RE-EVALUATION AND SUPPLEMENTATION OF ENVIRONMENTAL ASSESSMENT

FOR

I-39/90
Illinois State Line – Beltline Interchange
Rock and Dane Counties
Project ID 1001-10-02

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

09/24/2014
Date

I-39/90 Project Chief, WisDOT Southwest Region

9/26/2014
Date

Director, Bureau of Technical Services

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION WISCONSIN DIVISION

10/30/2014
Date

Division Administrator

After reviewing and addressing substantive public comments, updating the Environmental Assessment (EA) and coordinating with other agencies, it is determined this action:

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

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

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- L.1 I-39/90 Corridor Coordination
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M National Park Service Coordination

N American Indian Tribes Coordination

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U EA/FONSI Environmental Commitments

1 Executive Summary

This re-evaluation is for the proposed improvement of 47 miles of I-39/90 located between the Illinois state line and Dane County AB/Buckeye Road in Rock and Dane counties. A project location map depicting the project limits is shown on page 4. The Environmental Assessment (EA) was approved by the Federal Highway Administration (FHWA) on July 29, 2008 and the Finding of No Significant Impact (FONSI) was signed on October 1, 2010 with an effective approval date of October 19, 2010.

This re-evaluation considers improvements to the I-39/90 mainline, most interchanges and overpasses, and associated local road improvements. This re-evaluation does not consider full build-out of the I-43/WIS 81 and US 12/18 (Beltline) interchanges due to significant changes in the design and scope at these two locations. Separate EA's will be prepared for the I-43/WIS 81 and US 12/18 interchanges. This re-evaluation only considers the impacts of adding mainline capacity through these interchange areas and any ramp modifications necessary due to the additional mainline capacity. A memo from FHWA indicating their concurrence with this approach is included in Appendix Q.

Purpose and Need

The original purpose of this project – to accommodate future traffic growth, meet current design standards, improve overall safety, and replace aging pavement and structures – remains the same. The need for the project – an anticipated increase in traffic volume, crash rates above the statewide average, and geometric, pavement, and structural deficiencies – also remains unchanged.

Proposed Action

The proposed action for I-39/90 involves expanding the existing 4-lane divided interstate highway to a 6-lane divided highway, with an 8-lane divided highway in the Janesville area. All 11 interchanges and all overpass bridges, except the Cranston Road overpass, will be reconstructed to meet current design standards.

Design Changes

The following design changes, which have occurred since the completion of the EA/FONSI, prompted the need for this re-evaluation:

- Northern project limit extended
- Replacement of overpass structures
- Interchange configuration changes
- Side road connections and access changes
- Pedestrian and bicycle accommodations (side roads only)
- Clear zone increased
- Drainage considered
- Capacity through Janesville increased

Changes in the Anticipated Impacts

Changes to the proposed design and affected environment have changed the project's anticipated impacts since approval of the EA/FONSI. A matrix summarizing the changes in anticipated impacts can be found on page 5. The most significant changes in impacts include the following:

- Agricultural Impacts – The required agricultural land has increased approximately 113 acres since the EA/FONSI, for a total of 248 acres. The increase in impacts was mainly due to drainage needs, an increase in clear zone width, and overpass improvements.

- Wetland Impacts – The wetland area converted to right-of-way has increased 15.6 acres since the EA/FONSI, for a corridor total of 29.7 acres. 28.7 acres of wetlands are anticipated to be filled. Wetland impacts are the highest in the northern portion of the corridor.
- Archaeology/History – Two uncataloged burial sites and one cataloged burial site are present in the project area. A Determination of Eligibility (DOE) and Determination of No Adverse Effect (DNAE) were completed for the Door Creek School.
- Noise – Nine noise barriers are proposed in the Janesville area.
- Relocations – The EA/FONSI did not identify any residential or business relocations. The current design anticipates eight total relocations, three residential properties and five businesses.
- Access – Access modifications are proposed to accommodate desirable spacing from overpasses/underpasses or interchange ramp terminals.

Environmental Commitments

Environmental commitments are necessary for the environmental concerns listed below. These commitments were developed through extensive coordination with the Wisconsin Department of Natural Resources (DNR), U.S. Army Corps of Engineers (USACE), State Historic Preservation Office (SHPO), and Department of Agriculture, Trade, and Consumer Protection (DATCP), as well as local and county government representatives and the public. Additional details for each commitment described below are included in Section 3.6.

- Businesses – Acquisition Stage Relocation Plan
- Agriculture – Farmland owner coordination
- Community or Residential – Emergency access, property access
- Historic Resources – Door Creek School avoidance
- Archaeological Sites – Additional survey, burial site protection, Wisconsin Historical Society (WHS) coordination
- Section 4(f) and 6(f) or Other Unique Areas – Coordination and mitigation requirements for the Spring Brook Trail, Ice Age National Scenic Trail, Greenbelt (Janesville), and DNR managed lands
- Aesthetics – Corridor Roadside Aesthetics Plan
- Wetlands – Wetland mitigation, permitting schedule, invasive species, delineation concurrence
- Rivers, Streams, and Floodplains – Floodplain analysis, dredging minimization, navigation aids in Turtle Creek and Rock River, temporary stream channels or culverts, structure removal/bridge demolition, temporary structure requirements, Spring Brook protection, Rock River causeway requirements, Door Creek impact minimization, Aquatic Organism Passage (AOP) consideration, in-stream work timing restrictions
- Upland Wildlife and Habitat – Regulations for Oak Wilt and Emerald Ash Borer
- Threatened and Endangered Species – Migratory bird protection, Rock River work restrictions
- Air Quality – Burning restrictions
- Construction Stage Sound Quality – Construction restrictions
- Traffic Noise – Noise barriers, local municipality coordination
- Hazardous Substances – Contractor notices, Phase 2.5 investigations, asbestos notifications
- Stormwater – Rock River basin Total Maximum Daily Load (TMDL)/TRANS 401 requirements, detention ponds, TSS/TP records, coordination with cities of Beloit, Janesville, and Madison and Dane County Drainage Board
- Erosion Control – Erosion control devices, Erosion Control Implementation Plan (ECIP), erosion mat, standard WisDOT measures, ground disturbance staging, turbidity barrier placement

- Other – Transportation Management Plan (TMP) implementation, construction staging, special provisions, public use airport/heliport coordination, Federal Aviation Administration (FAA) coordination, Rock County Planning Department coordination

Section 4(f) and 6(f)

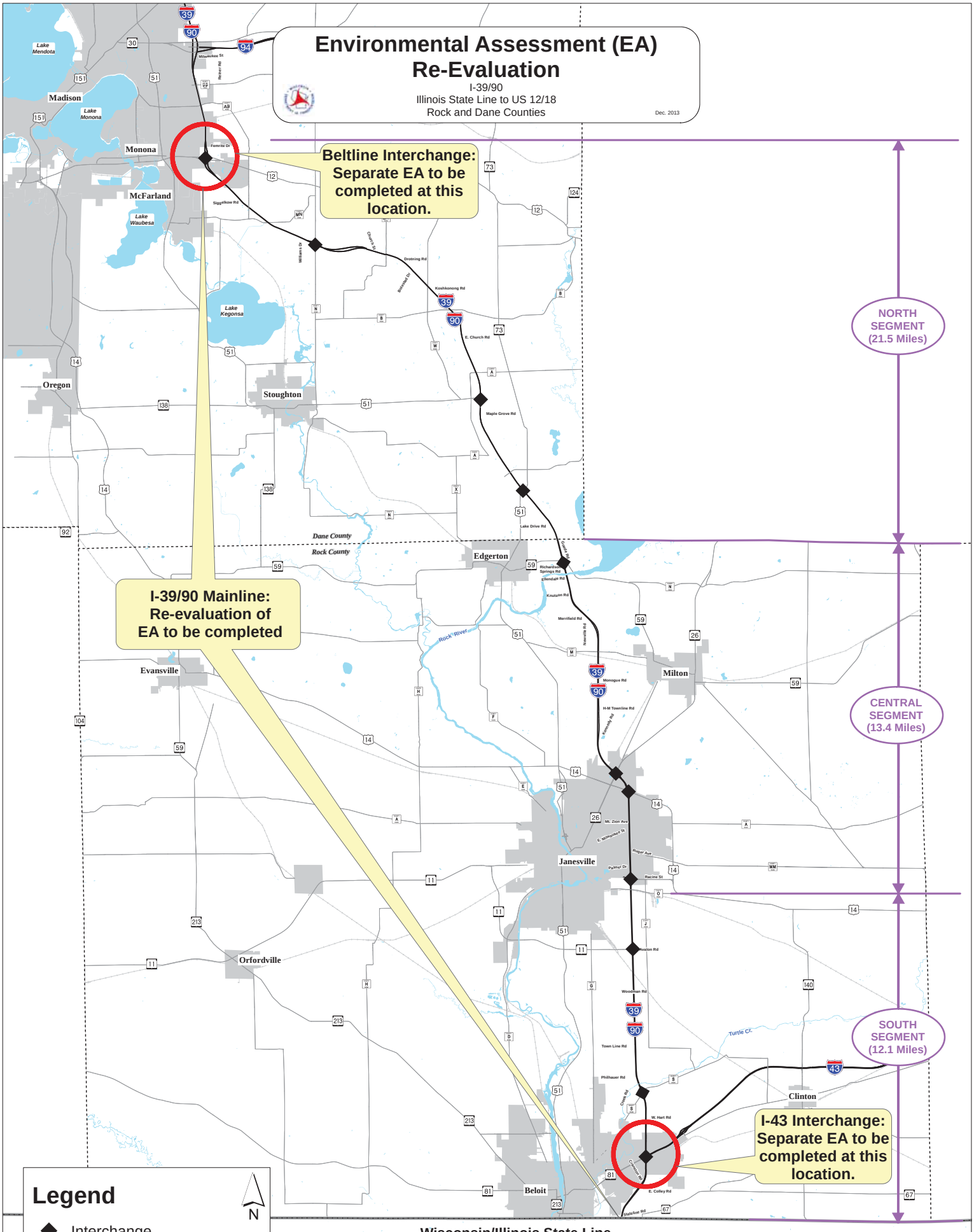
The proposed action will impact three properties that fall under FHWA requirements for Section 4(f) and one property that falls under both Section 4(f) and Section 6(f). For additional information, see Section 4.

Resources Requiring Section 4(f) and/or 6(f) Evaluations

Property Name	Location (see Exhibit 4)	Owner	Type of Resource	Section 4(f) Property?	Section 6(f) Property?
Blackhawk Golf Course	Racine Street/Palmer Drive	City of Janesville	Golf Course	Yes – Temporary Occupancy	Yes
Spring Brook Trail (Crossing #1)	Spring Brook (Sta. 800+00)	City of Janesville	Designated segment of Ice Age National Scenic Trail	Yes – *De Minimis*	No
Spring Brook Trail (Crossing #2)	US 14 Interchange (Sta. 924+00)			Yes – Temporary Occupancy	
Ice Age National Scenic Trail	Kennedy Road (Sta. 1016+00)	Rock County	Ice Age National Scenic Trail	Yes – *De Minimis*	No

Findings and Conclusions

Based on the results of this re-evaluation, considering the affected environment, the anticipated impacts, and changes to the scope of the project and current State and Federal rules, regulations, and procedures, it is concluded that the proposed action still encompasses the overall design and intent of the original improvements presented in the EA/FONSI signed in 2010. Therefore, the EA/FONSI in conjunction with this re-evaluation remains in compliance with the National and Wisconsin Environmental Policy Acts and related requirements.


Environmental Assessment (EA)
Re-Evaluation
I-39/90
Illinois State Line to US 12/18
Rock and Dane Counties
Dec. 2013
Beltline Interchange: Separate EA to be completed at this location.
I-39/90 Mainline: Re-evaluation of EA to be completed
I-43 Interchange: Separate EA to be completed at this location.
NORTH SEGMENT (21.5 Miles)
CENTRAL SEGMENT (13.4 Miles)
SOUTH SEGMENT (12.1 Miles)
Madison
McFarland
Monona
Oregon
Stoughton
Edgerton
Evansville
Milton
Janesville
Orfordville
Beloit
Clinton
Dane County
Rock County
Rock River
Turtle Cr.
Lake Mendota
Lake Monona
Lake Waubesa
Lake Kegonsa
Legend
Interchange
N
0 0.5 1 2 Miles
Wisconsin/Illinois State Line

ALTERNATIVES COMPARISON MATRIX

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

			EA/FONSI[2] (Preferred Alternative)				EA Re-Evaluation[3] (30% Design)			
Environmental Issues/Impacts	**Unit of Measure**	**No Build[1]**	South Segment	Central Segment	North Segment	I-39/90 Project Total	South Segment	Central Segment	North Segment	I-39/90 Project Total
Project Length	Miles	44.5	12.1	13.4	19	44.5	12.1	13.4	21.5	47.0
PRELIMINARY COST ESTIMATE (YOE = 2013)										
Construction	Million $	$0	N/A	N/A	N/A	$681.0	$202.1	$317.9	$280.4	$800.4
Real Estate (ROW & Utilities)	Million $	$0	N/A	N/A	N/A	$58.0	$5.9	$17.0	$10.8	$33.7
Design	Million $	$0	N/A	N/A	N/A	$65.3	$26.9	$22.5	$33.8	$83.2
TOTAL	Million $	$0	N/A	N/A	N/A	$804.3	$234.9	$357.4	$325.0	$917.3
LAND CONVERSIONS										
Wetland Area Converted to ROW	Acres	0	1.3	0.7	12.2	14.1	0.1	0	29.6	29.7
Upland Habitat Area Converted to ROW	Acres	0	0	15.5	7.4	22.9	12.3	3.2	6.0	21.5
Other Area Converted to ROW	Acres	0	54.2	42.0	95.6	191.8	95.3	87.4	95.9	278.6
Total Area Converted to ROW	Acres	0	55.5	58.2	115.1	228.8	107.6	90.6	131.5	329.7
REAL ESTATE										
Number of Farms Affected	Number	0	N/A	N/A	N/A	128	33	27	55	115
Total Area Required From Farm Operations	Acres	0	< 54	< 42	< 96	135	90.8	68.7	88.1	247.6
AIS Required	Yes/No	No	Yes	Yes	Yes	Yes[4]	Yes	Yes	Yes	Yes[5]
Total Buildings Required	Number	0	0	0	0	0	0	1	9	10
Housing Units Required	Number	0	0	0	0	0	0	1[6]	2	3
Commercial Units Required	Number	0	0	0	0	0	0	0	5[7]	5
Other Buildings or Structures Required	Number & Type	0	0	0	0	0	0	0	5 (Sheds)	5 (Sheds)
ENVIRONMENTAL ISSUES/IMPACTS										
Environmental Justice Populations	Yes/No	No	No	No	No	No	No	No	No	No
Historic Properties	Number	0	0	0	0	0	0	0	0[8]	0
Archaeological Sites	Number	0	0	0	0	0	0	0	0	0
Burial Site Protection[9]	Yes/No	No	N/A	N/A	N/A	N/A	No	Yes	No	Yes
106 MOA Required	Yes/No	No	No	No	No	No	No	No	No	Yes
4(f) Evaluation Required	Yes/No	No	No	No	No	No[10]	No	Yes[11]	No	Yes
6(f) Land Conversion Required	Yes/No	No	N/A	N/A	N/A	N/A	No	No	No	No
Other Unique Areas Impacted	Yes/No	No	N/A	N/A	N/A	N/A	No	Yes	Yes	Yes
Flood Plain	Yes/No	No	No	No	No	No[10]	Yes	Yes	Yes	Yes
Total Wetland Areas Filled	Acres	0	N/A	N/A	N/A	N/A	0.1	0.3	28.2	28.7
Total Upland Habitat Areas Filled	Acres	0	N/A	N/A	N/A	N/A	13.8	6.5	10.1	30.4
Stream Crossings	Number	12	2	3	7	12	6	3	11	20
TMDL Requirements	Yes/No	No	N/A	N/A	N/A	N/A	Yes	Yes	Yes	Yes
TRANS 401 Requirements	Yes/No	No	N/A	N/A	N/A	N/A	Yes	Yes	Yes	Yes
AOP Considerations	Yes/No	No	N/A	N/A	N/A	N/A	No	No	Yes	Yes
Endangered Species	Yes/No	No	No	No	No	No	No	No	No	No
Design Year Noise Sensitive Receptors										
No Impact	Number	0	10	14	12	36	74	2	80	156
Impacted	Number	0	10	1692	38	1740	16	314	22	352
Contaminated Sites[12]	Number	0	2	0	4	6	3	0	8	11
TRANS 75 Requirements	Yes/No	No	N/A	N/A	N/A	N/A	Yes	Yes	Yes	Yes

Notes:

1) The No Build Alternative does not address the project's key purpose and need factors and therefore is not a viable course of action. It serves as a baseline comparison to the build alternative.
2) The EA/FONSI did not break environmental impacts into segments or sections and instead only reported the anticipated amount of impacts for the entire project corridor. The EA/FONSI impacts shown in this table are estimated and are for general comparison purposes only.
3) The current design does not include full interchange improvements at the I-43/WIS 81 and US 12/18 (Beltline) interchanges. The impacts shown reflect design improvements to construct six lanes through the interchange area and the associated ramp improvements.
4) The AIS was prepared and published by DATCP on February 29, 2008.
5) The addendum to the AIS was prepared and published by DATCP on December 27, 2013.
6) The residential relocation is currently in the process of early acquisition.
7) One commercial building encompasses two commercial units. Four of the five commercial units required (three commercial buildings) are potential relocations because of access modifications required at the Dane County N interchange. Relocation may not be required if the proposed backage road is deemed acceptable access.
8) The Door Creek School, although eligible for the NRHP, was determined to be not affected by the proposed improvements. The DNAE was approved by SHPO on December 3, 2013.
9) Authorization required if burial sites present.
10) Environmental issue/impact was not fully investigated under the EA/FONSI.
11) The following resources require Section 4(f) evaluations:
    - Blackhawk Golf Course - construction permit
    - Spring Brook Trail (Crossing #1) - de minimis
    - Spring Brook Trail (Crossing #2) - temporary occupancy
    - Ice Age National Scenic Trail - de minimis
12) Only sites recommending a Phase 2.5 hazardous materials investigation and/or special provisions are included in this table.

2 Purpose of Re-Evaluation

This re-evaluation has been prepared in accordance with the requirements of the Council on Environmental Quality Rules for the implementation of the National Environmental Policy Act; U.S. DOT Order 5610.1C; Title VI of the Civil Rights Act and Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-income Population; Federal Highway Administration (FHWA) Rules and Regulations set forth in 23 CFR 771.129(a); the Wisconsin Environmental Policy Act; and the policy of the Wisconsin Department of Transportation (WisDOT) to evaluate the status of a project's environmental documentation prior to authorization of each major project development step.

The Environmental Assessment (EA) was approved by FHWA on July 29, 2008 and the Finding of No Significant Impact (FONSI) was signed on October 1, 2010 with an effective approval date of October 19, 2010. See Appendix Q for the EA/FONSI documentation items. Since that approval, design changes to the proposed action have been proposed; therefore, the National Environmental Policy Act (NEPA) environmental document needs to be re-evaluated by FHWA, in conjunction with WisDOT Bureau of Technical Services – Environmental Process and Documentation Section and WisDOT Southwest Region I-39/90 Corridor Management Team (CMT), before proceeding with approvals or other authorizations. Changes in the proposed action are not expected to significantly alter the existing setting or result in significantly different social, economic, or environmental effects in addition to those discussed in the EA/FONSI. Therefore, the EA/FONSI was reviewed in detail along with the applicability of current requirements to determine whether supplemental environmental documentation would need to be prepared and circulated for review and comment. Elements considered in the re-evaluation include:

1. Whether the consideration of alternatives, impacts, existing environmental, and mitigation measures as set forth in the EA/FONSI remain applicable, accurate and valid;

2. Whether there have been any significant changes in these factors or the regulations associated with them; and

3. Whether design refinements might result in identification of new impacts or require further study of environmental factors prior to construction authorization.

3 Specific Re-Evaluation Issues

This re-evaluation is for the proposed improvement of 47 miles of I-39/90 located between the Illinois state line and Dane County AB/Buckeye Road in Rock and Dane counties. The EA/FONSI evaluated the I-39/90 corridor from the Illinois state line to the US 12/18 (Beltline) interchange, a total of 44.5 miles. The length of the project has changed to accommodate the Beltline interchange improvements.

For design purposes, WisDOT divided the project into three segments. The South, Central, and North segment limits were selected to create manageable design projects and are not representative of changes in traffic volume, roadway typical section, or any other unique roadway characteristics. Each segment was also further divided into sections based on planned construction projects. The segments and sections are described below and are shown on Exhibit 1.

The South Segment (Design ID 1003-10-01), which begins at the Illinois state line and ends at Rock County O, contains four sections. The South Segment of the I-39/90 corridor passes along the east side of the city of Beloit and through the towns of Turtle and La Prairie.

- Section 1 encompasses the I-43/WIS 81 interchange area
- Section 2 extends from Stateline Road to Creek Road (minus the I-43/WIS 81 interchange area)
- Section 3 extends from Creek Road to WIS 11
- Section 4 extends from WIS 11 to Rock County O

The Central Segment (Design ID 1005-10-01), which begins at Rock County O and ends at the Rock/Dane county line, contains four sections. The south end of the Central Segment passes through the east side of the city of Janesville while the north end of the Central Segment passes east of the city of Edgerton and through the towns of Fulton and Milton.

- Section 1 extends from Rock County O to the US 14 interchange on the north side of Janesville
- Section 2 extends from the US 14 interchange on the north side of Janesville to Kennedy Road
- Section 3 extends from the Kennedy Road to Knutson Road
- Section 4 extends from Knutson Road to the Rock/Dane county line

The North Segment (Design ID 1007-10-01), which begins at the Rock/Dane county line and ends at Dane County AB/Buckeye Road, contains three sections. The North Segment travels through the towns of Albion, Pleasant Springs, Christiana, and Blooming Grove before terminating in the city of Madison.

- Section 1 extends from the Rock/Dane county line to E. Church Road
- Section 2 extends from E. Church Road to Dane County AB
- Section 3 extends from Dane County AB to Dane County AB/Buckeye Road, encompassing the US 12/18 (Beltline) interchange

3.1 Project concept

This re-evaluation considers improvements to the I-39/90 mainline, most interchanges and overpasses, and associated local road improvements. This re-evaluation does not consider full build-out of the I-43/WIS 81 and US 12/18 (Beltline) interchanges. The proposed full build-out designs at these locations differ from the preferred alternative in the EA/FONSI.

The original scope of the I-43/WIS 81 interchange, as included in the EA/FONSI, was limited to bringing the interchange up to current design standards and ensuring local access was still maintained for the city of Beloit. However, as detailed design progressed, the city of Beloit has expanded their plans for the area east of the interchange known as the Gateway Business Park. This requires more efficient local access with broader operational considerations. The slip ramp proposed as part of the original EA/FONSI, which provided this local access, is no longer considered acceptable by FHWA.

The original scope of the US 12/18 Beltline interchange, as included in the EA/FONSI, was limited to the interchange itself. However, new projects have been initiated to the north, east and west of the interchange and the scope of what is needed at the Beltline interchange has changed. The interchange must not only ensure operational efficiency as the northern termini for the I-39/90 project, it must also ensure compatibility with future projects.

Therefore, separate EA's will be prepared for the I-43/WIS 81 interchange (Design ID 1003-10-02) and US 12/18 (Beltline) interchange (Design ID 1007-10-02). These separate EA's being completed for each interchange have distinct purposes and needs that go beyond the purpose and need as provided in this document. This re-evaluation only considers the impacts of adding mainline capacity through the interchange areas and any ramp modifications necessary due to the additional mainline capacity. The impacts associated with the full build-out of the interchanges will be individually considered in the separate interchange EA's.

3.1.1 Purpose for the proposed project

The purpose of the proposed I-39/90 mainline improvements is to meet current design standards, improve overall safety, accommodate future traffic with an acceptable level of service (LOS), and to replace aging pavements and structures. The I-39/90 corridor was built in the early 1960's. Currently, safety issues, design and pavement deficiencies, and traffic congestion require full reconstruction and redesign.

The proposed project is consistent with local and regional transportation and land use planning objectives. The project would provide a safe and efficient transportation system in the I-39/90 corridor to serve existing and future traffic demand while minimizing disturbance to the natural and built environment.

3.1.2 Need for the proposed project

I-39/90 is a route of national, state, regional, and local importance. The route is on the National Highway System (NHS) and is a Corridors 2030 Backbone route. I-39/90 is a federal truck route with about 35% of its total traffic volume consisting of heavy trucks. Truck route designation increases the importance of the route to operate safely and efficiently. The high volume of trucks, compared to other interstate segments within Wisconsin, signifies the importance of the route in movement of goods throughout the state and nation. Table 1 includes several interstate highway segments within Wisconsin, including I-39/90 within the project corridor, and their corresponding truck percentages[1].

Table 1. Wisconsin Interstate Highway Truck Percentages

Interstate Highway	County	Year	AADT	Truck %
I-39/90 North of Rock County S	Rock	2010	45,700	35
I-39/US 51 Casimir Road – Business US 51	Portage	2009	22,900	20
I-94 west of WIS 67 - Oconomowoc Lake	Waukesha	2010	42,300	20
I-94 Kilbournville - 1.5 miles south of Milwaukee County	Racine	2010	87,200	18
I-43 Port Washington - 0.9 miles north of WIS 84	Ozaukee	2010	24,900	14

I-39/90 also serves as a gateway to Wisconsin's northwoods, a regional destination for both in-state and out-of-state tourists. Traffic patterns on I-39/90 reflect the importance of this highway as a seasonal recreational route. Therefore, the highest capacity utilization occurs on Friday and Sunday afternoons in the summer months.

3.1.2.1 Traffic and roadway capacity

The volume of traffic a roadway carries is a gauge of how a roadway is being utilized. Traffic in the corridor grew at an annual rate of 2.3% from 1975 to 1990, and at an annual rate of 8.0% from 1990 to 2000. Heavy trucks make up about 35% of the average daily traffic (ADT). The roadway's LOS is a more comprehensive indicator of how a roadway is performing. It is desirable that C2020 Backbone Routes[2] operate at LOS C in the design year.

Table 2 summarizes the existing (2009/2010) traffic volumes and design year (2040) traffic forecast for average annual daily traffic (AADT) and LOS for defined sections of the corridor. As depicted in the table, all areas of I-39/90 will exceed the 60,000 AADT threshold[3] for consideration of a 6-lane facility by 2040.

Table 2. AADT Volumes and LOS

Limits	2009/10 Traffic Volumes	2040 Traffic Forecast	2009/10 Existing LOS	2040 No-Build LOS	2040 Build LOS
Illinois state line to I-43/WIS 81	50,100	76,500	D	F	D
I-43/WIS 81 to Rock County S	40,800	73,100	C	F	C
Rock County S to WIS 11/ Avalon Road	45,700	78,700	C	F	D
WIS 11/Avalon Road to WIS 11	50,400	88,200	D	F	C
WIS 11 to US 14	50,600	87,600	D	F	C
US 14 to WIS 26	50,600	87,600	D	F	C
WIS 26 to WIS 59	47,700	69,900	C	F	C
WIS 59 to WIS 73	44,300	71,800	C	F	C
WIS 73 to US 51	43,300	67,900	C	F	C
US 51 to Dane County N	43,700	65,100	C	E	C
Dane County N to US 12/18 (Beltline)	49,100	70,300	C	F	C

LOS C indicates that the roadway is operating at or near the free-flow speed and minor incidents can be absorbed without traffic backups. LOS D indicates that the roadway is operating slightly below the free-flow speed and minor incidents will cause traffic backups. LOS E indicates that the roadway is operating at capacity. The traffic stream offers no usable gaps to maneuver and any incident will cause extensive traffic backups. LOS F describes breakdowns in traffic flow. Any maneuver, such as merging, weaving, or lane drop results in traffic backing up.

Currently, segments in the corridor are operating at LOS C and LOS D. If no capacity improvements are made, the existing 4-lane freeway (No-Build condition) will operate at LOS E or LOS F in the design year, indicating breakdowns in traffic flow. The proposed expansion of I-39/90 will improve highway operations to a LOS C or D in the design year 2040. The two sections of I-39/90 anticipated to operate at LOS D in the design year are right on the LOS C/D border.

3.1.2.2 Safety

There were a total of 1,902 crashes per year along the I-39/90 corridor between the Illinois state line and city of Madison for the 5-year period of 2008 to 2012. Of these, 543 resulted in injuries and 20 in fatalities. Table 3 summarizes the 5-year average crash rates for each segment of I-39/90, obtained from WisDOT's MetaManager software. Bolded items indicate segments that exceed the statewide average for crashes on rural/urban roadways.

Table 3. Crash Rate Summary

Limits	Segment Length (miles)	Interstate Type (rural or urban)[1]	5-year Average	Statewide Average
Illinois state line to I-43/WIS 81	2.4	Rural	55	73
I-43/WIS 81 to Rock County S	2.3	Rural	28	73
Rock County S to WIS 11/ Avalon Road	5.2	Rural	35	37
WIS 11/Avalon Road to WIS 11	**2.5**	**Rural**	**43**	**37**
WIS 11 to US 14	3.2	Urban	49	73
US 14 to WIS 26	0.8	Urban	71	73
WIS 26 to WIS 59	**8.2**	**Rural**	**44**	**37**
WIS 59 to WIS 73	**3.0**	**Rural**	**49**	**37**
WIS 73 to US 51	**3.7**	**Rural**	**38**	**37**
US 51 to Dane County N	**9.1**	**Rural**	**47**	**37**
Dane County N to US 12/18 (Beltline)	**6.6**	**Rural**	**45**	**37**
Entire Corridor	**47**	**Rural + Urban**	**44**	**37[2]**

Notes: (1) Urban is classified as areas with a population of 25,000 or more. All other areas are considered rural.
(2) The entire corridor is considered to be mostly rural.

Most crashes occur within interchanges, where weaving and merging movements for exiting or entering the interstate create traffic conflicts. Segments that exceed the statewide average for crashes occur in the rural portions of I-39/90.

3.1.2.3 Mainline deficiencies

3.1.2.3.1 Horizontal curves

The posted speed limit on I-39/90 is 65 mph. It is the policy of WisDOT to use a design speed of 5 mph greater than the posted speed limit, 70 mph for the I-39/90 corridor, when developing design plans. Several curves had design speed ratings of 60 and 65 mph – less than the 70 mph desired. All of the northbound horizontal curves rated below a design speed of 70 mph can be upgraded to 70 mph by increasing their superelevation rates. All of the southbound horizontal curves below a design speed of 70 mph, except one, can be upgraded to 70 mph by increasing their superelevation rates. The one exception is a 65 mph design speed mainline curve located at the south end of the US

12/18 interchange. Achieving a 70 mph design speed on this curve, in conformance with the current 6% maximum superelevation standard, would require a new alignment with a greater radius curve.

3.1.2.3.2 Vertical curves

Speed ratings[4] for each vertical curve were derived based on the WisDOT Facilities Development Manual design standards. In the southbound direction, only two sag curves were rated at a design speed lower than the 65 mph posted speed. Similarly, in the northbound direction only two sag curves were found to be rated less than the 65 mph posted speed. The deficient vertical curves for both the northbound and southbound directions are located at the Rock River crossing and between Rock County M and Manogue Road in Rock County. The substandard sag curves were found to have a 55 mph design speed rating.

3.1.2.3.3 Grades

Two substandard vertical grades[5] exist in the I-39/90 project area, however both are in a downhill direction and therefore do not affect the operating speeds of vehicles. One is located in the northbound direction at the Rock River crossing (3.4%) and the other is in the northbound direction between Rock County M and Manogue Road (4.0%), both in Rock County.

While not substandard, five northbound locations and two southbound locations contain up to 0.75-mile long uphill grades (2-3%) that slow down the operating speed of heavy trucks by 10 mph or more. The two southbound locations are between Church Road and Dane County A in Dane County and at the Rock River crossing in Rock County. The five northbound locations are between Dane County BB and Dane County AB, the approach to the northbound weigh station, between Dane County B and East Church Road, just south of East Church Road, and near Dane County A.

3.1.2.3.4 Typical roadway section

Due to the high volume of truck traffic on this highway, interstate design standards[B] require a 12-foot wide outside (right shoulder) and inside (left shoulder) rather than the current 10-foot outside width and 6-foot inside width.

3.1.2.4 Bridge deficiencies

There are 90 bridges along this highway either carrying I-39/90 over or under side roads, trail corridors, waterways, and railroads. Similar to the highway itself, all shoulder widths on the bridges do not meet the current 12-foot WisDOT standard. Two bridges over the Rock River and two bridges over WIS 26 do not meet desirable clear roadway width standards[B] of 40 feet for a 4-lane divided roadway.

3.1.2.5 Interchange deficiencies

The interchanges in the I-39/90 corridor were designed and constructed in the early 1960s. Since that time, design standards have been updated to allow facilities such as the interstate to operate more efficiently and safely. Most all of the interchanges were designed with a maximum horizontal curve superelevation rate of 8%. Current standards for Wisconsin require no more than 6% superelevation. As a result, many of the ramp curve radii are too small by current WisDOT standards. In addition, since the initial interstate design, on and off ramp terminal configurations have changed considerably to provide safer exiting and merging movements. Consequently, nearly all the acceleration

and deceleration distances currently provided at the interchange ramps are shorter than current design standards[6].

Most interchanges have a single lane in each direction between ramp terminals on the connecting side road. Current and long-term functionality of the connecting side roads indicate a need for multilane divided roadway and bridges between the ramp terminals to safely accommodate traffic volumes and turning movements.

3.1.2.6 Pavement

The existing pavement from the Illinois state line to the Rock River was constructed in 1983 to 1984. This segment of interstate pavement was resurfaced in 2004, demonstrating that it has already outlived its initial construction service life of 20 years. The existing pavement from the Rock River north to Madison was constructed in 1989 to 1990. This segment of interstate is showing significant signs of deterioration and is approaching the end of its initial construction service life. Interim improvements have been constructed along this portion of the corridor to extend the service life of the existing pavement structures until construction of the I-39/90 expansion is completed.

3.1.3 Proposed improvements

The proposed action for I-39/90 involves expanding the existing 4-lane highway, with adjustments to the shoulder and median widths to meet current design standards. Table 4 summaries the proposed mainline improvements, with more details below.

Table 4. Summary of Proposed Improvements

Feature	Existing	Proposed for EA Re-Evaluation
Number of Lanes	4	6 8 (Janesville)
Shoulder Width	6-foot inside shoulder 10-foot outside shoulder	12-foot inside shoulder 12-foot outside shoulder
Median Width	Varies 60 feet to 84 feet	32 feet with concrete median barrier 84 feet with grass median
Clear Zone	≤ 34 feet	36 feet

3.1.3.1 Typical section

The proposed typical section involves reconstructing the existing 4-lane divided interstate highway to create a 6-lane divided highway. An 8-lane divided highway is proposed in the Janesville area between WIS 11 (Avalon Road) and WIS 26. A collector-distributor roadway will also be constructed between US 14 and WIS 26.

The proposed interstate highway will consist of 12-foot travel lanes with 12-foot inside and outside shoulders. The highway will typically be separated by a concrete median barrier in Rock County, and a grass median in Dane County. The concrete median barrier is proposed for safety since the resultant median width would be less than 60 feet.

The general concept is to utilize the existing right-of-way, which varies 230 to 650 feet wide along the I-39/90 corridor, to the extent practical. From the Illinois state line to north of the WIS 26 interchange at Janesville, the additional interstate lanes are proposed to be

added in the current median area. Additional right-of-way will be required in this area to provide a wider clear zone and maintain existing drainage patterns.

From north of Janesville to the US 12/18 interchange in Madison, the new proposed interstate alignment takes advantage of the wide median (varying 60 feet to 525 feet). The existing northbound or southbound lanes will be maintained while the remaining lanes move approximately 24 feet to maintain a minimum 84-foot median width. The minimum 84-foot median width is proposed to eliminate the use of cable guard, reduce cross over crashes, reduce the use of concrete median barrier, and to facilitate drainage and snow storage. Right-of-way acquisition will be needed to provide for the additional lanes, wider median, and wider clear zone. See Exhibit 2 for the proposed interstate roadway typical sections.

3.1.3.2 Interchanges

The 11 interchanges within the corridor will be reconstructed to update ramp configurations to current design standards and to provide multilane divided roadways and bridges between ramp terminals on the connecting side road. Typical sections for interchange exit and entrance ramps will include 15-foot travel lanes, a 4-foot inside shoulder (3-foot paved), and an 8-foot outside shoulder (5-foot paved).

3.1.3.3 Bridges

All overpass bridges, except the Cranston Road overpass in the South Segment, are proposed for replacement to accommodate a wider interstate typical section for the projected bridge design life of 75 years. At many locations, the profile of the side road will also be raised to increase vertical clearance on I-39/90. Right-of-way will be needed at most overpass locations to accommodate profile changes and side road connections.

3.1.3.4 ITS

Three categories of ITS devices will be deployed as part of the I-39/90 project. The three categories include cameras, dynamic and portable changeable message signs, and traffic data. New and existing cameras deployed throughout the I-39/90 corridor will be controlled by the State Traffic Operations Center.

3.1.3.5 Construction staging

Construction staging will allow I-39/90 to maintain two lanes of traffic in each direction in work zones. Lane restrictions and closures will be allowed during specific time periods with low traffic volumes, balancing the competing goals of minimizing earthwork, lane and ramp closures, and construction time.

3.1.4 Major actions to advance project since EA/FONSI approval

Written re-evaluations are required when three years have lapsed since a major action was taken. WisDOT defines a major action as:

- Approval to begin final design
- Plans, Specifications, and Estimate (PS&E) approval
- Payment of the acquisition of a substantial portion of right-of-way required
- Completion of construction of a substantial portion of the project

Federal aid was authorized for the project in the Fall of 2011 when final design of the project began. In October 2012, even though 3 years had not elapsed since the approval of the FONSI or beginning final design, FHWA requested that WisDOT prepare an updated scan on the

environmental impacts anticipated for the I-39/90 corridor to assess the results of design criteria changes.

In March 2013, the environmental scan, which analyzed the preliminary 30% design, was provided to WisDOT's Bureau of Technical Services (BTS) and FHWA to evaluate if the EA/FONSI document was still valid. WisDOT BTS and FHWA documented their position that additional NEPA analysis and documentation for this project is necessary due to the increase in anticipated impacts as a result of the design changes that occurred since the EA/FONSI in a memo to the I-39/90 CMT on May 23, 2013. This memo is included in Appendix Q.

Major actions undertaken for this project since the approved EA/FONSI are included in Table 5.

Table 5. Major Actions to Advance Project since EA/FONSI Approval

Approval Date	Major Action Undertaken	Authority	FIIPS Limit
7/29/2008	Draft EA	FHWA	N/A
10/1/2010	Final EA/FONSI	FHWA	N/A
10/19/2010	TPC recommended enumeration of the project for final design and construction	FHWA	N/A
10/12/2012	Environmental Scan request by FHWA for updated impacts	FHWA	N/A
2/1/2013	PS&E – I-39/90 Central Segment, WIS 11/ Racine Street Interchange – Environmental Impact Update completed (Accepted by FHWA 11/27/12)	WisDOT	STH 11 N JCT INTERCHANGE
3/14/2013	Environmental Scan submitted to BTS-EPDS and FHWA	WisDOT/ FHWA	N/A
5/23/2013	BTS-EPDS and FHWA NEPA position memo sent to I-39/90 CMT	WisDOT/ FHWA	N/A
11/1/2013	PS&E – 1007-10-71 I-39/90 North Segment, Siggelkow Road Bridges B-13-138/727 – Environmental Impact Update completed (Accepted by FHWA 9/12/2013)	WisDOT	SIGGELKOW RD BRDGS B-13-0138/0727
11/1/2013	PS&E – 1001-01-62 I-39/90 Resurfacing, Milwaukee Street to WIS 106, Rock and Dane Counties – separate pER completed (Approved 10/21/2013)	WisDOT	MILWAUKEE ST TO STH 106

3.1.5 Work completed to date

Work completed for this project since the approval of the EA/FONSI is included in Table 6.

Table 6. Work Completed To Date

Approval Date	Projects LET for Construction	Authority	FIIPS Limit
8/14/2012	LET - 1007-10-61 Northbound structures B-13-172/169	WisDOT	NB STRS B-13-172/169
8/14/2012	LET - 1007-10-62 Southbound structures B-13-208/171/168/137	WisDOT	SB STRS B-13-208/171/168/137
5/14/2013	LET - 1001-03-74 I-39/90 Central Segment, WIS 11/Racine Street Interchange	WisDOT	STH 11 N JCT INTERCHANGE
5/14/2013	LET - 1003-10-70 South Segment ITS Components	WisDOT	STATELINE ROAD TO CTH O
5/14/2013	LET - 1005-10-70 Central Segment ITS Components	WisDOT	CTH O TO NORTH ROCK COUNTY LINE
5/14/2013	LET - 1007-10-70 North Segment ITS Components	WisDOT	SOUTH DANE COUNTY LINE TO US 12/18
5/14/2013	LET - 1003-10-86 I-39/90 South Segment, Southbound Temporary Widening, Stateline Road to Woodman Road	WisDOT	STATELINE ROAD TO WOODMAN ROAD
3/11/2014	LET – 1007-10-71 I-39/90 North Segment, Siggelkow Road Bridges	WisDOT	SIGGELKOW RD BRDGS B-13-0138/0727
4/18/2014	LET – 1001-01-62 Resurfacing, Milwaukee Street to WIS 106, Rock and Dane Counties	WisDOT	MILWAUKEE ST TO STH 106

3.1.6 Current sections to be let to contract

The PS&E schedule, at the time this document was written, for sections of the I-39/90 project is shown in Table 7. Only the current year is shown because schedules may fluctuate for the out years.

Table 7. Current Sections to be Let to Contract

PS&E Date	Upcoming Projects (FIIPS) for PS&E in 2014[1]	Authority
8/1/2014	1005-10-75 MANOGUE RD BRIDGE REPLACE	WisDOT
11/3/2014	1003-10-71 CTH S SHOPIERE RD INTCHG	WisDOT
11/3/2014	1003-10-82 STATELINE RD BRIDGE REPLACE	WisDOT
11/3/2014	1003-10-75 WOODMAN RD BRIDGE	WisDOT
11/3/2014	1007-10-72 USH 51/STH 73 INTCHG	WisDOT

Notes: (1) LETs for these projects are scheduled for 2015.

3.1.7 Design changes

3.1.7.1 Project termini

The northern I-39/90 project terminus in the EA/FONSI was the US 12/18 interchange in Dane County. The proposed improvements ended where the US 12/18 interchange ramps met the I-39/90 mainline. The northern project terminus for the EA Re-Evaluation has been extended 2.5 miles to the Dane County AB/Buckeye Road overpass. This extension was needed to accommodate the proposed reconstruction of the US 12/18 interchange and associated ramps, tapers, and lane drops. The southern project terminus of the Illinois state line remains the same.

3.1.7.2 Overpasses

Only seven bridges over I-39/90 were identified in the EA/FONSI for replacement because expansion of the roadway was to occur to the outside, which would require removal of the shoulder piers and thus the entire bridge, as opposed to the inside median. These seven overpass bridges include:

- Manogue Road
- WIS 106
- Maple Grove Road
- Dane County A
- Dane County BN
- Church Street
- Williams Drive

All overpass bridges, except the Cranston Road overpass in the South Segment, were originally constructed in the early 1960's and have reached their serviceable life. Many of these overpass bridges also have outdated design standards. Current design plans propose to replace nearly all bridges over I-39/90 regardless of whether expansion will be in the median or outside of the existing roadway. All overpass bridges that are proposed for replacement will accommodate a wider interstate typical section for the projected bridge design life of 75 years. At many locations, the profile of the side road will also be raised to increase vertical clearance on I-39/90. This design change resulted in increased right-of-way impacts and project cost along various side roads as additional construction will be needed to tie in to the existing roadway.

3.1.7.3 Interchange configuration

The following table lists the existing interchange configuration, the interchange configuration proposed in the EA/FONSI, and the currently proposed interchange configuration for all 11 interchanges within the project limits. Slight alignment modifications are now required at all interchange structure locations for constructability purposes. Other notable design changes, indicated in italics in Table 8, have occurred at 6 of the 11 interchanges. In all cases, these design changes resulted in an increase in right-of-way impacts. A general description of each interchange configuration can be found in the glossary.

Table 8. Proposed Interchange Configurations

Location	Existing Interchange Type	EA/FONSI Interchange Type (See Appendix R)	EA Re-Evaluation Interchange Type (See Exhibit 3)
I-43/ WIS 81	Cloverleaf (full)	Free Flow with Diamond	**Free Flow with Local Road Connection** *Significant design changes are proposed for this interchange. A separate environmental document will be prepared for this location.*
Rock County S	Diamond	Diamond	**Diamond**
WIS 11/ Avalon Road	Diamond	Diamond	**Diverging Diamond** *Further analysis during the design phase revealed that a diverging diamond interchange would better serve the high volume of left turns at this location and accommodate oversize/overweight vehicles.*
WIS 11/ Racine Street	Cloverleaf (full)	Diamond	**Diamond** *The proposed design now includes roundabouts at the ramp terminals instead of signalized intersections.*
US 14	Cloverleaf (partial)	Diamond with Collector/ Distributor Roads	**Diamond with Collector/Distributor Roads**
WIS 26	Cloverleaf (partial)	Cloverleaf (partial) with Collector/ Distributor Roads	**Diverging Diamond with Collector/Distributor Roads** *Further analysis during the design phase revealed that a diverging diamond interchange would improve safety at this location.*
WIS 59	Cloverleaf (partial)	Diamond	**Diamond**
US 51/ WIS 73	Cloverleaf (partial)	Diamond	**Diamond**
US 51	Trumpet	Trumpet	**Trumpet**
Dane County N	Diamond	Diamond	**Diamond** *The proposed design now includes roundabouts at the ramp terminals instead of stop control intersections.*
US 12/18 (Beltline)	Cloverleaf (partial)	Cloverleaf (partial) with Directional Ramps	**Turbine with Collector/Distributor Roads** *Significant design changes are proposed for this interchange. A separate environmental document will be prepared for this location.*

3.1.7.4 Side road access

The EA/FONSI did not consider access along side roads. As a result, the proposed improvements include several changes to side road connections to improve access spacing and meet current design standards. Side road connection changes at all interchanges (noted in bold) and side road overpasses or underpasses where changes are proposed are described in Table 9 and can be seen in Exhibit 4.

Table 9. Side Road Access Changes

Location	EA Re-Evaluation Access Changes
I-43/WIS 81 Interchange	Access changes are proposed in this area. These will be discussed in detail in the separate environmental document being prepared for this location.
Hart Road overpass	A commercial driveway will be relocated 900 feet east of its existing location.
Rock County S Interchange	West of I-39/90, backage roads are proposed to access several properties in order to provide desirable spacing between the interchange ramp terminals and the nearest access point. East of I-39/90, a frontage road will be constructed along the existing road bed to provide access to commercial and residential properties in this area.
Creek Road overpass	The intersection of Creek Road/Patrick Road/Philhower Road will be reconstructed approximately 100 feet west of its existing location due to the profile of Creek Road being raised to provide additional clearance over I-39/90.
WIS 11/ Avalon Road Interchange	West of I-39/90, access to Mulder Farms was consolidated to one new access point that aligns with the access point to S. Read Road. This design change will improve access point spacing and safety.
WIS 11/ Racine Street Interchange	No changes.
US 14 Interchange	No changes.
Ryan Road overpass	Just south of the WIS 26 interchange a new overpass of I-39/90 from Ryan Road to Deerfield Drive is proposed. This design change will reduce the amount of through traffic on WIS 26 utilizing the WIS 26 interchange and improve local road connectivity.
WIS 26 Interchange	No changes.
Kennedy Road overpass	Kennedy Road will be realigned to reduce the length of the bridge required and its intersection with N. Brentwood Drive will be reconstructed.

Location	EA Re-Evaluation Access Changes
WIS 59 Interchange	East of I-39/90, access modifications are proposed for several commercial properties. A new intersection of Goede Road and Richardson Springs Road is proposed for reconstruction as a roundabout and all private access to WIS 59 is removed in the interchange area.
Goede Road overpass, Hemenway Road	The Goede Road overpass will be removed and Hemenway Road west of I-39/90 will be extended north of WIS 59 to connect to existing Goede Road. This design change will reduce project cost by eliminating a structure and parallel routes to I-39/90.
US 51/ WIS 73 Interchange	Pierce Road will be realigned to intersect with WIS 73 approximately 1,200 feet east of the existing intersection in order to maximize the spacing between the ramp terminal and the side road.
US 51 Interchange	No changes.
Dane County N Interchange	West of I-39/90, backage roads are proposed to provide access to several commercial properties. The purpose of this design change is to remove all private access points between the ramp terminal and the first side road intersection.
US 12/18 (Beltline) Interchange	Access changes are proposed in this area. These will be discussed in detail in the separate environmental document being prepared for this location.

3.1.7.5 Pedestrian and bicycle accommodations

At the time the EA/FONSI was completed, TRANS 75 was not a law and therefore, the EA/FONSI only considered pedestrian facilities in the urban portions of the project. In compliance with TRANS 75 pedestrian and bicycle facilities are included where required (side roads and overpasses, not on I-39/90). The inclusion of pedestrian and bicycle accommodations has changed the impacts within the I-39/90 project corridor. See Appendix A for more information on the proposed pedestrian and bicycle accommodations.

On the fringes of urbanized areas, many bridges over I-39/90 are being designed to be compatible with future pedestrian and/or bicycle facilities where there is currently an absence of need. However, several municipalities have been excluded from TRANS 75 requirements due to refusal to maintain[7] such facilities. These municipalities include:

- South Segment
  - Town of Turtle
  - Town of La Prairie
  - City of Beloit (Hart Road overpass only)
- Central Segment
  - Town of Harmony

3.1.7.6 Clear zone

The EA/FONSI assumed a 34-foot clear zone along the I-39/90 mainline. For the current project, FHWA requested WisDOT design the I-39/90 corridor with a minimum 36-foot clear zone in order to match the guidance given for minimum median widths on interstates in AASHTO's publication "A Policy on Design Standards – Interstate System".

3.1.7.7 Drainage

Drainage was not addressed in the EA/FONSI. In certain areas in the South Segment where the topography is very flat, additional right-of-way is needed to provide proper drainage. Standard drainage design would have required a deep, wide channel between Rock County O and WIS 11/Avalon Road that would have resulted in significantly more right-of-way than what was anticipated in the EA/FONSI. To minimize right-of-way impacts in this area, flat swales will be established to hydraulically connect the underlying sand layers in the region, enhancing infiltration and reducing runoff.

New regulations for reducing sediment and phosphorus to meet water quality standards on Section 303(d) impaired waters in the Rock River drainage basin will likely necessitate the construction of detention ponds along the project corridor. These detention ponds will require additional right-of-way not accounted for in the EA/FONSI.

3.1.7.8 Capacity through Janesville

The number of lanes on an interstate highway is governed by the AASHTO publication "A Policy on Design Standards – Interstate System". FHWA uses this policy to require that interstate highways meet a LOS C in the 30th highest traffic hour (K30) in the design year, 2040. In order to meet the standard LOS C for K30 in 2040, an 8-lane facility is required in the Janesville area.

The EA/FONSI proposed a 6-lane facility with an auxiliary lane in each direction only in the Janesville area. As part of the current design, it was decided that it would be preferable to make the auxiliary lane a thru lane in each direction. There was some concern that the length of the auxiliary lane between the interchanges in the Janesville area was too long, and that drivers would not understand that the auxiliary lane would end at the next interchange. The only difference between the original EA/FONSI and the current design is that the fourth lane is included between interchange ramps and therefore, this design change does not require additional right-of-way or create additional environmental impacts.

3.1.7.9 Alternate routes

Alternate routes were not considered as part of the EA/FONSI. The current I-39/90 Beloit-Janesville-Rockford alternate route is an extensive system of alternate routes to serve traffic during incidents on I-39/90 or simply provide an alternative to using the interstate. Improvements are planned for the existing alternate route to allow the route to better meet traffic demands anticipated during construction of I-39/90. Improvements are also planned for an additional, more direct alternate route between Beloit and Janesville along Hart Road, Inman Parkway, and Rock County G. Intersection reconstruction, pavement upgrades, wider lane widths and shoulders, and improved signal timing are some of the proposed improvements. The roadways listed in Table 10 make up the alternate route for the I-39/90 corridor (roadways listed from south to north).

Table 10. Alternate Routes

Roadway	Type of Environmental Document	Proposed Improvements
Manchester Road	None	No improvements needed
Gateway Boulevard	None	No improvements needed
Hart Road	ER	Pavement reconstruction, intersection improvements
Inman Parkway Extension	EA	Extension of existing 2-lane roadway between Rock County G and Rock County S on new alignment
Rock County G	ER	Pavement reconstruction, widening roadway to provide continuous two-way left turn lane in some areas, intersection improvements
WIS 140	pER	Safety improvements
WIS 11	None	No improvements needed
US 14	ER	Intersection improvements and pavement rehabilitation
US 51	ER	Intersection improvements and pavement rehabilitation
WIS 73	ER	Reconstruction of approximately 10 miles of 2-lane roadway
US 12/18 and WIS 73	EA	Construction of a new grade-separated, jug-handle configuration intersection
US 12/18	EA	Freeway conversion of 3.2 miles of 4-lane roadway

See Exhibit 5 for a map of alternate routes in the I-39/90 project area. The construction ID and the type of environmental document completed or being prepared for each route is indicated on the map. Since separate environmental documents will be used for the alternate routes, the impacts and cost associated with each route are not included in this re-evaluation. This discussion is only intended to raise awareness to their existence.

3.2 Changes in affected environment

While the purpose and need for the project has remained the same, there have been some changes to the project's concepts since the approval of the EA/FONSI. Therefore, further investigations were completed and have revealed changes in the affected environment as discussed in this section.

3.2.1 Environmental setting

3.2.1.1 Wetlands

During the EA/FONSI, 80 wetlands along the I-39/90 corridor were identified and field verified based upon early growth vegetation in April/May 2003. Additional field surveys and wetland delineations were conducted in 2012 with verification in 2013 for the South and Central segments. In 2013, additional field surveys and wetland delineations were conducted for the North Segment. These areas were verified in 2014. A total of 74 wetland areas are identified in the project corridor. Wetland delineation concurrence from the Wisconsin Department of Natural Resources (DNR) is as follows. Note that any concurrence not completed at the time of this re-evaluation will be done so before completion of the final design.

- South Segment
  - 2012 Delineation – Concurrence received December 3, 2012
  - 2013 Delineation – Concurrence received June 18, 2014
- Central Segment
  - 2012 Delineation – Concurrence received November 16, 2012
  - 2013 Delineation – Concurrence received October 14, 2013
- North Segment
  - 1st Addendum to 2013 Delineation – Concurrence received July 15, 2014
  - 2nd Addendum to 2013 Delineation – Submitted August 14, 2014, concurrence not yet received

Significant changes to the wetland environmental setting have occurred since the EA/FONSI. In some areas, wetlands that were identified as part of the EA/FONSI no longer exist and still others were newly identified during the recent field surveys. Wetlands included in this re-evaluation are shown in Table 11. See Exhibit 6 for more details regarding the changes to the wetland environment, including the EA/FONSI identified wetland locations. See Exhibit 4 for maps showing the location of wetlands in the project area. See Appendix R for maps showing the EA/FONSI identified wetlands.

Table 11. Changes in Wetland Environment

	Wetland Code No.		Wetland Type	Wetland Functional Value	
	EA/FONSI	2012/13/14 Delineation		EA/FONSI	2012/13/14 Delineation
South Segment	N/A	R-1A	M	N/A	Low
	N/A	R-2A	M, RPF	N/A	Medium
	R-5/6	R-5/6	RPF	Low – High	Medium
	R-20	R-20	M	Low	Low
Central Segment	R-13	R-13	M	Low – Medium	Low
	R-14	R-14	M	Low – Medium	Low
	N/A	R-26	M	N/A	Low
	N/A	R-27	M	N/A	Low

	Wetland Code No.		Wetland Type	Wetland Functional Value	
	EA/FONSI	2012/13/14 Delineation		EA/FONSI	2012/13/14 Delineation
North Segment	D-1	D-1	M, WS	Low – Medium	Medium
	N/A	D-1A	SM(D)	N/A	Low
	D-2	D-2	WS(D), M	Low – Medium	Low
	D-3	D-71	M	Low	Low
	D-4	D-5A	M/WS/SS	Low – High	Low – Medium
	D-5	D-5	M(D)/AB(D)	Low – High	Low
	D-6/10	D-6	M(D)	Low – High	Low – Medium
	D-7/8	D-7	M	Low – High	Low – Medium
	D-7/8	D-8	SM/M	Low – High	Medium – High
	N/A	D-8A	M/SS	N/A	Medium
	D-9	D-9	M/WS	Low – High	Medium
	D-6/10	D-10	M	Low – High	Medium
	D-11	D-10A	M	Low – High	Medium
	N/A	D-10B	M(D)	N/A	Low
	N/A	D-10C	SM	N/A	Low – Medium
	N/A	D-10D	WS(D)	N/A	Low
	N/A	D-10E	M(D)	N/A	Low
	D-12	D-12	M/SM/SS	Medium – High	Medium
	N/A	D-12A	M(D)/SM(D)	N/A	Low
	D-14	D-14	RPE/M/WS	Low – Medium	Low – Medium
	D-15/23	D-15	M(D)	Low	Low
	N/A	D-15A	M(D)	N/A	Low
	D-17	D-17	M	Low – Medium	Medium
	D-18	D-18	M(D)	Low	Low
	N/A	D-18A	M(D)	N/A	Low
	D-19	D-19	M	Low	Medium
	D-20	D-20	SM	Low – High	Medium – High
	D-21	D-21	M(D)	Low – Medium	Low – Medium
	D-15/23	D-23	M(D)	Low	Low
	D-24	D-24	SM/M/AB	Low	Low
	D-25	D-25	M(D)	Low	Low – Medium
	D-27	D-27	M(D)/SM(D)	Low – Medium	Low
	D-28	D-28	AB(D)/SS(D)/ M(D)/WS(D)	Low – Medium	Low – Medium
	N/A	D-28A	M/SM	N/A	Low – Medium
	N/A	D-28B	M(D)/SM(D)	N/A	Low – Medium
	D-29	D-29	M(D)	Low – Medium	Low
	N/A	D-29A	M(D)/WS(D)	N/A	Low
	D-30	D-30	M(D)	Low – Medium	Low – Medium
	D-31/32	D-31	M/SS/WS	Low – Medium	Low – Medium
	N/A	D-31A	M(D)	N/A	Low – Medium
	D-31/32	D-32	M/SS	Low – Medium	Low – Medium
	D-33	D-33	M(D)/RPE(D)	Medium	Low
	D-34	D-34	WS(D)	Low	Low

	Wetland Code No.		Wetland Type	Wetland Functional Value	
	EA/FONSI	2012/13/14 Delineation		EA/FONSI	2012/13/14 Delineation
North Segment (Cont.)	D-35	D-35	SM/WS	Low	Low
	D-56	D-56	M(D)	Low	Low
	N/A	D-56A	M(D)/WS(D)	N/A	Low
	N/A	D-56C	M(D)/WS(D)	N/A	Low
	D-57	D-57	M(D)/WS(D)	Low	Low
	N/A	D-58	M(D)/WS(D)	N/A	Low – Medium
	N/A	D-70	M(D)/WS(D)	N/A	Low
	N/A	D-70A	M(D)	N/A	Low
	N/A	D-72	M(D)	N/A	Low
	N/A	D-73	M(D)	N/A	Low
	N/A	D-74	M(D)	N/A	Low
	N/A	D-75	M(D)	N/A	Low
	N/A	D-75A	M(D)	N/A	Low
	N/A	D-76	M(D)	N/A	Low
	N/A	W-3B	M/SM/SS	N/A	Low - Medium
	N/A	W-8	SS/M/SM/SS	N/A	Low – Medium
	N/A	W-9	WS/M/SS	N/A	Low – Medium
	N/A	W-10A	WS/M/SS	N/A	Low – Medium
	N/A	W-10B	WS/M/SS	N/A	Low – Medium
	N/A	Loop W-3	M/SM	N/A	Low – Medium
	N/A	Loop W-4	M/SM/WS/SS	N/A	Low – Medium
	N/A	Loop W-5	M/SM	N/A	Low
	N/A	Loop W-6	M/WS/SS/SM	N/A	Low - Medium

3.2.1.2 Upland habitat

During the EA/FONSI, 21 upland habitat areas along the I-39/90 corridor were identified and field verified based upon early growth vegetation in April/May 2003. No upland habitat areas were noted in the South Segment. Additional field surveys were conducted in 2012 and 2013 to identify upland habitat areas in the project area. The 2012 and 2013 survey identified 58 upland habitat areas in the project corridor.

Table 12 shows the changes in upland habitat environmental setting that have occurred since the EA/FONSI. All upland habitat areas in the South Segment were newly identified in the 2012 or 2013 field survey as noted. There were no changes to the identified upland habitat areas in the Central and North segments. See Exhibit 4 for maps showing the location of upland habitat in the project area. See Appendix R for maps identifying the EA/FONSI upland habitat locations, noted as forest in the legend.

Table 12. Changes in Upland Habitat

	Upland Code No.		Native Community
	EA/FONSI	2012/13 Survey	
South Segment	N/A[1]	Habitat 1	Old Field
	N/A[1]	Habitat 2	Old Field
	N/A[1]	Habitat 3	Southern Dry-Mesic Forest
	N/A[1]	Habitat 4	Old Field

	Upland Code No.		
	EA/FONSI	2012/13 Survey	Native Community
South Segment (Cont.)	N/A[1]	Habitat 5	Old Field
	N/A[1]	Habitat 6	Southern Dry-Mesic Forest
	N/A[1]	Habitat 7	Old Field
	N/A[1]	Habitat 8	Old Field
	N/A[1]	Habitat 9	Old Field
	N/A[1]	Habitat 10	Mesic Prairie
	N/A[1]	Habitat 11	Mesic Prairie
	N/A[1]	Habitat 12	Southern Dry Forest
	N/A[1]	Habitat 13	Southern Dry-Mesic Forest
	N/A[1]	Habitat 14	Southern Dry-Mesic Forest
	N/A[1]	Habitat 15	Southern Dry-Mesic Forest
	N/A[1]	Habitat 16	Southern Dry-Mesic Forest
	N/A[1]	Habitat 17	Southern Dry-Mesic Forest
	N/A[1]	Habitat 18	Old Field
	N/A[1]	Habitat 19	Pine Plantation
	N/A[1]	Habitat 20	Southern Dry-Mesic Forest
	N/A[1]	Habitat 21	Southern Dry-Mesic Forest
	N/A[1]	Habitat 22	Old Field
	N/A[1]	Habitat 23	Southern Dry-Mesic Forest
	N/A[1]	Habitat 24	Northern Dry Forest
	N/A[1]	Habitat 25	Northern Dry Forest
	N/A[1]	Habitat 26	Old Field
	N/A[1]	Habitat 27	Old Field
	N/A[1]	Habitat 28	Old Field
	N/A[1]	Habitat 29	Old Field
	N/A[1]	Habitat 30	Old Field
	N/A[1]	Habitat 31	Old Field
	N/A[1]	Habitat 32	Old Field
	N/A[1]	Habitat 33	Old Field
	N/A[1]	Habitat 34	Old Field
	N/A[1]	Habitat 35	Old Field
	N/A[1]	Habitat 40	Old Field
	N/A[1]	Habitat 41	Pasture
Central Segment	RF-1	RF-1	Dry Southern Hardwoods
	RF-2	RF-2	Dry Southern Hardwoods
	RF-3	RF-3	Dry-Mesic Southern Hardwoods
	RF-4	RF-4	Dry Southern Hardwoods
	RF-5	RF-5	Dry Southern Hardwoods
	RF-6	RF-6	Dry Southern Hardwoods
	RF-7	RF-7	Unknown
	RF-8	RF-8	Dry Southern Hardwoods
	RF-9	RF-9	Dry Southern Hardwoods

	Upland Code No.		Native Community
	EA/FONSI	2012/13 Survey	
North Segment	DF-1	DF-1	Dry Southern Hardwoods
	DF-2	DF-2	Dry Southern Hardwoods
	DF-4	DF-4	Dry Southern Hardwoods
	DF-5	DF-5	Dry Southern Hardwoods
	DF-6	DF-6	Dry Southern Hardwoods
	DF-8	DF-8	Dry-Mesic Southern Hardwoods
	DF-10	DF-10	Dry Southern Hardwoods
	DF-11	DF-11	Dry Southern Hardwoods
	DF-12	DF-12	Dry Southern Hardwoods
	DF-13	DF-13	Dry-Mesic Southern Hardwoods
	DF-14	DF-14	Red Pine Plantation
	DF-15	DF-15	Dry Southern Hardwoods

Notes: (1) Newly identified in the 2012 and 2013 field survey.

3.2.1.3 Floodplains

No floodplain environment surveys were conducted as part of the EA/FONSI. Therefore, a new floodplains survey was completed as part of this re-evaluation. The existing floodplains along the I-39/90 corridor are illustrated in Exhibit 4. There are 11 stream crossings with structures in designated floodplains and 4 floodplain areas that are adjacent to the interstate embankment. Of the 11 structures, 7 are bridges and 4 are culverts. The locations of the floodplains are described in Table 13 below.

Table 13. Floodplain Locations

	Location	Existing Structure No.	Stream
South Segment	Sta. 204+00 (Stream Crossing S3)	B-53-48 and B-53-51	Spring Brook
	Sta. 370+00 (Stream Crossing S5)	B-53-42 and B-53-43	Turtle Creek
Central Segment	Sta. 799+50 (Stream Crossing C1)	B-53-63 and B-53-64	Spring Brook
	Sta. 863+00	B-53-59 and B-53-60	*See Note 1*
	Sta. 1186+00	2 48-inch CPCM	*See Note 2*
	Sta. 1381+50 (Stream Crossing C3)	B-53-88 and B-53-89	Rock River
North Segment	Sta. 1563+00	I-39/90 Embankment	*See Note 3*
	Sta. 1680+00 (Stream Crossing N1)	B-13-208 and B-13-209	Tributary to Saunders Creek
	Sta. 1714+50	I-39/90 Embankment	*See Note 4*
	Sta. 1775+00	I-39/90 Embankment	*See Note 5*
	Sta. 1905+00 (Stream Crossing N4)	42-inch CPCM	Ag. Ditch #2

	Location	Existing Structure No.	Stream
North Segment (Cont.)	Sta. 2189+50 (Stream Crossing N6)	I-39/90 Embankment	*See Note 6*
	Sta. 2400+00 (Stream Crossing N8)	B-13-160 and B-13-161	Door Creek
	Sta. 2523+00 (Stream Crossing N9)	C-13-58	Ag. Ditch #4
	Sta. 2611+50 (Stream Crossing N10)	C-13-44	Tributary to Pennito Creek

Notes: (1) Structure adjacent to Spring Brook; Mt. Zion Avenue set at low elevation and high water levels may flood street.
(2) Intermittent channel.
(3) Northbound highway embankment adjacent to floodplain of unnamed creek flowing to Lake Kegonsa.
(4) Northbound and southbound highway embankment adjacent to Saunders Creek floodplain.
(5) Northbound and southbound highway embankment adjacent to floodplain of Tributary to Saunders Creek just south of Maple Grove Road overpass.
(6) Southbound highway embankment adjacent to floodplain of Tributary to Yahara River.

3.2.1.4 Stream crossings

Stream crossings were field verified as part of the EA/FONSI. Due to the amount of time that has passed since the EA/FONSI field survey, additional field surveys were conducted in 2012 and 2013 to verify stream crossing locations and potentially identify new ones. The field survey identified seven additional stream crossings, four in the South Segment and three in the North Segment.

Table 14 lists the stream crossings identified in the project corridor and notes those that were not identified as part of the EA/FONSI. See Exhibit 4 for maps of the stream crossing locations. See Appendix R for maps identifying the EA/FONSI stream crossing locations. See Exhibit 6 for more detailed information regarding stream crossings.

Table 14. Changes in Stream Crossings

	Stream Information			Section 10 Water (Yes/No)	Change Since EA/FONSI
	No.	Name	Location		
South Segment	S1	Tributary to Spring Brook[1]	Sta. 168+00	No	Newly identified stream crossing
	S2	Tributary to Spring Brook[1]	Sta. 189+00	No	Newly identified stream crossing
	S3	Spring Brook	Sta. 204+00	No	None
	S4	Ag. Ditch	Sta. 270+00	No	Newly identified stream crossing
	S5	Turtle Creek	Sta. 370+00	No	None
	S6	Tributary to Rock River[1]	Sta. 565+00	No	Newly identified stream crossing

	Stream Information			Section 10 Water (Yes/No)	Change Since EA/FONSI
	No.	Name	Location		
Central Segment	C1	Spring Brook	Sta. 799+50	No	None
	C2	Tributary to Spring Brook[1]	Sta. 869+25	No	None
	C3	Rock River	Sta. 1381+50	Yes	None
North Segment	N1	Tributary to Saunders Creek	Sta. 1680+00	No	None
	N2	Tributary to Saunders Creek	Sta. 1714+50	No	None
	N3	Ag. Ditch #1	Sta.1754+00	No	None
	N4	Ag. Ditch #2	Sta. 1905+00	No	None
	N5	Tributary to Mud Creek	Sta. 2124+00	No	Newly identified stream crossing
	N6	Tributary to Yahara River	Sta. 2189+50	No	None
	N7	Tributary to Lake Kegonsa	Sta. 2330+00	No	Newly identified stream crossing
	N8	Door Creek	Sta. 2400+00	No	None
	N9	Ag. Ditch #4	Sta. 2523+00	No	None
	N10	Tributary to Pennito Creek	Sta. 2611+50	No	Newly identified stream crossing

Notes: (1) Intermittent Stream.

3.2.2 Traffic

The traffic forecasts utilized for the preliminary design in the EA/FONSI used data from 2002 as existing traffic volumes and forecasted traffic for the year 2030. Now that more detailed designs are being completed for the project, new traffic forecasts have been conducted to utilize traffic data from 2010 as existing traffic volumes and forecasted traffic for the year 2040. The traffic projections used in the EA/FONSI can be found in Appendix S. The current traffic forecast maps for Rock County, Dane County, and 11 interchanges can be found in Exhibit 7.

3.2.3 Noise receptors

The EA/FONSI identified 1,776 noise receptors along the I-39/90 corridor. Most of these noise receptors identified were residences in large neighborhoods through Janesville. The methodology of the noise analysis has changed since the EA/FONSI and therefore, a new noise analysis was completed in 2013. The 2013 noise analysis found 508 noise receptors along the I-39/90 Corridor. The number of noise receptors has changed from the EA/FONSI due to the following reasons:

- The 2013 analysis mainly included noise receptors immediately adjacent to the I-39/90 corridor because these would benefit most from noise walls or other noise abatement measures.

- Additional receptors within the Central Segment did not exist at the time that the EA/FONSI analysis was completed and are now included in the analysis. The primary location of these additional receptors is a residential subdivision on the north side of the city of Janesville.

See Appendix B for the noise receptor locations. The EA/FONSI noise receptor information can be found in Appendix T.

3.2.4 Historic or archaeological properties

The Section 106 process was completed as part of the EA/FONSI under WisDOT Project ID 1001-07-00 in December 2007. A letter from the State Historic Preservation Office (SHPO) of the Wisconsin Historical Society (WHS), dated December 3, 2007, concluded that the proposed undertaking would have no impact on historic properties pursuant to 36 CFR 800.4(d)(1). In 2013 additional archaeological and historic surveys were completed in areas outside the area of potential effect (APE) identified in the EA/FONSI.

3.2.4.1 Archaeology area of potential effect

The APE for the archaeological survey for the EA/FONSI included only the existing I-39/90 highway right-of-way. A literature search was conducted for sites within one mile of the project area and shovel testing at 15 meter intervals was completed in areas within the existing highway right-of-way that were not disturbed. The majority of the shovel testing was conducted at interchange locations while the majority of the median along the mainline was categorized as disturbed. Survey access was denied in the I-43/WIS 81 interchange area.

The APE for the archaeological survey for the EA Re-Evaluation consisted of the existing and proposed right-of-way, as well as temporary and permanent easements. Unlike the area surveyed for the EA/FONSI, the current APE covers all proposed overpass and side road improvements in addition to the mainline. Shovel testing was conducted in many areas outside the existing I-39/90 right-of-way where acquisition is proposed. The following sites were identified during the recent archaeological surveys:

- Central Segment
  - Phase 1 archaeological surveys conducted in July and August 2013 verified two previously reported archaeological sites within the APE. One site was determined not eligible for listing in the National Register for Historic Places (NRHP) and additional investigation of the other site was recommended to evaluate its eligibility for listing in the NRHP.
  - Phase 2 archaeological surveys conducted in October and November 2013 determined site 47RO0051/BRO0184 (Riverview Resort) was not eligible for listing in the NRHP.
  - One previously reported cataloged cemetery/burial site 47RO0430/BRO0034 (Leisure Estates Cemetery) was identified adjacent to, but not within, the APE.
  - One previously identified cemetery/burial site 47RO0434/BRO0033 (Whitford Map Mound) was identified within the APE.
- North Segment
  - Phase 1 archaeological surveys conducted in October and November 2012 verified three previously reported archaeological sites within the APE. No evidence of the three sites was identified within the APE. Site

47DA0487/BDA0445 was determined to be a prehistoric mound site that has been destroyed and sites 47DA0488 and 47DA0801 were determined to be prehistoric campsite/village sites.

3.2.4.2 History area of potential effect

The APE for the historic survey for the EA/FONSI consisted of all properties within one-half mile of I-39/90 right-of-way and all buildings with facades visible from the highway. The width of the APE varied depending upon topographic, geographic, and other visual features. Within the project corridor, five listed NRHP or potentially eligible properties were identified:

- South Segment
  - Dougan Round Barn (2605 Colley Road), NRHP listed
  - Italianate Farmhouse (2905 Read Road), Potentially Eligible
- North Segment
  - Farmhouse (354 Lake Drive), Potentially Eligible
  - Maple Grove School (1196 Dane County W), Determined Eligible
  - Door Creek School (2934 Dane County MN), Potentially Eligible

The APE for the historic survey for the EA Re-Evaluation consisted of all properties immediately adjacent to the proposed project corridor and proposed roadway right-of-way as well as those properties within the viewshed of the proposed improvements. This APE included all proposed overpass and side road improvements in addition to the mainline. All resources that were at least 40 years old and possessed a degree of historic integrity were examined for potential historic significance.

Since completion of the EA/FONSI, the Dougan Round Barn was demolished in 2012. The Italianate Farmhouse, Maple Grove School and farmhouse on Lake Drive, although all still in existence, are considered far enough from the proposed action by historians to not be in the current APE for the project. However, the Door Creek School sits close to the I-39/90 right-of-way and improvements are recommended in the vicinity of the school property. A Determination of Eligibility (DOE) was prepared for this property and the school was found to be eligible for the NRHP under *Criterion C: Architecture* and *Criterion A: Education* as a good example of a twentieth-century one-room rural school.

3.2.5 Socioeconomic characteristics

Since the EA/FONSI, the population has continued to grow, land use has changed, and development has occurred supplying more opportunities for employment in the communities adjacent to the I-39/90 project corridor. However, changes to socioeconomic characteristics in this section of the project are minor and are not expected to affect current or future socioeconomic characteristics or opportunities.

3.2.5.1 Population

The I-39/90 corridor is a north-south interstate highway that is functionally classified as a principal arterial. The current roadway serves regional traffic from Illinois through Wisconsin. The project runs through Rock County and Dane County, as well as the cities of Beloit, Janesville, and Madison. As expected, the population in the surrounding communities has grown since the EA/FONSI. See Table 15 for details.

Table 15. Changes in Population

Location	2000 Population	2010 Population	% Change
Rock County	152,307	160,331	+5.0%
Dane County	426,526	488,073	+12.6%
City of Beloit	35,653	36,966	+3.6%
City of Janesville	59,366	63,575	+6.6%
City of Madison	208,054	233,209	+10.8%

3.2.5.2 Land use and development

The land use and development surrounding the project has changed since the EA/FONSI was completed. The following explains the land use and development changes that have occurred:

- South Segment
  - An extension of Cranston Road to the east with a new overpass at I-39/90, ending at the new roadway Gateway Boulevard, has prompted several commercial developments east of I-39/90 between the rest stop and the Canadian Pacific railroad.
  - Kerry Group has built a new headquarters building in the southeast quadrant of the I-43/WIS 81 interchange.
  - A new weigh station was constructed between Town Line Road and Woodman Road for northbound traffic.
- Central Segment
  - St. Mary's Janesville Hospital was built in the southeast quadrant of the WIS 11/Racine Street interchange.
  - Commercial development has been added to the business park on Midland Road in the northeast quadrant of the WIS 11/Racine Street interchange.
  - An extension of Deerfield Drive to the north along the east side of I-39/90, ending at WIS 26, has prompted several additional commercial developments, including a Wal-Mart Supercenter and SAMs Club, between WIS 14 and WIS 26.
  - The removal of the Oasis and Ramada in the northwest quadrant of the WIS 26 interchange has prompted the addition of Morse Street and commercial development, including a Menards.
  - A residential neighborhood now exists west of I-39/90 and north of the Ice Age National Scenic Trail. This new neighborhood has more than 200 new homes with vacant lots available.
- North Segment
  - Realignment of Marsh Road in the southwest quadrant of the Beltline interchange has prompted several commercial developments in a new network of roadways.

3.2.5.3 Employment

There have been no substantial changes to employment opportunities along the I-39/90 corridor in the North Segment. However, changes in employment opportunities have occurred in the South and Central segments. These changes coincide with the additional businesses indicated in the land use and development section above. Overall, employment opportunities have increased 850 – 1,400 within the I-39/90 project corridor.

In the South Segment, the Americas Regional Headquarters for Kerry Ingredients and Flavours[8], a division of Kerry Group, has been expanded with a new 29,000 square foot building in the southeast quadrant of the I-43/WIS 81 interchange. The company added approximately 50 new jobs in Beloit, Wisconsin.

In the Central Segment, the Janesville Medical Campus[9] was constructed in the southeast quadrant of the WIS 11/Racine Street interchange in January 2012. The campus includes the 175,000 square foot St. Mary's Janesville Hospital and the 140,000 square foot Dean Clinic – Janesville East. The campus added approximately 350 new jobs in Janesville, Wisconsin. In November 2006, Wal-Mart Supercenter[10] and SAMs Club[11] were constructed on the newly developed Deerfield Drive southeast of the WIS 26 interchange. The company added 350 – 750 new jobs between the two stores in Janesville, Wisconsin. In May 2008, Menards[12] was constructed on the newly developed Morse Street, where the Oasis and Ramada Inn were previously located, northwest of the WIS 26 interchange. The company added 250 – 500 new jobs in Janesville, Wisconsin.

3.3 Changes in the anticipated impacts

Since approval of the EA/FONSI in 2010, the project has continued to move forward into final design stages where changes have been made to some of the preliminary engineering plans discussed in the EA/FONSI. As a result, impacts to the surrounding environment have changed. Details of the project's anticipated impacts can be found in Exhibit 6.

3.3.1 Environmental impacts

3.3.1.1 Agricultural impacts

Agricultural impacts were evaluated in the EA/FONSI and documented in an Agricultural Impact Statement (AIS) prepared and published by the Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) on February 29, 2008. Changes in the design resulted in additional agricultural impacts. Therefore, DATCP prepared and published an addendum to the AIS on December 27, 2013, included in Appendix C. Table 16 shows the changes in impacts that have occurred since the EA/FONSI.

Table 16. Agricultural Impacts

	Section	Limits	Total Area Required from Farm Operations (acres)	
			EA/FONSI	EA Re-Evaluation
South Segment	1	I-43/WIS 81 Interchange[1]	*See Note 2*	0.1
	2	Stateline Road – Creek Road		32.6
	3	Creek Road – WIS 11		46.5
	4	WIS 11 – Rock County O		11.7
		Subtotal	< 54	90.8
Central Segment	1	Rock County O – US 14 Int. North	*See Note 2*	0.0
	2	US 14 Int. North – Kennedy Road		5.2
	3	Kenney Road – Knutson Road		34.5
	4	Knutson Road – County Line		29.0
		Subtotal	< 42	68.7
North Segment	1	County Line – E. Church Road	*See Note 2*	50.9
	2	E. Church Road – Dane County AB		35.3
	3	US 12/18 (Beltline) Interchange[3]		1.9
		Subtotal	< 96	88.1
		I-39/90 Project Total	135	247.6

Notes: (1) Impacts shown are those resulting from constructing six lanes through the interchange area and associated ramp improvements. The AIS addendum includes anticipated impacts for the fully reconstructed interchange.
(2) The EA/FONSI did not break impacts to farm operations into segments or sections, only reporting the impacts for the entire corridor. The EA/FONSI impacts shown are estimated and for general comparison purposes only.
(3) A separate AIS will be prepared for impacts resulting from constructing the full build-out of the Beltline interchange.

Approximately 113 acres of additional agricultural land, for a total of 248 acres, will be required for the proposed action. This increase is due to several factors, most notably:

- In order to provide adequate drainage in the South Segment, ditches are proposed along I-39/90 where no defined drainage ways or ditches currently exist. A flat-bottom ditch with a pipe for infiltration is proposed in some sections to minimize impacts.
- A wider median is needed to improve drainage and eliminate the need for median cable guard, which will improve safety.
- The clear zone was increased from 34 feet in the EA/FONSI to 36 feet.
- Existing overpass designs were not addressed in the EA/FONSI.
- Detention ponds will be required along the corridor to address new regulations for water quality standards in the Rock River drainage basin.

3.3.1.2 Wetland impacts

During the EA/FONSI, 51 wetlands along the I-39/90 corridor were impacted. It has been identified that for this re-evaluation, 66 wetlands are impacted by filling operations. See Exhibit 4 for maps showing the location and impacts of wetlands in the project area. See Appendix R for maps identifying the EA/FONSI wetland locations.

Table 17 shows the changes in wetland environmental impacts that have occurred since the EA/FONSI. See Exhibit 6 for more details regarding the impacts to the wetland environment, including the EA/FONSI identified wetland locations.

Table 17. Wetland Impacts

	Section	Limits	Wetland Area Converted to Right-of-Way (acres)		EA Re-Eval. Wetland Area Filled (acres)
			EA/ FONSI	EA Re-Eval.	
South Segment	1	I-43/WIS 81 Interchange[1]	0	0	0
	2	Stateline Road – Creek Road	0.3	0	0
	3	Creek Road – WIS 11	0.3	0.1	0.1
	4	WIS 11 – Rock County O	0.7	0	0
		Subtotal	1.3	0.1	0.1
Central Segment	1	Rock County O – US 14 Int. North	0.3	0	0
	2	US 14 Int. North – Kennedy Road	0	0	0
	3	Kenney Road – Knutson Road	0.4	0	0.3
	4	Knutson Road – County Line	0	0	0
		Subtotal	0.7	0	0.3
North Segment	1	County Line – E. Church Road	3.4	17.5	15.4
	2	E. Church Road – Dane County AB	3.9	9.2	9.0
	3	US 12/18 (Beltline) Interchange[1]	4.9	3.0	3.8
		Subtotal	12.2	29.6	28.2
		I-39/90 Project Total	14.1	29.7	28.7

Notes: (1) Impacts shown are those resulting from constructing six lanes through the interchange area and the associated ramp improvements.

Overall, the wetland area converted to right-of-way has increased by 15.6 acres since the EA/FONSI. This increase is due to several factors, most notably:

- New wetland delineations completed in 2012, 2013, and 2014 indicated changes in the wetland environment since the EA/FONSI, including newly identified wetlands.
- The clear zone was increased from 34 feet in the EA/FONSI to 36 feet with the current design.
- Existing overpass profiles were not addressed in the EA/FONSI and all are deficient. New crest curves require over 15 feet of fill in some areas which resulted in greater right-of-way impacts.

The EA/FONSI did not calculate the wetland areas to be filled, which includes wetland areas within existing WisDOT right-of-way. However, the current design evaluated for this re-evaluation estimates that approximately 28.7 acres of wetland areas will be filled.

The North Segment has the most significant wetland impacts throughout the I-39/90 corridor. Therefore, the project team worked closely with the DNR and USACE to minimize impacts to wetlands, especially wetlands with medium or high quality functional values, as noted below:

- General techniques – Shifts in the alignment and steepening the fill slopes to 3:1 near wetlands reduced impacts, and ditching within wetland areas was avoided.
- DNR wetland complexes – The design at the DNR complex on the south side of I-39/90 between Church Street and Dane County N reduced impacts by shifting the alignment away from the wetland complex to the extent possible.
- Door Creek – The median width was reduced from 60 feet to 32 feet with median barrier over Door Creek to minimize impacts to the stream and surrounding wetlands.

Wetlands will be mitigated for impacts occurring after January 1, 2015 using the new WisDOT World Dairy Center wetland mitigation bank site, anticipated to begin construction in the fall of 2014. The World Dairy Center bank site is located in the city of Madison near the US 12/18 (Beltline) interchange, west of I-39/90. Wetland impacts occurring before 2015 will be mitigated to the London wetland mitigation bank site, just west of the Koshkonong Creek in the town of London. See Appendix D for more details regarding the World Dairy Center and London wetland mitigation bank sites.

3.3.1.3 Upland habitat area impacts

During the EA/FONSI, 15 upland habitat areas along the I-39/90 corridor in the Central and North Segments were impacted. No upland habitat areas were noted in the South Segment. It has been identified that for this re-evaluation, 25 upland habitat areas are impacted. See Exhibit 4 for maps showing the location and impacts of upland habitat in the project area. See Appendix R for maps identifying the EA/FONSI upland habitat locations.

Table 18 shows the changes in upland habitat area impacts that have occurred since the EA/FONSI. See Exhibit 6 for more details regarding the impacts to the upland habitat areas, including the EA/FONSI identified upland habitat area locations.

Table 18. Upland Habitat Areas Converted to Right-of-Way

	Section	Limits	Upland Habitat Areas Converted to Right-of-Way (acres)	
			EA/FONSI	EA Re-Evaluation
South Segment	1	I-43/WIS 81 Interchange[1]	0	0
	2	Stateline Road – Creek Road	0	5.0
	3	Creek Road – WIS 11	0	0.8
	4	WIS 11 – Rock County O	0	6.5
		Subtotal	0	12.3
Central Segment	1	Rock County O – US 14 Int. North	1.2	0
	2	US 14 Int. North – Kennedy Road	0	0
	3	Kenney Road – Knutson Road	14.3	3.2
	4	Knutson Road – County Line	0	0
		Subtotal	15.5	3.2
North Segment	1	County Line – E. Church Road	3.2	4.6
	2	E. Church Road – Dane County AB	3.9	1.2
	3	US 12/18 (Beltline) Interchange[1]	0.3	0.2
		Subtotal	7.4	6.0
		I-39/90 Project Total	22.9	21.5

Notes: (1) Impacts shown are those resulting from constructing six lanes through the interchange area and the associated ramp improvements.

Overall, the upland habitat areas converted to right-of-way have decreased by 1.4 acres since the EA/FONSI. It should be noted that although the upland habitat areas converted to right-of-way have decreased, several upland habitat areas will be impacted within the existing right-of-way. Although there are no laws protecting upland habitat areas if there are no threatened and endangered species present, areas impacted during construction will be as minimal as possible.

3.3.1.4 Threatened and endangered species

Natural Heritage Inventory (NHI) threatened and endangered species lists were received from the DNR at the following times:

- South Segment
  - May 24, 2012
  - May 3, 2013
- Central Segment
  - June 25, 2012
- North Segment
  - July 20, 2012

Field surveys conducted concurrently with the wetland delineation surveys in 2012 and 2013 indicated that there were no observed species or habitats of species identified in the NHI threatened and endangered species lists in the entire I-39/90 project corridor. Separate surveys were conducted for the Rock River and Turtle Creek.

A habitat survey of the Rock River within the project area was completed in August 2012 for the two State-threatened fish species, the Redfin Shiner (*Lythrurus umbratilis*) and the Greater Redhorse (*Moxostoma valenciennesi*). Although neither species was observed during the survey, it was determined that the Rock River does contain the type of habitat features preferred by the Greater Redhorse, but not the Redfin Shiner. Therefore, the Greater Redhorse may exist within the project area.

A habitat survey of Turtle Creek within the project area was completed in August 2013. The site was difficult to obtain detailed information due to the overall water depth around the I-39/90 bridge pylons. However, 13 species of fish were identified, including several game fish. Bridge expansion areas were photographed and it was determined it would be beneficial to incorporate some rock or wood near the completed new structures on both sides to offset habitat losses.

No further surveys of endangered, threatened, or rare species are needed for the project. Table 19 below includes the NHI list for plants, animals, or other species received from DNR and the U.S. Fish and Wildlife Service (USFWS).

Table 19. NHI Species List

	Species Common Name	Species Scientific Name	Federal Status	State Status	Affected by Project?
South Segment	***Plants***				
	Dragon Wormwood	*Artemisia dracunculus*	None	Special Concern	No
	Wooly Milkweed	*Asclepias lanuginose*	None	Threatened	No
	Purple Milkweed	*Asclepias purpurascens*	None	Endangered	No
	Prairie Indian Plantain	*Cacalia tuberose*	None	Threatened	No
	Pale Purple Coneflower	*Echinacea pallida*	None	Threatened	No
	Prairie False Dandelion	*Nothocalais cuspidate*	None	Special Concern	No
	Yellow Water Lily	*Nuphar advena*	None	Special Concern	No
	Pink Milkwort	*Polygala incarnate*	None	Endangered	No
	Prairie Parsley	*Polytaenia nuttalli*	None	Threatened	No
	Rough Rattlesnake-Root	*Prenanthes aspera*	None	Endangered	No
	Wafer Ash	*Ptelea trifoliate*	None	Special Concern	No
	Hairy Wild Petunia	*Ruellia humulis*	None	Endangered	No
	Snowy Campion	*Silene nivea*	None	Threatened	No

	Species Common Name	Species Scientific Name	Federal Status	State Status	Affected by Project?
Central Segment	***Plants***				
	Dragon Wormwood	*Artemisia dracunculus*	None	Special Concern	No
	Wooly Milkweed	*Asclepias lanuginose*	None	Threatened	No
	Purple Milkweed	*Asclepias purpurascens*	None	Endangered	No
	Hill's Thistle	*Cirsium hillii*	None	Threatened	No
	Pale Purple Coneflower	*Echinacea pallida*	None	Threatened	No
	Prairie Bush-Clover	*Lespedeza leptostachya*	Threatened	Endangered	No
	Prairie False Dandelion	*Nothocalais cuspidate*	None	Special Concern	No
	Pink Milkwort	*Polygala incarnate*	None	Endangered	No
	Prairie Parsley	*Polytaenia nuttalli*	None	Threatened	No
	Rough Rattlesnake-root	*Prenanthes aspera*	None	Endangered	No
	Snowy Campion	*Silene nivea*	None	Threatened	No
	Purple Meadow-Parsnip	*Thaspium trifoliatum var. flavum*	None	Special Concern	No
	Eastern Prairie Fringed Orchid	*Platanthera leucophaea*	Threatened	Endangered	No
	Animals				
	Greater Redhorse	*Moxostoma valenciennesi*	None	Threatened[1]	No
	Whooping Crane	*Grus americanus*	Non-essential experimental population	None	No
	Redfin Shiner	*Lythrus umbratilis*	None	Threatened	No
	Eastern Massasauga	*Sistrurus catenatus*	Candidate	Endangered	No
	Other				
	Dry-Mesic Prairie	*Dry-mesic prairie*	None	None	No
North Segment	***Plants***				
	Yellow Giant Hyssop	*Agastache nepetoides*	None	Threatened[1]	No
	Prairie False Dandelion	*Nothocalais cuspidate*	None	Special Concern	No

	Species Common Name	Species Scientific Name	Federal Status	State Status	Affected by Project?
North Segment (Cont.)	Slim-Stem Small Reed Grass	*Calamagrostis stricta*	None	Special Concern	No
	Small White Lady's Slipper	*Cypripedium candidum*	None	Threatened	No
	Animals				
	Black-Crowned Night Heron	*Nycticorax nycticorax*	None	Special Concern	No[2]
	Prairie Vole	*Microtus ochrogaster*	None	Special Concern	No[2]

Notes: (1) Removed from the Wisconsin Endangered/Threatened list on January 1, 2014 per administrative rule ER-27-11.

(2) It was recommended through the Endangered Species Report that a request be sent to DNR to review the Elemental Occurrences (EO) for the species and consult with Bureau of Endangered Resources (BER) now referred to as Bureau of Natural Heritage Conservation (BNHC) to determine if critical habitat will be impacted by the project. An email dated August 8, 2013 from the DNR indicated that the habitat is not present through the project corridor and will not be impacted.

3.3.1.5 Floodplains

Construction impacts are not anticipated to change the existing floodplain functionalities along the I-39/90 corridor. Bridges are expected to be constructed so that the floodplain elevations will not change. Culverts will be designed to reflect existing water surface elevations except at locations were modification is required to address low flow issues associated with Aquatic Organism Passages (AOP). Table 20 below describes possible impacts of floodplain areas. Note that floodplains adjacent to highway embankments are also wetland areas, which will be designed to minimize or eliminate additional fill.

Table 20. Floodplain Impacts

	Location	Anticipated Impacts
South Segment	Sta. 204+00 (Stream Crossing S3)	Bridges will be reconstructed to maintain existing floodplain elevations.
	Sta. 370+00 (Stream Crossing S5)	Bridges will be reconstructed to maintain existing floodplain elevations.
Central Segment	Sta. 799+50 (Stream Crossing C1)	Bridges will be reconstructed to maintain existing floodplain elevations.
	Sta. 863+00	Bridges will be reconstructed to maintain existing floodplain elevations. Mt. Zion Avenue is the crossing under these bridges and may be slightly impacted by flood events.
	Sta. 1186+00	Culverts will be reconstructed to maintain existing floodplain elevations.
	Sta. 1381+50 (Stream Crossing C3)	Bridges will be reconstructed to maintain existing floodplain elevations.

	Location	Anticipated Impacts
North Segment	Sta. 1563+00	No impacts – additional fill not in floodplain.
	Sta. 1680+00 (Stream Crossing N1)	Fill into wetlands/adjacent floodplain adjacent to embankment minimized to prevent changes to floodplain elevation. No changes to floodway.
	Sta. 1714+50	Fill into wetlands and floodplain adjacent to embankment minimized to prevent changes to floodplain elevation. No changes to floodway.
	Sta. 1775+00	Fill into wetlands and floodplain adjacent to embankment minimized to prevent changes to floodplain elevation. No changes to floodway.
	Sta. 1905+00 (Stream Crossing N4)	No impacts – no fill placed beyond existing embankment.
	Sta. 2189+50 (Stream Crossing N6)	Fill into wetlands and floodplain adjacent to embankment minimized to prevent changes to floodplain elevation. No changes to floodway.
	Sta. 2400+00 (Stream Crossing N8)	Fill into wetlands and floodplain adjacent to embankment minimized to prevent changes to floodplain elevation. No changes to floodway.
	Sta. 2523+00 (Stream Crossing N9)	Box culvert reconstructed to maintain existing floodplain elevations.
	Sta. 2611+50 (Stream Crossing N10)	Box culvert reconstructed to maintain existing floodplain elevations. AOP obstruction removed.

If changes or detail design requirements require changes, the designer will notify the project environmental coordinator immediately.

3.3.1.6 Total maximum daily load (TMDL)

The corridor project must meet total suspended solids (TSS) reduction requirements defined in TRANS 401 as well as the requirements defined in the Rock River basin TMDL report[13]. The TMDL report sets reduction requirements for the entire Rock River basin, which includes the I-39/90 corridor project area, for TSS and total phosphorus (TP). For purpose of the water quality analysis for this project, the I-39/90 highway corridor is divided into two portions – those sections that pass through municipal separate storm sewer system (MS4) areas, and those that do not. TMDL requirements only apply to those portions of the corridor that are within the MS4 areas. TRANS 401 requirements apply to the entire corridor. The TMDL requirements are generally, but not always, more restrictive than TRANS 401 for post-construction TSS control. See Appendix E for maps depicting where the TMDL compliance limits are located along the I-39/90 corridor. Table 21 below indicates the percent reduction of TSS and TP (from a "no management" condition) that are required for each reach shed along the corridor.

Table 21. Percent Reduction of TSS and TP

MS4 Area	Reach Shed No.	Portion of Corridor Length in Reach Shed (miles)		Percent TP Load Reduction	Percent TSS Load Reduction	Notes
		TMDL	TRANS 401			
Madison	66	1.50	4.34	70.4%	72.2%	May be combined with non-MS4 area in reach shed.
Janesville	61	0.86	13.71	N/A	40.0%	No added TMDL reductions required beyond TRANS 401.
Janesville	71	0.35	0.00	57.6%	64.3%	No non-MS4 area in reach shed.
Janesville	73	4.70	0.89	80.9%	77.5%	May be combined with non-MS4 area in reach shed.
Janesville/ Beloit	76 and 79	1.13	N/A	85.3%	67.9%	For WIS 11 and Rock County G segments in Janesville MS4 area only.
Beloit	81	3.23	2.05	39.3%	40.0%	May be combined with non-MS4 area in reach shed.

The corridor sections in reach sheds 66, 73, 79, and 81 are split between TMDL and TRANS 401 analysis areas. If it is not feasible to meet the total load reductions in the TMDL areas, designers may increase the load reductions in the TRANS 401 (non-MS4) areas of the same reach shed and apply any reductions over the 40% TSS load to the TMDL areas. If the required reductions are still not feasible, I-39/90 CMT staff will review them with the DNR to determine how to proceed.

The areas that do not pass through MS4 systems must meet the reconstruction requirements of TRANS 401, which are for the 40% reduction in TSS when compared to no stormwater controls (there are no TP reductions specified in TRANS 401). Those non-MS4 sections that cannot meet the 40% TSS reduction requirements must reduce the TSS load to the maximum extent feasible. Designers will follow the requirements of TRANS 401 and WisDOT/DNR Cooperative Agreement for non-TMDL areas outside of the limits illustrated in the drawings in Appendix E. If the 40% TSS reduction requirement has been met, then the TP reduction requirement is assumed to be met.

3.3.1.7 Aquatic organism passage (AOP)

The following North Segment culverts have been evaluated by DNR and WisDOT staff for AOP design or further analysis, as noted:

- C-13-52, twin box culverts (8-foot by 6-foot), Sta. 2330+00. The channel is an unnamed tributary to Lake Kegonsa, classified as intermittent, Stream Order 1. The flow during the field inspection on December 7, 2012 was estimated to be less than 0.25 cfs. The slope of the channel is estimated to be 0.2%. The downstream apron end wall pad is perched approximately 18 inches above the downstream ditch invert. The culvert flow line should be lowered to match the existing stream thalweg and the culvert designed according to the DNR Stream Morphology methodology. When beginning the design, consult with Eric Heggelund of the DNR to evaluate options for removing the sediment immediately upstream of the culvert.
- C-13-53, box culvert (8-foot by 8-foot), Sta. 2189+50. The stream is Leutten Creek, classified as perennial, Stream Order 2. The flow during the field inspection on December 7, 2012 was estimated to be less than 0.1 cfs. The slope of the channel is estimated to be 0.6%. There was evidence (mammal tracks) that the culvert is used as a wildlife passage. The culvert should be designed according to DNR Stream Morphology methodology. When beginning the design, consult Eric Heggelund of the DNR to evaluate options for providing wildlife passage.
- C-13-55, box culvert (8-foot by 8-foot), Sta. 2124+00. The channel is an unnamed tributary to Mud Creek, classified as perennial, Stream Order 2. The flow during the field inspection on December 7, 2012 was estimated to be less than 0.4 cfs. The slope of the channel is estimated to be 0.5%. The culvert opening appears to be significantly smaller than the bank full width. The culvert should be evaluated according to the DNR Stream Morphology methodology, and designed for AOP if appropriate. Consult with Eric Heggelund of the DNR when performing evaluation.
- C-13-58, box culvert (9-foot by 8-foot), Waterway 26, Sta. 2523+00. The channel is an unnamed tributary to Upper Mud Lake, classified as intermittent, Stream Order 1. The flow during the field inspection on April 15, 2013 was estimated to be 2.0 cfs. The slope of the channel is estimated to be 0.1%. The culvert, which is on an approximate 45 degree skew, appears to be significantly smaller than the bank full width. Because of the very low channel slope and low stream velocity, it is recommended to widen the box culvert to a 12-foot width (perpendicular to flow) if structurally possible; otherwise widen as much as possible.
- C-13-44, box culvert (12-foot by 12-foot), Waterway 27, Sta. 2611+60. The channel is Pennito Creek, classified as perennial, Stream Order 2. The flow during the field inspection on April 15, 2013 was estimated to be 4.0 cfs. The slope of the channel is estimated to be 0.1%. The culvert appears to be smaller than the bank full width. There is an upstream obstruction consisting of a rock berm within the right-of-way that should be removed after consultation with the DNR.

3.3.1.8 Hazardous materials

3.3.1.8.1 Contaminated sites

A Phase 1 – Reconnaissance Investigation and Record Research and Report was completed in July 2004 for the I-39/90 EA/FONSI. In 2013, segment teams completed investigations to prepare an addendum to the hazardous material investigations for additional sites along the mainline corridor, side roads, and areas not originally included in the EA/FONSI. These findings are shown in Table 22 and summarized below.

In the South Segment, investigations identified four sites potentially impacted by the proposed improvements. All of the sites do not require additional hazardous materials investigation, but three sites require a notice to the contractor in the special provisions.

In the Central Segment, investigations were completed for the Goede Road extension and the Richardson Springs Road extension, areas which were not included in the original EA/FONSI investigations. The investigation did not identify any evidence of recognized environmental conditions of sites along the Goede Road extension, but three sites potentially impacted by the proposed improvements of the Richardson Springs Road extension were identified. However, no additional hazardous materials investigation or special provisions are warranted.

In the North Segment, 18 sites potentially impacted by the proposed improvements were identified along the project corridor. Seven sites do not require additional hazardous materials investigation or special provisions, three sites do not require additional hazardous materials investigation but require special provisions, and eight sites are recommended for Phase 2.5 Investigations.

Table 22. Phase 1 Hazardous Materials Assessment Results

	Site No.	Land Use	Contaminants	Phase 1 Recommendations	Phase 2/2.5?
South Segment	1	Empty lot (past gas station)	1 LUST open	No additional hazardous materials investigation is warranted. A notice to the contractor of potential soil and groundwater impacts, areas of known contamination within excavation areas, and requirements for proper handling and disposal of contaminated material should be included in the special provisions.	No
	2	Gas station	1 LUST closed in 2004	No additional hazardous materials investigation is warranted. A notice to the contractor should be included in the special provisions.	No

	Site No.	Land Use	Contaminants	Phase 1 Recommendations	Phase 2/2.5?
South Segment (Cont.)	3	Gas station	1 spill remediated via absorbents and excavation of contaminated soil and closed in 2004	No additional hazardous materials investigation is warranted. A notice to the contractor or potential for residual soil contamination not removed by the spill should be included in the special provisions.	No
	4	Garage and equipment storage	1 spill remediated via absorbents and closed in 1990	No additional hazardous materials investigation or special provisions are warranted.	No
Central Segment	1	Gas station	1 LUST closed in 2004	No additional hazardous materials investigation or special provisions are warranted.	No
	2	Gas station	1 LUST closed in 2006	No additional hazardous materials investigation or special provisions are warranted.	No
	3	Office building (past auto garage)	1 LUST closed in 2002	No additional hazardous materials investigation or special provisions are warranted.	No
North Segment	1	Private agricultural property	1 LUST closed in 1996; 2 UST's removed	No additional hazardous materials investigation or special provisions are warranted.	No
	2	Trucking company	1 ERP closed in 1996; 1 spill remediated via excavation of contaminated soil and closed in 1991	No additional hazardous materials investigation or special provisions are warranted.	No
	3	Plastics company	1 LUST closed in 2004; 2 UST's closed/removed	No additional hazardous materials investigation or special provisions are warranted.	No
	4	Transport garage	1 LUST closed in 2002; 2 UST's closed/removed	No additional hazardous materials investigation or special provisions are warranted.	No
	5	Hotel and restaurant	1 LUST closed; 6 UST's closed/removed; 2 AST's in use	No additional hazardous materials investigation or special provisions are warranted.	No

	Site No.	Land Use	Contaminants	Phase 1 Recommendations	Phase 2/2.5?
North Segment (Cont.)	6	Firework sales (past gas station)	2 UST's in use; 1 AST in use	A Phase 2.5 Investigation is warranted to determine presence or absence of contamination.	Yes
	7	Gas station and restaurant	1 LUST closed in 1996; 1 LUST open; 3 UST's closed/removed, 3 UST's in use	A Phase 2.5 Investigation is warranted.	Yes
	8	Machine garage	Unknown	A Phase 2.5 Investigation is warranted because of right-of-way required.	Yes
	9	Machine garage	4 AST's in use	A Phase 2.5 Investigation is warranted to determine presence or absence of contamination.	Yes
	10	Construction company (past paint store)	Report of paint and solvents release from former company occupying site	No additional hazardous materials investigation is warranted. A special provision to address if contamination is discovered during construction is warranted.	No
	11	Fabrication company	Unknown	A Phase 2.5 Investigation is warranted because of right-of-way required.	Yes
	12	Gas station	7 UST's in use; 5 UST's removed in 1990	A Phase 2.5 Investigation is warranted.	Yes
	13	Gas station	1 LUST closed in 2006; 1 LUST open; 1 spill contained/recovered and closed in 1993; 1 spill contained and closed in 1996; 1 spill closed in 2003; 1 spill of dairy product removed and closed in 2011; 1 spill closed in 2012; 7 UST's in use; 11 UST's closed	A Phase 2.5 Investigation is warranted to determine presence or absence of contamination.	Yes

	Site No.	Land Use	Contaminants	Phase 1 Recommendations	Phase 2/2.5?
North Segment (Cont.)	14	Firework sales (past restaurant)	1 LUST closed with soil and groundwater contamination; 2 UST's closed/ removed	A Phase 2.5 Investigation is warranted because of right-of-way required.	Yes
	15	Office building	1 ERP closed in 2003; 6 AST's in use	No additional hazardous materials investigation or special provisions are warranted.	No
	16	Industrial building	1 ERP open; 1 spill remediated and closed in 1988; 2 spills closed in 1982; 1 LUST closed in 2005; 2 UST's closed/ removed; 1 AST closed/removed; 1 AST in use	No additional hazardous materials investigation is warranted. A special provision to address disposal of contaminated materials encountered during construction is warranted.	No
	17	Trucking business	1 ERP closed in 1998; 1 spill closed in 1981; 1 spill remediated and closed in 1998	No additional hazardous materials investigation or special provisions are warranted.	No
	18	Transport business	1 ERP closed in 2007	No additional hazardous materials investigation is warranted. A special provision to address disposal of contaminated materials is warranted.	No

3.3.1.8.2 Asbestos containing materials (ACM)

This project involves the demolition and reconstruction of existing bridges and therefore, inspections for the presence of ACM were completed between 2004 and 2013. No ACM was found in bridges in the South Segment. However, ACM was found in three bridges in the Central Segment and seven bridges in the North Segment. Table 23 is a list of bridges containing ACM. It is required that all asbestos materials be removed prior to bridge demolition. For a full list of all bridges within the project limits, see Appendix F.

Table 23. Existing Bridges with ACM

	Existing Structure No.	Feature On	Feature Over	Bridge Construction Activities
Central Segment	B-53-79	I-39/90 SB	Townline Road	To be removed and replaced
	B-53-78	Manogue Road	I-39/90	To be removed and replaced
	B-53-69	Goede Road	I-39/90	To be removed

	Existing Structure No.	Feature On	Feature Over	Bridge Construction Activities
North Segment	B-13-174	WIS 106	I-39/90	To be removed and replaced
	B-13-173	Maple Grove Rd.	I-39/90	To be removed and replaced
	B-13-172	I-39/90 NB	US 51 NB	To be removed and replaced
	B-13-145	Dane County BN	I-39/90	To be removed and replaced
	B-13-143	Dane County N	I-39/90	To be removed and replaced
	B-13-142	Williams Drive	I-39/90	To be removed and replaced
	B-13-139	Dane County AB	I-39/90	To be removed and replaced

3.3.1.9 Archaeology and history

Separate Section 106 processes were completed for each segment in 2013 and 2014. See Appendix G for the signed Section 106 documents for each segment.

3.3.1.9.1 Archaeology

- South Segment
  - There were no archaeological sites impacted within the APE.
- Central Segment
  - Site 47RO0051/BRO0184 (Riverview Resort) – Determined not eligible for listing in the NRHP. Site is an uncataloged burial site that is protected by Wisconsin Burial Site Preservation law, Wisconsin Statute 157.70. The law requires that a minimum buffer of 5 feet be maintained around known grave locations. Archaeological monitoring during construction activities within the boundaries of the uncataloged site is recommended.
  - Site 47RO0430/BRO0034 (Leisure Estates Cemetery) – Previously reported cataloged cemetery/burial site. Requires archaeological monitoring during construction to ensure that potential unmarked burials outside of the cataloged boundaries of the site are protected in accordance with Wisconsin Statute 157.70.
  - Site 47RO0189/BRO0097 (Whitford Map Mound) – Previously identified uncataloged cemetery/burial site. Requires 2 week notification of construction activities within boundaries of the site to determine if archaeological monitoring during construction is needed to ensure that potential unmarked burials are protected in accordance with Wisconsin Statute 157.70.
- North Segment
  - There were no archaeological sites impacted within the APE.

3.3.1.9.2 History

- South Segment
  - No historic properties will be affected. The Italianate farmhouse is located far enough from the proposed action that it is not considered to be within the current APE.
- Central Segment
  - No historic properties were identified within the APE.

- North Segment
  - Door Creek School – Previously identified under the EA/FONSI as potentially eligible for the NRHP. SHPO concurred with the DOE for the Door Creek School meeting the criteria for the NRHP and the Determination of No Adverse Effect (DNAE) on December 3, 2013. The signed DOE cover page and DNAE is included in Appendix G.3.

3.3.1.10 Noise level impacts

The methodology of the noise analysis used for the EA/FONSI included FHWA Traffic Noise Model (TNM) 2.1 in Janesville between WIS 26 and WIS 11 and the FHWA TNM Look-up Tables for the remaining rural portions of the I-39/90 corridor. The FHWA TNM Look-up Tables methodology has since been discontinued, requiring a new analysis of the corridor. The analysis completed in 2013 utilizes common noise environments, which were not a standard during the EA/FONSI analysis, and FHWA TNM 2.5 to analyze the future noise levels based on the forecasted year 2040 traffic volumes. Table 24 shows the results of the 2013 analysis including the number of noise receptors impacted by the future sound levels resulting from the implementation of the proposed improvements.

Table 24. Noise Level Impacts

Location	EA/FONSI			EA Re-Evaluation		
	No Impact	Impact	Total	No Impact	Impact	Total
South Segment	10	10	20	74	16	90
Central Segment	14	1,692	1,706	2	314	316
North Segment	12	38	50	80	22	102
I-39/90 Project Total	36	1,740	1,776	156	352	508

Expansion of I-39/90 is estimated to impact 16 noise receptors, 15 residences and 1 business, in the South Segment and 22 noise receptors, 20 residences and 2 businesses, in the North Segment. However, traffic noise abatement, including traffic management measures, alteration of horizontal and vertical alignment, and construction of noise barriers, is not reasonable or feasible. See Appendix B.1 and B.3 for detailed information about noise receptor locations, impacts, and noise abatement measures for the South and North segments, respectively.

A Phase 1: Noise Impact Determination and Abatement Measures report was completed in July 2013 for the Central Segment to analyze only the areas recommended in the EA/FONSI due to residential density. A noise analysis was not completed in the rural portions of the Central Segment under the assumption that the same results found in the South and North segments would apply.

The Phase 1 report analysis indicated that expansion of the I-39/90 is estimated to impact 314 noise receptors, 308 residences, 2 churches, 2 parks, 1 school, and 1 business in the Central Segment. Noise barriers were found to be feasible in the following locations:

- I-39/90 Northbound
  - Noise Barrier No. 1 – Palmer Drive to Ruger Avenue, Janesville
  - Noise Barrier No. 2 – Ruger Avenue to Milwaukee Street, Janesville
  - Noise Barrier No. 3 – Milwaukee Street to Mt. Zion Avenue, Janesville

  - Noise Barrier No. 4 – Mt. Zion Avenue to 1,500 feet south of US 14, Janesville
- I-39/90 Southbound
  - Noise Barrier No. 5 – Spring Brook to 1,000 feet north of Ruger Avenue, Janesville
  - Noise Barrier No. 6 – Milwaukee Street to Mt. Zion Avenue, Janesville
  - Noise Barrier No. 7 – Mt. Zion Avenue to 500 feet south of US 14, Janesville
  - Noise Barrier No. 8 – Kennedy Road to Overlook Drive, Janesville
  - Noise Barrier No. 9 – 1,700 feet south of Rock River to 1,000 feet south of Rock River, Town of Fulton

See Appendix B.2 for detailed information about the noise receptor locations, both proposed noise barrier locations and locations where noise barriers were determined not to be reasonable or feasible, and barrier analysis information for the Central Segment.

Although the EA/FONSI did not include noise walls on any bridge structures, it was determined once the design phase started that noise walls would be extended across the bridge structures. In August 2013, WisDOT held two public involvement meetings (PIM) in accordance to the FDM's Noise Abatement Measures[14]. A vote of support for the noise walls by the residents of the benefitted receptors was received for all nine of the proposed locations. However, upon further evaluation and analysis, WisDOT and FHWA decided to omit the noise walls from the bridge structures for the following reasons:

- Safety and Cost – Bridges would need to be built wider to provide a buffer zone between mainline traffic and the noise walls; therefore, costing more to both construct the bridges and the noise walls.
- Maintenance – Snow removal would be difficult with noise walls on the bridges and therefore, may deteriorate the quality of the bridges faster than expected.
- New Standard/Policy – WisDOT is currently in the process of creating a new policy and standard that no longer allows noise walls on bridge structures for the reasons listed above.

3.3.2 Socioeconomic impacts

3.3.2.1 Relocations

The EA/FONSI did not identify any residential or business relocations. The EA Re-Evaluation anticipates eight total relocations, three residential properties and five businesses. These relocations can be found in Exhibit 4. Table 25 below shows the relocations required for the I-39/90 project in comparison to the EA/FONSI.

Table 25. Potential Relocation Impacts

Location	EA/FONSI Relocations			Current Design Relocations		
	Residential	Business	Total	Residential	Business	Total
South Segment	0	0	***0***	0	0	***0***
Central Segment	0	0	***0***	1	0	***1***
North Segment	0	0	***0***	2	5[1]	***7***
I-39/90 Project	0	0	***0***	3	5	***8***

Notes: (1) Two businesses reside in one building.

The Central Segment residential relocation required is located in the southeast quadrant of the Rock River bridge crossing. Early acquisition of this property is already under way because it met WisDOT Real Estate Program[15] requirements.

The North Segment includes two residential relocations, one in the southwest quadrant of the US 51/WIS 73 interchange impacted by the southbound on ramp realignment and one in the northeast quadrant of the Dane County A overpass impacted by access restrictions and slope adjustments. A Conceptual Stage Relocation Plan (CSRP), found in Appendix H, has been prepared concluding the residential relocations will cost an estimated $0.57 million. Five total business relocations at the Dane County N interchange are included as well; a warehouse, gas station and restaurant, and firework sales business in the southwest quadrant and another firework sales business in the northwest quadrant. Four of the five businesses, located in the southwest quadrant, are considered potential relocations because of access modifications required at the interchange and may not require relocation if the proposed access modifications are deemed acceptable. It is estimated that the business relocation costs are $3.12 million. The total cost for all potential relocations in the North Segment is estimated to be $3.69 million.

3.3.2.2 Access changes and impacts

Several access modifications are proposed along side roads and interchanges to accommodate desirable spacing from overpasses/underpasses or interchange ramp terminals. The proposed improvements can be found in Exhibit 4.

The South Segment proposes significant improvements to the Rock County S interchange. Backage roads are proposed west of I-39/90 to both the north and south of Rock County S. Two properties of concern are the gas station in the southwest quadrant and an undeveloped parcel in the northwest quadrant. Through a Reasonable Access Study it was determined that although direct access from Rock County S will be removed, the gas station is expected to be able to continue to operate as such, serving both automobile and semi-truck traffic. The study also determined that the undeveloped parcel would have sufficient access and remaining developable land for future development. Direct access to Rock County S will be permitted only while the property remains agricultural or single-family residential. When developed, access would be moved to the proposed backage road.

The Central Segment includes significant changes to access along Goede Road and the new Hemenway Road extension, west of I-39/90 between WIS 59 and Goede Road. It is proposed that the existing overpass of Goede Road be removed and the roadway will become a dead end on the east side of I-39/90. Hemenway Road will serve as a connection route to the west portion of Goede Road. Access modifications on WIS 59 from Richardson Springs Road are also proposed. A roundabout is proposed at the newly realigned Richardson Springs Road and Goede Road. The existing access at Mallwood Drive and Richardson Springs Road will be limited to restrict left turning movements.

The North Segment proposes significant improvements to the Dane County N interchange. Backage roads are proposed south of I-39/90 to both the west and east of Dane County N. Four businesses, a warehouse, gas station and restaurant, and firework sales business, in the southwest quadrant are impacted by the proposed backage roads.

These businesses are considered potential relocations because they may not require relocation if access via the proposed backage roads is deemed acceptable.

3.3.2.3 Community disruption and traffic management

Several important factors were considered when scheduling the I-39/90 project construction staging within the corridor and surrounding communities of Beloit, Janesville, Edgerton, and Madison. Impacts were minimized where possible to ensure the least amount of community disruption. Although construction could cause traffic or noise disruptions, these will be temporary in nature.

Emergency access will be coordinated and maintained at all times. The project will improve access at designated locations for first responders to get to incidents on the interstate. Staging will be such that emergency routes will not be substantially longer than they currently are.

Property access for homes, businesses, and farm operations will be coordinated along side roads and maintained at all times. Although some parcels may have temporary limited access during construction due to the primary land use being agricultural, the construction staff and contractors will work with landowners to ensure that access, where needed, is available.

Minimizing mainline I-39/90 traffic impacts is the primary focus of traffic and construction staging. Mainline construction will be staged to maintain at least two lanes in each direction. Closures will be done during the night and not during peak hour travel times. Typically, interchanges are not going to be fully closed during construction, but side road overpasses/underpasses may be fully closed. In addition, alternate routes will be utilized during construction to provide other travel options.

After construction, the project will improve emergency response, access, and traffic congestion within the corridor by having improved local road infrastructure and routes.

3.3.3 Indirect and cumulative effects

The EA/FONSI used the input of an Expert Panel to help determine the indirect and cumulative effects of the potential alternatives. The Expert Panel included 20 individuals who were local government planners or elected officials, state economic or community development professionals, or local economic development professionals, including the following municipalities/agencies:

- City of Beloit
- City of Janesville
- Town of La Prairie
- City of Edgerton
- Rock County Planning and Economic Development
- Dane County Highway Department
- University of Wisconsin Extension Community Resource Development
- Wisconsin Department of Tourism
- Madison Metropolitan Planning Organization (MPO)
- State Line Area Transportation Study (SLATS) MPO
- Rockford Area Transportation Study (RATS) MPO
- Forward Janesville

The panel members brought a wealth of knowledge on local land use regulations and local and regional growth trends. Project information and surveys were mailed to each panel member. Panel members worked individually and did not know the identity of other panel members. The results of the surveys and subsequent follow-up phone calls include:

- Development – Panel members were asked to describe how different types of development would be affected by the build and no-build alternatives.
    - Institutional – This type of development was for the most part rated as independent of the alternative chosen. Most panel members felt that the development trend would be about the same for the build versus no-build alternatives.
    - Residential – Most panel members believed that with the no build alternative and build alternatives the rate of residential development would stay about the same. These responses conform to the idea that residential development is somewhat independent of the highway facility and will occur whether the highway is congested or not.
    - Industrial/Commercial – These types of development are more closely linked with the build alternatives. Most members of the panel felt that additional development would occur as a result of the build alternatives when compared to the no-build alternative. Panel members saw a correlation between an expanded roadway and commercial and industrial vitality.

  Panel members were also asked where they thought development would occur. The results for the no build alternative showed development occurring along the corridor, mainly centered around the cities. The maps for the build alternatives showed virtually identical development. Development was still centered around the cities, but also tends to occur at other interchanges along the corridor.

  The additional development from the build alternatives is generally considered a positive effect by the communities along the corridor. The communities have land use plans in place, enforce land use regulations, and are encouraging economic development and growth.

- Farmland – Panelists believed farmland would be highly impacted by the build alternatives, especially the preferred alternative which added additional lanes to the outside of the existing highway in many areas. Some towns are intent on preservation of agricultural land and open space and have plans in place to support their desires.

- Wetlands, woodlands, historic sites – Most panelists believed wetlands, woodlands, and historic sites would see greater impacts as a result of the build alternatives when compared to the no build alternative.

- Community character – The anticipated impacts to community character were relatively similar between the no build and build alternatives.

The results of the indirect and cumulative effects analysis for the EA/FONSI indicated that the indirect and cumulative effects that would occur for any build alternative would be considered positive by communities along the corridor. The changes in the anticipated impacts for the current design alternative are not great enough to change the findings of the EA/FONSI. There

are no newly identified indirect and cumulative effects impacts and the conclusions reached during the EA/FONSI are still valid.

3.3.4 Section 4(f) and 6(f) or other unique areas

The proposed action will impact three properties that fall under FHWA requirements for Section 4(f) and one property that falls under both Section 4(f) and Section 6(f). These properties are listed in Table 26 and described in further detail in Section 4 of this document.

Table 26. Resources Requiring Section 4(f) and/or 6(f) Evaluations

Property Name	Location (see Exhibit 4)	Owner	Type of Resource	Section 4(f) Property?	Section 6(f) Property?
Blackhawk Golf Course	Racine Street/Palmer Drive	City of Janesville	Golf Course	Yes – Temporary Occupancy	Yes
Spring Brook Trail (Crossing #1)	Spring Brook (Sta. 800+00)	City of Janesville	Designated segment of Ice Age National Scenic Trail	Yes – *De Minimis*	No
Spring Brook Trail (Crossing #2)	US 14 Interchange (Sta. 924+00)			Yes – Temporary Occupancy	
Ice Age National Scenic Trail	Kennedy Road (Sta. 1016+00)	Rock County	Ice Age National Scenic Trail	Yes – *De Minimis*	No

3.3.5 Utility impacts

Utility adjustments and coordination with utility owners are done in accordance to the Wisconsin Administrative Code TRANS 220 and as outlined in WisDOT's FDM[16]. Under these regulations and guidelines, WisDOT is responsible for notifying utility owners about the project and providing final plans with noted impacts and/or any environmental information developed during the design process. It is the utility owners responsibility to conduct site investigations to determine environmental conditions, such as archaeological sites. They are also responsible for determining new locations and for obtaining any environmental clearances associated with relocating their facilities.

The EA/FONSI began initial utility coordination by contacting the utility owners with general project information and information about the study process. At the time of this re-evaluation, WisDOT has continued coordination with utilities according to TRANS 220. It is anticipated there are substantial utility impacts in the Central and North segments of the I-39/90 project as noted below:

- Central Segment
  - ATC relocating steel towers between US 14 and the Wisconsin and Southern Railroad bridges on the east side of I-39/90.
  - Consolidated Koshkonong Sanitary District force main and relocating a short segment on Richardson Springs Road, along the Rock River.
- North Segment
  - ATC relocating power poles at the Dane County N interchange.

These impacts are based on the preliminary design information from the utility providers. Final utility adjustments will be determined in the project's final design phase.

3.3.6 Construction impacts

Estimates at the time of this re-evaluation indicate that the project will require 6.3 million cubic yards of excavation and 4.4 million cubic yards of borrow material. It is anticipated that material from borrow sites will be obtained locally from existing sites that are zoned accordingly. However, selection of the borrow sites is the responsibility of the construction contractor subject to approval by WisDOT under Federal Rule 23 CFR 635.407.

3.3.7 Traffic impacts

Traffic impacts during construction of the I-39/90 project include disruptions to traffic flow and additional delays/congestion. Long duration projects on high volume roadways, such as I-39/90, require extensive mitigation to manage traffic needs throughout the project. Due to the extent of the project, a Traffic Management Plan (TMP) Task Force and TMP Advisory Group have been developed to oversee the traffic management requirements during staging and construction. The Task Force will be established for each segment and will provide information regarding traffic incident management, local road operations, local community and economic issues, public outreach/multi-modal, and public institutions. The Advisory Group will oversee the initial staging concepts, costs, constructability, and compatibility with adjacent project.

Most I-39/90 mainline or interchange closures will be done over night-time hours to reduce delays and congestion. Holiday and special event restrictions will apply and be included in the special provisions. Closure times, including shoulder closures, single-lane closures, rolling closures, and mainline detours around interchanges, were determined directionally using traffic volume parameters. Specific hours permitting these closures will be included in the special provisions.

Interchange closures will be limited to night-time hours outside of the peak travel season (Memorial Day to Labor Day) as constructibly possible. Extended ramp closures will occur during construction but will not include all ramps at a single interchange. Full interchange closures will utilize detours along the off and on ramps during night-time hours where feasible. Overpasses/underpasses may be fully closed during construction. The Advisory Group will review side road closures to determine to what extent the closure will impact traffic operations and local mobility to decide if detour routes are necessary. Local government units will also be consulted as part of the Task Force.

ITS devices, including cameras, dynamic message signs, and portable changeable message signs will be deployed as part of the I-39/90 project. All dynamic message signs will be controlled by the State Traffic Operations Center (STOC), through which project field staff will be able to initiate message requests. Incident information will be given the highest priority, followed by construction information, such as lane closures, restrictions, or lane shifts. Travel times and alternate route information will be shown on the dynamic message signs unless incident or construction information is necessary.

The implementation of items described in the TMP will be monitored for the duration of the project. After mitigation strategies are identified, implementation of those strategies will be led by the WisDOT TMP Task Force leaders. Monitoring of the TMP implementation will be led by the I-39/90 traffic management engineer. TMP monitoring includes I-39/90 and interchange roadways adjacent to work zones, alternate routes, and affected local intersections or traffic patterns.

3.3.8 Aesthetic considerations

3.3.8.1 Aesthetic enhancements

Reconstruction of the several miles of I-39/90 north of the Wisconsin/Illinois border provides an opportunity to include aesthetic improvements that will further enhance the roadway as a gateway to Wisconsin's northwoods. Implementation of these types of improvements will be included in a Corridor Roadside Aesthetics Plan and may include landscape planting and hardscape items such as walls, bridges, and sign bridges.

3.3.8.2 Roadside vegetation

For over three decades, highway landscape management has been guided by the Natural Roadside philosophy. The philosophy recognizes advantages that native and (in some cases) naturalized species provide over non-native plants, as well as benefits provided by maintaining the topographical and geological character of the landscape. WisDOT is committed to the Natural Roadside philosophy and has adopted policies and procedures that encourage the preservation and regeneration of native plants and native plant communities. Policy 70.50 of the WisDOT Highway Maintenance Manual states that plan species planted along state highways shall be native to that area. Also, 23 CFR Part 752.11 (b) requires that at least 0.25% of funds expended on federally funded landscaping projects be used to plant native wildflowers[17].

A large concern within the I-39/90 project corridor includes the type of plantings and seed mixes used along the newly constructed highway. Using native plantings along the roadside would both improve the population of pollinators and require little maintenance once established. The implementation of these types of improvements will be included in a Corridor Roadside Aesthetics Plan, to be finalized as the design progresses, and may include: native plantings, snow drifting control (sometimes addressed through living snow fence), invasive plant management, wildlife crossing considerations, and storm water management (which can have a landscape planting component).

3.3.9 Project cost

Due to the increased cost of raw materials, labor, and fuel, in addition to changes in the I-39/90 corridor design, the cost estimates for the project have increased. Using 2013 as the year of expenditure, the current total project cost estimate including construction, real estate acquisition, and design is $917.3 million. According to the EA/FONSI cost estimate using 2011 as the year of expenditure, the total project cost was $804.3 million. See Table 27 below for more details.

Table 27. Project Costs

	EA/FONSI[1]	EA Re-Evaluation[2]			
Cost Type	Sub-Total	South Segment	Central Segment	North Segment	Sub-Total
Construction Cost	***$681.0 M***	$202.1 M	$317.9 M	$280.4 M	***$800.4 M***
Real Estate Cost[3]	***$58.0 M***	$5.9 M	$17.0 M	$10.8 M	***$33.7 M***
Design Cost	***$65.3 M***	$26.9 M	$22.5 M	$33.8 M	***$53.3 M***
I-39/90 Project Cost	***$804.3 M***	$234.9 M	$357.4 M	$325.0 M	***$917.3 M***

Notes: (1) The EA/FONSI did not break project costs by corridor segment and instead only reported the cost for the entire project corridor by construction, real estate, and design.

(2) The EA Re-Evaluation costs do not include full interchange improvements at the I-43/ WIS 81 and US 12/18 (Beltline) interchanges. The costs shown reflect design

improvements to construct six lanes through the interchange area and associated ramp improvements.

(3) Real estate costs include right-of-way acquisition and utility costs.

3.4 Public involvement

WisDOT public involvement activities are designed to effectively involve the public early and often throughout the planning/design process so that the project decisions made are in the best overall interest. Similarly, local and regional government agencies involvement is important to maintain throughout the planning/design process. The I-39/90 project has followed the public involvement process as outlined in the FDM[18]. The public meetings and involvement methods are shown in Table 28 below for the North, Central, and South segments.

Table 28. Public Involvement

	Date	Meeting Sponsor	Type of Meeting	Location	Approx. Number of Attendees
South Segment	8/28/2012	WisDOT	PIM	Turtle Town Hall	89
	5/2/2013	WisDOT	Stakeholder Meeting[1]	Turtle Town Hall	29
	10/17/2013	WisDOT	PIM	Turtle Town Hall	71
	12/10/2013	WisDOT	PIM[2]	Beloit Rotary Center	61
Central Segment	3/28/2012	WisDOT	PIM[3]	City of Janesville Municipal Building	25
	5/30/2012	WisDOT	PIM[3]	City of Janesville Municipal Building	18
	9/19/2012	WisDOT	PIM	Marshall Middle School	180
	2/20/2013	WisDOT	PIM[4]	Fulton Town Hall	50
	8/1/2013	WisDOT	PIM	Marshall Middle School	95
	8/27/2013	WisDOT	PIM[5]	Marshall Middle School	80
North Segment	4/24/2012	WisDOT	PIM	Edgerton Public Library	61
	8/28/2012	WisDOT	Stakeholder Meeting[6]	Edgerton Public Library	17
	9/11/2012	WisDOT	Stakeholder Meeting[7]	Town of Pleasant Springs Hall	24
	9/24/2012	WisDOT	PIM	McFarland High School	68
	7/23/2013	WisDOT	PIM	Edgerton High School	60
	11/14/2013	WisDOT	Property Owner Meeting	WisDOT Edgerton Project Office	16
	1/29/2014	WisDOT	Open House	WisDOT Edgerton Project Office	70

Notes: (1) Stakeholder meeting for the Rock County S interchange
(2) PIM for I-43/WIS 81 interchange
(3) PIM for WIS 11/East Racine Street interchange
(4) PIM for the Newville area
(5) PIM for noise barriers
(6) Stakeholder meeting for the WIS 73 interchange
(7) Stakeholder meeting for the Dane County N interchange

Project concerns and issues were identified by individuals or groups during the public involvement process. A description of the issues and how they were addressed are detailed below.

- South Segment
    - Bicycle and pedestrian accommodations – Several public comments were received asking if bicycle and pedestrian accommodations would be included at overpasses and interchanges. It was explained that the designs will comply with TRANS 75 requirements based on the needs of each location.
    - Right-of-way acquisition – Several comments about the amount of right-of-way acquisition were received. Specifically, property owners were concerned about their decreasing land values with the interstate expansion improvements. It was explained that to meet capacity needs, additional travel lanes would be required. The design has included expanding the highway towards the inside in Rock County to reduce the right-of-way acquisitions.
    - Rock County S interchange – Several public comments and discussions with property owners near the Rock County S interchange identified concerns with the frontage and backage roads required to provide desirable access control. Preliminary designs included these roadway networks in all four quadrants of the interchange. One concern was over the amount of right-of-way acquisition required from farm lands which are highly valuable in this location. Another concern was that a business owner in the southwest quadrant would not have full and direct access to Rock County S, which may require the business to close. After further analysis, the design team was able to eliminate the southeast frontage road and reduce the northwest backage road, reducing the impacts on adjacent farm lands. In addition, a Reasonable Access Study was completed to analyze the impacts that access changes could have on the businesses located at this interchange.
    - Noise – Numerous property owners along the I-39/90 corridor expressed concern about increasing traffic noise. It was explained that a noise analysis is being conducted to determine if and where noise walls are warranted.
    - Construction staging and closures – Several public comments were received concerning construction staging and ramp closures. It was explained that temporary lanes are being constructed on the interstate to facilitate staging during construction. A detailed TMP will be prepared to address delays to the traveling public. In addition, alternate routes are being improved in advance of mainline construction to provide other travel options for the traveling public.
    - Roundabouts – Several public comments indicated concerns about proposed intersection options at the interchanges. Specifically, roundabouts may inhibit large farm equipment (some local opinions suggest that the existing roundabouts at Hart Road have been a problem) and require public education on how to properly navigate roundabouts. Traffic cameras were set up at Hart Road to evaluate how farm equipment navigates the roundabouts. Results did not show any major concerns. A roundabout public information campaign was launched by WisDOT, and is an ongoing process to develop materials and reach out to stakeholders, communities, and the traveling public.
    - Diverging diamond interchanges – It was requested that the thru movement (I-39/90 off ramp to I-39/90 on ramp) be accommodated at the diverging diamond interchange with Avalon Road. The design team will evaluate the use of median openings to provide U-turn opportunities.
- Central Segment
    - Roundabouts – Several public comments were received stating opposition to the roundabouts because of concerns about truck traffic safely navigating the roundabouts,

cost to construct a roundabout versus a signalized intersection, and inability of elderly or inexperienced drivers safely utilizing the roundabouts. Information about roundabouts, including a DVD, and their safety benefits was provided by WisDOT at public involvement meetings.

- Diverging diamond interchanges – Several public comments concerning the use of this new interchange design were received. Information about diverging diamond interchanges, including a video presentation, and their operational/safety benefits was provided by WisDOT at public involvement meetings.
- Right-of-way acquisition and access – Local property owners expressed concerns about right-of-way acquisitions and the local roadway network in regards to access of their properties. It was explained during public meetings that more detailed design would be needed to determine specific right-of-way needs. WisDOT real estate staff was available at all public meetings to answer individual questions with property owners.
- Noise impacts and abatement – Numerous residents along the I-39/90 corridor expressed concern about increasing traffic noise and requested noise wall considerations. The methodology of a noise analysis was explained at early public meetings. A specific public meeting was held on August 27, 2013 to discuss the proposed noise wall locations.
- Drainage – Several members of the public identified existing areas adjacent to the corridor with poor drainage and were concerned that expanding I-39/90 would worsen the situation. It was explained that drainage would be carefully evaluated as part of the final design for both existing and future needs.
- Local road improvements – Property owners affected by local roadway network improvements were concerned about the impacts and access to their property. WisDOT will work with property owners to address impacts and access concerns.

- North Segment
  - Noise – Several public comments requesting noise walls/barriers were received at public meetings. It was explained during public meetings that a noise analysis was conducted during the original EA process indicating that noise barriers were not warranted in Dane County because the building/housing density was not high enough. However, other ways to minimize noise will be explored, such as the tining direction of the concrete or the type of paving materials.
  - Right-of-way acquisition – Several members of the public questioned the acquisition process and compensation for the amount of right-of-way that would be acquired by WisDOT. It was explained during public meetings that displays showing proposed right-of-way acquisition could change as the design process continues. In the future, WisDOT real estate staff will be in contact with affected property owners to review the process and compensation options for right-of-way acquisition.
  - Dane County N interchange – Several public comments and discussions with business owners near the Dane County N interchange identified concerns with the intersection control options: signalized, diverging diamond, and roundabouts. The most particular concern was in regard to the ability of large trucks to navigate through roundabouts and therefore, most businesses supported signalized intersections. It was explained that WisDOT design requirements restrict access within 1,320 feet of the interchange ramps and therefore, access changes to several businesses near the interchange are required. Roundabouts were selected as the preferred intersection alternative because of overall safety, efficiency, and improved traffic flow, in addition to providing accommodations for truck traffic. WisDOT continues to work with businesses and local municipalities to address access and intersection option concerns.

- o Roundabouts – Several public comments regarding safety and navigation of roundabouts were received, including the Dane County N interchange. In general, WisDOT staff indicated that roundabouts are often safer and more effective at easing congestion. Educational information regarding roundabouts was provided at the PIM's.
- o Speed limit – Several questions regarding if the speed limit would be increased on I-39/90 were received. It was explained that changes to the speed limit would require a statutory change by elected officials. Although the current posted speed is 65 mph, the I-39/90 corridor has been designed for a speed of 70 mph to accommodate any statutory changes made in the future.
- o Farm access/equipment – Several questions were made regarding the accommodation of large farm equipment on local and county roads that cross over/under I-39/90 and farm field access. It was explained that generally all roads that cross over/under I-39/90 will have a 12-foot lane in each direction with 6-foot shoulders, increasing what exists today for safer accommodations. WisDOT staff and designers will be working with farm operations to ensure access for equipment.

The local and regional government coordination methods are shown in Table 29 below for the North, Central, and South Segments. Coordination with local and regional government is an ongoing process that will be carried through the final design and construction phases.

Table 29. Local and Regional Government Coordination

	Unit of Government	Coordination Attached? (Appendix I)	Coordination Initiation Date	Coordination Completion Date	Comments
South Segment	Rock County	☐ Yes ☒ No	5/2/2012	Ongoing	
	City of Beloit	☒ Yes ☐ No	3/2/2012	Ongoing	City Resolution
	City of Janesville	☐ Yes ☒ No	5/2/2012	Ongoing	
	Town of Turtle	☒ Yes ☐ No	4/2/2012	Ongoing	Town Resolution
	Town of La Prairie	☒ Yes ☐ No	4/2/2012	Ongoing	Town Resolution
	Town of Beloit	☐ Yes ☒ No	5/2/2012	Ongoing	
	Town of Rock	☐ Yes ☒ No	5/2/2012	Ongoing	
	Janesville MPO	☐ Yes ☒ No	5/2/2012	Ongoing	
	SLATS	☐ Yes ☒ No	5/2/2012	Ongoing	
	Illinois DOT	☐ Yes ☒ No	5/8/2013	Ongoing	
Central Segment	City of Janesville	☐ Yes ☒ No	11/14/2011	Ongoing	
	City of Edgerton	☐ Yes ☒ No	3/27/2012	Ongoing	
	Rock County	☐ Yes ☒ No	11/14/2011	Ongoing	
	Town of La Prairie	☐ Yes ☒ No	11/14/2011	Ongoing	
	Town of Harmony	☒ Yes ☐ No	3/27/2012	Ongoing	Town Ordinance and Vote Results
	Town of Fulton	☐ Yes ☒ No	3/27/2012	Ongoing	
	Town of Albion	☐ Yes ☒ No	3/27/2012	Ongoing	
	Town of Milton	☐ Yes ☒ No	3/27/2012	Ongoing	
	Town of Janesville	☐ Yes ☒ No	3/27/2012	Ongoing	

	Unit of Government	Coordination Attached? (Appendix I)	Coordination Initiation Date	Coordination Completion Date	Comments
North Segment	Dane County	☐ Yes ☒ No	2/27/2012	Ongoing	
	Town of Albion	☐ Yes ☒ No	2/27/2012	Ongoing	
	Town of Christiana	☐ Yes ☒ No	2/27/2012	Ongoing	
	Town of Cottage Grove	☐ Yes ☒ No	2/27/2012	Ongoing	
	Town of Pleasant Springs	☐ Yes ☒ No	2/27/2012	Ongoing	
	City of Edgerton	☐ Yes ☒ No	2/27/2012	Ongoing	
	Town of Dunn	☐ Yes ☒ No	2/27/2012	Ongoing	
	Town of Blooming Grove	☐ Yes ☒ No	2/27/2012	Ongoing	
	Village of McFarland	☐ Yes ☒ No	2/27/2012	Ongoing	
	City of Madison	☐ Yes ☒ No	2/27/2012	Ongoing	
	CARPC	☐ Yes ☒ No	2/27/2012	Ongoing	
	MPO	☐ Yes ☒ No	2/27/2012	Ongoing	
	MMSD	☐ Yes ☒ No	2/27/2012	Ongoing	
	Pleasant Springs Sanitary District	☐ Yes ☒ No	2/27/2012	Ongoing	
	Dunn Sanitary District #3	☐ Yes ☒ No	2/27/2012	Ongoing	
	Kegonsa Sanitary District	☐ Yes ☒ No	2/27/2012	Ongoing	
	Waunona Sanitary District #2	☐ Yes ☒ No	2/27/2012	Ongoing	

The following issues were identified by units of government during the local government coordination throughout the project and how the issues identified were addressed:

- South Segment
    - Bicycle and pedestrian accommodations – Several comments were received asking if bicycle and pedestrian accommodations would be included at overpasses and interchanges. It was explained that the designs will comply with TRANS 75 requirements. However, the town of Turtle, town of La Prairie, and city of Beloit (for the Hart Road overpass only) requested no sidewalks be constructed within town limits. After further review by WisDOT bicycle and pedestrian coordinators, it was determined that within the town of Turtle sidewalks will be graded out but not installed and bridge overpasses will be constructed wide enough for accommodations in the future and within the town of La Prairie sidewalks will not be installed on overpass structures. See Appendix I for the city of Beloit, town of Turtle, and town of La Prairie resolutions stating their opposition to sidewalks within municipal limits.

  - Right-of-way acquisition – The town of La Prairie is opposed to real estate acquisition that impacts farm lands. Drainage design was an issue that the Town suggested be mitigated better to avoid further acquisitions. It was explained that drainage design will be carefully designed to minimize impacts.
  - Frontage/backage roads – The town of Turtle representatives stated their displeasure with the frontage and backage roads required to provide desirable access control. Preliminary designs included these roadway networks in all four quadrants of the Rock County S interchange. The Town is concerned over the amount of right-of-way acquisition required from farm lands which are highly valuable in this location. In addition, the Town does not want additional roads to maintain. The southeast frontage road was removed and the northwest backage road was reduced. The Town also requested the removal of the cul-du-sacs because of difficulty to plow and maintain. The cul-du-sacs were modified to 'T' turnarounds.
  - Other considerations – Rock County requested that consideration be given for future county maintenance facilities along I-39/90 and to consider snow removal. WisDOT is reviewing locations of a future maintenance facility and will continually coordinate with the County on snow removal accommodations.
- Central Segment
  - Roundabouts – Several local officials were concerned about safety of truck traffic, emergency vehicles, and farm equipment navigating the roundabouts. Information about roundabouts, including a DVD, and their safety benefits was provided by WisDOT at public involvement meetings.
  - Local road improvements – Local officials are concerned about the impacts that the proposed local road improvements have, including farmland, elimination of Goede Road access over I-39/90 for farm equipment, and difficulty in maneuvering large farm equipment through the proposed intersections and across bridges. WisDOT discussed concerns at specific locations and made changes to the design to minimize concerns where feasible.
  - Bicycle and pedestrian accommodations – Some local officials emphasized the importance of providing bicycle and pedestrian accommodations where feasible while other local officials were concerned about the local maintenance responsibility and cost of such accommodations. It was explained that TRANS 75 requirements for providing bicycle and pedestrian accommodations in addition to continued discussion with the local officials would be needed to determine appropriate locations for such accommodations.
  - Aesthetics – City of Janesville local officials and WisDOT discussed possible aesthetic treatments on bridges and landscaping in roundabout medians in the Janesville portion of the I-39/90 corridor. Community Sensitive Solutions (CSS) funding and cost sharing was also discussed. WisDOT will continue to coordinate with local officials in the final design phase to finalize aesthetic treatments.
  - Emergency access – Local officials expressed concern about emergency access to I-39/90 during and after construction. It was explained that WisDOT will work with emergency service providers during development of the final design plans to identify appropriate emergency access. During construction, continued monitoring and coordination with emergency service providers will be conducted.
- North Segment
  - Dane County N interchange – Town of Pleasant Springs and Dane County representatives indicated they would prefer roundabout intersection control at the south backage road intersection to function better with the other proposed roundabouts, accommodate turning traffic, provide a faster lane reduction south of the intersection, and

would be easier to acquire the land now before development occurs. The town of Pleasant Springs was also concerned about the additional financial and maintenance required to accommodate the frontage/backage roads. Access for businesses was also a concern. WisDOT has been meeting with Town and County representatives, along with business owners adjacent to Dane County N to discuss these issues further. Coordination will continue through the final design process.

- Potential interchanges as Dane County AB, MN, or Siggelkow Road – Several local officials have expressed interest in potential interchanges at Dane County AB, MN, or Siggelkow Road. In particular, the village of McFarland would like an interchange at Dane County AB or Dane County MN to serve the Village and aid in future economic development. It was explained that no additional interchanges are included with the I-39/90 project. However, additional analysis and modeling is being conducted to determine if an interchange is warranted at any of these locations in the future.
- Emergency gates – Several local officials inquired if emergency gates would be placed at interchange ramps. WisDOT staff indicated that the evaluations for emergency gates at ramps and throughout the corridor were being reviewed and would be implemented based on final review findings and as required by law.

3.5 Agency coordination

The following Table 30 shows the agency and tribal coordination conducted thus far for the I-39/90 project. Coordination is still ongoing for agencies such as the DNR and USACE.

