Correspondence and Documentation.

Name: Dane County Parkland

Location: 1 Fen Oak Court, Room 208, Madison, WI 53718

Ownership or Administration: Administration

Type of Resource: (acre): Public Park

Funding:

Dane County parkland was purchased through the Knowles-Nelson Stewardship program (State Stewardship Grant Program). This Ice Age – Payan Acquisition Stewardship Grant Property covers approximately 35 acres.

Any land that is taken for permanent road right of way use from this property must be replaced with a similar viable unit (size and/or appraisal value). Approximately 1.0 acres of parkland is needed for permanent right of way for the expansion of CTH M. Lands required for temporary and permanent limited easements will not be replaced. Acquisition is required from Dane County beginning at the southern edge of the parcel to Flagstone Park.

Land adjacent to the park that is currently owned by the city of Madison (formerly owned by the Audubon Society) has been identified as a replacement area. **Further investigation with WDNR and City of Madison to gather more information before a determination is made. Maps, appraisals, draft maintenance agreement package in progress.**

The Heitke LUIHNK acquisition property is conservation land funded through the Knowles-Nelson Stewardship Program. This 9-acre parcel has legal protection through Section 6(f) for grant-assisted recreation sites. There are no impacts to this property as a result of the CTH M roadway project; however, ongoing discussions with the project team and the City of Madison are considering creek crossing improvements and changes to the right of way in this area.

Property Description

The property is located along the east side of CTH M between CTH PD and Flagstone Drive and it surrounds Flagstone Park. A portion of the Ice Age National Scenic Trail (IANST) is located on this land. No easements exist within this property for the IANST. The rest of the parkland is naturally occurring landscape.

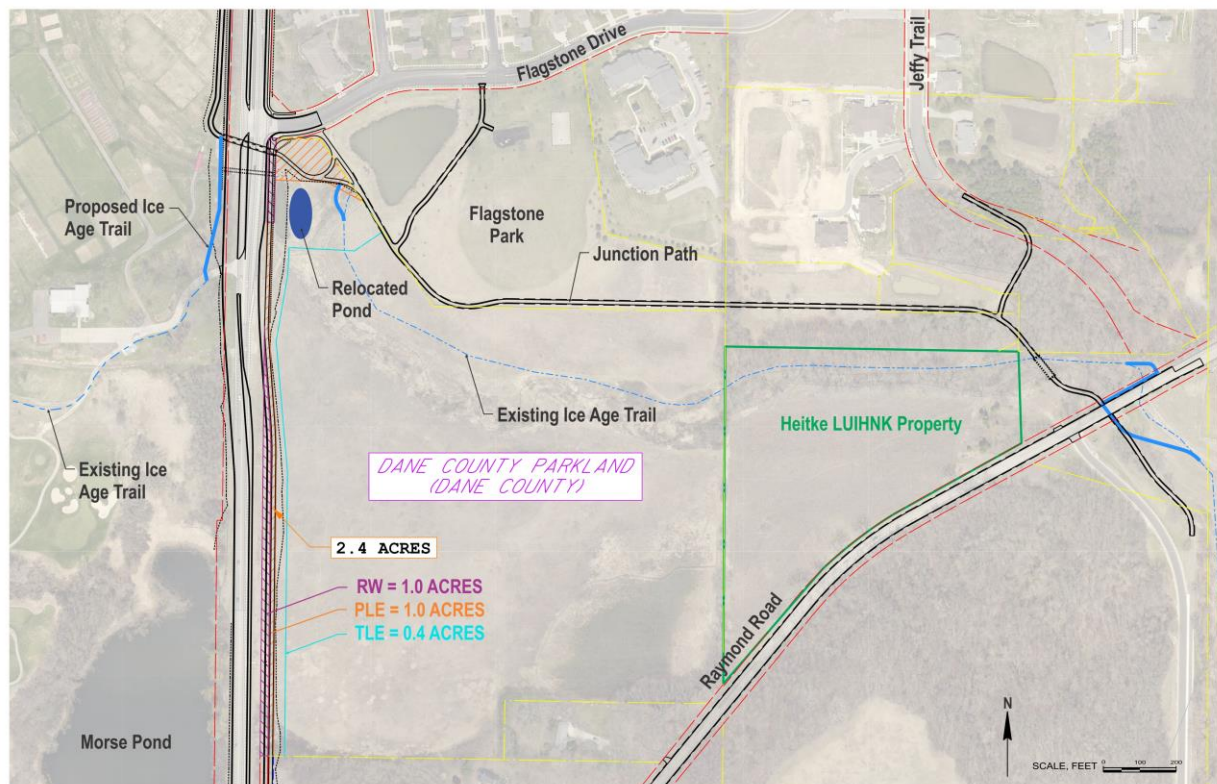
There is a small wooded area on the east side of the property. The rest is natural open prairie. The Dane County Parkland property is considered a Section 4(f) resource since it is a park of state or local significance that is both publicly owned and open to the public.

Property Use

The proposed improvements include a reconstruction of CTH M to a 4 to 6-lane facility that will increase capacity while addressing the operational and safety concerns within the corridor. Traffic operations will improve throughout the corridor and will allow for future planned local roads. Strategic median breaks will provide limited access where needed. This alternative will provide improved facilities for bikes and pedestrians as well as provide a continuous 4 to 6-lane facilities from the City of Verona to the City of Madison, connecting to similar typical sections at both termini.

To accommodate the CTH M roadway expansion between CTH PD and Midtown Road, approximately 2.4 acres of right of way will need to be acquired from the approximately 35 acres of Dane County Parkland. One acre will be a permanent limited easement and 0.4 acres will be used as a temporary limited easement. The required property is located adjacent to CTH M, along the western edge of the park. It consists of open prairie and will be restored to the same condition after construction. The project impacts and proposed construction plans indicate that the impacts to the property will be minimal and will not alter or affect the park's use. See Figure 7 – Dane County Parkland.

Figure 7. Subject Property 2: Dane County Parkland



Measures used to Minimize Adverse Effects

- Reducing overall width of the roadway by using the minimum desirable features.
- Minimizing visual impact of the roadway by adjusting roadway profile
- Replacement of facilities impacted by the project including a driveway and gated fence.
- Restoration and landscaping of disturbed areas.
- Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property.
- Payment of the fair market value of the land and improvement taken.

Coordination

A de minimis impact determination requires agency coordination and public involvement. The officials with jurisdiction over the property must be informed of the intent to make a de minimis impact determination. A public notice and an opportunity for public review and comment concerning effects on the protected activities, features, or attributes of the property must be provided. After consideration of comments received from the public, the jurisdiction concurs in writing that the project will not adversely affect the activities, features, or attributes.

Coordination with Dane County Parks has occurred throughout the planning process and is ongoing. Coordination with WDNR regarding requirements based on Knowles-Nelson Stewardship program funding.

A letter to the official with jurisdiction for the parkland was sent December 6, 2012 to satisfy requirements of CFR Title 23, Chapter I, Subchapter H Part 774, Section 774.5). The letter served to initiate official consultation with the official with jurisdiction of the property and request comment regarding the potential de minimis impact determination to the property.

A letter was received from Dane County Parks on January 23, 2013 providing comments on the proposed project. This letter outlined four comments and proposed mitigation measures to be considered in this review. They included:

1. Maintain and restore the existing driveway on CTH M for staff access to manage prairie restoration areas. Dane County Parks would prefer this driveway entrance to be gated and not paved to discourage general public use.
2. Provide financial resources that will allow the Dane County Parks Naturalist to restore and reseed prairie areas that are disturbed during CTH M reconstruction activities.
3. Maintain the existing water storage area immediately south of the box culvert. The pond/wetland area was created through a partnership between Dane County Highway and the Dane County Naturalist and is used extensively by frogs. If this area is unable to be avoided by the proposed CTH M improvement project, consider creation of a wetland scrape in the southeast corner of the parcel as a mitigation measure.
4. Dane County Parks supports the addition of the proposed bicycle/pedestrian side path along CTH M that will provide connectivity to the Ice Age Junction Trail.

Several public information meetings were held inform the public of the proposed design and to gather input. Dane County Parks has been invited and encouraged to attend public meetings. The dates of the three information meetings were:

- December 8, 2011 – Public Information Meeting #1
- May 24, 2012 – Public Information Meeting #2
- March 12, 2014 – Public Information Meeting #3

A meeting was held on September 24, 2014 to address CTH M impacts and right of way needs from Dane County Parks and the Ice Age Trail for interested parties. A summary of the meeting discussion regarding the Dane County Parkland is provided below:

The project will require real estate acquisition from Dane County Parks land. The permanent easement estimate is for construction and maintenance of the 10-foot multi-use path along the east side of CTH M. The path will be constructed on a 15-foot easement along the edge of the CTH M highway right of way. Dane County Parks requested that the prairie area be protected/isolated from the construction by temporary fencing (orange safety fence is acceptable).

ATC will be relocating their overhead power transmission poles into the terrace area between the multi-use path and CTH M roadway. The poles will be located in the CTH M highway R/W. This location will minimize the amount of aerial easement that ATC requires from Dane County Parks for their facilities.

Dane County Parks would like to see the restored prairie area that is disturbed by grading be returned to a restored prairie condition. The restoration work shall be completed under the guidance of Dane County Parks. This was discussed at the September 24, 2014 meeting and it was determined that a more cost effective solution would be to utilize Dane County approved restoration contractors, under the guidance of Dane County staff. Dane County staff shall be consulted on the design and specifications of the restoration work.

The group discussed impacts to the small pond at the east (outlet) end of the CTH M culvert crossing. The slope intercepts for the current roadway design would fill most of this pond. Dane County Parks expressed a preference for grading and reestablishing the small pond near its current location with the project. This would be an aesthetic benefit for both the multi-use path and the Ice Age Trail. This alternative was preferred to constructing a retaining wall to maintain the pond in its current location. Another alternative would be to construct a wetland scrape along the southeast edge of the park property. This was the alternative originally noted in the letter provided by Dane County Parks on January 23, 2013.

Dane County Parks still needs to provide documentation indicating the project will not adversely affect the activities, features, or attributes of this property. When that documentation is provided, a summary will go [here](#).

Wisconsin
Federal Highway Administration
**Finding of *De Minimis* Impact on Parks, Recreation Areas and Wildlife and Waterfowl
Refuges**

WISDOT ID: 5992-06-51

Route: CTH M

Termini: Cross County Road to Prairie Hill Road

City/County: Dane County

Name of 4(f) Resource: Dane County Parkland

Project description:

The state name for this project is South Pleasant View Road, City of Madison, County Highway M Reconstruction, Cross Country Road to Prairie Hill Road. This project involves a full reconstruction of the CTH M mainline and two intersections. An Environmental Assessment was conducted to satisfy NEPA requirements.

The CTH M corridor is a critical north/south roadway connecting the City of Madison and the City of Verona. The project limits are Cross Country Road to Prairie Hill Road, a distance of 2.9 miles. The proposed project is located in Dane County, Wisconsin in the cities of Madison and Verona and the Towns of Verona and Middleton.

The proposed improvements include expansion of CTH M from a two-lane highway to a 4 to 6-lane arterial roadway with a raised median and a multi-use path. Improvements are proposed for the intersections of CTH M – Midtown Road and CTH M – CTH PD. Improvements are proposed for the intersections of CTH M – Midtown Road and CTH M – CTH PD. This roadway is a principal arterial on the National Highways System (MAP-21).

The Dane County Parkland property is considered a Section 4(f) resource because it is a public park.

Acquisition of 2.4 acres is required from the Dane County Park beginning at the southern edge of the parcel to Flagstone Park. Two of the acres will be used as a temporary limited easement. One acre will be a permanent limited easement.

The required property is located adjacent to CTH M, along the western edge of the park. It consists of open prairie and will be restored to the same condition after construction. The project impacts and proposed construction plans indicate that the impacts to the property will be minimal and will not alter or affect the park's use.

Every attempt was made to minimize the land required for roadway, intersection, and pedestrian facilities. Specific measures taken include:

- Maintain and restore existing unpaved gated driveway on CTH M for staff access
- Assist in restoring and reseeded prairie areas
- Maintain the existing water storage area immediately south of the box culvert
- Provide grade-separated crossing at CTH M and Flagstone Drive that provides connectivity to the Ice Age National Scenic Trail
- Reducing overall roadway width by using acceptable standards for cross-section elements including lane, median, and terrace widths.
- Payment of the fair market value of the land and improvement taken

The attached documentation shows the following:

1.
 - a. *What the activities, features, and attributes are that qualify Dane County Parkland for protection under Section 4(f).*
 - b. *What the transportation use of the Section 4(f) resource is.*
 - c. *How this use does not adversely affect the activities, features, and attributes listed in 1.a., above. In making this determination, consideration may be given to any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project; and*
2. Dane County Parks has/have been informed that FHWA may make a *de minimis* finding under 4(f) and may use the Dane County Parks' written concurrence that the project does not adversely affect the activities, features, and attributes listed in 1.A., above that qualify the property for protection under Section 4(f) in making that finding; and
3. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.
4. Dane County parkland was purchased through the Knowles-Nelson Stewardship program (State Stewardship Grant Program). This Ice Age – Payan Acquisition Stewardship Grant Property covers approximately 35 acres. All WDNR requirements relating to impacts to this land will be satisfied independent of this 4(f) determination.

This *de minimis* documentation was prepared by

_____ Date	_____ Paul Chellevold, AICP, Senior Transportation Planner SRF Consulting Group, Inc.
---------------	---

This *de minimis* documentation was reviewed and approved by

_____ Date	_____ [signature] [Name], (<i>Regional Environmental Coordinator or Region Local Program Manager</i>)
---------------	---

_____ Date	_____ [signature] [Name], ESS (<i>Liaison or Section Manager</i>)
---------------	---

_____ Date	_____ [signature] [Name], Federal Highway Administration
---------------	--

Cc: WISDOT Bureau of Technical Services / Environmental Services Section
WISDOT Region

De Minimis 4(f) Evaluation: Subject Property 4 – Ice Age National Scenic Trail

When a federally funded transportation project considers using a Section 4(f) property, an extensive investigation and approval by the FHWA is required. A de minimis impact is one that, after taking into account any measures to minimize harm, results in a determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f). For Subject Property 4 – Ice Age National Scenic Trail, a Determination of a De Minimis Impact to a Section 4(f) Property Report was prepared. Please see Attachment F – Ice Age National Scenic Trail Correspondence and Documentation.

Name: Ice Age National Scenic Trail

Location: CTH M/Flagstone Drive

Ownership or Administration: Administration



Type of Resource: (acre): Recreational Lands

Funding:

The Ice Age National Scenic Trail is a linear resource that runs through public parkland and easements on private land. In the project area, the IANST runs through Dane County Parkland to the east and easements on land owned by the University of Wisconsin Board of Regents to the west. The Dane County parkland was purchased through the Knowles-Nelson Stewardship program (State Stewardship Grant Program). This Ice Age – Payan Acquisition Stewardship Grant Property covers approximately 35 acres. No L&WC (formerly LAWCON) funds were used on the Ice Age Trail within the project study area (west of CTH M).

Property Description

The Ice Age National Scenic Trail is a 1,200 mile path consisting mostly of hiking trails that stretches across Wisconsin. It is one of only eleven National Scenic Trails in the United States. Its western end is located in Interstate State Park on the St. Croix River in Polk County. The eastern end is located in Potawatomi State Park on Green Bay in Door County.

In the project area, the property is located along the west side of CTH M, near the OJ Noer Turf Grass Research Facility, just south of CTH M and Flagstone Drive intersection. An easement is in place on this land allowing public use of the trail. The land is considered a Section 4(f) resource since it has been designated as a recreation area by a state or local agency and the official with jurisdiction.



The Ice Age National Scenic Trail is also located on the east side of CTH M within the parkland owned by Dane County Parks. There is no recorded easement on this land but public use of the trail is allowed by Dane County Parks.



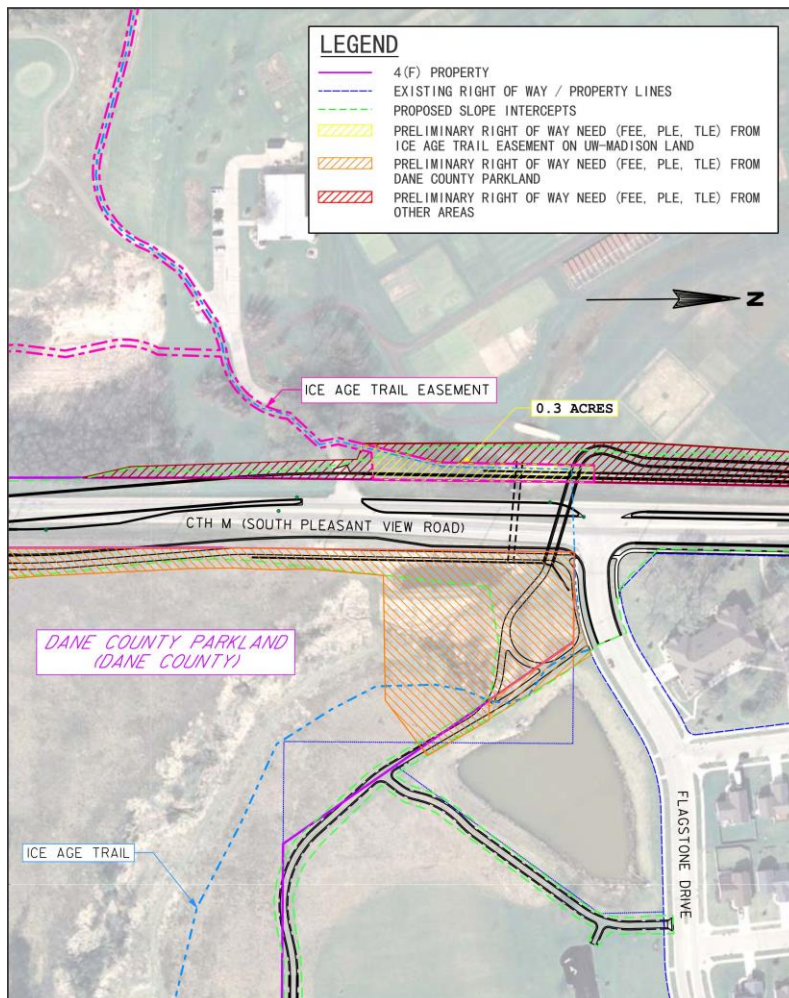
Property Use

The proposed improvements include a reconstruction of CTH M to a 4 to 6-lane facility that will increase capacity while addressing the operational and safety concerns within the corridor. Traffic operations will improve throughout the corridor and will allow for future planned local roads. Strategic median breaks will provide limited access where needed. This alternative will provide improved facilities for bikes and pedestrians as well as provide a continuous 4 to 6-lane facilities from the City of Verona to the City of Madison, connecting to similar typical sections at both termini.

The Ice Age Trail crosses CTH M at-grade at the Flagstone Drive intersection connecting the Dane County Parkland parcel to the east and the University Ridge Golf Course Property to the west. The expansion of the roadway will impact the Ice Age Trail at this location regardless of where the roadway is constructed. Realigning the Ice Age Trail and providing a new connection under CTH M is necessary at Flagstone Drive.

To accommodate the CTH M roadway widening and the proposed pedestrian improvements near the CTH M/Flagstone Drive intersection, approximately 0.3 acres of right of way need to be acquired. See Figure 8 – Ice Age National Scenic Trail

Figure 8. Subject Property 4: Ice Age National Scenic Trail



The project proposes the construction of a shared underpass crossing of CTH M for the Ice Age Trail and bike trail. Currently, there is an easement for the Ice Age Trail on the west side of CTH M on the UW Turf Grass facility. Ice Age Alliance staff indicates there is a need to have an easement amendment in place so the new crossing align with the easement.

Every attempt was made to minimize impacts to the Ice Age Trail easement.

Measures used to Minimize Adverse Effects

- Reducing overall width of the roadway by using the minimum desirable features.
- Minimizing visual impact of the roadway by adjusting roadway profile
- Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value
- Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities
- Restoration and landscaping of disturbed areas
- Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property
- Payment of the fair market value of the land and improvement taken

Coordination

A de minimis impact determination requires agency coordination and public involvement. The officials with jurisdiction over the property must be informed of the intent to make a de minimis impact determination. A public notice and an opportunity for public review and comment concerning effects on the protected activities, features, or attributes of the property must be provided. After consideration of comments received from the public, the jurisdiction concurs in writing that the project will not adversely affect the activities, features, or attributes.

Coordination with the Ice Age Scenic National Trail has occurred throughout the planning process and is ongoing.

A letter to the officials with jurisdiction for the Ice Age National Scenic Trail (Ice Age NST) was sent December 6, 2012 to satisfy requirements of CFR Title 23, Chapter I, Subchapter H Part 774, Section 774.5). The letter served to initiate official consultation with the official with jurisdiction of the property and request comment regarding the potential de minimis impact determination to the property.

A letter was received from the Director of Land Conservation at the Ice Age Trail Alliance (IATA) on January 27, 2013. The letter submitted official comments regarding the CTH M reconstruction project. The Ice Age Trail Alliance strongly supports an underpass crossing for the Ice Age National Scenic Trail at Flagstone Drive. The group also suggests that in order for the underpass to be useful for the Ice Age National Scenic Trail, it is vital the project include a mechanism for connecting the Ice Age NST with IATA's easement on the UW's Turf Grass Facility property. This will likely require an easement amendment. IATA requests that the necessary work required to be complete an easement amendment (or similar legal instrument) are performed by the City or the planners as part of the overall project.

A letter was received from Dane County Parks on January 23, 2013 providing comments on the proposed project regarding the Ice Age NST on their property. This letter outlined three comments and proposed mitigation measures to be considered within the de minimis impact review. They included:

1. Dane County Parks supports the construction of the proposed bicycle pedestrian underpass at the intersection of Flagstone Drive and CTH M. Both trails will greatly benefit from a separated grade crossing.
2. Install a dodge way and signage on the west side of the proposed underpass at the Ice Age National Scenic Trail to deter bicycle use. Coordinate design and installation with the Ice Age Trail Alliance.
3. Amend the existing easement the Ice Age Trail Alliance has with the University of Wisconsin-Madison as necessary to insure connectivity to the proposed underpass. Related, investigate a revised alignment of the Ice Age National Scenic Trail from the proposed underpass that would utilize the existing covered bridge at the O.J. Noer Turfgrass Facility.

Three Public Information Meetings were held inform the public of the proposed design and to gather input. IATA has been invited and encouraged to attend public meetings. The dates of the three information meetings were:

- December 8, 2011 – Public Information Meeting #1
- May 24, 2012 – Public Information Meeting #2
- March 12, 2014 – Public Information Meeting #3

A meeting was held on September 24, 2014 to address CTH M impacts and right of way needs from Dane County Parks and the Ice Age Trail for interested parties. A summary of the meeting discussion regarding the Ice Age National Scenic Trail is provided below:

The Ice Age Trail Alliance (IAT) is still agreeable to utilizing the multi-use path grade separation (box culvert) to cross below CTH M. They want to minimize the length of trail that is concurrent with the multi-use path and connections to the multi-use path should be as close to perpendicular as possible to prevent use of the IAT by bicycles.

The group discussed design concepts for the multi-use path box culvert. The group wanted to see options for reducing the skew of the crossing. This will shorten the tunnel and possibly allow for a natural light skylight to be incorporated in the design (tunnel must cross below a raised median). The reduced skew would put the west end closer to the IAT alignment through the OJ Noer Turf Research land. Jason and Chris Petykowski noted that the skew was designed this way to limit the amount of impact to OJ Noer. Reducing the skew (squaring up the path) may require more R/W from OJ Noer. This land cannot be condemned. Jason agreed to explore design alternatives that will reduce the skew.

Tony Fernandez reiterated the design standards for the box culvert:

1. Minimum of 9 feet high above the 10-foot wide path section (the clearance can be reduced along the edges for lights and structure haunches)
2. Minimum 14 feet wide

3. The preference is to have the path at an elevation of 1 foot above the 100 year flood elevation for the drainage way. At the 100-year flood elevation would be acceptable. Anything lower should be discussed. There are issues, especially with path clean up and maintenance if it is any lower.

IAT wants to include dodge ways at the locations where the IAT breaks off from the multi-use path. They don't have a standard design, but are happy with the one constructed where the IAT crosses Woods Road, which is a split rail fence design. MSA will investigate these details for including in the plan. MSA indicated that signage could be considered for inclusion in the plans. IAT signs should be 18x24 inches. Kevin Thusius and National Parks Service offered to help by providing the sign design and logos and review of the placement. Trail markers should also be included.

IAT indicated that standard pedestrian standards for grade should be used if possible.

The group discussed how to address the IAT easement. IAT's preferences are:

1. Be located outside the CTH M R/W. Being located within the highway R/W requires the IAT to obtain permits for any trail maintenance work needed within the R/W
2. IAT does not want a separate easement from UW due to insurance and other regulatory issues required for each easement.
3. The easiest alternative in IAT's view is to update the current easement to relocate it outside the potential R/W location. MSA/City of Madison will follow up with real estate staff to see if this is a possibility. This will have to be document well in the EA to clearly note that this was not done to avoid having to acquire the IAT easement with the project.
4. Another alternative that should be explored is to have the City of Madison purchase easement along the CTH M R/W for IAT use. This will also have to be run by UW and real estate staff.

NOTE: The IAT did not use federal LWCF funds for purchasing the easement along CTH M.

IAT would still like to utilize the OJ Noer bridge to cross the drainage way. Chris Petykowski indicated that he had talked to UW about this and didn't think it would be an issue.

The group discussed the impacts to the IAT at the Raymond Road crossing. The City of Madison will reconstruct this crossing. The IAT crosses Raymond Road near where the drainage way crosses Raymond Road. The City of Madison will be reconstructing this structure which will affect the IAT crossing. IAT was agreeable to shifting their trail east to get up onto Raymond Road. This shift should be minimized to keep the IAT within Dane County Park land and still provide a wooded buffer between it and the future extension of Jeffy Trail (new City of Madison Street that is budgeted for completion in 2015). The IAT will utilize the sidewalk on the Raymond Road bridge before crossing Raymond Road and continuing on parallel to the multi-use path (Ice Age Junction Path). Tony recommended that the IAT use the multi-use path crossing to keep roadway crossings to a minimum.

Chris James offered to IAT to use the recently constructed multi-use path bridge to cross the waterway. IAT would prefer to provide spur trail markings here for a future trail head parking area but keep the IAT separate from the multi-use path as long as possible. They anticipate a high volume of bike traffic on the multi-use path.

Ice Age Trail Alliance still needs to provide documentation indicating the project will not adversely affect the activities, features, or attributes of this property. When that documentation is provided, a summary will go here.



Wisconsin
Federal Highway Administration
**Finding of *De Minimis* Impact on Parks, Recreation Areas and Wildlife and Waterfowl
Refuges**



WISDOT ID: 5992-06-51

Route: CTH M

Termini: Cross County Road to Prairie Hill Road

City/County: Dane County

Name of 4(f) Resource: Ice Age National Scenic Trail

Project description:

The state name for this project is South Pleasant View Road, City of Madison, County Highway M Reconstruction, Cross Country Road to Prairie Hill Road. This project involves a full reconstruction of the CTH M mainline and two intersections. An Environmental Assessment was conducted to satisfy NEPA requirements.

The CTH M corridor is a critical north/south roadway connecting the City of Madison and the City of Verona. The project limits are Cross Country Road to Prairie Hill Road, a distance of 2.9 miles. The proposed project is located in Dane County, Wisconsin in the cities of Madison and Verona and the Towns of Verona and Middleton.

The proposed improvements include expansion of CTH M from a two-lane highway to a 4 to 6-lane arterial roadway with a raised median and a multi-use path. Improvements are proposed for the intersections of CTH M – Midtown Road and CTH M – CTH PD. Improvements are proposed for the intersections of CTH M – Midtown Road and CTH M – CTH PD. This roadway is a principal arterial on the National Highways System (MAP-21).

This property is considered a Section 4(f) resource because it is part of the Ice Age National Scenic Trail and has been designated a recreation area. This property is also protected by Section 6(f).




To accommodate the CTH M roadway widening and the proposed pedestrian improvements near the CTH M – Flagstone Drive intersection, approximately 0.3 acres of right of way need to be acquired from the existing easement.

The Ice Age Trail crosses CTH M at-grade at the Flagstone Drive intersection connecting the Dane County Parkland parcel to the east and the University Ridge Golf Course Property to the west. The expansion of the roadway will impact the Ice Age Trail at this location regardless of where the roadway is constructed. Realigning the Ice Age Trail and providing a new connection under CTH M is necessary at Flagstone Drive.

Every attempt was made to minimize impacts to the Ice Age Trail easement. Specific measures taken include:

- Reduce the skew and provide grade-separated crossing at CTH M and Flagstone Drive that provides connectivity to the Ice Age National Scenic Trail
- Install a dodge way and signage on the west side of the proposed underpass at the Ice Age National Scenic Trail to deter bicycle use. Coordinate design and installation with the Ice Age Trail Alliance
- Minimize the length of trail that is concurrent with the multi-use path and connections to the multi-use path should be as close to perpendicular as possible to prevent use of the IAT by bicycles
- Amend the existing easement the Ice Age Trail Alliance has with the University of Wisconsin-Madison as necessary to insure connectivity to the proposed underpass
- Reducing overall roadway width by using acceptable standards for cross-section elements including lane, median, and terrace widths.

The attached documentation shows the following:

1.
 - a. *What the activities, features, and attributes are that qualify Ice Age National Scenic Trail for protection under Section 4(f).*
 - b. *What the transportation use of the Section 4(f) resource is.*
 - c. *How this use does not adversely affect the activities, features, and attributes listed in 1.A., above. In making this determination, consideration may be given to any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project; and*
2. The Ice Age Trail Alliance has been informed that FHWA may make a *de minimis* finding under 4(f) and may use the Ice Age Trail Alliance's written concurrence that the project does not adversely affect the activities, features, and attributes listed in 1.A., above that qualify the property for protection under Section 4(f) in making that finding; and
3. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.
4. There are no federal encumbrances [such as 6(f)]  on the Ice Age National Scenic Trail easement.

This *de minimis* documentation was prepared by

_____ Date	_____ Paul Chellevold, AICP, Senior Transportation Planner SRF Consulting Group, Inc.
---------------	---

This *de minimis* documentation was reviewed and approved by

_____ Date	_____ [signature] [Name], (<i>Regional Environmental Coordinator or Region Local Program Manager</i>)
---------------	---

_____ Date	_____ [signature] [Name], ESS (<i>Liaison or Section Manager</i>)
---------------	---

_____ Date	_____ [signature] [Name], Federal Highway Administration
---------------	--

Cc: WISDOT Bureau of Technical Services / Environmental Services Section
WISDOT Region

List of Attachments

Attachment A – Section 106 Coordination

Attachment B – Memorandum of Agreement

**Attachment C - Schroeder-Stickelberg-Thompson Farmstead
Correspondence and Documentation for Consultation**

**Attachment D – University Ridge Golf Course Correspondence and
Documentation**

Attachment E – Dane County Parkland Correspondence and Documentation

**Attachment F – Ice Age National Scenic Trail Correspondence and
Documentation**

4(F) DETERMINATION REPORT
ATTACHMENT A:

Section 106 Coordination

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 11/2008

For Instructions, see FDM Chapter 26

I. PROJECT INFORMATION

Project ID 5992-09-81	Highway - Street Local Street	County Dane County
Project Termini South Pleasant View Road/CTH M - (Prairie Hill Road to Cross County Road)		Region - Office Southwest Region - Local Program
Regional Project Engineer - Project Manager Karen Richardson, P.E., KJohnson Engineers, Southwest Region - Local Program Management Consultant		Area Code - Telephone Number (608) 829-3858
Consultant Project Engineer - Project Manager MSA Professional Services, Inc. - Jason DiPiazza, PE		Area Code - Telephone Number (608) 242-7779
Archaeological Consultant Great Lakes Archaeological Research Center Inc.		Area Code - Telephone Number (414) 481-2093
Architecture/History Consultant Great Lakes Archaeological Research Center Inc.		Area Code - Telephone Number (414) 481-2093
Date of Need August 1, 2012		SHSW# 12-0939/DA
Return a signed copy of this form to: karenrichardson@kjohnsonengineers.com		

II. PROJECT DESCRIPTION

Project Length 3 miles	Land to be Acquired: Fee Simple 15 acres	Land to be Acquired: Easement 10 acres
---------------------------	---	---

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width measured from existing centerline	43'-170'	48'-170'	Terrace Width	None	8' (typical)
Shoulder measured from existing centerline	Varies 16'-42'	N/A	Sidewalk Width	Varies 5'-8'	Varies 5'-10'
Slope Intercept measured from existing centerline	N/A	25'-170'	Number of Lanes	2	4-6
Edge of Pavement measured from existing centerline	14'-36'	8'-60'	Grade Separated Crossing pedestrian and bike path underpasses	none	3 (CTH PD, Midtown Road, & Flagstone Drive)
Back of Curb Line measured from existing centerline	N/A	11'-63'	Vision Triangle acres	N/A	N/A
Realignment	N/A	0-56'	Temporary Bypass acres	N/A	N/A
Other - List:	N/A	N/A	Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that depict "maximum" impacts.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Tree topping and/or grubbing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Brief Narrative Project Description - Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements.

The City of Madison, in conjunction with the City of Verona and Dane County propose improvements to South Pleasant View Road (CTH M) from Cross Country Road to Prairie Hill Road, a distance of approximately 3 miles. The improvements consist of expanding South Pleasant View Road initially from 2 to 4-lanes with provisions to accommodate 6-lanes in the future. The proposed project includes expansion of the roadway to a multi-lane urban arterial with a raised median, bike lanes, a multi-use path, and sidewalk. The proposed action is part of a multi-phase project to reconstruct the CTH M corridor, including reconstruction of the CTH PD and Mid Town Road Intersections.

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: Email

- ☒ 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.

An APE was established that included all properties adjacent to the project corridor. All resources at least 40 years old that possessed a degree of historic integrity were examined.

RECEIVED

SEP 18 2012

DIV HIST PRES

V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY

- ☒ Archaeological survey is needed

☐ Archaeological survey is not needed - Provide justification
☐ Screening list (date).

HISTORY

- ☒ Architecture/History survey is needed

☐ Architecture/History survey is not needed
☐ No structures or buildings of any kind within APE
☐ Screening list (date).

VI. SURVEY COMPLETED

ARCHAEOLOGY

- ☐ NO archaeological sites(s) identified - ASFR attached
☐ NO potentially eligible site(s) in project area - Phase I Report attached
☒ Potentially eligible site(s) identified-Phase I Report attached
☐ Avoided through redesign
☒ Phase II conducted - go to VII (Evaluation).
☐ Phase I Report attached - Cemetery/cataloged burial documentation

HISTORY

- ☐ NO buildings/structures identified - A/HSF attached
☒ Potentially eligible buildings/structures identified in the APE - A/HSF attached
☐ Potentially eligible buildings/structures avoided - documentation attached

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

- ☒ No arch site(s) eligible for NRHP - Phase II Report attached
☐ Arch site(s) eligible for NRHP - Phase II Report attached
☐ Site(s) eligible for NRHP - DOE attached

- ☐ No buildings/structure(s) eligible for NRHP - DOE attached
☒ Building/structure(s) eligible for NRHP - DOE attached

VIII. COMMITMENTS/SPECIAL PROVISIONS - must be included with special provisions language

Separate Phase II Arch Surveys were conducted at the Ellefson Site (47DA1420) and Endres site (47DA1421). See the included letters to Jim Becker, dated 4/26/12 and date 6/25/12.

IX. PROJECT DECISION

- ☐ No historic properties (historical or archaeological) in the APE.
☐ No historic properties (historical or archaeological) affected.
☒ Historic properties (historical and/or archaeological) may be affected by project;
☒ Go to Step 4: Assess affects and begin consultation on affects
☐ Documentation for Determination of No Adverse Effects is included with this form. WIDOT has concluded that this project will have No Adverse Effect on historic properties. Signature by SHPO below indicates SHPO concurrence in the DNAE and concludes the Section 106 Review process for this project.

12-0939/DA

pg 2/2

Mark Spore
(Regional Project Manager)
8/27/2012
(Date)
Jim P. Myers
(Consultant Project Manager)
6/25/12
(Date)

[Signature]
(WIDOT Historic Preservation Officer)
9/13/12
(Date)

[Signature]
(State Historic Preservation Officer)
Dec 6 2012
(Date)

4(F) DETERMINATION REPORT
ATTACHMENT B:

Memorandum of Agreement

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 DOT Project ID: 5992-09-81
WHS# 12-0939/DA
CTH M (South Pleasant View Road)
Cross Country Road to Prairie Hill Road
Cities of Verona and Madison, Dane County

WHEREAS, the Federal Highway Administration (FHWA) has been requested to participate in the project to reconstruct CTH M from Cross Country Road to Prairie Hill Road in the Cities of Verona and Madison, Dane County, Wisconsin; and

WHEREAS, the FHWA is the lead agency on this project with responsibility for completing the requirements of Section 106; and

WHEREAS, the FHWA has established the Project's Area of Potential Effects (APE), as defined in 36 CFR § 800.16(d), to be all areas of proposed ground disturbance and all properties, inclusive of all buildings and structures, adjacent to the project corridor; and

WHEREAS, the FHWA, pursuant to 36 CFR § 800.4(c), has determined that the Schroeder-Stickelberg-Thompson Farmstead is eligible for inclusion in the National Register of Historic Places; and

WHEREAS, the FHWA has determined that the project will have an adverse effect on the Schroeder-Stickelberg-Thompson Farmstead; and

WHEREAS, the FHWA has consulted with the SHPO in accordance with Section 106 of the National Historic Preservation Act, 16, U.S.C. § 470 (NHPA), and its implementing regulations (36 CFR Part 800) to resolve the adverse effect of the project on historic properties; and

WHEREAS, the Wisconsin Department of Transportation (WisDOT) participated in the consultation and has been invited to concur in this MOA; and

WHEREAS, the City of Verona and City of Madison participated in the consultation and have been invited to concur in this MOA; and

WHEREAS, this undertaking is not on federal or tribal land as defined by the National Historic Preservation Act (NHPA); therefore, all inadvertent human remain discoveries will be addressed in accordance with Wisconsin s.s. 157.70; and

WHEREAS, post-review discoveries of non-human remain historic resources will be treated in accordance with 36 CFR 800.13(b);

NOW, THEREFORE, the FHWA and the Wisconsin SHPO agree that, upon execution of this MOA, and upon the FHWA's decision to proceed with the Project, the FHWA shall ensure that the following stipulations are implemented in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

The FHWA shall ensure that the following stipulation is carried out:

SURVEY AND INVENTORY OF SURROUNDING FARMSTEADS

- a. Within three months of the MOA execution and before project letting, WisDOT or its agent will complete a field survey of up to seven of the best-preserved and finest representative historic farmsteads throughout the Town of Verona.
- b. Survey boundaries will be Midtown Road to the north, Fitchrona Road to the east, Schaller Road to the south, and Spring Rose Road to the west.
- c. A windshield survey of all farmsteads within the survey boundaries will be conducted to establish an architectural context and to identify up to seven of the best-preserved historic farmsteads in the Town of Verona. These farmsteads will be included with appropriate historic context information in a formal reconnaissance-level survey report.
- d. Reconnaissance survey procedures will follow the farmstead survey methodology outlined in the WisDOT Survey Manual and will include
 1. One sketch map per surveyed farmstead
 2. One set of digital photographs of all historic resources per surveyed farmstead
- e. WisDOT or its agent will submit copies of the survey and historic context report, sketch maps, and digital images to SHPO and the Dane County Historical Society.
- f. Records for each of the surveyed farmsteads will be created and added to the Wisconsin Historic Preservation Database (WHPD).
- g. The cost of this stipulation will be funded by the City of Madison, the City of Verona, and Dane County.