Table 30. Agency and Tribal Coordination

Agency	Coordination Required?	Correspondence Attached?	Comments
WisDOT			
I-39/90 CMT Real Estate Section	☒ Yes ☐ No	☐ Yes ☒ No ☒ Yes ☐ No	Central Segment **August 6, 2013** – Environmental review of early acquisition parcel sent to WisDOT I-39/90 CMT Real Estate Section. North Segment **January 2014** – CSRP completed for the relocations of two residences and five businesses. See Appendix H.
Bureau of Aeronautics	☒ Yes ☐ No	☒ Yes ☐ No ☒ Yes ☐ No ☒ Yes ☐ No ☒ Yes ☐ No	I-39/90 Corridor **June 20, 2013** – Initial coordination email sent to the WisDOT Bureau of Aeronautics notifying them of the project. **June 20, 2013** – Email from WisDOT Airspace Safety Program Manager indicated that no airports are within the area. **March 10, 2014** – Email to WisDOT Airspace Safety Program Manager requesting if filing for 2014 construction permits with FAA was required or not. **March 11, 2014** – Email from WisDOT Airspace Safety Program Manager referring to the FAA's obstruction evaluation website to see if permits are required. See Appendix J.
Railroads and Harbors Section	☒ Yes ☐ No	☒ Yes ☐ No	I-39/90 Corridor **November 22, 2013** – Initial coordination email sent to the WisDOT Railroads and Harbors Section notifying them of the grade separated railroad crossings of I-39/90. No response received. See Appendix K.
STATE AGENCY			
DNR	☒ Yes ☐ No	☐ Yes ☒ No ☐ Yes ☒ No	I-39/90 Corridor **May 30, 2012** – Agency meeting held with DNR, USACE, and FHWA to discuss the final design stage of the I-39/90 project. **June 11, 2012** – Agency meeting held with DNR and USACE to discuss wetland issues, scope of work for field reviews, agency concerns, permitting issues, and the EA/FONSI update activities.

Agency	Coordination Required?	Correspondence Attached?	Comments
DNR (Cont.)	☒ Yes ☐ No	☐ Yes ☒ No	**October 10, 2012** – Agency meeting held with DNR to discuss the I-39/90 project and Alternate Route project, wetland delineation submittals, and the 30%/60% plan reviews.
		☐ Yes ☒ No	**May 30, 2013** – Agency NEPA meeting held with DNR, USACE, DATCP, EPA, and FHWA to discuss the I-39/90 project status and the WisDOT/ FHWA decision to prepare an EA Re-Evaluation for the project with separate EA's for the I-43/WIS 81 and Beltline interchanges.
		☐ Yes ☒ No	**August 2, 2013** – Project status update report sent to DNR and USACE in lieu of an Agency meeting. Quarterly reports will be provided to both agencies with the status of the I-39/90 project and Alternate Routes project.
		☒ Yes ☐ No	**August 5, 2013** – Letter from the DNR received with comments regarding the environmental scan and information presented at the Agency NEPA meeting on May 30, 2013.
		☐ Yes ☒ No	**August 22, 2013** – Email sent to DNR regarding the corridor Section 401 Water Quality Certification with final project concurrence and stormwater/water quality submittal process.
		☐ Yes ☒ No	**December 10, 2013** – Quarterly project status update report sent to DNR and USACE.
		☐ Yes ☒ No	**April 17, 2014** – Quarterly project status update report sent to DNR and USACE.
			See Appendix L.1 for indicated I-39/90 Corridor DNR coordination.
			<u>South Segment</u>
		☐ Yes ☒ No	**May 24, 2012** – NHI Threatened and Endangered Species list received from DNR.
		☐ Yes ☒ No	**October 18, 2012** – South Segment 2012 Wetland Delineation, Stream Survey, and NHI Habitat Survey Report sent to DNR.
		☒ Yes ☐ No	**December 3, 2012** – Letter received from DNR with concurrence of the Wetland Delineation. DNR recommended that surveys specific to species in the Turtle Creek Corridor be conducting during the appropriate time of year.
		☐ Yes ☒ No	**May 3, 2013** – Updated NHI Threatened and Endangered Species list received from DNR for plant species; turtle surveys were determined not necessary; DNR staff will conduct Turtle Creek fish surveys.

Agency	Coordination Required?	Correspondence Attached?	Comments
DNR (Cont.)	☒ Yes ☐ No	☐ Yes ☒ No ☒ Yes ☐ No ☐ Yes ☒ No ☐ Yes ☒ No ☒ Yes ☐ No ☐ Yes ☒ No ☐ Yes ☒ No ☒ Yes ☐ No ☐ Yes ☒ No ☐ Yes ☒ No	**August 16, 2013** – Email sent to the DNR requesting comments on the South Segment based on 30% design. **September 20, 2013** – Letter received from DNR with initial comments regarding the South Segment. Information was provided on wetlands, waterways, endangered resources, stormwater, migratory birds, invasive species, floodplains, navigation, oak wilt, emerald ash borer, and construction site considerations. **September 20, 2013** – Turtle Creek Fisheries Assessment received from DNR. DNR stated it would be beneficial to incorporate some rock or wood near the completed new structures on both sides of the bridge to offset habitat loss. **January 28, 2014** – South Segment 2013 Wetland Delineation, Stream Survey, and NHI Habitat Survey Report sent to DNR. **June 18, 2014** – Email received from DNR with concurrence regarding the Wetland Delineation. See Appendix L.2 for indicated South Segment DNR coordination. <u>Central Segment</u> **June 25, 2012** – NHI Threatened and Endangered Species list received from DNR. **August 23, 2012** – Email sent to DNR describing the scope of work and that the Rock River habitat assessment work would be conducted on August 24, 2012. The habitat assessments will focus primarily on the Redfin Shiner and Greater Redhorse fish species. **October 16, 2012** – Central Segment 2012 Water Resources and Endangered Species Report sent to DNR. **November 16, 2012** – Letter received from DNR with concurrence of Wetland Delineation. DNR requested to be involved throughout the design of the Rock River structure to provide input to the design team regarding piers, stormwater drainage, and impacts to habitat and navigation. **February 15, 2013** – 30% plan review comments for the Rock River bridge received from DNR. **April 2, 2013** – Preliminary staging plan for Rock River bridge reviewed/approved by DNR.

Agency	Coordination Required?	Correspondence Attached?	Comments
DNR (Cont.)	☒ Yes ☐ No	☐ Yes ☒ No	**April 17, 2013** – Rock River bridge pier locations reviewed and accepted (related to no increase in backwater elevation) by DNR Dam Safety and Floodplain Section.
		☐ Yes ☒ No	**June 3, 2013** – Waterway soil boring information sent to DNR.
		☐ Yes ☒ No	**August 16, 2013** – Email sent to DNR requesting comments on the Central Segment based on 30% design.
		☐ Yes ☒ No	**October 7, 2013** – Central Segment 2013 Addendum to the Water Resources and Endangered Species Report sent to DNR.
		☒ Yes ☐ No	**October 14, 2013** – Email received from DNR with concurrence regarding the Wetland Delineation.
		☒ Yes ☐ No	**October 16, 2013** – Letter received from DNR with Central Segment initial comments. Information was provided on the Ice Age National Scenic Trail crossing, wetlands, waterways, endangered resources, stormwater, fisheries/stream work, culverts/AOP, migratory birds, invasive species, floodplains, navigation, oak wilt, emerald ash borer, and construction site considerations. The Ice Age National Scenic Trail does not fall under the LWCF designation and 6(f) requirements will not apply to the trail relocation.
		☒ Yes ☐ No	**December 10, 2013** – Request sent to DNR to evaluate two Spring Brook Trail crossing locations at US 14 and I-39/90 for Section 6(f) LWCF.
		☒ Yes ☐ No	**December 18, 2013** – Email received from DNR that the Spring Brook Trail does not fall under LWCF designation and 6(f) requirements will not apply to the trail realignment.
		☒ Yes ☐ No	**December 23, 2013** – Email received from DNR with concurrence of the proposed trail realignment of the Ice Age National Scenic Trail and the two crossings of the Spring Brook Trail.
		☒ Yes ☐ No	**January 10, 2014** – Meeting held with DNR to discuss Rock River including project overview, construction time periods, bridge removal, navigation, and miscellaneous structure and waterway issues. See Appendix L.3 for indicated Central Segment DNR coordination.

Agency	Coordination Required?	Correspondence Attached?	Comments
DNR (Cont.)	☒ Yes ☐ No	☐ Yes ☒ No	North Segment **July 20, 2012** – NHI Threatened and Endangered Species list received from DNR.
		☐ Yes ☒ No	**July 11, 2012** – Email received from DNR with list and maps of the locations of DNR managed lands.
		☒ Yes ☐ No	**December 10, 2012** – Email received from DNR requesting to use a narrower footprint at the Door Creek crossing to reduce impacts to AOP and stream fragmentation on Door Creek, and would prevent or reduce impacts to a DNR wildlife property north of I-39/90 along Door Creek.
		☐ Yes ☒ No	**December 12, 2012** – Email sent to DNR requesting comments on the North Segment based on 30% design. Additional email correspondence with DNR followed this initial request.
		☐ Yes ☒ No	**April 15, 2013** – North Segment 2012 Wetland Delineation and Endangered Species Report sent to DNR.
		☒ Yes ☐ No	**June 25, 2013** – Letter received from DNR with North Segment initial comments. Information was provided for DNR managed wildlife areas, wetlands, waterways, Dane County AB pond impacts, endangered resources, stormwater, fisheries/stream work, culverts/AOP, migratory birds, invasive species, floodplains, navigation, oak wilt, and construction site considerations. There are three properties along the North Segment that are managed by the DNR Wildlife Management Program as wildlife habitat and recreational land. The three DNR managed wildlife properties do not fall under LWCF designation and 6(f) requirements will not apply to public land acquisition. Additional email correspondence with DNR followed this initial letter.
		☐ Yes ☒ No	**July 22, 2013** – Email sent to DNR requesting the NHI Threatened and Endangered Species Elemental Occurrences.
		☐ Yes ☒ No	**August 8, 2013** – Email sent to DNR with information regarding the Dane County AB pond alternative options and impact summaries. Additional email correspondence with DNR followed this initial letter.

Agency	Coordination Required?	Correspondence Attached?	Comments
		☐ Yes ☒ No	**August 8, 2013** – Email received from DNR and USACE providing comments on the North Segment 2012 Wetland Delineation and Endangered Species Report after field review with project team wetland delineators.
		☒ Yes ☐ No	**August 8, 2013** – Email received from DNR that there are no Threatened and Endangered Species concerns for the Black Crowned Night Heron and Prairie Vole in the North Segment.
		☐ Yes ☒ No	**August 26, 2013** – 60% plan review comments for the Williams Drive, Church Street, and Dane County BN bridges received from DNR.
		☐ Yes ☒ No	**September 4, 2013** – 60% plan review comments for the Dane County A and East Church Road bridges, and 30% plan review comments for the Siggelkow Road bridge received from DNR.
		☐ Yes ☒ No	**September 11, 2013** – Section 401/404 Permit Application for Siggelkow Road bridges (1007-10-71) submitted to DNR and USACE.
		☐ Yes ☒ No	**October 9, 2013** – Stormwater and Water Quality Report for Siggelkow Road bridges (1007-10-71) submitted to DNR.
DNR (Cont.)	☒ Yes ☐ No	☐ Yes ☒ No	**October 11, 2013** – North Segment 2013 revised Wetland Delineation and Endangered Species Report sent to DNR.
		☒ Yes ☐ No	**October 21, 2013** – Siggelkow Road Bridge (1007-10-71) Final Concurrence Letter and Water Quality Certification pursuant to Section 401, Clean Water Act received from DNR.
		☒ Yes ☐ No	**November 12, 2013** – Email received from DNR with concurrence regarding Dane County AB pond alternatives and impact summary with pond and wetland minimization.
		☐ Yes ☒ No	**December 2, 2013** – Section 401/404 Wetland Impact Estimates/Permit Schedule sent to DNR and USACE to begin discussion on the permitting over the next six years for the North Segment.
		☒ Yes ☐ No	**February 24, 2014** – Email received from DNR with concurrence regarding the DNR managed lands not being Section 4(f) resources. See Appendix L.4 for indicated North Segment DNR coordination.
		☐ Yes ☒ No	**August 14, 2014** – North Segment 2014 Wetland Delineation and Endangered Species Report – Addendum B sent to DNR.

Agency	Coordination Required?	Correspondence Attached?	Comments
SHPO	☒ Yes ☐ No	☐ Yes ☒ No ☐ Yes ☒ No ☒ Yes ☐ No ☒ Yes ☐ No ☐ Yes ☒ No ☒ Yes ☐ No	I-39/90 Corridor **May 20, 2013** – Environmental scan materials for the May 30, 2013 Agency meeting sent to SHPO. **May 24, 2013** – Email received from SHPO declining invitation to Agency NEPA meeting since they would be receiving additional survey documentation where projects APE's have expanded. South Segment **February 17, 2014** – Section 106 approval received from SHPO concurring that no historic properties (historical or archaeological) are affected. See Appendix G.1. Central Segment **February 17, 2014** – Section 106 approval received from SHPO with concurrence that no historic properties (historical or archaeological) are in the APE. See Appendix G.2. North Segment **May 24, 2013** – Email received from SHPO noting the eligibility and effects for the Door Creek School. **December 3, 2013** – Section 106 approval received from SHPO. A DOE and DNAE was completed for the Door Creek School concurrently with the Section 106. See Appendix G.3.
DATCP	☒ Yes ☐ No	☐ Yes ☒ No ☐ Yes ☒ No ☐ Yes ☒ No ☐ Yes ☒ No	I-39/90 Corridor **March 28, 2013** – Letter sent to DATCP asking if they will proceed with updating the existing AIS for the entire corridor, or if they will prepare a new AIS for each segment. **March 29, 2013** – Response from DATCP indicating their preference to prepare an AIS Addendum for the entire corridor. **May 30, 2013** – Agency NEPA meeting held with DNR, USACE, DATCP, EPA, and FHWA to discuss the I-39/90 project status and the WisDOT/ FHWA decision to prepare an EA Re-Evaluation for the project with separate EA's for the I-43/WIS 81 and Beltline interchanges. **June 3, 2013** – Email received from DATCP in

Agency	Coordination Required?	Correspondence Attached?	Comments
DATCP (Cont.)	☒ Yes ☐ No	☐ Yes ☒ No ☒ Yes ☐ No	response to discussion at the May 30, 2013 Agency meeting confirming the use of an addendum to the AIS for the project. Confirmation was also received that the northeast quadrant of the I-43/WIS 81 interchange is considered farmland which is owned by a developer, but rented as farmland. **October 7, 2013** – AIN update sent to DATCP. **December 27, 2013** – DATCP prepared and published AIS Addendum. See Appendix C.
FEDERAL AGENCY			
USACE	☒ Yes ☐ No	☐ Yes ☒ No ☐ Yes ☒ No ☐ Yes ☒ No ☐ Yes ☒ No ☐ Yes ☒ No ☐ Yes ☒ No ☐ Yes ☒ No ☐ Yes ☒ No	<u>I-39/90 Corridor</u> **May 30, 2012** – Agency meeting held with DNR, USACE, and FHWA to discuss the final design stage of the I-39/90 project. **June 11, 2012** – Agency meeting held with DNR and USACE to discuss wetland issues, scope of work for field reviews, agency concerns, permitting issues, and the EA/FONSI update activities. **October 11, 2012** – Agency meeting held with USACE to discuss the I-39/90 project and Alternate Route projects, wetland delineation submittals, and JD requests. **February 26, 2013** – WisDOT Southwest Region quarterly meeting with USACE Waukesha staff presenting I-39/90 Corridor and Alternate Route projects status updates. **May 30, 2013** – Agency NEPA meeting held with DNR, USACE, DATCP, EPA, and FHWA to discuss the I-39/90 project status and the WisDOT/FHWA decision to prepare an EA Re-Evaluation for the project with separate EA's for the I-43/WIS 81 and Beltline interchanges. **August 2, 2013** – Project status update report sent to DNR and USACE in lieu of an Agency meeting. Quarterly reports will be provided to both agencies with the status of the I-39/90 project and Alternate Route projects. **December 10, 2013** – Quarterly project status update report sent to DNR and USACE. **April 17, 2014** – Quarterly project status update report sent to DNR and USACE. <u>South Segment</u> **October 18, 2012** – South Segment 2012

Agency	Coordination Required?	Correspondence Attached?	Comments
USACE (Cont.)	☒ Yes ☐ No	☐ Yes ☒ No	Wetland Delineation, Stream Survey, and NHI Habitat Survey Report sent to USACE. No response received.
		☐ Yes ☒ No	**March 3, 2013** – Email sent to USACE requesting wetland delineation concurrence and preliminary JD for the South Segment. No response received.
		☐ Yes ☒ No	**January 28, 2014** – South Segment 2013 Wetland Delineation, Stream Survey, and NHI Habitat Survey Report sent to USACE. No response received.
		☐ Yes ☒ No	<u>Central Segment</u> **October 16, 2012** – Central Segment 2012 Water Resources and Endangered Species Report sent to USACE. No response received.
		☐ Yes ☒ No	**October 8, 2013** – Central Segment 2013 Water Resources and Endangered Species Report sent to USACE. No response received.
		☐ Yes ☒ No	<u>North Segment</u> **April 15, 2013** – North Segment 2012 Wetland Delineation and Endangered Species Report sent to USACE.
		☐ Yes ☒ No	**August 8, 2013** – Email received from DNR and USACE providing comments on the North Segment 2012 Wetland Delineation and Endangered Species Report after field review with project team wetland delineators.
		☐ Yes ☒ No	**September 11, 2013** – Section 401/404 Permit Application for Siggelkow Road bridges (1007-10-71) submitted to DNR and USACE.
		☐ Yes ☒ No	**December 2, 2013** – Section 401/404 Wetland Impact Estimates/Permit Schedule sent to DNR and USACE to begin discussion on the permitting over the next six years for the North Segment.
		☐ Yes ☒ No	**December 16, 2013** – Siggelkow Road Bridge project (Design ID 1007-10-71) Section 404 General Permit received from USACE.
		☐ Yes ☒ No	**August 14, 2014** – North Segment 2014 Wetland Delineation and Endangered Species Report – Addendum B sent to USACE.

Agency	Coordination Required?	Correspondence Attached?	Comments
USFWS	☒ Yes ☐ No	☐ Yes ☒ No ☐ Yes ☒ No	I-39/90 Corridor **June 25, 2012** – Meeting minutes from the May 30, 2012 Agency meeting sent to USFWS. **May 20, 2013** – Environmental scan materials for the May 30, 2013 agency meeting sent to USFWS. No response received.
NRCS	☐ Yes ☒ No	☐ Yes ☒ No	**August 7, 2007** – Coordination completed for EA/FONSI. No further coordination required.
NPS	☐ Yes ☒ No	☐ Yes ☒ No ☐ Yes ☒ No	**January 30, 2014** – Meeting to discuss issues regarding the Ice Age National Scenic Trail at both crossings. **July 21, 2014** – Coordination email forwarded to NPS by the Wisconsin DNR regarding impacts to the Ice Age National Scenic Trail crossing along Kennedy Road. **July 28, 2014** – Letter received from NPS indicating that they are aware of the potential impacts to the Ice Age national Scenic Trail crossing along Kennedy Road and concur with Rock County and the city of Janesville's comments. See Appendix M.
USCG	☐ Yes ☒ No	☐ Yes ☒ No	**December 11, 2007** – Coordination completed for EA/FONSI. No further coordination required.
EPA	☒ Yes ☐ No	☐ Yes ☒ No	I-39/90 Corridor **May 30, 2013** – Agency NEPA meeting held with DNR, USACE, DATCP, EPA, and FHWA to discuss the I-39/90 project status and the WisDOT/FHWA decision to prepare an EA Re-Evaluation for the project with separate EA's for the I-43/WIS 81 and Beltline interchanges.
ACHP	☐ Yes ☒ No	☐ Yes ☒ No	Coordination not required.

Agency	Coordination Required?	Correspondence Attached?	Comments
SOVEREIGN NATIONS			
American Indian Tribes	☒ Yes ☐ No	☒ Yes ☐ No ☒ Yes ☐ No ☒ Yes ☐ No	South Segment **April 2, 2013** – Initial coordination letter sent to tribes notifying them of the project. No responses were received. See Appendix N.1. Central Segment **February 19, 2013** – Initial coordination letter sent to tribes notifying them of the project. No responses were received. See Appendix N.2. North Segment **February 15, 2013** – Initial coordination letter sent to tribes notifying them of the project. No responses were received. See Appendix N.3.
OTHER			
Rock County Land Conservation Department	☒ Yes ☐ No	☒ Yes ☐ No ☒ Yes ☐ No	Central Segment **December 17, 2013** – Initial coordination email sent to the Rock County Land Conservation Department requesting additional information about the type of easement and protections the Natter property is under. In addition, information on the process to acquire a portion of the easement was requested. **December 26, 2013** – Email from Rock County Land Conservation Department included commitment requirements to monitor erosion control and slope stabilization during the construction phase. See Appendix O for all coordination with the Rock County Land Conservation Department.
Dane County Drainage Board	☒ Yes ☐ No	☒ Yes ☐ No	North Segment **January 21, 2014** – Letter sent to the Dane County Drainage Board requesting information about drainage issues and invitation to the North Segment open house meeting to review project plans. See Appendix P.

3.6 Environmental commitments

The following environmental commitments, included in Table 31, consist of corridor wide and individual segment commitments. Environmental commitments made in the EA/FONSI which are still ongoing, are shown in *italics*. All other environmental commitments from the EA/FONSI, included in Appendix U, have been fulfilled since completion of the document in 2010.

To manage the design and delivery of the projects within the three segments of the I-39/90 corridor, WisDOT Southwest Region has formed the I-39/90 Corridor Management Team (CMT). Members of the CMT work in an integrated effort to develop the project from inception through final design, and ultimately through construction. Corridor Technical Experts are called upon to provide technical expertise and assistance to the CMT to help achieve consistent project objectives.

Staff from the three segment teams and the CMT will monitor the implementation and effectiveness of mitigation commitments. Some mitigation measures will be completed through the final design process and included in the project's final PS&E. Others will be completed during staged construction projects.

The team includes both WisDOT and consultant staff. The following positions will ensure and monitor fulfillments of the commitments shown in Table 31:

- Design engineer (segment project manager)
- Real estate specialist
- Traffic management engineer
- Construction engineer
- Environmental coordinator
- Drainage engineer

In addition, some commitments will be the responsibility of the contractor constructing the project. Different contractors are anticipated throughout the corridor due to the staging of construction projects.

Table 31. Environmental Commitments

Environmental Concern	Commitment
General Economics	No commitments needed
Business	North Segment **Acquisition Stage Relocation Plan** – An Acquisition Stage Relocation Plan shall be completed by the design team for the businesses being relocated by the selected preferred alternative, including a detailed study of the employee make-up for each displaced business. The real estate specialist and design engineer will ensure fulfillment of this commitment.
Agriculture	I-39/90 Corridor **Farmland Owner Coordination** – Follow up with farmland owners addressed in the DATCP published AIS Addendum shall be completed before final design is complete. The three segment design engineers will monitor and ensure fulfillment of this commitment.

Environmental Concern	Commitment
Community or Residential	I-39/90 Corridor **Emergency Access** – Emergency access shall be coordinated and maintained at all times. Staging shall be such that emergency routes will not be substantially longer than they currently are, unless coordinated ahead of time with local emergency units. The traffic management engineer and construction engineer will monitor and ensure fulfillment of this commitment. **Property Access** – Property access for homes, businesses, and farming operations shall be coordinated and maintained at all times. The contractor will work with landowners to ensure that access, where needed, is available. The construction engineer will monitor and ensure fulfillment of this commitment.
Indirect Effects	No commitments needed
Cumulative Effects	No commitments needed
Environmental Justice	No commitments needed
Historic Resources	North Segment **Door Creek School Avoidance** – Construction shall remain outside the historic boundary of the Door Creek School. When the project is ready to enter the construction phase, the contractor will be notified at the pre-construction conference about the historic nature of the Door Creek School and the extreme care that should be taken when working within the vicinity of the school. The environmental coordinator and construction engineer will ensure fulfillment of this commitment.
Archaeological Sites	Central Segment **Additional Survey** – Areas not surveyed under the archaeological investigation, totaling 1.9 acres, shall be field surveyed prior to construction. The environmental coordinator and design engineer will ensure fulfillment of this commitment. **Burial Site Protection, Site 47RO0051/BRO0184 (Riverview Resort)** – The uncataloged burial site is protected by Wisconsin Burial Site preservation law, Wisconsin Statute 157.70. The law requires that a minimum buffer of 5 feet be maintained around known grave locations. Archaeological monitoring during construction activities within the boundaries of the uncataloged site is required. The special provisions shall include contact information for the contractor to request an archaeologist to be on site. The construction engineer will monitor and ensure fulfillment of this requirement. **Burial Site Protection, Site 47RO0430/BRO0034 (Leisure Estates Cemetery)** – The previously reported cataloged cemetery/burial site requires archaeological monitoring during construction to ensure that potential unmarked burials outside of

Environmental Concern	Commitment
Archaeological Sites (Cont.)	the cataloged boundaries of the site are protected in accordance with the Wisconsin Statute 157.70. The special provisions shall include contact information for the contractor to request an archaeologist to be on site. The construction engineer will monitor and ensure fulfillment of this commitment. **Burial Site Protection, Site 47RO0189/BRO0097 (Whitford Map Mound)** – The uncataloged cemetery/burial site requires 2 week advance notification of construction activities within the boundaries of the site to determine if archaeological monitoring during construction is needed to ensure that potential unmarked burials are protected in accordance with the Wisconsin Statute 157.70. The special provisions shall include contact information for the contractor to request an archaeologist to be on site. The construction engineer will monitor and ensure fulfillment of this commitment. **Wisconsin Historical Society (WHS) Coordination** – A request to WHS to work within boundaries of uncataloged burial site 47RO0051/BRO0184, Riverview Resort, and to work adjacent to cataloged burial site 47RO0430/BRO0034, Leisure Estates Cemetery, shall be submitted prior to construction and is applicable for one calendar year. The environmental coordinator will ensure fulfillment of this commitment.
Tribal Coordination/Consultation	No commitments needed
Section 4(f) and 6(f) or Other Unique Areas	<u>Central Segment</u> **Spring Brook Trail Coordination** – Coordination with the city of Janesville shall be completed to ensure that the trail be restored to existing conditions or better, per requests by the City. The environmental coordinator and design engineer will monitor and ensure fulfillment of these commitments. The Spring Brook Trail shall remain open as best as feasibly possible during construction. A detour route of the trail shall be coordinated with the city of Janesville. The construction engineer will monitor and ensure fulfillment of this commitment. **Ice Age National Scenic Trail Coordination** – Coordination with Rock County staff shall be completed to ensure that the trail be restored to existing conditions or better, per requests by the County. The environmental coordinator and design engineer will monitor and ensure fulfillment of this commitment. The Ice Age National Scenic Trail shall remain open as best as feasibly possible during construction. The construction engineer will monitor and ensure fulfillment of this commitment. **Greenbelt Coordination** – Coordination with the city of Janesville shall be completed to ensure that impacts to the Greenbelt are addressed appropriately. Stormwater management for I-39/90 shall be coordinated with the city of

Environmental Concern	Commitment
Section 4(f) and 6(f) or Other Unique Areas (Cont.)	Janesville. The environmental coordinator, drainage engineer, and design engineer will ensure fulfillment of this commitment. <u>North Segment</u> **DNR Managed Lands Coordination** – Three DNR managed wildlife properties are located within the North Segment. Every effort shall be made to avoid or minimize impacts to these lands, including steepening of slopes and narrowing of the clear zone to the extent allowed by design standards and regulations. The DNR shall be notified of the location and extent of unavoidable impacts. The environmental coordinator and design engineer will monitor and ensure fulfillment of this commitment.
Aesthetics	<u>I-39/90 Corridor</u> **Corridor Roadside Aesthetics Plan** – A corridor roadside aesthetics plan shall be completed when the design is finalized and shall include items such as landscape planting, hardscape items (such as wells, bridges, sign bridges, etc.), native plantings, snow drift control (sometimes addressed through living snow fence), invasive plant management, wildlife crossing considerations, and storm water management (which can have a landscape planting component). All items addressed in the plan shall be coordinated with affected municipalities and local officials. The environmental coordinator and three segment design engineers will monitor and ensure fulfillment of this commitment.
Wetlands	<u>I-39/90 Corridor</u> **Wetland Mitigation** – Unavoidable wetland impacts shall be mitigated in accordance with the WisDOT/DNR Cooperative Agreement and the WisDOT Wetland Mitigation Banking Technical Guideline. The DNR and USACE shall be notified regarding the amount and type of unavoidable wetland impacts at final design. The environmental coordinator and three segment design engineers will ensure fulfillment of this commitment. **Permitting Schedule** – A permitting schedule shall be submitted to the DNR and USACE to show impacts and permit applications required for the I-39/90 project corridor. Section 401/404 permits shall be approved, by the DNR and USACE, respectively, prior to construction. The environmental coordinator will ensure fulfillment of this commitment. **Invasive Species and VHS** – All equipment must be properly cleaned and disinfected to address the spread of invasive species and viruses. The special provisions shall require the contractor to implement the measures in STSP 107-055 Environmental Protection – Aquatic Exotic Species Control before and after mobilizing in-water equipment to prevent the spread of Viral Hemorrhagic Septicemia (VHS), Zebra Mussel,

Environmental Concern	Commitment
Wetlands (Cont.)	and other invasive species. The construction engineer will monitor and ensure fulfillment of this commitment. <u>South Segment</u> **Delineation Concurrence** – Ongoing coordination with the DNR and USACE regarding the wetland delineation report, submitted in January of 2014, shall continue to achieve final concurrence. The environmental coordinator and design engineer will ensure fulfillment of this commitment. <u>North Segment</u> **Delineation Concurrence** – Ongoing coordination with the DNR and USACE regarding the 2013 wetland delineation shall continue to achieve final concurrence and regulatory jurisdiction. The environmental coordinator and design engineer will ensure fulfillment of this commitment.
Rivers, Streams and Floodplains	<u>I-39/90 Corridor</u> **Floodplain Analysis** – A hydraulic and hydrologic analysis shall be conducted for the 100-year flood event for any new or existing structure that is not being replaced "in-kind" within a mapped floodplain. The results shall be submitted to the DNR and the plans for the structure will comply with the provisions of the local community's floodplain zoning ordinance. The environmental coordinator, drainage engineer, and three segment design engineers will ensure fulfillment of this commitment. **Dredging Minimization** – The width and depth of all waterways will not be altered. A minor amount of dredging necessary to place the structure elements is permissible. The construction engineer will monitor and ensure fulfillment of this commitment. **Navigation aids in Turtle Creek (South Segment) and Rock River (Central Segment)** – Navigable aids may be placed around the construction area during construction. Special requirements for placement may be required. A Waterway Marker Application and Permit is required to place Danger, Information, or Navigation (red, green, black/white or red/white striped) type buoys. To place any type of Control buoy (such as Slow-no-wake) or a Boats Prohibited buoy requires a Waterway Marker Application and Permit, along with local ordinance authorizing placement of these types of buoys. Adequate time should be allowed for the passage of an ordinance with the local municipality. The special provisions shall address the general steps for submission of a Waterway Marker Application and Permit. The contractor shall obtain the appropriate approval permit prior to any work in the waterway. The construction engineer will monitor and ensure fulfillment of this commitment.

Environmental Concern	Commitment
Rivers, Streams and Floodplains (Cont.)	**Temporary Stream Channel or Culvert** – If a temporary channel is needed for structure construction, the channel shall be lined with plastic or other non-erodible material and weighted down with clean stone. A temporary channel or culvert shall be capable of carrying all stream flows during the construction period and shall maintain a suitable depth and velocity to allow the passage of migrating fish and aquatic species. Fish that become stranded in dewatered areas or temporary channels shall be captured and returned to the active channel immediately. These requirements shall be addressed in the special provisions and require the contractor to outline these construction methods in the ECIP. The construction engineer will monitor and ensure fulfillment of this commitment. **Design Changes** – If changes or detailed design standards require changes to floodplain impacts, the designer shall notify the environmental coordinator and drainage engineer immediately so they may coordinate with the appropriate DNR staff. The design engineer will ensure fulfillment of this commitment. <u>South Segment</u> **Wide Ditching/Infiltration Concepts** – Additional details for these concepts shall be submitted to the appropriate DNR staff when they are available during final design. The environmental coordinator, drainage engineer, and design engineer will ensure fulfillment of this commitment. **Structure Removal/Bridge Demolition** – Due to the characteristics of the waterways within the South Segment, the special provision, Removing Old Structure Over Waterway with Minimal Debris, shall be utilized for structure replacements. Coordination shall occur with DNR early in the design phase of the project if the bridge must be dropped into the waterway before removal and alternate arrangements must be agreed upon by DNR. The environmental coordinator and construction engineer will monitor and ensure fulfillment of this commitment. **Temporary Structure Requirements** – Temporary structures may be required during construction; these locations shall be identified early in the design process and require additional review and coordination with the appropriate DNR staff. The design team shall provide the DNR with details of the proposed temporary structure (location, dimensions, material used). All temporary structures shall comply with NR 116 Floodplain Management. The environmental coordinator, drainage engineer, and design engineer will ensure fulfillment of this commitment.

Environmental Concern	Commitment
Rivers, Streams and Floodplains (Cont.)	Central Segment **Spring Brook** – Spring Brook is considered an ASNRI waterway and additional coordination with the appropriate DNR staff is required during final design. The environmental coordinator will monitor and ensure fulfillment of this commitment. **Structure Removal/Bridge Demolition** – Due to the nature of recreation in the Rock River and the potential hazard to human and aquatic life, the special provision, Removing Old Structure over Waterway with Debris Capture System, should be utilized for this project. All but small pieces of rubble shall be removed from the bed of the waterway. Some small to moderate sized concrete rubble pieces without steel may remain in the water as fish habitat if there is coordination between the contractor and DNR prior to bridge demolition. The agreement must be approved by the DNR Rock County Fish Biologist. Any pieces remaining on the bed must not create a navigational hazard. The contractor shall present a structural removal plan to the appropriate DNR staff prior to removal. The construction engineer will monitor and ensure fulfillment of this commitment. **Rock River Causeway Requirements** – If a causeway is used to construct bridge piers in the Rock River, the causeway must not create backwater problems or erosion, sedimentation, or scour in the river. All material for the causeway must be removed from the waterway and the channel restored. Some small to moderate sized pieces of the structure may remain as spawning habitat in such a way that doesn't affect boating navigation if there is coordination between the contractor and DNR prior to construction. If material is to be left on the bed of the Rock River, the agreement must be approved by the DNR Rock County Fish Biologist. The construction engineer will monitor and ensure fulfillment of this commitment. North Segment **Structure Removal/Temporary Structure Requirements** – If a temporary structure is required during construction, coordination with the DNR shall be completed early in the process. The design team shall provide the DNR with details describing the dimensions of the temporary structure, and what materials would be used for construction and shall meet the standards of NR 116, Floodplain Management. The environmental coordinator, drainage engineer, and design engineer will ensure fulfillment of this commitment. **Aquatic Organism Passage (AOP) Considerations** – The invert elevations of the existing and proposed structures shall be specified in the construction plans. Culverts with AOP concerns that have been identified in the I-39/90 Corridor Manual shall be

Environmental Concern	Commitment
Rivers, Streams and Floodplains (Cont.)	set in such a manner that they do not cause stream fragmentation and allow fish and other aquatic organisms to migrate upstream and downstream during low-flow conditions. This requires that the invert be set an adequate distance below the final streambed elevation to allow a natural and continuous streambed condition to occur. A gravel bed substrate may be installed in the culvert to obtain this condition. The environmental coordinator, drainage engineer, and construction engineer will monitor and ensure fulfillment of this commitment. **Door Creek Impact Minimization** – During design, minimization techniques shall be implemented to reduce impacts to aquatic organism passages and stream fragmentation on Door Creek. The environmental coordinator, drainage engineer, and design engineer will ensure fulfillment of this commitment. **In-Stream Work Timing Restrictions** – All waterways with fisheries are considered warm-water systems. In order to protect developing fish eggs and substrate for aquatic organisms, all in-stream work that could adversely impact water quality should be undertaken between May 15th and September 15th. The contractor may work in other areas near the waterway beyond September 15th provided appropriate measures are taken to control erosion. The special provisions shall include the date restrictions for in-stream work. The environmental coordinator and construction engineer will monitor and ensure fulfillment of this commitment.
Lakes or other Open Water	No commitments needed
Groundwater, Wells and Springs	No commitments needed
Upland Wildlife and Habitat	<u>I-39/90 Corridor</u> **Oak Wilt Regulations** – The WisDOT standard specification 201.3(4) to address oak wilt shall be included in the special provisions. The specification states to prevent the spread of oak wilt by treating all cut surfaces and abrasions sustained between April 1st and September 30th by healthy oak trees and saplings with a thorough application of tree paint immediately upon discovering a wound. Between these dates, the contractor shall also paint the cut surfaces of stumps of all healthy oak trees and saplings immediately after cutting, whether remaining in place or grubbed. The construction engineer will monitor and ensure fulfillment of this commitment. **Emerald Ash Borer Regulations** – It is illegal to move or transport ash material, the emerald ash borer, and hardwood debris (i.e. firewood) from Emerald Ash Borer (EAB) beetle quarantined areas to a non-quarantined area without a compliance agreement issued by the Wisconsin DATCP. Regulated items include cut hardwood (non-coniferous) firewood,

Environmental Concern	Commitment
Upland Wildlife and Habitat (Cont.)	ash logs, ash mulch or bark fragments larger than one-inch in diameter, or ash nursery stock. The contractor shall have an arborist identify ash trees along the project. The construction engineer will monitor and ensure fulfillment of this commitment.
Threatened and Endangered Species	I-39/90 Corridor **Migratory Bird Protection** – A survey of existing bridges and box culverts shall be conducted during final design by the three segment teams to determine whether there is evidence of bird nesting. If present, measures to prevent nesting (removal of unoccupied nests during the non-nesting season or installation of barrier netting prior to May 1st), construction of the project between August 30th and May 1st, or application for a depredation permit through USFWS shall be utilized. The environmental coordinator and design engineer will ensure fulfillment of this commitment. To avoid impacts to nesting birds, removal of trees and shrubs which are likely to support active nests, or ground disturbance and vehicle traffic in grasslands with potential ground-nesting migratory birds, shall be completed between August 30th and May 1st. The special provision shall include the date of restrictions for protection of nesting birds. The construction engineer will monitor and ensure fulfillment of this commitment. Central Segment **Rock River Work Restrictions** – The special provisions shall include restrictions requiring no in-stream disturbance in the Rock River from May 1st to June 30th. If work must be conducted during this time period, the contractor shall apply for an incidental take permit through the DNR Bureau of Natural. If a cofferdam is completed prior to May 1st, work within the cofferdam may be done between May 1st and June 30th. The special provisions shall include the date or restrictions for in-stream work. The environmental coordinator and construction engineer will monitor and ensure fulfillment of this commitment.
Coastal Zones	No commitments needed
Air Quality	I-39/90 Corridor **Burning Restrictions** – If burning of brush occurs during construction, the contractor will be informed that it is illegal to burn materials other than clean wood. The use of oil based accelerants is prohibited. A permit may be required to burn any material during the wildland fire season. The contractor shall obtain any necessary burning permits through the local DNR ranger or fire warden. The construction engineer will monitor and ensure fulfillment of this commitment.

Environmental Concern	Commitment
Construction Stage Sound Quality	I-39/90 Corridor **Construction Restrictions** – The contractor shall check for, and comply with, local ordinances governing the hours of operation of construction equipment. The special provisions will include restrictions for operating motorized construction equipment from 9:00 PM until the following 7:00 AM, unless prior written approval is obtained from the engineer. The construction engineer will monitor and ensure fulfillment of this commitment.
Traffic Noise	South Segment **Local Municipality Coordination** – Coordination with local units of government shall be completed in areas currently undeveloped to notify them of predicted sound levels for land use planning purposes. The environmental coordinator and design engineer will ensure fulfillment of this commitment. Central Segment **Noise Barriers** – Noise barriers are recommended in nine locations, eight within the city of Janesville and one in the town of Fulton, through completion of a Phase 1 – Noise Impact Determination and Abatement Measures report. A Phase 2 – Public Involvement report shall be completed to gather public input and determine support for the recommended mitigation. Aesthetics shall be coordinated with the public and affected municipalities. The environmental coordinator and design engineer will ensure fulfillment of this commitment. North Segment **Local Municipality Coordination** – Coordination with local units of government shall be completed in areas currently undeveloped to notify them of predicted sound levels for land use planning purposes. The environmental coordinator and design engineer will ensure fulfillment of this commitment.
Hazardous Substances or Contamination	I-39/90 Corridor **Contaminated Site Investigation** – The design teams shall work with all concerned parties to ensure that the disposition of any petroleum contamination is resolved to the satisfaction of the DNR, WisDOT BTS-ESS, and FHWA before acquisition of any questionable site, and before advertising the project letting. Non-petroleum sites will be handled on a case-by-case basis with detailed documentation and coordination with the FHWA, as needed. The environmental coordinator and design engineer will ensure fulfillment of this commitment. **Asbestos Notifications** – A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (NR 406, 410, and 447 Wisconsin Administrative Code) may be required. The contractor shall submit the

Environmental Concern	Commitment
Hazardous Substances or Contamination (Cont.)	notification to DNR and WisDOT 10 working days in advance of demolition projects. The construction engineer will ensure fulfillment of this commitment. South Segment **Contaminated Site Contractor Notification** – Three contaminated sites require a notice to the contractor in the special provisions. The environmental coordinator and design engineer will ensure fulfillment of this commitment. North Segment **Contaminated Site Contractor Notification/Phase 2.5 Investigation** – Three contaminated sites require a notice to the contractor in the special provisions. A Phase 2.5 Investigation shall be completed for eight contaminated sites. The environmental coordinator and design engineer will ensure fulfillment of this commitment.
Stormwater	I-39/90 Corridor **Rock River Basin TMDL/TRANS 401 Requirements** – Stormwater features shall be designed to meet TMDL requirements, or TRANS 401 requirements at a minimum, where applicable. If TMDL or TRANS 401 requirements cannot be met, coordination with the DNR shall be completed to determine the best course of action. The environmental coordinator, drainage engineer, and design engineer will ensure fulfillment of this commitment. **TSS/TP Records** – Cumulative records of TSS and TP load removals shall be kept and shared with the DNR. The environmental coordinator and drainage engineer will ensure fulfillment of this commitment. South Segment **Detention Pond** – Impacts during construction shall be minimized to the detention Pond R-1, located near the Wisconsin Welcome Center. Appropriate drainage to the detention pond shall be maintained during construction. The detention pond shall be restored in functionality and aesthetics. The construction engineer will monitor and ensure fulfillment of this commitment. ***City of Beloit Coordination*** *– Coordination with the city of Beloit shall be completed to ensure that stormwater requirements are met. The design engineer will ensure fulfillment of this commitment.* Central Segment ***City of Janesville Coordination*** *– Coordination with the city of*

Environmental Concern	Commitment
Stormwater (Cont.)	*Janesville shall be completed to ensure stormwater requirements are met and that any issues associated with impacts to the Greenbelt or are addressed. The design engineer will ensure fulfillment of this commitment.* <u>North Segment</u> **Dane Country Drainage Board Coordination** – Coordination with the Dane County Drainage Board shall continue as the design progresses to ensure that any issues related to stormwater and drainage are addressed. The environmental coordinator, drainage engineer, and design engineer will ensure fulfillment of this commitment. ***City of Madison Coordination*** *– Coordination with the city of Madison shall be completed to ensure that stormwater requirements are met. The design engineer will ensure fulfillment of this commitment.*
Erosion Control	<u>I-39/90 Corridor</u> **Erosion Control Devices** – Erosion control devices will be specified on the construction plans. All disturbed bank areas shall be adequately protected and restored as soon as feasible. The construction engineer will monitor and ensure fulfillment of this commitment. **Erosion Control Implementation Plan (ECIP)** – An adequate ECIP shall be developed by the contractor and submitted to WisDOT and DNR for review at least 14 days prior to the pre-construction conference for each LET project. The environmental coordinator, drainage engineer, and construction engineer will ensure fulfillment of this commitment. **Erosion Mat** – If erosion mat is used along stream banks, it shall be biodegradable and non-netted (e.g. Class I Urban Type A Urban, Class II Type B Urban, or if necessary for shear stress, Class II Type C). Erosion mat locations shall be specified on the construction plans and addressed by the contractor in the ECIP. The construction engineer will monitor and ensure fulfillment of this commitment. **Standard WisDOT Measures** – Standard WisDOT measures for erosion control and precautions during construction will be implemented according to the current Wisconsin Standard Specifications for Highway and Structure Construction. WisDOT, as per the WisDOT/DNR Cooperative Agreement, shall contact the DNR liaison and coordinate with the DNR prior to performing any construction activities. Construction site erosion and sediment control procedures will be followed as set forth in TRANS 401 and the WisDOT/DNR Cooperative Agreement. The contractor's ECIP will be provided at least 14 days prior to the preconstruction conference for this project. The ECIP will

Environmental Concern	Commitment
Erosion Control (Cont.)	establish the schedule of implementation of temporary and permanent erosion control BMP's on the highway project. The ECIP will become part of the contract and will be submitted to the WisDOT for approval and provided to the DNR for review and comment. The construction engineer will monitor and ensure fulfillment of this commitment. **Ground Disturbance Staging** – Due to the immense nature of this project, proper staging shall be considered important. Ground disturbing activities shall be conducted in smaller pieces rather than opening up large swathes of ground at once. Staging of ground disturbing operations shall be addressed by the contractor in the ECIP. The construction engineer will monitor and ensure fulfillment of this commitment. <u>Central Segment</u> **Turbidity Barrier Placement** – If a turbidity barrier is used around the bridge piers to help contain sediment and debris during construction in the Rock River, the turbidity barrier shall be configured to allow for a minimum of 30 feet for navigation through the project site by the public. The requirements for turbidity barrier may be removed if the construction engineer, drainage engineer, and DNR liaison agree that it is not necessary for the goals stated above. The construction engineer will monitor and ensure fulfillment of this commitment.
Other	<u>I-39/90 Corridor</u> **Transportation Management Plan (TMP) Implementation** – The implementation of items described in the TMP shall be monitored for the duration of the project. After mitigation strategies are identified, implementation of those strategies shall be led by the WisDOT TMP Task Force leaders. TMP monitoring shall include the I-39/90 and interchange roadways adjacent to work zones, alternate routes, and affected local intersections or traffic patterns. The traffic management engineer will monitor and ensure fulfillment of this commitment. **Construction Staging** – Mainline construction shall be staged to maintain at least two lanes in each direction. Closures will be done during the night and not during peak hour travel times. Alternate routes will be utilized during construction to provide other travel options. The traffic management engineer and construction engineer will monitor and ensure fulfillment of this commitment. **Special Provisions** – Construction shall be restricted during holidays and special events and shall be included in the special provisions. Special hours permitting specific types of closures shall be included in the special provisions. The design engineer will ensure fulfillment of this commitment.

Environmental Concern	Commitment
Other	**Public Use Airport Coordination** – The Beloit Airport, Southern Wisconsin Regional Airport, and JANA Airport shall be coordinated with in advance of construction. The environmental coordinator and design engineer will ensure fulfillment of this commitment. **Public Use Heliport Coordination** – The Beloit Memorial Hospital, Omniflight Helicopters, Mercy Hospital, and Memorial Community Hospital shall be coordinated with in advance of construction. The environmental coordinator and design engineer will ensure fulfillment of this commitment. **FAA Coordination** – FAA shall be contacted to determine if a permit is required during final design. If a permit is required, it shall be filed for at least 45 days prior to the start of construction to allow enough time for the completion of a determination of "no hazard to air navigation" or "hazard to air navigation". If any changes to the permit are needed, the contractor will be responsible for contacting FAA with the permit modifications needed. The environmental coordinator and construction engineer will ensure fulfillment of this commitment. <u>South Segment</u> **Rock County Planning Department Coordination** – The Rock County Planning Department shall be contacted prior to construction to determine and complete necessary permits for construction cranes. The design engineer will ensure fulfillment of this commitment.

4 Section 4(f) and 6(f) or Other Unique Areas

4.1 Blackhawk Golf Course

The Blackhawk Golf Course is a public golf course located in the city of Janesville west of I-39/90 and south of East Racine Street, along Palmer Drive. The golf course is a Section 4(f) and Section 6(f) property owned and maintained by the city of Janesville.

The improvements constructed in 2013 at the WIS 11/Racine Street include a multi-use path connection for the Spring Brook Trail along Racine Street and the Blackhawk Golf Course. A temporary occupancy report was completed through a Construction Permit, included on page 91, and allowed WisDOT to conduct construction activities up to 30 feet from the existing right-of-way, along the south side of Racine Street between Palmer Drive and Park View Lane. Therefore, this action did not constitute an impact requiring the processing of a Section 4(f) document.

4.2 Spring Brook Trail

The Spring Brook Trail, part of the Ice Age Trail Corridor, is a 5.1 mile paved trail connecting downtown Janesville to Rotary Botanical Gardens, Palmer Park, the Youth Sports Complex, and US 14. The trail, which crosses I-39/90 in two locations, is a Section 4(f) property owned and maintained by the city of Janesville. The city of Janesville and the National Park Service support the proposed action and do not believe the impacts will have an adverse impact on the activities, features, or attributes of the trail at either crossing location.

4.2.1 Spring Brook Trail (Crossing #1)

South of the US 14 interchange, near Ruger Road, the Spring Brook Trail crosses under I-39/90 by Spring Brook. At this location, the existing I-39/90 northbound and southbound bridges will be replaced. The trail alignment will remain the same after construction. It is not possible to replace the I-39/90 bridges without temporary construction impacts to trail users. To minimize impacts to trail users, the trail will be closed only when it is necessary to protect the safety of trail users, such as when the existing bridges are being removed or girders are being placed for the new structures. A Finding of *de minimis* Impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges was prepared for the Spring Brook Trail (Crossing #1) and is included on page 92, as well as coordination with the city of Janesville.

4.2.2 Spring Brook Trail (Crossing #2)

Within the city of Janesville, the trail extends from Wright Road on the north side of US 14, then travels north behind the business development on the east side of Deerfield Drive. As part of the reconstruction of the US 14 interchange, the city of Janesville has requested a multi-use path be added to the north side of US 14 from the Spring Brook Trail on the east side of I-39/90, through the interchange, to the west side of I-39/90. To facilitate this connection, a short portion of the existing trail will be reconstructed. This action will result in a benefit to the trail as it will provide a connection to a new area of the city and encourage additional use of the trail. Documentation of Temporary Occupancy was prepared for the Spring Brook Trail (Crossing #2) and is included on page 109, as well as coordination with the city of Janesville. Therefore, this action does not constitute an impact requiring the processing of a Section 4(f) document.

4.3 Ice Age National Scenic Trail

The Ice Age Trail, one of only eleven National Scenic Trails in the United States, is a thousand-mile footpath highlighting Wisconsin's world-renowned Ice Age heritage and scenic beauty. The trail is a Section 4(f) property owned by Rock County.

In Rock County, the Ice Age Trail passes through the Janesville area. North of Janesville near Kennedy Road a portion of the trail follows an old railroad bed and passes under I-39/90. As part of the proposed project, Kennedy Road will be realigned to improve the skew of the roadway under I-39/90 and therefore shorten the bridge required. This modification would also require the realignment of the Ice Age Trail parallel to the south side of Kennedy Road. A Finding of de minimis Impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges was prepared for the Ice Age National Scenic Trail crossing.

The *de minimis* report, maps of the Ice Age National Scenic Trail, and correspondence with Rock County is included on page 120. Rock County and the National Park Service support the proposed action and do not believe the impacts will have an adverse impact on the activities, features, or attributes of the trail.

4.4 Other Section 4(f) properties

The following Section 4(f) properties are located adjacent to the I-39/90 corridor but will not be impacted by the proposed action under this re-evaluation:

- South Segment: None
- Central Segment: Palmer Park
- North Segment: Yahara Hills Golf Course, Door Creek School

4.5 Other unique areas

4.5.1 Greenbelt

In the Central Segment, the Greenbelt is located within the I-39/90 project area between Palmer Drive and US 14, through Janesville. The city of Janesville is responsible for the maintenance and preservation of this natural stormwater drainageway. Impacts to this area occur near Stream Crossing C1 – Spring Brook and the Spring Brook Trail Crossing #1. Coordination with the City will continue as the design progresses to ensure that any issues associated with the impacts to the Greenbelt both at the stream crossing and with stormwater management, are addressed.

4.5.2 DNR managed lands

In the North Segment, there are three areas of lands managed by the DNR that were determined not to be Section 4(f) lands by FHWA. Table 32 shows the location, area type, and impacts to each of the DNR managed lands.

Table 32. DNR Managed Land Impacts

Location	Area Type	Right-of-Way Acquisition Required
1890+00 – 1917+50 (LT)	Scattered Wildlife Region	2.4 acres
2209+00 – 2249+00 (LT)	Extensive Wildlife Habitat Area	1.9 acres
2397+00 – 2403+00 (RT)	Extensive Wildlife Habitat Area	None

CITY OF JANESVILLE

Wisconsin's Park Place

June 29, 2012

James Oettinger
WisDOT SW Region – Madison
I-39/90 Central Segment Project Manager
2101 Wright Street
Madison, WI 53187

Reference: Temporary Occupancy under Section 4(f) – Blackhawk Golf Course
WisDOT Project ID 1001-03-04
I-39/90 & WIS 11 (Racine Street) Interchange
City of Janesville
Rock County

Mr. Oettinger:

This letter is in reference to the Construction Permit the Wisconsin Department of Transportation (WisDOT) proposes to obtain for construction activities on land owned by the City of Janesville, on which Blackhawk Golf Course is located. It is understood that the Construction Permit is necessary for slope grading work and to construct a multi-use path connection for the Spring Brook Trail along Racine Street. The Construction Permit will allow WisDOT to conduct construction activities in a 0.41 acre area, up to 30 feet from the existing right of way along the south side of Racine Street between Palmer Drive and Park View Lane. The work will be completed in 2013, when I-39/90 & WIS 11 (Racine Street) Interchange is being reconstructed.

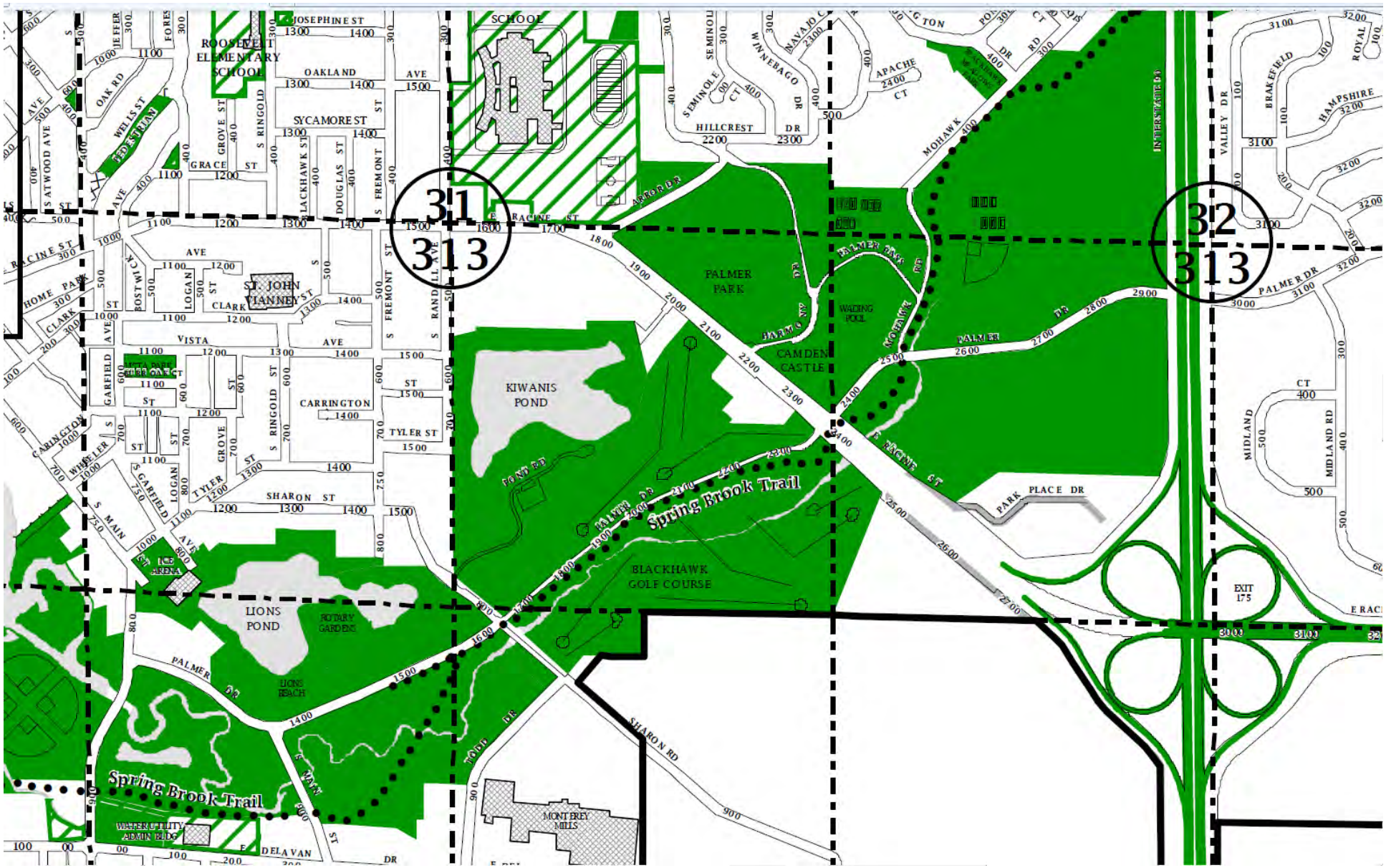
The City of Janesville and Blackhawk Golf Course acknowledge that the work will have no permanent adverse physical impacts, nor will there be interference with the activities or purpose of the golf course or its access, on either a temporary or permanent basis. The land being used will be fully restored, after the multi-use path is installed

Therefore, the City of Janesville approves the proposed Construction Permit. As Assistant City Manager for the City of Janesville, I am the person with official jurisdiction of the facility to verify that this information is correct.

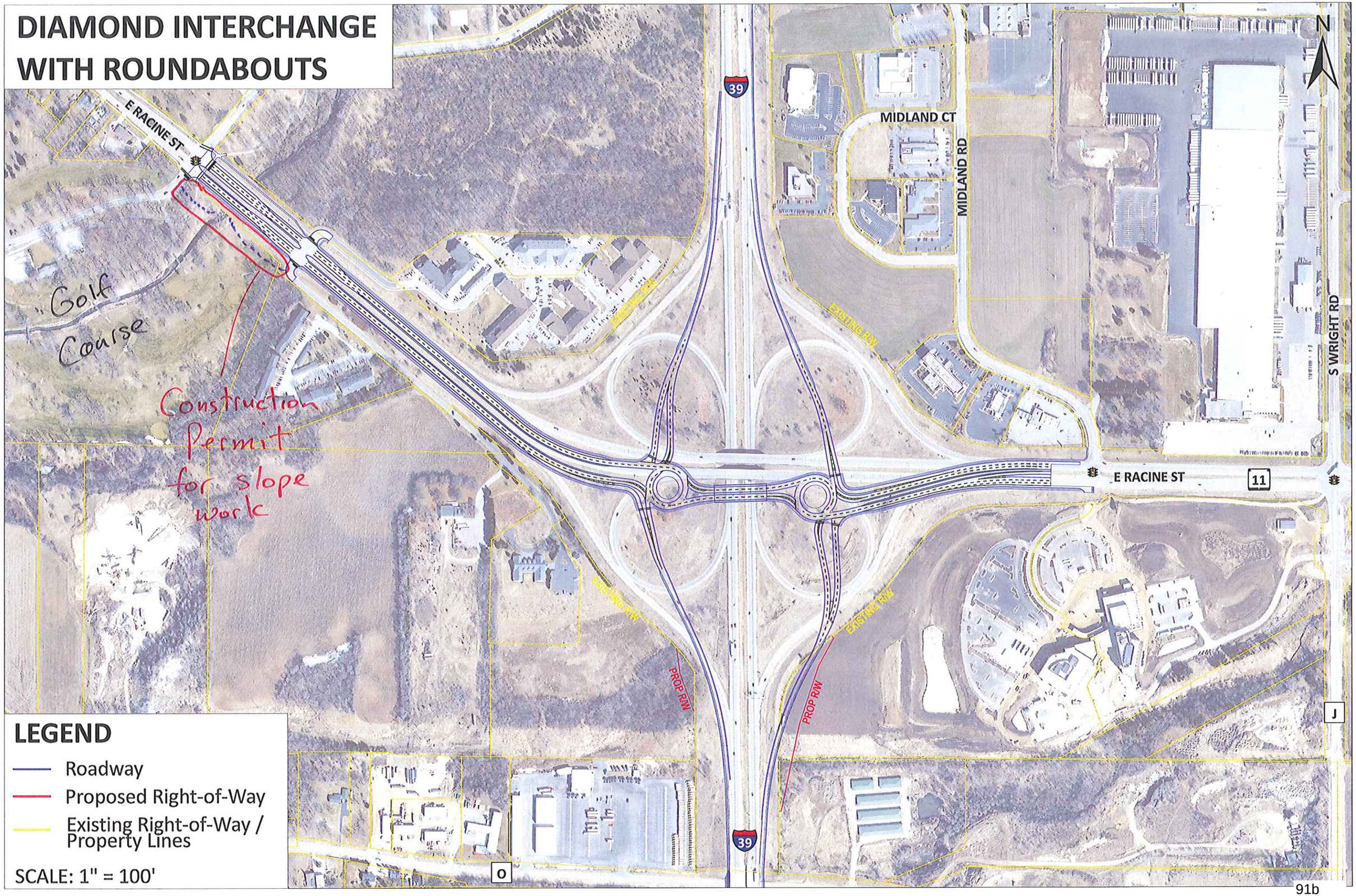
Sincerely,

Jacob J. Winzenz
Assistant City Manager
City of Janesville
18 North Jackson Street
Janesville, WI 53548

Map adapted from: http://www.ci.janesville.wi.us/modules/showdocument.aspx?documentid=896



DIAMOND INTERCHANGE WITH ROUNDABOUTS



LEGEND

- Roadway
- Proposed Right-of-Way
- Existing Right-of-Way / Property Lines

SCALE: 1" = 100'

Gerbitz, Johnny (FHWA)

From: Gerbitz, Johnny (FHWA)
Sent: Monday, July 23, 2012 9:49 AM
To: 'Oettinger, James - DOT'
Cc: Grimes, Jennifer - DOT; Steiner, John - DOT; Vesperman, John - DOT; 'Todd Hertz'; Blankenship, Tracey (FHWA); Berg, John (FHWA)
Subject: RE: 1001-03-04, Sec 4(f) Const Permit Ltr for Blackhawk Golf Course, I-39/90, Racine St (STH 11 N Jct) Interchange, C of Janesville, Rock Co

Hello Jim;

The City's 6/29/2012 letter satisfactorily resolves the construction impacts to this Sec 4(f) resource.

Please include a copy of the City's letter in your "Design Refinement Report" (if one is prepared) for the updated environmental impacts of the subject Interchange construction project

Sincerely

/s/ Johnny M Gerbitz

Field Operations Engineer, HAT-WI
Fed Hwy Admin, Wis Div
525 Junction Rd, Suite 8000
Madison, WI 53717-2157
(City Center West, Johnson Bank Bldg)
Tel 608-829-7500 (Dial "0" After Message Starts)
FAX 608-829-7526
johnny.gerbitz@dot.gov
*****



10010304 Golf Course 4(f) Cons...

From: Oettinger, James - DOT [mailto:James.Oettinger@dot.wi.gov]
Sent: Monday, July 09, 2012 9:25 AM
To: Gerbitz, Johnny (FHWA); Grimes, Jennifer - DOT
Cc: Steiner, John - DOT; Vesperman, John - DOT; 'Todd Hertz'
Subject: I-39/90 Racine St Interchange 4(f) Construction Permit Letter

Attached is the signed 4(f) Construction Permit letter from the City of Janesville for the multi-use path work along the golf course. The need for this permit is to allow us to do some slope grading on city R/W to construct the requested trail link along the south side of Racine St....

<< File: 10010304 Golf Course 4(f) Construction Permit Letter.pdf >>

Wisconsin
Federal Highway Administration

Finding of *De Minimis* Impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges

WISDOT ID: 1005-10-01/76
Route: IH 39
Termini: Illinois State Line – Madison, CTH O to USH 14 Interchange North
City/County: City of Janesville, Wisconsin

Name of 4(f) Resource: Spring Brook Trail

Project description: The Wisconsin Department of Transportation (WisDOT) is in the process of developing plans for a proposed project located on IH-39/90 between the Illinois State Line and City of Madison which includes reconstructing all of the IH-39/90 bridges. The Spring Brook Trail crosses under the IH-39/90 bridges that span Spring Brook. The reconstruction of the IH-39/90 bridges will impact the existing trail, which is proposed to be replaced in the same location. The preliminary cost estimate for ID 1005-10-76 is approximately $51 million. The project is approximately 2.9 miles long. Environmental impacts will be documented in an Environmental Assessment (EA) Re-evaluation. The project will necessitate 0.1 acres of de minimis use.

The attached documentation shows the following:

1. The Spring Brook Trail that will be reconstructed for project ID 1005-10-76 is used by pedestrians and bicyclists. The proposed reconstruction of the trail will not adversely affect the activities, features, and attributes of the trail. A project overview and proposed project plans are presented in Attachment 1.
2. The City of Janesville has been informed that FHWA may make a *de minimis* finding under 4(f) and may use City of Janesville's written concurrence (Attachment 2) that the project does not adversely affect the activities, features, and attributes of the trail that qualify the property for protection under Section 4(f) in making that finding. A meeting was held to discuss the impacts to the existing trail. The meeting minutes are presented in Attachment 3.
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. Public Informational Meetings were held on September 19, 2012 and August 1, 2013. Public Information Meeting invitations are presented in Attachment 4. Additional meetings will be held as the project proceeds.
4. There are no federal encumbrances [such as 6(f)] on the Spring Brook Trail. An e-mail was received from the Wisconsin DNR stating that there are no 6(f) concerns at this location and is presented in Attachment 5.

This *de minimis* documentation was prepared by

2-21-14
Date

Brad Halvensleben, Project Engineer,
KL Engineering

This *de minimis* documentation was reviewed and approved by

2/28/14
Date

Jennifer Grimes, SW Region Environmental Coordinator

10/9/2014
Date

Jaime Macalister, BTS – EPDS Liaison

10-14-2014
Date

Johnny Gerbitz, Federal Highway Administration

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

Attachment 1
Project Overview and Plans

2

2

CITY OF JANESVILLE LIMITS

BEGIN PROJECT I.D. 1005-10-76
STA. 737+97.06 'NB'

END PROJECT I.D. 1005-10-76
STA. 892+10.74 'NB'

N

CITY OF JANESVILLE

E. RACINE ST.

WSOR RR

PALMER DR.

SPRING BROOK

RUGER AVE.

MILWAUKEE ST.

MT. ZION AVE.

USH 14/HUMES RD.

CTH O

STH 11/RACINE ST.

SB IH 39/90

NB IH 39/90

B-53-330

B-53-331

N-53-XXX

B-53-332

B-53-333

N-53-XXX

R-53-XXX

N-53-XXX

B-53-334

N-53-XXX

B-53-335

N-53-XXX

B-53-XXX

B-53-XXX

N-53-XXX

R-53-XXX

N-53-XXX

B-53-336

N-53-XXX

B-53-337

N-53-XXX

PROPOSED
TRAIL IMPACTS

CITY OF JANESVILLE LIMITS

PROJECT NO: 1005-10-76	HWY: IH-39/90	COUNTY: ROCK	PLAN: PROJECT OVERVIEW	SHEET _____	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\SEGMENT1_SOUTH_JANESVILLE\SHEETSPLAN\PLAN DETAILS\020201_PO.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : KYLE THOMPSON PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 42

SLOPE INTERCEPTS (TYP.)
SPRING BROOK TRAIL 'BK' R/L
SB IH-39/90 'SB' R/L
SB IH-39/90
NB IH-39/90
NB IH-39/90 'NB' R/L
R/W
B-53-332
B-53-333
B-53-334
B-53-335
30+00'BK'
35+00'BK'
36+09'BK'
SOUIX COURT
RUGER AVENUE
45+00'RU'
49+37'RU'
RUGER AVENUE 'RU' R/L
N-53-XXX
R-53-XXX
ALLIANT ENERGY
AT&T
CHARTER
CITY OF JANESVILLE
MATCH LINE STA. 785+00'NB'
MATCH LINE STA. 815+00'NB'
790+00'SB'
795+00'SB'
800+00'SB'
805+00'SB'
810+00'SB'
VALLEY DRIVE
VALLEY DR.
SPRING BROOK TRAIL
STAFFORD ROAD
PROPOSED R/W
TLE
PROPOSED TRAIL IMPACTS
NOTE:
SEE PLAN DETAIL SHEETS FOR PAVEMENT GRADES

VCL = 700.00
K = 184.73
VPC STA 791+62.90
VPC EL 814.15
PVI STA 795+12.90
PVI EL 806.19
VPT STA 798+62.90
VPT EL 811.49
795+83.25
809.37
-2.28%
STA 799+12.31 - STA 800+17.31
STRUCTURE B-53-333 REQ'D
1-SPAN, 45W PRESTRESSED GIRDER
72.00' CLEAR ROADWAY WIDTH
SKEW 0.41° RHF
STA 806+12.88 - STA 807+32.01
STRUCTURE B-53-335 REQ'D
1-SPAN, 54W PRESTRESSED GIRDER
72.00' CLEAR ROADWAY WIDTH
SKEW 13.13° LHF
VCL = 210.00
K = 651.00
VPC STA 807+69.80
VPC EL 825.22
PVI STA 808+74.80
PVI EL 826.81
VPT STA 809+79.80
VPT EL 828.06
1.51%
EXISTING
PROPOSED
EXISTING TERRAIN PROFILE ALONG R/L
PROPOSED DESIGN PROFILE ALONG R/L

860 850 840 830 820 810 800 790

785+00	786+00	787+00	788+00	789+00	790+00	791+00	792+00	793+00	794+00	795+00	796+00	797+00	798+00	799+00	800+00	801+00	802+00	803+00	804+00	805+00	806+00	807+00	808+00	809+00	810+00	811+00	812+00	813+00	814+00	815+00
825.24 **829.24**	823.26 **826.96**	821.29 **824.69**	819.21 **822.41**	817.33 **820.14**	815.60 **817.86**	813.82 **815.59**	812.31 **813.35**	811.46 **811.54**	810.64 **810.28**	810.33 **809.56**	810.19 **809.38**	810.27 **809.74**	810.48 **810.64**	811.31 **812.05**	798.15 **813.56**	813.46 **815.08**	814.52 **816.59**	815.94 **818.10**	817.40 **819.62**	819.03 **821.13**	820.26 **822.65**	803.39 **824.16**	822.63 **825.67**	824.07 **827.06**	825.01 **828.30**	826.18 **829.49**	827.41 **830.68**	828.78 **831.87**	830.27 **833.06**	831.35 **834.25**

PROJECT NO: 1005-10-76	HWY: IH-39/90	COUNTY: ROCK	PLAN AND PROFILE: NB IH-39/90 'NB'	SHEET E

Attachment 2
City of Janesville Concurrence Letter

CITY OF JANESVILLE

Wisconsin's Park Place

4 February 2014

Derek Potter, P.E.
Project Manager – IH 39, Central Segment
WisDOT, SW Region
111 Interstate Blvd.,
Edgerton, WI 53534

RE: IH 39 Project & Impacts to Ice Age and Spring Brook Trails

Dear Derek:

As requested, this letter is intended to serve as confirmation the City of Janesville has been consulted (and is in agreement) with the basic concept at this point in the trail connection design at the following locations: 1) Kennedy Rd. underpass, 2) Spring Brook underpass between Ruger and Palmer, and 3) USH 14 north side connection from a point east of Deerfield Dr. to a point west of the Interstate.

We hereby agree with: a) the assessment of impacts, b) the proposed measures to minimize harm, and c) the determination the impacts will not have an adverse impact on the activities, features, or attributes of the 4(f) resource.

City staff recently participated in a WisDOT review meeting and indicated a desire for certain aspects of the current design to be reinstated. Those items include under-bridge lighting and a concrete path at Spring Brook and centerline striping on paths within the City of Janesville.

Sincerely,

Carl J. Weber, P.E.
Director of Public Works/City Engineer

DFR:
cc: Mike Payne, Engineering Manager
Dennis Ryan, Assistant Engineering Manager
Tom Presny, Parks Director
Cullen Slapak, Assistant Parks Director

J:\Development\Engineering\DOT Projects\I90 Expansion 2012+\Derek Bike Trail Letter.doc

ENGINEERING DEPARTMENT
MUNICIPAL BUILDING • 18 N. JACKSON ST., P.O. BOX 5005 • JANESVILLE, WI 53547-5005 • (608) 755-3160 • FAX: (608) 755-3189
WEBSITE: http://www.ci.janesville.wi.us

Attachment 3
IH-39 Adjacent Trail Meeting Minutes

Meeting: IH-39 Ice Age Trail Discussion

Date: January 30, 2014, 9:00 a.m.

Location: WisDOT SW Region – Edgerton Office

Attendees: See attached sign-in sheet

The following items were discussed at the meeting:

- The meeting was held to inform local officials and agencies about the plans and impacts to the Ice Age Trail at Kennedy Road, US 14 and Spring Brook. Plan layouts and typical sections were presented to the group for discussion.

Kennedy Road Trail

- The trail is managed by the Rock County Parks Department. They were not in attendance. Derek will contact them to discuss their comments and trail surface preference. Dana White-Quam (DNR) said she sent the information Derek provided to Rock County Parks.
- Brad Crary said this is a spur trail. Long distance hikers use the segment of the trail that crosses STH 26.
- WisDOT will try to keep the trail open during construction but there will be times it will need to be closed. Michelle said the trail may be closed if there are no other options.
- Dennis Ryan thought the County may not want the trail paved due to equestrian use.
- Jenny said we'll need a letter from the "owner" of each trail (Janesville and Rock County) that states coordination has been done by the DOT and the owners are in agreement with the basic concept at this point. The sentence needed is "The officials have agreed in writing with the assessment of impacts; the proposed measures to minimize harm; and that the impacts will not have an adverse impact on the activities, features, or attributes of the 4(f) resource". This letter will allow for a de minimis 4(f) finding. A temporary occupancy permit will be needed for construction of the trails.

Spring Brook Trail

- The current trail has lights under the bridge and Janesville wants lights under the new bridge. They are willing to maintain the lights and pay for the electricity.
- Janesville wants the trail to be concrete with a joint line between the edge of the trail and abutment.
- Janesville wants a centerline painted on the trail.
- The design team will coordinate a detour with the City.
- The design team will try to optimize impacts to the trail during the winter months. The City does not plow the trail in the winter.
- This is a Bureau of Structures designed bridge.
- Jim Lucht requested the bridge skew angle be zero degrees.
- Brad Crary said he would like a brown sign installed on I-39 near the Spring Brook trail that said "Ice Age Trail". The central segment team will look into this option and coordinate with Brad on the exact size, look and language of the sign.

US 14 Multiuse Path

- The design team will coordinate with Janesville about the location and connection intersections of the path.

39/90
IMPROVING
a gateway to Wisconsin

WISCONSIN DEPARTMENT OF TRANSPORTATION
PUBLIC INFORMATION MEETING

I-39/90 Expansion Project
Location: Rock County

DATE:	TIME:	LOCATION:	PURPOSE:
~~1/30/14~~ OK		Edgerton Project Field Office	Meeting

ATTENDANCE RECORD

Please Note: 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.

NAME (Please Print)	ADDRESS	CITY/STATE/ZIP CODE	PHONE NUMBER	Email (Please fill out if you would like to receive notifications by email)
Jim Lucht	IH39 CMT structure Lead	Edgerton Field Office	608 279 1161	jim.lucht @ aecom.com
Brad Crary	2110 Main St.	Cross Plains 53528	608-798-4453	brad@iceagetrail.org
Michelle Brokaw	WisDOT SW Region	Madison 53704	608-242-8023	michelle.brokaw@dot.wi.gov
Eric Heggelund	3911 Fish Hatchery Rd	Fitchburg 53711	608-275-3301	eric.heggelund@wi.gov
Dennis James	4434 Red Tail Lane	Janesville, WI 53546	608-302-1885	djames84@outlook.com
Brian Halvensleben	5950 Seminole Centre Ct. #200	Madison WI ~~53718~~ 53711	608-663-1218	bhalvensleben@klengineering.com
Todd Hentz	"	"	"	thentz@klengineering.com
DENNIS RYAN	18 N ~~JANESVILLE~~ JACKSON	JANESVILLE, WI	608-755-3171	ryand@ci.janesville.wi.us
CULLEN SLAPAK	"	"	608-373-3406	SLAPAKC@CI.JANESVILLE.WI.US
Derek Potter				
Jenny Grimes (WisDOT)	~~called~~ called in			
Dana White-Quam (DNR)	Called in			

Attachment 4
Public Information Meeting Invitations

Public Information Meeting for I-39/90 Central Segment (County O to Rock/Dane County Line) Rock County



Public information meeting

The Wisconsin Department of Transportation (WisDOT) Southwest Region in Madison has scheduled a public information meeting to present information and gather public comments on the reconstruction and expansion of I-39/90 from County O just south of Janesville to the Rock/Dane County line in Rock County. **The meeting is scheduled from 5 p.m. to 7 p.m. on Wednesday, September 19, 2012 at the Marshall Middle School (cafeteria), 25 South Pontiac Drive, Janesville**. The meeting will be an open house format with a brief presentation at 5:30.

The meeting facility is handicap accessible. Hearing impaired persons requiring an interpreter may request one by contacting WisDOT Project Manager James Oettinger at least three working days prior to the meeting via the Wisconsin Telecommunication Relay System (dial 771).

Proposed improvements

The Central Segment of I-39/90 extends approximately 13 miles from County O south of Janesville to the Rock/Dane County line (see map). Proposed improvements include complete reconstruction and expansion of I-39/90 to eight (8) lanes from County O to WIS 26 and to six (6) lanes from WIS 26 to the county line.

Four (4) interchanges will be reconstructed at WIS 11/E. Racine Street, US 14, WIS 26, and WIS 59. Improvements will also include replacement of aging overpass structures along the corridor. Locations for possible noise walls are also being evaluated.

The Central Segment improvements from County O to the Rock/Dane County line are part of the overall I-39/90 corridor improvements from the Illinois state line to the US 12/18 interchange near Madison.

Contact information

If you are unable to attend the meeting, or would like additional information, contact Project Manager James Oettinger at (608) 246-3879. Written comments regarding the project can be mailed to James Oettinger, WisDOT Southwest Region, 2101 Wright Street, Madison, WI 53704, or sent by email to james.oettinger@dot.wi.gov.

You may also visit us online at the I-39/90 website listed below.

Public Information Meeting for I-39/90 Central Segment (County O to Rock/Dane County Line) Rock County

U.S.Department of Transportation
Federal Highway Administration



Public information meeting

The Wisconsin Department of Transportation (WisDOT) Southwest Region in Madison has scheduled a public information meeting to provide an update on the reconstruction and expansion of I-39/90 from County O, south of Janesville, to the Rock/Dane County line in Rock County. **The meeting is scheduled from 5 p.m. to 7 p.m. on Thursday, August 1, 2013 at the Marshall Middle School (cafeteria), 25 South Pontiac Drive, Janesville**. The meeting will be an open house format with a brief presentation at 5:30 p.m.

The meeting facility is handicap accessible. Hearing impaired persons may request an interpreter by contacting WisDOT Project Manager Derek Potter at least three working days prior to the meeting via the Wisconsin Telecommunication Relay System (dial 771).

Proposed improvements

The Central Segment of I-39/90 extends approximately 13 miles from County O, south of Janesville, to the Rock/Dane County line (see map).
The Central Segment is part of the overall I-39/90 corridor that is being reconstructed from the Illinois state line to the US 12/18 interchange near Madison.

Improvements include reconstruction and expansion of I-39/90 to eight (8) lanes from County O to WIS 26 and to six (6) lanes from WIS 26 to the county line. The interchanges at WIS 11/East Racine Street, US 14, WIS 26, and WIS 59 will also be reconstructed. Work on the WIS 11/East Racine Street interchange is underway and will be completed in fall of 2013.

Other improvements include replacing the overpass structures along the corridor and constructing noise walls at some locations.

Contact information

If you are unable to attend the meeting or would like additional information, contact Project Manager Derek Potter at (608) 245-2637. Written comments regarding the project can be mailed to Derek at the WisDOT Southwest Region, 2101 Wright Street, Madison, WI 53704, or sent by email to derek.potter@dot.wi.gov.

We encourage you to visit the project website, sign up for email updates on the website and follow the project on Facebook (links provided below).

Email us at I39-90Project@dot.wi.gov

Visit us online at www.i39-90.wi.gov

Find us on Facebook at www.facebook.com/WisconsinI3990Project

Attachment 5
Wisconsin DNR E-mail

From:	Heggelund, Eric P - DNR
To:	Grimes, Jennifer - DOT
Subject:	FW: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation
Date:	Wednesday, December 18, 2013 8:51:07 AM

Jenny,

There are no 6(f) concerns with the Spring Brook Trail. I'll let you know if Dana has any comments.

Thanks,

Eric

From: Hessler, Lavane J - DNR
Sent: Wednesday, December 18, 2013 8:40 AM
To: Heggelund, Eric P - DNR; White-Quam, Dana M - DNR
Subject: RE: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation

Hi,

I looked back in my records and there is no 6f involved in this project.

It looks like they are addressing trail use during the construction phase which would be an important element I would have been looking at.

So I have no issues on my end.

Lavane Hessler

Stewardship & LWCF Grant Manager
Bureau of Facilities and Lands
Wisconsin Department of Natural Resources
(☎) phone: (608) 267-0497 or (715) 839-3709
(✉) e-mail: lavane.hessler@wisconsin.gov

Customer service is important to us. Please tell us how we are doing.
Land Division Customer Service Survey
http://www.surveymonkey.com/s/LandDivision

From: Heggelund, Eric P - DNR
Sent: Tuesday, December 17, 2013 3:34 PM
To: Hessler, Lavane J - DNR; White-Quam, Dana M - DNR
Subject: FW: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation

Lavane and Dana,

FYI - A follow up to my e-mail this morning. Disruption of the Spring Brook trail in Janesville during construction will be minimal.

Thanks,

Eric

From: Grimes, Jennifer - DOT
Sent: Tuesday, December 17, 2013 3:30 PM
To: Heggelund, Eric P - DNR
Subject: RE: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation

Eric,
I received the response below from the project team. Any closure or rerouting of the trail would be less than the duration of the overall construction project at either location, with an attempt to keep the trail open during construction except for closures of short duration for safety of users. If you have any recommendations for trail detours or alternate routes, please let us know

in your response.

Thanks for the quick responses on all of the Rock County projects that I have sent your way!! It will be nice to finish the year with this information ready to be included in the EA Re-Evaluation documentation.

Jenny

From: Todd Hertz [mailto:THertz@KLEngineering.com]
Sent: Tuesday, December 17, 2013 3:08 PM
To: Grimes, Jennifer - DOT; Brad Halvensleben
Cc: Potter, Derek - DOT
Subject: RE: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation

We will try to keep the trail open during construction. We are very early in the design process and have not looked at constructability in detail. There will need to be some short term closures, a couple of days, to remove the existing bridges and set the girders for the new bridges. We'll have a better idea later next year.

Todd Hertz, P.E.

From: Heggelund, Eric P - DNR
Sent: Tuesday, December 17, 2013 11:07 AM
To: Grimes, Jennifer - DOT
Subject: RE: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation

Jenny,

I have forwarded your question on to Lavane. I don't anticipate an issue with a new trail connection. A potential issue with the bridge may be closure of the trail during construction. In anticipation of Lavane's question – do you know how long the trail may be closed or if there would be a detour or alternate route users could take during construction?

Eric

From: Grimes, Jennifer - DOT
Sent: Tuesday, December 10, 2013 12:34 PM
To: Heggelund, Eric P - DNR
Cc: Anderson, Russell A - DNR; Potter, Derek - DOT; Brad Halvensleben; DOT I39 Project
Subject: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation

Eric,
In the DNR 10/16/13 Initial Comment Letter for the I-39 Central Segment (attached), the Ice Age Trail crossing was determined to NOT fall under the LWCF designation and 6(f) requirements will not apply to the trail relocation.

There are also 2 crossings of Spring Brook Trail that I would like to request a DNR review to see if Section 6(f) would apply to the modifications proposed to the trails for the I-39 Central Segment.

A summary of each location is below.

It appears Amanda intended to add the US 14 trail crossing information into Central Segment initial comment letter, but it was left out. Pervious coordination (10/1/13) for the US 14 trail crossing is attached to this email.

1. Spring Brook Trail & US 14	US 14 crossing of trail was not addressed in the initial letter. Additional info sent to DNR on 10/1/13. The Spring Brook Trail within the City of Janesville extends from Wright Road on the north side of USH 14, then travels north behind the business development on the east side of Deerfield Drive. The City has requested that we study an option to add a multi-use path on the north side of USH 14 from the Spring Brook Trail to the west side of I-39/90. It is currently proposed that the addition of this path would match, and not impact, the existing Spring Brook Trail.

The I-39 trail crossing info is summarized in the email below (10/31/13) from Brad Halvensleben and a plan sheet is attached.

2. Spring Brook Trail & I-39	There is also an existing trail that crosses under I-39 at Spring Brook. The existing I-39

	northbound and southbound bridges will be reconstructed which will impact the existing Spring Brook Trail. The trail is proposed to be replaced in the same location, on the north side of Spring Brook.

Please let me know if you need any additional information to review the Spring Brook Trail crossing locations at US 14 and I-39, as well as if they either or both fall under the LWCF designation and if 6(f) requirements would apply to the trail relocations.

Jenny

Jennifer Grimes
Environmental Analyst & Review Specialist
Mega Team Projects & Planning Majors Studies
WisDOT Southwest Region – Edgerton
111 Interstate Blvd, Edgerton, WI 53534
Phone 608.884.1147 | Cell 608.516.9760
jennifer.grimes@dot.wi.gov

(10/28/13: please note my new phone number and office location)

From: Brad Halvensleben [mailto:BHalvensleben@KLEngineering.com]
Sent: Thursday, October 31, 2013 4:30 PM
To: Grimes, Jennifer - DOT
Cc: Potter, Derek - DOT; DOT I39 Project; Todd Hertz
Subject: RE: I-39 Central Segment Trail Impacts

Jenny,

As previously discussed, there is also an existing trail that crosses under I-39 at Spring Brook. I have attached a PDF which shows the location of the trail and the existing and proposed bridge plans which show how the trail crosses under I-39.

The existing I-39 northbound and southbound bridges will be reconstructed which will impact the existing Spring Brook Trail. The trail is proposed to be placed in the same location, on the north side of Spring Brook. The existing plan shows the bridge looking east and proposed bridge section is looking west which is why the trail appears to be on opposite sides. Let me know if you need any other information.

Brad Halvensleben, P.E.
KL Engineering, Inc.
5950 Seminole Centre Ct. #200
Madison, WI 53711
(608) 663-1218
bhalvensleben@klengineering.com

Documentation of Temporary Occupancy per 23 CFR 774.13(d)

WisDOT ID: 1005-10-01/77
Route: IH 39
Termini: Illinois State Line – Madison, USH 14 Interchange North to Kennedy Road
City/County: Rock County, Wisconsin

Name of 4(f) Resource: Spring Brook Trail (Crossing #2)

Temporary Occupancy: Examples of temporary occupancy of Section 4(f) land include right-of-entry, project construction, a temporary easement, or other short-term arrangement involving a Section 4(f) property. A temporary occupancy will not constitute a Section 4(f) use when all of the conditions listed in 23 CFR 774.13(d) are satisfied: *FHWA, 4(f) Policy Paper (rev. 7/20/12), Question 7A, pp. 32-33*

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

   The duration is anticipated to be less than 1 month and there will be no change in ownership.

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

   It is proposed to construct a new multi-use path on the north side of USH 14 from the existing Spring Brook Trail to the frontage road on the west side of IH 39. It is proposed to match the existing trail and minimal work will occur on the existing trail. A project overview and proposed project plans are presented in Attachment 1.

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

   The existing trail will remain open at all times.

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

   The land will be restored to the existing condition or better.

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

   The agreement from the City of Janesville is presented in Attachment 2. A meeting was held to discuss the proposed trail and impacts to the existing trail. The meeting minutes are presented in Attachment 3.

*In situations where the above criteria cannot be met, the temporary occupancy will be a use of Section 4(f) property and the appropriate Section 4(f) analysis, coordination, and documentation will be required (*See *23 CFR 774.13(d)). In those cases where a temporary occupancy constitutes a use of Section 4(f) property and the* de minimis *impact criteria (Questions 10 and 11 of the Section 4(f) Policy Paper, rev.7/20/12) are also met, a* de minimis *impact finding may be made.* de minimis *impact findings should not be made in temporary occupancy situations that do not constitute a use of Section 4(f) property.*

Attachment 1
Project Overview and Plans

2

BEGIN PROJECT I.D. 5569-00-71
STA. 101+46.8'HE'

END PROJECT I.D. 5569-00-71
STA. 120+30.00'HE'

BEGIN PROJECT I.D. 1005-10-77
STA. 892+10.74

END PROJECT I.D. 1005-10-77
STA. 1025+00 'NB'

N

KENNEDY RD.

WETLANDS

B-53-346 (SB)
B-53-347 (NB)

IH 39/90

B-53-344 (SB)
B-53-345 (NB)

WSOR RR

STH 26/MILTON AVE.

LEXINGTON DR.

USH 14/HUMES RD.

MORSE ST.

RYAN RD.

KETTERING ST.

B-53-342 (SB)
B-53-343 (NB)

PONTIAC DR.

B-53-338 (SB)
B-53-339 (NB)

B-53-340 (SB)
B-53-341 (NB)

IH 39/90

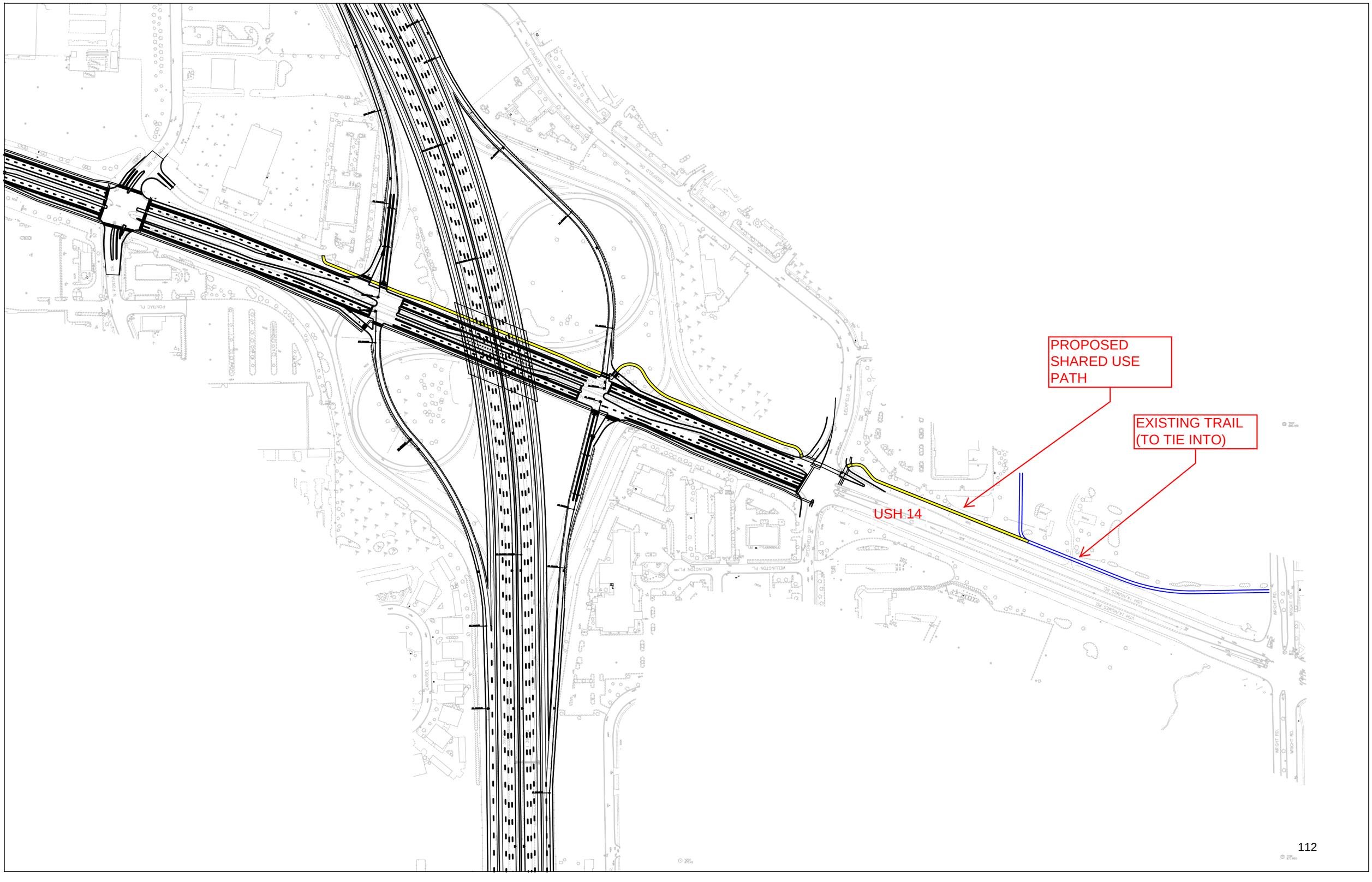
CITY OF JANESVILLE

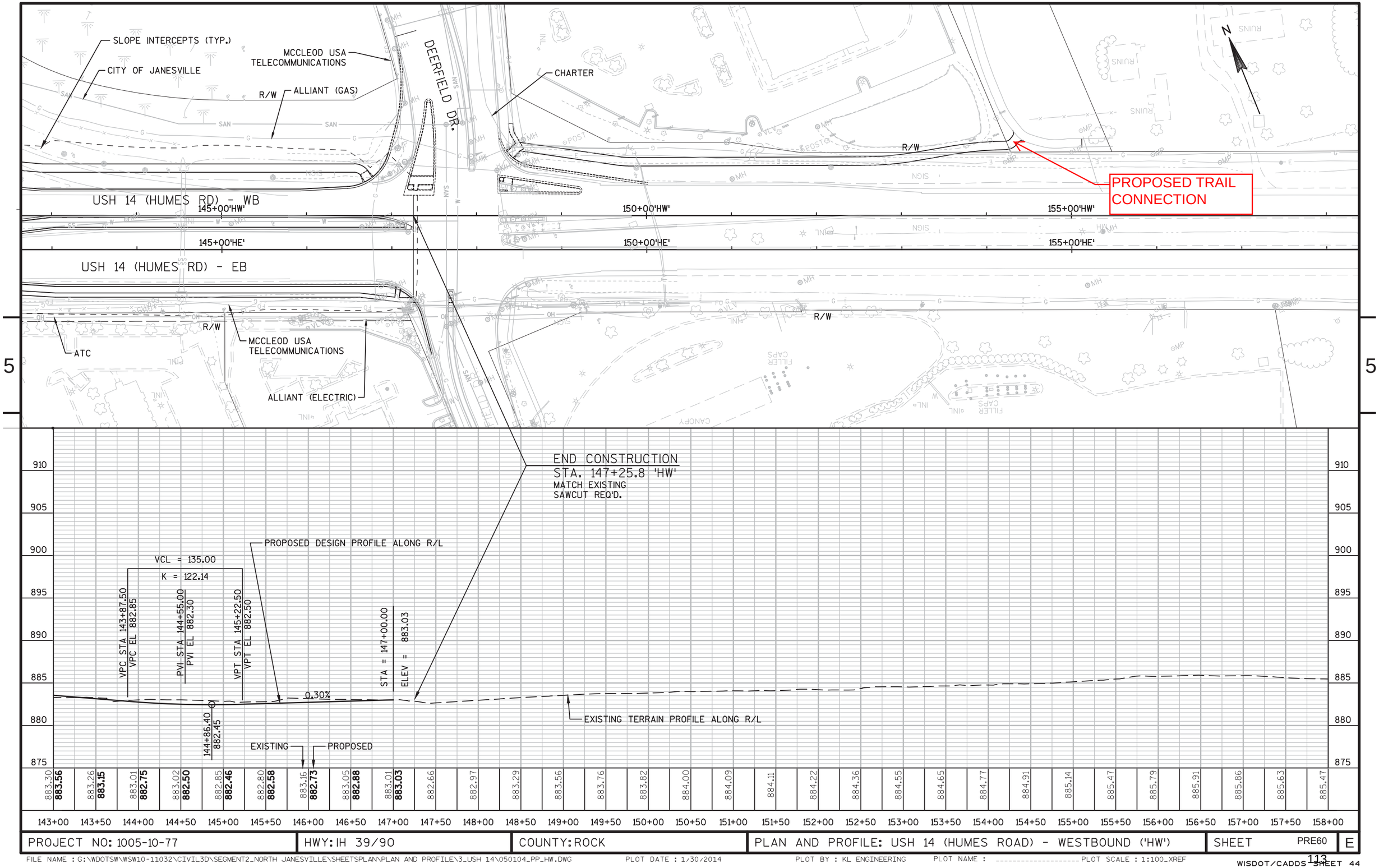
DEERFIELD DR.

PROPOSED TRAIL CONNECTION

2

PROJECT NO: 1005-10-77 & 5569-00-71	HWY: IH 39/90	COUNTY: ROCK	PLAN: PROJECT OVERVIEW	SHEET PRE4	E


PROPOSED
SHARED USE
PATH
EXISTING TRAIL
(TO TIE INTO)
USH 14



PROJECT NO: 1005-10-77	HWY: IH 39/90	COUNTY: ROCK	PLAN AND PROFILE: USH 14 (HUMES ROAD) - WESTBOUND ('HW')	SHEET PRE60	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\SEGMENT2_NORTH JANESVILLE\SHEETSPLAN\PLAN AND PROFILE\3_USH 14\050104_PP_HW.DWG PLOT DATE : 1/30/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 44

Attachment 2
City of Janesville Concurrence Letter

CITY OF JANESVILLE

Wisconsin's Park Place

4 February 2014

Derek Potter, P.E.
Project Manager – IH 39, Central Segment
WisDOT, SW Region
111 Interstate Blvd.,
Edgerton, WI 53534

RE: IH 39 Project & Impacts to Ice Age and Spring Brook Trails

Dear Derek:

As requested, this letter is intended to serve as confirmation the City of Janesville has been consulted (and is in agreement) with the basic concept at this point in the trail connection design at the following locations: 1) Kennedy Rd. underpass, 2) Spring Brook underpass between Ruger and Palmer, and 3) USH 14 north side connection from a point east of Deerfield Dr. to a point west of the Interstate.

We hereby agree with: a) the assessment of impacts, b) the proposed measures to minimize harm, and c) the determination the impacts will not have an adverse impact on the activities, features, or attributes of the 4(f) resource.

City staff recently participated in a WisDOT review meeting and indicated a desire for certain aspects of the current design to be reinstated. Those items include under-bridge lighting and a concrete path at Spring Brook and centerline striping on paths within the City of Janesville.

Sincerely,

Carl J. Weber, P.E.
Director of Public Works/City Engineer

DFR:
cc: Mike Payne, Engineering Manager
Dennis Ryan, Assistant Engineering Manager
Tom Presny, Parks Director
Cullen Slapak, Assistant Parks Director

J:\Development\Engineering\DOT Projects\I90 Expansion 2012+\Derek Bike Trail Letter.doc

ENGINEERING DEPARTMENT
MUNICIPAL BUILDING • 18 N. JACKSON ST., P.O. BOX 5005 • JANESVILLE, WI 53547-5005 • (608) 755-3160 • FAX: (608) 755-3189
WEBSITE: http://www.ci.janesville.wi.us

Attachment 3
IH-39 Adjacent Trail Meeting Minutes

Meeting: IH-39 Ice Age Trail Discussion

Date: January 30, 2014, 9:00 a.m.

Location: WisDOT SW Region – Edgerton Office

Attendees: See attached sign-in sheet

The following items were discussed at the meeting:

- The meeting was held to inform local officials and agencies about the plans and impacts to the Ice Age Trail at Kennedy Road, US 14 and Spring Brook. Plan layouts and typical sections were presented to the group for discussion.

Kennedy Road Trail

- The trail is managed by the Rock County Parks Department. They were not in attendance. Derek will contact them to discuss their comments and trail surface preference. Dana White-Quam (DNR) said she sent the information Derek provided to Rock County Parks.
- Brad Crary said this is a spur trail. Long distance hikers use the segment of the trail that crosses STH 26.
- WisDOT will try to keep the trail open during construction but there will be times it will need to be closed. Michelle said the trail may be closed if there are no other options.
- Dennis Ryan thought the County may not want the trail paved due to equestrian use.
- Jenny said we'll need a letter from the "owner" of each trail (Janesville and Rock County) that states coordination has been done by the DOT and the owners are in agreement with the basic concept at this point. The sentence needed is "The officials have agreed in writing with the assessment of impacts; the proposed measures to minimize harm; and that the impacts will not have an adverse impact on the activities, features, or attributes of the 4(f) resource". This letter will allow for a de minimis 4(f) finding. A temporary occupancy permit will be needed for construction of the trails.

Spring Brook Trail

- The current trail has lights under the bridge and Janesville wants lights under the new bridge. They are willing to maintain the lights and pay for the electricity.
- Janesville wants the trail to be concrete with a joint line between the edge of the trail and abutment.
- Janesville wants a centerline painted on the trail.
- The design team will coordinate a detour with the City.
- The design team will try to optimize impacts to the trail during the winter months. The City does not plow the trail in the winter.
- This is a Bureau of Structures designed bridge.
- Jim Lucht requested the bridge skew angle be zero degrees.
- Brad Crary said he would like a brown sign installed on I-39 near the Spring Brook trail that said "Ice Age Trail". The central segment team will look into this option and coordinate with Brad on the exact size, look and language of the sign.

US 14 Multiuse Path

- The design team will coordinate with Janesville about the location and connection intersections of the path.

39/90
IMPROVING
a gateway to Wisconsin

WISCONSIN DEPARTMENT OF TRANSPORTATION
PUBLIC INFORMATION MEETING

I-39/90 Expansion Project
Location: Rock County

DATE:	TIME:	LOCATION:	PURPOSE:
~~1/30/14~~ OK		Edgerton Project Field Office	Meeting

ATTENDANCE RECORD

Please Note: 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.

NAME (Please Print)	ADDRESS	CITY/STATE/ZIP CODE	PHONE NUMBER	Email (Please fill out if you would like to receive notifications by email)
Jim Lucht	IH39 CMT structure Lead	Edgerton Field Office	608 279 1161	jim.lucht @ aecom.com
Brad Crary	2110 Main St.	Cross Plains 53528	608-798-4453	brad@iceagetrail.org
Michelle Brokaw	WisDOT SW Region	Madison 53704	608-242-8023	michelle.brokaw@dot.wi.gov
Eric Heggelund	3911 Fish Hatchery Rd	Fitchburg 53711	608-275-3301	eric.heggelund@wi.gov
Dennis James	4434 Red Tail Lane	Janesville, WI 53546	608-302-1885	djames84@outlook.com
Brian Halvensleben	5950 Seminole Centre Ct. #200	Madison WI ~~53718~~ 53711	608-663-1218	bhalvensleben@klengineering.com
Todd Hentz	"	"	"	thentz@klengineering.com
DENNIS RYAN	18 N ~~JANESVILLE~~ JACKSON	JANESVILLE, WI	608-755-3171	ryand@ci.janesville.wi.us
CULLEN SLAPAK	"	"	608-373-3406	SLAPAKC@CI.JANESVILLE.WI.US
Derek Potter				
Jenny Grimes (WisDOT)	~~called~~ called in			
Dana White-Quam (DNR)	Called in			

Wisconsin
Federal Highway Administration

Finding of *De Minimis* Impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges

WISDOT ID: 1005-10-01/77
Route: IH 39
Termini: Illinois State Line – Madison, USH 14 Interchange North to Kennedy Road
City/County: Rock County, Wisconsin

Name of 4(f) Resource: Ice Age Trail Spur

Project description: The Wisconsin Department of Transportation (WisDOT) is in the process of developing plans for a proposed project located on IH-39/90 between the Illinois State Line and City of Madison which includes reconstructing all of the IH-39/90 bridges. An Ice Age Trail spur crosses under the IH-39/90 bridges that span Kennedy Road. The reconstruction of the IH-39/90 bridges will impact the existing trail, which will cause the re-alignment of the existing trail. The preliminary cost estimate for ID 1005-10-77 is approximately $114 million. The project is approximately 2.5 miles long. Environmental impacts will be documented in an Environmental Assessment (EA) Re-evaluation. The project will necessitate 0.2 acres of de minimis use.

The attached documentation shows the following:

1. The spur of the Ice Age Trail that will be realigned for project ID 1005-10-77 is used by pedestrians, bicyclists, and equestrians. The proposed realignment of the trail will not adversely affect the activities, features, and attributes of the trail. A project overview and proposed project plans are presented in Attachment 1.
2. Rock County has been informed that FHWA may make a *de minimis* finding under 4(f) and may use Rock County's written concurrence (Attachment 2) that the project does not adversely affect the activities, features, and attributes of the trail that qualify the property for protection under Section 4(f) in making that finding. A meeting was held to discuss the impacts to the existing trail. The meeting minutes are presented in Attachment 3.
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. Public Informational Meetings were held on September 19, 2012 and August 1, 2013. Public Information Meeting invitations are presented in Attachment 4. Additional meetings will be held as the project proceeds.
4. There are no federal encumbrances [such as 6(f)] on the spur of the Ice Age Trail. The initial comments received from the Wisconsin DNR state that there are no 6(f) concerns at this location and are presented in Attachment 5.

This *de minimis* documentation was prepared by

2-21-14
Date

Brad Halvensleben, Project Engineer,
KL Engineering

This *de minimis* documentation was reviewed and approved by

2/28/14
Date

Jennifer Grimes, SW Region Environmental Coordinator

6/9/2014
Date

Jamie Macalister, BTS – ERDS Liaison

10-14-2014
Date

Johnny Gerbitz, Federal Highway Administration

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

Attachment 1
Project Overview and Plans

2

BEGIN PROJECT I.D. 5569-00-71
STA. 101+46.8'HE'

END PROJECT I.D. 5569-00-71
STA. 120+30.00'HE'

BEGIN PROJECT I.D. 1005-10-77
STA. 892+10.74

END PROJECT I.D. 1005-10-77
STA. 1025+00 'NB'

N

KENNEDY RD.

IH 39/90

WETLANDS

B-53-346 (SB)
B-53-347 (NB)

PROPOSED TRAIL IMPACTS

B-53-344 (SB)
B-53-345 (NB)

WSOR RR

STH 26/MILTON AVE.

LEXINGTON DR.

USH 14/HUMES RD.

MORSE ST.

RYAN RD.

KETTERING ST.

B-53-342 (SB)
B-53-343 (NB)

PONTIAC DR.

B-53-338 (SB)
B-53-339 (NB)

B-53-340 (SB)
B-53-341 (NB)

IH 39/90

CITY OF JANESVILLE

DEERFIELD DR.

PROJECT NO: 1005-10-77 & 5569-00-71	HWY: IH 39/90	COUNTY: ROCK	PLAN: PROJECT OVERVIEW	SHEET PRE4	E

FILE NAME : G:\WDOTSW\WSW10-11032\CIVIL3D\SEGMENT2_NORTH JANESVILLE\SHEETSPLAN\PLAN DETAILS\020201_PO.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : JEFF SMITH PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 42

ALT. 2
TWO-LANE
INITIAL BUILD

PRELIMINARY
12-12-13

N

1"=100'

R2270.00

EXISTING KENNEDY ROAD

110'

BRENTWOOD

EXISTING TRAIL

R500.00

12' PATH

PROPOSED TRAIL
IMPACTS

103'

PROPOSED SKEW: 30°
EXISTING SKEW: 48°

R846.00

KENNEDY RD.

OLD KENNEDY RD.

ICE AGE TRAIL

KENNEDY ROAD EVALUATION
35 MPH POSTED SPEED ALTERNATIVES
ALT. 2 - SINGLE SPAN
INTERIM CONSTRUCTION - TWO LANE
(SHORTEST BRIDGE SPAN)

Attachment 2
Rock County Concurrence Letter

County of Rock
Public Works Department
Highways
Parks
Airport

3715 Newville Rd.
Janesville, Wisconsin 53534
Telephone: 608/757-5450
Fax: 608/757-5470

February 10, 2014

Derek Potter, P.E.
Project Manager – IH 39, Central Segment
WisDOT, SW Region
111 Interstate Blvd.,
Edgerton, WI 53534

RE: IH 39 Project & Impacts to Ice Age Trail

Dear Derek:

As requested, this letter is intended to serve as confirmation Rock County has been consulted and is in agreement with the basic concept at this point in the trail connection design at the Kennedy Rd. underpass.

We hereby agree with: a) the assessment of impacts, b) the proposed measures to minimize the harm, and c) the determination that the impacts will not have an adverse impact on the activities, features, or attributes of the 4(f) resource.

County staff has been given the information from the WisDOT review meeting and would like to confirm the desire for the Kennedy trail stretch to be restored to the original turf trail condition.

Sincerely,



Lori A Williams CPRP, MSRA
Parks Director

United States Department of the Interior

NATIONAL PARK SERVICE
Ice Age National Scenic Trail
700 Rayovac Drive, Suite 100
Madison, Wisconsin 53711-2468

1.A.1 (IATR-Rock County)

July 28, 2014

Mr. Derek Potter, P.E.
Project Manager – IH 39, Central Segment
Wisconsin Department of Transportation
111 Interstate Boulevard
Edgerton, Wisconsin 53534

RE: Interstate Highway 39 Project & Impacts to the Ice Age National Scenic Trail

Dear Mr. Potter:

As requested, this letter is intended to serve as confirmation that the National Park Service has been consulted regarding the Interstate Highway 39 expansion project, Central Segment— Kennedy Road and Spring Brook underpasses—and its potential impact to the Ice Age National Scenic Trail (NST).

Currently, we are conducting a Corridor Planning Process for the Ice Age NST in Rock County. While future plans may route the trail south before reaching the Kennedy Road underpass, that alignment would be dependent on willing landowners. Therefore, until such time, the Kennedy Road Underpass remains the trail's official route and is thus subject to Section 4(f). The Wisconsin Department of Transportation and associated contractors should strive to keep the trail open during construction; however, we understand that for safety reasons, there may be times the trail should be closed. We defer to the Rock County Parks Department regarding their choice of the trail's final surfacing, which should reflect its intended use according to the county's plans.

At the Spring Brook Trail Underpass, we agree with the comments provided by the City of Janesville regarding lighting and surfacing of the trail and the need to maintain the connection throughout construction. We understand there may be occasions when the trail may need to be closed for safety reasons.

We hereby agree with the assessment of impacts; the proposed measures to minimize harm; and that the impacts will not have an adverse impact on the activities, features, or attributes of the 4(f) resource.

If you have any questions or require additional information please contact Trail Planner, Mary Tano, at 608- 441-5610.

Sincerely,

John Madden
Superintendent

TAKE PRIDE® IN AMERICA

Attachment 3
IH-39 Adjacent Trail Meeting Minutes

Meeting: IH-39 Ice Age Trail Discussion

Date: January 30, 2014, 9:00 a.m.

Location: WisDOT SW Region – Edgerton Office

Attendees: See attached sign-in sheet

The following items were discussed at the meeting:

- The meeting was held to inform local officials and agencies about the plans and impacts to the Ice Age Trail at Kennedy Road, US 14 and Spring Brook. Plan layouts and typical sections were presented to the group for discussion.

Kennedy Road Trail

- The trail is managed by the Rock County Parks Department. They were not in attendance. Derek will contact them to discuss their comments and trail surface preference. Dana White-Quam (DNR) said she sent the information Derek provided to Rock County Parks.
- Brad Crary said this is a spur trail. Long distance hikers use the segment of the trail that crosses STH 26.
- WisDOT will try to keep the trail open during construction but there will be times it will need to be closed. Michelle said the trail may be closed if there are no other options.
- Dennis Ryan thought the County may not want the trail paved due to equestrian use.
- Jenny said we'll need a letter from the "owner" of each trail (Janesville and Rock County) that states coordination has been done by the DOT and the owners are in agreement with the basic concept at this point. The sentence needed is "The officials have agreed in writing with the assessment of impacts; the proposed measures to minimize harm; and that the impacts will not have an adverse impact on the activities, features, or attributes of the 4(f) resource". This letter will allow for a de minimis 4(f) finding. A temporary occupancy permit will be needed for construction of the trails.

Spring Brook Trail

- The current trail has lights under the bridge and Janesville wants lights under the new bridge. They are willing to maintain the lights and pay for the electricity.
- Janesville wants the trail to be concrete with a joint line between the edge of the trail and abutment.
- Janesville wants a centerline painted on the trail.
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- The design team will try to optimize impacts to the trail during the winter months. The City does not plow the trail in the winter.
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US 14 Multiuse Path

- The design team will coordinate with Janesville about the location and connection intersections of the path.

39/90
IMPROVING
a gateway to Wisconsin

WISCONSIN DEPARTMENT OF TRANSPORTATION
PUBLIC INFORMATION MEETING

I-39/90 Expansion Project
Location: Rock County

DATE:	TIME:	LOCATION:	PURPOSE:
~~1/30/14~~ OK		Edgerton Project Field Office	Meeting

ATTENDANCE RECORD

Please Note: 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.

NAME (Please Print)	ADDRESS	CITY/STATE/ZIP CODE	PHONE NUMBER	Email (Please fill out if you would like to receive notifications by email)
Jim Lucht	IH39 CMT structure Lead	Edgerton Field Office	608 279 1161	jim.lucht @ aecom.com
Brad Crary	2110 Main St.	Cross Plains 53528	608-798-4453	brad@iceagetrail.org
Michelle Brokaw	WisDOT SW Region	Madison 53704	608-242-8023	michelle.brokaw@dot.wi.gov
Eric Heggelund	3911 Fish Hatchery Rd	Fitchburg 53711	608-275-3301	eric.heggelund@wi.gov
Dennis James	4434 Red Tail Lane	Janesville, WI 53546	608-302-1885	djames84@outlook.com
Brian Halvensleben	5950 Seminole Centre Ct. #200	Madison WI ~~53718~~ 53711	608-663-1218	bhalvensleben@klengineering.com
Todd Hentz	"	"	"	thentz@klengineering.com
DENNIS RYAN	18 N ~~JANESVILLE~~ JACKSON	JANESVILLE, WI	608-755-3171	ryand@ci.janesville.wi.us
CULLEN SLAPAK	"	"	608-373-3406	SLAPAKC@CI.JANESVILLE.WI.US
Derek Potter				
Jenny Grimes (WisDOT)	~~called~~ called in			
Dana White-Quam (DNR)	Called in			

Attachment 4
Public Information Meeting Invitations

Public Information Meeting for I-39/90 Central Segment (County O to Rock/Dane County Line) Rock County



Public information meeting

The Wisconsin Department of Transportation (WisDOT) Southwest Region in Madison has scheduled a public information meeting to present information and gather public comments on the reconstruction and expansion of I-39/90 from County O just south of Janesville to the Rock/Dane County line in Rock County. **The meeting is scheduled from 5 p.m. to 7 p.m. on Wednesday, September 19, 2012 at the Marshall Middle School (cafeteria), 25 South Pontiac Drive, Janesville**. The meeting will be an open house format with a brief presentation at 5:30.

The meeting facility is handicap accessible. Hearing impaired persons requiring an interpreter may request one by contacting WisDOT Project Manager James Oettinger at least three working days prior to the meeting via the Wisconsin Telecommunication Relay System (dial 771).

Proposed improvements

The Central Segment of I-39/90 extends approximately 13 miles from County O south of Janesville to the Rock/Dane County line (see map). Proposed improvements include complete reconstruction and expansion of I-39/90 to eight (8) lanes from County O to WIS 26 and to six (6) lanes from WIS 26 to the county line.

Four (4) interchanges will be reconstructed at WIS 11/E. Racine Street, US 14, WIS 26, and WIS 59. Improvements will also include replacement of aging overpass structures along the corridor. Locations for possible noise walls are also being evaluated.

The Central Segment improvements from County O to the Rock/Dane County line are part of the overall I-39/90 corridor improvements from the Illinois state line to the US 12/18 interchange near Madison.

Contact information

If you are unable to attend the meeting, or would like additional information, contact Project Manager James Oettinger at (608) 246-3879. Written comments regarding the project can be mailed to James Oettinger, WisDOT Southwest Region, 2101 Wright Street, Madison, WI 53704, or sent by email to james.oettinger@dot.wi.gov.

You may also visit us online at the I-39/90 website listed below.

Public Information Meeting for I-39/90 Central Segment (County O to Rock/Dane County Line) Rock County

U.S.Department of Transportation
Federal Highway Administration



Public information meeting

The Wisconsin Department of Transportation (WisDOT) Southwest Region in Madison has scheduled a public information meeting to provide an update on the reconstruction and expansion of I-39/90 from County O, south of Janesville, to the Rock/Dane County line in Rock County. **The meeting is scheduled from 5 p.m. to 7 p.m. on Thursday, August 1, 2013 at the Marshall Middle School (cafeteria), 25 South Pontiac Drive, Janesville**. The meeting will be an open house format with a brief presentation at 5:30 p.m.

The meeting facility is handicap accessible. Hearing impaired persons may request an interpreter by contacting WisDOT Project Manager Derek Potter at least three working days prior to the meeting via the Wisconsin Telecommunication Relay System (dial 771).

Proposed improvements

The Central Segment of I-39/90 extends approximately 13 miles from County O, south of Janesville, to the Rock/Dane County line (see map).
The Central Segment is part of the overall I-39/90 corridor that is being reconstructed from the Illinois state line to the US 12/18 interchange near Madison.

Improvements include reconstruction and expansion of I-39/90 to eight (8) lanes from County O to WIS 26 and to six (6) lanes from WIS 26 to the county line. The interchanges at WIS 11/East Racine Street, US 14, WIS 26, and WIS 59 will also be reconstructed. Work on the WIS 11/East Racine Street interchange is underway and will be completed in fall of 2013.

Other improvements include replacing the overpass structures along the corridor and constructing noise walls at some locations.

Contact information

If you are unable to attend the meeting or would like additional information, contact Project Manager Derek Potter at (608) 245-2637. Written comments regarding the project can be mailed to Derek at the WisDOT Southwest Region, 2101 Wright Street, Madison, WI 53704, or sent by email to derek.potter@dot.wi.gov.

We encourage you to visit the project website, sign up for email updates on the website and follow the project on Facebook (links provided below).

Email us at I39-90Project@dot.wi.gov

Visit us online at www.i39-90.wi.gov

Find us on Facebook at www.facebook.com/WisconsinI3990Project

Attachment 5
Wisconsin DNR Initial Comments

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

Scott Walker, Governor
Cathy Stepp, Secretary
Mark Aquino, Regional Director
Telephone 608-275-3266
FAX 608-275-3338
TTY Access via relay - 711



October 16, 2013

Jim Oettinger
DOT PDS Project Manager
DTSD SW Region – Madison Office
2101 Wright Street
Madison, WI 53704

Subject: **DNR Initial Project Review**:
Project I.D. 1005-10-01
I-39 Central Segment
Dane/Rock County Line to CTH O
Rock County

Dear Mr. Oettinger:

The Department has received the information you provided for the proposed Interstate I-39/90 Central Segment reconstruction and improvement project in Rock County. This segment extends approximately 16-miles along I-39/90 from the Dane / Rock County Line to CTH O, just south of Janesville. The interstate will be reconstructed and expanded to six lanes from Dane County Line to CTH O. This will include three 12-foot travel lanes with inside and outside shoulders each 12-feet, as well. The exception to the six-lane expansion is through the urban Janesville area where the expansion will include an additional lane in each direction, making a total of eight 12-foot travel lanes. The majority of this expansion will occur within the existing right-of-way (ROW), although some temporary limited easements will be required.

Construction for the central segment has begun this year with the STH 11, Racine Street Interchange. The central segment is expected to be completed by 2020. This segment will include reconstruction of grade-separated crossings and four interchanges; STH 59 (Newville), STH 26, USH 14 and STH 11 (Racine Street). All structures within this segment will be replaced. All the interchanges are currently a variation of the cloverleaf design and will be rebuilt to a diamond interchange with roundabouts, signals and/or collector-distributor roads.

Preliminary information has been reviewed by DNR staff for the project under the DOT/DNR Cooperative Agreement. Initial comments on the project as proposed are included below and assume that additional information will be provided that addresses all resource concerns identified.

A. Project-Specific Resource Concerns

Public Lands

LWCF Funded Lands:

An existing stub of the Ice Age Trail (IAT) that extends under I-39/90 on the eastside of Kennedy Road will most likely be re-aligned as part of the reconstruction of the I-39 Bridge over Kennedy Road. WisDOT has asked about whether a 6(f) component applies to this section of the trail. After consulting with Lavane Hessler, NR Financial Assistance Specialist, and Dana White-Quam, Parks and Recreation Specialist, we have determined that this section of the IAT does not fall under the LWCF designation and that this "6(f)" requirement will not apply to this relocation.

Section 6(f) of the federal Land and Water Conservation Act requires that special steps be taken when land acquired with funds using LWCF (*aka* LAWCON) funding is converted from a recreational use to any other use (e.g., highway right-of-way). These lands must be replaced with property of equal market value as well as equivalent usefulness and location. The Department, together with the National Park Service, administers this program.

Federal Highway Administration has determined that Section 4(f) does apply to the IAT at Kennedy Road. U.S. Dept. of Transportation "Section 4(f)" process for federally funded transportation projects that impact various types of public parks, wildlife refuges, and recreation areas. This requirement is coordinated by state and federal transportation departments. Please provide our department with future correspondence regarding this determination and any coordination that may occur regarding this determination.

Wetlands:

Wetland Delineation was conducted along the corridor during the 2012 growing season. The wetland investigation included a review of endangered resources, including plant species and habitat field surveys. Written concurrence was granted on November 16, 2012. There are minimal wetland concerns with this project. A total of 0.96 acres of wetlands were identified in the 2012 delineation. Based on the information provided, only 0.40 acres of wetland impacts will occur as part of the central segment project. As you know, unavoidable wetland impacts must be mitigated for in accordance with the DOT/DNR Cooperative Agreement and the Wisconsin Department of Transportation Wetland Mitigation Banking Technical Guideline. The Department requests information regarding the amount and type of unavoidable wetland impacts at final design. Once this information is provided and all outstanding issues are resolved, final concurrence for this project will be provided. Please be aware that wetland boundaries must be re-verified after five years to assure no major alterations have occurred to the site.

Waterways:

The 16-mile Interstate 39/90 Corridor – Central Segment reconstruction project in Rock County includes waterways and drainage features. Six waterways were identified and delineated during the 2012 field investigations. The R-22 through R-25 numbers are associated with details from the water resource report. The following is information for each crossing within the central corridor;

R-22 Ditched Drainageway- conveys stormwater drainage from commercial properties, Bank width 3 feet, 0.5 feet to one foot bank height, Substrate is mineral soil, no water flowing at time of investigation.

R-23 Ditched Drainageway- conveys stormwater drainage from commercial properties, Bank height 5 feet, 0.5 feet bank height, Mineral soil and gravel substrate, no water flowing at the time of the investigation.

R-24 Ditched Drainageway- conveys stormwater drainage from commercial properties, Bank height 3 to 4 feet, 1.5 to 3 feet bank height, Mineral soil and rock substrate, no water flowing at the time of the investigation.

R-25 Ditched Drainageway- conveys stormwater drainage from commercial properties, Bank height 1 to 1.5 feet, 0.5 to 1 feet bank height, Mineral soil substrate, no water flowing at the time of the investigation.

Spring Brook (intermittent stream) – Spring Brook is considered an ASNRI waterway and should be granted special protection as such. Industrial development plays a key role in the health of this waterway. The channel is ten to twenty feet wide with average banks of 3 feet. Gravel, rock and silt makeup the substrate of this stream.

Rock River – The Rock River is a waterway with regional significance. It provides recreational opportunities for fishing, boating, and swimming. It is a major economic draw for tourism dollars. The channel water depth ranges from 1 to 8 feet deep at the I-39 crossing. The substrate was sampled and revealed rock, cobble and sand throughout sample point of the study area. An aquatic resource review was conducted to reveal whether suitable habitat for two threatened fish species were present in the vicinity of the I-39 Bridge. The report revealed that habitat was present to support one of the species and construction dates will be tailored to avoid impacting its spawning period. Please see fisheries and endangered resources section of this letter for more information regarding the avoidance dates.

Endangered Resources (ER)

Based upon a review of the Natural Heritage Inventory (NHI) and other Department records, the following Endangered Resources have been known to occur in the project area or vicinity and could be impacted by this project. These species observances occurring after the year 1930 are listed in the chart below;

Scientific Name	Common Name	State Status	Last Obs.	Group
Moxostoma Valenciennesi	Greater Redhorse	THR	2006	Fish
Dry-Mesic Prairie	Dry-Mesic Prairie	NA	1983	Community
Nothocalais cuspidate	Prairie False Dandelion	SC	1988	Plant
Lespedeza leptostachya	Prairie Bush Clover	END	2006	Plant
				Plant
Asclepias lanuginosa	Wooly Milkweed	THR	1930	Plant
Echinacea pallida	Pale Purple Coneflower	THR	1983	Plant
Polygala incarnate	Pink Milkwort	END	1971	Plant
Prenanthes aspera	Rough Rattlesnake-root	END	1992	Plant
Cirsium hillii	Hill's Thistle	THR	1988	Plant
Polytaenia nuttallii	Prairie Parsley	THR	1987	Plant

The I-39 Central Segment Water and Endangered Resources Report included survey work for these plant species. Due to degraded conditions within the interstate corridor none of these plant species occur today, therefore no further coordination will be required.

The habitat conditions at the Rock River bridge are capable of supporting the Greater Redhorse therefore the spawning period of May through June should be avoided. It has been recommended that the Greater Redhorse be delisted by our endangered resource program because the species appears stable within multiple watersheds throughout Wisconsin. The administrative rule process to make this change permanent is now underway. If work must be conducted during this time period and the species has not been de-listed by the PS & E date, apply for an incidental take permit through our Natural Heritage Program. Ms. Lisie Kitchell, Bureau of Natural Heritage, can assist you in an incidental take permit, if necessary. She can be reached at 608-266-5248.

Storm water (TMDL)

The project corridor is located in the Rock River Basin, which has a Total Maximum Daily Load (TMDL) for total phosphorus (TP) and Total suspended solids (TSS). The central segment includes portions of the City of Janesville where TMDL waste load allocations for TP and TSS apply to NR 216 Municipal Separate Sewer (MS4) permitted area. Specific requirements of the TMDL and storm water management practices applied will be determined during the 30% and 60% design stages, and should be submitted to our office for review as a document titled Storm Water Summary. The goal is to achieve better compliance with storm water requirements, identify issues earlier on, and to encourage designers to look for opportunities to incorporate storm water facilities. Areas outside of the MS4 permitted areas are required to meet the TRANS 401 reduction requirement of 40% TSS removal.

Design Speed, Clear Zone and Median Width

At the time of the original EA, a 60-foot median was assumed. Due to significant drainage problems with this median size, an 84-foot median is required to achieve the proper drainage; this provides a median ditch flow line of 1-foot below subgrade. In addition, the larger median width would provide room for a future fourth lane without having to purchase additional right-of-way. It also allows for higher design speed while reducing

crossover crashes, which is supported by FHWA. The design speed for this project has also been increased from the original 70 mph to 75 miles per hour. Subsequently, the clear zone increases from 34 feet to 44 feet resulting in tree removal in order to meet federal safety standards. Wetlands within the clear zone do not necessarily need to be filled in order to comply with federal safety regulations. If increasing the clear zone area would require a significant change in the total wetland losses for this project, we would like to evaluate the increase in order to ensure it meets the avoid and minimize requirements of NR 103 practical alternatives analysis.

Fisheries/Stream work

Rock River is a smallmouth bass fishery. In order to protect developing fish eggs and substrate for aquatic organisms, all instream work that could adversely impact water quality should be undertaken between July 1st and September 15th.

Culverts/Aquatic organism passage

The invert elevations of the existing and proposed structure(s) should be specified in the plans.

The culvert should be set in such a manner that it does not cause stream fragmentation and allows fish and other aquatic organisms to migrate upstream and downstream during low-flow conditions. This requires that the invert be set an adequate distance below the final streambed elevation to allow a natural and continuous streambed condition to occur. A gravel bed substrate may be installed in the culvert to obtain this condition. The desired end-result is that during high-flow conditions, the stream does not cause a large pool (scour hole) to develop at the downstream edge of the structure. Such a pool can act as an impassable barrier to aquatic organisms during low-flow conditions.

Migratory birds

Based on the information provided, there is evidence of past migratory bird nesting on the existing structure at the Rock River Crossing. All other crossings should be inspected prior to construction for potential migratory bird nests. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service. Therefore, the project should either utilize measures to prevent nesting *(e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1)*, or should occur only between August 30th and May 1st (non-nesting season). If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable then the U.S. Fish & Wildlife Service must be contacted to apply for a depredation permit.

Invasive species & VHS

Adequate precautions should be taken to prevent transporting or introducing invasive species via construction equipment, as provided under NR 40, Wis. Administrative Code. This website provides further information and lists those species classified as Restricted or Prohibited under NR 40: http://dnr.wi.gov/invasives/classification/.

The following Best Management Practices (BMPs) for rights-of-way provide a series of measures that will ensure reasonable precautions are taken throughout the stages of construction:
http://council.wisconsinforestry.org/invasives/transportation/pdf/ROW-Manual.pdf

For work involving waterbodies:

All equipment must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions should require contractors to implement the following measures before and after mobilizing in-water equipment to prevent the spread of Viral Hemorrhagic Septicemia (VHS), Zebra Mussel, and other invasive species. Follow **STSP 107-055** Environmental Protection – Aquatic Exotic Species Control, which includes the protocol found here: http://dnr.wi.gov/fish/documents/disinfection_protocols.pdf

For up to date information on invasive species and infested waters go to
http://dnr.wi.gov/lakes/invasives/AISByWaterbody.aspx

Floodplains

A determination must be made as to whether the project lies within a mapped/zoned floodplain. In order to meet the standards of NR 116, Floodplain Management, a hydraulic and hydrologic analysis must be conducted for the 100-year flood event for any new structure or existing structure that is not being replaced "in-kind" within a mapped floodplain. These results must be submitted to the Department and the plans for the structure must comply with the provisions of the local community's floodplain zoning ordinance. For project-specific information, please consult with the Rock County Zoning Administrator.

For areas lying outside mapped/zoned floodplain, DNR may request the results of DOT flow and backwater calculations.

Burning

If burning of brush will occur as part of this project, the contractor should be informed that it is illegal to burn materials other than clean wood. The use of oil based accelerants is also prohibited. In addition, a permit may be required to burn any material during the wildland fire season. For information regarding current fire danger and burning permit restrictions please refer to the DNR Forestry website at
http://dnr.wi.gov/topic/ForestFire/restrictions.asp

For information regarding air quality information please contact:

Tom Roushar, Air Management Section
South Central Region
3911 Fish Hatchery Road
Fitchburg, WI 53711 608-273-

Burning permits are available through the local DNR ranger or fire warden.

Dredging

The width and depth of all waterways must not be altered. However, a minor amount of dredging necessary to place the structure elements is permissible.

Navigation:

Placement of navigational aids during construction:

This reach of Rock River is regularly used by recreational watercraft. It will be necessary to place navigational aids around the construction area during construction. Some types of waterway markers have special requirements for placement. A Waterway Marker Application and Permit is required to place *Danger, Information*, or *Navigation* (red, green, black/white or red/white striped) type buoys. To place any type of Control buoy (such as *Slow-no-wake*) or a *Boats Prohibited* buoy requires a Waterway Marker Application and Permit, along with a local ordinance authorizing the placement of these types of buoys. Adequate time should be allowed for the passage of an ordinance with the local municipality. The general steps for submission of a Waterway Marker Application and Permit are as follows:

1. Please fill out the Waterway Marker Application and Permit form: http://dnr.wi.gov/org/es/enforcement/DOCS/8700058.pdf. The Department of Transportation should be listed as the applicant.

2. Be sure to include an aerial map-diagram or engineered-diagram of the work location and the placement of the waterway markers (buoys). If proposed GPS coordinates for each buoy are not provided, then markers placed on the diagram must show distance (in feet) from each marker location and from one permanent fixture as a benchmark.

3. Provide the completed application/permit to the local municipality(ies) having jurisdictional authority over the area in which the waterway markers will be placed. They will review your plan and provide a signature if they concur.

4. Forward the signed application/permit to the Boating Program Specialist:

   Wayne Ringquist
   Wisconsin Dept. of Natural Resources
   101 S Webster Street - LE/8
   Madison WI 53703

   The Boating Program Specialist will communicate with the local Warden and Recreational Safety Warden in processing and finalizing the permit. If the permit application is incomplete or additional information is needed the Boating Program Specialist will work with the DNR's Regional DOT Liaison to resolve.

5. A final permit approval letter and copy of the signed application/permit will be sent to you by the Recreational Boating Program Specialist.

6. If a local ordinance is also required, this should be submitted at the same time as the Waterway Marker Application and Permit. Helpful guidelines to assist you in this process can be obtained by reviewing the DNR Publication "Guidelines for Creating Local Boating Ordinances And

Placing Waterway Markers In Wisconsin Waters", which can be obtained at:
http://dnr.wi.gov/org/es/enforcement/docs/WaterwayManual2008.pdf.
The last page of this document also lists the contact information for the Regional Recreational Safety Warden, who is also available to assist with any questions.

Other Issues

- **Oak Wilt:**
  This project involves work that may involve cutting or wounding of oak trees. To prevent the spread of oak wilt disease, please avoid cutting or pruning of oaks from April through September. See the DNR webpage at: http://dnr.wi.gov/forestry/fh/oakWilt/index.htm#causes

- **Emerald Ash Borer:**
  This project has the potential for spreading the Emerald Ask Borer (EAB) beetle. It is illegal to move or transport ash material, the emerald ash borer, and hardwood debris (i.e. firewood) from EAB quarantined areas to a non-quarantined area without a compliance agreement issued by WI Department of Agriculture, Trade and Consumer Protection. Regulated items include cut hardwood (non-coniferous) firewood, ash logs, ash mulch or bark fragments larger than on inch in diameter, or ash nursery stock (DATCP statute 21).

  For more information regarding the EAB and quarantine areas please follow the links below.

  http://datcpservices.wisconsin.gov/eab/articleassets/WI_EAB_Quarantines_and_Locations.pdf
  http://datcpservices.wisconsin.gov/eab/index.jsp

B. Construction Site Considerations:

The following issues may be addressed in the Special Provisions and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP).

Erosion control/Stormwater

Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.

An adequate erosion control implementation plan (ECIP) for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference.

If erosion mat is used along stream banks, the department recommends that biodegradable and non-netted mat be used (e.g., Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.

Due to immense nature of this project proper staging will be important. It is essential that ground disturbing activities be conducted in smaller pieces rather than opening up large swathes of ground at one time.

Structure removal/Bridge demolition

Due to the nature of recreation at the Rock River Crossing and the potential hazard to human and aquatic life STSP 203-025, *Removing Old Structure over Waterway with Debris Capture System*, should be utilized for this project. Please present a structural removal plan to our department as one becomes available.

Temporary Stream Channel or Culvert

If a temporary channel is needed for structure construction, the channel should be lined with plastic or other non-erodible material and weighted down with clean stone. A temporary channel or culvert must be capable of carrying all stream flows during the construction period and must maintain a suitable depth and velocity to allow the passage of migrating fish and aquatic species. Fish that become stranded in dewatered areas or temporary channels should be captured and returned to the active channel immediately.

These requirements should be addressed in the special provisions and require the contractor to outline these construction methods in the ECIP.

Asbestos

A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (NR 406, 410, and 447 Wis. Adm. Code) may be required. Please refer to DOT FDM 21-35-45 and the DNR's notification requirements web page: http://www.dnr.state.wi.us/air/compenf/asbestos/reqfees.htm for further guidance on asbestos inspections and notifications. Contact Mark Davis, Air Management Specialist 608-266-3658, with questions on the form. The DNR's online notification system is available at http://www.dnr.state.wi.us/air/compenf/asbestos/notify.htm . The notification must be submitted 10 working days in advance of demolition projects.

The above comments represent the Department's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after review of plans and further consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 608-275-3485.

Sincerely,

Amanda A. Cushman
Environmental Analysis & Review Specialist
South Central Region

CC: Russ Anderson - SCR
Lisie Kitchell, CO
Dana White-Quam- SCR
Lavane Hessler - NR
Stacey Marshall – COE

5 Findings and Conclusions

The re-evaluation and supplementation of the EA/FONSI for the proposed improvement of I-39/90 from the Illinois state line to Dane County AB/Buckeye Road meets WisDOT and FHWA requirements for an environmental analysis re-evaluation and supplementation. This document has been prepared in accordance with the requirements of the Council of Environmental Quality Rules for the implementation of the National Environmental Policy Act; U.S. DOT Order 5610.1C; Title VI of the Civil Rights Act and Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Population; FHWA Rules and Regulations set forth in 23 CFR 771.129(a); the Wisconsin Environmental Policy Act; and the WisDOT policy to evaluate the status of a project's environmental documentation prior to authorization of each major project development step.

This document assesses potential changes in impacts as a result of the current design. There has been no change in the project's purpose and need, or project scope, since the EA/FONSI was issued in 2010. The overall concept of the proposed action, to expand capacity of the existing highway, also remains unchanged. Based on the findings of the environmental scan completed in March 2013, and the additional analysis completed for the re-evaluation and supplementation, it is determined the project does not have significant environmental impacts based on project context and intensity, and does not require the completion of an Environmental Impact Statement (EIS).

5.1 Changes evaluated in re-evaluation and supplementation

5.1.1 Design changes

Since the EA/FONSI, the following design changes prompted the need for this re-evaluation:

- Northern project limit extended
- Replacement of overpass structures
- Interchange configuration changes
- Side road connections and access changes
- Pedestrian and bicycle accommodations (side roads only)
- Clear zone increased
- Drainage constraints and requirements
- Capacity through Janesville increased

5.1.2 Environmental setting

The following changes in the environmental setting required re-evaluation of potential environmental impacts:

- Wetland and upland habitat boundary changes
- Additional streams and floodplain areas
- Expansion of the area of potential effect for archaeology and history
- New noise receptors

5.1.3 Policy and legislative changes

Changes in legislation, federal and state policies, procedures, and regulations since the 2010 EA/FONSI are also addressed in this re-evaluation. Design changes to meet TRANS 75 requirements for bicycles and pedestrians on the side roads are included. In addition, new requirements for total maximum daily loads (TMDL) and total suspended solids (TSS) are addressed. The noise analysis was also updated using current analysis methods.

The 2010 EA/FONSI did not address specific mitigation measures for wetland losses. The re-evaluation and supplementation now specifies how wetland losses will be mitigated in the environmental commitments. The EA/FONSI stated that noise mitigation would be provided in the Janesville area and noise barriers are now planned for nine locations.

5.1.4 Avoidance and minimization efforts

An environmental scan of the corridor, completed in March 2013, indicated additional impacts as a result of the factors listed above. In refining the project design, all efforts have been made to avoid or minimize impacts to environmentally sensitive resources, limit right of way acquisition, and maintain project schedules and budgets.

Despite avoidance and minimization efforts, there will be areas where impacts increase beyond what was originally estimated in the 2010 EA/FONSI. It should be noted that some of the increases and decreases in the anticipated impacts are a direct result of changes in resource boundaries, addressing new design standards, or in some cases, resources that were not fully evaluated in the 2010 EA/FONSI. Based on the re-evaluation of this project and the anticipated impacts throughout the 47-mile corridor, a Finding of No Significant Impact (FONSI) is still applicable. Table 33 compares the impacts documented in the EA/FONSI to those now anticipated as a result of the current design considered for this re-evaluation.

Table 33. Comparison of Impacts

Environmental Issues/Impacts	Unit of Measure	EA/FONSI	EA Re-Evaluation[1]
Project Length	Miles	44.5	47.0
PRELIMINARY COST ESTIMATE (Year Of Expenditure = 2013)			
Construction	Million $	$681.0	$800.4
Real Estate (Right-of-Way and Utilities)	Million $	$58.0	$33.7
Design	Million $	$65.3	$83.2
Total	Million $	$804.3	$917.3
LAND CONVERSIONS			
Wetland Area Converted to Right-of-Way	Acres	14.1	29.7
Upland Habitat Area Converted to Right-of-Way	Acres	22.9	21.5
Other Area Converted to Right-of-Way	Acres	191.8	284.6
Total Area Converted to Right-of-Way	Acres	228.8	329.7
REAL ESTATE			
Farms Affected	Number	128	115
Total Area Required from Farm Operations	Acres	135	247.6
AIS Required	Yes/No	Yes	Yes
Total Buildings Required	Number	0	10
Housing Units Required	Number	0	3[2]
Commercial Units Required	Number	0	5[3]
Other Buildings or Structures Required	Number & Type	0	5 Sheds
ENVIRONMENTAL ISSUES/IMPACTS			
Environmental Justice Populations	Yes/No	No	No
Historic Properties	Number	0	0[4]
Archaeological Sites	Number	0	0
Burial Site Protection (authorization required)	Yes/No	N/A	Yes

Environmental Issues/Impacts	Unit of Measure	EA/FONSI	EA Re-Evaluation[1]
106 Memorandum Of Agreement Required	Yes/No	No	No
Section 4(f) Evaluation Required	Yes/No	No[5]	Yes
Section 6(f) Land Conversion Required	Yes/No	N/A	No
Other Unique Areas Impacted	Yes/No	N/A	Yes
Flood Plain	Yes/No	No[5]	Yes
Total Wetland Areas Filled	Acres	N/A	28.7
Total Upland Habitat Areas Filled	Acres	N/A	30.4
Stream Crossings	Number	12	20
TMDL Requirements	Yes/No	N/A	Yes
TRANS 401 Requirements	Yes/No	N/A	Yes
AOP Considerations	Yes/No	N/A	Yes
Endangered Species	Yes/No	No	No
Design Year Noise Sensitive Receptors			
No Impact	Number	36	156
Impacted	Number	1,740	352
Contaminated Sites[6]	Number	6	11
TRANS 75 Requirements	Yes/No	N/A	Yes

Notes: (1) The current design does not include full interchange improvements at the I-43/ WIS 81 and US 12/18 (Beltline) interchanges. The impacts shown reflect design improvements to carry six lanes through the interchange area and the associated ramp improvements.
(2) One residential property in the Central Segment is in the process of early acquisition.
(3) One commercial building encompasses two commercial units.
(4) The Door Creek School, although eligible for the NRHP, was determined to be not adversely affected by the proposed improvements.
(5) Environmental issue/impact was not fully investigated under the EA/FONSI.
(6) Only sites recommending a Phase 2.5 hazardous materials investigation and/or special provisions are included.

More than 15 public meetings have been held at various locations in the project area to engage the public and seek input for the proposed changes. In addition, significant coordination with regulatory agencies included the DNR and USACE has occurred and is ongoing.

Based on the results of this re-evaluation, considering the affected environment, the anticipated impacts, and changes to project design, WisDOT concludes the proposed action is still consistent with the FONSI. Separate EA's will be completed for the US 12/18 (Beltline) and I-43 interchanges.

Additionally, in determining whether the proposed action in this re-evaluation is a "major action significantly affecting the quality of the human environment," that may require the preparation of an Environmental Impact Statement, the proposed action was assessed by the following questions as is typically done for Environmental Assessments:

- Will the proposed action stimulate substantial indirect environmental effects?
  - ☒ No
  - ☐ Yes

- Will the proposed action contribute to cumulative effects of repeated actions?
  - ☒ No
  - ☐ Yes

- Will the creation of a new environmental effect result from this proposed action?
  - ☐ No
  - ☒ Yes – Approximately 28.7 acres of wetlands will be impacted by the proposed action. Wetlands will be mitigated through the use to two banking sites. Wetlands impacted after January 1, 2015 will be mitigated using the new WisDOT World Dairy Center wetland mitigation bank site, anticipated to begin construction in the fall of 2014. The World Dairy Center bank site is located in the city of Madison near the US 12/18 (Beltline) interchange, west of I-39/90. Wetland impacts occurring before 2015 will be mitigated to the existing London wetland mitigation bank site, just west of the Koshkonong Creek in the town of London. See Appendix D for more details on the World Dairy Center and London bank sites.

- Will the proposed action impact geographically scarce resources?
  - ☒ No
  - ☐ Yes

- Will the proposed action have a precedent-setting nature?
  - ☒ No
  - ☐ Yes

- Is the degree of controversy associated with the proposed action high?
  - ☒ No
  - ☐ Yes

- Will the proposed action be in conflict with official agency plans or local, state, tribal, or national policies, including conflicts resulting from potential effects of transportation on land use and transportation demand?
  - ☒ No
  - ☐ Yes

The proposed action was not found to have a significant impact on the quality of the human environment. The EA/FONSI, in conjunction with this re-evaluation, remains in compliance with the National and Wisconsin Environmental Policy Acts and related requirements.

Glossary

A

AADT – Average Annual Daily Traffic

AASHTO – American Association of State Highway and Transportation Officials

ACHP – Advisory Council on Historic Preservation

ACM – Asbestos Containing Material

ADT – Average Daily Traffic

AIN – Agricultural Impact Notice

AIS – Agricultural Impact Statement

AOP – Aquatic Organism Passage

APE – Area of Potential Effect

ASNRI – Areas of Special Natural Resource Interest

AST – Aboveground Storage Tank

Auxiliary Lane – Lanes other than the main driving lanes of a roadway. Usually they connect ramps and turn lanes between interchanges and/or intersections.

B

Backage Road – Local roads running parallel to high-speed, limited access roadways, such as a freeway or expressway. A backage road provides access to private driveways, shops, houses, industries, or farms that do not have direct access to the freeway/expressway. Unlike a frontage road, a backage road is spaced such that development between the freeway/expressway and backage road can occur.

BER – Bureau of Endangered Resources, now referred to as Bureau of Natural Heritage Conservation (BNHC)

BMP – Best Management Practices

BNHC – Bureau of Natural Heritage Conservation, also see BER

BTS – Bureau of Technical Services

C

CARPC – Capital Area Regional Planning Commission

Cloverleaf Interchange – Uses loop ramps for exiting and entering traffic. A **full cloverleaf** uses four loop ramps, one of each exiting and entering movement. **Partial cloverleaf** interchanges use a combination of loop ramps and diamond ramps.

CMT – Corridor Management Team

Collector/Distributor Roads – Roads that are one-way and parallel to the main traffic lanes. The provide access to and from a ramp to the next interchange or intersection. The collector/distributor road collects traffic from on ramps or the main lanes, and distributes traffic to off ramps or back to the main lanes.