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 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 FHWA determines that such objection cannot be resolved, 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 FHWA with its advice on the resolution of the objection within 30 days

- of receiving adequate documentation. Prior to reaching a final decision on the dispute, 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. FHWA will then proceed according to its final decision.
- b. If the ACHP does not provide its advice regarding the dispute within the 30 day period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to proceeding, FHWA shall notify the parties to this MOA of its decision regarding the dispute.
 - c. It is FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute.

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)(1) and (2)] to this agreement to consider such an amendment. 36 CFR 800.6(c)(1) and (7) shall govern the execution of any such amendment.

PROFESSIONAL QUALIFICATIONS

WisDOT shall ensure that all historic preservation work carried out pursuant to 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.

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. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

SUNSET CLAUSE

This agreement shall be null and void if its terms are not carried out within five (5) years from the date of the execution, unless the signatories agree in writing to an extension of carrying out its terms. Execution of this MOA by FHWA and the Wisconsin SHPO, and implementation of its

terms, evidences that FHWA has complied with Section 106 on the CTH M reconstruction project, and that FHWA has taken into account the effects of the Project on historic properties.

SIGNATORY PARTIES:

FEDERAL HIGHWAY ADMINISTRATION

BY: _____ Date: _____
Ian Chidister,
Environmental Program Manager, FHWA

WISCONSIN STATE HISTORIC PRESERVATION OFFICER

BY: _____ Date: _____
Jim Draeger, State Historic Preservation Officer

INVITED SIGNATORIES:

WISCONSIN DEPARTMENT OF TRANSPORTATION

BY: _____ Date: _____
Rebecca S. Burkel, Director, Bureau of Technical Services/
WisDOT Historic Preservation Officer

DANE COUNTY

BY: _____ Date: _____

CITY OF VERONA

BY: _____ Date: _____

CITY OF MADISON

BY: _____ Date: _____

4(F) DETERMINATION REPORT
ATTACHMENT C:

**Schroeder-Stickelberg-Thompson
Farmstead Correspondence &
Documentation for Consultation**

ID 5992-09-81

S. Pleasant View Road Reconstruction
(Prairie Hill Road – Cross Country Road)
CTH M
Dane County

Documentation for Consultation (D for C) Meeting – Meeting Notes

April 14, 2014, 10:00 AM

City of Verona City Hall, 111 Lincoln Street, Verona, WI

Purpose of Meeting: Update stakeholders with regards to the proposed design changes for the intersection of CTH M and CTH PD as it relates to the property at 8300 Raymond Road (the Schroeder-Stickelberg-Thompson Farmstead – WHS#12-0939/DA).

Jason started the meeting off with a recap of the project status. The design team and stakeholders (City of Verona, Madison, and Dane County) had reached the conclusion that the multi-lane roundabout design for the CTH M and CTH PD (S. Pleasant View Road and McKee Road) should no longer be the recommended or preferred alternative. This was a result of recent improvements and study of roundabout performance in Wisconsin and how the roundabout design would function with the traffic volumes projected.

The design team and stakeholders developed new alternative designs that included a full highway interchange and a modified traffic signal alternative referred to as the Westbound Underpass (WZB Underpass) design. The stakeholders concluded that the WB underpass design would meet the project's stated goals and would be the recommended alternative.

Jason explained to the group how the design would function and how it would be different than the roundabout design previously selected as the preferred alternative. Major differences include a grade separation (bridge) structure for carrying CTH M traffic over the westbound lanes of CTH PD. The original grade separation structure (box culvert) for the multi-use path will be shortened and cross only underneath the west leg of CTH PD. The multi-use path will use the bridge for CTH M traffic to provide a completely separated crossing of both CTH M and CTH PD.

The grade separation for traffic and bridge structure will require raising the profile elevation of CTH M in the vicinity of the intersection and the property at 8300 Raymond Road. The elevation to which the underpass traffic (CTH PD westbound) can be lowered is limited by the surrounding landscape and drainage opportunities.

The horizontal design of the new alternative on the north leg of the intersection was designed similarly to the roundabout design in that the roadway and relocated ATC poles would not move closer to the property at 8300 Raymond Road. However, the raised roadway profile and underpass roadway and sidewalk design will result in additional right-of-way and grading easement needs from the property. Most of the impacts will be seen along the south edge of the property in a stand of mature walnut trees.

To minimize impacts of the raised roadway profile, the design will depress the multi-use path along the east side of CTH M. A small retaining wall may be required to maintain positive drainage from the property to the west edge of the property line as exists today.

Other changes include how Raymond Road would access CTH PD. Raymond Road will be cut off from the intersection where it ties in today. It will be connected to Meriter Way to the east of the intersection where full access will be provided.

Concerns raised by Ms. Bigley, property owner:

- Mrs. Bigley is concerned about the raised profile of the roadway. CTH M is currently at an elevation below the first floor level of the old farm house. The new elevation of the roadway will be above this elevation. Jason indicated that all efforts are being made to develop a bridge design and roadway profile as low as possible. Any retaining walls used will be under 5 feet in height and the slopes along the roadway will be kept as flat as possible to allow for maintenance and minimize the feeling of the house being behind a wall.
- Mrs. Bigley wanted to know what the impact would be to the driveway access on CTH M from the property. This driveway will have to be either removed or moved to the north due to the grade change and retaining wall.
- Mrs. Bigley noted her concern about the loss of the walnut trees on the south side of the property. Some tree replanting can occur in the disturbed areas but large mature trees cannot be placed in the vicinity of ATC's overhead lines.
- Mrs. Bigley was concerned that the south driveway to the farmstead on Raymond Road did not connect to Raymond Road any more. The group agreed that Raymond Road could be extended to meet this driveway.

The group discussed previous comments on the MOA and how to address them. It was decided to propose a windshield survey of the Town of Verona and then an intensive survey of up to 5 of the best preserved farmsteads in the township.

The meeting convened with UWM (formerly GLARC staff) noting that they would update the D for C document and MOA with the results of the meeting and updated design info.

END

DOCUMENTATION FOR CONSULTATION

Project ID 5992-09-81
WHS# 12-0939/DA
Cross Country Road to Prairie Hill Road
CTH M (South Pleasant View Rd)
Dane County

1. Description of the Undertaking

The project is located in the Cities of Madison and Verona and the Towns of Verona and Middleton in Dane County, Wisconsin. The proposed action is the expansion of CTH M from a two-lane highway to a four-lane urban arterial with a raised median and a multiuse path. Intersection improvements are proposed for the CTH M – Midtown Road and CTH M – CTH PD intersections. The length of the project is 2.9 miles. See Attachment 1 for a project map.

The purpose of the project is to

- Provide a safe and serviceable corridor that is convenient for area businesses, residents, and the traveling public, including motor vehicles, bicycles, pedestrians, and transit vehicles
- Deliver acceptable operating conditions for existing and future traffic volumes
- Accommodate future planned growth along the project corridor and in the immediate vicinity
- Provide well-designed intersections that minimize impacts to the local surrounding landscape

CTH M/South Pleasant View Road (called CTH M hereafter) is a principal arterial servicing the southwest side of Madison and the City of Verona. The CTH M corridor is currently a rural, two-lane facility, with traffic signals located at the intersections of CTH PD/McKee Rd (called CTH PD hereafter) and Midtown Road. Current and future projected traffic and bicycle/pedestrian demand have made the existing facility functionally obsolete. Intersections and other access points are failing on an operational level, with severe backups and delays during peak travel hours.

The existing pavement on CTH M is substandard. The score indicates routine maintenance is required to fill cracks and seal coat the roadway. The current single lane geometry and signalized intersections do not have enough capacity to safely accommodate existing and forecasted traffic volumes.

Corridor Importance: CTH M is on the National Highway System. The CTH M corridor is a critical north/south roadway connecting the city of Madison and the city of Verona. The Functional Classification System (2011) Map of Dane County, WI identifies CTH M as a principal arterial. CTH M is one of a few north/south principal arterials in south central Dane County with the next closest located over three miles away (US 18/151/Verona Road).

Roadway Operations: CTH M is a roadway with significant local and regional importance. See Attachment 2-A for current and projected traffic counts. CTH M is classified by the Madison Metropolitan and Dane County Regional Transportation Plan Update as a very congested roadway. Major capacity improvements are one of the congestion management strategies identified by the Madison Area Transportation Planning Board. Capacity improvements include construction of additional through traffic lanes, eliminating at-grade intersections, and constructing new roadways.¹

The Highway Capacity Manual defines Level of Service (LOS) for signalized intersections as a function of the average vehicle control delay. LOS is determined by the average delay time by a vehicle in seconds; for signalized at-grade intersections, this ranges from LOS A (less than 10 seconds delay per vehicle) to LOS F (more than 80 seconds delay per vehicle). The current LOS during peak hours at the CTH M – CTH PD intersection is at LOS F. LOS F describes a road for which travel time cannot be predicted with breakdown in vehicular flow, where every vehicle moves in lockstep with the vehicle in front of it.² With the increased traffic projections, improvements are necessary to improve roadway operations. If improvements are not implemented, the delay will worsen and the level of service will remain LOS F with even longer delays. Congestion will continue to increase and other streets within the system will become negatively affected.

Bicycles/Pedestrians: The project area currently lacks consistent and effective bike lanes. According to the Dane County Map for Bicyclists (2012), CTH M rates as a 'least suitable roadway with paved shoulders'. Currently, there are no sidewalks between Flagstone Drive and Prairie Oaks Drive and limited or no bicycle facilities along CTH M from Valley View Road to Cross Country Road.

Existing traffic volumes along the roadway make it unsafe for pedestrians and bicyclists to utilize the shoulder. Constructing a multi-use path as well as expanded bike lanes will provide safer accommodations for alternate mode users of all abilities. The proposed facilities will tie into existing bike lanes and sidewalks at each terminus and provide safe and efficient grade-separated crossings at Flagstone Drive, Midtown Road, and CTH PD.

Buses: There are no current routes on the corridor; however, routes are anticipated in the future. The city of Verona and Epic Systems Corporation are currently working with Metro Transit to improve the commuter express service to the Epic campus (located approximately 1.5 miles southwest of the CTH M – Cross Country Road intersection). The nearest Madison Metro Route (Route 73) serves CTH M north of Watts Road, approximately 1.5 miles north of the project area. A few school bus routes use the CTH M corridor, but there are no scheduled stopping points on CTH M.

Continuity: The project limits at the south termini connect to a four-lane urban facility at the intersection of Cross Country Road. The project limits at the north termini connect to a four-lane urban facility just south of the Valley View Road intersection. By expanding to a four-lane facility between the two sections, CTH M will provide a continuous and consistent four-lane corridor, reducing conflicts caused by merging vehicles. The project will tie into existing facilities including medians, bike lanes, and sidewalks.

¹ 2035 Regional Transportation Plan Update, March 2012.

² Highway Capacity Manual and AASHTO Geometric Design of Highways and Streets

Project Termini: The proposed project limits are Prairie Oaks Drive in the City of Verona to Prairie Hill Road in the City of Madison for a total project length of 2.9 miles. The project is part of the overall CTH M corridor improvement plan that extends north from Prairie Hill Road to Mineral Point Road (CTH S). This project will tie into the already completed phase of the CTH M corridor improvement plan at Valley View Road. Attachment 2-B shows the completed segment, Pleasant View Road/Valley View Road phase (green) that the proposed project will tie into. The CTH M & S phase (blue) is currently being constructed. The proposed project addressed in this document, labeled Mid Town Road and CTH PD is shown in orange and red colors. The CTH PD (red) segment is planned for construction beginning in 2015 and the Mid Town Road (orange) project segment is planned for construction beginning in 2016.

2. Description of Steps Taken to Identify Historic Properties

A. Architectural/Historical Resources

1. Previously Recorded Properties

An archival and literature search of the Wisconsin Historic Preservation Database (WHPD) and the National Register of Historic Places (NRHP) was conducted to identify previously recorded architectural/historical properties within the Area of Potential Effects (APE). No previously recorded properties were identified.

2. Architectural/Historical Survey

The literature research also focused on the historic development of the Cities of Madison and the Towns of Verona and Middleton in order to obtain information specific to the history of the immediate project area. All buildings within the APE were reviewed for any apparent architectural and/or historical integrity that warranted survey. Two historic properties were identified during the survey, including one building and one farmstead containing nine historic resources. See Attachment 3 for location of properties relative to the project area. The properties are:

- 6987 Midtown Road (Gordon School)
- 8300 Raymond Road (Schroeder-Stickelberg-Thompson Farmstead)

Neither property is listed in the National Register of Historic Places (NRHP).

Determination of Eligibility (DOE) forms were prepared for both properties. The Schroeder-Stickelberg-Thompson Farmstead was determined eligible for listing in the NRHP. The Gordon School was determined to be not eligible for listing in the NRHP. The SHPO has concurred with both recommendations. See Attachments 4-A and 4-B for the approved DOE forms.

B. Archaeological Resources

1. Previously Recorded Properties

An archival and literature search was conducted to identify previously recorded archaeological and burial sites in the area. The initial identification reports were conducted for a one-mile area surrounding the project. Five archaeological sites had been previously reported within one mile of the project area.

2. Archaeological Field Investigations

A Phase 1 archaeological survey was conducted within the APE, defined as all areas of proposed ground disturbing activities, in May and June 2011 and April 2012. Standard archaeological procedures were followed according to *Guidelines for Public Archaeology in Wisconsin* (revised 1997), published by the Wisconsin Archaeology Survey and endorsed by the State Historic Preservation Office. The survey identified two properties that were considered potentially eligible for NRHP listing:

- Site 47DA1421 (Endres Site)
- Site 47DA1420 (Ellefson Site)

Subsequent Phase 2 evaluations determined these sites to be not eligible for listing in the National Register of Historic Places. See Attachments 4-C and 4-D for signed Section 106 forms.

3. Description of Affected Historic Properties

One historic property will be affected by the project:

8300 Raymond Road (Schroeder-Stickelberg-Thompson Farmstead)

The Schroeder-Stickelberg-Thompson Farmstead was determined to be eligible for listing in the National Register under *Criterion C: Architecture* as a representative of a mid-nineteenth-to-mid-twentieth-century farmstead containing an intact collection of historic outbuildings as well as a well-preserved historic farmhouse. The farmstead is located in a rural setting with a wooded area on the south side of the property (in the northwest quadrant of the CTH PD – CTH M intersection). CTH M is located along the west side of the property with Raymond Road located along the southeast side. Open, uncultivated land is located north of the property. University Ridge Golf Course and Morse Pond are located on the west side of CTH M, across from the farmstead. A cultivated agricultural field is located on the opposite side of Raymond Road from the farmstead.

The historic boundary of the Schroeder-Stickelberg-Thompson Farmstead consists of a triangle that encompasses all of the property's contributing resources and is delineated by existing tree lines and ROW along Raymond Road and CTH M. Beginning at the southernmost edge of the tree line around the property, the historic boundary runs north for 460 ft. along the edge of the tree line and the CTH M ROW (40 ft. east of the paved edge of CTH M). From there, the boundary turns east to run for 380 ft.; this is 25 ft. north of the northern edge of the contributing barn (no distinct tree line or other visual demarcation exists, and the northern tax parcel line was not used as the historic boundary so as to exclude a recently-constructed house). At that point,

the boundary runs southwest for 600 ft. along the Raymond Road ROW and the edge of the tree line (30 ft. northwest of the paved edge of Raymond Rd.).

See Attachments 5-A through 5-J.

4. Description of the Undertaking's Effects on Historic Properties

Proposed project activities adjacent to the Schroeder-Stickelberg-Thompson Farmstead include

- the reconfiguration of the CTH PD – CTH M intersection, including an underpass for CTH PD westbound traffic
- the widening of CTH M from a 2-lane rural cross-section with gravel shoulders to a 6-lane urban cross-section with street lighting and curb and gutter; CTH M will be raised approximately 10 feet from the existing center line in front of the historic farm house
- the construction of a multiuse path along the eastern edge of CTH M
- The construction of a retaining wall (up to 3 ft tall) between CTH M and the proposed multiuse path; this will include the removal or relocation of a driveway off of CTH M.
- the termination of Raymond Road southwest of the historic property's primary driveway; this will remove Raymond Road from the CTH PD – CTH M intersection. The remaining portion of Raymond Road will be removed and a multiuse path will be constructed across the southern tip of the historic property (parallel to CTH PD); this will connect with the proposed multiuse path along the eastern edge of CTH M. The northernmost Raymond Road driveway access will remain as it currently exists and the existing southernmost Raymond Road driveway entrance will be relocated to the proposed terminus of Raymond Road.
- the relocation of overhead electric transmission lines; ATC maintains the existing lines located within the CTH M ROW. New overhead lines will be located in the terrace area between the proposed multiuse path and CTH M.

See Attachments 6-A through 6-E.

The following Criteria of Adverse Effect apply to the project activities adjacent to the Schroeder-Stickelberg-Thompson Farmstead:

i. Physical destruction of or damage to all or part of the property.

A segment of the multiuse path will be located within the southern tip of the property's historic boundary. A portion of the the property will be lost due to acquisition of a 0.1 acre section of ROW at this location. The driveway off of CTH M will be removed or relocated approximately 150 to 200 feet north of its existing location. Temporary Limited Easement (TLE) will be required within the historic boundary parallel to the multiuse path along the western edge of the property, at the southern tip of the property (north of the proposed ROW acquisition), parallel to Raymond Road at the eastern edge of the property, and at the proposed location of the secondary driveway access off of Raymond Road. Overhead utility lines will cross over the southern tip of the property; tree removal will be required at the southern tip of the property to provide a clear space around the overhead lines. See Attachments 6-A through 6-D.

- v. *Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features.*

CTH M will be widened with increased capacity and will be raised up to ten feet higher than the existing roadway in front of the historic farmhouse. The new roadway will include concrete curb and gutter and a raised median with added street lighting. Currently street lighting is confined to the CTH PD – CTH M intersection; new lights will be placed in the medians along CTH PD and CTH M. The existing utility poles with overhead lines along the east side of CTH M will be relocated north or south, but will not be moved any closer to the property; new poles will be of steel construction and will be 15 to 20 ft. taller and of a wider diameter than the existing wood poles. ATC will require an overhang easement below their overhead lines where these cross the southern tip of the property; vegetation within this easement will be limited to 15 feet in height. As a result, trees inside the historic boundary in this area will be removed. A multiuse path will be constructed along the east side of the roadway, in front of the farmhouse. The multiuse path will be located 30 feet from the front of the farmhouse. A retaining wall up to three feet in height will be constructed between CTH M and the multiuse path. The CTH M – CTH PD intersection will be reconstructed. A segment of the multiuse path in the northeast quadrant of the reconfigured intersection will be located inside the southern tip of the property's historic boundary, requiring ROW acquisition. Tree removal from this ROW acquisition is anticipated, however roadway elevations will be designed to prevent the need to remove individual trees in close proximity to the house; the large 24-inch diameter trees on the south and north sides of the house will remain. See Attachments 6-A through 6-E.

The reconfiguration of the CTH M – CTH PD intersection, the widening and raising of CTH M, and the construction of a pedestrian path and retaining wall in front of the property represents a substantial visual change that alters the historically rural setting of the farmstead.

5. Discussion of Project Alternatives

The adverse effects of the proposed project on the Schroeder-Stickelberg-Thompson Farmstead are caused primarily by the intersection control developed for the CTH M – CTH PD intersection. The property is located in the northeast quadrant of this intersection. The following intersection control alternatives were reviewed and analyzed during the investigation:

A. No Build

No action except normal maintenance would take place. No improvements would be made to the CTH M – CTH PD intersection. The pavement would not be replaced, nor would bicycle or pedestrian accommodations be provided. No right of way would be acquired. The adverse effect to the Schroeder-Stickelberg-Thompson Farmstead would be avoided as no part of the property would be destroyed for the reconstruction of the CTH M – CTH PD intersection or for the widening of CTH M.

The existing intersection configuration, road pavement, and roadway section would bear current and future traffic volumes, resulting in worsening congestion, mobility, and operational characteristics. Any future improvements would be limited to those that

attempt to maintain the current service levels, driving surface, and address safety concerns at spot locations. Although the No Build Alternative would avoid an adverse effect to Schroeder-Stickelberg-Thompson Farmstead, it would not address key purpose and need factors (lack of bicycle and pedestrian facilities and poor traffic operations) discussed in Section 1. This alternative was not chosen because of these operational concerns.

B. Signalized At-Grade Intersection

The Signalized At-Grade Intersection Alternative was designed with a curved alignment that shifted the road west to avoid the farmhouse entirely. This shift would be balanced with the impacts to the wetland and University Ridge Golf Course in the northwest quadrant of the intersection as these are also protected by Section 4(f).

The Signalized At-Grade Intersection Alternative did not meet the purpose and need of the project because it failed to provide acceptable levels of service for the high traffic volumes forecasted for this intersection. The traffic signal was estimated to reach its capacity within 10 to 15 years after construction and thus was dismissed as a viable alternative. See Attachment 7-A.

C. Multi-Lane Roundabout

The Multi-Lane Roundabout Alternative was designed with a curved alignment of CTH M to shift the road west to avoid the Schroeder-Stickelberg-Thompson farmhouse entirely (this shift would be balanced with the impacts to the wetland and University Ridge Golf Course in the northwest quadrant of the intersection as these properties are protected by Section 4(f)). The Multi-Lane Roundabout Alternative also included an underpass below the roundabout for the multiuse path that would be located along the east side of CTH M. The path would be designed with maximum grades and minimum radii on the northeast corner of the Schroeder-Stickelberg-Thompson Farmstead to minimize the impacts to the property. The acquisition of right-of-way (ROW) would be limited to the northwest corner of the property (which is outside the historic boundary) and the southwest corner of the property (within the historic boundary). Some temporary easements would be necessary for grading purposes. (Attachment 7-B)

The Multi-Lane Roundabout was originally selected as the preferred alternative. The traffic modeling software used indicated that the roundabout had the capacity to accommodate the design year traffic volumes. Since the time the intersection was modeled, WisDOT completed studies comparing traffic modeling with roundabouts in operation in Wisconsin and found that other modeling software better matched in-place operations. The updated traffic modeling software indicated that the traffic volumes forecast for this intersection would exceed the capacity of the roundabout, resulting in excessive delay and long vehicle queues. With the high volumes of traffic forecast for this intersection, the project stakeholders did not fully support this alternative. Representatives from Verona and Madison expressed concern that if the roundabout intersection reached and exceeded capacity, traffic would utilize streets through the adjacent neighborhoods which are not designed to accommodate high traffic volumes.

As a result of these concerns, two grade separated alternatives (specifically the CTH PD Westbound Underpass and Tight Diamond Interchange) were further developed and analyzed.

D. Continuous Flow Intersection (CFI)

A Continuous Flow Intersection (also known as Displaced Left Turn) is a hybrid intersection that utilizes signals in advance of the primary intersection. At these signals, left-turning vehicles cross over the opposing through-moving traffic so that when left-turning vehicles reach the primary intersection, they can turn left at the same time as the opposing through-moving traffic is passing through the intersection. This combination of the two movements at the primary intersection improves the efficiency of the intersection, resulting in greater capacity. The CFI was designed with a curved alignment that shifted the road west to avoid the farmhouse entirely. This shift would be balanced with the impacts to the wetland and University Ridge Golf Course in the northwest quadrant of the intersection as these properties are protected by section 4(f).

Although it had a greater capacity than the traditional traffic signal design, the Continuous Flow Intersection was larger and thus more costly for real estate and construction than signal and roundabout alternatives. In addition, the CFI Alternative did not provide sufficient pedestrian crossing time and would have been the first CFI in the Midwest so had the potential to be confusing to drivers. For these reasons, this alternative was not chosen and was not presented to the public as a possible alternative. See Attachment 7-C.

E. Grade Separated Jug-Handle

The Grade Separated Jug-Handle Alternative was designed to carry the high-volume northbound CTH M traffic over a bridge while a secondary road, the jug-handle, would provide access between the overhead northbound traffic and CTH PD. Separating the highest volume movement from the primary intersection allows the intersection to operate more efficiently. Three versions of the Grade Separated Jug-Handle Alternative were developed and are named after the quadrant in which the jug-handle secondary road is located: southwest, southeast, and northeast.

The northeast version of this alternative would have the greatest effect on the Schroeder-Stickelberg-Thompson Farmstead and was therefore dismissed prior to seeking public input (Attachment 7-D). The southeast version would have resulted in an active electrical substation in the middle of the jug-handle portion of the intersection; this would create access issues for this facility and was therefore dismissed as a viable alternative (Attachment 7-E). The southwest Grade Separated Jug-Handle Alternative would provide acceptable levels of service for traffic operations and was presented to the public (Attachment 7-F). This alternative did not receive strong support from the public due to the non-standard traffic flow configuration and potential driver confusion that this may cause. The southwest Grade Separated Jug-Handle Alternative was not chosen because it was the most costly alternative due to greater real estate needs, the high cost to build

the necessary bridge, and as it had the potential for greater impact to the viewshed and setting of the Schroeder-Stickelberg-Thompson Farmstead.

F. Tight Diamond Interchange

The Tight Diamond Interchange was designed with a curved alignment of CTH M to shift the road west to avoid the Schroeder-Stickelberg-Thompson farmhouse entirely (this shift would be balanced with the impacts to the wetland and University Ridge Golf Course in the northwest quadrant of the intersection as these properties are protected by Section 4(f)). The Tight Diamond Interchange is a grade separated interchange design. Four lanes of CTH M traffic (2 northbound, 2 southbound) are carried over an at-grade signalized intersection via a 4-lane bridge. Access to CTH M and CTH PD is via ramps that intersect CTH PD, similar to a freeway interchange. This intersection design has the greatest traffic capacity of all the intersections proposed because the two primary travel directions, northbound and southbound, are not interrupted by a traffic signal or other type of intersection control (i.e., roundabout). The CTH M alignment, bridge location, and ramp alignments were laid out to avoid the farmhouse, including the resulting relocation of utilities. (Attachment 7-G)

The Tight Diamond Interchange alternative was presented to the public, although not as the preferred alternative. It has the highest construction costs of all the alternatives due to the size of the bridge required to carry four lanes of traffic over a large signalized intersection. It also requires a significant amount of retaining wall to limit the overall footprint of the intersection. The walls add to the high construction cost and increase the visual impact of this design. Because of the high volume of traffic forecast to be turning on to and off of CTH M, turn lanes and ramps needed to be dual lane designs. The dual lane on-ramps required merging lanes which increased the footprint of CTH M north and south of the CTH PD intersection and would impact access to properties. Finally, the Tight Diamond alternative was not able to accommodate a grade separated crossing of both CTH M and CTH PD for pedestrians and bicyclists. Because of the number of drawbacks, the Tight Diamond alternative did not have full support from the City of Madison or the City of Verona. As a result, this design was not considered the preferred alternative.

G. CTH PD Westbound Underpass (Preferred Alternative)

The CTH PD Westbound Underpass Alternative was designed with a curved alignment of CTH M to shift the road west to avoid the Schroeder-Stickelberg-Thompson farmhouse entirely (this shift would be balanced with the impacts to the wetland and University Ridge Golf Course in the northwest quadrant of the intersection as these properties are protected by Section 4(f)). The CTH PD Westbound Underpass alternative is in essence the Traffic Signal Alternative with one of the traffic flows (the CTH PD westbound through movement) removed from the intersection. The Traffic Signal Alternative did not have the capacity for all the conflicting traffic flows, but by removing the westbound through movement from the intersection, more time can be allotted to other movements that would normally conflict with the westbound movement, specifically the eastbound left turn to northbound. The intersection functions by pulling the westbound through traffic away

from the westbound traffic stream, and sending it below CTH M. CTH M will cross a wide, short-span bridge with the westbound through traffic below. The rest of the intersection, including westbound traffic turning right or left onto CTH PD, will operate as it normally would at a traffic signalized intersection. (Attachment 7-H)

The CTH PD Westbound Underpass Alternative was designed with consideration given to the location of utilities that will need to be located within the roadwork. The intersection design was also developed to limit impacts to the adjacent electric utility substation and to adjacent properties. Bicycles and pedestrians are provided grade separated crossings of both CTH M and CTH PD. The intersection will have to be raised in order to accommodate passing westbound traffic below the intersection. The CTH PD Westbound Underpass Alternative received support from the City of Madison, the City of Verona, and Dane County as a viable solution and thus was presented to the public as the recommended alternative.

6. Discussion of Actions that Minimize or Mitigate Adverse Effect

The initial design for the project corridor centered the proposed corridor on the existing CTH M ROW line and included raised medians, 20 feet in width. This design was modified due to the location of 4(f), historic, and wetland resources on the north side of CTH PD. The current plan includes a curved alignment to fit the proposed corridor between the wetlands in the northwest quadrant of the CTH M – CTH PD intersection and the historic farmstead in the northeast quadrant. The existing plan also includes a median narrowed to a minimum width of 8 ft. in order to minimize impacts to the 4(f) resources.

A Memorandum of Agreement will be prepared which will provide measures to mitigate the adverse effects to the Schroeder-Stickelberg-Thompson Farmstead. Possible mitigation measures may include one or more of the following:

- Standard color digital photographic documentation of the property per National Park Service (NPS) standards
- Field survey of historic farmsteads in the Town of Verona with the creation of sketch maps and photographs of up to seven of the best-preserved and most intact examples; the addition of these properties to the Wisconsin Historic Preservation Database
- Incorporation of the property into an existing Dane County Historical Society project, database, or website

The current property owner is not interested in having the property listed in the National Register; for this reason, NRHP listing was not proposed as a potential mitigation measure. In addition, due to restraints resulting from the location of overhead utility lines at the southern end of the property, any effective vegetative screening is not a viable mitigation option.

7. Views of Consulting Parties and the Public

Throughout March of 2011, consultants from Great Lakes Archaeological Research Center, Inc. (GLARC) attempted to contact the Dane County Historical Society via phone and email messages to notify them of the project activity and solicit any input or concerns. No response was received. In March of 2011, GLARC also contacted the Madison Trust for Historic Preservation via email and received no response.

Initial Public Information Meetings were held on December 8, 2011 and May 24, 2012 to solicit input regarding the project. For each meeting, letters were sent to all property owners along the project corridor informing them of the meetings.

At the Public Information Meeting on December 8, 2011, the project scope and goals were presented and a comparison of intersection alternatives (traffic signals, roundabout, and southwest jug-handle) was provided. Attendees were given the opportunity to ask questions and express any concerns about the project vocally or in written form on comment sheets. No attendees expressed concern directly related to any historic properties. Several attendees expressed negative opinions of the roundabout alternative and of roundabouts in general, both at the meeting and on the comment sheets; one attendee voiced a desire for roundabout driving education for the public; several attendees expressed support for the roundabout during the meeting and on the comment sheets. Marie Bigley, the current owner of the Schroeder-Stickelberg-Thompson Farmstead, submitted a comment sheet expressing a negative opinion of roundabouts in general and questioning how easements along adjacent properties would be acquired. Concerns raised that were not related to the historic nature of the property will be addressed through the Environmental Assessment.

At the Public Information Meeting on May 23, 2012, the project scope and goals were reviewed and the preferred roundabout design was presented. Marie Bigley voiced concern about utilities, easements, and further encroachment onto their respective properties. Telephone conversations with Ms. Bigley were conducted on November 18, 2011 and February 7, 2012 in which her questions and concerns were addressed. Concerns raised that were not related to the historic nature of the property will be addressed through the Environmental Assessment.

Following the dismissal of the Multi-Lane Roundabout Alternative, an additional Public Information Meeting was held on March 12, 2014. At this meeting, the CTH PD Westbound Underpass Alternative and the Tight Diamond Interchange Alternative were presented, with the former as the preferred alternative. Attendees were given the opportunity to ask questions and express any concerns about the project vocally or in written form on comment sheets. Property owner, Marie Bigley, attended the meeting and discussed the different alternatives with the project team.

See Attachments 8-A through 8-X for information from the Public Information Meetings.

An initial Consultation Meeting was held on April 29, 2013. Those present included current property owner Marie Bigley, as well as representatives from MSA, ATC, Kjohnson Engineers, SRF Consulting, WisDOT Bureau of Technical Services (BTS), Great Lakes Archaeological Research Center, the City of Verona, and the City of Madison. Both SHPO and FHWA were invited to attend, but representatives from neither were present. Mrs. Bigley expressed concern over the proposed utility placement along CTH M and over proposed tree removal at the southern tip of the property. Representatives from ATC and MSA agreed to meet Mrs. Bigley at her property on May 15, 2013 to stake the proposed utility pole locations; it was determined that

proposed utility poles will not be located any closer to the historic property than the existing pole locations.

During the Consultation Meeting, in-kind tree replanting at the southern edge of the property (where possible in relation to overhead utility lines) was proposed as a mitigation measure; however after the May 15 meeting at the property, it was determined that planting trees taller than 15 ft. would not be feasible within the constraints of the proposed overhead utility line locations. For this reason, vegetative screening is not considered a viable mitigation measure as the planting of 15 ft. ornamental trees in place of the original walnut trees is not considered to be a substitution for and does not mitigate the loss of the much taller walnut trees that were an element of the historically rural setting of the property. Mrs. Bigley was present at this onsite meeting.

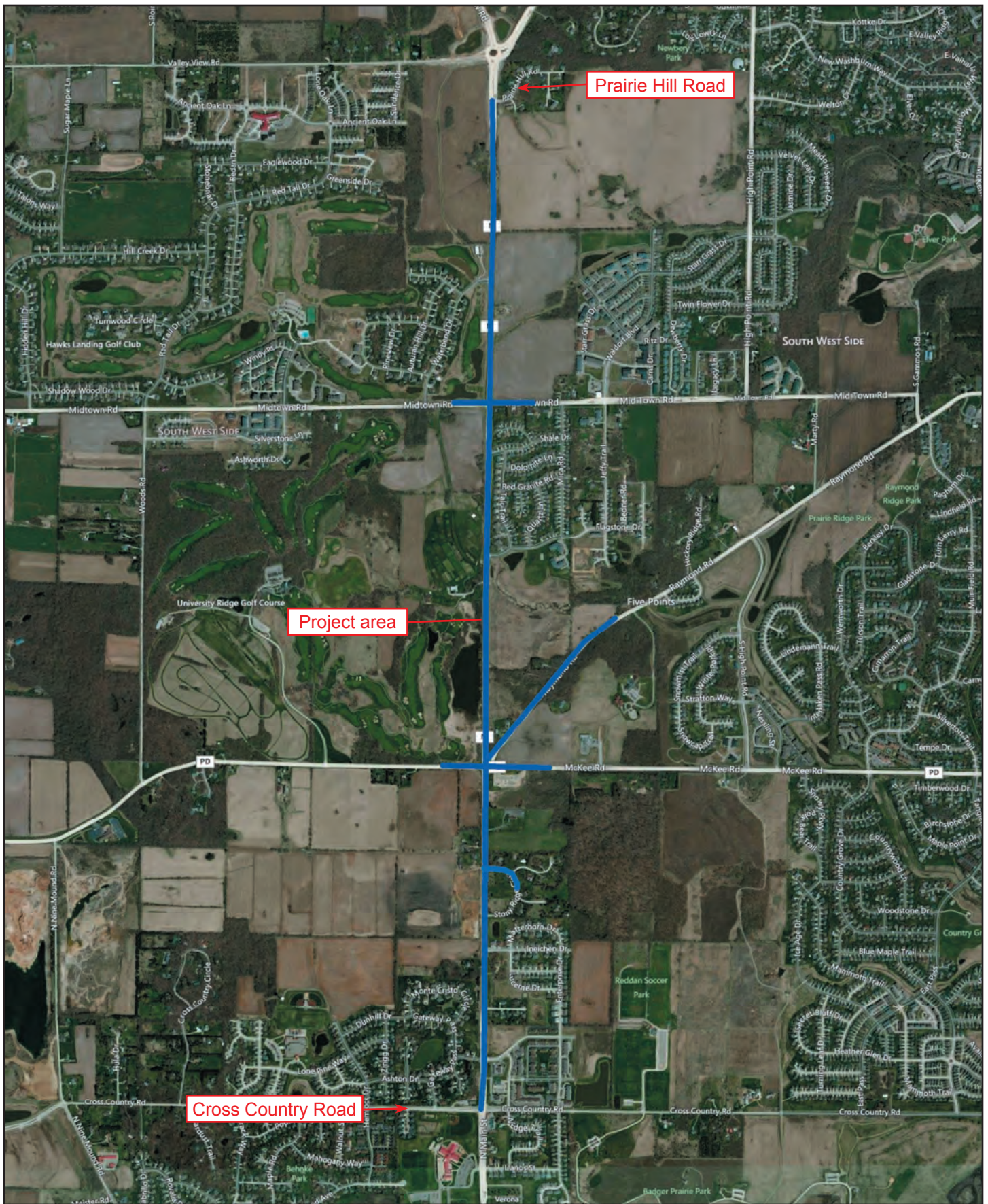
Those present at the Consultation Meeting agreed upon mitigation measures in the form of written and photographic documentation of the Schroeder-Stickelberg-Thompson Farmstead. Following review from WisDOT BTS, written documentation was removed as a mitigation measure and replaced with mitigation in the form of survey and inventory of three to five of the best-preserved and most-intact farmsteads in the Town of Verona. Photographic documentation will remain as a mitigation measure as well. This was confirmed through follow-up correspondence with stakeholders present at the April 2013 Consultation Meeting.

See Attachments 9-A and 9-B for information from the 2013 Consultation Meeting and Attachment 9-C for follow-up correspondence.