CPCM – Culvert Pipe Corrugated Metal

Corridors 2030 – Corridors 2030 was originally developed as Corridors 2020 in 1988 as part of the Wisconsin State Highway Plan 2020. Corridors 2030 encourages regional and statewide economic development through the provision of multimodal system linkages and safe, dependable access to and from Wisconsin communities. These connections are important for the movement of goods and services within the state and other market areas outside Wisconsin. Backbone routes are considered the highest ranked system with regard to statewide mobility and economic activity, with Connector routes considered second. A map showing Corridors 2030 backbone and connector routes can be found at: http://www.dot.wisconsin.gov/business/econdev/docs/corridors2030.pdf

CSRP – Conceptual Stage Relocation Plan

CSS – Community Sensitive Solutions, formerly known as Community Sensitive Design (CSD); CSS is a WisDOT policy to enhance the aesthetic and visual quality of highways and transportation facilities. CSS elements focus on providing safe and efficient transportation measures that are physically pleasing to both the users and the neighboring communities.

D

DATCP – Wisconsin Department of Agriculture, Trade and Consumer Protection

Diamond Interchange – A traditional and common interchange type that has “diamond” on and off ramps (typically four, one in each quadrant) connecting two roadways. The ramp terminals can have stop signs, traffic signals, or roundabouts. This type of interchange is generally applied when the mainline roadway (I-39/90) has significantly higher traffic than the sideroad.

Diverging Diamond Interchange – Has the same ramp layout as a traditional diamond interchange; however, traffic is handled differently at the ramp terminals. Directional lanes cross over each other at the signalized ramp terminals so the through traffic is travelling on the left side of the roadway between the ramp terminals. This allows all turns to and from the ramps to be made without crossing the opposite direction of travel, reducing conflict points and increasing the capacity for turning vehicles when compared to a typical diamond interchange. This type of interchange is being utilized at locations with high volumes of left turns at the ramp terminals.

DNAE – Determination of No Adverse Effect

DNR – Wisconsin Department of Natural Resources

DOE – Determination of Eligibility

DSR – Design Study Report

E

EA – Environmental Assessment

Environmental Impact Update – The Environmental Impact Update is prepared when WisDOT has determined that a formal re-evaluation of a previously approved environmental document is not required. The report documents that the project design has considered the affected environment, proposed design refinements, and updated impact analyses to determine that no substantive changes in the project concepts, environmental conditions, or anticipated environmental impacts have occurred since approval of the FONSI. For the I-39/90 project, two Environmental Impact Updates were prepared in advance of the formal corridor EA Re-Evaluation due to the timing of advance construction need, with the direction from FHWA to incorporate the Environmental Impact Update information into the overall EA Re-Evaluation of the impacts of the corridor currently in progress.

EO – Elemental Occurrence

EPA – U.S. Environmental Protection Agency

EPDS – Environmental Process and Documentation Section

ERP – Environmental Repair Program

F

FAA – Federal Aviation Administration

FDM – Facilities Development Manual; the FDM provides policy, procedural requirements, and guidance encompassing the facilities development process within WisDOT's Division of Transportation Systems Development (DTSD). It is applicable to all types of highway improvements on the state trunk highway system, other street/highway systems for which federal-aid highway funds may be utilized, state facilities road systems funded with state funds administered by the department, and other highways and roads for which the department may act as an administrative agent. Adherence to the requirements will provide for the uniform development of highway systems and contact plans that reflect sound engineering practice and sensitive environmental concern.

FHWA – Federal Highway Administration

FIIPS – Financial Integrated Improvement Programming System

FONSI – Finding of No Significant Impact

Free Flow Interchange – An interchange in which movement from one road to another does not require the driver to stop. All roads are grade-separated with bridges and there are no signals, roundabouts, or

stop controlled intersections for major movements. This type of interchange is typically used at locations where two high volume roadways meet.

Frontage Road – Local roads running parallel to high-speed, limited access roadways, such as a freeway or expressway. A frontage road provides access to private driveways, shops, houses, industries, or farms that do not have direct access to the freeway or expressway.

H

Horizontal Curve – A curve in the roadway that allows a vehicle to transition between two straight segments of a roadway.

I

ITS – Intelligent Transportation Systems

J

JD – Jurisdictional Determination

Jug-Handle Interchange – An interchange that combines an overpass and circular ramps to create a full-access interchange, although somewhat circuitously. All movements are right turns to/from the main travel lanes. Drivers turning left must exist the roadway at a ramp on the right and then proceed to the overpass. The overpass is typically separated only slightly from the ramp terminals (less than 500 feet). Because the ramps are separated from the interchange, they can be located to minimize impact to adjacent land.

L

LOS – Level of Service

LUST – Leaking Underground Storage Tank

LWCF – Land and Water Conservation Fund, Formerly referred to as LAWCON

M

M (Wetland Type) – Wet and sedge meadows, wet prairie, vernal pools, fens.

MetaManager Software – The MetaManager Management System Data Base is a software tool used by WisDOT to organize and store information for highway facilities within the state of Wisconsin. Information

such as the roadway typical section, pavement structure, traffic data, and safety data can be obtained from MetaManager.

MMSD – Madison Metropolitan Sewerage District

MPO – Madison Area Transportation Planning Board

MS4 – Municipal Separate Storm Sewer System

N

NB - Northbound

NEPA – National Environmental Policy Act

NHI – Natural Heritage Inventory

NHS – National Highway System; The NHS includes all Interstate routes, a large percentage of roads classified as Rural and Urban Principal Arterials and roads important for national defense. It serves major population centers, airports, water ports, public transportation facilities, truck traffic, intermodal transportation facilities, and other major travel generators. Maps showing NHS routes within Wisconsin can be found at: http://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/wisconsin/

NPS – National Park Service

NRCS – National Resources Conservation Service

NRHP – National Register of Historic Places

P

pER – Programmatic Environmental Report

PIM – Public Involvement Meeting

PS&E – Plans, Specifications, and Estimate

Q

Quadrants – Quadrants are one of four corners of land created when two roads intersect. They are typically referred to as the northeast, southeast, northwest, and southwest quadrants of an interchange or intersection.

R

Reasonable Access Report – The Reasonable Access Report is prepared by an independent third party to evaluate whether the change in access proposed by our highway project will leave a property with reasonable access. The report examines traffic safety, visibility of the new access, travel time needed for the new access, site suitability, circulation, costs to businesses, zoning regulations, and the legal status of the access in the before condition to determine reasonableness of access.

RPE (Wetland Type) – Riparian wetland (emergent)

RPF (Wetland Type) – Floodplain forest

S

SB – Southbound

Section 4(f) – Section 4(f) resources are determined by the officials having jurisdiction over publicly owned land such as a public park, recreation area, historic site, and waterfowl or wildlife refuge of national, state, or local significance. Any Section 4(f) areas impacted require a thorough evaluation and formal determination of impacts.

Section 6(f) – Section 6(f) areas are resources, commonly determined to be Section 4(f) as well, acquired or developed with funds under the Land and Water Conservation Fund Act of 1965 (LAWCON), Pittman-Robertson (P-R) Act, or Dingell-Johnson (D-J) Act.

SHPO – State Historic Preservation Office

Sign Bridge – A structure used to display large overhead road signs on a highway.

SLATS – Stateline Area Transportation Study

Slip Ramp – A ramp between two interchanges that carries traffic to or from the mainline to a collector/distributor road or frontage road.

SM (Wetland Type) – Shallow marsh

SS (Wetland Type) – Shrub swamp

STOC – State Traffic Operations Center

Superelevation – The rotation of the pavement on the approach to and through a horizontal curve. Superelevation is intended to assist the driver through a curve in such a way that the driver will not need to reduce their travel speed. The superelevation is dependent on the speed at which a vehicle travels and the radius of the horizontal curve.

T

TMDL – Total Maximum Daily Load

TMP – Traffic Management Plan

TNM – Traffic Noise Model

TP – Total Phosphorus

TPC – Transportation Projects Commission

TRANS 220 – Administrative Code TRANS 220 is a rule the Department was required to promulgate under § 84.063 “Utility Facilities Relocation”, Wisconsin Statues, Laws of 1991. The rule applies only to improvement projects on highways designated as part of the state trunk highway system, exclusive connecting highways. Since administrative rules have the force of law, TRANS 220 sets forth certain legal requirements for the facilities development process.

TRANS 401 – Administrative Code TRANS 401 was created to establish and implement erosion control and storm water management standards for airport, railroad, highway, and bridge project which are administered by the Department. TRANS 401 establishes minimum performance standards which all projects should meet. An erosion control plan and an erosion control implementation plan are also required under TRANS 401.

TRANS 75 – Administrative Code TRANS 75, which became effective on January 1, 2011, prohibits the Department from funding a new construction or reconstruction project without bicycle and pedestrian accommodations unless there is an approved exception. TRANS 75 helps distinguish between bicycle and pedestrian facility requirements for rural and urban areas and detailed the application of the five exceptions set forth in Wisconsin Act 28, Statute 84.01(35).

Trumpet Interchange – An interchange with three legs consisting of one or more highway grade separations and one-way roadways for all traffic movements.

TSS – Total Suspended Solids

Turbine Interchange – An interchange that uses grade-separated ramps to make all left-turning traffic circle around the central bridges (where the main roadways cross) in a counterclockwise direction. Similar to a free flow interchange, this type of interchange is typically used at locations where two high volume roadways meet.

U

USACE – U.S. Army Corps of Engineers

USCG – U.S. Coast Guard

USFWS – U.S. Fish and Wildlife Service

UST – Underground Storage Tank

V

Vertical Curve – A curve in the roadway that allows the roadway to transition between two sloped segments of a roadway. Two types of vertical curves are crest, which creates a hill in the roadway profile, and sag, which creates a valley in the roadway profile.

W

WHS – Wisconsin Historical Society

WisDOT – Wisconsin Department of Transportation

WS (Wetland Type) – Wooded swamp

Endnotes

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3 Wisconsin Department of Transportation, *Facilities Development Manual (FDM)*, Section 11-15, Attachment 1.1, *Design Criteria for Rural State Trunk Highways Functionally Classified as Arterials,* March 4, 2013, http://roadwaystandards.dot.wi.gov/standards/fdm/index.htm, accessed on February 19, 2014.

4 Wisconsin Department of Transportation, *Facilities Development Manual (FDM)*, Section 11-10, Exhibit 5.1, *Superelevation Tables (emax = 4% and 6%),* July 22, 2009, http://roadwaystandards.dot.wi.gov/standards/fdm/index.htm, accessed on February 19, 2014.

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6 Wisconsin Department of Transportation, *Facilities Development Manual (FDM)*, Section 11-30, Attachment 1.1, *Single Lane Entrance Terminal,* February 28, 2007, http://roadwaystandards.dot.wi.gov/standards/fdm/index.htm, accessed on February 26, 2014.

7 Wisconsin Legislative Documents, *Bikeways and Sidewalks in Highway Projects,* Chapter Trans 75, https://docs.legis.wisconsin.gov/code/admin_code/trans/75, accessed on September 10, 2013

8 Business Facilities Magazine, *Kerry Group Expands in Wisconsin*, August 12, 2011, http://businessfacilities.com/kerry-group-expands-in-wisconsin-2, accessed on January 27, 2014.

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14 Wisconsin Department of Transportation*, Facilities Development Manual (FDM)*, Section 23-35-20, *Noise Abatement Measures - Likely To Be Incorporated Into The Project*, July 28, 2011, http://roadwaystandards.dot.wi.gov/standards/fdm/index.htm, accessed on February 18, 2014.

15 Wisconsin Department of Transportation, *Real Estate Program Manual,* July 2009.

16 Wisconsin Department of Transportation, *Facilities Development Manual (FDM)*, Chapter 18, *Utility Coordination,* July 28, 2011, http://roadwaystandards.dot.wi.gov/standards/fdm/index.htm, accessed on February 26, 2014.

17 Wisconsin Department of Transportation*, Facilities Development Manual (FDM)*, Section 27-1-10, *Natural Roadsides Philosophy*, April 23, 1999, http://roadwaystandards.dot.wi.gov/standards/fdm/index.htm, accessed on March 3, 2014.

18 Wisconsin Department of Transportation, *Facilities Development Manual (FDM)*, Chapter 6, *Public Involvement,* December 20, 2013, http://roadwaystandards.dot.wi.gov/standards/fdm/index.htm, accessed on February 27, 2014.

Exhibit 1
Environmental Sections Map

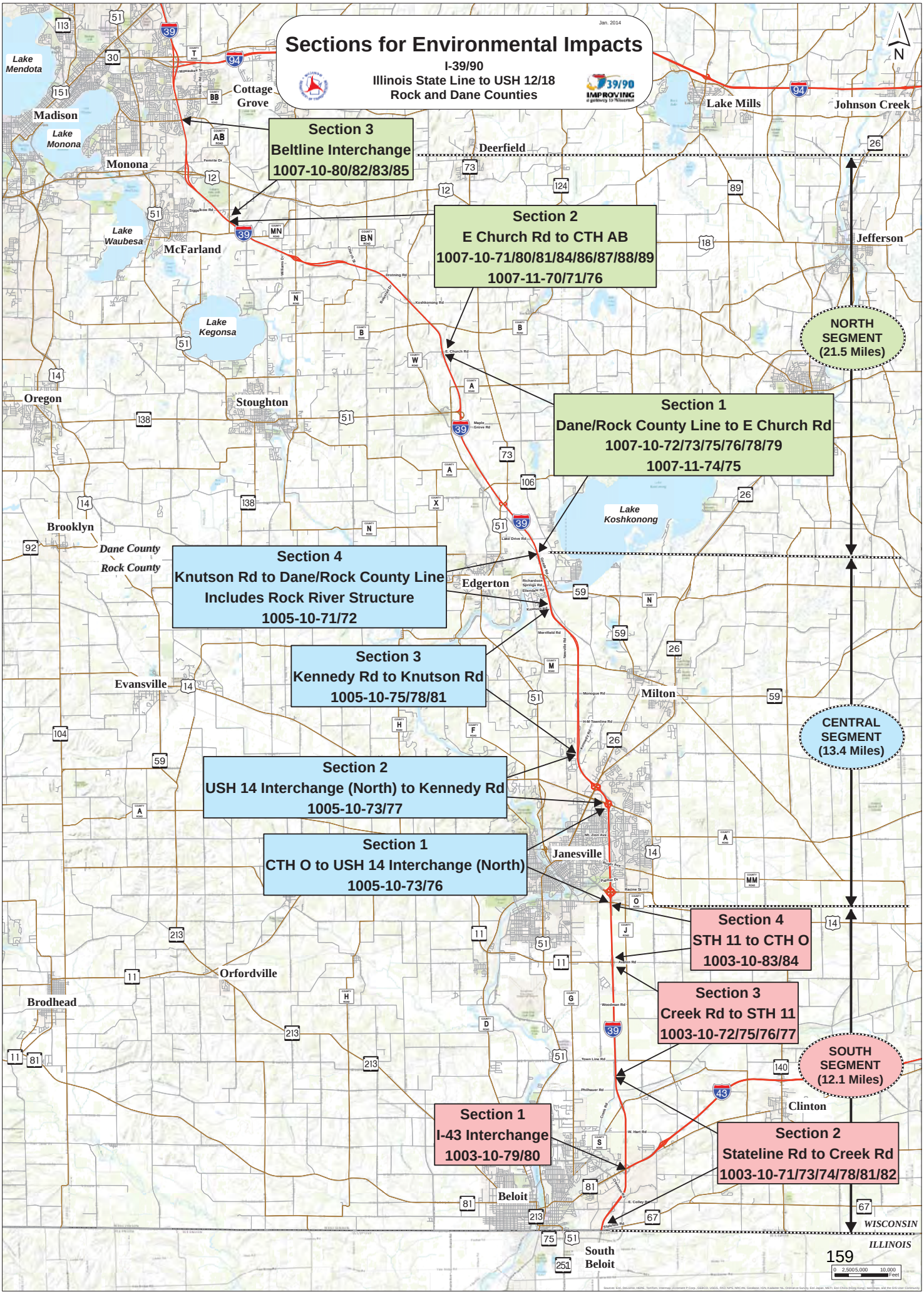
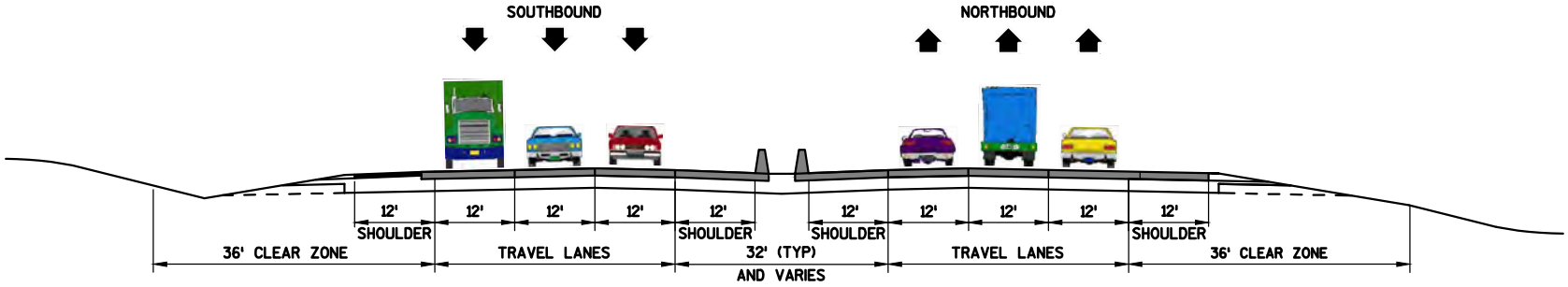
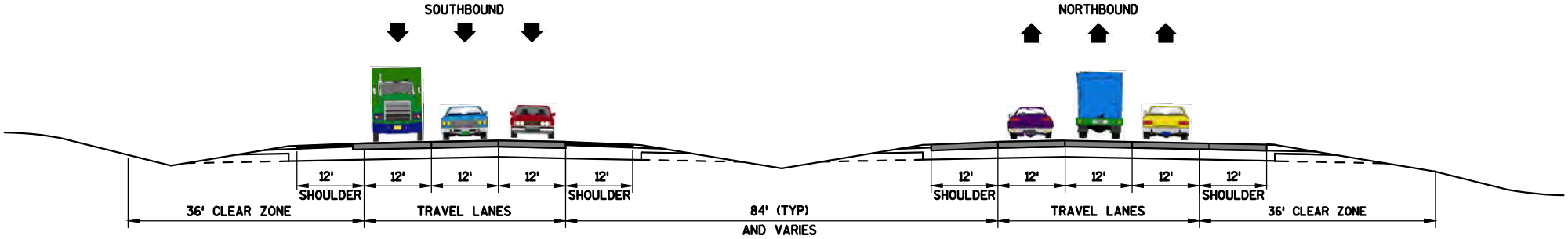

Jan. 2014
Sections for Environmental Impacts
I-39/90
Illinois State Line to USH 12/18
Rock and Dane Counties
I-39/90 IMPROVING a gateway to Wisconsin
N
Section 3
Beltline Interchange
1007-10-80/82/83/85
Section 2
E Church Rd to CTH AB
1007-10-71/80/81/84/86/87/88/89
1007-11-70/71/76
Section 1
Dane/Rock County Line to E Church Rd
1007-10-72/73/75/76/78/79
1007-11-74/75
Section 4
Knutson Rd to Dane/Rock County Line
Includes Rock River Structure
1005-10-71/72
Section 3
Kennedy Rd to Knutson Rd
1005-10-75/78/81
Section 2
USH 14 Interchange (North) to Kennedy Rd
1005-10-73/77
Section 1
CTH O to USH 14 Interchange (North)
1005-10-73/76
Section 4
STH 11 to CTH O
1003-10-83/84
Section 3
Creek Rd to STH 11
1003-10-72/75/76/77
Section 2
Stateline Rd to Creek Rd
1003-10-71/73/74/78/81/82
Section 1
I-43 Interchange
1003-10-79/80
NORTH SEGMENT (21.5 Miles)
CENTRAL SEGMENT (13.4 Miles)
SOUTH SEGMENT (12.1 Miles)
Lake Mendota
Madison
Lake Monona
Monona
Lake Waubesa
McFarland
Cottage Grove
Lake Kegonsa
Oregon
Stoughton
Brooklyn
Dane County
Rock County
Edgerton
Lake Koshkonong
Deerfield
Lake Mills
Johnson Creek
Jefferson
Milton
Janesville
Evansville
Orfordville
Brodhead
Clinton
Beloit
South Beloit
WISCONSIN
ILLINOIS
159

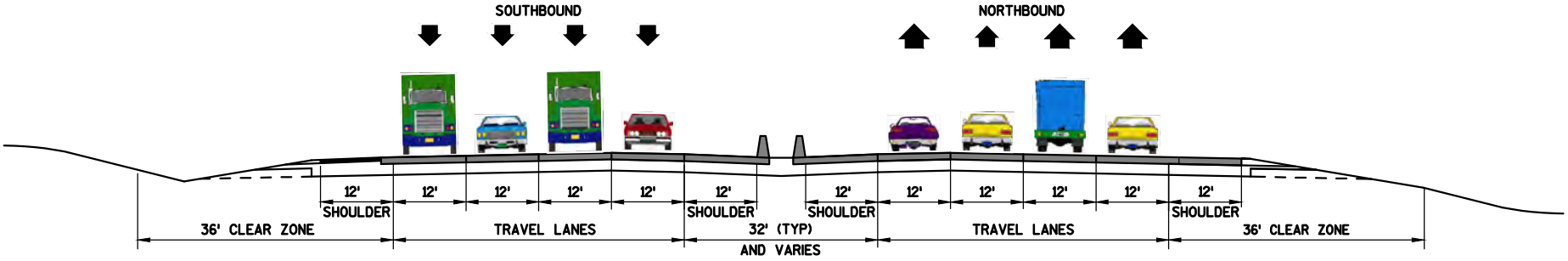
Exhibit 2
Proposed I-39/90 Typical Sections



6-LANES CONCRETE MEDIAN BARRIER



6-LANES GRASS MEDIAN



8-LANES CONCRETE MEDIAN BARRIER

EA Re-Evaluation
I-39/90
Rock and Dane County

Proposed I-39/90 Typical Sections

January 2014

Exhibit 3
Proposed Interchange Configurations

N

SCALE: 1"=200'

81

B-53-47 (TO REMAIN)

B-53-46 (TO REMAIN)

39

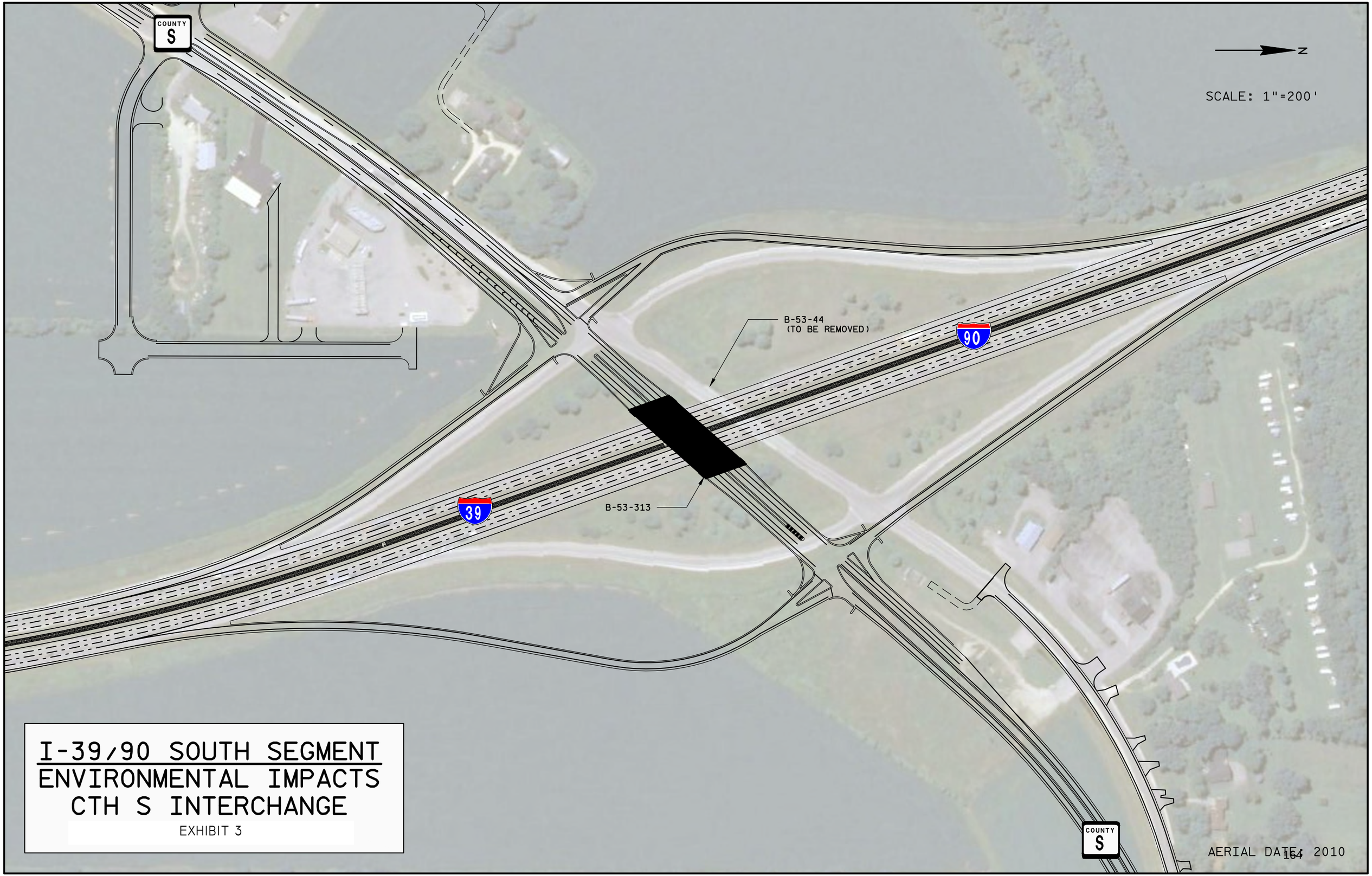
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43

I-39/90 SOUTH SEGMENT
ENVIRONMENTAL IMPACTS
I-43 INTERCHANGE

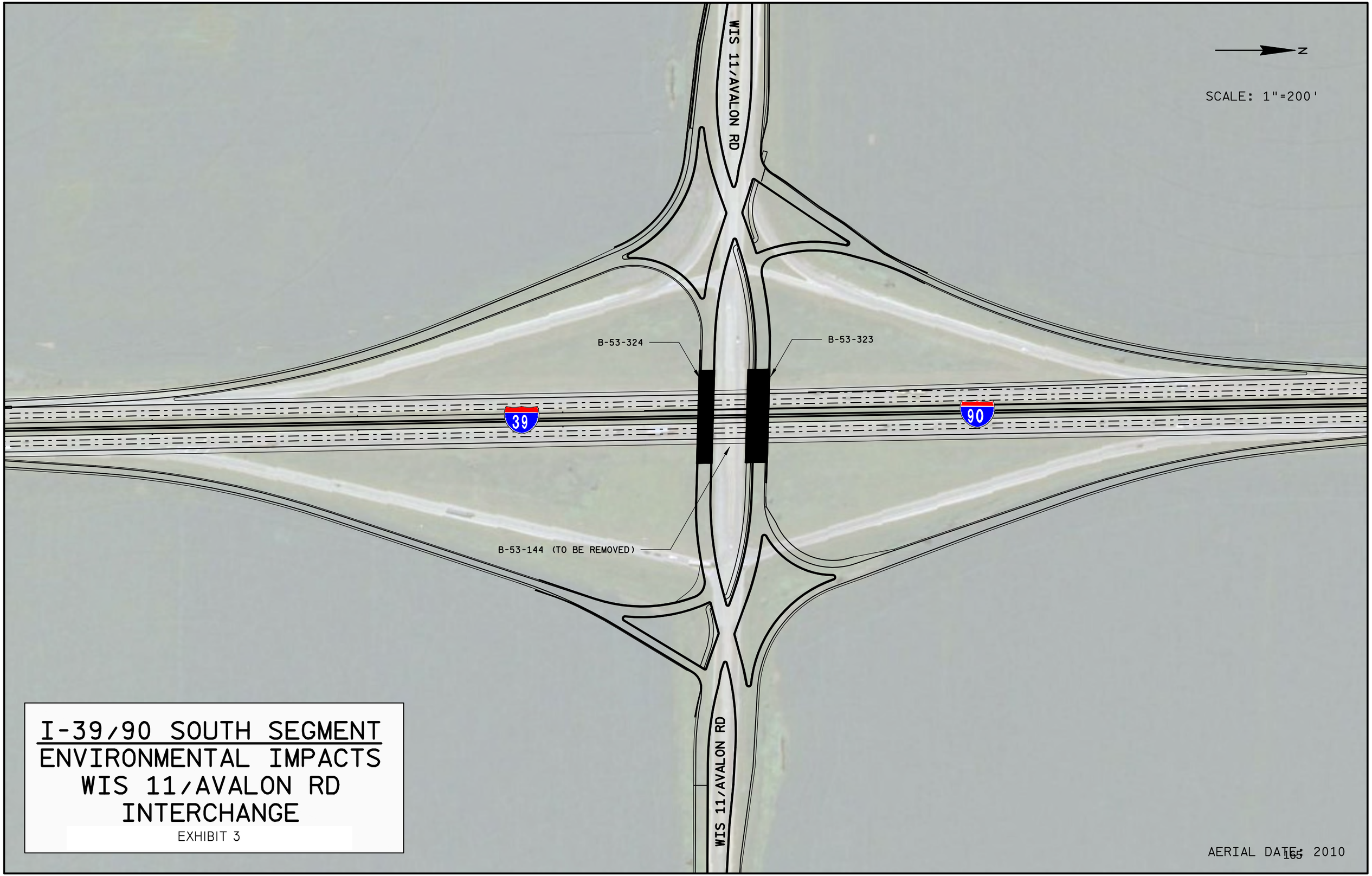
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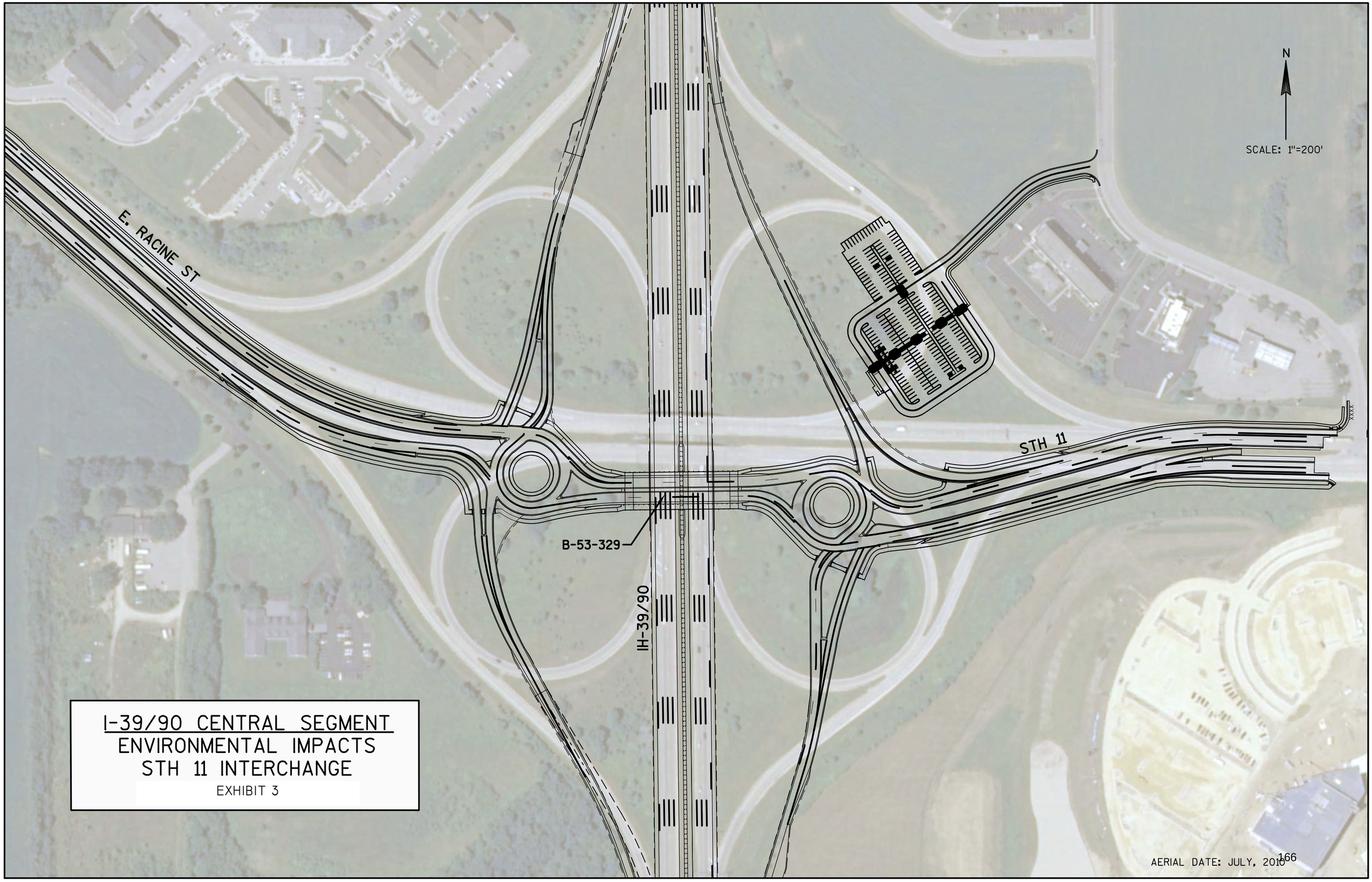
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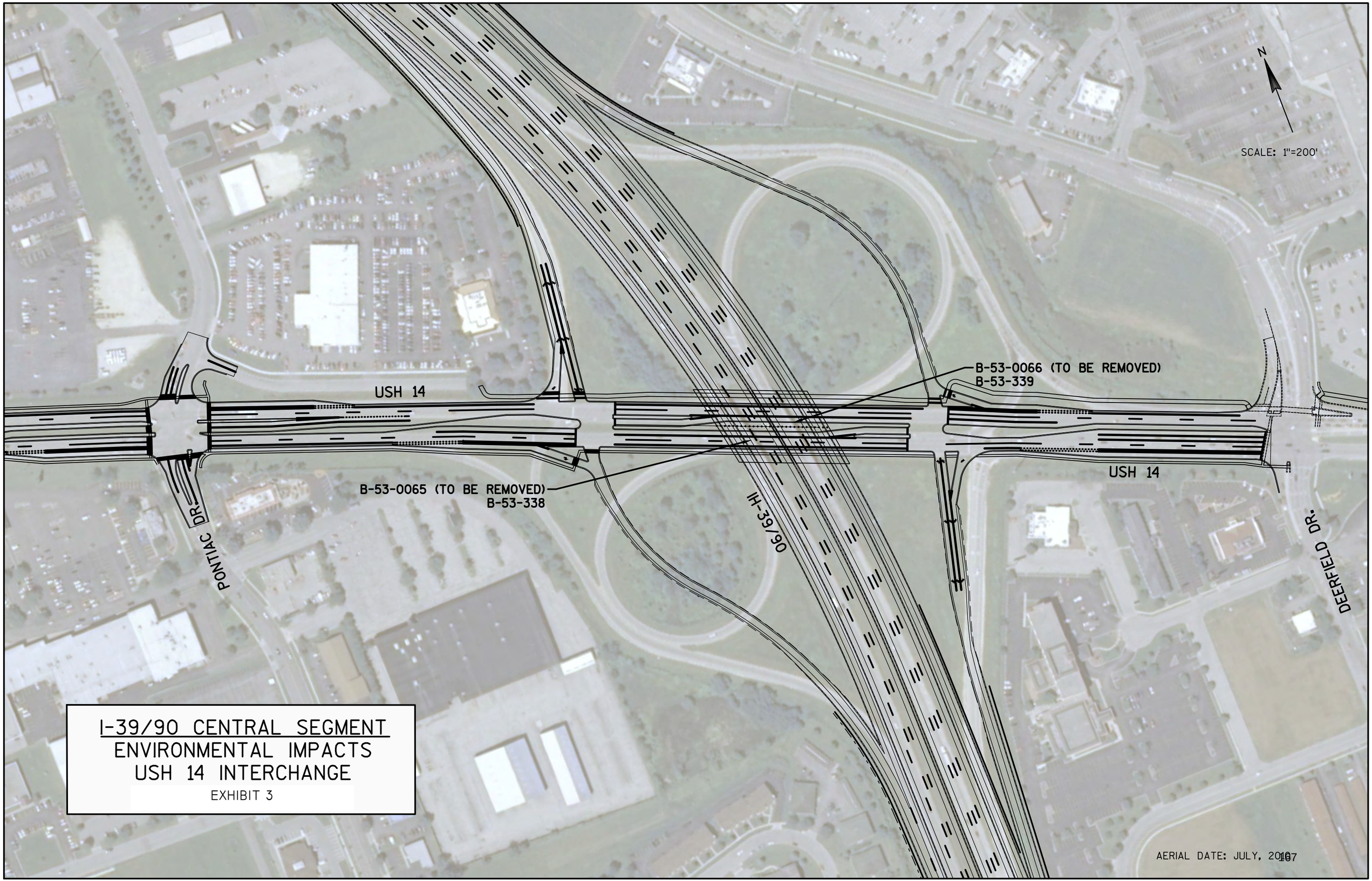


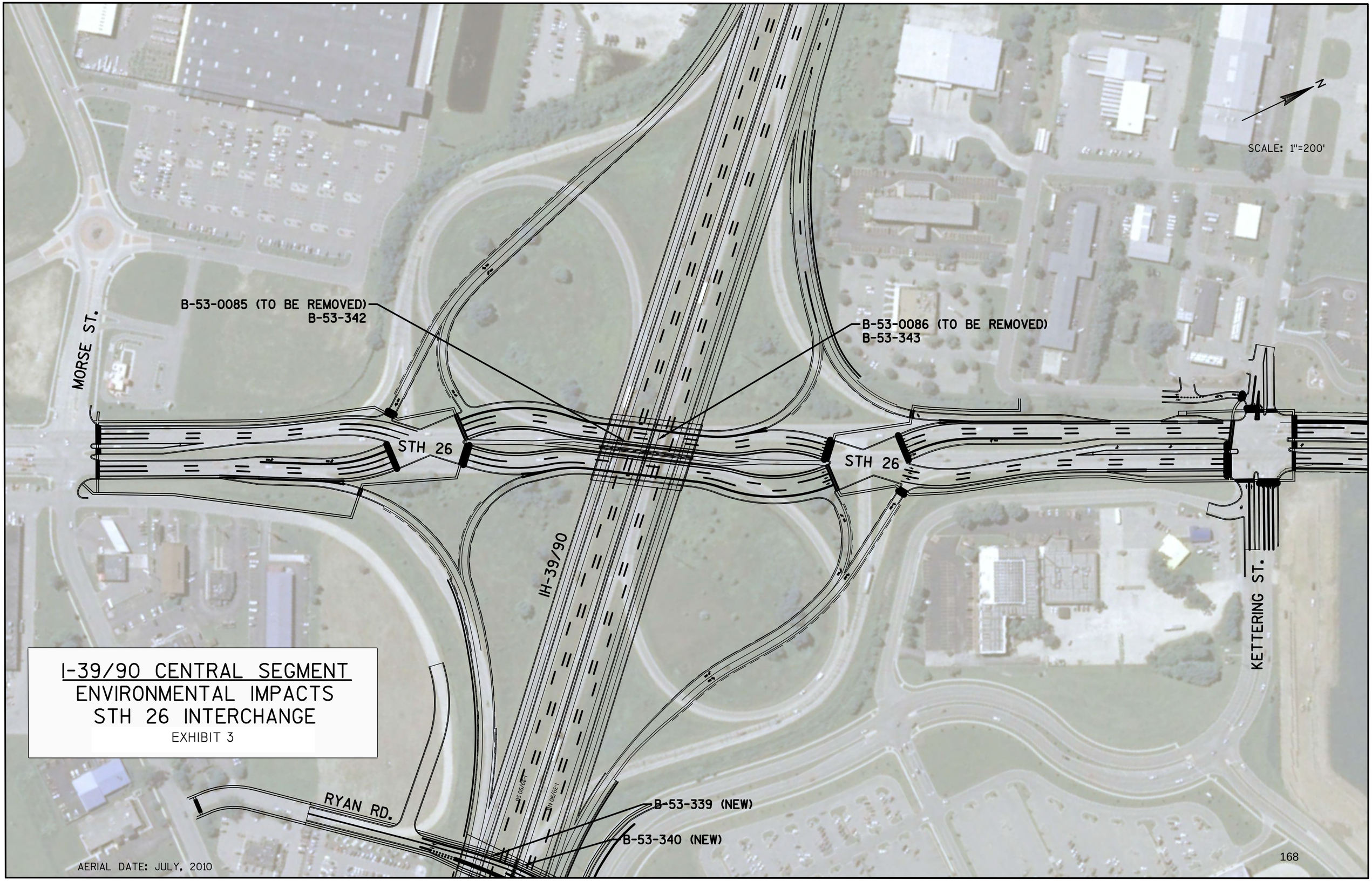
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ENVIRONMENTAL IMPACTS
CTH S INTERCHANGE

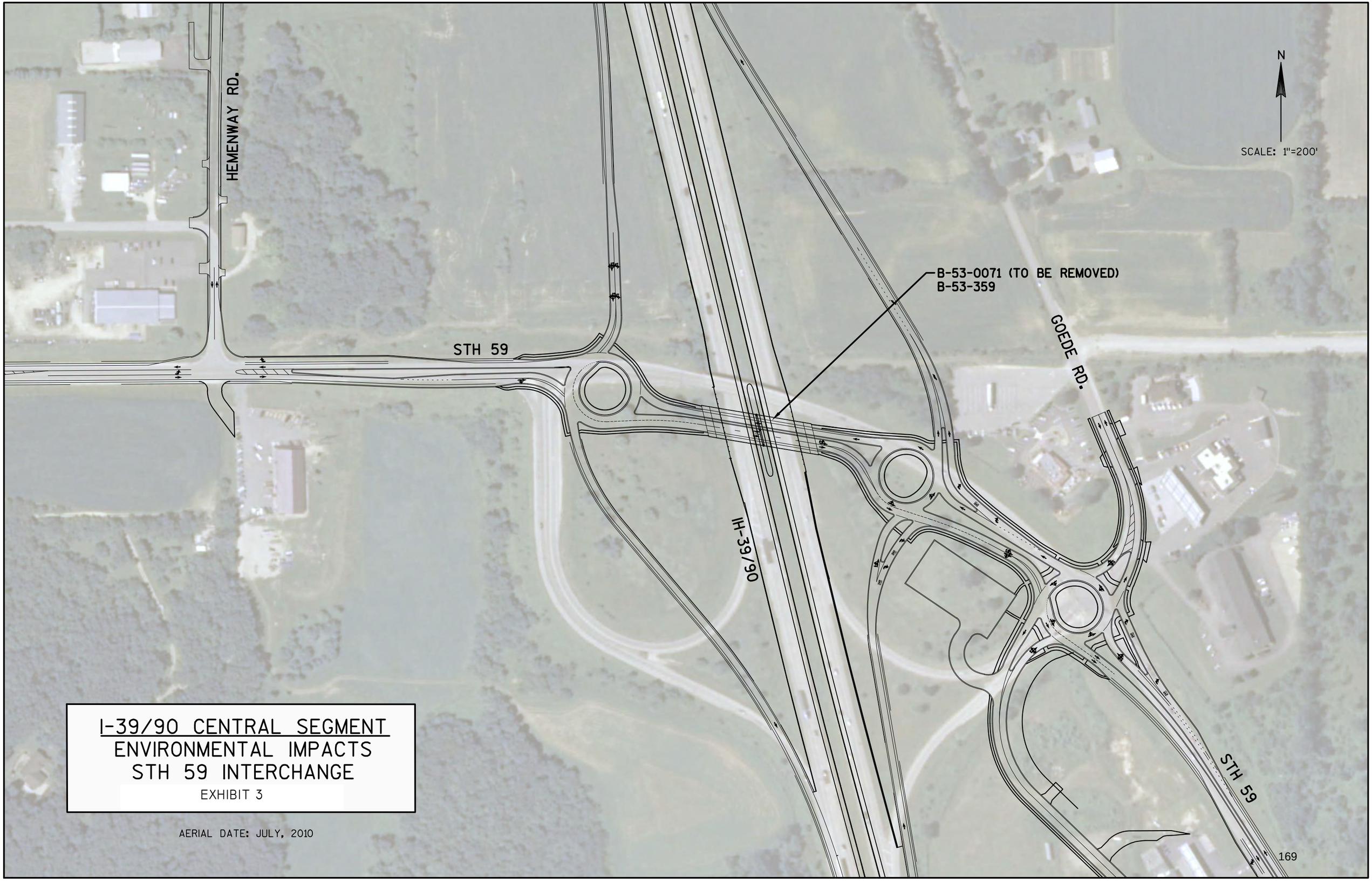
EXHIBIT 3


WIS 11/AVALON RD
N
SCALE: 1"=200'
B-53-324
B-53-323
39
90
B-53-144 (TO BE REMOVED)
WIS 11/AVALON RD
I-39/90 SOUTH SEGMENT
ENVIRONMENTAL IMPACTS
WIS 11/AVALON RD
INTERCHANGE
EXHIBIT 3
AERIAL DATE: 2010


N
SCALE: 1"=200'
E. RACINE ST
STH 11
B-53-329
IH-39/90
I-39/90 CENTRAL SEGMENT
ENVIRONMENTAL IMPACTS
STH 11 INTERCHANGE
EXHIBIT 3
AERIAL DATE: JULY, 2010


N
SCALE: 1"=200'
USH 14
B-53-0066 (TO BE REMOVED)
B-53-339
B-53-0065 (TO BE REMOVED)
B-53-338
USH 14
PONTIAC DR.
IH-39/90
DEERFIELD DR.
I-39/90 CENTRAL SEGMENT
ENVIRONMENTAL IMPACTS
USH 14 INTERCHANGE
EXHIBIT 3
AERIAL DATE: JULY, 2016


N
SCALE: 1"=200'
B-53-0085 (TO BE REMOVED)
B-53-342
B-53-0086 (TO BE REMOVED)
B-53-343
MORSE ST.
STH 26
STH 26
IH-39/90
KETTERING ST.
RYAN RD.
B-53-339 (NEW)
B-53-340 (NEW)
I-39/90 CENTRAL SEGMENT
ENVIRONMENTAL IMPACTS
STH 26 INTERCHANGE
EXHIBIT 3
AERIAL DATE: JULY, 2010



I-39/90 CENTRAL SEGMENT
ENVIRONMENTAL IMPACTS
STH 59 INTERCHANGE

EXHIBIT 3

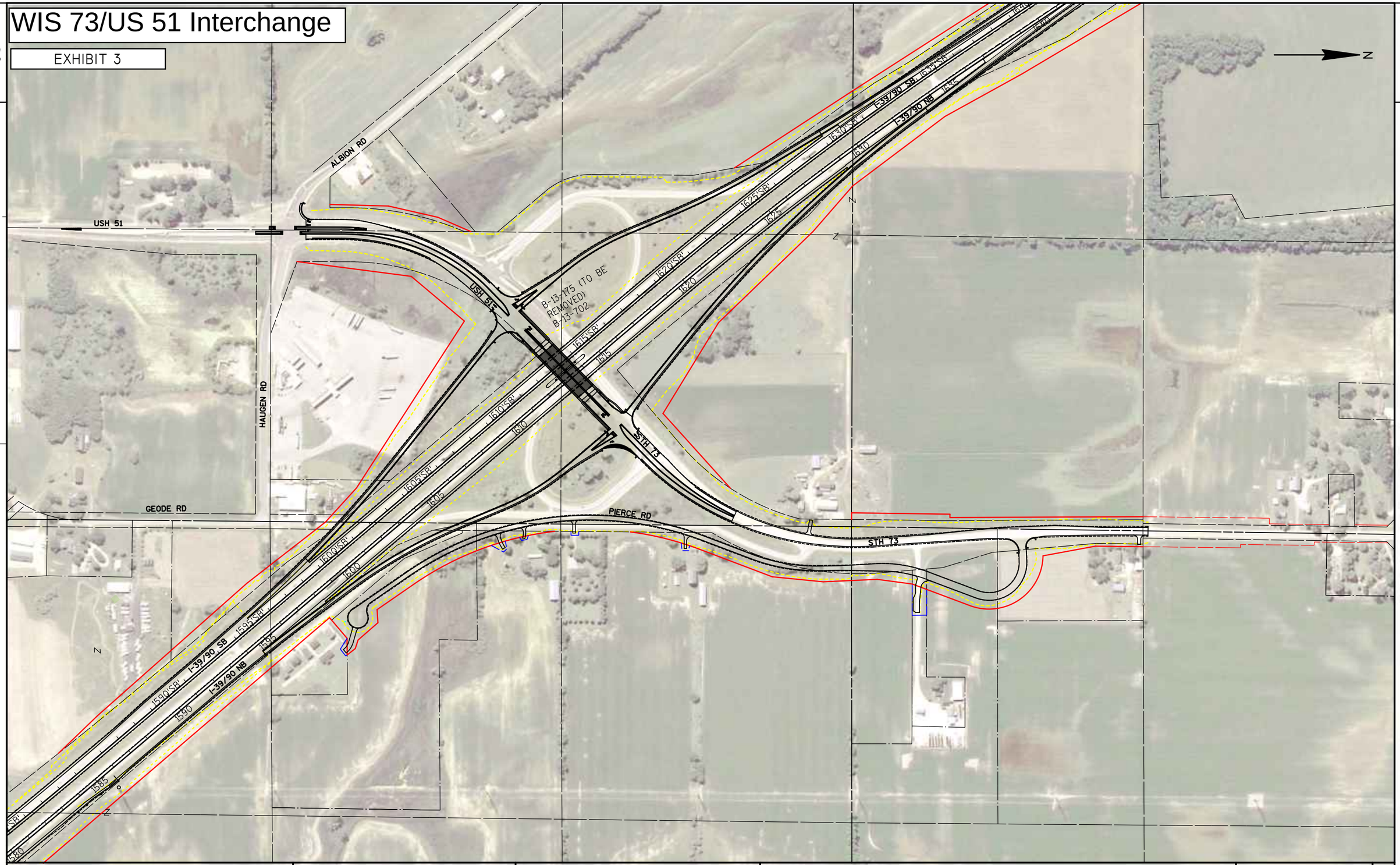
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WIS 73/US 51 Interchange

EXHIBIT 3

2

2



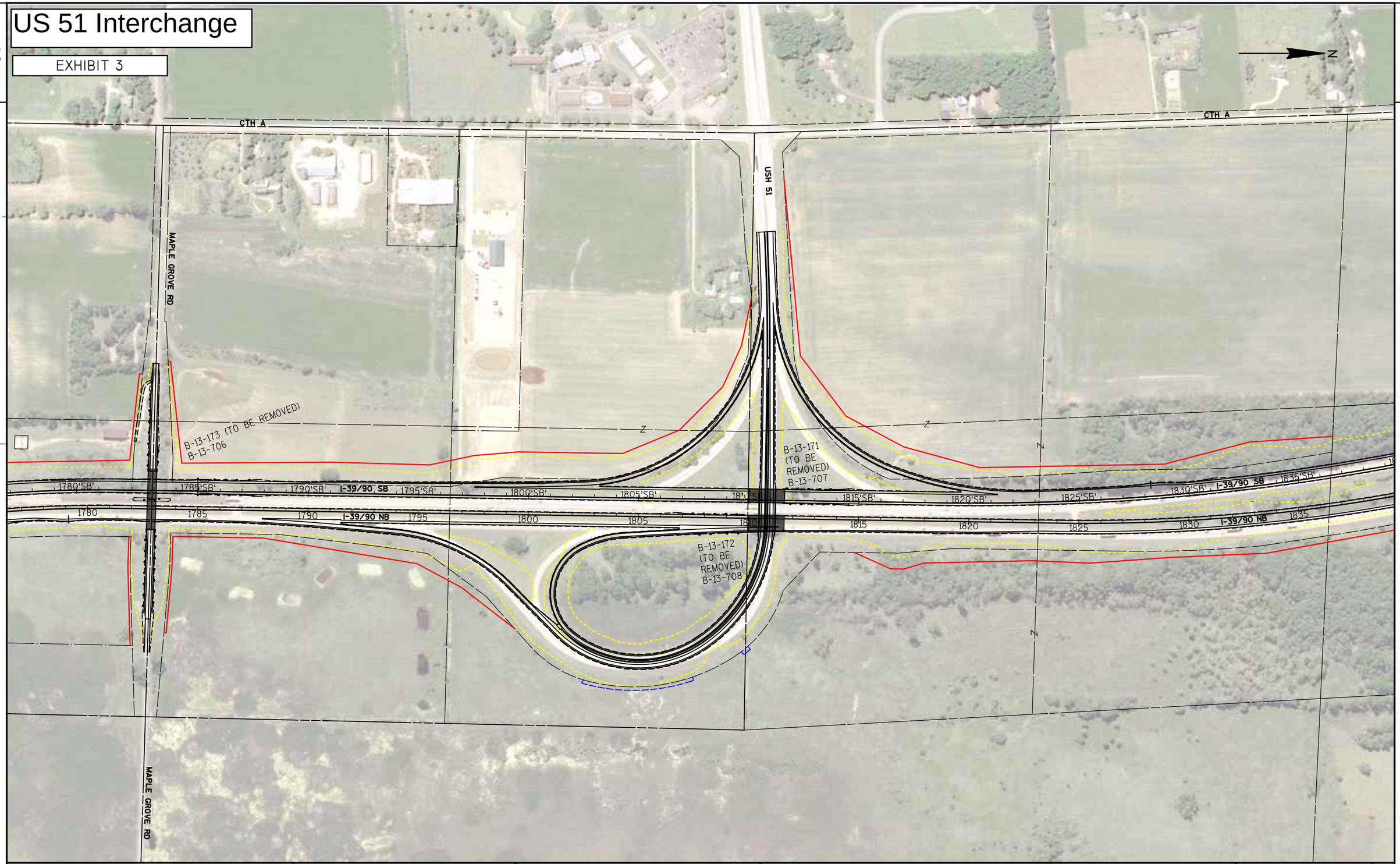
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WISDOT/CADDS SHEET 42

US 51 Interchange

EXHIBIT 3



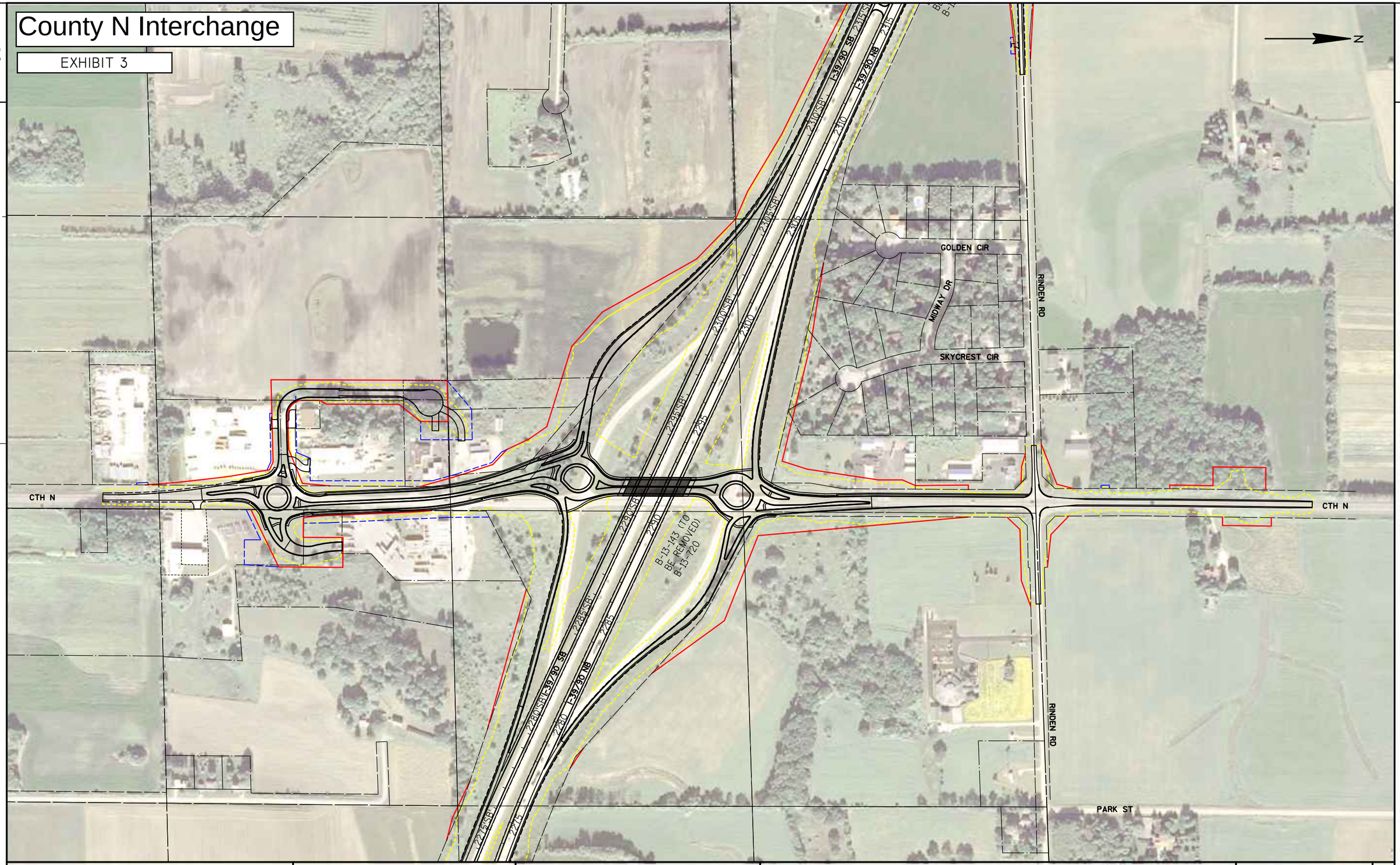
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WISDOT/CADDS SHEET 42

County N Interchange

EXHIBIT 3



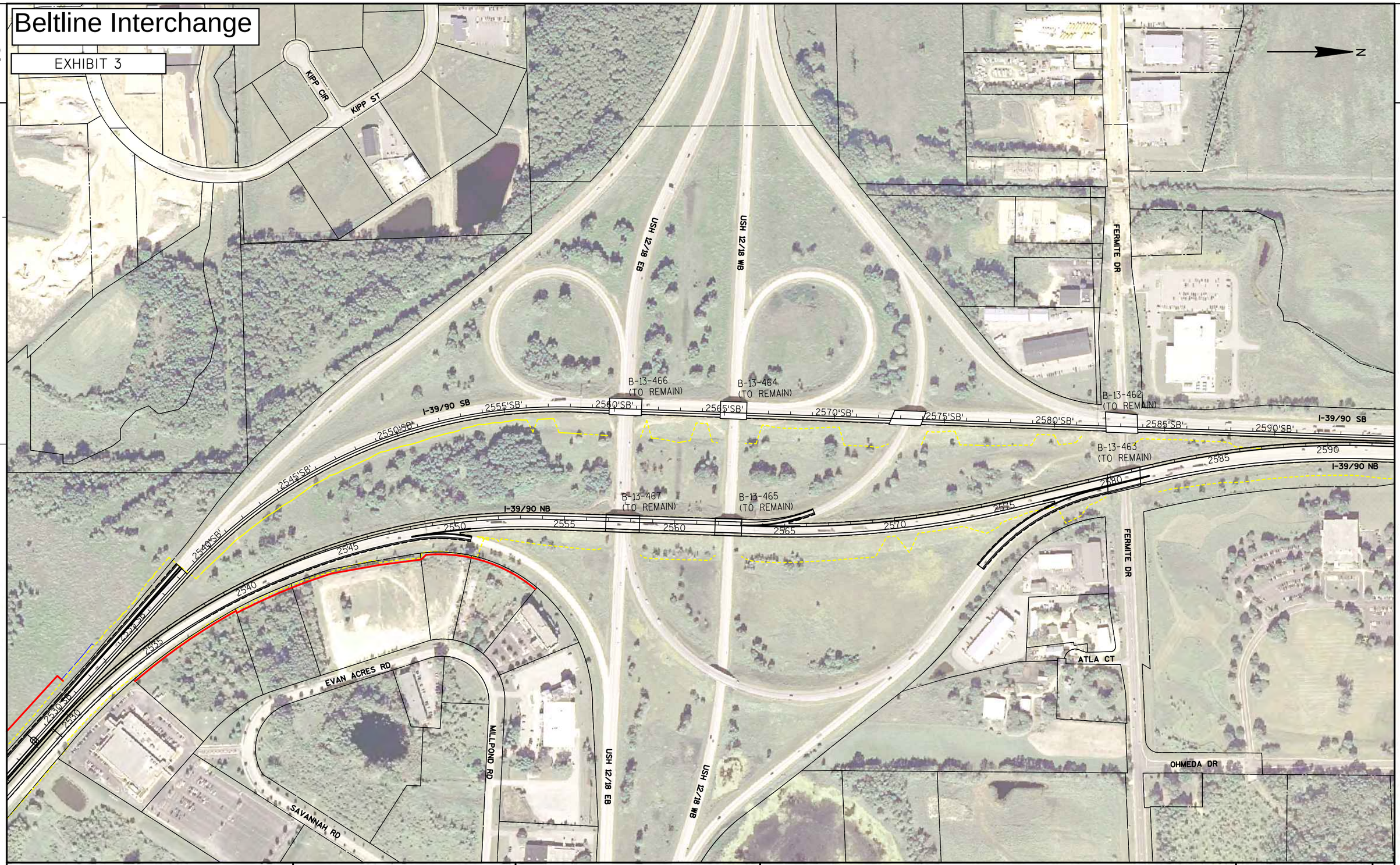
PROJECT NO: 1001-10-02	HWY: I-39/90	COUNTY: DANE	ENVIRONMENTAL IMPACTS - NORTH SEGMENT	SHEET 3 OF 4	E

FILE NAME : ...\Sheet 111.dgn PLOT DATE : 2/28/2014 10:32:13 AM PLOT BY : SEH INC PLOT NAME : PLOT SCALE : 1.0 IN = 400.0 FT

WISDOT/CADDS SHEET 42

Beltline Interchange

EXHIBIT 3



PROJECT NO: 1001-10-02	HWY: I-39/90	COUNTY: DANE	ENVIRONMENTAL IMPACTS - NORTH SEGMENT	SHEET 4 OF 4	E

FILE NAME : ...\Sheet 141.dgn PLOT DATE : 2/28/2014 10:33:00 AM PLOT BY : SEH INC PLOT NAME : PLOT SCALE : 1.0 IN = 400.0 FT

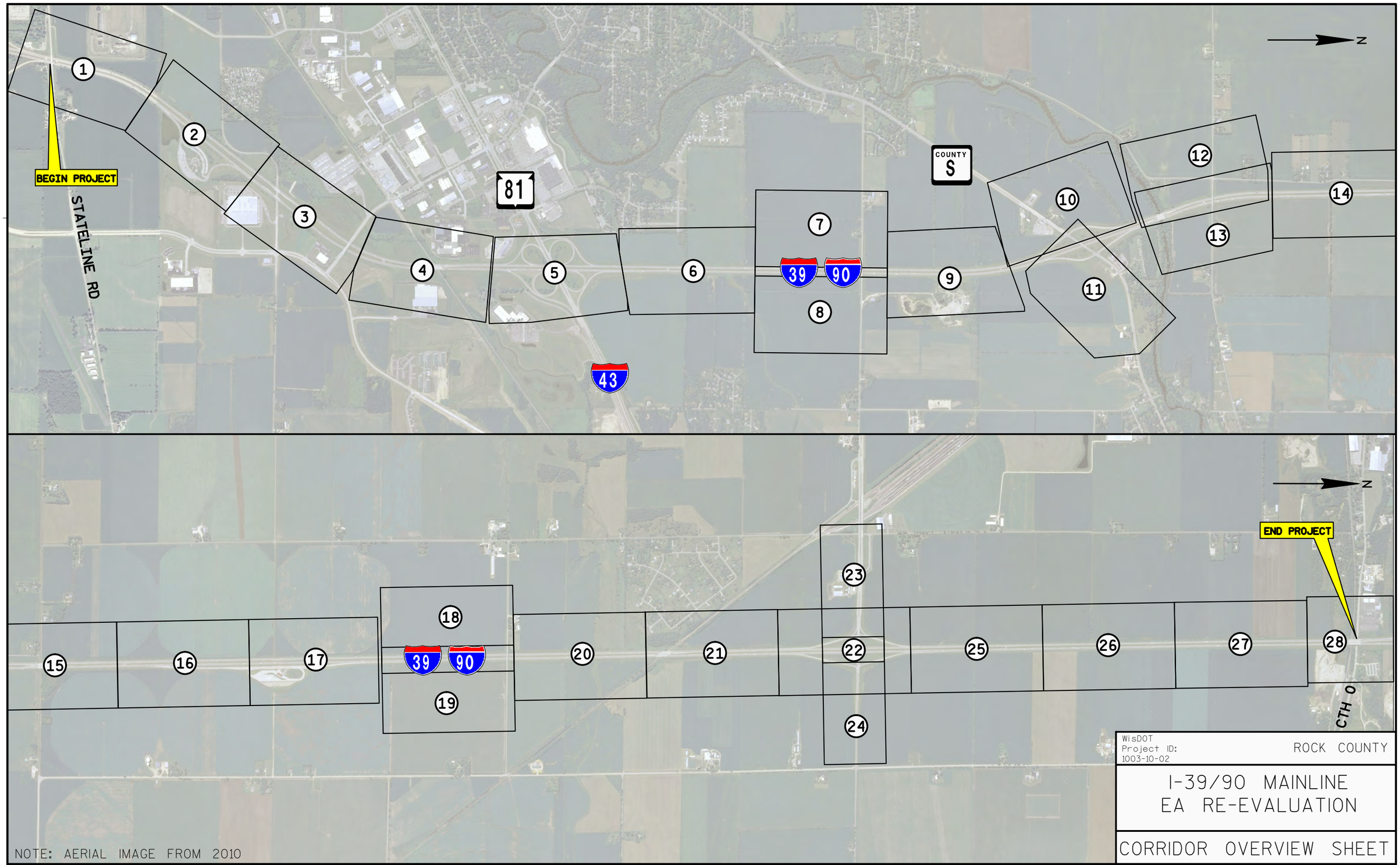
WISDOT/CADDS SHEET 42

Exhibit 4
Environmental Impact Maps

Exhibit 4.1 South Segment Maps

Exhibit 4.2 Central Segment Maps

Exhibit 4.3 North Segment Maps



NOTE: AERIAL IMAGE FROM 2010

WisDOT Project ID: 1003-10-02

ROCK COUNTY

I-39/90 MAINLINE EA RE-EVALUATION

CORRIDOR OVERVIEW SHEET

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT		E

FILE NAME :L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\425.1_I_39-90\EA RE-EVAL IMPACTS\2014 ENVIRONMENTAL IMPACTS\CADD FILES\2014_EA_RE-EVAL_OVERVIEW.DWG PLOT BY : CZECH, ANDREW PLOT NAME : PLOT SCALE : 1 IN:2000 FT

WISDOT/CADDS SHEET 44

WISCONSIN
ILLINOIS

STATELINE RD

CITY OF
BELOIT
RW=0.03 AC.
FARMLAND=0.03 AC.

B-53-204 (TO BE REMOVED)
B-53-325

WALSH TRUST
RW=0.06 AC.
FARMLAND=0.06 AC.

N

39

90

5

5

MATCHLINE STA. 126+00

WALSH TRUST
RW=1.07 AC.
FARMLAND=1.07 AC.

WALSH TRUST
RW=0.50 AC.
FARMLAND=0.50 AC.

WISCONSIN
ILLINOIS

DAVID & DIANA
SCHNEIDER
RW=0.04 AC.

LEGEND

- FARMLAND IMPACTS
- OTHER AREA CONVERTED TO R.O.W.
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPT
- PROPOSED BRIDGE
- PARCEL LINES

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 1 OF 28	E

FILE NAME :L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE : 2/26/2014 1:47 PM PLOT BY : CZECH, ANDREW PLOT NAME : PLOT SCALE : 1 IN:200 FT

N

UPLAND HABITAT 25
IMPACTS = 0.00 AC.

UPLAND HABITAT 24
IMPACTS = 0.00 AC.

CITY OF BELOIT
RW=0.01 AC.
UPLAND=0.01 AC.

UPLAND HABITAT 4
IMPACTS = 0.01 AC.

COLLEY RD.

5

MATCHLINE STA. 126+00

MATCHLINE STA. 156+00

5

39

90

130 135 140 145 150 155

WETLAND R-1A
IMPACTS = 0.00 AC.

R-1 DETENTION POND

WISDOT
T.L.E.=0.54 AC.
UPLAND=1.51 AC.

UPLAND HABITAT 1
IMPACTS = 0.00 AC.

UPLAND HABITAT 2
IMPACTS = 0.71 AC.

WELCOME
CENTER

UPLAND HABITAT 3
IMPACTS = 0.80 AC.

LEGEND

- WETLAND
- UPLAND HABITAT
- UPLAND CONVERTED
- 100-YEAR FLOODPLAIN
- OTHER AREA CONVERTED TO R.O.W.
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPT
- TEMPORARY EASEMENT
- PARCEL LINES

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 2 OF 28	E

FILE NAME :L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE :2/26/14 1:47 PM PLOT BY :CZECH, ANDREW PLOT NAME : PLOT SCALE :1 IN:200 FT

WISDOT/CADDS SHEET 44

WETLAND R-2A
IMPACTS = 0.00 AC.

UPLAND HABITAT 6
IMPACTS = 0.00 AC.

B-53-216 (TO REMAIN)

WISDOT
RW=0.16 AC.
UPLAND=0.13 AC.

PEPSICO
FRITO LAY INC
RW=0.80 AC.
FARMLAND=0.31 AC.
UPLAND=0.30 AC.
(INCLUDING FOLLOWING SHEET)

UPLAND HABITAT 7
IMPACTS = 0.00 AC.

CRANSTON RD.

UPLAND HABITAT 5
IMPACTS = 0.13 AC.

MATCHLINE STA. 156+00

MATCHLINE STA. 186+00

39

90

B-53-217 (TO REMAIN)

COLLEY RD.

CITY OF BELOIT
RW=0.14 AC.

DMDM INC
RW=0.19 AC.

B-53-220 (TO REMAIN)

UPLAND HABITAT 26
IMPACTS = 0.00 AC.

GATEWAY BLVD.

LEGEND

- WETLAND
- UPLAND HABITAT
- UPLAND CONVERTED
- 100-YEAR FLOODPLAIN
- OTHER AREA CONVERTED TO R.O.W.
- STREAM CROSSING
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPT
- PARCEL LINES

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 3 OF 28	E

FILE NAME :L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE :2/26/2014 1:47 PM PLOT BY :CZECH, ANDREW PLOT NAME : PLOT SCALE :1 IN:200 FT

CANADIAN PACIFIC RR

PEPSICO
FRITO LAY INC
RW=0.80 AC.
FARMLAND=0.31 AC.
UPLAND=0.30 AC.
(INCLUDING PREVIOUS SHEET)

CITY OF BELOIT
RW=0.01 AC.
UPLAND=0.01 AC.

UPLAND HABITAT 8
IMPACTS = 0.31 AC.

UPLAND HABITAT 28
IMPACTS = 0.00 AC.

B-53-48 (TO BE REPLACED)
B-53-301

B-53-51 (TO BE REPLACED)
B-53-300

UPLAND HABITAT 9
IMPACTS = 0.00 AC.

UPLAND HABITAT 27
IMPACTS = 0.00 AC.

BELOIT ECONOMIC
DEVELOPMENT CORP
RW=0.23 AC.
FARMLAND=0.23 AC.

MATCHLINE STA. 186+00

MATCHLINE STA. 216+00

39

90

S2

S3

SECTION 2

SECTION 1

N

5

5

LEGEND

- UPLAND HABITAT
- UPLAND CONVERTED
- 100-YEAR FLOODPLAIN
- FARMLAND IMPACTS
- OTHER AREA CONVERTED TO R.O.W.
- STREAM CROSSING
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPT
- PROPOSED BRIDGE
- PARCEL LINES

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 4 OF 28	E

FILE NAME :L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE : 2/26/2014 1:47 PM PLOT BY : CZECH, ANDREW PLOT NAME : PLOT SCALE : 1 IN:200 FT

LEGEND

- UPLAND HABITAT
- 100-YEAR FLOODPLAIN
- EXISTING R.O.W.
- PARCEL LINES

81

N

B-53-47 (TO REMAIN)

B-53-46 (TO REMAIN)

39

90

43

MATCHLINE STA. 216+00

MATCHLINE STA. 246+00

UPLAND HABITAT 9
IMPACTS = 0.00 AC.

UPLAND HABITAT 10
IMPACTS = 0.00 AC.

KERRY
INGREDIENTS
&
FLAVOURS

5

5

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 5 OF 28	E

FILE NAME : L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE : 2/26/2014 1:47 PM PLOT BY : CZECH, ANDREW PLOT NAME : PLOT SCALE : 1 IN:200 FT

UPLAND HABITAT 33
IMPACTS = 0.00 AC.

N

SECTION 1

SECTION 2

5

MATCHLINE STA. 246+00

250

255

39

260

90

265

270

275

MATCHLINE STA. 276+00

5

JOHN & PATRICIA DABSON
RW=0.10 AC.
FARMLAND=0.10 AC.

UPLAND HABITAT 34
IMPACTS = 0.00 AC.

S4

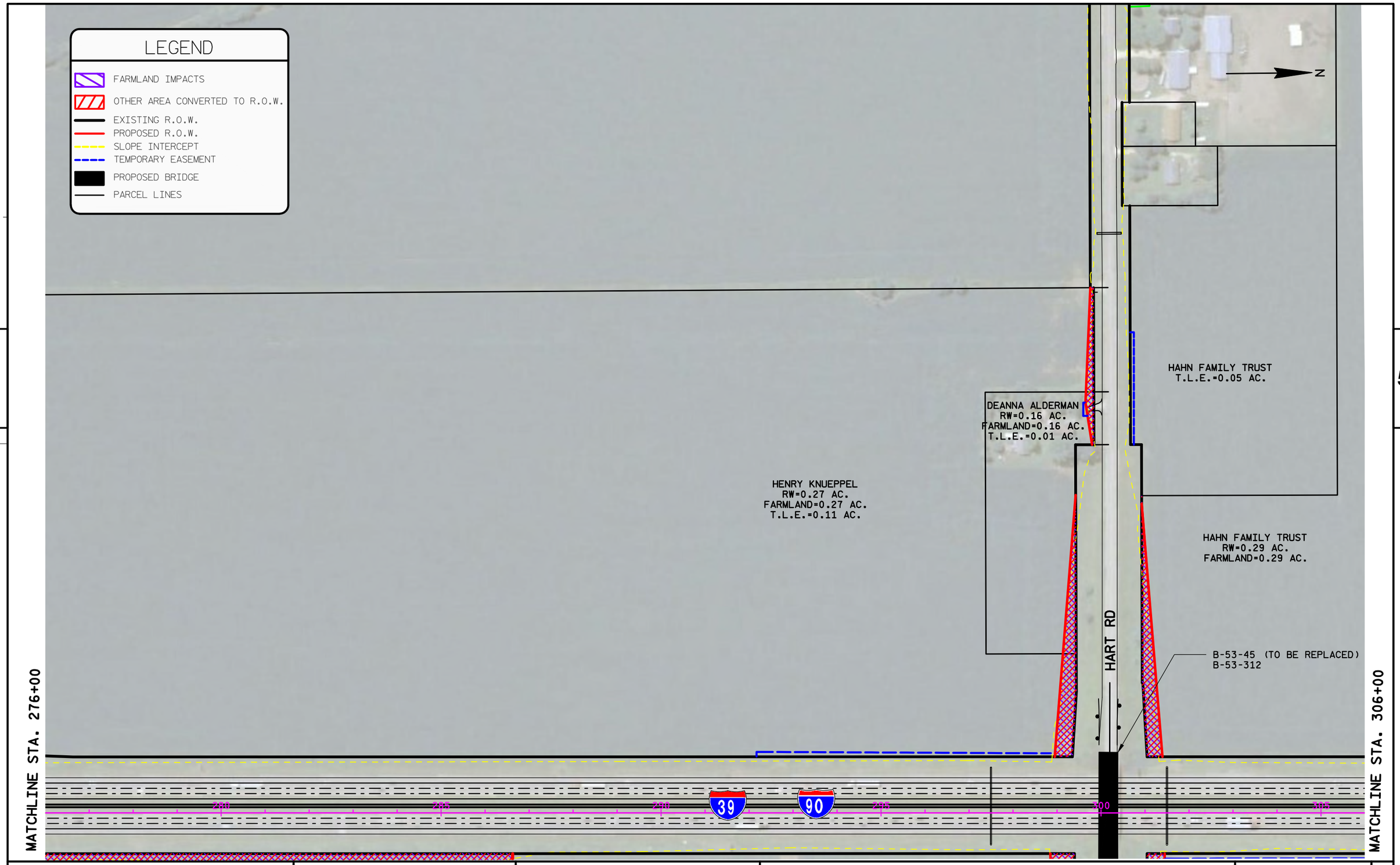
UPLAND HABITAT 35
IMPACTS = 0.00 AC.

LESLIE AND VIRGINIA HULLAH
RW=1.51 AC.
FARMLAND= 1.51 AC.
(INCLUDING FOLLOWING SHEET)

LEGEND

- UPLAND HABITAT
- FARMLAND IMPACTS
- OTHER AREA CONVERTED TO R.O.W.
- STREAM CROSSING
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPT
- PARCEL LINES

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 6 OF 28	E



PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 7 OF 28	E

FILE NAME : L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE : 2/26/2014 1:47 PM PLOT BY : CZECH, ANDREW PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

MATCHLINE STA. 276+00

MATCHLINE STA. 306+00

39

90

LESLIE AND VIRGINIA HULLAH
RW=1.51 AC.
FARMLAND=1.51 AC.
(INCLUDING PREVIOUS SHEET)

B-53-45 (TO BE REPLACED)
B-53-312

ROCK ROAD LATHERS LLC
RW=0.38 AC.
FARMLAND=0.38 AC.
T.L.E.=0.31 AC.
(INCLUDING FOLLOWING SHEET)

DABSON TRUST ET AL
RW=1.88 AC.
FARMLAND=1.88 AC.

ROCK ROAD LATHERS LLC
RW=0.82 AC.
FARMLAND=0.82 AC.
T.L.E.=3.00 AC.

HART RD

N

5

5

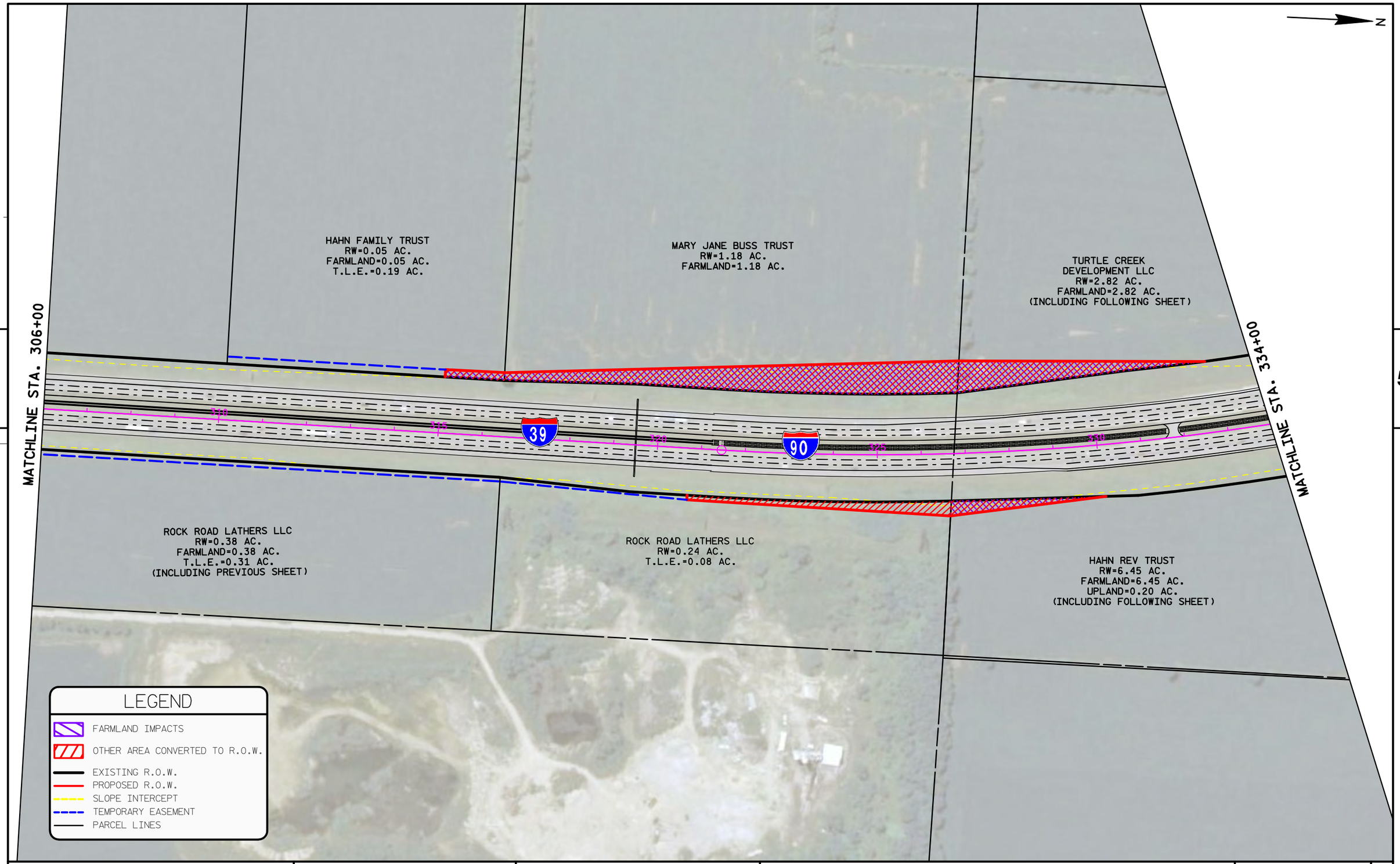
LEGEND

- FARMLAND IMPACTS
- OTHER AREA CONVERTED TO R.O.W.
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPT
- TEMPORARY EASEMENT
- PROPOSED BRIDGE
- PARCEL LINES

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 8 OF 28	E

FILE NAME :L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE :2/26/2014 1:48 PM PLOT BY :CZECH, ANDREW PLOT NAME : PLOT SCALE :1 IN:200 FT

WISDOT/CADDS SHEET 44

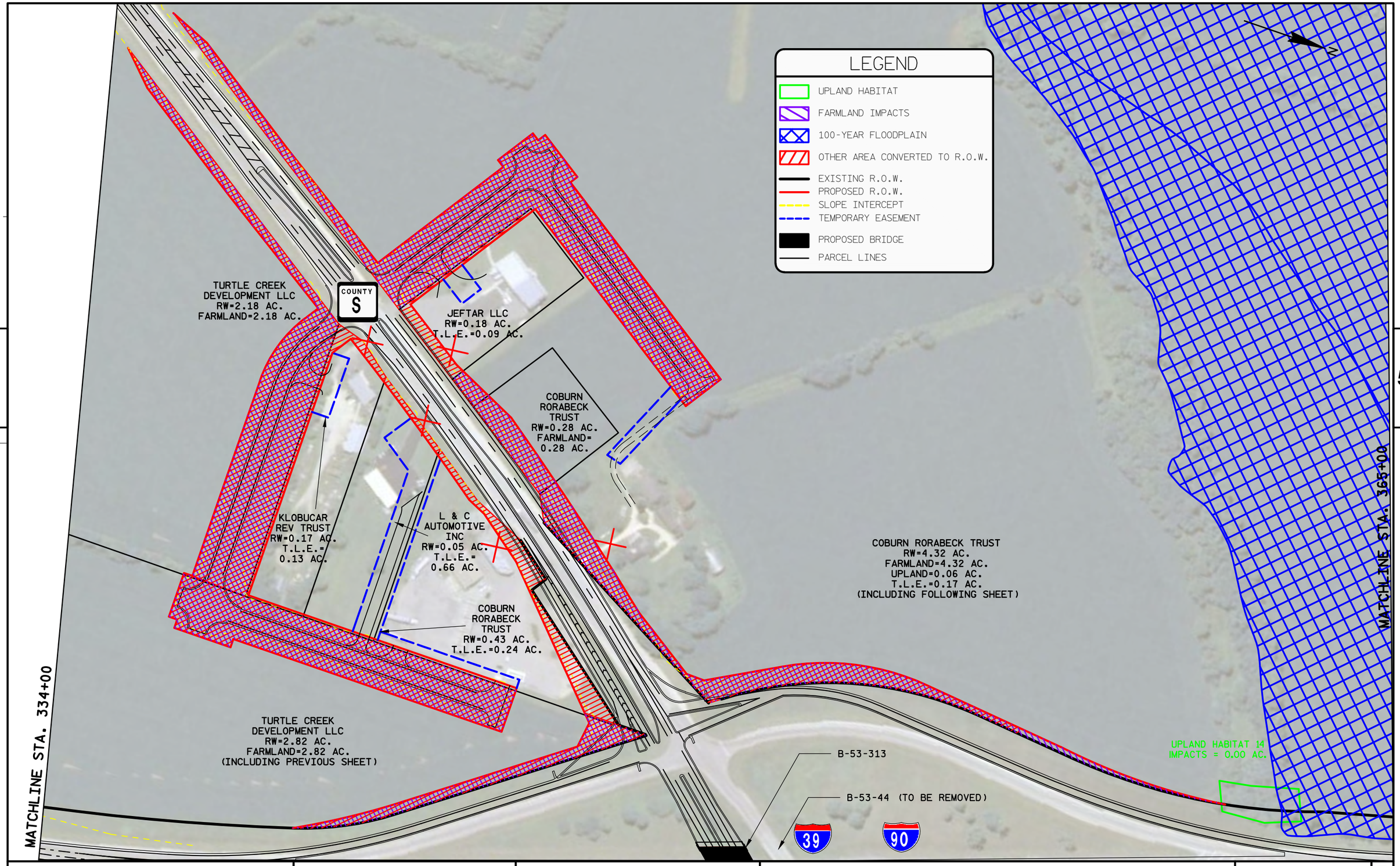


5

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PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 9 OF 28	E

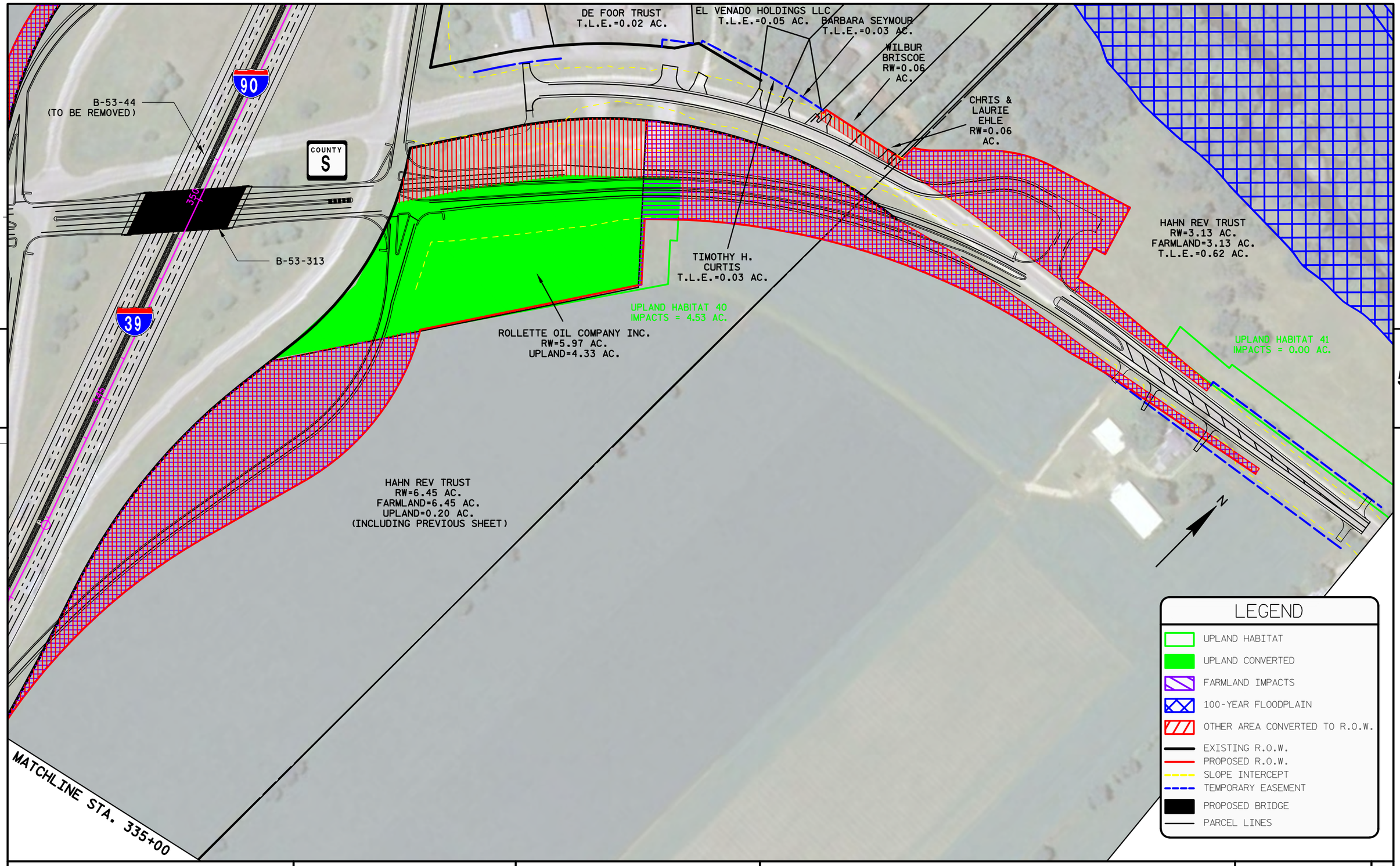
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PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 10 OF 28	E

FILE NAME :L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE :2/26/2014 1:48 PM PLOT BY :CZECH, ANDREW PLOT NAME : PLOT SCALE :1 IN:200 FT

WISDOT/CADDS SHEET 44

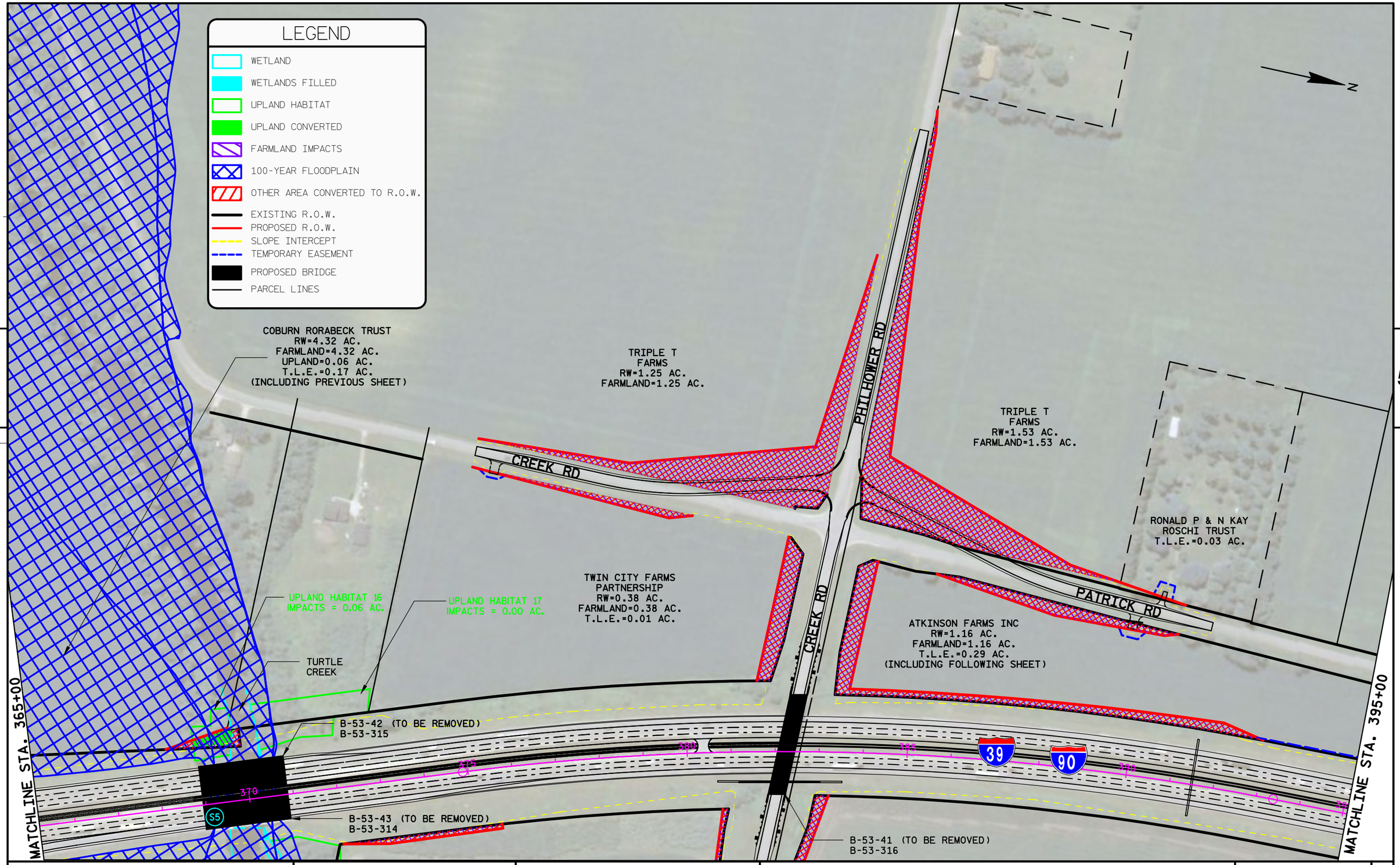


5

5

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 11 OF 28	E

FILE NAME : L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE : 2/26/2014 1:48 PM PLOT BY : CZECH, ANDREW PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44



PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 12 OF 28	E

FILE NAME : L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE : 2/26/2014 1:48 PM PLOT BY : CZECH, ANDREW PLOT NAME : PLOT SCALE : 1 IN:200 FT WISDOT/CADDS SHEET 44

TURTLE CREEK

B-53-42 (TO BE REMOVED)
B-53-315

PATRICK RD

N

MATCHLINE STA. 366+00

MATCHLINE STA. 396+00

39

90

370

375

380

385

390

395

S5

UPLAND HABITAT 15
IMPACTS = 0.00 AC.

ARNDT ANGUS LLC
RW=0.35 AC.
FARMLAND=0.35 AC.

B-53-43 (TO BE REMOVED)
B-53-314

WETLAND R-5/6
IMPACTS = 0.01 AC.

UPLAND HABITAT 13
IMPACTS = 0.00 AC.

CREEK RD

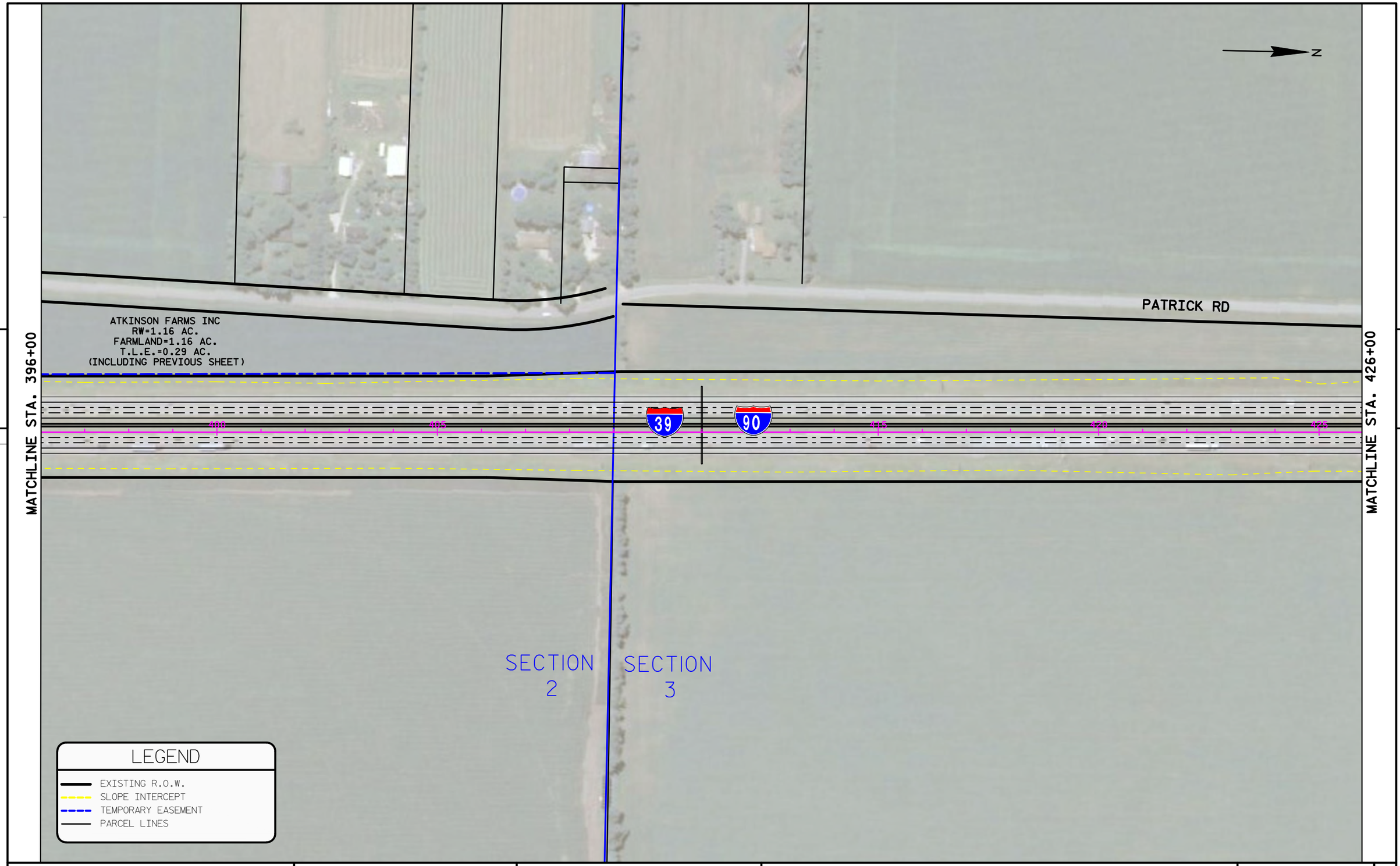
B-53-41 (TO BE REMOVED)
B-53-316

ATKINSON FARMS INC
RW=1.16 AC.
FARMLAND=1.16 AC.
T.L.E.=0.29 AC.
(INCLUDING PREVIOUS & FOLLOWING SHEET)

LEGEND

- WETLAND
- WETLANDS FILLED
- UPLAND HABITAT
- UPLAND CONVERTED
- FARMLAND IMPACTS
- 100-YEAR FLOODPLAIN
- OTHER AREA CONVERTED TO R.O.W.
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPT
- TEMPORARY EASEMENT
- PROPOSED BRIDGE
- PARCEL LINES

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 13 OF 28	E

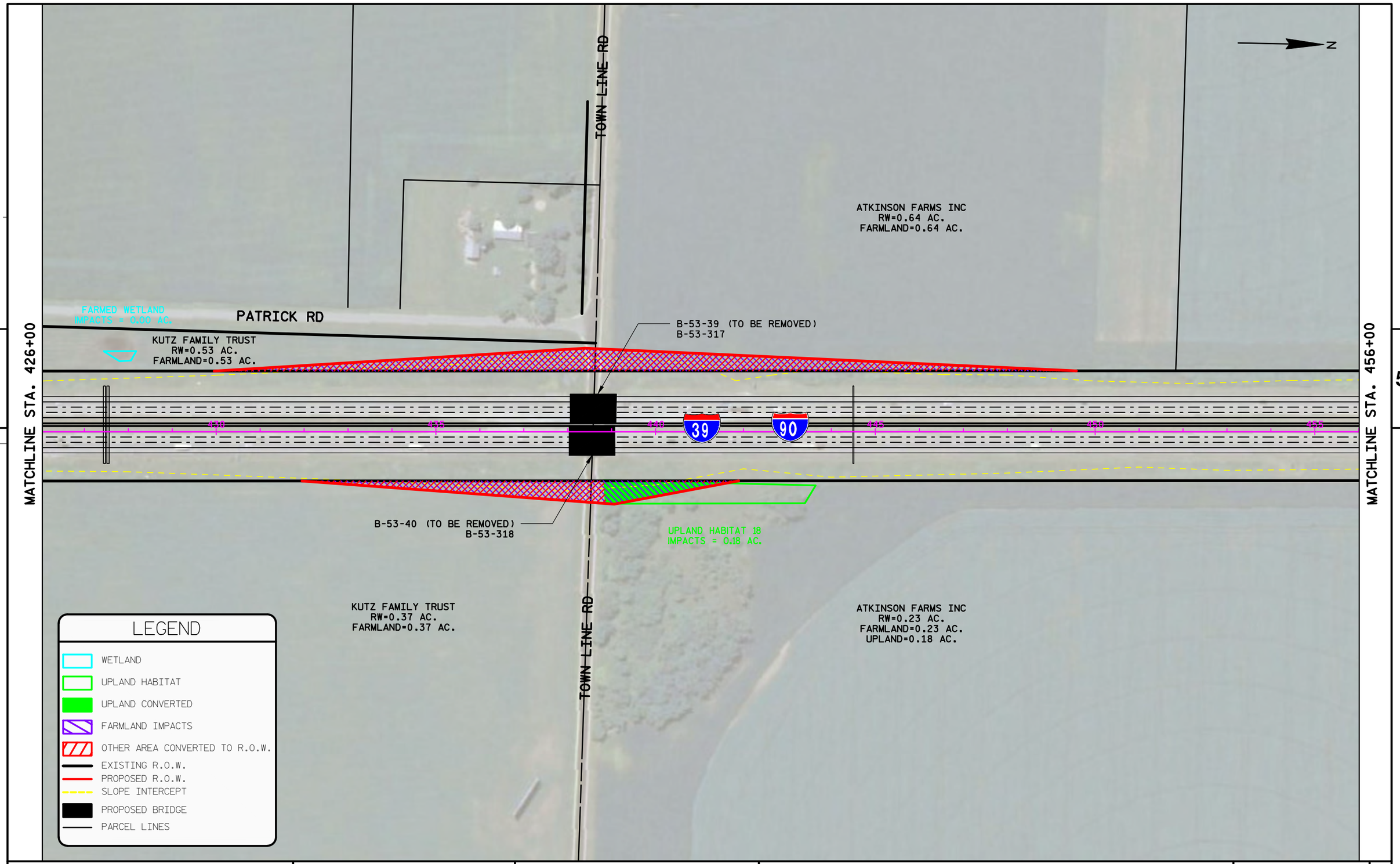


5

5

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 14 OF 28	E

FILE NAME :L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE :2/26/2014 1:48 PM PLOT BY :CZECH, ANDREW PLOT NAME : PLOT SCALE :1 IN:200 FT

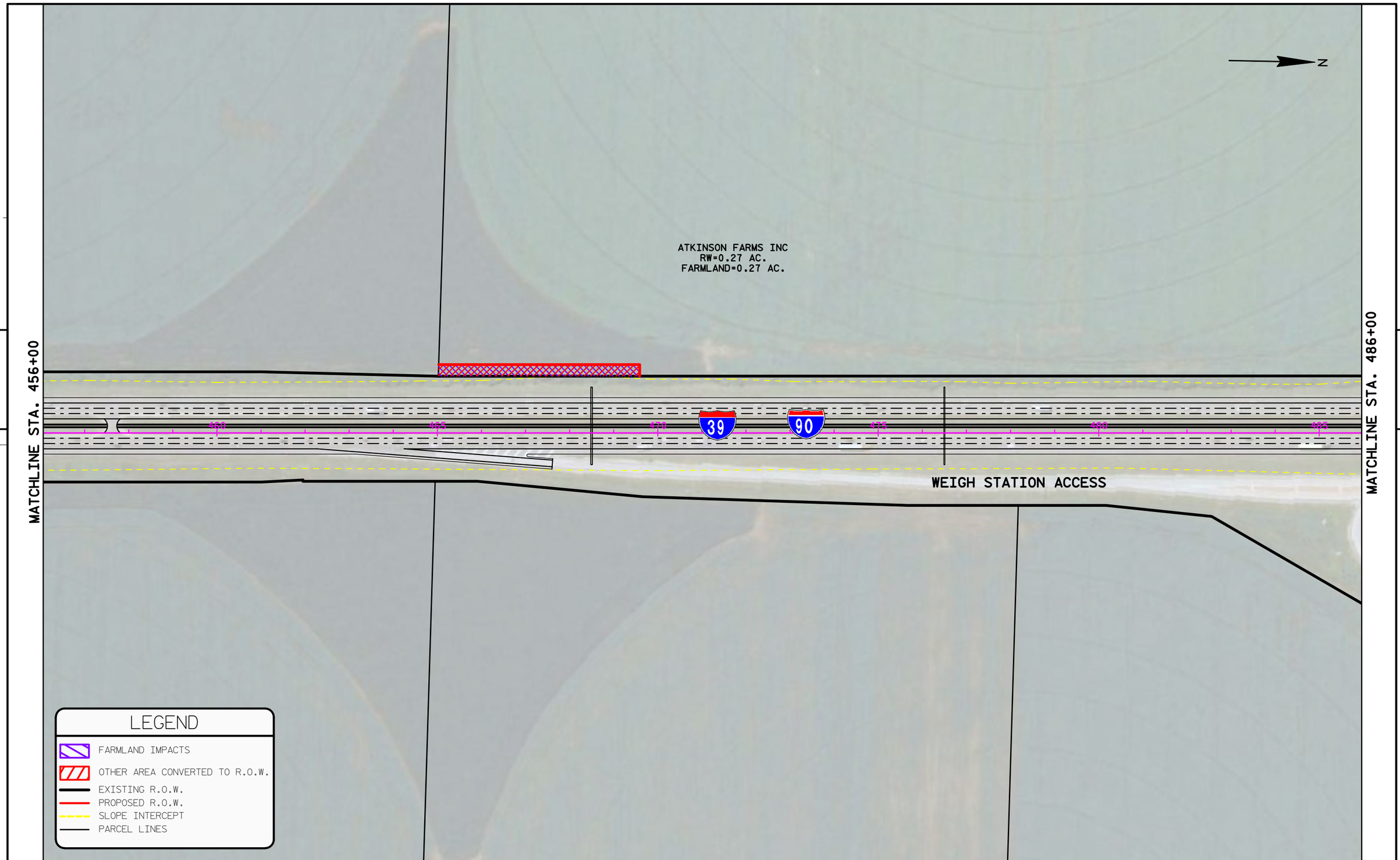


5

5

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 15 OF 28	E

FILE NAME :L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE : 2/26/2014 1:48 PM PLOT BY : CZECH, ANDREW PLOT NAME : PLOT SCALE : 1 IN:200 FT WISDOT/CADDS SHEET 44



5

5

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 16 OF 28	E

FILE NAME :L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE :2/26/2014 1:48 PM PLOT BY :CZECH, ANDREW PLOT NAME : PLOT SCALE :1 IN:200 FT

5

MATCHLINE STA. 486+00

N

39

90

SWEF #19

MATCHLINE STA. 516+00

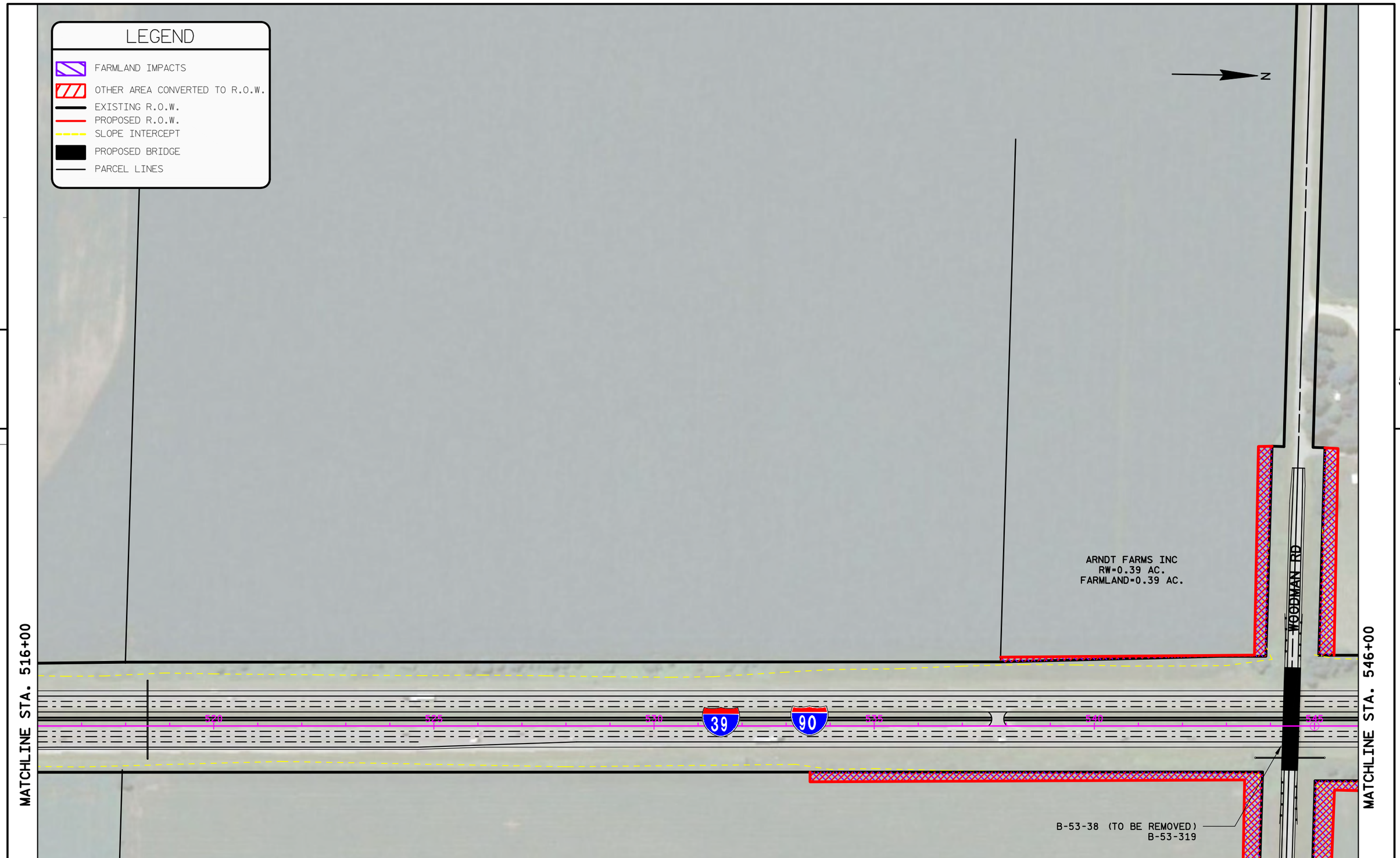
5

LEGEND

- EXISTING R.O.W.
- SLOPE INTERCEPT
- PARCEL LINES

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 17 OF 28	E

FILE NAME :L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE :2/26/2014 1:49 PM PLOT BY :CZECH, ANDREW PLOT NAME : PLOT SCALE :1 IN:200 FT
WISDOT/CADDS SHEET 44



PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 18 OF 28	E

FILE NAME :L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE :2/26/2014 1:49 PM PLOT BY :CZECH, ANDREW PLOT NAME : PLOT SCALE :1 IN:200 FT

MATCHLINE STA. 516+00

MATCHLINE STA. 546+00

N

39

90

528

525

530

535

540

545

B-53-38 (TO BE REMOVED)
B-53-319

DAVID REID
RW=1.63 AC.
FARMLAND=1.63 AC.

WOODMAN RD

5

5

LEGEND

- FARMLAND IMPACTS
- OTHER AREA CONVERTED TO R.O.W.
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPT
- PROPOSED BRIDGE
- PARCEL LINES

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 19 OF 28	E

FILE NAME :L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE :2/26/2014 1:49 PM PLOT BY :CZECH, ANDREW PLOT NAME : PLOT SCALE :1 IN:200 FT
WISDOT/CADDS SHEET 44

MATCHLINE STA. 546+00

MATCHLINE STA. 576+00

5

5

ARNDT FARMS INC
RW=2.74 AC.
FARMLAND=2.74 AC.
(INCLUDING PREVIOUS SHEETS)

JERRY & JENNIFER FREI
RW=1.40 AC.
FARMLAND=1.40 AC.
WETLANDS=0.06 AC.

BOX CULVERT B-53-56 (TO BE REMOVED)
BOX CULVERT B-53-320

WETLAND R-20
IMPACTS = 0.10 AC.

N

39

90

S6

ARNDT FARMS INC
RW=2.74 AC.
FARMLAND=2.74 AC.
(INCLUDING PREVIOUS SHEETS)

LEACH FARMS INC
RW=4.85 AC.
FARMLAND=4.85 AC.
(INCLUDING FOLLOWING SHEET)

UNION PACIFIC RR

LEGEND

- WETLAND
- WETLANDS FILLED
- FARMLAND IMPACTS
- OTHER AREA CONVERTED TO R.O.W.
- STREAM CROSSING
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPT
- PARCEL LINES

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 20 OF 28	E

FILE NAME : L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE : 2/26/2014 1:49 PM PLOT BY : CZECH, ANDREW PLOT NAME : PLOT SCALE : 1 IN:200 FT

MATCHLINE STA. 576+00

MATCHLINE STA. 606+00

5

5

UNION PACIFIC RR

N

TOWN OF LA PRARIE
RW=1.72 AC.
UPLAND=0.59 AC.

UPLAND HABITAT 19
IMPACTS = 0.59 AC.

MULDER DAIRY FARM INC
RW=2.83 AC.
FARMLAND=2.83 AC.

MULDER DAIRY FARM INC
RW=6.82 AC.
FARMLAND=6.82 AC.
(INCLUDING FOLLOWING SHEET)

B-53-36 (TO REMAIN)

580 585 590 595 600 605

39 90

B-53-37 (TO REMAIN)

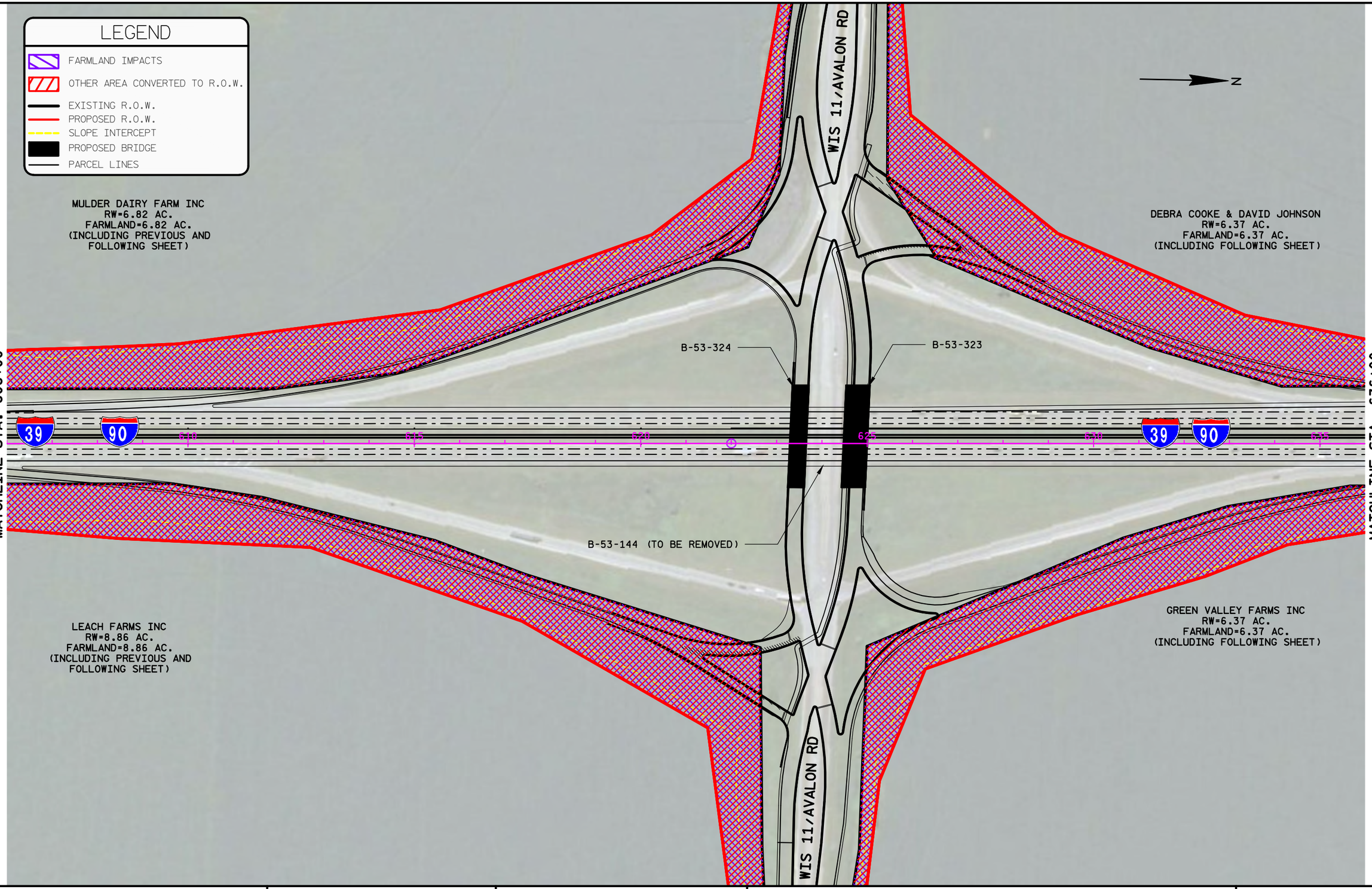
LEACH FARMS INC
RW=4.85 AC.
FARMLAND=4.85 AC.
(INCLUDING PREVIOUS SHEET)

LEACH FARMS INC
RW=2.15 AC.
FARMLAND=2.15 AC.

LEACH FARMS INC
RW=8.86 AC.
FARMLAND=8.86 AC.
(INCLUDING FOLLOWING SHEET)

LEGEND

- UPLAND HABITAT
- UPLAND CONVERTED
- FARMLAND IMPACTS
- OTHER AREA CONVERTED TO R.O.W.
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPT
- PROPOSED BRIDGE
- PARCEL LINES



5

5

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 22 OF 28	E

FILE NAME : L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE : 2/26/2014 1:49 PM PLOT BY : CZECH, ANDREW PLOT NAME : PLOT SCALE : 1 IN:200 FT

N

MATCHLINE STA. 630+00

DEBRA COOKE & DAVID JOHNSON
RW=6.37 AC.
FARMLAND=6.37 AC.
(INCLUDING FOLLOWING SHEET)

WIS 11/AVALON RD

B-53-323

B-53-324

B-53-144
(TO BE REMOVED)

MULDER FARMS INC
RW=6.82 AC.
FARMLAND=6.82 AC.
(INCLUDING PREVIOUS SHEET)

90

39

625

626

627

MATCHLINE STA. 616+00

LEGEND

- FARMLAND IMPACTS
- OTHER AREA CONVERTED TO R.O.W.
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPT
- PROPOSED BRIDGE
- PARCEL LINES

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 23 OF 28	E

FILE NAME :L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE :2/26/2014 1:49 PM PLOT BY :CZECH, ANDREW PLOT NAME : PLOT SCALE :1 IN:200 FT WISDOT/CADDS SHEET 44

N

MATCHLINE STA. 630+00

GREEN VALLEY FARMS INC
RW=6.37 AC.
FARMLAND=6.37 AC.
(INCLUDING FOLLOWING SHEET)

B-53-323

B-53-324

WIS 11/AVALON RD

90

B-53-144
(TO BE REMOVED)

39

LEACH FARMS INC
RW=8.86 AC.
FARMLAND=8.86 AC.
(INCLUDING PREVIOUS SHEET)

MATCHLINE STA. 616+00

5

5

LEGEND

- FARMLAND IMPACTS
- OTHER AREA CONVERTED TO R.O.W.
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPT
- PROPOSED BRIDGE
- PARCEL LINES

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 24 OF 28	E

FILE NAME :L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE :2/26/2014 1:49 PM PLOT BY :CZECH, ANDREW PLOT NAME : PLOT SCALE :1 IN:200 FT

WISDOT/CADDS SHEET 44

SECTION 3

SECTION 4

N

DEBRA COOKE & DAVID JOHNSON
RW=6.37 AC.
FARMLAND=6.37 AC.
(INCLUDING PREVIOUS SHEET)

ATKINSON FARMS INC
RW=2.35 AC.
FARMLAND=2.35 AC.
(INCLUDING FOLLOWING SHEET)

5

MATCHLINE STA. 636+00

640 645 650 39 90 655 660 665

MATCHLINE STA. 666+00

5

GREEN VALLEY FARMS INC
RW=6.37 AC.
FARMLAND=6.37 AC.
(INCLUDING PREVIOUS SHEET)

JEFFREY & TAMIE WALLER
RW=0.57 AC.
FARMLAND=0.57 AC.

JANET & BRIAN LUX
RW=0.66 AC.
FARMLAND=0.66 AC.

LEGEND

- FARMLAND IMPACTS
- OTHER AREA CONVERTED TO R.O.W.
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPT
- PARCEL LINES

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 25 OF 28	E

FILE NAME :L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE : 2/26/2014 1:49 PM PLOT BY : CZECH, ANDREW PLOT NAME : PLOT SCALE : 1 IN:200 FT WISDOT/CADDS SHEET 44

ATKINSON FARMS INC
RW=2.35 AC.
FARMLAND=2.35 AC.
(INCLUDING PREVIOUS SHEET)

ARNDT FARMS INC
RW=2.06 AC.
FARMLAND=2.06 AC.
(INCLUDING FOLLOWING SHEET)

N

5

MATCHLINE STA. 666+00

MATCHLINE STA. 696+00

5

39

90

670

675

680

675

680

675

FUNK'S FAIRVIEW ACRES INC
RW=2.53 AC.
FARMLAND=2.53 AC.
(INCLUDING PREVIOUS SHEET)

FUNK'S FAIRVIEW ACRES INC
RW=1.32 AC.
FARMLAND=1.32 AC.
(INCLUDING FOLLOWING SHEET)

LEGEND

- FARMLAND IMPACTS
- OTHER AREA CONVERTED TO R.O.W.
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPT
- PARCEL LINES

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 26 OF 28	E

FILE NAME :L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE :2/26/2014 1:49 PM PLOT BY :CZECH, ANDREW PLOT NAME : PLOT SCALE :1 IN:200 FT WISDOT/CADDS SHEET 44

ARNDT FARMS INC
RW=2.06 AC.
FARMLAND=2.06 AC.
(INCLUDING PREVIOUS SHEET)

H&H PROP OF ROCK CO LLC
RW=8.04 AC.
FARMLAND=1.65 AC.
UPLAND=6.39 AC.
(INCLUDING FOLLOWING SHEET)

N

5

MATCHLINE STA. 696+00

700 705 710 715 720 725

39 90

5

MATCHLINE STA. 726+00

FUNK'S FAIRVIEW ACRES INC
RW=1.32 AC.
FARMLAND=1.32 AC.
(INCLUDING PREVIOUS SHEET)

MS PROPERTIES OF ROCK CO
RW=0.27 AC.
FARMLAND=0.27 AC.

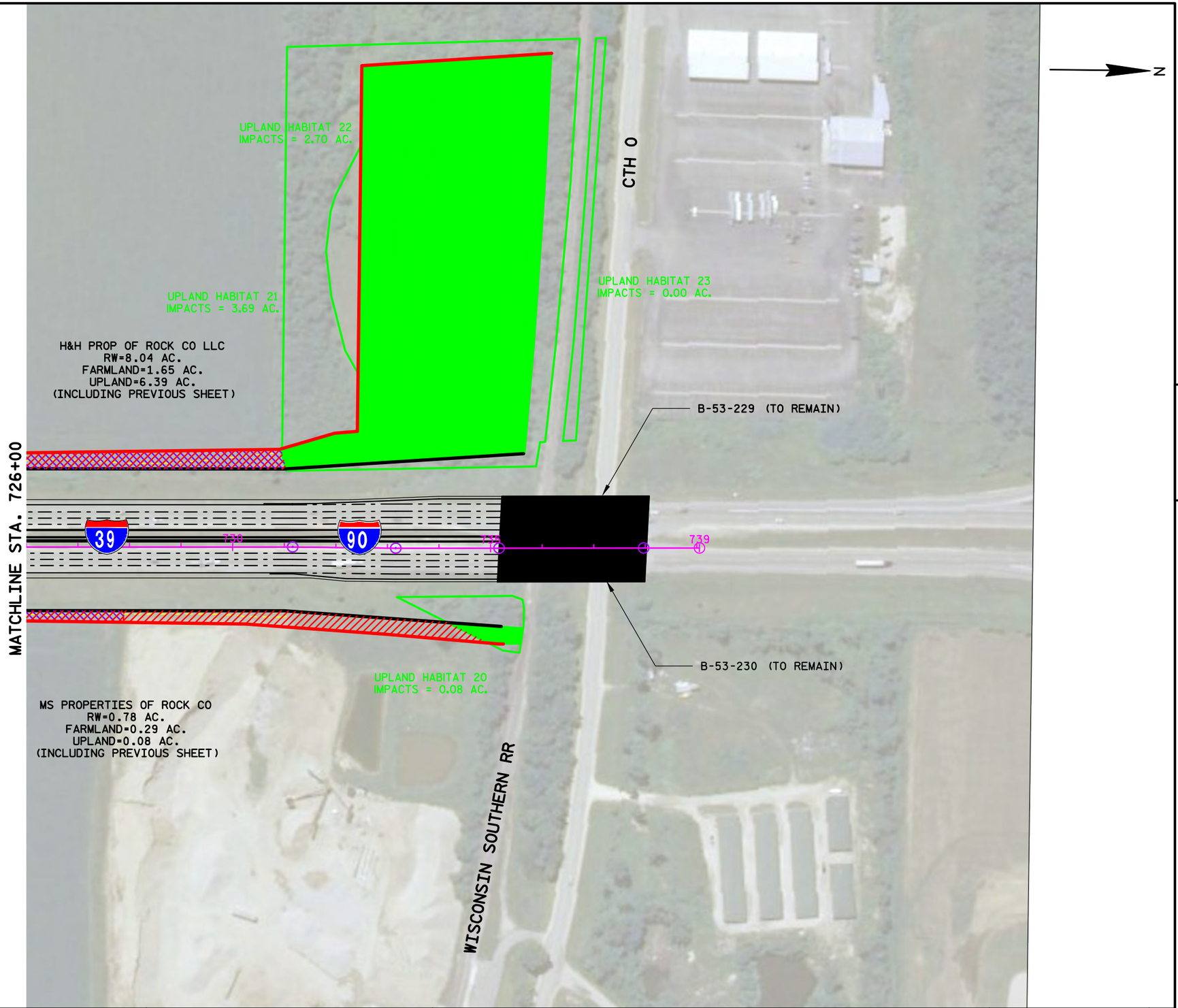
MS PROPERTIES OF ROCK CO
RW=0.78 AC.
FARMLAND=0.29 AC.
UPLAND=0.08 AC.
(INCLUDING FOLLOWING SHEET)

LEGEND

- FARMLAND IMPACTS
- OTHER AREA CONVERTED TO R.O.W.
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPT
- PARCEL LINES

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 27 OF 28	E

FILE NAME :L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE :2/26/2014 1:49 PM PLOT BY :CZECH, ANDREW PLOT NAME : PLOT SCALE :1 IN:200 FT WISDOT/CADDS SHEET 44



LEGEND

- UPLAND HABITAT
- UPLAND CONVERTED
- FARMLAND IMPACTS
- OTHER AREA CONVERTED TO R.O.W.
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPT
- PROPOSED BRIDGE
- PARCEL LINES

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:ROCK	ENVIRONMENTAL IMPACTS - SOUTH SEGMENT	SHEET 28 OF 28	E

FILE NAME :L:\WORK\PROJECTS\60242867\400_TECHNICAL\425-ENVIRONMENTAL\EA RE-EVAL IMPACTS\CADD FILES\050201_PN_EA_RE-EVAL.DWG PLOT DATE : 2/26/2014 1:49 PM PLOT BY : CZECH, ANDREW PLOT NAME : PLOT SCALE : 1 IN:200 FT WISDOT/CADDS SHEET 44

I-39/90 CENTRAL SEGMENT
ENVIRONMENTAL IMPACTS
SHEET LOCATIONS

N

SCALE: 1"=4500'

LAKE KOSHKONONG

SHEET 12
PROJECT ID: 1005-10-71/72

EDGERTON

SHEET 11
PROJECT ID: 1005-10-71/72

SHEET 10
PROJECT ID: 1005-10-78

SHEET 9
PROJECT ID: 1005-10-78

SHEET 8
PROJECT ID: 1005-10-78
PROJECT ID: 1005-10-75

MILTON

SHEET 7
PROJECT ID: 1005-10-78

I-39/90 NORTHBOUND

SHEET 6
PROJECT ID: 1005-10-78

USH 51

SHEET 5
PROJECT ID: 1005-10-77

SHEET 4
PROJECT ID: 1005-10-77

JANESVILLE

SHEET 3
PROJECT ID: 1005-10-76

SHEET 2
PROJECT ID: 1005-10-76

USH 14

SHEET 1
PROJECT ID: 1005-10-76

AERIAL DATE: JULY, 2010

CTH O TO USH 14 INTERCHANGE NORTH

LEGEND

- UPLAND
- OTHER IMPACTS
- 100-YR FLOODPLAIN
- SECTION 4(f) OR 6(f) RESOURCE
- PROPOSED NOISE WALL
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPTS
- PROPOSED BRIDGE
- PARCEL LINES

N

SCALE: 1"=400'

BLACKHAWK MEADOWS PARK

PALMER PARK

UPLAND RF-2
IMPACTS=0.00 AC

B-53-0061 (TO BE REMOVED)
B-53-330

IH-39/90 SB

IH-39/90 NB

PALMER DR

B-53-0062 (TO BE REMOVED)
B-53-331

UPLAND RF-2
IMPACTS=0.00 AC

PALMER PARK

RACINE ST

B-53-329

WELTZEL
0232300019
RW=0.60 AC
OTHER=0.60 AC

MIDLAND RD

STH 11

RYAN SHOELACE LLC
020 006004001
RW=0.20 AC
OTHER=0.20 AC

ST. MARY'S JANESVILLE HOSPITAL

DEAN HEALTH SYSTEMS INC
0305200010
RW=1.42 AC
OTHER=1.42 AC

INTERSTATE SECURE STORAGE
020 006004
RW=0.95 AC
OTHER=0.95 AC

UPLAND RF-1
IMPACTS=0.00 AC
RECENTLY DEVELOPED

CTH O

205

ENVIRONMENTAL IMPACTS
CENTRAL SEGMENT
1001-10-02
I-39/90
ROCK COUNTY
SHEET 1 OF 12
11/1/2013

CTH O TO USH 14 INTERCHANGE NORTH

N

SCALE: 1"=400'

LEGEND

- UPLAND
- OTHER IMPACTS
- 100-YR FLOODPLAIN
- STREAM CROSSING
- UNIQUE AREA, SECTION 4(f) OR 6(f) RESOURCE
- PROPOSED NOISE WALL
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPTS
- PROPOSED T.L.E.
- PROPOSED BRIDGE
- PARCEL LINES

MT ZION AVE

B-53-0059 (TO BE REMOVED)
B-53-336

B-53-0060 (TO BE REMOVED)
B-53-337

GREENBELT

CLAREMONT PARK

B-53-0214 (TO REMAIN)

B-53-0215 (TO REMAIN)

MILWAUKEE ST

GAULDIN REV LIV TRUST
0229300179
RW=0.02 AC
OTHER=0.02 AC

KRUTILLA
0229300178
RW=0.02 AC
OTHER=0.02 AC

CITY OF JANESVILLE
RW=0.06 AC
OTHER=0.06 AC

GREENBELT

IH-39/90 SB

IH-39/90 NB

JORGENSON
0229300021
RW=0.02 AC
OTHER=0.02 AC

BACHMAN
0229300020
RW=0.02 AC
OTHER=0.02 AC

PORTER
0229300019
RW=0.04 AC
OTHER=0.04 AC

MURPHY
0232200045
RW=0.04 AC
OTHER=0.04 AC

ENNIS
0229300136
RW=0.03 AC
OTHER=0.03 AC

GREENBELT

GREENDALE PARK

RUGER AVE

B-53-0030 (TO BE REMOVED)
B-53-335

B-53-0029 (TO BE REMOVED)
B-53-334

SPRING BROOK TRAIL CROSSING

GREENBELT

B-53-0063
(TO BE REMOVED)
B-53-332

B-53-0064 (TO BE REMOVED)
B-53-333

SPRING BROOK

STREAM CROSSING C1

UPLAND RF-2
IMPACTS=0.00 AC

ENVIRONMENTAL IMPACTS
CENTRAL SEGMENT
1001-10-02
I-39/90
ROCK COUNTY
SHEET 2 OF 12
11/1/2013

CTH O TO USH 14 INTERCHANGE NORTH

ENVIRONMENTAL IMPACTS
CENTRAL SEGMENT
1001-10-02
I-39/90
ROCK COUNTY
SHEET 3 OF 12
11/1/2013

SPRING BROOK SHARED USE PATH CONNECTOR CROSSING

B-53-0065 (TO BE REMOVED
B-53-338

B-53-0066 (TO BE REMOVED)
B-53-339

PONTIAC DR

DEERFIELD DR

USH 14

IH-39/90 SB

IH-39/90 NB

GREEN VALLEY DR

GREENBELT

EXCALIBUR PARK

MANDALE PARK

SPRING BROOK TRIBUTARY

UNIQUE AREA

STREAM CROSSING C2

LEGEND

- OTHER IMPACTS
- 100-YR FLOODPLAIN
- STREAM CROSSING
- UNIQUE AREA, SECTION 4(f) OR 6(f) RESOURCE
- PROPOSED NOISE WALL
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPTS
- PROPOSED T.L.E.
- PROPOSED BRIDGE
- PARCEL LINES

N

SCALE: 1"=400'

SECTION 2

SECTION 1

RICHMOND
0220100039
TLE=0.03 AC
OTHER(TLE)=0.03 AC

WEST
0220100038
TLE=0.04 AC
OTHER(TLE)=0.04 AC

MILLARD
0220100034
TLE=0.02 AC
OTHER(TLE)=0.02 AC

JONES REV TRUST
0220400364
TLE=0.03 AC
OTHER(TLE)=0.03 AC

CITY OF JANESVILLE
0220400500
TLE=0.12 AC
OTHER(TLE)=0.12 AC

BARTELSON
0220200148
TLE=0.03 AC
OTHER(TLE)=0.03 AC

M&I REGIONAL PROP
0220200147
TLE=0.03 AC
OTHER(TLE)=0.03 AC

M&I REGIONAL PROP
0220200146
TLE=0.03 AC
OTHER(TLE)=0.03 AC

SMART
0220300013
TLE=0.04 AC
OTHER(TLE)=0.04 AC

KRAUS
220300052
TLE=0.04 AC
OTHER(TLE)=0.04 AC

MARLING
0220300011
RW=0.13 AC
OTHER=0.13 AC
TLE=0.03 AC
OTHER(TLE)=0.03 AC

CITY OF JANESVILLE
TLE=0.25 AC
OTHER(TLE)=0.25 AC

RUSSEL BUILDING CORP
0220300033
TLE=0.18 AC
OTHER(TLE)=0.18 AC

CITY OF JANESVILLE
0220300975
TLE=0.37 AC
OTHER(TLE)=0.37 AC

USH 14 INTERCHANGE NORTH TO KENNEDY RD

STH 26
RYAN RD
RYAN ROAD
MORSE ST
DEERFIELD DR
PONTIAC DR
IH-39/90 SB
IH-39/90 NB
USH 14
GREENBELT
BRIAR CREST PARK
KIWANIS COMMUNITY PARK

B-53-340 (NEW)

PARKWAY WIS HOLDINGS
0217100025
RW=0.40 AC
OTHER=0.40 AC

B-53-339 (NEW)

CITY OF JANESVILLE
RW=1.75 AC
OTHER=1.75 AC
TLE=0.49 AC
OTHER(TLE)=0.49 AC

MERCY HEALTH SYSTEMS
0217400260
RW=0.06 AC
OTHER=0.06 AC
TLE=0.01 AC
OTHER(TLE)=0.01 AC

GORDIE BOUCHER
0217400201
RW=0.03 AC
OTHER=0.03 AC

DARDEN RESTRAUNTS
0217400003
RW=0.03 AC
OTHER=0.03 AC

CAMPBELL LTD PARTNERSHIP
0217400024
RW=0.60 AC
OTHER=0.60 AC

JANESVILLE VENTURES INC
0217300023
RW=0.05 AC
OTHER=0.05 AC

SPRING BROOK SHARED USE PATH CONNECTOR CROSSING

B-53-0066 (TO BE REMOVED)
B-53-339

B-53-0065 (TO BE REMOVED
B-53-338

SCOTT
0220100020
RW=0.06 AC
OTHER= 0.06 AC

JANESVILLE HOTEL PART-0220200158
RW=0.20 AC
OTHER=0.20 AC

CAMPBELL-0220200162
RW=0.27 AC
OTHER=0.27 AC

CAMPBELL-0220200231
RW=0.07 AC
OTHER=0.07 AC

CAMPBELL-0220200230
RW=0.07 AC
OTHER=0.07 AC

MURPHY-0220200229
RW=0.06 AC
OTHER=0.06 AC

ROTH-0220200228
RW=0.05 AC
OTHER=0.05 AC

HATKEVIG-0220200227
RW=0.05 AC
OTHER=0.05 AC

ERICKSON-0220200226
RW=0.05 AC
OTHER=0.05 AC

RAHE-0220200225
RW=0.05 AC
OTHER=0.05 AC

GILLENBERG-0220200224
RW=0.01 AC
OTHER=0.01 AC

DEWITT-0220200223
RW=0.01 AC
OTHER= 0.01 AC

LARK-0220200176
TLE=0.05 AC
OTHER(TLE)=0.05 AC

EDWARDS-0220200175
TLE=0.01 AC
OTHER(TLE)=0.01 AC

LEEDER-0220200174
TLE=0.02 AC
OTHER(TLE)=0.02 AC

BEREBITSKY-0220200173
TLE=0.02 AC
OTHER(TLE)=0.02 AC

OLIVER-0220200172
TLE=0.03 AC
OTHER(TLE)=0.03 AC

COPLIEN-0220200171
TLE=0.03 AC
OTHER(TLE)=0.03 AC

DYSON-0220200196
TLE=0.04 AC
OTHER(TLE)=0.04 AC

GREENROCK RESIDENTIAL-0220200149
TLE=0.04 AC
OTHER(TLE)=0.04 AC

MCGRATH
0220100007
RW=0.05 AC
OTHER=0.05 AC

GKC RENTALS-0220100008
RW=0.04 AC
OTHER=0.04 AC

GKC RENTALS-0220100022
RW=0.06 AC
OTHER=0.06 AC

FAITH COMMUNITY CHURCH
0220100115
RW=0.70 AC
OTHER=0.70 AC

BRAKEFIELD-0220100012
RW=0.02 AC
OTHER=0.02 AC

D ALDRICH-0220100045
RW=0.01 AC
OTHER=0.01 AC

GOESSLING-0220100044
RW=0.01 AC
OTHER=0.01 AC

LEGEND

- OTHER IMPACTS
- UNIQUE AREA, SECTION 4(f) OR 6(f) RESOURCE
- PROPOSED NOISE WALL
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPTS
- PROPOSED T.L.E.
- PROPOSED BRIDGE
- PARCEL LINES

N

SCALE: 1"=400'

SECTION 2

SECTION 1

ENVIRONMENTAL IMPACTS
CENTRAL SEGMENT
1001-10-02
I-39/90
ROCK COUNTY
SHEET 4 OF 12
11/1/2013

USH 14 INTERCHANGE NORTH TO KENNEDY RD

N

SCALE: 1"=400'

LEGEND

- FARMLAND IMPACTS
- OTHER IMPACTS
- SECTION 4(f) OR 6(f) RESOURCE
- PROPOSED NOISE WALL
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPTS
- PROPOSED T.L.E.
- PROPOSED BRIDGE
- PARCEL LINES

ICE AGE NATIONAL SCENIC TRAIL

SECTION 3

SECTION 2

BICKLE
014 077900
RW=0.12 AC
OTHER=0.12 AC

B-53-0082 (TO BE REMOVED)
B-53-347

ICE AGE TRAIL CROSSING

B-53-0081 (TO BE REMOVED)
B-53-346

KENNEDY ROAD

BURTON FAMILY INVESTMENT
0207400127
RW=0.50 AC
OTHER=0.50 AC

CITY OF JANESVILLE
0207400112
RW=0.40 AC
FARMLAND=0.40 AC

D&W PROPERTIES
014 019006
RW=3.8 AC
FARMLAND=3.8 AC

NORTH WOODS HOLDINGS INC
0207400111
RW=0.45 AC
OTHER=0.45 AC

KETTERING ST

CITY OF JANESVILLE
0207400110
RW=1.00 AC
FARMLAND=1.00 AC

B-53-0084 (TO BE REMOVED)
B-53-345

HENDRICKS COMMERCIAL PROPERTIES
207300051
RW=0.25 AC
OTHER=0.25 AC

FULTON BUILDING
0218200045
RW=0.60 AC
OTHER=0.60 AC

FULTON BUILDING
0218200046
RW=0.30 AC
OTHER=0.30 AC

GRAND VALLEY HOSPITALITY
0217100019
TLE=0.18 AC
OTHER(TLE)=0.18 AC

IH-39/90 SB

YOSS
0218100007
RW=0.38 AC
OTHER=0.38 AC

B-53-0083 (TO BE REMOVED)
B-53-344

WSOR

TRANSPORT CORP OF AMERICA
0218200009
TLE=0.22 AC
OTHER(TLE)=0.22 AC

CRACKER BARREL #143
0217100018
TLE=0.07 AC
OTHER(TLE)=0.07 AC

B-53-0086 (TO BE COMPLETED)
B-53-343

B-53-0085 (TO BE REMOVED)
B-53-342

MENARDS

STH 26

ENVIRONMENTAL IMPACTS
CENTRAL SEGMENT
1001-10-02
I-39/90
ROCK COUNTY
SHEET 5 OF 12
11/1/2013

KENNEDY RD TO KNUTSON RD

RIESTERER FARMS INC
014 015008
RW=2.11 AC
UPLAND=1.37 AC
FARMLAND=2.11 AC

UPLAND RF-4
IMPACTS=3.24 AC

UPLAND RF-3
IMPACTS=0.04 AC

UPLAND RF-9
IMPACTS=1.37 AC

MARLING
014 018004
RW=0.04 AC
UPLAND=0.04 AC

WIRKA-014 018003
RW=0.11 AC
OTHER=0.11 AC

PREFFERED HOMES INC-014 019002
RW=0.13 AC
OTHER=0.13 AC

PREFFERED HOMES
INC-0207100048
RW=0.03 AC
OTHER=0.03 AC

CAPELLE-0207100025
RW=0.04 AC
OTHER=0.04 AC

ROSINSKI-0207100171
ROSINSKI-0207100271
RW=0.03 AC
OTHER=0.03 AC

CHURCHILL LIFE ESTATES-0207100053
SCHOOFF-0207100054
RW=0.01 AC
OTHER=0.01 AC

BOHN-0207100268
RW=0.01 AC
OTHER=0.01 AC

MCGINNITY-0207100052
RUTHE-0207100267
RW=0.02 AC
OTHER=0.02 AC

LATHROP-0207100033
BEUTIN-0207100266
RW=0.03 AC
OTHER=0.03 AC

MONAHAN-0207100034
MEYER-0207100273
RW=0.02 AC
OTHER=0.02 AC

HAMPTON REV LIVING TR-0207100035
SCHLOEMER-0207100051
RW=0.06 AC
OTHER=0.06 AC

SCHULZ-0207100037
RW=0.06 AC
OTHER=0.06 AC

CONWAY-0207400325
RW=0.03 AC
OTHER=0.03 AC

REACHARD-0207100272
RW=0.03 AC
OTHER=0.03 AC

LOVELL-0207100055
HOLCOMB-0207100056
RW=0.02 AC
OTHER=0.02 AC

MIELKE-014 0180050102
RW=0.60 AC
OTHER=0.60 AC

WETLAND R-26
IMPACTS=0.03 AC

MAYBERRY-0207100036
HASKINS-0207100050
RW=0.06 AC
OTHER=0.06 AC

ICE AGE TRAIL CROSSING

HILLER-0207400324
LEIN-0207400329
RW=0.05 AC
OTHER=0.05 AC

B-53-0082 TO BE REMOVED)
B-53-347

B-53-0081 (TO BE REMOVED)
B-53-346

IH-39/90 SB

IH-39/90 NB

1065+00'NB'

1045+00'NB'

1040+00'NB'

1035+00'NB'

1025+00'NB'

1020+00'NB'

1000+00'NB'

SECTION 3

SECTION 2

ICE AGE NATIONAL SCENIC TRAIL

KENNEDY ROAD

N

SCALE: 1"=400'

LEGEND

- WETLAND
- WETLANDS FILLED
- UPLAND
- UPLAND CONVERTED
- FARMLAND IMPACTS
- OTHER IMPACTS
- SECTION 4(f) OR 6(f) RESOURCE
- PROPOSED NOISE WALL
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPTS
- PROPOSED T.L.E.
- PROPOSED BRIDGE
- PARCEL LINES

ENVIRONMENTAL IMPACTS
CENTRAL SEGMENT
1001-10-02
I-39/90
ROCK COUNTY
SHEET 6 OF 12
11/1/2013

KENNEDY RD TO KNUTSON RD

N

SCALE: 1"=400'

LEGEND

- UPLAND
- UPLAND CONVERTED
- FARMLAND IMPACTS
- OTHER IMPACTS
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPTS
- PROPOSED BRIDGE
- PARCEL LINES

REST AREA #17

1130+00 NB

1125+00 NB

1120+00 NB

1115+00 NB

1110+00 NB

1105+00 NB

1100+00 NB

1095+00 NB

1090+00 NB

1085+00 NB

1080+00 NB

1075+00 NB

1070+00 NB

RIESTERER FARMS INC
026 031010
RW=0.83 AC
FARMLAND=0.83 AC

MEYER
026 03101001
RW=1.60 AC
FARMLAND=1.60 AC

B-53-0079 (TO BE REMOVED)
B-53-348

B-53-0080 (TO BE REMOVED)
B-53-349

TOWNLINE ROAD

USHER & WALSH
014 0150050011
RW=0.08 AC
OTHER=0.08 AC

PURDY
014 01500101
RW=0.03 AC
OTHER=0.03 AC

UPLAND RF-8
IMPACTS=0.05 AC

MANHART
014 0150050012
RW=0.08 AC
UPLAND=0.05 AC
OTHER=0.03 AC

RIESTERER
014 015005
RW=0.25 AC
FARMLAND=0.25 AC

IH-39/90 SB

IH-39/90 NB

UPLAND RF-3
IMPACTS=0.04 AC

MEIER
014 015006
RW=0.64 AC
FARMLAND=0.64 AC

ENVIRONMENTAL IMPACTS
CENTRAL SEGMENT
1001-10-02
I-39/90
ROCK COUNTY
SHEET 7 OF 12
11/1/2013

KENNEDY RD TO KNUTSON RD & MANOGUE RD BRIDGE/APPRS

B-53-0076 (TO BE REMOVED)
B-53-351

B-53-0077 (TO BE REMOVED)
B-53-352

WSOR

COATS-COATS ET AL
026 030001
RW=2.39 AC
UPLAND=0.45 AC
FARMLAND=2.39 AC

LEGEND

- WETLAND
- WETLANDS FILLED
- UPLAND
- UPLAND CONVERTED
- FARMLAND IMPACTS
- OTHER IMPACTS
- 100-YR FLOODPLAIN
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPTS
- PROPOSED BRIDGE
- PARCEL LINES

N

SCALE: 1"=400'

WIXOM TR-HART TR
026 030002
RW=2.05 AC
FARMLAND=2.05 AC

UPLAND RF-6
IMPACTS=0.76 AC

WIXOM TR-HART TR
026 030002001
RW=0.76 AC
UPLAND=0.76 AC

WIXOM TR-HART TR
026 030002
RW=0.02 AC
FARMLAND=0.02 AC

IH-39/90 SB

IH-39/90 NB

UPLAND RF-5
IMPACTS=0.99 AC

RIESTERER FARMS INC
026 030005
RW=1.73 AC
UPLAND=0.54 AC
FARMLAND=1.73 AC

FULTON
026 030004
RW=0.63 AC
FARMLAND=0.63 AC

WETLAND R-13
IMPACTS=0.00 AC

MANOGUE ROAD

B-53-0078 (TO BE REMOVED)
B-53-350

FULTON
026 031006
RW=0.14 AC
FARMLAND=0.14 AC

FINNEY & PAPCKE
026 03100501
RW=0.56 AC
FARMLAND=0.56 AC
TLE=0.19 AC
FARMLAND(TLE)=0.19 AC

RIESTERER FARMS INC
026 031005
RW=0.87 AC
FARMLAND=0.87 AC

UPLAND RF-7
IMPACTS=0.00 AC

REST AREA #17

ENVIRONMENTAL IMPACTS
CENTRAL SEGMENT
1001-10-02
I-39/90
ROCK COUNTY
SHEET 8 OF 12
11/1/2013

KENNEDY RD TO KNUTSON RD

MULDER DAIRY FARMS INC
026 018005
RW=0.48 AC
FARMLAND=0.48 AC

MULDER DAIRY FARMS INC
026 019005
RW=0.52 AC
FARMLAND=0.52 AC

MULDER DAIRY FARMS INC
026 019006
RW=0.10 AC
FARMLAND=0.10 AC

MULDER DAIRY FARMS INC
026 019007
RW=0.34 AC
FARMLAND=0.34 AC

CUNNINGHAM REV TR
026 01900301
RW=2.25 AC
FARMLAND=2.25 AC

MULDER DAIRY FARMS INC
026 019008
RW=2.09 AC
FARMLAND=2.09 AC

CUNNINGHAM REV TR
026 019009
RW=1.15 AC
FARMLAND=1.15 AC

MULDER DAIRY FARMS INC
026 030003
RW=0.90 AC
FARMLAND=0.90 AC

COATS-COATS ET AL
026 030001
RW=1.59 AC
FARMLAND=1.59 AC

WETLAND R-27
IMPACTS=0.25 AC

B-53-0074 (TO BE REMOVED)
B-53-353

B-53-0075 (TO BE REMOVED)
B-53-354

CTH M

IH-39/90 SB

IH-39/90 NB

LEGEND
- WETLAND
- WETLANDS FILLED
- FARMLAND IMPACTS
- OTHER IMPACTS
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPTS
- PROPOSED BRIDGE
- PARCEL LINES

N

SCALE: 1"=400'

ENVIRONMENTAL IMPACTS
CENTRAL SEGMENT
1001-10-02
I-39/90
ROCK COUNTY
SHEET 9 OF 12
11/1/2013

SECTION 4

SECTION 3

KNUTSON RD

KENNEDY RD TO KNUTSON RD

RUCKER
012 0320501
RW=0.09 AC
OTHER=0.09 AC

PETERSON
012 0320701
RW=0.86 AC
FARMLAND=0.86 AC

PETERSON
012 032040010
RW=0.85 AC
FARMLAND=0.85 AC

KJENDLIE & KLOOS
012 03205042
RW=0.02 AC
OTHER=0.02 AC

KJENDLIE & KLOOS
012 03205043
RW=0.03 AC
OTHER=0.03 AC

MULDER DAIRY FARMS INC
012 03201
RW=1.36 AC
FARMLAND=1.36 AC

WETLAND R-14
IMPACTS=0.06 AC

MULDER DAIRY FARMS INC
012 03201
RW=2.90 AC
FARMLAND=2.90 AC

IH-39/90 NB

IH-39/90 SB

MULDER DAIRY FARMS INC
012 03209
RW=1.51 AC
FARMLAND=1.51 AC

THALACKER
012 0320902
RW=1.63 AC
FARMLAND=1.63 AC

MILLER
026 018006
RW=0.22 AC
OTHER=0.22 AC

B-53-0073 (TO BE REMOVED)
B-53-356

ROTHFELDER
026 018007
RW=0.03 AC
OTHER=0.03 AC

MULDER DAIRY FARMS INC
026 018005
RW=2.13 AC
FARMLAND=2.13 AC

B-53-0072 (TO BE REMOVED)
B-53-355

SCHULTZ
026 01800501
RW=0.55 AC
OTHER=0.55 AC

NEWVILLE ROAD

MULDER DAIRY FARMS INC
026 018005
RW=0.48 AC
FARMLAND=0.48 AC

N

SCALE: 1"=400'

LEGEND

- WETLAND
- WETLANDS FILLED
- FARMLAND IMPACTS
- OTHER IMPACTS
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPTS
- PROPOSED BRIDGE
- PARCEL LINES

ENVIRONMENTAL IMPACTS
CENTRAL SEGMENT
1001-10-02
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SHEET 10 OF 12
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FDA HOLDINGS
012 0020302
RW=0.70 AC
FARMLAND=0.70 AC
TLE=0.02 AC
OTHER(TLE)=0.02 AC

NATTER
012 0280506
RW=1.79 AC
OTHER=1.79 AC
TLE=0.55 AC
OTHER(TLE)=0.55 AC

MALLWOOD DR

MALLON PROPERTIES
OF NEWVILLE
012 0280504
RW=0.07 AC
OTHER=0.07 AC
TLE=0.10 AC
OTHER(TLE)=0.10 AC

RICHARDSON SPRINGS RD

STH 59

MVS PETROLEUM
012 0280505
RW=0.01 AC
OTHER=0.01 AC
TLE=0.20 AC
OTHER(TLE)=0.20 AC

NATTER
012 0280507
RW=1.73 AC
OTHER=1.73 AC

NATTER
012 02807
TLE=0.02 AC
OTHER(TLE)=0.02 AC

SCARBOROUGH
012 02803
RW=0.59 AC
FARMLAND=0.59 AC

BAKER
012 02806
TLE=0.08 AC
OTHER(TLE)=0.08 AC

ROCK COUNTY
CONSERVATION
EASEMENT

RICHARDSON SPRINGS RD

STREAM CROSSING C3

ROCK RIVER

NATTER
012 0280503
RW=0.28 AC
OTHER=0.28 AC

B-53-0089 (TO BE REMOVED
B-53-358

ELLENDALE RD

B-53-0088 (TO BE REMOVED)
B-53-357

RICHARDSON
012 02906
Relocation

GIMMER
012 02903
RW=0.45 AC
OTHER=0.45 AC

DEEGAN
012 02902
RW=0.19 AC
OTHER=0.19 AC

DEEGAN
012 02902
RW=1.55 AC
FARMLAND=1.55 AC

LEISURE ESTATES CEMETERY HISTORIC
BOUNDARY (PRIVATE CEMETERY)

WISCONSIN'S ROCK RIVER LEISURE
ESTATES HOME OWNER'S ASSOC
012 23161
RW=0.24 AC
OTHER=0.24 AC

ROBINSON
012 23120
RW=0.02 AC
OTHER=0.02 AC

IH-39/90 SB

IH-39/90 NB

JACOB
012 23119
RW=0.01 AC
OTHER=0.01 AC

DONALDSON
012 02911
RW=0.89 AC
FARMLAND=0.89 AC

DONALDSON
012 030021
RW=2.05 AC
FARMLAND=2.05 AC

LEITZ REV TR
012 03002
RW=0.58 AC
FARMLAND=0.58 AC

KNUTSON ROAD

SECTION 4

SECTION 3

KNUTSON RD TO NORTH ROCK COUNTY LINE & ROCK RIVER BRIDGES/APPRS

LEGEND

- FARMLAND IMPACTS
- OTHER IMPACTS
- 100-YR FLOODPLAIN
- STREAM CROSSING
- RESIDENTIAL RELOCATION
- PROPOSED NOISE WALL
- HISTORICAL PROPERTY
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPTS
- PROPOSED T.L.E.
- PROPOSED BRIDGE
- PARCEL LINES

N

SCALE: 1"=400'

ENVIRONMENTAL IMPACTS
CENTRAL SEGMENT
1001-10-02
I-39/90
ROCK COUNTY
SHEET 11 OF 12
11/1/2013

KNUTSON RD TO NORTH ROCK COUNTY LINE

N

SCALE: 1"=400'

LEGEND

- FARMLAND IMPACTS
- OTHER IMPACTS
- EXISTING R.O.W.
- PROPOSED R.O.W.
- SLOPE INTERCEPTS
- PROPOSED T.L.E.
- PROPOSED P.L.E.
- PROPOSED BRIDGE
- PARCEL LINES

COLLINS
012 00401
RW=0.21 AC
FARMLAND=0.21 AC

BOYLES
012 0010601
RW=0.49 AC
OTHER=0.49 AC
TLE=0.39 AC
OTHER(TLE)=0.39 AC

COLLINS
012 0040201
RW=1.68 AC
FARMLAND=1.68 AC
TLE=0.08 AC
FARMLAND(TLE)=0.08 AC

DONALDSON
012 00106
RW=0.19 AC
FARMLAND=0.19 AC

B-53-0069 TO BE REMOVED

COLLINS
012 0010701
RW=1.39 AC
OTHER=1.39 AC

CRAZY ACRES
012 00402
RW=3.07 AC
FARMLAND=3.07 AC
TLE=0.18 AC
FARMLAND(TLE)=0.18 AC

EASTMAN
012 0010901
RW=0.08 AC
OTHER=0.08 AC
TLE=0.05 AC
OTHER(TLE)=0.05 AC
PLE=0.25 AC
OTHER(PLE)=0.25 AC

CRAZY ACRES
012 00108
RW=4.00 AC
FARMLAND=4.00 AC
TLE=0.08 AC
FARMLAND(TLE)=0.08 AC
PLE=0.07 AC
FARMLAND(PLE)=0.07 AC

UPDIKE
012 00109
RW=1.07 AC
FARMLAND=1.07 AC

BOYLES
012 005101
TLE=0.16 AC
OTHER(TLE)=0.16 AC

SCHULTZ-ET AL
012 00201
RW=6.62 AC
FARMLAND=6.62 AC
TLE=0.32 AC
FARMLAND(TLE)=0.32 AC

GENESIS 1
012 00202
RW=5.56 AC
FARMLAND=5.56 AC

ARCHLAND PROPERTY
012 0020402
RW=0.80 AC
OTHER=0.80 AC

MCDONALD'S CORP
012 0020401
TLE=0.04 AC
OTHER(TLE)=0.04 AC

4/CHEESE ENTERPRISES
012 00205001
TLE=0.12 AC
OTHER(TLE)=0.12 AC

SANDEN
012 00514
TLE=0.08 AC
OTHER(TLE)=0.08 AC

BITTRICK
012 00513
TLE=0.13 AC
OTHER(TLE)=0.13 AC

UNCAPHER
012 00506
RW=0.27 AC
FARMLAND=0.27 AC

B-53-0071 (TO BE REMOVED)
B-53-359

FDA HOLDINGS
012 0020302
RW=0.70 AC
FARMLAND=0.70 AC
TLE=0.02 AC
OTHER(TLE)=0.02 AC

FDA HOLDINGS
012 0020301
RW=0.14 AC
OTHER=0.14 AC
TLE=0.09 AC
OTHER(TLE)=0.09 AC

SUND LLC & KORMAN ENTERPRISES LLC
012 00205002
TLE=0.04 AC
OTHER(TLE)=0.04 AC

HEMENWAY ROAD

GOEDE ROAD

STH 59

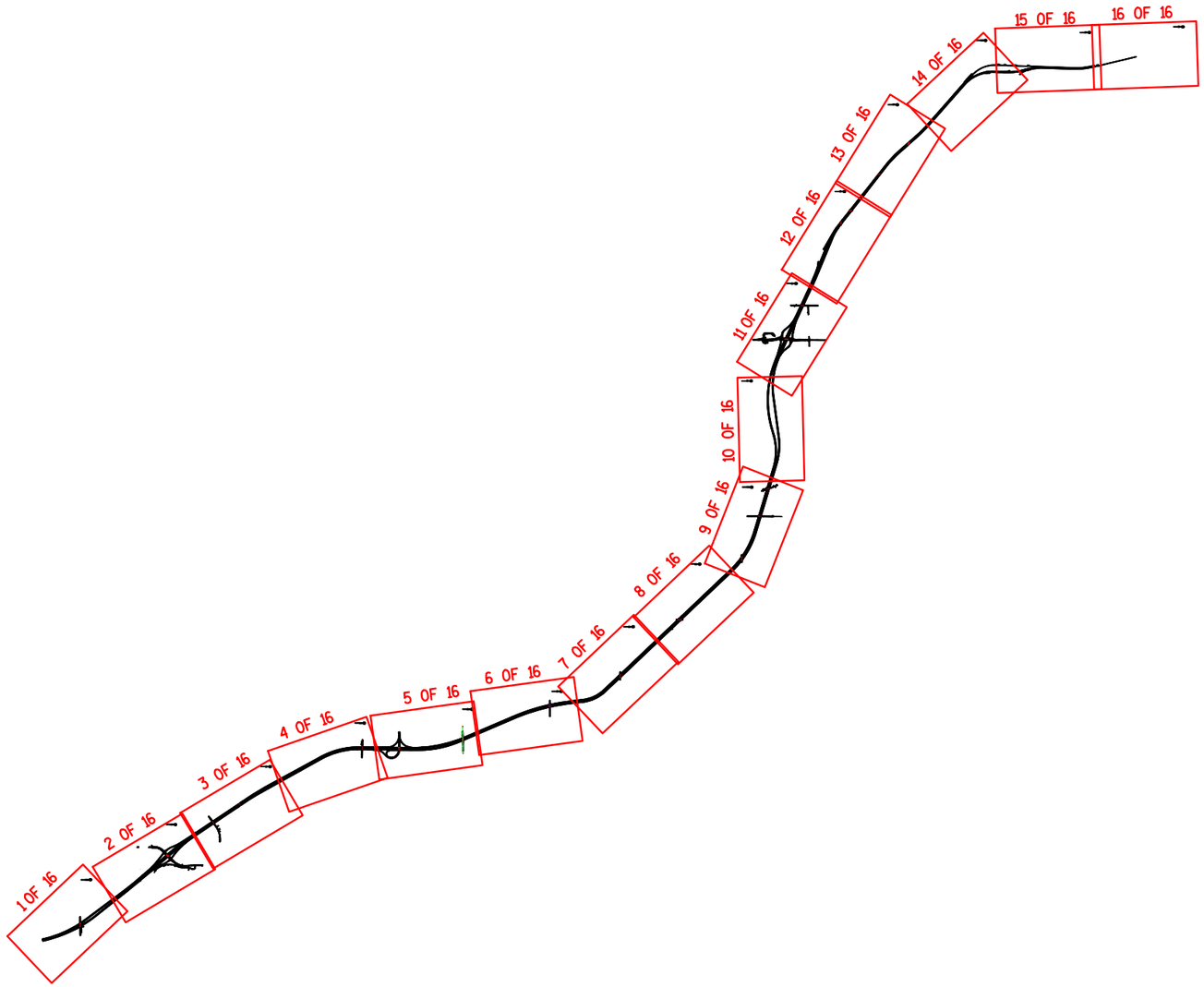
IH-39/90 SB

IH-39/90 NB

ENVIRONMENTAL IMPACTS
CENTRAL SEGMENT
1001-10-02
I-39/90
ROCK COUNTY
SHEET 12 OF 12
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PROJECT NO: 1001-10-02	HWY: I-39/90	COUNTY: DANE	ENVIRONMENTAL IMPACTS - NORTH SEGMENT (CORRIDOR OVERVIEW)	SHEET 1 OF 1	E

2

ROCK COUNTY

DANE COUNTY

JANESVILLE

N

STEVEN AND SUSAN DRAYS
RW= 0.08 AC.
OTHER= 0.08 AC.

FARM HOUSE
(POTENTIALLY ELIGIBLE HISTORIC PROPERTY)

GOEDE RD

ALBERT & MARGARET FRYE
RW= 0.09 AC.
FARMLAND= 0.09 AC.

ROENNEBURG REV LIVING TR
RW= 1.5 AC.
FARMLAND= 1.5 AC.

B-13-176 (TO BE REMOVED)
B-13-700

CRAZY ACRES INC
RW= 1.13 AC.
FARMLAND= 1.13 AC.

BEGIN CONSTRUCTION

ROBERT & CONNIE HICKS
RW= 0.05 AC.
FARMLAND= 0.05 AC.

RUDISILL LLC
RW= 0.16 AC.
FARMLAND= 0.16 AC.

WETLAND D2
IMPACTS = 0.01 AC.

B-13-177 (TO BE REMOVED)
B-13-701

EASTMAN HUNTING CLUB INC
RW= 0.78 AC.
FARMLAND= 0.78 AC.

WETLAND D1A
IMPACTS = 0.35 AC.

WETLAND D1
IMPACTS = 0.24 AC.

EASTMAN HUN
RW=
FARMLAND
WETLAND

LAKE DRIVE ROAD

I-39/90
DANE COUNTY LINE TO BELTLINE INTERCHANGE
DANE COUNTY

AUGUST 2014

PROJECT DESIGN I.D. 1001-10-02
ORTHOPHOTO BACKGROUND: 2010 NAIP

LEGEND

- PROPOSED BRIDGE
- PROPOSED RIGHT-OF-WAY
- SLOPE INTERCEPT
- TEMP EASEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- 100-YEAR FLOODPLAIN
- FARMLAND IMPACTS
- OTHER IMPACTS
- WETLAND
- WETLANDS FILLED

PROJECT NO: 1001-10-02	HWY: I-39/90	COUNTY: DANE	ENVIRONMENTAL IMPACTS - NORTH SEGMENT	SHEET 1 OF 16	E

2

EDGERTON

US 51

ALBION RD

N

BEGIN CONSTRUCTION

KEITH HOLDEN & SHINKAY REV TR
RW= 0.4 AC.
OTHER= 0.4 AC.

WETLAND D10E
IMPACTS = 0.21 AC.

VICKEY AND WILLIAM GRIDLEY
RW= 0.41 AC.
OTHER= 0.41 AC.

WETLAND D10C
IMPACTS = 0.78 AC.

JACOB AND LINDA REPPEN
RW= 0.57 AC.
FARMLAND= 0.57 AC.

BRET AND BRENDA BROOKENS
RW= 0.47 AC.
FARMLAND= 0.47 AC.

ANNE OBRIECHT
RW= 0.35 AC.
OTHER= 0.35 AC.

TRUCK STOP LLC
RW= 6.02 AC.
WETLAND= 2.15 AC.
OTHER= 6.02 AC.

TMT JANESVILLE LLC
RW= 0.06 AC.
FARMLAND= 0.06 AC.

WETLAND D10B
IMPACTS = 0.24 AC.

B-13-175 (TO BE REMOVED)
B-13-702

TMT JANESVILLE LLC
RW= 0.24 AC.
OTHER= 0.24 AC.

T & R ENTERPRISES
RW= 0.55 AC.
FARMLAND= 0.55 AC.

1625'SB'
1620'SB'
1615'SB'
1610'SB'
1605'SB'
1600'SB'
1595'SB'
1590'SB'
1580'SB'
1575'SB'
1570'SB'
1565'SB'
1630
1635
1625
1620
1615
1610
1605
1600
1595
1590
1585
1580
1575
1570
1565

HENRY & RITA BRATLAND
RW= 2.18 AC.
FARMLAND= 2.18 AC.

HENRY & RITA BRATLAND
RW= 3.87 AC.
FARMLAND= 3.87 AC.

HENRY & RITA BRATLAND
RW= 0.52 AC.
FARMLAND= 0.52 AC.

WETLAND D71
IMPACTS = 0.03 AC.

INTERSTATE 39

INTERSTATE 90

LORLAND LTD
RW= 0.39 AC.
OTHER= 0.39 AC.

WETLAND D10D
IMPACTS = 0.05 AC.

EASTMAN HUNTING CLUB INC
RW= 1.38 AC.
FARMLAND= 1.38 AC.

WETLAND D72
IMPACTS = 0.00 AC.

MAURER REV TR, WALTER O SR
RW= 2 AC.
FARMLAND= 2 AC.
WETLAND= 0.05 AC.

DARWIN AND PATRICIA ORMSON
RW= 0.29 AC.
OTHER= 0.29 AC.

PIERCE RD

EASTMAN HUNTING CLUB INC
RW= 0.88 AC.
FARMLAND= 0.88 AC.

EASTMAN HUNTING CLUB INC
RW= 0.11 AC.
FARMLAND= 0.11 AC.
WETLAND= 0.02 AC.

EASTMAN HUNTING CLUB INC
RW= 1.07 AC.
FARMLAND= 1.07 AC.
WETLAND= 0.03 AC.

WETLAND D1
IMPACTS = 0.24 AC.

ROBERT & SANDRA LYKE
RW= 1.72 AC.
FARMLAND= 1.72 AC.

HENRY & RITA BRATLAND
RW= 0.62 AC.
FARMLAND= 0.62 AC.

WIS 73 DEERFIELD

CHS INC
RW= 0.24 AC.
OTHER= 0.24 AC.

EDWARD & JEAN A OLSON
RW= 0.96 AC.
FARMLAND= 0.96 AC.

CRAZY ACRES
RW= 1.30 AC.
FARMLAND= 1.30 AC.

END CONSTRUCTION

73

LEGEND

- PROPOSED BRIDGE
- PROPOSED RIGHT-OF-WAY
- SLOPE INTERCEPT
- TEMP EASEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- 100-YEAR FLOODPLAIN
- FARMLAND IMPACTS
- RELOCATION RESIDENTIAL
- ACCESS REMOVAL
- OTHER IMPACTS
- WETLAND
- WETLANDS FILLED

PROJECT NO: 1001-10-02	HWY: I-39/90	COUNTY: DANE	ENVIRONMENTAL IMPACTS - NORTH SEGMENT	SHEET 2 OF 16	E

2

TOWN OF ALBION

WIS 106

BRANCH SAUNDERS CREEK

WETLAND D10A
IMPACTS = 1.02 AC.

FRAZKILL PROPERTIES LLC
RW= 0.3 AC.
OTHER= 0.3 AC.

ROGER OLSON
RW= 0.17 AC.
FARMLAND= 0.17 AC.

ROGER OLSON
RW= 0.5 AC.
FARMLAND= 0.5 AC.
WETLAND= 0.15 AC.

ERIC C NUENTHEL
& CHERYL L
NUENTHEL
RW= 0.04 AC.
OTHER= 0.04 AC.

HARDING JT REV TR
RW= 0.22 AC.
FARMLAND= 0.22 AC.

HARDING JT REV TR
RW= 0.24 AC.
FARMLAND= 0.24 AC.

B-13-174 (TO
BE REMOVED)
B-13-703

MARK AND LINDA EVERSON
RW= 0.63 AC.
FARMLAND= 0.63 AC.

ROGER & NANCY OLSON
RW= 1.39 AC.
FARMLAND= 1.39 AC.
WETLAND= 0.07 AC.

B-13-209 (TO
BE REMOVED)
B-13-705

CRAZY ACRES
RW= 0.60AC.
OTHER= 0.60 AC.
WETLAND= 0.40 AC.

WETLAND D73
IMPACTS = 0.33 AC.

1640'SB' 1645'SB' 1650'SB' 1655'SB' 1660'SB' 1665'SB' 1670'SB' 1675'SB' 1685'SB' 1690'SB' 1695'SB' 1700'SB' 1705'SB' 1710'SB' 1715'SB'

1640 1645 1650 1655 1660 1665 1670 1675 1685 1690 1695 1700 1705 1710 1715

INTERSTATE 39 INTERSTATE 90

WETLAND D75
IMPACTS = 0.07 AC.

WETLAND D5A
IMPACTS = 0.78 AC.

WETLAND D76
IMPACTS = 0.67 AC.

ROGER OLSON
RW= 0.53 AC.
FARMLAND= 0.53 AC.
UPLAND= 0.86 AC.

B-13-208 (TO
BE REMOVED)
B-13-704

CRAZY ACRES
RW= 1.18 AC.
UPLAND= 1.18 AC.
WETLAND= 0.07 AC.

UPLAND HABITAT DF2
IMPACTS = 0.00 AC.

WETLAND D6
IMPACTS = 0.04 AC.

CRAZY ACRES INC
RW= 0.33 AC.
WETLAND= 0.06 AC.
OTHER= 0.33 AC.

ROGER & NANCY OLSON
RW= 1.4 AC.
FARMLAND= 1.4 AC.
UPLAND= 0.06 AC.
WETLAND= 0.44 AC.

WETLAND D5
IMPACTS = 0.90 AC.

UPLAND HABITAT DF1
IMPACTS = 2.10 AC.

TRIBUTARY TO SAUNDERS CREEK (N2)

TRIBUTARY TO SAUNDERS CREEK (N1)

ROGER & NANCY OLSON
RW= 1.77 AC.
FARMLAND= 1.77 AC.

GERALD & ROSEMARY
MARSDEN
RW= 0.04 AC.
OTHER= 0.04 AC.

106

WETLAND D75A
IMPACTS = 0.00 AC.

ROGER & NANCY OLSON
RW= 0.95 AC.
FARMLAND= 0.95 AC.

LEGEND

- PROPOSED BRIDGE
- PROPOSED RIGHT-OF-WAY
- SLOPE INTERCEPT
- TEMP EASEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- STREAM CROSSING
- 100-YEAR FLOODPLAIN
- UPLAND HABITAT
- UPLAND HABITAT CONVERTED
- FARMLAND IMPACTS
- OTHER IMPACTS
- WETLAND
- WETLANDS FILLED

PROJECT NO: 1001-10-02	HWY: I-39/90	COUNTY: DANE	ENVIRONMENTAL IMPACTS - NORTH SEGMENT	SHEET 3 OF 16	E

2

2

N

WILLIAM & JILL MYHRE & JOHN & KATHERINE NELSON
RW= 0.14 AC.
FARMLAND= 0.14 AC.

WILLIAM & JILL MYHRE & JOHN & KATHERINE NELSON
RW= 0.56 AC.
FARMLAND= 0.56 AC.
WETLAND= 0.03 AC.

WILLIAM & JILL MYHRE & JOHN & KATHERINE NELSON
RW= 1.02 AC.
FARMLAND= 1.02 AC.
WETLAND= 0.06 AC.

WILLIAM & JILL MYHRE & JOHN & KATHERINE NELSON
RW= 0.07 AC.
FARMLAND= 0.07 AC.

WETLAND D7
IMPACTS = 3.53 AC.

WETLAND D74
IMPACTS = 0.27 AC.

WETLAND D10
IMPACTS = 0.02 AC.

WETLAND D73
IMPACTS = 0.33 AC.

WILLIAM & JILL MYHRE & JOHN & KATHERINE NELSON
RW= 0.54 AC.
FARMLAND= 0.54 AC.
WETLAND= 0.03 AC.

RYAN KAHL
RW= 2.28 AC.
WETLAND= 2.93 AC.
OTHER= 2.28 AC.

RANDALL & JUDITH & ROLLAND NELSON
RW= 0.11 AC.
FARMLAND= 0.11 AC.

B-13-173 (TO BE REMOVED)
B-13-706

INTERSTATE 39 / INTERSTATE 90

SHIRLE BALIS
RW= 0.47 AC.
OTHER= 0.47 AC.

WETLAND D6
IMPACTS = 0.04 AC.

WETLAND D8A
IMPACTS = 0.00 AC.

SHIRLE BALIS
RW= 0.29 AC.
WETLAND= 0.32 AC.
OTHER= 0.29 AC.

SHIRLE BALIS
RW= 0.18 AC.
WETLAND= 0.04 AC.
OTHER= 0.18 AC.

SHIRLE BALIS
RW= 0.05 AC.
WETLAND= 0.3 AC.
OTHER= 0.05 AC.

LEIN ACRES LLC
RW= 0.45 AC.
WETLAND= 0.3 AC.
OTHER= 0.45 AC.

AG DITCH #1 (N3)

MAPLE GROVE ROAD

WETLAND D8
IMPACTS = 1.28 AC.

RANDALL & JUDITH & ROLLAND NELSON
RW= 2.9 AC.
FARMLAND= 2.9 AC.

LEGEND

- PROPOSED BRIDGE
- PROPOSED RIGHT-OF-WAY
- SLOPE INTERCEPT
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- STREAM CROSSING
- 100-YEAR FLOODPLAIN
- FARMLAND IMPACTS
- OTHER IMPACTS
- WETLAND
- WETLANDS FILLED

PROJECT NO: 1001-10-02	HWY: I-39/90	COUNTY: DANE	ENVIRONMENTAL IMPACTS - NORTH SEGMENT	SHEET 4 OF 16	E

FILE NAME : ...\Sheet 04.dgn PLOT DATE : 8/20/2014 2:19:05 PM PLOT BY : SEH INC PLOT NAME : PLOT SCALE : 1.0 IN = 500.0 FT

2

LEGEND

- PROPOSED BRIDGE
- PROPOSED RIGHT-OF-WAY
- SLOPE INTERCEPT
- TEMP EASEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- WETLAND
- 100-YEAR FLOODPLAIN
- UPLAND HABITAT
- UPLAND HABITAT CONVERTED
- FARMLAND IMPACTS
- RELOCATION RESIDENTIAL
- OTHER IMPACTS
- WETLANDS FILLED

N

STOUGHTON

51

US 51

COUNTY A

COUNTY A

COUNTY A

RICHARD & M EUGENE VEDVIG, MICHAEL BRALEY
RW= 0.82 AC.
FARMLAND= 0.82 AC.

RICHARD & M EUGENE VEDVIG, MICHAEL BRALEY
RW= 2.9 AC.
FARMLAND= 2.9 AC.

NICK AND ROXANNE HULL
RW= 1.38 AC.
FARMLAND= 1.38 AC.

B-13-171 (TO BE REMOVED) B-13-707

NICK AND ROXANNE HULL
RW= 2.04 AC.
FARMLAND= 2.04 AC.

UPLAND HABITAT DF8
IMPACTS = 1.67 AC.

NICK AND ROXANNE HULL
RW= 1.83 AC.
FARMLAND= 1.83 AC.
UPLAND= 1.63 AC.

RANDY KNICKMEIER
RW= 0.32 AC.
FARMLAND= 0.32 AC.
UPLAND= 0.04 AC.

WILBUR KNICKMEIER
RW= 0.83 AC.
FARMLAND= 0.83 AC.

WISDOT

WETLAND D20
IMPACTS = 0.88 AC.

B-13-172 (TO BE REMOVED) B-13-708

HARLAND AND BETTE HOSELY
RW= 0.89 AC.
OTHER= 0.89 AC.

HARLAND AND BETTE HOSELY
RW= 0.22 AC.
OTHER= 0.22 AC.

HARLAND AND BETTE HOSELY
RW= 1.2 AC.
OTHER= 1.2 AC.

WETLAND D8
IMPACTS = 1.28 AC.

WETLAND D9
IMPACTS = 0.01 AC.

WETLAND D19
IMPACTS = 0.48 AC.

ANDRIS AND LINDA ZIRBA
RW= 1.48 AC.
WETLAND= 0.44 AC.
OTHER= 1.48 AC.

CHRIS BUCHANAN
RW= 0.37 AC.
OTHER= 0.37 AC.

GAIL RICHARDSON
RW= 0.76 AC.
WETLAND= 0.02 AC.
OTHER= 0.76 AC.

ROY KAUPER
RW= 1.66 AC.
FARMLAND= 1.66 AC.

B-13-170 (TO BE REMOVED) B-13-709

ROY KAUPER
RW= 0.69 AC.
FARMLAND= 0.69 AC.
WETLAND= 0.06 AC.

INTERSTATE 39

INTERSTATE 90

PROJECT NO:1001-10-02	HWY:I-39/90	COUNTY:DANE	ENVIRONMENTAL IMPACTS - NORTH SEGMENT	SHEET 5 OF 16	E

2

LEGEND

- PROPOSED BRIDGE
- PROPOSED RIGHT-OF-WAY
- SLOPE INTERCEPT
- TEMP EASEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- STREAM CROSSING
- UNIQUE AREA, SECTION 4(F) OR 6(F) RESOURCE
- 100-YEAR FLOODPLAIN
- UPLAND HABITAT
- UPLAND HABITAT CONVERTED
- FARMLAND IMPACTS
- OTHER IMPACTS
- WETLAND
- WETLANDS FILLED

SECTION 1

SECTION 2

N

WDNR
RW= 2.38 AC.
WETLAND= 0.1 AC.
OTHER= 2.38 AC.

WETLAND D18
IMPACTS = 2.50 AC.

WETLAND D17
IMPACTS = 0.70 AC.

JAMES MORRIS
RW= 0.7 AC.
WETLAND= 0.23 AC.
OTHER= 0.7 AC.

ROBERT AND NANCY ANDERSON
RW= 0.98 AC.
OTHER= 0.98 AC.

JEFFREY AND SANDRA NOTSTAD
RW= 0.5 AC.
WETLAND= 0.04 AC.
OTHER= 0.5 AC.

WETLAND D21
IMPACTS = 0.04 AC.

WETLAND D18A
IMPACTS = 0.01 AC.

UPLAND HABITAT DF10
IMPACTS = 0.13 AC.

ROBERT HILL
RW= 0.27 AC.
UPLAND= 0.13 AC.
OTHER= 0.14 AC.

JAMES NOTSTAD
RW= 0.99 AC.
FARMLAND= 0.99 AC.
UPLAND= 0.46 AC.

NOTSAND ARMSTRONG LLC
RW= 0.25 AC.
UPLAND= 0.25 AC.

UPLAND HABITAT DF11
IMPACTS = 0.71 AC.

B-13-168 (TO BE REMOVED)
B-13-710

B-13-169 (TO BE REMOVED)
B-13-711

MYRON FOSDAHL
RW= 0.07 AC.
FARMLAND= 0.07 AC.

WETLAND D56
IMPACTS = 0.00 AC.

MYRON FOSDAHL
RW= 1.89 AC.
FARMLAND= 1.89 AC.

WETLAND D56A
IMPACTS = 0.22 AC.

1900'SB'
1905'SB'
1895'SB'
1890'SB'
1885'SB'
1880'SB'
1875'SB'
1910'SB'
1915'SB'
1920'SB'
1925'SB'
1930'SB'
1935'SB'
1940'SB'
1945'SB'
1950'SB'

INTERSTATE 39
INTERSTATE 90

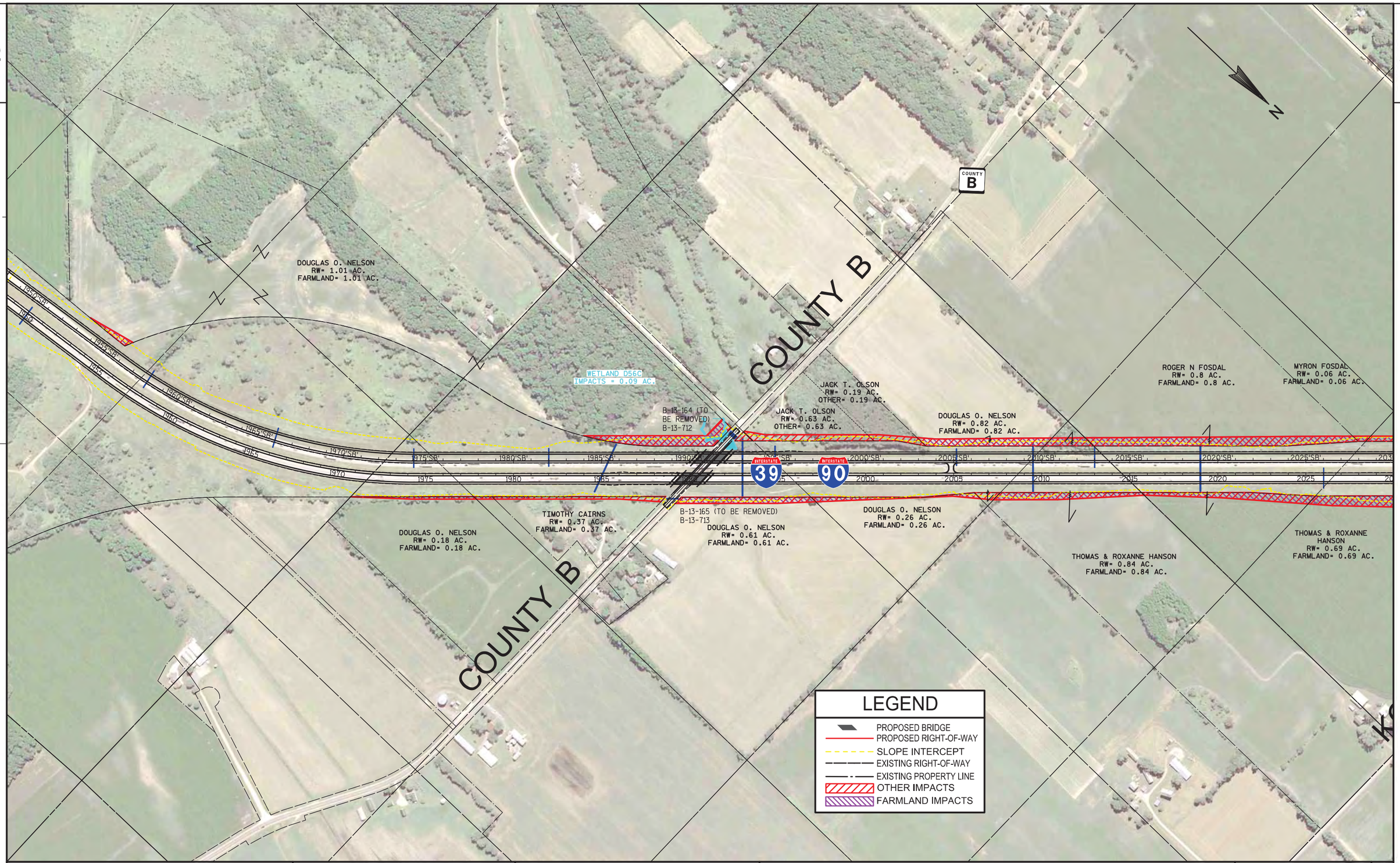
HAMMEN DR

AG DITCH #2 (N4)

EAST CHURCH ROAD

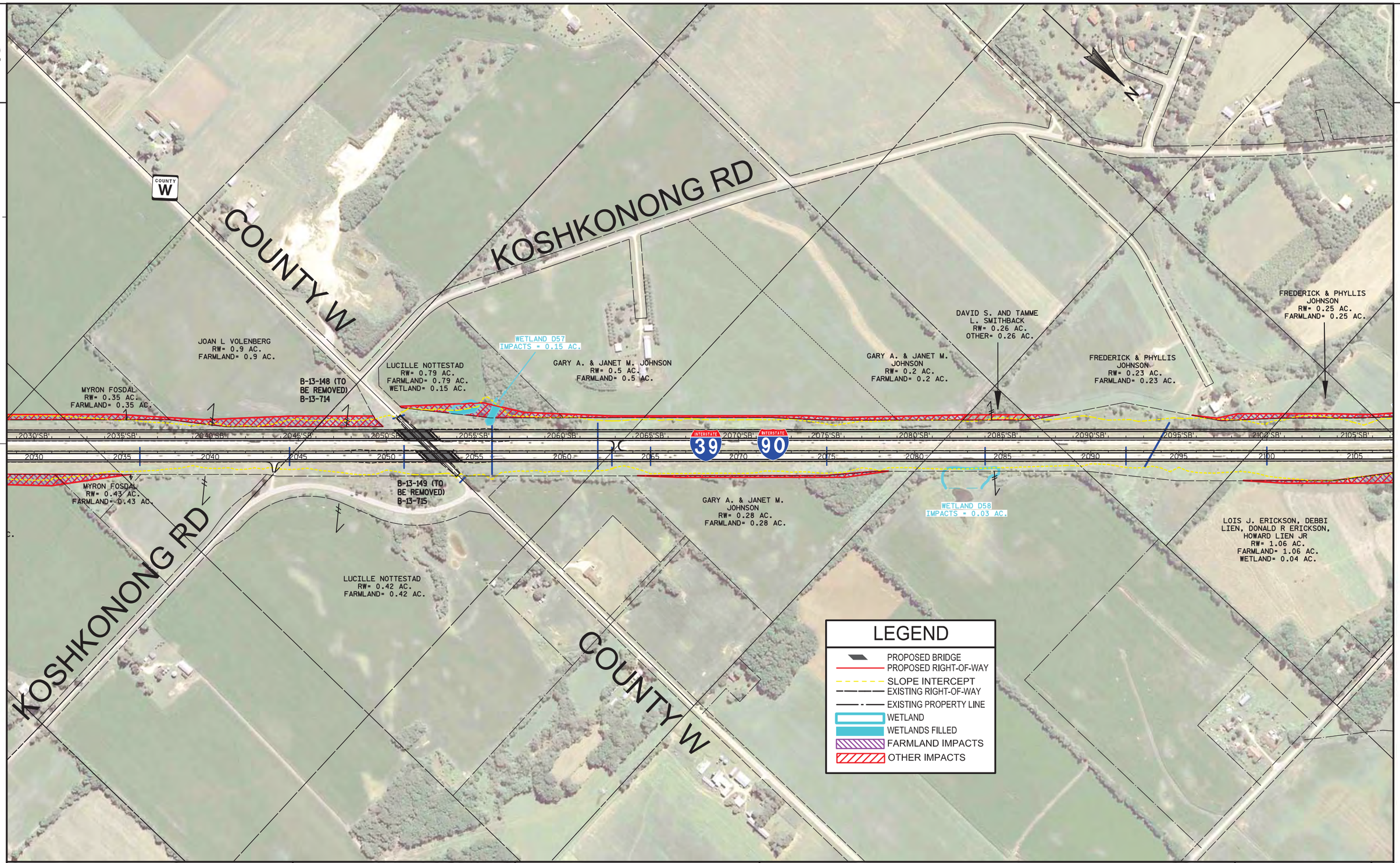
PROJECT NO: 1001-10-02	HWY: I-39/90	COUNTY: DANE	ENVIRONMENTAL IMPACTS - NORTH SEGMENT	SHEET 6 OF 16	E

2



PROJECT NO: 1001-10-02	HWY: I-39/90	COUNTY: DANE	ENVIRONMENTAL IMPACTS - NORTH SEGMENT	SHEET 7 OF 16	E

2



PROJECT NO: 1001-10-02	HWY: I-39/90	COUNTY: DANE	ENVIRONMENTAL IMPACTS - NORTH SEGMENT	SHEET 8 OF 16	E

2

KOSHKONONG RD

KOSHKONONG RD

COUNTY BN

CHURCH STREET

DROTNING ROAD

FREDERICK & PHYLLIS JOHNSON
RW= 0.25 AC.
FARMLAND= 0.25 AC.

FREDERICK & PHYLLIS JOHNSON
RW= 0.88 AC.
FARMLAND= 0.88 AC.
WETLAND= 0.02 AC.

WETLAND D15
IMPACTS = 0.02 AC.

WETLAND D15A
IMPACTS = 0.22 AC.

B-13-146 (TO BE REMOVED)
B-13-716

WETLAND D14
IMPACTS = 0.49 AC.

TISCH ROCKWELL
RW= 0.1 AC.
WETLAND= 0.49 AC.
OTHER= 0.1 AC.

DAVID A CARLISLE
RW= 1 AC.
UPLAND= 0.93 AC.
OTHER= 0.07 AC.

UPLAND HABITAT DF6
IMPACTS = 0.93 AC.

ROBERT R & ANNIQUE R COHEN-WICHNER
RW= 0.7 AC.
FARMLAND= 0.7 AC.

ROBERT R & ANNIQUE R COHEN-WICHNER
RW= 0.87 AC.
FARMLAND= 0.87 AC.

ANDREW C WOODMAN KELLY SCHMELZER KAREN L. BARTA JANET LEE SHOWERS
RW= 0.65 AC.
OTHER= 0.65 AC.

THOMAS & PATRICIA J GORST
RW= 0.06 AC.
FARMLAND= 0.06 AC.

B-13-144 (TO BE REMOVED)
B-13-719

WETLAND D23
IMPACTS = 0.04 AC.

C-13-58

B-13-147 (TO BE REMOVED)
B-13-717

INTERSTATE 39

INTERSTATE 90

DAVID & TAMMIE SMITHBACK
RW= 1.09 AC.
FARMLAND= 1.09 AC.
WETLAND= 0.65 AC.

WETLAND D24
IMPACTS = 1.29 AC.

DAVID & TAMMIE SMITHBACK
RW= 1.72 AC.
FARMLAND= 1.72 AC.
WETLAND= 0.64 AC.

DAVID & TAMMIE SMITHBACK
RW= 0.35 AC.
FARMLAND= 0.35 AC.

DAVID & TAMMIE SMITHBACK
RW= 0.15 AC.
FARMLAND= 0.15 AC.

B-13-145 (TO BE REMOVED)
B-13-718

DAVID M, DALE W, MARLENE B & WENDY L OLSON
RW= 0.91 AC.
FARMLAND= 0.91 AC.

WETLAND D25
IMPACTS = 0.33 AC.

JOHN R. AND SANDRA M. DRAUS
RW= 0.28 AC.
OTHER= 0.28 AC.

ROBERT W. AND CHERYL H. RHYMES
RW= 0.23 AC.
OTHER= 0.23 AC.

SAYRE
RW= 0.01 AC.
OTHER= 0.01 AC.

TRIBUTARY TO MUD CREEK (N5)

COUNTY BN

COUNTY BN

LEGEND

- PROPOSED BRIDGE
- PROPOSED RIGHT-OF-WAY
- SLOPE INTERCEPT
- STREAM CROSSING
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- UPLAND HABITAT
- UPLAND HABITAT CONVERTED
- FARMLAND IMPACTS
- OTHER IMPACTS
- WETLAND
- WETLANDS FILLED

PROJECT NO: 1001-10-02	HWY: I-39/90	COUNTY: DANE	ENVIRONMENTAL IMPACTS - NORTH SEGMENT	SHEET 9 OF 16	E

2

KIMBERLY Y. S. LEX
RW= 0.51 AC.
WETLAND= 0.15 AC.
OTHER= 0.51 AC.

ROBERT E. BOWERS
RW= 0.16 AC.
WETLAND= 0.08 AC.
OTHER= 0.16 AC.

ROBERT W. AND CHERYL H. RHYMES
RW= 0.05 AC.
OTHER= 0.05 AC.

C-13-53

TRIBUTARY TO YAHARA RIVER (N6)

WETLAND D12A
IMPACTS = 0.88 AC.

"Unique Area"
WDNR
RW= 0.32 AC.
WETLAND= 0.36 AC.
OTHER= 0.32 AC.

WETLAND D12
IMPACTS = 1.08 AC.

UPLAND HABITAT DF12
IMPACTS = 0.00 AC.

"Unique Area"
WDNR
RW= 1.1 AC.
WETLAND= 0.38 AC.
OTHER= 1.1 AC.

UPLAND HABITAT DF12
IMPACTS = 0.00 AC.

"Unique Area"
WDNR
RW= 0.5 AC.
UPLAND= 0.15 AC.
WETLAND= 0.11 AC.
OTHER= 0.35 AC.

UPLAND HABITAT DF4
IMPACTS = 0.30 AC.

UPLAND HABITAT DF5
IMPACTS = 0.00 AC.

UPLAND HABITAT DF5
IMPACTS = 0.00 AC.

NEAL AND MARK ELSING
RW= 0.73 AC.
FARMLAND= 0.73 AC.
UPLAND= 0.15 AC.

MICHAEL AND RENELE CHAMPAGNE
RW= 0.47 AC.
FARMLAND= 0.47 AC.

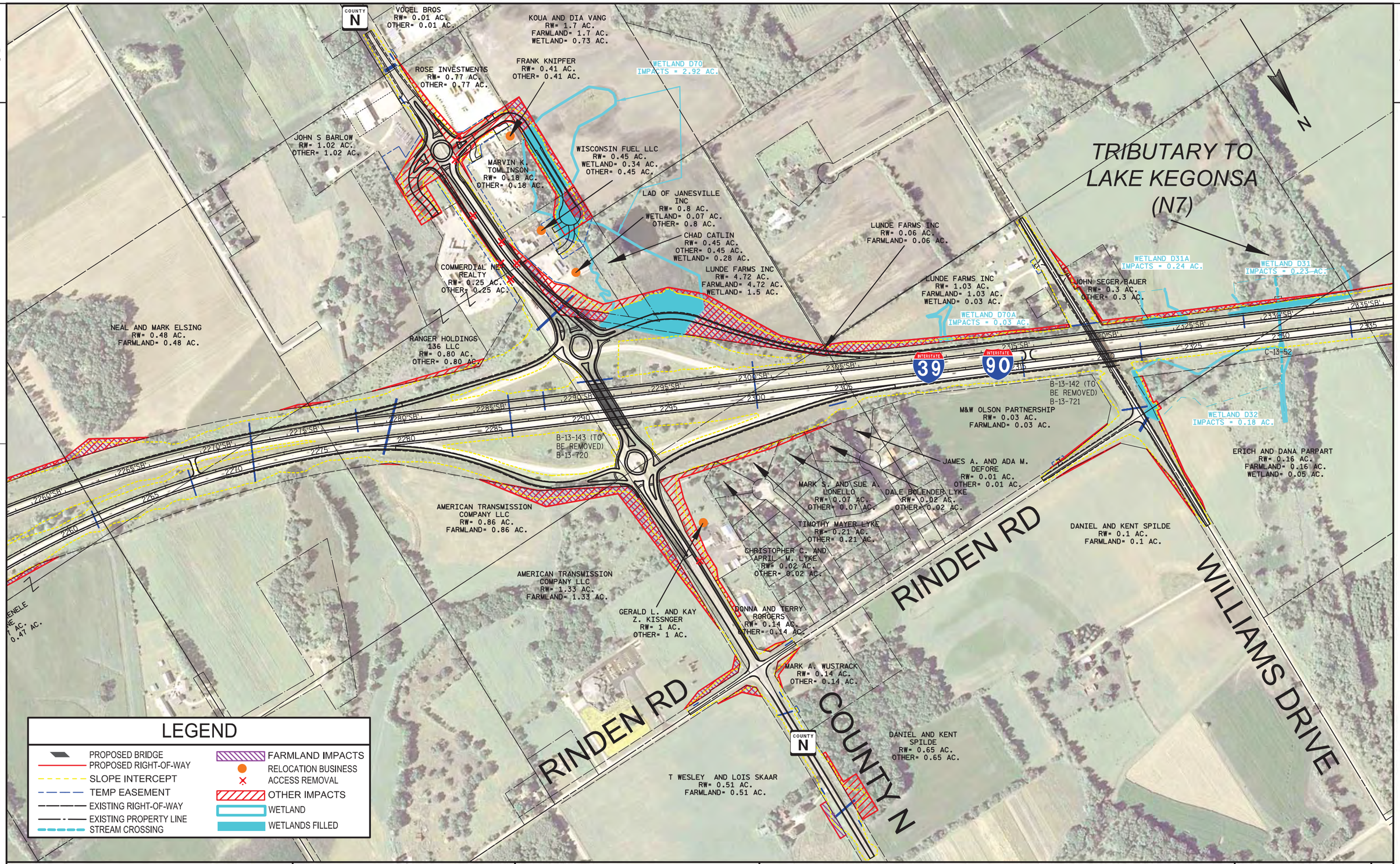
N

LEGEND

- PROPOSED RIGHT-OF-WAY
- SLOPE INTERCEPT
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- STREAM CROSSING
- WETLAND
- UNIQUE AREA, SECTION 4(F) OR 6(F) RESOURCE
- 100-YEAR FLOODPLAIN
- UPLAND HABITAT
- UPLAND HABITAT CONVERTED
- FARMLAND IMPACTS
- OTHER IMPACTS
- WETLANDS FILLED

PROJECT NO: 1001-10-02	HWY: I-39/90	COUNTY: DANE	ENVIRONMENTAL IMPACTS - NORTH SEGMENT	SHEET 10 OF 16	E

2



PROJECT NO: 1001-10-02	HWY: I-39/90	COUNTY: DANE	ENVIRONMENTAL IMPACTS - NORTH SEGMENT	SHEET 11 OF 16	E

FILE NAME : ...\Sheet 11.dgn PLOT DATE : 8/20/2014 2:20:29 PM PLOT BY : SEH INC PLOT NAME : PLOT SCALE : 1.0 IN = 500.0 FT

2

SOUTH BOUND SWEF #16

(SAFETY & WEIGHT ENFORCEMENT FACILITY)

DOOR CREEK RD

DOOR CREEK (N8)

COUNTY MN

SECTION 2

THELMA J VIEHDORFER
RW= 0.19 AC.
FARMLAND= 0.19 AC.

T WESLEY AND LOIS SKAAR
RW= 0.4 AC.
FARMLAND= 0.4 AC.

T WESLEY AND LOIS SKAAR
RW= 0.26 AC.
FARMLAND= 0.26 AC.

UPLAND HABITAT DF15
IMPACTS = 0.00 AC.

T WESLEY AND LOIS SKAAR
RW= 0.11 AC.
FARMLAND= 0.11 AC.

B-13-140 (TO BE REMOVED)
B-13-722

CARY C. BLANKENHEIM
RW= 0.36 AC.
WETLAND= 0.48 AC.
OTHER= 0.36 AC.

WETLAND D33
IMPACTS = 0.48 AC.

B-13-160 (TO BE REMOVED)
B-13-724

JAMES ELLIOT
RW= 0.02 AC.
OTHER= 0.02 AC.

PHANTOM RANCH
RW= 0.04 AC.
OTHER= 0.04 AC.

B-13-141 (TO BE REMOVED)
B-13-723

JOHN AND MELISSA LAVIN
RW= 0.11 AC.
FARMLAND= 0.11 AC.

WETLAND D30
IMPACTS = 0.03 AC.

B-13-161 (TO BE REMOVED)
B-13-725

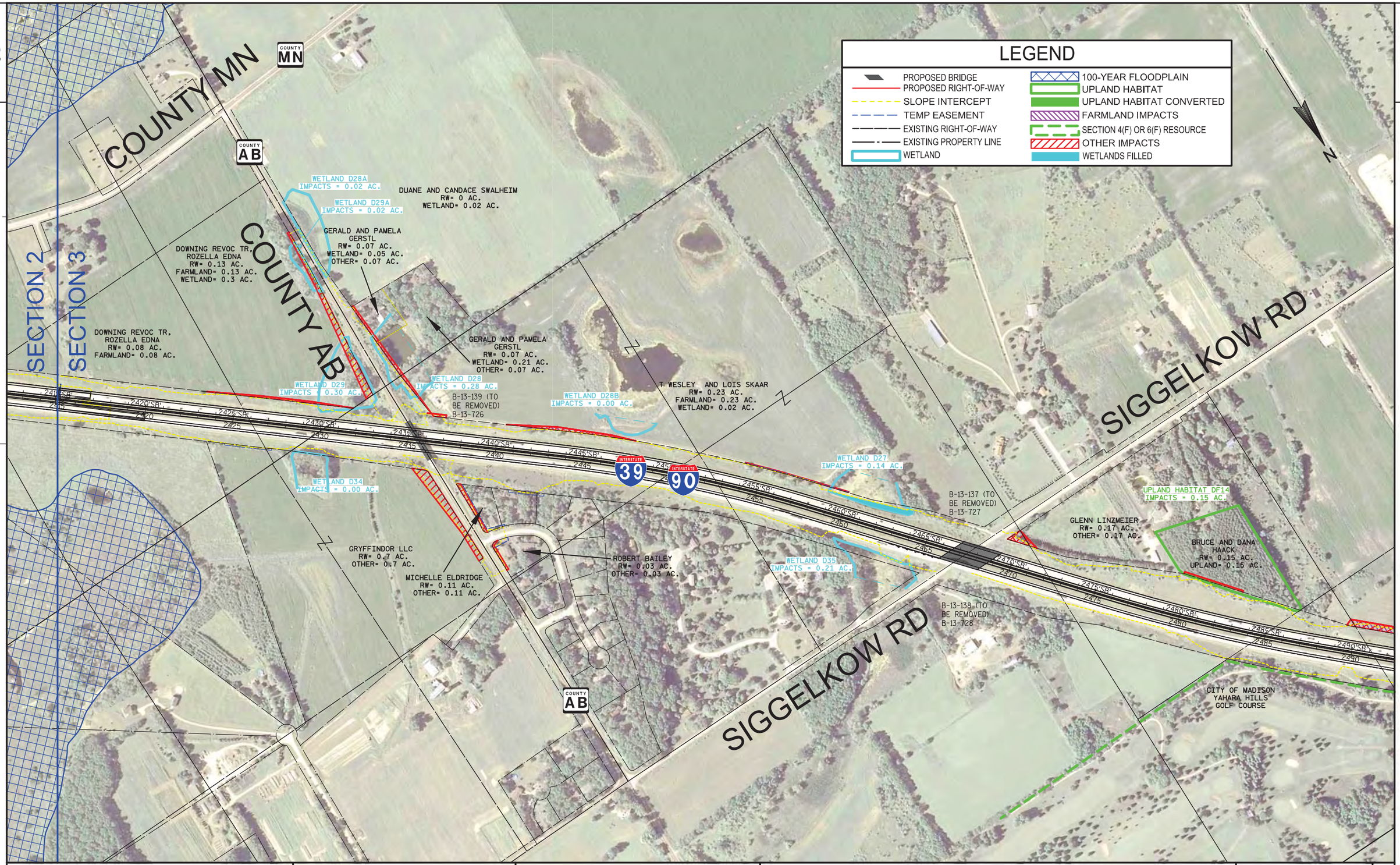
DOOR CREEK SCHOOL
(ELIGIBLE HISTORIC PROPERTY)

COUNTY MN

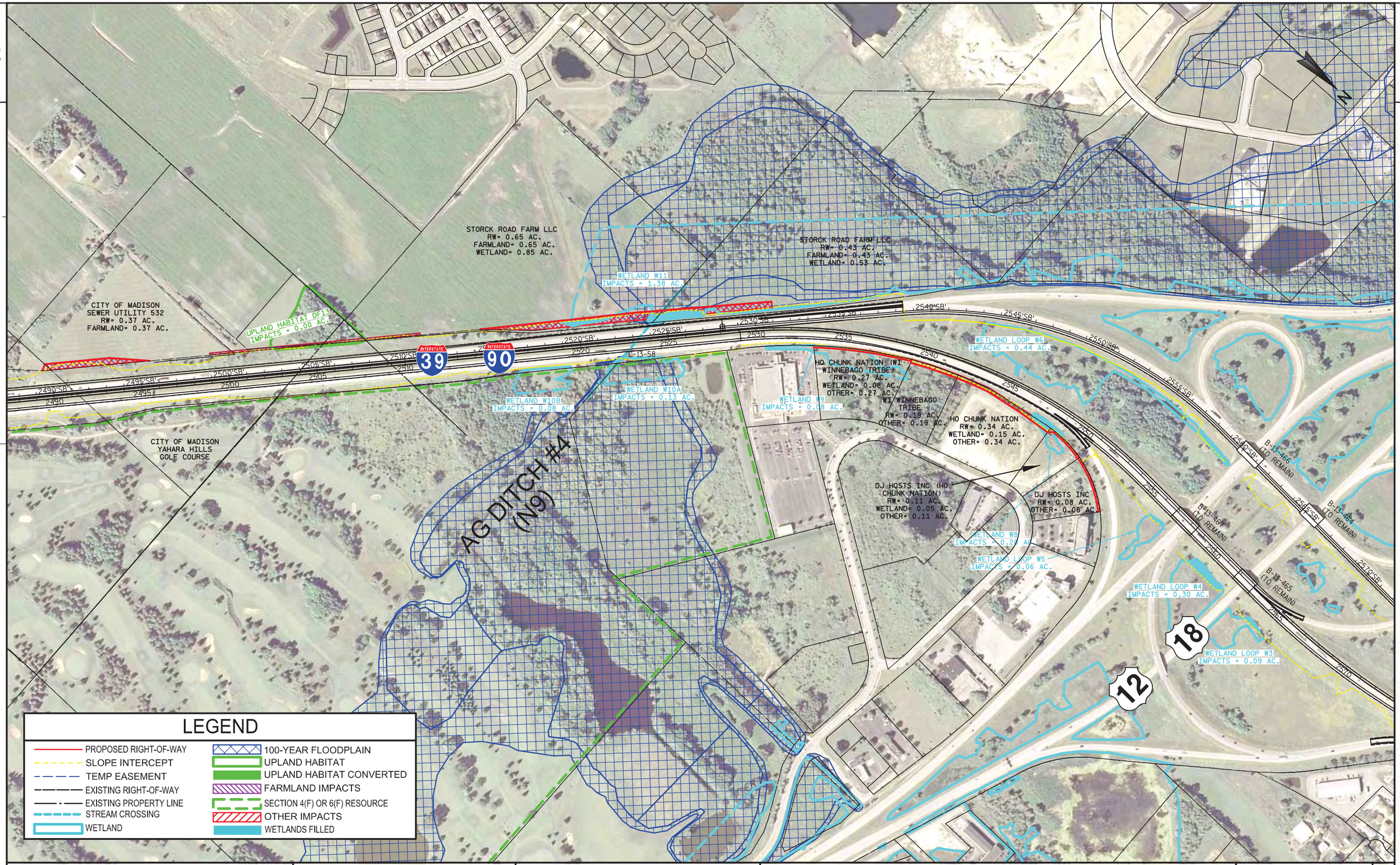
LEGEND

- PROPOSED BRIDGE
- PROPOSED RIGHT-OF-WAY
- SLOPE INTERCEPT
- STREAM CROSSING
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- WETLAND
- UNIQUE AREA, SECTION 4(F) OR 6(F) RESOURCE
- 100-YEAR FLOODPLAIN
- UPLAND HABITAT
- OTHER IMPACTS
- FARMLAND IMPACTS
- HISTORIC BOUNDARY
- WETLANDS FILLED

PROJECT NO: 1001-10-02	HWY: I-39/90	COUNTY: DANE	ENVIRONMENTAL IMPACTS - NORTH SEGMENT	SHEET 12 OF 16	E



PROJECT NO: 1001-10-02	HWY: I-39/90	COUNTY: DANE	ENVIRONMENTAL IMPACTS - NORTH SEGMENT	SHEET 13 OF 16	E



LEGEND

- PROPOSED RIGHT-OF-WAY
- SLOPE INTERCEPT
- TEMP EASEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- STREAM CROSSING
- WETLAND
- 100-YEAR FLOODPLAIN
- UPLAND HABITAT
- UPLAND HABITAT CONVERTED
- FARMLAND IMPACTS
- SECTION 4(F) OR 6(F) RESOURCE
- OTHER IMPACTS
- WETLANDS FILLED

PROJECT NO: 1001-10-02	HWY: I-39/90	COUNTY: DANE	ENVIRONMENTAL IMPACTS - NORTH SEGMENT	SHEET 14 OF 16	E

2

2

N

TRIBUTARY TO
PENNITO CREEK
(10)

FEMRITE DR

WSOR RR

WISDOT WORLD DAIRY
CENTER WETLAND
MITIGATION BANK SITE

12
18

INTERSTATE 39
INTERSTATE 90

B-13-466
(TO REMAIN)
B-13-464
(TO REMAIN)
B-13-462
(TO REMAIN)
B-13-463
(TO REMAIN)
B-13-467
(TO REMAIN)
B-13-465
(TO REMAIN)
B-13-44
B-13-458
(TO REMAIN)
B-13-459
(TO REMAIN)

2560'SB'
2565'SB'
2570'SB'
2575'SB'
2580'SB'
2585'SB'
2590'SB'
2595'SB'
2600'SB'
2610'SB'
2615'SB'
2620'SB'
2625'SB'
2630'SB'

2560
2565
2570
2575
2580
2585
2590
2595
2600
2610
2615
2620
2625
2630

WETLAND LOOP #4
IMPACTS = 0.30 AC.

WETLAND LOOP #3
IMPACTS = 0.09 AC.

WETLAND 3B
IMPACTS = 0.20 AC.

DATEX-OHMEDA INC.
RW= 0.60 AC.
OTHER= 0.60 AC.

DATEX-OHMEDA INC.
RW= 0.70 AC.
OTHER= 0.70 AC.

LEGEND

- PROPOSED RIGHT-OF-WAY
- SLOPE INTERCEPT
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- STREAM CROSSING
- WETLAND
- WETLANDS FILLED
- 100-YEAR FLOODPLAIN
- OTHER IMPACTS

PROJECT NO: 1001-10-02	HWY: I-39/90	COUNTY: DANE	ENVIRONMENTAL IMPACTS - NORTH SEGMENT	SHEET 15 OF 16	E

2



PROJECT NO: 1001-10-02	HWY: I-39/90	COUNTY: DANE	ENVIRONMENTAL IMPACTS - NORTH SEGMENT	SHEET 16 OF 16	E

Exhibit 5
Alternate Route Map

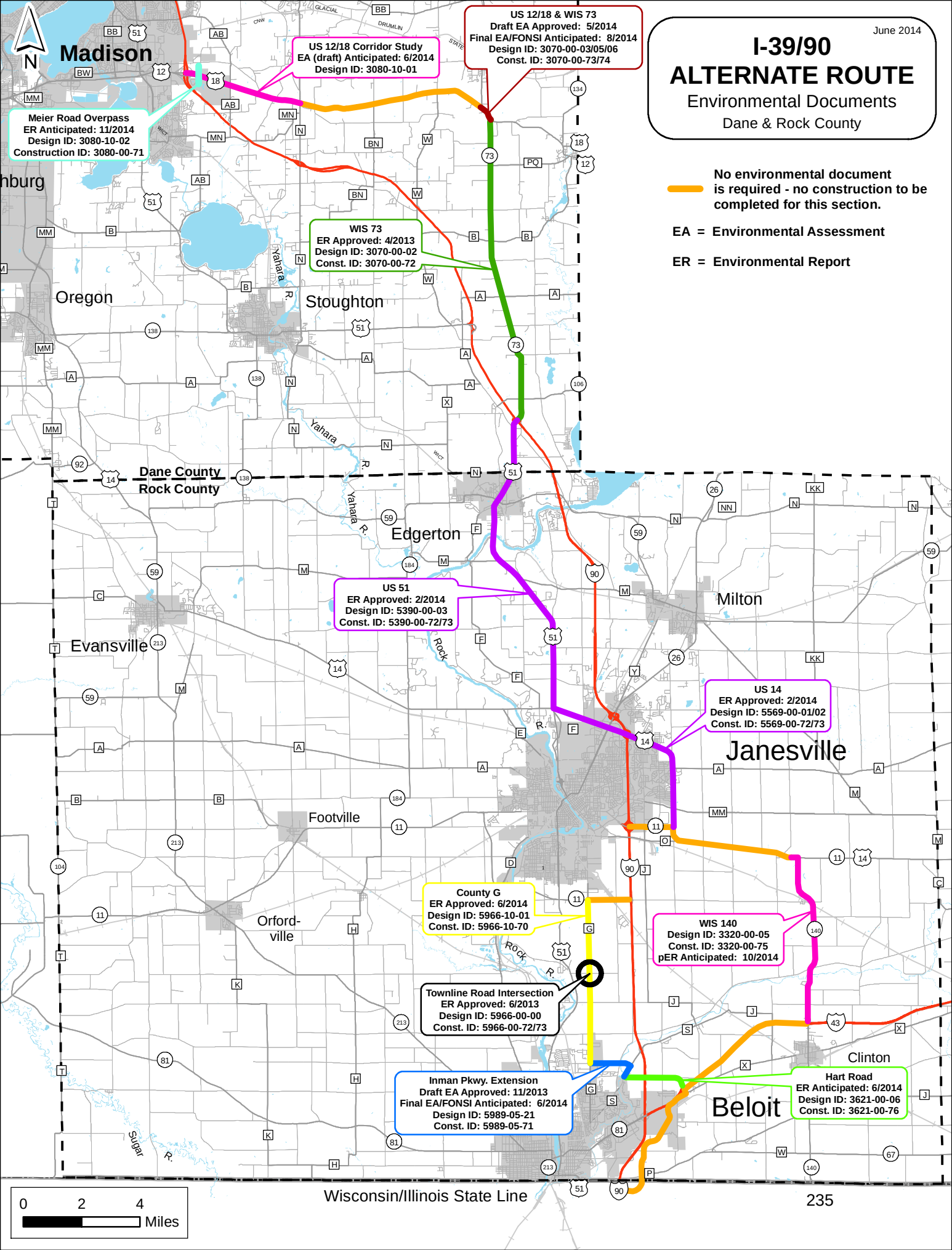

June 2014
I-39/90
ALTERNATE ROUTE
Environmental Documents
Dane & Rock County
No environmental document is required - no construction to be completed for this section.
EA = Environmental Assessment
ER = Environmental Report
US 12/18 & WIS 73
Draft EA Approved: 5/2014
Final EA/FONSI Anticipated: 8/2014
Design ID: 3070-00-03/05/06
Const. ID: 3070-00-73/74
US 12/18 Corridor Study
EA (draft) Anticipated: 6/2014
Design ID: 3080-10-01
Meier Road Overpass
ER Anticipated: 11/2014
Design ID: 3080-10-02
Construction ID: 3080-00-71
WIS 73
ER Approved: 4/2013
Design ID: 3070-00-02
Const. ID: 3070-00-72
US 51
ER Approved: 2/2014
Design ID: 5390-00-03
Const. ID: 5390-00-72/73
US 14
ER Approved: 2/2014
Design ID: 5569-00-01/02
Const. ID: 5569-00-72/73
County G
ER Approved: 6/2014
Design ID: 5966-10-01
Const. ID: 5966-10-70
WIS 140
Design ID: 3320-00-05
Const. ID: 3320-00-75
pER Anticipated: 10/2014
Townline Road Intersection
ER Approved: 6/2013
Design ID: 5966-00-00
Const. ID: 5966-00-72/73
Inman Pkwy. Extension
Draft EA Approved: 11/2013
Final EA/FONSI Anticipated: 6/2014
Design ID: 5989-05-21
Const. ID: 5989-05-71
Hart Road
ER Anticipated: 6/2014
Design ID: 3621-00-06
Const. ID: 3621-00-76
Madison
Oregon
Stoughton
Edgerton
Milton
Janesville
Beloit
Clinton
Evansville
Footville
Orford-ville
Dane County
Rock County
Yahara R.
Rock R.
Sugar R.
Wisconsin/Illinois State Line
235
0 2 4 Miles

Exhibit 6
Environmental Impact Tables

SOUTH SEGMENT ENVIRONMENTAL ISSUES/IMPACTS MATRIX

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

Environmental Issues/Impacts	Unit of Measure	Section 1[1] *I-43 Interchange*	Section 2 *Stateline Road to Creek Road*	Section 3 *Creek Road to WIS 11*	Section 4 *WIS 11 to Rock County O*	South Segment Total
Project Length	Miles	1.5	4.3	4.6	1.7	12.1
PRELIMINARY COST ESTIMATE (YOE = 2013)						
Construction	Million $	N/A	N/A	N/A	N/A	$202.1
Real Estate (ROW & Utilities)	Million $	N/A	N/A	N/A	N/A	$5.9
Design	Million $	N/A	N/A	N/A	N/A	$26.9
TOTAL	Million $	N/A	N/A	N/A	N/A	$234.9
LAND CONVERSIONS						
Wetland Area Converted to ROW	Acres	0	0	0.1	0	0.1
Upland Habitat Area Converted to ROW	Acres	0	5.0	0.8	6.5	12.3
Other Area Converted to ROW	Acres	0.1	35.8	47.3	12.1	95.3
Total Area Converted to ROW	Acres	0.1	40.8	48.2	18.6	107.6
REAL ESTATE						
Number of Farms Affected	Number	1	18	8	6	33
Total Area Required from Farm Operations	Acres	0.1	32.6	46.5	11.7	90.8
AIS Required	Yes/No	Yes	Yes	Yes	Yes	Yes[2]
Total Buildings Required	Number	0	0	0	0	0
Housing Units Required	Number	0	0	0	0	0
Commercial Units Required	Number	0	0	0	0	0
Other Buildings or Structures Required	Number & Type	0	0	0	0	0
ENVIRONMENTAL ISSUES/IMPACTS						
Environmental Justice Populations	Yes/No	No	No	No	No	No
Historic Properties	Number	0	0	0	0	0
Archaeological Sites	Number	0	0	0	0	0
Burial Site Protection (*157.70 auth. required)*	Yes/No	No	No	No	No	No
106 MOA Required	Yes/No	No	No	No	No	No
4(f) Evaluation Required	Yes/No	No	No	No	No	No
6(f) Land Conversion Required	Yes/No	No	No	No	No	No
Other Unique Areas Impacted	Yes/No	No	No	No	No	No
Flood Plain	Yes/No	Yes	Yes	No	No	Yes
Total Wetland Areas Filled	Acres	0	0	0.1	0	0.1
Total Upland Habitat Areas Filled	Acres	0	6.5	0.8	6.5	13.8
Stream Crossings	Number	2	3	1	0	6
TMDL Requirements	Yes/No	Yes	Yes	No	No	Yes
TRANS 401 Requirements	Yes/No	Yes	No	Yes	Yes	Yes
AOP Considerations	Yes/No	No	No	No	No	No
Endangered Species	Yes/No	No	No	No	No	No
Design Year Noise Sensitive Receptors						
No Impact	Number	44	19	11	0	74
Impacted	Number	0	11	5	0	16
Contaminated Sites[3]	Number	0	4	0	0	4

Notes:

1) The current design does not include full interchange improvements at the US 43 interchange. The impacts shown in this table are to carry three lanes in each direction through the interchange and improvements needed to match the existing ramp configurations.
2) The addendum to the AIS was prepared and published by DATCP on December 27, 2013.

CENTRAL SEGMENT ENVIRONMENTAL ISSUES/IMPACTS MATRIX

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

Environmental Issues/Impacts	Unit of Measure	Section 1 *Rock County O to US 14 Int. (North)*	Section 2 *US 14 Int. (North) to Kennedy Road*	Section 3 *Kennedy Road to Knutson Road*	Section 4 *Knutson Road to Rock/Dane Co. Line*	Central Segment Total
Project Length	Miles	2.8	2.5	6.0	2.1	13.4
PRELIMINARY COST ESTIMATE (YOE = 2013)						
Construction	Million $	N/A	N/A	N/A	N/A	$317.9
Real Estate (ROW & Utilities)	Million $	N/A	N/A	N/A	N/A	$17.0
Design	Million $	N/A	N/A	N/A	N/A	$22.5
TOTAL	Million $	N/A	N/A	N/A	N/A	$357.4
LAND CONVERSIONS						
Wetland Area Converted to ROW	Acres	0	0	0	0	0
Upland Habitat Area Converted to ROW	Acres	0	0	3.2	0	3.2
Other Area Converted to ROW	Acres	3.6	12.6	34.5	36.7	87.4
Total Area Converted to ROW	Acres	3.6	12.6	37.8	36.7	90.6
REAL ESTATE						
Number of Farms Affected	Number	0	2	9	16	27
Total Area Required from Farm Operations	Acres	0	5.2	34.5	29.0	68.7
AIS Required	Yes/No	No	Yes	Yes	Yes	Yes[1]
Total Buildings Required	Number	0	0	0	1	1
Housing Units Required	Number	0	0	0	1	1
Commerical Units Required	Number	0	0	0	0	0
Other Buildings or Structures Required	Number & Type	0	0	0	0	0
ENVIRONMENTAL ISSUES/IMPACTS						
Environmental Justice Populations	Yes/No	No	No	No	No	No
Historic Properties	Number	0	0	0	0	0
Archaeological Sites	Number	0	0	0	0	0
Burial Site Protection (*157.70 auth. required*)	Yes/No	No	No	Yes	Yes	Yes
106 MOA Required	Yes/No	No	No	No	No	No
4(f) Evaluation Required	Yes/No	Yes	Yes	No	No	Yes
6(f) Land Converstion Required	Yes/No	No	No	No	No	No
Other Unique Areas Impacted	Yes/No	Yes	No	No	No	Yes
Flood Plain	Yes/No	Yes	No	Yes	Yes	Yes
Total Wetland Areas Filled	Acres	0	0	0.3	0	0.3
Total Upland Habitat Areas Filled	Acres	0	0	6.5	0	6.5
Stream Crossings	Number	2	0	0	1	3
TMDL Requirements	Yes/No	Yes	Yes	No	No	Yes
TRANS 401 Requirements	Yes/No	No	Yes	Yes	Yes	Yes
AOP Considerations	Yes/No	No	No	No	No	No
Endangered Species	Yes/No	No	No	No	No	No
Design Year Noise Sensitive Receptors						
No Impact	Number	0	1	1	0	2
Impacted	Number	234	48	23	9	314
Contaminated Sites[2]	Number	0	0	0	0	0

Notes:

1) The addendum to the AIS was prepared and published by DATCP on December 27, 2013.
2) Only sites recommending to complete a Phase 2.5 hazardous materials investigation and/or special provisions are included in this table.

NORTH SEGMENT ENVIRONMENTAL ISSUES/IMPACTS MATRIX

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

Environmental Issues/Impacts	Unit of Measure	Section 1 *Rock/Dane Co. Line to E. Church Road*	Section 2 *E. Church Road to Dane County AB*	Section 3[1] *Beltline Interchange*	North Segment Total
Project Length	Miles	8.0	9.5	4.0	21.5
PRELIMINARY COST ESTIMATE (YOE = 2013)					
Construction	Million $	N/A	N/A	N/A	$280.4
Real Estate (ROW & Utilities)	Million $	N/A	N/A	N/A	$10.8
Design	Million $	N/A	N/A	N/A	$33.8
TOTAL	Million $	N/A	N/A	N/A	$325.0
LAND CONVERSIONS					
Wetland Area Converted to ROW	Acres	17.5	9.2	3.0	29.6
Upland Habitat Area Converted to ROW	Acres	4.6	1.2	0.2	6.0
Other Area Converted to ROW	Acres	57.5	40.4	4.2	102.0
Total Area Converted to ROW	Acres	75.5	50.1	5.9	131.5
REAL ESTATE					
Number of Farms Affected	Number	25	28	2	55
Agricultural Impacts (acres)	Acres	50.9	35.3	1.9	88.1
AIS Required	Yes/No	Yes	Yes	Yes	Yes[2]
Total Buildings Required	Number	4	4	1	9
Housing Units Required	Number	0	0	0	0
Commerical Units Required	Number	0	5[3]	0	5
Other Buildings or Structures Required	Number & Type	3 (Sheds)	2 (Sheds)	0	5 (Sheds)
ENVIRONMENTAL ISSUES/IMPACTS					
Environmental Justice Populations	Yes/No	No	No	No	No
Historic Properties	Number	0	1	0	1
Archaeological Sites	Number	0	0	0	0
Burial Site Protection (*157.70 auth. required*)	Yes/No	No	No	No	No
106 MOA Required	Yes/No	No	No	No	No
4(f) Evaluation Required	Yes/No	No	No	No	No
6(f) Land Conversion Required	Yes/No	No	No	No	No
Other Unique Area Impacted	Yes/No	Yes	Yes	No	Yes
Flood Plain	Yes/No	Yes	Yes	Yes	Yes
Total Wetland Areas Filled	Acres	15.4	9.0	3.8	28.2
Total Upland Habitat Areas Filled	Acres	5.0	4.4	0.8	10.1
Stream Crossings	Number	5	4	2	11
TMDL Requirements	Yes/No	No	No	Yes	Yes
TRANS 401 Requirements	Yes/No	Yes	Yes	Yes	Yes
AOP Considerations	Yes/No	No	Yes	Yes	Yes
Endangered Species	Yes/No	No	No	No	No
Design Year Noise Sensitive Receptors					
No Impact	Number	44	17	19	80
Impacted	Number	6	12	4	22
Contaminated Sites[4]	Number	0	1	3	4

Notes:

1) The current design does not include full interchange improvements at the US 12/18 (Beltline) interchange. The impacts shown in this table are to carry three lanes in each direction through the interchange and improvements needed to match the existing ramp configurations.
2) The addendum to the AIS was prepared and published by DATCP on December 27, 2013.
3) One commercial building houses two commercial units.
4) Only sites recommending to complete a Phase 2.5 hazardous materials investigation and/or special provisions are included in this table.

RIGHT-OF-WAY IMPACTS

All areas converted to ROW shown are based on conditions described in this EA Re-Evaluation at the time of preparation in November 2013. Additional agency or public involvement may change these impacts in the future.

	Section	Limits	Total Area Converted to Right-of-Way (acres)	
			EA/FONSI	Current Design
South Segment (Rock County)	1	*I-43 Interchange*	53.4	0.1
	2	*Stateline Road to Creek Road*	1.0	40.8
	3	*Creek Road to WIS 11*	1.1	48.2
	4	*WIS 11 to Rock County O*	0.0	18.6
		Subtotal	**55.5**	**107.6**
Central Segment (Rock County)	1	*Rock County O to US 14 Interchange (North)*	0.5	3.6
	2	*US 14 Interchange (North) to Kennedy Road*	12.4	12.6
	3	*Kennedy Road to Knutson Road*	28.2	37.8
	4	*Knutson Road to Rock/Dane County Line*	17.1	36.7
		Subtotal	**58.2**	**90.6**
North Segment (Dane County)	1	*Rock/Dane County Line to E. Church Road*	53.5	75.5
	2	*E. Church Road to Dane County AB*	54.7	50.1
	3	*Beltline Interchange*	7.0	5.9
		Subtotal	**115.1**	**131.5**
		I-39/90 Project Total	**228.8**	**329.7**

FARMLAND IMPACTS

All farmland impacts shown are based on conditions described in this EA Re-Evaluation at the time of preparation in November 2013. Additional agency or public involvement may change these impacts in the future.

	Section	Limits	Total Area Required from Farm Operations (acres)	
			EA/FONSI	Current Design
South Segment (Rock County)	1	*I-43 Interchange*	Unknown	0.1
	2	*Stateline Road to Creek Road*	Unknown	32.6
	3	*Creek Road to WIS 11*	Unknown	46.5
	4	*WIS 11 to Rock County O*	Unknown	11.7
		Subtotal	**< 54**	**90.8**
Central Segment (Rock County)	1	*Rock County O to US 14 Interchange (North)*	Unknown	0.0
	2	*US 14 Interchange (North) to Kennedy Road*	Unknown	5.2
	3	*Kennedy Road to Knutson Road*	Unknown	34.5
	4	*Knutson Road to Rock/Dane County Line*	Unknown	29.0
		Subtotal	**< 42**	**68.7**
North Segment (Dane County)	1	*Rock/Dane County Line to E. Church Road*	Unknown	50.9
	2	*E. Church Road to Dane County AB*	Unknown	35.3
	3	*Beltline Interchange*	Unknown	1.9
		Subtotal	**< 96**	**88.1**
		I-39/90 Project Total	**135**	**247.6**

UPLAND HABITAT IMPACTS

All upland habitat areas to be converted to ROW shown are based on conditions described in this EA Re-Evaluation at the time of preparation in November 2013. Additional agency or public involvement may change these impacts in the future.

	Section	Limits	Location	Upland Code No.	Native Community	Upland Area Converted to Right-of-Way (acres)	
						EA/FONSI	EA Re-Evaluation
South Segment (Rock County)	1	*I-43 Interchange*	191+00 (LT)	Habitat 8	Old Field	N/A	0.01
					Section 1 Total	0	0.01
	2	*Stateline Road to Creek Road*	149+00 (RT)	Habitat 2	Old Field	N/A	0[1]
			152+00 (RT)	Habitat 3	Southern Dry-Mesic Forest	N/A	0[1]
			145+00 (LT)	Habitat 4	Old Field	N/A	0.01
			160+00 (LT)	Habitat 5	Old Field	N/A	0.13
			191+00 (LT)	Habitat 8	Old Field	N/A	0.30
			369+00 (LT)	Habitat 16	Southern Dry-Mesic Forest	N/A	0.06[1]
			372+00 (LT)	Habitat 17	Southern Dry-Mesic Forest	N/A	0[1]
			350+00 (LT)	Habitat 40	Old Field	N/A	4.53
					Section 2 Total	0	5.03
	3	*Creek Road to WIS 11*	440+00 (RT)	Habitat 18	Old Field	N/A	0.18
			580+00 (LT)	Habitat 19	Pine Plantation	N/A	0.59[1]
					Section 3 Total	0	0.77
	4	*WIS 11 to Rock County O*	735+00 (RT)	Habitat 20	Southern Dry-Mesic Forest	N/A	0.08[1]
			735+00 (LT)	Habitat 21	Southern Dry-Mesic Forest	N/A	3.69
			735+00 (LT)	Habitat 22	Old Field	N/A	2.70
					Section 4 Total	0	6.47
					South Segment Total	**0**	**12.3**
Central Segment (Rock County)	1	*Rock County O to US 14 Interchange (North)*	738+00'NB - 743+00'NB' (RT)	RF-1	Dry Southern Hardwoods	0.04	0[2]
			767+00'NB' - 801+00'NB' (LT)	RF-2	Dry Southern Hardwoods	1.15	0
					Section 1 Total	1.19	0
	2	*US 14 Interchange (North) to Kennedy Road*	N/A	N/A	N/A	N/A	N/A
					Section 2 Total	0	0
	3	*Kennedy Road to Knutson Road*	1036+00'NB' - 1056+00'NB' (LT)	RF-9	Dry Southern Hardwoods	4.72	1.37
			1040+00'NB' - 1099+00'NB' (RT)	RF-3	Dry-Mesic Southern Hardwoods	3.42	0.04
			1049+00'NB' - 1060+00'NB'	RF-4	Dry Southern Hardwoods	4.02	0[1]
			1092+00'NB' - 1097+00'NB' (LT)	RF-8	Dry Southern Hardwoods	0.20	0.05
			1172+00'NB' - 1182+00'NB' (RT)	RF-5	Dry Southern Hardwoods	0.53	0.99
			1167+00'NB' - 1178+00'NB' (LT)	RF-6	Dry Southern Hardwoods	1.45	0.76
					Section 3 Total	14.33	3.21
	4	*Knutson Road to Rock/Dane County Line*	N/A	N/A	N/A	N/A	N/A
					Section 4 Total	0	0
					Central Segment Total	**15.5**	**3.2**
North Segment (Dane County)	1	*Rock/Dane County Line to E. Church Road*	1670+00 - 1693+00 (RT)	DF-1	Dry Southern Hardwoods	0.23	2.10
			1689+00 - 1693+00 (RT)	DF-2	Dry Southern Hardwoods	0	0
			1825+00'SB' - 1854+00'SB' (LT)	DF-8	Dry-Mesic Southern Hardwoods	2.04	1.67[1]
			1873+00 - 1888+00 (RT)	DF-10	Dry Southern Hardwoods	0	0.13
			1922+00 - 1930+00 (RT)	DF-11	Dry Southern Hardwoods	0.97	0.71[1]
					Section 1 Total	3.24	4.61
	2	*E. Church Road to Dane County AB*	2246+00'SB' - 2258+00'SB' (LT)	DF-4	Dry Southern Hardwoods	0.11	0.30
			2227+00 - 2253+00 (RT)	DF-5	Dry Southern Hardwoods	2.89	0[1]
			2142+00'SB' - 2153+00'SB' (LT)	DF-6	Dry Southern Hardwoods	0	0.93[1]
			2209+00 - 2228+00 (RT)	DF-12	Dry Southern Hardwoods	0.86	0[1]
			2346+00'SB' - 2359+00'SB' (LT)	DF-15	Dry Southern Hardwoods	0	0[1]
					Section 2 Total	3.87	1.23
	3	*Beltline Interchange*	2502+00'SB' - 2508+00'SB' (LT)	DF-13	Dry-Mesic Southern Hardwoods	0	0[1]
			2477+00'SB' - 2487+00'SB' (LT)	DF-14	Red Pine Plantation	0.24	0.15
					Section 3 Total	0.24	0.15
					North Segment Total	**7.4**	**6.0**
					I-39/90 Project Total	**22.9**	**21.5**

Notes:

1) Additional impacts to upland habitat area occur within existing right-of-way.

2) Parcel has been recently developed.

WETLAND IMPACTS

All wetland areas to be filled shown are based on conditions described in this EA Re-Evaluation at the time of preparation in Novemeber 2013. Additional agency or public involvement may change these impacts in the future.

	Section	Limits	Wetland Code No.		Location	Wetland Type	Wetland Functional Value		Wetland Area Converted to Right-of-Way (acres)		EA Re-Evaluation Wetland Area Filled (acres)
			EA/FONSI	2012/13/14 Wetland Delineation			EA/FONSI	2012/13/14 Wetland Delineation	EA/FONSI	EA Re-Evaluation	
South Segment (Rock County)	1	*I-43 Interchange*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
								Section 1 Subtotal	0	0	0
	2	*Stateline Road to Creek Road*	R-1	*See Note 1*	135+00 (RT)	SM	Low - Medium	*See Note 1*	0	0	0
			N/A	**R-1A**	**138+00 (RT)**	**M**	**N/A**	**Low**	**N/A**	**0**	**0**
			R-2	*See Note 2*	165+00 (LT)	M	Low - Medium	*See Note 2*	0.07	0	0
			N/A	**R-2A**	**Colley Road**	**M, RPF**	**N/A**	**Medium**	**N/A**	**0**	**0**
			R-3/4	*See Note 3*	326+75 (LT/RT)	WS	Low	*See Note 3*	0.04	0	0
			R-5/6	**R-5/6**	**370+00 (RT)**	**RPF**	**Low - High**	**Medium**	**0.22**	**0**	**0.01**
								Section 2 Subtotal	0.3	0	0
	3	*Creek Road to WIS 22*	R-7/8	See Note 3	580+00 (LT/RT)	WS/M	Low	See Note 3	0.25	0	0
			R-20	**R-20**	**566+00 (LT)**	**M**	**Low**	**Low**	**0**	**0.06**	**0.10**
								Section 3 Subtotal	0.3	0.1	0.1
	4	*WIS 11 to Rock County O*	R-17/18	*See Note 3*	734+00 (LT/RT)	RPF	Low - Medium	*See Note 3*	0.71	0	0
								Section 4 Subtotal	0.7	0	0
								South Segment Total	**1.3**	**0.1**	**0.1**
Central Segment (Rock County)	1	*Rock County O to US 14 Interchange (North)*	R-9/10	*See Note 3*	800+00 (LT/RT)	RPF	Low - High	*See Note 3*	0.24	0	0
			R-11/12	*See Note 3*	869+00 (LT/RT)	RPF/M	Low - Medium	*See Note 3*	0.01	0	0
								Section 1 Subtotal	0.3	0	0
	2	*US 14 Interchange (North) to Kennedy Road*	R-16	*See Note 3*	970+00 (LT)	M	Low - Medium	*See Note 3*	0	0	0
								Section 2 Subtotal	0	0	0
	3	*Kennedy Road to Knutson Road*	**R-13**	**R-13**	**1156+00 (RT)**	**M**	**Low - Medium**	**Low**	**0.14**	**0**	**0**
			R-14	**R-14**	**1316+00 (RT)**	**M**	**Low - Medium**	**Low**	**0.20**	**0**	**0.06**
			R-15	*See Note 3*	1186+00 (LT)	M	Low	*See Note 3*	0.06	0	0
			R-21	*See Note 3*	1080+00 (LT)	M	Low	*See Note 3*	0	0	0
			N/A	**R-26**	**1021+50 (RT)**	**M**	**N/A**	**Low**	**N/A**	**0**	**0.03**
			N/A	**R-27**	**1201+50 (RT)**	**M**	**N/A**	**Low**	**N/A**	**0**	**0.25**
								Section 3 Subtotal	0.4	0	0.3
	4	*Knutson Road to Rock County Line*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
								Section 4 Subtotal	0	0	0
								Central Segment Total	**0.7**	**0**	**0.3**
North Segment (Dane County)	1	*Dane County Line to E. Church Road*	**D-1**	**D-1**	**1565+00 (RT)**	**M, WS**	**Low - Medium**	**Medium**	**0**	**1.08**	**0.24**
			N/A	**D-1A**	**1556+00 (LT)**	**SM(D)**	**N/A**	**Low**	**N/A**	**0**	**0.35**
			D-2	**D-2**	**1554+00 (LT)**	**WS(D), M**	**Low - Medium**	**Low**	**0**	**0**	**0.01**
			D-3	**D-71**	**1567+00 (LT)**	**M**	**Low**	**Low**	**0.11**	**0**	**0.03**
			N/A	**D-72**	**1588+50 (RT)**	**M(D)**	**N/A**	**Low**	**N/A**	**0**	**0**
			N/A	**D-10D**	**1604+00 (RT)**	**WS(D)**	**N/A**	**Low**	**N/A**	**0.75**	**0.05**
			N/A	**D-10B**	**1607+00 (LT)**	**M(D)**	**N/A**	**Low**	**N/A**	**1.90**	**0.24**
			N/A	**D-10C**	**1612+00 (LT)**	**SM**	**N/A**	**Low - Medium**	**N/A**	**1.28**	**0.78**
			N/A	**D-10E**	**1613+00(LT)**	**M(D)**	**N/A**	**Low**	**N/A**	**0.22**	**0.21**
			D-4	**D-5A**	**1663+00 (RT)**	**M/WS/SS**	**Low - High**	**Low - Medium**	**0**	**1.05**	**0.78**
			N/A	**D-76**	**1664+00 (LT)**	**M(D)**	**N/A**	**Low**	**N/A**	**0**	**0.67**
			N/A	**D-75**	**1655+00 (RT)**	**M(D)**	**N/A**	**Low**	**N/A**	**0.01**	**0.07**
			N/A	**D-75A**	**1654+50 (RT)**	**M(D)**	**N/A**	**Low**	**N/A**	**0.05**	**0**
			N/A	**D-73**	**1715+00 (LT)**	**M(D)**	**N/A**	**Low**	**N/A**	**0**	**0.33**
			D-5	**D-5**	**1680+00 (LT/RT)**	**M(D)/AB(D)**	**Low - High**	**Low**	**0**	**1.03**	**0.90**
			D-6/10	**D-6**	**1714+50 (RT)**	**M(D)**	**Low - High**	**Low - Medium**	**0.49**	**0.22**	**0.04**
			See Note 4	**D-10**	**1720+00 (LT)**	**M**	**N/A**	**Medium**	**N/A**	**0.07**	**0.02**
			N/A	**D-74**	**1748+00 (LT)**	**M(D)**	**N/A**	**Low**	**N/A**	**0**	**0.27**
			D-7/8	**D-7**	**1765+00 (LT)**	**M**	**Low - High**	**Low - Medium**	**0.35**	**3.24**	**3.53**
			See Note 4	**D-8**	**1762+00 (RT)**	**SM/M**	**N/A**	**Medium - High**	**N/A**	**1.32**	**1.28**
			N/A	**D-8A**	**1731+00 (RT)**	**M/SS**	**N/A**	**Medium**	**N/A**	**0.02**	**0**
			D-9	**D-9**	**1838+50 (RT)**	**M/WS**	**Low - High**	**Medium**	**0.30**	**0**	**0.01**
			D-11	**D-10A**	**1671+00 (LT)**	**M**	**Low - High**	**Medium**	**0.10**	**1.09**	**1.02**
			D-13	*See Note 3*	*See Note 3*	M	Low	*See Note 3*	0.75	0	0
			D-17	**D-17**	**1895+00 (LT)**	**M**	**Low - Medium**	**Medium**	**0.07**	**2.29**	**0.70**
			D-18	**D-18**	**1904+00 (LT)**	**M(D)**	**Low**	**Low**	**0.94**	**0**	**2.50**
			N/A	**D-18A**	**1887+00 (RT)**	**M(D)**	**N/A**	**Low**	**N/A**	**0**	**0.01**
			D-19	**D-19**	**1850+00 (RT)**	**M**	**Low**	**Medium**	**0.19**	**1.90**	**0.48**
			D-20	**D-20**	**1805+00 (RT)**	**SM**	**Low - High**	**Medium - High**	**0**	**0**	**0.88**
			D-21	**D-21**	**1903+00 (RT)**	**M(D)**	**Low - Medium**	**Low - Medium**	**0.14**	**0**	**0.04**
								Section 1 Subtotal	3.4	17.5	15.4
	2	*E. Church Road to Dane County AB*	**D-12**	**D-12**	**2222+00 (LT)**	**M/SM/SS**	**Medium - High**	**Medium**	**0.29**	**1.47**	**1.08**
			N/A	**D-12A**	**2209+00 (LT)**	**M(D)/SM(D)**	**N/A**	**Low**	**N/A**	**0**	**0.88**
			D-14	**D-14**	**2128+00 (LT)**	**RPE/M/WS**	**Low - Medium**	**Low - Medium**	**0.87**	**0.05**	**0.49**
			D-15/23	**D-15**	**2111+00 (LT)**	**M(D)**	**Low**	**Low**	**0.07**	**0.02**	**0.02**
			N/A	**D-15A**	**2115+00 (LT)**	**M(D)**	**N/A**	**Low**	**N/A**	**0.11**	**0.22**
			D-16	*See Note 3*	2033+00 (LT)	WS	Low	*See Note 3*	0.62	0	0
			D-22	*See Note 3*	2094+00 (RT)	M	Low	*See Note 3*	0.13	0	0

	Section	Limits	Wetland Code No.		Location	Wetland Type	Wetland Functional Value		Wetland Area Converted to Right-of-Way (acres)		EA Re-Evaluation Wetland Area Filled (acres)
			EA/FONSI	2012/13/14 Wetland Delineation			EA/FONSI	2012/13/14 Wetland Delineation	EA/FONSI	EA Re-Evaluation	
North Segment (Dane County)	2	*E. Church Road to Dane County AB*	***See Note 4***	**D-23**	**2115+00 (RT)**	**M(D)**	**N/A**	**Low**	**N/A**	**0.32**	**0.04**
			D-24	**D-24**	**2126+00 (RT)**	**SM/M/AB**	**Low**	**Low**	**0.85**	**2.16**	**1.29**
			D-25	**D-25**	**2167+00 (RT)**	**M(D)**	**Low**	**Low - Medium**	**0.12**	**0.30**	**0.33**
			N/A	**D-70**	**2291+00 (LT)**	**M(D)/WS(D)**	**N/A**	**Low**	**N/A**	**3.76**	**2.92**
			N/A	**D-70A**	**2311+00 (LT)**	**M(D)**	**N/A**	**Low**	**N/A**	**0.02**	**0.03**
			D-30	**D-30**	**2400+00 (RT)**	**M(D)**	**Low - Medium**	**Low - Medium**	**0.42**	**0.02**	**0.03**
			D-31/32	**D-31**	**2330+00 (LT)**	**M/SS/WS**	**Low - Medium**	**Low - Medium**	**0**	**0.20**	**0.23**
			N/A	**D-31A**	**2323+00 (LT)**	**M(D)**	**N/A**	**Low - Medium**	**N/A**	**0.12**	**0.24**
			See Note 4	**D-32**	**2326+00 (RT)**	**M/SS**	**N/A**	**Low - Medium**	**N/A**	**0.19**	**0.18**
			D-33	**D-33**	**2398+00 (LT)**	**M(D)/RPE(D)**	**Medium**	**Low**	**0.37**	**0.16**	**0.48**
			D-56	**D-56**	**1942+00 (LT)**	**M(D)**	**Low**	**Low**	**0.14**	**0**	**0**
			N/A	**D-56A**	**1945+00 (RT)**	**M(D)/WS(D)**	**N/A**	**Low**	**N/A**	**0**	**0.22**
			N/A	**D-56C**	**1991+00 (LT)**	**M(D)/WS(D)**	**N/A**	**Low**	**N/A**	**0.07**	**0.09**
			D-57	**D-57**	**2056+00 (LT)**	**M(D)/WS(D)**	**Low**	**Low**	**0**	**0.19**	**0.15**
			N/A	**D-58**	**2081+00 (RT)**	**M(D)/WS(D)**	**N/A**	**Low - Medium**	**N/A**	**0**	**0.03**
								Section 2 Subtotal	3.9	9.2	9.0
	3	*US 12/18 Interchange (Beltline Interchange)*	**N/A**	**D-28A**	**2428+00 (LT)**	**M/SM**	**N/A**	**Low - Medium**	**N/A**	**0**	**0.02**
			N/A	**D-29A**	**2428+50 (LT)**	**M(D)/WS(D)**	**N/A**	**Low**	**N/A**	**0**	**0.02**
			D-26	*See Note 3*	2525+00 (LT)	M/SS/WS	Medium - High	*See Note 3*	0.11	0	0
			D-29	**D-29**	**2431+50 (LT)**	**M(D)**	**Low - Medium**	**Low**	**0.53**	**0**	**0.30**
			D-28	**D-28**	**2434+00 (LT)**	**AB(D)/SS(D)/ M(D)/WS(D)**	**Low - Medium**	**Low - Medium**	**0.20**	**0**	**0.28**
			N/A	**D-28B**	**2445+00 (LT)**	**M(D)/SM(D)**	**N/A**	**Low - Medium**	**N/A**	**0**	**0**
			D-34	**D-34**	**2429+50 (RT)**	**WS(D)**	**Low**	**Low**	**0.16**	**0**	**0**
			D-27	**D-27**	**2461+00 (LT)**	**M(D)/SM(D)**	**Low - Medium**	**Low**	**0.97**	**0**	**0.14**
			D-35	**D-35**	**2463+00 (RT)**	**SM/WS**	**Low**	**Low**	**0.28**	**0**	**0.21**
			D-36	*See Note 3*	US 12/18 Inter.	M/SS/WS	Low - Medium	*See Note 3*	0.33	0	0
			D-(37-39)	*See Note 3*	US 12/18 Inter.	M	Low	*See Note 3*	0	0	0
			D-40	*See Note 3*	US 12/18 Inter.	M	Low	*See Note 3*	0.11	0	0
			D-41	*See Note 3*	US 12/18 Inter.	M	Low	*See Note 3*	0.50	0	0
			D-(42-45)	*See Note 3*	US 12/18 Inter.	M	Low	*See Note 3*	0.00	0	0
			D-46	*See Note 3*	US 12/18 Inter.	M	Low	*See Note 3*	0.04	0	0
			D-47	*See Note 3*	US 12/18 Inter.	M	Low	*See Note 3*	0.00	0	0
			D-48	*See Note 3*	US 12/18 Inter.	M	Low	*See Note 3*	0.25	0	0
			D-49	*See Note 3*	US 12/18 Inter.	M	Low	*See Note 3*	0.88	0	0
			D-50/51	*See Note 3*	US 12/18 Inter.	M	Low	*See Note 3*	0	0	0
			D-52	*See Note 3*	US 12/18 Inter.	M	Low	*See Note 3*	0.19	0	0
			D-53	*See Note 3*	US 12/18 Inter.	M	Low	*See Note 3*	0.03	0	0
			D-54	*See Note 3*	US 12/18 Inter.	M	Low	*See Note 3*	0.00	0	0
			D-58	*See Note 3*	US 12/18 Inter.	M	Low	*See Note 3*	0.16	0	0
			D-59	*See Note 3*	US 12/18 Inter.	M	Low	*See Note 3*	0.15	0	0
			See Note 5	**W-10B**	**2518+00 (RT)**	**WS/M/SS**	**N/A**	**Low - Medium**	**N/A**	**0.08**	**0.08**
			See Note 5	**W-10A**	**2523+00 (RT)**	**WS/M/SS**	**N/A**	**Low - Medium**	**N/A**	**0.13**	**0.13**
			See Note 5	**W-11**	**2525+00 (LT)**	**M/WS/SS**	**N/A**	**Low - Medium**	**N/A**	**1.38**	**1.38**
			See Note 5	**W-9**	**2535+00 (RT)**	**WS/M/SS**	**N/A**	**Low - Medium**	**N/A**	**0.08**	**0.08**
			See Note 5	**W-8**	**2548+00 (RT)**	**SS/M/SM/SS**	**N/A**	**Low - Medium**	**N/A**	**0.20**	**0.09**
			See Note 5	**W-3B**	**2599+00 (RT)**	**M/SM/SS**	**N/A**	**Low - Medium**	**N/A**	**0.20**	**0.20**
			See Note 5	**Loop W-6**	**2550+00 (LT)**	**M/WS/SS/SM**	**N/A**	**Low - Medium**	**N/A**	**0.44**	**0.44**
			See Note 5	**Loop W-5**	**2556+00 (RT)**	**M/SM**	**N/A**	**Low**	**N/A**	**0.06**	**0.06**
			See Note 5	**Loop W-4**	**2560+00 (RT)**	**M/SM/WS/SS**	**N/A**	**Low - Medium**	**N/A**	**0.30**	**0.30**
			See Note 5	**Loop W-3**	**2565+00 (RT)**	**M/SM**	**N/A**	**Low - Medium**	**N/A**	**0.09**	**0.09**
								Section 3 Subtotal	4.9	3.0	3.8
								North Segment Total	**12.2**	**29.6**	**28.2**
								I-39/90 Project Total	**14.1**	**29.7**	**28.7**

Notes:

1) Wetland is no longer classified as a wetland. It is an active stormwater detention pond.
2) Wetland is no longer classified as a wetland. It has been lined with rip rap and is classified as a waterway.
3) Wetland is no longer classified as a wetland.
4) Wetland has been separated from an EA/FONSI identified wetland.
5) The EA/FONSI did not include wetland code numbers. See wetland delineation report dated October 2013 for additional information.
6) Wetlands noted in bold are wetlands included in the current design impact calculations as noted by the 2012 Wetland Delineation.

STREAM CROSSINGS

All information shown is based on conditions described in this EA Re-Evaluation at the time of preparation in November 2013.

	Section	Limits	Stream No.	Stream Name	Existing Structure No.	County	Location	Approx. Watershed Size (sq. miles)	Substrate Type	Approx. Water Depth (ft.)	Included in EA/FONSI?	Section 10 Water?
South Segment (Rock County)	1	*I-43 Interchange*	S3	Spring Brook	B-53-48 and B-53-51	Rock	204+00	20 – 40	Silt	2	Yes	No
			S4	Agricultural Ditch	3-36" CPCM	Rock	270+00	Unknown	Silt	N/A	No	No
	2	*Stateline Road - Creek Road*	S1	Tributary to Spring Brook[1]	1-48" CPCM	Rock	168+00	Unknown	Rip Rap	0	No	No
			S2	Tributary to Spring Brook[1]	1-54" CPCM	Rock	189+00	Unknown	Rip Rap	0	No	No
			S5	Turtle Creek	B-53-42 and B-53-43	Rock	370+00	100 –200	Silt	5	Yes	No
	3	*Creek Road - WIS 11*	S6	Tributary to Rock River[1]	B-53-56	Rock	565+00	7.9	Silt	0	No	No
	4	*WIS 11 - Rock County O*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No
Central Segment (Rock County)	1	*Rock County O to US 14 Int. (North)*	C1	Spring Brook[2]	B-53-63 and B-53-64	Rock	799+50	20 – 40	Silt	2	Yes	No
			C2	Tributary to Spring Brook[1]	Box Culvert	Rock	869+25	<5	Silt	1	Yes	No
	2	*US 14 Int. (North) to Kennedy Road*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	3	*Kennedy Road to Knutson Road*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	4	*Knutson Road to Rock/Dane Co. Line*	C3	Rock River	B-53-88 and B-53-89	Rock	1381+50	>1000	Silt, cobbles	15	Yes	Yes
North Segment (Dane County)	1	*Rock/Dane Co. Line to E. Church Road*	N1	Tributary to Saunders Creek[2]	B-13-208 and B-13-209	Dane	1680+00	5 – 10	Silt	2	Yes	No
			N2	Tributary to Saunders Creek[2]	Box Culvert	Dane	1714+50	10 – 20	Silt	3	Yes	No
			N3	Agricultural Ditch #1	Culvert	Dane	1754+00	N/A	N/A	N/A	Yes	No
			N4	Agricultural Ditch #2	Culvert	Dane	1905+00	N/A	N/A	N/A	Yes	No
	2	*E. Church Road to Dane County AB*	N5	Tributary to Mud Creek	C-13-55	Dane	2124+00	5 – 10	Silt	Unknown	No	No
			N6	Tributary to Yahara River	C-13-53	Dane	2189+50	5 – 10	Silt	1	Yes	No
			N7	Tributary to Lake Kegonsa	C-13-52	Dane	2330+00	5 – 10	Silt	8	No	No
			N8	Door Creek	B-13-160 and B-13-161	Dane	2400+00	10 – 20	Silt	3	Yes	No
	3	*Beltline Interchange*	N9	Agricultural Ditch #4	C-13-58	Dane	2523+00	N/A	N/A	N/A	Yes	No
			N10	Tributary to Pennito Creek	C-13-44	Dane	2611+60	Unknown	Unknown	Unknown	No	No

Notes:

1) Intermittent stream.
2) Channelized stream.
3) Stream is parallel to right-of-way.

Exhibit 7
Traffic Forecast Maps

TRAFFIC FORECAST REPORT

PROJECT ID(S): 1003-10-01, 1005-10-01
ROUTE(S): I-39, I-43

DISTRICT/COUNTY(IES): SW / Rock
LOCATION: IL-WI State Line to Rock Co - Dane Co Line
COMPLETED: 1-17-12. Revised by KT 4-4-12

Traffic Forecasting Section; Bureau of State Highway Programs; Division of Transportation Investment Management

Developed by: Kim Tran
E-Mail ID: kim.tran@dot.wi.gov
Phone: 608-264-7265
FAX #: 608-267-1856

Design Values (%'s)

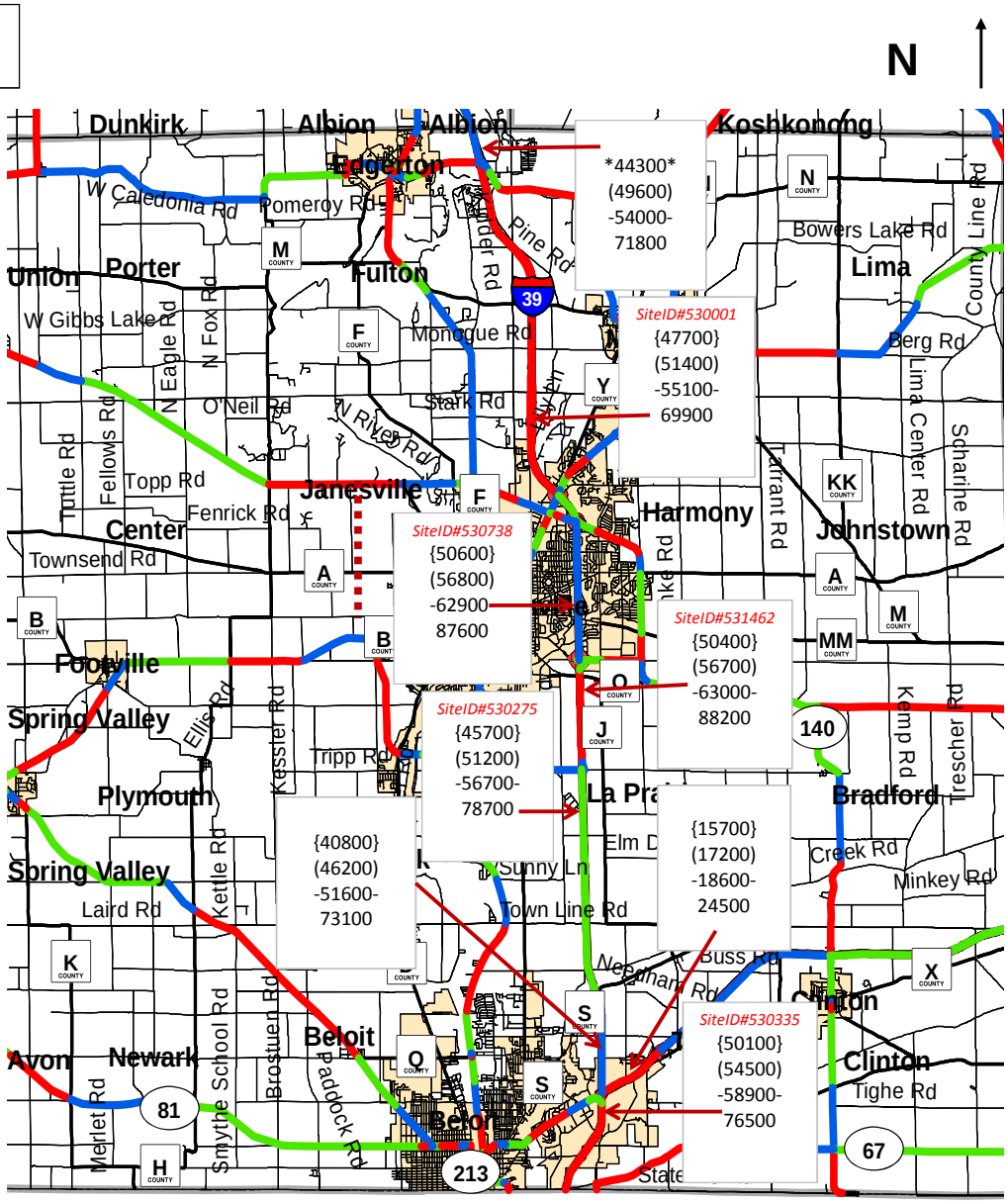
ROUTE(S):	Site ID# 530001	Site ID# 531462	Site ID# 530275
Design Volume(s):	69900	88200	78700
K250	8.8	8.7	8.0
K100	9.9	9.8	9.0
K30	10.6	10.4	9.6
T(DHV)	18.6	24.2	22.5
D (Dsgn hr)	58/42	58/42	58/42
K8(ADT)	--	--	--
T(A8HV)	--	--	--

Truck Class %'s

Truck Class	530001	531462	530275
2D	3.6	4.6	4.3
3AX	0.7	0.9	0.8
2S1+2S2	2.6	3.3	3.1
3-S2	21.0	27.2	25.2
DBL-BTM	1.2	1.8	1.7
TOTAL	29.1%	37.8%	35.1%

Specify Last Count & Forecast Years:

000	2009	COUNT
{000}	2010	COUNT
(000)	2015	AADT
-000-	2020	AADT
000	2040	AADT



Notes on the Forecast:

1. Truck classification percentages for IH-39 were taken from 2008 Wisconsin Vehicle Classification Data, Site ID # 530001, I-39-90 - 3.7 MI S OF STH 59 - NEWVILLE, which is estimated at 29.1 %.

2. Truck percentages of SiteID#530738 and 530335 are from the length based classification data in 2010.

3. The historical traffic count trends will continue increasing at a decreasing rate. BoxCox regression is used to project past count data.

4. IH-39 is a factor group III highway indicating little fluctuation in traffic throughout the year. It is considered a rural interstate highway for count purposes along this segment of highway.

5. In this project, the Rock County Travel Demand Model was consulted and used as a comparison tool to check against the Traffic Analysis Forecasting Information System output. Adjustments were made as needed.

6. The forecasts assume that **the STH 11 / USH 14 west bypass is constructed** (Please see on the map with the red dashes between STH 11 and USH 14).

7. Site ID#530001: Between Madison and Janesville Rural; Site ID#531462 : Janesville Rural; Site ID# 530275: Janesville to Beloit Rural.

TRAFFIC FORECAST REPORT

PROJECT ID(S): 1007-10-01
ROUTE(S): IH 39-90

Region/COUNTY(IES): SW / Dane
LOCATION: Madison to Edgerton
COMPLETED: 3/9/12 Revised by MDS 3/22/12

Traffic Forecasting Section; Wisconsin DOT

Developed by: Mike Sillence
Phone: (608) 266-3322
FAX #: (608) 267-1856
E-Mail

Design Values (%'s)

ROUTE(S):	Urban	Rural	
Design Volume(s):	122600	71800	--
K250	8.6	8.8	--
K100	9.1	9.9	--
K30	9.7	10.6	--
T(DHV)	14.3	10.5	--
D (Dsgn hr)	58/42	60/40	--
K8(ADT)	--	--	--
T(A8HV)	--	--	--

Truck Class %'s

Truck Class	Seg. 1	Seg 2.	Seg. 3
2D	2.7	3.6	--
3AX	0.6	0.7	--
2S1+2S2	1.1	2.6	--
3-S2	13.9	21.0	--
DBL-BTM	0.7	1.2	--
TOTAL	19.0%	29.1%	--

Specify Last Count & Forecast Years:

000 2010 Count
{000} 2009 Count
(000) 2015 AADT
-000- 2025 AADT
000 2040 AADT

Notes on the Forecast:

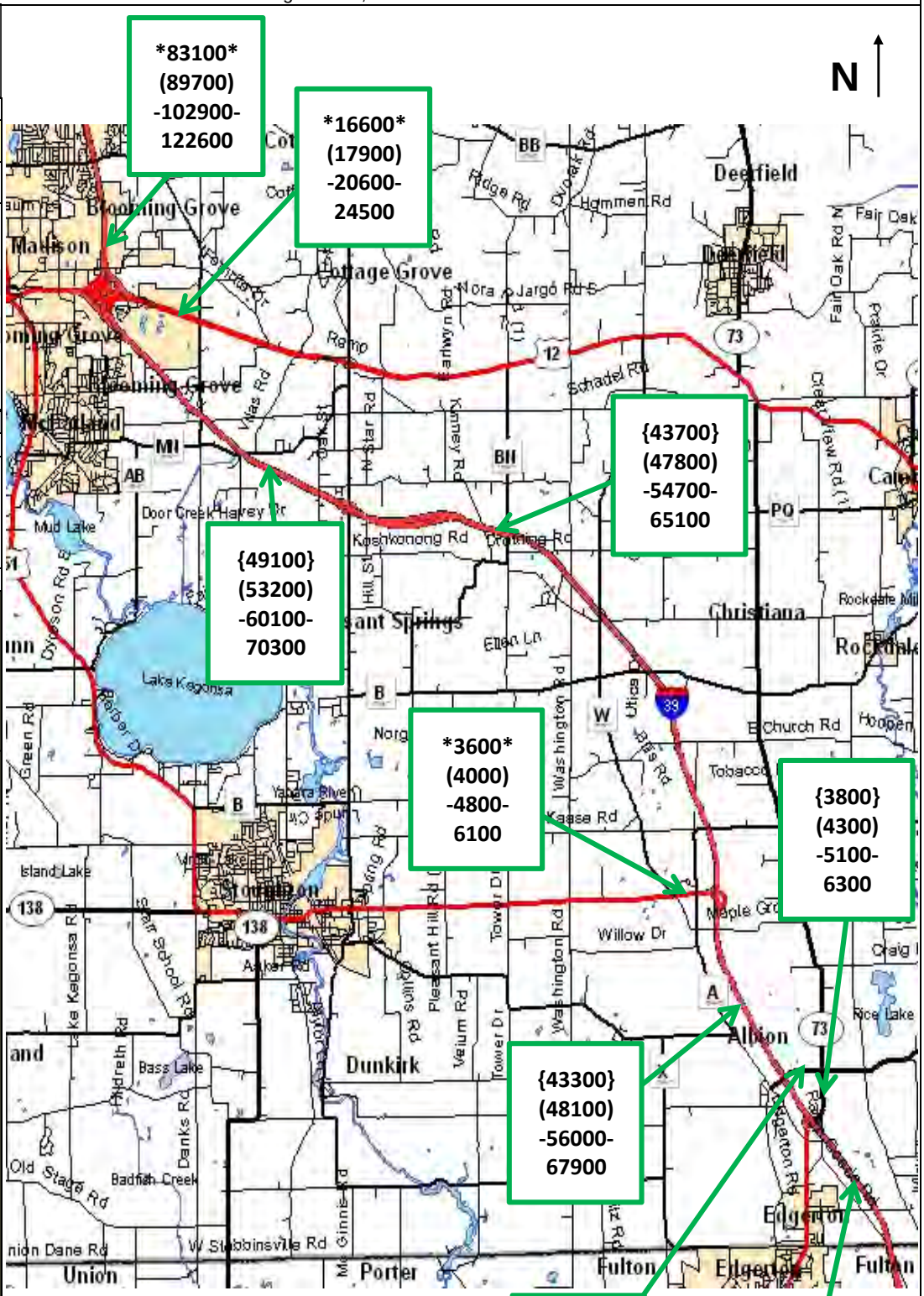
1. This projection assumes that no major new traffic generators will be added to the development already included in the model.

2. Truck classification percentages were taken from 2008 Wisconsin Vehicle Classification Data (Site #s 130004 and 530001).

3. IH 39-90 is a factor group III (rural-interstate) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a rural interstate (1) for count purposes.

4. Truck percents and K factors were calculated above for both urban and rural segments.

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



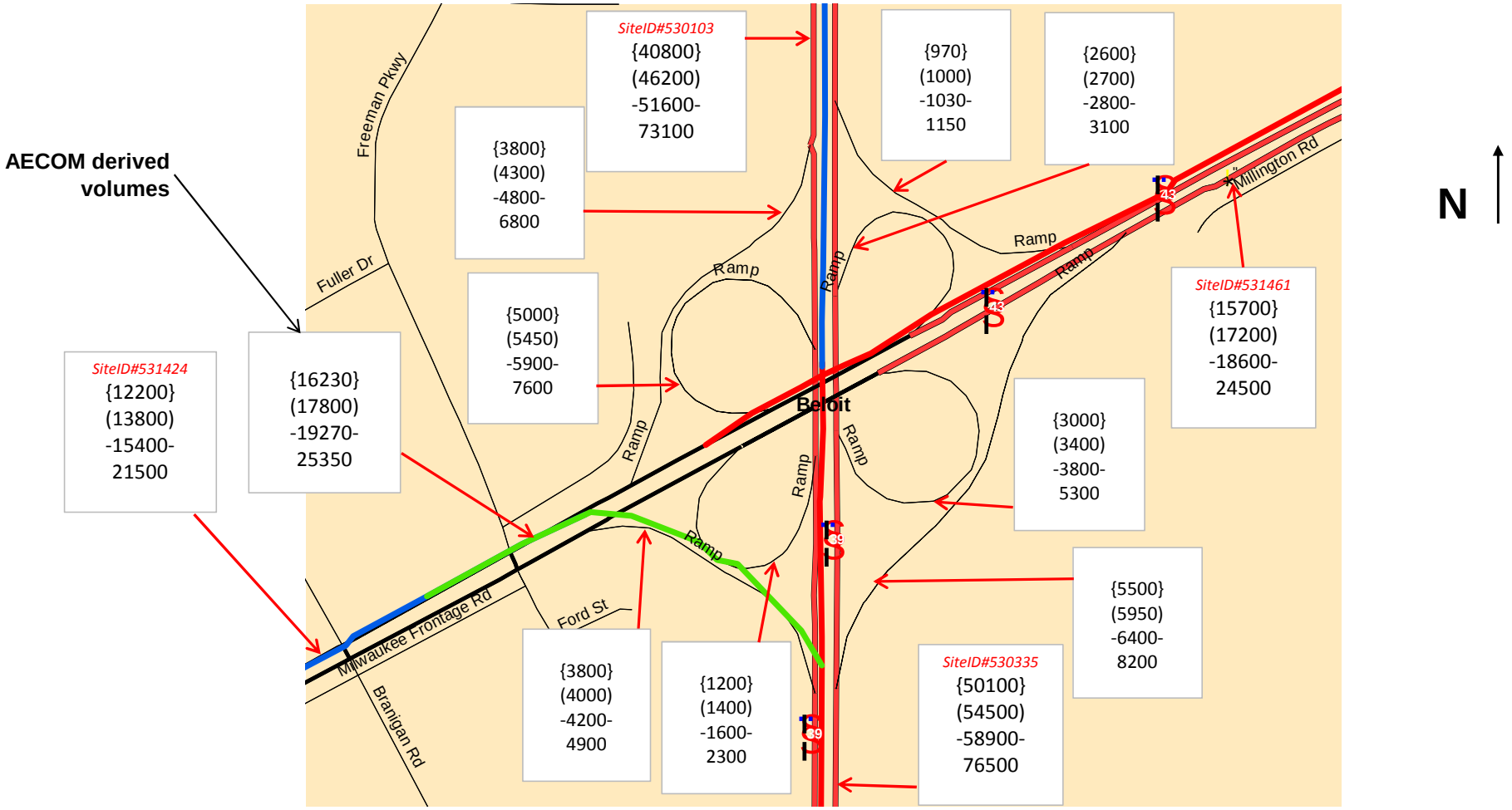
TRAFFIC FORECAST REPORT

PROJECT ID(S): 1003-10-01, 1005-10-01
ROUTE(S): I-39, I-43

REGION/COUNTY(IES): SW/Rock
LOCATION: IL-WI State Line to Rock Co-Dane Co Line
COMPLETED: 1-17-12, Revised by VSH 04-26-12

Developed by: Kim Tran, Revised by Vicki Haskell
Phone: (608) 264-7265 (Kim Tran); (608) 266-2571 (Vicki Haskell)
FAX #: (608) 267-0294
E-Mail ID:kim.tran@dot.wi.gov, vicki.haskell@dot.wi.gov

Traffic Forecasting Section; Bureau of State Highway Programs; Division of Transportation Investment Management



Design Values (%)			
Routes →	Site ID# 530275		
Design Volume(s):	78700	--	--
K250	8.0	--	--
K100	9.0	--	--
K30	9.6	--	--
T(DHV)	22.5	--	--
D(Dsgn. Hr.)	58/42	--	--
K8(ADT)	--	--	--
T(A8HV)	--	--	--

Last Count/Forecast Years:
{000} 2010 AADT
(000) 2015 AADT
-000- 2020 AADT
000 2040 AADT

Truck Class %'s			
Class	**530275**	**Seg. 2**	**Seg. 3**
2D	4.3	--	--
3AX	0.8	--	--
2S1+2S2	3.1	--	--
3-S2	25.2	--	--
DBL-BTM	1.7	--	--
TOTAL	35.1%	--	--

NOTES ON THE FORECAST:

1. Total Truck percentages and K-Factor data for IH-39 were taken from a 2010 count for Site ID#530275, the closest ATR data available. Truck Percent is estimated at 35.1%.

2. The truck classification splits for IH-39 were taken from the 2008 Wisconsin Vehicle Classification Data, Site ID # 530001, IH-39-90 - 3.7 MI S of STH 59 - NEWVILLE .

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

MORE NOTES ON THE FORECAST:

4. IH-39 is a factor group III highway indicating little fluctuation in traffic throughout the year. It is considered primarily a rural interstate highway for count purposes along this segment of highway.

5. The forecasts assume that **the STH 11 / USH 14 west bypass is constructed .**

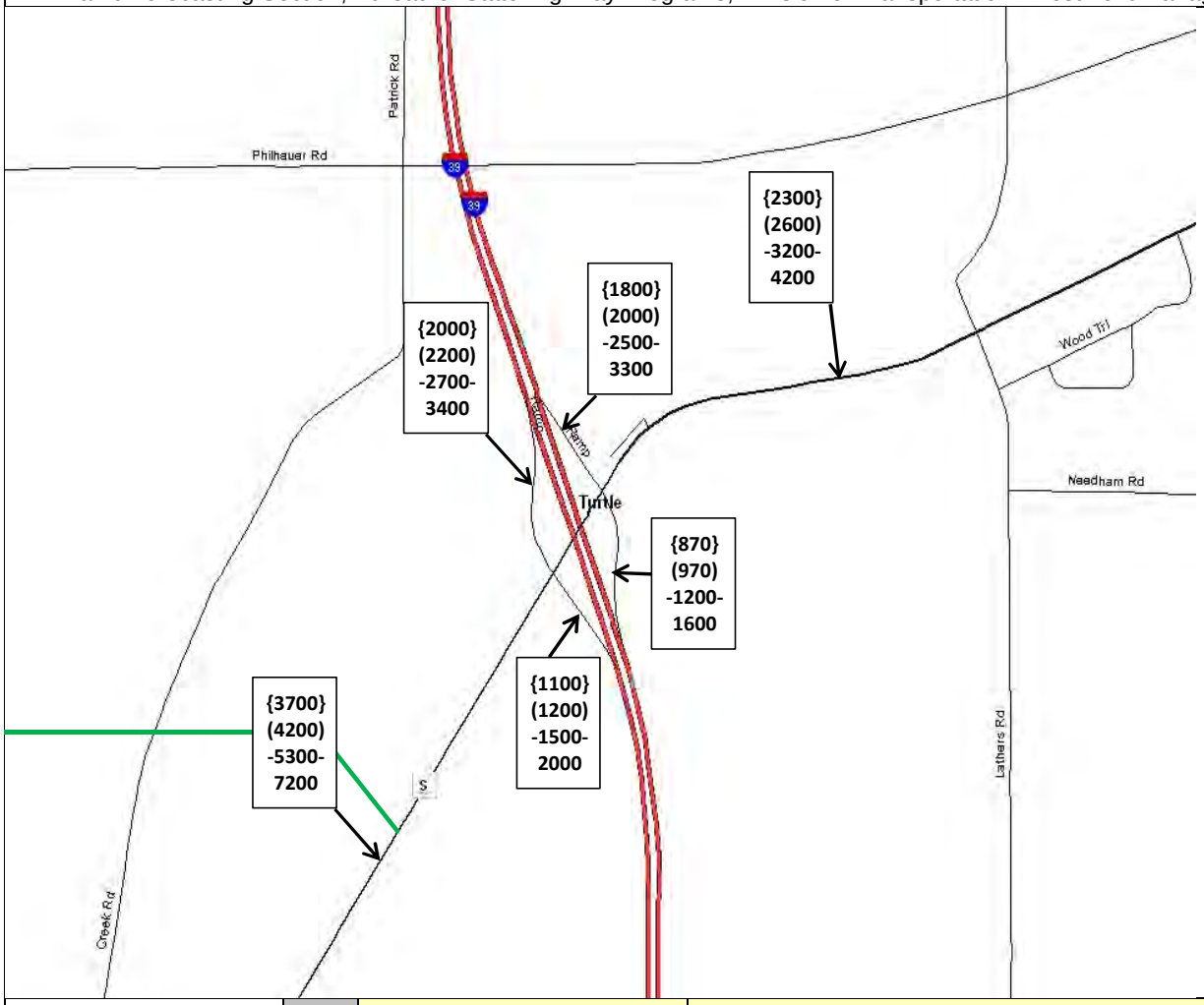
TRAFFIC FORECAST REPORT

PROJECT ID(S): 1003-10-01
ROUTE(S): CTH S

Region/COUNTY(IES): SW / Rock
LOCATION: @ I-39/90
COMPLETED: March 22, 2012; REVISED May 14, 2012

Traffic Forecasting Section; Bureau of State Highway Programs; Division of Transportation Investment Management

Developed by: Chris Chritton
Phone : (608) 266-0194
FAX #: (608) 267-0294
E-Mail ID:chris.chritton@dot.wi.gov



Design Values (%)			
Routes →	CTH S		
Design Volume(s):	11000	--	--
K250	9.4	--	--
K100	10.4	--	--
K30	11.5	--	--
T(DHV)	5.5	--	--
D(Dsgn. Hr.)	62/38	--	--
K8(ADT)	--	--	--
T(A8HV)	--	--	--

Last Count/Forecast Years:

{000} 2010 AADT
(000) 2014 AADT
-000- 2024 AADT
000 2040 AADT

Truck Class %'s			
Class	Seg. 1	Seg. 2	Seg. 3
2D	2.1	--	--
3AX	1.3	--	--
2S1+2S2	1.1	--	--
3-S2	2.2	--	--
DBL-BTM	0.1	--	--
TOTAL	6.9%	--	--

NOTES ON THE FORECAST:

1. This projection assumes that no major new traffic generators will be developed in the area served by the roadway or intersection over the course of the planning period.

2. The historical traffic count trends will continue increasing at a decreasing rate. BoxCox regression is used to project past count data.

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

MORE NOTES ON THE FORECAST:

4. CTH S is a factor group IV (rural-other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a rural minor arterial (6) for count purposes.

5. The Rock County Travel Demand Model was consulted and used as a comparison tool to check against the Traffic Analysis Forecasting Information System output. Adjustments were made as needed.

6. This forecast assumes completion of the Inman Parkway Extension (a committed project -- shown in green on the forecast report).

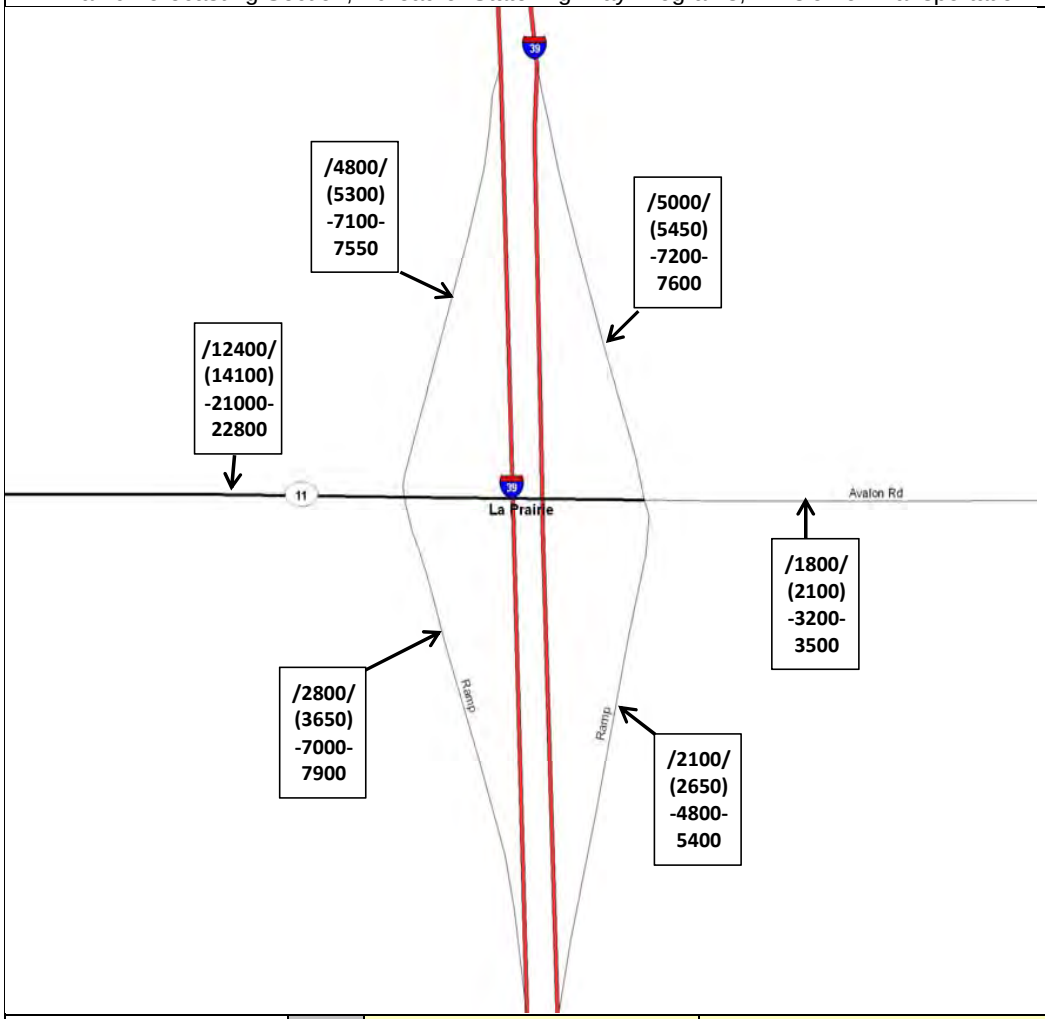
TRAFFIC FORECAST REPORT

PROJECT ID(S): 1003-10-01
ROUTE(S): STH 11

Region/COUNTY(IES): SW / Rock
LOCATION: @ I-39/90 Ramps
COMPLETED: May 28, 2012

Traffic Forecasting Section; Bureau of State Highway Programs; Division of Transportation Investment Management

Developed by: Chris Chritton
Phone : (608) 266-0194
FAX #: (608) 267-0294
E-Mail ID:chris.chritton@dot.wi.gov



Design Values (%)			
Routes →	STH 11		
Design Volume(s):	22800	--	--
K250	9.2	--	--
K100	10.2	--	--
K30	11.1	--	--
T(DHV)	8.4	--	--
D(Dsgn. Hr.)	62/38	--	--
K8(ADT)	--	--	--
T(A8HV)	--	--	--

Last Count/Forecast Years:

{000} 2010 AADT
(000) 2014 AADT
-000- 2024 AADT
000 2040 AADT

Truck Class %'s			
Class	Seg. 1	Seg. 2	Seg. 3
2D	2.9	--	--
3AX	1.7	--	--
2S1+2S2	1.9	--	--
3-S2	3.8	--	--
DBL-BTM	0.2	--	--
TOTAL	#####	--	--

NOTES ON THE FORECAST:

1. This projection assumes that no major new traffic generators will be developed in the area served by the roadway or intersection over the course of the planning period.

2. The historical traffic count trends will continue increasing at a decreasing rate. BoxCox regression is used to project past count data.

3. 2010 truck classifications (bins) were determined by proportionally adjusting the overall 2010 truck percentage on site 536124 (as reported by WisDOT) for each bin based on the overall and classified truck percentages reported by WisDOT in 2007 for the same site.

MORE NOTES ON THE FORECAST:

4. STH 11 is a factor group IV (rural-other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a rural principal arterial (2) for count purposes.

5. The Rock County Travel Demand Model was consulted and used as a comparison tool to check against the Traffic Analysis Forecasting Information System output. Adjustments were made as needed.

6. I-39 is assumed to be a 6-lane (3 lanes / direction) facility.

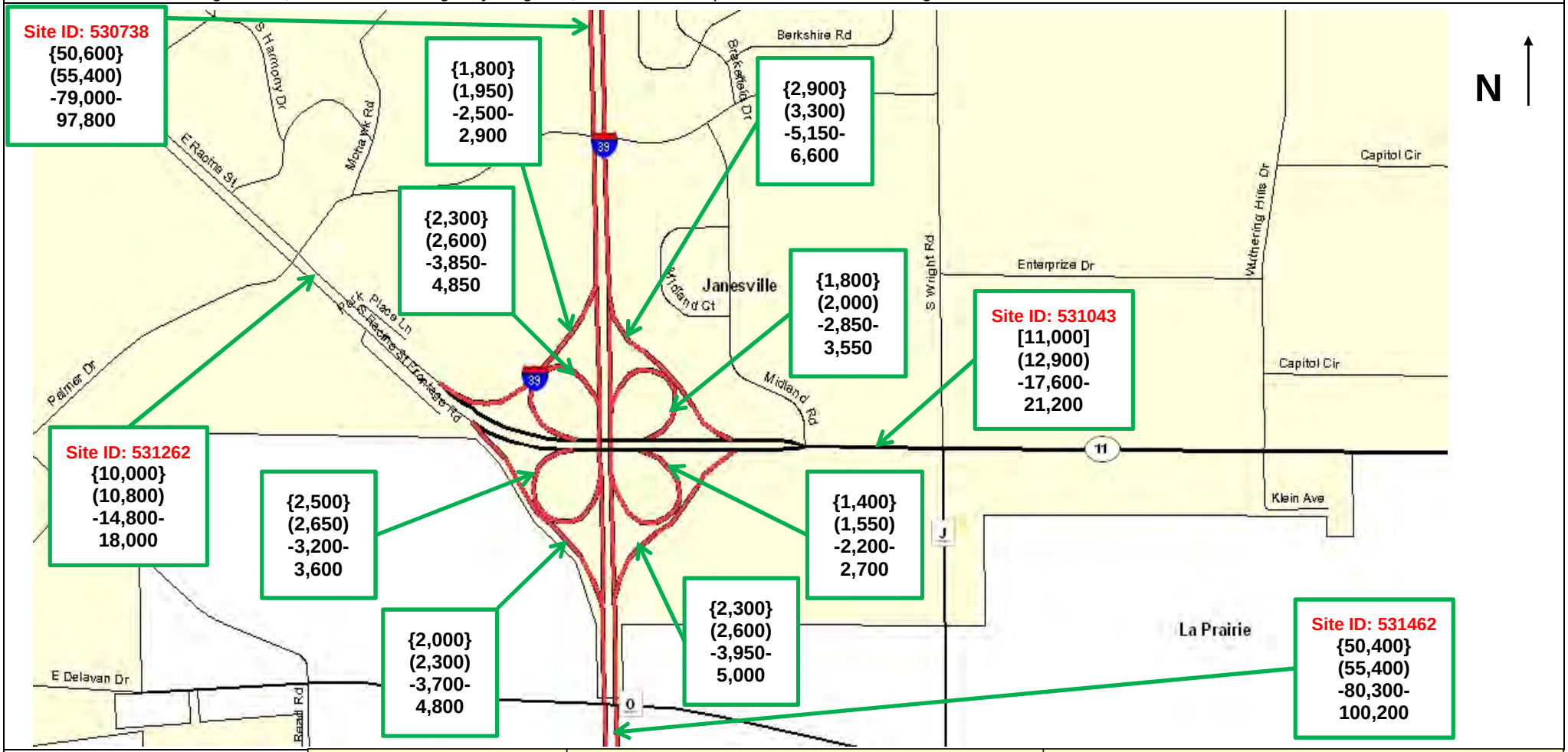
TRAFFIC FORECAST REPORT

PROJECT ID(S): 1001-03-04
ROUTE(S): IH-39/STH-11 (Without West Bypass)

REGION/COUNTY(IES): SW/Rock
LOCATION: IH-39 @ Racine St/STH -11
COMPLETED: June 7, 2012

Developed by: Vicki S. Haskell
Phone: (608) 266-2571
FAX #: (608) 267-0294
E-Mail ID:vicki.haskell@dot.wi.gov

Traffic Forecasting Section; Bureau of State Highway Programs; Division of Transportation Investment Management



Design Values (%)

Routes	IH-39		
Design Volume(s):	Site ID: 531462		
	100,200	--	--
K250	8.7	--	--
K100	9.8	--	--
K30	10.4	--	--
T(DHV)	24.2	--	--
D(Dsgn. Hr.)	58/42	--	--
K8(ADT)	--	--	--
T(A8HV)	--	--	--

Last Count/Forecast Years:
[000] 2007 AADT
{000} 2010 AADT
(000) 2013 AADT
-000- 2028 AADT
000 2040 AADT

Truck Class %'s

Class	531462	Seg. 2	Seg. 3
2D	4.6	--	--
3AX	0.9	--	--
2S1+2S2	3.3	--	--
3-S2	27.2	--	--
DBL-BTM	1.8	--	--
TOTAL	37.8%	--	--

NOTES ON THE FORECAST:

1. This projection assumes that no major new traffic generators will be developed in the area served by the roadway or intersection over the course of the planning period.

2. The historical traffic count trends will continue increasing at a decreasing rate. BoxCox regression is used to project past count data.

3. Total Truck percentages , classifications splits, and K-Factor data for IH-39 were taken from a 2010 count for Site ID#531462. Truck Percent is estimated at 37.8%.

MORE NOTES ON THE FORECAST:

4. IH-39 is a factor group III highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a rural principal arterial -interstate for count purposes.

5. The Rock County Travel Demand Model was consulted and used as a comparison tool to check against the Traffic Analysis Forecasting Information System output. Adjustments were made as needed.