A second Consultation Meeting was held on April 14, 2014 in response to the change in the planned project activities. Those present included current property owner Marie Bigley, as well as representatives from MSA, Kjohnson Engineers, WisDOT BTS, University of Wisconsin Cultural Resources Management Services (formerly Great Lakes Archaeological Research Center), the City of Verona, and the City of Madison. Both SHPO and FHWA were invited to attend, but representatives from neither were present. During the Consultation Meeting, the proposed intersection plan was presented. Driveway access to the historic property from CTH M and Raymond Road was discussed, and Mrs. Bigley voiced her desire to retain the driveway if possible. Those present at the Consultation Meeting agreed upon mitigation measures in the form of photographic documentation of the property and a survey and inventory of three to five of the best-preserved and most-intact farmsteads in the Town of Verona (to include windshield survey coverage of the complete township, historic context report, and reconnaissance-level survey of three to five farmsteads that best represent the historic agricultural practices of the Town of Verona).

Following review of the previous Documentation for Consultation and Memorandum of Agreement for this project, SHPO suggested eliminating the photographic documentation mitigation measure and altering the survey mitigation measure from a survey of three to five of the best-preserved farmsteads to a survey of all farmsteads within the Town of Verona. In response, the photographic documentation mitigation measure has been eliminated and the survey mitigation measure has been expanded to include a windshield survey of the entire township as well as a historic context report, while completing a reconnaissance-level survey of up to seven of the best-preserved and most representative historic farmsteads.

See Attachments 9-D and 9-E for information from the 2014 Consultation Meeting.



Attachment	Project Location	Aerial Image
1		

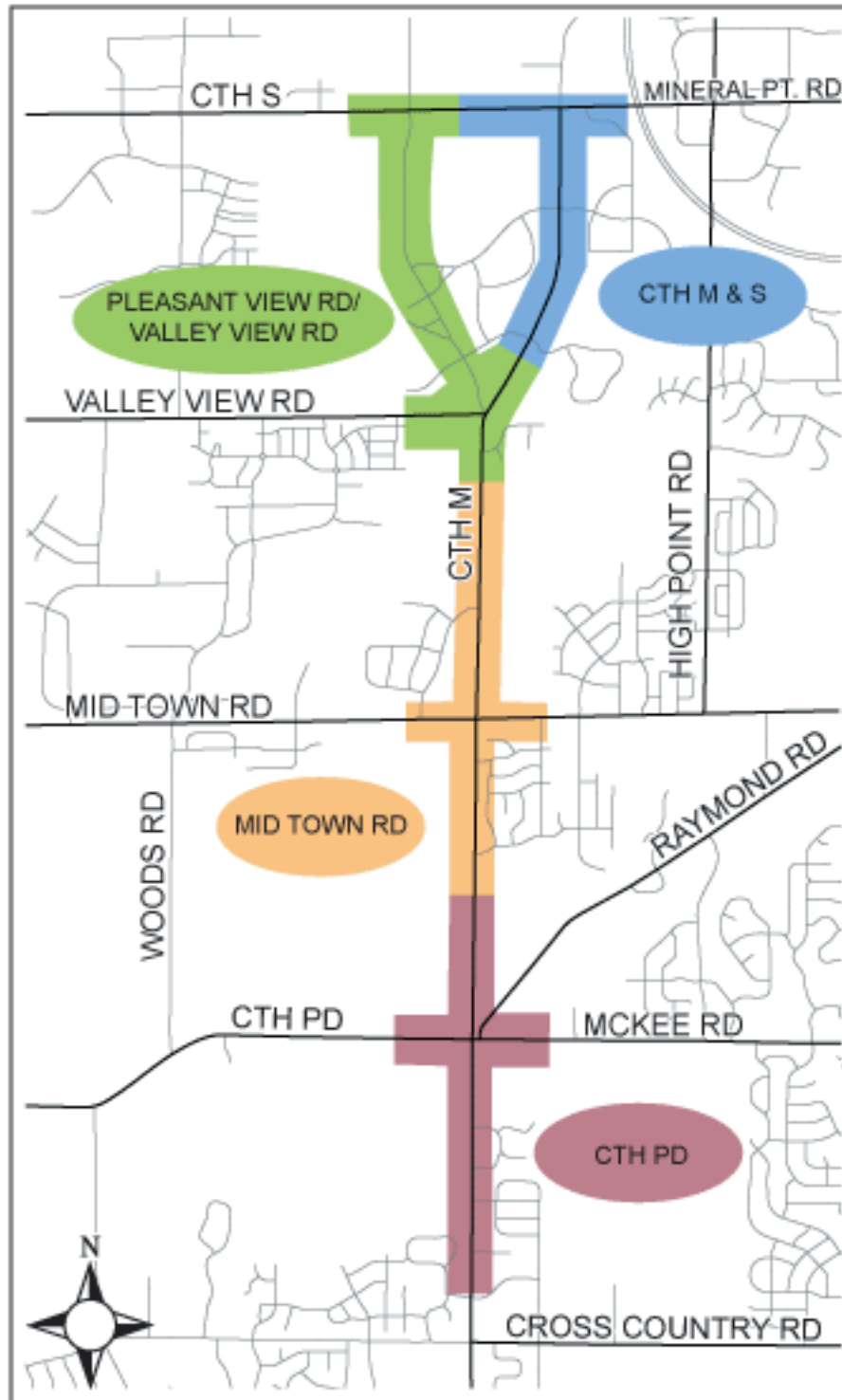
Current and Project Traffic Counts, CTH M Project Corridor

	Current Traffic Count*	2035 Traffic Projection Estimate**
Valley View Rd to Midtown Rd	21,100	49,300
Midtown Rd to CTH PD	20,800	41,700
CTH PD to Prairie Oaks Dr	11,200	25,200

*Traffic count for Valley View Rd to Midtown Rd and Midtown Rd to CTH PD from 2011; traffic count from CTH PD to Prairie Oaks Dr from 2010

**Determined by Traffic Forecasting Section, Bureau of State Highway Programs, Division of Transportation Investment Management

CTH M Transportation Improvement Program
(TIP) Approved Construction Projects

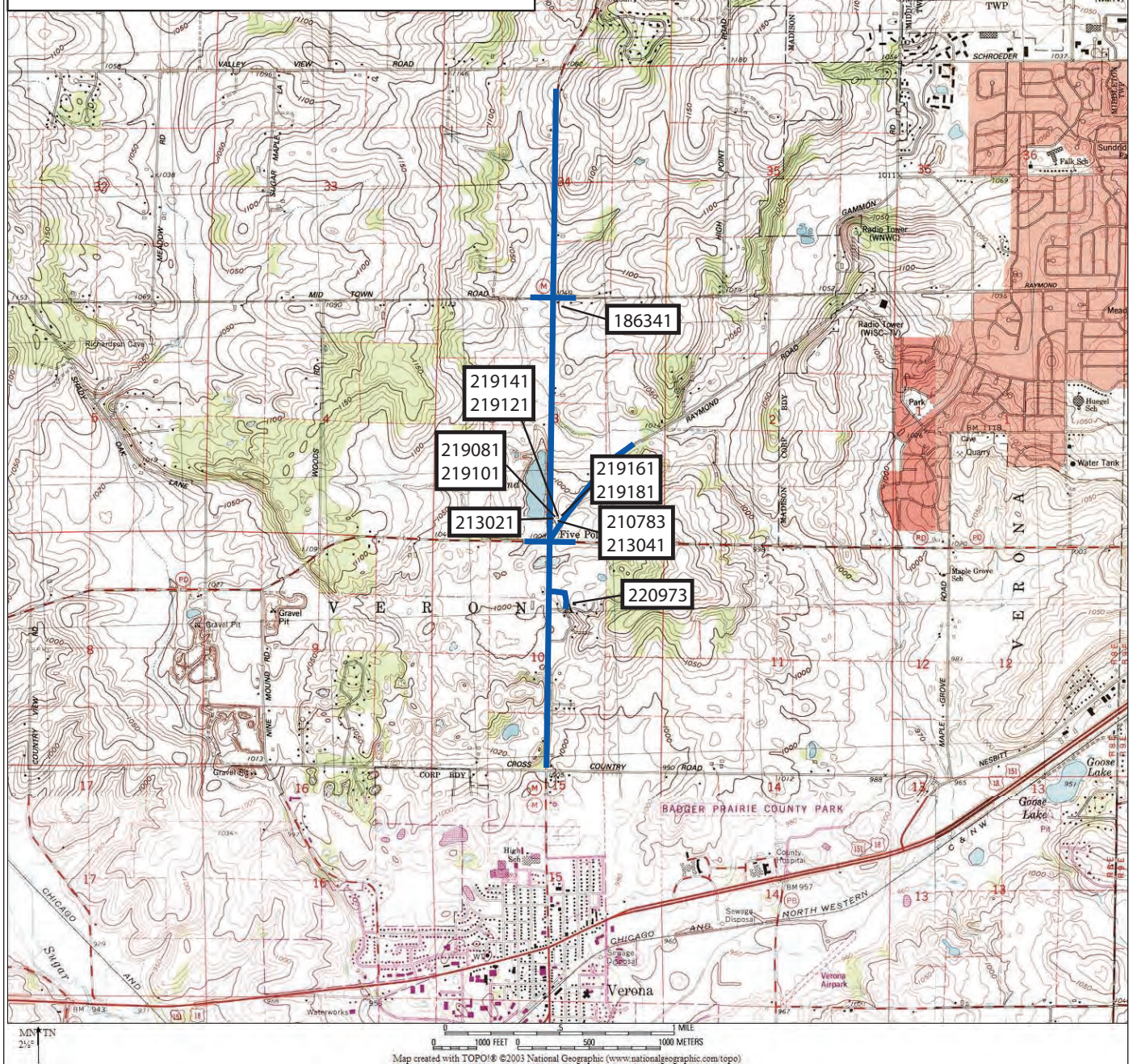


Attachment 2-B	Project Information	CTH M Construction Projects
--------------------------	---------------------	-----------------------------------

CTHM

Cross Country Rd. to Prairie Hill Rd.
City of Madison, Town of Verona, Town of Middleton
Dane County, WI

WisDOT ID: 5992-09-81



Project area

1234 AH#

Attachment

3

Surveyed Properties

Wisconsin Historical Society
Determination of Eligibility Form

(DOE March 2011)

RECEIVED

SEP 18 2012

WisDOT Project ID #: 5992-09-81

WHS #: 12-0939/DA

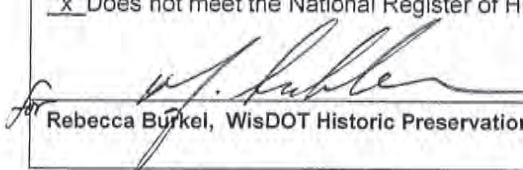
DIV HIST PRES

Property Name(s): Gordon School
Address/Location: 6987 Midtown Rd.
City & County: Town of Verona, Dane County Zip Code: 53719
Town: 6N Range: 8E Section: 3
Date of Construction: 1929

WisDOT Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility:

☐ Meets the National Register of Historic Places criteria.
☒ Does not meet the National Register of Historic Places criteria.


Rebecca Burkel, WisDOT Historic Preservation Officer

9/13/12
Date

State Historic Preservation Office

In my opinion, the property:

☐ Meets the National Register of Historic Places criteria.
☒ Does not meet the National Register of Historic Places criteria.


Michael E. Stevens, State Historic Preservation Officer

Oct 5, 2012
Date

Comments (FOR AGENCY USE ONLY):

Division of Historic Preservation
Wisconsin Historical Society
816 State Street
Madison, WI 53706

C:\Users\HISTORY1\Documents\My Dropbox\GLARC\CTH M, Madison\Gordon School DOE\Gordon School DOE.docx

Attachment

4-A

SHPO Concurrence

Gordon
School

Wisconsin Historical Society
Determination of Eligibility Form

(DOE March 2011)

RECEIVED

NOV 27 2012

DIV HIST PRES

WisDOT Project ID #: 5992-09-81

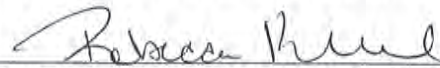
WHS #: 12-0939/DA

Property Name(s): Schroeder-Stickelberg-Thompson Farmstead
Address/Location: 8300 Raymond Rd.
City & County: Town of Verona, Dane County Zip Code: 53719
Town: 6N Range: 8E Section: 3
Date of Construction: c.1875-C.1890, c.1900, c.1910, c.1920,
c.1940

WisDOT Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility:

- ☒ Meets the National Register of Historic Places criteria.
☐ Does not meet the National Register of Historic Places criteria.



Rebecca Burkel, WisDOT Historic Preservation Officer

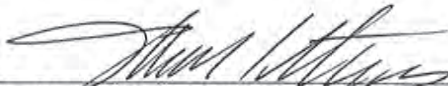
11/26/12

Date

State Historic Preservation Office

In my opinion, the property:

- ☒ Meets the National Register of Historic Places criteria.
☐ Does not meet the National Register of Historic Places criteria.



Michael E. Stevens, State Historic Preservation Officer

12/6/12

Date

Comments (FOR AGENCY USE ONLY):

"Outhouses" all listed in WHPD under "Privy"

Division of Historic Preservation
Wisconsin Historical Society
816 State Street
Madison, WI 53706

C:\Users\HISTORY1\Desktop\Schroeder-Stickelberg DOE revisions\October 2012 revisions\8300 Raymond Rd. - DOE.docx

Attachment

4-B

SHPO Concurrence

Schroeder-
Stickelberg-Thomp-
son Farmstead

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 11/2006

For instructions, see FDM Chapter 26

I. PROJECT INFORMATION

Project ID 5992-09-81	Highway - Street Local Street	County Dane County
Project Termini South Pleasant View Road/CTH M - (Prairie Hill Road to Cross County Road)		Region - Office Southwest Region - Local Program
Regional Project Engineer - Project Manager Karen Richardson, P.E., KJohnson Engineers, Southwest Region - Local Program Management Consultant		Area Code - Telephone Number (608) 829-3858
Consultant Project Engineer - Project Manager MSA Professional Services, Inc. - Jason DiPiazza, PE		Area Code - Telephone Number (608) 242-7779
Archaeological Consultant Great Lakes Archaeological Research Center Inc.		Area Code - Telephone Number (414) 481-2093
Architecture/History Consultant Great Lakes Archaeological Research Center Inc.		Area Code - Telephone Number (414) 481-2093
Date of Need August 1, 2012		SHSW # 12-0939/DA
Return a signed copy of this form to: karenrichardson@kjohnsonengineers.com		

II. PROJECT DESCRIPTION

Project Length 3 miles	Land to be Acquired: Fee Simple 15 acres	Land to be Acquired: Easement 10 acres
---------------------------	---	---

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width measured from existing centerline	43'-170'	48'-170'	Terrace Width	None	8' (typical)
Shoulder measured from existing centerline	Varies 16'-42'	N/A	Sidewalk Width	Varies 5'-6'	Varies 5'-10'
Slope Intercept measured from existing centerline	N/A	25'-170'	Number of Lanes	2	4-6
Edge of Pavement measured from existing centerline	14'-36'	8'-60'	Grade Separated Crossing pedestrian and bike path underpasses	none	3 (CTH PD, Midtown Road, & Flagstone Drive)
Back of Curb Line measured from existing centerline	N/A	11'-63'	Vision Triangle acres	N/A	N/A
Realignment	N/A	0-56'	Temporary Bypass acres	N/A	N/A
Other - List:	N/A	N/A	Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that depict "maximum" impacts.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Tree topping and/or grubbing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Brief Narrative Project Description - Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements.

The City of Madison, in conjunction with the City of Verona and Dane County propose improvements to South Pleasant View Road (CTH M) from Cross Country Road to Prairie Hill Road, a distance of approximately 3 miles. The improvements consist of expanding South Pleasant View Road initially from 2 to 4-lanes with provisions to accommodate 6-lanes in the future. The proposed project includes expansion of the roadway to a multi-lane urban arterial with a raised median, bike lanes, a multi-use path, and sidewalk. The proposed action is part of a multi-phase project to reconstruct the CTH M corridor, including reconstruction of the CTH PD and Mid Town Road Intersections.

Attachment

4-C

SHPO Concurrence

Section 106
Form

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: Email

- ☒ 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.

An APE was established that included all properties adjacent to the project corridor. All resources at least 40 years old that possessed a degree of historic integrity were examined.

RECEIVED

SEP 19 2012

V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY

- ☒ Archaeological survey is needed
☐ Archaeological survey is not needed - Provide justification
☐ Screening list (date).

HISTORY

- ☒ Architecture/History survey is needed
☐ Architecture/History survey is not needed
☐ No structures or buildings of any kind within APE
☐ Screening list (date).

DIV HIST PRES

VI. SURVEY COMPLETED

ARCHAEOLOGY

- ☐ NO archaeological sites(s) identified - ASFR attached
☐ NO potentially eligible site(s) in project area - Phase I Report attached
☒ Potentially eligible site(s) identified-Phase I Report attached
☐ Avoided through redesign
☒ Phase II conducted - go to VII (Evaluation).
☐ Phase I Report attached - Cemetery/cataloged burial documentation

HISTORY

- ☐ NO buildings/structures identified - A/HSF attached
☒ Potentially eligible buildings/structures identified in the APE - A/HSF attached
☐ Potentially eligible buildings/structures avoided - documentation attached

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

- ☒ No arch site(s) eligible for NRHP - Phase II Report attached
☐ Arch site(s) eligible for NRHP - Phase II Report attached
☐ Site(s) eligible for NRHP - DOE attached

- ☐ No buildings/structure(s) eligible for NRHP - DOE attached
☒ Building/structure(s) eligible for NRHP - DOE attached

VIII. COMMITMENTS/SPECIAL PROVISIONS - must be included with special provisions language

Separate Phase II Arch Surveys were conducted at the Ellefson Site (47DA1420) and Endres site (47DA1421). See the Included letters to Jim Becker, dated 4/26/12 and date 6/25/12.

IX. PROJECT DECISION

- ☐ No historic properties (historical or archaeological) in the APE.
☐ No historic properties (historical or archaeological) affected.
☒ Historic properties (historical and/or archaeological) may be affected by project;
☒ Go to Step 4: Assess affects and begin consultation on affects
☐ Documentation for Determination of No Adverse Effects is included with this form. WIDOT has concluded that this project will have No Adverse Effect on historic properties. Signature by SHPO below indicates SHPO concurrence in the DNAE and concludes the Section 106 Review process for this project.

12-0939/0A
pg 2/2

Mark J. Gorman
 (Regional Project Manager)

8/27/2012
 (Date)

Jim O'P...
 (Consultant Project Manager)

6/28/12
 (Date)

[Signature]
 (WIDOT Historic Preservation Officer)

9/13/12
 (Date)

[Signature]
 (State Historic Preservation Officer)

Dec 6 2012
 (Date)

Attachment

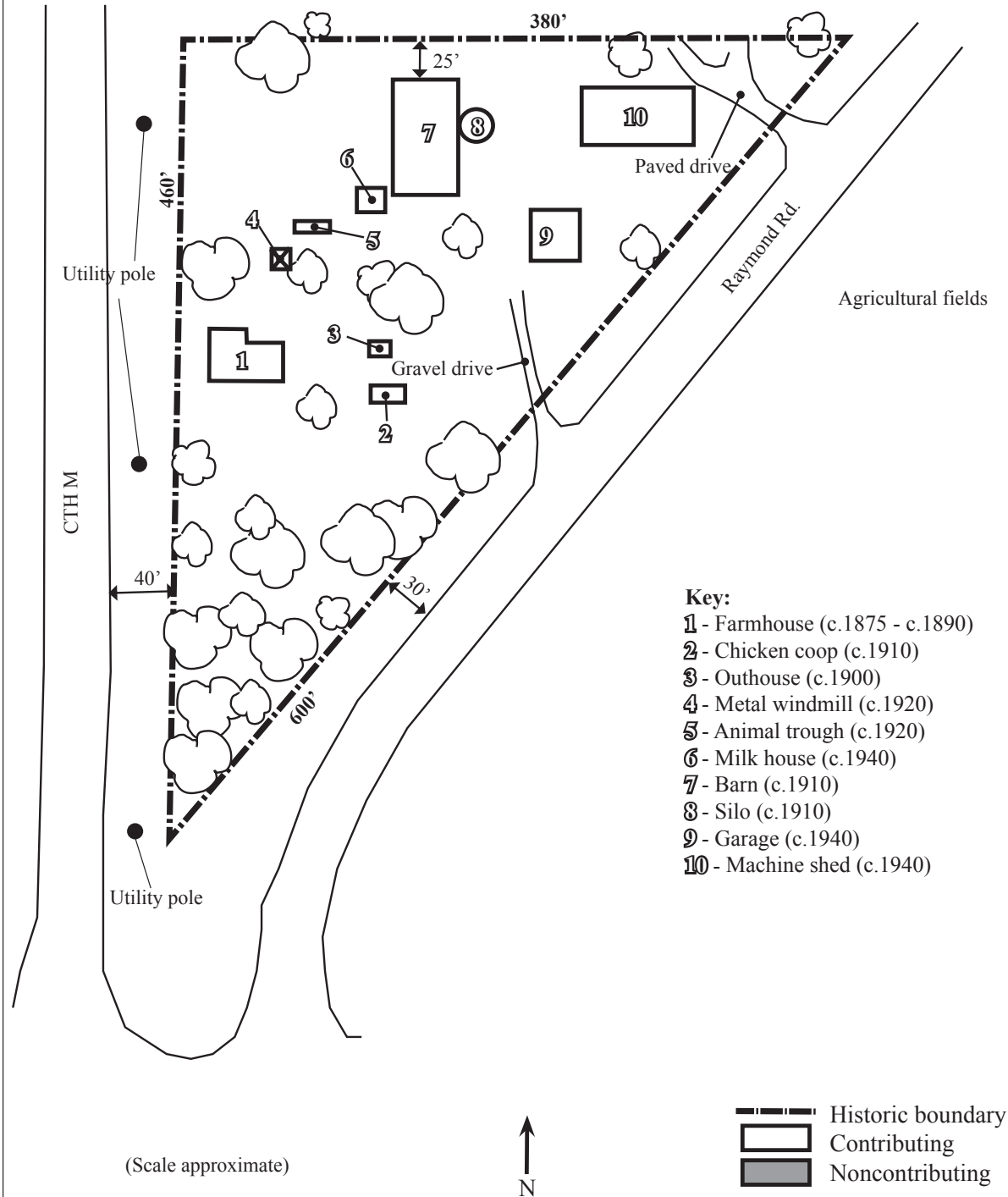
4-D

SHPO Concurrence

Section 106
 Form

Schroeder-Stickelberg-Thompson Farmstead

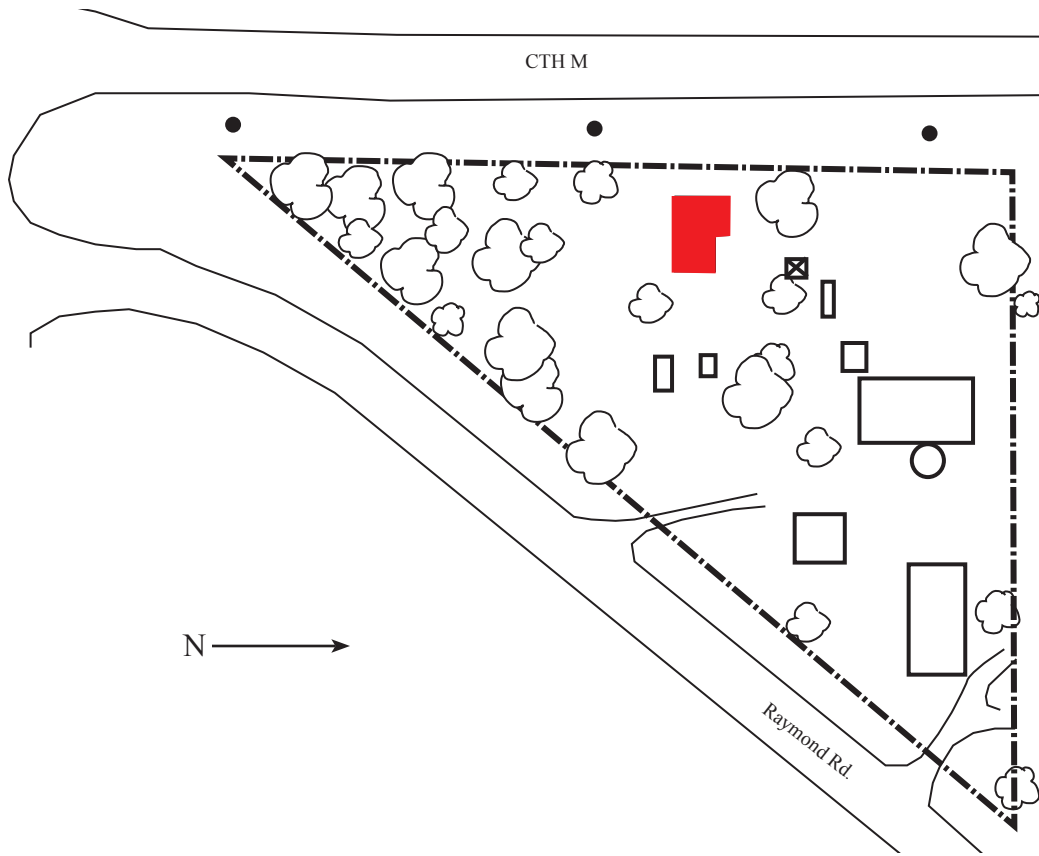
8300 Raymond Rd.
Town of Verona
Dane County, WI
WisDOT ID: 5992-09-81



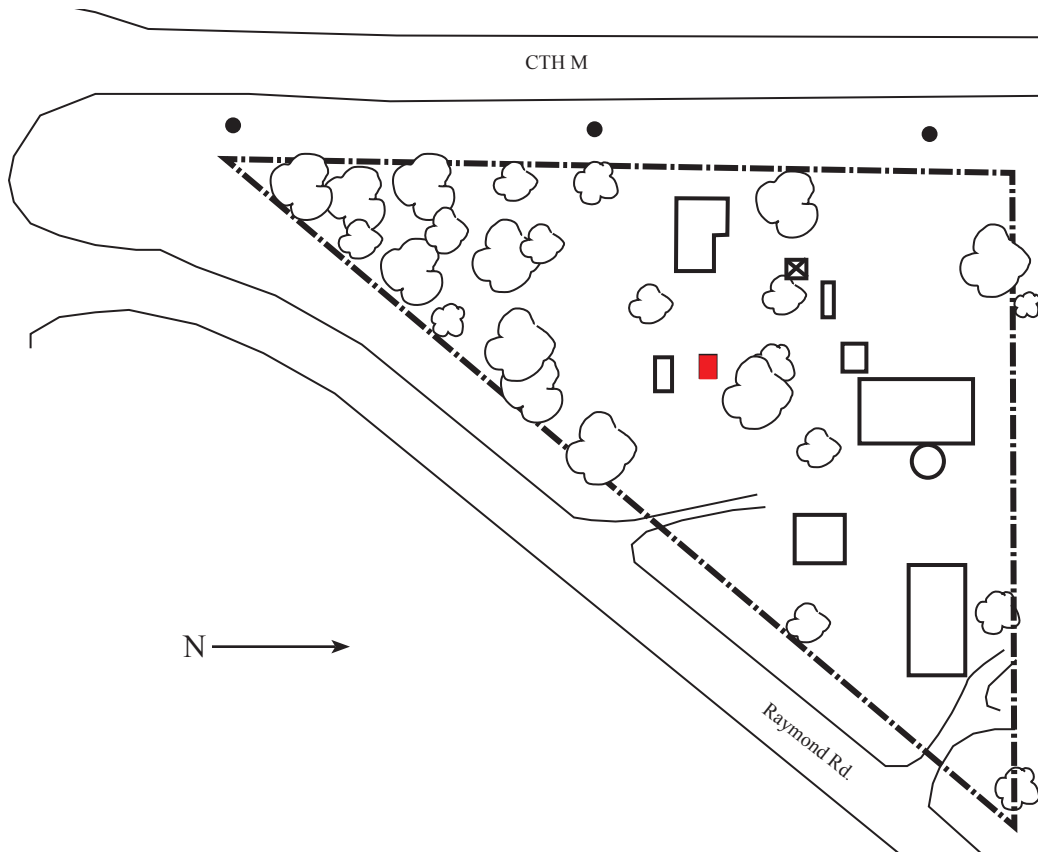
Attachment
5-A

Schroeder-Stickelberg-Thompson Farmstead
8300 Raymond Rd.

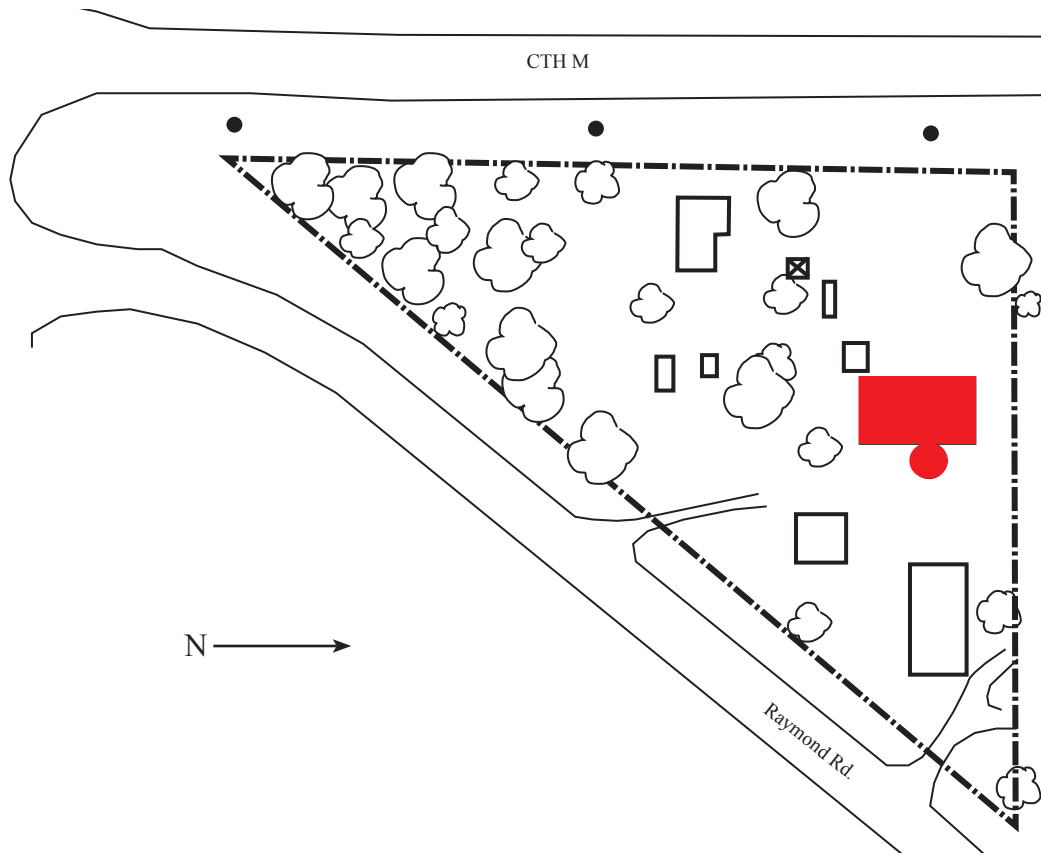
Historic
Boundary Map



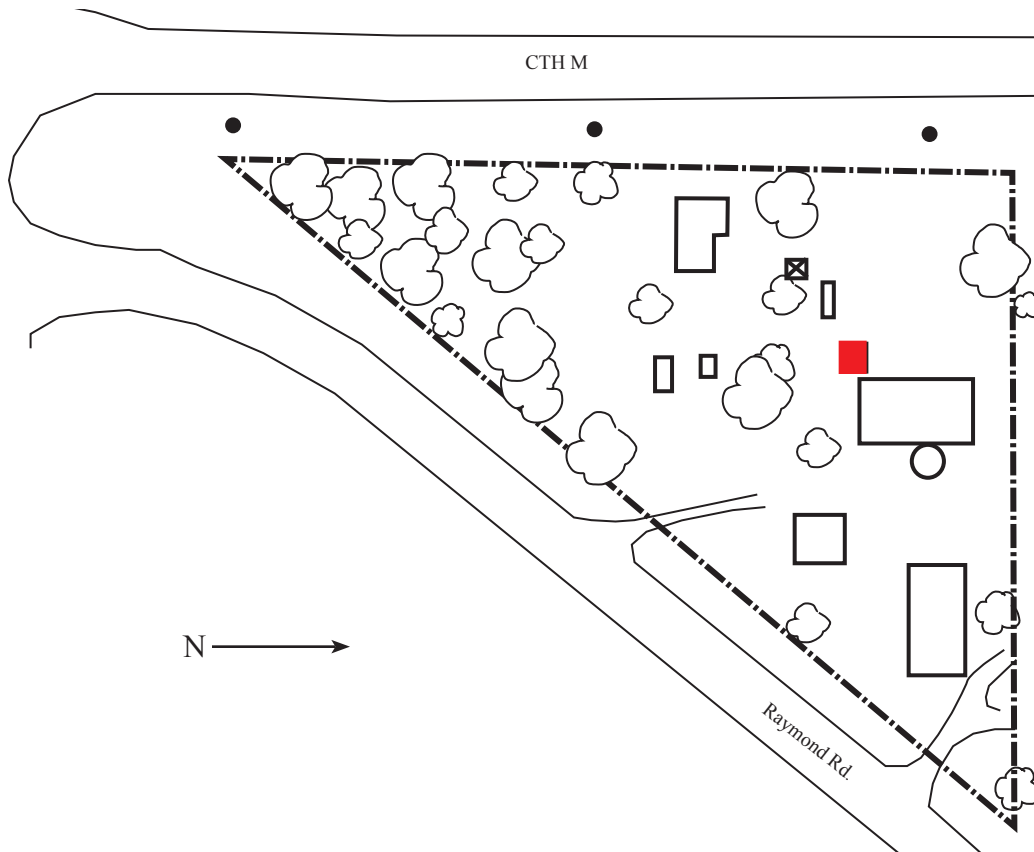
Attachment 5-B	Schroeder-Stickelberg-Thompson Farmstead 8300 Raymond Rd.	Farmhouse
--------------------------	--	-----------



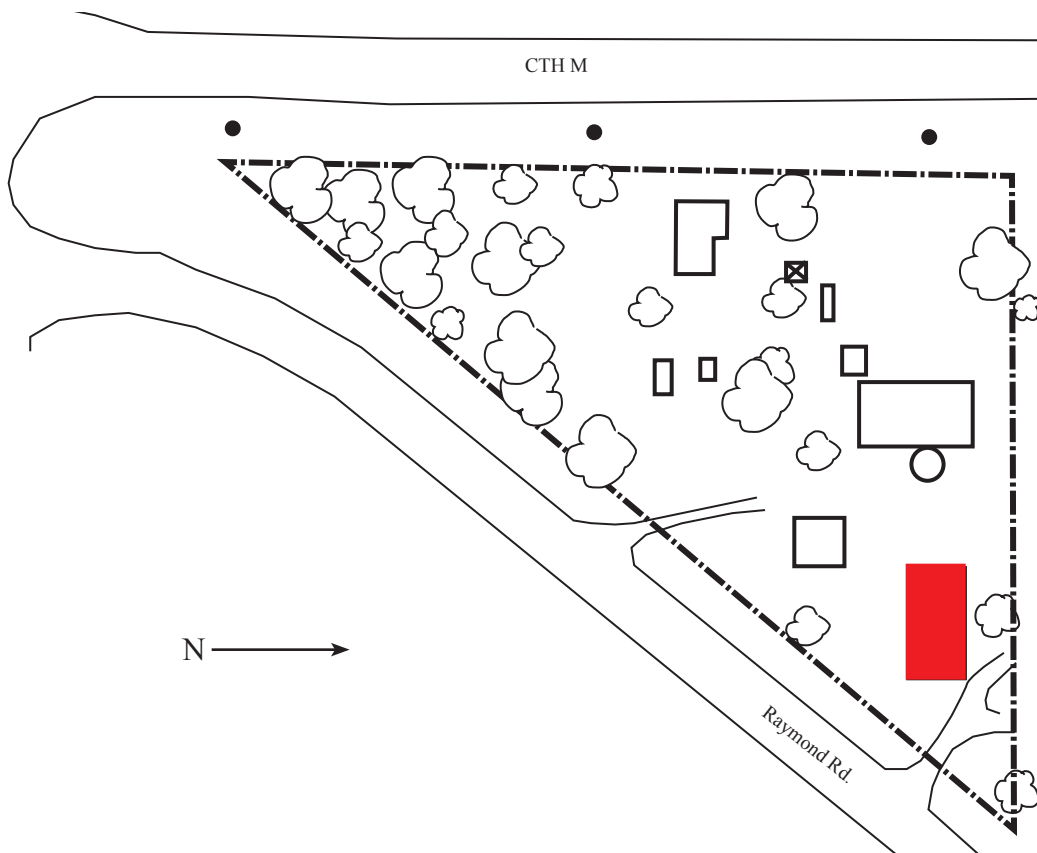
Attachment 5-C	Schroeder-Stickelberg-Thompson Farmstead 8300 Raymond Rd.	Outhouse
--------------------------	--	----------



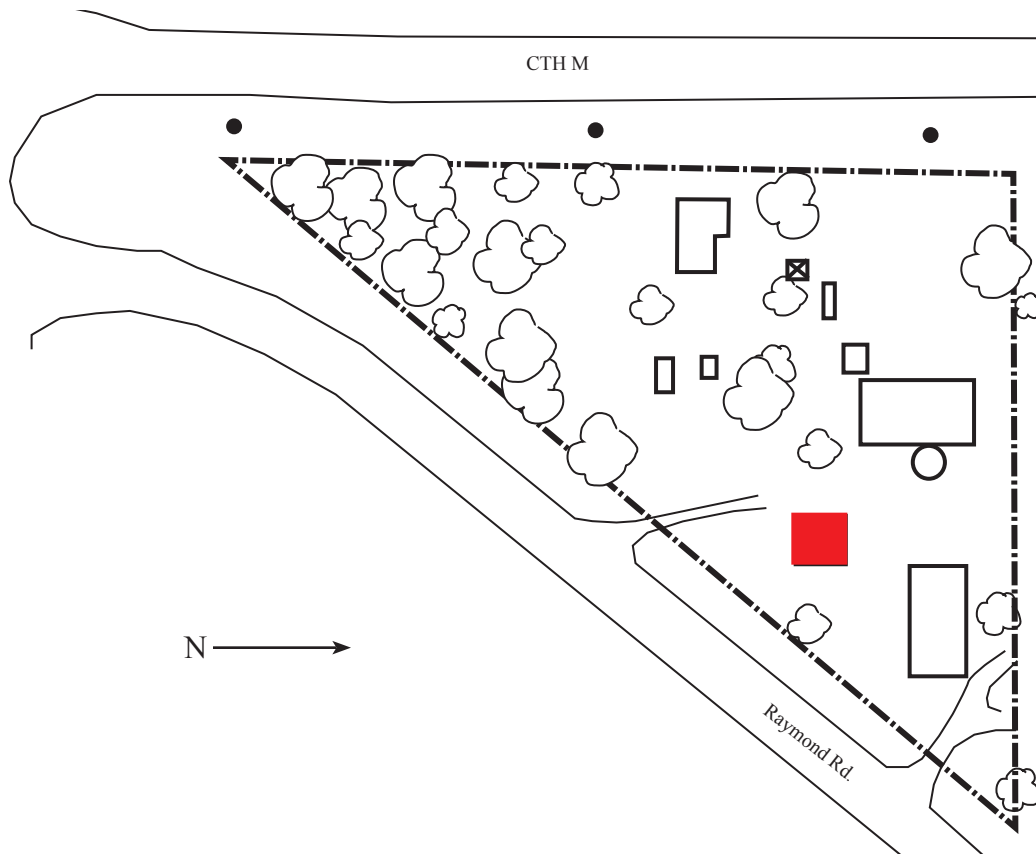
Attachment 5-D	Schroeder-Stickelberg-Thompson Farmstead 8300 Raymond Rd.	Barn and Silo
--------------------------	--	---------------



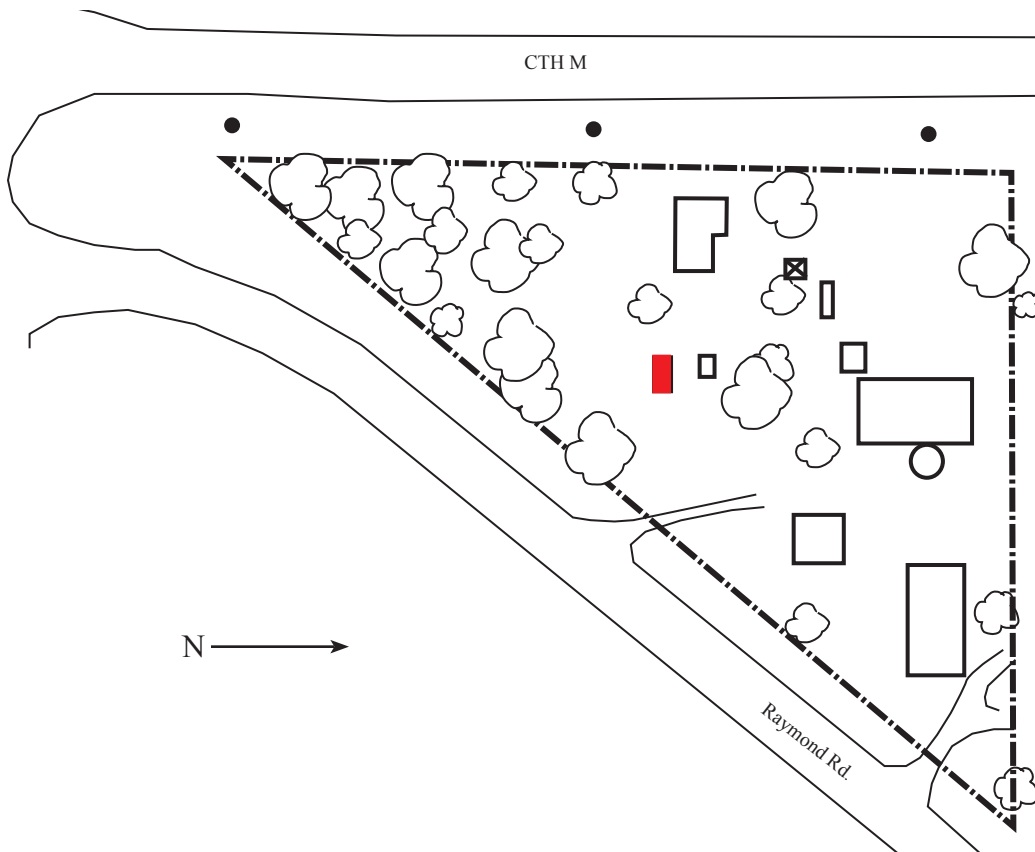
Attachment 5-E	Schroeder-Stickelberg-Thompson Farmstead 8300 Raymond Rd.	Milk House
--------------------------	--	------------



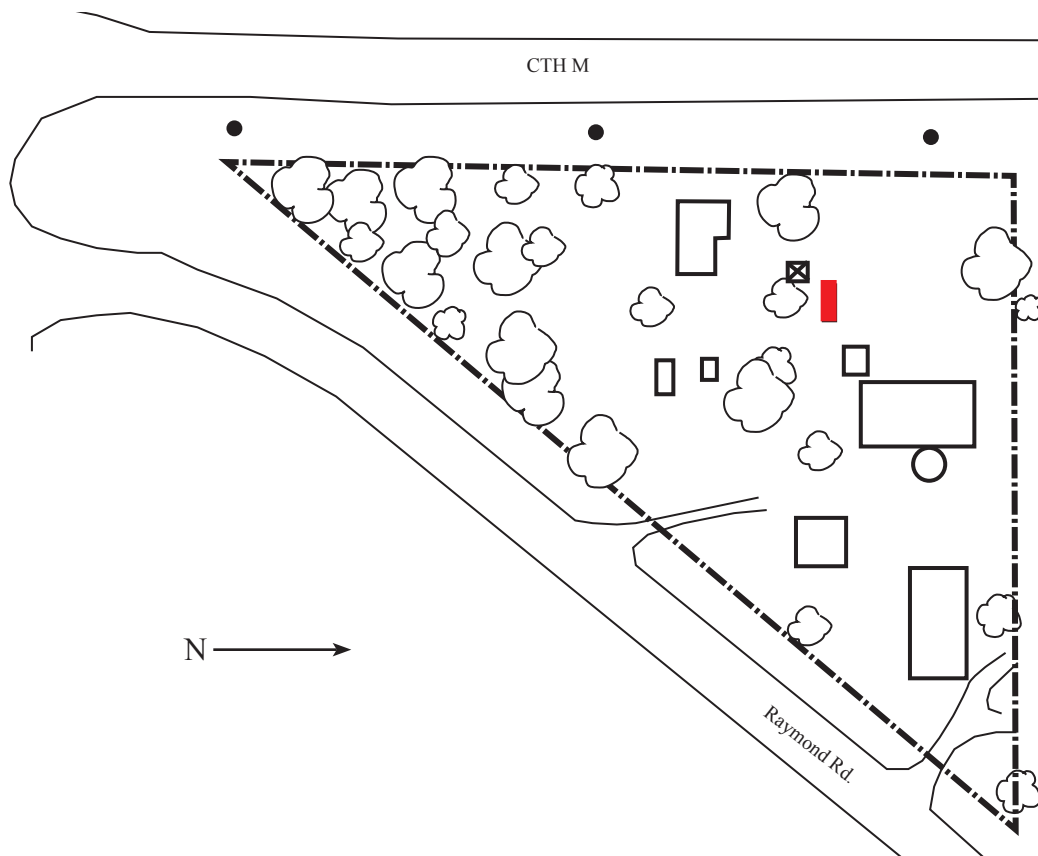
Attachment 5-F	Schroeder-Stickelberg-Thompson Farmstead 8300 Raymond Rd.	Machine Shed
--------------------------	--	--------------



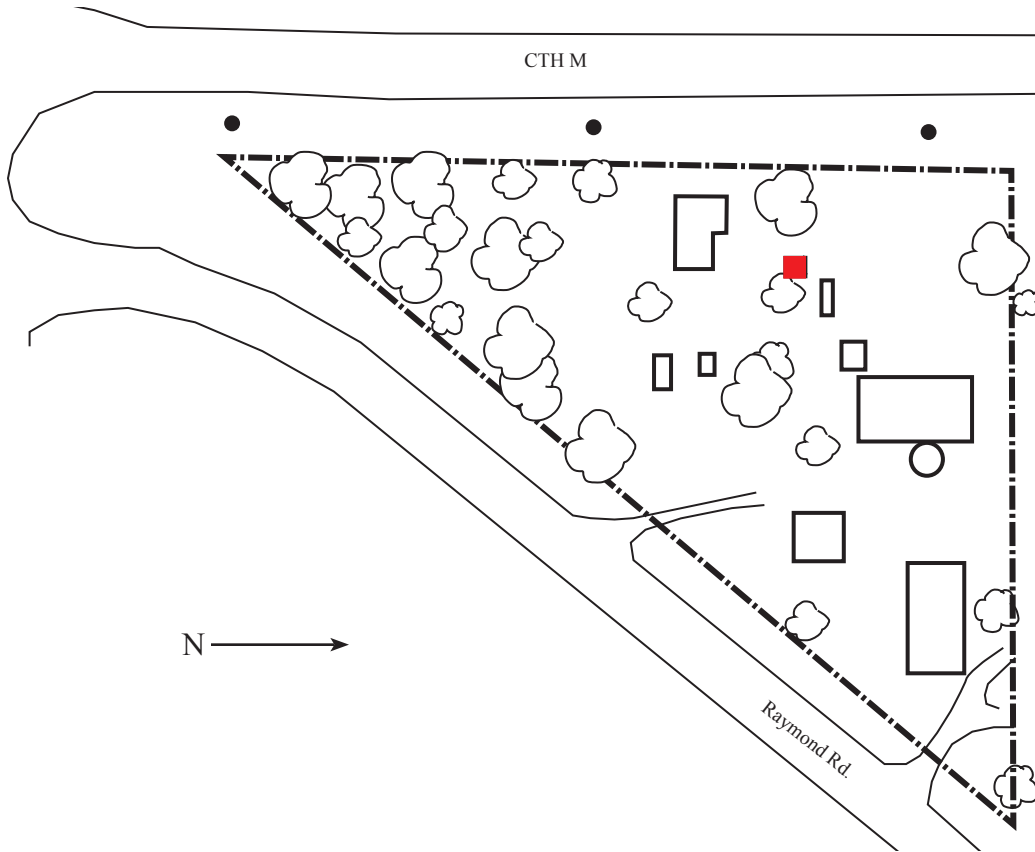
Attachment 5-G	Schroeder-Stickelberg-Thompson Farmstead 8300 Raymond Rd.	Garage
--------------------------	--	--------



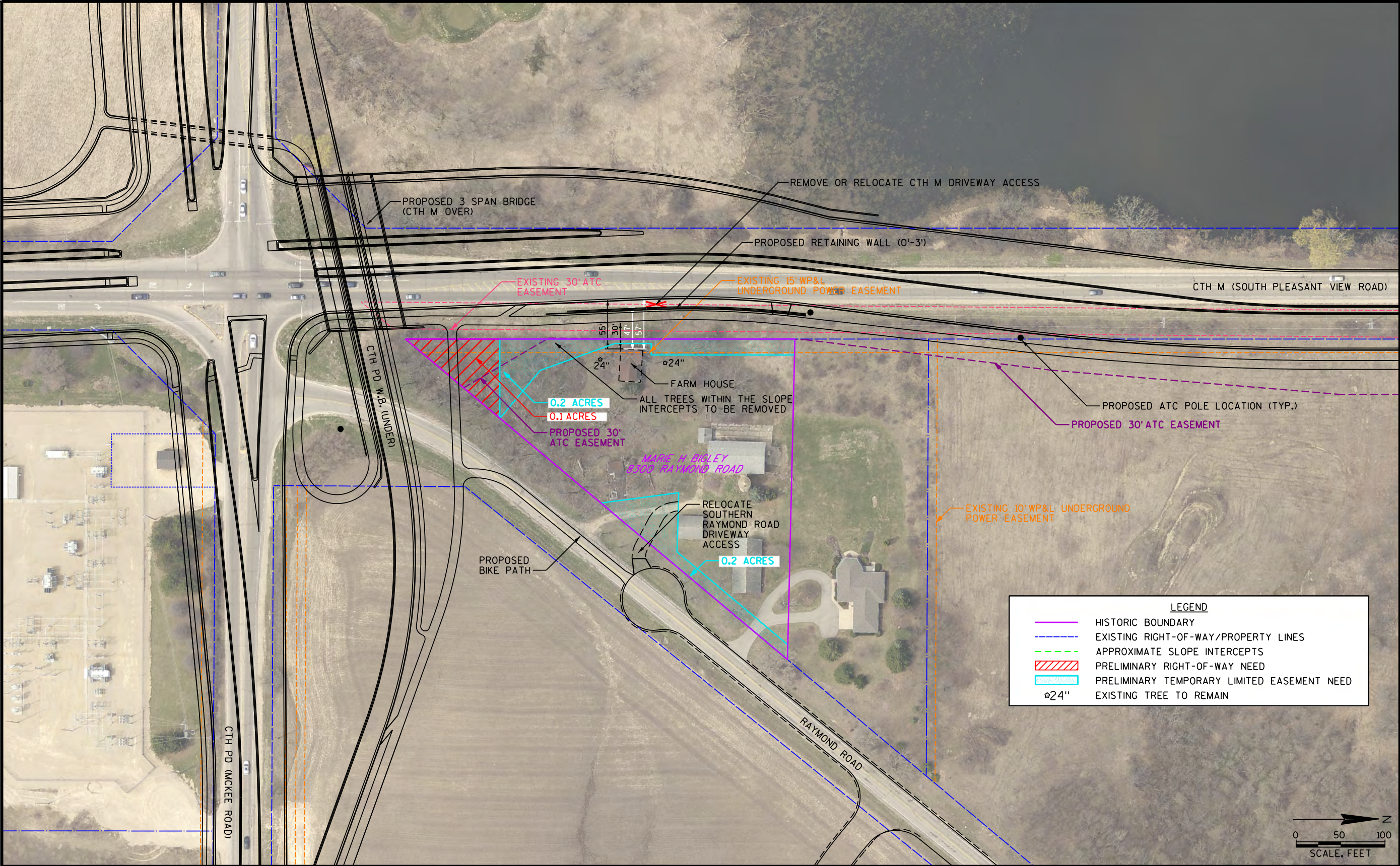
Attachment 5-H	Schroeder-Stickelberg-Thompson Farmstead 8300 Raymond Rd.	Chicken Coop
--------------------------	--	--------------



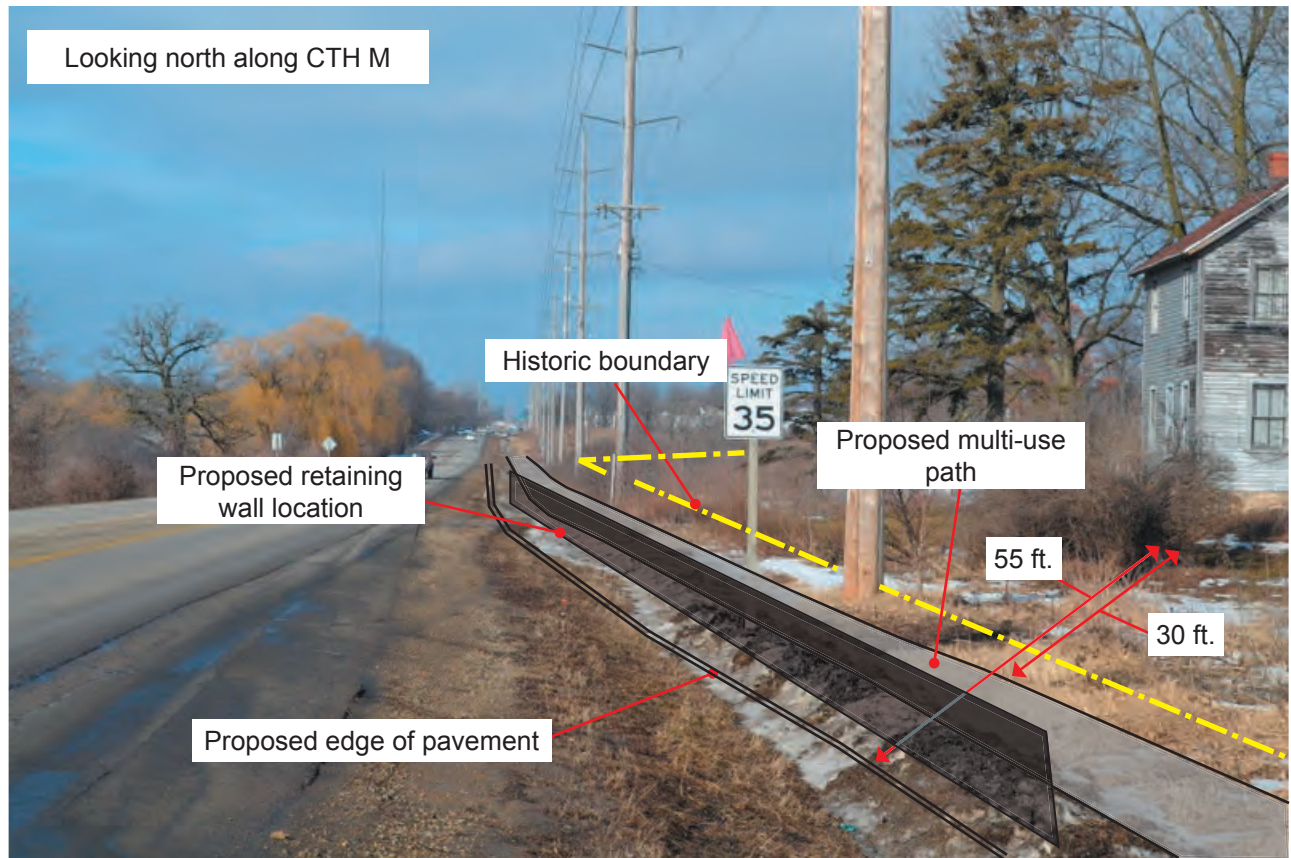
Attachment 5-I	Schroeder-Stickelberg-Thompson Farmstead 8300 Raymond Rd.	Animal Trough
--------------------------	--	---------------



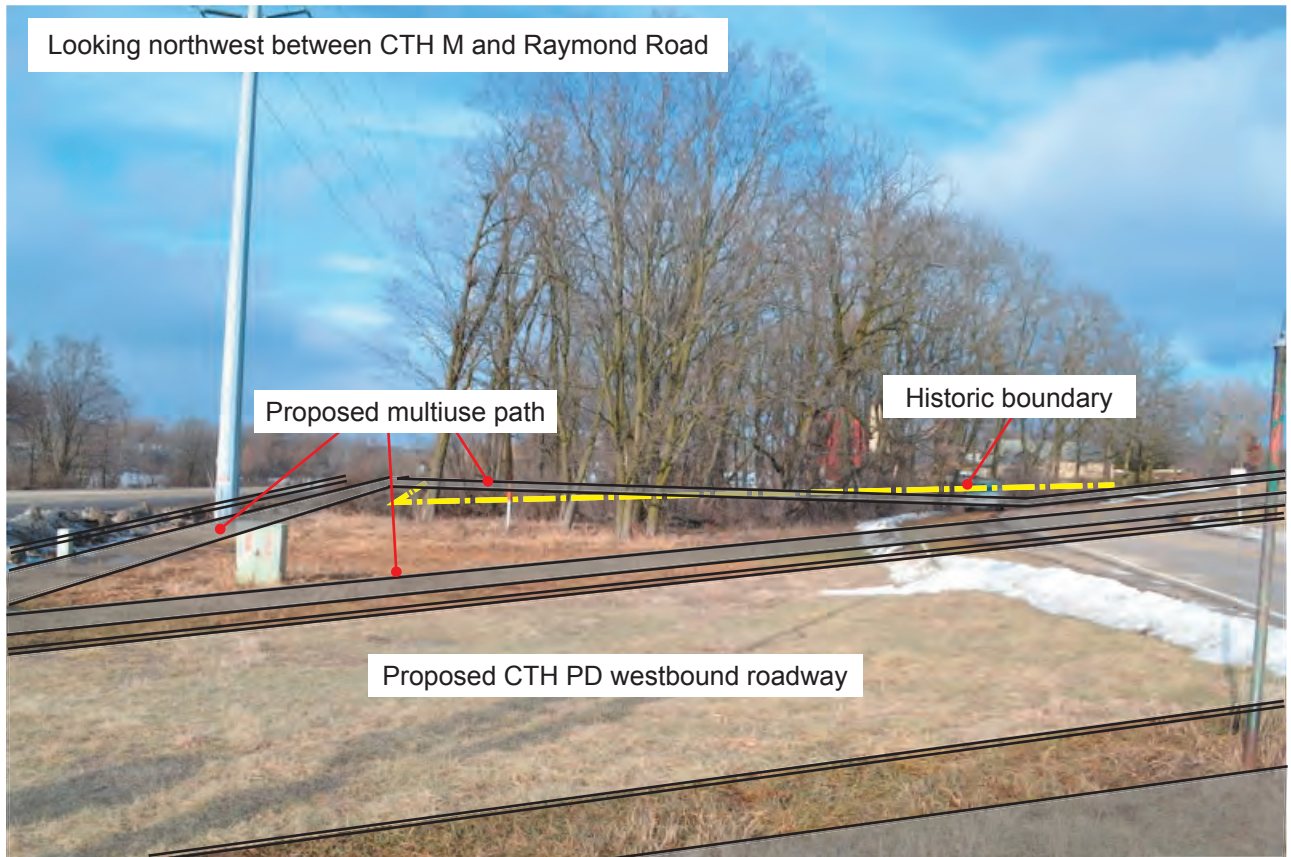
Attachment 5-J	Schroeder-Stickelberg-Thompson Farmstead 8300 Raymond Rd.	Windmill
--------------------------	--	----------



Looking north along CTH M



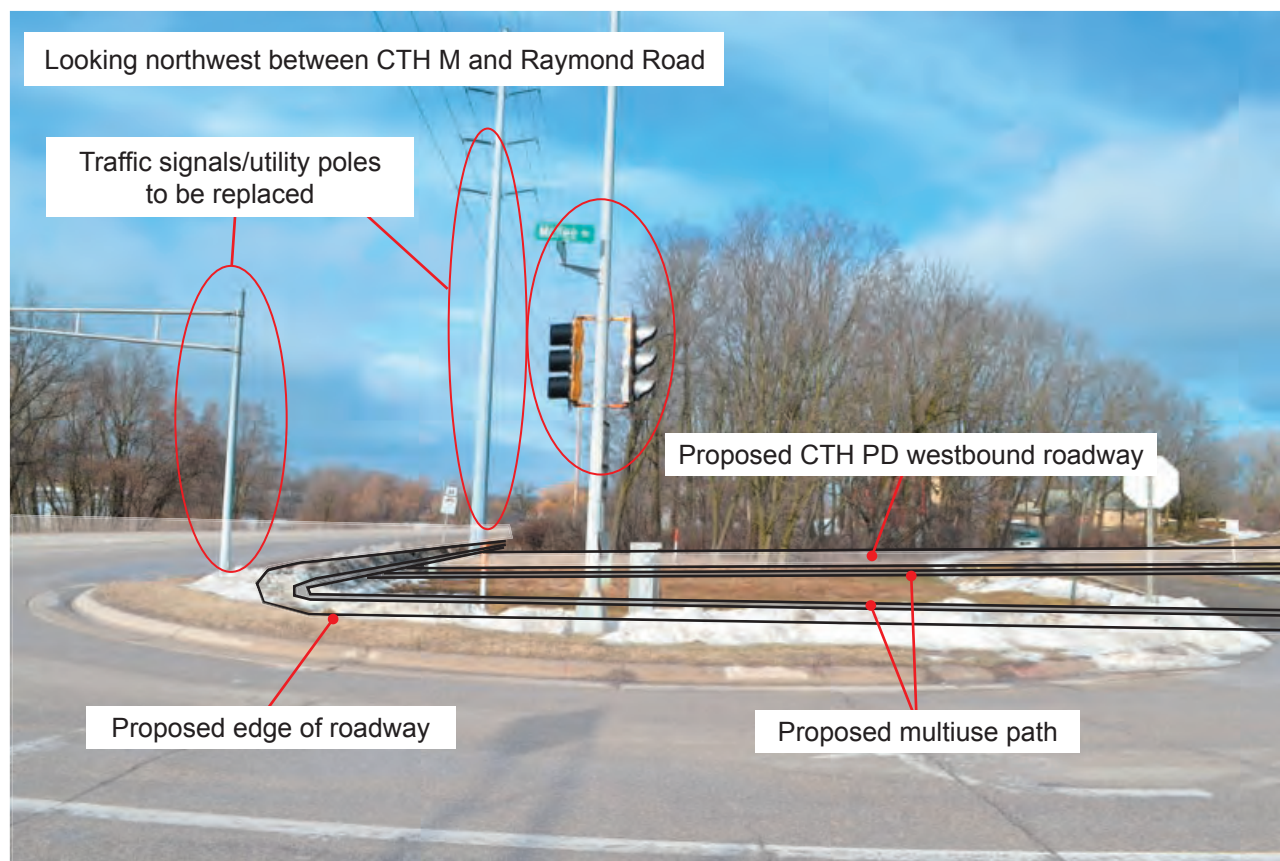
Looking northwest between CTH M and Raymond Road



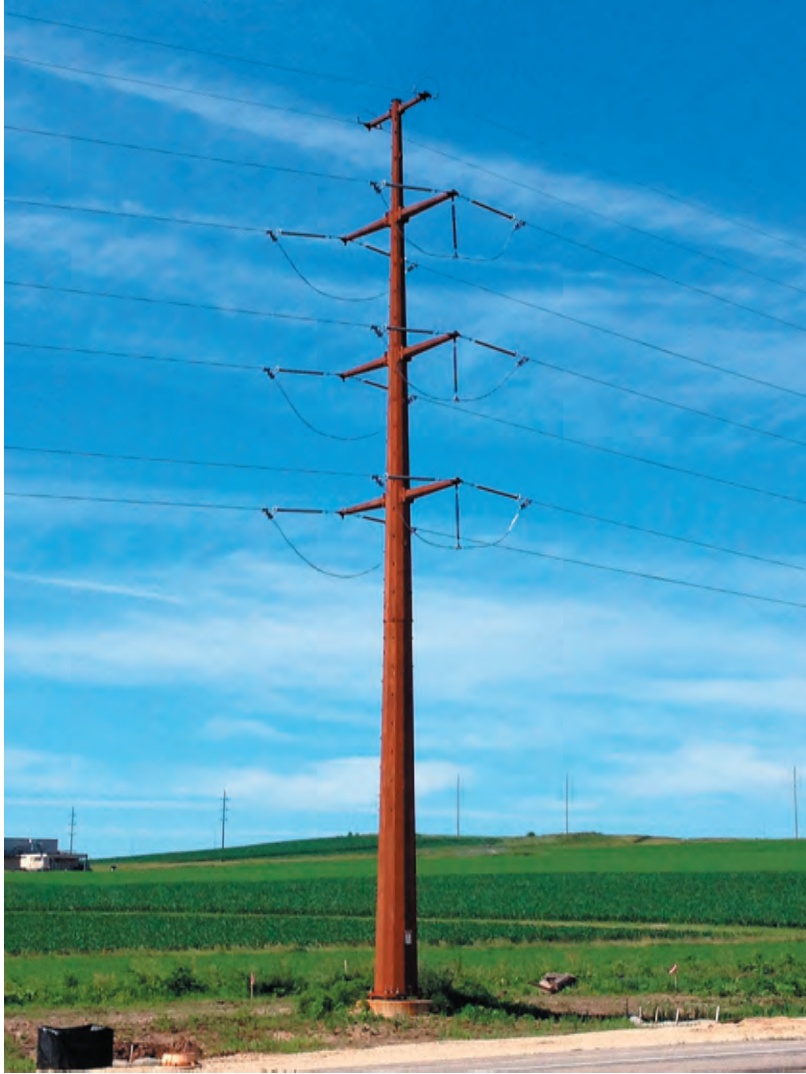
Attachment
6-B

Schroeder-Stickelberg-Thompson Farmstead
8300 Raymond Rd.

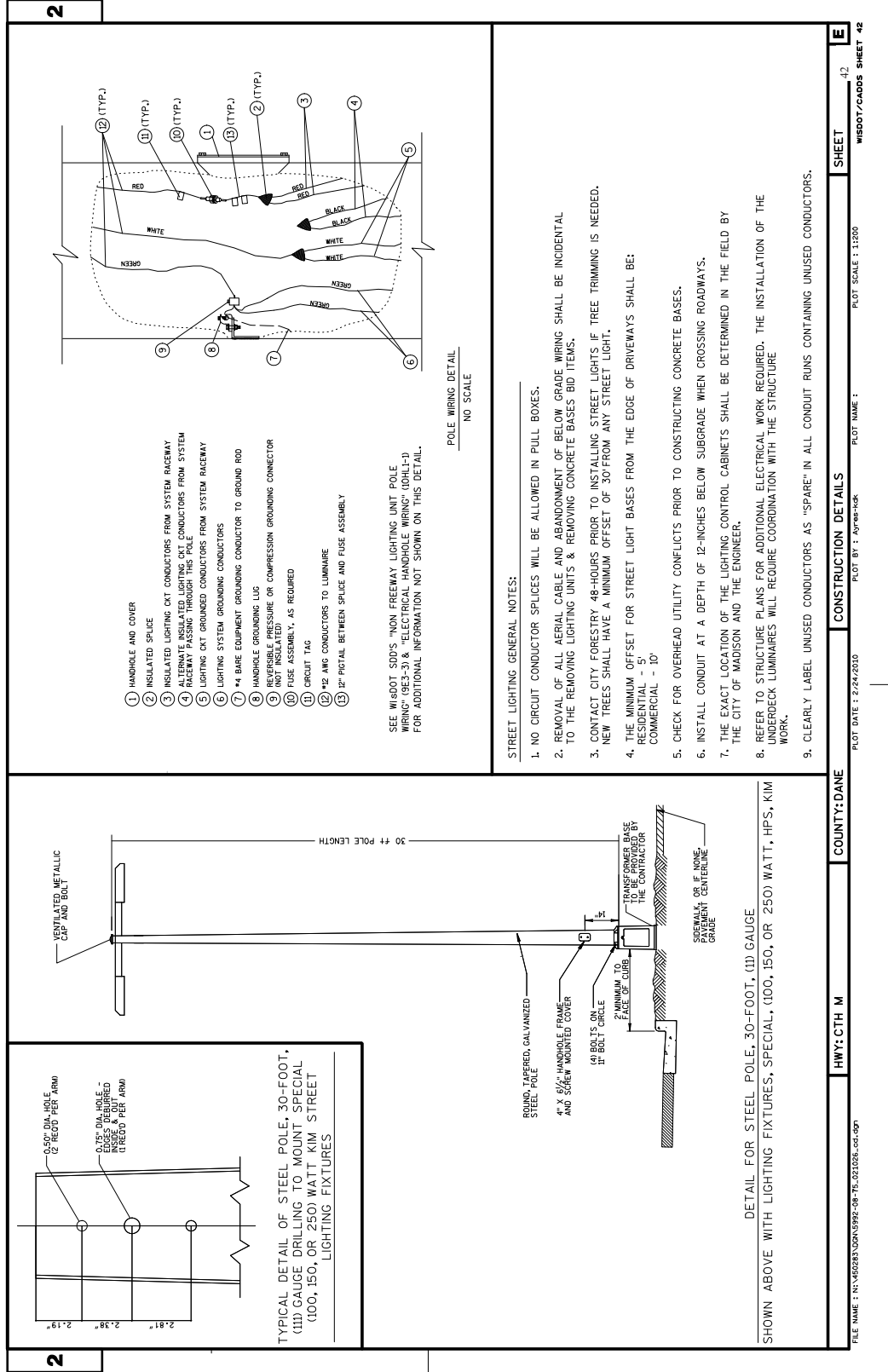
Existing/
Proposed
Conditions

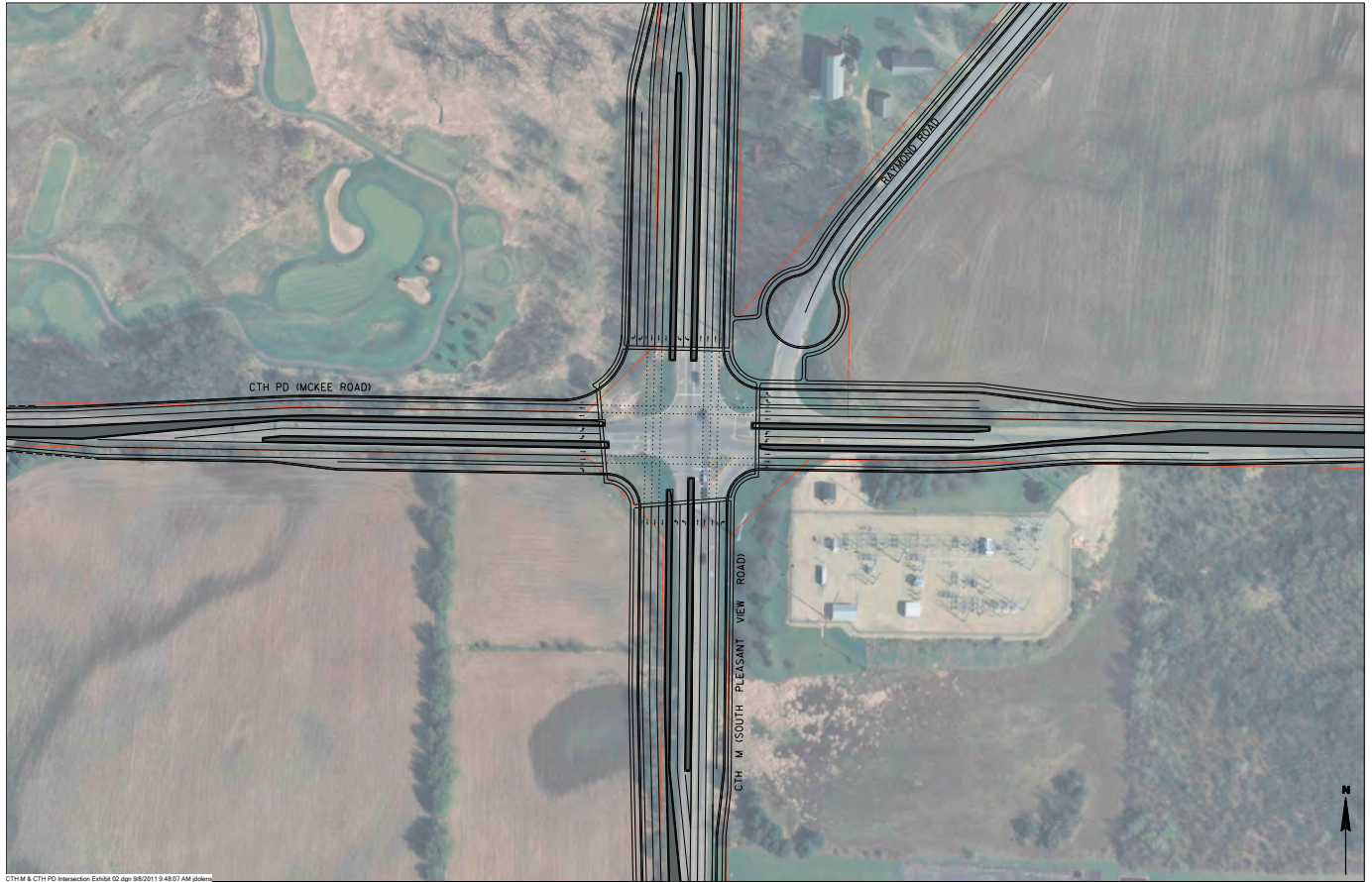


Attachment 6-C	Schroeder-Stickelberg-Thompson Farmstead 8300 Raymond Rd.	Existing/ Proposed Conditions
--------------------------	--	-------------------------------------



Attachment 6-D	Schroeder-Stickelberg-Thompson Farmstead 8300 Raymond Rd.	Proposed Utility Poles
--------------------------	--	---------------------------





Attachment

7-A

Project Alternative
Traffic Signals

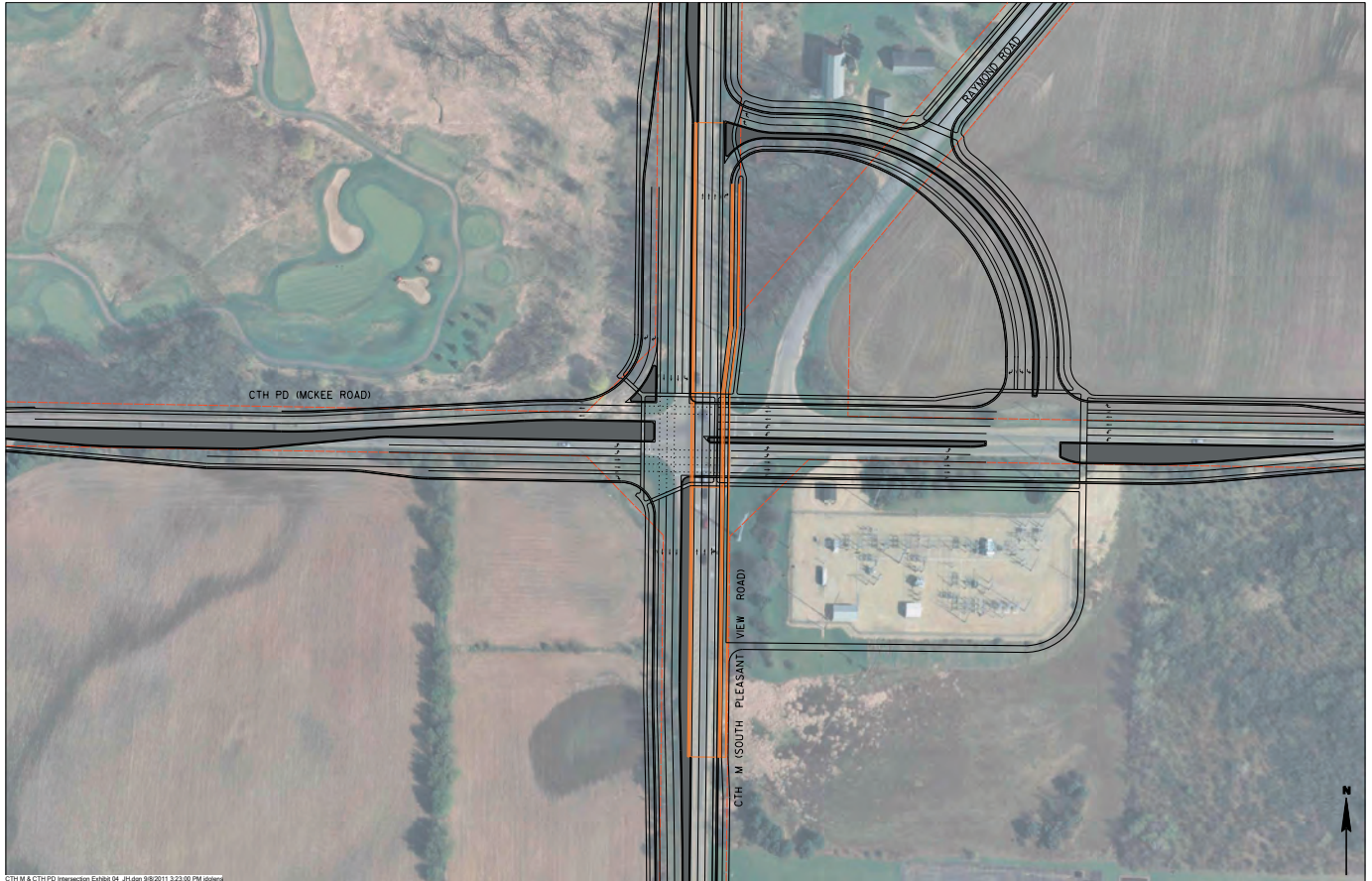


CTH M & CTH PD Intersection Exhibit.dgn 9/8/2011 9:49:35 AM plot

Attachment

7-C

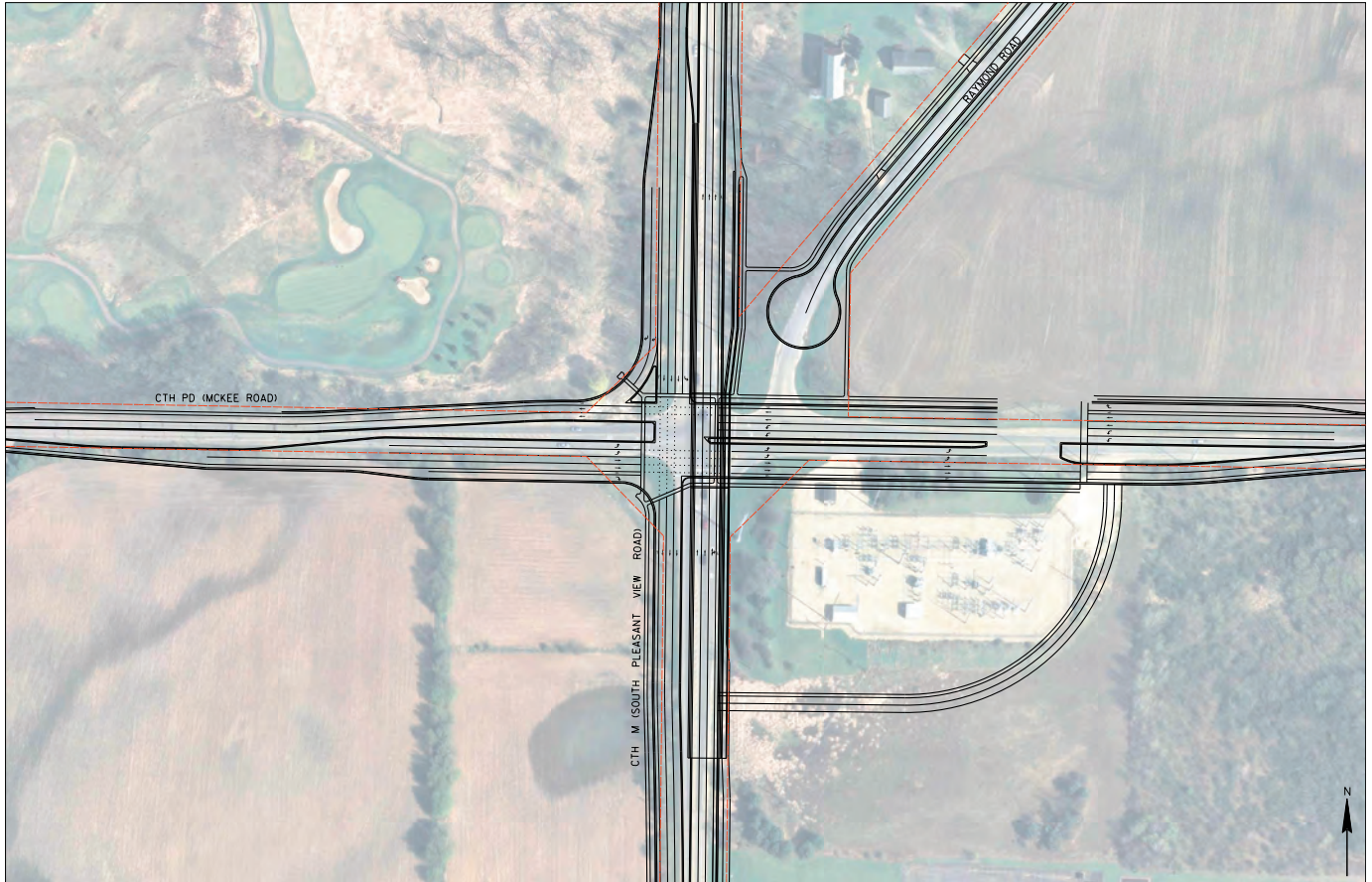
Project Alternative
Continuous Flow Intersection



Attachment

7-D

Project Alternative
Grade-Separated Jug Handle (NE Quadrant)



Attachment

7-E

Project Alternative
Grade-Separated Jug Handle (SE Quadrant)



Attachment

7-F

Project Alternative

Grade-Separated Jug Handle (SW Quadrant)



Attachment

7-G

Project Alternative
Tight Diamond Interchange



Attachment

7-H

Project Alternative
CTH PD Westbound Underpass

November 16, 2011



Subject: 5992-09-81
City of Madison, South Pleasant View Road
(Cross Country Road – Prairie Hill Road)
CTH M
Dane County

Dear Property Owner or Business Owner:

You are invited to attend a public information meeting regarding the reconstruction of County Highway M (CTH M) between Cross Country Road and Prairie Hill Road.