6. IH-39 is assumed to be an 8-lane (4 lanes / direction) facility between Avalon Rd/STH-11 and STH 26.

TRAFFIC FORECAST REPORT

PROJECT ID(S): 1005-10-01
ROUTE(S): USH 14 at IH 39/90 (without West Bypass)

DISTRICT/COUNTY(IES): SW-Madison / Rock
LOCATION: The interchange of IH 39/90 with USH 14
COMPLETED: 5-16-12

Traffic Forecasting Section; Bureau of State Highway Programs; Division of Transportation Investment Management

Developed by: Kim Tran
E-Mail ID: kim.tran@dot.wi.gov
Phone: 608-264-7265
FAX #: 608-267-1856

Design Values (%'s)			
ROUTE(S):	USH 14	STH 26	
Design Volume(s):	31800	46400	
K250	9.0	8.7	
K100	9.8	9.4	
K30	10.4	9.9	
T(DHV)	8.1	8.1	
D (Dsgn hr)	59/41	59/41	
K8(ADT)	--	--	
T(A8HV)	--	--	

Truck Class %'s			
Truck Class	USH14	STH26	Seg. 3
2D	4.8	4.8	
3AX	1.2	1.2	
2S1+2S2	2.2	2.2	
3-S2	1.9	1.9	
DBL-BTM	0.3	0.3	
TOTAL	10.2%	10.2%	

Specify Last Count & Forecast Years:

{000} 2010 COUNT
<000> 2016 AADT
000 2028 AADT
000 2040 AADT

Notes on the Forecast:

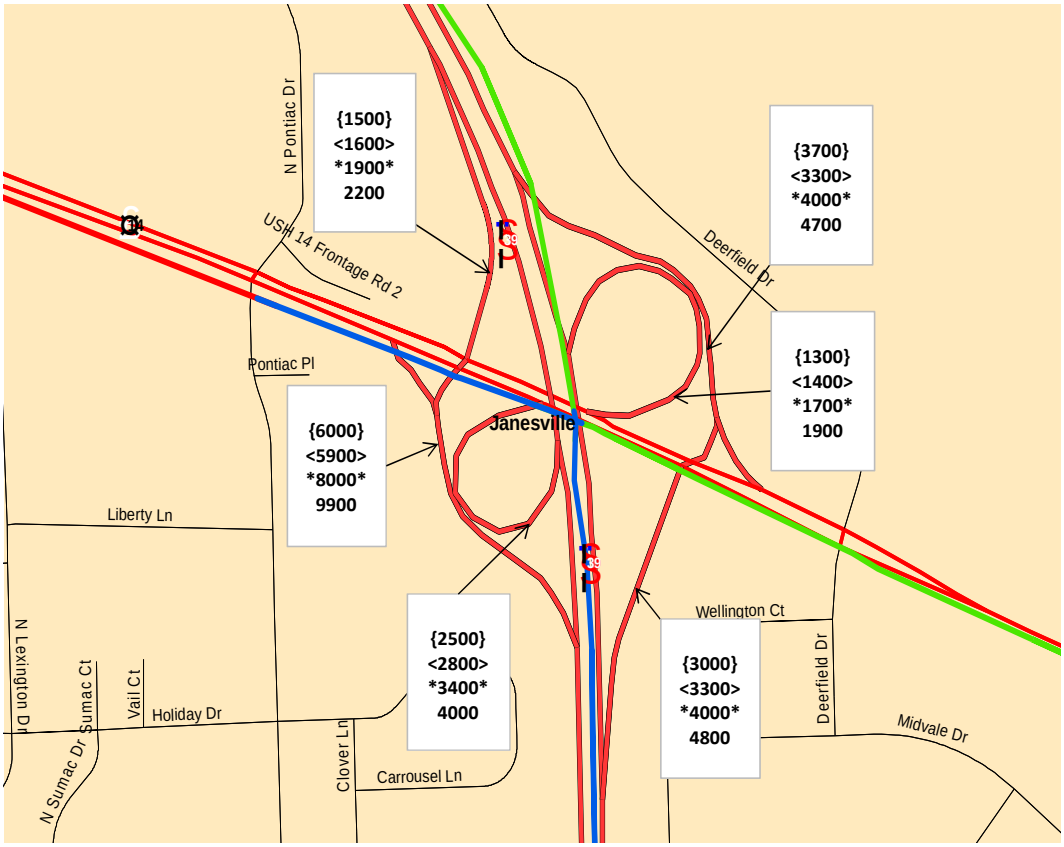
1. In this project, the Rock County Travel Demand Model was consulted and used as a comparison tool to check against the Traffic Analysis Forecasting Information System output. Adjustments were made as needed.

2. Truck classification percentages for STH 26 and USH 14 were taken from 2008 Vehicle Classification Data, site 531410–USH 14, EAST OF WRIGHT ROAD, JANESVILLE, ROCK COUNTY- as well as a table representative of similar facilities and locations throughout the state of Wisconsin. These percents were adjusted based on AADT and functional classification.

3. Both USH 14 and STH 26 are factor group II highways indicating low to moderate fluctuation in traffic throughout the year. They are considered urban principal arterials for count purposes along these segments of highways.

4. It was determined to use the existing interchange configurations and their traffic as a basis for this traffic forecast.

5. IH-39/90 Modeled as a 6-Lane Facility.



TRAFFIC FORECAST REPORT

DISTRICT/COUNTY(IES): SW-Madison / Rock

PROJECT ID(S): 1005-10-01

LOCATION: The interchange of IH 39/90 with STH 26

ROUTE(S): STH 26 at IH 39/90 (without West Bypass)

COMPLETED: 5-16-12

Traffic Forecasting Section; Bureau of State Highway Programs; Division of Transportation Investment Management

Developed by: Kim Tran
E-Mail ID: kim.tran@dot.wi.gov
Phone: 608-264-7265
FAX #: 608-267-1856

Design Values (%'s)

ROUTE(S):	USH 14	STH 26	
Design Volume(s):	31800	46400	
K250	9.0	8.7	
K100	9.8	9.4	
K30	10.4	9.9	
T(DHV)	8.1	8.1	
D (Dsgn hr)	59/41	59/41	
K8(ADT)	--	--	
T(A8HV)	--	--	

Truck Class %'s

Truck Class	USH14	STH26	Seg. 3
2D	4.8	4.8	
3AX	1.2	1.2	
2S1+2S2	2.2	2.2	
3-S2	1.9	1.9	
DBL-BTM	0.3	0.3	
TOTAL	10.2%	10.2%	

Specify Last Count & Forecast Years:

{000} 2010 COUNT
<000> 2016 AADT
000 2028 AADT
000 2040 AADT

Notes on the Forecast:

1. In this project, the Rock County Travel Demand Model was consulted and used as a comparison tool to check against the Traffic Analysis Forecasting Information System output. Adjustments were made as needed.

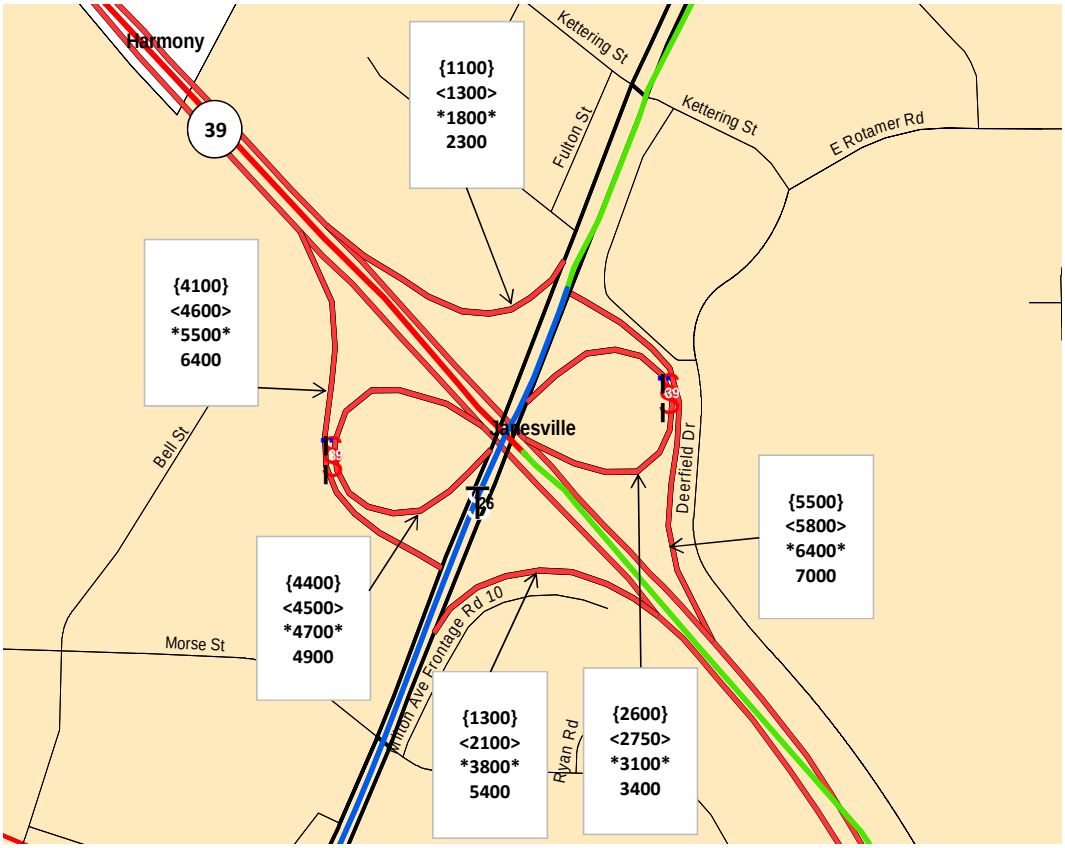
2. Truck classification percentages for STH 26 and USH 14 were taken from 2008 Vehicle Classification Data, site 531410–USH 14, EAST OF WRIGHT ROAD, JANESVILLE, ROCK COUNTY- as well as a table representative of similar facilities and locations throughout the state of Wisconsin . These percents were adjusted based on AADT and functional classification.

3. Both USH 14 and STH 26 are factor group II highways indicating low to moderate fluctuation in traffic throughout the year. They are considered urban principal arterials for count purposes along these segments of highways.

4. It was determined to use the existing interchange configurations and their traffic as a basis for this traffic forecast.

5. IH-39/90 Modeled as a 6-Lane Facility.

N



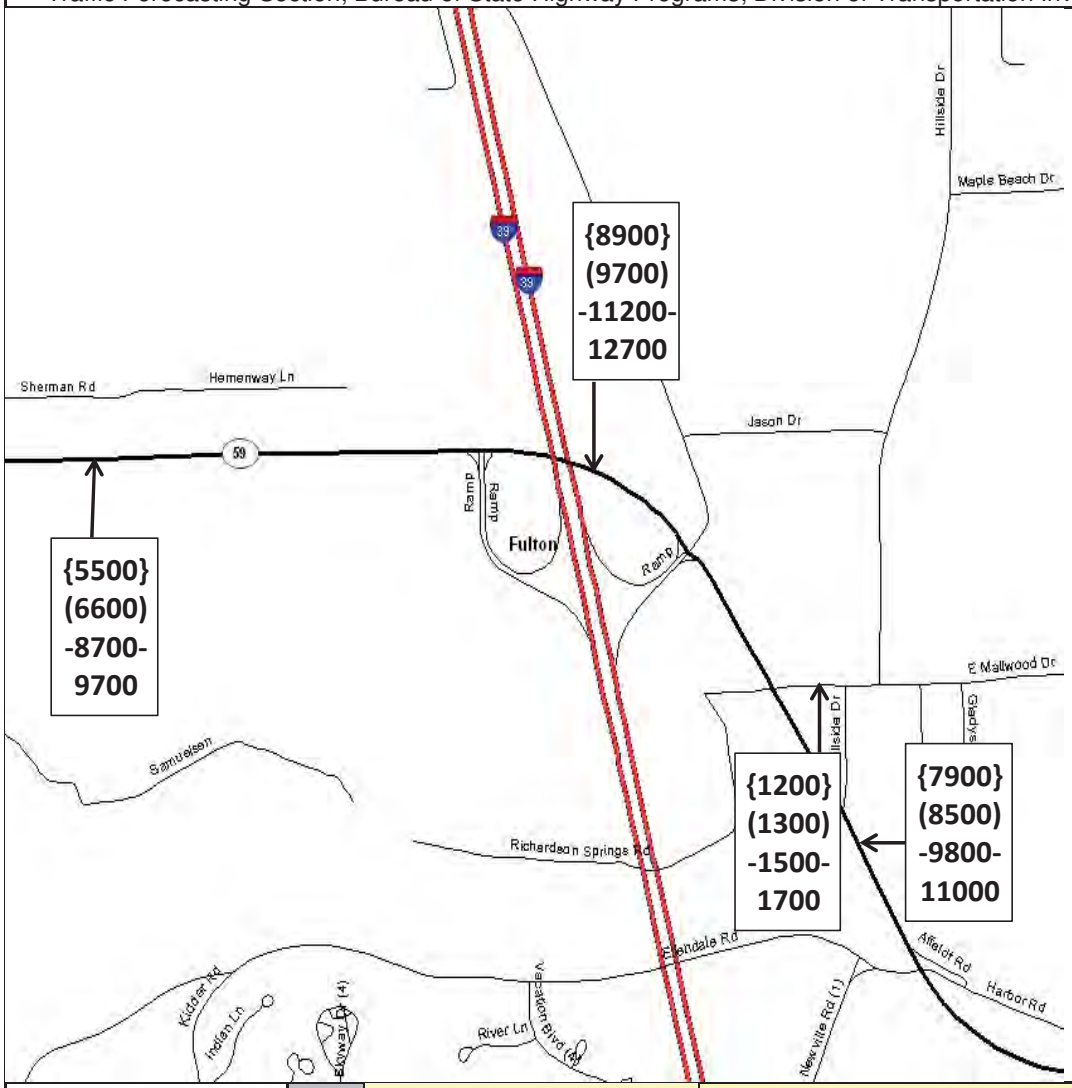
TRAFFIC FORECAST REPORT

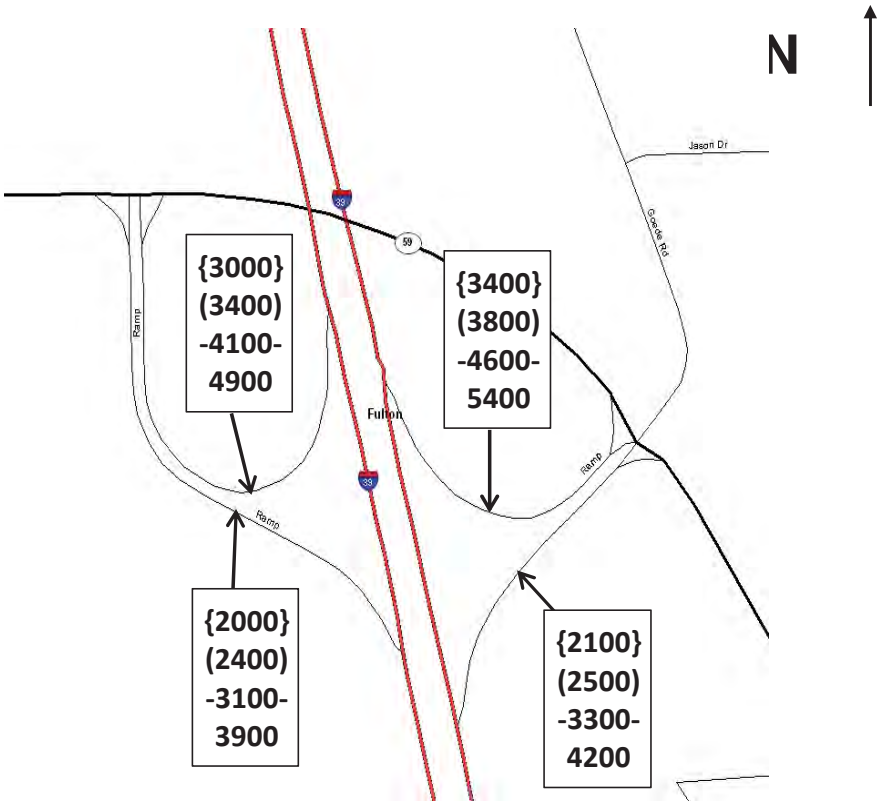
PROJECT ID(S): 1005-10-01
ROUTE(S): STH 59

Region/COUNTY(IES): SW / Rock
LOCATION: IH 39 SB Ramps to Mallwood Drive
COMPLETED: February 27, 2012

Traffic Forecasting Section; Bureau of State Highway Programs; Division of Transportation Investment Management

Developed by: Chris Chritton
Phone : (608) 266-0194
FAX #: (608) 267-0294
E-Mail ID:chris.chritton@dot.wi.gov





Design Values (%)			
Routes →	STH 59		
Design Volume(s):	12700	--	--
K250	10.3	--	--
K100	11.2	--	--
K30	12.0	--	--
T(DHV)	4.5	--	--
D(Dsgn. Hr.)	58/42	--	--
K8(ADT)	--	--	--
T(A8HV)	--	--	--

Last Count/Forecast Years:

{000} 2010 AADT
(000) 2016 AADT
-000- 2028 AADT
000 2040 AADT

Truck Class %'s			
Class	Seg. 1	Seg. 2	Seg. 3
2D	1.6	--	--
3AX	1.6	--	--
2S1+2S2	0.8	--	--
3-S2	1.4	--	--
DBL-BTM	0.3	--	--
TOTAL	5.7%	--	--

NOTES ON THE FORECAST:

1. This projection assumes that no major new traffic generators will be developed in the area served by the roadway or intersection over the course of the planning period.

2. The historical traffic count trends will continue increasing at a decreasing rate. BoxCox regression is used to project past count data.

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

MORE NOTES ON THE FORECAST:

4. STH 59 is a factor group II (urban-other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as an urban principal arterial (14) for count purposes.

6. The Rock County Travel Demand Model was consulted and used as a comparison tool to check against the Traffic Analysis Forecasting Information System output. Adjustments were made as needed.

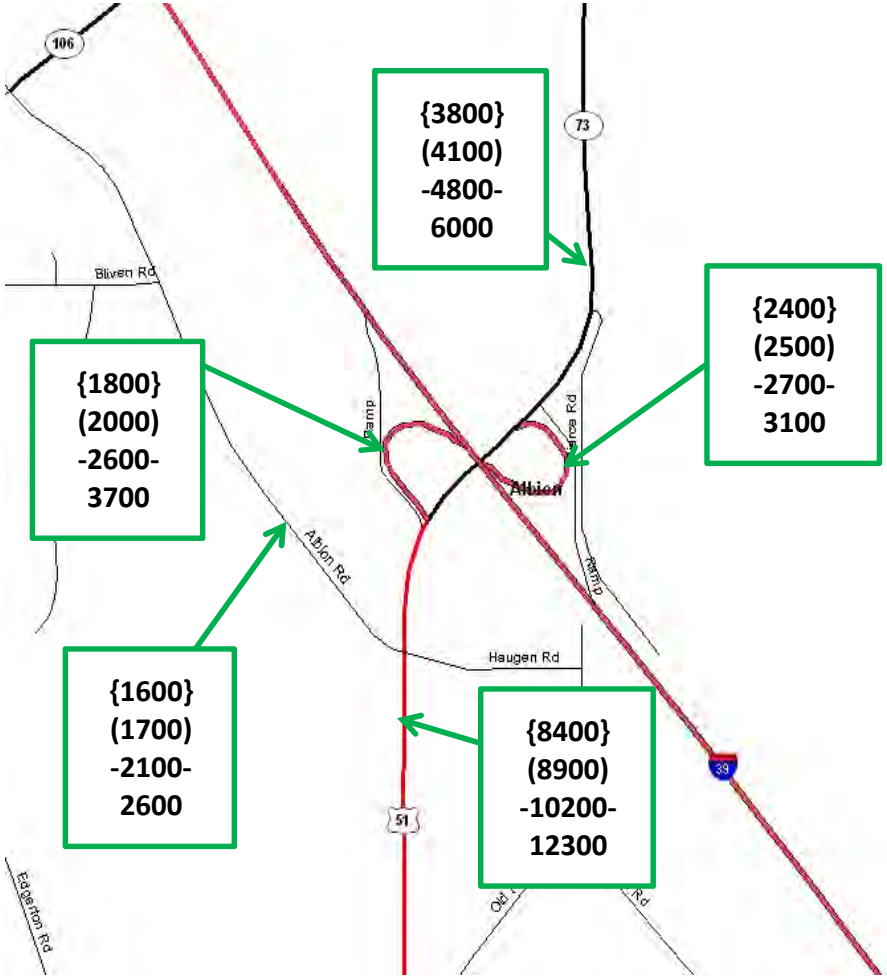
TRAFFIC FORECAST REPORT

PROJECT ID(S): 3070-00-02
ROUTE(S): STH 73 & USH 51

Region/COUNTY(IES): SW / Dane
LOCATION: IH 39-90
COMPLETED: 4/10/2012

Traffic Forecasting Section; Bureau of State Highway Programs; Division of Transportation Investment Management

Developed by: Mike Sillence
Phone : (608) 266-3322
FAX #: (608) 267-1856
E-Mail ID:mike.sillence@dot.wi.gov



Design Values (%)			
Routes →	**STH 73**		
Design Volume(s):	11000	--	--
K250	9.4	--	--
K100	10.4	--	--
K30	11.5	--	--
T(DHV)	4.4	--	--
D(Dsgn. Hr.)	62/38	--	--
K8(ADT)	--	--	--
T(A8HV)	--	--	--

Last Count/Forecast Years:

{000}	2009	Count
(000)	2013	AADT
-000-	2023	AADT
000	2040	AADT

Truck Class %'s			
Class	**Seg. 1**	**Seg. 2**	**Seg. 3**
2D	1.8	--	--
3AX	1.0	--	--
2S1+2S2	1.0	--	--
3-S2	1.5	--	--
DBL-BTM	0.2	--	--
TOTAL	5.5%	--	--

NOTES ON THE FORECAST:

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

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

MORE NOTES ON THE FORECAST:

3. STH 73 is a factor group IV (rural-other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a rural minor arterial (6) for count purposes.

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

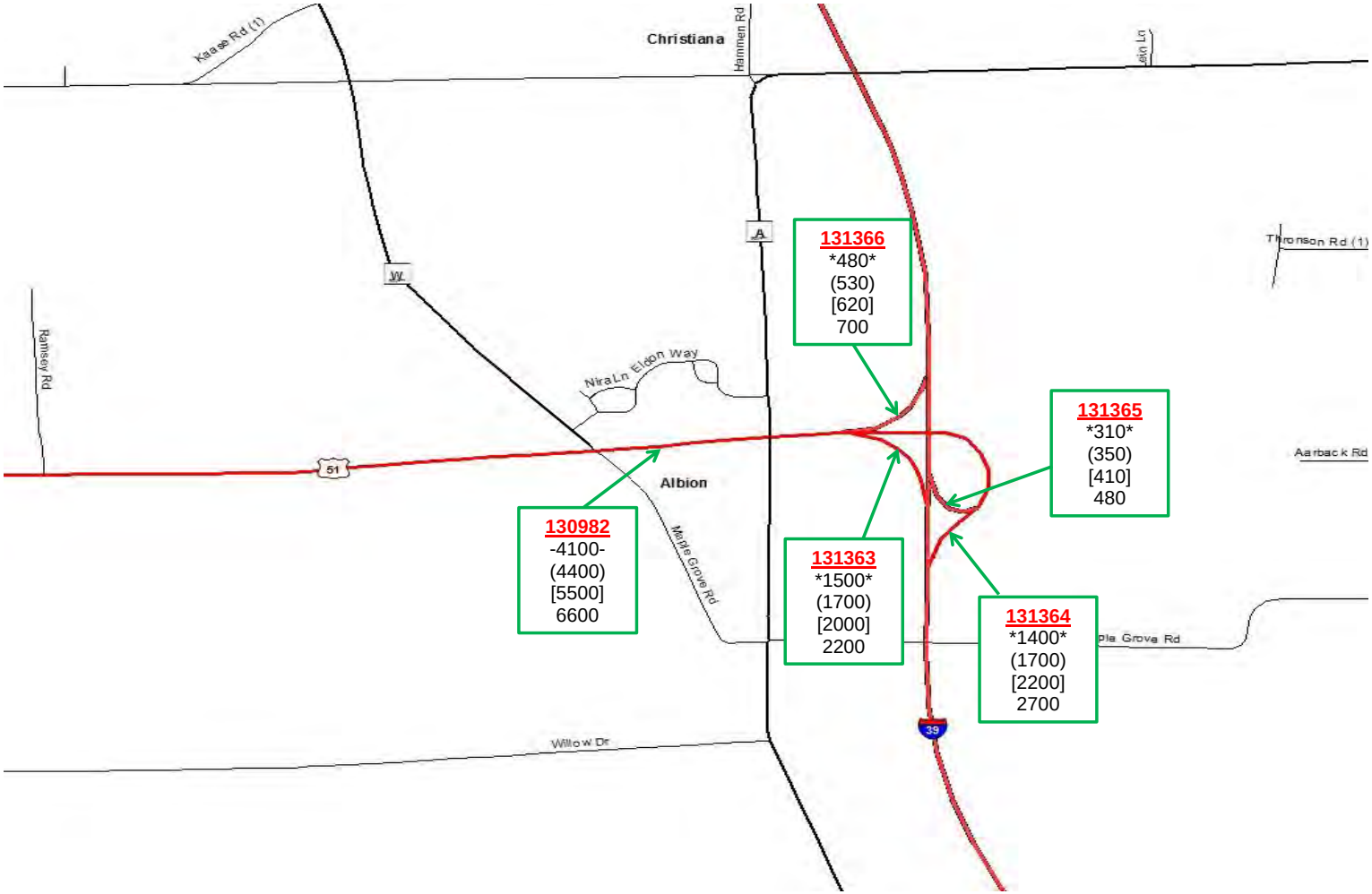
WisDOT TRAFFIC FORECAST REPORT

PROJECT ID(S): 1007-10-73,79
ROUTE(S): USH 51 @ IH 39/90

Region/COUNTY(IES): SW / Dane
LOCATION: USH 51 Ramps at IH 39/90
COMPLETED: 10/21/2013

Developed by: Urvashi Martin
Phone: (608) 267-3640
FAX #: (608) 267-0294
E-Mail: Urvashi.Martin@dot.wi.gov

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



Site IDs are Colored, Bolded, and Underlined

-000- 2012 Count
000 2009 Count
(000) 2015 AADT
[000] 2025 AADT
000 2035 AADT

Design Values (%)			
Sites →	130982		
Routes →	USH 51		
Volume(s):	6600		
K250	10.4		
K100	11.6		
K30	12.9		
P	15.8		
D(Dsgn. Hr.)	60/40		
T(DHV)	5.6		
T(PHV)	3.0		

Truck Class Percents

Class	130982		
2D	2.1		
3AX	1.3		
2S1+2S2	1.1		
3-S2	2.1		
DBL-BTM	0.2		
TOTAL	6.7%		

NOTES ON THE FORECAST:

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

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

MORE NOTES ON THE FORECAST:

3. USH 51 is a Factor Group IV (Rural-Other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a Rural Minor Arterial (6) for count purposes.

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

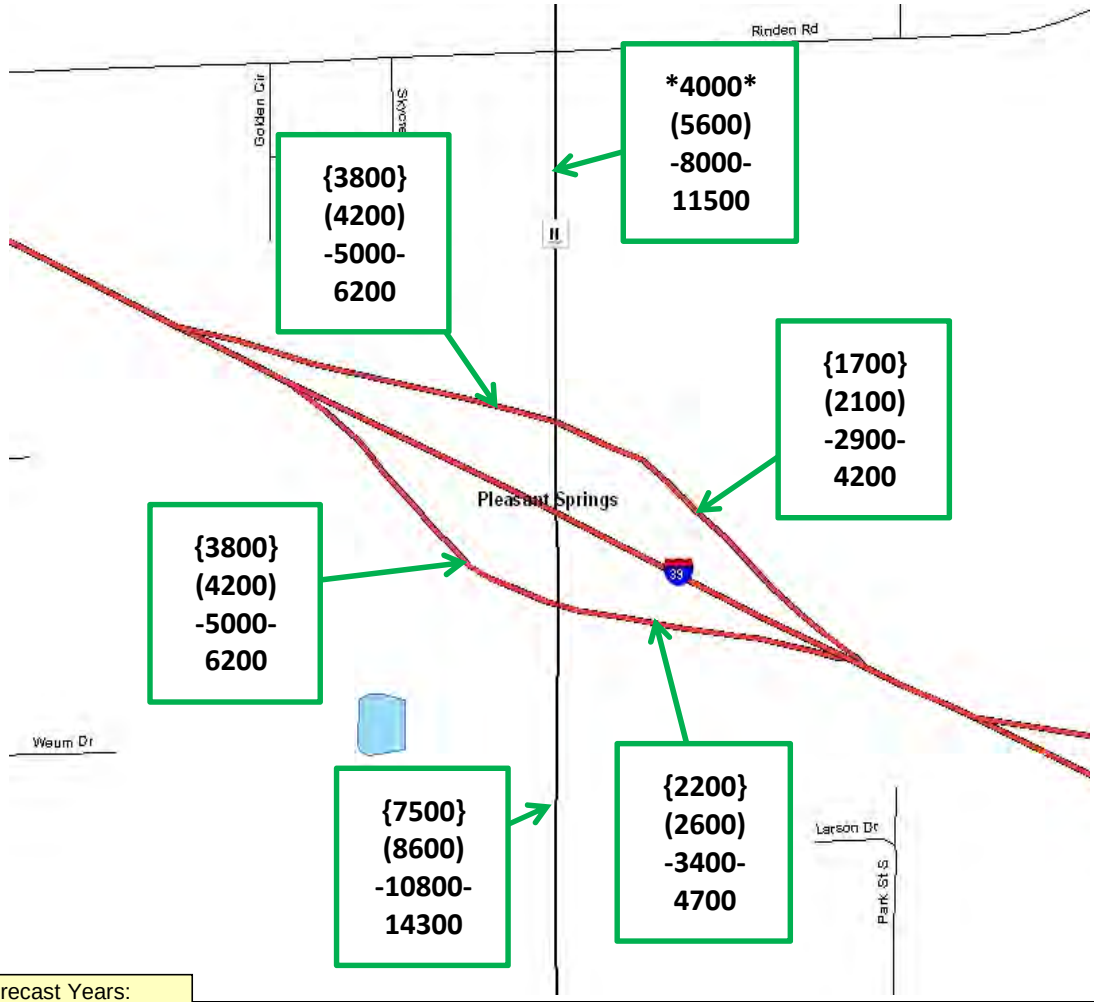
TRAFFIC FORECAST REPORT

PROJECT ID(S): 1007-10-01
ROUTE(S): CTH N

Region/COUNTY(IES): SW / Dane
LOCATION: CTH N at IH 39-90
COMPLETED: 4/9/2012

Traffic Forecasting Section; Bureau of State Highway Programs; Division of Transportation Investment Management

Developed by: Mike Sillence
Phone : (608) 266-3322
FAX #: (608) 267-1856
E-Mail ID:mike.sillence@dot.wi.gov



Design Values (%)			
Routes →	**CTH N**		
Design Volume(s):	14300	--	--
K250	9.3	--	--
K100	10.3	--	--
K30	11.3	--	--
T(DHV)	4.5	--	--
D(Dsgn. Hr.)	62/38	--	--
K8(ADT)	--	--	--
T(A8HV)	--	--	--

Last Count/Forecast Years:

000 2006 Count
{000} 2009 Count
(000) 2014 AADT
-000- 2024 AADT
000 2040 AADT

Truck Class %'s			
Class	**Seg. 1**	**Seg. 2**	**Seg. 3**
2D	1.8	--	--
3AX	1.1	--	--
2S1+2S2	1.0	--	--
3-S2	1.6	--	--
DBL-BTM	0.2	--	--
TOTAL	5.6%	--	--

NOTES ON THE FORECAST:

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

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

MORE NOTES ON THE FORECAST:

3. CTH N is a factor group IV (rural-other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a rural minor arterial (6) for count purposes.

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

TRAFFIC FORECAST REPORT

PROJECT ID(S): 1007-10-01
ROUTE(S): IH 39-90

Region/COUNTY(IES): SW / Dane
LOCATION: Madison to Edgerton
COMPLETED: 3/9/12

Traffic Forecasting Section; Wisconsin DOT

Developed by: Mike Sillence
Phone: (608) 266-3322
FAX #: (608) 267-1856
E-Mail

Design Values (%'s)

ROUTE(S):	IH 39-90		
Design Volume(s):	121300	--	--
K250	8.6	--	--
K100	9.4	--	--
K30	10.2	--	--
T(DHV)	10.5	--	--
D (Dsgn hr)	60/40	--	--
K8(ADT)	--	--	--
T(A8HV)	--	--	--

Truck Class %'s

Truck Class	Seg. 1	Seg 2.	Seg. 3
2D	2.7	--	--
3AX	0.6	--	--
2S1+2S2	1.1	--	--
3-S2	13.9	--	--
DBL-BTM	0.7	--	--
TOTAL	19.0%	--	--

Specify Last Count & Forecast Years:

{000} 2009 Count
(000) 2015 AADT
-000- 2025 AADT
000 2040 AADT

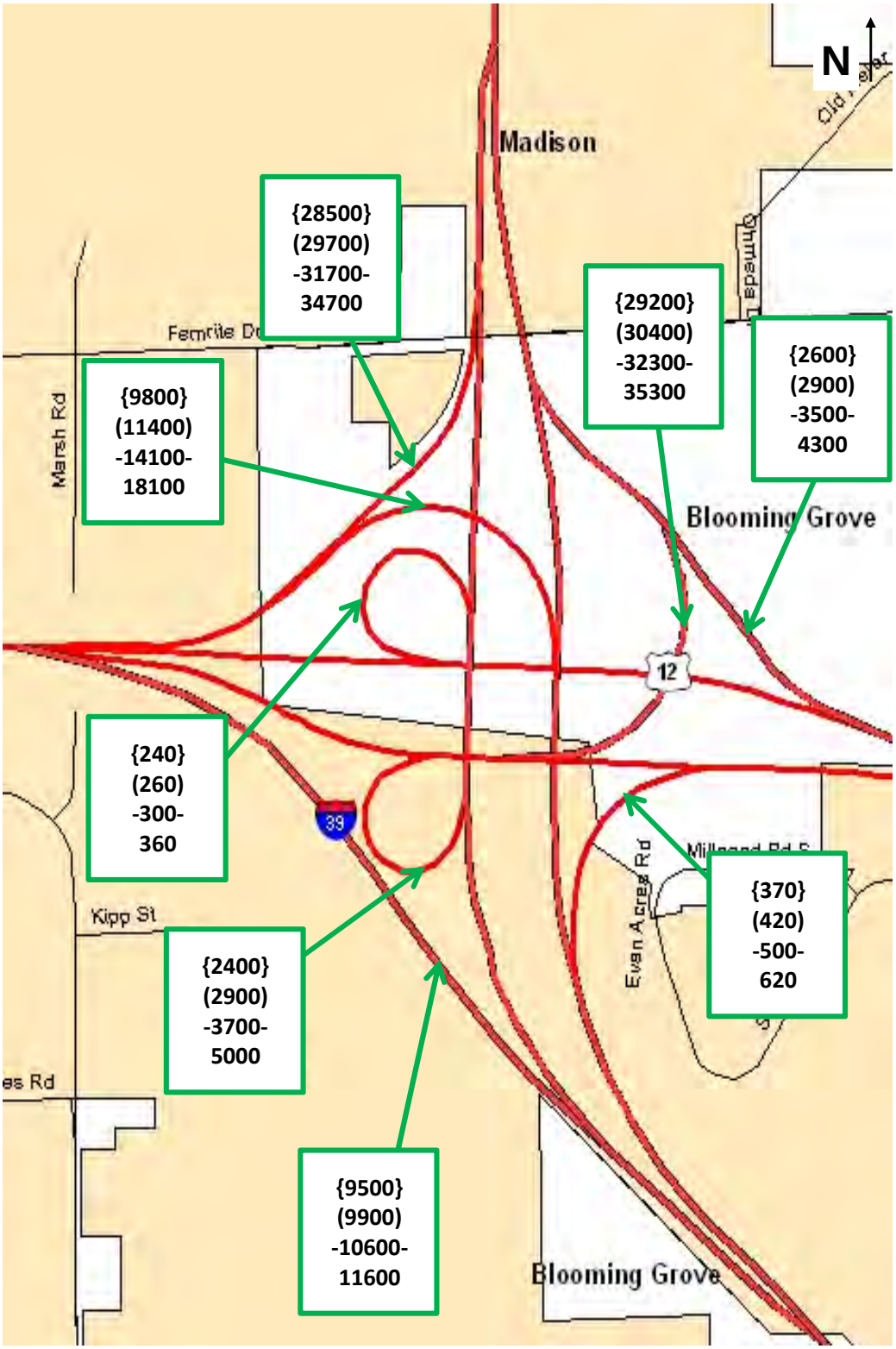
Notes on the Forecast:

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

2. Truck classification percentages were taken from 2008 Wisconsin Vehicle Classification Data (Site # 130004).

3. IH 39-90 is a factor group III (rural-interstate) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a rural interstate (1) for count purposes.

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



Appendix A
TRANS 75 Requirements

TRANS 75 Requirements

	Location	TRANS 75 Completed?	TRANS 75 Results	Comments
South Segment	Stateline (Overpass)	Yes	Absence of Need	Town of Turtle exemption for sidewalks due to refusal to maintain facilities.
	I-43	No	Prohibited	Alternative not selected yet.
	Hart Road (Overpass)	Yes	Absence of Need	Deck to be built wider to accommodate future sidewalk. Shoulders will be paved to allow bike accommodations. Town of Turtle exemption for sidewalks due to refusal to maintain facilities.
	Rock County S	Yes	Absence of Need	Deck to be built wider to accommodate future sidewalk. Grading to be wide enough to accommodate future sidewalk. Shoulders will be paved or a bike lane will be added. Town of Turtle exemption for sidewalks due to refusal to maintain facilities.
	Creek Road (Overpass)	Yes	Absence of Need	Bridge to be built with greater vertical clearance so future widening for sidewalk would not impact I-39/90 clearance. Shoulders will be paved to allow bike accommodations. Town of Turtle exemption for sidewalks due to refusal to maintain facilities.
	Woodman Road (Overpass)	Yes	Absence of Need	Shoulders will be paved to allow bike accommodations. Town of La Prairie exemption for sidewalks due to refusal to maintian facilities.
	WIS 11	Yes	Absence of Need	Deck to be built wider for future multi-modal path. Consideration for sidewalk and pedestrian hook up between north frontage road and interchange area included in design. Shoulders will be paved to allow bike accommodations. Town of La Prairie exemption for sidewalks due to refusal to maintain facilities.
Central Segment	WIS 11/Racine Street	Yes	Required	Required accommodations constructed during the 2013 project.
	Palmer Drive (Underpass)	No	N/A	6-foot bike lane and 5-foot sidewalks
	Ruger Avenue (Underpass)	No	N/A	6-foot bike lane and 5-foot sidewalks
	Milwaukee Street (Underpass)	No	N/A	6-foot bike lane and 5-foot sidewalks
	Mt. Zion Avenue (Underpass)	No	N/A	6-foot bike lane and 5-foot sidewalks
	Ryan Road (Underpass)	No	N/A	6-foot bike lane and 5-foot sidewalks
	US 14	No	N/A	6-foot bike lane, 10-foot multi-modal path, and 5-foot sidewalks.
	WIS 26	No	N/A	6-foot bike lane, possibly 10-foot multi-modal path, and 5-foot sidewalks.
	WSOR (Underpass)	No	N/A	6-foot bike lane and 5-foot sidewalks
	Kennedy Road (Underpass)	No	N/A	Deck to be built wider for future roadway expansion with bike lanes and sidewalks. 5 to 6-foot paved shoulder for bike accommodations. Town of Harmoney exemption for sidewalks due to refusal to maintain facilities.
	Townline Road (Underpass)	No	N/A	
	Manogue Road (Overpass)	Yes	Absence of Need	
	Rock County M (Underpass)	No	N/A	
	Newville Road (Underpass)	No	N/A	
	Ellendale Road (Underpass)	Yes	Absence of Need	5-foot paved shoulder for bike accommodations.
	Richardson Springs Road (Underpass)	Yes	Absence of Need	5-foot paved shoulder for bike accommodations.
	WIS 59	Yes	Required	5 to 6-foot bike lanes, 8-foot multi-modal path, 8-foot sidewalks within interchange; 5-foot paved shoulder for bike accommodations outside of interchange area.
	Goede Road (Overpass)	Yes	Absence of Need	Structure being removed - new frontage road will have 5-foot paved shoulder for bike accommodations.
North Segment	Lake Drive Road (Underpass)	Yes	Absence of Need	5-foot paved shoulder for bike accommodations.
	US 51/WIS 73	Yes	Absence of Need	Deck to be built wider to accommodate future sidewalk with barrier. Grading to be wide enough to accommodate future sidewalk.
	WIS 106 (Overpass)	Yes	Absence of Need	5-foot paved shoulder for bike accommodations.
	Maple Grove Road (Overpass)	Yes	Absence of Need	5-foot paved shoulder for bike accommodations.
	US 51	Yes	Prohibited	
	Dane County A (Overpass)	Yes	Absence of Need	5-foot paved shoulder for bike accommodations.
	East Church Road (Underpass)	Yes	Absence of Need	5-foot paved shoulder for bike accommodations.
	Dane County B (Underpass)	Yes	Absence of Need	5-foot paved shoulder for bike accommodations.
	Dane County W (Underpass)	Yes	Absence of Need	5-foot paved shoulder for bike accommodations.
	Drotning Road (Underpass)	Yes	Absence of Need	5-foot paved shoulder for bike accommodations.
	Dane County BN (Overpass)	Yes	Absence of Need	5-foot paved shoulder for bike accommodations.
	Church Street (Overpass)	Yes	Absence of Need	5-foot paved shoulder for bike accommodations.
	Dane County N	Yes	Required	Deck to be built to accommodate sidewalk on both sides of the roadway. Bike lanes also acommodated.
	Williams Drive (Overpass)	Yes	Absence of Need	5-foot paved shoulder for bike accommodations.
	Dane County MN (Underpass)	Yes	Absence of Need	5-foot paved shoulder for bike accommodations.
	Dane County AB (Overpass)	Yes	Constrained Environment	Deck to be built wider to accommodate future sidewalk. Grading to be wide enough to accommodate future sidewalk on the east side of Dane County AB and the west side of Dane County AB only north of I-39. 5-foot paved shoulder for bike accomodations.
	Siggelkow Road (Underpass)	Yes	Absence of Need	5-foot paved shoulder for bike accommodations.
	US 12/18	Yes	Prohibited	
	Femrite Drive (Underpass)	No	N/A	Clear width under I-39 to accommodate bike lanes and sidewalks on both side of Fermite Drive.
	WSOR (Underpass)	No	N/A	
	Dane County AB/Buckeye Road (Overpass)	No	N/A	

Appendix B
Noise Analysis Information

Appendix B.1 South Segment

Appendix B.2 Central Segment

Appendix B.3 North Segment

TRAFFIC NOISE EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-3

Alternative IH 39/90 South Segment	Total Length of Center Line of Existing Roadway Length of This Alternative
Preferred ☒ Yes ☐ No ☐ None Identified	

1. Need for Noise Analysis:

A. Is the proposed action considered a Type I project? (A Type I project is defined as a project that involves construction of a roadway on new location or the physical alteration of an existing highway which substantially changes either the horizontal or vertical alignment or increases the number of through-traffic lanes).

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

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

2. Traffic Data:

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

☒ No

☐ Yes – Indicate volumes and explain why they were used:

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

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

Federal Highway Administration (FHWA) Traffic Noise Model 2.5 (TNM) was used for this noise analysis. TNM is FHWA's computer program for predicting and analyzing highway traffic noise. TNM computes highway traffic noise at chosen receiver locations near to the noise source and aids in noise barrier analysis.

Existing and future noise levels along IH 39/90 were modeled with TNM 2.5. Future noise levels are based on forecasted year 2040 traffic volumes.

C. Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic sound: (See attached receptor location map).

The proposed IH 39/90 expansion will leave 15 residences impacted by traffic noise. Receiver number M6 represents Gonstead Chiropractic located in a historical building.

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

☐ No

☒ Yes - The impact will occur because:

☒ The Noise Abatement Criteria (NAC) is approached (1 dBA less than the NAC) or exceeded.

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

E. Will traffic noise abatement measures be implemented?

☐ Not applicable – Traffic noise impacts will not occur.

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

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

Noise receptor locations having noise impacts under the proposed alternative are identified in the following tables.

When traffic noise impacts occur, measures to reduce or eliminate them should be considered by the project sponsor when these measures are determined to be "reasonable and feasible". Noise abatement is considered reasonable if the cost of the abatement is less than $30,000 per benefited residence where a residence is considered benefited if the lower level dwelling unit receives a noise reduction of eight (8) dB or more. Barriers are feasible where terrain, access, safety, or other physical constraints do not preclude them, and where they are able to achieve a substantial noise reduction. Noise abatement measures considered for these locations include:

- Traffic management measures (e.g. reduced speed limits, prohibition of trucks)
- Alteration of horizontal and vertical alignment
- Construction of noise barriers

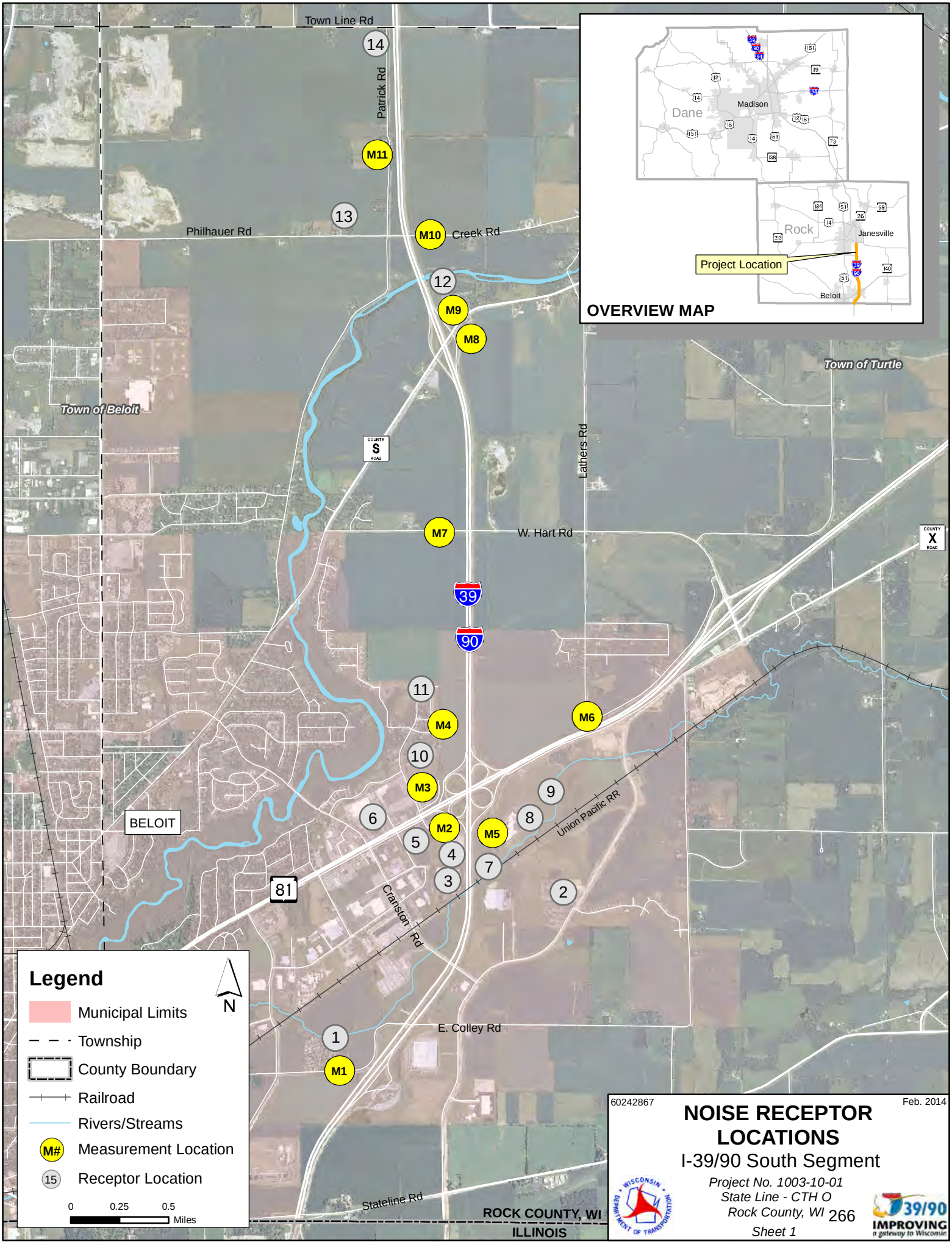
Applying traffic management measures to the proposed facility would not be deemed reasonable and feasible since this project is intended to improve mobility within the area. The horizontal and vertical alignment of the proposed alternative has been chosen to minimize overall impacts including environmental impacts and impacts to existing development along the corridor. Vertical alignment modifications of IH 39/90 in excess of proposed are not feasible due to the cost of earthwork necessary to facilitate such a modification. Therefore, alignment modifications for noise abatement are not proposed.

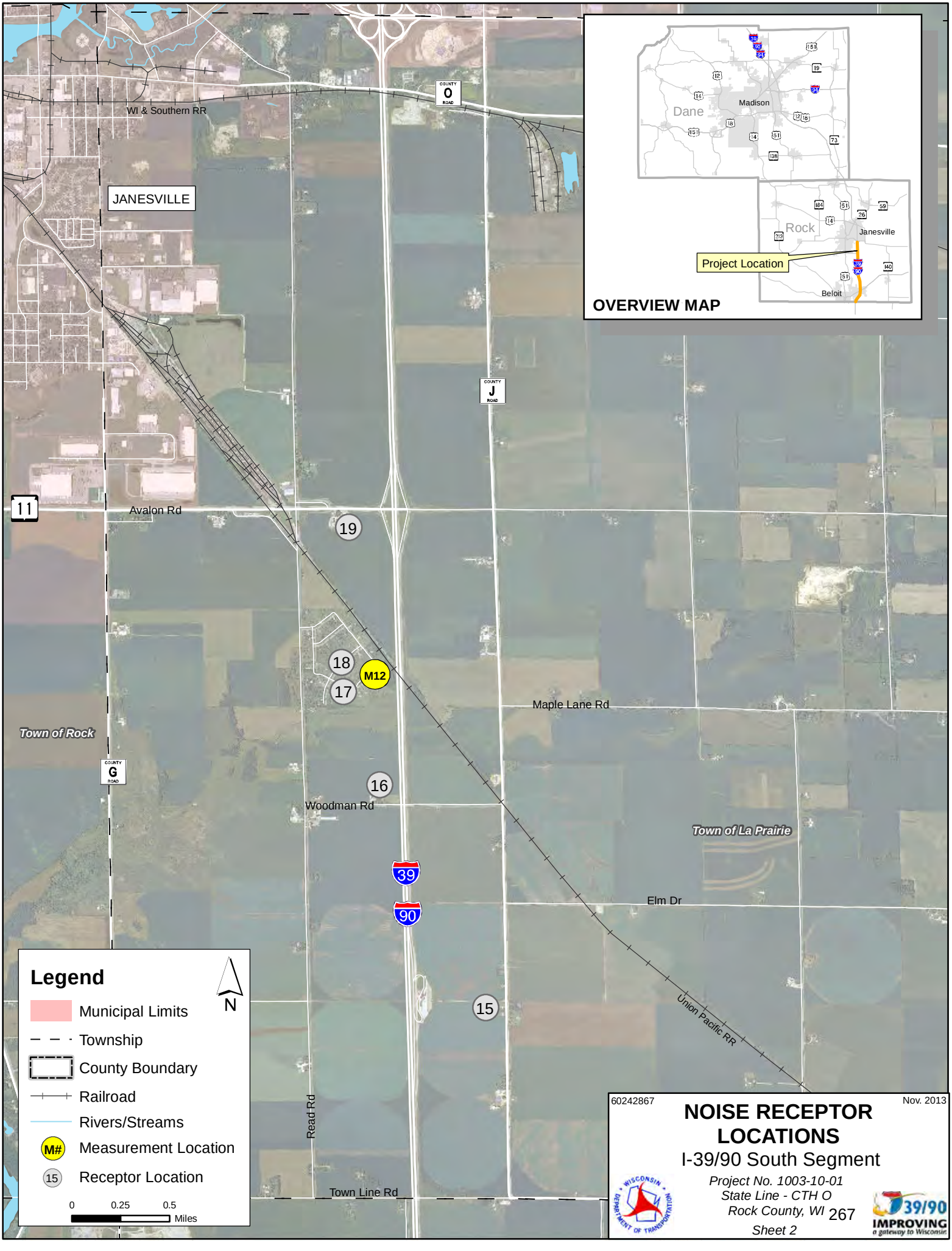
Construction of noise barriers was investigated for all noise impacted receptors along the project. At an average cost of $26 per square foot (WisDOT, 2013), barriers were not determined to be reasonable or feasible at any location. In order to be effective, the necessary length and height of the barrier would require a cost over the max barrier cost to be considered reasonable at each of the locations.

Receptor Location or Site Identification (See attached map)	Distance from C/L of Near Lane to Receptor in feet (ft.)	Number of Families or People Typical of this Receptor Site	Sound Level L_{eq}[1] (dBA)			Impact Evaluation		
			Noise Abatement Criteria [2] (NAC)	Future Sound Level	Existing Sound Level	Difference in Future and Existing Sound Levels (Col. e minus Col. f)	Difference in Future Sound Levels and Noise Abatement Criteria (Col. e minus Col. d)	Impact[3] or No Impact
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
M1	758	7	66	62	60	2	-4	N
M2*								
M3*								
M4	830	2	66	63	60	3	-3	
M5*								
M6*								
M7	723	1	66	62	59	3	-4	N
M8	478	commercial	71	64	61	3	-7	N
M9	432	commercial	71	70	68	2	-7	N
M10	456	1	66	66	63	3	0	I
M11	348	3	66	71	67	4	5	I
M12	450	3	66	68	65	3	2	I
1	1014	7	66	60	58	2	-6	N
2	2303	36	66	52	49	3	-14	N
3*								
4*								
5*								

[1] Use whole numbers only.
[2] Insert the actual Noise Abatement Criteria from Wisconsin Administrative Code, Chapter Trans. 405.04, Table 1.
[3] An impact occurs when future sound levels exceed existing sound levels by 15 dB or more, **or**, future sound levels approach or exceed the Noise Abatement Criteria ("approach" is defined as 1 dB less than the Noise Abatement Criteria, therefore an impact occurs when Column (h) is –1 db or greater). I = Impact, N = No Impact.
* To be included in I-43 Interchange Environmental Document.

Receptor Location or Site Identification (See attached map)	Distance from C/L of Near Lane to Receptor in feet (ft.)	Number of Families or People Typical of this Receptor Site	Sound Level L_{eq}[1] (dBA)			Impact Evaluation		
			Noise Abatement Criteria [2] (NAC)	Future Sound Level	Existing Sound Level	Difference in Future and Existing Sound Levels (Col. e minus Col. f)	Difference in Future Sound Levels and Noise Abatement Criteria (Col. e minus Col. d)	Impact[3] or No Impact
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
6*								
7*								
8*								
9*								
10*								
11	1190	6	66	58	56	2	-8	N
12	303	7	66	69	66	3	3	I
13	1702	2	66	55	53	2	-11	N
14	337	1	66	71	67	4	5	I
15	2312	4	66	60	50	10	-6	N
16	602	1	66	64	61	3	-2	N
17	950	3	66	62	59	3	-4	N
18	1098	3	66	60	57	3	-6	N
19	1566	1	66	67	64	3	1	I


Town Line Rd
Patrick Rd
Philhauer Rd
Creek Rd
Town of Beloit
Town of Turtle
Lathers Rd
W. Hart Rd
BELOIT
Union Pacific RR
Cranston Rd
E. Colley Rd
Stateline Rd
ROCK COUNTY, WI
ILLINOIS
M1
M2
M3
M4
M5
M6
M7
M8
M9
M10
M11
1
2
3
4
5
6
7
8
9
10
11
12
13
14
81
39
90
S
X
OVERVIEW MAP
Dane
Madison
Rock
Janesville
Beloit
Project Location
Legend
Municipal Limits
Township
County Boundary
Railroad
Rivers/Streams
M# Measurement Location
15 Receptor Location
0 0.25 0.5 Miles
N
60242867
Feb. 2014
NOISE RECEPTOR LOCATIONS
I-39/90 South Segment
Project No. 1003-10-01
State Line - CTH O
Rock County, WI
Sheet 1
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WISCONSIN DEPARTMENT OF TRANSPORTATION
39/90 IMPROVING a gateway to Wisconsin


WI & Southern RR
JANESVILLE
COUNTY 0 ROAD
COUNTY J ROAD
COUNTY G ROAD
11
Avalon Rd
19
18
M12
17
Maple Lane Rd
Town of Rock
16
Woodman Rd
Town of La Prairie
39
90
Elm Dr
15
Union Pacific RR
Read Rd
Town Line Rd
OVERVIEW MAP
Dane
Madison
Rock
Janesville
Beloit
Project Location
Legend
N
Municipal Limits
Township
County Boundary
Railroad
Rivers/Streams
M# Measurement Location
15 Receptor Location
0 0.25 0.5 Miles
60242867
Nov. 2013
NOISE RECEPTOR LOCATIONS
I-39/90 South Segment
Project No. 1003-10-01
State Line - CTH O
Rock County, WI
Sheet 2
267
WISCONSIN DEPARTMENT OF TRANSPORTATION
39/90 IMPROVING
a gateway to Wisconsin

Wisconsin Department of Transportation
I.D. 1005-10-01
Illinois State Line - Madison
CTH O - Rock/Dane County Line
IH 39/90
Rock County

SUMMARY of RECOMMENDED BARRIER LOCATION TRAFFIC NOISE MODEL RESULTS

Receptor I.D.	Location	A Existing Noise Levels (dB) 2010 Traffic	B Future Noise Levels (dB) 2040 Traffic	C Future Noise Level Increase (dB) = Col. B - Col. A	D Future Noise Levels with Barrier (dB) 2040 Traffic	E Noise Reduction with Barrier (dB) = Col. B - Col. D	F Benefited Receptor = Col. E ≥ 8	Number of Benefited Receptors
IH 39/90 NB Palmer Drive to Ruger Avenue								
1	3007 Palmer Drive (4 units)	74	77	3	69	8	Y	4
2	3102 Canterbury Lane	71	75	4	71	4	N	--
3	244 & 246 Valley Drive (2 Units)	74	78	4	70	8	Y	1
4	240 Valley Drive	74	79	5	71	8	Y	1
5	232 Valley Drive	74	78	4	70	8	Y	1
6	226 Valley Drive	74	78	4	69	9	Y	1
7	218 Valley Drive	74	78	4	69	9	Y	1
8	210 & 212 Valley Drive (2 units)	74	78	4	69	9	Y	1
9	202 & 204 Valley Drive (2 units)	74	78	4	69	9	Y	1
10	170 Valley Drive	74	78	4	70	8	Y	1
11	162 Valley Drive	74	78	4	70	8	Y	1
12	152 & 154 Valley Drive (2 units)	75	80	5	71	9	Y	1
13	147 Valley Drive	70	75	5	69	6	N	--
14	144 Valley Drive	74	79	5	71	8	Y	1
15	134 Valley Drive	74	78	4	70	8	Y	1
16	126 Valley Drive	74	78	4	70	8	Y	1
17	118 Valley Drive	74	79	5	71	8	Y	1
18	110 & 112 Valley Drive (2 units)	74	79	5	71	8	Y	1
19	102 Valley Drive	72	77	5	70	7	N	--
20	3105 Royal Road	70	74	4	69	5	N	--
21	3116 Hampshire	69	73	4	70	3	N	--
22	187 Brakefield Drive	66	70	4	67	3	N	--
23	3022 Ruger Avenue	69	73	4	68	5	N	--
24	3014 Ruger Avenue	72	74	2	67	7	N	--
25	3004 Ruger Avenue	74	76	2	68	8	Y	1
							Total	20
IH 39/90 NB Ruger Avenue to Milwaukee Street								
26	3003 Ruger Avenue	74	76	2	67	9	Y	1
27	3013 Ruger Avenue	71	74	3	66	8	Y	1
28	3023 Ruger Avenue	69	72	3	65	7	N	--
29	3029 Ruger Avenue	72	77	5	70	7	N	--
30	402 Stafford Road	68	73	5	69	4	N	--
31	403 Stafford Road	74	80	6	71	9	Y	1
32	407 Stafford Road	76	81	5	72	9	Y	1
33	419 Stafford Road	74	80	6	71	9	Y	1
34	427 Stafford Road	74	80	6	72	8	Y	1
35	501 Stafford Road	74	80	6	69	11	Y	1
36	511 Stafford Road	74	81	7	70	11	Y	1
37	519 Stafford Road	75	81	6	73	8	Y	1
38	527 Stafford Road	75	81	6	73	8	Y	1
39	537 Stafford Road	76	82	6	73	9	Y	1
40	545 Stafford Road	75	81	6	72	9	Y	1
41	553 Stafford Road	74	81	7	71	10	Y	1
42	605 Stafford Road	75	81	6	72	9	Y	1
43	554 Stafford Road	64	69	5	65	4	N	--
44	605 Wexford Road	62	67	5	63	4	N	--
45	548 Wexford Road	58	62	4	61	1	N	--
46	613 Stafford Road	75	81	6	72	9	Y	1
47	621 Stafford Road	75	81	6	72	9	Y	1
48	631 Stafford Road	76	81	5	73	8	Y	1
49	639 Stafford Road	74	81	7	72	9	Y	1
50	649 Stafford Road	74	80	6	70	10	Y	1
51	657 Stafford Road	75	81	6	73	8	Y	1
52	705 Stafford Road	75	81	6	73	8	Y	1
53	713 Stafford Road	75	81	6	73	8	Y	1
54	721 Stafford Road	74	80	6	72	8	Y	1
55	731 Stafford Road	76	82	6	73	9	Y	1
56	739 Stafford Road	75	81	6	71	10	Y	1
57	745 Stafford Road	74	80	6	71	9	Y	1
58	751 Stafford Road	73	79	6	70	9	Y	1
59	759 Stafford Road	70	75	5	69	6	N	--
60	817 Somerset Drive	73	79	6	71	8	Y	1

Wisconsin Department of Transportation
I.D. 1005-10-01
Illinois State Line - Madison
CTH O - Rock/Dane County Line
IH 39/90
Rock County

SUMMARY of RECOMMENDED BARRIER LOCATION TRAFFIC NOISE MODEL RESULTS

Receptor I.D.	Location	A Existing Noise Levels (dB) 2010 Traffic	B Future Noise Levels (dB) 2040 Traffic	C Future Noise Level Increase (dB) = Col. B - Col. A	D Future Noise Levels with Barrier (dB) 2040 Traffic	E Noise Reduction with Barrier (dB) = Col. B - Col. D	F Benefited Receptor = Col. E ≥ 8	Number of Benefited Receptors
61	825 Somerset Drive	73	79	6	71	8	Y	1
62	833 Somerset Drive	74	80	6	70	10	Y	1
63	839 Somerset Drive	75	79	4	70	9	Y	1
64	847 Somerset Drive	75	79	4	70	9	Y	1
65	901 Somerset Drive	73	76	3	68	8	Y	1
66	909 Somerset Drive	73	75	2	67	8	Y	1
67	917 Somerset Drive	73	75	2	67	8	Y	1
68	925 Somerset Drive	73	75	2	67	8	Y	1
69	933 Somerset Drive	73	75	2	67	8	Y	1
70	941 Somerset Drive	73	75	2	67	8	Y	1
71	1003 Somerset Drive	73	75	2	67	8	Y	1
72	1009 Somerset Drive	73	75	2	67	8	Y	1
73	1017 Somerset Drive	73	75	2	67	8	Y	1
74	1025 Somerset Drive	73	75	2	67	8	Y	1
75	1035 Somerset Drive	74	76	2	67	9	Y	1
							Total	43
IH 39/90 NB Milwaukee Street to Mt. Zion Avenue								
76	1111 Somerset Drive	77	79	2	68	11	Y	1
77	3101 E. Milwaukee Street	71	76	5	69	7	N	--
78	1127 Somerset Drive	76	81	5	72	9	Y	1
79	1205 Somerset Drive	75	80	5	72	8	Y	1
80	1225 Somerset Drive	76	80	4	72	8	Y	1
81	1216 Somerset Drive	70	75	5	71	4	N	--
82	1224 Somerset Drive	71	77	6	72	5	N	--
83	1230 Somerset Drive	72	78	6	72	6	N	--
84	1236 & 1238 Somerset Dr (2 units)	76	82	6	73	9	Y	2
85	3006 & 3008 Mt Zion Ave (2 units)	73	78	5	72	6	N	--
86	3002 & 3004 Mt Zion Ave (2 units)	76	80	4	71	9	Y	1
							Total	7
IH 39/90 NB Mt. Zion Avenue to USH 14								
87	1604 Green Valley Drive (4 units)	76	80	4	72	8	Y	4
88	1608, 1610, 1612 Green Valley Drive (3 units)	73	78	5	70	8	Y	1
89	1616, 1618, 1620, 1622, 1624 Green Valley Drive (5 units)	72	77	5	69	8	Y	5
90	1628, 1638 Green Valley Drive (4 units)	72	77	5	69	8	Y	4
91	1700, 1704 Green Valley Drive (4 units)	72	77	5	69	8	Y	4
92	1708, 1710, 1712, 1714 Green Valley Drive (4 units)	73	78	5	70	8	Y	4
93	1716, 1718, 1720, 1722 Green Valley Drive (4 units)	73	78	5	70	8	Y	4
94	1724, 1726, 1728, 1730 Green Valley Drive (4 units)	73	78	5	70	8	Y	4
95	1800, 1802, 1804, 1806 Green Valley Drive (4 units)	73	78	5	70	8	Y	4
96	1810, 1812, 1814, 1816 Green Valley Drive (4 units)	73	78	5	70	8	Y	4
97	1818, 1820, 1822 Green Valley Drive (3 units)	73	79	6	70	9	Y	3
98	1832 Green Valley Drive	74	79	5	70	9	Y	1
99	1836 Green Valley Drive (6 units)	73	78	5	70	8	Y	3

Wisconsin Department of Transportation
I.D. 1005-10-01
Illinois State Line - Madison
CTH O - Rock/Dane County Line
IH 39/90
Rock County

SUMMARY of RECOMMENDED BARRIER LOCATION TRAFFIC NOISE MODEL RESULTS

Receptor I.D.	Location	A Existing Noise Levels (dB) 2010 Traffic	B Future Noise Levels (dB) 2040 Traffic	C Future Noise Level Increase (dB) = Col. B - Col. A	D Future Noise Levels with Barrier (dB) 2040 Traffic	E Noise Reduction with Barrier (dB) = Col. B - Col. D	F Benefited Receptor = Col. E ≥ 8	Number of Benefited Receptors
100	1909, 1911 Green Valley Drive (2 units)	77	82	5	74	8	Y	2
101	1925, 1927 Green Valley Drive (2 units)	77	82	5	74	8	Y	2
102	2007 Green Valley Drive (2 units)	76	82	6	73	9	Y	2
103	2017, 2019, 2021 Green Valley Drive (3 units)	77	82	5	74	8	Y	2
104	2023, 2027, 2029, 2031, 2033 Green Valley Drive (5 units)	76	80	4	72	8	Y	2
105	2101, 2103, 2105, 2107 Green Valley Drive (4 units)	76	79	3	71	8	Y	4
106	2111, 2113, 2115, 2117 Green Valley Drive (4 units)	76	78	2	70	8	Y	4
107	2121 & 2123 Green Valley Drive (2 units)	76	78	2	70	8	Y	2
108	2131 Green Valley Drive	75	78	3	70	8	Y	1
109	2205 Green Valley Drive	75	80	5	71	9	Y	1
110	2211 Green Valley Drive	75	79	4	71	8	Y	1
111	2219 Green Valley Drive	75	80	5	71	9	Y	1
112	2303 Green Valley Drive	75	80	5	71	9	Y	1
113	2311 Green Valley Drive	75	80	5	71	9	Y	1
114	2319 Green Valley Drive	75	80	5	71	9	Y	1
115	2327 Green Valley Drive	75	79	4	71	8	Y	1
116	2314 Green Valley Drive	70	74	4	70	4	N	--
117	2321 Pine View Lane	65	69	4	65	4	N	--
118	2320 Pine View Lane	64	67	3	65	2	N	--
119	2335 Green Valley Drive	75	79	4	70	9	Y	1
120	2343 Green Valley Drive	75	78	3	70	8	Y	1
121	2405 Green Valley Drive	75	78	3	70	8	Y	1
122	2413 Green Valley Drive	75	78	3	70	8	Y	1
123	2419 Green Valley Drive	75	78	3	70	8	Y	1
							Total	78
IH 39/90 SB Spring Brook to Ruger Avenue								
124	230 Mohawk Road	65	69	4	66	3	N	--
125	244 Sioux Court	69	72	3	68	4	N	--
126	229 Sioux Court	76	77	1	70	7	N	--
127	221 Sioux Court	75	77	2	68	9	Y	1
128	213 Sioux Court	75	77	2	68	9	Y	1
129	207 Sioux Court	75	76	1	68	8	Y	1
130	201 Sioux Court	75	76	1	67	9	Y	1
131	2921 Mohican Road	72	74	2	66	8	Y	1
132	2927 Ruger Avenue	74	76	2	66	10	Y	1
133	2923 Dakota Drive	73	77	4	69	8	Y	1
134	2919 Dakota Drive	73	78	5	70	8	Y	1
135	2913 Dakota Drive	71	76	5	71	5	N	--
136	Monroe Elementary Playground	67	71	4	71	0	N	--
137	Marshal Middle School	75	80	5	80	0	N	--
138	Marshal Tennis Courts	71	76	5	76	0	N	--
139	2822 E. Milwaukee Street (business)	73	75	2	75	0	N	--
							Total	8

Wisconsin Department of Transportation
I.D. 1005-10-01
Illinois State Line - Madison
CTH O - Rock/Dane County Line
IH 39/90
Rock County

SUMMARY of RECOMMENDED BARRIER LOCATION TRAFFIC NOISE MODEL RESULTS

Receptor I.D.	Location	A Existing Noise Levels (dB) 2010 Traffic	B Future Noise Levels (dB) 2040 Traffic	C Future Noise Level Increase (dB) = Col. B - Col. A	D Future Noise Levels with Barrier (dB) 2040 Traffic	E Noise Reduction with Barrier (dB) = Col. B - Col. D	F Benefited Receptor = Col. E ≥ 8	Number of Benefited Receptors
IH 39/90 SB Milwaukee Street to Mt. Zion Avenue								
140	2905 E. Milwaukee Street	72	75	3	73	2	N	--
141	2910 Rutledge Avenue	73	76	3	72	4	N	--
142	1102 Ontario Drive	75	78	3	71	7	N	--
143	1108 Ontario Drive	76	79	3	71	8	Y	1
144	1116 Ontario Drive	77	80	3	71	9	Y	1
145	1125 Ontario Drive	71	75	4	69	6	N	--
146	1124 Ontario Drive	76	80	4	71	9	Y	1
147	1132 Ontario Drive	76	80	4	71	9	Y	1
148	1140 Ontario Drive	76	81	5	73	8	Y	1
149	1148 Ontario Drive	76	82	6	73	9	Y	1
150	1156 Ontario Drive	76	81	5	72	9	Y	1
151	1164 Ontario Drive	76	81	5	72	9	Y	1
152	1170 Ontario Drive	76	81	5	72	9	Y	1
153	2923 Hyacinth Avenue	72	77	5	71	6	N	--
154	1138 Erie Drive	67	71	4	67	4	N	--
155	1137 Erie Drive	65	69	4	65	4	N	--
							Total	9
IH 39/90 SB Mt. Zion Avenue to USH 14								
156	2921 Mt Zion Avenue (church)	74	78	4	70	8	Y	1
157	1520 Ontario Drive	72	76	4	70	6	N	--
158	1526 Ontario Drive	74	79	5	71	8	Y	1
159	1532 Ontario Drive	75	80	5	71	9	Y	1
160	1600 Ontario Drive	76	80	4	71	9	Y	1
161	1606 Ontario Drive	75	80	5	71	9	Y	1
162	1614 Ontario Drive	75	79	4	71	8	Y	1
163	1620 Ontario Drive	76	80	4	71	9	Y	1
164	1628 Ontario Drive	76	80	4	71	9	Y	1
165	1702 Ontario Drive	75	80	5	71	9	Y	1
166	2919 Black Bridge Road (2 units)	70	74	4	70	4	N	--
167	2907 Black Bridge Road (2 units)	69	71	2	68	3	N	--
168	2819 Black Bridge Road (2 units)	65	68	3	64	4	N	--
169	1708 Ontario Drive	75	79	4	71	8	Y	1
170	1716 Ontario Drive	75	80	5	71	9	Y	1
171	1722 Ontario Drive	75	79	4	71	8	Y	1
172	1728 Ontario Drive	75	79	4	71	8	Y	1
173	1802 Ontario Drive	76	80	4	71	9	Y	1
174	1808 Ontario Drive	76	80	4	71	9	Y	1
175	1816 Ontario Drive	76	80	4	71	9	Y	1
176	1822 Ontario Drive	76	80	4	71	9	Y	1
177	1904 & 1906 Ontario Drive (2 units)	75	79	4	71	8	Y	2
178	1912 & 1914 Ontario Drive (2 units)	75	79	4	71	8	Y	2
179	1922 Ontario Drive	78	82	4	71	11	Y	1
180	2920 Randolph Road	71	74	3	68	6	N	--
181	2004 & 2006 Cottonwood Lane	67	70	3	67	3	N	--
182	2813 Randolph Road	64	68	4	64	4	N	--
183	2004 & 2006 Ontario Drive (2 units)	75	79	4	70	9	Y	2
184	2016 Ontario Drive	76	80	4	71	9	Y	1
185	2020 Ontario Drive	74	77	3	69	8	Y	1
186	2118 Cottonwood Drive	73	76	3	68	8	Y	1
187	2200 Cottonwood Drive	74	76	2	68	8	Y	1
188	2206 Cottonwood Drive	75	78	3	69	9	Y	1
189	2212 Cottonwood Drive	76	78	2	69	9	Y	1
190	2220 Cottonwood Drive	76	78	2	69	9	Y	1
191	2304 Cottonwood Drive	76	78	2	69	9	Y	1
192	2312 Cottonwood Drive	75	78	3	69	9	Y	1
193	2313, 2315 Cottonwood Drive	71	74	3	67	7	N	--
194	2320 Cottonwood Drive	76	78	2	69	9	Y	1
195	2939, 2941 Lucerne Drive (2 units)	76	78	2	69	9	Y	2

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Rock County

39/90 IMPROVING a gateway to Wisconsin

SUMMARY of RECOMMENDED BARRIER LOCATION TRAFFIC NOISE MODEL RESULTS

Receptor I.D.	Location	A Existing Noise Levels (dB) 2010 Traffic	B Future Noise Levels (dB) 2040 Traffic	C Future Noise Level Increase (dB) = Col. B - Col. A	D Future Noise Levels with Barrier (dB) 2040 Traffic	E Noise Reduction with Barrier (dB) = Col. B - Col. D	F Benefited Receptor = Col. E ≥ 8	Number of Benefited Receptors
196	2931 Lucerne Drive (church)	78	79	1	69	10	Y	1
197	2815 Carrousel Lane	64	66	2	64	2	N	--
198	2834 Carrousel Lane	67	69	2	65	4	N	--
199	2904 Carrousel Lane (2 units)	72	73	1	67	6	N	--
200	2912 Carrousel Lane (2 units)	75	75	0	67	8	Y	2
201	2920 Carrousel Lane (2 units)	76	75	-1	67	8	Y	2
202	2940 Carrousel Lane (2 units)	76	74	-2	65	9	Y	2
203	2944 Carrousel Lane (2 units)	75	73	-2	65	8	Y	2
204	2948 Carrousel Lane (2 units)	73	71	-2	65	6	N	--
205	2897 Holiday Drive	71	70	-1	65	5	N	--
							Total	45
IH 39/90 SB Kennedy Road to Overlook Drive								
206	4420, 4422 Old Kennedy Road (2 units)	71	73	2	71	2	N	--
	4432 Old Kennedy Road (vacant lot)	--	--	--	--	--	N	--
207	4444, 4446 Old Kennedy Road (2 units)	71	73	2	69	4	N	--
	4456 Old Kennedy Road (vacant lot)	--	--	--	--	--	N	--
208	4468, 4470 Old Kennedy Road (2 units)	72	74	2	67	7	N	--
209	4480, 4482 Old Kennedy Road (2 units)	73	75	2	66	9	Y	2
210	4504, 4506 Old Kennedy Road (2 units)	72	74	2	66	8	Y	2
211	4516, 4518 Old Kennedy Road (2 units)	71	75	4	67	8	Y	2
212	4540, 4542 Old Kennedy Road (2 units)	72	75	3	67	8	Y	2
213	4551 Old Kennedy Road	68	71	3	65	6	N	--
	4452 Old Kennedy Road (vacant lot)	--	--	--	--	--	Y	2
214	4564, 4566 Old Kennedy Road (2 units)	72	76	4	68	8	Y	2
215	4576, 4578 Old Kennedy Road (2 units)	73	77	4	68	9	Y	2
	4600, 4602 Old Kennedy Road (2 units)	--	--	--	--	--	Y	2
	4612 Old Kennedy Road (vacant lot)	--	--	--	--	--	Y	1
216	4624 Old Kennedy Road	73	78	5	70	8	Y	1
217	4627 Overlook Drive	68	72	4	68	4	N	--
218	1315 Crestline Drive	67	67	0	64	3	N	--
219	1239 Crestline Drive	61	65	4	62	3	N	--
							Total	18

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SUMMARY of RECOMMENDED BARRIER LOCATION TRAFFIC NOISE MODEL RESULTS

Receptor I.D.	Location	A Existing Noise Levels (dB) 2010 Traffic	B Future Noise Levels (dB) 2040 Traffic	C Future Noise Level Increase (dB) = Col. B - Col. A	D Future Noise Levels with Barrier (dB) 2040 Traffic	E Noise Reduction with Barrier (dB) = Col. B - Col. D	F Benefited Receptor = Col. E ≥ 8	Number of Benefited Receptors
IH 39/90 SB South of Rock River								
220	118 Meadow Lane	73	76	3	70	6	N	--
221	119 Meadow Lane	74	78	4	69	9	Y	1
222	120 Meadow Lane	74	77	3	68	9	Y	1
223	121 Meadow Lane	74	77	3	68	9	Y	1
224	122 Meadow Lane	74	77	3	69	8	Y	1
225	123 Meadow Lane	73	76	3	68	8	Y	1
226	124 Meadow Lane	73	77	4	69	8	Y	1
227	125 Meadow Lane	73	75	2	69	6	N	--
228	126 Meadow Lane	72	75	3	70	5	N	--
							Total	6

Traffic Noise Model analysis conducted November 2012 through January 2013 using Federal Highway Administration (FHWA) Traffic Noise Model, version 2.5 (TNM®)

IH 39/90 Central Segment
Noise Model Results

N

LEGEND

0	RECEPTOR NUMBER
00	EXISTING NOISE LEVEL (dB)
-00-	2040 NOISE LEVEL (dB)
(00)	2040 NOISE LEVEL W/BARRIER (dB)
	PROPOSED NOISE BARRIER
	NOISE BARRIER (NOT REASONABLE OR FEASIBLE)
	BENEFITED RECEPTORS
[0]	NUMBER OF BENEFITED RECEPTORS
	RECEPTORS NOT BENEFITED

PALMER DR

781+05.30

IH 39/90 SB

IH 39/90 NB

SPRING BROOK

NOISE BARRIER #1

74 -79- (71)

75 -80- (71)

72 -77- (70)

70 -75- (69)

1 [4] 2 3 [1] 4 [1] 5 [1] 6 [1] 7 [1] 8 [1] 9 [1] 10 [1] 11 [1] 12 [1] 13 14 [1] 15 [1] 16 [1] 17 [1] 18 [1] 19 20 21 22 125 126 127 [1]

IH 39/90 Central Segment
Noise Model Results

N

LEGEND

0	RECEPTOR NUMBER
00	EXISTING NOISE LEVEL (dB)
-00-	2040 NOISE LEVEL (dB)
(00)	2040 NOISE LEVEL W/BARRIER (dB)
	PROPOSED NOISE BARRIER
	NOISE BARRIER (NOT REASONABLE OR FEASIBLE)
	BENEFITED RECEPTORS
[0]	NUMBER OF BENEFITED RECEPTORS
	RECEPTORS NOT BENEFITED

124
125
72 -74- (66)
131 [1]
132 [1]
133 [1]
134 [1]
135
73 -78- (70)
76 -77- (70)
126
127 [1]
128 [1]
129 [1]
130 [1]
RUGER AVE
NOISE BARRIER #5
IH 30/90 SB
IH 39/90 NB
NOISE BARRIER #1
74 -76- (68)
25 [1]
26 [1]
24
27 [1]
23
28
29
74 -80- (71)
31 [1]
30
32 [1]
33 [1]
34 [1]
35 [1]
36 [1]
37 [1]
38 [1]
39 [1]
40 [1]
41 [1]
42 [1]
46 [1]
47 [1]
NOISE BARRIER #2
75 -81- (72)
43
64 -69- (65)
44
45

IH 39/90 Central Segment
Noise Model Results

N

LEGEND

0	RECEPTOR NUMBER
00	EXISTING NOISE LEVEL (dB)
-00-	2040 NOISE LEVEL (dB)
(00)	2040 NOISE LEVEL W/BARRIER (dB)
	PROPOSED NOISE BARRIER
	NOISE BARRIER (NOT REASONABLE OR FEASIBLE)
	BENEFITED RECEPTORS
[0]	NUMBER OF BENEFITED RECEPTORS
	RECEPTORS NOT BENEFITED

136

67
-71-
(71)

137

75
-80-
(80)

138

139

140

MILWAUKEE ST

IH 39/90 SB

IH 39/90 NB

NOISE BARRIER #2

48 [1]
49 [1]
50 [1]
51 [1]
52 [1]
53 [1]
54 [1]
55 [1]
56 [1]
57 [1]
58 [1]
59
60 [1]
61 [1]
62 [1]
63 [1]
64 [1]
65 [1]
66 [1]
67 [1]
68 [1]
69 [1]
70 [1]
71 [1]
72 [1]
73 [1]
74 [1]
75 [1]

74
-80-
(70)

70
-75-
(69)

73
-75-
(67)

73
-75-
(67)

IH 39/90 Central Segment
Noise Model Results

N

LEGEND

0	RECEPTOR NUMBER
00	EXISTING NOISE LEVEL (dB)
-00-	2040 NOISE LEVEL (dB)
(00)	2040 NOISE LEVEL W/BARRIER (dB)
	PROPOSED NOISE BARRIER
	NOISE BARRIER (NOT REASONABLE OR FEASIBLE)
	BENEFITED RECEPTORS
[0]	NUMBER OF BENEFITED RECEPTORS
	RECEPTORS NOT BENEFITED

MILWAUKEE ST

MT ZION AVE

IH 39/90 SB

IH 39/90 NB

NOISE BARRIER #2

NOISE BARRIER #3

NOISE BARRIER #4

NOISE BARRIER #6

NOISE BARRIER #7

71 -75- (69)

75 -78- (71)

76 -81- (72)

77 -79- (68)

75 -80- (72)

73 -78- (72)

139 140 141 142 143 [1] 144 [1] 145 146 [1] 147 [1] 148 [1] 149 [1] 150 [1] 151 [1] 152 [1] 153 154 155 156 [1]

69 [1] 70 [1] 71 [1] 72 [1] 73 [1] 74 [1] 75 [1] 76 [1] 77 78 [1] 79 [1] 80 [1] 81 82 83 84 [2] 85 86 [1]

IH 39/90 Central Segment
Noise Model Results

N

LEGEND

0	RECEPTOR NUMBER
00	EXISTING NOISE LEVEL (dB)
-00-	2040 NOISE LEVEL (dB)
(00)	2040 NOISE LEVEL W/BARRIER (dB)
	PROPOSED NOISE BARRIER
	NOISE BARRIER (NOT REASONABLE OR FEASIBLE)
	BENEFITED RECEPTORS
[0]	NUMBER OF BENEFITED RECEPTORS
	RECEPTORS NOT BENEFITED

MT ZION AVE

ONTARIO DR

NOISE BARRIER *7

IH 39/90 SB

IH 39/90 NB

NOISE BARRIER *4

GREEN VALLEY DR

156 [1]

157

158 [1]

74 -79- (71)

159 [1]

160 [1]

161 [1]

162 [1]

163 [1]

164 [1]

165 [1]

166

70 -74- (70)

167

168

169 [1]

170 [1]

171 [1]

172 [1]

173 [1]

174 [1]

175 [1]

176 [1]

177 [2]

178 [2]

78 -82- (71)

179 [1]

180

87 [4]

76 -80- (72)

88 [1]

89 [5]

90 [4]

91 [4]

92 [4]

93 [4]

94 [4]

95 [4]

96 [4]

97 [3]

98 [1]

99 [3]

73 -78- (70)

100 [2]

101 [2]

77 -82- (74)

IH 39/90 Central Segment
Noise Model Results

N

LEGEND

0	RECEPTOR NUMBER
00	EXISTING NOISE LEVEL (dB)
-00-	2040 NOISE LEVEL (dB)
(00)	2040 NOISE LEVEL W/BARRIER (dB)
	PROPOSED NOISE BARRIER
	NOISE BARRIER (NOT REASONABLE OR FEASIBLE)
	BENEFITED RECEPTORS
[0]	NUMBER OF BENEFITED RECEPTORS
	RECEPTORS NOT BENEFITED

182 181 193 197 198 199 205 204

183 [2] 184 [1] 185 [1] 186 [1] 187 [1] 188 [1] 189 [1] 190 [1] 191 [1] 192 [1] 194 [1] 195 [2] 196 [1] 200 [2] 201 [2] 202 [2] 203 [2]

73 -76- (68)

73 -71- (65)

76 -75- (67)

COTTONWOOD DR

CARROUSEL LN

NOISE BARRIER #7

IH 39/90 SB

IH 39/90 NB

NOISE BARRIER #4

102 [2] 103 [2] 104 [2] 105 [4] 106 [4] 107 [2] 108 [1] 109 [1] 110 [1] 111 [1] 112 [1] 113 [1] 114 [1] 115 [1] 119 [1] 120 [1] 121 [1] 122 [1] 123 [1]

77 -82- (74)

75 -78- (70)

GREEN VALLEY DR

116 117 118

70 -74- (70)

IH 39/90 Central Segment
Noise Model Results

N

LEGEND

0	RECEPTOR NUMBER
00	EXISTING NOISE LEVEL (dB)
-00-	2040 NOISE LEVEL (dB)
(00)	2040 NOISE LEVEL W/BARRIER (dB)
	PROPOSED NOISE BARRIER
	NOISE BARRIER (NOT REASONABLE OR FEASIBLE)
	BENEFITED RECEPTORS
[0]	NUMBER OF BENEFITED RECEPTORS
	RECEPTORS NOT BENEFITED

219
218
217
213
68
-71-
(65)
OVERLOOK DRIVE
OLD KENNEDY RD
211
[2]
212
[2]
[2]
214
[2]
215
[2]
[2]
[1]
216
[1]
73
-78-
(70)
73
-77-
(68)
210
[2]
209
[2]
206
207
208
72
-74-
(67)
NOISE BARRIER #8
IH 39/90 SB
IH 39/90 NB
1030
1025
1020
1015
1010
KENNEDY RD

IH 39/90 Central Segment
Noise Model Results

N

LEGEND

NOISE BARRIER (NOT REASONABLE OR FEASIBLE)

AVG HEIGHT = 25'
LENGTH = 1530'
COST @ $18/SF = $688,500
BENEFITED RECEPTORS = 6
COST/RECEPTOR = $114,750

BITTERSWEET DR

N TERRA DR

IH 39/90 SB

IH 39/90 NB

KENNEDY RD

IH 39/90 Central Segment
Noise Model Results

N

LEGEND

0	RECEPTOR NUMBER
00	EXISTING NOISE LEVEL (dB)
-00-	2040 NOISE LEVEL (dB)
(00)	2040 NOISE LEVEL W/BARRIER (dB)
	PROPOSED NOISE BARRIER
	NOISE BARRIER (NOT REASONABLE OR FEASIBLE)
	BENEFITED RECEPTORS
[0]	NUMBER OF BENEFITED RECEPTORS
	RECEPTORS NOT BENEFITED

MEADOW LN

220 221 [1] 222 [1] 223 [1] 224 [1] 225 [1] 226 [1] 227 228

72
-75-
(70)

74
-78-
(69)

NOISE BARRIER "9"

IH 39/90 SB

IH 39/90 NB

1365'SB'

1365

1370'SB'

1370

1375'SB'

1375

1380'S

ROCK RIVER

AVG HEIGHT = 5.5'
LENGTH = 640'
COST @ $18/SF = $63,360
BENEFITED RECEPTORS = 6
COST/RECEPTOR = $10,560

TRAFFIC NOISE EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-3

Alternative IH 39/90 North Segment	Total Length of Center Line of Existing Roadway Length of This Alternative
Preferred ☒ Yes ☐ No ☐ None Identified	

1. Need for Noise Analysis:

A. Is the proposed action considered a Type I project? (A Type I project is defined as a project that involves construction of a roadway on new location or the physical alteration of an existing highway which substantially changes either the horizontal or vertical alignment or increases the number of through-traffic lanes).
- ☐ No – Complete only Factor Sheet D-2, Construction Stage Sound Quality Impact Evaluation.
- ☒ Yes – Complete Factor Sheet D-2, Construction Stage Sound Quality Impact Evaluation, and the rest of this sheet.

2. Traffic Data:

A. Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on Basic Sheet 6, Traffic Summary Matrix*:*
- ☒ No
- ☐ Yes – Indicate volumes and explain why they were used:

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

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

Federal Highway Administration (FHWA) Traffic Noise Model 2.5 (TNM) was used for this noise analysis. TNM is FHWA's computer program for predicting and analyzing highway traffic noise. TNM computes highway traffic noise at chosen receiver locations near to the noise source and aids in noise barrier analysis.

Existing and future noise levels along IH 39/90 were modeled with TNM 2.5. Future noise levels are based on forecasted year 2040 traffic volumes.

C. Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic sound: (See attached receptor location map).

D. If this proposal is implemented will future sound levels produce a noise impact?
- ☐ No
- ☒ Yes - The impact will occur because:
  - ☒ The Noise Abatement Criteria (NAC) is approached (1 dBA less than the NAC) or exceeded.
  - ☐ Existing sound levels will increase by 15 dBA or more.

The proposed IH 39/90 expansion will leave 20 residences and 2 commercial properties impacted by traffic noise.

E. Will traffic noise abatement measures be implemented?
- ☐ Not applicable – Traffic noise impacts will not occur.
- ☒ No – Traffic noise abatement is not reasonable or feasible (explain why). In areas currently undeveloped, local units of government shall be notified of predicted sound levels for land use planning purposes. **A COPY OF THIS WRITTEN NOTIFICATION SHALL BE INCLUDED WITH THE FINAL ENVIRONMENTAL DOCUMENT.**
- ☐ Yes – Traffic noise abatement has been determined to be feasible and reasonable. Describe any traffic noise abatement measures which are proposed to be implemented. Explain how it will be determined whether or not those measures will be implemented:

Noise receptor locations having noise impacts under the proposed alternative are identified in the following tables.

When traffic noise impacts occur, measures to reduce or eliminate them should be considered by the project sponsor when these measures are determined to be "reasonable and feasible". Noise abatement is considered

reasonable if the cost of the abatement is less than $30,000 per benefited residence where a residence is considered benefited if the lower level dwelling unit receives a noise reduction of 8 dBA or more. Barriers are feasible where terrain, access, safety, or other physical constraints do not preclude them, and where they are able to achieve a substantial noise reduction. Noise abatement measures considered for these locations include:

- Traffic management measures (e.g. reduced speed limits, prohibition of trucks)
- Alteration of horizontal and vertical alignment
- Construction of noise barriers

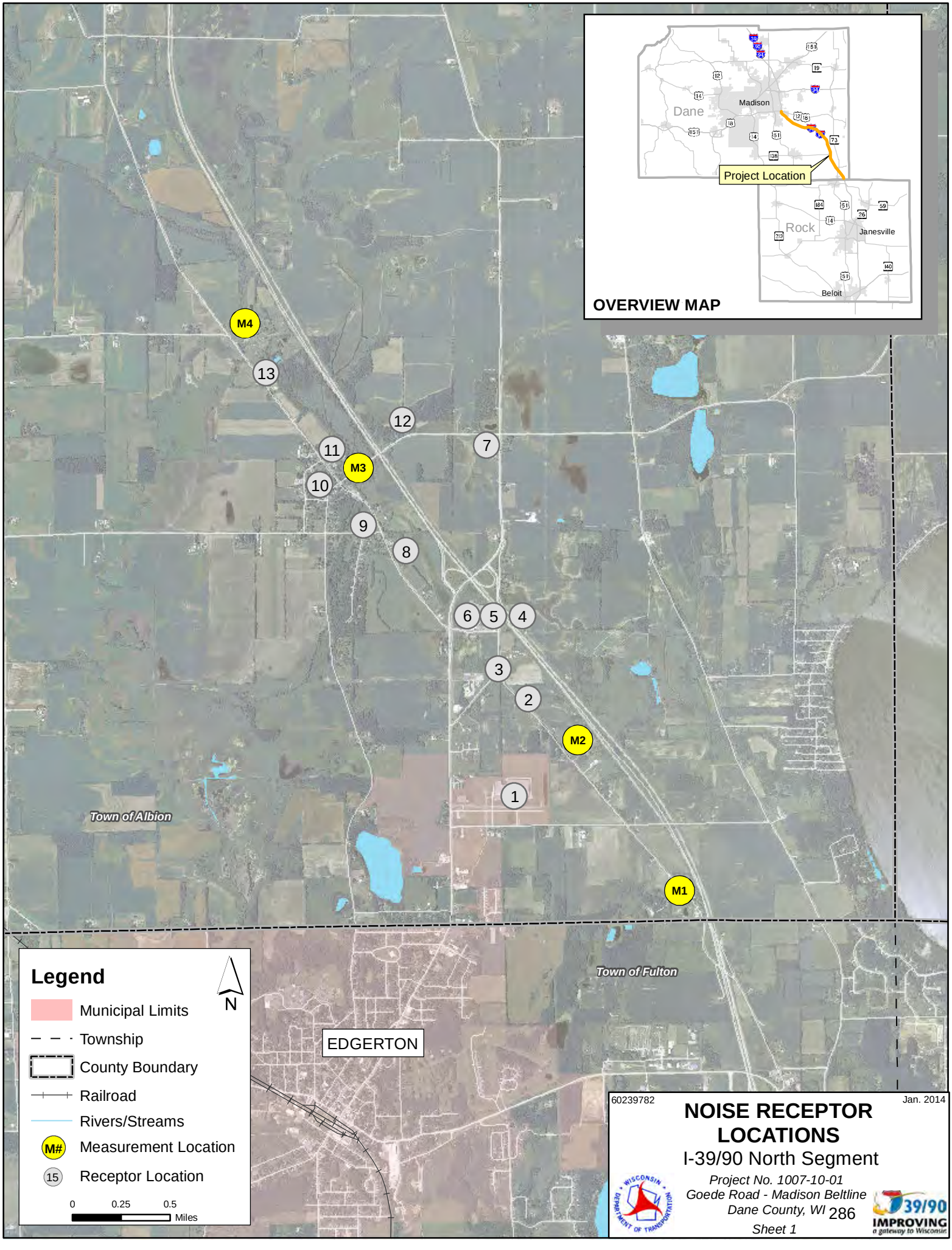
Applying traffic management measures to the proposed facility would not be deemed reasonable and feasible since this project is intended to improve mobility within the area. The horizontal and vertical alignment of the proposed alternative has been chosen to minimize overall impacts including environmental impacts and impacts to existing development along the corridor. Vertical alignment modifications of IH 39/90 in excess of proposed are not feasible due to the cost of earthwork necessary to facilitate such a modification. Therefore, alignment modifications for noise abatement are not proposed.

Construction of noise barriers was investigated for all noise impacted receptors along the project. At an average cost of $26 per square foot (WisDOT, 2013), barriers were not determined to be reasonable or feasible at any location. In order to be effective, the necessary length and height of the barrier would require a cost over the max barrier cost to be considered reasonable at each of the locations.

Receptor Location or Site Identification (See attached map)	Distance from C/L of Near Lane to Receptor in feet (ft.) (existing OR future / existing)	Number of Families or People Typical of this Receptor Site	Sound Level L_{eq}[1] (dBA)			Impact Evaluation		
			Noise Abatement Criteria [2] (NAC)	Future Sound Level	Existing Sound Level	Difference in Future and Existing Sound Levels (Col. e minus Col. f)	Difference in Future Sound Levels and Noise Abatement Criteria (Col. e minus Col. d)	Impact[3] or No Impact
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
M1	247	3	66	72	68	4	6	I
M2	617 / 748	4	66	64	61	3	-2	N
M3	621 / 645	6	66	64	61	3	-2	N
M4	1113	1	66	63	59	4	-3	N
M5	1646 / 1707	1	66	56	54	2	-10	N
M6	1020 / 1080	2	66	56	54	2	-10	N
M7	364 / 387	2	66	70	68	2	4	I
M8	680 / 704	2	66	63	62	1	-3	N
M9	418 / 466	1	66	69	66	3	3	I
M10	1756 / 1805	3	66	57	54	3	-9	N
M11	328 / 352	1	66	70	66	4	4	I
M12	404 / 450	1	66	66	64	2	0	I
M13	337 / 366	5	66	70	68	2	4	I
M14	510	2	66	68	65	3	2	I
M15	340	4	66	72	69	3	6	I
M16	815	5	66	65	63	2	-1	N
1	2836 / 3498	commercial	71	52	50	2	-19	N
2	833	1	66	62	60	2	-4	N
3	738 / 759	1	66	60	58	2	-6	N

[1] Use whole numbers only.
[2] Insert the actual Noise Abatement Criteria from Wisconsin Administrative Code, Chapter Trans. 405.04, Table 1.
[3] An impact occurs when future sound levels exceed existing sound levels by 15 dB or more, **or**, future sound levels approach or exceed the Noise Abatement Criteria ("approach" is defined as 1 dB less than the Noise Abatement Criteria, therefore an impact occurs when Column (h) is –1 db or greater). I = Impact, N = No Impact.

Receptor Location or Site Identification (See attached map)	Distance from C/L of Near Lane to Receptor in feet (ft.) (existing OR future / existing)	Number of Families or People Typical of this Receptor Site	Sound Level L_{eq}[1] (dBA)			Impact Evaluation		
			Noise Abatement Criteria [2] (NAC)	Future Sound Level	Existing Sound Level	Difference in Future and Existing Sound Levels (Col. e minus Col. f)	Difference in Future Sound Levels and Noise Abatement Criteria (Col. e minus Col. d)	Impact[3] or No Impact
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
4	108 / 176	commercial	71	74	70	4	3	I
5	51 / 127	commercial	71	76	75	1	5	I
6	558 / 680	commercial	71	65	65	0	-6	N
7	2512 / 2564	2	66	51	48	3	-15	N
8	923 / 945	6	66	63	60	3	-3	N
9	1336 / 1360	5	66	57	56	1	-9	N
10	1666 / 1690	recreation area	66	54	52	2	-12	N
11	1078 / 1102	3	66	61	58	3	-5	N
12	562 / 610	1	66	63	59	4	-3	N
13	1174 / 1192	2	66	60	56	4	-6	N
14	3402 / 3617	5	66	48	46	2	-18	N
15	415 / 363	1	66	67	66	1	1	I
16	1123	1	66	56	53	3	-10	N
17	2104 / 2873	recreation area	66	54	51	3	-12	N
18	2270 / 2318	5	66	55	53	2	-11	N
19	611 / 831	1	66	61	58	3	-5	N
20	228 / 428	4	66	65	63	2	-1	N
21	1028 / 1409	commercial	71	61	57	4	-10	N
22	1631 / 1658	13	66	56	55	1	-10	N
23	705	commercial	71	66	63	3	-5	N



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Jan. 2014

NOISE RECEPTOR LOCATIONS

I-39/90 North Segment

Project No. 1007-10-01

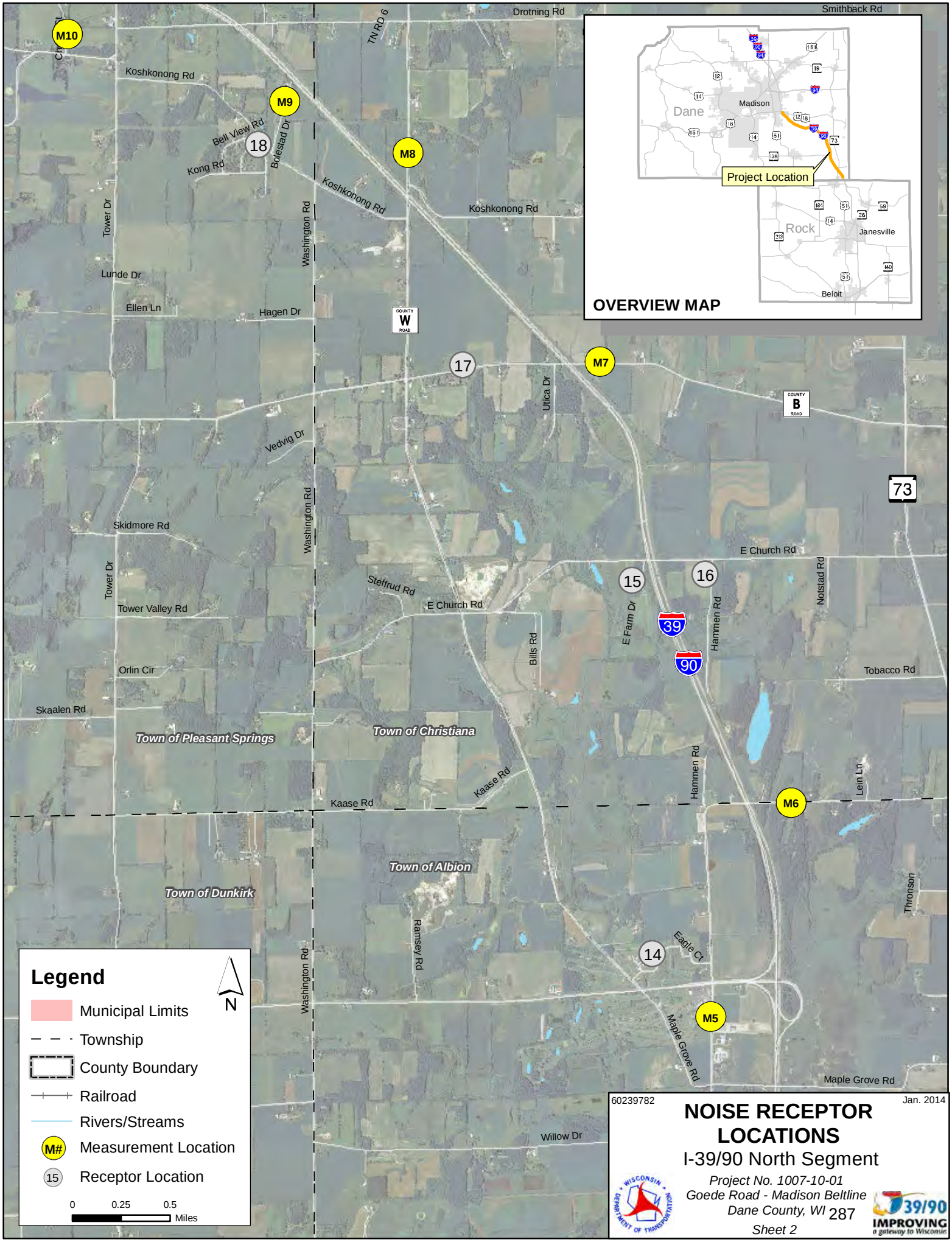
Goede Road - Madison Beltline

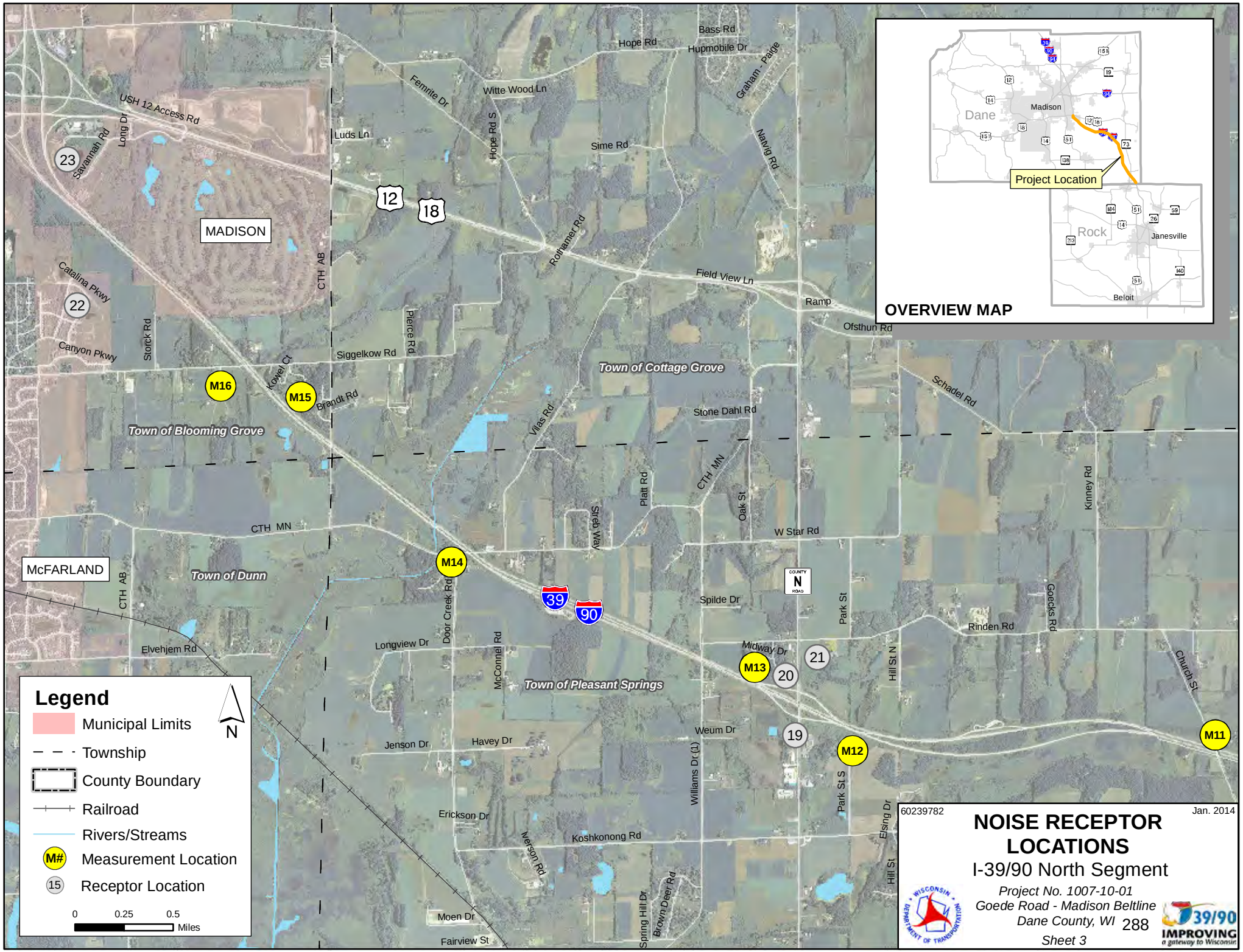
Dane County, WI 286

Sheet 1

WISCONSIN DEPARTMENT OF TRANSPORTATION

39/90 IMPROVING a gateway to Wisconsin


M10
M9
M8
M7
M6
M5
18
17
16
15
14
Koshkonong Rd
Drotning Rd
Smithback Rd
TN RD 6
Bell View Rd
Kong Rd
Bolestad Dr
Tower Dr
Washington Rd
Lunde Dr
Ellen Ln
Hagen Dr
COUNTY W ROAD
Utica Dr
COUNTY B ROAD
Vedvig Dr
73
Skidmore Rd
Tower Valley Rd
Steffrud Rd
E Church Rd
Notstad Rd
E Farm Dr
Hammen Rd
39
90
Bills Rd
Orlin Cir
Tobacco Rd
Skaalen Rd
Town of Pleasant Springs
Town of Christiana
Kaase Rd
Lein Ln
Town of Albion
Town of Dunkirk
Ramsey Rd
Eagle Ct
Thronson
Maple Grove Rd
Willow Dr
Project Location
OVERVIEW MAP
Dane
Madison
Rock
Janesville
Beloit
Legend
N
Municipal Limits
Township
County Boundary
Railroad
Rivers/Streams
M# Measurement Location
15 Receptor Location
0 0.25 0.5 Miles
60239782
Jan. 2014
NOISE RECEPTOR LOCATIONS
I-39/90 North Segment
Project No. 1007-10-01
Goede Road - Madison Beltline
Dane County, WI
287
Sheet 2
WISCONSIN DEPARTMENT OF TRANSPORTATION
39/90 IMPROVING a gateway to Wisconsin


OVERVIEW MAP
Project Location
Dane
Madison
Rock
Janesville
Beloit
MADISON
McFARLAND
Town of Blooming Grove
Town of Cottage Grove
Town of Dunn
Town of Pleasant Springs
USH 12 Access Rd
Long Dr
Savannah Rd
Luds Ln
Femrite Dr
Witte Wood Ln
Hope Rd
Bass Rd
Hupmobile Dr
Graham - Paige
Hope Rd S
Sime Rd
Navig Rd
Rothamer Rd
CTH AB
Field View Ln
Ramp
Ofsthun Rd
Catalina Pkwy
Canyon Pkwy
Storck Rd
Siggelkow Rd
Pierce Rd
Kowel Ct
Brandt Rd
Schadel Rd
Stone Dahl Rd
Vlas Rd
Platt Rd
CTH MN
Oak St
Streb Way
W Star Rd
Kinney Rd
Spilde Dr
Park St
Goecks Rd
Rinden Rd
Midway Dr
Hill St N
Church St
Longview Dr
Door Creek Rd
McConnel Rd
Elvehjem Rd
Jenson Dr
Havey Dr
Weum Dr
Williams Dr (1)
Park St S
Elsing Dr
Hill St
Erickson Dr
Koshkonong Rd
Nerson Rd
Spring Hill Dr
Brown Deer Rd
Moen Dr
Fairview St
M11
M12
M13
M14
M15
M16
39
90
12
18
23
22
19
20
21
Legend
Municipal Limits
Township
County Boundary
Railroad
Rivers/Streams
M# Measurement Location
15 Receptor Location
N
0 0.25 0.5 Miles
60239782
Jan. 2014
NOISE RECEPTOR LOCATIONS
I-39/90 North Segment
Project No. 1007-10-01
Goede Road - Madison Beltline
Dane County, WI
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Sheet 3
WISCONSIN DEPARTMENT OF TRANSPORTATION
39/90 IMPROVING
a gateway to Wisconsin

Appendix C
AIS Addendum

AGRICULTURAL IMPACT STATEMENT ADDENDUM

IH 39/90: Illinois State Line to USH 12&18
Dane & Rock Counties

Published December 27, 2013

**Wisconsin Department of Agriculture,
Trade and Consumer Protection
DATCP #3958**



Agricultural Impact Statement

Wisconsin Department of Agriculture, Trade and Consumer Protection

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MAILING LIST

AGRICULTURAL IMPACT STATEMENT ADDENDUM

IH 39/90: Illinois State Line to USH 12 & 18
Rock and Dane Counties
Wisconsin Department of Transportation
Project ID#: 1001-10-02

I. INTRODUCTION

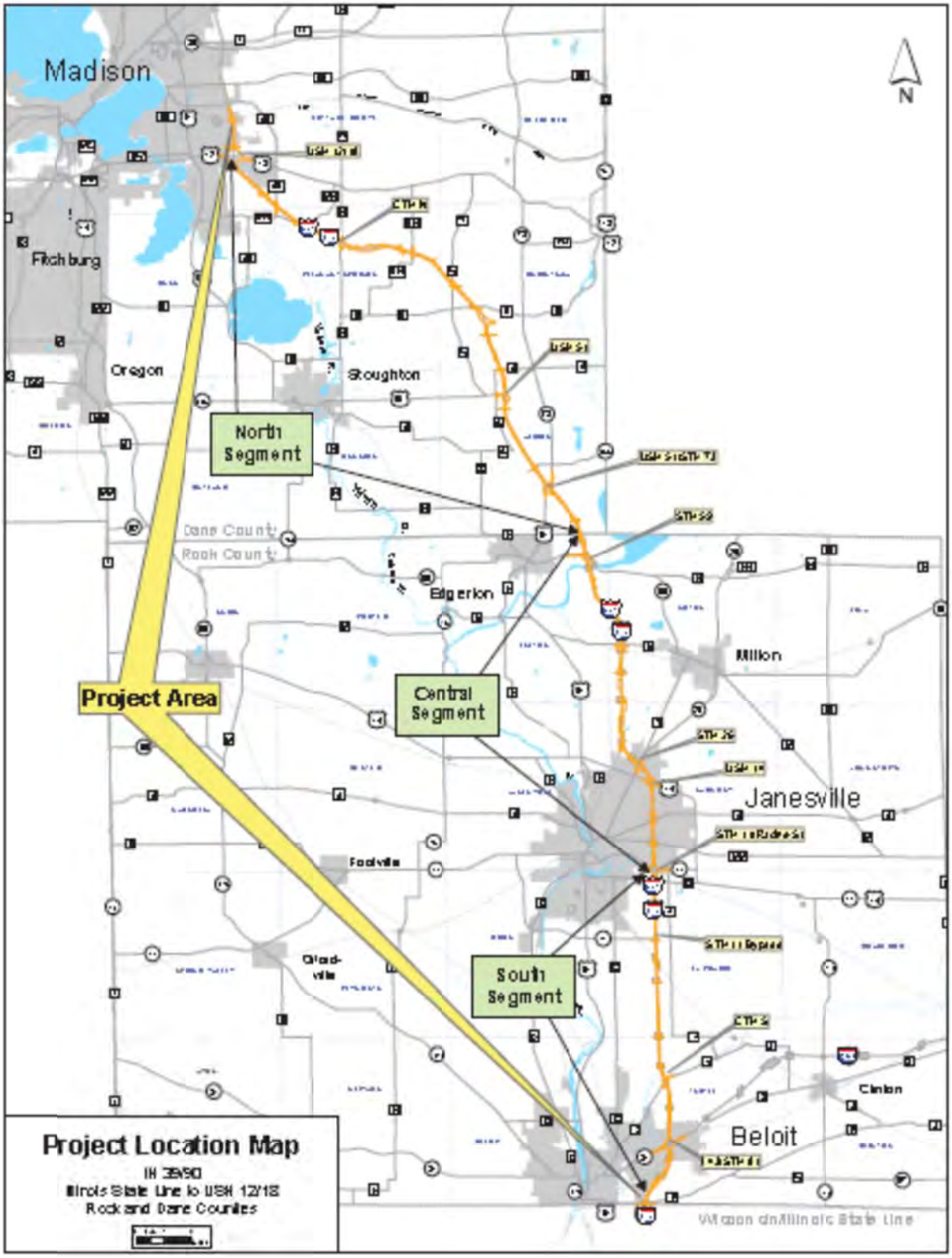
On February 29, 2008, the Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) published an Agricultural Impact Statement (AIS) for the proposed expansion of Interstate Highway (IH) 39/90 from the Illinois State Line to U.S. Highway (USH) 12&18 (the south Madison Beltline). The Wisconsin Department of Transportation (WisDOT) has refined the proposed design of the facilities to reflect updated design standards especially at bridge crossings.

WisDOT has indicated that changes were made for the following reasons.

- The increase in right-of-way and agricultural impacts in the Southern Segment is largely due to bringing the IH 43 system interchange up to current design standards; the need for additional right-of-way to provide ditches and allow for proper drainage; and for local road and State Trunk Highway (STH) 81 connections.
- Lands located adjacent to the existing IH 39 right-of-way in the Southern Segment consist of flat topography with numerous depressions, and no defined drainageways or ditches to capture and direct runoff. The soils within and adjacent to the project corridor are sandy, and therefore, conducive to stormwater infiltration. The addition of travel lanes and shoulders to the inside of IH 39/90 will result in the elimination of the grassed medians, which must now be drained by storm sewer systems. Furthermore, additional impervious surface will result in increases in stormwater runoff volumes and rates. To minimize impacts, a flat-bottom ditch with a pipe for infiltration is proposed in some sections of the corridor, generally between the Union Pacific Railroad and the Wisconsin and Southern Railroad.

The following design changes resulted in increased right-of-way needs and environmental impacts in all three Segments:

- A wider median is needed for drainage and to eliminate median cable guard to improve safety.
- Existing overpass profiles were not addressed in the Environmental Assessment and Finding of No Significant Impact, and all are deficient. New crest curves require over 15 feet of fill in some areas.
- System interchange redesign to allow for higher design speeds resulted in higher impacts at the USH 12/18 (Beltline) and IH 43 Interchanges.
- Drainage was not addressed in the Environmental Assessment/Finding of No Significant Impact.
- Detention ponds will likely be required along the corridor to address new regulations for water quality standards in the Rock River drainage basin.


Madison
N
Fitchburg
Oregon
Stoughton
North Segment
Dane County
Rock County
Edgerton
Milton
Project Area
Central Segment
Janesville
Footville
South Segment
Clinton
Beloit
Project Location Map
IH 39/90
Illinois State Line to USH 12/18
Rock and Dane Counties

WisDOT anticipates starting construction for the portion of State Trunk Highway (STH) 73 between IH 39/90 and U.S. Highway (USH) 12/18 in 2014. Construction of the IH 39/90 portion of the project is expected to start in 2015 and be completed in 2021.

II. AGRICULTURAL SETTING

Due to the amount of time that has passed since the original AIS was published, DATCP is providing updated information about the agricultural background of Dane and Rock Counties. In a 2011 report, the University of Wisconsin Extension describes agriculture's contribution to the Dane[1] and Rock County[2] economies. Researchers estimated that agriculture provides jobs for 16,767 people in Dane County, which represent 4.4 percent of the county's workforce. In Rock County, researcher estimated that agriculture provides jobs for 6,266 people, 8 percent of the county's workforce. Agriculture accounts for $3.45 billion in business sales in Dane County and $1.45 billion in business sales in Rock County. Agriculture also contributes almost $1.2 billion to Dane County's income, 4.2 percent of the county's total income, and $445 million to Rock County's income, about 8 percent of the county's total income. Dane County agriculture pays $117 million in taxes and Rock County agriculture pays $37 million in taxes. These tax figures do not include property taxes for local school districts.

Agricultural Productivity

In 2012,[3] a drought year, Dane County farmers harvested 160,700 acres of corn for grain, 75,500 acres of soybeans, 43,600 acres of corn for silage, 27,700 acres of alfalfa hay, and 14,000 acres of winter wheat. They also raised 145,000 head of cattle and calves. In that same year, Rock County farmers harvested 146,000 acres of corn for grain, 82,200 acres of soybeans, 15,100 acres of alfalfa hay, and 800 acres of oats. They also raised 41,500 head of cattle and calves. The amount of corn for silage that Rock County farmers harvested in 2012 was not published in the 2013 Bulletin.

Fifteen years earlier, Dane County farmers harvested 186,300 acres of corn for grain, 79,400 acres of alfalfa hay, 50,900 acres of soybeans, 24,700 acres of corn for silage, and 6,200 acres of winter wheat. They also raised 140,000 head of cattle and calves. Also in 1997, Rock County

[1] *Dane County Agriculture: Value and Economic Impact*, University of Wisconsin-Extension, Cooperative Extension, 2011, http://www.uwex.edu/ces/ag/wisag/

[2] *Rock County Agriculture: Value and Economic Impact*, University of Wisconsin-Extension, Cooperative Extension, 2011, http://www.uwex.edu/ces/ag/wisag/

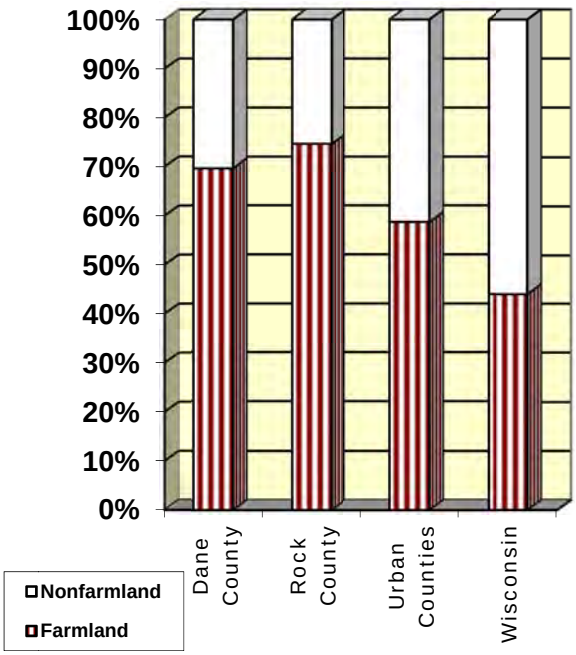
[3] *Wisconsin 2013 Agricultural Statistics*, Wisconsin Agricultural Statistics Service, National Agricultural Statistics Service USDA, Wisconsin Department of Agriculture, Trade and Consumer Protection, 2013, pp. 18 through 53.

farmers harvested 143,600 acres of corn for grain, 86,900 acres of soybeans, 31,900 acres of alfalfa hay, 11,700 acres of corn for silage, and 2,600 acres of oats, and they raised 56,000 head of cattle and calves.

Land in Farms, Number of Farms, and Average Size of Farms

Dane and Rock Counties are classified as rural counties, which are defined as having an average of 100 or more residents per square mile. According to the *2007 Census of Agriculture*, Dane County has 535,756 acres of land in farms,[4] which represents 69.7 percent of the total land area. Rock County has 344,361 acres of land in farms representing 74.7 percent of the total county area. The average for urban counties is 196,635 acres of land in farms or 58.7 percent of the total county land area. These can be compared to the average of 213,955 acres or 44.0 percent of land in farms among all Wisconsin counties. Refer to Chart 1 for a graphic comparison of the percentage of land in farms in Dane County, Rock County, urban counties, and Wisconsin.

Chart 1
Land in Farms, 2007



According to the *Census of Agriculture*, Dane County gained 692 farms (a 26.2 percent increase) between 1992 and 2007 as the total number rose from 2,639 to 3,331. Rock County gained 158 farms, an 11.3 percent increase, as the total rose from 1,398 to 1,556. Wisconsin as a whole gained 10,504 farms (a 15.5 percent increase) as the total number of farms in the state rose from 67,959 to 78,463 during the same period.

The amount of land in farms decreased from 538,582 to 535,756 acres (a 0.5 percent loss) in Dane County from 1992 to 2007. In Rock County, the amount of land in farms increased from 343,115 to 344,361 acres, a 0.4 percent increase. In Wisconsin as a whole, the amount of land in farms declined from 15.5 to 15.2 million acres (a 1.8 percent loss) during this fifteen-year period.

[4]Land in farms consists primarily of agricultural land used for crops, pasture, or grazing. It also includes woodland and wasteland not actually under cultivation or used for pasture or grazing, providing it was part of the farm operator's total operation.

The average size of farms fell from 204 to 161 acres in Dane County, from 245 to 221 acres in Rock County, and from 228 to 194 acres in Wisconsin as a whole during the same period.

Size Distribution of Farms

Table 1 shows the percentage of farms in each size category for Dane County, Rock County, urban counties, and all Wisconsin counties.[5] Proportionately, Dane County has more farms that are smaller than 50 acres in size compared to the averages for urban counties and for all Wisconsin counties. Rock County has proportionately more farms that are smaller than 50 acres in size or larger than 500 acres in size compared to the averages for urban counties and for all Wisconsin counties.

Table 1
Percent of Farms per Size Category

Acres	% of Farms in Dane County	% of Farms in Rock County	% of Farms in Urban Counties	% of Farms in Wisconsin
0 to 49	46.2%	45.5%	41.0%	31.6%
50 to 179	31.1%	28.4%	33.0%	37.9%
180 to 499	15.9%	16.5%	18.4%	22.7%
500 or more	6.9%	9.6%	7.6%	7.8%

Property Taxes and Values

Table 2 lists the average property tax, assessed value, and sale price per acre of agricultural land in Dane County, Rock County, urban counties, and all Wisconsin counties. The assessed values and property taxes are based on the "use value" of agricultural land. Wisconsin Statutes define agricultural land as "land, exclusive of buildings and improvements, that is devoted primarily to agricultural use." In 2010/11, average property taxes[6] on Dane County agricultural land were 14.9 percent higher than the average for urban counties and 27.8 percent higher than the average for all counties. The average Rock County property taxes on agricultural land were 37.2 percent higher than the average for urban counties and 52.7 percent higher than the average for all Wisconsin counties.

[5] *2007 Census of Agriculture*, U.S. Department of Agriculture, Wisconsin Agricultural Statistics, 2009.

[6] Wisconsin Department of Revenue, Division of Research and Policy, Sales and Property Tax Policy Team.

Table 2
Farmland Taxes and Values

	2010/11 Dollars per Acre of Farmland		
	Average Tax	**Assessed Value**	**Sale Value**
Dane County	$4.32	$260	$6,871
Rock County	5.16	269	5,259
Urban Counties	3.76	221	5,901
All Counties	3.38	188	4,028

On average, the assessed value[7] of farmland in Dane County was 17.6 percent higher than the average for urban counties and 38.3 percent higher than the average for all Wisconsin counties. In Rock county, the average assessed values of farmland was 21.7 percent higher than the average for all urban counties and 43.1 percent higher than the average for all Wisconsin counties.

The average sale price[8] of farmland in Dane County was 16.4 percent higher than the average for urban counties and 70.6 percent higher than the average for all counties. Farmland in Rock County sold for an average of 10.9 percent less than the average for all urban Wisconsin counties and 30.6 percent higher than the average for all Wisconsin counties. These values do not include farmland sold and converted to nonfarm use.

Soils

From the STH 26 interchange north to the Rock/Dane County Line,[9] the I-39 route is about 19.8 percent Plano silt loam with gravelly substratum and 0 to 2 percent slopes, 14.0 percent St. Charles silt loam with 2 to 6 percent slopes, 12.0 percent St. Charles silt loam with gravelly substratum and 2 to 6 percent slopes, 10.0 percent Kidder silt loam with 2 to 6 percent slopes-eroded, 8.5 percent Kidder silt loam with 6 to 12 percent slopes-eroded, 8.0 percent Dresden silt loam with 2 to 6 percent slopes, 5.1 percent St. Charles silt loam with gravelly substratum and 0 to 2 percent slopes, 4.6 percent St. Charles silt loam with 0 to 2 percent slopes, and at least sixteen other soils that each cover 2.5 percent of the route or less. About 78.9 percent of the soils

[7] Ibid.

[8] *Wisconsin 2011 Agricultural Statistics*, Wisconsin Agricultural Statistics Service, National Agricultural Statistics Service USDA, Wisconsin Department of Agriculture, Trade and Consumer Protection, 2011, pp. 10 and 11.

[9] *Soil Survey of Rock County*, USDA Soil Conservation Service in cooperation with the Research Division of the College of Agricultural and Life Sciences, University of Wisconsin, , sheets 4, 5, 12, 19, pp. 92-134.

on the portion of the route in Rock County between STH 26 and the Dane County line are classified as prime farmland. The soils found in larger amounts are described in the following paragraphs.

Plano silt loam with gravelly substratum and 0 to 2 percent slopes is found on outwash plains. It is underlain by calcareous gravelly sandy loam glacial till or stratified sand and gravel. Permeability is moderate and the root zone is deep. Natural fertility is high. This soil has few limitations and is suited to all of the crops commonly grown in the county. It is classified as prime farmland and is included in capability class I-3. Refer to Appendix V for a definition of prime farmland and Appendix VI for descriptions of capability classes.

St. Charles silt loam with 0 to 2 percent slopes and with 2 to 6 percent slopes is deep soil that is well drained to moderately well drained. It is underlain by calcareous gravelly sandy loam glacial till or stratified sand and gravel. Permeability is moderate and the root zone is deep. Natural fertility is high. Where the slopes are 0 to 2 percent, this soil has few limitations and is suited to all of the crops commonly grown in the county. It is classified as prime farmland and is included in capability class I-3. Where the slopes are 2 to 6 percent, this soil is slightly susceptible to erosion, but it is suited to all of the crops commonly grown in the county. It is classified as prime farmland and is included in capability class IIe-1.

St. Charles silt loam with gravelly substratum and 0 to 2 percent slopes is found on outwash plains. It has few limitations and it is suited to all of the crops commonly grown in the county. It is classified as prime farmland and is included in capability class I-3. St. Charles silt loam with gravelly substratum and 2 to 6 percent slopes is found on low ridges and knobs on outwash plains and terraces. It is slightly susceptible to erosion, but it is suited to all of the crops commonly grown in the county. It is classified as prime farmland and is included in capability class IIe-1.

Kidder silt loam is deep, well drained, loamy soil that is underlain by calcareous gravelly sandy loam glacial till. Where the slopes are 2 to 6 percent and eroded, this soil is found on till plains, broad ridgetops, and valley floors. It is slightly susceptible to erosion. This soil is suited to all of the crops commonly grown in the county. It is classified as prime farmland and it is included in capability class IIe-1. Where the slopes are 6 to 12 percent and eroded, this soil is found on till plains, moraines, and lower side slopes in areas where bedrock is relatively shallow. This Kidder soil is moderately susceptible to erosion. If properly managed, this soil is suited to all of the crops commonly grown in the county. It is included in capability class IIIe-1.

Dresden silt loam with 2 to 6 percent slopes is well drained and found on outwash plains. Surface runoff on this soil is slow. Permeability is moderate in the subsoil and rapid in the substratum. The root zone depth is limited by sand and gravel and natural fertility is moderate. This soil is suited to all of the crops commonly grown in the county. It is prime farmland and is

included in capability class IIs-1.

In Dane County,[10] the proposed project passes through a great number of soils. The soils that cover the largest portions of the route are: St. Charles silt loam (9.1%), Dodge silt loam (8.3%), McHenry silt loam (6.6%), Batavia silt loam with gravelly substratum (6.4%), Dresden silt loam (6.3%), Wacousta silty clay loam (5.6%), Kidder loam (5.5%), and at least 21 other soils each covering 4.0 percent or less of the route in Dane County. Prime soils cover about 54 percent of the Dane County portion of the project, 10.5 percent of the soils are prime where drained, and 4.6 percent of the soils are prime where drained and protected from flooding. Soils found in larger quantities on the route are described below.

Batavia silt loam with gravelly substratum is deep, well drained soil on high benches. It has high fertility. The available water capacity is high, permeability is moderate, and the water table is generally at a depth of more than 5 feet. The Batavia soils that will be affected by the proposed project have slopes that range from 0 to 12 percent. Where the slopes are 0 to 2 percent, this soil is suited to all of the crops commonly grown in the county. It is classified as prime farmland and is included in capability class I-3. Where the slopes are 2 to 6 percent, the Batavia soil is well suited to all of the crops commonly grown in the county but it has a moderate hazard of erosion. It is classified as prime farmland and is included in capability class IIe-1. Where the slopes are 6 to 12 percent, this soil is eroded. If this soil is well managed and erosion is controlled, it is well suited to all of the crops commonly grown in the county. It is included in capability class IIIe-1.

Dodge silt loam is deep, well drained soil on glacial uplands. It has high fertility. The available water capacity is high, permeability is moderate, and the seasonal high water table is at a depth of more than 5 feet. Where the slopes are 2 to 6 percent, this soil is well suited to all of the crops commonly grown in the county. The only limitation is a moderate hazard of erosion. This soil is classified as prime farmland and is included in capability class IIe-1. Where the slopes are 6 to 12 percent and eroded, this soil is suited to all of the crops commonly grown in the county. The only limitation is a severe hazard of erosion. It is included in capability class IIIe-1.

Dresden silt loam is well drained and found on benches in stream valleys. It is moderately deep to sand and gravel. This soil has medium fertility. The available water capacity is medium and permeability is moderate in the subsoil and rapid in the substratum. The seasonal high water table is commonly at a depth of more than 5 feet. Where the slopes are 2 to 6 percent, this soil is suited to all of the crops commonly grown in the county. It is subject to moderate droughtiness because of medium available water capacity. It is also subject to moderate erosion because of its slopes. This soil is classified as prime farmland and is included in capability class IIe-2. Where

[10] *Soil Survey of Dane County*, USDA Soil Conservation Service in cooperation with the Research Division of the College of Agricultural and Life Sciences, University of Wisconsin, January 1978, sheets 180, 168, 156, 144, 143, 131, 119, 118, 17, and 105, pp. 12-.

the slopes are 6 to 12 percent and eroded, this soil is suited to row crops, small grains, and hay. The major limitations are the medium available water capacity and a severe hazard of erosion. It is included in capability class IIIe-2.

Kidder loam is deep, well drained, and found on glacial uplands. The depth to calcareous glacial till is 24 to 40 inches. It has medium fertility, medium available water capacity, and moderate permeability. This soil is suited to all of the crops commonly grown in the county. Where the slopes are 6 to 12 percent and eroded, this soil has a severe hazard of erosion and it is included in capability class IIIe-1. Where the slopes are 12 to 20 percent and eroded, this soil is better suited to small grains, forage, woodland, and wildlife habitat. It is included in capability class IVe-1.

McHenry silt loam is deep, well drained soil on glacial uplands. The depth to calcareous glacial till is 24 to 40 inches. This soil has a medium level of fertility. The available water capacity is medium and permeability is moderate. The water table is at a depth of more than 5 feet. Where the slopes are 2 to 6 percent, the soil is well suited to all of the crops commonly grown in the county. The limitations are a medium available water capacity and a moderate hazard of erosion. This soil is classified as prime farmland and is included in capability class IIe-1. Where the slopes are 6 to 12 percent and eroded, this soil is suited to all of the crops commonly grown in the county if it is properly managed. The limitations are a severe hazard of erosion and medium available water capacity. It is included in capability class IIIe-1.

St. Charles silt loam is deep, well drained to moderately well drained and found on glacial uplands. It has high fertility, high available water capacity, and moderate permeability. The seasonal high water table is below a depth of 3 feet and is usually below a depth of 5 feet. This soil is well suited to all of the crops commonly grown in the county. Where the slopes are 0 to 2 percent, this soil is classified as prime farmland and included in capability class I-3. Where the slopes are 2 to 6 percent, this soil has a moderate hazard of erosion. It is also classified as prime farmland and is included in capability class IIe-1.

Wacousta silty clay loam is deep, nearly level, and poorly drained soil. It is found on low benches in old lake basins. It has low fertility, high available water capacity, and moderate permeability. The seasonal high water table is at a depth of 1 foot or less. If this soil is drained, it is suited to row crops, small grains, and clover hay. This soil is classified as prime farmland where drained and is included in capability class IIIw-3.

Farmland Preservation

The Dane County Farmland Preservation Plan was certified in 1981. The Rock County Farmland Preservation Plan was certified in 1979 and recertified in 2005. The plans identify farmland preservation areas in the counties and provide tax credit eligibility to farmers who wish to participate in the Farmland Preservation program.

The state of Wisconsin is transitioning from the old Farmland Preservation Program to the Working Lands Initiative that was included in the 2009/2011 state budget. As part of the transition, all 70 counties with Farmland Preservation Plans are required to update those plans within the next few years. The new initiative increases tax credits for farmland owners whose land is in the program.

The towns of Blooming Grove, Pleasant Springs, Christiana, and Albion in Dane County and the towns of Milton, Harmony, La Prairie, and Turtle in Rock County have adopted their county's exclusive agricultural zoning ordinance. Under the Working Lands Initiative, landowners can receive $7.50 per acre in tax credits on land zoned for exclusive agricultural use.

The proposed project will pass through the La Prairie Agricultural Enterprise Area (AEA) in Rock County. AEAs were created in the Working Lands Initiative legislation so that local agricultural communities could identify contiguous tracts of farmland that they want to preserve and farmland owners could have the opportunity to receive increased tax credits.

Farmland owners with land zoned for exclusive agricultural use or land covered by an agreement signed before June 30, 2009 when the Working Lands Initiative began do not have to pay back any of the tax credits they have received through the program on land that would be acquired for this project. However, the loss of any farmland enrolled in the federal government's various commodity programs could affect a farmer's base acreage resulting in lower revenue from these programs.

III. AGRICULTURAL IMPACTS

The following table lists the original and the revised acquisitions of farmland for the proposed project. For property that was originally listed as being affected by the project but has no acres listed in the revised acquisition column, ownership may have changed or the property may no longer be affected. An asterisk (*) next to the revised acres indicated that a temporary easement less than one acre will also be acquired.

Table 3
Acres of Farmland to be Acquired

Farmland Owners	Acres to be Acquired	
	Original	Revised
Maurie W. & Ianne M. Peterson	1.3	
T. Wesley & Lois Skaar	1.3	1.5
Bonnie J. Eldridge	1.6	
Thomas S. & Randi K. Payne	1.6	
Lunde Farms	1.1	*5.8
Neal E. & Mark Elsing et. al.	2.6	1.2

Farmland Owners	Acres to be Acquired	
David W. & Tammie L. Smithback	3.3	3.3
Howard Lien (incorrectly listed in original AIS)	~~1.4~~	0
Gary A. & Janet M. Johnson	1.2	
Roger Fosdal	1.5	2.6
Thomas W. & Roxanne Hanson	1.2	1.5
Dean A. & Patricia Ann Peterson	2.5	
Myron Fosdahl	3.4	*2.8
Frank Zeller	1.3	
Roy & Mary Kauper	1.3	*2.4
Andris J. & Linda G. Zirba	1.5	
Gurena Meyer & Britton McArdle	4.4	
Syneva Vedvig	2.1	
Rolland D., Judith E., & Randall Nelson	2.2	4.2
William L. & Jill E. Myhre Jr. et al. (incorrectly listed in the original AIS as 3.5 acres)	2.5	2.3
Crazy Acres	4.9	*8.2
Roger J. & Nancy J. Olson	4.5	6.6
Henry B. & Rita R. Bratland, Sr.	1.2	7.2
Reppon & Joan Stevens Trust	2.0	
William G. and Robert J. Hicks et. al.	1.4	
Eastman Hunting Club	2.5	*4.2
Arthur Donaldson	1.6	*3.0
Frances Hemenway	3.3	
Judy Nelson/Genesis 1	3.5	5.5
Sharon Deegan	2.1	*1.5
James Thorpe/Mulder Dairy Farms (incorrectly listed in the original AIS as 9.4 acres)	12.5	22.1
Robert Cunningham (incorrectly listed in original AIS)	~~7.4~~	
Robert T. & Janice W. Cunningham Revocable Trust	0	3.5
Roland E. & Mary T Coats	2.2	3.8
Paul L. Wixom & Irene T. Hart	2.0	2.9
Riesterer Farms	2.1	6.2
D&W Properties	2.9	2.0
Debra Cooke & David Johnson	1.1	6.4
Atkinson Farms, Inc.	0	*4.7
Coburn Rorabeck Trust	0	*4.6
Miguel & Linda Mora	0	4.4
Funk's Fairview Acres, Inc.	0	3.9
Triple T Farms	0	2.8

Farmland Owners	Acres to be Acquired	
Dabson Trust et al.	0	1.9
David Reid	0	1.6
H&H Prop of Rock Co LLC	0	1.6
Leslie F. & Virginia Hulla	0	1.5
Jerry & Jennifer Frei	0	1.4
Rock Road Lathers	0	*1.2
Mary Jane Buss Trust	0	1.2
Bridget Walsh Trust	0	1.1
Lisa Collin Fulton	0	1.0
Bryan & Cyndi Meyer	0	1.5
Gary E. Thalacker	0	1.6
Theodore G. & Joanne H. Petersen	0	1.7
Betty Updike	0	1.1
Earl A. & Barbara J. Collins	0	*1.8
Richer & M. Eugene Vedvig, & Michael Braley	0	3.7
Douglas O. Nelson	0	2.9
American Transmission Company LLC	0	2.2
Walter O. Maurer Sr. Revocable Trust	0	2.0
Robert & Sandra Lyke	0	1.7
Koua & Dia Vang	0	1.7
Robert R. & Annique R. Cohen Wichner	0	1.6
Roennenburg Revocable Living Trust	0	1.5
Frederick & Phyllis Johnson	0	1.4
Lucille Nottestad	0	1.2
Storck Road Farm LLC	0	1.1
Louis J. Erickson, Debbi Len, Donald R. Erickson, Howard Len, Jr.	0	1.1
Ingrid Suppes (incorrectly omitted from the original AIS)	49.8	39.1
Turtle Creek Development	0	19.5
Leach Farms, Inc.	0	15.9
Hahn Revocable Trust	0	*9.6
Green Valley Farms, Inc.	0	6.4
Arndt Farms, Inc.	0	5.2
Susan Schultz et al.	0	*6.3
Roger Olson	0	1.2
Nick & Roxanne Hull	0	5.3
William & Shirle Balis (incorrectly omitted from original AIS)	2.9	0

Farmland Owners	Acres to be Acquired	
Helen Harrison, Donald Erickson, et al. (incorrectly omitted from original AIS)	1.4	0
Mary, Elizabeth, & Leslie Mack Trustee (incorrectly omitted from original AIS)	2.1	0
Newell Companies (incorrectly omitted from original AIS)	2.6	0
William Cunningham (incorrectly omitted from original AIS)	1.6	0
Originally 87 acquisitions each one acre or less (was incorrectly listed as 86 acquisitions totaling 38.2 acres)	38.8	
Revised 49 acquisitions each one acre or less		20.8
TOTAL	186.9	302.7

DATCP attempted to contact the farmland owners who will lose more than five acres of land as a result of this project. The responses of those who provided information to DATCP are summarized below.

Farmland Owner: Hahn Revocable Trust
Operator: Leon Hahn
Proposed Acquisition: Fee-simple acquisition of 9.6 acres plus 0.62 of an acre of temporary limited easement

The proposed acquisition will be in strips along the existing right-of-way for IH 39/90, CTH "S," and Shopiere Road. The Trust consists of about 160 acres of land. Mr. Hahn grows corn and soybeans on the cropland.

Mr. Hahn indicated that the original design for Shopier Road would have created a median that would have made it impossible for semis to access his property. He raised this concern with WisDOT and a WisDOT representative told him that the location of median would be moved away from the Hahn driveway so that it wouldn't interfere with semis entering or leaving the Hahn property.

He also requested that WisDOT not come as close to his home as originally proposed. The original design would have necessitated the removal of at least two trees in front of the Hahn residence. Mr. Hahn said that WisDOT agreed to reconstruct this portion of CTH "S" with curb and gutter rather than ditches, so the trees won't need to be removed.

Mr. Hahn indicated that a new road will be constructed through part of his 11-acre woods to access neighboring homes. He said that the wooded parcel is currently zoned for residential use.

Farmland Owners: Roland, Judith, and Randall Nelson
Proposed Acquisition: Fee-simple acquisition of 4.2 acres
Farmland Owners: Judy Nelson, Genesis 1
Proposed Acquisition: Fee-simple acquisition of 5.5 acres

The northern property owned by all three of the Nelsons lies on both sides of the Interstate and totals about 60 acres, roughly 18 acres east of the highway and 42 acres west of it. The western parcel includes a house (where Randall lives), other farm buildings, and 30 to 35 acres of cropland that is rented out.

The Nelsons indicated that there is a culvert under the existing Interstate that allows surface water to drain. They are concerned that the highway construction might interfere with a berm constructed on the property just to the north (formerly Vedvig), which directs surface water to the drainage ditch. If this berm is removed or altered, runoff water from property to the north could flow onto the Nelsons' property.

Judith Nelson indicated that the Genesis 1 property further south is not currently being farmed. She is currently in the process of selling that property.

Farmland Owners/Operators: Henry and Rita Bratland
Proposed Acquisition: Fee-simple acquisition of 7.2 acres

Mr. and Mrs. Bratland own 86 acres of land consisting mostly of cropland with about 2 acres of woodland and 1 acre for the buildings. They grow corn, soybeans, and hay. They raised cattle up until last year. They might go back to raising cattle after the project is completed.

The proposed acquisition would be in a strip along the existing Interstate right-of-way. Mr. Bratland indicated that their property will also be affected by the reconstruction of STH 73. His main concern about the project is a lack of information about it.

Farm Owner/Operator: Crazy Acres
Proposed Acquisition: Fee-simple acquisition of 8.2 acres

Crazy Acres owns over 4,600 acres of land including 4,500 acres of cropland. They rent additional cropland and grow corn, soybeans, and wheat.

The only concern that the owners identified about the proposed project is the potential change in access to their land. WisDOT is proposing to construct a new connecting roadway from STH 59 to Goede Road. This will sever an existing field leaving two smaller parcels. A field entrance will be created on the new roadway to allow access to the severed parcel.

WisDOT has also indicated that a new drainage ditch will be dug on the Crazy Acres property, which will require the acquisition of a permanent easement.

Farm Owners/Operators: Roger and Nancy Olson
Proposed Acquisition: Fee-simple acquisition of 6.6 acres

Mr. and Mrs. Olson farm their land with two sons. They own 360 acres of land including about 300 acres of cropland. They run a 120 to 125-cow dairy operation and they grow corn, soybeans, hay, and wheat. The land to be affected by the proposed project is located on both sides of the Interstate and both north and south of STH 106 on the east side of the interstate.

Roger Olson is very concerned about the loss of high quality cropland, not only because of the loss of crop production capacity, but also the loss of land where manure can be spread. Because this farm includes livestock, the owners must have a nutrient management plan for handling manure. Land identified in the plan can be owned or rented. Farmland in this area tends to be expensive when it comes on the market, so finding adequate replacement land is likely to be difficult.

Mr. Olson is also very concerned about the project's potential impacts on drainage. He indicated that when the Interstate was first constructed, a culvert was installed under the roadway just north of STH 106. However, this culvert was not installed properly and was too high to accept surface water flow. A few tiles were also installed, but were not connected to an outlet. When the Interstate was later reconstructed, Mr. Olson spoke to several WisDOT officials and explained the problem, but the culvert and associated drainage problems were not corrected. The effect of this culvert not working properly is that 7 to 10 acres of the Olson property is often too wet to farm. Mr. Olson would like not new drainage problems to be created due to the proposed construction and he would like to see corrections to the existing drainage problems.

A field entrance to the Olson property from STH 106 will be moved further east.

Farmland Owners: Susan Schultz et al.
Operator: Lloyd Wilemen
Proposed Acquisition: Fee-simple acquisition of 6.3 acres plus 0.25 of an acre of easement

This property is 26 acres in total and consists of 13 acres of cropland, 6 acres of pasture, and 7 acres of woodland. Mr. Wilemen rents the cropland to grow soybeans. There is no livestock on this property.

The owners are concerned that the project might affect a barn and a tobacco shed, but WisDOT has not indicated that either of these buildings would be included in the proposed acquisition. The project will affect fencing on this property.

Drainage

The proposed project will affect at least two drainage districts. They are located at the north end of the project and they are the Blooming Grove Drainage District and the Door Creek Drainage District. The #12 Drainage District lies very close to the Door Creek Drainage District. However, it has been suspended.

Drainage on the Roger and Nancy Olson property has been impaired by previous highway construction. WisDOT will acquire a permanent easement on the Crazy Acres property to instal a drainage ditch.

Proper field drainage is vital to a successful farm operation. Highway construction can disrupt improvements such as drainage tiling, grassed waterways, ditches, and culverts, which regulate the drainage of farm fields. In addition, construction of impervious surfaces can impede drainage and increase runoff. If drainage is impaired, water can settle in fields and cause substantial damage, such as harming or killing crops and other vegetation, concentrating mineral salts, flooding farm buildings, or causing hoof rot and other diseases that affect livestock. Where salt is used on road surfaces, runoff water can increase the content of salt in nearby soils.