The meeting will take place at the Verona Senior Center, 108 Paoli Street, Verona, WI on Thursday, December 8 from 6 pm until 8 pm. Representatives of the City of Madison, the City of Verona, and Dane County will be available to discuss the proposed project and address any questions or concerns. A short presentation will begin at 6:30 pm and include a basic overview of project concepts and design alternatives. Project staff will be available before and after the presentation to answer questions and provide additional information regarding the project.

Persons with a concern for, or knowledge about historic buildings and structures and archaeological sites are encouraged to attend this meeting. You can also provide comments to city or county representatives or any of the project design team members. Contact information is listed below.

The proposed project is scheduled for 2014 and 2015 construction. The CTH M project limits are from the intersection of Cross Country Road and CTH M to the intersection of Prairie Hill Road and CTH M. McKee Road (CTH PD) will also be reconstructed from approximately 1500' west of the CTH M intersection to Meriter Way. Similarly, Mid Town Road will be reconstructed from Waterbend Drive to Waldorf Boulevard. Finally, Raymond Road will be reconstructed from the CTH PD intersection to the Meriter Hospital driveway. A project location map is attached. Key project features include:

- Reconstruction of CTH M into an urban arterial corridor
- Intersection improvements at McKee Road (CTH PD) and Mid Town Road
- Bicycle and pedestrian facility improvements including sidewalks, bike lanes, paths, and underpasses.
- Storm sewer, sanitary sewer, and water main construction
- Street lighting

Property owners who have private storm sewer laterals or private utilities within the highway right-of-way are urged to attend the meeting or contact Jason DiPiazza with MSA Professional Services at (608) 242-6640 or jdipiazza@msa-ps.com.

If you have questions, concerns, or information that may assist in the development of this project, we encourage you to attend the meeting. Hearing impaired people may request an interpreter at the meeting by contacting Jason DiPiazza with MSA Professional Services. If we can provide additional

Attachment 8-A	Public Information Meeting December 8, 2011	Invitation Letter
--------------------------	--	-------------------

Page 2

November 16, 2011

information, you can contact either Jason DiPiazza with MSA Professional Services, Rob Phillips with the City of Madison, or Ron Rieder with the City of Verona.

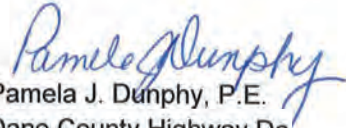
Sincerely,



Robert F. Phillips, P.E.
City of Madison
City Engineer
(608) 266-4751
rphillips@cityofmadison.com



Ron Rieder
City of Verona
Director of Public Works
(608) 848-6695
ron.rieder@ci.verona.wi.us



Pamela J. Dunphy, P.E.
Dane County Highway De
Assistant Commissioner
(608) 266-4036
dunphy@co.dane.wi.us

Enc.

Attachment 8-B	Public Information Meeting December 8, 2011	Invitation Letter
--------------------------	--	-------------------

Public Information Meeting #1

Project I.D. 5992-09-81
 City of Madison, South Pleasant View Road
 (Cross Country Road – Prairie Hill Road)
 CTH M
 Dane County

Date: December 8, 2011
 Location: Verona City Center, 111 Lincoln Street

The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31–19.39 of the Wisconsin Statutes.

PIM Meeting Attendees

Name & Business Name (if applicable)	Street Address & Email or Phone Number
GARY WERNER	2302 LAKELAND AVE MADISON 53704 NATTRAILS@aol.com
Virginia Witt	1194 18th PD Verona
Virginia Witt	"
Jason Ellefson	1905 Myrtle St Middleton WI
Karen Richardson	Kjohnson Engineers Madison
CHARLES WADE	2314 MECA RD, MADISON CSWADE@UWALUMMC.COM
Matt Veldman	5738 Kranche Dr Madison veldman@co.dam.wi.us
Mike Opal	107 Harmony Dr. Verona, WI 53593
Steve Ritt	Alhunan City of Verona
Randee Tonlwar	1817 Waterbend Dr. Verona WI 53593
Quay Kilman	8314 Red Granite Rd, Madison
Lorlene Pulver	6970 Rockridge CT.
PAM DUNPHY	DANE COUNTY

Public Information Meeting #1

Project I.D. 5992-09-81
 City of Madison, South Pleasant View Road
 (Cross Country Road – Prairie Hill Road)
 CTH M
 Dane County

Date: December 8, 2011
 Location: Verona City Center, 111 Lincoln Street

The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31—19.39 of the Wisconsin Statutes.

PIM Meeting Attendees

Name & Business Name (if applicable)	Street Address & Email or Phone Number
Steve Rudolph	401 Ineichen Verona
Ben Pease Old Moor Turfgrass	13 Captains Ct #3 Madison 608-957-2685
Rob Phipps	CITY OF MADISON
Lynne Scott Murray	103 Harmony Dr Verona, WI
Linda Stellick	6949 Rock Ridge Verona WI
Bob Stellick	" "
Mary Egan	108 N. Main St Verona WI
Marni Schwenn	756 2 City Rd. PD Verona
Ruth Jensen	122 Paoli St., Verona
Garrett Page	112 Harmony Dr. Verona
Dan Steinhoff	34 Black Stone Circle, Madison
Bruce Bramer	MMSD
MAUREN EIBRE	7716 Riverstone Rd, Verona (Township 3 RD SUPR.)

Attachment

8-D

Public Information Meeting
 December 8, 2011

Sign-In
 Sheet, p.2

Public Information Meeting #1

Project I.D. 5992-09-81
 City of Madison, South Pleasant View Road
 (Cross Country Road – Prairie Hill Road)
 CTH M
 Dane County

Date: December 8, 2011
 Location: Verona City Center, 111 Lincoln Street

The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31–19.39 of the Wisconsin Statutes.

PIM Meeting Attendees

Name & Business Name (if applicable)	Street Address & Email or Phone Number
BRIAN OLSON	9001 MIDTOWN Rd.
Bruce Dineen Self Consulting	901 DEMING WAY, MADISON
Bob Carr	8248 RAYMOND RD MADISON
Mary McCue	1010 North Edge Trl Verona
GARY CRAWFORD	2877 STONYRIDGE CR. VERONA.
Rita Krowcke	9234 Silverstone Ln Verona
Dan Kukasky Jr.	West Madison Bible Church/2920 Hwy. M. Verona
IRMGARD + GUNDEL METZ	2110-12 TALE TRAIL, MADISON
Lila Stendrata	6953 Midtown Madison
Linda + Ron ferrell	7122 E Valley Ridge Dr Madison
Bob Bory	7648 Hwy PD, Verona
Kim Johnson	901 Deming way Suite 110, Madison

Public Information Meeting #1

Project I.D. 5992-09-81
City of Madison, South Pleasant View Road
(Cross Country Road – Prairie Hill Road)
CTH M
Dane County

Date: December 8, 2011
Location: Verona City Center, 111 Lincoln Street

The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31–19.39 of the Wisconsin Statutes.

PIM Meeting Attendees

Name & Business Name (if applicable)	Street Address & Email or Phone Number
Ed Spoon	2755 Cross Country Cir, Verona 53593
KEN & JANET GROSSE	8236 RAYMOND RD MADISON 53719
Travis Wilkinson	713 Westward Dr Verona tdwmadison@gmail.com
Ann W Armstrong	8248 Raymond Madison amw@armstrong.com
DICK WIEBELST	7912 COUNTY ROAD RD, VERONA, WI 53592
Patrick Tepe	1010 North Edge Trail, Verona, WI 53593
Jeremy Charles - City of Verona	772 Harvest Ln, Verona WI 53593 jeremy@jeremycharles.us
Lalorne Tibbitts	8821 Mineral Pt Rd Verona 53593
Randy Tibbitts	8821 Mineral Pt Rd Verona 53593
Tim Gohl	6977 Midtown Rd 53719
Pat Henley	430 Lucerne Dr 53593
Paul Koch (Cov-Madison)	2502 Highway M

Public Information Meeting #1

Project I.D. 5992-09-81
City of Madison, South Pleasant View Road
(Cross Country Road – Prairie Hill Road)
CTH M
Dane County

Date: December 8, 2011
Location: Verona City Center, 111 Lincoln Street

The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31–19.39 of the Wisconsin Statutes.

PIM Meeting Attendees

Name & Business Name (if applicable)	Street Address & Email or Phone Number
Bob & Bobbie SUMENEK	509 BASSWOOD AVE VERONA, WI 53593
Mike Willett	7715 Midtown Rd Verona WI
Paul Chellebold - SRF Consulting	901 Denning Way Madison WI 53719
Marnie Bigley	8300 Raymond Rd. Madison 53719
Paul & Jerry Fisher	7055 CTH RD Verona
Wayne & Joan Silvestro	2864 Stony Ridge Ct. Verona
Mike Kolkoff - Associated Dentists, S.C.	1010 North Edge Trail, Verona
Bonnie Mackesey	2104 Tale Trl. Madison 53719
Karen Godshall	6931 McKee Rd 845-6913
Dennis Midtown	502 Cabrillo Crt Verona
John Karcher	6945 Rock Ridge Ct.
Barry Kozelko	2938 Winter Park Pl., Madison
Walter H. H. H.	2938 Winter Park Pl. MADISON

Attachment


8-G

Public Information Meeting
December 8, 2011

Sign-In
Sheet, p.5

Comment Form

City of Madison, South Pleasant View Road
(Cross Country Road - Prairie Hill Road)
CTH M
Dane County
Project I.D. 5992-09-81

Re PD + M: I'm not a lover of "roundabouts",
especially on such a busy corner. People always
seem to get out of their correct lane on the "round"
part  - hence more opportunity for
accidents. There is also the confusion in "yielding".

Are you planning a pathway on the W side of M next
to Morse Pond? It would be nice if people could enjoy
the pond, especially when the geese & ducks are around -
or just as a nice place to enjoy.

(over)

The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31-19.39 of the Wisconsin Statutes.

Use back page if more space is required.
PLEASE PRINT

Name: Marie Bigley

Address: 8300 Raymond Rd

Madison, WI 53719

Email/Phone: bigleymh@gmail.com
(608) 845-6312

Send to:

MSA Professional Services
2901 International Lane, Suite 300
Attn: Jason DiPiazza
Phone (800) 446-0679
jdipiazza@msa-ps.com

Madison WI
53704

How do you go from 6 lanes (PD to Prairie Hill)
to 4 lanes (M post PD)

What happens with the current noise easements
when you move into them - Do you then take new ones
~~them~~ from the adjacent property? Who pays for
that? owner? county? federal gov.?

Why don't you take off noise on the E side of M
across from Morse pond to allow for walks, etc.

May 4, 2012



Subject: 5992-09-81
City of Madison, South Pleasant View Road
(Cross Country Road – Prairie Hill Road)
CTH M
Dane County

Dear Property Owner or Business Owner:

You are invited to attend a public information meeting regarding the reconstruction of County Highway M (CTH M) between Cross Country Road and Prairie Hill Road.

The meeting will take place at the Verona Senior Center, 108 Paoli Street, Verona, WI on Thursday, May 24th from 6 pm until 8 pm. Representatives of the City of Madison, the City of Verona, and Dane County will be available to discuss the proposed project and address any questions or concerns. A short presentation will begin at 6:30 pm and include a basic overview of project concepts and the recommended design alternatives. Project staff will be available before and after the presentation to answer questions and provide additional information regarding the project.

Persons with a concern for, or knowledge about historic buildings and structures and archaeological sites are encouraged to attend this meeting. You can also provide comments to city or county representatives or any of the project design team members. Contact information is listed below.

The proposed project is now scheduled for 2015 and 2016 construction. The CTH M project limits are from the intersection of Cross Country Road and CTH M to the intersection of Prairie Hill Road and CTH M. McKee Road (CTH PD) will also be reconstructed from approximately 1500' west of the CTH M intersection to Meriter Way. Similarly, Mid Town Road will be reconstructed from Waterbend Drive to Waldorf Boulevard. Finally, Raymond Road will be reconstructed from the CTH PD intersection to the Meriter Hospital driveway. A project location map is attached. Key project features include:

- Reconstruction of CTH M into an urban arterial corridor
- Intersection improvements at McKee Road (CTH PD) and Mid Town Road. The recommended design alternative includes a roundabout at McKee Road and a signalized intersection at Midtown Road.
- Bicycle and pedestrian facility improvements including sidewalks, bike lanes, paths, and underpasses.
- Storm sewer, sanitary sewer, and water main construction
- Street lighting

Property owners who have private storm sewer laterals or private utilities within the highway right-of-way are urged to attend the meeting or contact Jason DiPiazza with MSA Professional Services at (608) 242-6640 or jdipiazza@msa-ps.com.

Attachment 8-J	Public Information Meeting May 24, 2012	Invitation Letter
--------------------------	---	-------------------

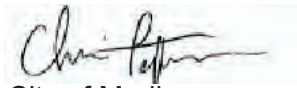
Page 2

May 4, 2012

If you have questions, concerns, or information that may assist in the development of this project, we encourage you to attend the meeting. Persons with hearing impairment may request an interpreter at the meeting by contacting Jason DiPiazza with MSA Professional Services. If we can provide additional information, you can contact either Jason DiPiazza with MSA Professional Services, Rob Phillips with the City of Madison, or Ron Rieder with the City of Verona.

Sincerely,

Chris Petykowski, P.E.



City of Madison
Principal Engineer
(608) 267-8678
cpetykowski@cityofmadison.com

Ron Rieder



City of Verona
Director of Public Works
(608) 848-6695
ron.rieder@ci.verona.wi.us

Pamela J. Dunphy, P.E.



Dane County Highway Dept.
Assistant Commissioner
(608) 266-4036
dunphy@co.dane.wi.us

Enc.

Attachment 8-K	Public Information Meeting May 24, 2012	Invitation Letter
--------------------------	--	-------------------

Public Information Meeting #2

Project I.D. 5992-09-81
City of Madison, South Pleasant View Road
(Cross Country Road – Prairie Hill Road)
CTH M
Dane County

Date: May 24, 2012
Location: Verona Senior Center, 108 Paoli Street,
Verona, WI

The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31—19.39 of the Wisconsin Statutes.

PIM Meeting Attendees

Name & Business Name (if applicable)

Street Address & Email or Phone Number

LEO Elletson

7611 Discovery Drive Middleton

53562

Jason D. Parris - MSA

2901 INTERNATIONAL LN STE 300, MADISON WI 53704

71.01-22Q
msc-ps. um

Chase Kieler - MSA

11

kleiner 2. Satz

Public Information Meeting #2

Project I.D. 5992-09-81
 City of Madison, South Pleasant View Road
 (Cross Country Road – Prairie Hill Road)
 CTH M
 Dane County

Date: May 24, 2012
 Location: Verona Senior Center, 108 Paoli Street,
 Verona, WI

The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31—19.39 of the Wisconsin Statutes.

PIM Meeting Attendees

Name & Business Name (if applicable)	Street Address & Email or Phone Number
Erika Hotchkiss ^{Dane County} Supervisor Dist 32	206 South Jefferson St. Verona 608-219-0908
Bill Burns City of Verona	111 Lincoln St Verona bill.burns@ci.verona.wi.us
Pam Dunphy ^{Dane County} Jane W. Hwy	2302 Fish Hatch Road dunphy@countydane 608-845-9251
Shirley Virginia Dunstan	304 Valley View St Verona 829-1775
Dennis Johnson	10 Prairie Hill Ct Madison
Robert Gundlach	AECOM 1350 Deming Way, Middleton, WI 53562
Gary Crawford	2877 Stony Ridge Cr.
DeWayne & Joan Gelontano	3864 Stony Ridge Cir. Verona
Marie Bigley	8300 Raymond Rd. Madison 53719
Dennis Kitchum	13845 Bullard Rd Evansville 53536
Tom Schwab	2502 Hwy M 53593 8456895
Tim Roehl	7246 Valley View 53593 608-7653
Clare McCreeshy	124 Monte Cristo Circle 53573 346-4923

Attachment

8-M

Public Information Meeting
 May 24, 2012

Sign-In
 Sheet, p.2

Public Information Meeting #2

Project I.D. 5992-09-81
 City of Madison, South Pleasant View Road
 (Cross Country Road – Prairie Hill Road)
 CTH M
 Dane County

Date: May 24, 2012
 Location: Verona Senior Center, 108 Paoli Street,
 Verona, WI

The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31—19.39 of the Wisconsin Statutes.

PIM Meeting Attendees

Name & Business Name (if applicable)	Street Address & Email or Phone Number
<u>John Vogt</u>	<u>520 Aspen Ave, Verona, WI 608-845-2262</u>
<u>Paul Chelver</u>	<u>901 Deming Way, Madison WI 53717 608-829-0010</u>
<u>GARRETT FALKE</u>	<u>112 HARMONY DR. VERONA 516-0641</u>
<u>STEVE RITT</u>	<u>619 ROVALIA RR VERONA 845-9319</u>
<u>B. Burt</u>	<u>209 THOMPSON ST VERONA 712-712-1128</u>
<u>LaKeme Klein</u>	<u>8821 Mineral Pt Rd Verona</u>
<u>QUINDEL METZ</u>	<u>2112 TALC TR., MADISON 53715</u>
<u>Karen Richardson</u>	<u>KjohnsonEngineers Inc.</u>
<u>RAULUS EMBRY</u>	<u>7710 Riverside Rd, Verona</u>
<u>Maura Maier</u>	<u>2025 Cty Rd PB Verona</u>
<u>David Jeffrey Pakes</u>	<u>7055 CTH PD Verona</u>
<u>Russ Wixson</u>	<u>3141 Shady Oak Ln Verona</u>
<u>Mark Willeb</u>	<u>7715 Midtown Rd Verona</u>

Attachment

8-N

Public Information Meeting
 May 24, 2012

Sign-In
 Sheet, p.3

Public Information Meeting #2

Project I.D. 5992-09-81
City of Madison, South Pleasant View Road
(Cross Country Road – Prairie Hill Road)
CTH M
Dane County

Date: May 24, 2012
Location: Verona Senior Center, 108 Paoli Street,
Verona, WI

The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31—19.39 of the Wisconsin Statutes.

PIM Meeting Attendees

Name & Business Name (if applicable)

Street Address & Email or Phone Number

Kim Johnson

KJohnsonEggs 701 Denig Way Madison

Jason Barman

6110 Century Ave Middleton, WI jbarman@uwalumni.com

Attachment

8-O

Public Information Meeting
May 24, 2012

Sign-In
Sheet, p.4



PHONE CONVERSATION RECORD

Project No.: 5992-09-81

Talked with: Marie Bigley

Time: 11:30 a.m.

Of: Property Owner - 8300 Raymond Road

Phone No.: 608.845.6312

Re: Public Information Meeting – Invite Letter

Date: November 18, 2011

☐ Message

☐ Reply

☐ I placed call

☒ Party called

Ms. Bigley called in response to the invite letter she received for the PIM on December 8, 2011. She has been in to see Chris Petykowski with her son regarding the project, but had some follow up questions regarding the invite letter. She wanted to know if the proposed sewer work on Raymond Road that was mentioned in the letter would include private hook ups for sewer and water. I indicated that the sewer work was for MMSD and is a large interceptor sewer, not for private hook up. I told her I didn't know if Madison had plans to get sewer and water towards her property but would check.

Ms. Bigley also asked if Raymond Road would become a cul-de-sac at CTH PD. I informed her that we are showing that to be the case in our preliminary designs.

Ms. Bigley plans to attend the PIM.

Action or follow-up necessary

Follow up with Madison regarding public sewer and water connections.

Signed _____
Jason DiPiazza, Project Manager

Offices in Illinois, Iowa, Minnesota, and Wisconsin

2901 International Lane, Suite 300, Madison, WI 53704-3133
(608) 242-7779 (800) 446-0679

FAX: (608) 242-5664 WEB ADDRESS: www.msa-ps.com

Page 1 of 1P:\370s\373\00373030\Correspondence\Phone_Bigley_11-18-11.docx

Attachment

8-P

Property Owner Communication



PHONE CONVERSATION RECORD

Project No.: 5992-09-81

Talked with: Marie Bigley
Of: Property Owner - 8300 Raymond Road
Re: CTH M project

Time: 11:30 AM
Phone No.: 608.845.6312
Date: February 7, 2012

☐ Message

☐ Reply

☐ I placed call

☒ Party called

Ms. Bigley called to ask some more questions. I provided her with updates on the Section 106 process: the documents are awaiting review and approval by the State Historical Preservation Office (SHPO). She is concerned that if her property is deemed historical (I corrected her that it was eligible to be listed as historical) that she will have more maintenance responsibilities. I told her that her property was hers to manage as she desires, however we have to recognize the opportunity for any future land owners, should there be one, to maintain and preserve the historical nature of the property.

I let her know that we will attempt to avoid impacts to any of her property, including tree removal.

Ms. Bigley asked about the utilities. I indicated we were working with the utility owners and that the overhead lines would have to move, but I didn't know where to yet. She is worried they will be on the front porch of her house. The buried electric is already very close.

Ms. Bigley will be in Texas for most of February and March. She does get her mail forwarded there so if she will still be there for the next public meeting she will at least know it occurred and she is free to call me with any questions she may have.

Action or follow-up necessary: None

cc: [cc:]
[cc:]

Signed _____
Jason DiPiazza, Project Engineer

Offices in Illinois, Iowa, Minnesota, and Wisconsin

2901 International Lane, Suite 300, Madison, WI 53704-3133
(608) 242-7779 (800) 446-0679
FAX: (608) 242-5664 WEB ADDRESS: www.msa-ps.com

Page 1 of 1P:\370s\373\00373030\Correspondence\Phone_Bigley_02-07-12.docx

Attachment

8-Q

Property Owner Communication

February 28, 2014



Subject: 5992-09-81
City of Madison, South Pleasant View Road
(Cross Country Road – Prairie Hill Road)
County M
Dane County

Dear Property Owner or Business Owner:

You are invited to attend a public information meeting regarding the reconstruction of County M (South Pleasant View Road) between Cross Country Road and Prairie Hill Road.

The meeting will take place at the Verona Senior Center, 108 Paoli Street, Verona, WI on Wednesday, March 12 from 6 p.m. until 8 p.m. Representatives of the City of Madison, the City of Verona, and Dane County will be available to discuss the proposed project and address any questions or concerns. There will be a short presentation at 6 p.m. Project staff will be available before and after the presentation to answer questions and provide additional information regarding the project.

This meeting will update the public on changes to the recommended design of the intersection of McKee Road (County PD) and County M. A roundabout design was recommended and approved by City of Madison and Verona resolutions in 2012; however since that time, continued development of roundabout design and capacity analysis, along with continued growth of traffic volume projections in the area have resulted in the consideration of two new alternatives for the County M and County PD intersection.

The proposed project is planned to begin construction in the fall of 2015 and continue through 2016. Key project features include:

- Reconstruction of County M into an urban arterial corridor
- Intersection improvements at McKee Road (County PD) and Mid Town Road.
- Bicycle and pedestrian facility improvements including sidewalks, bike lanes, paths, and underpasses.
- Storm sewer, sanitary sewer, and water main construction
- Street lighting

Property owners who have private storm sewer laterals or private utilities within the highway right-of-way are urged to attend the meeting or contact Jason DiPiazza with MSA Professional Services at (608) 242-6640 or jdipiazza@msa-ps.com. Persons with a concern for, or knowledge about historic buildings and structures and archaeological sites are encouraged to attend this meeting. You can also provide comments to city or county representatives or any of the project design team members. Contact information is listed below.

Attachment 8-R	Public Information Meeting March 12, 2014	Invitation Letter
--------------------------	---	-------------------

February 28, 2014

If you have questions, concerns, or information that may assist in the development of this project, we encourage you to attend the meeting. Persons with hearing impairment may request an interpreter at the meeting by contacting Jason DiPiazza with MSA Professional Services. If we can provide additional information, you can contact either Jason DiPiazza with MSA Professional Services, Chris Petykowski with the City of Madison, Ron Rieder with the City of Verona, or Pam Dunphy with Dane County Highway Department.

Sincerely,

Chris Petykowski, P.E.



City of Madison
Principal Engineer
(608) 267-8678
cpetykowski@cityofmadison.com

Ron Rieder



City of Verona
Director of Public Works
(608) 848-6695
ron.rieder@ci.verona.wi.us

Pamela J. Dunphy, P.E.



Dane County Highway Dept.
Assistant Commissioner
(608) 266-4036
dunphy@co.dane.wi.us

Attachment 8-S	Public Information Meeting March 12, 2014	Invitation Letter
--------------------------	--	-------------------

Public Information Meeting #3

Project I.D. 5992-09-81
City of Madison, South Pleasant View Road
(Cross Country Road – Prairie Hill Road)
CTH M
Dane County

Date: March 12, 2014
Location: Verona Senior Center, 108 Paoli Street,
Verona, WI

The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31–19.39 of the Wisconsin Statutes.

PIM Meeting Attendees

Name & Business Name (if applicable)	Street Address & Email or Phone Number
Jason Ellefson	605 Basswood Ave ellefson.jason@gmail
Robin Benton	9023 Hawk's Landing #202, Madison 53593
Jeff Haen	1801 Mayo Dr Madison WI 53719
Gordy Dish	836 Glenwood Dr Verona, WI 53593
Terri Fiez	7906 Riverside Rd Verona, WI 53593
Bonnie Mackesey	2104 Tale Trl Madison 53719
Mark Ignatowski Verona Press	Ungeeditorial@wcinet.com
Mike Willett	7715 Midtown Rd Verona 53593
Marie Bigley	8300 Raymond Rd. Madison 53719
Lisa Drefuerst	1217 Blue Maple Trail, Madison 53719
Karen Richardson	karenrichardson@kjohnsonengineers.com
Marvin Schwenn	2562 City Rd. PO Verona, WI 53593
David Francker	2930 Snowbird Trl 53719
Steve Pustillo	1905 Monmouth St 53711

Attachment

8-T

Public Information Meeting
March 12, 2014

Sign-In Sheet,
p.1

Public Information Meeting #3

Project I.D. 5992-09-81
City of Madison, South Pleasant View Road
(Cross Country Road – Prairie Hill Road)
CTH M
Dane County

Date: March 12, 2014
Location: Verona Senior Center, 108 Paoli Street,
Verona, WI

The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31–19.39 of the Wisconsin Statutes.

PIM Meeting Attendees

Name & Business Name (if applicable)	Street Address & Email or Phone Number
Chase Kiedler, MSA Professional Services	2901 International Ln, ckiedler@msa-ps.com 608-242-7114
JAN HOLESOVSKY	WEST MADISON BIBLE CHURCH
Randy Steubert	Midtown RD
Franklin Schwenk	1564 Hwy B1 Verona 845-8882
ROBERT GUNDLACH	ASCOM 828-8137
PAM DUNPHY	DANE CO. HWY
JEREMY DREGER	7933 Oak View Dr Madison 608-217-4211
Robert Drogan	7085 CTH P2 Verona, Wis.
Arif Qureshi	8251 Raymond Rd 695-0285
Richard Weaver	1502 Red Tail Dr Verona 848-2975
Randy CHRISTIANSON	9806 Snodow Wood Dr, Verona, WI
Tom Gohl	7527 Falken Creek Dr 53593 279-9580
MICHAEL WAIDELICH	CITY OF MADISON PLANNING 267-8735

Public Information Meeting #3

Project I.D. 5992-09-81
City of Madison, South Pleasant View Road
(Cross Country Road – Prairie Hill Road)
CTH M
Dane County

Date: March 12, 2014
Location: Verona Senior Center, 108 Paoli Street,
Verona, WI

The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31–19.39 of the Wisconsin Statutes.

PIM Meeting Attendees

Name & Business Name (if applicable)	Street Address & Email or Phone Number
DUSTIN HUNT, HNTB CORP	1910 HAWKS RIDGE DR VERONA - dhunt@hntb.com
MELISSA TORRES, SBCP	1205 MCIN ST, CP
Robert Bovy	7648 Hwy PD, Verona
KEVIN ESLICK	ESLICK22@TOS.NET 8702 FAIRWAY OAKS DR., VERONA WI
EW+PEGGY Leister	6947 Midtown Rd Madison, WI 53719
Tom Schwab	2502 Hwy M Verona WI 53593
Bernie Vering	410 New Age Cir #224 Verona 53593
Jon Sweet	120 PAOLIST VERONA
Jon Heckhommers	198 ACKER CT. VERONA
Paul Chellvold	3955 Geth Road Verona WI 53593
Ronn ferrell	Ronnf@charter.net
JOHN BAUKNECHT	1209 GATEWAY PASS, VERONA
Bill Skager	8806 Royal Oak Jr Verona
MANFRED ENBURY	7710 RIVERSIDE RD, VERONA

Public Information Meeting #3

Project I.D. 5992-09-81
City of Madison, South Pleasant View Road
(Cross Country Road – Prairie Hill Road)
CTH M
Dane County

Date: March 12, 2014
Location: Verona Senior Center, 108 Paoli Street,
Verona, WI

The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31–19.39 of the Wisconsin Statutes.

PIM Meeting Attendees

Name & Business Name (if applicable)	Street Address & Email or Phone Number
MIRE KOZEK	2938 Winter Park Pl, MADISON
Paul Jones	101 Prairie Heights Dr. #309 Verona
Richard & Barbara Pelton	9714 Shadow Wood Dr. Madison,
Tom & Ronnie Demergian	9629 Shadow Wood Dr. (Madison) Verona
Hans Justison	161 Herizum Drive, Verona A
Dennis Midthun	13845 W. Bullard rd Evansville, WI 53536
Jeff & Emily Sanger	943 Glenwood Drive Verona, WI 53593
Jerry & Linda Enkes	7055 CTH RD

Public Information Meeting #3

Project I.D. 5992-09-81
City of Madison, South Pleasant View Road
(Cross Country Road – Prairie Hill Road)
CTH M
Dane County

Date: March 12, 2014
Location: Verona Senior Center, 108 Paoli Street,
Verona, WI

The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31—19.39 of the Wisconsin Statutes.

PIM Meeting Attendees

Name & Business Name (if applicable)

Street Address & Email or Phone Number

<u>Dan Kukasky Jr (West Madison Bible Church)</u>	<u>2920 Hwy M. pastordans@tds.net</u>
<u>THOM GREPLIE</u>	<u>400 S NINE WOODS RD, VERONA, WI 53593</u>

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

April 12, 2013



Subject: 5992-09-81
City of Madison, South Pleasant View Road
(Cross Country Road – Prairie Hill Road)
CTH M
Dane County

Dear Ms. Bigley

The State Historical Preservation Office (SHPO) has concurred with the Wisconsin Department of Transportation's (WisDOT) finding that a portion of your property surrounding the original farmhouse has significant historic value. They have also concurred that the proposed CTH M reconstruction project referenced above will have an adverse effect on the setting of this historic resource. As required by Section 106 of the National Historic Preservation Act of 1966, the project will be required to mitigate any adverse effects that cannot be avoided.

An important step in developing a mitigation plan is to hold a consultation meeting with the project stakeholders, including you as the property owner. At this meeting, we will review the project design, the adverse effects that the proposed project would have on the historic resource, and develop a plan to mitigate these effects. Typical mitigation measures include, but are not limited to written and photographic documentation of the property, survey and inventory of other nineteenth and early twentieth century farmsteads in the immediate area, and incorporation of the property into an existing Dane County Historical Society project, database, or website.

We would like to have this meeting the week of April 28, 2013 or May 6, 2013. The meeting location will be in Madison, possibly at the Wisconsin Historical Society, 816 State Street. Gail Klein with Great Lakes Archaeological Research Center, Inc. will follow up with a phone call to you to coordinate a day and location that is convenient for you to attend this meeting. If you have any questions about the meeting, or would like to contact either of us directly to coordinate a meeting time, please give either of us a call. If you have any questions about the Section 106 process and how it relates to your property, please do not hesitate to contact either Gail or Jennifer Haas at Great Lakes Archaeological Research Center at the phone numbers below.

Thank you in advance for your time and assistance on this important project!

Contact info:

Jason DiPiazza, Project Manager
MSA Professional Services, Inc.
608-242-7779

Gail Klein
Great Lakes Archaeological
Research Center
541-285-0352.

Jennifer Haas
Great Lakes Archaeological
Research Center
414-481-2093

Sincerely,

Jason DiPiazza P.E., Project Manager, MSA Professional Services

Cc: Chris Petykowski, P.E. Principal Engineer, City of Madison Engineering
Pam Dunphy, P.E. Assistant Commissioner, Dane County Highway Dept.
Ron Rieder, Director of Public Works, City of Verona
Amanda Arnold AICP, Planner/Administrator, Town of Verona
Gail Klein, Great Lakes Archaeological Research Center
Karen Richardson, P.E., Kjohnson Engineers, LPMC

Attachment

9-A

Consultation Meeting
April 29, 2013

Invite letter

NAME

REPRESENTING

JASON DIARZA

MSA

Chris Petykowski

City of Madison Engr.

RON RIEGER

City of VERONA

JENNIFER HAAS

GREAT LAKES ARCHAEOLOGICAL RESEARCH CENTER

Shirley Riggs

BF friend - Bigley

Marie Bigley

Property owner

Jason Kennedy

Wis DOT

BRAD VOSSERS

ATC

Erika Biemann

ATC

Karen Richardson

Kjohnsm Engineers

Paul Chellevold

SRF Consulting

From: Jason DiPiazza <jdipiazza@msa-ps.com>
Sent: Tuesday, June 25, 2013 1:29 PM
To: Chris Petykowski (CPetykowski@cityofmadison.com); Pam Dunphy (dunphy@co.dane.wi.us); Ron Rieder (ron.rieder@ci.verona.wi.us); Amanda Arnold; Karen Richardson; Brad Vosters (bvosters@atcllc.com); Gail Klein (gklein@glarc.com); Jennifer Haas (jhaas@glarc.com); bigleymh@gmail.com; Kennedy, Jason - DOT (Jason1.Kennedy@dot.wi.gov); EBiemann@atcllc.com; Paul M. Chellevold (PChellevold@srfconsulting.com)
Subject: CTH M (S. Pleasant View Road) - 8300 Raymond Road Property

WisDOT Project ID 5992-09-81
S. Pleasant View Road, City of Madison
(Cross Country Road – Prairie Hill Road)
CTH M
Dane County

RE: Consultation and Mitigation of Impacts to historically significant property – 8300 Raymond Road

WisDOT Environmental Services Section has reviewed the Documentation for Consultation (D for C) and Memorandum of Agreement (MOA) for addressing negative impacts to the NRHP listing eligible property located at 8300 Raymond Road, also referred to as the Schroeder-Stickelberg-Thompson Farmstead. These documents include mitigation measures discussed in April at a consultation meeting.

Following comments from WisDOT ESS, the project team is proposing a change to the mitigation measures discussed at the April consultation meeting. This change consists of the replacement of the written description mitigation option with a new mitigation measure in the form of a survey and inventory of historic farmsteads within one mile of the Schroeder-Stickelberg-Thompson Farmstead. This would include a field survey of historic farmsteads within a one mile radius, following the Farmstead Survey Methodology as outlined in the WisDOT Survey Manual. All historic farmsteads identified in this survey will be documented with photographs and sketch maps and records will be created in the Wisconsin Historic Preservation Database (WHPD). In addition, photographic documentation of the Schroeder-Stickelberg-Thompson Farmstead will remain a primary mitigation measure, as discussed at April's consultation meeting.

Please respond with any comments or concerns about this change to the mitigation measures that are proposed above.

Thank you,

Jason



Jason DiPiazza, PE | Team Leader
MSA Professional Services, Inc.
(608) 242-7779

Attachment 9-C	Consultation Meeting April 29, 2013	Follow-up Correspondence
--------------------------	---	-----------------------------

From : Marie Bigley <bigleymh@gmail.com> Mon, Apr 07, 2014 12:41 AM
Subject : Re: County M Intersection at County PD (McKee Road) 📎 1 attachment
To : Jason DiPiazza <jdipiazza@msa-ps.com>

Thank you for the info about the meeting in Verona. Yes, I will be able to attend and have put the time and date on my calendar. Marie

On Fri, Apr 4, 2014 at 2:21 PM, Jason DiPiazza <jdipiazza@msa-ps.com> wrote:

Hello Marie,

I hope all is well with you. I'm sorry I didn't get a chance to talk with you at the County M public meeting a couple weeks ago. I saw you there but wasn't able to break away from folks to come talk to you. I did have a couple conversations with your renter, Mr. Puntillo however.

I'm writing to you today to see if you are available to meet regarding the project on April 14th at 10:00 AM. For your convenience, we can meet at the Verona City Hall as we did the last time we met. We would like to go over the changes we made at the intersection that you saw at the public meeting and compare these impacts to those of the roundabout that we were previously showing.

Please let me know if this meeting time and place will work for you. As always, if you have any questions, please don't hesitate to call me: [608-242-6640](tel:608-242-6640) is my direct line. I'll give you a call on Monday to make sure you got this message if I haven't heard from you by then.

Thank you in advance for your time Marie. Take care and see you soon,

Jason



Jason DiPiazza, PE | Team Leader
MSA Professional Services, Inc.
[\(608\) 242-7779](tel:608-242-7779)

Attachment 9-D	Consultation Meeting April 14, 2014	Invitation
--------------------------	---	------------

Documentation for Consultation – April 14, 2014

ATTENDEES

	<u>Name / Representing</u>	<u>Email and Phone Number</u>
1.	Kathy Shillingaw, UWM	kshill@uwm.edu 414-559-5092
2.	Jennifer Haas, UWM-GLARC	haasjr@uwm.edu 414-229-3078
3.	Ram Dunphy, Dane Co. Hwy	dunphy@countyofdane.com 266-4036
4.	RON RIEDER, City of Verona	RON.RIEDER@CI.VERONA.WI.US 848-6801
5.	Karen Richardson, Kjohnson Engineers	karenrichardson@kjohnsonengineers.com 879-3850
6.	Marie Bigley	bigleymh@gmail.com 845-6312
7.	Jason Kennedy	Jason I. Kennedy @ dot. wisconsin.gov
8.	JASON D. P. AZZA - MSA	jdp.azza@msa.com 242-7779
9.	Gail Klein, GLARC	gk Klein@uwm.edu
10.	Chris Petykowski, City of Madison	cpetykowski@cityofmadison.com 267-8678
11.		
12.		
13.		
14.		
15.		
16.		
17.		
18.		
19.		
20.		
21.		
22.		
23.		
24.		
25.		



4(F) DETERMINATION REPORT
ATTACHMENT D:

University Ridge Golf Course
Correspondence and Documentation

December 6, 2012

SRF No. 0107334

Mr. Gary Brown
Director of Planning and Construction
Campus Planning and Landscape Architecture
919 WARF Office Building
610 Walnut Street
Madison, WI 53726

SUBJECT: SOUTH PLEASANT VIEW ROAD/COUNTY M,
PRAIRIE HILL ROAD TO CROSS COUNTRY ROAD (PROJECT ID: 5992-09-81)
4(f) PROPERTY COORDINATION – UNIVERSITY RIDGE GOLF COURSE

Dear Mr. Brown:

The City of Madison, in conjunction with the City of Verona and Dane County, is proposing roadway improvements to South Pleasant View Road (CTH M) from Cross Country Road to Prairie Hill Road, a distance of approximately three miles. The proposed improvements consist of expanding South Pleasant View Road initially from two to four lanes from Prairie Oaks Drive to Flagstone Drive with provisions to accommodate six lanes in the future. Flagstone Drive to Prairie Hill Road initially will be constructed with an additional northbound lane (three northbound lanes) and two southbound lanes, which will be able to accommodate a third southbound lane in the future if needed. The proposed project also includes expansion of the roadway to a multi-lane urban arterial with a raised median, bike lanes, a multi-use path, and sidewalks.

This action is part of a multi-phase project to reconstruct the CTH M corridor, which includes reconstructing the Mid Town Road intersection and provision of a roundabout at the CTH PD intersection. To accommodate the CTH M roadway widening and proposed roundabout at CTH PD, approximately 2.5 acres of right-of-way will need to be acquired from the University Ridge Golf Course. The required property is located adjacent to CTH M along the southeastern edge of the golf course property (please see attached 4(f) Properties Exhibit).

The University Ridge Golf Course property is considered a Section 4(f) resource because it is owned, operated and managed by a public agency for the primary purpose of public recreation. An initial review of the project impacts and proposed construction plans indicate that the impacts to the property will be minimal and will not alter or affect the use of any buildings, greens, tee boxes, sand traps, or golf cart paths.

Under Section 4(f) of the U.S. Department of Transportation Act of 1966, the Federal Highway Administration (FHWA) “may not approve the use of land from a significant publicly-owned park, or recreation area” unless a determination is made that:

- 1) There is no feasible and prudent alternative to the use of land from the property
- 2) The action includes all possible planning to minimize harm to the property.

December 6, 2012

Federal law (SAFETEA-LU Section 6009(a)) amended Section 4(f) to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). FHWA has issued guidance for making *de minimis* impacts as follows:

- 1) An impact of a park, recreation area, or wildlife refuge may be determined to be *de minimis* if:
 - a. The transportation use of the Section 4(f) resource, together with any impact, avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features and attributes that qualify the resource for protection under Section 4(f)
 - b. The official with jurisdiction over the property are informed of FHWA's intent to make the *de minimis* impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and
 - c. The public has been afforded an opportunity to review and comment on the effects of the project

This letter serves to initiate official consultation and coordination with the University Ridge Golf Course property. Regulations within US Department of Transportation FHWA, Section 4(f) Policy Paper – July 20, 2012, require that the official with jurisdiction has been consulted and “has not objected.” Specifically, the regulations require concurrence of the official with jurisdiction in the following situations:

- 1) Finding no adverse effects prior to making *de minimis* impact findings
- 2) Applying the exception for temporary occupancies
- 3) Applying the exception for transportation enhancement activities and mitigation activities

At this time, we are requesting your comments regarding the potential *de minimis* impact determination to the University Ridge Golf Course property. Following consideration of your comments and consideration of public comments, we will consult with FHWA and they will make the final Section 4(f) determination. FHWA will inform the official with jurisdiction of their determination.

Once the *de minimis* determination has been made, the official with jurisdiction must concur in writing that the project will not affect the activities, features, or attributes that make the property eligible for Section 4(f) protection. The final determination regarding the subject property will be included in the Final Environmental Assessment (EA) document.

If you have any questions about the Section 4(f) process or would like to set up a meeting to help clarify the process, please call me at (608) 829-5875 or contact me by email at pchellevoid@sriconsulting.com.

Sincerely,

Paul M. Chellevoid
Transportation Planner, SRF Consulting Group, Inc.

Enclosure

**4(F) DETERMINATION REPORT
ATTACHMENT E:**

**Dane County Parkland
Correspondence and Documentation**

December 6, 2012

SRF No. 0107334

Mr. Chris James
Park Planner
Dane County Parks Division
1 Fen Oak Court, Room 208
Madison, WI 53718

SUBJECT: SOUTH PLEASANT VIEW ROAD/COUNTY M,
PRAIRIE HILL ROAD TO CROSS COUNTRY ROAD (PROJECT ID: 5992-09-81)
4(F) PROPERTY COORDINATION – DANE COUNTY PARKLAND

Dear Mr. James:

The City of Madison, in conjunction with the City of Verona and Dane County, is proposing roadway improvements to South Pleasant View Road (CTH M) from Cross Country Road to Prairie Hill Road, a distance of approximately three miles. The proposed improvements consist of expanding South Pleasant View Road initially from two to four lanes from Prairie Oaks Drive to Flagstone Drive with provisions to accommodate six lanes in the future. Flagstone Drive to Prairie Hill Road initially will be constructed with an additional northbound lane (three northbound lanes) and two southbound lanes, which will be able to accommodate a third southbound lane in the future if needed. The proposed project also includes expansion of the roadway to a multi-lane urban arterial with a raised median, bike lanes, a multi-use path, and sidewalks.

This action is part of a multi-phase project to reconstruct the CTH M corridor, which includes reconstructing the Mid Town Road intersection and provision of a roundabout at the CTH PD intersection. To accommodate the CTH M roadway expansion, approximately 2.4 acres of right-of-way will need to be acquired from Dane County Parkland. The required property is located adjacent to CTH M, along the western edge of the park (please see attached 4(f) Properties Exhibit).

The Dane County Parkland property is considered a Section 4(f) resource since it is a park of state or local significance that are both publicly owned and open to the public. An initial review of the project impacts and proposed construction plans indicate that the impacts to the property will be minimal and will not alter or affect the park's use.

Under Section 4(f) of the U.S. Department of Transportation Act of 1966, the Federal Highway Administration (FHWA) "may not approve the use of land from a significant publicly-owned park, or recreation area" unless a determination is made that:

- 1) There is no feasible and prudent alternative to the use of land from the property
- 2) The action includes all possible planning to minimize harm to the property.

Federal law (SAFETEA-LU Section 6009(a)) amended Section 4(f) to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). FHWA has issued guidance for making *de minimis* impacts as follows:

December 6, 2012

- 1) An impact of a park, recreation area, or wildlife refuge may be determined to be *de minimis* if:
 - a. The transportation use of the Section 4(f) resource, together with any impact, avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features and attributes that qualify the resource for protection under Section 4(f)
 - b. The official with jurisdiction over the property are informed of FHWA's intent to make the *de minimis* impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and
 - c. The public has been afforded an opportunity to review and comment on the effects of the project

This letter is intended to serve as official consultation and coordination with the Dane County Parkland property. Regulations within US Department of Transportation FHWA, Section 4(f) Policy Paper – July 20, 2012, require a finding that the official with jurisdiction has been consulted and “has not objected.” The regulations require concurrence of the official with jurisdiction in the following situations:

- 1) Finding there are no adverse effects prior to making *de minimis* impact findings
- 2) Applying the exception for temporary occupancies
- 3) Applying the exception for transportation enhancement activities and mitigation activities

At this time, we are requesting your comments regarding the potential *de minimis* impact determination to the Dane County Parkland property. Following consideration of your comments and consideration of public comments, we will consult with FHWA and they will make the final Section 4(f) determination. FHWA will inform the official with jurisdiction of their determination.

Once the *de minimis* determination has been made, the official with jurisdiction must concur in writing that the project will not affect the activities, features, or attributes that make the property eligible for Section 4(f) protection. The final determination regarding the subject property will be included in the Final Environmental Assessment (EA) document.

If you have any questions about the Section 4(f) process or would like to set up a meeting to help clarify the process, please call me at (608) 829-5875 or contact me by email at pchellevoid@srfconsulting.com.

Sincerely,

Paul M. Chellevoid
SRF Consulting Group, Inc.

Enclosure



Parks Division

Dane County Land & Water Resources Department

January 23, 2013

Mr. Paul Chellevoid
SRF Consulting Group, Inc.
901 Deming Way, Suite 302
Madison, WI 53717

Re: South Pleasant View Road/CTH M
Project ID: 5992-09-81
Potential Impacts to Section 4(f) Park Lands and Ice Age National Scenic Trail

Dear Mr. Chellevoid;

This letter is in response to your December 6th, 2012 request for comments on the proposed CTH M expansion project that is proposed to impact approximately 2.4 acres of Section 4(f) Dane County park lands. Dane County Parks also regularly partners with the Ice Age Trail Alliance on acquisition and implementation of the Ice Age National Scenic Trail (IANST) and the City of Madison on implementation of the Ice Age Junction bicycle pedestrian trail. These regional trails are a component of the 2012-17 Dane County Parks and Open Space Plan and therefore comments and proposed mitigation measures outlined below will pertain to both the trails and Section 4(f) County park lands.

Regarding potential impacts to the approximate 2.4 acres of Dane County park lands, we would ask that the following comments and proposed mitigation measures be considered within the *de minimis* impact review for the Environmental Document:

1-Maintain and restore the existing driveway on CTH M for staff access to manage prairie restoration areas. Dane County Parks would prefer this driveway entrance to be gated and not paved to discourage general public use.

2-Provide financial resources that will allow the Dane County Parks Naturalist to restore and reseed prairie areas that are disturbed during CTH M reconstruction activities.

3-Maintain the existing water storage area immediately south of the box culvert. The pond/wetland area was created through a partnership between Dane County Highway and the Dane County Naturalist and is used extensively by frogs. If this area is unable to be avoided by the proposed CTH M improvement project, consider creation of a wetland scrape in the southeast corner of the parcel as a mitigation measure.

4-Dane County Parks supports the addition of the proposed bicycle/pedestrian side path along CTH M that will provide connectivity to the Ice Age Junction Trail.

Regarding potential impacts to the Ice Age National Scenic Trail and Ice Age Junction Trail, we would ask that the following comments and proposed mitigation measures be considered within the de minimis impact review for the Environmental Document:

1-Dane County Parks supports the construction of the proposed bicycle pedestrian underpass at the intersection of Flagstone Drive and CTH M. Both trails will greatly benefit from a separated grade crossing.

2-Install a dodge way and signage on the west side of the proposed underpass at the Ice Age National Scenic Trail to deter bicycle use. Coordinate design and installation with the Ice Age Trail Alliance.

3-Amend the existing easement the Ice Age Trail Alliance has with the University of Wisconsin-Madison as necessary to insure connectivity to the proposed underpass. Related, investigate a revised alignment of the Ice Age National Scenic Trail from the proposed underpass that would utilize the existing covered bridge at the O.J. Noer Turfgrass Facility.

Contact Chris James, Dane County Park Planner at 608.224.3763 if additional information is needed to clarify any of the above items and we would request that you continue to keep the Commission and Ice Age Trail Alliance updated on the FHWA review of these comments.

Sincerely;

William Lunney
Dane County Park Commission, Chair

Cc: Darren Marsh; Director, Dane County Parks Division
Kevin Thusius; Director of Land Conservation, Ice Age Trail Alliance
Jason DiPiazza; P.E., MSA Professional Services

Dane County Parks and IAT Meeting – September 24, 2014

ATTENDEES

Name / Representing	Email and Phone Number
1. Jason DiPiazza MSA	jdipiazza@msa-ps.com 608 242 6646
2. Kevin Thurius IATA	Kevin@iceasetrail.org
3. John Madden Nat. Park Svc	john-madden@nps.gov
4. Pam-Schuler, Nat. Park Ser.	pam-schuler@nps.gov
5. Tony Fernandez - City of Madison	A Fernandez @cityofmadison.com
6. Chris Petykowski City of Madison	cpetykowski@cityofmadison.com 267-8678
7. JAN ZIMMERMANN DANE CO.	ZIMMERMANN.JAN@COUNTYOFDANE.COM 224-3761
8. CHRIS JAMIES / DCP	JAMIES@COUNTYOFDANE.COM 224-3763
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	
21.	
22.	
23.	
24.	
25.	

MSAPROFESSIONAL SERVICES
TRANSPORTATION • MUNICIPAL • REMEDIATION
DEVELOPMENT • ENVIRONMENTAL

ID 5992-09-81

**S. Pleasant View Road Reconstruction
(Prairie Hill Road to Cross Country Road)**

CTH M

Dane County

Dane County Parks and IAT Meeting

Wednesday September 24, 2014

Meeting Time: 8:30 AM

Meeting Location: City County Building, **Room 118 (Engineering Conference Room)**

AGENDA

Meeting focus: CTH M impacts and R/W needs from Dane County Parks and Ice Age Trail

- | | | |
|--|---|--|
| I. Project Review/Recap | A. Limits/Scope/
Typical section/
Schedule | A. Review project |
| II. Project impacts to
Dane County Park | A. R/W Needs
B. Easement
needs
C. Drainage
D. Review impact
mitigation
letter
E. Utility impacts | A. Wider section, R/W for roadway and ATC facilities
B. Permanent Easement: Multi-use path
Temporary Easement: Grading
C. Re-work of the small retention pond at the cross culvert
D. (handout)
E. ATC, Alliant Energy, TDS relocations anticipated |
| III. Project impacts to
Ice Age Trail | A. Multi-use path
tunnel
B. Impacts to
easement
C. Use of OJ Noer
Bridge | A. New crossing option for IAT users. Discuss how to tie into
this path and crossing.
B. Include easement for IAT on the Transportation Project Plat
C. Discuss options within CTH M R/W |
| IV. Other? | | |

MINUTES

(Also, see attached follow up email correspondence with notes from meeting attendees)

I.A.

Jason provided attendees with a brief recap of the project, overview of the design and design objectives and answered questions about the plan view layout.

II. A & B

The project will require real estate acquisition from Dane County Parks land. The current estimate is approximately 0.5 acres of highway right-of-way, 1 acre of permanent easement, and 1.5 acres of temporary easement for grading and construction needs. The permanent easement estimate is for construction and maintenance of the 10' multi-use path along the east side of CTH M. The path will be constructed on a 15' easement along the edge of the CTH M highway right-of-way. Chris James also requested that the prairie area be protected/isolated from the construction by temporary fencing (orange safety fence is acceptable).

ATC will be relocating their overhead power distribution poles into the terrace area between the multi-use path and CTH M roadway. The poles will be located in the CTH M highway R/W. This location will minimize the amount of aerial easement that ATC requires for their facilities.

Jan Zimmerman said she would research the grant funding that was used to fund the purchase of the Dane County Park land.

Chris James would like to see grading impacts to the restored prairie along the east side of CTH M completed under the guidance of Dane County Parks. The letter provided by Dane County Parks on January 23, 2013, requested funds to restore the disturbed prairie with Dane County or Dane County hired crews. The group developed an idea for the work to be completed by a Dane County Parks approved contractor with inspection and acceptance of the restored prairie area to be provided by Dane County Parks staff. Chris James noted that he could provide a list of 3 approved contractors and assist in developing the specs and design details for the restoration work. Chris James was also willing to review an "approved equal" contractor other than the 3 necessary for inclusion in the specs.

II. C

The group discussed impacts to the small pond at the east (outlet) end of the CTH M culvert crossing. The slope intercepts for the current roadway design would fill most of this pond. Chris James expressed a preference for grading and reestablishing the small pond near its current location with the project. This would be an aesthetic benefit for both the multi-use path and the Ice Age Trail. This alternative was preferred to constructing a retaining wall to maintain the pond its current location. Another alternative would be to construct a wetland scrape along the southeast edge of the park property. This was the alternative originally noted in the letter provided by Dane County Parks on January 23, 2013.

II. D See above for items in this letter that were discussed.

II. E. Specific utility impacts and relocations were not discussed.

III. A

The Ice Age Trail Alliance (IAT) is still agreeable to utilizing the multi-use path grade separation (box culvert) to cross below CTH M. They want to minimize the length of trail that is concurrent with the multi-use path and connections to the multi-use path should be as close to perpendicular as possible to prevent use of the IAT by bicycles.

The group discussed design concepts for the multi-use path box culvert. The group wanted to see options for reducing the skew of the crossing. This will shorten the tunnel and possibly allow for a natural light skylight to be incorporated in the design (tunnel must cross below a raised median). The reduced skew would put the west end closer to the IAT alignment through the OJ Noer Turf Research land. Jason and Chris Petykowski noted that the skew was designed this way to limit the amount of impact to OJ Noer. Reducing the skew (squaring up the path) may require more R/W from OJ Noer. This land cannot be condemned. Jason agreed to explore design alternatives that will reduce the skew.

Tony Fernandez reiterated the design standards for the box culvert:

1. Minimum of 9' high above the 10' wide path section (the clearance can be reduced along the edges for lights and structure haunches)
2. Minimum 14' wide
3. The preference is to have the path at an elevation of 1' above the 100 year flood elevation for the drainage way. At the 100' year flood elevation would be acceptable. Anything lower should be discussed. There are issues, especially with path clean up and maintenance if it is any lower.

IAT wants to include dodge ways at the locations where the IAT breaks off from the multi-use path. They don't have a standard design, but are happy with the one constructed where the IAT crosses Woods Road, which is a split rail fence design. MSA will investigate these details for including in the plan. MSA indicated that signage could be considered for inclusion in the plans. IAT signs should be 18x24 inches. Kevin Thusius and National Parks Service offered to help by providing the sign design and logos and review of the placement. Trail markers should also be included.

IAT indicated that standard pedestrian standards for grade should be used if possible.

III.B.

The group discussed how to address the IAT easement. IAT's preferences are:

1. Be located outside the CTH M R/W. Being located within the highway R/W requires the IAT to obtain permits for any trail maintenance work needed within the R/W
2. IAT does not want a separate easement from UW due to insurance and other regulatory issues required for each easement.
3. The easiest alternative in IAT's view is to update the current easement to relocate it outside the potential R/W location. MSA/City of Madison will follow up with real estate staff to see if this is a possibility. This will have to be documented well in the EA to clearly note that this was not done to avoid having to acquire the IAT easement with the project.
4. Another alternative that should be explored is to have the City of Madison purchase easement along the CTH M R/W for IAT use. This will also have to be run by UW and real estate staff.

NOTE: The IAT did not use federal LWCF funds for purchasing the easement along CTH M.

III.C.

IAT would still like to utilize the OJ Noer bridge to cross the drainage way. Chris Petykowski indicated that he had talked to UW about this and didn't think it would be an issue.

OTHER

The group discussed the impacts to the IAT at the Raymond Road crossing. The City of Madison will reconstruct this crossing. The IAT crosses Raymond Road near where the drainage way crosses Raymond Road. The City of Madison will be reconstructing this structure which will affect the IAT crossing. IAT was agreeable to shifting their trail east to get up onto Raymond Road. This shift should be minimized to keep the IAT within Dane County Park land and still provide a wooded buffer between it and the future extension of Jeffy Trail (new City of Madison

Street that is budgeted for completion in 2015). The IAT will utilize the sidewalk on the Raymond Road bridge before crossing Raymond Road and continuing on parallel to the multi-use path (Ice Age Junction Path). Tony recommended that the IAT use the multi-use path crossing to keep roadway crossings to a minimum.

Chris James offered to IAT to use the recently constructed multi-use path bridge to cross the waterway. IAT would prefer to provide spur trail markings here for a future trail head parking area but keep the IAT separate from the multi-use path as long as possible. They anticipate a high volume of bike traffic on the multi-use path.

WARRANTY DEED

Document Number

Document Name

THIS DEED, made between Ice Age Park and Trail Foundation, Inc._____, ("Grantor," whether one or more),
and County of Dane, a Wisconsin municipal corporation

_____, ("Grantee," whether one or more).

Grantor, for a valuable consideration, conveys to Grantee the following described real estate, together with the rents, profits, fixtures and other appurtenant interests, in Dane County, State of Wisconsin ("Property") (if more space is needed, please attach addendum):
LOT ONE (1), CERTIFIED SURVEY MAP NO. 5016 RECORDED IN VOLUME 22 OF CERTIFIED SURVEY MAPS OF DANE COUNTY WISCONSIN, PAGES 225 AND 226 AS DOCUMENT NUMBER 1958301, IN THE TOWN OF VERONA, DANE COUNTY, WISCONSIN.

DANE COUNTY
REGISTER OF DEEDSDOCUMENT #
423047E

08/30/2006 03:34PM

Trans. Fee:
Exempt #: 2RRec. Fee: 7.00
Pages: 1

001929

Recording Area

Name and Return Address

Gaylord Plummer

Dane County Land Acquisition

1 Fen Oak Court, Room 223

Madison, WI 53718

062-0608-034-8000-6

Parcel Identification Number (PIN)

This is not homestead property.
(is) (is not)

Grantor warrants that the title to the Property is good, indefeasible in fee simple and free and clear of encumbrances except: municipal and zoning ordinances and agreements entered under them, recorded easements for the distribution of utility and municipal services, recorded building and use restrictions and covenants, and general taxes levied in the year of closing.

Dated June 29, 2006* Michael G. Wollmer, Vice President

(SEAL)

(SEAL)

* Christine Thisted White, Asst. Sec.

(SEAL)

(SEAL)

AUTHENTICATION

ACKNOWLEDGMENT

Signature(s) _____

authenticated on _____

TITLE: MEMBER STATE BAR OF WISCONSIN

(If not, _____
authorized by Wis. Stat. § 706.06)

THIS INSTRUMENT DRAFTED BY:

* Gaylord R. Plummer
Dane County Real Estate Officer

(Signatures may be authenticated or acknowledged. Both are not necessary.)

NOTE: THIS IS A STANDARD FORM. ANY MODIFICATIONS TO THIS FORM SHOULD BE CLEARLY IDENTIFIED.

WARRANTY DEED

STATE BAR OF WISCONSIN

FORM No. 1-2003

*Type name below signatures.

1
7

ASSIGNMENT OF STEWARDSHIP GRANT AND MANAGEMENT CONTRACT

For valuable consideration, the Ice Age Park and Trail Foundation ("IATPF" name used hereafter), hereby assigns to Dane County ("County" name used hereafter) all of the IATPF's rights, interests, and obligations under a Stewardship Grant and Management Contract IAT2-34 ("Stewardship Contract") entered into by the IATPF, recorded in the Office of the Register of Deeds for Dane County, on March 23, 2006, Page 270 through 278, as Document Number 4173485. The property to which this Stewardship Contract applies is described in Exhibit A, which is made part of this assignment by reference (the "Stewardship Property").

Dated this 28th day of June, 2006.

Ice Age Park & Trail Foundation

By: Christine Thisted white
Signature

Christine Thisted white
Christine Thisted, Executive Director

DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
4230475

08/30/2006 03:34PM

Trans. Fee:
Exempt #:

Rec. Fee: 7.00
Pages: 3

001926

Recording Area

Name and Return Address:

Gaylord Plummer
Dane County Land Acquisition
1 Fenwick Court
Madison WI 53718

Parcel Identification Number (PIN)

062/0608-034-8000-6

STATE OF WISCONSIN)

) ss.

DANE COUNTY)

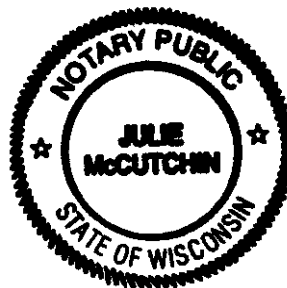
Personally came before me this 28th day of June, 2006, the above named Christine Thisted White to me known to be the person who executed the foregoing instrument and acknowledged the same.

Julie McCutchin
Signature of Notary Public

Julie McCutchin
Printed Name of Notary Public

Notary Public, State of Wisconsin

My Commission (expires)(is) 10-4-2009



ACCEPTANCE OF ASSIGNMENT

The County, assignee in this assignment of the Stewardship Contract, hereby accepts the assignment and all of the IATPF's rights, interests, and obligations in the Stewardship Contract. This is a perpetual assignment that runs with the Stewardship Property and binds all heirs, successors and assigns of the assignee.

The County acknowledges that it has received and reviewed the Stewardship Contract, dated January 25, 2006 through June 30, 2007, and Land Management Plan for the Stewardship Property. The County agrees that it shall abide by the provisions of the aforementioned Stewardship Contract and Land Management Plan and furthermore that it recognizes the long-term ownership and management responsibilities of the Stewardship Program and will comply with all applicable Stewardship laws and regulations pursuant to s. 23.096 and s. 23.17, Stats, and Chapter NR 51 of the Wisconsin Administrative Code. The County acknowledges notice that IATPF acquired the "Stewardship Property" with Land and Water Conservation Funds pursuant to a Grant Agreement between the United States National Park Service ("NPS" named hereafter) and the Wisconsin Department of Natural Resources ("DNR" named hereafter), Agreement number: GA6281-E-001 a copy of which is kept at the DNR office at 101 S. Webster Street, Madison, WI 53707-7921. The County further agrees to indemnify and hold the IATPF, DNR and NPS harmless from any and all liability arising from the assignment of the Stewardship Contract or from the IATPF's performance or non-performance of its obligations under the Stewardship Contract and any applicable laws and regulations.

3/7

Dated this 21st day of August, 2006.

Dane County

001927

By:

Signature

Kathleen Falk, Dane County Executive

STATE OF WISCONSIN)
) ss.

DANE COUNTY)

Personally came before me this 21st day of August, 2006, the above named Kathleen M. Falk to me known to be the person who executed the foregoing instrument and acknowledged the same.

Signature of Notary Public

Printed Name of Notary Public
Notary Public, State of Wisconsin

My Commission (expires) ~~()~~ 9/20/09

APPROVAL OF ASSIGNMENT

The State of Wisconsin Department of Natural Resources, Grantor in the Stewardship Contract referenced above, hereby approves the assignment of the IAPTF rights, interests, and obligations in the Stewardship Contract to the County as set out above.

The Department's approval is contingent and effective upon the recording of this assignment in the Register of Deeds Office in DANE COUNTY, Wisconsin.

Dated this 28th day of JUNE, 2 006

WISCONSIN DEPARTMENT OF NATURAL RESOURCES

By: Michelle L. Rothemmer
Michelle Young, Director
Bureau of Community Financial Assistance

STATE OF WISCONSIN)
) sis.
DANE COUNTY)

Personally came before me this 28th day of June, 2006, the above named Mary L. Rothermaier to me known to be the person who executed the foregoing instrument and acknowledged the same.

Signature of Notary Public _____

Printed Name of Notary Public

Notary Public, State of Wisconsin

My Commission (expires)(is) **10-4-2009**

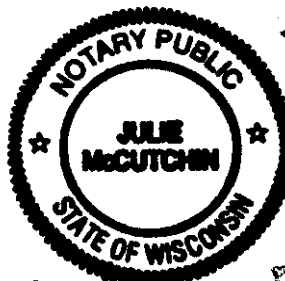


Exhibit A - Legal Description
Stewardship Property

001928

Lot one (1), certified survey map no. 5016 recorded in Volume 22 of certified survey maps of Dane County, Wisconsin, pages 225 and 226 as document number 1958301, in the Town of Verona, Dane County, Wisconsin

Except for:

That part of the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$, Section 3, T6N, R8E, Town of Verona, Dane County, Wisconsin, lying northerly and westerly of Raymond Road and being more particularly described as follows: From the NE corner of the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said Section 3; thence along the north line thereof N 89°23'18" W, 67.52 feet to the northwesterly right-of-way line of Raymond Road and the POINT OF BEGINNING of the parcel herein described; thence continuing along said north line N 89°23'18" W, 451 feet; thence S 00°03'52" E, 250 feet to a point intersecting the northwesterly right-of-way line of Raymond Road; thence northeasterly along said right-of-way line to the POINT OF BEGINNING. The parcel contains approximately 1.29 acres.

DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
4173495

03/23/2006 11:06AM

Trans. Fee:
Exempt #:

Rec. Fee: 27.00
Pages: 9

000270

STEWARDSHIP GRANT AND
MANAGEMENT CONTRACT FOR
NON-PROFIT LAND ACQUISITION
Form 8700-304 (9/03) Page 1

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

Project Number:

IAT2F-34

Sponsor:

Ice Age Park and Trail Foundation

Project Title:

Ice Age Park and Trail Foundation-Heitke LUIHNK

Program Name:

Knowles-Nelson Stewardship Program
Land & Water Conservation Fund - Ice Age Trail Acquisition

Grant Period: (Period during which grant funds will be encumbered and available for payment to the Sponsor under this Stewardship Grant and Management Contract, hereinafter referred to as the "Contract".)

January 25, 2006 through June 30, 2007

Project Scope:

Fee simple acquisition of approximately 9.8 acres of property in Dane County, Wisconsin, which is described in the legal description attached hereto as Exhibit A and made part of this Contract by reference (hereinafter referred to as the "Stewardship Property").

All references herein to the "Stewardship Property" shall also be deemed to be a reference to the Land & Water Conservation Fund Ice Age Trail property.

Recording Area

Name and Return Address

Ice Age Park and Trail Foundation
2453 Atwood Ave, Suite 206
Madison, WI 53704

Parcel Identification Number (PIN)

062-0608-034-8000-6

All obligations, terms, conditions and restrictions imposed by this Contract shall be deemed to be covenants and restrictions running with the Stewardship Property, and shall be effective limitations on the use of the Stewardship Property from the date of recording of this Contract, and shall bind the parties hereto and their respective personal representatives, successors and assigns, in perpetuity.

By acceptance of this Contract, the Sponsor, for itself and its successors and assigns, hereby covenants and agrees not to convey, sell, lease, assign or mortgage the Stewardship Property or convert it to uses inconsistent with this Contract without the prior written approval of the Secretary of the Wisconsin Department of Natural Resources, his designee or successor. The Sponsor further agrees that all rights, title and interests in and to the Stewardship Property shall vest in the State of Wisconsin without necessity of reentry, if the Sponsor, its successors or assigns, violates any essential provision described in paragraphs 1 or 2 of this contract.

Project Costs:

Total Cost of Grant Project	\$416,500.00
Stewardship Grant Award	\$208,250.00
LWCF - Ice Age Trail Grant Award	\$155,576.44

The following documents are hereby incorporated into and made part of this Contract by reference:

1. Chapter NR 51, Wisconsin Administrative Code
2. Grant Application and Attachments
3. LWCF Ice Age Trail Acquisition Grant Agreement Number GA6281-E-0001

9/27

TERMS AND CONDITIONS OF THE CONTRACT

000271

This Contract is entered into by and between the Sponsor and the State of Wisconsin Department of Natural Resources (hereinafter referred to as "Department"), in accordance with s. 23.096, Wis. Stats., for the purpose of awarding a Stewardship grant and in accordance with Titles I and VIII of the Department of the Interior and Related Agencies Appropriations Act, 2001 of October 11, 2000 and Section 135 of Title 1, Division B, Appendix D of the Consolidated Appropriations Act, 2001, of December 21, 2000, for the purpose of awarding a Land & Water Conservation Fund Grant, and for establishing conditions of management for the Stewardship Property acquired with the grant funds.

The Department and Sponsor mutually agree to the following terms and conditions:

Essential Provisions:

1. If the Sponsor violates any of the following conditions of this Contract, which are identified as essential in Ch. NR 51.07(3), Wis. Adm. Code, pursuant to s. 23.096(5), Wis. Stats., and fails to correct the condition within six months after written notification to the Sponsor from the Department, all title, right and interest in the Stewardship Property held by the Sponsor shall vest in the State of Wisconsin without the necessity of reentry or legal judgment:
 - a. Conversion of the Stewardship Property to any use other than that specified in this Contract and the Land Management Plan without the prior written approval of the Department is prohibited.
 - b. Sale or conveyance of the Stewardship Property, or any interest in the Stewardship Property, to a third party without the prior written approval of the Department is prohibited. If the Department does approve a conveyance to a third party, all Stewardship conditions imposed by this Contract and the Land Management Plan shall remain with the Stewardship Property. Any transfer or sale of the Stewardship Property in fee may only be to a nonprofit conservation organization qualified for Stewardship grants, pursuant to ss. 23.096 and 23.0955(1), Wis. Stats., or to a local, state or federal unit of government. Any subsequent owner shall execute an *Assignment of Stewardship Grant and Management Contract*, which states that it has received and reviewed this Contract and the Land Management Plan and shall abide by their provisions. Department approval of any transfer is not valid until the *Assignment of Stewardship Grant and Management Contract* has been signed by the Department and recorded in the Office of the Register of Deeds in the county where the Stewardship Property is located.
 - c. The Sponsor shall not allow any leases, mortgages, permits or encumbrances of any kind on the Stewardship Property without the prior written approval of the Department. The Department may take actions necessary to avoid the placement of liens, judgments or encumbrances against the Stewardship Property.
 - d. The Sponsor shall pay, before delinquency, all taxes, assessments, fees, and charges of whatever description levied on or assessed against the Stewardship Property by competent authority.
 - e. The Sponsor shall at all times maintain its tax-exempt status and be a qualified organization within the meaning of Section 170(h)(3) of the Internal Revenue Code. The Sponsor shall notify the Department of any changes in, or challenges to, its tax-exempt status or to its mission of acquiring property for conservation purposes.
 - f. The Stewardship Property may not be closed to the public unless approved in writing by the Department.
2. If the Sponsor dissolves or ceases to exist, all title, right and interest held by the Sponsor in and to the Stewardship Property shall vest in the state, without the necessity of reentry, unless a transfer under paragraph 1.b. above is approved by the Department.

Grant and Financial Provisions:

3. In consideration of the covenants made by the Sponsor herein, the Department promises to obligate to the Sponsor the amount specified on Page 1 as the "Grant Award" and will tender to the Sponsor that portion of the obligation that is required to pay the Department's share of costs, based upon the Department providing up to 50 percent of eligible acquisition costs, as defined in NR 51.002(1), not to exceed the amount of cash needed to cover those costs. The Sponsor hereby promises to execute the project described herein in accordance with the conditions of this Contract and manage the Stewardship Property in accordance with the conditions of the Land Management Plan.