Section 88.87 of the *Wisconsin Statutes* requires highways to be built with adequate ditches, culverts, and other facilities to prevent obstruction of drainage, protect property owners from damage to lands caused by unreasonable diversion or retention of surface water, and maintain, as nearly as possible, the original drainage flow patterns. Refer to Appendix III for the statutes pertaining to drainage rights. Landowners whose property is damaged by improper construction or maintenance of highway facilities and highway drainage structures may file a claim with WisDOT within three years after the damage occurs.

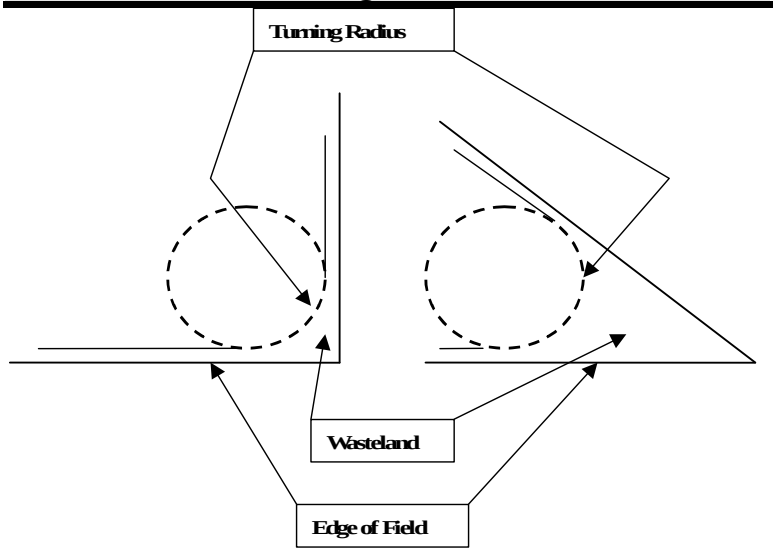
Access

WisDOT has indicated that access to the Coburn-Rorabeck Trust property will be moved further west. The driveway to the buildings on the Roy Kauper property will be slightly modified but remain in the same location. There is an access road on the T. Wesley and Lois Skaar property that will be affected by changes to the IH 39/90 right-of-way. Access to the property owned by Koua and Dia Vang will be provided on the new frontage road and roundabout off of CTH “N.” Direct access from the Lunde Farms, Inc. property to CTH “N” will be removed and a new access road along the Vang property line will be created. Access will also be via Williams Drive. A new connecting roadway from STH 59 to Goede Road will be centered on the Crazy Acres property between parcels, splitting what is currently one continuous field into two. New access to the Rock Road Lathers property will require 3 acres of temporary limited easement to build.

Severances

The proposed project will sever a portion of the Crazy Acres property with the creation of the connecting road between STH 59 and Goede Road.

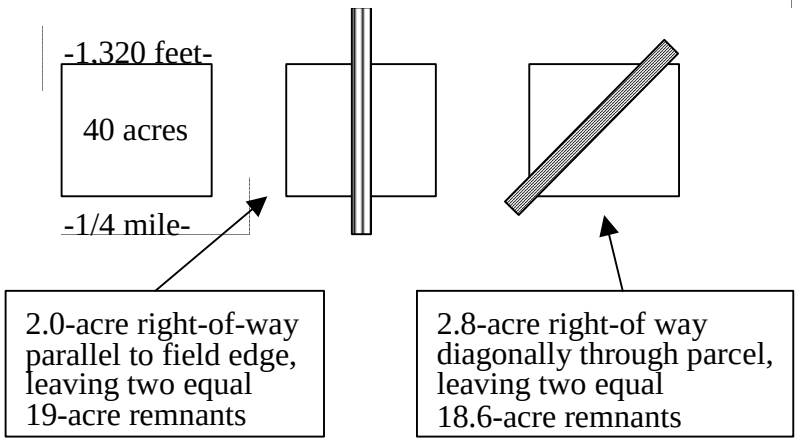
Figure 1



Acquisitions that sever farmland frequently create irregularly shaped fields, making equipment usage awkward and production more costly. This increased cost is due in part to the additional time, fuel, and equipment wear associated with maneuvering equipment in corners of fields that are not square or along sides of fields that are not straight. Nonproductive time and labor costs associated with the frequent working of these fields may reduce the possibility of generating profits on these parcels. In addition, when fields are made smaller, an increased proportion of wasteland is created along the edges and in narrow corners of the fields reducing their productive capacity. Figure 1 shows the increased amount of wasteland in fields that have narrow corners. Compensation for the reduction in the value of parcels that are small and/or irregularly shaped will be addressed in the appraisal of each affected parcel.

Figure 2

Severances created by a 66-foot right-of-way passing through a a 40-acre square parcel of farmland.



The proposed project will create a barrier on farms with land on both sides of the new connector road. Some farmland that is now contiguous and easily accessible from one area to another will be divided. If direct access to the highway is not provided in efficient locations, farmers with land on both sides of the highway, whether owned or rented, may have to drive their machinery

longer distances and use side roads between parcels. This will increase the time spent and cost of farming these parcels. Refer to the discussion on access for additional information about this issue. Figure 2 shows examples of the impacts on a 40-acre parcel that is severed by a two-lane highway.

Acquisition of Buildings

One shed on the Arthur Donaldson property and one shed on the Frederick and Phyllis Johnson property will be included in the proposed acquisitions of their land.

Because of the potential displacement impacts of the proposed project, the acquiring agency (WisDOT) may be required to file a relocation service assistance plan in accordance with §32.25, *Wisconsin Statutes*.[11]

IV. RECOMMENDATIONS

DATCP makes the following recommendations to mitigate the potential adverse impacts associated with the proposed project:

1. Where farm access will be relocated or altered, WisDOT should consult with farmers and farmland owners to ensure that the new access point is constructed in a safe and efficient location for agricultural use.

2. DATCP supports WisDOT's efforts to work with landowners such as Leon Hahn to address their concerns about the proposed project.

3. DATCP recommends that WisDOT consult with Roger and Nancy Olson to improve negative impacts from previous highway construction on the drainage of the Olsons' property.

DATCP continues to support all of the recommendations that were made in the original AIS. They are:

1. Until acquired land is needed for road construction, WisDOT should allow the current operators to continue farming the land as long as there is adequate growing season for crops to mature and be harvested.

[11]For more information, contact the Relocation Unit, Bureau of Planning and Technical Assistance, Wisconsin Department of Administration, P.O. Box 7868, Madison WI 53707-7868, or call (608)267-0317.

2. In order to adequately address possible drainage problems that may occur as a result of the project, DATCP recommends that representatives of WisDOT discuss construction plans with representatives of the Dane and Rock County Land Conservation Departments during the design process. Since the project will affect drainage districts in Dane County, WisDOT will be required to work with the Dane County Drainage Board.

3. Farmers should stay involved in the design process so that drainage issues can be addressed before construction. If available, landowners should provide WisDOT with copies of maps or sketches showing the locations of drainage tiling.

4. The county conservationists should be consulted to ensure that construction proceeds in a manner that minimizes crop damage, soil compaction, and soil erosion on adjacent farmland.

5. All farmland owners and operators should be given advance notice of acquisition and construction schedules so that farm activities can be adjusted accordingly. To the extent feasible, the timing of the acquisitions and construction should be coordinated with them to minimize crop damage and disruption of farm operations.

Additional copies of the original AIS are available at no charge by calling (608)224-4646.

APPENDICES

The information provided in this section summarizes and is an interpretation of some of the statutes associated with the acquisition of farmland for public projects. It serves as a reference and should not be considered an exhaustive summary of the statutes or your rights. It is not a substitute for legal advice. In the event of any conflict between the information summarized below and the statutes, the statutes are controlling.

Appendix I: Agricultural Impact Statements

The Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) is required to prepare an Agricultural Impact Statement (AIS) whenever more than five acres of land from at least one farm operation will be acquired for a public project if the agency acquiring the land has the authority to use eminent domain for the acquisition(s). The DATCP has the option to prepare an AIS for projects affecting five or fewer acres from each farm. An AIS would be prepared in such a case if the proposed project would have significant effects on a farm operation. The agency proposing the acquisition(s) is required to provide the DATCP with the details of the project and acquisition(s). After receiving the needed information, DATCP has 60 days to analyze the project's effects on farm operations, make recommendations about it and publish the AIS. DATCP will provide copies of the AIS to affected farmland owners, various state and local officials, local media and libraries, and any other individual or group who requests a copy. Thirty days after the date of publication, the proposing agency may begin negotiating with the landowner(s) for the property.

Section 32.035 of the *Wisconsin Statutes:* Agricultural impact statement.

(1) Definitions. In this section:
(a) "Department" means department of agriculture, trade and consumer protection.
(b) "Farm operation" means any activity conducted solely or primarily for the production of one or more agricultural commodities resulting from an agricultural use, as defined in s. 91.01 (1), for sale and home use, and customarily producing the commodities in sufficient quantity to be capable of contributing materially to the operator's support.
(2) EXCEPTION. This section shall not apply if an environmental impact statement under s. 1.11 is prepared for the proposed project and if the department submits the information required under this section as part of such statement or if the condemnation is for an easement for the purpose of constructing or operating an electric transmission line, except a high voltage transmission line as defined in s. 196.491(1)(f).
(3) PROCEDURE. The condemnor shall notify the department of any project involving the actual or potential exercise of the powers of eminent domain affecting a farm operation. If the condemnor is the department of natural resources, the notice required by this subsection shall be given at the time that permission of the senate and assembly committees on natural resources is sought under s. 23.09(2)(d) or 27.01(2)(a). To prepare an agricultural impact statement under this section, the department may require the condemnor to compile and submit information about an affected farm operation. The department shall charge the condemnor a fee approximating the actual costs of preparing the statement. The department may not publish the statement if the fee is not paid.
(4) IMPACT STATEMENT. (a) When an impact statement is required; permitted. The department shall prepare an agricultural impact statement for each project, except a project under ch. 81 or a project located entirely within the boundaries of a city or village, if the project involves the actual or potential exercise of the powers of eminent domain and if any interest in

more than 5 acres from any farm operation may be taken. The department may prepare an agricultural impact statement on a project located entirely within the boundaries of a city or village or involving any interest in 5 or fewer acres of any farm operation if the condemnation would have a significant effect on any farm operation as a whole.

(b) *Contents*. The agricultural impact statement shall include:

1. A list of the acreage and description of all land lost to agricultural production and all other land with reduced productive capacity, whether or not the land is taken.

2. The department's analyses, conclusions and recommendations concerning the agricultural impact of the project.

(c) *Preparation time; publicatio*n. The department shall prepare the impact statement within 60 days of receiving the information requested from the condemnor under sub. (3). The department shall publish the statement upon receipt of the fee required under sub. (3).

(d) *Waiting period*. The condemnor may not negotiate with an owner or make a jurisdictional offer under this subchapter until 30 days after the impact statement is published.

(5) PUBLICATION. Upon completing the impact statement, the department shall distribute the impact statement to the following:

(a) The governor's office.

(b) The senate and assembly committees on agriculture and transportation.

(c) All local and regional units of government which have jurisdiction over the area affected by the project. The department shall request that each unit post the statement at the place normally used for public notice.

(d) Local and regional news media in the area affected.

(e) Public libraries in the area affected.

(f) Any individual, group, club or committee which has demonstrated an interest and has requested receipt of such information.

(g) The condemnor.

Appendix II: Eminent Domain

Fair compensation for a partial taking of property under eminent domain is the larger of two figures: (1) the fair market value of the acquired property or (2) the fair market value of the entire parcel before the acquisition minus the fair market value of the remaining parcel. Compensation will be paid for the land acquired, any improvements acquired (structures, fencing, etc.), loss of access, loss of a use of this property, and damages resulting from severance of the property (including land and improvements). The condemnor may provide compensation for increased travel distances.

In addition to other compensation, a condemnor is required to make a payment of $50,000 or less to any displaced farm or business owner who has owned the property for at least one year and who purchases a comparable replacement farm or business within two years of the acquisition. The amount of this payment would include any additional amount of money needed to equal the reasonable cost of a replacement farm or business, any increased interest or debt service charges, and closing costs. Displaced renters may also receive compensation if they rent or lease a comparable replacement farm or business within two years of the acquisition. If the displaced tenant rents or leases a comparable farm or business, the payment would include the amount needed to rent the replacement property for four years. This payment would not exceed $30,000. If the renter decides to purchase a comparable farm or business, the payment would be equal to the rental or lease of that property for four years plus closing fees.

If a project would displace any person, business, or farm operation, the condemnor must file and have approved a written relocation payment plan and a relocation assistance service plan with the Department of Commerce. The condemnor must determine the relocation payment, assist displaced persons, businesses and farm operations to find comparable replacement properties, provide information about any government assistance to displaced persons, and coordinate the displacement with other project activities in a timely manner to avoid causing hardship

Section 32.09 of the *Wisconsin Statutes* describes the compensation provided for property acquisition and certain damages:

(6) In the case of a partial taking of property other than an easement, the compensation to be paid by the condemnor shall be the greater of either the fair market value of the property taken as of the date of evaluation or the sum determined by deducting from the fair market value of the whole property immediately before the date of evaluation, the fair market value of the remainder immediately after the date of evaluation, assuming the completion of the public improvement and giving effect, without allowance of offset for general benefits, and without restriction because of enumeration but without duplication, to the following items of loss or damage to the property where shown to exist:

(a) Loss of land including improvements and fixtures actually taken.

(b) Deprivation or restriction of existing right of access to highway from abutting

land, provided that nothing herein shall operate to restrict the power of the state or any of its subdivisions or any municipality to deprive or restrict such access without compensation under any duly authorized exercise of the police power.

(c) Loss of air rights.

(d) Loss of a legal nonconforming use.

(e) Damages resulting from actual severance of land including damages resulting from severance of improvements or fixtures and proximity damage to improvements remaining on condemnee's land. In determining severance damages under this paragraph, the condemnor may consider damages which may arise during construction of the public improvement, including damages from noise, dirt, temporary interference with vehicular or pedestrian access to the property and limitations on use of the property. The condemnor may also consider costs of extra travel made necessary by the public improvement based on the increased distance after construction of the public improvement necessary to reach any point on the property from any other point on the property.

(f) Damages to property abutting on a highway right-of-way due to change of grade where accompanied by a taking of land.

(g) Cost of fencing reasonably necessary to separate land taken from remainder of condemnee's land, less the amount allowed for fencing taken under par. (a), but no such damage shall be allowed where the public improvement includes fencing of right of way without cost to abutting lands.

Section 32.19 of the *Wisconsin Statutes* outlines payments to be made to displaced tenant-occupied businesses and farm operations.

(4m) BUSINESS OR FARM REPLACEMENT PAYMENT. (a) *Owner-occupied business or farm operation*. In addition to amounts otherwise authorized by this subchapter, the condemnor shall make a payment, not to exceed $50,000, to any owner displaced person who has owned and occupied the business operation, or owned the farm operation, for not less than one year prior to the initiation of negotiations for the acquisition of the real property on which the business or farm operation lies, and who actually purchases a comparable replacement business or farm operation for the acquired property within two years after the date the person vacates the acquired property or receives payment from the condemnor, whichever is later. An owner displaced person who has owned and occupied the business operation, or owned the farm operation, for not less than one year prior to the initiation of negotiations for the acquisition of the real property on which the business or farm operation lies may elect to receive the payment under par. (b) 1. in lieu of the payment under this paragraph, but the amount of payment under par. (b) 1. to such an owner displaced person may not exceed the amount the owner displaced person is eligible to receive under this paragraph. The additional payment under this paragraph shall include the following amounts:

1. The amount, if any, which when added to the acquisition cost of the property, other

than any dwelling on the property, equals the reasonable cost of a comparable replacement business or farm operation for the acquired property, as determined by the condemnor.

2. The amount, if any, which will compensate such owner displaced person for any increased interest and other debt service costs which such person is required to pay for financing the acquisitions of any replacement property, if the property acquired was encumbered by a bona fide mortgage or land contract which was a valid lien on the property for at least one year prior to the initiation of negotiations for its acquisition. The amount under this subdivision shall be determined according to rules promulgated by the department of commerce.

3. Reasonable expenses incurred by the displaced person for evidence of title, recording fees and other closing costs incident to the purchase of the replacement property, but not including prepaid expenses.

(b) *Tenant-occupied business or farm operation.* In addition to amounts otherwise authorized by this subchapter, the condemnor shall make a payment to any tenant displaced person who has owned and occupied the business operation, or owned the farm operation, for not less than one year prior to initiation of negotiations for the acquisition of the real property on which the business or operation lies or, if displacement is not a direct result of acquisition, such other event as determined by the department of commerce, and who actually rents or purchases a comparable replacement business or farm operation within 2 years after the date the person vacates the property. At the option of the tenant displaced person, such payment shall be either:

1. The amount, not to exceed $30,000, which is necessary to lease or rent a comparable replacement business or farm operation for a period of 4 years. The payment shall be computed by determining the average monthly rent paid for the property from which the person was displaced for the 12 months prior to the initiation of negotiations or, if displacement is not a direct result of acquisition, such other event as determined by the department of commerce and the monthly rent of a comparable replacement business or farm operation and multiply the difference by 48; or

2. If the tenant displaced person elects to purchase a comparable replacement business or farm operation, the amount determined under subd. 1 plus expenses under par. (a) 3.

(5)EMINENT DOMAIN. Nothing in this section or ss. 32.25 to 32.27 shall be construed as creating in any condemnation proceedings brought under the power of eminent domain, any element of damages.

Section 32.25 of the *Wisconsin Statutes* delineates steps to be followed when displacing persons, businesses, and farm operations.

(1) Except as provided under sub.(3) and s. 85.09 (4m), no condemnor may proceed with any activity that may involve the displacement of persons, business concerns or farm operations until the condemnor has filed in writing a relocation payment plan and relocation assistance service plan and has had both plans approved in writing by the department of commerce.

(2) The relocation assistance service plan shall contain evidence that the condemnor

has taken reasonable and appropriate steps to:

(a) Determine the cost of any relocation payments and services or the methods that are going to be used to determine such costs.

(b) Assist owners of displaced business concerns and farm operations in obtaining and becoming established in suitable business locations or replacement farms.

(c) Assist displace owners or renters in the location of comparable dwellings.

(d) Supply information concerning programs of federal, state and local governments which offer assistance to displaced persons and business concerns.

(e) Assist in minimizing hardships to displaced persons in adjusting to relocation.

(f) Secure, to the greatest extent practicable, the coordination of relocation activities with other project activities and other planned or proposed governmental actions in the community or nearby areas which may affect the implementation of the relocation program.

(g) Determine the approximate number of persons, farms or businesses that will be displaced and the availability of decent, safe and sanitary replacement housing.

(h) Assure that, within a reasonable time prior to displacement, there will be available, to the extent that may reasonably be accomplished, housing meeting the standards established by the department of commerce for decent, safe and sanitary dwellings. The housing, so far as practicable, shall be in areas not generally less desirable in regard to public utilities, public and commercial facilities and at rents or prices within the financial means of the families and individuals displaced and equal in number to the number of such displaced families or individuals and reasonably accessible to their places of employment.

(i) Assure that a person shall not be required to move from a dwelling unless the person has had a reasonable opportunity to relocate to a comparable dwelling.

(3)(a) Subsection (1) does not apply to any of the following activities engaged in by a condemnor:

1. Obtaining an appraisal of property.

2. Obtaining an option to purchase property, regardless of whether the option specifies the purchase price, if the property is not part of a program or project receiving federal financial assistance.

Appendix III: Access

WisDOT must reconstruct any entrance to property abutting a highway if there is a change in the highway alignment affecting that entrance. If a new highway severs property, WisDOT must provide an entrance to both parcels of land. The landowner is responsible for the maintenance of these access points after construction is completed.

WisDOT has the authority to limit the number of access points to and from rural segments of the state trunk system serving more than 2,000 vehicles per day. Access to a road or private property may be taken away if WisDOT determines a need for access control. A controlled-access highway is one where the entrance to and departure from the highway is limited. Access controls can be placed on a new or existing highway and WisDOT can limit access by providing a grade separation, service roads or closing access to an intersecting road. Additional access to a controlled-access highway will not be provided without WisDOT's written permission. When a controlled-access highway severs a parcel, WisDOT may provide a crossover point for the owner to travel between the severed parcels. The access in these cases is removed when the parcels are no longer owned by the same party.

Section 86.05 of the *Wisconsin Statutes* states that access shall be provided to land which abuts a highway:

Entrances to highway restored. Whenever it is necessary, in making any highway improvement to cut or fill or otherwise grade the highway in front of any entrance to abutting premises, a suitable entrance to the premises shall be constructed as a part of the improvements, and if the premises are divided by the highway, then one such entrance shall be constructed on each side of the highway. Thereafter, each entrance shall be maintained by the owner of the premises. During the time the highway is under construction, the state, county, city, village or town shall not be responsible for any damage that may be sustained through the absence of an entrance to any such premises.

Section 84.25 of the *Wisconsin Statutes* describes access restrictions concerning a controlled-access highway:

(3) CONSTRUCTION; OTHER POWERS OF DEPARTMENT. In order to provide for the public safety, convenience and the general welfare, the department may use an existing highway or provide new and additional facilities for a controlled-access highway and so design the same and its appurtenances, and so regulate, restrict or prohibit access to or departure from it as the department deems necessary or desirable. The department may eliminate intersections at grade of controlled-access highways with existing highways or streets, by grade separation or service road, or by closing off such roads and streets at the right-of-way boundary line of such controlled-access highway and may divide and separate any controlled-access highway into separate roadways or lanes by raised curbings, dividing sections or other physical separations or

by signs, markers, stripes or other suitable devices, and may execute any construction necessary in the development of a controlled-access highway including service roads or separation of grade structures.

(4) CONNECTIONS BY OTHER HIGHWAYS. After the establishment of any controlled-access highway, no street or highway or private driveway, shall be opened into or connected with any controlled-access highway without the previous consent and approval of the department in writing, which shall be given only if the public interest shall be served thereby and shall specify the terms and conditions on which such consent and approval is given.

(5) USE OF HIGHWAY. No person shall have any right of entrance upon or departure from or travel across any controlled-access highway, or to or from abutting lands except at places designated and provided for such purposes, and on such terms and conditions as may be specified from time to time by the department.

(6) ABUTTING OWNERS. After the designation of a controlled-access highway, the owners or occupants of abutting lands shall have no right or easement of access, by reason of the fact that their property abuts on the controlled-access highway or for other reason, except only the controlled right of access and of light, air or view.

(7) SPECIAL CROSSING PERMITS. Whenever property held under one ownership is severed by a controlled-access highway, the department may permit a crossing at a designated location, to be used solely for travel between the severed parcels, and such use shall cease if such parcels pass into separate ownership.

Appendix IV: Drainage

Roads and railroad grades must be constructed and maintained so they do not impede the general flow of surface water in an unreasonable manner. Roads and railroad grades must be constructed with adequate ditches, culverts and other facilities to maintain a practical drainage pattern.

The following specifications and statutes cited address some of the impacts which could potentially occur during and after the proposed highway project. The statutes cited can be found in full in the following: Wisconsin Statutes at https://docs.legis.wisconsin.gov/statutes/statutes/88/VIII/87. WisDOT's specifications can be found in 2012 Standard Specifications, State of Wisconsin, Department of Transportation at http://roadwaystandards.dot.wi.gov/standards/stndspec/index.htm. DATCP recommends that farmland owners concerned about drainage should consult these texts for further information.

Section 88.87(2) of the *Wisconsin Statutes* describes regulations concerning rights of drainage:

(a) Whenever any county, town, city, village, railroad company or the department of transportation has heretofore constructed and now maintains or hereafter constructs and maintains any highway or railroad grade in or across any marsh, lowland, natural depression,

natural watercourse, natural or man-made channel or drainage course, it shall not impede the general flow of surface water or stream water in any unreasonable manner so as to cause either an unnecessary accumulation of waters flooding or water-soaking uplands or an unreasonable accumulation and discharge of surface water flooding or water-soaking lowlands. All such highways and railroad grades shall be constructed with adequate ditches, culverts, and other facilities as may be feasible, consonant with sound engineering practices, to the end of maintaining as far as practicable the original flow lines of drainage. This paragraph does not apply to highways or railroad grades used to hold and retain water for cranberry or conservation management purposes.

(b) Drainage rights and easements may be purchased or condemned by the public authority or railroad company having control of the highway or railroad grade to aid in the prevention of damage to property owners which might otherwise occur as a result of failure to comply with par. (a).

(c) If a city, village, town, county, or railroad company or the department of transportation constructs and maintains a highway or railroad grade not in accordance with par. (a), any property owner damaged by the highway or railroad grade may, within 3 years after the alleged damage occurred, file a claim with the appropriate governmental agency or railroad company. The claim shall consist of a sworn statement of the alleged faulty construction and a description, sufficient to determine the location of the lands, of the lands alleged to have been damaged by flooding or water-soaking. Within 90 days after the filing of that claim, the governmental agency or railroad company shall either correct the cause of the water damage, acquire rights to use the land for drainage or overflow purposes, or deny the claim. If the agency or company denies the claim or fails to take any action within 90 days after the filing of the claim, the property owner may bring an action in inverse condemnation under ch. 32 or sue for such other relief, other than damages, as may be just and equitable.

WisDOT specification 205.3.3 further describes its policies concerning drainage:

(1) During construction, maintain roadway, ditches, and channels in a well-drained condition at all times by keeping the excavation areas and embankments sloped to the approximate section of the ultimate earth grade. Perform blading or leveling operations when placing embankments and during the process of excavation except if the excavation is in ledge rock or areas where leveling is not practical or necessary. If it is necessary in the prosecution of the work to interrupt existing surface drainage, sewers, or under drainage, provide temporary drainage until completing permanent drainage work.

(2) If storing salvaged topsoil on the right-of-way during construction operations, stockpile it to preclude interference with or obstruction of surface drainage.

(3) Seal subgrade surfaces as specified for subgrade intermediate consolidation and trimming in 207.3.9.

(4) Preserve, protect, and maintain all existing tile drains, sewers, and other subsurface drains, or parts thereof, that the engineer judges should continue in service without change. Repair, at no

expense to the department, all damage to these facilities resulting from negligence or carelessness of the contractor's operations.

Appendix V: General Criteria for the Classification of Important Farmlands

The following discussion summarizes the USDA Natural Resources Conservation Service's written criteria for classifying farmlands, greater detail can be obtained from the Natural Resouces Conservation Service office located at 6515 Watts Road, Suite 200, Madison, WI 53719-2726.

Prime Farmland

Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is also available for these uses (the land could be cropland, pastureland, rangeland, forest land, or other land, but not urban built-up land or water). It has the soil quality, growing season, and moisture supply needed to economically produce sustained high yields of crops when treated and managed, including water management, according to acceptable farming methods. In general, prime farmlands have an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, acceptable salt and sodium content, and few or no rocks. They are permeable to water and air. Prime farmlands are not excessively erodible or saturated with water for a long period of time, and they either do not flood frequently or are protected from flooding.

Unique Farmland

Unique farmland is land other than prime farmland that is used for the production of specific high value food and fiber crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to economically produce sustained high quality and/or high yields of a specific crop when treated and managed according to acceptable farming methods. Examples of such crops are citrus, tree nuts, olives, cranberries, fruit, and vegetables.

Additional Farmland of Statewide Importance

This is land, in addition to prime and unique farmland, that is of statewide importance for the production of food, feed, fiber, forage, and oilseed crops. Criteria for defining and delineating this land are to be determined by the appropriate state agency or agencies. Generally, additional farmlands of statewide importance include those that are nearly prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some may produce as high a yield as prime farmlands if conditions are favorable. In some states, additional farmlands of statewide importance may include tracts of land that have been designated for agriculture by state law.

Additional Farmland of Local Importance

In some local areas there is concern for certain additional farmland for the production of food, feed, fiber, forage, and oilseed crops, even though these lands are not identified as having national or statewide importance. Where appropriate, these lands are to be identified by the local agency or agencies concerned. In places, additional farmlands of local importance may include tracts of land that have been designated for agriculture by local ordinance.

Appendix VI: NRCS Soil Capability Classes

The following discussion summarizes the USDA Natural Resources Conservation Service's written criteria for land capability classification, greater detail can be obtained from the Natural Resources Conservation Service office located at 6515 Watts Road, Suite 200, Madison, WI 53719-2726.

Land suited to Cultivation and Other Uses:

Class I soils have few limitations that restrict their use.

Class II soils have some limitations that reduce the choice of plants or require moderate conservation practices.

Class III soils have severe limitations that reduce the choice of plants or require special conservation practices, or both.

Class IV soils have very severe limitations that restrict the choice of plants , require very careful management, or both.

Land Limited in Use-Generally Not Suited to Cultivation

Class V soils have little or no erosion hazard but have other limitations impractical to remove that limit their use largely to pasture, range, woodland, or wildlife food and cover.

Class VI soils have severe limitations that make them generally unsuited to cultivation and limit their use largely to pasture or range, woodland, or wildlife food and cover.

Class VII soils have very severe limitations that make them unsuited to cultivation and that restrict their use largely to grazing, woodland, or wildlife.

Class VIII soils and landforms have limitations that preclude their use for commercial plant production.

Soil Capability Subclasses

A subclass is a group of capability units within a class which has the dominant soil or climatic limitations for agricultural use. Capability Class I has no subclasses. There are four subclasses, designated by letter symbols and defined as follows:

e Erosion susceptibility is the dominant problem or hazard. Both erosion susceptibility and past erosion damage are major soil factors for placement in this subclass.

s Soil limitations within the rooting zone, such as shallowness of rooting zones, stones, low moisture-holding capacity, low fertility that is difficult to correct, and salinity or sodium, are dominant.

w Excess water is the dominant hazard or limitation. Poor soil drainage, wetness, high water table, and overflow are the criteria for placing soils in this subclass.

c Climate (temperature or lack of moisture) is the only major hazard or limitation.

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EVAN SAYRE
FULTON TOWN CHAIR
8203 N COUNTY ROAD H
EDGERTON WI 53534

CONNIE ZIMMERMANN
FULTON TOWN CLERK
2738 W FULTON CENTER DR
EDGERTON WI 53534

JOHN C BERGMAN
HARMONY TOWN CHAIR
5438 E ROTAMER RD
MILTON WI 53563

LISA TOLLEFSON
HARMONY TOWN CLERK
5818 N KENNEDY RD
MILTON WI 53563

BRYAN MEYER
MILTON TOWN CHAIR
6025 N KENNEDY RD
MILTON WI 53563

SANDRA KUNKEL
MILTON TOWN CLERK
23 FIRST ST
MILTON WI 53563-1122

ALLAN ARNDT
LA PRAIRIE TOWN CHAIR
2525 E WOODMAN RD
JANESVILLE WI 53546

LaGENA CRAWFORD
LA PRAIRIE TOWN CLERK
6215 E CREEK RD
JANESVILLE WI 53546

PATRICK SUTTER
DANE CO CONSERVATIONIST
5201 FEN OAK DR STE 208
MADISON WI 53718-8827

CARRIE EDGAR
DANE COUNTY UWEX
5201 FEN OAK DR RM 138
MADISON WI 53718

THOMAS SWEENEY
ROCK CO CONSERVATIONIST
440 N US HIGHWAY 14
JANESVILLE WI 53546-9708

JAMES STUTE
ROCK COUNTY UWEX
51 S MAIN ST
JANESVILLE WI 53545

CAPITAL AREA REGIONAL
PLANNNING COMMILSION
210 M L KING BLVD RM 362
MADISON WI 53703

BELOIT PUBLIC LIBRARY
409 PLEASANT ST
BELOIT WI 53511-6272

HEDBERG PUBLIC LIBRARY
316 S MAIN ST
JANESVILLE WI 53545-3971

MADISON PUBLIC LIBRARY
201 W MIFFLIN ST
MADISON WI 53703-2597

MILTON PUBLIC LIBRARY
430 E HIGH ST
PO BOX 337
MILTON WI 53563-0337

STOUGHTON PUB LIBRARY
304 S 4TH ST
STOUGHTON WI 53589-2101

BELOIT DAILY NEWS
149 STATE ST
BELOIT WI 53511

THE JANESVILLE GAZETTE
1 S PARKER DR
JANESVILLE WI 53545

THE CAPITAL TIMES &
WISCONSIN STATE JOURNAL
1901 FISH HATCHERY RD
MADISON WI 53708

THE MILTON COURIER
513 VERNAL AVE
PO BOX 69
MILTON WI 53563

THE STOUGHTON COURIER
301 W MAIN ST
PO BOX 577
STOUGHTON WI 53589

ROGER ANCLAM
TURTLE TOWN CHAIR
7928 S BUTTERFLY RD
BELOIT WI 53511

DEBORAH BENNETT
TURTLE TOWN CLERK
6916 S COUNTY ROAD J
BELOIT WI 53511

THE MCFARLAND THISTLE
5124 FARWELL ST
MCFARLAND WI 53558

EDGERTON PUBLIC LIBRARY
101 ALBION ST
EDGERTON WI 53534-1836

E D LOCKE PUBLIC LIBRARY
5920 MILWAUKEE ST
MCFARLAND WI 53558-8962

LEONARD RINGELSTETTER
DANE CO DRAINAGE BOARD
2361 COUNTY ROAD V
SUN PRAIRIE WI 53590

State of Wisconsin
Department of Agriculture,
Trade & Consumer Protection



For additional copies, contact:

DATCP
Agricultural Impact Program
P.O. Box 8911
Madison, WI 53708-8911

608/224-4646
Fax: 608/224-4615

Appendix D
Wetland Mitigation Banking Site Information

Appendix D.1 World Dairy Center Wetland Mitigation Site

Appendix D.2 London Wetland Mitigation Bank Site

Executive Summary

Site Name: World Dairy Center Wetland Mitigation Site. WisDOT is the property owner and the applicant for this project.

Location of Compensation Site: City of Madison, Dane County, Wisconsin, SW ¼ of Section 23, Township 7 North, Range 10 East (Figure 1). The Site is bound by the Interstate 39/90 corridor to the east, a railroad corridor and residential development to the north, and industrial and commercial development to the west and south.

Wetland Compensatory Mitigation Purpose: This is a proposed wetland mitigation bank site.

General Description of Design Concept for the Compensation Site: The compensation design consists of wetland restoration and wetland enhancement on approximately 168.2 acres (Figure 2). Approximately 164.5 acres of wet meadow will be restored in areas currently drained for agricultural use and an additional 3.7 acres of wet meadow will be enhanced. Additionally, 16.5 acres of mesic prairie will be restored to serve as an upland buffer along portions of the wetland margin.

Wetland restoration will be accomplished by strategically disabling drain tiles to restore wetland hydrology and by planting site-appropriate native wet meadow and shallow marsh seed mixes. The wetland enhancement and upland buffer restoration will be accomplished by controlling invasive and weedy plant species and by increasing species diversity through installation of native seed mixes.

Buffers for the Compensation Site: Upland areas along the eastern half of the Site will be seeded with a native mesic prairie seed mix that will allow for a transition from the wet meadow community to upland. The upland buffer will cover an estimated 16.5 acres and will be managed in conjunction with the adjacent wetlands.

Planned Hydrology: The Site is relatively flat and primarily consists of very poorly drained Houghton muck soils. Shallow groundwater is prevalent across the restoration area, but has been artificially manipulated by an extensive network of drain tiles for agricultural purposes. Drain tile alterations are expected to provide up to an estimated 164.5 acres of restored hydric soils at the Site. The planned hydroperiod for most of the Site will generally consist of seasonally saturated soils with short durations of shallow inundation in lower lying areas following snowmelt and heavy rainfalls. Areas with microtopography, including small depressions and swales, throughout the Site may experience durations of inundation during years with average precipitation. The existing ditches on the Site will remain intact and will still serve to convey water from and through the Site. Hydrologic modeling indicated that even during storm events of equal magnitude to 50-year events, the Site will be primarily inundated but will not affect the peak stream flow downstream or upstream and will not contribute to peak flood levels following drain tile abandonment.

Planned Construction Date: Fall 2014 with completion anticipated in Fall 2015.

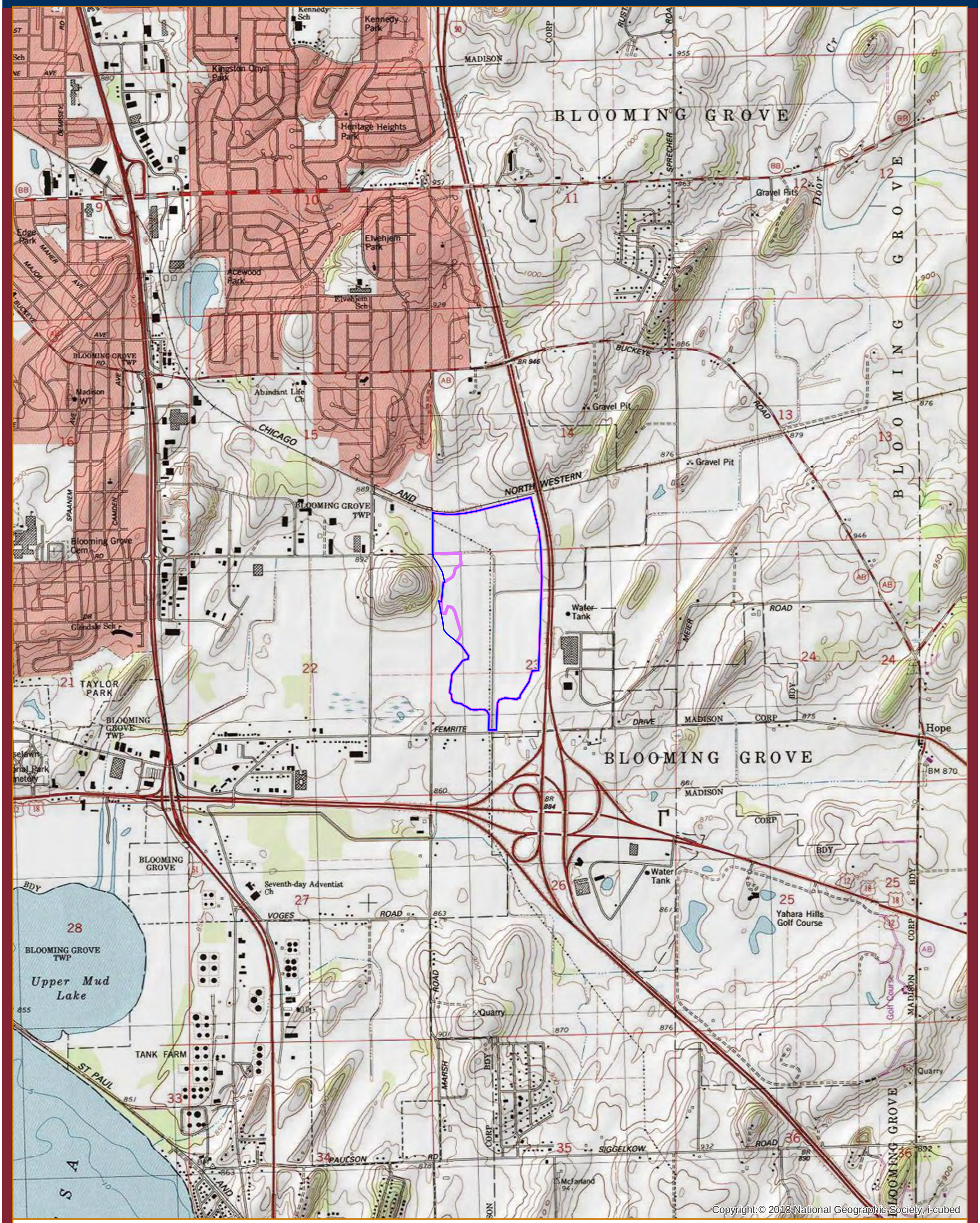
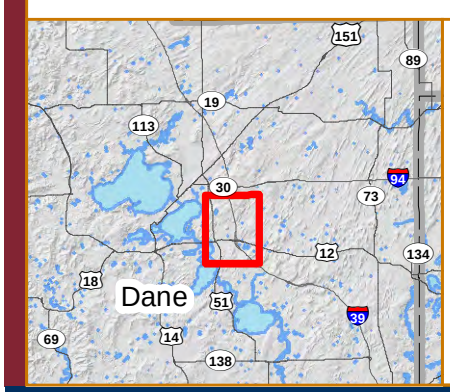


Figure 1. Project Location and Topography

WisDOT World Dairy Wetland Mitigation



Map Area Shown in Red

Location

S23 & S14, T7N, R10E;
C. of Madison, Dane Co., WI

Project Information

Project Number: 193700189
Last Modified: November 06, 2013

0 1,000 2,000
Feet

Legend

Property Boundary
Project Boundary

Data Sources include: Stantec and USGS 7.5' Topographic Quadrangles.

Stantec

	Initials	Date
Prepared by	AB	11/06/2013
Peer Review by	MP	11/06/2013
Final Review by	SK	11/06/2013

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1.0 Introduction and Project Background

Stantec Consulting Services Inc. ("Stantec") performed wetland monitoring and evaluation of the Wisconsin Department of Transportation (WisDOT) London Wetland Mitigation Site (the "Site"). The Site is located in Sections 19, 30 and 31, Township 7 North, Range 13 East in the Town of Lake Mills, Jefferson County, Wisconsin (Figure 1). The Site is approximately 210 acres and is located within a glacial lake plain. The Site is comprised of two parcels: a 160-acre parcel and a 51-acre parcel located to the southwest of the 160-acre parcel. The west and south sides of the 160-acre parcel, and the east and south sides of the 51-acre parcel are bordered by un-named agricultural ditches which flow into Koshkonong Creek. Koshkonong Creek borders the 51-acre portion of the Site to the west, wetlands owned by Wisconsin Department of Natural Resources (WDNR) are present to the east of the overall Site, agricultural land is located to the south, and the Glacial Drumlin Bike Trail is north of the Site. The Site is not considered to be in the floodplain of Koshkonong Creek due to the high banks and low water level of the historically ditched and straightened waterway.

The purpose of the wetland mitigation is to serve the WisDOT Statewide Wetland Mitigation Bank in developing credit acres to precede wetland acreage impacts resulting from WisDOT projects. The Site goal is to restore wetland that will provide wetland functions within the existing landscape, is self-sustaining, and can be passively managed. The wetland mitigation project involved restoration of previously drained wetlands that were most recently utilized as agricultural cropland. Restoration consisted of filling the interior ditch that bisected the 160-acre parcels, disabling drain tile, and minor grading of spoil piles to level the Site elevation. The Site was seeded with a mix of native wetland and upland plant species. Vegetation management activities conducted at the Site to date include mowing, brush control, prescribed burning, additional native seed installation, and herbicide applications to target persistent invasive plant species.

This monitoring report summarizes the results of the 2013 growing season (Year 6) wetland monitoring and documents vegetation management activities conducted at the Site in 2012 and 2013. This report additionally provides recommendations for achieving the Site specific performance standards set forth within the WisDOT London Wetland Mitigation Bank Site Plan ("Mitigation Plan") dated June 1, 2008.

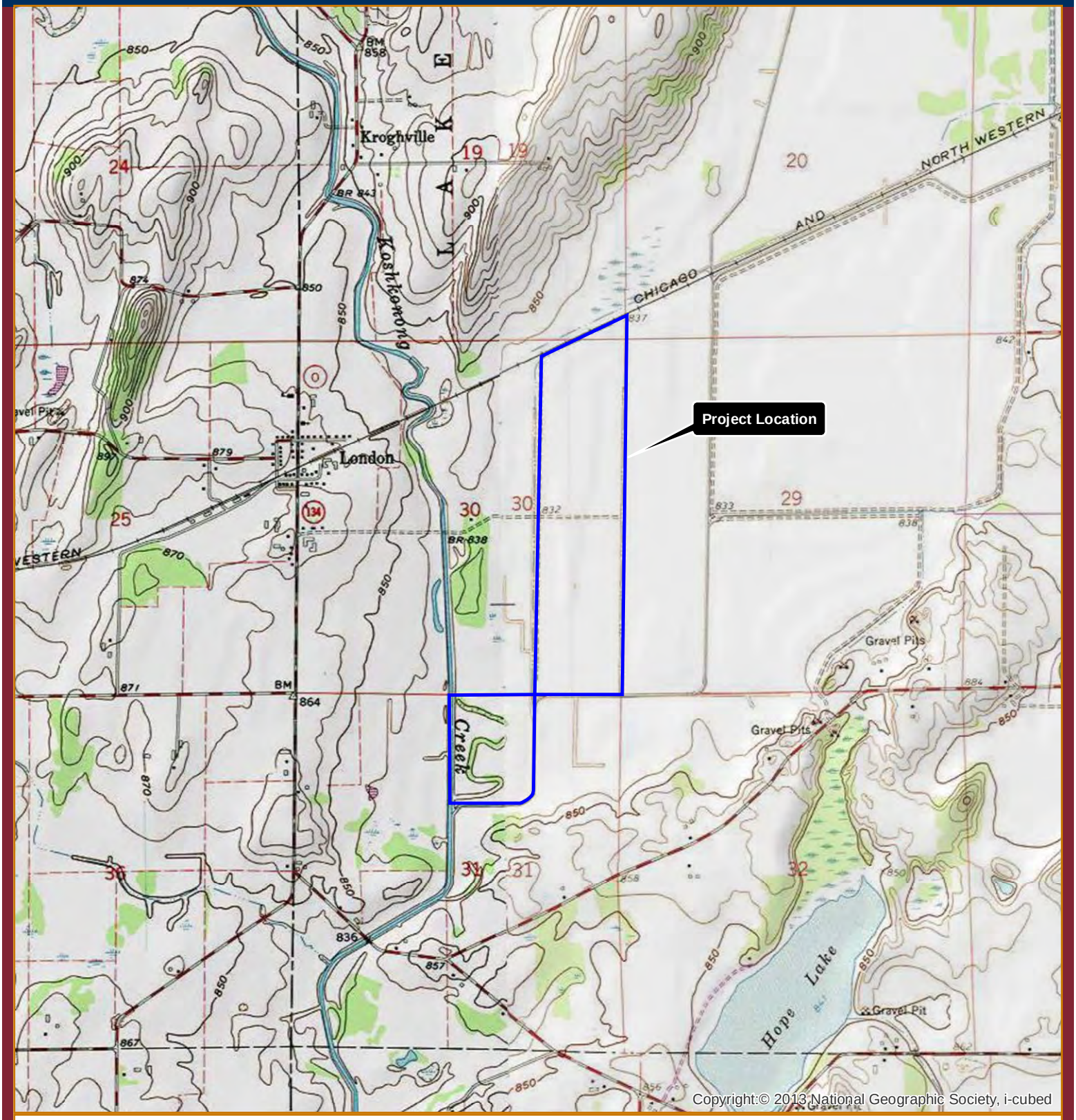
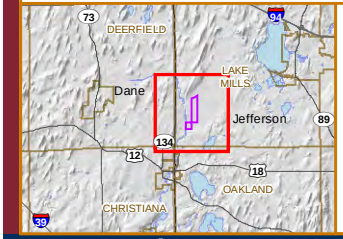


Figure 1. Project Location and Topography
WisDOT London Wetland Mitigation



Location
S30 and 31, T7N, R13E;
Jefferson County, WI

Project Information
Project Number: 193702403
Last Modified: January 10, 2014

0 1,000 2,000
Feet

Legend
Project Location

Data Sources include: Stantec and USGS 7.5' Topographic Quadrangles.

Stantec

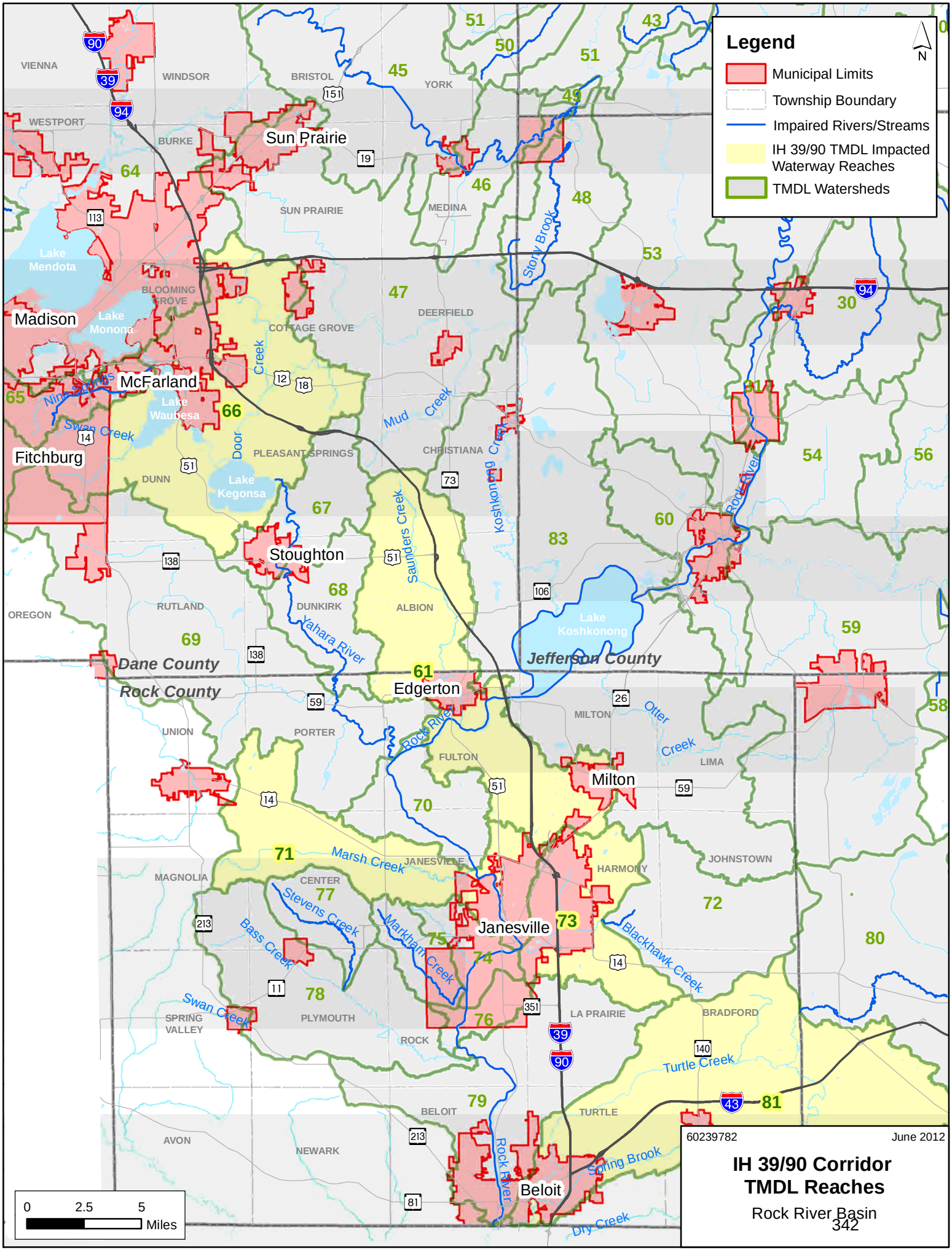
	Initials	Date
Prepared by	AB	01/09/2014
Peer Review by	DG	01/10/2014
Final Review by	SK	01/10/2014

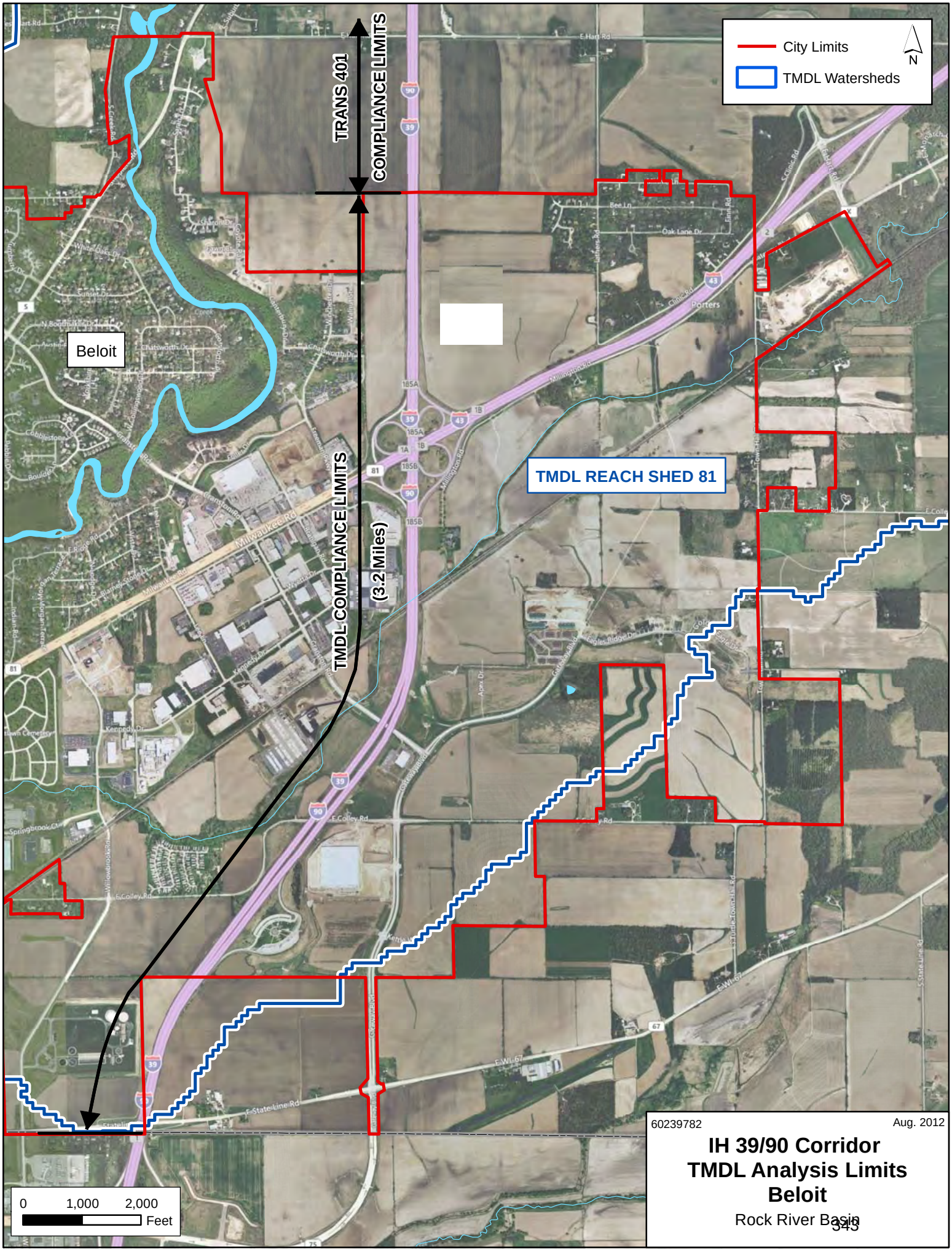
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Appendix E
TMDL Maps


Legend
Municipal Limits
Township Boundary
Impaired Rivers/Streams
IH 39/90 TMDL Impacted Waterway Reaches
TMDL Watersheds
N
Madison
McFarland
Fitchburg
Sun Prairie
Stoughton
Edgerton
Milton
Janesville
Beloit
Dane County
Rock County
Jefferson County
VIENNA
WINDSOR
BRISTOL
YORK
WESTPORT
BURKE
SUN PRAIRIE
MEDINA
BLOOMING GROVE
DEERFIELD
COTTAGE GROVE
PLEASANT SPRINGS
CHRISTIANA
DUNN
RUTLAND
DUNKIRK
ALBION
OREGON
UNION
PORTER
FULTON
MILTON
LIMA
JANESVILLE
HARMONY
JOHNSTOWN
MAGNOLIA
CENTER
SPRING VALLEY
PLYMOUTH
ROCK
LA PRAIRIE
BRADFORD
BELOIT
TURTLE
AVON
NEWARK
Lake Mendota
Lake Monona
Lake Waubesa
Lake Kegonsa
Lake Koshkonong
Nine Springs
Swan Creek
Door Creek
Mud Creek
Koshkonong Creek
Saunders Creek
Yahara River
Rock River
Stony Brook
Otter Creek
Marsh Creek
Stevens Creek
Markham Creek
Bass Creek
Blackhawk Creek
Turtle Creek
Spring Brook
Dry Creek
45
50
51
43
49
46
48
64
53
47
30
31
65
66
54
56
67
60
83
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59
69
61
58
70
71
72
77
73
80
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74
78
76
79
81
0 2.5 5 Miles
60239782
June 2012
IH 39/90 Corridor TMDL Reaches
Rock River Basin

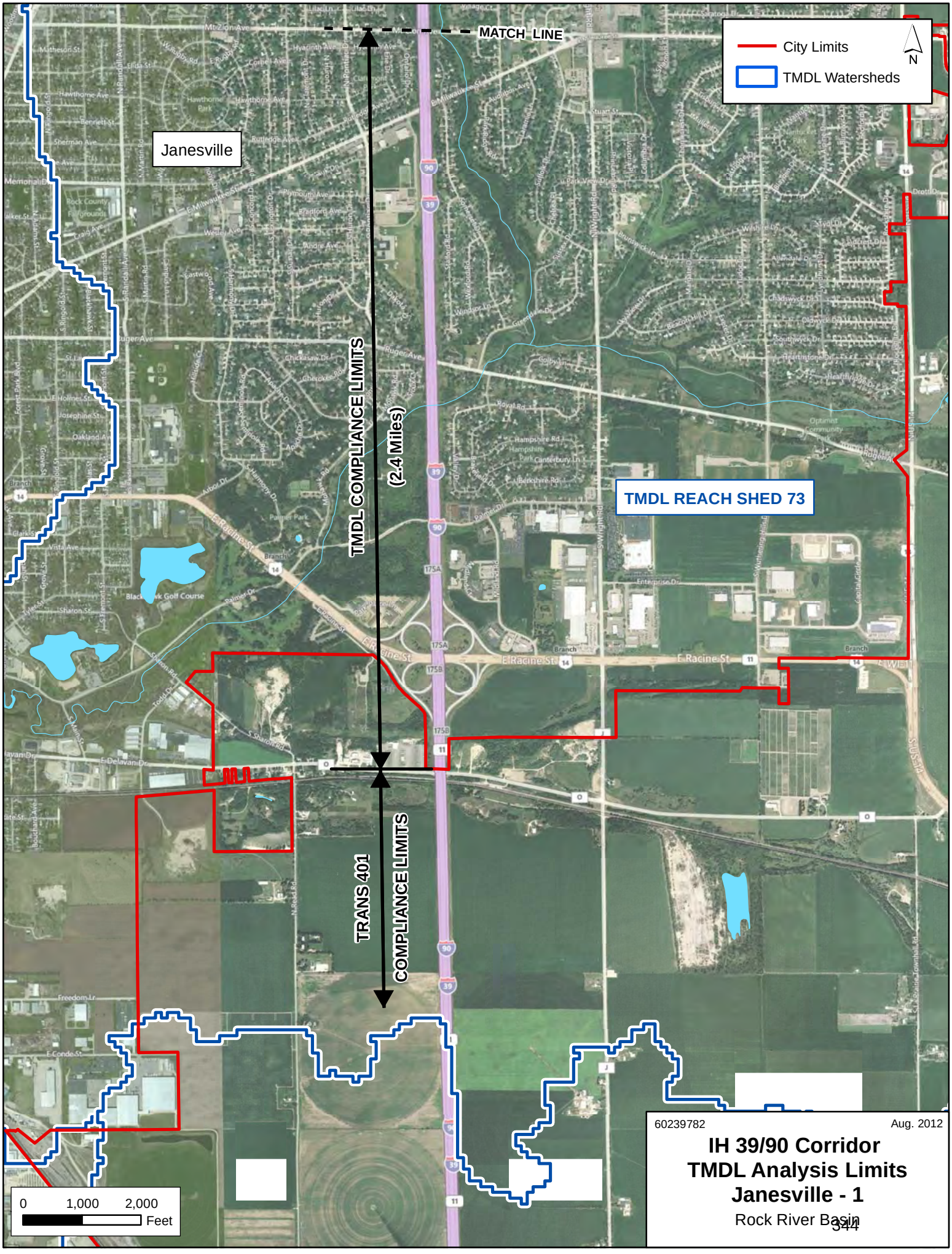


60239782

Aug. 2012

IH 39/90 Corridor
TMDL Analysis Limits
Beloit

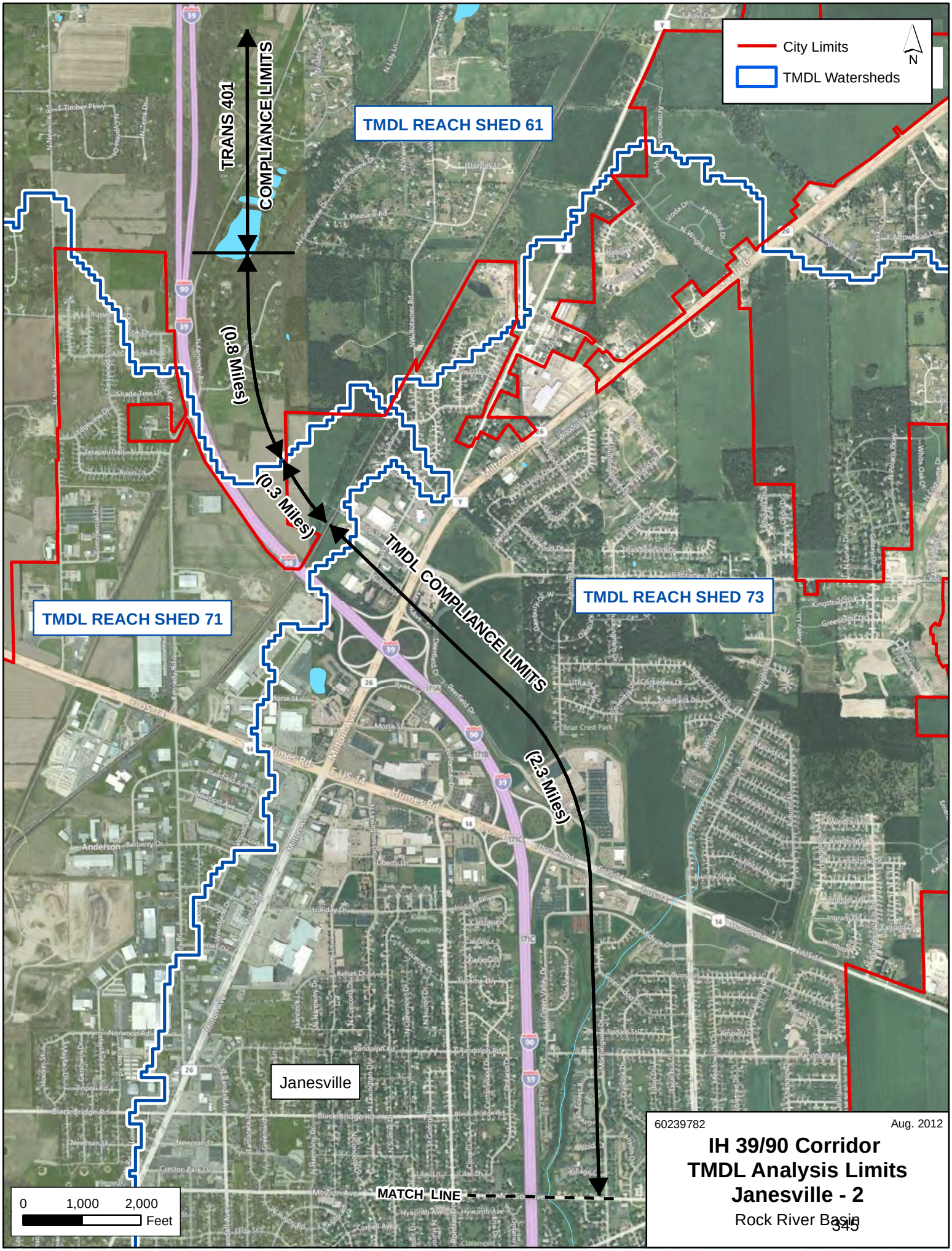
Rock River Basin



60239782 Aug. 2012

IH 39/90 Corridor TMDL Analysis Limits Janesville - 1

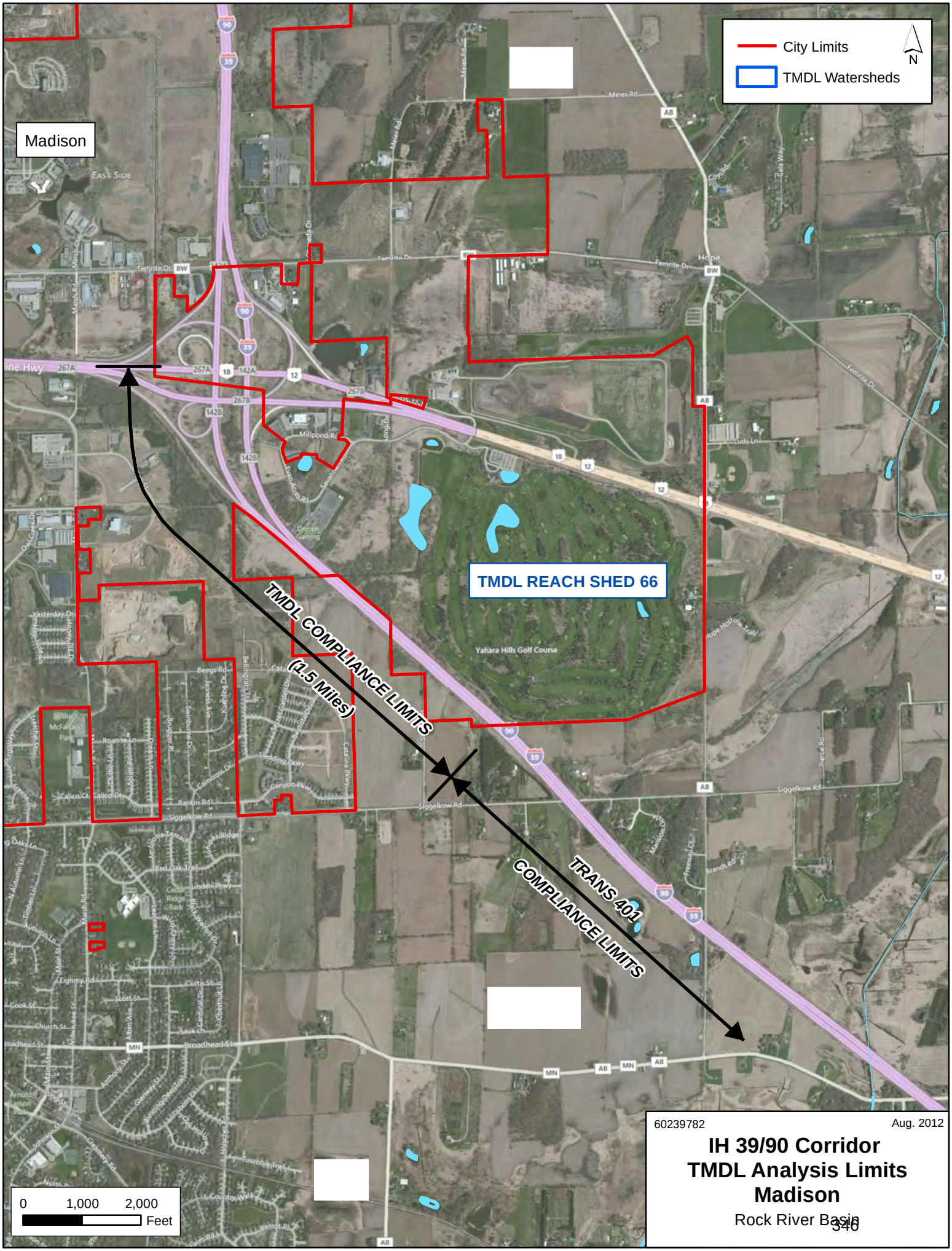
Rock River Basin



60239782 Aug. 2012

IH 39/90 Corridor TMDL Analysis Limits Janesville - 2

Rock River Basin



60239782 Aug. 2012

IH 39/90 Corridor TMDL Analysis Limits Madison

Rock River Basin

Appendix F
Bridge ACM Inspection Tables

Appendix F.1 South Segment

Appendix F.2 Central Segment

Appendix F.3 North Segment

I-39/90 South Segment - Bridge/Asbestos Checks

New Structure #	Existing Structure	City,Town or Village	Feature On	Feature Over	Asbestos Checked	Result	Inspection Date	Source	Recommendation/Notes	Specials
B-53-300	B-53-48	City of Beloit	I-39 SB	Canadian Pacific Railroad & Spring Brook	X	No ACM	November 15, 2013	TRC Report, Nov. 22, 2013		STSP 107-125
B-53-301	B-53-51	City of Beloit	I-39 NB	Canadian Pacific Railroad & Spring Brook	X	No ACM	November 15, 2013	TRC Report, Nov. 22, 2013		STSP 107-125
B-53-302	B-53-46	City of Beloit	STH 81 WB	I-39 NB & SB	X	No ACM	December 5-7, 2005	RMT Report, Jan 10, 2006		STSP 107-125
B-53-303	B-53-47	City of Beloit	STH 81 EB	I-39 NB & SB	X	No ACM	December 5-7, 2005	RMT Report, Jan 10, 2006		STSP 107-125
B-53-312	B-53-45	Town of Turtle	Hart Road	I-39 NB & SB	X	No ACM	December 5-7, 2005	RMT Report, Jan 10, 2006		STSP 107-125
B-53-313	B-53-44	Town of Turtle	CTH S	I-39 NB & SB	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan 10, 2006		STSP 107-125
R-53-30	N/A	Town of Turtle	CTH S	I-39 SB	This structure is not replacing an existing structure					
R-53-31	N/A	Town of Turtle	CTH S	I-39 NB	This structure is not replacing an existing structure					
R-53-34	N/A	Town of Turtle	CTH S	N/A	This structure is not replacing an existing structure					
B-53-314	B-53-42	Town of Turtle	I-39 SB	Turtle Creek	X	No ACM	November 15, 2013	TRC Report, Nov. 22, 2013		STSP 107-125
B-53-315	B-53-43	Town of Turtle	I-39 NB	Turtle Creek	X	No ACM	November 15, 2013	TRC Report, Nov. 22, 2013		STSP 107-125
B-53-316	B-53-41	Town of Turtle	Creek Road	I-39 NB & SB	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan 10, 2006		STSP 107-125
B-53-317	B-53-39	Town of La Prairie	I-39 SB	Town Line Road	X	No ACM	November 15, 2013	TRC Report, Nov. 22, 2013		STSP 107-125
B-53-318	B-53-40	Town of La Prairie	I-39 NB	Town Line Road	X	No ACM	November 15, 2013	TRC Report, Nov. 22, 2013		STSP 107-125
B-53-319	B-53-38	Town of La Prairie	Woodman Road	I-39 NB & SB	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan 10, 2006		STSP 107-125
B-53-320	B-53-56	Town of La Prairie	I-39 NB & SB	Branch Rock River	X	No ACM	November 15, 2013	TRC Report, Nov. 22, 2013		STSP 107-125
B-53-321	B-53-36	Town of La Prairie	I-39 SB	Union Pacific Railroad	X	No ACM	November 15, 2013	TRC Report, Nov. 22, 2013		STSP 107-125
B-53-322	B-53-37	Town of La Prairie	I-39 NB	Union Pacific Railroad	X	No ACM	November 15, 2013	TRC Report, Nov. 22, 2013		STSP 107-125
B-53-323	B-53-144	Town of La Prairie	STH 11 - Avalon Road EB	I-39 NB & SB	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan 10, 2006	Jan. 10, 2006 report refers to structure B-53-35, which was replaced by Structure B-53-144 in 1991. The pictures in the report confirm that the inspection is referring to structure B-53-144.	STSP 107-125
B-53-324	N/A	Town of La Prairie	STH 11 - Avalon Road WB	I-39 NB & SB	This structure is not replacing an existing structure					
B-53-325	B-53-204	Town of Turtle	Stateline Road	I-39 NB & SB	X	No ACM	December 5-7, 2005	RMT Report, Jan 10, 2006	Jan. 10, 2006 report refers to structure B-53-54, which was replaced by Structure B-53-204 in 1999. The pictures in the report confirm that the inspection is referring to structure B-53-204.	STSP 107-125
-	B-53-216	City of Beloit	I-39 SB	Colley Road	X	No ACM	November 15, 2013	TRC Report, Nov. 22, 2013		STSP 107-125
-	B-53-217	City of Beloit	I-39 NB	Colley Road	X	No ACM	November 15, 2013	TRC Report, Nov. 22, 2013		STSP 107-125
-	B-53-220	City of Beloit	Cranston Road	I-39 NB & SB	This structure is not being replaced or rehabed					
-	B-53-229	Town of La Prairie	I-39 SB	CTH O & Wisconsin Southern Railroad	X	No ACM	November 15, 2013	TRC Report, Nov. 22, 2013		STSP 107-125
-	B-53-230	Town of La Prairie	I-39 NB	CTH O & Wisconsin Southern Railroad	X	No ACM	November 15, 2013	TRC Report, Nov. 22, 2013		STSP 107-125
B-53-291	B-53-20	Town of La Prairie	CTH G	Branch of Rock River	X	No ACM	July 18, 2013	TRC Report, Jul. 25, 2013		STSP 107-125
-	C-53-8	Town of Turtle	CTH G	Intersection of CTH G & Philhower Rd.	X	No ACM	July 18, 2013	TRC Report, Jul. 25, 2013		STSP 107-125

I-39/90 Central Segment - Bridge/Asbestos Checks

New Structure #	Existing Structure	City,Town or Village	Feature On	Feature Over	Asbestos Checked	Result	Inspection Date	Source	Recommendation/Notes	Specials
B-13-329	B-53-31	City of Janesville	STH 11 WB Racine Street	IH 39/90	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
	B-53-32	City of Janesville	STH 11 EB Racine Street	IH 39/90	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-53-330	B-53-61	City of Janesville	IH 39/90 SB	Palmer Drive	X	No ACM	June 5, 2013	TRC Report		STSP 107-125
B-53-331	B-53-62	City of Janesville	IH 39/90 NB	Palmer Drive	X	No ACM	June 5, 2013	TRC Report		STSP 107-125
B-53-332	B-53-63	City of Janesville	IH 39/90 SB	Spring Brook	X	No ACM	June 5, 2013	TRC Report		STSP 107-125
B-53-333	B-53-64	City of Janesville	IH 39/90 NB	Spring Brook	X	No ACM	June 5, 2013	TRC Report		STSP 107-125
B-53-334	B-53-29	City of Janesville	IH 39/90 SB	Ruger Avenue	X	No ACM	November 15, 2013	TRC Report, Nov. 20, 2013		STSP 107-125
B-53-335	B-53-30	City of Janesville	IH 39/90 NB	Ruger Avenue	X	No ACM	November 15, 2013	TRC Report, Nov. 20, 2013		STSP 107-125
Not Assigned Yet	B-53-214	City of Janesville	IH 39/90 SB	E. Milwaukee Street	X	No ACM	June 5, 2013	TRC Report		STSP 107-125
Not Assigned Yet	B-53-215	City of Janesville	IH 39/90 NB	E. Milwaukee Street	X	No ACM	June 5, 2013	TRC Report		STSP 107-125
B-53-336	B-53-59	City of Janesville	IH 39/90 SB	Mt. Zion Avenue	X	No ACM	June 5, 2013	TRC Report		STSP 107-125
B-53-337	B-53-60	City of Janesville	IH 39/90 NB	Mt. Zion Avenue	X	No ACM	June 5, 2013	TRC Report		STSP 107-125
B-53-338	B-53-65	City of Janesville	IH 39/90 SB	USH 14/Humes Rd	X	No ACM/ACM <1%	August 31, 2009	RMT Report, Oct. 8, 2009		STSP 107-125
B-53-339	B-53-66	City of Janesville	IH 39/90 NB	USH 14/Humes Rd	X	No ACM/ACM <1%	August 31, 2009	RMT Report, Oct. 8, 2009		STSP 107-125
B-53-340	-	City of Janesville	IH 39/90 SB	Ryan Road	This is a new structure and is not replacing an existing structure.					
B-53-341	-	City of Janesville	IH 39/90 NB	Ryan Road	This is a new structure and is not replacing an existing structure.					
B-53-342	B-53-85	City of Janesville	IH 39/90 SB	STH 26/Milton Avenue	X	No ACM	June 5, 2013	TRC Report		STSP 107-125
B-53-343	B-53-86	City of Janesville	IH 39/90 NB	STH 26/Milton Avenue	X	No ACM/ACM <1%	August 31, 2009	RMT Report, Oct. 8, 2009		STSP 107-125
B-53-344	B-53-83	City of Janesville	IH 39/90 SB	WSOR Railroad	X	No ACM	June 5, 2013	TRC Report		STSP 107-125
B-53-345	B-53-84	City of Janesville	IH 39/90 NB	WSOR Railroad	X	No ACM	June 5, 2013	TRC Report		STSP 107-125
B-53-346	B-53-81	Town of Harmony	IH 39/90 SB	Kennedy Road	X	No ACM	June 5, 2013	TRC Report		STSP 107-125
B-53-347	B-53-82	Town of Harmony	IH 39/90 NB	Kennedy Road	X	No ACM	June 5, 2013	TRC Report		STSP 107-125
B-53-348	B-53-79	Town of Harmony/Milton	IH 39/90 SB	Townline Road	X	ACM Present	December 5-7, 2005	RMT Report, Jan. 10, 2006	ACM must be removed prior to Bridge Demolition	STSP 203-005
B-53-349	B-53-80	Town of Harmony/Milton	IH 39/90 NB	Townline Road	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-53-350	B-53-78	Town of Milton	Manogue Road	IH 39/90	X	ACM Present	December 5-7, 2005	RMT Report, Jan. 10, 2006	ACM must be removed prior to Bridge Demolition	STSP 203-005
B-53-351	B-53-76	Town of Milton	IH 39/90 SB	WSOR Railroad	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-53-352	B-53-77	Town of Milton	IH 39/90 NB	WSOR Railroad	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-53-353	B-53-74	Town of Milton	IH 39/90 SB	CTH M	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-53-354	B-53-75	Town of Milton	IH 39/90 NB	CTH M	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-53-355	B-53-72	Town of Milton/Fulton	IH 39/90 SB	Newville Road	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-53-356	B-53-73	Town of Milton/Fulton	IH 39/90 NB	Newville Road	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-53-357	B-53-88	Town of Fulton	IH 39/90 SB	Rock River	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-53-358	B-53-89	Town of Fulton	IH 39/90 NB	Rock River	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-53-359	B-53-71	Town of Fulton	STH 59	IH 39/90	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
-	B-53-69	Town of Fulton	Goede Road	IH 39/90	X	ACM Present	December 5-7, 2005	RMT Report, Jan. 10, 2006	ACM must be removed prior to Bridge Demolition. This Structure will be removed as part of the project, but will not be replaced.	STSP 203-005

I-39/90 North Segment - Bridge/Asbestos Checks

New Structure #	Existing Structure	City,Town or Village	Feature On	Feature Over	Asbestos Checked	Result	Inspection Date	Source	Recommendation/Notes	Specials
B-13-700	B-13-176	Town of Albion	IH 39/90 SB	Lake Drive Road	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-701	B-13-177	Town of Albion	IH 39/90 NB	Lake Drive Road	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-702	B-13-175	Town of Albion	USH 51 NB / STH 73	IH 39/90 NB & SB / USH 51 NB	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-703	B-13-174	Town of Albion	STH 106	IH 39/90 NB & SB / USH 51 NB & SB	X	ACM Present	December 5-7, 2005	RMT Report, Jan. 10, 2006	ACM must be removed prior to Bridge Demolition	STSP 203-005
B-13-704	B-13-208	Town of Albion	IH 39/90 NB & USH 51 NB	Branch Saunders Creek	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-705	B-13-209	Town of Albion	IH 39/90 SB & USH 51 SB	Branch Saunders Creek	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-706	B-13-173	Town of Albion	Maple Grove Road	IH 39/90 NB & SB / USH 51 NB & SB	X	ACM Present	December 5-7, 2005	RMT Report, Jan. 10, 2006	ACM must be removed prior to Bridge Demolition	STSP 203-005
B-13-707	B-13-171	Town of Albion	IH 39/90 SB	USH 51 NB	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-708	B-13-172	Town of Albion	IH 39/90 NB	USH 51 NB	X	ACM Present	December 5-7, 2005	RMT Report, Jan. 10, 2006	ACM must be removed prior to Bridge Demolition	STSP 203-005
B-13-709	B-13-170	Town of Albion	CTH A	IH 39/90 NB & SB	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-710	B-13-168	Town of Christiana	IH 39/90 SB	Church Road	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-711	B-13-169	Town of Christiana	IH 39/90 NB	Church Road	X	ACM Present	December 5-7, 2005	RMT Report, Jan. 10, 2006	ACM must be removed prior to Bridge Demolition	STSP 203-005
B-13-712	B-13-164	Town of Christiana	IH 39/90 SB	CTH B	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-713	B-13-165	Town of Christiana	IH 39/90 NB	CTH B	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-714	B-13-148	Town of Christiana	IH 39/90 SB	CTH W	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-715	B-13-149	Town of Christiana	IH 39/90 NB	CTH W	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-716	B-13-146	Town of Pleasant Springs	IH 39/90 SB	Drotning Road	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-717	B-13-147	Town of Pleasant Springs	IH 39/90 NB	Drotning Road	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-718	B-13-145	Town of Pleasant Springs	CTH BN	IH 39/90 NB & SB	X	ACM Present	December 5-7, 2005	RMT Report, Jan. 10, 2006	ACM must be removed prior to Bridge Demolition	STSP 203-005
B-13-719	B-13-144	Town of Pleasant Springs	Church Street	IH 39/90 NB & SB	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-720	B-13-143	Town of Pleasant Springs	CTH N	IH 39/90 NB & SB	X	ACM Present	December 5-7, 2005	RMT Report, Jan. 10, 2006	ACM must be removed prior to Bridge Demolition	STSP 203-005
B-13-721	B-13-142	Town of Pleasant Springs	Williams Drive	IH 39/90 NB & SB	X	ACM Present	December 5-7, 2005	RMT Report, Jan. 10, 2006	ACM must be removed prior to Bridge Demolition	STSP 203-005
B-13-722	B-13-140	Town of Pleasant Springs	IH 39/90 SB	CTH MN	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-723	B-13-141	Town of Pleasant Springs	IH 39/90 NB	CTH MN	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-724	B-13-160	Town of Pleasant Springs	IH 39/90 SB	Door Creek	X	No ACM	October 21, 2004	RMT Report, Nov. 2, 2004	Ayres does not have a copy of the 2004 report. If there is no ACM as noted, STSP 107-125 would apply	STSP 107-125
B-13-725	B-13-161	Town of Pleasant Springs	IH 39/90 NB	Door Creek	X	No ACM	October 21, 2004	RMT Report, Nov. 2, 2004	Ayres does not have a copy of the 2004 report. If there is no ACM as noted, STSP 107-125 would apply	STSP 107-125
B-13-726	B-13-139	Town of Blooming Grove	CTH AB	IH 39/90 NB & SB	X	ACM Present	December 5-7, 2005	RMT Report, Jan. 10, 2006	ACM must be removed prior to Bridge Demolition	STSP 203-005
B-13-727	B-13-137	Town of Blooming Grove	IH 39/90 SB	Siggelkow Road	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-728	B-13-138	Town of Blooming Grove	IH 39/90 NB	Siggelkow Road	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-729	B-13-466	Town of Blooming Grove	IH 39/90 SB	USH 12/18 EB	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-730	B-13-467	Town of Blooming Grove	IH 39/90 NB	USH 12/18 EB	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-731	-	Town of Blooming Grove	IH 39/90 SB On/Off Ramp	USH 12/18 EB & WB	This structure is not replacing an existing structure.					
B-13-732	-	Town of Blooming Grove	IH 39/90 NB Off Ramp	USH 12/18 EB & WB	This structure is not replacing an existing structure.					
B-13-733	-	Town of Blooming Grove	IH 39/90 NB Off Ramp	USH 12/18 WB Off Ramp	This structure is not replacing an existing structure.					
B-13-734	-	Town of Blooming Grove / City of Madison	IH 39/90 NB On Ramp	USH 12/18 EB & WB / IH 39/90 NB & SB / Ramps / Femrite Drive	This structure is not replacing an existing structure.					
B-13-735	-	Town of Blooming Grove	IH 39/90 NB Off Ramp	IH 39/90 NB & SB & Ramps	This structure is not replacing an existing structure.					
B-13-736	B-13-463	City of Madison	IH 39/90 NB	Femrite Drive	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125
B-13-737	B-13-462	City of Madison	IH 39/90 SB & Off Ramps	Femrite Drive	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006		STSP 107-125

New Structure #	Existing Structure	City,Town or Village	Feature On	Feature Over	Asbestos Checked	Result	Inspection Date	Source	Recommendation/Notes	Specials
Not Assigned Yet	B-13-0458	City of Madison	IH 39/90 SB	CNW RR	X	No ACM	August 21, 2013	TRC Report, Aug. 21 2013		STSP 107-125
Not Assigned Yet	B-13-0459	City of Madison	IH 39/90 NB	CNW RR	X	No ACM	August 21, 2013	TRC Report, Aug. 21 2013		STSP 107-125
Not Assigned Yet	B-13-0538	City of Madison	Agriculture Drive	USH 12/18 EB & WB	X	Materials did not test postive for asbestos	August 21, 2013	TRC Report, Aug. 21 2013		STSP 107-125
-	B-13-460	City of Madison	USH 12/18 EB Ramp to IH 39/90 NB	USH 12/18 WB	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006	This Structure will be removed as part of the project, but the new structure will be in a different location.	STSP 107-125
-	B-13-461	City of Madison	IH 39/90 SB	IH 39/90 NB Ramp to USH 12/18 WB	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006	This Structure will be removed as part of the project, but the new structure will be in a different location.	STSP 107-125
-	B-13-464	City of Madison	IH 39/90 SB	USH 12/18 WB	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006	This Structure will be removed as part of the project, but the new structure will be in a different location.	STSP 107-125
-	B-13-465	City of Madison	IH 39/90 NB Ramp to USH 12/18 WB	USH 12/18 WB	X	No ACM/ACM <1%	December 5-7, 2005	RMT Report, Jan. 10, 2006	This Structure will be removed as part of the project, but the new structure will be in a different location.	STSP 107-125

Appendix G
Section 106 Documentation

Appendix G.1	South Segment
Appendix G.2	Central Segment
Appendix G.3	North Segment

14-0076|RO

SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 11/2006

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For instructions, see FDM Chapter 26

I. PROJECT INFORMATION

Project ID 1003-10-01	Highway - Street IH 39	County Rock
Project Termini Illinois State Line to CTH 0 (South Segment)		Region - Office Southwest
Regional Project Engineer - Project Manager Steve Marshall		Area Code - Telephone Number 608-246-5350
Consultant Project Engineer - Project Manager Michael Preboske		Area Code - Telephone Number 414-944-6139
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 February 11, 2013		SHSW #
Return a signed copy of this form to:		

II. PROJECT DESCRIPTION

Project Length 12.1 miles	Land to be Acquired: Fee Simple 107.64 acres	Land to be Acquired: Easement 50-100 acres

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	130' & 114'	130'& 154'	Terrace Width	NA	NA
Shoulder	64'	64' & 76'	Sidewalk Width	NA	NA
Slope Intercept	125'	125' & 150'	Number of Lanes	4	6 & 8
Edge of Pavement	54'	52' & 64'	Grade Separated Crossing	NA	NA
Back of Curb Line	NA	NA	Vision Triangle acres	NA	NA
Realignment	NA	NA	Temporary Bypass acres	NA	NA
Other - List:			Stream Channel Change	☐ Yes	☒ No
Attach Map(s) that depict "maximum" impacts.	☒ Yes	☐ No	Tree topping and/or grubbing	☒ Yes	☐ No

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

The Section 106 for the IH 39/90 Corridor expansion (WisDOT ID# 1001-07-00, SHSW# 07-0240/DA/RO) project was approved by a letter from SHPO on December 3, 2007 (see Exhibit 9). An Environmental Assessment (EA) for the IH 39/90 corridor from USH 12/18 (Madison Beltline) to the border with Illinois was signed on July 19, 2008. The Finding of No Significant Impact (FONSI) was signed by FHWA on October 1, 2010, with an effective date of October 19, 2010. The purpose of the EA study was to determine what improvements would be required to create an IH 39/90 that meets current design standards, has improved safety features, accommodates future traffic with an acceptable level of service (LOS), and replaces aging pavements and structures. The analysis and findings of the EA indicated a need for an expansion and reconstruction of IH 39/90, including reconstruction of all existing overpasses.

The Wisconsin Department of Transportation (WisDOT) – Southwest Region has initiated the design of future improvements to the I-39/90 South Segment in Dane County. The I-39/90 South Segment starts at the Illinois State line and continues north along I-39/90 to County O near the City of Janesville. The proposed improvements for I-39/90 include reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. Interchanges and grade separated crossings within this segment will be reconstructed to address roadway and capacity deficiencies. The number of lanes will increase from two 12-foot lanes in each direction to three 12-foot lanes in each direction. See Exhibit 1 for The Project Location Map. See Exhibit 2 for the I-39/90 Mainline EA Re-Evaluation plans.

Specific ground disturbance activities include grading, cutting, and filling. Additional right-of-way is needed to meet current design standards. The additional right-of-way area for this Section 106 Amendment was surveyed because it was not included in the original archaeological investigation that was approved by SHPO in the letter dated December 3, 2007.

☐ Add continuation sheet, if needed.

III. CONSULTATION

How has notification of the project been provided to:

☒ Property Owners
- ☒ Public Information Meeting Notice
- ☒ Letter - Required for Archaeology
- ☒ Telephone Call
- ☐ Other:

☒ Historical Societies/Organizations
- ☒ Public Information Meeting Notice
- ☒ Letter
- ☐ Telephone Call
- ☐ Other:

☒ Native American Tribes
- ☒ Public Info. Mtg. Notice
- ☒ Letter
- ☐ Telephone Call
- ☐ Other:

*Attach one copy of the base letter, list of addresses and comments received. For history include telephone memos as appropriate.

IV. AREA OF POTENTIAL EFFECTS - APE

ARCHAEOLOGY: Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.

HISTORY: Describe the area of potential effects for buildings/structures.
Given the project description and its potential to impact the project area, an APE was established that included all properties immediately adjacent to the proposed project corridor and the entire proposed roadway right of way. All resources that were at least 40 years old and possessed a degree of historic integrity were examined for potential historical significance.

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

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.

for (Regional Project Manager)	for (WIDOT Historic Preservation Officer)	(State Historic Preservation Officer)
12/20/13 (Date)	1/31/14 (Date)	Feb 17 2014 (Date)
Michael A. Gabroske (Consultant Project Manager)		
12/20/2013 (Date)		

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SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 11/2006

For instructions, see FDM Chapter 26

I. PROJECT INFORMATION

Project ID	Highway - Street	County
1005-10-01	I-39/90	Rock
Project Termini: CTH O to Rock County Line		Region - Office: Southwest – I-39 Office, Edgerton
Regional Project Engineer - Project Manager: Derek Potter, P.E.		Area Code - Telephone Number: (608) 884-7135
Consultant Project Engineer - Project Manager: Todd Hertz, P.E.		Area Code - Telephone Number: (608) 663-1218
Archaeological Consultant: Kathryn C. Egan-Bruhy, Ph.D. – CCRG		Area Code - Telephone Number: (414) 446-4121
Architecture/History Consultant: Elizabeth Miller		Area Code - Telephone Number: (608) 233-5942
Date of Need: February 28, 2014		SHSW #
Return a signed copy of this form to: Derek Potter, WisDOT Southwest Region I-39 Office, Edgerton		

II. PROJECT DESCRIPTION

Project Length	Land to be Acquired:	Land to be Acquired:
13.35 miles	Fee Simple 89.1 acres	Easement 3.0

I-39/90 Mainline (CTH O – Rock County Line)

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	100'-350'	77'-350'	Terrace Width	N/A	N/A
Shoulder	64'-155'	77'-147'	Sidewalk Width	N/A	N/A
Slope Intercept	Varies	90'-255'	Number of Lanes	4	6-8
Edge of Pavement	50'-154'	65'-154'	Grade Separated Crossing	Yes	Yes
Back of Curb Line	N/A	N/A	Vision Triangle acres	N/A	N/A
Realignment	N/A	0' – 50'	Temporary Bypass acres	N/A	N/A
Other - List:	N/A	N/A	Stream Channel Change	☐ Yes	☒ No
Attach Map(s) that depict "maximum" impacts.	☒ Yes	☐ No	Tree topping and/or grubbing	☒ Yes	☐ No

USH 14

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	78'-156'	78'-156'	Terrace Width	N/A	7.5'-19.5'
Shoulder	0'-8'	N/A	Sidewalk Width	N/A	5'-10'
Slope Intercept	Varies	65'-120'	Number of Lanes	4	4
Edge of Pavement	38'-63'	48'-70'	Grade Separated Crossing	No	No
Back of Curb Line	40'-63'	50'-72'	Vision Triangle acres	N/A	N/A
Realignment	N/A	N/A	Temporary Bypass acres	N/A	N/A
Other - List:	N/A	N/A	Stream Channel Change	☐ Yes	☒ No
Attach Map(s) that depict "maximum" impacts.	☒ Yes	☐ No	Tree topping and/or grubbing	☒ Yes	☐ No

STH 26

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	96'-200'	96'-200'	Terrace Width	N/A	0'-7.5'
Shoulder	0'-8'	N/A	Sidewalk Width	N/A	5'
Slope Intercept	Varies	98'-140'	Number of Lanes	4-6	4-6
Edge of Pavement	44'-72'	53'-95'	Grade Separated Crossing	No	No
Back of Curb Line	50'-70'	55'-98'	Vision Triangle acres	N/A	N/A
Realignment	N/A	N/A	Temporary Bypass acres	N/A	N/A
Other - List:	N/A	N/A	Stream Channel Change	☐ Yes	☒ No
Attach Map(s) that depict "maximum" impacts.	☒ Yes	☐ No	Tree topping and/or grubbing	☒ Yes	☐ No

STH 59

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	25'-110'	25'-190'	Terrace Width	N/A	2'-6'
Shoulder	9'-30'	14'-52'	Sidewalk Width	N/A	6'
Slope Intercept	Varies	18'-175'	Number of Lanes	2	2
Edge of Pavement	8'-27'	12'-52'	Grade Separated Crossing	Yes	Yes
Back of Curb Line	N/A	18'-54'	Vision Triangle acres	N/A	N/A
Realignment	N/A	0'-90'	Temporary Bypass acres	N/A	N/A
Other - List:	N/A	N/A	Stream Channel Change	☐ Yes	☒ No
Attach Map(s) that depict "maximum" impacts.	☒ Yes	☐ No	Tree topping and/or grubbing	☒ Yes	☐ No

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

The Section 106 for the IH 39/90 Corridor expansion (WisDOT ID# 1001-07-00, SHSW# 07-0240/DA/RO) project was approved by a letter from SHPO on December 3, 2007 (see Exhibit 1). An Environmental Assessment (EA) for the IH 39/90 corridor from USH 12/18 (Madison Beltline) to the border with Illinois, including the STH 11/East Racine Street interchange, was signed on July 19, 2008. The Finding of No Significant Impact (FONSI) was signed by FHWA on October 1, 2010, with an effective date of October 19, 2010. The purpose of the EA study was to determine what improvements would be required to create an IH 39/90 that meets current design standards, has improved safety features, accommodates future traffic with an acceptable level of service (LOS), and replaces aging pavements and structures. The analysis and findings of the EA indicated a need for an expansion and reconstruction of IH 39/90, including reconstruction of all existing interchanges.

The Central Segment of I-39/90 extends approximately 13 miles from County O, south of Janesville, to the Rock/Dane County line. The Central Segment is part of the overall I-39/90 corridor that is being reconstructed from the Illinois state line to the US 12/18 interchange near Madison.

Improvements include reconstruction and expansion of I-39/90 to eight (8) lanes from County O to WIS 26 and to six (6) lanes from WIS 26 to the county line. The interchanges at US 14, WIS 26, and WIS 59 will also be reconstructed. Other improvements include replacing the overpass structures along the corridor and constructing noise walls at some locations.

Specific ground disturbance activities include grading, cutting, and filling. Additional right-of-way is needed to meet current design standards. The additional right-of-way area for this Section 106 Amendment was surveyed because it was not included in the original archaeological investigation that was approved by SHPO in the letter dated December 3, 2007.

☒ Add continuation sheet, if needed.

III. CONSULTATION

How has notification of the project been provided to:

☒ Property Owners
- ☒ Public Information Meeting Notice
- ☒ Letter - Required for Archaeology
- ☐ Telephone Call
- ☒ Other: Press Release

☒ Historical Societies/Organizations
- ☐ Public Information Meeting Notice
- ☒ Letter
- ☐ Telephone Call
- ☒ Other: correspondence occurred during EA/FONSI process

☒ Native American Tribes
- ☐ Public Info. Mtg. Notice
- ☒ Letter
- ☐ Telephone Call
- ☒ Other: correspondence occurred during EA/FONSI process

*Attach one copy of the base letter, list of addresses and comments received. For history include telephone memos as appropriate.

IV. AREA OF POTENTIAL EFFECTS - APE

ARCHAEOLOGY: Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.

HISTORY: Describe the area of potential effects for buildings/structures: The area of potential effect consisted of all properties adjacent to, or within, the viewshed of the proposed project.

V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

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

VI. SURVEY COMPLETED

ARCHAEOLOGY	HISTORY
☐ **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	☒ **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	☐ No buildings/structure(s) eligible for NRHP - DOE attached
☐ Arch site(s) eligible for NRHP - Phase II Report attached ☐ Site(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

Areas not surveyed totaling 1.9 acres will be surveyed prior to construction.

A request to WHS to work within boundaries of uncataloged burial site 47RO0051/BRO0184, Riverview Resort, and to work adjacent to cataloged burial site 47RO0430/BRO0034, Leisure Estates Cemetery, shall be submitted prior to construction

Monitoring shall be conducted by a qualified archaeologist during construction within the boundaries of the Riverview Resort site, and during construction adjacent to the Leisure Estates Cemetery. A 5-foot buffer will be maintained around known grave locations. (Wis. Stats. 157.70 requirement)

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.

Derek Potter
(Regional Project Manager)
12/19/13
(Date)

(Consultant Project Manager)
12/19/13
(Date)

(WIDOT Historic Preservation Officer)
1/30/14
(Date)

(State Historic Preservation Officer)
Feb 17 2014
(Date)

14-0123 | RO

Wisconsin Department of Transportation

www.dot.wisconsin.gov

Scott Walker
Governor

Mark Gottlieb, P.E.
Secretary

Division of Transportation
System Development
4802 Sheboygan Ave, Rm 451
P O Box 7965
Madison, WI 53707-7965
Phone: 608-266-0099
Fax: 608-264-6667
E-Mail: bees.cr@dot.wi.gov

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2/6/2014

Mr. Sherman Banker, Compliance
Wisconsin Historical Society, Office of Preservation Planning
816 State Street
Madison, Wisconsin 53706-1482

RE: Request to work within the boundaries of **un-cataloged** burial site(s):
47RO51/BRO-0184 (Riverview Resort) T.R.S. – 0412E-12
47RO189/BRO-0097 (Whitford Map Mound) T.R.S. – 0413E-19
WisDOT Project ID: 1001-01-32. x-ref: WisDOT 1005-10-01 (sent 1/31/14)
I-39: Milwaukee Street – STH 106
Rock and Dane County, Wisconsin

Pursuant to Wisconsin Statute 157.70(4) and Wisconsin Administrative Code HS 2.04(4), the Wisconsin Department of Transportation (WisDOT) is requesting authorization to work within the reported boundaries of **un-cataloged** burial site(s) 47RO51/BRO-0184 and 47RO189/BRO-0097.

Undertaking

- Resurfacing

Ground Disturbing Activities

- Mill and overlay pavement (existing travel lanes and shoulders)

Commitments

- WisDOT shall ensure an archaeologist is present to monitor project-related ground-disturbing activities beyond the existing ditch back slope intercept and/or sub-grade within the boundaries of the burial site(s). Note: An archaeologist qualified to excavate human burial sites (per Wis. Stats. 157.70 (1) (i) and Wis. Admin Code § HS 2.04 (6) (a)) will oversee the monitoring activities.
- The WisDOT PM shall take measures to ensure the site(s): are not used for borrow or waste disposal and the site area not currently capped by asphalt/concrete should not be used for the staging of personnel, equipment and/or supplies
- If human bone is discovered during construction, WisDOT will cease work activities immediately and will contact the Wisconsin Historical Society at 1-800-342-7834 or 608-264-6507 for compliance with Wis. Stat. 157.70 regarding the protection of human burial sites.

If I can be of further assistance, or provide additional information please feel call me at 608-267-6693.

Sincerely,

WHS concurrence authorizes request

Jason Kennedy 2/6/2014
Jason Kennedy Date
Cultural Resources Team

Sherman Banker 2/25/14
Sherman Banker Date
Office of Preservation Planning

Enclosure
Cc: SW Region

SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 11/2006

SHPO

For instructions, see FDM Chapter 26

I. PROJECT INFORMATION

Project ID 1007-10-01	Highway - Street Interstate I-39/90	County Dane
Project Termini Dane/Rock county line to County AB in Madison	RECEIVED	Region - Office WisDOT - Southwest
Regional Project Engineer - Project Manager Craig Pringle	NOV 04 2013	Area Code - Telephone Number 608-242-8058
Consultant Project Engineer - Project Manager Jeff Hanson - Dane Partners	DIV HIST PRES	Area Code - Telephone Number 608-827-8810
Archaeological Consultant Katie Egan-Bruhy - Commonwealth Cultural Resources Group (CCRG)		Area Code - Telephone Number 414-446-4121
Architecture/History Consultant Elizabeth Miller, Subconsultant to CCRG		Area Code - Telephone Number 608-233-5942
Date of Need		SHSW # 07-0240/DA/RO
Return a signed copy of this form to:		

II. PROJECT DESCRIPTION

Project Length 21 miles	Land to be Acquired: Fee Simple TBD acres	Land to be Acquired: Easement acres

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	(Varies) 157-176 ft.	(Varies) 179-188 ft.	Terrace Width	None	None
Shoulder	Varies 34 ft.	Varies 48 ft	Sidewalk Width	None	None
Slope Intercept	Varies 107 ft.	Varies 136 ft.	Number of Lanes	4	6
Edge of Pavement	24 ft.	36 ft.	Grade Separated Crossing	Yes	Yes
Back of Curb Line	N/A	N/A	Vision Triangle acres	N/A	N/A
Realignment	N/A	N/A	Temporary Bypass acres	N/A	N/A
Other - List:			Stream Channel Change	☐ Yes	☐ No
Attach Map(s) that depict "maximum" impacts.	☐ Yes	☐ No	Tree topping and/or grubbing	☐ Yes	☐ No

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

The Wisconsin Department of Transportation (WisDOT) – Southwest Region has initiated the design of future improvements to the I-39/90 North Segment in Dane County. The I-39/90 North Segment starts at the Dane/Rock County line and continues north along I-39/90 to County AB in Madison. The proposed improvements for I-39/90 include reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. Interchanges and grade separated crossings within this segment will be reconstructed to address roadway and capacity deficiencies. The number of lanes will increase from two 12-foot lanes in each direction to three 12-foot lanes in each direction.

☒ Add continuation sheet, if needed.

III. CONSULTATION

How has notification of the project been provided to:

☒ Property Owners
- ☒ Public Information Meeting Notice
- ☒ Letter - Required for Archaeology
- ☐ Telephone Call
- ☐ Other:

☒ Historical Societies/Organizations
- ☐ Public Information Meeting Notice
- ☒ Letter
- ☐ Telephone Call
- ☐ Other:

☒ Native American Tribes
- ☒ Public Info. Mtg. Notice
- ☒ Letter
- ☐ Telephone Call
- ☐ Other:

*Attach one copy of the base letter, list of addresses and comments received. For history include telephone memos as appropriate.

IV. AREA OF POTENTIAL EFFECTS - APE

ARCHAEOLOGY: Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.

HISTORY: Describe the area of potential effects for buildings/structures.
The APE for the 2012 survey consisted of all those properties adjacent to, or within the view-shed of the proposed project

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V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY

☒ Archaeological survey **is needed**

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

HISTORY

☒ Architecture/History survey **is needed**

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

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

Request burial authorization per 157.70 one year prior to construction for 47DA487/BOA-0445.

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.

07-0240/DA/RD pg 2/2

Craig A Pugh
(Regional Project Manager)
10-9-13
(Date)

Rebecca Rund
(WIDOT Historic Preservation Officer)
11/1/2013
(Date)

Kimball Cook
(State Historic Preservation Officer)
Dec 3 2013
(Date)

(Consultant Project Manager)
10-8-13
(Date)

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Wisconsin Historical Society Determination of Eligibility Form

(Revised May 2013)

WisDOT Project ID #: 1007-10-01

WHS #: 07-0240/DA/RD

Property Name(s): Door Creek School; Joint District 2 School

Address/Location: 2934 County MN

City & County: Pleasant Springs Township, Dane County **Zip Code:** 53589

Town: 6 North **Range:** 11 East **Section:** 6

Date of Construction: 1920

WisDOT Certification

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

_x_ Meets the National Register of Historic Places criteria.
___ Does not meet the National Register of Historic Places criteria.

Rebecca Burkel 11/1/2013

Rebecca Burkel, WisDOT Historic Preservation Officer **Date**

State Historic Preservation Office

In my opinion, the property:

X Meets the National Register of Historic Places criteria.
___ Does not meet the National Register of Historic Places criteria.

Jim Draeger 12/3/13

Jim Draeger, State Historic Preservation Officer **Date**

Comments (FOR AGENCY USE ONLY):

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

WisDOT Project ID - 1007-10-01
I-39/90 North Segment
Dane/Rock County Line to County AB (Buckeye Road) in Madison
Dane County, Wisconsin

DOCUMENTATION FOR DETERMINATION OF NO ADVERSE EFFECT

1. Description of the undertaking

The Wisconsin Department of Transportation (WisDOT) – Southwest Region has initiated the design of future improvements to the I-39/90 North Segment in Dane County. The I-39/90 North Segment starts at the Dane/Rock county line and continues north along I-39/90 to County AB (Buckeye Road) in Madison (Figure 1). The proposed improvements for I-39/90 include reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. Interchanges and grade separated crossings within this segment will be reconstructed to address roadway and capacity deficiencies. The number of lanes will increase from two 12-foot (ft) lanes in each direction to three 12 ft lanes in each direction.

2. Description of steps taken to identify historic properties

Commonwealth Cultural Resources Group, Inc. (CCRG) conducted an archeological survey in October and November 2012. According to the Wisconsin Historic Preservation Database (Wisconsin Historic Preservation Database 2012), three previously reported sites (47DA0487/BDA0045, 47DA0488, and 47DA0801) are located within the project APE. Site 47DA0487/BDA0045 is a prehistoric mound site that has been destroyed, and the other two (47DA0488 and 47DA0801) are prehistoric campsites/village sites. No evidence of the three sites was identified within the APE (Figure 2a to 2e).

The I-39/90 North Segment in Dane County was initially surveyed for architectural/historic resources in January 2003 by Elizabeth Miller. At that time, one property in the area of potential effects (APE) for this segment was identified as potentially eligible for the National Register of Historic Places (NRHP): the Door Creek School (AHI #4946), located at 2934 County MN, Pleasant Springs Township. By letter dated December 3, 2007, the SHPO concurred. The original Phase 1 report was included in the original Environmental Assessment (EA) for this project. A Finding of No Significant Impact (FONSI) was signed on October 1, 2010.

In November 2012, the I-39/90 Dane County North Segment was resurveyed. The APE for the 2012 survey consisted of all those properties adjacent to, or within the viewshed of, the proposed project. Within the APE, survey addressed those resources that were at least 40 years old, retained a degree of integrity, and appeared to have the potential for architectural and/or historical significance. A review of the Architecture/History Inventory in the Wisconsin Historic Preservation Database, a literature search, and field survey identified only one resource to include in the resurvey: the Door Creek School (Figures 3a to 3e). The school was found to retain integrity and a Determination of Eligibility was prepared (submitted concurrent with this documentation).

3. Description of the affected historic properties

The Door Creek School is situated at 2934 County MN, in Pleasant Springs Township, Dane County (Figures 3d, 4 and 5). The school sits on top of an embankment on the north side of County MN. The site is mostly open, its north and east boundaries marked by stands of trees that buffer the building from surrounding uses: farm fields to the north and the metal pole

buildings of Electrical Solutions, an electrical contracting business, to the east. Additional farm fields are found south of the school, across County MN. Plantings and topography screen the school from County MN. At the western edge of the embankment on which the school sits, the terrain drops sharply into the broad, unmown right-of-way that separates the property from I-39/90 (Figure 6). On the school site, a curving, gravel drive rises steeply north and northwest from County MN, passing in front of the school, and continuing west before turning north to the shed.

The property includes two resources: the Door Creek School (contributing) and a shed (non-contributing). The Door Creek School is a one-story, structural clay tile, Front-Gable building finished with red brick and set on a raised, concrete basement (Figure 5). Asphalt shingles cover the wide-eaved roof. The school was constructed in 1920 by local builder Louis A. Harrison, for Joint District 2 of Pleasant Springs, Dunn, and Cottage Grove townships.[1] Door Creek School displays the influence of the Craftsman style. The Front Gable shed stands northwest (to the rear) of the school. It was erected in 2012.[2]

The school is recommended eligible for the NRHP under *Criterion C: Architecture* and *Criterion A: Education*. The school is a good and intact example of a building type, the rural, one-room school of the twentieth century. In contrast to the utilitarian, frame, Front-Gable, one-room schools of the nineteenth century, which had few amenities or architectural details and were often cramped for space, the twentieth-century one-room school was larger, showed more variety in form and finish, and often incorporated stylistic flourishes, as well as features promoted in the "state-graded school" program. In Education, the Door School represents both the era of the rural one-room school in Wisconsin, which peaked in the 1930s and ended in the early 1960s as a result of the consolidation movement, and the history of education in Pleasant Springs Township, having served local school children from its opening in 1920 until closing at the end of the school year in June 1961.

4. Description of the undertaking's effects on historic properties

The future I-39/90 roadway will be widened from four lanes to six lanes and this widening will occur within the current I-39/90 right-of-way near the Door Creek School (Figures 6, 7 and 8). The school is visible from I-39/90 and has a view of the highway, which crosses over County MN with a bridge southwest of the building. At its closest, the edge of pavement of I-39/90 is 250 feet southwest of the school (Figure 4).

The current roadway configuration includes two roadways composed of two 12 ft-wide lanes each. The number of roadways will remain unchanged but a third lane will be added to each, expanding the highway from a four-lane to a six-lane configuration. Lanes will remain 12 ft wide, with the existing 10 ft outside shoulder and 6 ft inside shoulder widened to 12 ft on the inside and outside. The additional lane and shoulder expansion in each direction will be added in the current median area, and the existing bridges over County MN will be widened to the median side to accommodate the additional lanes. Thus, the current 60 ft median will be narrowed to a 32 ft median. The proposed project places the additional lanes in the current median area and farther away from the Door Creek School. The outside of the proposed northbound I-39 bridge over County MN will be shifted 3 ft farther away from the school than the existing structure, with the new roadway configuration shifting 16 ft into the median (Figures 7 to 9). I-39/90 will be raised a maximum of 3 ft to provide desirable clearances over County MN, but no changes to the County MN roadway profile are anticipated (Figures 10 and 11). Table 1 summarizes I-39/90 existing and proposed roadway configurations.

[1] "The Door Creek District, Pleasant Springs Township, Stoughton, Wisconsin," 1946-47, Dane County Superintendent of Schools, School Histories, Dane Series 313, Box 1, Folder 16, Archives, Wisconsin Historical Society, Madison, Wisconsin.
[2] Christine Mode, current owner, personal communication, 19 June 2013.

Table 1. Existing and Proposed I-39/90 Roadway Configuration

	Existing	Proposed
Number of roadways	Two	Two
Number of lanes	Two	Three
Median width	60 ft	34 ft
Lane width	12 ft	12 ft
Shoulder width	*10 ft total (10 ft paved) Outside*	12 ft Outside
	6 ft total (4 ft paved) Inside	12 ft Inside
Horizontal clearance	Varies, 12 ft minimum	Varies, 14 ft minimum
Clear Zone	30 ft	40 ft

In addition, WisDOT is proposing to reconstruct County MN in the vicinity of the Door Creek School to accommodate the proposed reconstruction of I-39/90 (see Figures 6, 10 and 11). Work limits for the County MN reconstruction will extend along the south side of the Door Creek School property. County MN currently consists of two 11 ft lanes with 4 ft gravel shoulders. The project proposes to reconstruct the roadway increasing the lane width from 11 to 12 ft lanes and replacing the 4 ft gravel shoulder with a 6 ft paved shoulder that includes a 5 ft bike lane. The proposed reconstruction will remain within the existing right-of-way and will not require any additional grading or modification of the existing embankment. With the proposed reconstruction, the pavement will be 7 ft closer to the property relative to the existing pavement edge. The driveway access to the school will not be altered (Figure 6). Table 2 summarizes CHT MN existing and proposed roadway configurations.

Table 2. Existing and Proposed County MN Roadway Configuration

	Existing	Proposed
Number of roadways	One	One
Number of lanes	Two	Two
Median width	N/A	N/A
Lane width	11 ft	12 ft
Shoulder width	4 ft total	6 ft (5 ft paved)
Bicycle Facility Type	None	5 ft paved shoulder
Sidewalk and Curb Ramps	None	None
Horizontal clearance	6 ft minimum	8 ft
Clear Zone	Not Available	24 ft
Vertical clearance	15 ft minimum	15.25 ft minimum

5. An explanation of why the criteria of adverse effect were found inapplicable

Door Creek School

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

All construction activities will occur within existing right-of-way and outside of the historic boundary of the Door Creek School.

The current roadway configuration includes two roadways composed of two 12 ft-wide lanes each. The number of roadways will remain unchanged but a third lane will be added to each, expanding the highway from a four-lane to a six-lane configuration. Lanes will remain 12 ft wide; however, the existing 10 ft outside and 6 ft inside shoulders will be widened to 12 ft on the inside

and outside. The additional lane and shoulder expansion in each direction will be added in the current median area, and the existing bridges over County MN will be widened to the median side to accommodate the additional lane. Consequently, the additional lanes will be farther from the Door Creek School, and the outside of the proposed northbound I-39 bridge over County MN will be shifted 3 ft farther away from the school than the existing bridge (Figure 9). Finally, I-39/90 will be raised a maximum of 3 ft to provide desirable clearances over County MN, but no changes to the County MN roadway profile are anticipated.

Within the existing County MN right-of-way, the project will enlarge the existing 11 ft lanes to 12 ft lanes and reconstruct the 4 ft gravel shoulder to a 6 ft paved shoulder that includes a 5 ft paved bike lane. This reconstruction will bring the existing roadway 3 ft closer to the Door Creek School (Figure 6); however, all project activities will remain within the existing right-of-way, and no project activities will occur within the historic boundary.

Thus, the County MN and I-39/90 Reconstruction Project will not result in damage to the Door Creek School, or any of the characteristics that qualify it for inclusion in the NRHP, nor will it diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association.

ii. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.

The proposed project will not result in alterations to the Door Creek School.

iii. Removal of the property from its historic location.

The Door Creek School will not be removed as a result of this project.

iv. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.

The Door Creek School is eligible for the NRHP under *Criteria A* and *C*, in the areas of History and Architecture. Along County MN, the project proposes to enlarge the existing lanes from 11 ft to 12 ft wide and to reconstruct the 4-ft gravel shoulders to 6 ft, bringing the edge of shoulder 3 ft closer to the property. The movement of the edge of shoulder will not impact the physical features that make the property eligible for the NRHP. The shoulder and edge of the embankment are approximately 12 ft from the edge of pavement and more than approximately 30 ft from the southern historic property boundary; therefore, the new roadway configuration will not impact the physical features that make the property eligible for the NRHP.

The I-39/90 Reconstruction Project will not result in damage to the Door Creek School, or any of the characteristics that qualify it for inclusion in the NRHP, nor will it diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association.

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

The Door Creek School is eligible for the NRHP under Criteria A and C for History and Architecture. The project will not introduce atmospheric or audible elements that would diminish the integrity of the significant features of the Door Creek School; however, two new visual changes are proposed: the movement of the edge of shoulder and the increase in the elevation of the I-39/90 bridge over County MN (Figures 6, 7-11). Because of the elevation of the school on the embankment and the current broad shoulder at the base of the embankment, the proposed reconstruction will not appear significantly different given that the viewshed from the school is

directed out rather than down toward the roadway (Figure 12). Further, given that the I-39/90 bridge is located 250 ft from the Door Creek School and the elevation of the bridge will be increased by only 3 ft, this change should be barely discernible from the school.

Therefore, the I-39/90 Reconstruction Project will not alter visual, atmospheric or audible elements that will diminish the integrity of the Door Creek School's significant features that qualify it for inclusion in the NRHP, nor will it diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association.

vi. Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian Tribe or Native American organization.

There is no reasonable or foreseeable link between this project and any possible neglect of the Door Creek School resulting in deterioration.

vii. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The Door Creek School is not now, nor has it ever been, under federal ownership or control.

6. Copies or summaries of any views provided by consulting parties and the public

- On January 27, 2012, landowners were notified of the proposed project and upcoming surveys (Attachment 1)
- On April 4, 2012, local officials, landowners, and Native American tribes were notified of the proposed project and the upcoming Public Information Meeting scheduled for April 24, 2012 (Attachment 3).
- On September 5, 2012, local officials, landowners, and Native American tribes were notified of the proposed project and the upcoming Public Information Meeting scheduled for September 24, 2012 (Attachment 4).
- On February 15, 2013 the Native American tribes with an interest in this area were notified that the initial Area of Potential Effect (APE) as originally determined in the 2010 Environmental Assessment (EA) has been adjusted for this project. To date no comments have been received (Attachment 5).
- On May 29, 2013 property owners again were notified of upcoming surveys associated with the project (Attachment 6).
- On July 3, 2013, local officials, landowners, and Native American tribes were notified of the proposed project and the upcoming Public Information Meeting scheduled for July 23, 2013 (Attachment 7).
- Elizabeth Miller, sub-consultant for CCRG, notified the Dane County Historical Society of the proposed reconstruction on August 22, 2013. In her letter she requested comment regarding potential concerns to historic properties (Attachment 8).
- On June 19, 2013, Elizabeth Miller, sub-consultant for CCRG, spoke with Christine Mode the current owner Door Creek School on June 19, 2013. She indicated that she did not

object to the proposed reconstruction, but did note that the road is noisy and she hoped that it would not get noisier (Attachment 9).[3]

8. Application of *de minimis* Section 4(f) finding

In accordance with 23 USC 138(b) Section 6009(a), WisDOT, on behalf of FHWA, hereby informs SHPO that the Determination of No Adverse Effect (DNAE) may be used in considering whether a *de minimis* Section 4(f) finding is appropriate and SHPO concurrence with the DNAE serves as acknowledgement of this official notification.

List of Figures

Figure 1 Project Area

Figure 2a-2e Project Area and Archaeological and Cemetery/Burial Sites within One Mile

Figure 3a-3e Project Area and Previously Identified Architectural/Historic Resources

Figure 4 AHI #4696, Door Creek School, 2934 County MN, Pleasant Springs Township, Dane County, Wisconsin

Figure 5 Door Creek School, South- (Front) and East-Facing Facades, View Northwest

Figure 6 Door Creek School, Existing and Proposed Condition along County MN

Figure 7 Typical Existing Section, I-39/90 Stations 2024+00 to 2435+00

Figure 8 Typical Finished Section, I-39/90

Figure 9 Plan and Profile, I-39/90 in the Vicinity of the Door Creek School

Figure 10 Typical Existing Section, County MN

Figure 11 Typical Finished Section, County MN

Figure 12 Door Creek School, Elevated Viewshed

List of Attachments

1. Attachment 1 - January 27, 2012, landowner notification letter
2. Attachment 2 – February 27, 2012 local officials were notified of an Operational Planning Meeting scheduled for March 12, 2012
3. Attachment 3 - April 4, 2012, local official, landowner, and Native American tribe notification Public Information Meeting scheduled for April 24, 2012

[3] A noise analysis was conducted for the original Environmental Assessment. The analysis indicated that this area did not warrant noise barriers/mitigation due to the low density of buildings in the area. The housing density is too low and the cost for constructing effective noise barriers is cost prohibitive and not reasonable in these rural areas. Implementation of noise abatement measures in rural areas was not recommended because the cost of the barrier exceeds the benefit.

4. Attachment 4 - September 5, 2012, local official, landowner, and Native American tribe notification Public Information Meeting scheduled for September 24, 2012

5. Attachment 5 - February15, 2013 project notification to Native American tribes with an interest in this area

6. Attachment 6 - May 29, 2013, property owner notification of upcoming surveys associated with the project

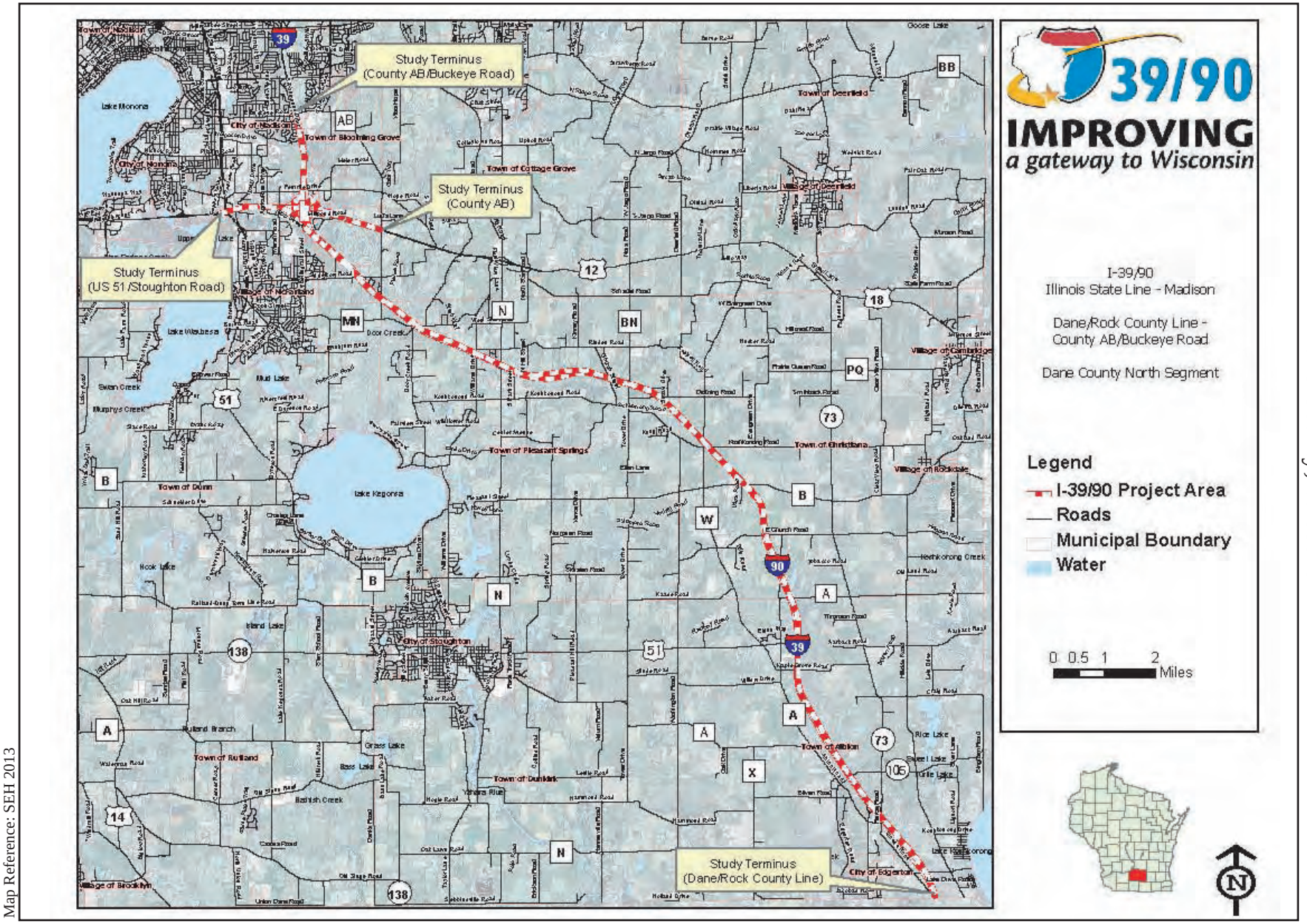
7. Attachment 7 - July 3, 2013, local official, landowner, and Native American tribe notification Public Information Meeting scheduled for July 23, 2013

8. Attachment 8 - August 22, 2013, Dane County Historical Society consultation letters

9. Attachment 9 – E-mail from Elizabeth Miller documenting discussion with Christine Mode the current owner Door Creek School.