4. Failure by the Sponsor to comply with the terms of this Contract shall not cause the suspension of all obligations of the Department hereunder if, in the judgment of the Department, such failure was due to no fault of the Sponsor. In such case, any amount required to settle at minimum cost any irrevocable obligations properly incurred shall be eligible for assistance under this Contract, at the Department's discretion.
5. If the Sponsor receives federal, local government or other state funding for acquisition of the Stewardship Property, either before or after this Contract is executed, the Sponsor shall notify the Department of this fact. The Sponsor agrees that funds received from all government sources shall not exceed 100% of the amount of cash needed to cover eligible acquisition costs.
6. Grant payments may not be disbursed to the Sponsor until the following conditions have been met to the satisfaction of the Department:
 - a. The value of the Stewardship Property has been certified by the Department according to Department valuation guidelines.
 - b. The Department has approved an Environmental Inspection Report for the Stewardship Property.
 - c. The Department has approved title insurance or other evidence of marketable title for the Stewardship Property.
 - d. The Department has approved a Land Management Plan for the Stewardship Property.
 - e. The Sponsor has submitted a claim for payment supported by appropriate evidence of cost, which meets Department accounting standards.
 - f. This Contract has been recorded with the Register of Deeds in the County in which the Stewardship Property is located or the Department has approved an escrow closing under Ch. NR 51.08(4), Wis. Adm. Code.
 - g. A warranty deed has been executed and recorded with the Register of Deeds in the County in which the Stewardship Property is located or the Department has approved an escrow closing under Ch. NR 51.08(4), Wis. Adm. Code.
7. The Sponsor shall maintain financial and accounting records for the grant in accordance with generally accepted accounting principles and practices for a period of four years after the final grant payment has been made. These records may be reviewed by state officials.
8. One-half of all receipts from the sale of any structures, improvements or personal property that was included in the appraisal for the Stewardship Property shall be reimbursed to the Department.
9. Income accruing to the Stewardship Property shall be used to further the objectives of the project as stated in this Contract or to further the objectives of another Stewardship project. However, if the Stewardship Property is entered into the County Forest Law Program, income derived from that program shall be distributed according to s. 28.11, Wis. Stats.
10. Reasonable entrance, service or user's fees may be charged and retained by the Sponsor to defray operation and maintenance costs subject to Department review and approval. If such fees do not exceed the fees charged for daily entrance to state parks, Department fee approval is not required.
11. The Sponsor shall keep the Stewardship Property free of any liens arising out of any work performed for, materials furnished to, or obligations incurred by the Sponsor.

General Provisions:

12. The Sponsor agrees to comply with all applicable state, local and federal statutes and regulations in fulfilling the terms of this Contract, including, but not limited to, general and special zoning, land use permit requirements, disabled access, environmental quality, and historical and archaeological preservation. In particular, the Sponsor agrees to comply with the provisions of s. 23.096, Wis. Stats., and Ch. NR 51, Wis. Adm. Code and with ss.32.19 to 32.27, Wis. Stats., and Ch. NR 202 relating to relocation. In the event there are any inconsistencies between the statutes and code and this Contract, the statutes and code shall govern.
13. If any provision of this Contract is determined by a court to be invalid, the validity of the remaining provisions shall not be affected thereby.

14. This Contract, together with any referenced parts and attachments, constitutes the entire Contract, and any previous communications or agreements pertaining to the subject matter of this Contract are hereby superseded.
15. Any ambiguities in this Contract shall be construed in a manner that best effectuates the protection of the natural values of the Stewardship Property.
16. The Sponsor may rescind this Contract in writing at any time before expending grant funds. After the Sponsor has expended grant funds, this Contract and the Land Management Plan may be rescinded, modified, or amended only by mutual agreement in writing, except that time extensions of the "Grant Period" may be granted by the Department without the requirement of the Sponsor's signature.
17. This Contract shall be recorded by the Sponsor in the Office of the Register of Deeds in the County where the Stewardship Property is located, and the interests of the State under this Contract shall thereby be placed in the chain of title. The Department may re-record this Contract or any other document necessary to protect its rights under the Contract.
18. No portion of the Stewardship Property shall in the future be used to satisfy land area requirements for other property not subject to this Contract for the purpose of determining building density, lot coverage or open space requirements under otherwise applicable laws, regulations or ordinances controlling land use and building density. Development rights have been encumbered or extinguished by this Contract, and may not be transferred to any other property pursuant to a transferable development rights program, cluster development arrangement or otherwise.
19. The Department agrees that the Sponsor shall have sole control over the method, hours worked, time and manner of any performance under this Contract other than as specifically provided herein. The Department reserves the right only to inspect the Stewardship Property for the purpose of ensuring that management is progressing in compliance with this Contract. The Department takes no responsibility for supervision or direction of the performance of this Contract by the Sponsor or the Sponsor's employees or agents. The Sponsor is an independent contractor for all purposes, not an employee or agent of the Department. The Department further agrees that it will exercise no control over the selection and dismissal of the Sponsor's employees or agents.
20. The Sponsor shall not discriminate against any person in the use and enjoyment of the Stewardship Property on the basis of age, race, creed, color, handicap, marital status, conviction record, arrest record, sex, national origin, ancestry, sexual orientation or membership in the national guard, state defense force, or any other reserve component of the military forces of the United States or this state.
21. Except for claims or costs arising out of the acts or omissions of the Department, its officers, employees and agents, the Sponsor agrees to save, keep harmless, defend and indemnify the Department and all its officers, employees and agents, against any and all liability claims, costs of whatever kind and nature, for injury to or death of any person or persons, and for loss or damage to any property (state or other) occurring directly or indirectly in connection with or in any way arising out of the occupancy, use, service, operation or performance of work in connection with this Contract or omissions of Sponsor's employees, agents or representatives.
22. In certain cases described in this Contract, the Sponsor is required to obtain written approval from the Department prior to undertaking an action. Whenever such approval is required, the Sponsor shall notify the Department in writing. The request for approval shall describe the nature, scope, design, location, size, timetable, and any other material aspect of the proposed action in sufficient detail to permit the Department to make an informed judgment as to its consistency with the terms and purpose of this Contract. The Department shall approve, conditionally approve, or deny the Sponsor's request in writing within sixty days (60) days of receipt of the written request. The Department may withhold its approval if it lacks sufficient information to reach an informed decision, or if it determines, in its sole discretion, that the proposal violates the purpose of this Contract and impairs the natural resource values of the Stewardship Property.
23. The Sponsor warrants that it has complied with all necessary requirements to do business in the State of Wisconsin, that it is a qualified tax exempt organization within the meaning of Section 170(h)(3) of the Internal Revenue Code, and that the persons executing this Contract are authorized to act on its behalf.

000274

Land Management Plan:

24. Purpose. Pursuant to s. 23.17, Wis. Stats., the primary purpose of this Contract and the Land Management Plan is to permanently preserve a corridor for the Ice Age National Scenic Trail; to assure that the natural, conservation and open space values of the Stewardship Property are protected in perpetuity; and to confine the use of the Stewardship Property to activities that are consistent with these objectives.
25. Management Responsibilities of the Sponsor. The Sponsor is responsible for operation of the Stewardship Property and for providing adequate management and maintenance in a manner consistent with the purpose described above and with the requirements and conditions of this Contract and the Land Management Plan.
26. Management Rights of the Department. The Department, its officers, employees and agents may enter the Stewardship Property in order to monitor compliance with this Contract and the Land Management Plan or carry out any management activity necessary to ensure the public's rights and safety.

If the Sponsor fails to fulfill its responsibilities under the terms of this Contract, the Department shall have the right, but not the obligation, to undertake land management activities on the Stewardship Property in accordance with the terms of the Land Management Plan. Before undertaking such responsibility, the Department shall provide the Sponsor with six (6) months prior written notice of the land management activity required and give the Sponsor the opportunity to perform that activity within the six-month period, or within a reasonable time thereafter if more time is needed due to weather constraints.

27. Revisions. Changes or revisions to the Land Management Plan may be made with written agreement of the Sponsor and Department.
28. Land Management Conditions and Requirements. Any activity on or use of the Stewardship Property that is inconsistent with the purpose of the project as described in paragraph 24 is prohibited. Without limiting the generality of the foregoing, the following activities and uses are expressly prohibited:
- a. Animals. There shall be no introduction of any wild animals onto the Stewardship Property without the prior written approval of the Department. There shall be no captive wild animal farm, bird hunting preserve, farm raised deer farm, wild fur farm or dog club training license, established or licensed on the Stewardship Property. The Sponsor shall not allow horses, cattle, or other livestock on the Stewardship Property for grazing or other purposes, except as permitted under Paragraph 29.
 - b. Dumping. There shall be no temporary or permanent storage or placement of trash, soil, gravel, ashes, treated sewage, manure piles, hazardous or toxic substances, abandoned vehicles or machinery, or any other unsightly or offensive materials on, under or in the Stewardship Property, except that brush or other plant material cut as the result of activities approved herein may be left on the Stewardship Property.
 - c. Mining, Surface Alteration and Manipulation of Water. There shall be no topographic changes, extraction of subsurface materials, alteration of the natural landscape, or manipulation of any waters or shorelines of the Stewardship Property by excavation, filling, dredging, draining, tiling, ditching or any other means, except as permitted in Paragraph 29.
 - d. Natural Materials. There shall be no damage, destruction or removal from the Stewardship Property of any natural features or natural materials, including, but not limited to, rocks, soil, minerals, dead wood and fossils, except as permitted in Paragraph 29.
 - e. Rights-of-Way. No right-of-way shall be granted across the Stewardship Property in conjunction with any industrial, commercial or residential use of other land not protected by this Contract, except as permitted in paragraph 29.
 - f. Soil Erosion. There shall be no use or activity that causes or is likely to cause significant soil erosion or significant pollution of any surface or sub-surface waters. Best management practices shall be employed to minimize soil erosion during and after construction of any permitted roads, trails, structures or other improvements.
 - g. Spraying. Application of pesticides on the Stewardship Property is not allowed except as follows: (i) to control pests on an emergency basis when such control is necessary to protect public health, (ii) to control non-native or invasive species (iii) for habitat restoration purposes (iv) or for other purposes specifically described in Paragraph 29.

- h. Structures, buildings and improvements. The placement or construction of any mobile or permanent building, structure or other improvement is prohibited, except as permitted below or in Paragraph 29.
- 1) Fences. The Sponsor may repair and maintain any existing fences on the Stewardship Property.
 - 2) Signs and Interpretive Displays. The Sponsor may not erect, display or maintain any outdoor advertising structure, sign or billboard on the Stewardship Property; however, the Sponsor may erect signs and interpretive displays for the following purposes: to identify the property; to indicate that the Stewardship Property is under the protection of the Sponsor and to acknowledge the Stewardship Program; to commemorate or interpret the natural features or human history of the Stewardship Property; to regulate uses, mark the boundaries or provide directions. The placement, size, number and design of signs or interpretive displays shall not diminish the scenic character of the Stewardship Property.
 - 3) Roads and Parking Lots. Any existing roads on the Stewardship Property may be maintained, but shall not be widened or improved and no new roads shall be constructed or established, except as specifically permitted in Paragraph 29. A small parking lot, commensurate in size with the public use of the Stewardship Property, may be constructed.
 - 4) Trails. The Sponsor may clear, construct and maintain trails for firebreaks, walking, cross-country skiing and other non-motorized recreational activities. Other trail restrictions may be included in paragraph 29 below.
- i. Vegetation. There shall be no disturbances of any aquatic vegetation, fallen trees or other natural features in any shallow waters on or directly adjacent to the Stewardship Property, except as specifically permitted under Paragraph 29. Furthermore, there shall be no introduction, removal, damage, mowing, plowing, cutting, trimming or otherwise altering of any trees, shrubs, or other plants on the Stewardship Property, except as permitted in Paragraph 29 or as follows:
- 1) to remove non-native and invasive vegetation
 - 2) to prevent or control insects, diseases, fire, personal injury or property damage
 - 3) to construct and maintain any roads, trails or other structures permitted herein
 - 4) to enhance wildlife habitat or restore and maintain native biological communities
 - 5) to construct firebreaks for prescribed burning.
 - 6) Collecting mushrooms, berries and nuts is permitted, provided that any collecting is carried out in a manner that maintains a sustainable growth and reproduction cycle for the plants.
- j. Vehicles. There shall be no operation of any vehicle on the Stewardship Property, including, but not limited to, bicycles, snowmobiles, dune buggies, motorcycles, all-terrain vehicles, cars and trucks, except as follows: (i) in emergency situations, (ii) for maintenance of the Stewardship Property and habitat and resource management activities, (iii) for disabled access on existing roads and trails that are normally vehicle-accessible, with a permit issued by the Sponsor, or (iv) as permitted in Paragraph 29.

29. Other Management Conditions:

- a. The Sponsor shall acknowledge the state's assistance and federal assistance in acquiring ownership of the Stewardship Property, and provide notice of public access to the Stewardship Property, by placement of signs on the Stewardship Property that have been approved by the Department and the National Park Service.
- b. The Ice Age National Scenic Trail shall pass through the Property. The Trail shall be built to conform to standards for the Ice Age Trail, as outlined in the 2001 *Ice Age National Scenic Trail: A Handbook for Trail Construction, Design and Maintenance*, which was written by the National Park Service, Department and Ice Age Park and Trail Foundation. The Ice Age Trail is a foot trail, for walkers, hikers, snowshoers and where appropriate cross-country skiers.
- c. The Sponsor shall be responsible for the construction, maintenance, operation, fencing and signing of the Ice Age Trail on the Stewardship Property and for keeping the Trail open for public use. Necessary maintenance shall include, but not be limited to, grading, landscaping and controlling vegetative growth on the Trail and in other use areas to keep the Trail in a good state of usefulness and sightliness.
- d. Recreational uses such as hiking, nature appreciation and educational activities that do not degrade the natural features of the Stewardship Property will be encouraged. Pursuant to NR 51.75(4), there shall be no hunting unless specifically authorized by the Department.

Special Terms and Conditions:

30. The primary uses of the Property will be hiking, scientific research, nature appreciation and education.

31. The Trail shall be offered to the National Park Service for certification as a component of the Ice Age National Scenic Trail, and if it qualifies, shall be certified as part of the Ice Age National Scenic Trail.
32. The Stewardship Property shall be offered to the Department for dedication under s. 3.293, Wis. Stats., and if it is accepted shall be dedicated a State Ice Age Trail Area.
33. This project is being funded in part with funds from the National Park Service. An agreement between the National Park Service (NPS) and Department, signed by the Department on March 12, 2003, and the NPS on March 31, 2003, contains provisions for administration of funds and activities authorized under National Park Service Land Acquisition and State Assistance, in Title I and VIII, of the Interior and Related Agencies Appropriations Act, 2001, of October 11, 2000, and Section 135 of Title I, Division B, Appendix D of the Consolidate Appropriations Act, 2001, of December 21, 2000, including the following provisions which are hereby incorporated into this Contract.:
- a. The Sponsor agrees that the property shall not, without the express written approval of the NPS, be converted to other than preservation/recreational use, but shall be maintained in the public trust for preservation/recreational use in perpetuity.
 - b. All deeds for real property acquired with assistance under this Contract shall contain the following covenant ensuring the protection of the land for Ice Age National Scenic Trail purposes in perpetuity.

"The Grantee hereby acknowledges that the property conveyed by this document has been acquired with Federal assistance from the Land and Water Conservation Fund and such property shall not be converted to other than preservation/recreation uses related to the Ice Age National Scenic Trail without the prior written approval of the National Park Service."
 - c. The Sponsor hereby agrees that, as soon as practicable subsequent to closing, title to the Stewardship Property shall be transferred by donation to either (1) the Wisconsin Department of Natural Resources or (2) with written approval from the National Park Services, to another appropriate public agency.

000277

Signed this 30th day of January, 2006.

ICE AGE PARK AND TRAIL FOUNDATION

Christine Thisted White

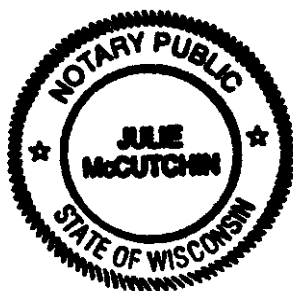
Signature of Sponsor Representative

Christine Thisted White

Typed or Printed Name of Sponsor Representative

STATE OF WISCONSIN)
DANE COUNTY) ss.

Personally came before me this 30th day of January, 2006, the above named
Christine Thisted White to me known to be the person who executed the foregoing instrument and
acknowledged the same.



Julie McCutchin
Signature of Notary Public

Julie McCutchin

Typed or Printed Name of Notary Public

Notary Public, State of Wisconsin

My Commission (expires)(is) 10-4-2009

Signed this 25 day of January, 2006

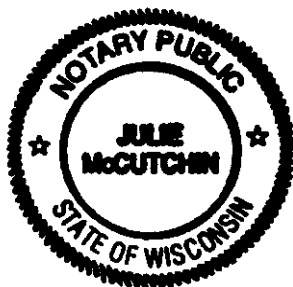
STATE OF WISCONSIN

DEPARTMENT OF NATURAL RESOURCES

BY Kimberlee Wright for
Mighele A. Young, Director
Bureau of Community Financial Assistance

STATE OF WISCONSIN)
Dane COUNTY) ss.

Personally came before me this 25th day of January, 2006, the above named
Kimberlee Wright to me known to be the person who executed the foregoing instrument and
acknowledged the same.



Julie McCutchin
Signature of Notary Public

Julie McCutchin

Typed or Printed Name of Notary Public

Notary Public, State of Wisconsin

My Commission (expires)(is) 10-4-2009

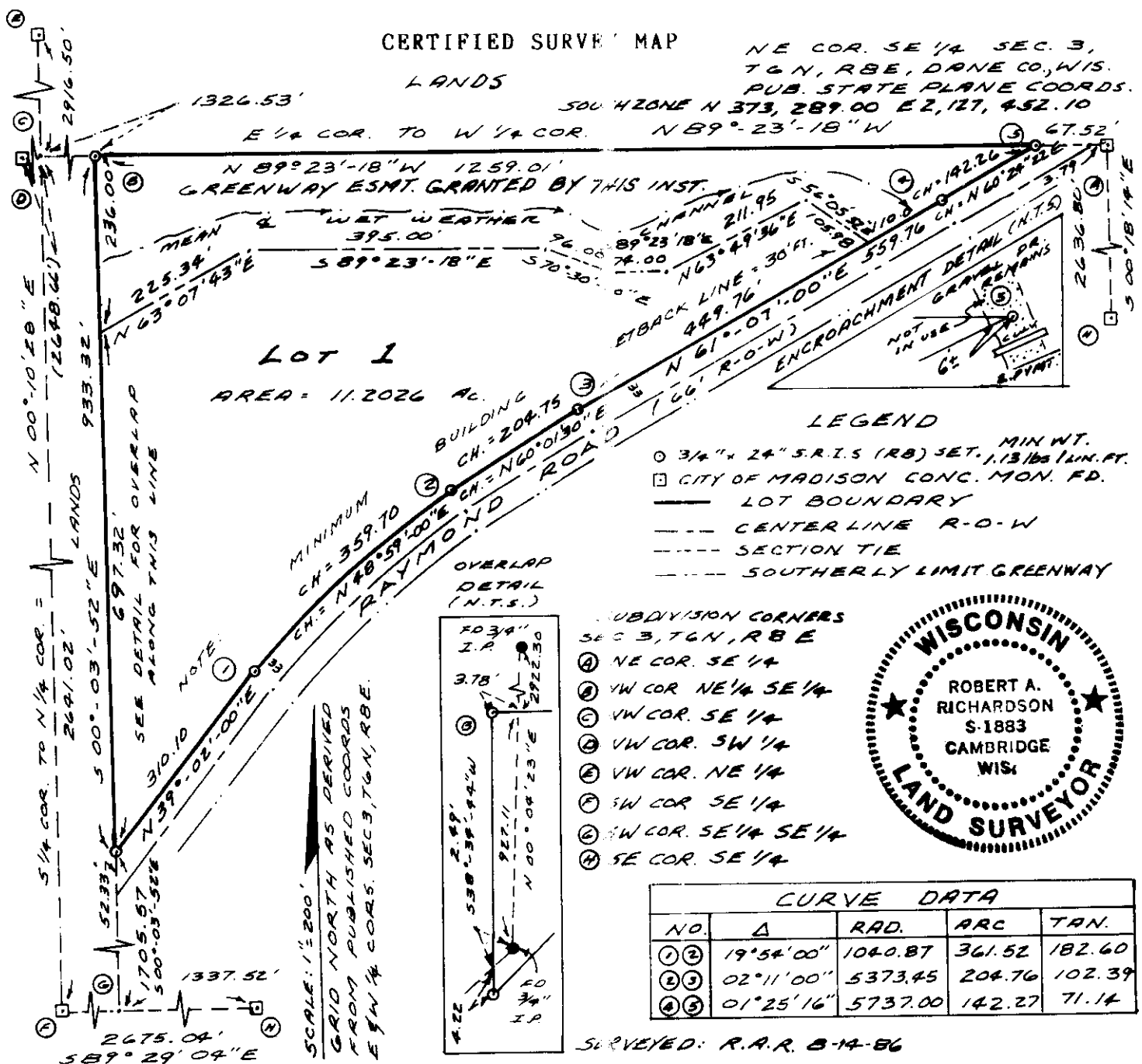
THIS INSTRUMENT WAS DRAFTED BY THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES

Exhibit A – Legal Description

Lot one (1) , certified survey map no. 5016 recorded in Volume 22 of certified survey maps of Dane County, Wisconsin, pages 225 and 226 as document number 1958301, in the Town of Verona, Dane County, Wisconsin

Except for:

That part of the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$, Section 3, T6N, R8E, Town of Verona, Dane County, Wisconsin, lying northerly and westerly of Raymond Road and being more particularly described as follows: From the NE corner of the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said Section 3; thence along the north line thereof N 89°23'18" W, 67.52 feet to the northwesterly right-of-way line of Raymond Road and the POINT OF BEGINNING of the parcel herein described; thence continuing along said north line N 89°23'18" W, 451 feet; thence S 00°03'52" E, 250 feet to a point intersecting the northwesterly right-of-way line of Raymond Road; thence northeasterly along said right-of-way line to the POINT OF BEGINNING. The parcel contains approximately 1.29 acres.



Prepared by: The Landmark Survey Group, Inc., 6320 Morona Drive, Madison, WI 53716

Surveyed For: Daniel & Helene VanDerSteen, 6224 Raymond Rd., Madison, WI 53711

Location: Part of the NE 1/4 of the SE 1/4 of Section , T6N, R8E, Dane County, WI

- Notes: (1) Lot 1 as shown above existed as a separate and distinct tract prior to the drafting of this instrument; therefore, no subdivision of lands is intended or created hereby.
- (2) This instrument is being recorded as a certified survey map solely for administrative filing purposes and for granting a greenway easement to the City of Madison in accordance with its powers of extraterritorial jurisdiction.
- (3) This instrument was drafted by Robert A. Richardson.

CERTIFICATION:

I, Robert A. Richardson, a Land Surveyor duly registered in the State of Wisconsin, do hereby certify that I have surveyed and mapped the lands described and shown hereon in full compliance with Chapt. 236.34 of the Wisconsin Statutes and in accordance with information furnished, and that such survey and map are true and correct to the best of my knowledge and belief.

RLTA. [initials] 8-18-86
Robert A. Richardson, RLS S-1883

REGISTER OF DEED'S CERTIFICATE:

Received for record this 20 day of August, 19 86
at 1:20 o'clock, P.M. and recorded in Volume 22
of CERTIFIED SURVEY MAPS of Dane County, on Page
225 & 226.

Carol R. Madzke
Register of Deeds by: Darlene M. Duckert
DOCUMENT NO. 1958:301 Deputy

CERTIFIED SURVEY MAP NO. 5016 VOLUME 22 PAGE 225

Description:

That part of the NE 1/4 of the SE 1/4, Section 3, T6N, R8E, Dane County, Wisconsin, lying northerly and westerly of Raymond Road and being more particularly described as follows: From the NE corner of the NE 1/4 of the SE 1/4 of said Section 3, run thence along the north line thereof N 89° 23' 18" W, 67.52 ft to the northwesterly R-O-W line of Raymond Road and the POINT OF BEGINNING of the parcel herein described; thence continuing along the same N 89° 23' 18" W, 1259.01 ft to the NW corner of said NE 1/4 of said SE 1/4; thence S 00° 03' 52" E, 933.32 ft along the West line of said 1/4 1/4 section to a point in the aforesaid Northwesterly R-O-W line of Raymond Road; thence turn and run with said R-O-W line the following 5 courses and distances: N 39° 02' 00" E, 310.10 ft to a point of curvature; thence along the arc of a curve deflecting to the right, said curve having a radius of 1040.87 ft, a central angle of 19° 54' 00" and a chord which bears N 48° 59' 00" E, 359.70 ft to a point of compound curvature; thence along the arc of a curve deflecting to the right, said curve having a radius of 5373.45 ft, a central angle of 02° 11' 00" and a chord which bears N 60° 01' 30" E, 204.75 ft, to a point of tangency; thence N 61° 07' 00" E, 559.76 ft, to a point of curvature; thence along the arc of a curve deflecting to the left, said curve having a radius of 5747.00 ft, a central angle of 01° 25' 16" and a chord which bears N 60° 24' 22" E, 142.26 ft to the POINT OF BEGINNING.

APPROVED FOR RECORDING PER Dane County Agriculture, Environment & Land Records
~~Agriculture, Environment & Land Records, Planning, and Water Resources~~
 Committee action of August 19, 1986.

Norbert Scribner #3748

Norbert Scribner, authorized representative

GREENWAY EASEMENT AS SHOWN HEREON APPROVED AND ACCEPTED PER action of the City of Madison
 Engineering Department August 19, 1986

James E. Miller

APPROVED FOR RECORDING PER action of owners (mortgagees) August 15, 1986

David E. Van Der Starn

Helene G. Van Der Starn

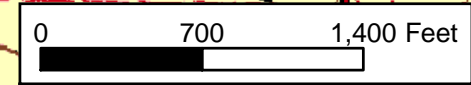
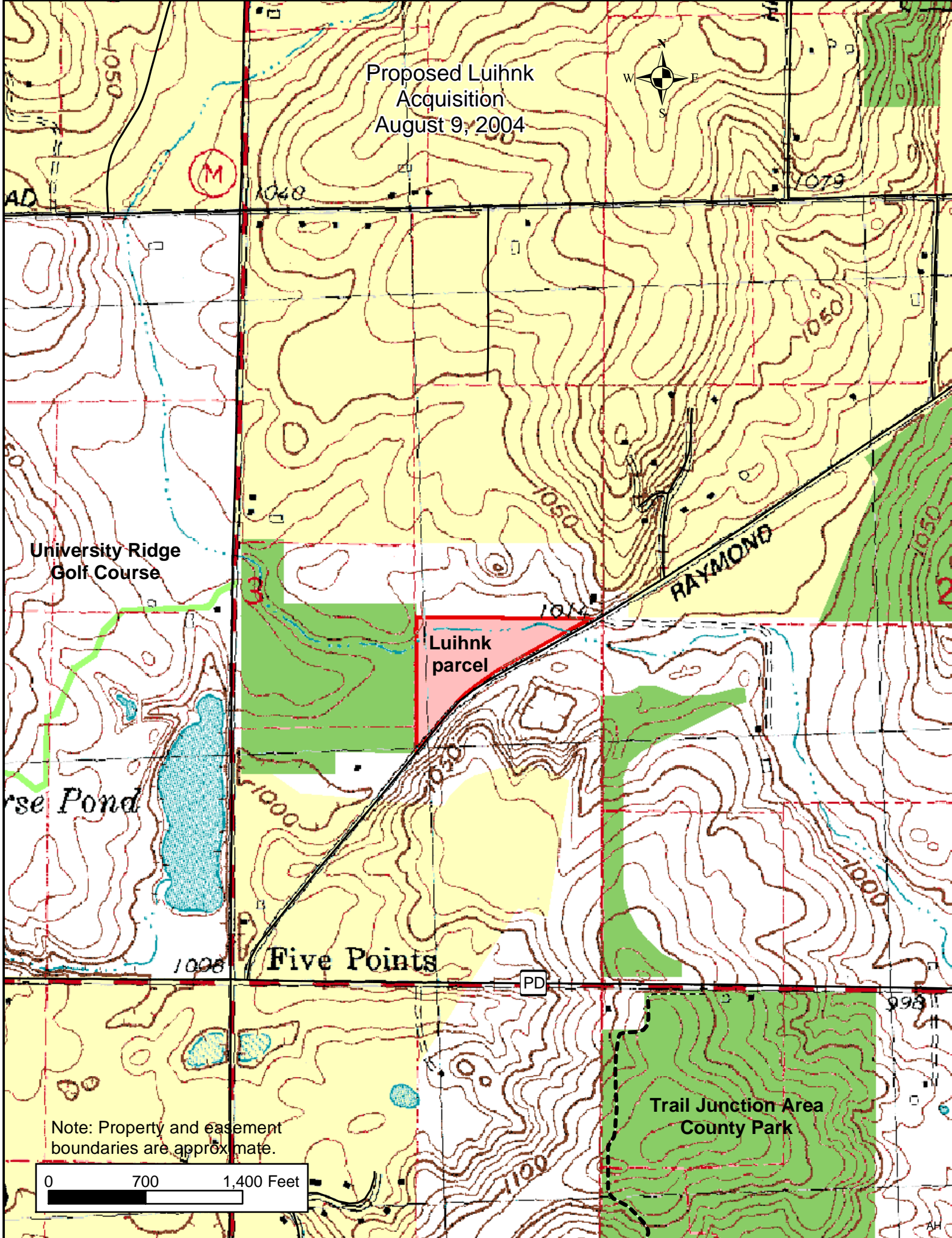
APPROVED FOR RECORDING PER action of State Bank of Cross Plains (mortgagor) Aug 15, 1986

Henry D. Pappas AUP

DOCUMENT NO. 1958701

CERTIFIED SURVEY MAP NO. 5016 VOLUME 22 PAGE 226

Proposed Luihmk
Acquisition
August 9, 2004



Note: Property and easement
boundaries are approximate.

WARRANTY DEED

Document Number

DANE COUNTY
REGISTER OF DEEDS

3249568

09-08-2000 1:20 PM

Trans. Fee

EXEMPT #2

Rec. Fee

12.00

Pages

2

000670

Recording Area

Name and Return Address

ARDEN T. SANDNES
ROYAL OAK ENGINEERING INC
5610 MEDICAL CIRCLE SUITE C
MADISON WI 53719

0608 034 8501 0

Parcel Identification Number (PIN)

This is not homestead property.
(is) (is not)This Deed, made between Dane County, a Wisconsin
municipal corporation

Grantor,

and Midtown Madison Corp.

Grantee.

Grantor, for a valuable consideration, conveys and warrants to Grantee
the following described real estate in Dane
County, State of Wisconsin:

See attached Exhibit A

Exceptions to warranties: Municipal and zoning ordinances; recorded easements; recorded
building and use restrictions and covenants; and taxes, general and special,
levied or assessed on or after January 1, 2000.Dated this 6th day of September, 2000
DANE COUNTY

By:

* Joseph T. Parisi, County Clerk* Joseph T. Parisi

AUTHENTICATION

Signature(s) of Joseph T. Parisiauthenticated this 6th day of September, 2000* Judith K. Nowak
TITLE: MEMBER STATE BAR OF WISCONSIN
(If not, Notary Public, Wisconsin
authorized by § 706.06, Wis. Stats.)

THIS INSTRUMENT WAS DRAFTED BY

Thomas J. Sobota(Signatures may be authenticated or acknowledged. Both are
not necessary.)

ACKNOWLEDGMENT

STATE OF WISCONSIN)

) ss.

DANE County.)
Personally came before me this 6th day of
Sept, 2000 the above named
JOSEPH T. PARISIto me known to be the person who executed
the foregoing instrument and acknowledged the same.Arden T. Sandnes* ARDEN T. SANDNES
Notary Public, State of Wisconsin

My Commission is permanent. (If not, state expiration date:

Oct. 13, 2004

*Names of persons signing in any capacity must be typed or printed below their signature.

WARRANTY DEED

STATE BAR OF WISCONSIN
FORM No. 2-1998

Produced with ZipForm™ by Vertisoft Inc. 18025 Fifteen Mile Road, Clinton Township, Michigan 48035, (800) 383-9805

Boardman, Suhr, Curry & Field LLP PO Box 927 Madison WI 53701-0927

Phone: 608 257-9521

Fax: 608 283-1709

07632160.UFD

3/2

EXHIBIT A

000671

Part of the Southwest 1/4 of the Northeast 1/4 of Section 03, Township 06 North, Range 08 East, Town of Verona, Dane County, Wisconsin, more fully described as follows:

Commencing at the North 1/4 corner of said Section 03;

Thence S 00°10'11" W, 2366.63 feet along the North-South 1/4 line of said Section 03;

Thence S 89°23'35" E, 208.31 feet to the point of beginning of this description;

Thence continue S 89°23'35" E, 160.02 feet;

Thence S 00°33'45" W, 226.89 feet;

Thence N 34°37'00" W, 277.74 feet to the point of beginning of this description.

Said parcel contains 18,153 square feet.

WARRANTY DEED

Document Number

DANE COUNTY
REGISTER OF DEEDS

3249567

09-08-2000 1:20 PM

Trans. Fee 21.00

Rec. Fee 12.00
Pages 2

000668

This Deed, made between Midtown Madison Corp.

Grantor,

and Dane County, a Wisconsin municipal corporation

Grantee.

Grantor, for a valuable consideration, conveys and warrants to Grantee the following described real estate in Dane County, State of Wisconsin:

See attached Exhibit A

Recording Area

Name and Return Address

ARDEN T. SANDSUES
ROYAL OAK ENG
5610 MEDICAL CIRCLE #6
MADISON, WI 53719

0608 034 8501 0

Parcel Identification Number (PIN)

This is not homestead property.
(is) (is not)Exceptions to warranties: Municipal and zoning ordinances; recorded easements; recorded building and use restrictions and covenants; and taxes, general and special, levied or assessed on or after January 1, 2000.Dated this 6th day of Sept, 2000.
MIDTOWN MADISON CORP.

By:

* David M. Roark, Authorized Agent

*

*

*

AUTHENTICATION

Signature(s) of David M. Roarkauthenticated this 6th day of Sept, 2000* ARDEN T. SANDSUESTITLE: MEMBER STATE BAR OF WISCONSIN
(If not, Notary Public, Wisconsin
authorized by § 706.06, Wis. Stats.)

THIS INSTRUMENT WAS DRAFTED BY

Thomas J. Sobota

(Signatures may be authenticated or acknowledged. Both are not necessary.)

ACKNOWLEDGMENT

STATE OF WISCONSIN)

) ss.

DANE County.)Personally came before me this 6th day of Sept, 2000 the above namedDAVID ROARKto me known to be the person ARDEN T. SANDSUES who executed the foregoing instrument and acknowledged the same.ARDEN T. SANDSUES* ARDEN T. SANDSUES
Notary Public, State of WisconsinMy Commission is permanent. (If not, state expiration date: Oct 13, 2002.)

*Names of persons signing in any capacity must be typed or printed below their signature.

WARRANTY DEED

STATE BAR OF WISCONSIN
FORM No. 2-1998

Produced with ZipForm™ by Vertissoft Inc. 18025 Fifteen Mile Road, Clinton Township, Michigan 48035, (800) 383-9805

Boardman, Suhr, Curry & Field LLP PO Box 927 Madison WI 53701-0927

Phone: 608 257-9521

Fax: 608 283-1709

05145702.UFD

72

EXHIBIT A

Part of the Southwest 1/4 of the Northeast 1/4 of Section 03, Township 06 North, Range 08 East, City of Madison, Dane County, Wisconsin, more fully described as follows:

Commencing at the North 1/4 corner of said Section 03;

Thence S 00°10'11" W, 2366.63 feet along the North-South 1/4 line of said Section 03;

Thence S 89°23'35" E, 368.33 feet;

Thence S 00°33'45" W, 226.89 feet to the point of beginning of this description;

Thence S 34°37'00" E, 277.74 feet;

Thence N 89°23'32" W, 160.02 feet;

Thence ~~continues~~ N 00°33'45" E, 226.89 feet to the point of beginning of this description.

Said parcel contains 18,153 square feet.

DOCUMENT NO.

STATE BAR OF WISCONSIN FORM 1—1982

THIS SPACE RESERVED FOR RECORDING DATA

2633737

WARRANTY DEED

REGISTER OF DEEDS
DANE COUNTY WI

94 SEP 23 PM 2:54

This Deed, made between Wisconsin Capital Land
Fund, L.P.

and Dane County

Witnesseth That the said Grantor, for a valuable consideration of
One Dollar (\$1.00) and additional considerationconveys to Grantee the following described real estate in Dane
County, State of Wisconsin:

V28480P 21

RETURN TO Douglas Haag
Dane County Parks Department
4318 Robertson Road
Madison, WI 53714

Tax Parcel No: _____

See Exhibit A attached hereto and made a
part hereof.TRANSFER
\$ 199.20 W
FEE PAID

By acceptance of this deed, the grantee, for itself and its successors
and assigns hereby covenants and agrees not to sell, lease, assign or
mortgage the premises herein described without the prior written approval
of the Secretary of the Wisconsin Department of Natural Resources, his or
her designee or successor.

This is not homestead property.
(~~is~~ (is not))

Together with all and singular the hereditaments and appurtenances thereunto belonging;
And Grantor

warrants that the title is good, indefeasible in fee simple and free and clear of encumbrances except municipal and
zoning ordinances, recorded easements for public utilities serving the property,
recorded building and use restrictions and covenants, general taxes for 1994 and
future years

and will warrant and defend the same.

Dated this 22 day of September 19 94
WISCONSIN CAPITAL LAND FUND, L.P.(SEAL) By: Intervest Midwest Real Estate (SEAL)
Corporation, its authorized agent

(SEAL) By: Barry L. Lazarus, President (SEAL)

AUTHENTICATION

Signature (X) of Barry L. Lazarus

authenticated this 22 day of Sept 19 94

Jesse S. Ishikawa

TITLE: MEMBER STATE BAR OF WISCONSIN

(If not,
authorized by § 706.06, Wis. Stats.)

THIS INSTRUMENT WAS DRAFTED BY

Jesse S. Ishikawa

Michael, Best & Friedrich

P.O. Box 1806, Madison, WI 53701-1806

(Signatures may be authenticated or acknowledged. Both
are not necessary.)

ACKNOWLEDGMENT

STATE OF WISCONSIN

ss.

County.

Personally came before me this day of
19 the above namedto me known to be the person who executed the
foregoing instrument and acknowledge the same.Notary Public County, Wis.
My Commission is permanent. (If not, state expiration
date: 19)

*Names of persons signing in any capacity should be typed or printed below their signatures.

WARRANTY DEED

STATE BAR OF WISCONSIN
FORM No. 1—1982Wisconsin Legal Blank Co. Inc.
SHREVEPORT, LA

EXHIBIT A

V28480P 22

A parcel of land located in the Southwest 1/4 of the Northeast 1/4 and in the Northwest 1/4 of the Southeast 1/4 of Section 3, Town 6 North, Range 8 East, Town of Verona, Dane County, Wisconsin, to-wit: Commencing at the North quarter corner of said Section 3; thence N 88 degrees 53'11" E, 54.44 feet to the South quarter corner of Section 34, Town 7 North, Range 8 East; thence N 88 degrees 51'59" E, 1,271.00 feet; thence S 00 degrees 08'41" W, 2,860.83 feet to the point of beginning; thence continuing S 00 degrees 08'41" W, 96.00 feet; thence S 00 degrees 03'26" E, 980.78 feet; thence N 89 degrees 28'19" W, 598.68 feet; thence S 00 degrees 31'41" W, 162.80 feet; thence N 89 degrees 28'19" W, 670.56 feet; thence N 00 degrees 11'23" E, 1,145.20 feet; thence N 01 degree 13'47" E, 550.02 feet; thence S 89 degrees 23'26" E, 297.72 feet; thence S 00 degrees 36'34" W, 453.83 feet; thence S 89 degrees 23'26" E, 961.53 feet to the point of beginning.

001043

SURVEYORS CERTIFICATE
STATE of WISCONSIN)
COUNTY of DANE) ss.

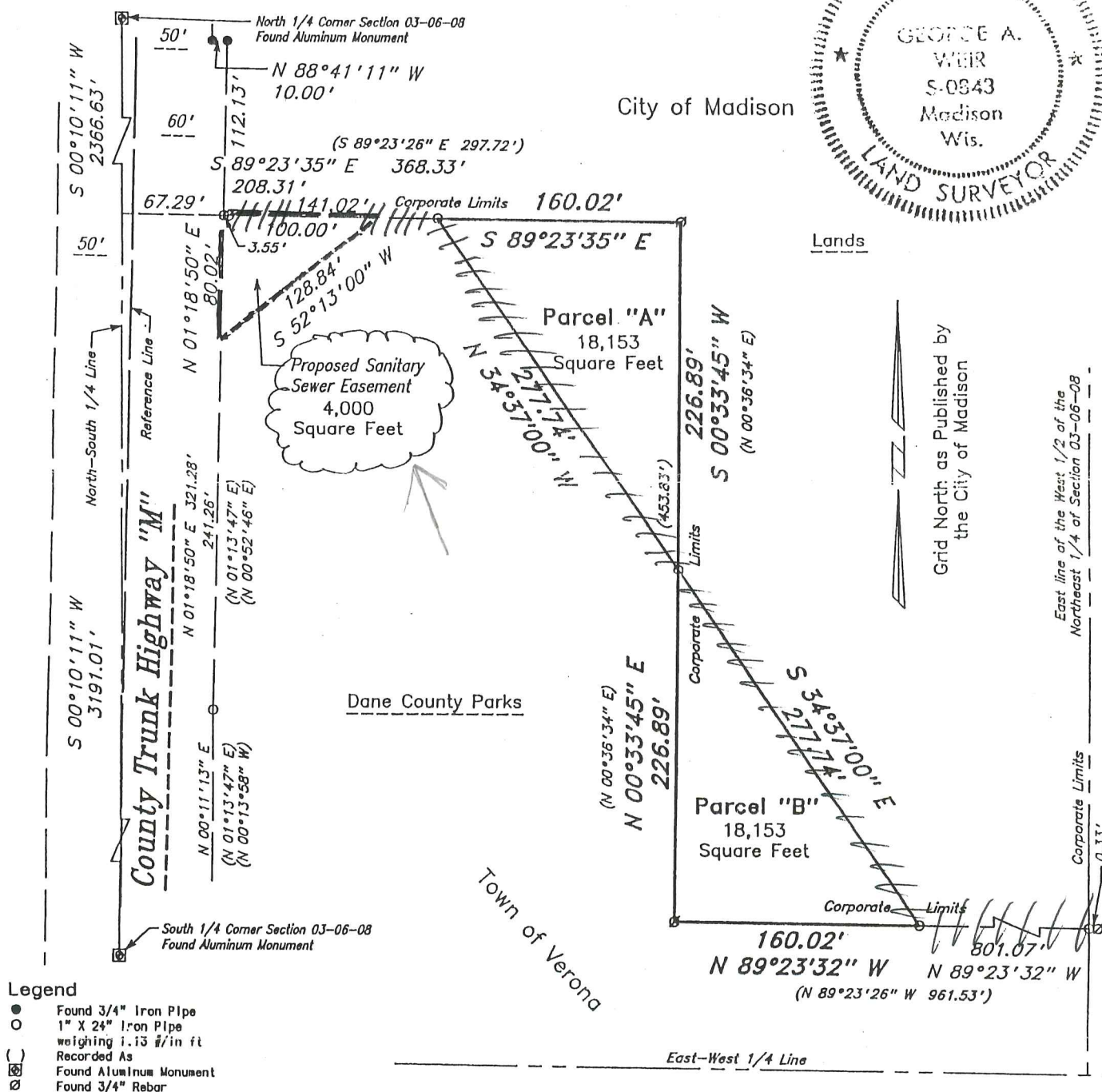
I further certify that I have surveyed and mapped the lands described hereon, and that this map is a correct representation in accordance with the information furnished.

George A. Weir, Professional Land Surveyor, S-0843



Royal Oak Engineering, Inc.
&

George A. Weir, Land Surveyor
5610 Medical Circle, Suite 6
Madison, Wisconsin 53719
Phone (608) 274-0500
Fax (608) 274-4530



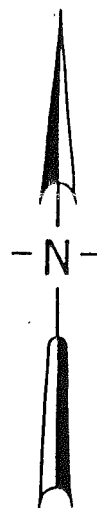
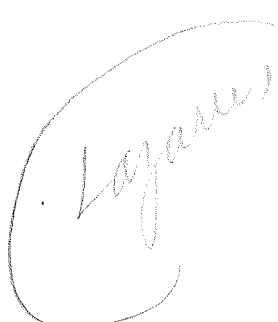
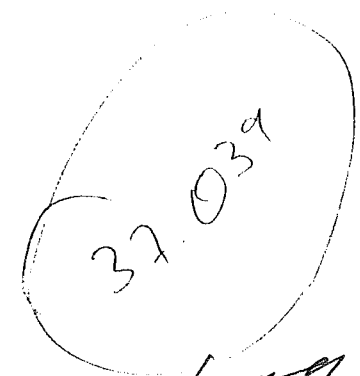
Surveyed By RP, EWS
 Drawn By RP
 Checked By _____
 Approved By _____
 Date of Survey March 23, 2000
 Field Book 873 Pgs 1
 Dir /data/dane/verona/
 Dir cont. section03
 Data Level(s) PLAT
 File Name 14194

Office Map No. 14194
Sheet 1 of 2 Sheet(s)

FOR: Mr. David Roark
ADDRESS: 1009 South Whitney Way
Madison, Wisconsin 53711

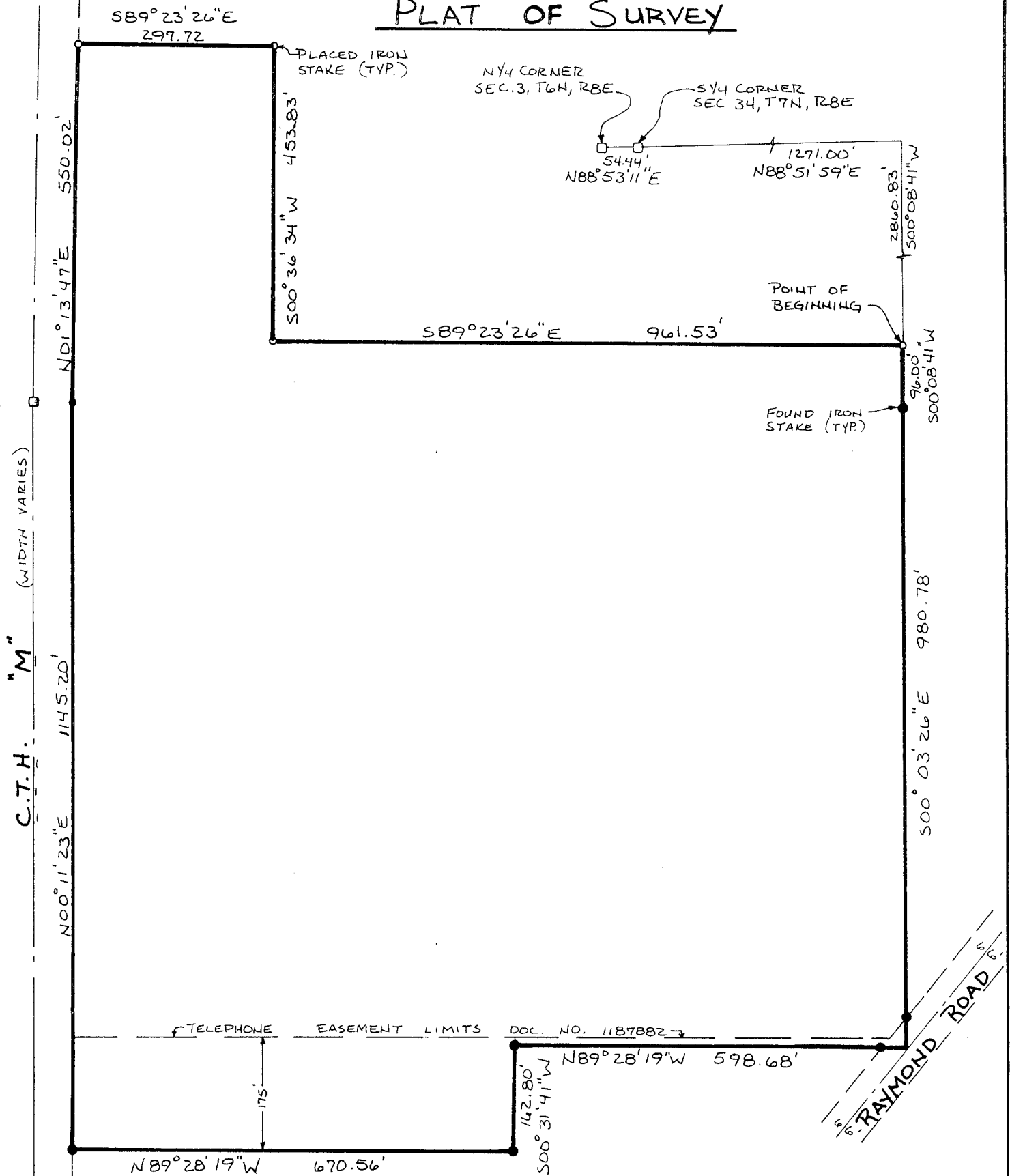
DESCRIPTION-LOCATION: Part of the Southwest 1/4 of the
Northeast 1/4 of Section 03, Township 06 North, Range
08 East, City of Madison and Town of Verona, Dane
County, Wisconsin

4700

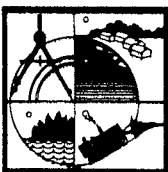
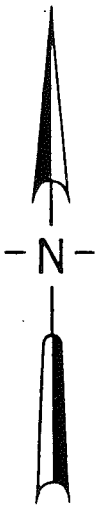
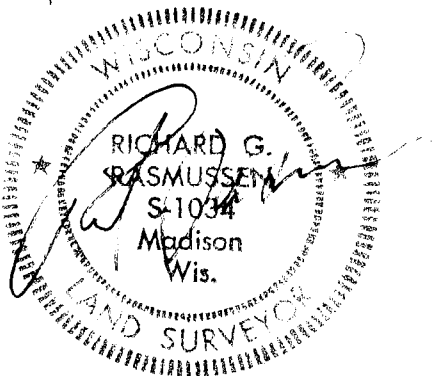


FN.: 94-02-180

PLAT OF SURVEY



C.T.H. "M" (WIDTH VARIES)



**D'ONOFRIO KOTTKE
AND ASSOCIATES, INC.**
 7530 WESTWARD WAY
 MADISON, WISCONSIN 53717
 PHONE: 608-833-7530

DATE: 9-12-94

SCALE: 1" = 200'

FN.: 94-02-180

LANDS TO BE ACQUIRED BY DANE COUNTY FOR PARK PURPOSES

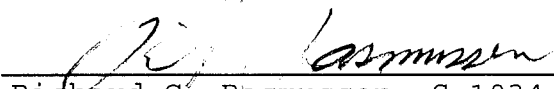
A parcel of land located in the SW 1/4 of the NE 1/4 and in the NW 1/4 of the SE 1/4 of Section 3, T6N, R8E, Town of Verona, Dane County, Wisconsin, To-wit: Commencing at the north quarter corner of said Section 3; thence N88°53'11"E, 54.44 feet to the south quarter corner of Section 34, T7N R8E, thence N88°51'59"E, 1,271.00 feet; thence S00°08'41"W, 2,860.83 feet to the point of beginning; thence continuing S00°08'41"W, 96.00 feet; thence S00°03'26"E, 980.78 feet; thence N89°28'19"W, 598.68 feet; thence S00°31'41"W, 162.80 feet; thence N89°28'19"W, 670.56 feet; thence N00°11'23"E, 1,145.20 feet; thence N01°13'47"E, 550.02 feet; thence S89°23'26"E, 297.72 feet; thence S00°36'34"W, 453.83 feet; thence S89°23'26"E, 961.53 feet to the point of beginning. Containing 37.000 acres.

Note: This parcel is encumbered by a "blanket" easement including the entire parcel granted to Wisconsin, Power & Light (Volume 130, Misc. Page 27 as Document No. 598968).

SURVEYOR'S CERTIFICATE

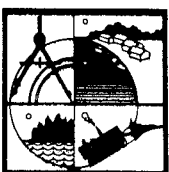
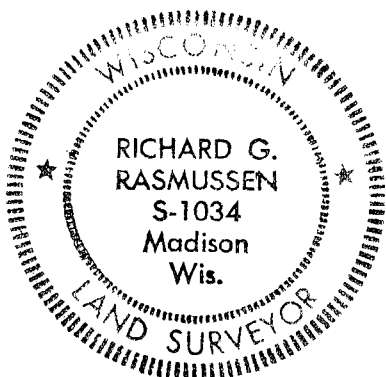
I have surveyed the above described property and the map hereon is a true representation thereof and shows the size and location of the property, its exterior boundaries, the location and dimensions of all visible structures thereon, fences apparent easements and roadways and visible encroachments, if any. This survey is made the exclusive use of the present owners of the property, and also those who purchase, mortgage, or guarantee the title thereto within one (1) year from date hereof; and as to them I certify the accuracy of said survey and map.

Dated at Madison, Wisconsin, this 12 day of SEPTEMBER, 1994.


Richard G. Rasmussen, S-1034
Registered Land Surveyor

Surveyed For:

Dane County Park Commission
4318 Robertson Road
Madison, WI 53714



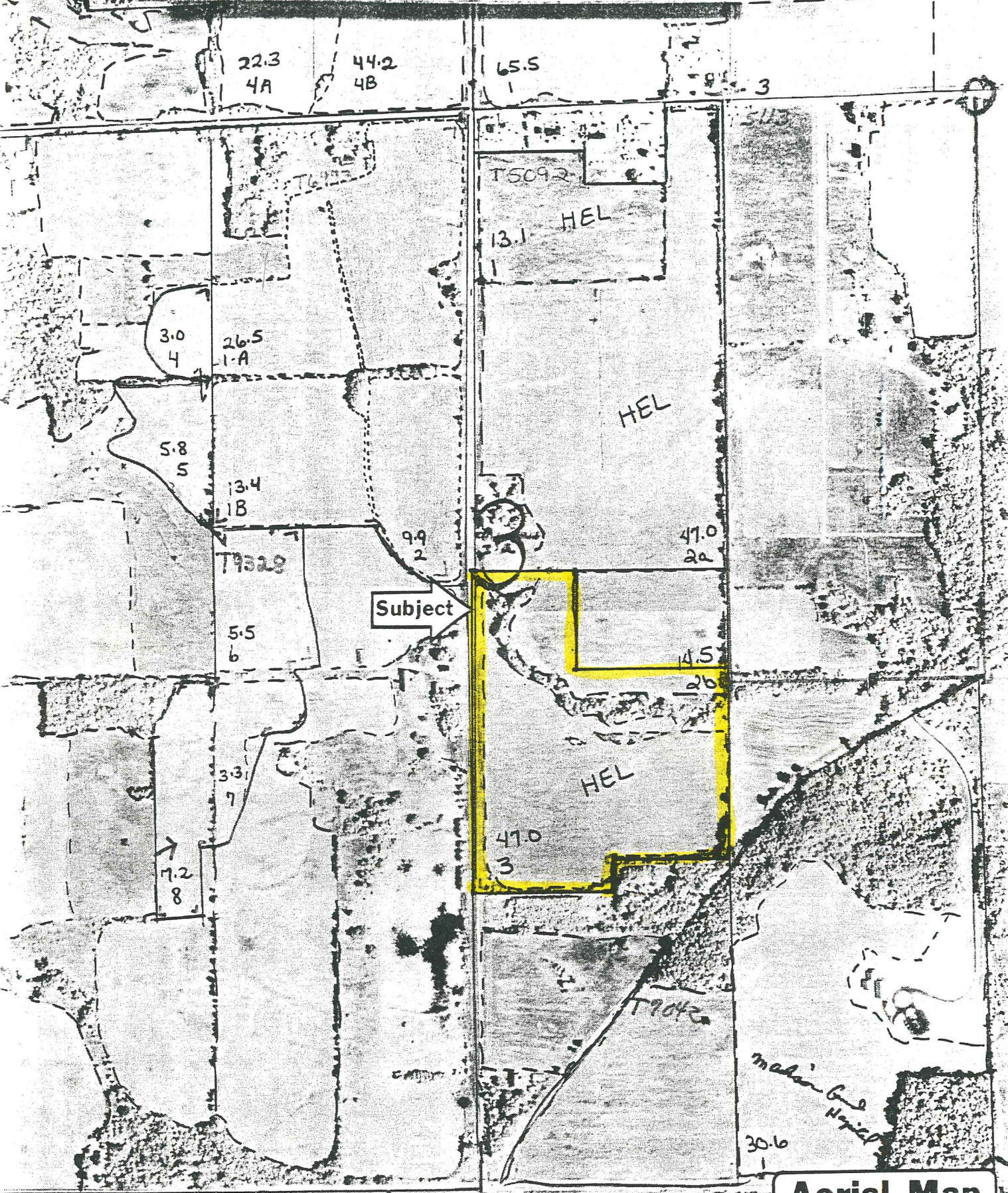
**D'ONOFRIO KOTTKE
AND ASSOCIATES, INC.**
7530 WESTWARD WAY
MADISON, WISCONSIN 53717
PHONE: 608-833-7530

DATE: 9-12-94

VERONA

87 J-10 3 6 8

Map of Stall
Map No.



Aerial Map

MIDDLETON

OFFSET 37.04
CITY OF MADISON
OFFSET 36.96

34 35

U. W. FOUNDATION

FIRST MAR & CO.
Hurling Pagan
R1200/50

Subject

Hurling Pagan
R1200/50

FIRST MAR & CO.

U. W. FOUNDATION

MADE
FORD
(4500)

John A. Johnson
R8298/97

ELIZABETH C. THOMPSON

Madison Home & Property
Association
R1200/50

Madison Home & Property
Association
R8908/51
40.4 A.

One of Owners:
Nilefi Quirechi
R1200/50

SCALE
1" = 400'

Section Map

YOUR COPY

Sponsor:	Project Number:
Dane County	UGS - 42

Project Title:
Dane County, Ice Age - Payan Acquisition

Period Covered By this Agreement:	Name of Program:
Date of approval through June 30, 1997	Urban Green Space Program

Project Scope and Description of Project:

The Dane County will participate in the Urban Green Space Program by providing the following items:

Dane County will purchase approximately 35 acres of land for public outdoor recreation purposes.

Project Cost:

The following documents are hereby incorporated into and made part of this agreement:

Total Cost: \$ 266,400
Fund Support: 50%
State Aid Amount: \$ 133,200
Sponsor Share: \$ 133,200

1. Chapter NR 50 , Wisconsin Administrative Code
2. Recreation Aids Application

1. The State of Wisconsin Department of Natural Resources (Department) and the Sponsor mutually agree to perform this agreement in accordance with the Urban Green Space Program and with the project proposal, application, terms, promises, conditions, plans, specifications, estimates, procedures, maps, and assurances attached hereto and made a part hereof.
2. The Department hereby promises, in consideration of the covenants and agreements made by the Sponsor herein, to obligate to the sponsor the amount of \$133,200, and to tender to the Sponsor that portion of the obligation which is required to pay the Department's share of the costs based upon the state providing 50 percent of the eligible project costs. The Sponsor hereby promises, in consideration of the promises made by the Department herein, to execute the project described herein in accordance with this agreement.
3. The Sponsor agrees to comply with all applicable Wisconsin Statutes and Wisconsin Administrative Codes in fulfilling terms of this agreement. In particular, the Sponsor agrees to comply with the provisions of Chapter NR 50, Wis. Adm. Code, attached hereto and made a part hereof.
4. The Department agrees that the Sponsor shall have sole control of the method, hours worked, and time and manner of any performance under this agreement other than as specifically provided herein. The department reserves the right not only to inspect the job site or premises for the sole purpose of insuring that the performance is progressing or has been completed in compliance with the agreement. The Department takes no responsibility of supervision or direction of the performance of the agreement to be performed by the Sponsor or the sponsor's employees or agents. The Sponsor is an Independent Contractor for all purposes, not an employee or agent of the Department. The Department further agrees that it will exercise no control over the selection and dismissal of the Sponsor's employees or agents.
5. This agreement, together with any referenced parts and attachments, shall constitute the entire agreement and previous communications or agreements pertaining to the subject matter of this agreement are hereby superseded. Any revisions, including cost adjustments, must be made by an amendment to this agreement or other written documentation, signed by both parties, prior to the termination date of the agreement. Time extensions to the agreement may be granted to the sponsor by the Department in writing without the requirements of Sponsor signature.
6. The sponsor may rescind this agreement in writing at any time prior to the starting of the project and before expending any funds. After the project has been started or funds expended, this agreement may be rescinded, modified, or amended only by mutual agreement in writing.
7. Failure by the Sponsor to comply with the terms of this agreement shall not cause the suspension of all obligations of the State hereunder if, in the judgement of the Secretary of the Department, such failure was due to no fault of the sponsor. In such case, any amount required to settle at minimum costs any irrevocable obligations properly incurred shall be eligible for assistance under this agreement, at the Department's discretion.
8. The Sponsor agrees, to save, keep harmless, defend and indemnify the Department and all its officers, employees and agents, against any and all liability claims, costs of whatever kind and nature, for injury to or death of any person or persons, and for loss or damage to any property (state or other) occurring in connection with or in any way incident to or arising out of the occupancy, use, service, operation or performance of work in connection with this agreement or omissions of Sponsor's employees, agents or representatives.
9. The Sponsor agrees to reimburse the Department of any and all funds the Department deems appropriate in the event the Sponsor fails to comply with the conditions of this agreement or project proposal as described, or fails to provide public benefits as indicated in the project application, proposal description or this agreement. In addition, should the Sponsor fail to comply with the conditions of this agreement, fail to progress due to nonappropriation of funds, or fail to progress with or complete the project to the satisfaction of the Department, all obligations of the Department under this agreement may be terminated, including further project cost payment.

- Other Conditions -

10. Property acquired or developed with assistance from this program shall not be converted to uses inconsistent with public outdoor recreation without the approval of this Department
11. All facilities constructed with assistance from this program must be accessible to persons with disabilities.
12. All existing overhead utility services if feasible shall be buried and any new utility services provided through this project must be installed underground.
13. The sponsor must assure compliance with the Historic Properties State Statute (s. 66.037) or have a clearance letter from the State Historic Preservation Officer.
14. The Sponsor agrees, to save, keep harmless, defend and indemnify the Department and all its officers, employees and agents, against any and all liability claims, costs of whatever kind and nature related to any and all environmental hazards associated with the purchase of property or rights in property that are purchased with Department grant funds, by the Sponsor.

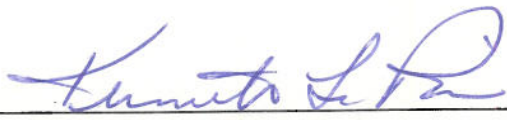
15.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto:

1. Acquisition of real property shall be in accordance with state guidelines for preparation of appraisals and relocation assistance.
2. The following clause must be entered in the deed: By the acceptance of this deed, the sponsor, for itself and its successors and assign, hereby covenants and agrees not to sell, lease, assign or mortgage the premises herein described without prior written approval of the Secretary of the Department of Natural Resources, his designee, or any successor.

The persons signing for the Sponsor represents both personally and as an agent of his or her principal that he or she is authorized to execute this agreement and bind his or her principal, either by a duly adopted resolution or otherwise.

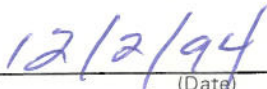
By



(Signature)



(Title)



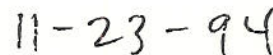
(Date)

STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES
FOR THE SECRETARY

By



Craig L. Karr, Director
Bureau of Community Assistance



(Date)

**4(F) DETERMINATION REPORT
ATTACHMENT F:**

**Ice Age National Scenic Trail
Correspondence and Documentation**

December 6, 2012

SRF No. 0107334

Mr. Anthony Fernandez
City Engineer
City-County Building, Room 115
210 Martin Luther King Jr. Boulevard
Madison, WI 53703

**SUBJECT: SOUTH PLEASANT VIEW ROAD/COUNTY M,
PRAIRIE HILL ROAD TO CROSS COUNTRY ROAD (PROJECT ID: 5992-09-81)
4(F) PROPERTY COORDINATION – ICE AGE TRAIL**

Dear Mr. Fernandez:

The City of Madison, in conjunction with the City of Verona and Dane County, is proposing roadway improvements to South Pleasant View Road (CTH M) from Cross Country Road to Prairie Hill Road, a distance of approximately three miles. The proposed improvements consist of expanding South Pleasant View Road initially from two to four lanes from Prairie Oaks Drive to Flagstone Drive with provisions to accommodate six lanes in the future. Flagstone Drive to Prairie Hill Road initially will be constructed with an additional northbound lane (three northbound lanes) and two southbound lanes, which will be able to accommodate a third southbound lane in the future if needed. The proposed project also includes expansion of the roadway to a multi-lane urban arterial with a raised median, bike lanes, a multi-use path, and sidewalks.

This action is part of a multi-phase project to reconstruct the CTH M corridor, which includes reconstructing the Mid Town Road intersection and provision of a roundabout at the CTH PD intersection. To accommodate the CTH M roadway expansion, approximately 0.3 acres of right-of-way will need to be acquired from the Ice Age Trail easement. The required property is located adjacent to CTH M, along the eastern edge of the OJ Noer turf grass facility just south of CTH M and Flagstone Drive intersection (please see attached 4(f) Properties Exhibit).

The Ice Age Trail property is considered a Section 4(f) resource since it has been designated as a recreation area by state or local agency and the official with jurisdiction. An initial review of the project impacts and proposed construction plans indicate that the impacts to the property will be minimal and will not alter or affect the park's use.

Under Section 4(f) of the U.S. Department of Transportation Act of 1966, the Federal Highway Administration (FHWA) "may not approve the use of land from a significant publicly-owned park, or recreation area" unless a determination is made that:

- 1) There is no feasible and prudent alternative to the use of land from the property
- 2) The action includes all possible planning to minimize harm to the property.

December 6, 2012

Federal law (SAFETEA-LU Section 6009(a)) amended Section 4(f) to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). FHWA has issued guidance for making *de minimis* impacts as follows:

- 1) An impact of a park, recreation area, or wildlife refuge may be determined to be *de minimis* if:
 - a. The transportation use of the Section 4(f) resource, together with any impact, avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features and attributes that qualify the resource for protection under Section 4(f)
 - b. The official with jurisdiction over the property are informed of FHWA's intent to make the *de minimis* impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and
 - c. The public has been afforded an opportunity to review and comment on the effects of the project

This letter is intended to serve as official consultation and coordination with the Ice Age Trail property. Regulations within US Department of Transportation FHWA, Section 4(f) Policy Paper – July 20, 2012, require a finding that the official with jurisdiction has been consulted and “has not objected.” The regulations require concurrence of the official with jurisdiction in the following situations:

- 1) Finding there are no adverse effects prior to making *de minimis* impact findings
- 2) Applying the exception for temporary occupancies
- 3) Applying the exception for transportation enhancement activities and mitigation activities

At this time, we are requesting your comments regarding the potential *de minimis* impact determination to the Ice Age Trail property. Following consideration of your comments and consideration of public comments, we will consult with FHWA and they will make the final Section 4(f) determination. FHWA will inform the official with jurisdiction of their determination.

Once the *de minimis* determination has been made, the official with jurisdiction must concur in writing that the project will not affect the activities, features, or attributes that make the property eligible for Section 4(f) protection. The final determination regarding the subject property will be included in the Final Environmental Assessment (EA) document.

If you have any questions about the Section 4(f) process or would like to set up a meeting to help clarify the process, please call me at (608) 829-5875 or contact me by email at pchellevoid@srfconsulting.com.

Sincerely,

Paul M. Chellevoid
SRF Consulting Group, Inc.

Enclosure

January 27, 2012

Mr. Dunlop,

Please consider this email as the Ice Age Trail Alliance's (IATA) official comments regarding the South Pleasant Valley Rd/CTH M Project in Dane County.

First of all, the IATA appreciates the opportunity to comment on this project, and, our ability to meet previously with the City, County and MSA.

The IATA's comments revolve directly around the Ice Age National Scenic Trail (NST) crossing of CTH M. The Ice Age NST currently crossed at grade and we understand that the plans include an underpass crossing for the Ice Age NST and a bike path. The IATA strongly supports this portion of the plan. However, in order for the underpass to be useful for the Ice Age NST, it is vital the project include a mechanism for connecting the Ice Age NST with IATA's easement on the UW's Turf Grass Facility property. This will likely require an easement amendment. IATA requests that the necessary work required to be complete an easement amendment (or similar legal instrument) be performed by the City or the planners as part of the overall project.

Thank you for your time. If you have any questions or require further information, do not hesitate to ask.

Regard,
Kevin

Kevin Thusius
Director of Land Conservation



Ice Age Trail Alliance

2110 Main Street, Cross Plains, WI 53528
608-798-4453 x 26 (p) • 800-227-0046 (p) • 608-798-4460 (f)

Working since 1958 to create, support and protect the Ice Age National Scenic Trail
Please join or renew today at www.iceagetrail.org

Dane County Parks and IAT Meeting – September 24, 2014

ATTENDEES

Name / Representing	Email and Phone Number
1. Jason DiPiazza MSA	jdipiazza@msa-ps.com 608 242 6646
2. Kevin Thurius IATA	Kevin@iceasetrail.org
3. John Madden Nat. Park Svc	john-madden@nps.gov
4. Pam-Schuler, Nat. Park Ser.	pam-schuler@nps.gov
5. Tony Fernandez - City of Madison	A Fernandez@cityofmadison.com
6. Chris Petykowski City of Madison	cpetykowski@cityofmadison.com 267-8678
7. JAN ZIMMERMANN DANE CO.	ZIMMERMANN.JAN@COUNTYOFDANE.COM 224-3761
8. CHRIS JAMES / DCP	JAMES@COUNTYOFDANE.COM 224-3763
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	
21.	
22.	
23.	
24.	
25.	

MSAPROFESSIONAL SERVICES
TRANSPORTATION • MUNICIPAL • REMEDIATION
DEVELOPMENT • ENVIRONMENTAL

ID 5992-09-81

**S. Pleasant View Road Reconstruction
(Prairie Hill Road to Cross Country Road)**

CTH M

Dane County

Dane County Parks and IAT Meeting

Wednesday September 24, 2014

Meeting Time: 8:30 AM

Meeting Location: City County Building, **Room 118 (Engineering Conference Room)**

AGENDA

Meeting focus: CTH M impacts and R/W needs from Dane County Parks and Ice Age Trail

- | | | |
|--|---|--|
| I. Project Review/Recap | A. Limits/Scope/
Typical section/
Schedule | A. Review project |
| II. Project impacts to
Dane County Park | A. R/W Needs
B. Easement
needs
C. Drainage
D. Review impact
mitigation
letter
E. Utility impacts | A. Wider section, R/W for roadway and ATC facilities
B. Permanent Easement: Multi-use path
Temporary Easement: Grading
C. Re-work of the small retention pond at the cross culvert
D. (handout)
E. ATC, Alliant Energy, TDS relocations anticipated |
| III. Project impacts to
Ice Age Trail | A. Multi-use path
tunnel
B. Impacts to
easement
C. Use of OJ Noer
Bridge | A. New crossing option for IAT users. Discuss how to tie into
this path and crossing.
B. Include easement for IAT on the Transportation Project Plat
C. Discuss options within CTH M R/W |
| IV. Other? | | |

MINUTES

(Also, see attached follow up email correspondence with notes from meeting attendees)

I.A.

Jason provided attendees with a brief recap of the project, overview of the design and design objectives and answered questions about the plan view layout.

II. A & B

The project will require real estate acquisition from Dane County Parks land. The current estimate is approximately 0.5 acres of highway right-of-way, 1 acre of permanent easement, and 1.5 acres of temporary easement for grading and construction needs. The permanent easement estimate is for construction and maintenance of the 10' multi-use path along the east side of CTH M. The path will be constructed on a 15' easement along the edge of the CTH M highway right-of-way. Chris James also requested that the prairie area be protected/isolated from the construction by temporary fencing (orange safety fence is acceptable).

ATC will be relocating their overhead power distribution poles into the terrace area between the multi-use path and CTH M roadway. The poles will be located in the CTH M highway R/W. This location will minimize the amount of aerial easement that ATC requires for their facilities.

Jan Zimmerman said she would research the grant funding that was used to fund the purchase of the Dane County Park land.

Chris James would like to see grading impacts to the restored prairie along the east side of CTH M completed under the guidance of Dane County Parks. The letter provided by Dane County Parks on January 23, 2013, requested funds to restore the disturbed prairie with Dane County or Dane County hired crews. The group developed an idea for the work to be completed by a Dane County Parks approved contractor with inspection and acceptance of the restored prairie area to be provided by Dane County Parks staff. Chris James noted that he could provide a list of 3 approved contractors and assist in developing the specs and design details for the restoration work. Chris James was also willing to review an "approved equal" contractor other than the 3 necessary for inclusion in the specs.

II. C

The group discussed impacts to the small pond at the east (outlet) end of the CTH M culvert crossing. The slope intercepts for the current roadway design would fill most of this pond. Chris James expressed a preference for grading and reestablishing the small pond near its current location with the project. This would be an aesthetic benefit for both the multi-use path and the Ice Age Trail. This alternative was preferred to constructing a retaining wall to maintain the pond its current location. Another alternative would be to construct a wetland scrape along the southeast edge of the park property. This was the alternative originally noted in the letter provided by Dane County Parks on January 23, 2013.

II. D See above for items in this letter that were discussed.

II. E. Specific utility impacts and relocations were not discussed.

III. A

The Ice Age Trail Alliance (IAT) is still agreeable to utilizing the multi-use path grade separation (box culvert) to cross below CTH M. They want to minimize the length of trail that is concurrent with the multi-use path and connections to the multi-use path should be as close to perpendicular as possible to prevent use of the IAT by bicycles.

The group discussed design concepts for the multi-use path box culvert. The group wanted to see options for reducing the skew of the crossing. This will shorten the tunnel and possibly allow for a natural light skylight to be incorporated in the design (tunnel must cross below a raised median). The reduced skew would put the west end closer to the IAT alignment through the OJ Noer Turf Research land. Jason and Chris Petykowski noted that the skew was designed this way to limit the amount of impact to OJ Noer. Reducing the skew (squaring up the path) may require more R/W from OJ Noer. This land cannot be condemned. Jason agreed to explore design alternatives that will reduce the skew.

Tony Fernandez reiterated the design standards for the box culvert:

1. Minimum of 9' high above the 10' wide path section (the clearance can be reduced along the edges for lights and structure haunches)
2. Minimum 14' wide
3. The preference is to have the path at an elevation of 1' above the 100 year flood elevation for the drainage way. At the 100' year flood elevation would be acceptable. Anything lower should be discussed. There are issues, especially with path clean up and maintenance if it is any lower.

IAT wants to include dodge ways at the locations where the IAT breaks off from the multi-use path. They don't have a standard design, but are happy with the one constructed where the IAT crosses Woods Road, which is a split rail fence design. MSA will investigate these details for including in the plan. MSA indicated that signage could be considered for inclusion in the plans. IAT signs should be 18x24 inches. Kevin Thusius and National Parks Service offered to help by providing the sign design and logos and review of the placement. Trail markers should also be included.

IAT indicated that standard pedestrian standards for grade should be used if possible.

III.B.

The group discussed how to address the IAT easement. IAT's preferences are:

1. Be located outside the CTH M R/W. Being located within the highway R/W requires the IAT to obtain permits for any trail maintenance work needed within the R/W
2. IAT does not want a separate easement from UW due to insurance and other regulatory issues required for each easement.
3. The easiest alternative in IAT's view is to update the current easement to relocate it outside the potential R/W location. MSA/City of Madison will follow up with real estate staff to see if this is a possibility. This will have to be document well in the EA to clearly note that this was not done to avoid having to acquire the IAT easement with the project.
4. Another alternative that should be explored is to have the City of Madison purchase easement along the CTH M R/W for IAT use. This will also have to be run by UW and real estate staff.

NOTE: The IAT did not use federal LWCF funds for purchasing the easement along CTH M.

III.C.

IAT would still like to utilize the OJ Noer bridge to cross the drainage way. Chris Petykowski indicated that he had talked to UW about this and didn't think it would be an issue.

OTHER

The group discussed the impacts to the IAT at the Raymond Road crossing. The City of Madison will reconstruct this crossing. The IAT crosses Raymond Road near where the drainage way crosses Raymond Road. The City of Madison will be reconstructing this structure which will affect the IAT crossing. IAT was agreeable to shifting their trail east to get up onto Raymond Road. This shift should be minimized to keep the IAT within Dane County Park land and still provide a wooded buffer between it and the future extension of Jeffy Trail (new City of Madison

Street that is budgeted for completion in 2015). The IAT will utilize the sidewalk on the Raymond Road bridge before crossing Raymond Road and continuing on parallel to the multi-use path (Ice Age Junction Path). Tony recommended that the IAT use the multi-use path crossing to keep roadway crossings to a minimum.

Chris James offered to IAT to use the recently constructed multi-use path bridge to cross the waterway. IAT would prefer to provide spur trail markings here for a future trail head parking area but keep the IAT separate from the multi-use path as long as possible. They anticipate a high volume of bike traffic on the multi-use path.