Documentation of No Adverse Effect Prepared By:

Name & Company:	Kathryn C. Egan-Bruhy, Ph.D., CCRG				
Address:	8669 N. Deerwood Dr.			Phone:	414-446-4121
City:	Milwaukee	State:	WI	Zip:	53209
Email:	eganbruhy@ccrginc.com			Date:	June 20, 2013
Sub-contracting to:	SEH/Dane Partners (Colin Fleming, AICP)				
Address:	6808 Odana Road			Phone:	608-620-6182
City:	Madison	State:	WI	Zip:	53719
Email:	cfleming@sehinc.com			Date:	September 27, 2013



Map Reference: SEH 2013

Figure 1. Project Area

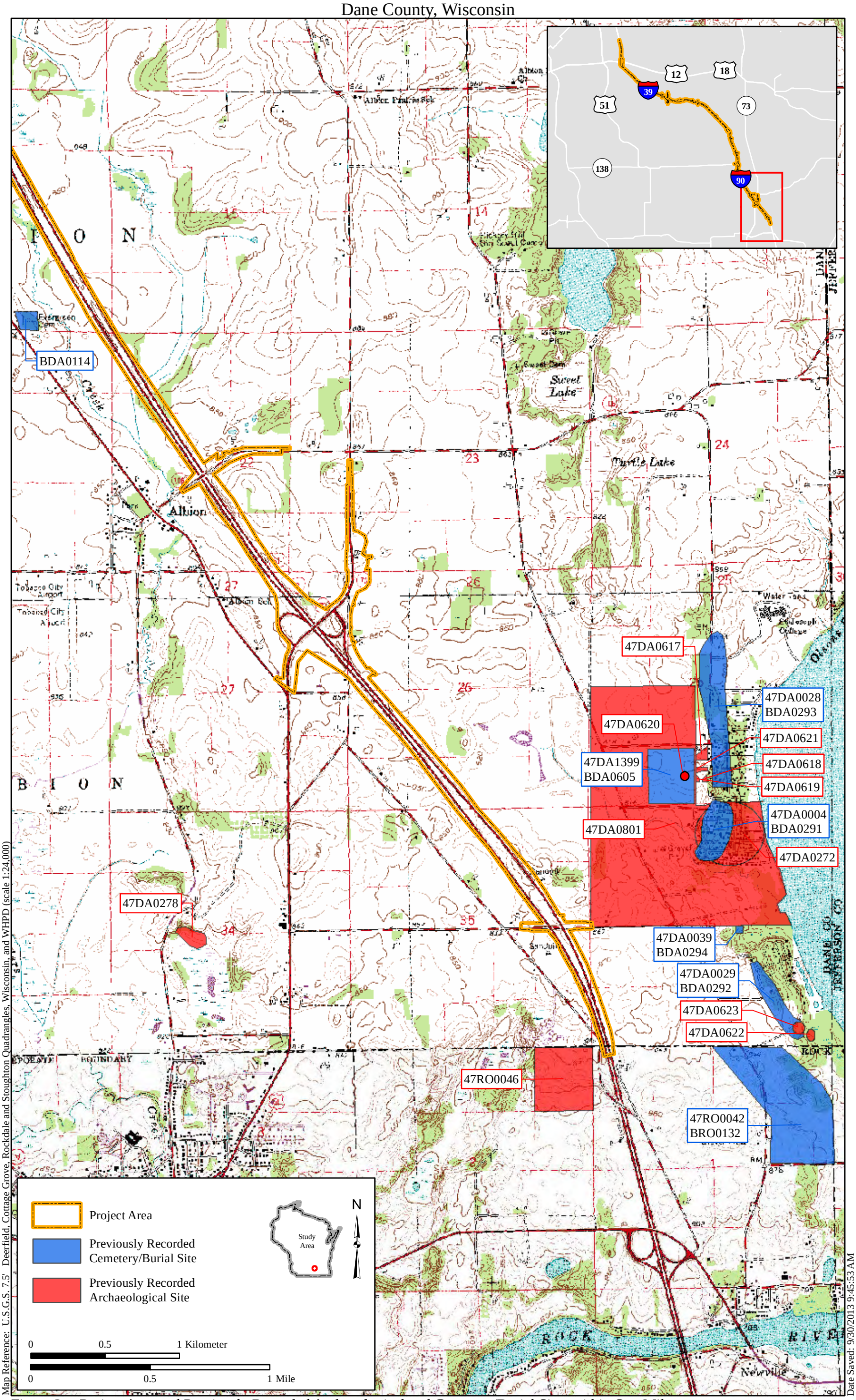


Figure 2a. Project Area and Previously Recorded Archaeological and Cemetery/Burial Sites within One Mile

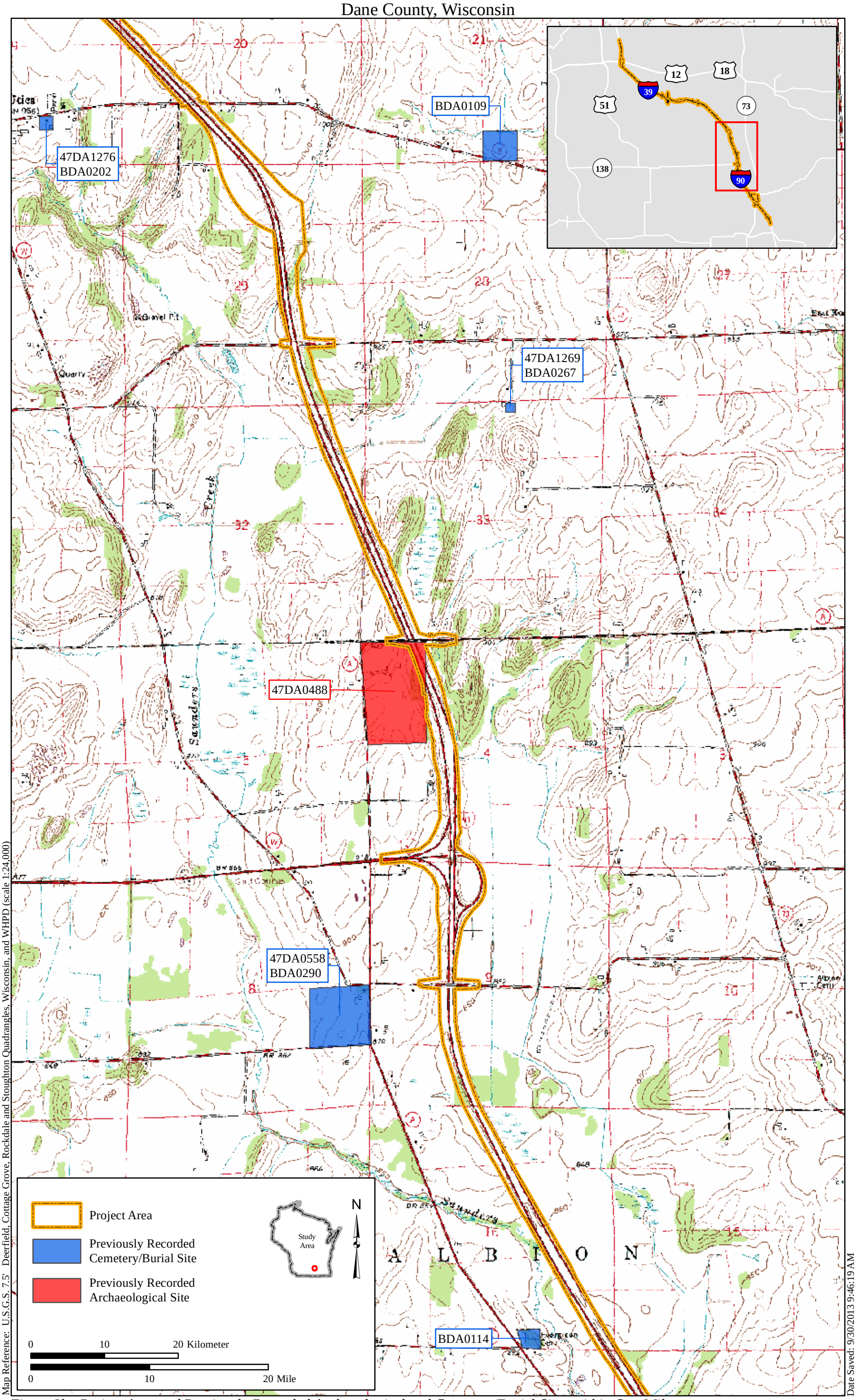


Figure 2b. Project Area and Previously Recorded Archaeological and Cemetery/Burial Sites within One Mile

WisDOT ID: 1007-10-01
I-39/90 North Segment, Dane/Rock County Line to County AB (Buckeye Road) in Madison
Dane County, Wisconsin

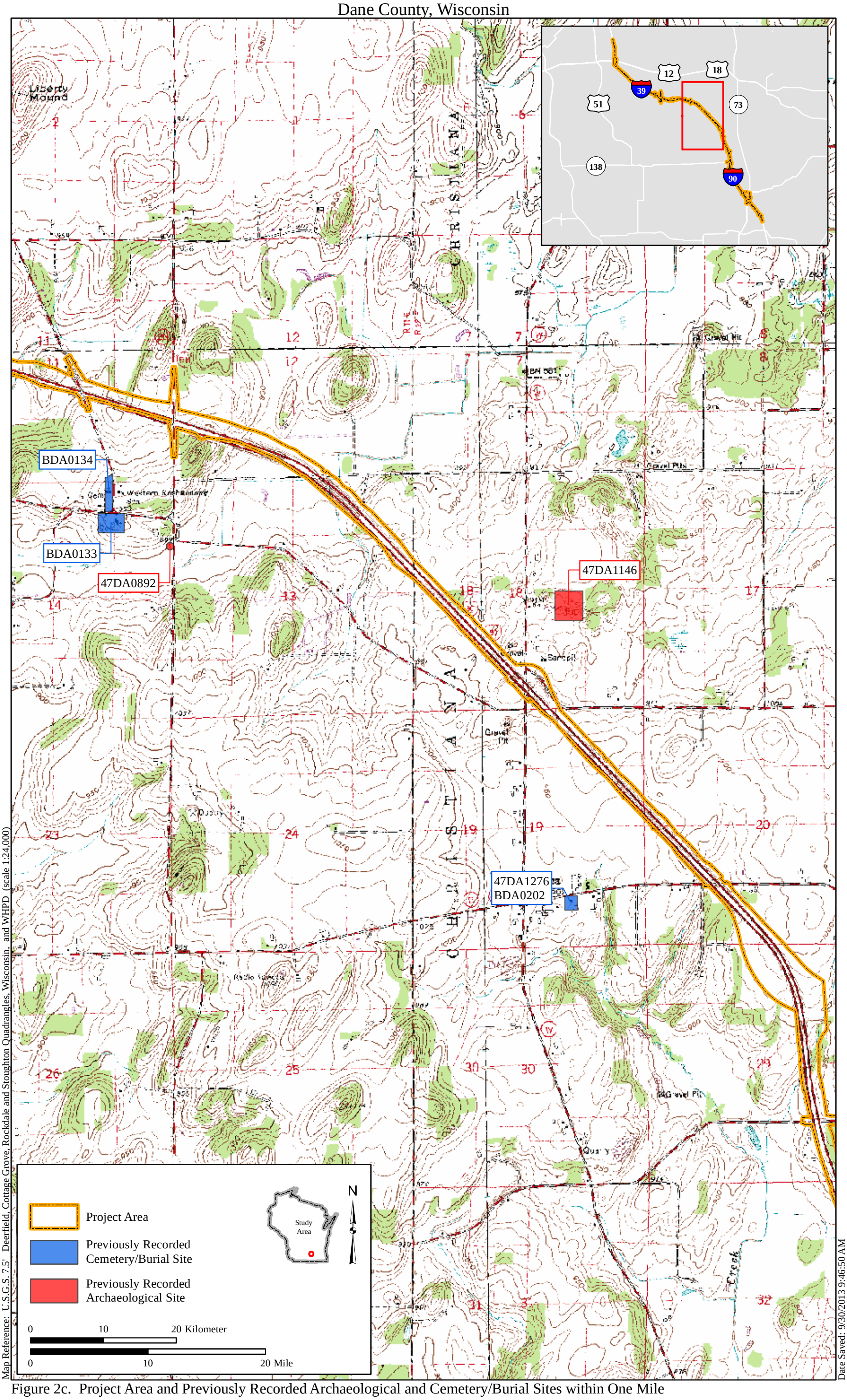


Figure 2c. Project Area and Previously Recorded Archaeological and Cemetery/Burial Sites within One Mile

WisDOT ID: 1007-10-01
I-39/90 North Segment, Dane/Rock County Line to County AB (Buckeye Road) in Madison
Dane County, Wisconsin

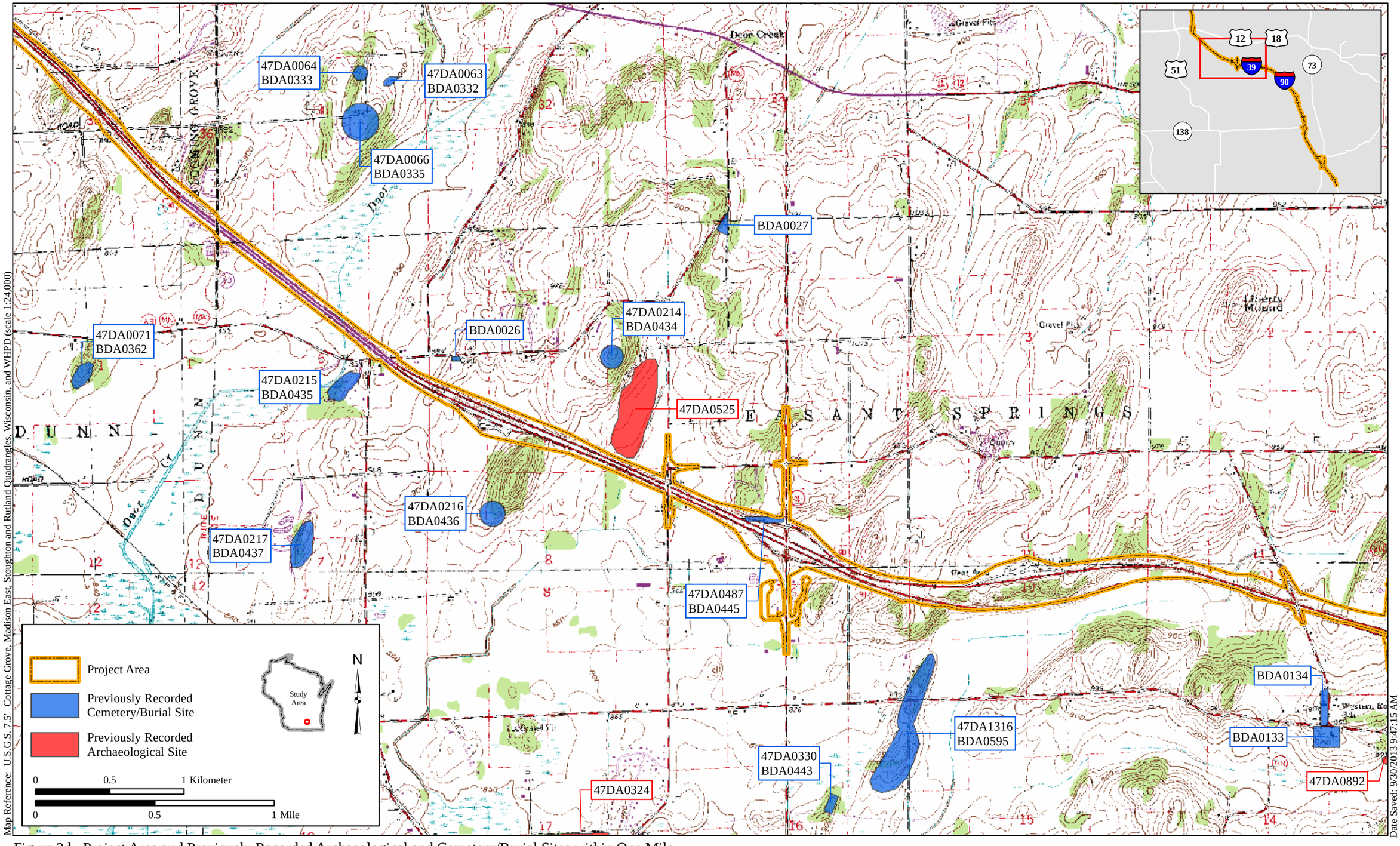


Figure 2d. Project Area and Previously Recorded Archaeological and Cemetery/Burial Sites within One Mile

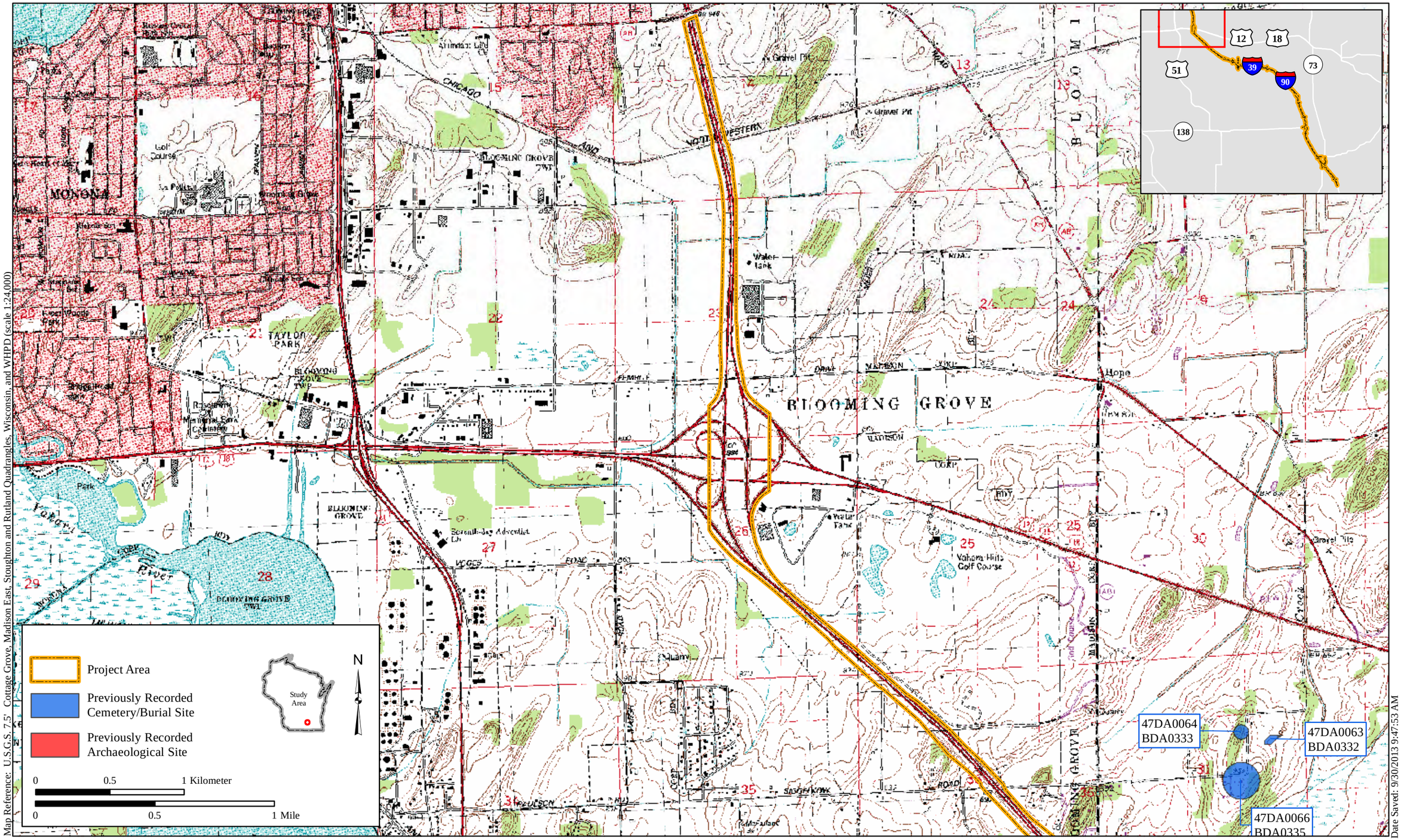


Figure 2e. Project Area and Previously Recorded Archaeological and Cemetery/Burial Sites within One Mile

WisDOT ID: 1007-10-01
I-39/90 North Segment, Dane/Rock County Line to County AB (Buckeye Road) in Madison
Dane County, Wisconsin

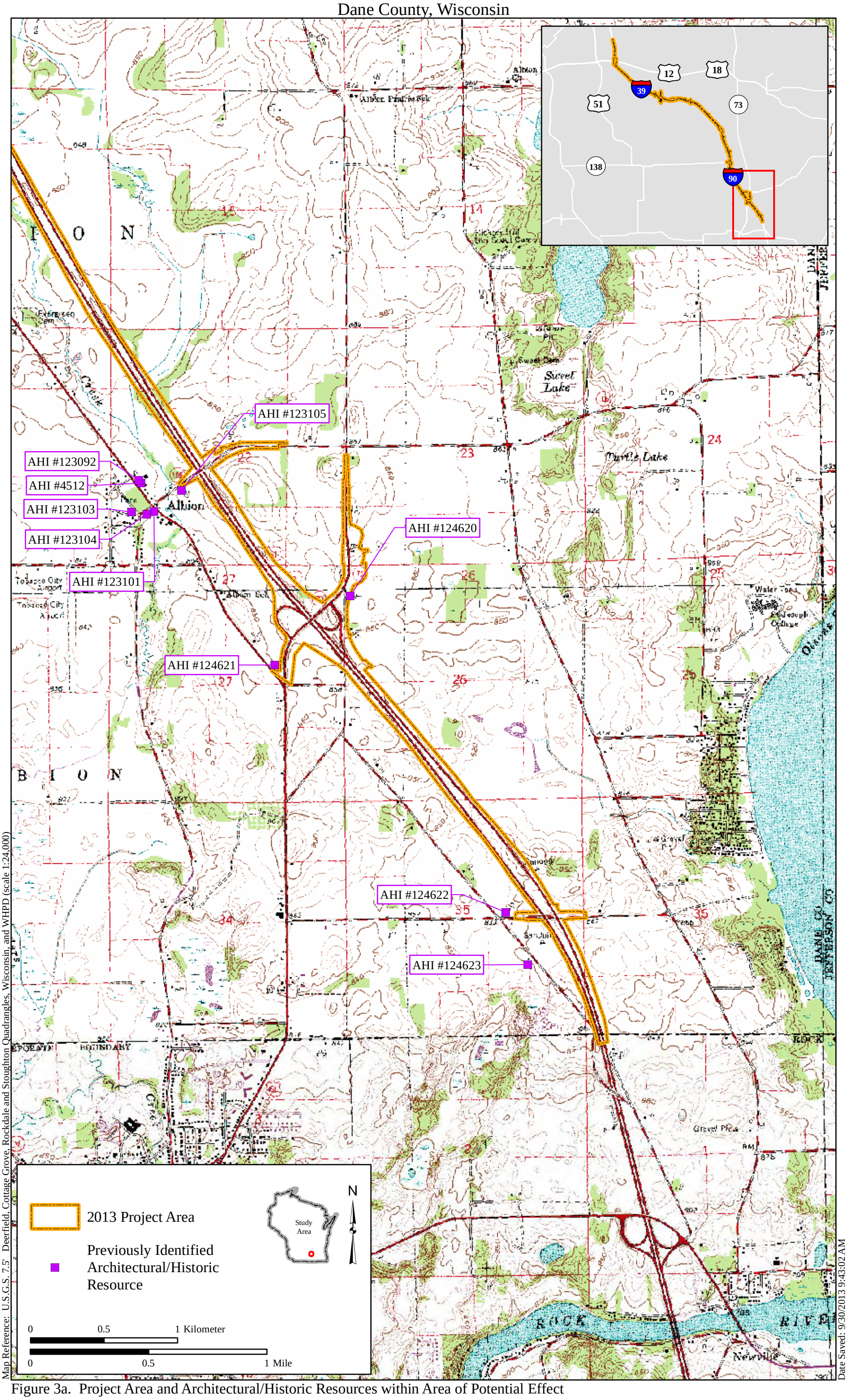


Figure 3a. Project Area and Architectural/Historic Resources within Area of Potential Effect

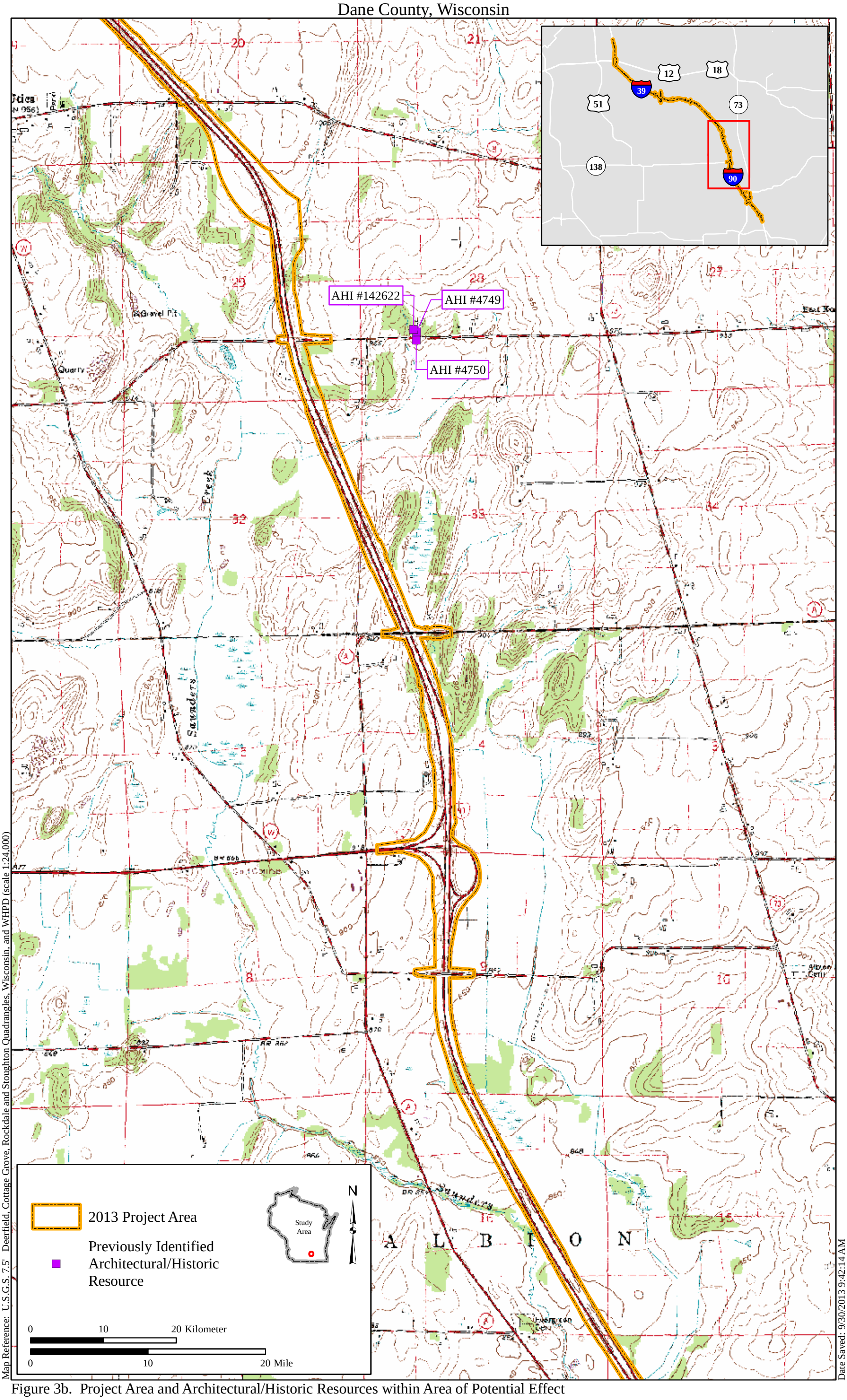


Figure 3b. Project Area and Architectural/Historic Resources within Area of Potential Effect

WisDOT ID: 1007-10-01
I-39/90 North Segment, Dane/Rock County Line to County AB (Buckeye Road) in Madison
Dane County, Wisconsin

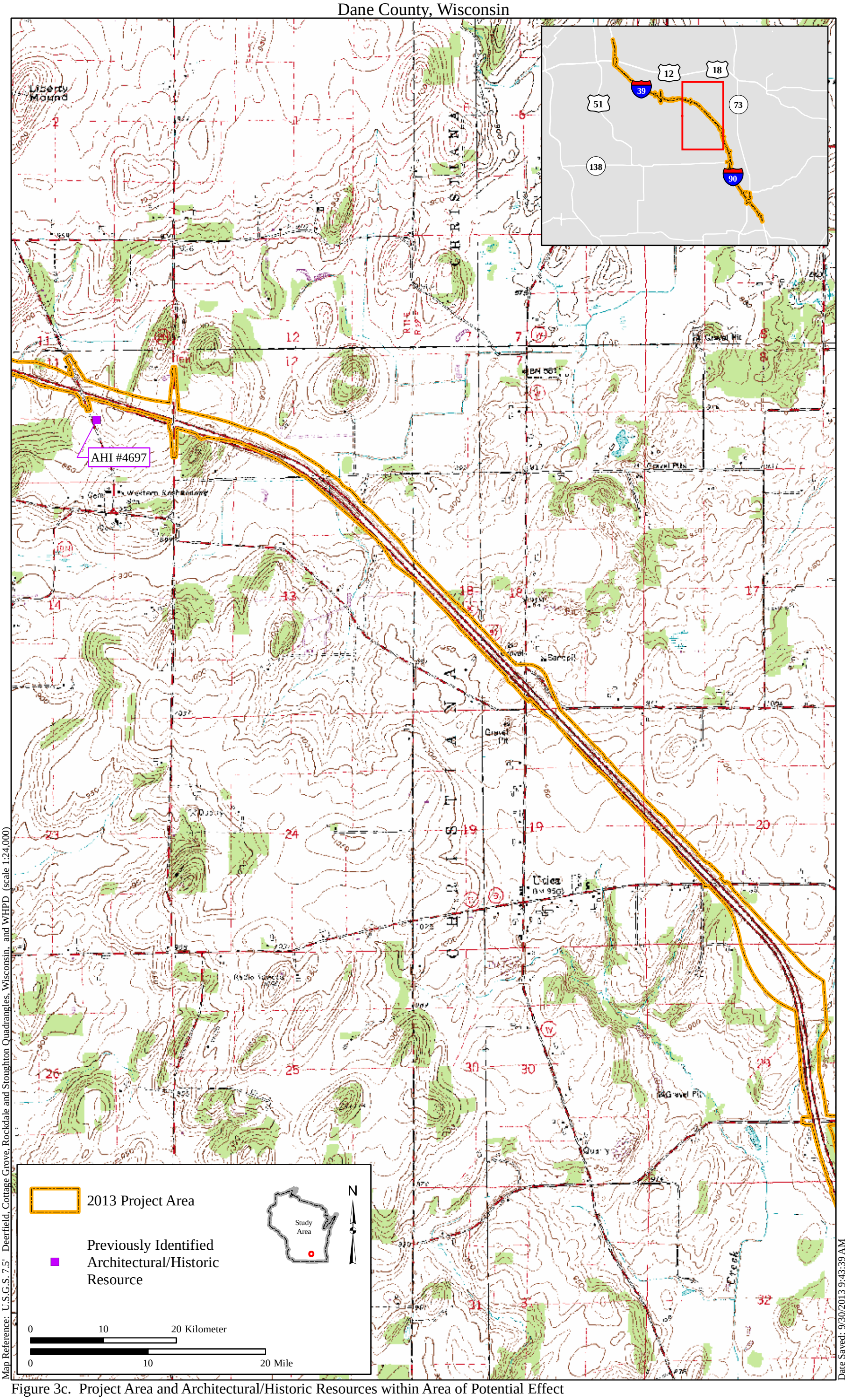


Figure 3c. Project Area and Architectural/Historic Resources within Area of Potential Effect

WisDOT ID: 1007-10-01
I-39/90 North Segment, Dane/Rock County Line to County AB (Buckeye Road) in Madison
Dane County, Wisconsin

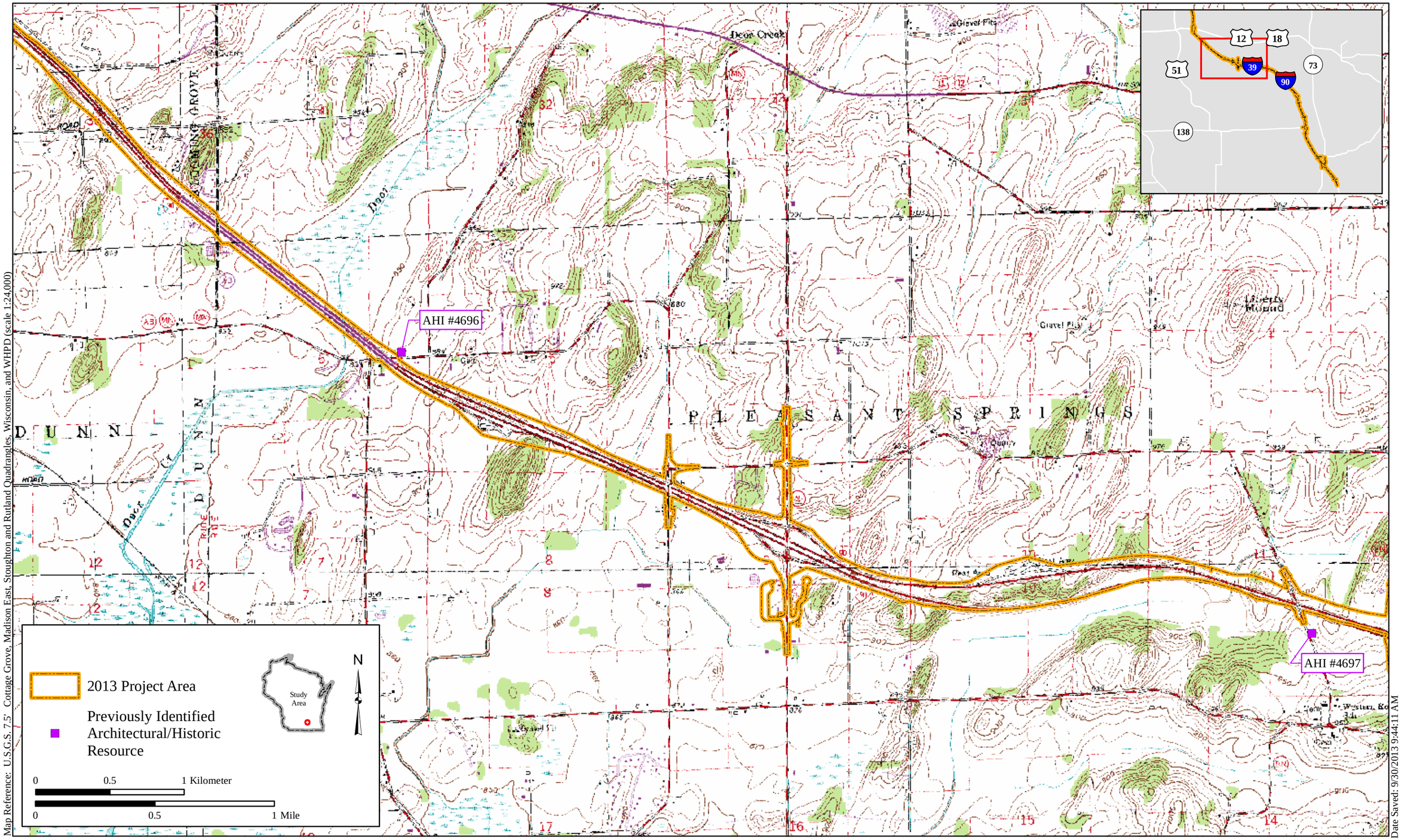


Figure 3d. Project Area and Architectural/Historic Resources within Area of Potential Effect

WisDOT ID: 1007-10-01
I-39/90 North Segment, Dane/Rock County Line to County AB (Buckeye Road) in Madison
Dane County, Wisconsin

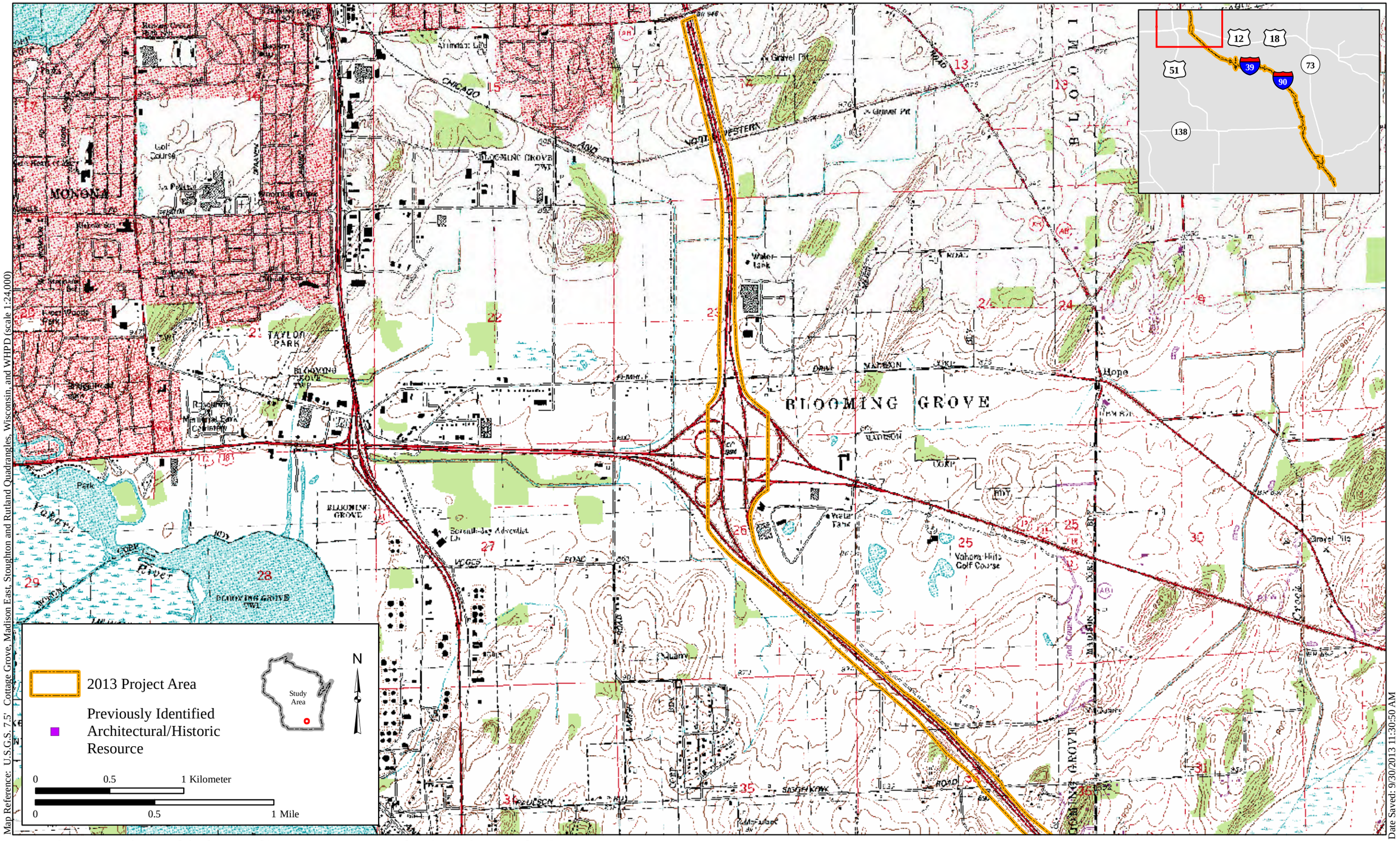


Figure 3e. Project Area and Architectural/Historic Resources within Area of Potential Effect

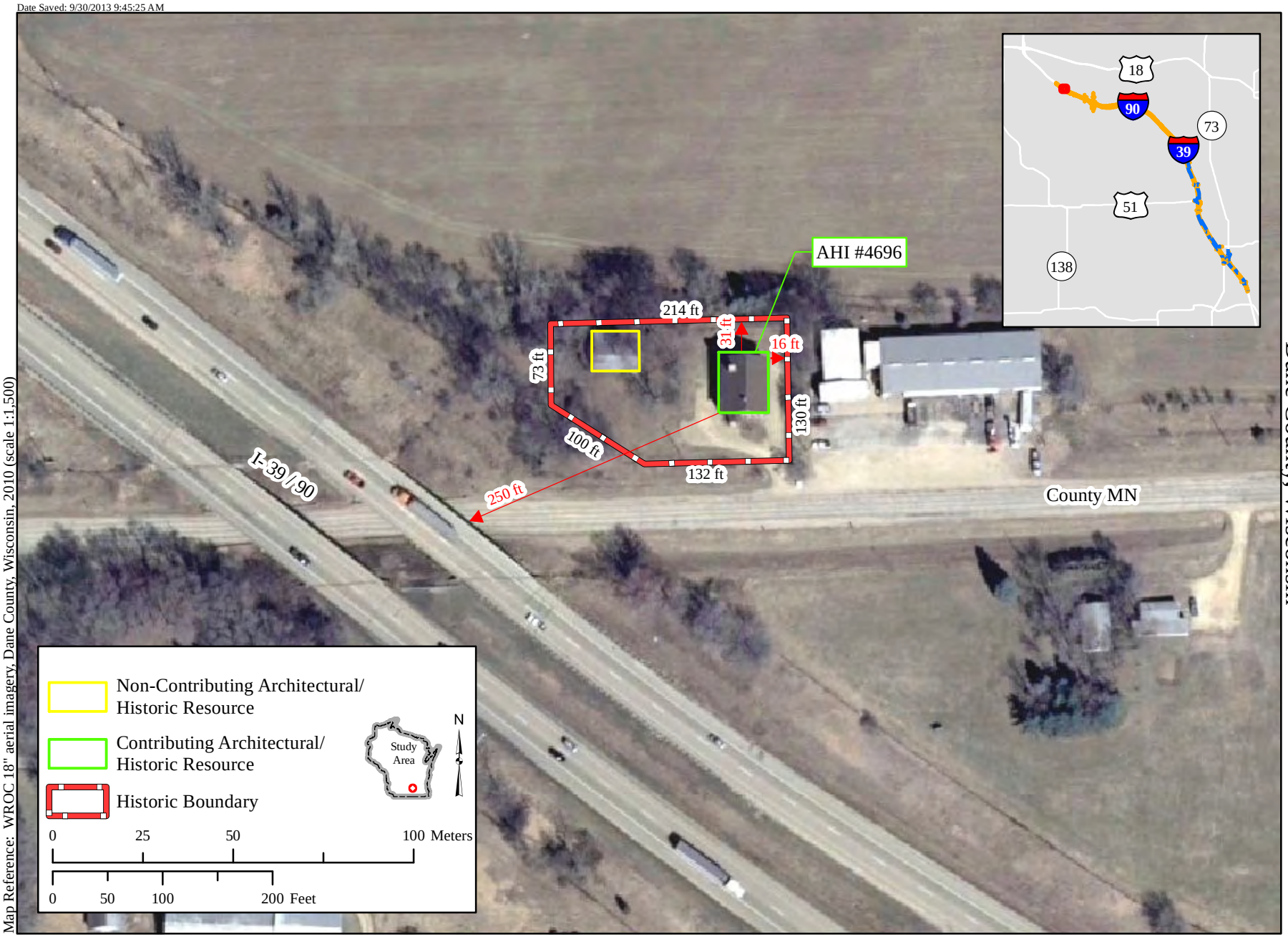


Figure 4. AHI #4696, Door Creek School, 2934 County MN, Pleasant Springs Township, Dane County, Wisconsin



Photograph Date: 18 November 2012

Figure 5. Door Creek School, South- (Front) and East-Facing Facades, View Northwest

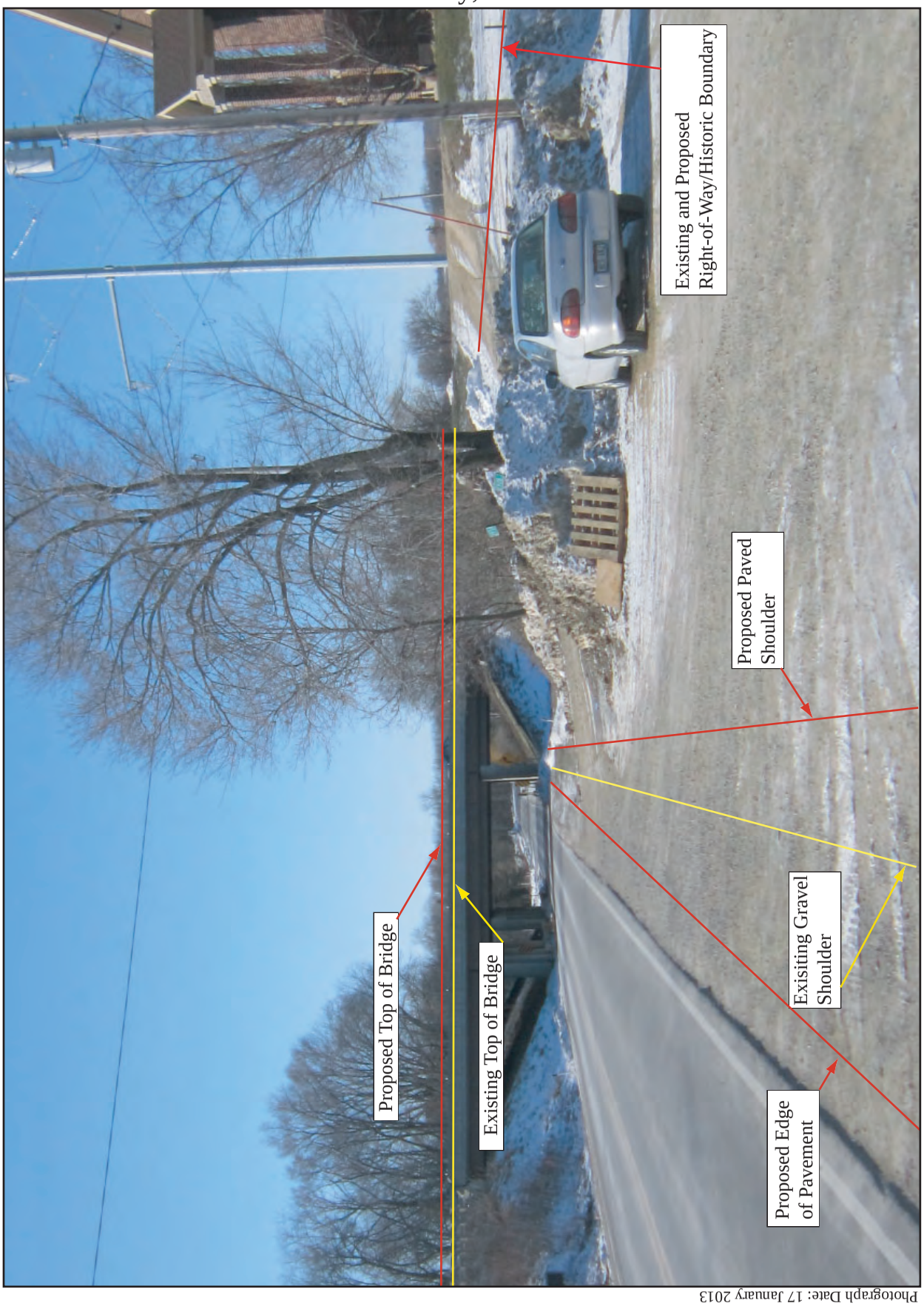


Figure 6. Door Creek School, Existing and Proposed Condition along County MN

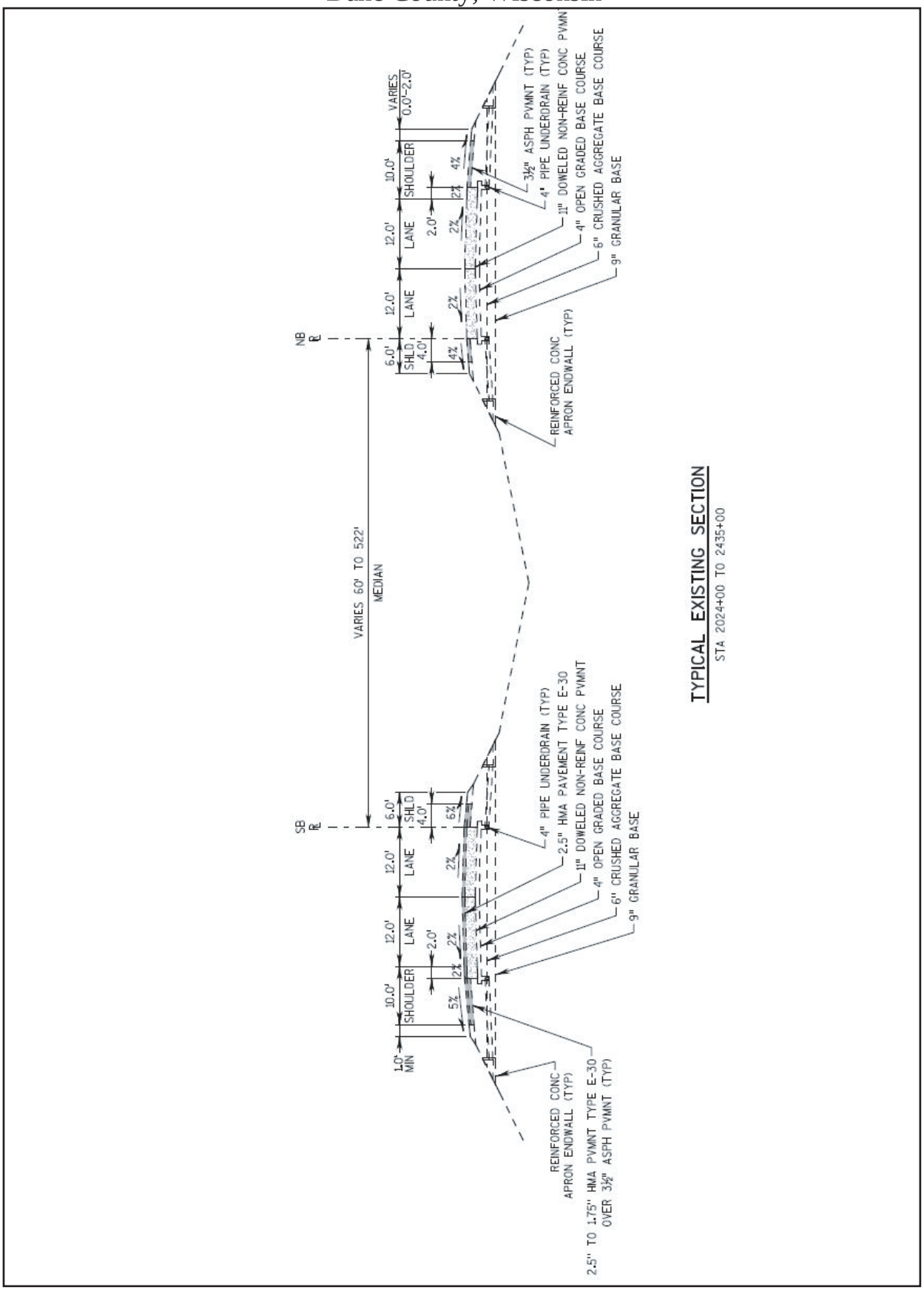


Figure 7. Typical Existing Section, I-39/90 Stations 2024+00 to 2435+00

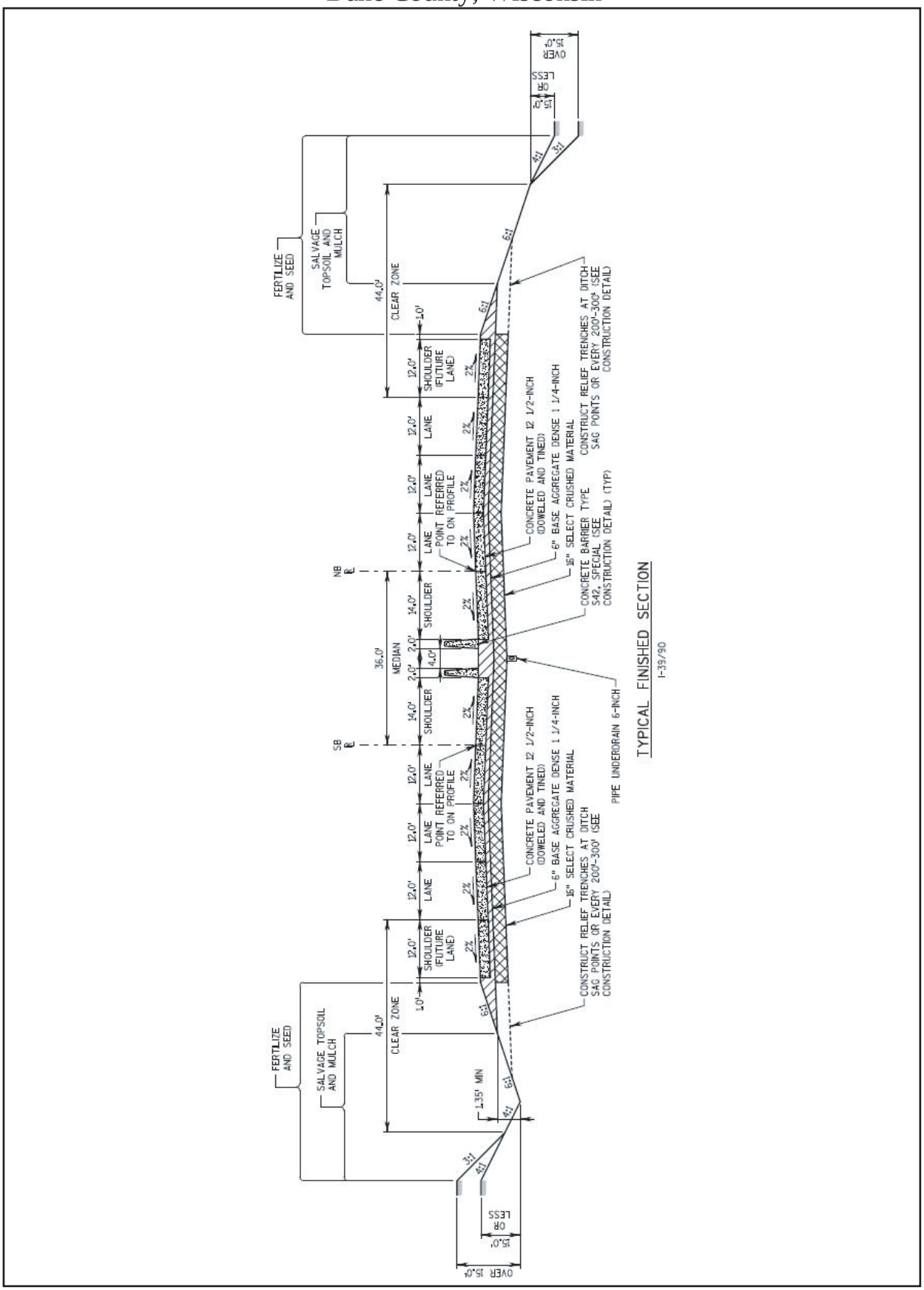


Figure 8. Typical Finished Section, I-39/90

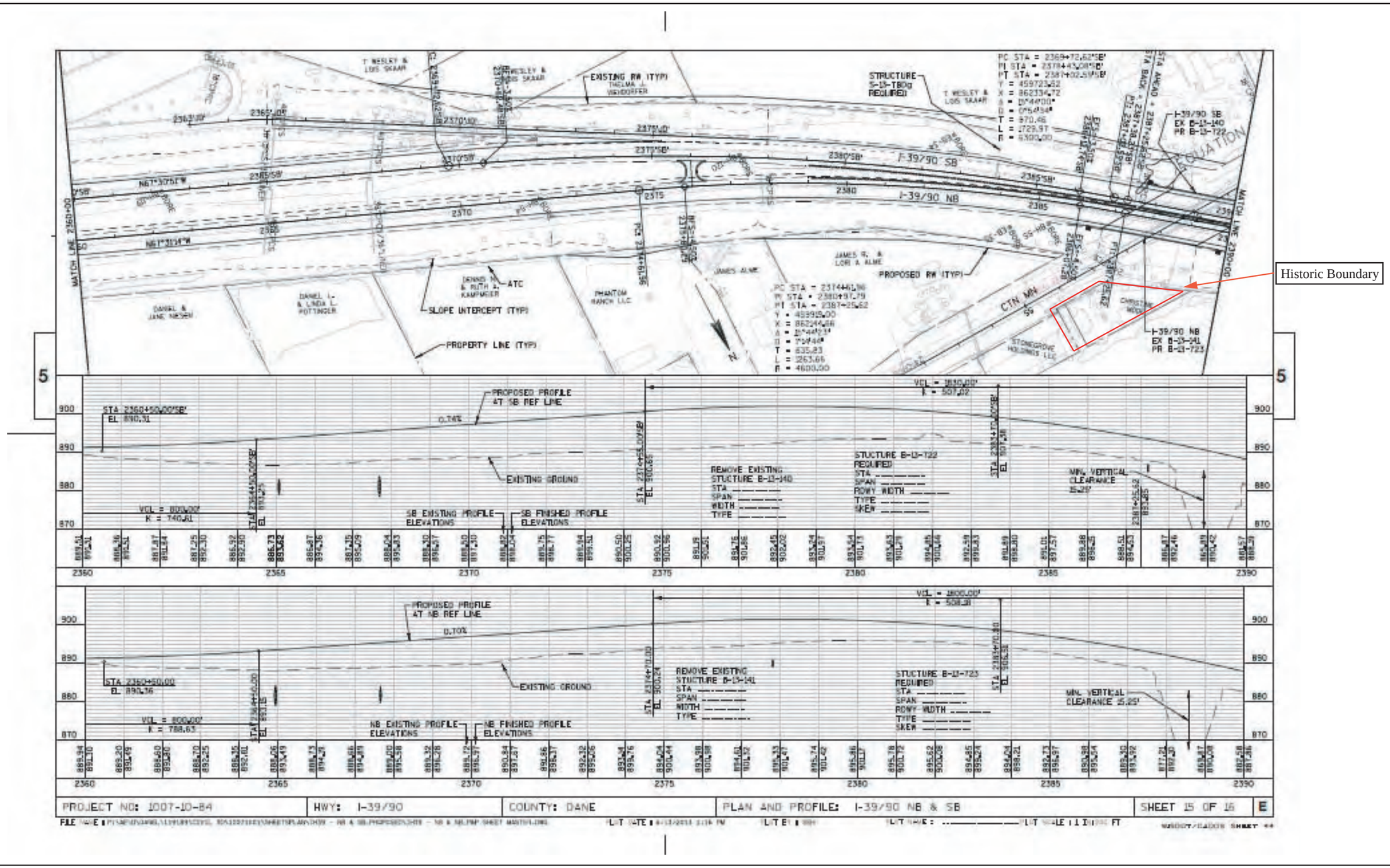


Figure 9. Plan and Profile, I-39/90 in the Vicinity of the Door Creek School

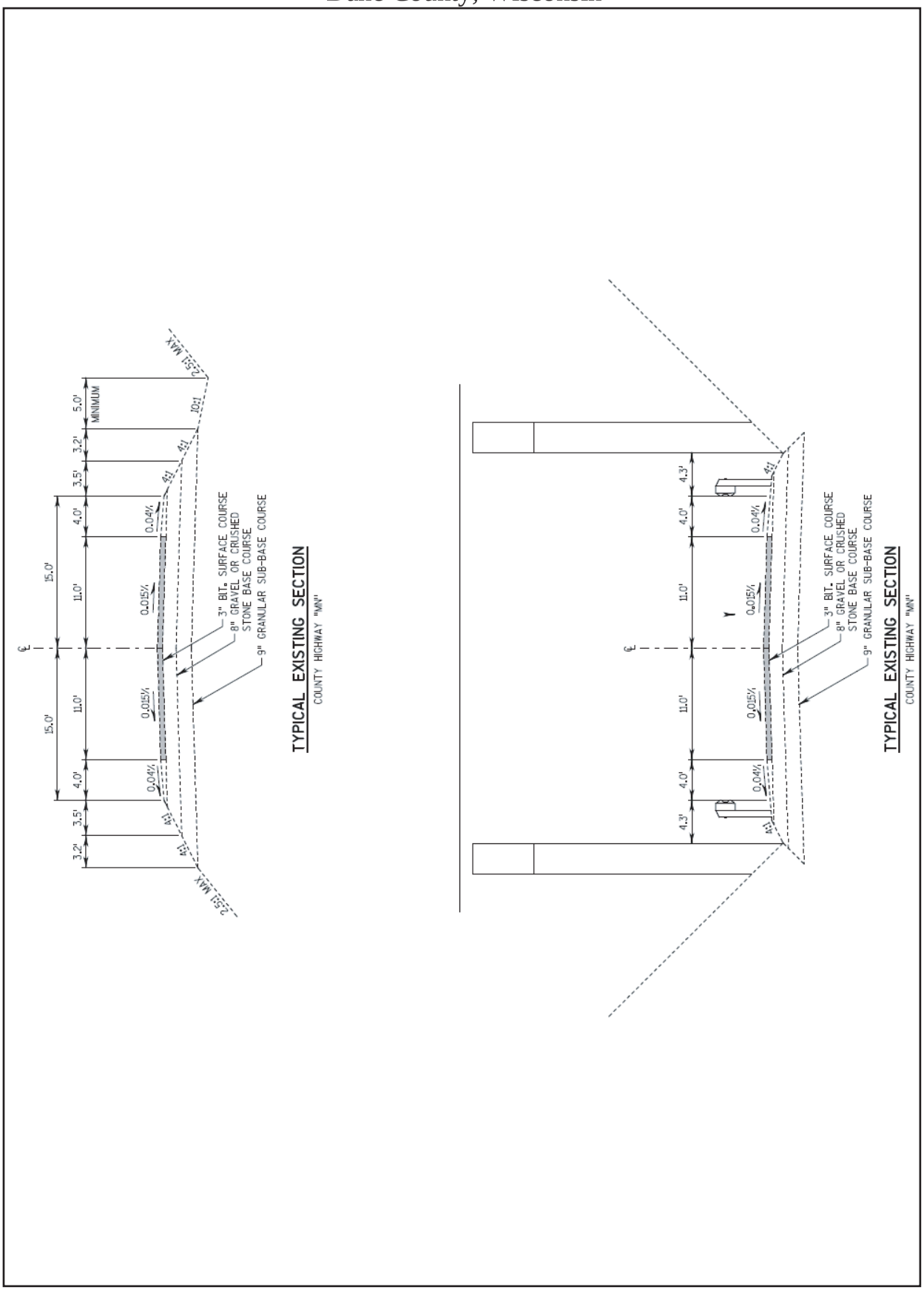


Figure 10. Typical Existing Section, County MN

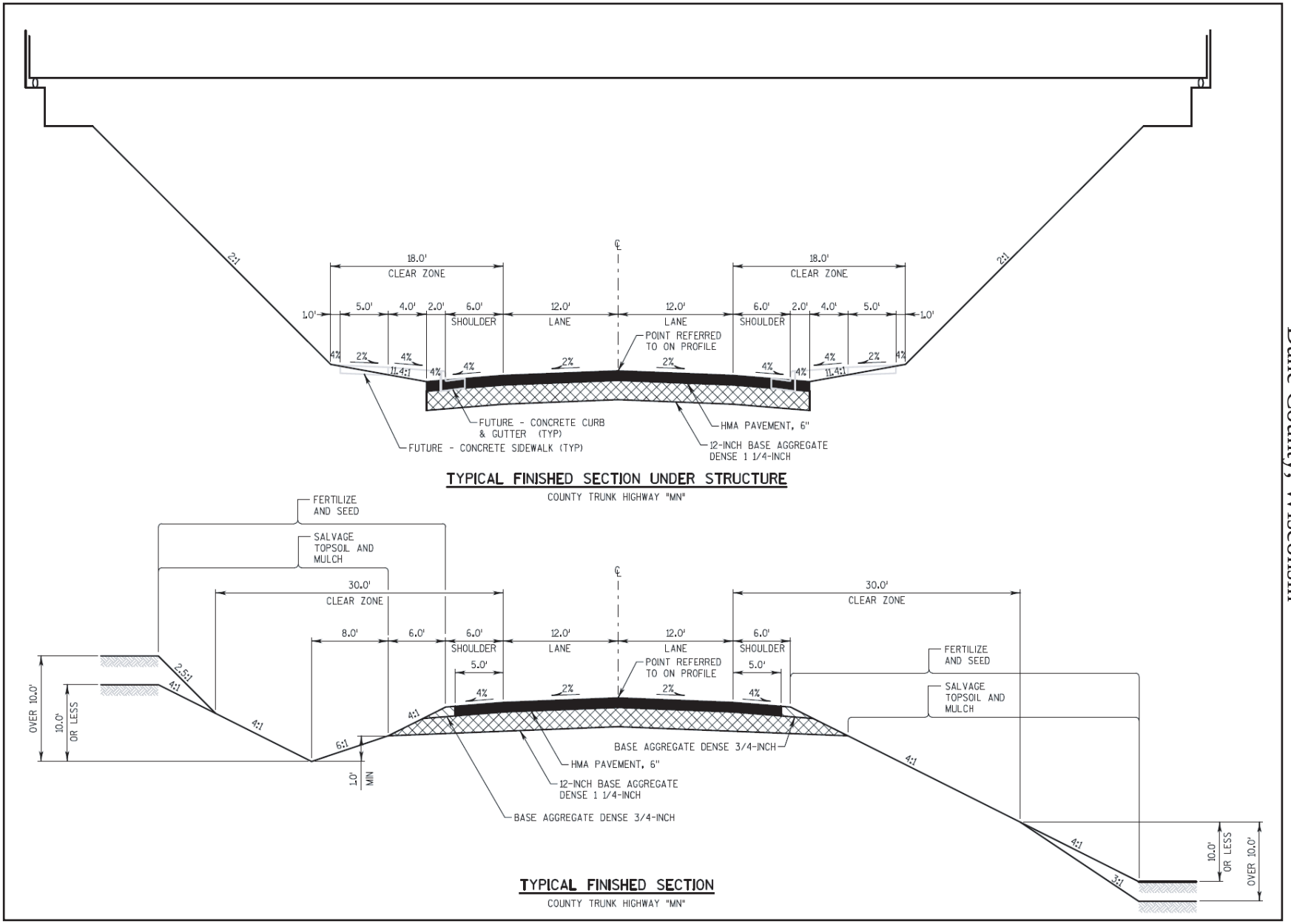


Figure 11. Typical Finished Section, County MN



Photograph Date: 17 January 2013

Figure 12. Door Creek School, Elevated Viewshed

ATTACHMENT 1

Wisconsin Department of Transportation

2101 Wright Street Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 www.dot.wisconsin.gov

39/90 IMPROVING *a gateway to Wisconsin*

January 27, 2012

********** 3-DIGIT 537 TRAY 5-1 955
EMCS
901 DEMING WAY STE 203
MADISON WI 53717-1979

Project Survey Notification
Project ID 1007-10-01
I-39/90
Illinois State Line to Madison
Dane/Rock County line to US 12/18
Dane County North Segment

Dear Resident:

The Wisconsin Department of Transportation (WisDOT) Southwest Region office in Madison has initiated the design of future improvements to the I-39/90 North Segment in Dane County. The I-39/90 North Segment starts at the Dane/Rock County line and continues north along I-39/90 to US 12/18. (See enclosed project location map). The proposed improvements for I-39/90 include the removal and reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. The interchanges within this segment will be reconstructed to address roadway and capacity deficiencies. Also included in the reconstruction are grade separated crossings along the segment.

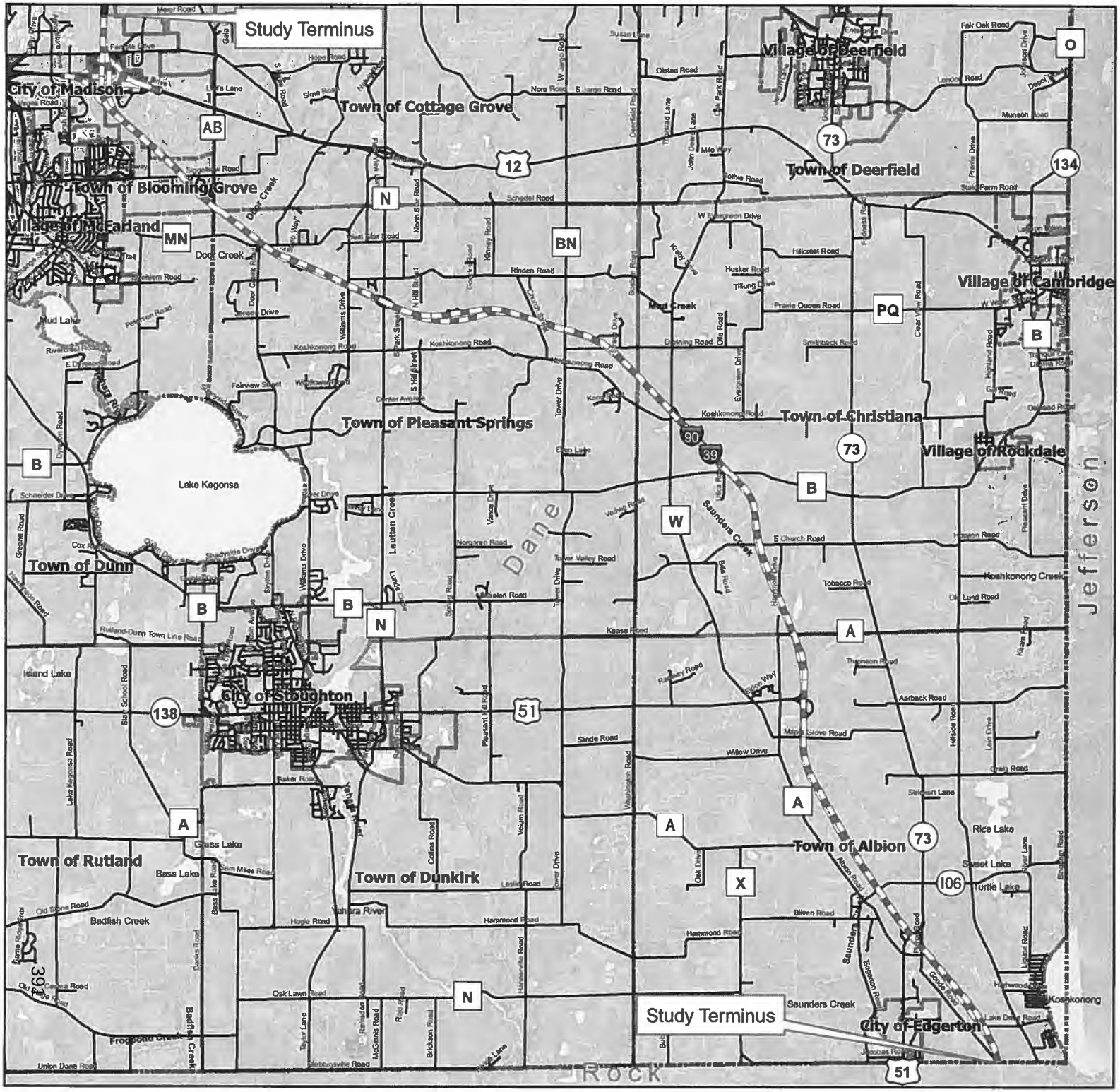
This letter is to inform you that our survey crews will begin work in the area in the near future and continue through fall 2012. The information obtained from these surveys will be used in the design of the roadway improvements. Surveys will include, but are not limited to, right of way, archeological/architectural, hazardous materials, and soil borings. We would appreciate your cooperation in providing information regarding drainage ways, well and septic system locations, property stakes, survey monuments located on private property, and any unique or important features on your property.

It will be necessary for the survey crew to work adjacent to and on private lands in the performance of their work. Per State Statute 84.01(10), our survey crews, staff or representatives must be allowed entry to private properties in order to obtain this necessary data. If they need to enter upon or access your property, survey staff will make every effort to contact you prior to entry. They have been instructed to do their work in a professional manner with as little inconvenience to you as possible.

Questions regarding the survey operations may be directed to project staff while in the field. Please feel free to contact Craig Pringle, WisDOT Project Manager at (608) 242-8058, Jeff Hanson, Consultant Project Manager at (608) 827-8810 or Darren Fortney, Public Involvement Representative at (608) 620-6191 with any questions regarding the project. Thank you for your cooperation.

Sincerely,

Craig Pringle, P.E.
WisDOT Project Manager



39/90 IMPROVING

a gateway to Wisconsin

I-39/90
Illinois State Line - Madison
Dane/Rock County Line - US 12/18
Dane County North Segment

WisDOT ID:
1007-10-01

Legend

- I-39/90
- Roads
- Municipal Boundary
- Water

0 0.5 1 2 Miles

1 inch equals 1.89 miles





ATTACHMENT 1

February 27, 2012

Steven Anders
Supervisor
Town of Cottage Grove
4058 County N
Cottage Grove, WI 53527

Operational Planning Meeting
Project ID 1007-10-01
I-39/90
Illinois State Line to Madison
Dane/Rock County Line to US 12/18
Dane County North Segment

Dear Steven Anders:

The Wisconsin Department of Transportation (WisDOT) - Southwest Region office in Madison has initiated the design of future improvements to the I-39/90 North Segment in Dane County. The I-39/90 North Segment starts at the Dane/Rock County line and continues north along I-39/90 to US 12/18. The proposed improvements for I-39/90 include the removal and reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. The interchanges within this segment will be reconstructed to address roadway and capacity deficiencies. Grade separated crossings along the segment are also included in the reconstruction.

WisDOT has scheduled an **Operational Planning Meeting** to provide information about the project and to obtain your input about the corridor. You are invited to the meeting scheduled for:

Monday, March 12, 2012
9:00 a.m.
Ayers Associates - Madison Office
1802 Pankratz Street
Madison, WI

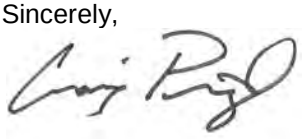
The following items are enclosed:

- Study Location Map
- List of Invited Agencies/Local Officials

If you believe we should be seeking comment from other agencies not included on the list, please let us know and we will contact them.

If you have any questions, please feel free to contact Craig Pringle, WisDOT Project Manager at (608) 242-8058, Jeff Hanson, Consultant Project Manager at (608) 827-8810 or Darren Fortney, Public Involvement Representative at (608) 620-6191. Thank you in advance for your cooperation.

Sincerely,



Craig Pringle
Project Manager
WisDOT Southwest Region
2101 Wright Street
Madison, WI 53704
(608) 242-8058
craig.pringle@dot.wi.gov

Agency Coordination List

Project ID 1007-10-01
I-39/90
Illinois State Line to Madison
Dane/Rock County Line to US 12/18
Dane County North Segment

Federal Agencies

- USDA Natural Resource Conservation Service Wisconsin Office (Adam Dowling)
- US Army Corps of Engineers (Simone Kolb)
- US Fish and Wildlife Service (Peter Fasbender)

Native American Tribes

- Bad River Band of Lake Superior Chippewa Indians of Wisconsin (Edith Leoso)
- Forest County Potawatomi Community of Wisconsin (Mike Alloway)
- Ho-Chunk Nation (William Quackenbush)
- Lac Vieux Desert Band of the Lake Superior Chippewa Indians - Ketegitigaaning Ojibwe Nation (giiwegiizhigookway Martin)
- Menominee Indian Tribe of Wisconsin (Dave Grignon)
- Prairie Band Potawatomi Nation (Joseph Hale, Jr.)
- Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin (Larry Balber)
- Sac and Fox Nation of Missouri in Kansas and Nebraska (Jane Nioce)
- Sac and Fox Nation of Oklahoma (Sandra Massey)
- Sac and Fox of the Mississippi in Iowa (Jonathan Buffalo)

State Agencies

- State Patrol, District 5 (Captain Charles R. Teasdale)
- Wisconsin Department of Natural Resources (Amanda Cushman)
- Wisconsin Public Service Commission (Eric Callisto)
- Department of Agriculture, Trade and Consumer Protection (Peter Nauth)
- State of Wisconsin Historic Preservation Office (SHPO) (Michael Stevens)
- WisDOT - Bureau of Aeronautics (Mark Pfundheller)
- WisDOT - Environmental Services Section (Shar Te Beest)
- WisDOT - SW Region Environmental Coordinator (Jenny Fredrickson)
- WisDOT - SW Region Project Manager (Craig Pringle)
- WisDOT – SW Region Project Team Manager (John Vesperman)
- WisDOT – SW Region Project Supervisor (John Steiner)
- WisDOT – SW Region Project Supervisor (Kim Schauder)
- WisDOT – SW Region Corridor Project Manager (Jim Buschkiopf)

State Elected Officials

- State Senate District 13 (Scott Fitzgerald)
- State Senate District 16 (Mark Miller)
- State Rep. 46th Assembly District (Gary Hebl)
- State Rep. 37th Assembly District (Andy Jorgensen)
- State Rep. 48th Assembly District (Chris Taylor)

Regional/Local Agencies

Dane County

- County Executive (Joe Parisi)
- Chairman (Scott McDonell)
- Clerk (Karen Peters)
- Highway Commissioner (Jerry Mandli)
- Assistant Highway Commissioner (Pam Dunphy)
- Planning Director (Todd Violante)
- Land & Water Conservation Dept. (Kevin Connors)
- Sheriff (David Mahoney)
- Emergency Management (Dave Janda)
- District 37 Supervisor (Bob Salov)
- District 36 Supervisor (Cynda Solberg)
- District 16 Supervisor (Dave de Felice)
- Dane County Historical Society (Mary Clark, President)
- University of Wisconsin Extension – Dane County (Carrie Edgar)

City of Madison

- Mayor (Paul Soglin)
- Clerk (Maribeth Witzel-Beh)
- Common Council President (Lauren Cnare)
- Alder District #16 (Jill Johnson)
- Director – Planning/Community/Economic Development (Steve Cover)
- Planning Unit Director (Brad Murphy)
- Economic Development Director (Aaron Olver)
- City Engineer (Robert F. Phillips)
- Traffic Engineer (Dave Dryer)
- Streets Superintendent (Vacant)
- Zoning Administrator (Matt Tucker)
- Metro Transit Manager (Chuck Kamp)
- Parks Superintendent (Kevin Briski)
- Police Chief (Noble Wray)
- Fire Chief (Steven Davis)

Village of McFarland

- Village President (Mike Harried)
- Administrator (Don Peterson)
- Clerk (Deb Neal)
- Community Development Director (Pauline Boness)
- Director of Public Works (Alan Coville)
- Fire Chief (Gary Garman)
- Police Chief (Craig Sherven)

Town of Albion

- Chairman (Roger Olson)
- Clerk (Julie Hanewall)
- Supervisor (Thad Andrews)
- Supervisor (Bruce Hudson)
- Supervisor (Robert Venske)
- Supervisor (Robert Cusick)

Town of Blooming Grove
- Chairman (Dwight Johnson)
- Clerk (Michael Wolf)
- Supervisor (Arnold Berg)
- Supervisor (Kathleen Linzmeier)
- Supervisor (Mark McLaughlin)
- Supervisor (David Young)

Town of Cottage Grove
- Chairman (Kris Hampton)
- Clerk (Kim Banigan)
- Supervisor (Mike Fonger)
- Supervisor (Steven Anders)
- Supervisor (Michael Kindschi)
- Supervisor (Michael DuPlayee)

Town of Christiana
- Chairman (Gary Rattmann)
- Clerk (Sandra Everson)
- Planning Commission Chairman (Tom Jelinek)
- Supervisor (Virgina Kravik)
- Supervisor (Jim Lowrey)

Town of Dunn
- Chairman (Ed Minihan)
- Supervisor (Stanley Solheim)
- Supervisor (Steve Greb)
- Clerk (Cathy Hasslinger)
- Land Use Manager/Deputy Clerk (Erica Schmitz)
- Highway Superintendent (Todd Klahn)

Town of Pleasant Springs
- Chairman (Richard Green)
- Clerk (Cassandra Clerkin)
- Supervisor (Don Lund)
- Supervisor (Tom McGinnis)
- Supervisor (Jay Damkoehler)
- Supervisor (Mary Haley)

Other
- Capital Area Regional Planning Commission (Kamran Mesbah)
- Madison Area Transportation Planning Board (MPO) (William Schaefer)
- Jana Airport-Edgerton (Don Becker)
- Madison Metropolitan School District (Mick Howen)
- Stoughton School District (Rob Riley)
- McFarland School District (Scott Brown)
- Cambridge School District (Bernard Nikolay)
- Edgerton School District (Dr. Dennis Pauli)
- Monona Grove School District (Craig Gerlach)

Utilities

- ANR Pipeline Company (Lawrence Huber)
- Alliant Energy (Jason Hogan)
- ATC (Mike Olsen)
- Charter Communications (Brandon Storm)
- City of Madison Engineering – Sewer (Rob Phillips)
- Dunn – Sanitary District #3 (Rosalind Gausman)
- Frontier Communications (Robert Church)
- Kegonsa Sanitary District – Sewer (Wiliam Skinner)
- Koch Pipeline Company L.P. (Julie Maher)
- Madison Gas and Electric (Tim Statz)
- Madison Metropolitan Sewerage District (Eric Hjellen)
- Madison Water Utility (Dennis Cawley)
- McLeod USA Telecommunication Services Inc. (Jim Birkenheier)
- Pleasant Springs Sanitary District (Lane Quale)
- WisDOT – Communication Line (Jeff Madson)
- Waunona Sanitary District #2 (No Contact Listed)
- AT&T Wisconsin (Scott Grinde)

Agencies Not Formally Coordinated With

- US Forest Service
- US Coast Guard
- Federal Energy Regulatory Commission
- US Bureau of Indian Affairs
- National Park Service – Dept of Interior
- US Environmental Protection Agency

Steven Anders
Supervisor
Town of Cottage Grove
4058 County N
Cottage Grove, WI 53527

Mike Fonger
Supervisor
Town of Cottage Grove
4058 County N
Cottage Grove, WI 53527

Steve Greb
Supervisor
Town of Dunn
4156 County Road B
McFarland, WI 53558

Ed Minihad
Chairman
Town of Dunn
4156 County Road B
McFarland, WI 53558

Pauline Boness
Community Devel. Director
Village of McFarland
P.O Box 110
McFarland, WI 53558

Mike Harried
Village President
Village of McFarland
P.O Box 110
McFarland, WI 53558

Craig Sherven
Police Chief
Village of McFarland
P.O Box 110
McFarland, WI 53558

Kim Banigan
Clerk
Town of Cottage Grove
4058 County N
Cottage Grove, WI 53527

Kris Hampton
Town Chair
Town of Cottage Grove
4058 County N
Cottage Grove, WI 53527

Cathy Hasslinger
Clerk
Town of Dunn
4156 County Road B
McFarland, WI 53558

Erica Schmitz
Land Use Manager
Town of Dunn
4156 County Road B
McFarland, WI 53558

Alan Coville
Director of Public Works
Village of McFarland
P.O Box 110
McFarland, WI 53558

Deb Neal
Clerk
Village of McFarland
P.O Box 110
McFarland, WI 53558

Michael DuPlayee
Supervisor
Town of Cottage Grove
4058 County N
Cottage Grove, WI 53527

Michael Kindschi
Supervisor
Town of Cottage Grove
4058 County N
Cottage Grove, WI 53527

Todd Kahn
Highway Superintendent
Town of Dunn
4156 County Road B
McFarland, WI 53558

Stanley Solheim
Supervisor
Town of Dunn
4156 County Road B
McFarland, WI 53558

Gary Garman
Fire Chief
Village of McFarland
P.O Box 110
McFarland, WI 53558

Don Peterson
Administrator
Village of McFarland
P.O Box 110
McFarland, WI 53558

April 4, 2012

Local Official Meeting #1 and
Public Information Meeting #1
Project ID 1007-10-01
I-39/90
Illinois State Line to Madison
Dane/Rock County Line to US 12/18
Dane County North Segment

The Wisconsin Department of Transportation (WisDOT) – Southwest Region has initiated the design of future improvements to the I-39/90 North Segment in Dane County. The I-39/90 North Segment starts at the Dane/Rock County line and continues north along I-39/90 to US 12/18. The proposed improvements for I-39/90 include the removal and reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. The interchanges within this segment will be reconstructed to address roadway and capacity deficiencies. Grade separated crossings along the segment are also included in the reconstruction.

WisDOT has scheduled a **Local Official Meeting** and a **Public Information Meeting** to provide information about the project and to obtain your input about the corridor. You are invited to the meetings scheduled for:

Tuesday, April 24, 2012
Local Official Meeting 3:30 p.m. to 4:30 p.m.
Public Information Meeting 5:00 p.m. – 7:00 p.m. (brief formal presentation at 5:30 p.m.)
Edgerton Public Library
101 Albion Street
Edgerton, WI 53534

The Local Official Meeting will be followed by an open house Public Information Meeting. Staff from WisDOT will be on hand to answer questions about the study and obtain your comments. A project location map is enclosed.

If you have any questions, please feel free to contact Craig Pringle, WisDOT Project Manager at (608) 242-8058, Jeff Hanson, Consultant Project Manager at (608) 827-8810 or Darren Fortney, Public Involvement Representative at (608) 620-6191. Thank you in advance for your cooperation.

Sincerely,



Craig Pringle
Project Manager
WisDOT Southwest Region
2101 Wright Street
Madison, WI 53704
(608) 242-8058
craig.pringle@dot.wi.gov

Wisconsin Department of Transportation

2101 Wright Street Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 www.dot.wisconsin.gov

IMPROVING 39/90 a gateway to Wisconsin

September 5, 2012

Local Official & Public Information Meeting #2
Project ID 1007-10-01
I-39/90 Project
North Segment, Dane/Rock County line to US 12/18

The Wisconsin Department of Transportation (WisDOT) – Southwest Region has initiated the design of future improvements to the I-39/90 North Segment in Dane County. The I-39/90 North Segment starts at the Dane/Rock County line and continues north along I-39/90 to US 12/18. The proposed improvements for I-39/90 include reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. Interchanges and grade separated crossings within this segment will be reconstructed to address roadway and capacity deficiencies.

WisDOT has scheduled a second **Local Official Meeting** and **Public Information Meeting** to provide more detailed information about the corridor design plans and to obtain your input. The plans have been refined based on further engineering and comments from previous public meetings. Updated maps of the corridor design plans will be on display. You are invited to the meetings scheduled for:

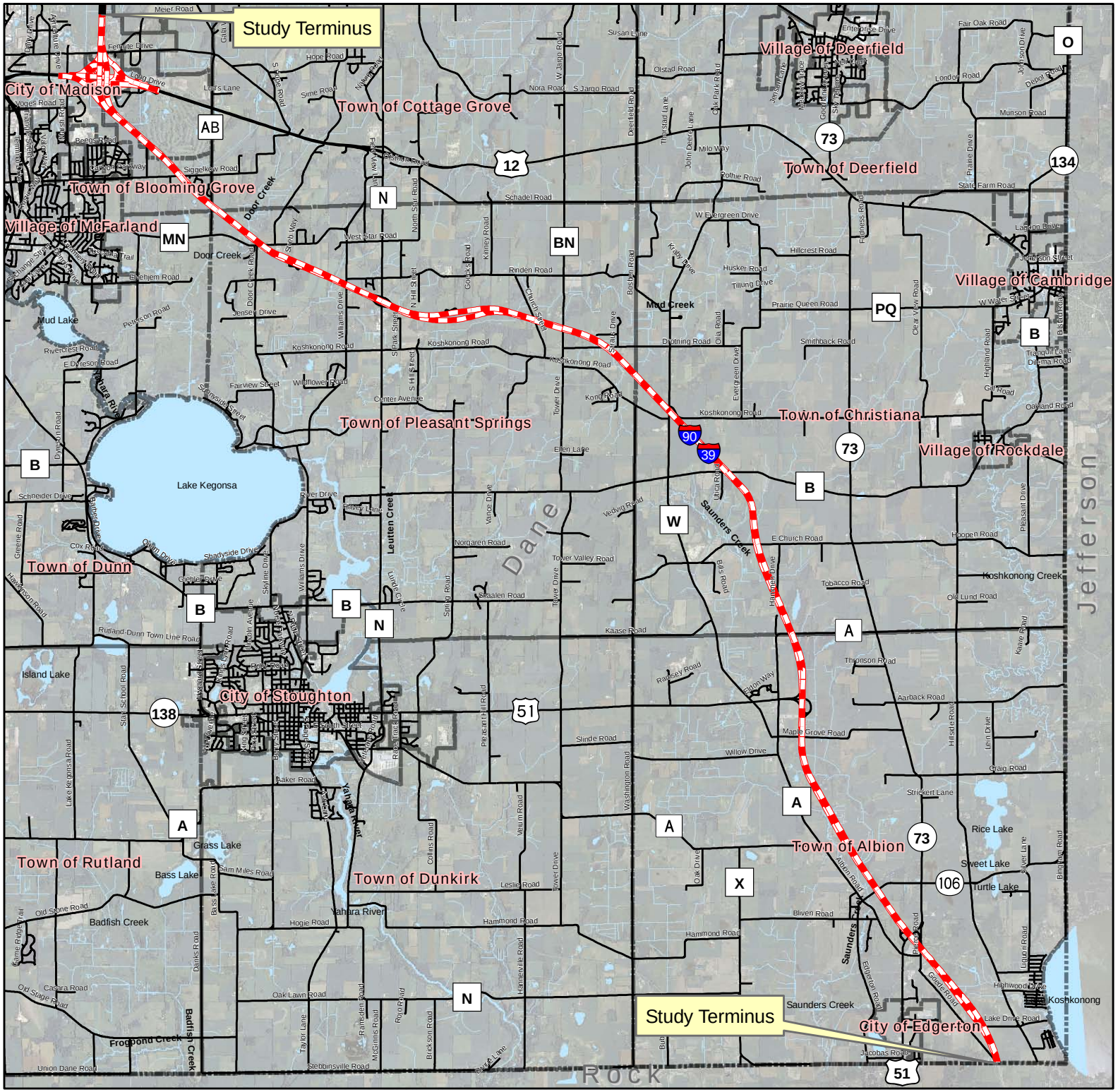
Monday, September 24, 2012
Local Official Meeting: 4 p.m. to 5 p.m.
Public Information Meeting: 5:30 p.m. – 7:30 p.m. (brief formal presentation at 6 p.m.)
McFarland High School Cafeteria
5101 Farwell St.
McFarland, WI 53558

The Local Official Meeting will be followed by an open house Public Information Meeting. WisDOT representatives will be available to discuss the project on an individual basis. A project location map is included on the back side of this page.

If you have any questions, please feel free to contact Craig Pringle, WisDOT Project Manager at (608) 242-8058, Jeff Hanson, Consultant Project Manager at (608) 827-8810 or Darren Fortney, Public Involvement Representative at (608) 620-6191. Thank you in advance for your cooperation.

Sincerely,

Craig Pringle
Project Manager
WisDOT Southwest Region
2101 Wright Street
Madison, WI 53704
(608) 242-8058
craig.pringle@dot.wi.gov



I-39/90 IMPROVING a gateway to Wisconsin

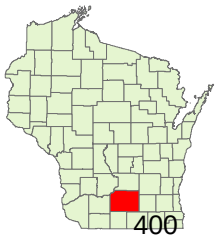
I-39/90
Illinois State Line - Madison
Dane/Rock County Line - US 12/18
Dane County North Segment

WisDOT ID:
1007-10-01

Legend

- I-39/90
- Roads
- Municipal Boundary
- Water

0 0.5 1 2
Miles



February 15, 2013

Name
Address
City State ZIP

Project Update
Project ID 1007-10-01
I-39/90 – North Segment
Dane/Rock County line to US 12/18
Dane County

Dear Name:

The Wisconsin Department of Transportation (WisDOT) Southwest Region office in Madison has initiated the design of future improvements to the I-39/90 North Segment in Dane County. The I-39/90 North Segment starts at the Dane/Rock County line and continues north along I-39/90 to US 12/18. (See enclosed project location map). The proposed improvements for I-39/90 North include the removal and reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. The interchanges within this segment will be reconstructed to address roadway and capacity deficiencies. Also included in the reconstruction are grade separated crossings along the segment.

This letter is to inform you the initial Area of Potential Effect (APE) as originally determined in the 2010 Environmental Assessment (EA) has been adjusted for this project. The original APE evaluated in 2003 and 2004 indicated that work would mostly be confined to the existing right of way, with new strip right of way in the range of 0 - 20-feet for mainline construction and some new right of way for interchange improvements. As a result of additional design and engineering, the APE is now being proposed to be expanded outside of the existing right of way in some areas and the acquisition of strip right of way along the mainline will be necessary. Additional right of way will also be needed in the four interchange areas located in this segment: WIS 73/US 51, US 51, County N, and the US 12/18 (Madison Beltline).

As part of the project, archaeological and architectural/history investigations will continue to be conducted to determine whether cultural resources are located in the project area and to assess the project's effect upon these resources.

WisDOT would be pleased to receive any comments regarding this project or any information you wish to share pertaining to cultural resources located in the area. If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please contact James Becker; Environmental Services Section (ESS); 4802 Sheboygan Avenue; Room 451; Madison, Wisconsin 53707; (608) 261-0137.

Sincerely,

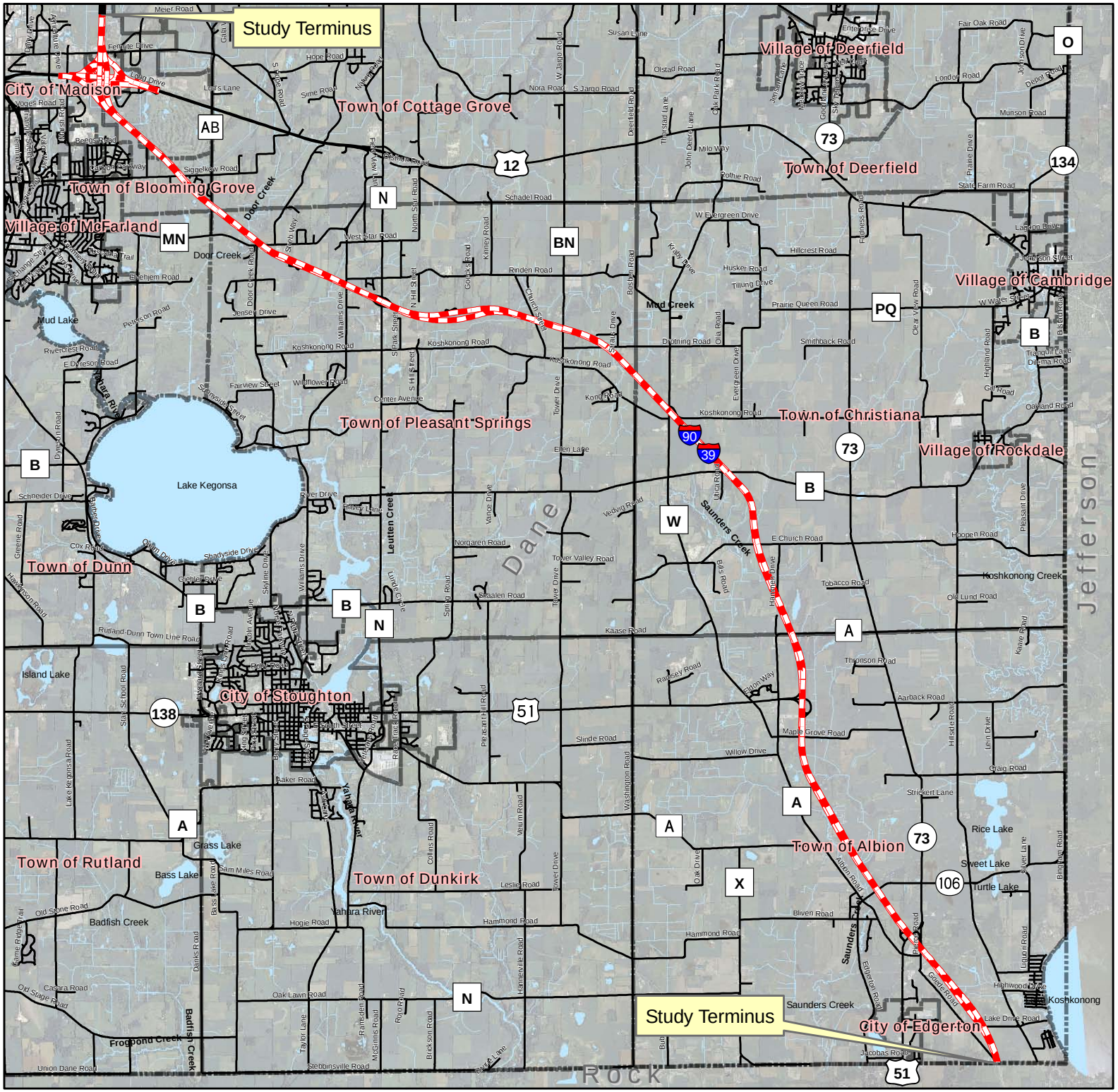


Craig Pringle, P.E.
I 39/90 North Segment Project Manager
Southwest Region - Madison Office
(608) 242-8058
craig.pringle@dot.wi.gov

Cc: Roger Larson, SW Region – Madison Tribal Coordinator (via e-mail)
Rebecca Burkel, Bureau of Technical Services, Environmental Services Section (via e-mail)

ENC: Project location map

First Name	Last Name	ofessional T	Organization	Address	City	State	Zip Code
Edith	Leoso	Tribal Historic Preservation Officer	Bad River Band of Lake Superior Chippewa Indians of Wisconsin	PO Box 39	Odanah	WI	54861
Mike	Alloway		Forest County Potawatomi Community of Wisconsin	Tribal Office, PO Box 340	Crandon	WI	54520
William	Quackenbush	Tribal Historic Preservation Officer	Ho-Chunk Nation	Executive Offices, PO Box 667, 405 Airport Road	Black River Falls	WI	54615
giiwegiizhigookway	Martin	Tribal Historic Preservation Officer	Lac Vieux Desert Band of Lake Superior Chippewa Indians - Ketegitigaaning Ojibwe Nation	PO Box 249	Watersmeet	WI	49969
Dave	Grignon	Tribal Historic Preservation Officer	Menominee Indian Tribe of Wisconsin	W3426 CTH V V West, PO Box 910	Keshena	WI	54135
Steve	Ortiz	Chairman, NHPA Rep.	Prairie Band Potawatomi Nation	16281 Q Road	Mayetta	KS	66509
Larry	Balber	Tribal Historic Preservation Officer	Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	88385 Pike Road, Highway 13	Bayfield	WI	54814
Jane	Nioce		Sac and Fox Nation of Missouri in Kansas and Nebraska	305 N. Main	Reserve	KS	66434
Sandra	Massey	NAGPRA Representative	Sac and Fox Nation of Oklahoma	RR 2, Box 246	Stroud	OK	74079
Jonathan	Buffalo	NAGPRA Representative	Sac and Fox of the Mississippi in Iowa	349 Meskwaki Road	Tama	IA	52339-9629
Darren	Fortney			6972 Harm	Middleton	WI	53562
Jeff	Hanson		EMCS	901 Demin	Madison	WI	53717



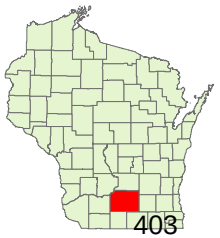
I-39/90
Illinois State Line - Madison
Dane/Rock County Line - US 12/18
Dane County North Segment

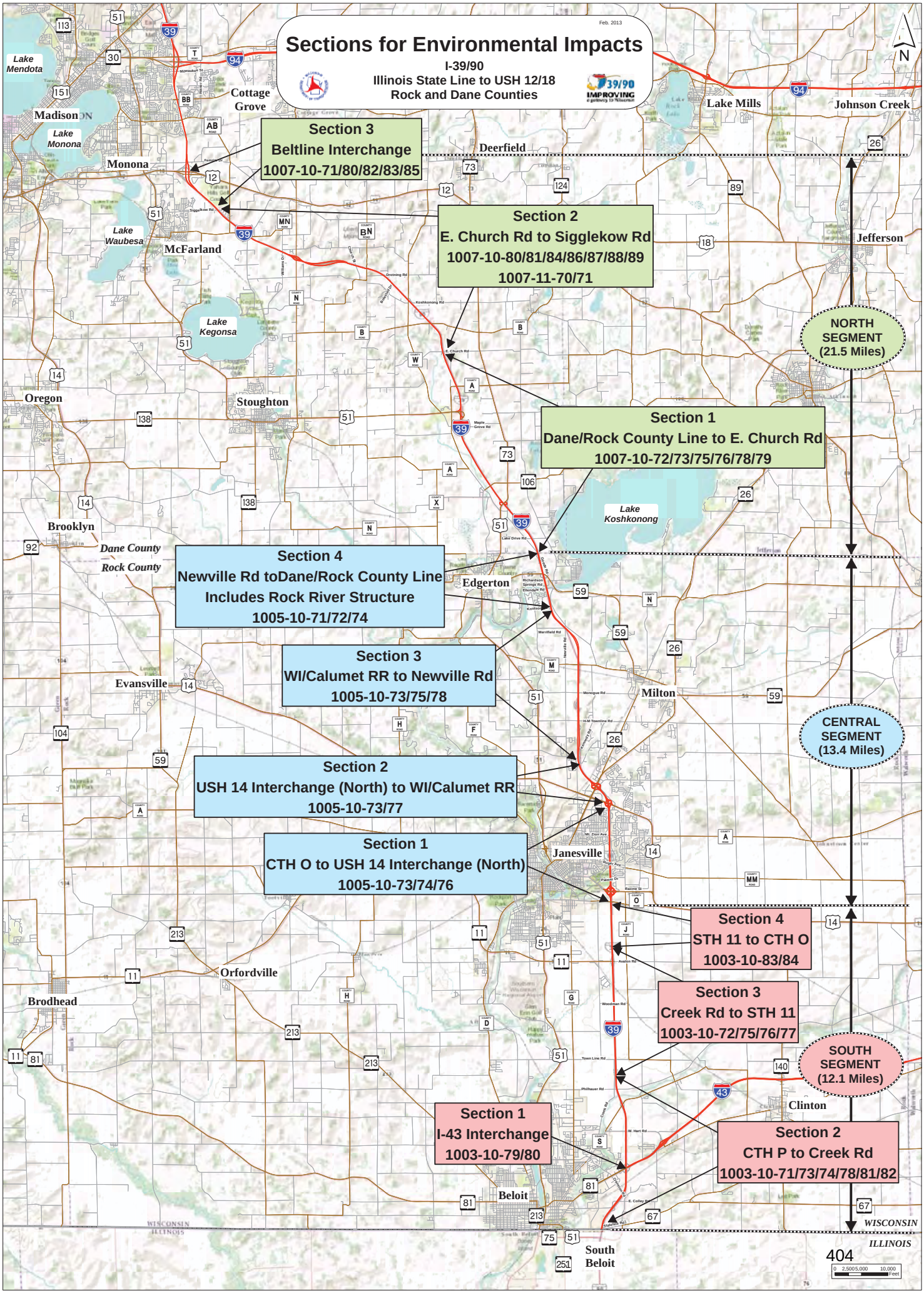
WisDOT ID:
1007-10-01

Legend

- I-39/90
- Roads
- Municipal Boundary
- Water

0 0.5 1 2
Miles




Feb. 2013
Sections for Environmental Impacts
I-39/90
Illinois State Line to USH 12/18
Rock and Dane Counties
39/90 IMPROVING a gateway to Wisconsin
N
Section 3
Beltline Interchange
1007-10-71/80/82/83/85
Section 2
E. Church Rd to Sigglekow Rd
1007-10-80/81/84/86/87/88/89
1007-11-70/71
Section 1
Dane/Rock County Line to E. Church Rd
1007-10-72/73/75/76/78/79
Section 4
Newville Rd toDane/Rock County Line
Includes Rock River Structure
1005-10-71/72/74
Section 3
WI/Calumet RR to Newville Rd
1005-10-73/75/78
Section 2
USH 14 Interchange (North) to WI/Calumet RR
1005-10-73/77
Section 1
CTH O to USH 14 Interchange (North)
1005-10-73/74/76
Section 4
STH 11 to CTH O
1003-10-83/84
Section 3
Creek Rd to STH 11
1003-10-72/75/76/77
Section 2
CTH P to Creek Rd
1003-10-71/73/74/78/81/82
Section 1
I-43 Interchange
1003-10-79/80
NORTH SEGMENT (21.5 Miles)
CENTRAL SEGMENT (13.4 Miles)
SOUTH SEGMENT (12.1 Miles)
Lake Mendota
Madison
Lake Monona
Monona
Cottage Grove
Lake Waubesa
McFarland
Lake Kegonsa
Oregon
Stoughton
Brooklyn
Dane County
Rock County
Evansville
Orfordville
Brodhead
Deerfield
Lake Mills
Johnson Creek
Jefferson
Lake Koshkonong
Edgerton
Milton
Janesville
Clinton
Beloit
South Beloit
WISCONSIN
ILLINOIS
404
0 2,500 5,000 10,000 Feet

May 29, 2013

RE:

Project Survey Notification – Survey Extended to 2015
Project ID 1007-10-01
I-39/90
Illinois State Line to Madison
Dane/Rock County line to US 12/18
Dane County North Segment

Dear Property Owner:

The Wisconsin Department of Transportation (WisDOT) Southwest Region office in Madison has initiated the design of future improvements to the I-39/90 North Segment in Dane County. The I-39/90 North Segment starts at the Dane/Rock County line and continues north along I-39/90 to E. Buckeye Road (County AB) in Madison (see project location map on back). The proposed improvements for I-39/90 include the removal and reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. The interchanges within this segment will be reconstructed to address roadway and capacity deficiencies. Reconstruction of grade separated crossings along the segment is also included in the project.

This letter is to inform you that our survey crews will continue to work in the area until fall 2015. While some survey information has already been collected, additional survey will be needed to complete this important improvement project. In general, survey will be confined to right of way and parcels directly adjacent to the Interstate and side roads. The information obtained from these surveys will be used in the design of the roadway improvements. Surveys will include, but are not limited to, right of way, archeological/architectural, hazardous materials, noise readings, and soil borings.

It will be necessary for the survey crew to work adjacent to and on private lands in the performance of their work. Per State Statute 84.01(10), our survey crews, staff or representatives must be allowed entry to private properties in order to obtain this necessary data. If crews need to enter upon or access your property, survey staff will make every effort to contact you prior to entry. They have been instructed to do their work in a professional manner with as little inconvenience to you as possible.

Questions regarding the survey operations may be directed to project staff while in the field. Please feel free to contact Craig Pringle, WisDOT Project Manager at (608) 242-8058, Jeff Hanson, Consultant Project Manager at (608) 827-8810 or Darren Fortney, Public Involvement Representative at (608) 620-6191 with any questions regarding the project. Thank you for your cooperation.

Sincerely,



Craig Pringle, P.E.
WisDOT Project Manager

July 3, 2013

RE: Public Information Meeting #3
Project ID 1007-10-01
I-39/90 Project
North Segment, Dane/Rock County line to County AB (Buckeye Road)

The Wisconsin Department of Transportation (WisDOT) – Southwest Region has initiated the design of future improvements to the I-39/90 North Segment in Dane County. The I-39/90 North Segment starts at the Dane/Rock County line and continues north along I-39/90 to County AB (Buckeye Road) in Madison (see project location map on back of this page). The proposed improvements for I-39/90 include reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. Interchanges and grade separated crossings within this segment will be reconstructed to address roadway and capacity deficiencies.

WisDOT has scheduled a third **Public Information Meeting** to provide more detailed information about the corridor design plans and to obtain your input. Refinements to the plans have been made based on additional engineering and comments from previous public meetings. Updated maps of the corridor design plans will be on display and WisDOT representatives will be available to discuss the project on an individual basis.

You are invited to the meeting scheduled for:

Public Information Meeting

Date:	**Tuesday, July 23, 2013**
Time:	**5:30 p.m. – 7:30 p.m. (brief formal presentation at 6 p.m.)**
Location:	**Edgerton High School, 200 Elm High Drive, Edgerton, WI**
Entrance:	**Enter at Main Entrance/Entrance A which has a red canopy. The entrance is next to the Edgerton Performing Arts Center.**

If you have any questions, please feel free to contact Craig Pringle, WisDOT Project Manager at (608) 242-8058, Jeff Hanson, Consultant Project Manager at (608) 827-8810 or Darren Fortney, Public Involvement Representative at (608) 620-6191. Thank you in advance for your cooperation.

Sincerely,



Craig Pringle
Project Manager
WisDOT Southwest Region
2101 Wright Street
Madison, WI 53704
(608) 242-8058
craig.pringle@dot.wi.gov

ELIZABETH L. MILLER
4033 TOKAY BOULEVARD
MADISON, WISCONSIN 53711
(608)233-5942
elmiller@mailbag.com

August 22, 2013

Mary H. Clark, President
Dane County Historical Society
329 N Baldwin Street
Madison, WI 53703

RE: WisDOT ID. 1007-10-01
I-39/90
North Segment, Dane/Rock County Line to County AB (Buckeye Rd)
Dane County

The Wisconsin Department of Transportation (WisDOT) has initiated the design of future improvements to the I-39/90 North Segment in Dane County. The 1-39/90 North Segment starts at the Dane/Rock County line and continues north along 1-39/90 to County AB (Buckeye Road) in Madison (project location map attached). Proposed improvements include reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. Interchanges and grade separated crossings will also be reconstructed. Please contact Craig Pringle, Project Manager, WisDOT Southwest Region in Madison at (608)242-8058 if you would like additional information.

I have been hired to identify any buildings and structures that may be eligible for the National Register of Historic Places in the areas adjacent to the project. There are no National Register-listed properties, or properties that are currently designated as local Landmarks adjacent to the project. One property appears to be eligible for the National Register: the former Door Creek School at 2934 County Highway M in Pleasant Springs Township. I am writing to ask whether you are aware of any other historic resources in the area of this project, especially any that you feel might be affected by this project. If you would like to comment, please do so in writing, by October 1, 2013 either by email or to:

Elizabeth L. Miller
4033 Tokay Blvd
Madison, WI 53711

Thank you very much for your help.

Sincerely,

Elizabeth L. Miller
Historic Preservation Consultant

ELIZABETH L. MILLER
4033 TOKAY BOULEVARD
MADISON, WISCONSIN 53711
(608)233-5942
elmiller@mailbag.com

August 22, 2013

Gloria Simley, President
Historic Blooming Grove Historical Society
5505 Thunderbird Lane
Monona, WI 53716

RE: WisDOT ID. 1007-10-01
I-39/90
North Segment, Dane/Rock County Line to County AB (Buckeye Rd)
Dane County

The Wisconsin Department of Transportation (WisDOT) has initiated the design of future improvements to the I-39/90 North Segment in Dane County. The 1-39/90 North Segment starts at the Dane/Rock County line and continues north along 1-39/90 to County AB (Buckeye Road) in Madison (project location map attached). Proposed improvements include reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. Interchanges and grade separated crossings will also be reconstructed. Please contact Craig Pringle, Project Manager, WisDOT Southwest Region in Madison at (608)242-8058 if you would like additional information.

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4033 Tokay Blvd
Madison, WI 53711

Thank you very much for your help.

Sincerely,

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Historic Preservation Consultant

ELIZABETH L. MILLER
4033 TOKAY BOULEVARD
MADISON, WISCONSIN 53711
(608)233-5942
elmiller@mailbag.com

August 22, 2013

Mark L. Gajewski, President
Historic Madison, Inc.
322 Glenway Street
Madison, WI 53705

RE: WisDOT ID. 1007-10-01
I-39/90
North Segment, Dane/Rock County Line to County AB (Buckeye Rd)
Dane County

The Wisconsin Department of Transportation (WisDOT) has initiated the design of future improvements to the I-39/90 North Segment in Dane County. The 1-39/90 North Segment starts at the Dane/Rock County line and continues north along 1-39/90 to County AB (Buckeye Road) in Madison (project location map attached). Proposed improvements include reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. Interchanges and grade separated crossings will also be reconstructed. Please contact Craig Pringle, Project Manager, WisDOT Southwest Region in Madison at (608)242-8058 if you would like additional information.

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Madison, WI 53711

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Elizabeth L. Miller
Historic Preservation Consultant

ELIZABETH L. MILLER
4033 TOKAY BOULEVARD
MADISON, WISCONSIN 53711
(608)233-5942
elmiller@mailbag.com

August 22, 2013

Jason Tish, President
Madison Trust for Historic Preservation
P.O. Box 296
Madison, WI 53701-0296

RE: WisDOT ID. 1007-10-01
I-39/90
North Segment, Dane/Rock County Line to County AB (Buckeye Rd)
Dane County

The Wisconsin Department of Transportation (WisDOT) has initiated the design of future improvements to the I-39/90 North Segment in Dane County. The 1-39/90 North Segment starts at the Dane/Rock County line and continues north along 1-39/90 to County AB (Buckeye Road) in Madison (project location map attached). Proposed improvements include reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. Interchanges and grade separated crossings will also be reconstructed. Please contact Craig Pringle, Project Manager, WisDOT Southwest Region in Madison at (608)242-8058 if you would like additional information.

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Elizabeth L. Miller
4033 Tokay Blvd
Madison, WI 53711

Thank you very much for your help.

Sincerely,

Elizabeth L. Miller
Historic Preservation Consultant

ELIZABETH L. MILLER
4033 TOKAY BOULEVARD
MADISON, WISCONSIN 53711
(608)233-5942
elmiller@mailbag.com

August 22, 2013

Amy Scanlon, Preservation Planner
Madison Municipal Building, Suite LL 100
215 Martin Luther King, Jr., Blvd
Madison, WI 53703

RE: WisDOT ID. 1007-10-01
I-39/90
North Segment, Dane/Rock County Line to County AB (Buckeye Rd)
Dane County

The Wisconsin Department of Transportation (WisDOT) has initiated the design of future improvements to the I-39/90 North Segment in Dane County. The 1-39/90 North Segment starts at the Dane/Rock County line and continues north along 1-39/90 to County AB (Buckeye Road) in Madison (project location map attached). Proposed improvements include reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. Interchanges and grade separated crossings will also be reconstructed. Please contact Craig Pringle, Project Manager, WisDOT Southwest Region in Madison at (608)242-8058 if you would like additional information.

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Elizabeth L. Miller
4033 Tokay Blvd
Madison, WI 53711

Thank you very much for your help.

Sincerely,

Elizabeth L. Miller
Historic Preservation Consultant

Re FW I 3990 - Effects to Door Creek School

From: Elizabeth Miller <elmiller@mailbag.com>
Sent: Wednesday, June 19, 2013 4:39 PM
To: eganbruhy
Subject: Re: FW: I 39/90 - Effects to Door Creek School
Attachments: W0580 Door Creek DOE hist bound.tiff

Katie,

The owner, Christine Mode, didn't have many comments about the highway project at this point, except she wondered whether anything could be done about the traffic noise (the current noise is pronounced; I know it isn't likely anything can be done, or that the project would feel responsible for). She plans to attend any open houses or public meetings. WHo is the engineer? Are there any PIMs planned, do you know? Also, the transmission pole isn't as egregious as it looks in the photo. It's in the r/w, and beyond the historic boundary. The terrain there drops off, forming a steep, broad valley (ok, not that big) that separates the school site and the highway, a point in favor of no adverse effect. However, the bridge and highway are very visible, and the traffic is loud. Still no adverse effect, the adverse effect happened when the highway was built.

Beth

Appendix H
CSRP Report – North Segment

I-39/90 North Segment

Dane/Rock County line to County AB (Buckeye Road)

Dane County

WisDOT Project I.D. 1007-10-01

Conceptual Stage Relocation Plan

Prepared for:
Wisconsin Department of Transportation – Southwest Region

Prepared by:
Short Elliott Hendrickson Inc.
January 2014

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Section 1: Introduction

1.1 Purpose

This Conceptual Stage Relocation Plan (CSRP) provides details about the potential impacts and relocations that may occur as a result of improvements to the I-39/90 North Segment in Dane County, Wisconsin. This report is also included in the project's EA Re-evaluation document.

This Conceptual Stage Relocation Plan (CSRP) presents:

1. The approximate number of households and businesses that may be relocated by the project.
2. The probable availability of decent, safe, and sanitary replacement housing and comparable commercial facilities within the financial means of the households and businesses that may be affected by the project.
3. An estimate of the possible total relocation assistance costs.

This report has been prepared in accordance with the requirements of the U.S. Department of Transportation, Federal Highway Administration (FHWA) *Environmental Impact and Related Procedures Final Rule* (23 CFR 771), the FHWA Technical Advisory for environmental document preparation (T 6640.8A, October 30, 1987), and the State of Wisconsin Department of Transportation – Division of Highways and Transportation Services *Relocation Assistance Manual.*

1.2 Project Description

The Wisconsin Department of Transportation (WisDOT) – Southwest Region has initiated the design of future improvements to the I-39/90 North Segment in Dane County. The I-39/90 North Segment starts at the Dane/Rock County line and continues north along I-39/90 to County AB/Buckeye Road (WisDOT ID: 1007-10-01). See Exhibit 1.

The I-39/90 North Segment project is part of an overall project led by WisDOT to reconstruct and expand I-39/90 in south-central Wisconsin. The I-39/90 North Segment was included in the original I-39/90 Environmental Assessment (EA) from the Illinois state line to US 12/18 in Madison. The original EA received a Finding of No Significant Impact (FONSI) on October 1, 2010. A Conceptual Stage Relocation Plan (CSRP) was not included in the original EA/FONSI because at that time no residential or commercial properties were anticipated to be relocated.

An EA Re-evaluation is being initiated for the entire I-39/90 Reconstruction Project (Illinois state line to County AB/Buckeye Road in Madison) to address design refinements that have resulted in additional impacts along the project corridor. The design refinements resulted in several relocations in the I-39/90 North Segment which are described in this CSRP. Note that the I-39/90 South Segment (WisDOT ID: 1003-10-01) and the I-39/90 Central Segment (WisDOT ID: 1005-10-01) have one relocation each which is being coordinated through the early acquisition process.

1.3 Alternatives

A range of alternatives was developed and analyzed for the original EA/FONSI. The alternatives included the following:

- No Build Alternative
- Transportation Demand Management Alternative
- Transportation System Management Alternative
- Build Alternative with Options:
    - Outside Travel Lane Option
    - Inside Travel Lane Option
    - Reconstruction Option

After careful consideration and evaluation, the Build Alternative – Reconstruction Option was selected as the Preferred Alternative.

Description of Proposed Action

The proposed improvements for I-39/90 include the removal and reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. Interchanges and grade separated crossings within this segment will be reconstructed to address roadway and capacity deficiencies.

Section 2: Summary of Impacts

2.1 Neighborhood and Area Characteristics

The seven (7) relocations (two (2) residential and five (5) business) described in this document are located in the towns of Pleasant Springs, Albion and Christiana, in Dane County. The towns can be characterized as predominantly rural, farming communities with scattered residential housing typically associated with farming operations. In 2010, the population of Albion was 1,951, the population of Christiana was 1,235 and the population of Pleasant Springs was 3,154 (U.S. Census).

Nearby municipalities that serve the towns include the city of Edgerton, the village of Cambridge, the city of Stoughton and the city of Madison, the area's most populous municipality.

Table 1 includes race/ethnicity, housing, age, and poverty level demographics for the three communities (and Dane County) where the seven (7) relocations are located using Census 2010 data.

Table 1: Demographic Comparison Chart				
	Dane County	**Town of Albion**	**Town of Christiana**	**Town of Pleasant Springs**
Total Population				
2010 Population	488,073	1,951	1,235	3,154
Race/Ethnicity (%)				
White	84.7	98.4	96.7	97.3
Black/African American	5.2	0.2	0.6	0.4
Native American	0.4	0.1	0.2	0.2
Asian	4.7	0.2	1.4	0.8
Other	2.5	0.3	0.2	0.1
Two or more races	2.5	0.9	1.1	1.2
Hispanic/Latino (of any race)	5.9	8.7	0.6	1.2
Housing				
Owner-occupied (%)	59.6	60.8	81.4	90.3
Renter-occupied (%)	40.4	39.2	18.6	9.7
Age				
Over 65 (%)	10.3	12.0	14.1	13.6
Poverty Level				
Individuals Below Poverty Level (%)	12.0	13.3	5.3	5.3
Source: Census 2010				

2.2 Neighborhood and Area Impacts

There are no expected effects to the neighborhood or area as a result of the relocations. The relocations would not have any substantial impacts on nearby communities. The relocations are located in more rural areas and are not within established neighborhoods. In general, as discussed later in this document, residential and commercial properties are available for relocation.

2.3 Divisive or Disruptive Effects

There would be no anticipated divisive or disruptive effects related to the two (2) residential acquisitions and relocations. The residential relocations are in rural areas and not in established neighborhoods so there would be no risk of community or neighborhood separation. Any disruptions would be short-term since most would likely be relocated close by or in surrounding communities.

There are five (5) business relocations associated with the Proposed Action. The business relocations are concentrated near the I-39/90 and County N interchange. Some of the businesses could potentially be relocated on County N or in a new location altogether.

Community members and customers may experience some short-term inconvenience as they would have to become acquainted with a new location. Customers may experience some short-term inconvenience as they would have to become acquainted with new locations of the businesses, should the businesses decide to relocate.

During construction there would be disruptive effects as with any highway project. Construction staging would be used to minimize effects to residents and customers.

2.4 Environmental Justice

Executive Order 12898 on Environmental Justice requires agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health and environmental effects (including interrelated social and economic effects) on minority, low-income, disabled and elderly populations. The demographic information for the affected communities indicates little possibility for affecting Environmental Justice populations. Further, the study team has spoken with the affected relocatees through the study's public information meetings. There are no known Environmental Justice concerns.

2.5 Relocation Assistance Information

The acquisition and relocation procedures WisDOT must follow are established by the Uniform Relocation Act of 1970. These statutes are in place to ensure landowners and tenants are treated fairly when the public interest requires the purchase and relocation of homes, farms, and businesses.

The Uniform Act requires payment of just compensation for property acquired for a federal-aid project. In addition to acquisition price, the relocation program covers supplemental replacement costs, moving expenses, increased rental payments, closing costs, and other certain costs. No person will be required to move unless a comparable replacement dwelling, farm, or business location has been made available.

Before the initiation of any property acquisition activities, members of the WisDOT Real Estate Section will provide written information to property owners and tenants which explains the details of the acquisition and relocation process and Wisconsin's Eminent Domain Law under Wisconsin Statues 32.05 and 32.19. Each relocatee will be interviewed by the relocation agent for the purposed of determining their needs, desires, and possible problems that may be encountered as a result of the potential relocation. One or more professional appraisers will inspect any property acquired. Property owners shall be offered the opportunity to accompany the appraiser during the inspection. Provisions for independent property owner appraisals are also provided. Based on the appraisal(s), the value of the property would be determined and that amount offered to the owner.

2.6 Actions to Remedy Insufficient Relocation

At this time there is no indication that any unusual relocation problems exist on this project which would require special relocation advisory services. Should a problem develop, those special services would be provided. WisDOT would work with affected persons to find suitable relocation sites or to mitigate effects if comparable sites are not available.

2.7 Relocation Services for Displacements

Residential Relocation Services

The relocation staff will offer and provide the following assistance to all residential displacees:

1. Assist in making moving arrangements, including transfer of utility services.
2. Assure that each relocatee will not have to vacate until a comparable replacement property is made available.
3. Counsel each individual and family regarding replacement housing that is decent, safe and sanitary, adequate to their needs, suitably located, and within their financial means.
4. Ensure that all persons to be displaced will be assisted in a manner to ensure against discriminatory practices and assure equal treatment in the purchase and rental of residential units on the basis of sex, race, color, handicap, religion, national origin, marital status of person maintaining household, legal sources of income, age, ancestry, sexual orientation or other applicable federal, state or local fair housing laws.
5. Gather data commensurate with relocatees' needs and advise accordingly.
6. If necessary, assist relocatees in obtaining mortgage financing and in preparation of offers to purchase and related documents relative to closing of purchase.
7. Make personal contacts with each displacee on a regular basis for purpose of discussing all aspects of relocation. Such appointments shall be geared to complexity and specific needs of relocatees.
8. Provide all required written notices, delivered by personal contact whenever feasible, to insure full understanding of eligibility requirement, payment options, project information and other notices required by law, regulations, or as otherwise appropriate.
9. Provide assistance in completing claims for relocation payments.
10. Provide current information on availability and prices of comparable sales housing.
11. Provide current information on units available to rent and advise relocatees on lease arrangements, tenant/landlord responsibilities, security deposit practices, rental ranges, etc.
12. Provide information on school district boundaries and public transportation.
13. Provide information regarding grievance procedures, arrangements and agencies involved.
14. Provide referrals to local housing and social service assistance agencies, as needed.

Business Relocation Services

The commercial properties affected by this project will be assisted with relocation in the following manner:

1. Maintaining listings of available commercial properties.
2. Maintaining close contact with local real estate agencies and brokers dealing in commercial space.
3. Informing business of the Small Business Administration entitlements when federal aid is involved.

4. Contact local development corporations and other similar organizations to make all possible assistance available.
5. Assist in obtaining or transferring business permits and licenses.
6. Assist in making and securing moving arrangements.
7. Joint development of personal property, inventory list, to be moved.
8. Advise businesses in site management procedures and occupancy terms and conditions.
9. Advise business of their relocation claim entitlements and assist them in filing the claim with documentation.
10. Contact with each commercial displacee will be made at regular intervals during which various leads or referrals will be offered. Visitations will depend on the complexity and specific needs of each business. Information on available replacement properties will be given until the relocation agent's responsibilities are completed in full compliance with the spirit and intent of the program.

2.8 Special Relocation Advisory Services

There are no known unusual circumstances with respect to race, income level, age, disability, or other factors that would require special relocation advisory services for owners or occupants of displaced homes or businesses.

Section 3: Residential Relocations

3.1 Estimate of Displaced Residential Households

The Proposed Action would require the acquisition of two (2) residential properties, as summarized in the table below.

Table 2, Summary of Residential Relocations

Unit #	Location	Municipality	Relocation Property Description	Exhibit
Unit 1	Goede Road	Town of Albion	Residential home with garage	2
Unit 2	County A	Town of Christiana	Residential home with barns/outbuilding	3

Unit 1 is located on the west side of I-39/90 at the north end of Goede Road. The home is located in a predominantly commercial area and is not part of an established neighborhood. The residence has three bedrooms. The home is located on a 0.57 acre parcel. A two-car garage is also located on the parcel. The residence and the garage would be impacted by the right-of-way needs for improvements to the I-39/90 and the WIS 73 interchange.

Unit 2 is located in the northeast quadrant of I-39/90 and County A. The residential unit is located on a farm. There are two (2) barns, four (4) outbuildings, and one (1) residential unit on the property. The residence is owner-occupied and has 4 (four) bedrooms. The home is located on a 34.78 acre parcel. The residence would be impacted by the right-of-way needs for

improvements to County A. None of the other buildings would be affected. The home could likely be relocated on the existing parcel.

3.2 Cost Estimate of Residential Relocations

In addition to fair market value for the displaced residences, eligible relocation costs would include:

- A *replacement housing payment* of up to $31,000 for owner-occupants and $8,000 for tenants. In the event housing of last resort is required, these payment limits may be exceeded.
- A mortgage interest differential payment and closing cost payment for owner-occupants. These costs can be widely variable. For purposes of this plan, we estimate a payment of up to $5,000 for owner-occupants.
- A moving expense payment for those who move personal property as a result of being displaced. These payments can vary widely. For purposes of this plan, we estimate the owner will receive a move payment up to $2,500 for owner-occupants.

Estimates of the residential relocation costs are provided in the table below.

Table 3, Estimate of Residential Relocation Costs

Property	Estimated Acquisition Costs*	Replacement Housing	Interest and Closing	Moving	Total
Unit 1 (owner)	$252,500	$31,000	$5,000	$2,500	$291,000
Unit 2	$244,625	$31,000	$5,000	$2,500	$283,125
Total					**$574,125**

*Note: Estimated acquisition costs calculated at 1.25 times the 2013 assessed value (land and improvements) of the property.

3.3 Residential Market Availability Analysis

A search of available residential properties was conducted on November 27, 2013 using information from the real estate website www.trulia.com. Two separate searches were conducted for each residential unit because they are located in different areas. Search results indicate that adequate replacement housing is available for the residential relocations. The tables below include the number single-family homes that are available near the location of each residential relocations.

Table 4, Available Properties for Sale - Unit 1			
Price Range	**# Available**	**# Bedrooms**	**Location**
$200,000 - $250,000	6	2-3	Edgerton, WI
$250,000 - $300,000	7	2-3	Edgerton, WI
Source: www.trulia.com			

Table 5, Available Properties for Sale - Unit 2			
Price Range	**# Available**	**# Bedrooms**	**Location**
$200,000 - $250,000	4	3-4	Cambridge, WI
$250,000 - $300,000	5	3-4	Cambridge, WI
Source: www.trulia.com			

Section 4: Business Relocations

4.1 Estimate of Business Relocations

There would be five (5) business relocations as summarized in Table 6.

Table 6, Summary of Business Relocations (Units 3-6)				
Unit #	**Location**	**Municipality**	**Relocation Property Description**	**Exhibit**
Unit 3	County N	Town of Pleasant Springs	Fireworks sales/storage facility and semi truck storage	4
Unit 4	County N	Town of Pleasant Springs	Fireworks sales/storage facility	4
Unit 5A	County N	Town of Pleasant Springs	Gas station (with adjoining fast-food restaurant)	4
Unit 5B	County N	Town of Pleasant Springs	Fast-food restaurant (in adjoining gas station)	4
Unit 6	County N	Town of Pleasant Springs	Warehouse/office for building contractor	4

Unit 3 is a fireworks sales/storage facility and a semi trailer truck storage facility. There are two buildings on the property. The buildings include a small rectangular building used as the fireworks sales building and a larger warehouse behind the sales building used as fireworks storage, storage for semi trucks, and a maintenance area for semi trucks. The property would be acquired/relocated due to strip right of way needs and as a result of access restrictions related to I-39/90 and County N interchange improvements.

Unit 4 appears to be operating as a seasonal fireworks sales/storage facility. There is one building on the property. Direct access to the property from County N would be removed. Access to the property would be via a new access road on the back side of the property. Due to the potential loss of business as a result of changes in property access, the property is being treated as an acquisition/relocation.

Unit 5A is a gas station and Unit 5B is an adjoining fast-food restaurant. The restaurant is a separate business that leases space from the gas station. There is one building located on the property, as well as several service stations. Direct access to the property from County N would be removed. Access to the property would be via a new access road on the back side of the property. Due to the potential loss of business as a result of changes in property access, the property is being treated as an acquisition/relocation.

Unit 6 is a warehouse and office building housing a building contractor. There is one building on the property. Acquisition/relocation is necessary due to right of way needed to construct a new access road along the north and west sides of the property.

Additional Business Relocation Notes

WisDOT is in the process of completing a Reasonable Access Study for the County N Interchange area to help determine which properties will in fact be relocations. The results of the study will likely be completed in January 2014.

A detailed study of the employee make-up of each displaced business will be completed if an Acquisition Stage Relocation Plan is required for the selected preferred alternative.

4.2 Cost Estimate of Business Relocations

In addition to fair market value for the displaced businesses, eligible relocation costs would include:

- A *relocation/replacement payment* of up to $50,000. The relocation payment is based on the difference, if any, between the acquisition price and the reasonable cost to purchase a comparable replacement building/unit or the actual cost of the replacement building/unit, whichever is less.
- A *reestablishment payment* of up to $25,000 for necessary improvements and changes to the replacement property.
- A *searching payment* of up to $2,500 for time and mileage in looking at replacement sites.
- A *moving payment expense* of up to $60,000 payment for actual costs incurred in moving the business.

Estimates of the business relocation costs are included in Table 7.

Table 7: Cost Estimate - Business Relocations						
Property	**Estimated Acquisition Cost***	**Replacement Business Payment**	**Reestablish-ment Costs**	**Searching Payment**	**Moving Payment**	**Total**
Unit 3	$364,875	$50,000	$25,000	$2,500	$40,000	$482,375
Unit 4	$440,875	$50,000	$25,000	$2,500	$40,000	$558,375
Unit 5A	$1,490,750	$50,000	$25,000	$2,500	$60,000	$1,628,250
Unit 5B	$0	$30,000	$25,000	$2,500	$40,000	$97,500
Unit 6	$242,125	$50,000	$25,000	$2,500	$30,000	$349,625
TOTAL						**$3,116,125**
*Note: Estimated acquisition costs calculated at 1.25 times the 2013 assessed value (land and improvements) of the property.						

4.3 Discussion of Potential Problems and Solutions

The two (2) fireworks stores and the gas station/restaurant (Units 3, 4, and 5A/5B) are highway-dependent businesses that rely on their location to draw customers to their respective stores. As discussed in Section 4.4, there are other commercial properties available within approximately 20 miles. However, finding suitable relocation sites near the County N interchange or near other interchanges along the Interstate could take additional time and coordination. Additionally, current store customers would have to be acquainted with a new location after the businesses have been moved. This could lead to a loss in customers and/or business.

Unit 6 is a warehouse/office building for a construction contractor. This business is not dependent on highway-generated customers and suitable replacement warehouses/office buildings/industrial sites are available.

4.4 Commercial Market Availability Analysis

A search for available commercial properties was conducted for all commercial units. The search was conducted using the local commercial real estate website, www.propertydrive.com. Search results conducted at the time of this report production indicated there were commercial properties available for purchase within approximately 20 miles of the subject properties (see Table 9). Search results also indicate there are available commercial rental properties available for the restaurant tenant within approximately 20 miles (see Table 10).

Table 9, Available Commercial Properties (For Sale)				
Address	**Approx. Sq. Ft.**	**Building Type**	**Detail**	**Price**
25 N Main St Edgerton, WI	1,148	Gas/Retail	Single shop bay, sales floor area, bathroom	$99,900
275 Rodney Rd Cambridge, WI	2,880	Retail/Industrial/Warehouse	Outside parking, drive-in doors, close to Interstate	$210,000
4709 Helgesen Dr Madison, WI	3,000	Retail/Industrial/Warehouse	Outside parking, break room	$225,000
1000 East St Stoughton, WI	9,000	Retail/Industrial/Warehouse	Large overhead doors, loading dock, outdoor parking	$439,900
2434 Vondron Madison, WI	12,440	Retail/Industrial/Warehouse	Overhead doors, small office	$499,000
Note that many the listings indicated the properties may be divisible to accommodate smaller square foot needs. Source: www.propertydrive.com				

Table 10, Available Commercial Rental Properties (For Rent)				
Address	**Approx. Sq. Ft.**	**Building Type**	**Detail**	**Price**
816 Walsh Rd Madison, WI	2,775-7,780	Retail/Industrial/ Warehouse	Enclosed dock	$4.00 - $8.00/sq. ft.
5010 World Dairy Dr Madison, WI	2,016-7,800	Retail/Industrial/ Warehouse	Office and warehouse	$5.00-$7.00 /sq. ft.
2125 McComb Rd Stoughton, WI	1,600 – 6,400	Retail	Strip center, highway exposure	$9.00 - $12.00
2376 Jackson St Stoughton, WI	1,430-4,500	Retail	Strip center, highway exposure	$9.00 - $11.00
Note that many the listings indicated the properties may be divisible to accommodate smaller square foot needs. Source: www.propertydrive.com				

Section 5: Summary

The proposed I-39/90 North Segment improvements would displace two (2) residences and five (5) businesses. The total cost of the residential displacements is estimated to be $574,125. The total cost of the business displacements is estimated to be $3,116,125. The total cost for all displacements (residential and business) is estimated to be $3,690,250.

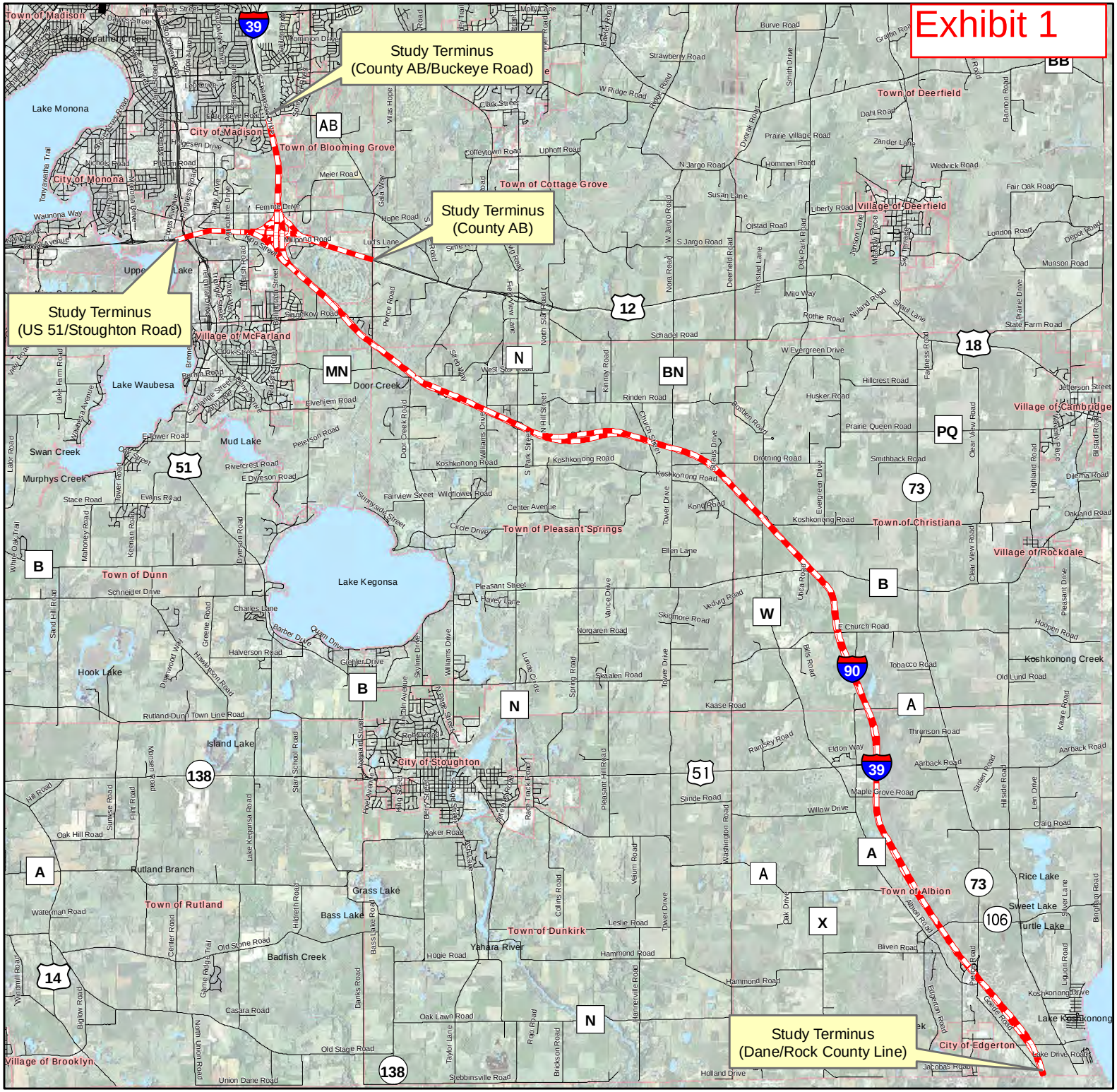

Exhibit 1
Study Terminus (County AB/Buckeye Road)
Study Terminus (County AB)
Study Terminus (US 51/Stoughton Road)
Study Terminus (Dane/Rock County Line)
Town of Madison
City of Madison
City of Monona
Town of Blooming Grove
Town of Cottage Grove
Village of McFarland
Town of Deerfield
Village of Deerfield
Village of Cambridge
Town of Christiana
Village of Rockdale
Town of Pleasant Springs
Town of Dunn
City of Stoughton
Town of Albion
Town of Rutland
Town of Dunkirk
City of Edgerton
Village of Brooklyn
Lake Monona
Lake Waubesa
Lake Kegonsa
Upper Lake
Mud Lake
Swan Creek
Murphys Creek
Hook Lake
Island Lake
Rutland Branch
Grass Lake
Bass Lake
Badfish Creek
Yahara River
Koshkonong Creek
Rice Lake
Sweet Lake
Turtle Lake
Lake Koshkonong
Door Creek
Weaver Creek
Lake Farm Road
Dunkirk Road
Union Dane Road
Stebbinsville Road
Old Stage Road
Oak Lawn Road
Hammond Road
Leslie Road
Bliven Road
Holland Drive
Jacobas Road
Lake Drive Road
Koshkonong Drive
Craig Road
Aarback Road
Maple Grove Road
Willow Drive
Slinde Road
Ramsey Road
Eldon Way
Thierson Road
Kaase Road
Skaalen Road
Norgaren Road
Skidmore Road
Vedvig Road
E Church Road
Tobacco Road
Old Lund Road
Hooper Road
Pleasant Drive
Oakland Road
Dilema Road
Smithback Road
Prairie Queen Road
Husker Road
Hillcrest Road
W Evergreen Drive
State Farm Road
Munson Road
London Road
Depot Road
Fair Oak Road
Wedvick Road
Zander Lane
Dahl Road
Prairie Village Road
Hommen Road
N Jargo Road
S Jargo Road
Oistad Road
Liberty Road
Susan Lane
Milo Way
Roethe Road
Schadel Road
Rinden Road
Koshkonong Road
Drotning Road
Kong Road
Ellen Lane
Center Avenue
Circle Drive
Fairview Street
Wildflower Road
Sunnyside Street
Pleasant Street
Havey Lane
Charles Lane
Schneider Drive
Halverson Road
Rutland-Dunn Town Line Road
Oak Hill Road
Waterman Road
Old Stone Road
Casara Road
Hogie Road
Oak Lawn Road
Old Stage Road
Union Dane Road
Stebbinsville

Exhibit 2

EDGERTON

US 51

ALBION RD

BEGIN CONSTRUCTION

Goede Road

Unit 1 Relocation

PROPOSED R/W

EXISTING R/W

EXIT 160

EXIT 160

MILE 161

MILE 160

INTERSTATE 39

INTERSTATE 90

PIERCE RD

WIS 73 DEERFIELD

END CONSTRUCTION

KEITH HOLDEN & SHINKAY REV. TR, JEROME & ARDY

JACOB & LINDA REPPEN

JACOB & LINDA REPPEN

BRET & BRENDA BROOKENS

TRUCK STOP LLC

T&R ENTERPRISES

VICKI & WILLIAM CRIDLEY

ANNE OBRIECHT

TMT JANESVILLE LLC

ARTHUR & LISA TEUBERT

JAMES & BRUCE JOHNSON

EASTMAN HUNTING CLUB INC.

LORAND LID

MAURER REV TR, WALTER O SR

DARWIN & PATRICIA ORMSON

ROBERT & SANDRA LYKE

ROBERT & SANDRA LYKE

HENRY & RITA BRATLAND

HENRY & RITA BRATLAND

CHS INC

CRAZY ACRES, INC.

EDWARD & JEAN A OLSON

LEGEND

- PROPOSED RIGHT-OF-WAY
- SLOPE INTERCEPT
- PROPOSED TEMP EASEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE

PROJECT NO: 1007-10-01	HWY: I-39/90	COUNTY: DANE		SHEET 2	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\CADDS\Exhibits\Arch Historic Exhibits 2013-10\Sheet 02.dgn PLOT DATE : 10/2/2013 PLOT BY : ccd PLOT NAME : PLOT SCALE : 1:500

Exhibit 3

2

2

STOUGHTON

51

US 51

COUNTY A

COUNTY A

EXIT 156

MILE 156

INTERSTATE 39

INTERSTATE 90

RICHARD & M EUGENE VEDVIG
MICHAEL BRALEY

NICK & ROXANNE HULL

HARLAND & BETTE HOESLY

RICHARD & M EUGENE VEDVIG
MICHAEL BRALEY

WISDOT

ANDRIS & LINDA ZIRBA

GEORGE & REBECCA ZEIMET

RANDY KNICKMEIER

RODNEY & LAVONNE BOST

WILBERT KNICKMEIER

ROY KAUPER

GAIL RICHARSON

CHRIS BUCHANAN

EQUATION

Unit 2 Relocation

EXISTING R/W

SLOPE INTERCEPT

LEGEND

- PROPOSED RIGHT-OF-WAY
- SLOPE INTERCEPT
- PROPOSED TEMP EASEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE

PROJECT NO: 1007-10-01	HWY: I-39/90	COUNTY: DANE		SHEET 5	E

FILE NAME : P:\47xx\4739.39_DP.I39.DAN\CADDS\Exhibits\Arch Historic Exhibits 2013-10\Sheet 05.dgn PLOT DATE : 10/2/2013 PLOT BY : ccd PLOT NAME : PLOT SCALE : 1:500

Exhibit 4

Unit 6

Unit 5 (A&B)

Unit 4

Unit 3

1180' DISTANCE OF ACCESS CONTROL PROVIDED

1250' DISTANCE OF ACCESS CONTROL PROVIDED

KOSHKONONG RD

RINDEN RD

COUNTY N

COUNTY N

COUNTY N

GRADING ONLY FOR FUTURE SIDEWALK (SHOWN IN BLUE SHADE)

ATC OVERHEAD POWER TRANSMISSION LINE

EXIT 147

MILE 147

MILE 148

INTERSTATE 90

INTERSTATE 39

N

WISCONSIN DEPARTMENT OF TRANSPORTATION

PROJECT I.D. 1007-10-01
I-39/90
(CTH N INTERCHANGE)
DANE COUNTY
September 17, 2013

39/90 IMPROVING a gateway to Wisconsin

SCALE: 1 INCH = 100 FEET

COUNTY HIGHWAY N INTERCHANGE

LEGEND

- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- WETLAND AREAS
- PROPOSED BRIDGE
- PROPOSED ROADWAY
- PROPOSED SIDEWALK

BACKGROUND IMAGE SOURCE: DANE COUNTY, 2010

P:\AE\D\DANE\11189\CIVIL 3D\1007100I\SHEETSOTHER\PIM II EXHIBITS\PIM II EXHIBIT (PAGE 3) N INTRCHG (RR OPTION).DWG

Appendix I
Local and Regional Government Coordination

TOWN OF TURTLE

6916 South Cty Road J • Beloit, WI 53511 • Phone 608-362-0655 • Fax 608-364-1151

RESOLUTION NO. 2013-02

RE: DECLARING THAT NO PEDESTRIAN ACCOMODATIONS BE PROVIDED AS PART OF THE IH 39 PROJECT ALONG HART ROAD IN ROCK COUNTY, WISCONSIN UNDER THE RESPONSIBILITY OF THE TOWN OF TURTLE

WHEREAS, no pedestrian accommodations currently exist along these roadways

WHEREAS, to complete the project, the Wisconsin Department of Transportation requires a declaration that no pedestrian accommodations be provided along Hart Road.

WHEREAS, due the long life expectancy of the Hart Road IH 39 overpass bridge, the structure will be constructed wider to better accommodate any future sidewalk if or when needed.

WHEREAS, the distance between buildings along both sides of Hart Road is such that it meets the criteria for absence of need for pedestrian facilities in Wisconsin Administrative Code Trans 75

NOW THERFORE BE IT RESOLVED, that the Town of Turtle desires that no pedestrian accommodations be provided with this project on the portions of the project that lie within the Town of Turtle between CTH S and IH 43.

ADOPTED THIS 13TH DAY OF MARCH, 2013.

Roger Anclam-Chairman

FILE# 8558

APR 1 2013

CITY OF BELOIT
CITY CLERK

RESOLUTION
DECLARING THAT NO PEDESTRIAN ACCOMMODATIONS BE PROVIDED AS PART OF THE IH 39 PROJECT ALONG HART ROAD IN ROCK COUNTY, WISCONSIN UNDER THE RESPONSIBILITY OF THE CITY OF BELOIT

WHEREAS, no pedestrian accommodations currently exist along these roadways; and

WHEREAS, to complete the project, the Wisconsin Department of Transportation requires a declaration that no pedestrian accommodations be provided along Hart Road; and

WHEREAS, due to the long life expectancy of the Hart Road IH 39 overpass bridge, the structure will be constructed wider to better accommodate any future sidewalk if or when needed; and

WHEREAS, the distance between buildings along both sides of Hart Road is such that it meets the criteria for absence of need for pedestrian facilities in Wisconsin Administrative Code Trans 75.

NOW, THERFORE, BE IT RESOLVED that the City of Beloit desires that no pedestrian accommodations be provided with this project on the portions of the project that lie within the City of Beloit between CTH S and IH 43.

Dated at Beloit, Wisconsin this 1st day of April, 2013.

City Council of the City of Beloit

Charles M. Haynes, President

ATTEST:

Rebecca Houseman LeMire, City Clerk

Town Of LaPrairie, Rock County, Wisconsin
Sidewalk, bicycle lane resolution, I-39 related structures

Where as the Town of LaPrairie is a rural Town with 840 residents, and
Where as Town roads currently have no sidewalks or designated bicycle lanes, and
Where as no future road plans include sidewalks or designated bicycle lanes, and
Where as current local road budgets do not allow for increased costs associated with construction and maintenance of sidewalks or designated bicycle lanes and will not for the foreseeable future,

It is hereby resolved on April 10, 2012, that the LaPrairie Town Board request that no sidewalks or designated bicycle lanes be included in the design or construction of overpasses or other structures associated with the pending I-39 / I-90 improvements in the Town of LaPrairie.

Members polled,

Allan Arndt, Chair, Aye

Scot Krebs, Supervisor, Aye

Kirk Leach, Supervisor, Aye

Archie Morton, Jr Supervisor, Aye

Jeff Waller, Supervisor, Aye

LaGena Crawford, Clerk

4/30/2012
Date

TOWN OF TURTLE

6916 South Cty Road J • Beloit, WI 53511 • Phone 608-362-0655 • Fax 608-364-1151

RESOLUTION NO. 2013-04
APPROVING EXCEPTION REQUEST FOR CREEK ROAD FUNDED BY STATE AND FEDERAL FUNDS

WHEREAS, the Creek Road overpass is part of the I-39 Corridor Widening project; and

WHEREAS, this roadway is proposed to be funded by State and Federal Funds; and

WHEREAS, in 2009, Wisconsin Act 28 created Statute 84.01 (35) which requires WisDOT to ensure that bicycle and pedestrian facilities are included in all new highway construction and reconstruction projects funded in whole or in part from certain state funds or federal funds; and

WHEREAS, Creek Road meets the bicycle facilities requirement by providing 5-foot paved shoulders but does not meet the pedestrian facility requirement; and

WHEREAS, Statue 84.01 (35) provides exception conditions under which facilities may be omitted; and

WHEREAS, the Town of Turtle has determined the distance between buildings along both sides of Hart Road is such that it meets the criteria for absence of need for pedestrian facilities; and

NOW, THERFORE BE IT RESOLVED that the Town of Turtle, Rock County, Wisconsin finds that this project meets the conditions for the exception.

ADOPTED THIS 10th DAY OF APRIL 2013.

Roger Anclam-Chairman

TOWN OF TURTLE

6916 South Cty Road J • Beloit, WI 53511 • Phone 608-362-0655 • Fax 608-364-1151

RESOLUTION NO. 2013-05
APPROVING EXCEPTION REQUEST FOR CTH S FUNDED BY STATE AND FEDERAL FUNDS

WHEREAS, the CTH S interchange is part of the I-39 Corridor Widening project; and

WHEREAS, this project will reconstruct CTH S and will construct new frontage and backage roads to improve interchange access control; and

WHEREAS, this project is proposed to be funded by State and Federal Funds; and

WHEREAS, in 2009, Wisconsin Act 28 created Statute 84.01 (35) which requires WisDOT to ensure that bicycle and pedestrian facilities are included in all new highway construction and reconstruction projects funded in whole or in part from certain state funds or federal funds; and

WHEREAS, CTH S and proposed frontage and backage roads meet the bicycle facilities requirement by providing a minimum 5-foot paved shoulder but do not meet the pedestrian facility requirement; and

WHEREAS, Statue 84.01 (35) provides exception conditions under which facilities may be omitted; and

WHEREAS, the Town of Turtle currently has no existing sidewalks anywhere in the Town; and

WHEREAS, the Town of Turtle currently has no ordinance that requires the installation of sidewalks or that requires the removal of snow and ice from sidewalks; and

WHEREAS, the Town of Turtle lacks sufficient equipment for the efficient removal of snow and ice from sidewalks; and

NOW, THERFORE BE IT RESOLVED that the Town of Turtle, Rock County, Wisconsin finds that this project meets the conditions for the exception.

ADOPTED THIS 17TH DAY OF APRIL 2013.

Roger Anclam-Chairman

www.tn.turtle.wi.gov townofturtle@charter.net

From: Todd Hertz
To: Brad Halvensleben; Jeff Smith
Subject: FW: kennedy speed limit
Date: Tuesday, October 29, 2013 7:50:31 AM

Todd Hertz, P.E.
Senior Vice President
5950 Seminole Centre Ct., Suite 200
Madison, WI 53711
Voice 608.663.1218
Fax 608.663.1226
thertz@klengineering.com

-----Original Message-----
From: townofharmony@centurytel.net [mailto:townofharmony@centurytel.net]
Sent: Monday, October 28, 2013 7:00 PM
To: Todd Hertz; Potter, Derek - DOT
Subject: kennedy speed limit

Todd and Derek,

The Harmony Town Board approved lowering the speed limit to 35 mph on Kennedy Rd starting at 500 ft north of Brentwood Dr heading south to the Janesville city limits. The ordinance notices have been posted though the signs are not in place yet.

Please let me know, if you need any copies of the documentation.

Lisa Tollefson, Clerk
Town of Harmony
5818 N Kennedy Rd
Milton WI 53563
608-868-6065
townofharmoy@centurytel.net

TOWN OF HARMONY
ORDINANCE NO. 100713D

AN ORDINANCE AMENDING CHAPTER 11 OF THE CODE OF ORDINANCES OF THE TOWN OF HARMONY, RELATING TO THE SPEED LIMIT ON KENNEDY ROAD.

RECITALS

A. Wis. Stat. § 346.57 (4) provides for a thirty-five miles per hour speed limit on any highway in a semiurban district outside the corporate limits of a city of village be set to thirty-five miles per hour.

B. The portion of Kennedy Road located 500 feet north of Brentwood Drive extending south to the city limits of the City of Janesville in the Town of Harmony is in the semiurban district outside the corporate limits of a city.

C. This section of Kennedy Road includes a curve which follows a path under Interstate 39/90. As part of the expansion and reconstruction of the overpass for Interstate 39/90 the Wisconsin Department of Transportation would like to change the design of the overpass. To make the changes desired in the design the speed limit of said portion of Kennedy Road would need to be lowered to thirty-five miles per hour. The redesign of said portion of Kennedy Road will allow the intersection of Brentwood Drive and Kennedy Road to be shifted to eliminate a blind spot for south-bound drivers on Kennedy Road turning onto Brentwood Drive.

D. The Town Board believes that the safety of residents of said portion of said road and the drivers on said road requires the reduction of the existing speed limit to thirty-five miles per hour.

NOW, THEREFORE, the Town of Harmony, County of Rock, State of Wisconsin, ordains as follows:

SECTION 1. Section 3 of Chapter 11 of the Code of Ordinances of the Town of Harmony is created as follows:

> "The speed limit on that portion of Kennedy Road in the Town of Harmony located 500 feet north of Brentwood Drive extending south to the city limits of the City of Janesville is hereby established at thirty-five miles per hour."

SECTION 2. This Ordinance shall take effect upon passage and posting as required by law.

DATE: 10/10/2013

John Bergman

John Bergman, Town Chair

CERTIFICATION

I hereby certify that the above ordinance/number 100713D was adopted by the Town Board of the Town of Harmony on the 7th day of October, 2013, and that on the 21 day of Oct., 2013, a copy of the above ordinance was posted in three places in the Town as follows:

Harmony Town Hall, 440 N Hwy 14, Janesville, WI
Fanning Excavating, 2930 N Harmony Townhall Rd, Janesville, WI
JAMC, 5021 Wright Ct., Milton WI 53563

Lisa Tollefson, Town Clerk,
Town of Harmony
Rock County, Wisconsin

Subscribed and sworn to before me this
23 day of October, 2013.
Lisa A. Marleen
exp 1/19/2014
Rock Co, WI

From:	townofharmony@centurytel.net
To:	Todd Hertz
Cc:	John Bergman
Subject:	roundabout at kennedy and brentwood dr in town of harmony
Date:	Tuesday, February 05, 2013 2:10:15 PM

Todd,

The Harmony Town Board met last night and voted to eliminate the roundabout at the intersection of Kennedy and Brentwood. They would like the intersection moved south to eliminate the blind spot for drivers heading south on Kennedy trying to turn left onto Brentwood.

The board members did not seem opposed to adding a gravel parking area for the Ice Age Trail, though this item was not officially voted on.

Please let me know, if you need any further information.

Lisa Tollefson, Clerk
Town of Harmony
5818 N Kennedy Rd
Milton WI 53563
608-868-6065
townofharmony@centurytel.net

Appendix J
WisDOT Bureau of Aeronautics Coordination

From: Hetland, Justin - DOT
Sent: Tuesday, March 11, 2014 7:41 AM
To: Grimes, Jennifer - DOT
Subject: RE: FAA Permit - IH 39 Corridor & Alternate Route [1001-10-02]

Hi Jennifer,

The best way to see if you will need to file is by going to the FAA's obstruction evaluation website and using the 'notice criteria tool' all they would have to do is plug in a lat/long, ground elevation, and object elevation above ground, the tool will do a quick check and let you know if a study is required. Here's the link:
https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm
Each place there is going to be a crane should be plugged into the tool. I know it's kind of a hassle but it's good to make sure the process is done right to avoid getting flack from the FAA. Please feel free to give me a call or email if there are questions about the notice criteria tool.

Justin M Hetland
Airspace Safety Program Manager
Department of Transportation/DTIM/Aeronautics
4802 Sheboygan Ave Room 701
Madison, WI 53707
608-267-5018 | justin.hetland@dot.wi.gov

From: Grimes, Jennifer - DOT
Sent: Monday, March 10, 2014 2:29 PM
To: Hetland, Justin - DOT
Subject: RE: FAA Permit - IH 39 Corridor & Alternate Route [1001-10-02]

Hi Justin,
I have a question about filing for our 2014 construction projects. Attached is the I-39 Corridor & Alt Route airport map (using the airport tool previously recommended) and a 2014 construction map.

The project special provisions include the following:

Airport Operating Restrictions.

The department obtained a temporary permit from Federal Aviation Administration (FAA) for the permanent installations that are included in the plans. The department will transfer the temporary permit to the contractor for additional coordination with FAA. Submit Notice of Proposed Construction or Alteration (FAA Form 7460-1) to the FAA at least 45 days before beginning construction for any equipment that will exceed 200 feet above ground level. Provide special marking and lighting of this equipment for the duration of the project as required.

If required, the FAA will include a FAA Form 7460-2, Notice of Actual Construction or Alteration, with a determination. Complete and send FAA Form 7460-2 Part 1 to the FAA at least 48 hours prior to starting the actual construction or alteration of a structure. Additionally, submit Part 2 no later than 5 days after the structure has reached its greatest height.

Contact Justin Hetland, Airspace Safety Program Manager, Bureau of Aeronautics at (608) 267-5018 (Justin.Hetland@dot.wi.gov) with any questions. Refer to the following FAA website for instructions to complete the form and the required information.

http://www.faa.gov/forms/index.cfm/go/document.information/documentID/186273

According to our structures engineer, he doesn't feel that any of the construction equipment will extend beyond the 200' above ground level (agl). "The 200' height is based upon 175' boom length sitting on top of an overpass so the boom tip is approximately 200' above the surrounding ground elevation."

So I am writing to ask you if you think I need to file now for any of our upcoming 2014 construction projects if the construction equipment is not expected to extend above the 200'.

Jenny

Jennifer Grimes
Environmental Analyst & Review Specialist
Mega Team Projects & Planning Majors Studies
WisDOT Southwest Region – Edgerton
111 Interstate Blvd, Edgerton, WI 53534
Phone 608.884.1147 | Cell 608.516.9760
jennifer.grimes@dot.wi.gov

From:	Hetland, Justin - DOT
To:	Grimes, Jennifer - DOT
Cc:	Kelly, Jerry - DOT; Brummond, Scott - DOT
Subject:	RE: FAA Permit - IH 39 Corridor
Date:	Thursday, June 20, 2013 2:58:38 PM
Attachments:	image001.png@01CE6DC4.FBC82AA0

Hi Jenny,

Jerry sent me this email chain I'd be more than happy to guide you through what you'll need to do for this project. I do not have any issues at this time with the project from a Bureau of Aeronautics standpoint. I'd like to remind you to check the FAA's OE/AAA website to see if you will be required to file any notices of proposed construction for the project, perhaps for bridge elevation changes, cranes or other types of equipment you'd use along the route. You can use the 'Notice Criteria Tool' to see if any of your equipment will require study by the FAA, here's the link: https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm
If you have any questions about this process I can assist you. Filing with the FAA is required at least 45 days prior to the start of construction to give them enough time to complete the study and issue a determination of *'no hazard to air navigation'* or *'hazard to air navigation'.* It is important to remember that these determinations are not permits to allow or deny construction, they are only advisory in nature but can weigh heavily on the decision making process of local permitting authorities to either allow or deny construction as planned. Given the location of the interstate project in relation to the airports close by, I do not foresee any complications with the FAA issuing favorable determinations for construction along this route.

On a final note, due to the proximity to the Beloit Municipal Airport, Southern Wisconsin Regional Airport, and the Jana Airport, the Bureau of Aeronautics recommends contacting these airports as a friendly heads up about your project. The airports will welcome any information you have about the use of cranes and other equipment that may affect airport operations. The contacts for the airports are Steve Stauber at the Beloit Municipal Airport 773-914-9938, Ronald Burdick at the Southern Wisconsin Regional Airport 608-757-5768, and Don Becker at the Jana Airport 608-241-8140.

As I mentioned please contact me if you have any questions especially about the FAA filing, I know that can be confusing sometimes.

Regards,

Justin M Hetland
Airspace Safety Program Manager
Department of Transportation/DTIM/Aeronautics
4802 Sheboygan Ave Room 701
Madison, WI 53707
608-267-5018 | justin.hetland@dot.wi.gov

From: Kelly, Jerry - DOT
Sent: Thursday, June 20, 2013 1:28 PM
To: Grimes, Jennifer - DOT
Cc: Hetland, Justin - DOT
Subject: RE: FAA Permit - IH 39 / Racine St. Interchange

Jenny,
I'll pass this email string on to our Airspace Coordinator, Justin Hetland. He would be the contact for bridge height and construction concerns.
Jerry

From: Grimes, Jennifer - DOT
Sent: Thursday, June 20, 2013 11:49 AM
To: Kelly, Jerry - DOT
Subject: RE: FAA Permit - IH 39 / Racine St. Interchange

Hi Jerry,
I am setting up a meeting with some staff to discuss the temporary and construction clearance process that will be needed for our I39/90 Corridor reconstruction project from the Illinois State Line – US 12/18 (Beltline) as well as several alternate route roadways that will be reconstructed/resurfaced/intersection improvements.

Any process information you can direct me to would be very helpful and if you or someone else from your office would be interested in discussing the process with me, I'd appreciate it.

Jenny

From: Grimes, Jennifer - DOT
Sent: Monday, June 03, 2013 10:34 AM
To: Oeth, James F - DOT (DTSD Consultant)
Cc: Kelly, Jerry - DOT; Waldschmidt, Jay - DOT; Potter, Derek - DOT
Subject: FW: FAA Permit - IH 39 / Racine St. Interchange

Jerry,
The special provision that was included in the final plans (attached) is consistent with my understanding of what is prepared after the initial coordination as a part of the environmental document. Is there another step to get a permanent permit that needs to be done during design?

Is it based on the height of the crane, and would only need to be applied for under certain criteria or in certain locations? I am not familiar with this process and would appreciate any guidance that you can share.

Jim,
What was done for the EA as far as coordination to BOA/FAA? Just the initial letter information them of the project? Perhaps BOA/FAA only have record of this project under the EA/FONAI WisDOT ID# 1001-07-00. Should I be having each design team submit structure info for permanent permits for crane clearance to BOA now to prevent construction delays as the project progresses?

Jenny

From: Potter, Derek - DOT
Sent: Monday, June 03, 2013 10:15 AM
To: Grimes, Jennifer - DOT
Subject: FW: FAA Permit - IH 39 / Racine St. Interchange

From: Brad Halvensleben [mailto:BHalvensleben@KLEngineering.com]
Sent: Monday, June 03, 2013 9:51 AM
To: Lucht, Jim; Potter, Derek - DOT; Chase, Wayne - DOT; 'gary.dikkers@dot.state.wi.us'; Oettinger, James - DOT
Cc: Burger, Brandan - DOT; Steiner, John - DOT; Oeth, Jim; Birrenkott, Mark; Todd Hertz
Subject: RE: FAA Permit - IH 39 / Racine St. Interchange

Attached is the special provision that was included in the 1001-03-74, STH 11/Racine Street Interchange PS&E.

Brad Halvensleben, P.E.
KL Engineering, Inc.
5950 Seminole Centre Ct. #200
Madison, WI 53711
(608) 663-1218
bhalvensleben@klengineering.com

From: Lucht, Jim [mailto:JIM.LUCHT@aecom.com]
Sent: Monday, June 03, 2013 7:54 AM
To: Lucht, Jim; 'Potter, Derek - DOT'; 'Chase, Wayne - DOT'; 'gary.dikkers@dot.state.wi.us'; 'Oettinger, James - DOT'
Cc: Brad Halvensleben; 'Burger, Brandan - DOT'; 'Steiner, John - DOT'; Oeth, Jim; Birrenkott, Mark
Subject: RE: FAA Permit - IH 39 / Racine St. Interchange

I meant to say environmental document versus PS&E. However, one flows into the other. I believe there are several bridges within the various mile ranges of an airport. A link to the FDM Procedures follows:

http://roadwaystandards.dot.wi.gov/standards/fdm/21-20.pdf

Jim Lucht, PE
Senior Project Manager
Wisconsin, Midwest Region Transportation
D 608.828.8148 C 608.279.1161
jim.lucht@aecom.com

AECOM
1350 Deming Way, Suite 100, Middleton, WI 53562-4639
T 608.836.9800 F 608.836.9767
www.aecom.com

From: Lucht, Jim
Sent: Monday, June 03, 2013 6:41 AM
To: Potter, Derek - DOT; Chase, Wayne - DOT; 'gary.dikkers@dot.state.wi.us'; Oettinger, James - DOT
Cc: 'Brad Halvensleben'; Burger, Brandan - DOT; Steiner, John - DOT; Oeth, Jim; Birrenkott, Mark
Subject: RE: FAA Permit - IH 39 / Racine St. Interchange

The following is the special provision what was given to the segment design consultants if there is a active runway within x-miles of a project. There is a segment in the FDM regarding coordination with FAA. Unfortunately I was not response for reviewing the PS&E documents for this project.

1. Equipment.

Submit Form 7460-1 to the Federal Aviation Administration at least 90 days before beginning construction for any equipment that will exceed 155 feet above ground level. Special marking and lighting of this equipment for the duration of the project may be required. Contact Gary Dikkers, Airspace Specialist, Bureau of Aeronautics at (608) 267-5018 for details and information on how to obtain Form 7460-1.

Also refer to the following FAA website for instructions to complete the form and the required information.

http://forms.faa.gov/forms/faa7460-1.pdf

Jim Lucht, PE
Senior Project Manager
Wisconsin, Midwest Region Transportation
D 608.828.8148 C 608.279.1161
jim.lucht@aecom.com

AECOM
1350 Deming Way, Suite 100, Middleton, WI 53562-4639
T 608.836.9800 F 608.836.9767
www.aecom.com

From: Potter, Derek - DOT [mailto:Derek.Potter@dot.wi.gov]
Sent: Sunday, June 02, 2013 9:06 PM

To: Chase, Wayne - DOT; 'gary.dikkers@dot.state.wi.us'; Oettinger, James - DOT
Cc: 'Brad Halvensleben'; Lucht, Jim; Burger, Brandan - DOT; Steiner, John - DOT
Subject: RE: FAA Permit - IH 39 / Racine St. Interchange

I don't know anything about this. Jim Oettinger or KL should be able to answer this question probably.

-Derek

From: Chase, Wayne - DOT
Sent: Sunday, June 02, 2013 9:00 PM
To: 'gary.dikkers@dot.state.wi.us'
Cc: 'Brad Halvensleben'; Potter, Derek - DOT; 'Lucht, Jim'; Burger, Brandan - DOT; Steiner, John - DOT
Subject: FAA Permit - IH 39 / Racine St. Interchange
Importance: High

Is anyone aware of any contact made with FAA during the design of the Racine Street overpass? Lunda is saying that it could be up to 45 days to get the necessary permit to start work.

Gary, is there anything we can do to expedite the permit process?

Wayne Chase, P.E.
Construction Project Manager
Mega Project Team
WisDOT Southwest Region
608-246-3859

From: Laremy Sacia [mailto:lsacia@lundaconstruction.com]
Sent: Friday, May 31, 2013 5:19 PM
To: Chase, Wayne - DOT
Cc: Steven Dieckhaus; Tom Braun; swkennedy@rockroads.com; Patrick Wiseley
Subject: City of Janesville - STH 11 Overpass - Junction Interchange - FAA Permit

Wayne, In the special provisions for this project it states that we must obtain and complete Federal Aviation Administration FAA Form 7460-1. No work constructing the bridge can be started until this permit is obtained or we are informed that our cranes (which will be sitting above STH 11 grade by approximately 140', are not in conflict with the air space. We contacted the FAA and they informed us it would be approximately 45 days before we would see a permit. We were also informed by FAA that they have no knowledge of this project and the new bridge has never been submitted to them for a permanent permit by WDOT.

We have discussed the FAA issues with the bridge technical committee in the past and it was discussed that is should be the designers responsibility to secure the permits prior to bid because jobs don't have the time necessary to secure these permits. However on this project that process was overlooked. This permit process is very lengthy and one that can't be violated. This schedule

for this project is very demanding and in order to complete in time we need to be on site starting construction early the week June 10. We have contacted the bureau of aeronautics but your help is needed in expediting this process or the project can't be completed in time.

We have filed for the temporary permits. Here is our request numbers.
2013-AGL-5450-OE (Pier)
2013-AGL-5451-OE (West Abutment)
2013-AGL-5452-OE (East Abutment)

Your help is needed in getting this permit process pushed through FAA. Please give me a call as soon as possible to discuss this issue in more detail.

Thanks

Laremy Sacia
Lunda Construction Company
Office 262/547-1781
Fax 262/547-3080
Cell 262/470-0103

The information in this email is confidential and may be privileged. It is intended solely for those to who it is addressed; access to anyone else is unauthorized. If this message has been sent to you in error, do not review, disseminate, distribute or copy it. Please reply to the sender that you have received the message in error, then delete it. Thank you for your cooperation.

Appendix K
WisDOT Rails and Harbors Section Coordination

Ericson, Sarah

From: Lipinski, Nathan
Sent: Friday, November 22, 2013 2:54 PM
To: gregory.baer@dot.wi.gov; Larson, Roger - DOT
Subject: I-39/90 Grade Separated Crossings
Attachments: I-39 Railroad Grade Separated Crossings.pdf

Hi Greg and Roger,

Attached is an exhibit showing the six I-39 grade separated crossings. Each crossing has the project id and let date, the name of the railroad, and the crossing number.

Have a good weekend!

Nathan Lipinski, PE, PTOE
Transportation Engineer
Middleton Office 608.828.8249
I-39/90 Edgerton Field Office 608.884.1226
nathan.lipinski@aecom.com

AECOM
1350 Deming Way, Middleton, Wisconsin 53562
T. 608.836.9800 F. 608.836.9767
www.aecom.com

IH 39/90 RAILROAD MAINLINE GRADE-SEPARATED CROSSINGS

IH 39/90
Illinois State Line to USH 12/18
Rock and Dane Counties

Nov 2013

N

WSOR
UP - Crossing Owner

Crossing No. 177337U
Estimate: 2019 Construction

1005-10-78/81
WSOR

Crossing No. 391642R
Let Date: Nov. 14, 2017

1005-10-77
WSOR

Crossing No. 3923705
Let Date: Sept. 13, 2016

1003-10-83/84
WSOR

Crossing No. 392396L
Let Date: Aug. 9, 2016

1003-10-76
UP

Crossing No. 179985L
Let Date: Sept. 12, 2017

1003-10-77
UP

Crossing No. 179985L
Let Date: Dec. 8, 2015

1003-10-81
DME
CP - Crossing Owner

Crossing No. 388204K
Let Date: Sept. 12, 2017

LEGEND

IH 39/90 Mainline Grade-Separated Crossings

Appendix L
DNR Coordination

Appendix L.1 I-39/90 Corridor Coordination

Appendix L.2 South Segment Coordination

Appendix L.3 Central Segment Coordination

Appendix L.4 North Segment Coordination

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

Scott Walker, Governor
Cathy Stepp, Secretary
Mark Aquino, Regional Director
Telephone 608-275-3266
FAX 608-275-3338
TTY Access via relay - 711

August 5, 2013

Jenny Grimes
DOT Regional Environmental Coordinator
DTSD SW Region - Madison Office
2101 Wright Street
Madison, WI 53704

Subject: **DNR Comments Re: May 30, 2013 Agency NEPA Coordination Meeting**
Project I.D. 1001-10-02
Interstate 39/90 Reconstruction
Rock and Dane Counties

Dear Ms. Grimes:

The I-39/90 Corridor Management Team hosted an environmental coordination meeting on May 30, 2013 to discuss the status of the I-39/90 design project. The purpose of the meeting was to review design modifications and discuss new environmental documents and environmental scans. The following are our comments to the information presented at the meeting, as requested. These comments do not constitute a concurrence of the project but are provided in the interest of furthering discussion and providing feedback.

Several deviations from the 2008 Environmental Assessment (EA) were presented at the meeting, although some of the changes had previously been discussed. Changes include:

- An increase in the design speed from 70 mph to 75 mph and a corresponding increase in the minimum clear zone width from 34 feet to 44 feet.
- The implementation of the Rock River TMDL along portions of the corridor that will require the use of additional storm water practices such as detention basins.
- A wider median of 84 feet will be used for the northern Rock and Dane county areas for drainage and the elimination of median cable guard to improve overall safety.
- Existing overpass profiles were not addressed in the EA and all have been determined to be deficient.
- System interchanges redesign to allow for higher design speeds have resulted in higher environmental impacts at the Beltline and I-43 interchanges.

Environmental Assessment:
The Corridor Management Team has decided to conduct an EA Re-evaluation of the entire I-39 Corridor and separate EAs for the I-43 Interchange and for the US 12/18 Beltline Interchange to further evaluate impacts at these interchanges and to inform and solicit feedback from affected parties. We support this decision.

Interstate/US 12/18 Beltline Interchange:
Projected wetland impacts resulting from the beltline interchange have increased from 2.44 acres as described in the 2008 EA to 37.01 acres of estimated impacts under current design. The wetland delineation occurring this

summer should provide a more accurate description of impacts and required avoidance and minimization will be applied that may reduce impacts. We recommend that alternatives attempt to reduce disturbance of large wetland complexes and wetlands that are of moderate or high quality. We would like to review design alternatives as they are developed. We also would like information as to whether current ramps and fill will be removed as part of this project.

I-43 Interchange:

The I-43 interchange has several alternatives, in addition to the original EA preferred alternative, currently under evaluation. We would like to see all alternatives carried forward for further study critiqued side-by-side for environmental impacts, such as Table 2 Environmental Cost Matrix.

The wetlands potentially impacted by the reconfiguration of I-43 need to be delineated, in order to better assess the alternatives being presented. In addition to the wetland delineation, we request that the prairie habitat be mapped and analyzed, as well. Although there is no regulatory authority over prairie ecosystems, we request impacts to this habitat be avoided to the greatest extent feasible. Please develop schematics with the wetland and prairie habitats clearly marked so each alternative can be evaluated for impacts. It is my understanding that the adjacent business has spent a great deal of resources to complete this prairie restoration.

Overpasses:
The Interstate improvement project will include the reconstruction of most existing overpasses, although the 2008 EA did not address impacts of their replacement. Previous field investigations likely included much of the area that may be impacted by overpass reconstruction; however additional follow up investigations may be needed as projects limits are determined.

If any of the concerns or information provided in this letter requires further clarification, please contact Eric Heggelund at 608-275-3301 or Amanda Cushman at 608-275-3485.

Sincerely,

Amanda A. Cushman

Amanda Cushman
Environmental Analysis & Review Rock County

Eric Heggelund

Eric Heggelund
Environmental Analysis & Review Dane County

CC: John Vesperman, Project Chief, I-39 Corridor Management Team.

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

Scott Walker, Governor
Cathy Stepp, Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463
TTY Access via relay - 711

December 3, 2012

Jennifer Grimes, Environmental Coordinator
Mega Team Projects & Planning Majors Studies
Wisconsin Department of Transportation
2101 Wright Street
Madison Wi 53704-2583

Subject: Wetland Delineation Concurrence - IH-39 South Segment (WI/IL Stateline to WIS O) Rock County, Project ID 1003-10-01

Dear Ms. Grimes:

We have received and reviewed the Wetland Delineation, Stream Survey and NHI Habitat Survey Report for the above referenced project. The report summarizes the results of the wetland delineation, stream survey and Natural Heritage Inventory (NHI) habitat survey. The South Segment Project corridor spans from the intersection of IH-39 and the Wisconsin and Central Railroad located south of County Road O (northern limits) to the Wisconsin and Illinois border (southern limits). The project corridor consists of existing interstate right-of–way (ROW) and 50 feet of adjacent agricultural and developed land. Crossroads at CTH P, Colley Road, Hart Road, Avalon Road /STH 11, Woodman Road, Creek Road, Shopiere Road (CTH S), and the IH-43 Interchange were also investigated as part of the IH-39 South Segment Project.

Wetlands and Waterways

Five wetland areas and one open water area were identified by Aecom scientists on May 29th, May 30th and June 6th, 2012. . The following chart identifies the wetland type delineated and the functional value of each.

Wetland Name	Wetland Type	Functional Value
R-1A	Wet Meadow (M)	Low
R-2A	Wet Meadow (M) / Riparian Wooded (RPF)	Medium
R-5	Riparian Wooded (RPF)	Medium
R-6	Riparian Wooded (RPF)	Medium
R-20	Wet Meadow (M)	Low

Six additional potential wetland areas were delineated. These wetlands were included in the original Environmental Analysis (EA). The results from the 2012 delineation indicate they no longer meet the criteria required to be a wetland. There are significant differences between the wetlands identified in the EA and this report. This report accurately describes the current on-the-ground conditions, and I find that the wetland boundaries are accurately demonstrated in this report.

In addition to the delineated wetlands there was one open water feature, a storm water detention basin. This facility is identified in the report as R-1, and is located near the rest area on the northbound IH-39. R-1 was not classified as a wetland because is functioning as an active storm water treatment facility.

A total of six waterways and one ditch were identified within the south segment corridor. The waterways were surveyed and the approximate width, bank height, water depth, substrate and adjacent land uses was recorded. The following chart identifies the waterways and specific data about each waterway.

Waterway Name	Stream width/depth	Water?	Adjacent Land Use
Intermittent Trib to Spring Brook	8 feet/unknown	no	commercial/agriculture
Intermittent Trib to Spring Brook	10 feet/unknown	no	commercial/agriculture
Spring Brook	8 feet / 1.5 feet	yes	industrial/RR bed runs
Drainage way	3 feet/1 foot	no	agriculture
Turtle Creek	50 feet/ 2 feet	yes	forest/agriculture
Intermittent Trib to Rock River	5 feet/1 foot	no	agriculture

Two waterways are granted special status because of their high quality and potential to provide habitat for endangered, threatened or special concern species. Spring Brook is classified as an Area of Special Natural Resource Interest (ASNRI). Turtle Creek is considered an Outstanding and Exceptional Resource stream. This survey information correctly identifies the waterways and drainage patterns for the south segment. These features can be viewed on the detailed maps pages, Figure 4-01 through Figure 4-12.

Natural Heritage Inventory (NHI)

A total of eight plant species were identified within the south segment corridor. Five of the eight plant species were located within prairie or fallow field habitat types. One of the eight species was found within forest and wet meadow community type. In addition to these plant species, multiple occurrences are associated with Spring Brook and Turtle Creek waterways. The area where Turtle Creek intersects with the IH-39 Corridor optimal habitat exists for additional sensitive species to occur. This area should be studied further and have detailed surveys conducted during the optimal survey period specific to the associated species. Turtle Creek Corridor also has two snakes, five fish, a turtle and a mussel species with potential of occurring within the project boundary. It is our recommendation that surveys specific to these species be conducted during the appropriate time of year. If survey work is not feasible due to time constraints, it should be assumed these species occur at the location. All necessary measures should be taken to avoid and minimize any potential impacts to these species. The Bureau of Endangered Resources (BER) needs to be contacted and consulted to determine the appropriate course of action and to possibly obtain an Incidental Take Permit, if required. Ms. Lisie Kitchell, BER Specialist, can be reached at (608) 266-5248.

In summary, we concur with the report regarding wetlands and waterways. Please let us know if additional surveys will be conducted to determine presence or absence of associated species, or if the Incidental Take Permit will be pursued. Thank you for the opportunity to review and comment on this report.

Sincerely,

Amanda A. Cushman
Environmental Analysis and Review Specialist
608-275-3485

Cc: Russ Anderson, SCR
Lisie Kitchell, CO
Simone Kolb, COE
Steve Marshall, WisDOT

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

Scott Walker, Governor
Cathy Stepp, Secretary
Mark Aquino, Regional Director
Telephone 608-275-3266
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September 20, 2013

Steve Marshall
WisDOT Project Manager- South Segment
DTSD SW Region –Madison Office
2101 Wright Street
Madison, WI 53704

Subject: **DNR Initial Project Review**:
Project I.D. 1003-10-01
I-39/90 South Segment Reconstruction
Illinois State Line to CTH O
Rock County

Dear Mr. Marshall:

The Department has received the information you provided for the proposed Interstate I-39/90 South Segment reconstruction and improvement project in Rock County. This segment extends approximately 12 miles along I-39/90 from the Illinois state line north to County O, south of Janesville. The interstate will be reconstructed and expanded to six lanes from the Illinois state line north to WIS 11 (Avalon Rd.). Eight lanes (four lanes in each direction) will continue from WIS 11 (Avalon Rd.) north to County O, south of Janesville. All interstate widening in the south segment will occur to the inside (in the current median). This segment is one of three segments of the I-39/90 reconstruction project.

Construction of the south segment will commence in 2015 and be completed by 2021. This segment will include reconstruction of grade-separated crossings and three interchanges; I-43/WIS 81 (separate EA), CTH S (Shopiere Road) and WIS 11(Avalon Road). All structures north of Cranston Road will be replaced. The interchanges at CTH S and Avalon Road are currently full-diamond configuration and will be rebuilt to the same configuration. The I-43 Interchange will be redesigned to a free-flow ramp design. Some of the initial preparation for this portion of the mainline I-39/90 reconstruction has already begun, such as the temporary widening of shoulders, ITS traffic cameras and message board installation, and the reconstruction of the WIS 11 Racine Street Interchange.

Preliminary information has been reviewed by DNR staff for the project under the DOT/DNR Cooperative Agreement. Initial comments on the project as proposed are included below, and assume that additional information will be provided that addresses all resource concerns identified.

A. Project-Specific Resource Concerns

Wetlands:

Wetland delineation was conducted along the corridor during the 2012 growing season. The wetland investigation also included a review of wetland characteristics through a Functions and Values Assessment (FVA). Written concurrence was provided with the Delineation, Stream Survey and NHI Habitat Report on December 3, 2012. As you know, unavoidable wetland impacts must be mitigated in accordance with the DOT/DNR Cooperative Agreement and the Wisconsin Department of Transportation Wetland Mitigation Banking Technical Guideline. The Department requests information regarding the amount and type of unavoidable wetland impacts at final design. Once this information is provided and all outstanding issues are resolved, final concurrence for this project will be provided. Please be aware that wetland boundaries must be re-verified after five years to assure no major alterations have occurred to the site.

Waterways:

The 12-mile Interstate 39/90 Corridor – South Segment reconstruction project in Rock County includes waterways and drainage ditch features. Two waters are of significant importance; Spring Brook is considered an Area of Special Natural Resource Interest (ASNRI), and Turtle Creek has earned an Outstanding and Exceptional Stream Classification. The following is additional information for each crossing within the corridor;

Intermittent Tributary to Spring Brook (Existing 1-48" CPCM)
This was a dry run at the time of review. It is an engineered swale to the east of the interstate. Due to this, it does not support a year–round fishery. This crossing has macro invertebrate habitat concerns only.

Intermittent Tributary to Spring Brook (Existing 1-54" CPCM)
This was also a dry run at the time of review. Same as waterway crossing #1, this is an engineered swale to the east of the interstate and also does not support a year–round fishery. This crossing has macro invertebrate habitat concerns only.

Spring Brook (Existing Two Bridges)
This waterway runs adjacent to the Canadian Pacific Rail Line. Spring Brook is considered an ASNRI waterway and should be granted special protection as such. Industrial development plays a key role in the health of this waterway. The channel is generally 8 feet wide with average banks of 1.5 feet. Rock and cobble stone make-up the substrate.

Agricultural Drainageway (3-36" CPCM)
Drainage patterns are visible from the adjacent farm fields, although it was dry at the time of review. Within I-39 ROW the channel is 3 feet wide with 1-foot banks. This drainageway is not considered a stream on the WDNR Designated Waters Map.

Turtle Creek (Existing Two Bridges)
This waterway has regional significance and has earned the designation of Outstanding and Exceptional Resource Water. A WDNR fishery survey was completed in August 2013. The report will include information regarding species found and management recommendations. This report was sent September 20, 2013. The channel is approximately 50-feet wide with an average 2-foot bank.

Intermittent Tributary to Rock River (Existing Twin Cell Box Culverts 12' by 7')
This waterway provides intermittent flow to the Rock River and is associated with one of the few wetlands present in the southern segment. The stream channel is approximately 5 feet wide with a 1-foot bank height. The substrate is a silt type bottom. No water was flowing at the time of review.

Endangered Resources (ER)

Based upon a review of the Natural Heritage Inventory (NHI) and other Department records, the following Endangered Resources have been known to occur in the project area or vicinity and could be impacted by this project. A fish survey of Turtle Creek was completed in August 2013. The results of that survey are included as a separate report forwarded to WisDOT for review. In addition to the fish survey work, there was a number of plant species identified in the June 8, 2012, letter from our Bureau of Endangered Resources Program. These species could potentially occur within the I-39 Corridor and are listed in the chart below;

Scientific Name	Common Name	State	Last Obs.	Group
Lespedeza leptostachya	Prairie Bush-clover	END	2006	Plant
Asclepias lanuginose	Wooly Milkweed	THR	1930	Plant
Echinacea pallida	Pale Purple Coneflower	THR	1983	Plant
Polygala incarnate	Pink Milkwort	END	1971	Plant
Prenanthes aspera	Rough Rattlesnake-root	END	1992	Plant
Cirsium hillii	Hill's Thistle	THR	1988	Plant
Polytaenia nuttallii	Prairie Parsley	THR	1987	Plant
Nothocalais cuspidate	Prairie False-dandelion	SC	1988	Plant
Thaspium trifoliatum	Purple Meadow-parsnip	SC	1930	Plant

The Aecom Wetland Delineation, Stream Survey and NHI Habitat Survey Report submitted in June of 2012 summarize the results of field reconnaissance completed in May and June of 2012. In this report, biologists identified and classified upland and wetland habitats within the corridor. It is our recommendation that additional surveys for these plant species be conducted during the optimal survey periods within the associated habitat types. Ms. Lisie Kitchel, Bureau of Endangered Resources, can assist you in determining which species and where specific species should be surveyed further. This will be essential to commence planning for avoidance and /or relocation to a protected species if any are found. Ms. Kitchell can be reached at 608-266-5248.

Storm Water (TMDL)

The project corridor is located in the Rock River Basin, which has a Total Maximum Daily Load (TMDL) for total phosphorus (TP) and Total suspended solids (TSS). for the southern segment, the City of Beloit and the City of Janesville , TMDL waste load allocations for TP and TSS apply to I-39/90 Reconstruction within the NR 216

Municipal Separate Sewer (MS4) permitted areas. Specific requirements of the TMDL and storm water management practices applied will be determined during the 30% and 60% design stages, and should be submitted to our office for review as a document titled Storm Water Summary. The goal is to achieve better compliance with storm water requirements, identify issues earlier on, and to encourage designers to look for opportunities to incorporate storm water facilities. Areas outside of the MS4 permitted areas are required to meet the TRANS 401 reduction requirement of 40% TSS removal.

Design Speed, Clear Zone and Median Width

At the time of the original EA, a 60-foot median was assumed. Due to significant drainage problems with this median size, an 84-foot median is required to achieve the proper drainage; this provides a median ditch flow line of 1-foot below subgrade. In addition, the larger median width would provide room for a future fourth lane without having to purchase additional right-of-way. It also allows for higher design speed while reducing crossover crashes, which is supported by FHWA. The design speed for this project has also been increased from the original 70 mph to 75 miles per hour. Subsequently, the clear zone increases from 34 feet to 44 feet resulting in tree removal in order to meet federal safety standards. Wetlands within the clear zone do not necessarily need to be filled in order to comply with federal safety regulations. If increasing the clear zone area would require a significant change in the total wetland losses for this project, we would like to evaluate the increase in order to ensure it meets the avoid and minimize requirements of NR 103 practical alternatives analysis.

Migratory birds

A survey of existing bridges and box culverts should be conducted to determine whether there is evidence of bird nesting on these structures. We recommend these surveys be conducted during final design. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service. Therefore, the project should either utilize measures to prevent nesting *(e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1)*, or should occur only between August 30 and May 1 (non-nesting season). If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable, then the U.S. Fish & Wildlife Service must be contacted to apply for a depredation permit.

To avoid impacts to nesting birds, removal of trees and shrubs which are likely to support active nests, or ground disturbance and vehicle traffic in grasslands with potential ground-nesting migratory birds, should be completed between August 30 and May 1.

Invasive species & VHS

Adequate precautions should be taken to prevent transporting or introducing invasive species via construction equipment, as provided under NR 40, Wis. Administrative Code. This website provides further information and lists those species classified as Restricted or Prohibited under NR 40: http://dnr.wi.gov/invasives/classification/.

The following Best Management Practices (BMPs) for rights-of-way provide a series of measures that will ensure reasonable precautions are taken throughout the stages of construction:
http://council.wisconsinforestry.org/invasives/transportation/pdf/ROW-Manual.pdf

For work involving water bodies:

All equipment must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions should require contractors to implement the following measures before and after mobilizing in-water equipment to prevent the spread of Viral Hemorrhagic Septicemia (VHS), Zebra Mussel, and other invasive species. Follow **STSP 107-055** Environmental Protection – Aquatic Exotic Species Control, which includes the protocol found here: http://dnr.wi.gov/fish/documents/disinfection_protocols.pdf

For up to date information on invasive species and infested waters go to:
http://dnr.wi.gov/lakes/invasives/AISByWaterbody.aspx

Floodplains

In order to meet the standards of NR 116, Floodplain Management, a hydraulic and hydrologic analysis must be conducted for the 100-year flood event for any new structure or existing structure that is not being replaced "in-kind" within a mapped floodplain. These results must be submitted to the Department and the plans for the structure must comply with the provisions of the local community's floodplain zoning ordinance. For project-specific information, please consult with the Rock County Zoning Administrator.

For areas lying outside mapped/zoned floodplain, DNR may request the results of DOT flow and backwater calculations.

Burning

If burning of brush will occur as part of this project, the contractor should be informed that it is illegal to burn materials other than clean wood. The use of oil based accelerants is also prohibited. In addition, a permit may be required to burn any material during the wildland fire season. For information regarding current fire danger and burning permit restrictions please refer to the DNR Forestry website at
http://dnr.wi.gov/topic/ForestFire/restrictions.asp

For information regarding air quality information please contact:

Tom Roushar, Air Management Section
South Central Region
3911 Fish Hatchery Road
Fitchburg, WI 53711
608-273-5603

Burning permits are available through the local DNR ranger or fire warden.

Dredging

The width and depth of all waterways must not be altered. However, a minor amount of dredging necessary to place the structure elements is permissible.

Navigation:

Placement of navigational aids during construction:
All waterways within the south segment are not used recreationally to our knowledge, with the exception of Turtle Creek. This reach of Turtle Creek may be used by recreational watercraft. It will be necessary to place navigational aids around the construction area during construction. Some types of waterway markers have special requirements for placement. A Waterway Marker Application and Permit is required to place *Danger*, *Information*, or *Navigation* (red, green, black/white or red/white striped) type buoys. To place any type of Control buoy (such as *Slow-no-wake*) or a *Boats Prohibited* buoy requires a Waterway Marker Application and Permit, along with a local ordinance authorizing the placement of these types of buoys. Adequate time should be allowed for the passage of an ordinance with the local municipality. The general steps for submission of a Waterway Marker Application and Permit are as follows:

1. Please fill out the Waterway Marker Application and Permit form: http://dnr.wi.gov/org/es/enforcement/DOCS/8700058.pdf. The Department of Transportation should be listed as the applicant.

2. Be sure to include an aerial map-diagram or engineered-diagram of the work location and the placement of the waterway markers (buoys). If proposed GPS coordinates for each buoy are not provided, then markers placed on the diagram must show distance (in feet) from each marker location and from one permanent fixture as a benchmark.

3. Provide the completed application/permit to the local municipality(ies) having jurisdictional authority over the area in which the waterway markers will be placed. They will review your plan and provide a signature if they concur.

4. Forward the signed application/permit to the Boating Program Specialist:

   Wayne Ringquist
   Wisconsin Dept. of Natural Resources
   101 S Webster Street - LE/8
   Madison WI 53703

   The Boating Program Specialist will communicate with the local Warden and Recreational Safety Warden in processing and finalizing the permit. If the permit application is incomplete or additional information is needed the Boating Program Specialist will work with the DNR's Regional DOT Liaison to resolve.

5. A final permit approval letter and copy of the signed application/permit will be sent to you by the Recreational Boating Program Specialist.

6. If a local ordinance is also required, this should be submitted at the same time as the Waterway Marker Application and Permit. Helpful guidelines to assist you in this process can be obtained by reviewing the DNR Publication "Guidelines for Creating Local Boating Ordinances and Placing Waterway Markers In Wisconsin Waters", which can be obtained at:
   http://dnr.wi.gov/org/es/enforcement/docs/WaterwayManual2008.pdf.
   The last page of this document also lists the contact information for the Regional Recreational Safety Warden, who is also available to assist with any questions.

Other Issues/Unique Features

- **Oak Wilt:**
  This project involves work that may involve cutting or wounding of oak trees. To prevent the spread of oak wilt disease, please avoid cutting or pruning of oaks from April through September. See the DNR webpage at: http://dnr.wi.gov/forestry/fh/oakWilt/index.htm#causes

- **Emerald Ash Borer:**
  This project has the potential for spreading the Emerald Ask Borer (EAB) beetle. It is illegal to move or transport ash material, the emerald ash borer, and hardwood debris (i.e. firewood) from EAB quarantined areas to a non-quarantined area without a compliance agreement issued by WI Department of Agriculture, Trade and Consumer Protection. Regulated items include cut hardwood (non-coniferous) firewood, ash logs, ash mulch or bark fragments larger than on inch in diameter, or ash nursery stock (DATCP statute 21).

  For more information regarding the EAB and quarantine areas please follow the links below.

  http://datcpservices.wisconsin.gov/eab/articleassets/WI_EAB_Quarantines_and_Locations.pdf
  http://datcpservices.wisconsin.gov/eab/index.jsp

B. Construction Site Considerations:

The following issues may be addressed in the Special Provisions and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP).

Erosion control/Stormwater

Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.

An adequate erosion control implementation plan (ECIP) for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference.

If erosion mat is used along stream banks, the department recommends that biodegradable and non-netted mat be used (e.g., Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.

Staging

Due to the immense size of this project, proper staging will be important. It is essential that ground disturbing work be conducted in smaller pieces rather than opening up large swathes of ground at one time.

Wide Ditching / Infiltration Concepts

Two concepts were included in the plans for portions of I-39 South Segment; Wide Ditching and Infiltration. Additional details for these concepts should be submitted when they are available.

Structure removal/Bridge demolition

Due to the characteristics of the waterways within the southern segment STSP 203-020, *Removing Old Structure Over Waterway With Minimal Debris*, will be adequate for these structure replacements. Please coordinate with DNR early in the design phase of the project if the bridge must be dropped into the waterway before removal.

Temporary structure

Temporary bridges may be required during construction; these locations should be identified early in the planning process and will require additional review and coordination. Please provide us with details of the proposed temporary structure (location, dimensions, material used) at your earliest convenience. In addition, please be aware that all temporary structures must comply with NR116 Floodplain Management.

Temporary Stream Channel or Culvert

If a temporary channel is needed for culvert and /or bridge construction, the channel should be lined with plastic or other non-erodible material and weighted down with clean stone. A temporary channel or culvert must be capable of carrying all stream flows during the construction period and must maintain a suitable depth and velocity to allow the passage of migrating fish and aquatic species. Fish that become stranded in dewatered areas or temporary channels should be captured and returned to the active channel immediately.

These requirements should be addressed in the special provisions and require the contractor to outline these construction methods in the ECIP.

Asbestos

A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (NR 406, 410, and 447 Wis. Adm. Code) may be required. Please refer to DOT FDM 21-35-45 and the DNR's notification requirements web page: http://www.dnr.state.wi.us/air/compenf/asbestos/reqfees.htm for further guidance on asbestos inspections and notifications. Contact Mark Davis, Air Management Specialist 608-266-3658, with questions on the form. The DNR's online notification system is available at http://www.dnr.state.wi.us/air/compenf/asbestos/notify.htm . The notification must be submitted 10 working days in advance of demolition projects.

The above comments represent the Department's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after review of plans and further consultation. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 608-275-3485.

Sincerely,

Amanda A. Cushman
Environmental Analysis & Review Specialist
South Central Region

CC: Russ Anderson, SCR
Lisie Kitchell, CO
Jenny Grimes, WisDOT
John Voorhees, Aecom

Ericson, Sarah

From: Bub, Laura A - DNR <Laura.Bub@wisconsin.gov>
Sent: Wednesday, June 18, 2014 11:35 AM
To: Grimes, Jennifer - DOT
Cc: Kitchel, Lisie E - DNR; Anderson, Russell A - DNR
Subject: DNR Wetland Delineation Concurrence for 1003-10-01, 1003-10-02, and 3621-00-06

Hi Jenny,

The Department has reviewed the wetland delineation reports dated January 28, 2014 for the following projects, and we concur with the wetland boundaries as presented.

1003-10-01: South Segment, State Line to CTH O
1003-10-02: 1-43 Interchange Reconstruction
3621-00-06: Hart Road, CTH S to CTH X

The endangered resource field reports are currently being reviewed by Department endangered resource staff, and I will provide you with any comments on those as soon as I receive them.

Laura

Laura Bub
Environmental Analysis and Review Specialist
Wisconsin Department of Natural Resources
3911 Fish Hatchery Rd., Fitchburg, WI 53711
phone: (608) 275-3485
e-mail: laura.bub@wisconsin.gov
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November 16, 2012

Jennifer Grimes, WisDOT Environmental Coordinator
Mega Team Projects & Planning Majors Studies
2101 Wright Street
Madison WI 53704-2583

Subject: **Wetland Delineation Concurrence for IH-39 Central Segment (WIS O- Rock County Line), Rock County WisDOT Project I.D. 1005-10-01**

Dear Ms. Grimes:

We have received and reviewed the Water Resources and Endangered Species Report for the Central Segment of the IH-39 Mega Project. The report includes a review of the wetlands, waterways and endangered species for the portion of the project between Dane County/Rock County Line to County Highway O (CTH O), south of Janesville. The subject portion of the I-39 expansion is located within the Townships of Fulton, Milton, Harmony and LaPrairie. The expansion includes widening the southernmost section of the central segment (USH 14 to CTH O) from four lanes to eight lanes. The remaining sections of IH-39 Central will be expanded from four lanes to six lanes. There are also four interchanges to be reconstructed in the Central Segment.

Wetlands and Waterways

Stantech Consulting Services was retained as subcontractor for KLEngineering to conduct field investigations and compile the Water Resources and Endangered Species Report for this segment. The report indicates that there are four wetland areas and six waterways within this study area. The report's wetland boundaries are significantly different from the boundaries identified within the initial Environmental Assessment (EA). These mapped boundaries match the actual existing conditions on-site. Therefore, we concur with the wetland boundaries identified in Stantech' s Delineation. A total of 0.96 acres of wetlands were delineated within the total Study Area. Please be aware if the construction of a project exceeds the five-year window that this delineation is valid for, the boundaries must be re-verified.

The report identifies five waterways within the Study Area. The two most significant waterways are the Rock River Crossing and Spring Brook, a tributary to the Rock River. The other three waters are excavated drainageways. They are ditched and poorly suited for supporting a fishery. They mainly function as a means to convey stormwater from adjacent properties. Four of these waterways were not included in the original EA. The Water Resources and Endangered Species Report accurately identifies all waterways within the IH-39 Central Study Area.

The Rock River Bridge will be reconstructed as part of the Central Segment project. As you know, we would like to be involved in the design of this structure. Lisie Kitchell, Endangered Resources Review Specialist, Kurt Welke, WDNR Fisheries Biologist, and I would like to participate in the design of this structure. We will provide input to the design team regarding the piers, stormwater drainage, and impacts to habitat & navigation. In addition, there is habitat for the Greater Redhorse (*Moxostoma valenciennesi*) present beneath the bridge. Please see the next page for additional guidance on this issue.

Endangered Resources

There were no endangered, threatened or special concern species identified during the field survey work. The Natural Heritage Inventory (NHI) Database indicated 12 plant species, 2 fish species and 1 natural community potentially could be located within the Central Study Area. Due to significantly degraded conditions within the IH-39 Corridor, none of these rare or endangered species exist within this segment today. There is the possibility that one of the two fish species may still be found in the Rock River; the correct habitat conditions exist to support the species. Therefore, you should apply for an incidental take permit from our Bureau of Endangered Resources (BER). Lisie Kitchell can assist you in the assembling the required information and submitting an application. She can be reached at (608) 266-5248.

Thank you for opportunity to review and comment on the Water Resources and Endangered Species Report. I look forward to working with you through the next stages of project development. Please do not hesitate to contact me if you have any questions or concerns.

Sincerely,

Amanda A. Cushman
Environmental Analysis and Review Specialist
608-275-3485

Cc; Russ Anderson, WDNR SCR
Jim Oettinger, WisDOT SW
Simone Kolb, U.S. Army Corps of Engineers

Canfield, Amy

From: Cushman, Amanda A - DNR <Amanda.Cushman@wisconsin.gov>
Sent: Monday, October 14, 2013 12:57 PM
To: Grimes, Jennifer - DOT
Cc: Potter, Derek - DOT; toddhertz@kjohnsonengineers.com
Subject: RE: 1005-10-01 I-39 Central Segment, Addendum to Water Resources & Endangered Species Report (9/23/13) - DNR concurrence (10/14/13)

Hello Jenny-

I have reviewed this addendum to the 2012 I-39 Central Segment Water Resource & Endangered Species Report, and concur with the findings in the report.

Thank you for supplementing the original report to include this additional area.

Amanda

Amanda A. Cushman
Environmental Analysis and Review Specialist
South Central Region
Wisconsin Department of Natural Resources
(☎) phone: (608) 275-3485
(☎) fax: (608) 275-3338
(✉) e-mail: Amanda.Cushman@Wisconsin.gov
Website: dnr.wi.gov
Find us on Facebook: www.facebook.com/WIDNR

From: Grimes, Jennifer - DOT
Sent: Monday, October 07, 2013 7:56 AM
To: Cushman, Amanda A - DNR
Cc: Potter, Derek - DOT; Todd Hertz (THertz@KLEngineering.com); DOT I39 Project
Subject: 1005-10-01 I-39 Central Segment, Addendum to Water Resources & Endangered Species Report (9/23/13)

Amanda,

Attached is the I-39 Central Segment Addendum for the wetlands, steams and threatened & endangered species survey conducted during the 2013 growing season for areas that are proposed to be impacted by the corridor project that were outside of the full wetland delineation area completed in 2012. No water resources were identified and no plant or animal species, or natural communities were encountered.

<< File: 1005-10-01 Wetland & T&E species Addendum Letter Central Segment 9-23-13.pdf >>
Please provide any comments or concurrence on the 2013 update at your convenience.

Thanks,
Jenny

Jennifer Grimes
Environmental Analyst & Review Specialist

Mega Team Projects & Planning Majors Studies
WisDOT Southwest Region – Madison
2101 Wright Street, Madison, WI 53704
Phone 608.246.3823
jennifer.grimes@dot.wi.gov

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October 16, 2013

Jim Oettinger
DOT PDS Project Manager
DTSD SW Region – Madison Office
2101 Wright Street
Madison, WI 53704

Subject: **DNR Initial Project Review**:
Project I.D. 1005-10-01
I-39 Central Segment
Dane/Rock County Line to CTH O
Rock County

Dear Mr. Oettinger:

The Department has received the information you provided for the proposed Interstate I-39/90 Central Segment reconstruction and improvement project in Rock County. This segment extends approximately 16-miles along I-39/90 from the Dane / Rock County Line to CTH O, just south of Janesville. The interstate will be reconstructed and expanded to six lanes from Dane County Line to CTH O. This will include three 12-foot travel lanes with inside and outside shoulders each 12-feet, as well. The exception to the six-lane expansion is through the urban Janesville area where the expansion will include an additional lane in each direction, making a total of eight 12-foot travel lanes. The majority of this expansion will occur within the existing right-of-way (ROW), although some temporary limited easements will be required.

Construction for the central segment has begun this year with the STH 11, Racine Street Interchange. The central segment is expected to be completed by 2020. This segment will include reconstruction of grade-separated crossings and four interchanges; STH 59 (Newville), STH 26, USH 14 and STH 11 (Racine Street). All structures within this segment will be replaced. All the interchanges are currently a variation of the cloverleaf design and will be rebuilt to a diamond interchange with roundabouts, signals and/or collector-distributor roads.

Preliminary information has been reviewed by DNR staff for the project under the DOT/DNR Cooperative Agreement. Initial comments on the project as proposed are included below and assume that additional information will be provided that addresses all resource concerns identified.

A. Project-Specific Resource Concerns

Public Lands

LWCF Funded Lands:

An existing stub of the Ice Age Trail (IAT) that extends under I-39/90 on the eastside of Kennedy Road will most likely be re-aligned as part of the reconstruction of the 1-39 Bridge over Kennedy Road. WisDOT has asked about whether a 6(f) component applies to this section of the trail. After consulting with Lavane Hessler, NR Financial Assistance Specialist, and Dana White-Quam, Parks and Recreation Specialist, we have determined that this section of the IAT does not fall under the LWCF designation and that this "6(f)" requirement will not apply to this relocation.

Section 6(f) of the federal Land and Water Conservation Act requires that special steps be taken when land acquired with funds using LWCF (*aka* LAWCON) funding is converted from a recreational use to any other use (e.g., highway right-of-way). These lands must be replaced with property of equal market value as well as equivalent usefulness and location. The Department, together with the National Park Service, administers this program.

Federal Highway Administration has determined that Section 4(f) does apply to the IAT at Kennedy Road. U.S. Dept. of Transportation "Section 4(f)" process for federally funded transportation projects that impact various types of public parks, wildlife refuges, and recreation areas. This requirement is coordinated by state and federal transportation departments. Please provide our department with future correspondence regarding this determination and any coordination that may occur regarding this determination.

Wetlands:

Wetland Delineation was conducted along the corridor during the 2012 growing season. The wetland investigation included a review of endangered resources, including plant species and habitat field surveys. Written concurrence was granted on November 16, 2012. There are minimal wetland concerns with this project. A total of 0.96 acres of wetlands were identified in the 2012 delineation. Based on the information provided, only 0.40 acres of wetland impacts will occur as part of the central segment project. As you know, unavoidable wetland impacts must be mitigated for in accordance with the DOT/DNR Cooperative Agreement and the Wisconsin Department of Transportation Wetland Mitigation Banking Technical Guideline. The Department requests information regarding the amount and type of unavoidable wetland impacts at final design. Once this information is provided and all outstanding issues are resolved, final concurrence for this project will be provided. Please be aware that wetland boundaries must be re-verified after five years to assure no major alterations have occurred to the site.

Waterways:

The 16-mile Interstate 39/90 Corridor – Central Segment reconstruction project in Rock County includes waterways and drainage features. Six waterways were identified and delineated during the 2012 field investigations. The R-22 through R-25 numbers are associated with details from the water resource report. The following is information for each crossing within the central corridor;

R-22 Ditched Drainageway- conveys stormwater drainage from commercial properties, Bank width 3 feet, 0.5 feet to one foot bank height, Substrate is mineral soil, no water flowing at time of investigation.

R-23 Ditched Drainageway- conveys stormwater drainage from commercial properties, Bank height 5 feet, 0.5 feet bank height, Mineral soil and gravel substrate, no water flowing at the time of the investigation.

R-24 Ditched Drainageway- conveys stormwater drainage from commercial properties, Bank height 3 to 4 feet, 1.5 to 3 feet bank height, Mineral soil and rock substrate, no water flowing at the time of the investigation.

R-25 Ditched Drainageway- conveys stormwater drainage from commercial properties, Bank height 1 to 1.5 feet, 0.5 to 1 feet bank height, Mineral soil substrate, no water flowing at the time of the investigation.

Spring Brook (intermittent stream) – Spring Brook is considered an ASNRI waterway and should be granted special protection as such. Industrial development plays a key role in the health of this waterway. The channel is ten to twenty feet wide with average banks of 3 feet. Gravel, rock and silt makeup the substrate of this stream.

Rock River – The Rock River is a waterway with regional significance. It provides recreational opportunities for fishing, boating, and swimming. It is a major economic draw for tourism dollars. The channel water depth ranges from 1 to 8 feet deep at the I-39 crossing. The substrate was sampled and revealed rock, cobble and sand throughout sample point of the study area. An aquatic resource review was conducted to reveal whether suitable habitat for two threatened fish species were present in the vicinity of the I-39 Bridge. The report revealed that habitat was present to support one of the species and construction dates will be tailored to avoid impacting its spawning period. Please see fisheries and endangered resources section of this letter for more information regarding the avoidance dates.

Endangered Resources (ER)
Based upon a review of the Natural Heritage Inventory (NHI) and other Department records, the following Endangered Resources have been known to occur in the project area or vicinity and could be impacted by this project. These species observances occurring after the year 1930 are listed in the chart below;

Scientific Name	Common Name	State Status	Last Obs.	Group
Moxostoma Valenciennesi	Greater Redhorse	THR	2006	Fish
Dry-Mesic Prairie	Dry-Mesic Prairie	NA	1983	Community
Nothocalais cuspidate	Prairie False Dandelion	SC	1988	Plant
Lespedeza leptostachya	Prairie Bush Clover	END	2006	Plant
				Plant
Asclepias lanuginosa	Wooly Milkweed	THR	1930	Plant
Echinacea pallida	Pale Purple Coneflower	THR	1983	Plant
Polygala incarnate	Pink Milkwort	END	1971	Plant
Prenanthes aspera	Rough Rattlesnake-root	END	1992	Plant
Cirsium hillii	Hill's Thistle	THR	1988	Plant
Polytaenia nuttallii	Prairie Parsley	THR	1987	Plant

The I-39 Central Segment Water and Endangered Resources Report included survey work for these plant species. Due to degraded conditions within the interstate corridor none of these plant species occur today, therefore no further coordination will be required.

The habitat conditions at the Rock River bridge are capable of supporting the Greater Redhorse therefore the spawning period of May through June should be avoided. It has been recommended that the Greater Redhorse be delisted by our endangered resource program because the species appears stable within multiple watersheds throughout Wisconsin. The administrative rule process to make this change permanent is now underway. If work must be conducted during this time period and the species has not been de-listed by the PS & E date, apply for an incidental take permit through our Natural Heritage Program. Ms. Lisie Kitchell, Bureau of Natural Heritage, can assist you in an incidental take permit, if necessary. She can be reached at 608-266-5248.

Storm water (TMDL)

The project corridor is located in the Rock River Basin, which has a Total Maximum Daily Load (TMDL) for total phosphorus (TP) and Total suspended solids (TSS). The central segment includes portions of the City of Janesville where TMDL waste load allocations for TP and TSS apply to NR 216 Municipal Separate Sewer (MS4) permitted area. Specific requirements of the TMDL and storm water management practices applied will be determined during the 30% and 60% design stages, and should be submitted to our office for review as a document titled Storm Water Summary. The goal is to achieve better compliance with storm water requirements, identify issues earlier on, and to encourage designers to look for opportunities to incorporate storm water facilities. Areas outside of the MS4 permitted areas are required to meet the TRANS 401 reduction requirement of 40% TSS removal.

Design Speed, Clear Zone and Median Width

At the time of the original EA, a 60-foot median was assumed. Due to significant drainage problems with this median size, an 84-foot median is required to achieve the proper drainage; this provides a median ditch flow line of 1-foot below subgrade. In addition, the larger median width would provide room for a future fourth lane without having to purchase additional right-of-way. It also allows for higher design speed while reducing

crossover crashes, which is supported by FHWA. The design speed for this project has also been increased from the original 70 mph to 75 miles per hour. Subsequently, the clear zone increases from 34 feet to 44 feet resulting in tree removal in order to meet federal safety standards. Wetlands within the clear zone do not necessarily need to be filled in order to comply with federal safety regulations. If increasing the clear zone area would require a significant change in the total wetland losses for this project, we would like to evaluate the increase in order to ensure it meets the avoid and minimize requirements of NR 103 practical alternatives analysis.

Fisheries/Stream work

Rock River is a smallmouth bass fishery. In order to protect developing fish eggs and substrate for aquatic organisms, all instream work that could adversely impact water quality should be undertaken between July 1st and September 15th.

Culverts/Aquatic organism passage

The invert elevations of the existing and proposed structure(s) should be specified in the plans.

The culvert should be set in such a manner that it does not cause stream fragmentation and allows fish and other aquatic organisms to migrate upstream and downstream during low-flow conditions. This requires that the invert be set an adequate distance below the final streambed elevation to allow a natural and continuous streambed condition to occur. A gravel bed substrate may be installed in the culvert to obtain this condition. The desired end-result is that during high-flow conditions, the stream does not cause a large pool (scour hole) to develop at the downstream edge of the structure. Such a pool can act as an impassable barrier to aquatic organisms during low-flow conditions.

Migratory birds

Based on the information provided, there is evidence of past migratory bird nesting on the existing structure at the Rock River Crossing. All other crossings should be inspected prior to construction for potential migratory bird nests. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service. Therefore, the project should either utilize measures to prevent nesting *(e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1)*, or should occur only between August 30th and May 1st (non-nesting season). If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable then the U.S. Fish & Wildlife Service must be contacted to apply for a depredation permit.

Invasive species & VHS

Adequate precautions should be taken to prevent transporting or introducing invasive species via construction equipment, as provided under NR 40, Wis. Administrative Code. This website provides further information and lists those species classified as Restricted or Prohibited under NR 40: http://dnr.wi.gov/invasives/classification/.

The following Best Management Practices (BMPs) for rights-of-way provide a series of measures that will ensure reasonable precautions are taken throughout the stages of construction:
http://council.wisconsinforestry.org/invasives/transportation/pdf/ROW-Manual.pdf

For work involving waterbodies:

All equipment must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions should require contractors to implement the following measures before and after mobilizing in-water equipment to prevent the spread of Viral Hemorrhagic Septicemia (VHS), Zebra Mussel, and other invasive species. Follow **STSP 107-055** Environmental Protection – Aquatic Exotic Species Control, which includes the protocol found here: http://dnr.wi.gov/fish/documents/disinfection_protocols.pdf

For up to date information on invasive species and infested waters go to
http://dnr.wi.gov/lakes/invasives/AISByWaterbody.aspx

Floodplains

A determination must be made as to whether the project lies within a mapped/zoned floodplain. In order to meet the standards of NR 116, Floodplain Management, a hydraulic and hydrologic analysis must be conducted for the 100-year flood event for any new structure or existing structure that is not being replaced "in-kind" within a mapped floodplain. These results must be submitted to the Department and the plans for the structure must comply with the provisions of the local community's floodplain zoning ordinance. For project-specific information, please consult with the Rock County Zoning Administrator.

For areas lying outside mapped/zoned floodplain, DNR may request the results of DOT flow and backwater calculations.

Burning

If burning of brush will occur as part of this project, the contractor should be informed that it is illegal to burn materials other than clean wood. The use of oil based accelerants is also prohibited. In addition, a permit may be required to burn any material during the wildland fire season. For information regarding current fire danger and burning permit restrictions please refer to the DNR Forestry website at
http://dnr.wi.gov/topic/ForestFire/restrictions.asp

For information regarding air quality information please contact:

Tom Roushar, Air Management Section
South Central Region
3911 Fish Hatchery Road
Fitchburg, WI 53711 608-273-

Burning permits are available through the local DNR ranger or fire warden.

Dredging

The width and depth of all waterways must not be altered. However, a minor amount of dredging necessary to place the structure elements is permissible.

Navigation:

Placement of navigational aids during construction:

This reach of Rock River is regularly used by recreational watercraft. It will be necessary to place navigational aids around the construction area during construction. Some types of waterway markers have special requirements for placement. A Waterway Marker Application and Permit is required to place *Danger, Information*, or *Navigation* (red, green, black/white or red/white striped) type buoys. To place any type of Control buoy (such as *Slow-no-wake*) or a *Boats Prohibited* buoy requires a Waterway Marker Application and Permit, along with a local ordinance authorizing the placement of these types of buoys. Adequate time should be allowed for the passage of an ordinance with the local municipality. The general steps for submission of a Waterway Marker Application and Permit are as follows:

1. Please fill out the Waterway Marker Application and Permit form: http://dnr.wi.gov/org/es/enforcement/DOCS/8700058.pdf. The Department of Transportation should be listed as the applicant.

2. Be sure to include an aerial map-diagram or engineered-diagram of the work location and the placement of the waterway markers (buoys). If proposed GPS coordinates for each buoy are not provided, then markers placed on the diagram must show distance (in feet) from each marker location and from one permanent fixture as a benchmark.

3. Provide the completed application/permit to the local municipality(ies) having jurisdictional authority over the area in which the waterway markers will be placed. They will review your plan and provide a signature if they concur.

4. Forward the signed application/permit to the Boating Program Specialist:

   Wayne Ringquist
   Wisconsin Dept. of Natural Resources
   101 S Webster Street - LE/8
   Madison WI 53703

   The Boating Program Specialist will communicate with the local Warden and Recreational Safety Warden in processing and finalizing the permit. If the permit application is incomplete or additional information is needed the Boating Program Specialist will work with the DNR's Regional DOT Liaison to resolve.

5. A final permit approval letter and copy of the signed application/permit will be sent to you by the Recreational Boating Program Specialist.

6. If a local ordinance is also required, this should be submitted at the same time as the Waterway Marker Application and Permit. Helpful guidelines to assist you in this process can be obtained by reviewing the DNR Publication "Guidelines for Creating Local Boating Ordinances And

Placing Waterway Markers In Wisconsin Waters", which can be obtained at:
http://dnr.wi.gov/org/es/enforcement/docs/WaterwayManual2008.pdf.
The last page of this document also lists the contact information for the Regional Recreational Safety Warden, who is also available to assist with any questions.

Other Issues

- **Oak Wilt:**
  This project involves work that may involve cutting or wounding of oak trees. To prevent the spread of oak wilt disease, please avoid cutting or pruning of oaks from April through September. See the DNR webpage at: http://dnr.wi.gov/forestry/fh/oakWilt/index.htm#causes

- **Emerald Ash Borer:**
  This project has the potential for spreading the Emerald Ask Borer (EAB) beetle. It is illegal to move or transport ash material, the emerald ash borer, and hardwood debris (i.e. firewood) from EAB quarantined areas to a non-quarantined area without a compliance agreement issued by WI Department of Agriculture, Trade and Consumer Protection. Regulated items include cut hardwood (non-coniferous) firewood, ash logs, ash mulch or bark fragments larger than on inch in diameter, or ash nursery stock (DATCP statute 21).

  For more information regarding the EAB and quarantine areas please follow the links below.

  http://datcpservices.wisconsin.gov/eab/articleassets/WI_EAB_Quarantines_and_Locations.pdf
  http://datcpservices.wisconsin.gov/eab/index.jsp

B. Construction Site Considerations:

The following issues may be addressed in the Special Provisions and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP).

Erosion control/Stormwater

Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.

An adequate erosion control implementation plan (ECIP) for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference.

If erosion mat is used along stream banks, the department recommends that biodegradable and non-netted mat be used (e.g., Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.

Due to immense nature of this project proper staging will be important. It is essential that ground disturbing activities be conducted in smaller pieces rather than opening up large swathes of ground at one time.

Structure removal/Bridge demolition

Due to the nature of recreation at the Rock River Crossing and the potential hazard to human and aquatic life STSP 203-025, *Removing Old Structure over Waterway with Debris Capture System*, should be utilized for this project. Please present a structural removal plan to our department as one becomes available.

Temporary Stream Channel or Culvert

If a temporary channel is needed for structure construction, the channel should be lined with plastic or other non-erodible material and weighted down with clean stone. A temporary channel or culvert must be capable of carrying all stream flows during the construction period and must maintain a suitable depth and velocity to allow the passage of migrating fish and aquatic species. Fish that become stranded in dewatered areas or temporary channels should be captured and returned to the active channel immediately.

These requirements should be addressed in the special provisions and require the contractor to outline these construction methods in the ECIP.

Asbestos

A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (NR 406, 410, and 447 Wis. Adm. Code) may be required. Please refer to DOT FDM 21-35-45 and the DNR's notification requirements web page: http://www.dnr.state.wi.us/air/compenf/asbestos/reqfees.htm for further guidance on asbestos inspections and notifications. Contact Mark Davis, Air Management Specialist 608-266-3658, with questions on the form. The DNR's online notification system is available at http://www.dnr.state.wi.us/air/compenf/asbestos/notify.htm . The notification must be submitted 10 working days in advance of demolition projects.

The above comments represent the Department's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after review of plans and further consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 608-275-3485.

Sincerely,

Amanda A. Cushman
Environmental Analysis & Review Specialist
South Central Region

CC: Russ Anderson - SCR
Lisie Kitchell, CO
Dana White-Quam- SCR
Lavane Hessler - NR
Stacey Marshall – COE

Ericson, Sarah

From: Heggelund, Eric P - DNR <Eric.Heggelund@wisconsin.gov>
Sent: Monday, December 23, 2013 8:18 AM
To: Grimes, Jennifer - DOT
Cc: Potter, Derek - DOT
Subject: FW: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation

Jenny,

Looks like our trails and Ice Age Trails people are ok with the proposed plan. Let me know if you need anything else.

Cheers,

Eric

From: White-Quam, Dana M - DNR
Sent: Friday, December 20, 2013 11:17 AM
To: Heggelund, Eric P - DNR; Hessler, Lavane J - DNR
Subject: RE: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation

Eric, I sent this to our partners at IAT and others for comment. They are o.k. with the proposed plan.

Thanks for keeping us in the loop.
Dana

Dana White Quam
District Park Specialist
3911 Fish Hatchery Road
Fitchburg, WI 53711
608-275-3302
608-275-3338 fax
http://www.facebook.com/WIDNR

Customer service is important to us. Please tell us how we are doing.
Land Division Customer Service Survey
http://www.surveymonkey.com/s/LandDivision

From: Heggelund, Eric P - DNR
Sent: Tuesday, December 17, 2013 3:34 PM
To: Hessler, Lavane J - DNR; White-Quam, Dana M - DNR
Subject: FW: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation

Lavane and Dana,

FYI - A follow up to my e-mail this morning. Disruption of the Spring Brook trail in Janesville during construction will be minimal.

Thanks,

Eric

From: Grimes, Jennifer - DOT
Sent: Tuesday, December 17, 2013 3:30 PM
To: Heggelund, Eric P - DNR
Subject: RE: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation

Eric,
I received the response below from the project team. Any closure or rerouting of the trail would be less than the duration of the overall construction project at either location, with an attempt to keep the trail open during construction except for closures of short duration for safety of users. If you have any recommendations for trail detours or alternate routes, please let us know in your response.

Thanks for the quick responses on all of the Rock County projects that I have sent your way!! It will be nice to finish the year with this information ready to be included in the EA Re-Evaluation documentation.

Jenny

> **From:** Todd Hertz [mailto:THertz@KLEngineering.com]
> **Sent:** Tuesday, December 17, 2013 3:08 PM
> **To:** Grimes, Jennifer - DOT; Brad Halvensleben
> **Cc:** Potter, Derek - DOT
> **Subject:** RE: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation
>
> We will try to keep the trail open during construction. We are very early in the design process and have not looked at constructability in detail. There will need to be some short term closures, a couple of days, to remove the existing bridges and set the girders for the new bridges. We'll have a better idea later next year.
>
> Todd Hertz, P.E.

From: Heggelund, Eric P - DNR
Sent: Tuesday, December 17, 2013 11:07 AM
To: Grimes, Jennifer - DOT
Subject: RE: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation

Jenny,

I have forwarded your question on to Lavane. I don't anticipate an issue with a new trail connection. A potential issue with the bridge may be closure of the trail during construction. In anticipation of Lavane's question – do you know how long the trail may be closed or if there would be a detour or alternate route users could take during construction?

Eric

From: Grimes, Jennifer - DOT
Sent: Tuesday, December 10, 2013 12:34 PM
To: Heggelund, Eric P - DNR
Cc: Anderson, Russell A - DNR; Potter, Derek - DOT; Brad Halvensleben; DOT I39 Project
Subject: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation

Eric,
In the DNR 10/16/13 Initial Comment Letter for the I-39 Central Segment (attached), the Ice Age Trail crossing was determined to NOT fall under the LWCF designation and 6(f) requirements will not apply to the trail relocation.

There are also 2 crossings of Spring Brook Trail that I would like to request a DNR review to see if Section 6(f) would apply to the modifications proposed to the trails for the I-39 Central Segment.

A summary of each location is below.

It appears Amanda intended to add the US 14 trail crossing information into Central Segment initial comment letter, but it was left out. Pervious coordination (10/1/13) for the US 14 trail crossing is attached to this email.

1. Spring Brook Trail & US 14	US 14 crossing of trail was not addressed in the initial letter. Additional info sent to on 10/1/13. The Spring Brook Trail within the City of Janesville extends from Wright Road on the north USH 14, then travels north behind the business development on the east side of Deerfield Drive. The City has requested that we study an option to add a multi-use path on the nort USH 14 from the Spring Brook Trail to the west side of I-39/90. It is currently proposed tha addition of this path would match, and not impact, the existing Spring Brook Trail.

The I-39 trail crossing info is summarized in the email below (10/31/13) from Brad Halvensleben and a plan sheet is attached.

2. Spring Brook Trail & I-39	There is also an existing trail that crosses under I-39 at Spring Brook. The existing northbound and southbound bridges will be reconstructed which will impact the exi Spring Brook Trail. The trail is proposed to be replaced in the same location, on th side of Spring Brook.

Please let me know if you need any additional information to review the Spring Brook Trail crossing locations at US 14 and I-39, as well as if they either or both fall under the LWCF designation and if 6(f) requirements would apply to the trail relocations.

Jenny

Jennifer Grimes
Environmental Analyst & Review Specialist
Mega Team Projects & Planning Majors Studies
WisDOT Southwest Region – Edgerton
111 Interstate Blvd, Edgerton, WI 53534
Phone 608.884.1147 | Cell 608.516.9760
jennifer.grimes@dot.wi.gov

(10/28/13: please note my new phone number and office location)

From: Brad Halvensleben [mailto:BHalvensleben@KLEngineering.com]
Sent: Thursday, October 31, 2013 4:30 PM

To: Grimes, Jennifer - DOT
Cc: Potter, Derek - DOT; DOT I39 Project; Todd Hertz
Subject: RE: I-39 Central Segment Trail Impacts

Jenny,
As previously discussed, there is also an existing trail that crosses under I-39 at Spring Brook. I have attached a PDF which shows the location of the trail and the existing and proposed bridge plans which show how the trail crosses under I-39.

The existing I-39 northbound and southbound bridges will be reconstructed which will impact the existing Spring Brook Trail. The trail is proposed to be placed in the same location, on the north side of Spring Brook. The existing plan shows the bridge looking east and proposed bridge section is looking west which is why the trail appears to be on opposite sides. Let me know if you need any other information.

Brad Halvensleben, P.E.
KL Engineering, Inc.
5950 Seminole Centre Ct. #200
Madison, WI 53711
(608) 663-1218
bhalvensleben@klengineering.com

Ericson, Sarah

From: Heggelund, Eric P - DNR <Eric.Heggelund@wisconsin.gov>
Sent: Wednesday, December 18, 2013 8:51 AM
To: Grimes, Jennifer - DOT
Subject: FW: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation

Jenny,

There are no 6(f) concerns with the Spring Brook Trail. I'll let you know if Dana has any comments.

Thanks,

Eric

From: Hessler, Lavane J - DNR
Sent: Wednesday, December 18, 2013 8:40 AM
To: Heggelund, Eric P - DNR; White-Quam, Dana M - DNR
Subject: RE: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation

Hi,

I looked back in my records and there is no 6f involved in this project.

It looks like they are addressing trail use during the construction phase which would be an important element I would have been looking at.

So I have no issues on my end.

Lavane Hessler
Stewardship & LWCF Grant Manager
Bureau of Facilities and Lands
Wisconsin Department of Natural Resources

(☎) phone: (608) 267-0497 or (715) 839-3709
(✉) e-mail: lavane.hessler@wisconsin.gov

Customer service is important to us. Please tell us how we are doing.
Land Division Customer Service Survey
http://www.surveymonkey.com/s/LandDivision

From: Heggelund, Eric P - DNR
Sent: Tuesday, December 17, 2013 3:34 PM
To: Hessler, Lavane J - DNR; White-Quam, Dana M - DNR
Subject: FW: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation

Lavane and Dana,

FYI - A follow up to my e-mail this morning. Disruption of the Spring Brook trail in Janesville during construction will be minimal.

Thanks,

Eric

From: Grimes, Jennifer - DOT
Sent: Tuesday, December 17, 2013 3:30 PM
To: Heggelund, Eric P - DNR
Subject: RE: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation

Eric,
I received the response below from the project team. Any closure or rerouting of the trail would be less than the duration of the overall construction project at either location, with an attempt to keep the trail open during construction except for closures of short duration for safety of users. If you have any recommendations for trail detours or alternate routes, please let us know in your response.

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Jenny

> **From:** Todd Hertz [mailto:THertz@KLEngineering.com]
> **Sent:** Tuesday, December 17, 2013 3:08 PM
> **To:** Grimes, Jennifer - DOT; Brad Halvensleben
> **Cc:** Potter, Derek - DOT
> **Subject:** RE: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation
>
> We will try to keep the trail open during construction. We are very early in the design process and have not looked at constructability in detail. There will need to be some short term closures, a couple of days, to remove the existing bridges and set the girders for the new bridges. We'll have a better idea later next year.
>
> Todd Hertz, P.E.

From: Heggelund, Eric P - DNR
Sent: Tuesday, December 17, 2013 11:07 AM
To: Grimes, Jennifer - DOT
Subject: RE: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation

Jenny,

I have forwarded your question on to Lavane. I don't anticipate an issue with a new trail connection. A potential issue with the bridge may be closure of the trail during construction. In anticipation of Lavane's question – do you know how long the trail may be closed or if there would be a detour or alternate route users could take during construction?

Eric

From: Grimes, Jennifer - DOT
Sent: Tuesday, December 10, 2013 12:34 PM
To: Heggelund, Eric P - DNR
Cc: Anderson, Russell A - DNR; Potter, Derek - DOT; Brad Halvensleben; DOT I39 Project
Subject: 1005-10-01 I-39 Central Segment: Trail Impacts - Spring Brook Trail at US 14 and I-39, Section 6(f) determination requested for the I-39 EA Re-Evaluation

Eric,
In the DNR 10/16/13 Initial Comment Letter for the I-39 Central Segment (attached), the Ice Age Trail crossing was determined to NOT fall under the LWCF designation and 6(f) requirements will not apply to the trail relocation.

There are also 2 crossings of Spring Brook Trail that I would like to request a DNR review to see if Section 6(f) would apply to the modifications proposed to the trails for the I-39 Central Segment.

A summary of each location is below.

It appears Amanda intended to add the US 14 trail crossing information into Central Segment initial comment letter, but it was left out. Pervious coordination (10/1/13) for the US 14 trail crossing is attached to this email.

1. Spring Brook Trail & US 14	US 14 crossing of trail was not addressed in the initial letter. Additional info sent to on 10/1/13. The Spring Brook Trail within the City of Janesville extends from Wright Road on the north USH 14, then travels north behind the business development on the east side of Deerfield Drive. The City has requested that we study an option to add a multi-use path on the nort USH 14 from the Spring Brook Trail to the west side of I-39/90. It is currently proposed tha addition of this path would match, and not impact, the existing Spring Brook Trail.

The I-39 trail crossing info is summarized in the email below (10/31/13) from Brad Halvensleben and a plan sheet is attached.

2. Spring Brook Trail & I-39	There is also an existing trail that crosses under I-39 at Spring Brook. The existing northbound and southbound bridges will be reconstructed which will impact the exi Spring Brook Trail. The trail is proposed to be replaced in the same location, on th side of Spring Brook.

Please let me know if you need any additional information to review the Spring Brook Trail crossing locations at US 14 and I-39, as well as if they either or both fall under the LWCF designation and if 6(f) requirements would apply to the trail relocations.

Jenny

Jennifer Grimes
Environmental Analyst & Review Specialist
Mega Team Projects & Planning Majors Studies
WisDOT Southwest Region – Edgerton
111 Interstate Blvd, Edgerton, WI 53534
Phone 608.884.1147 | Cell 608.516.9760
jennifer.grimes@dot.wi.gov

(10/28/13: please note my new phone number and office location)

From: Brad Halvensleben [mailto:BHalvensleben@KLEngineering.com]
Sent: Thursday, October 31, 2013 4:30 PM
To: Grimes, Jennifer - DOT
Cc: Potter, Derek - DOT; DOT I39 Project; Todd Hertz
Subject: RE: I-39 Central Segment Trail Impacts

Jenny,
As previously discussed, there is also an existing trail that crosses under I-39 at Spring Brook. I have attached a PDF which shows the location of the trail and the existing and proposed bridge plans which show how the trail crosses under I-39.

The existing I-39 northbound and southbound bridges will be reconstructed which will impact the existing Spring Brook Trail. The trail is proposed to be placed in the same location, on the north side of Spring Brook. The existing plan shows the bridge looking east and proposed bridge section is looking west which is why the trail appears to be on opposite sides. Let me know if you need any other information.

Brad Halvensleben, P.E.
KL Engineering, Inc.
5950 Seminole Centre Ct. #200
Madison, WI 53711
(608) 663-1218
bhalvensleben@klengineering.com

Meeting: I-39 Central Segment Rock River DNR Coordination Meeting

Date: January 10, 2014, 9:00 a.m.

Location: KL Engineering

Attendees: See attached sign-in sheet

The following items were discussed at the meeting:

I. Rock River Bridge Overview

- Jeff Koch (Westbrook) provided a general explanation of the Rock River bridge reconstruction, including the staging and time frame of each stage.

II. Construction Time Periods

1. Greater Redhorse: although the Greater Redhorse may be delisted, the in water restriction from May 1st to June 30th will apply. Eric stated that if a cofferdam is completed prior to May 1, work within the cofferdam may be done between May 1st and June 30th. **Eric will review and provide additional comment.**
2. Smallmouth Bass: the initial comments from the DNR stated that "all instream work that could adversely impact water should be undertaken between July 1 and September 15." DNR indicated that they are willing to remove this restriction. **Eric will review and provide comment.**
3. Migratory Birds: based on the bridge staging, it is not anticipated to impact the migratory bird window; however, the standard language for migratory birds will be included in the special provisions.
4. Interim completion may be needed to reinforce the restriction dates.

III. Rock River Bridge Removal

- It was noted that the removal of the existing bridge deck will be performed according to the DNR recommend method of "Removing Old Structure over Waterway with Debris Capture System." This method requires the contractor to build a system underneath the deck that will capture deck material as it is being removed; however 100% containment will not possible. There will be a few small pieces that will fall to the river below; however these small pieces shouldn't cause a navigational hazard.
- The removal of the existing piers will require a barge on the river and brute force to pulverize the piers down to the existing stream bed elevation. This operation will result in concrete falling into the Rock River which will then be removed through a clamming operation. It was asked if the DNR will require a turbidity barrier of a specified size around each pier to be removed in the river. Also, the DNR did mention that the contractor might be allowed to leave a portion of the concrete rubble piles at the bottom of the channel for fish spawning areas provided they DO NOT create a navigational hazard. Coordination between the contractor and the DNR would be required if concrete rubble piles are allowed. **The DNR will review the options for the bridge removal and provide comment.**

IV. Rock River Navigation

- The bridge construction staging will accommodate boat traffic on the Rock River.
- It was recommended that a minimum channel width of 30 feet be maintained between pier construction activities to allow for two-way boat traffic on the river during construction.
- The DNR stated permanent navigation lights located on the bridge are not necessary. WisDOT standard construction lighting requirements on barges and cofferdams will be included in the special provisions. **Eric will confirm and provide comment.**

V. Other Issues

- A pre-bid meeting will most likely be required for this project where the construction staging of the bridge and potential impacts to the river can be discussed.
- Due to walleye fishing, the boat traffic on the Rock River increases in April.
- The recent Wisconsin River bridge rehabilitation project on I-39 would be a good example to use for navigation control during construction.
- There is a “no wake” restriction in this area in the summer, but the “no wake” buoys are removed during the winter. It was recommended to talk with the Town of Fulton about leaving the buoys in over the winter. The Town has jurisdiction and enforcement of the no wake zone.
- It was recommended to use the DOT required Buoys. If “control” buoys (speed limits, closures…) are used a local ordinance and permit would be required.
- It was recommended to verify if the local town (Town of Fulton) has any existing ordinances pertaining to the river boat traffic.
- DNR provided an example permit application for the proposed navigation buoys during construction. It was recommended to have the construction special provisions to direct the contractor to complete and submit this form for approval.
- The contacts for the Rock River Safety Patrol are Henry Sautin (608-29-1465) and Rock County Deputy Ken Markhardt (751-0528).
- The design team asked if a causeway could be used during the construction of the bridge piers. Pier 5 for both bridges is outside of the waterway and will not need a cofferdam or causeway. Pier 3 for both bridges is near the center of the Rock River and therefore a causeway will likely be unacceptable and a cofferdam will be needed. For both bridges, pier 1 is right at the edge of the water and piers 2 & 4 are approximately 80 - 100 feet into the river. A causeway for these piers would help reduce the overall cost of construction and the time required to construct the piers. Time is of particular importance for pier construction due to the DNR water restriction between May 1st and June 30th which forces to contractor to complete the majority of pier construction during the winter months. If the DNR does approve the use of causeways in the Rock River, then a special provision would be included in the contract specifying the width, length, construction material and time of year for construction requirements for the causeway. **Eric will review the use of a causeway and provide comment.**
- The DNR had no issues with draining the proposed bridges floor drains directly into the Rock River. The existing structures currently drain directly into the Rock River; therefore no changes will be required on the proposed bridges.
- There was discussion about providing the public information on the bridge construction staging. There are numerous boat landings in the area and kiosks at the DNR boat landing. There is also a Lake Koshkonong/Rock River Association that has a website where information may be able to be provided.
- Eric will send WisDOT a letter of the DNR’s responses to items that were discussed at the meeting.

I-39 Rock River DNR Coordination 1-10-2014

NAME	REPRESENTING	PHONE	E-MAIL
Brad Halvensleben	KL	608-663-1218	bhalvensleben@klengineering.com
Steve Berg	RA Smith	262-317-3310	steve.berg@rasmithnational.com
Jennifer Grimes	WisDOT	608-884-1147	Jennifer.Grimes@Dot.WI.Gov
Catherina Nooyen	DNR	608-225-2310	Catherina.nooyen@wisconsin.gov
Bob Richter	DNR	608-295-6171	Bob.Richter@WI.Gov
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Derek Potter	DOT	608-884-7135	derek.potter@dot.wi.gov

Ericson, Sarah

From: Heggelund, Eric P - DNR <Eric.Heggelund@wisconsin.gov>
Sent: Monday, December 10, 2012 2:36 PM
To: Grimes, Jennifer - DOT
Subject: I-39 North Segment Dane Co Door Creek

Hi Jenny,

We discussed the proposed median and road cross section at Door Creek on Friday. I request that DOT use the narrower footprint cross section at the Door Creek crossing. I believe the narrower footprint includes a median area of 36' with median barrier instead of the proposed 84' typical median area used for much of the Northern segment. I make this request because the narrower footprint may reduce impacts to aquatic organism passage and stream fragmentation on Door Creek, would reduce the impact and fragmentation to wetlands on both sides of the interstate at this location and would prevent or reduce impacts to a DNR wildlife property North of the Interstate along Door Creek.

Please let me know if you have questions or need clarification.

Thank you,

Eric P. Heggelund
Environmental Analysis & Review Specialist
Wisconsin Department of Natural Resources
(☎) phone: (608) 275-3301
(☎) fax: (608) 275-3338
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State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
South Central Region Headquarters
3911 Fish Hatchery Road
Fitchburg WI 53711-5397

Scott Walker, Governor
Cathy Stepp, Secretary
Mark Aquino, Regional Director
Telephone 608-275-3266
FAX 608-275-3338
TTY Access via relay - 711

June 25, 2013

Craig Pringle
WisDOT Project Manager
DTSD SW Region - Madison Office
2101 Wright Street
Madison, WI 53704

Subject: **DNR Initial Project Review**:
Project I.D. 1007-10-01
I-39/90 North Segment Reconstruction
Dane County Line – USH 12/18
Dane County

Dear Craig:

The Department has received the information you provided for the proposed Interstate I-39/90 North Segment reconstruction and improvement project in Dane County. The approximately 21-mile I-39/90 North Segment starts at the Dane/Rock County line and continues north along I-39/90 to just south of USH 12/18. The I-39/90 and USH 12/18 interchange reconstruction project will be reviewed separately. This segment is one of three segments of the I-39/90 reconstruction project. Construction for this project is expected to begin in 2015 and continue for several years.

The proposed improvements to I-39/90 include the reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. The existing facility has 6-foot median and 10-foot outside shoulders and the proposed roadway will be designed to current standards of 12-foot inside and outside shoulders. The additional interstate lanes are proposed to be added in the median areas where the current median is wider than 84-feet (edge to edge of driving lanes). In areas where the current median width is 84-feet or less, it is proposed that the additional lanes will be placed to the outside of the current roadway. Some right-of-way acquisition will be required for the reconstruction in these outside widening areas.

Four interchanges within this segment, USH 51/WIS 73, USH 51, CTH N, and US 12/18 (reviewed separately) will be reconstructed to address roadway and capacity deficiencies. CTH N is currently a full diamond configuration and the USH 51 interchange is a trumpet configuration. These interchanges will be reconstructed to maintain their existing configurations. The USH 51/WIS 73 interchange is a partial cloverleaf and will be reconstructed to a full diamond interchange. The US 12/18 interchange is currently a partial cloverleaf and alternatives are still under development for this interchange reconstruction. An Environmental Analysis (EA) will be completed for this interchange to evaluate changes in scope and impacts made to the project since the 2008 EA.

The project will include the replacement of all structures carrying roads over the interstate and vice-versa. Many of these structures will need to be widened to accommodate the increased footprint of the Interstate. We request notification if it is determined as design progresses that the replacement of these structures will impact additional

areas outside of the limits of the corridor investigation. It should be noted that there may be wetlands adjacent to the approaches of these structures that were not included in the corridor wetland investigation.

The Dane County segment has nine waterway crossings, including Door Creek, Mud Creek, a tributary to the Yahara River, two tributaries to Saunders Creek, and several agricultural ditches. All existing structures will be widened, extended or replaced to provide for extra lanes and to meet current standards.

Preliminary information has been reviewed by DNR staff for the project under the DOT/DNR Cooperative Agreement. Initial comments on the project as proposed are included below and assume that additional information will be provided that addresses all resource concerns identified.

A. Project-Specific Resource Concerns

Public Lands:

There are three Department of Natural Resources managed wildlife properties located along the project corridor:

1. "Scattered Wildlife" located along the west side of I-39/90 approximately one and a half miles north of the USH 51 interchange, also described as the NE ¼ of Section 32, Township 6 North, Range 12 East.

2. "Extensive Wildlife Habitat" located just under a mile east of the County N interchange along the south side of the Interstate, also described as Sections 10 & 11 of Township 6 North, Range 11 East.

3. "Extensive Wildlife Habitat" located along Door Creek to the Northeast of the Interstate, also described as Section 6 of Township 6 North, Range 11 East.

These properties are managed by the DNR Wildlife Management program as wildlife habitat and recreational land. Although user surveys for the properties have not been completed, the belief is that the most common use of these properties is for hunting.

It has been determined that Land and Water Conservation Act (*aka* LAWCON) funding was not used in the purchase of any of these wildlife areas. Therefore, Section 6(f) of the federal Land and Water Conservation Act would not apply. There is a U.S. Dept. of Transportation "Section 4(f)" process for federally funded transportation projects that impact various types of public parks, wildlife refuges, and recreation areas. This requirement is coordinated by state and federal transportation departments. The Federal Highway Administration (FHWA) has determined that Section 4(f) does not apply to the three wildlife properties and impacts will not be compensated under Section 4(f). **The Department will review the written determination when it is provided.** Every effort should still be taken to avoid or minimize impacts to these lands, including steepening of slopes and narrowing of the clear zone to the extent allowed by design standards and regulations. The Department requests the location and extent of unavoidable impacts to public lands.

Wetlands:

A wetland delineation was conducted along the corridor during the 2012 growing season. The wetland investigation also included a review of wetland characteristics through a Functions and Values Assessment (FVA). We received the wetland delineation report for the project corridor on April 15, 2013. We have reviewed the report, maps and date sheets and are currently scheduling field visits to verify the wetland boundaries. We will provide concurrence or additional comments on the wetland delineation boundary in a separate letter.

The Environmental Analysis (EA) estimated that 11.63 acres of wetlands would be impacted in the Dane County portion of this project. These estimates were based on approximate and estimated wetland mapping boundaries. Final wetland impacts likely will differ moderately from the EA figures. A 30% design wetland impact calculation provided to us on October 8, 2012 estimated 10.53 acres of wetland within the existing right-of-way and 10.06 acres of wetland within the new and proposed right-of-way. These figures were based on the 2012 wetland delineation and were estimated before any avoidance or minimization measures were incorporated into the design. Additionally, it is not expected that all wetlands within the proposed right-of-way will be permanently or even temporarily impacted by this project.

Unavoidable wetland impacts must be mitigated for in accordance with the DOT/DNR Cooperative Agreement and the Wisconsin Department of Transportation Wetland Mitigation Banking Technical Guideline. The Department requests information regarding the amount and type of unavoidable wetland impacts. We also request information regarding details and locations of wetland avoidances.

Waters:

The 21-mile Interstate 39/90 corridor reconstruction project in Dane County includes several waterway crossings. Notable waterway crossings within the corridor include a tributary to Upper Mud Lake, Door Creek, a tributary to Lake Kegonsa, Mud Creek and tributaries to Saunders Creek. The reconstruction project will include the replacement, extension or reconstruction of all culverts and the replacement or extension of all bridges within the project corridor.

Door Creek (B-13-0160 and B-13-0161):

The project proposal includes a replacement of the bridges over Door Creek. The design team has recommended that both the northbound and southbound structures be replaced. This would result in an estimated 0.12 acre of wetland impacts to wetlands near the waterway. Replacement of both structures would provide a consistent 36-foot median width. We support this alternative and the reduced median width at this location from the 84-foot typical median area. We believe that the narrower footprint may reduce impacts to aquatic organism passage and stream fragmentation on Door Creek, would reduce the impact to wetland on both sides of the interstate at this location, and may prevent or reduce impacts to a DNR managed wildlife property north of the Interstate along Door Creek.

Branch of Saunders Creek (B-13-0704 and B-13-0705):

The proposal includes replacement of the northbound and southbound bridges over a branch of Saunders Creek in Albion Township. The existing two-span bridges carrying two lanes of traffic each would be replaced with single span structures with three lanes of traffic. The proposed bridges estimated Q100 event discharge matches the existing discharge of 460 cubic feet per second and the upstream elevation at that discharge is slightly lowered from 840.1’ to 840.0’. The Department does not have concerns with these proposed structures.

Pond near CTH AB:

The reconstruction of the CTH AB overpass of the Interstate is projected to result in impacts to a small pond and wetland complex in the southwest quadrant of the intersection. This feature was not included in the 2012 wetland delineation and the characteristics, location and extent of the pond and wetlands will need to be investigated. We would like to discuss options to avoid and minimize impacts to this pond and wetland complex with the project team.

On December 7, 2012, DNR, DOT and project consultant staff conducted field inspections of culvert crossings along the project corridor. The purpose of the investigation was to assess the waterways and determine if there are existing issues with aquatic organism passage (AOP) through the culvert crossings. AOP issues were identified at four of the culvert crossings:

1. C-13-52, twin box culverts, 8' wide by 6' high, located at approximately STA 2330+00. The waterway is an unnamed intermittent tributary to Lake Kegonsa, Stream Order 1. The downstream apron end wall pad is perched approximately 18 inches above the downstream waterway bed. This perch would likely cause an AOP barrier on this waterway. The invert of the culvert should be lowered to 6" to 1' below the stream bed to allow a natural and continuous stream bed condition to occur within the culvert. There appears to be significant sediment aggradation at the upstream end of this culvert. We would like to evaluate options for removing the accumulated sediment prior to lowering the culvert to reduce the risk of flushing this sediment downstream and possibly ultimately into Lake Kegonsa. Please consult with us early in the design of this culvert.

2. C-13-53, box culvert, 8' wide by 8' high, located at approximately STA 2189+00. The waterway is a tributary to the Yahara River and is classified as perennial, Stream Order 2. There was evidence (mammal tracks) that the culvert is serving as wildlife passage. We would like the design to include an evaluation of options for continuing to provide wildlife passage through this area.

3. C-13-55, box culvert, 8' wide by 8' high, located at approximately STA 2122+00. The channel is either Mud Creek or a tributary to Mud Creek and is classified as perennial, Stream Order 2. The culvert opening appears to be significantly smaller than bank-full width. The replacement should be sized to pass bank-full width and be designed using AOP methodology.

4. C-13-58, box culvert 9' wide by 8' high, located at STA 2523+00. The waterway is an unnamed tributary to Upper Mud Lake, classified as intermittent, Stream Order 1. The culvert is on an approximately 45 degree skew and appears to be significantly smaller than bank full width. The stream appears to have a low channel slope and low velocity. Widening the box culvert to a 12 foot width (perpendicular to flow) if structurally possible; otherwise widen as much as possible.

In addition to the specific comments above, all culverts replacements should be designed to minimize impacts and fragmentation to waterways and AOP. Culverts should be set in such a manner that they do not cause stream fragmentation and allow fish and other aquatic organisms to migrate upstream and downstream during low-flow conditions. This requires that the invert be set an adequate distance below the final streambed elevation to allow a natural and continuous streambed condition to occur. A gravel bed substrate may be installed in the culvert to obtain this condition. The desired end-result is that during high-flow conditions, the stream does not cause a large pool (scour hole) to develop at the downstream edge of the structure. Such a pool can act as an impassable barrier to aquatic organisms during low-flow conditions.

All waterways located within the project corridor with fisheries would be considered warm-water systems. In order to protect developing fish eggs and substrate for aquatic organisms, all in-stream work that could adversely impact water quality should be undertaken between May 15th and September 15th. Work in other areas near the waterway may continue beyond September 15 provided appropriate measures are taken to control erosion.

Endangered Resources (ER)

Potential Endangered Resources: Based upon a review of the Natural Heritage Inventory (NHI) and other Department records on July 9, 2012, the following Endangered Resources have been known to occur in the project area or its vicinity and could be impacted by this project:

Scientific Name	Common Name	Status	Group
Nycticorax nycticorax	Black-Crowned Night Heron	Special Concern	Bird
Microtus ochrogaster	Prairie Vole	Special Concern	Mammal
Agastache nepetoides	Yellow Giant Hyssop	Threatened	Plant
Nothocalais cuspidata	Prairie False-Dandelion	Special Concern	Plant
Calamagrostis stricta	Slim-Stem Small Reed Grass	Special Concern	Plant
Cypripedium candidum	Small White Lady's Slipper	Threatened	Plant

The environmental scientists conducting the wetland delineation during the 2012 growing season surveyed the project corridor for these rare species and their habitat. The results of the survey were included with the wetland delineation report as an appendix "Analysis of Potential Impacts to Endangered Resources." The analysis concluded that there may be habitat for the black-crowned night heron and the Prairie Vole within the corridor. The survey also concluded that it is unlikely that the rare plant species identified above would be present along the Interstate. These species are associated with plant communities not found along this corridor and would not likely persist in the existing highly disturbed conditions that have resulted from agriculture and dominance by non-native invasive species.

The Department will initiate coordination with Lisie Kitchel, Bureau of Endangered Resources regarding the likelihood of impacts that this project may have on these species.

Storm water (TMDL)

The project corridor is located in the Rock River basin, which has a Total Maximum Daily Load (TMDL) for total phosphorus (TP) and total suspended solids (TSS). TMDL waste load allocations for TP and TSS apply to the I-39/90 reconstruction project within NR 216 Municipal Separate Storm Sewer System (MS4) permitted areas. For the northern segment, this includes areas within Madison, also called "Reach Shed 66" in the Rock River TMDL report. Specific requirements of the TMDL and stormwater management practices applied will be determined during project design and submitted to this office for review. Areas outside of the MS4 permitted areas will have to meet the TRANS 401 reduction requirement of 40% for TSS.

Migratory birds

A survey of the existing bridges and box culverts should be conducted to determine if there is evidence of bird nesting on these structures. We recommend that these surveys be conducted during final design. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service. Therefore, the project should either utilize measures to prevent nesting *(e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1)*, or should occur only between August 30 and May 1st (non-nesting season). If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable then the U.S. Fish & Wildlife Service must be contacted to apply for a depredation permit.

Invasive species & VHS

Adequate precautions should be taken to prevent transporting or introducing invasive species via construction equipment, as provided under NR 40, Wis. Administrative Code. This website provides further information and lists those species classified as Restricted or Prohibited under NR 40: http://dnr.wi.gov/invasives/classification/.

The Department will work with project managers to help identify specific locations of problem areas across the project site and to recommend preventive measures. The following Best Management Practices (BMPs) for rights-of-way provide a series of measures that will ensure reasonable precautions are taken throughout the stages of construction: http://council.wisconsinforestry.org/invasives/transportation/pdf/ROW-Manual.pdf

For work involving water bodies:

All equipment must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions should require contractors to implement the following measures before and after mobilizing in-water equipment to prevent the spread of Viral Hemorrhagic Septicemia (VHS), Zebra Mussel, and other invasive species. Follow **STSP 107-055** Environmental Protection – Aquatic Exotic Species Control, which includes the protocol found here: http://dnr.wi.gov/fish/documents/disinfection_protocols.pdf

For up to date information on invasive species and infested waters go to
http://dnr.wi.gov/lakes/invasives/AISByWaterbody.aspx

Floodplains

The Interstate 39/90 project crosses several waterways with mapped/zoned floodplain. In order to meet the standards of NR 116, Floodplain Management, a hydraulic and hydrologic analysis must be conducted for the 100-year flood event for any new structure or existing structure that is not being replaced "in-kind" within a mapped floodplain. These results must be submitted to the Department and the plans for structures must comply with the provisions of the local community's floodplain zoning ordinance. For project-specific information, please consult with the Dane County Zoning Administrator.

For areas lying outside mapped/zoned floodplain, DNR may request the results of DOT flow and backwater calculations.

Burning

If burning of brush will occur as part of this project, the contractor should be informed that it is illegal to burn materials other than clean wood. The use of oil based accelerants is also prohibited. In addition, a permit may be required to burn any material during the wildland fire season. For information regarding current fire danger and burning permit restrictions please refer to the DNR Forestry website at
http://dnr.wi.gov/topic/ForestFire/restrictions.asp

For information regarding air quality information please contact:

Thomas Roushar, Air Management Section
South-Central Region
3911 Fish Hatchery Road
Fitchburg, WI 53711
608-275-5603

Burning permits are available through the local DNR ranger or fire warden.

Dredging

The width and depth of waterways along the project must not be altered. However, a minor amount of dredging necessary to place structure elements is permissible.

Navigation:

The Dane County segment of this project does not cross streams believed to be commonly used by recreational watercraft. It will not be necessary to place navigational aids during construction.

Other Issues/Unique Features

- **Oak Wilt:**
  This project involves work that may involve cutting or wounding of oak trees. To prevent the spread of oak wilt disease, please avoid cutting or pruning of oaks from April through September. See the DNR webpage at: http://dnr.wi.gov/forestry/fh/oakWilt/index.htm#causes

B. Construction Site Considerations:

The following issues may be addressed in the Special Provisions and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP).

Erosion control/Stormwater

Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.

An adequate ECIP for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference.

If erosion mat is used along stream banks, the department recommends that biodegradable and non-netted mat be used (e.g., Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.

Structure removal/Temporary structure

We would like to be involved early in the process where temporary bridges may be required during construction. Please provide us with details describing the dimensions of the structure, and what materials would be used to construct it. In addition, the DOT must meet the standards of NR 116, Floodplain Management.

Temporary Stream Channel or Culvert

If a temporary channel is needed for culvert or bridge construction on the project, the channel should be lined with plastic or other non-erodible material and weighted down with clean stone. A temporary channel or culvert must be capable of carrying all stream flows during the construction period and must maintain a suitable depth and

velocity to allow the passage of migrating fish and aquatic species. Fish that become stranded in dewatered areas or temporary channels should be captured and returned to the active channel immediately.

These requirements should be addressed in the special provisions and require the contractor to outline these construction methods in the ECIP.

Asbestos

A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (NR 406, 410, and 447 Wis. Adm. Code) may be required. Please refer to DOT FDM 21-35-45 and the DNR's notification requirements web page: http://www.dnr.state.wi.us/air/compenf/asbestos/reqfees.htm for further guidance on asbestos inspections and notifications. Contact Mark Davis, Air Management Specialist 608-266-3658, with questions on the form. The DNR's online notification system is available at http://www.dnr.state.wi.us/air/compenf/asbestos/notify.htm . The notification must be submitted 10 working days in advance of demolition projects.

The above comments represent the Department's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after review of plans and further consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 608-275-3301.

Sincerely,

Eric Heggelund

Eric Heggelund
Environmental Analysis & Review Specialist

CC: Jenny Grimes, WisDOT
Russ Anderson, WDNR
Amanda Cushman, WDNR
John Steiner, WisDOT
John Vesperman, WisDOT

From: Heggelund, Eric P - DNR
Sent: Thursday, August 08, 2013 1:50 PM
To: Grimes, Jennifer - DOT
Cc: Pringle, Craig - DOT; Darren Fortney; Kitchel, Lisie - DNR
Subject: RE: I-39 Corridor: Threatened & Endangered Species 2013 field work - North Segment

Jenny,

I just had a conversation with Lisie Kitchel regarding the NHI hits along I-39. As I had thought, there are no concerns. The Black Crowned Night Heron hits are off the Interstate some distance and habitat is not present through the corridor. Likewise, there are no concerns with the Prairie Vole. It would not be found in the corridor or impacted by this project.

There is no need to do any further surveys for endangered, threatened or rare species for this project.

Thank you,

Eric

From: Grimes, Jennifer - DOT
Sent: Monday, July 22, 2013 10:59 AM
To: Heggelund, Eric P - DNR
Cc: Pringle, Craig - DOT; Darren Fortney
Subject: FW: I-39 Corridor: Threatened & Endangered Species 2013 field work - North Segment

Eric,
Since you are still reviewing the I-39 North Wetland Delineation and Endangered Species Report, I never sent in a request for the task below to review the EOs for this species and consult with BER to determine if critical habitat will be impacted by the project.

What do you recommend that needs to be done this season to evaluate the habitat for the Black Crowned Night Heron and the Prairie Vole? Will you initiate coordination with Lisie Kitchell, or is this something that, during your review of the report, you have found to not be necessary.

Jenny

From: Grimes, Jennifer - DOT
Sent: Wednesday, May 01, 2013 3:45 PM
To: Pringle, Craig - DOT; Potter, Derek - DOT; Marshall, Steve - DOT
Cc: Jeff Hanson; Todd Hertz (THertz@KLEngineering.com); Preboske, Michael; Amy Canfield AECOM
Subject: I-39 Corridor: Threatened & Endangered Species 2013 field work

Design Teams:

It's time to start thinking about 2013 threatened and endangered species surveys that might be needed and scheduling them appropriately. Any work planned outside of the areas surveyed in 2012 will need to be reviewed.

In addition, I am including the recommendations from the 3 segment's endangered species survey reports & DNR correspondence to identify what additional follow-up work is needed – primarily Turtle Creek in the South Segment.

Jenny

NORTH SEGMENT (report submitted 4/15/13, concurrence on the report has not yet been received) – **No additional 2013 field work required; Elemental Occurrence (EO) coordination needed with DNR liaison and DNR BER**
[Dane Co line – Siggelkow Rd ONLY, the report does not include north of Siggelkow thru the Beltline Interchange]

Endangered Resources:
Animal Species: Habitat conditions appear to be suitable along the corridor for Black Crowned Night Heron and it would be beneficial to **review the EOs for this species and consult with BER to determine if critical habitat will be impacted by the project**. Prairie vole appears to have adjusted to landscapes influenced by agriculture and we also **recommend a review of the EOs and consultation with BER for the species.**

For the upland plants, it is likely that they would be associated with natural community listings in the NHI and the screening indicates are no natural communities in the NHI with community associations related to these species. For the wetland species, it is unlikely that these conservative species (intolerant of disturbance) are present along the corridor because of agricultural land uses and the prevalence of reed canary grass in the wetlands we evaluated.

>>I WILL FOLLOW UP WITH DNR BER ON THE ELEMENTAL OCCURANCES FOR THE 2 ANIMAL SPECIES INDICATED; WAITING FOR THE DNR'S INITIAL LETTER BEFORE PROCEEDING.

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

Scott Walker, Governor
Cathy Stepp, Secretary
Mark Aquino, Regional Director
Telephone 608-275-3266
FAX 608-275-3338
TTY Access via relay - 711

October 21, 2013

Craig Pringle
Project Manager
WisDOT SW Region
2101 Wright Street
Madison, WI 53704

Subject: **Final Concurrence**
Project I.D. 1007-10-70
Structure(s) B-13-0138/0727
I-39/90 North Segment
Sigglekow Road Bridge Replacement
Dane County

Dear Craig:

Thank you for the information regarding the bridge replacement project referenced above. The project is located in Dane County in the Township of Blooming Grove. This proposed project on I-39/90 begins approximately 150 feet south of Sigglekow Road and continues to approximately 250 feet north of the Sigglekow Road Bridge. The project includes the reconstruction of the Southbound I-39/90 Bridge over Sigglekow Road. The bridge will be reconstructed to meet current design standards, improve overall safety, accommodate the future expansion of the Interstate, and replace aging pavements and structures. In addition, the I-39/90 northbound structure and approaches will be temporarily widened to accommodate four lanes of traffic during construction.

Based on the information provided to us on September 11, 2013 and October 9, 2013, the final project design addresses the environmental issues raised through the initial review letter and coordination process. The Department has determined that the water quality, floodplain and wetland protection objectives of the DOT/DNR Cooperative Agreement have been met. This concurrence also constitutes Water Quality Certification pursuant to Section 401, Clean Water Act. We have evaluated this proposal and have determined that this activity will be conducted in a manner which is consistent with the standards contained in NR 103 and NR 299, Wisconsin Administrative Code and water quality certification is granted.

Should the scope of the project change, consultation with this agency must be reinitiated. Further comment on the project may be presented at the preconstruction conference. This final concurrence is conditioned on the project construction being in conformance with our initial review letter and other previous coordination, with the DOT/DNR Cooperative Agreement and on the following project specific conditions:

Wetlands

The project will result in the filling of 0.36 acre of wetlands. The Department understands that these losses will be charged against the London Mitigation bank. The wetland type is Type M - Wet Meadow

Stormwater

The projected reduction in total suspended solids (TSS) and Total Phosphorus (TP) by load for this project is 60.8% and 51.5%, respectively. Grass swales will be used within the project corridor to achieve this reduction. The water quality goal for this project is a 40% reduction in TSS when compared to no stormwater controls. The 40% TSS reduction goal is set for this project for reach sheds that are outside of municipal separate stormwater sewer areas (MS4). This project is located in the Rock River Total Maximum Daily Load (TMDL) Reach Shed 66.

Erosion Control

Proper erosion control measures must be used and maintained both during and after construction. An erosion control implementation plan (ECIP) must be developed by the contractor and submitted to this office 14 days prior to the preconstruction conference.

If you have any questions, please contact this office at 608-275-3301.

Sincerely,

Eric Heggelund

Eric Heggelund
Environmental Analysis & Review Specialist
South Central Region

CC: Simone Kolb, USACE
Jenny Grimes, WisDOT REC
Russ Anderson, WDNR
Amanda Cushman, WDNR
John Steiner, WisDOT
John Vesperman, WisDOT

Ericson, Sarah

From: Heggelund, Eric P - DNR <Eric.Heggelund@wisconsin.gov>
Sent: Tuesday, November 12, 2013 9:37 AM
To: Grimes, Jennifer - DOT
Cc: Pringle, Craig - DOT; Darren Fortney (dfortney@sehinc.com); DOT I39 Project
Subject: RE: 1007-10-01 I-39 North Segment - CTH AB overpass pond & wetlands - updated impacts for DNR review (11/4/13) - DNR response 11/12/13

Jenny,

I was expecting that there would be increased impact from the 2013 delineation identifying the additional wetlands. Wetlands on the west side of CTH AB appeared to be of somewhat higher quality than the east side. The west side had some sedges near to the pond while the understory of the east side was mostly reed-canary grass. Thank you for the updated figures. No further comment.

Eric

Eric P. Heggelund
Environmental Analysis & Review Specialist
Wisconsin Department of Natural Resources
(☎) phone: (608) 275-3301
(☎) fax: (608) 275-3338
(✉) e-mail: eric.heggelund@wisconsin.gov
Website: dnr.wi.gov
Find us on Facebook: www.facebook.com/WIDNR

From: Grimes, Jennifer - DOT
Sent: Tuesday, November 05, 2013 7:39 AM
To: Heggelund, Eric P - DNR
Cc: Pringle, Craig - DOT; Darren Fortney (dfortney@sehinc.com); DOT I39 Project
Subject: 1007-10-01 I-39 North Segment - CTH AB overpass pond & wetlands - updated impacts for DNR review (11/4/13)

Eric,

The pond and wetland impacts at the CTH AB overpass have been recalculated with the updated delineation survey data and are included in the table below. The impacts are due to the previously discussed recommended alternative, 14ft shoulder with beam guard, but now include impacts to the newly delineated area in the SE quadrant. Previous impacts from the last table (8/26/13) only included the SW Quad, but are included for comparison. The attached .pdf shows the impact locations on a plan sheet. Also attached is the wetland map from the revised 2013 wetland delineation (by CORRE), submitted on 10/11/13.

Total Wetland Impacts - SW & SE Quads (as of 10-24-2013)					
Project I.D.	**Project Location**	**Pond Impacts (*sf*)**	**Pond Impacts (*acre*)**	**Wetland Impacts (*sf*)**	**Wetland Impacts (*acre*)**
1007-10-81	CTH AB	1,070.48	0.025	22,814.04	0.524

	Total Wetland Impacts SW & SE Quads (*acre*)	**0.548**

Total Wetland Impacts - SW Quad only (as of 8-26-2013)					
Project I.D.	**Project Location**	**SW Quad Pond Impacts (*sf*)**	**SW Quad Pond Impacts (*acre*)**	**SW Quad Wetland Impacts (*sf*)**	**SW Quad Wetland Impacts (*acre*)**
1007-10-81	CTH AB	1,152.27	0.026	9,917.35	0.228
				Total Wetland Impacts SW Quad (*acre*)	**0.254**

Please let me know if you have any comments on the proposed impacts at this location.

Jenny

Jennifer Grimes
Environmental Analyst & Review Specialist
Mega Team Projects & Planning Majors Studies
WisDOT Southwest Region – Edgerton
111 Interstate Blvd, Edgerton, WI 53534
Phone 608.884.1147 | Cell 608.516.9760
jennifer.grimes@dot.wi.gov

(10/28/13: please note my new phone number and office location)

From:	Heggelund, Eric P - DNR
To:	Grimes, Jennifer - DOT
Cc:	Pringle, Craig - DOT; DOT I39 Project; Anderson, Russell A - DNR; Paulios, Andy T - DNR
Subject:	RE: 1007-10-01 I-39 North: DNR managed wildlife lands Follow-up - FHWA request for statement of significance (2/6/14)
Date:	Monday, February 24, 2014 9:01:09 AM

Jenny,

I discussed this information with Andy Paulios, the WDNR wildlife property manager for Dane County. We agree that these properties should not be considered "significant" for 4(f) purposes. Access is limited or unavailable (southern property) and levels of public use are unknown and likely to be low.

We understand that WisDOT will still need to purchase from WDNR any land taken from these properties for ROW. Let me know if you need anything else.

Eric

Eric P. Heggelund
Environmental Analysis & Review Specialist
Wisconsin Department of Natural Resources
(☎) **phone:** (608) 275-3301
(☎) **fax:** (608) 275-3338
(✉) **e-mail:** eric.heggelund@wisconsin.gov
Website: dnr.wi.gov
Find us on Facebook: www.facebook.com/WIDNR

From: Grimes, Jennifer - DOT
Sent: Thursday, February 06, 2014 6:13 PM
To: Heggelund, Eric P - DNR
Cc: Pringle, Craig - DOT; DOT I39 Project
Subject: 1007-10-01 I-39 North: DNR managed wildlife lands Follow-up - FHWA request for statement of significance (2/6/14)

Eric,
I am working with FHWA to prepare their written determination of Section 4(f) applicability for the 3 DNR managed wildlife properties. Since hunting can be viewed as recreational, FHWA is looking for DNR to provide a statement on the significance, or lack of significance, of the property for hunting & trapping.

For "significance", the Section 4(f) policy paper (http://www.environment.fhwa.dot.gov/4f/4fpolicy.pdf) describes the following:

> *… the statute itself requires that a property must be a significant public park, recreation area, or wildlife and waterfowl refuge. The term significant means that*

in comparing the availability and function of the park, recreation area or wildlife and waterfowl refuge, with the park, recreation or refuge objectives of the agency, community or authority, the property in question plays an important role in meeting those objectives. Except for certain multiple-use land holdings (Question 4), significance determinations are applicable to the entire property and not just to the portion of the property proposed for use by a project.

Significance determinations of publicly owned land considered to be a park, recreation area, or wildlife and waterfowl refuge are made by the official(s) with jurisdiction over the property. The meaning of the term significance, for purposes of Section 4(f), should be explained to the official(s) with jurisdiction if the official(s) are not familiar with Section 4(f). Management plans or other official forms of documentation regarding the land, if available and up-to-date, are important and should be obtained from the official(s) and retained in the project file. If a determination from the official(s) with jurisdiction cannot be obtained, and a management plan is not available or does not address the significance of the property, the property will be presumed to be significant. However, all determinations, whether stated or presumed, and whether confirming or denying significance of a property for the purposes of Section 4(f), are subject to review by FHWA for reasonableness pursuant to 23 CFR 774.11. When FHWA changes a determination of significance, the basis for this determination will be included in the project file and discussed in the environmental documentation for the proposed action.

These areas do not seem to be called out in the Wisconsin Wildlife Action Plan which identifies properties that are significant at state, regional, continental, and global scales (http://dnr.wi.gov/topic/WildlifeHabitat/documents/WAP_Implementation.pdf). So, if DNR feels strongly that the site is significant, FHWA requests that you provide documentation to support that determination, or state that it is not significant for the program.

FHWA has reviewed the information provided to far and has determined verbally that these 3 locations are not protected by 4(f), but feel that follow-up with you would be required so that they can correctly complete the determination process and document it for the file.

I would like to be able to wrap this issue up with FHWA, and would request that after you discuss with the appropriate wildlife management program staff, that either you or they reply regarding the significance of the properties so that I can share your viewpoint with FHWA and they can in return, issue their final determination on these sites.

Jenny

Jennifer Grimes
Environmental Analyst & Review Specialist
Mega Team Projects & Planning Majors Studies
WisDOT Southwest Region – Edgerton
111 Interstate Blvd, Edgerton, WI 53534

Phone 608.884.1147 | Cell 608.516.9760
jennifer.grimes@dot.wi.gov

From: Heggelund, Eric P - DNR
Sent: Thursday, February 28, 2013 11:17 AM
To: Colin Fleming
Cc: Darren Fortney; Grimes, Jennifer - DOT; Frost, Nancy A - DNR
Subject: RE: I-39/90 Dane Co. - DNR Lands Follow-up

Hi Colin,

The three DNR lands are wildlife areas managed by our wildlife management program. I have discussed them with Nancy Frost, the DNR wildlife biologist that covers Dane County. She believes that they are primarily used for hunting and trapping but these parcels do not have specific management plans. We don't have other documentation on these parcels that I know of.

We ask that practicable measures be taken to avoid impacts to these wildlife/recreational lands. As I understand it, impacts would need to be compensated for under Section 4(f).

Please let me know if you have any other questions or comments.

Thank you,

Eric

Eric P. Heggelund
Environmental Analysis & Review Specialist
Wisconsin Department of Natural Resources
(☎) phone: (608) 275-3301
(☎) fax: (608) 275-3338
(✉) e-mail: eric.heggelund@wisconsin.gov
Website: dnr.wi.gov
Find us on Facebook: www.facebook.com/WIDNR

From: Colin Fleming [mailto:cfleming@sehinc.com]
Sent: Thursday, February 28, 2013 9:28 AM
To: Heggelund, Eric P - DNR
Cc: Darren Fortney
Subject: I-39/90 Dane Co. - DNR Lands Follow-up

Hello Eric - Colin Fleming here, working with WisDOT on the I-39/90 project in Dane County. I am following up to see if you had any more information regarding the DNR lands in the Dane County portion (see your original email below). Wondering if there is a management plan or other relevant info. You may have already gathered info on it and sent it, but I couldn't find anything in my records.

I have attached a map of the three DNR parcels in question.

Thanks - and let me know if there are any questions.

_____
Colin Fleming, AICP | Transportation Planner
SEH | 6808 Odana Road, Ste 200 | Madison, WI 53719
608.620.6182 direct | 888.908.8166 fax
www.sehinc.com
SEH—Building a Better World for All of Us™

_____
From: Heggelund, Eric P - DNR
Sent: Wednesday, October 24, 2012 3:05 PM
To: Grimes, Jennifer - DOT
Cc: Cushman, Amanda A - DNR; Hessler, Lavane J - DNR
Subject: IH 39 DNR Managed Lands in Dane County

Jenny,
It has been determined that L&WC 6(f) funds have not been used on the three DNR wildlife areas near I-39 in Dane County. I am still gathering information and comments on the management and history of those parcels.

Thanks,

P Eric P. Heggelund
Environmental Analysis & Review Specialist
Wisconsin Department of Natural Resources
(() **phone:** (608) 275-3301
(() **fax:** (608) 275-3338
(+) **e-mail:** eric.heggelund@wisconsin.gov
Website: dnr.wi.gov
Find us on Facebook: www.facebook.com/WIDNR

Appendix M
National Park Service Coordination

United States Department of the Interior

NATIONAL PARK SERVICE
Ice Age National Scenic Trail
700 Rayovac Drive, Suite 100
Madison, Wisconsin 53711-2468

1.A.1 (IATR-Rock County)

July 28, 2014

Mr. Derek Potter, P.E.
Project Manager – IH 39, Central Segment
Wisconsin Department of Transportation
111 Interstate Boulevard
Edgerton, Wisconsin 53534

RE: Interstate Highway 39 Project & Impacts to the Ice Age National Scenic Trail

Dear Mr. Potter:

As requested, this letter is intended to serve as confirmation that the National Park Service has been consulted regarding the Interstate Highway 39 expansion project, Central Segment— Kennedy Road and Spring Brook underpasses—and its potential impact to the Ice Age National Scenic Trail (NST).

Currently, we are conducting a Corridor Planning Process for the Ice Age NST in Rock County. While future plans may route the trail south before reaching the Kennedy Road underpass, that alignment would be dependent on willing landowners. Therefore, until such time, the Kennedy Road Underpass remains the trail's official route and is thus subject to Section 4(f). The Wisconsin Department of Transportation and associated contractors should strive to keep the trail open during construction; however, we understand that for safety reasons, there may be times the trail should be closed. We defer to the Rock County Parks Department regarding their choice of the trail's final surfacing, which should reflect its intended use according to the county's plans.

At the Spring Brook Trail Underpass, we agree with the comments provided by the City of Janesville regarding lighting and surfacing of the trail and the need to maintain the connection throughout construction. We understand there may be occasions when the trail may need to be closed for safety reasons.

We hereby agree with the assessment of impacts; the proposed measures to minimize harm; and that the impacts will not have an adverse impact on the activities, features, or attributes of the 4(f) resource.

If you have any questions or require additional information please contact Trail Planner, Mary Tano, at 608- 441-5610.

Sincerely,

John Madden
Superintendent

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Appendix N
American Indian Tribes Coordination

Appendix N.1 South Segment Coordination

Appendix N.2 Central Segment Coordination

Appendix N.3 North Segment Coordination

Wisconsin Department of Transportation

2101 Wright Street Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 www.dot.wisconsin.gov

April 2, 2013

Name
Address
City State ZIP

Project Update
Project ID 1003-10-01
I-39/90 – South Segment
Illinois State Line to County O
Rock County

Dear Name:

The Wisconsin Department of Transportation (WisDOT) Southwest Region office in Madison has initiated the design of future improvements to the I-39/90 South Segment in Rock County. The I-39/90 South Segment starts at the Illinois state line and continues north along I-39/90 to County O. (See enclosed project location map). The proposed improvements for the I-39/90 South Segment include the removal and reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. The interchanges within this segment will be reconstructed to address roadway and capacity deficiencies. Also included in the reconstruction are grade separated crossings along the segment.

This letter is to inform you the initial Area of Potential Effect (APE) as originally determined in the 2010 Environmental Assessment (EA) has been adjusted for this project. The original APE evaluated in 2003 and 2004 indicated that work would mostly be confined to the existing right of way, with new strip right of way in the range of 0 - 20-feet for mainline construction and some new right of way for interchange improvements. As a result of additional design and engineering, the APE is now being proposed to be expanded outside of the existing right of way in some areas and the acquisition of strip right of way along the mainline will be necessary. Additional right of way will also be needed in the three interchange areas located in this segment: I-43/WIS 81, County S, and WIS 11/Avalon Road.

As part of the project, archaeological and architectural/history investigations will continue to be conducted to determine whether cultural resources are located in the project area and to assess the project's effect upon these resources.

WisDOT would be pleased to receive any comments regarding this project or any information you wish to share pertaining to cultural resources located in the area. If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please contact James Becker; Environmental Services Section (ESS); 4802 Sheboygan Avenue; Room 451; Madison, Wisconsin 53707; (608) 261-0137.

Sincerely,

Steve Marshall

Steve Marshall, P.E.
I-39/90 South Segment Project Manager
Southwest Region - Madison Office
(608) 246-5350
steve.marshall@dot.wi.gov

Cc: Roger Larson, SW Region – Madison Tribal Coordinator (via e-mail)
Rebecca Burkel, Bureau of Technical Services, Environmental Services Section (via e-mail)
Mike Preboske, AECOM South Segment Project Manager

ENC: Project location maps

Menominee Indian Tribe of Wisconsin
Attn: Dave Grignon, THPO
P.O. Box 910
Keshena, WI 54135

Sac and Fox Nation of Missouri in Kansas and Nebraska
Attn: Jane Nioce
305 N. Main
Reserve, KS 66434

Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin
Attn: Larry Balber, THPO
Red Cliff Band of Lake Superior Chippewa Indians
88385 Pike Road, Highway 13
Bayfield, WI 54814

Sac and Fox of the Mississippi in Iowa
Attn: Jonathan Buffalo, NAGPRA Rep.
349 Meskwaki Road
Tama, IA 52339-9629

Bad River Band of Lake Superior Chippewa Indians of Wisconsin
Attn: Edith Leoso, THPO
P.O. Box 39
Odanah, WI 54861

Ho-Chunk Nation
Attn: William Quackenbush, THPO
Executive Offices
P.O. Box 667 405 Aiport Road
Black River Falls, WI 54615

Prairie Band Potawatomi Nation
Attn: Chairman Steve Ortiz, NHPA Rep.
16281 Q Road
Mayetta, KS 66509

Sac and Fox Nation of Oklahoma
Attn: Sandra Massey, NAGPRA Rep.
RR 2, Box 246
Stroud, OK 74079

Forest County Potawatomi Community of Wisconsin
Attn: Mike Alloway
P.O. Box 340
Crandon, WI 54520

Lac Vieux Desert Band of Lake Superior Chippewa Indians
Attn: giiwegiizhigookway Martin, THPO
Ketegitigaaning Ojibwe Nation
P.O. Box 249
Watersmeet, MI 49969

Wisconsin Department of Transportation

2101 Wright Street Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 www.dot.wisconsin.gov

39/90 IMPROVING a gateway to Wisconsin

February 19, 2013

Edith Leoso
THPO
Bad River Band of Lake Superior
Chippewa Indians - WI
PO Box 39
Odanah, WI 54861

Project Update
Project ID 1005-10-01
I-39/90 – Central Segment
County O to Dane/Rock County line
Rock County

Dear Ms. Leoso:

The Wisconsin Department of Transportation (WisDOT) Southwest Region office in Madison has initiated the design of future improvements to the I-39/90 Central Segment in Rock County. The I-39/90 Central Segment starts at County O and continues north along I-39/90 to the Dane/Rock County line. (See enclosed project location map). The proposed improvements for I-39/90 Central include the removal and reconstruction of the existing freeway lanes and the addition of a fourth lane in each direction from County O to WIS 26 to create a eight-lane divided highway, and the addition of a third lane in each direction from WIS 26 to the Dane/Rock County line to create a six-lane divided highway. The interchanges within this segment will be reconstructed to address roadway and capacity deficiencies. Also included in the reconstruction are grade separated crossings along the segment.

This letter is to inform you the initial Area of Potential Effect (APE) as originally determined in the 2010 Environmental Assessment (EA) has been adjusted for this project. The original APE evaluated in 2003 and 2004 indicated that work would mostly be confined to the existing right of way, with new strip right of way in the range of 0 - 20-feet for mainline construction and some new right of way for interchange improvements. As a result of additional design and engineering, the APE is now being proposed to be expanded outside of the existing right of way in some areas and the acquisition of strip right of way along the mainline will be necessary. Additional right of way will also be needed in the four interchange areas located in this segment: WIS 11/E. Racine Street, US 14, WIS 26 and WIS 59.

As part of the project, archaeological and architectural/history investigations will continue to be conducted to determine whether cultural resources are located in the project area and to assess the project's effect upon these resources.

WisDOT would be pleased to receive any comments regarding this project or any information you wish to share pertaining to cultural resources located in the area. If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please contact James Becker; Environmental Services Section (ESS); 4802 Sheboygan Avenue; Room 451; Madison, Wisconsin 53707; (608) 261-0137.

Sincerely,

James Oettinger

James Oettinger, P.E.
I 39/90 Central Segment Project Manager
Southwest Region - Madison Office
(608) 246-3879
James.Oettinger@dot.wi.gov

Cc: Roger Larson, SW Region – Madison Tribal Coordinator (via e-mail)
Rebecca Burkel, Bureau of Technical Services, Environmental Services Section (via e-mail)

ENC: Project location map

T	FIRST	LAST	TITLE	TRIBE	ADD1	ADD2	CITY	ST	ZIP
Ms.	Edith	Leoso	THPO	Bad River Band of Lake Superior	Chippewa Indians - WI	PO Box 39	Odanah	WI	54861
Ms.	Melissa	Cook	THPO	Forest CO Potawatomi Community – WI	Tribal Office	PO Box 340	Crandon	WI	54520
Mr.	LeRoy	Defoe	THPO	Fond du Lac Band of	Lake Superior Chippewa	1720 Big Lake Road	Cloquet	MN	55720
Mr.	William	Quackenbush	THPO	Ho-Chunk Nation	Executive Offices	405 Airport Rd (Box 667)	Black River Falls	WI	54615
Mr.	giiwegiizhigookway	Martin	Ketegitigaaning Ojibwe Nation/THP	Lac Vieux Desert Band - Lake Superior	Chippewa Indians	PO Box 249	Watersmeet	MI	49969
Mr.	David	Grignon	THPO	Menominee Indian Tribe – WI	W3426 CTH V V West	PO Box 910	Keshena	WI	54135
Mr.	Steve	Ortiz	NHPA Representative	Prairie Band Potawatomi Nation		16281 Q Road	Mayetta	KS	66509
Mr.	Larry	Balber	THPO	Red Cliff Band of Lake Superior	Chippewa Indians – WI	88385 Pike Rd, HWY 13	Bayfield	WI	54814
Ms.	Jane	Nioce		Sac & Fox Nation of Missouri	In Kansas & Nebraska	305 N. Main	Reserve	KS	66434
Ms.	Sandra	Massey	NAGPRA Representative	Sac & Fox Nation of the Oklahoma		RR 2, Box 246	Stroud	OK	74079
Mr.	Jonathon	Buffalo	NAGPRA Representative	Sac & Fox of the Mississippi	In Iowa	349 Meskwaki Rd	Tama	IA	52339

February 15, 2013

Name
Address
City State ZIP

Project Update
Project ID 1007-10-01
I-39/90 – North Segment
Dane/Rock County line to US 12/18
Dane County

Dear Name:

The Wisconsin Department of Transportation (WisDOT) Southwest Region office in Madison has initiated the design of future improvements to the I-39/90 North Segment in Dane County. The I-39/90 North Segment starts at the Dane/Rock County line and continues north along I-39/90 to US 12/18. (See enclosed project location map). The proposed improvements for I-39/90 North include the removal and reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. The interchanges within this segment will be reconstructed to address roadway and capacity deficiencies. Also included in the reconstruction are grade separated crossings along the segment.

This letter is to inform you the initial Area of Potential Effect (APE) as originally determined in the 2010 Environmental Assessment (EA) has been adjusted for this project. The original APE evaluated in 2003 and 2004 indicated that work would mostly be confined to the existing right of way, with new strip right of way in the range of 0 - 20-feet for mainline construction and some new right of way for interchange improvements. As a result of additional design and engineering, the APE is now being proposed to be expanded outside of the existing right of way in some areas and the acquisition of strip right of way along the mainline will be necessary. Additional right of way will also be needed in the four interchange areas located in this segment: WIS 73/US 51, US 51, County N, and the US 12/18 (Madison Beltline).

As part of the project, archaeological and architectural/history investigations will continue to be conducted to determine whether cultural resources are located in the project area and to assess the project's effect upon these resources.

WisDOT would be pleased to receive any comments regarding this project or any information you wish to share pertaining to cultural resources located in the area. If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please contact James Becker; Environmental Services Section (ESS); 4802 Sheboygan Avenue; Room 451; Madison, Wisconsin 53707; (608) 261-0137.

Sincerely,



Craig Pringle, P.E.
I 39/90 North Segment Project Manager
Southwest Region - Madison Office
(608) 242-8058
craig.pringle@dot.wi.gov

Cc: Roger Larson, SW Region – Madison Tribal Coordinator (via e-mail)
Rebecca Burkel, Bureau of Technical Services, Environmental Services Section (via e-mail)

ENC: Project location map

First Name	Last Name	ofessional T	Organization	Address	City	State	Zip Code
Edith	Leoso	Tribal Historic Preservation Officer	Bad River Band of Lake Superior Chippewa Indians of Wisconsin	PO Box 39	Odanah	WI	54861
Mike	Alloway		Forest County Potawatomi Community of Wisconsin	Tribal Office, PO Box 340	Crandon	WI	54520
William	Quackenbush	Tribal Historic Preservation Officer	Ho-Chunk Nation	Executive Offices, PO Box 667, 405 Airport Road	Black River Falls	WI	54615
giiwegiizhigookway	Martin	Tribal Historic Preservation Officer	Lac Vieux Desert Band of Lake Superior Chippewa Indians - Ketegitigaaning Ojibwe Nation	PO Box 249	Watersmeet	WI	49969
Dave	Grignon	Tribal Historic Preservation Officer	Menominee Indian Tribe of Wisconsin	W3426 CTH V V West, PO Box 910	Keshena	WI	54135
Steve	Ortiz	Chairman, NHPA Rep.	Prairie Band Potawatomi Nation	16281 Q Road	Mayetta	KS	66509
Larry	Balber	Tribal Historic Preservation Officer	Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	88385 Pike Road, Highway 13	Bayfield	WI	54814
Jane	Nioce		Sac and Fox Nation of Missouri in Kansas and Nebraska	305 N. Main	Reserve	KS	66434
Sandra	Massey	NAGPRA Representative	Sac and Fox Nation of Oklahoma	RR 2, Box 246	Stroud	OK	74079
Jonathan	Buffalo	NAGPRA Representative	Sac and Fox of the Mississippi in Iowa	349 Meskwaki Road	Tama	IA	52339-9629
Darren	Fortney			6972 Harm	Middleton	WI	53562
Jeff	Hanson		EMCS	901 Demin	Madison	WI	53717

Appendix O
Rock County Land Conservation Department Coordination

Canfield, Amy

From: NORMAN TADT <NTADT@co.rock.wi.us>
Sent: Thursday, December 26, 2013 3:00 PM
To: Grimes, Jennifer - DOT
Subject: Re: WisDOT project 1005-10-01 I-39 Corridor Central Segment: Natter Property, Rock County Conservation Easement
Attachments: TADT, NORMAN.vcf

I see you have moved the new "hot spot" in Edgerton. As you know everyone is filled with anticipation with this upcoming project. Actually I think most people can't wait until it is over. If nothing else it'll make for interesting stories and probably some lessons learned by many. Enough of that.
The Conservation Easement was placed on that area due to concerns of how development could affect the area of steep slopes and shallow soils mapped there. Special considerations may be needed as far as erosion control and slope stabilization during the construction phase, especially with it being adjacent to the Rock River. If this email is official enough for the process great, if not I could put something together on letterhead for you to place in the file. Please let me know.
Have a great New Year and feel free to contact me about any other items we here at the Land Conservation Department could assist you with.

Sincerely,

Norman J. Tadt Jr.
Senior Conservation Specialist
Rock County Land Conservation Dept.
440 N. U.S. Hwy. 14
Janesville, WI 53546
608-290-7617
>>> "Grimes, Jennifer - DOT" <Jennifer.Grimes@dot.wi.gov> 12/17/2013 10:50 AM >>>
Tom Sweeney or Norm Tadt,

The Wisconsin Department of Transportation (WisDOT) is overseeing a major reconstruction and expansion project in south-central Wisconsin. The I-39/90 Expansion Project extends approximately 45 miles along Interstate 39/90 from the Illinois state line to the US 12/18 interchange near Madison in Rock and Dane Counties. In order to address safety and congestion concerns, WisDOT will reconstruct and expand I-39/90 from four to six lanes and reconfigure 11 interchanges, and expand the Interstate to eight lanes (four lanes in each direction), from WIS 11 (Avalon Rd.) north to the WIS 26 interchange, to accommodate projected traffic increases. Construction on I-39/90 is scheduled to begin in 2015 and be completed in 2021. Some projects began in July 2013. As a part of the project, the structures over the Rock River will be reconstructed and expanded.

We are currently in the process of re-evaluating the Environmental Assessment (EA) for the I-39/90 Corridor (Draft EA signed by FHWA in 2008, Finding of No Significant Impact (FONSI) was issued by FHWA in 2010). The project team has identified a Rock County Conservation Easement on the Rollin and Sally Natter property adjacent to Richardson Springs Road on the NE side of the river. I have attached a copy of the title report and a project draft plat sheet, showing the proposed acquisition of a portion of the property in easement.

Can you provide any additional information about the type of easement on the Natter property (CREP, Land & Water Resource Management Program, etc.) and the type of protections that the property is under? What is the process if

FHWA/WisDOT is proposing to acquire a portion of this easement for construction of the new Rock River structure for the northbound lanes of I-39?

If you need any additional information of the project in this area, please let me or Derek Potter, WisDOT I-39/90 Central segment project manager know.

Jenny

Jennifer Grimes
Environmental Analyst & Review Specialist
Mega Team Projects & Planning Majors Studies
WisDOT Southwest Region – Edgerton
111 Interstate Blvd, Edgerton, WI 53534
Phone 608.884.1147 | Cell 608.516.9760
jennifer.grimes@dot.wi.gov

(10/28/13: please note my new phone number and office location)

The information contained in this message and in any attachment is intended only for the recipient. It may be privileged and confidential, and should be protected from disclosure. If you are not the intended recipient, or you have received this communication in error, please immediately notify the sender by replying to the message and delete it from your computer. Please be aware that any dissemination or copying of this communication is strictly prohibited.

Appendix P
Dane County Drainage Board Coordination

Wisconsin Department of Transportation

111 Interstate Blvd., Edgerton WI 53534-9399 (608) 884-1234 FAX (608) 884-1220 www.dot.wisconsin.gov

January 21, 2014

TO: Scott Ringelstetter
Chair, Dane County Drainage Board
2341 County Rd V
Sun Prairie, WI 53590

RE: Project ID 1007-10-01
I-39/90 Project
North Segment, Dane/Rock County line to County AB (Buckeye Road)

The Wisconsin Department of Transportation (WisDOT) – Southwest Region has initiated the design of future improvements to the I-39/90 North Segment in Dane County. The I-39/90 North Segment starts at the Dane/Rock County line and continues north along I-39/90 to County AB (Buckeye Road) in Madison (see project location map on the back of this page). The proposed improvements for I-39/90 include reconstruction of the existing freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. Interchanges and grade separated crossings within this segment will be reconstructed to address roadway and capacity deficiencies.

The project team and designers have been working with property owners, particularly farm owners, to address drainage issues. We would also be pleased to receive any information you wish to share pertaining to the Dane County Drainage Board.

Also note that you are invited to an upcoming **Public Open House** to provide information and updates about the corridor design plans. Updated maps of the corridor design plans will be on display and WisDOT representatives will be available to discuss the project on an individual basis. There will not be a formal presentation. You are welcome to drop-in at any time between 4:00 p.m. and 7:00 p.m.

I-39/90 North Segment - Public Open House

Date:	**Wednesday, January 29, 2014**
Time:	**4:00 p.m. – 7:00 p.m. (No formal presentation; drop-in at any time)**
Location:	**WisDOT Southwest Region Project Field Office**
	111 Interstate Boulevard, Edgerton, WI 53534

If you have any questions or would like to schedule a separate meeting please feel free to contact Craig Pringle, WisDOT Project Manager at (608) 884-7132.

Sincerely,



Craig Pringle
Project Manager
WisDOT Southwest Region Project Field Office
111 Interstate Boulevard, Edgerton, WI 53534
craig.pringle@dot.wi.gov

Appendix Q
EA/FONSI Documentation

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation
DT2094 8/2005

Project ID	Funding Source	Federal Number
1001-07-00	☐ State Only ☒ Federal	
Project Name (Highway, Airport, Rail Line)		**Project Termini**
IH 39/90		Illinois State Line to USH 12/18
Section	**County**	**Estimated Project Cost (Include R/W Acquisition)**
	Rock and Dane Counties	~~$420 million~~ See Env. Addendum (DT 2168)

It is determined, after review of the comments from the public, and coordination with other agencies, that this action would not significantly affect the quality of the human environment. This document is a

☒ Finding of No Significant Impact (FONSI).

☒ Environmental Assessment (EA) No Significant Impacts Indicated by Initial Assessment

☐ Environmental Assessment (EA) EIS Required

☐ Environmental Report (2-ER)

James T Dick 5/5/10
(Signature) (Date)

Project Manager
(Title)

John H. Kesperman 06/03/2010
(Signature) (Date)

SW Region Planning Chief
(Title)

(Signature) (Date)
☐ Region, ☐ Aeronautics,
☐ Transit, Local Roads, Rails & Harbors

for (Director, Bureau of Equity & Environmental Services) 6/2/10 (Date)

Gary McKenney 10/1/10
(☒ FHWA, ☐ FAA, ☐ FTA, ☐ FRA) (Date)

James T Dick 6/20/08
(Signature) (Date)

Project Manager
(Title)

John H. Kesperman 06/23/2008
(Signature) (Date)

SW Region Planning Chief
(Title)

(Signature) (Date)
☒ Region, ☐ Aeronautics,
☐ Transit, Local Roads, Rails & Harbors

for Patricia M Brauner 10 July 2008
(Director, Bureau of Equity & Environmental Services) (Date)

7/29/2008
(☒ FHWA, ☐ FAA, ☐ FTA, ☐ FRA) (Date)

1) Description of Proposed Action (Attach project location map and other appropriate graphics).

The proposed project is located in Dane and Rock Counties in South-Central Wisconsin along Interstate Highway (IH) 39/90. The project begins at the Illinois State Line in Rock County, Wisconsin and continues north to, and including, the USH 12/18 interchange and its east, west, and north approach roadways in Dane County near Madison, Wisconsin. The project is approximately 45.5 miles long. A Project Location Map is shown in Figure 1-1 (page 1A).

The proposed improvement for IH 39/90 involves reconstructing the existing 4-lane divided interstate highway and adding an additional lane in each direction to create a 6-lane divided highway. Minor slope grading will be involved to update the clear zone area to current design standards. The proposed interstate highway will typically consist of three 12-foot travel lanes with 12-foot inside and outside shoulders in each direction separated by a variable width median. A median barrier will be constructed in those areas where the resultant median width would be less than 60 feet (inside edge to inside edge of driving lanes). See Exhibit A-1-4 in Appendix A for interstate roadway typical sections.

The general concept is to utilize the existing interstate highway right of way to the extent practical. Existing right of way varies along the IH 39/90 corridor between 230 and 650 feet wide. From the Illinois State line to north of the STH 26 interchange at Janesville, the additional interstate lanes are proposed to be added

U.S. Department of Transportation
Federal Highway Administration

FHWA – WI Division

525 Junction Road, Suite 8000
Madison, WI 53717-2157
(City Center West, Johnson Bank Bldg)
Tel 608-829-7500, FAX 608-829-7526
Wisconsin.FHWA@dot.gov

In Reply Refer To:
HDA-WI

Date: October 1, 2010

FEDERAL HIGHWAY ADMINISTRATION (FHWA)
FINDING OF NO SIGNIFICANT IMPACT

Project ID: 1001-07-00
Highway: IH 39
Termini: Madison – IL State Line
County: Dane & Rock

This finding of no significant impact is based on the attached environmental document, which has been independently evaluated and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project.

It provides sufficient evidence and analysis for determining that an environmental impact statement is not required.

Accordingly, it is concluded this project will not have any significant impact on the human environment.

This project is a Federal Major Project over $500 million in total cost. The official "effective date" of this Finding is deferred until a "financial commitment", based on the "Cost Estimate Review" data used to prepare the attached Final Environmental Assessment document, is received from the Wisconsin Department of Transportation (WisDOT), and concurred in by FHWA. This commitment may be in the form of a recommendation for enumeration of funding as a WisDOT Major Project, or other appropriate funding proposals accepted by FHWA.

Approved:

Name: Tracey McKenney, P.E.
Title: Major Projects Program Manager

Attachment

U.S. Department of Transportation
Federal Highway Administration

FHWA – WI Division

525 Junction Road, Suite 8000
Madison, WI 53717
608-829-7500
608-829-7526
Wisconsin.FHWA@dot.gov

October 1, 2010

In Reply Refer To:
HDA-WI

Secretary Frank J. Busalacchi
Wisconsin Department of Transportation
4802 Sheboygan Avenue, Room 120B
Madison, WI 53707

Dear Secretary Busalacchi:

I am writing to formally transmit signed copies of the Record of Decision (ROD) for the Wisconsin State Highway 15 project (Project 6430-06-00, State Trunk Highway (STH 15), New London to Greenville, Outagamie County) and the Finding of No Significant Impact (FONSI) for the Interstate 39/90 project (Project 1001-07-00, Interstate 39/90, Madison to the Illinois State Line, Dane and Rock Counties). Signed originals were transmitted directly to the Northeast and Southwest Regions.

Please note that the date shown on these documents is October 1, 2010. This date reflects our review and approval of the documents. However, as previously discussed with your Department, the official effective date of these documents will be the date of the Wisconsin State Legislature Transportation Projects Commission's (TPC) recommendation for enumeration. This distinction in the "effective date" is necessary due to the Federal Highway Administration's requirement for ensuring a financial commitment for advancing a project prior to signing the environmental document.

Should one or both of the projects not be recommended for enumeration by the TPC or not be enumerated as part of the next State Fiscal Year budget, the environmental determination(s) will be revisited to access the acceptability of moving forward with the project(s).

If you have any questions or need anything additional on these projects, please contact me at (608) 829-7505.

Sincerely,

George R. Poirier, P.E.
Division Administrator

enclosures

Wisconsin Department of Transportation

2101 Wright Street Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 www.dot.wisconsin.gov

39/90 IMPROVING a gateway to Wisconsin

To	Mike Sedlacek (USEPA), Simone Kolb (USACE), Stacy Marshall (USACE), Peter Fasbender (USFWS), Eric Heggelund (WDNR), Amanda Cushman (WDNR), Peter Nauth (DATCP), Kim Cook (SHPO)
CC	Johnny Gerbitz (FHWA), Tracey Blankenship (FHWA), Dan Scudder (BTS-EDPS), Jay Waldschmidt (BTS-EDPS), Jamie Macalister (BTS-EDPS), John Steiner (DOT), Kim Schauder (DOT), Jim Buschkopf (DOT), Steve Marshall (DOT), Derek Potter (DOT), Craig Pringle (DOT)
Subject	May 30, 2013 Agency Coordination Meeting, WisDOT ID 1001-10-02 I-39/90 Corridor, Illinois State Line – US 12/18 (Beltline Interchange), Rock & Dane Co.
From	John Vesperman, WisDOT Project Chief, I-39/90 Corridor Management Team Jennifer Grimes, WisDOT Environmental Coordinator, I-39/90 Corridor Management Team
Date	May 20, 2013

INVITATION TO I-39/90 AGENCY MEETING

On Thursday, May 30, 2013 the I-39/90 Corridor Management Team will be holding an Environmental Agency Coordination Meeting to discuss the status of the I-39/90 design project from 1pm to 3pm at the office of Strand Associates, Inc., 910 West Wingra Drive, Madison. The purpose of this meeting is to review recent design modifications, discuss the recently completed environmental scan for the corridor, provide information on the new environmental documents that will be required for the project, and discuss any concerns the agency representatives may have. Additional background on these topics is provided below.

I-39/90 CORRIDOR EA/FONSI

An Environmental Assessment (EA) for the I-39/90 Corridor from the Illinois State Line to US 12/18 (Beltline Interchange) was signed on July 19, 2008 (WisDOT ID: 1001-07-00). The Finding of No Significant Impact (FONSI) was signed by FHWA on October 1, 2010, with an effective date of October 19, 2010. The purpose of the EA study was to determine what improvements would be required to create an I-39/90 that meets current design standards, has improved safety features, accommodates future traffic with an acceptable level of service (LOS), and replaces aging pavements and structures. The analysis and findings of the EA indicated a need for an expansion and reconstruction of I-39/90, including reconstruction of all existing interchanges.

Five environmental agencies provided comments on the environmental document: U.S. Fish and Wildlife Service (USFWS), Department of Agriculture, Trade & Consumer Protection (DATCP), U.S. Army Corps. of Engineers (USACE), U.S. Environmental Protection Agency (USEPA) and Wisconsin Department of Natural Resources (WDNR). No changes to the project's preferred alternative or estimated impacts as listed in the environmental document resulted from any of the agency's comments.

I-39/90 CORRIDOR ENVIRONMENTAL SCAN

On October 12, 2012, FHWA requested that WisDOT prepare an updated scan on the environmental impacts anticipated for the I-39/90 Corridor due to the changes made in the design criteria currently being used for the final design of the proposed I-39/90 capacity expansion work. The updated scan was to be compiled for each of the three major design Segments that have been established (South Segment, Central Segment and North Segment), and then summarized as a total of all three sections, using the “Environmental Cost Matrix” format that was included in the Final EA document.

In November 2012, WisDOT initiated the environmental scan for the I-39/90 corridor utilizing the current roadway design that was less than 30% complete. The purpose of the scan was to compare the environmental impacts of the current design to those documented in the EA/FONSI. Once a rough scan of impacts was calculated for each Segment, minimization efforts took place and modifications were made in some locations to avoid and minimize impacts, where possible. Updated analysis of each Segment was provided with approximately 30% design in February 2013.

Updated Environmental Cost Matrix
Each of the 3 major design Segments were broken down into three or four sections to allow for more detailed reporting of impacts. The attached map [*Figure 1: I-39/90 Sections for Environmental Impacts*] shows the limits of the various major Segments and sub-sections.

The attached tables [*Figure 2: Environmental Scan Tables 1-9*] provide a summary of the environmental impacts for the South, Central, and North Segments of I-39/90. Table 1 compares the EA/FONSI Preferred Alternative environmental factors and costs to the current design for each Segment. Tables 2, 3 and 4 provide additional details on the South, Central, and North Segments, respectively and include columns for each of the sub-sections shown on Figure 3.

The following design changes resulted in increased right of way needs and environmental impacts in all three Segments:

- The design speed was changed to 75 mph vs. the 70 mph design speed used in the EA/FONSI.
- The minimum clear zone width changed to 44 feet as a result of the increase in design speed to improve safety. The clear zone width used in the EA/FONSI was 34 feet.
- A wider median is needed for drainage and to eliminate median cable guard to improve safety.
- Existing overpass profiles were not addressed in the EA/FONSI and all are deficient. New crest curves require over 15 feet of fill in some areas.
- System interchange redesign to allow for higher design speeds resulted in higher impacts at the Beltline and I-43.
- Drainage was not addressed in the EA/FONSI. Impacts associated with storm water and water quality features will be evaluated during final design.
- Detention ponds will likely be required along the corridor to address new regulations for water quality standards in the Rock River drainage basin.

Additional information on design changes specific to each Segment can be found in the notes on Tables 1-4. Breakdowns for each environmental issue by Segment and smaller section are shown on Tables 5-9, and include impacts to: right of way, agricultural lands, upland, wetlands, and streams & waterways.

Minimization Efforts
As referenced above, modifications were made to the design between November 2012 and February 2013 to minimize impacts in some locations.

A reduction in overall right of way and agricultural impacts in the South Segment was achieved by redesigning the ditches in several areas to include a flat bottom and a pipe for infiltration. In addition, several acres of detention ponds were also eliminated. In the Central Segment, upland habitat impacts located in a city park were eliminated by using steeper side slopes. In the North Segment, a residential relocation was avoided. Also, in the North Segment, minimization techniques are ongoing to reduce impacts to large contiguous wetlands and wetlands that are of medium or high quality functional value.

System-to-System Interchanges
As you will notice on Table 1, separate columns have been added for the two system interchanges at each end of the corridor, the I-43 system interchange on the south end of the project and the Beltline (US 12/18) system interchange on the north end of the project. This information is also split out into columns on Table 2 South Segment, Section 1 for the I-43 Interchange and Table 4 North Segment, Section 3 for the Beltline Interchange. Refined alternatives are currently being evaluated for both system interchanges by their respective design teams.

Outcome of Environmental Scan
FHWA and WisDOT's Environmental Document and Process Section (ED&PS) reviewed the environmental scan prepared for the I-39/90 corridor and determined that a Re-evaluation of the original EA/FONSI would be required for the I-39/90 mainline and separate, stand-alone EA's would be required for the I-43 and UH 12/18 (Beltline) system interchanges.

AGENCY COORDINATION
Per FHWA's approval of the FONSI, the federal-aid funding authorization was given with the following condition:

> *"Authorized with the understanding WisDOT will continue to coordinate with all interested agencies (ie- USACE, USEPA, WDNR, etc) throughout the development of the final design for the various segments in order to resolve any outstanding issues or concerns they identified by the time the final designs are completed and permits etc are being requested (Ref FHWA's 11/01/2010 e-mail giving final approval of EA & FONSI, J Gerbitz, FHWA to D Scudder, WisDOT)"*
> *This condition is necessary because of the commitment we made to the resource agencies in order to complete our approval of the Final EA environmental document and issue the FONSI.*
>
> *In order to fulfill our commitment to the agencies we request that as the preliminary design of the alignment, typical sections, and potential impacts to wetland etc are developed for the various segments; coordination meetings be held with the resource agencies to discuss the design feature, anticipated impacts, and measure taken/proposed to avoid/minimize/mitigate the impacts. We will most likely want to attend those meetings, and suggest representatives from your Region and Central Office environmental staff should also attend.?*

An Environmental Agency Kickoff meeting was held on May 30, 2012 with attendees from WDNR, USACE, DATCP, WisDOT and FHWA. The minutes from this meeting are attached [*Figure 3: I-39/90 Agency Kick-off Meeting Minutes – 05-30-12*]. The overall corridor was discussed as well the three design Segments, changes to design criteria and preliminary environmental impacts, schedule, agency involvement and permitting expectations. Copies of the minutes and handouts were sent to those that attended as well as USEPA and USFWS.

A wetland specific agency meeting was held on June 11, 2012 between WDNR, USACE, WisDOT and FHWA to discuss potential impacts in each of the three Segments, agency concerns, field reconnaissance methodologies, submittal for review and permitting.

Throughout the 2012 field season, wetland delineations, stream surveys and threatened and endangered species surveys were conducted and reports were submitted to WDNR and USACE for review and concurrence. In October 2012, individual agency meetings with the WDNR (10/10/12) and USACE (10/11/12) were held to discuss the results of the reports as well as an overview of each design Segment, the alternate routes being

developed for traffic diversion during construction of the interstate and follow-up on any outstanding issues. It was decided that monthly meetings were not needed at this time, but bi-monthly/quarterly updates would be provided. In February 2012, a brief update of the corridor project Segments and the alternate routes was provided as a part of larger previously scheduled SW Region coordination meetings with the WDNR (2/19/13) and USACE (2/26/13).

Ongoing review and coordination has been occurring with WDNR as issues arise and project design plans (30%, 60%, 90% design) need to be either desktop or field reviewed. Initial and Final Concurrence/Section 401 Water Quality Certification letters have been requested from and received from WDNR in a timely manner to continue to meet the I-39/90 schedule; including those for 3 projects that had February 1, 2013 PS&E dates.

PREPARING FOR THE MAY 30, 2013 AGENCY MEETING

Included with this letter are several documents for you to review prior to the meeting. If you would like copies of any of these documents at the meeting, please print copies and bring them with you. Items for review include:

- Meeting minutes from the May 30, 2012 environmental agency meeting
- The original EA/FONSI for the corridor. A link to download a copy of this document was included in the email where you received this letter.
- The results of the environmental scan completed for the corridor at approximately the 30% design stage (Tables 1-9).

Next week, you will also receive a reminder email about the meeting which will include the following:

- Meeting Agenda
- Letter from FHWA/WisDOT Central Office describing what additional environmental documentation will be required for the project.

Sincerely yours,

John Vesperman *Jennifer Grimes*

John Vesperman
Project Chief, I-39 Corridor Management Team
john.vesperman@dot.wi.gov

Jennifer Grimes
Environmental Coordinator, I-39 Corridor Management Team
jennifer.grimes@dot.wi.gov

Attachments:
[Figure 1: I-39/90 Sections for Environmental Impacts]
[Figure 2: Environmental Scan Tables 1-9]
[Figure 3: I-39/90 Agency Kick-off Meeting Minutes – 05-30-12]

Date: May 23, 2013

To: John Vesperman, Project Manager

Jennifer Grimes, Environmental Coordinator

From: Dan Scudder

Subject: I-39/90 Environmental Scan

This memo is in response to the Environmental Scan submitted by your project team for the I-39/90 project from the Illinois State Line to US 12/18. FHWA Wisconsin Division staff and WisDOT Environmental Process & Documents (EPD) section staff met with your team on March 29, 2013 to discuss design changes that have occurred during the final design phase of the I-39/90 project. We met again on April 10, 2013 to discuss options and recommendations for further environmental analysis and documentation as a result of these design changes.

Background

I-39/90 from the Illinois State Line to US 12/18 I-39/90 is one of the most important transportation corridors in Wisconsin and is an integral part of the national Interstate system. WisDOT's proposed actions include reconstruction and expansion of 47 miles of Interstate within the corridor and reconstruction of interchanges to meet current design standards and to improve operational efficiency. The Environmental Assessment (EA) was approved on July 29, 2008 and a Finding of No Significant Impact (FONSI) was signed on October 1, 2010 with an effective approval date of October 19, 2010.

Recently, an Environmental Scan was requested by FHWA due to changes that have occurred during the final design process and have resulted in revised impacts. The project team prepared and submitted the Environmental Scan for FHWA and WisDOT review, and the data/impacts in the Scan are compared to the data/impacts in the EA/FONSI for each of the three corridor design segments (South, Central, and North).

Issues

Based on our review (WisDOT EPD section and FHWA) of the Environmental Scan, the following concerns were identified:

1. Due to design changes that have resulted in an increase in impacts (particularly to wetlands and agricultural lands), it is necessary to adequately analyze and address these impacts and to ensure that a Finding of No Significant Impacts is still valid.
2. The scope of work associated with the I-43 and 12/18 Beltline interchanges has changed and the design concepts are continuing to evolve
3. There is a need for additional public involvement as a result of the design changes and resultant impacts.

4. There is a need for further review and input by other state and federal resource agencies regarding the design changes and resultant impacts.

Assessment of the Environmental Scan

Increased Environmental Impacts

The Environmental Scan provides a thorough analysis of impacts by corridor segment, and in relation to the original EA/FONSI. Our review of the Environmental Scan indicates the following:

The 21.5-mile North Segment has a number of notable changes from the EA/FONSI, including a 2.5-mile increase in length to accommodate the most recent design for the USH 12/18 Beltline Interchange. Impacts to agricultural land in this section remain the same, while projected impacts to wetlands have more than doubled. Almost all of the anticipated wetland impacts in this section would occur as a result of reconstructing the Beltline Interchange.

Proposed changes in the corridor's Central Segment are generally consistent with the 2010 EA/FONSI scope. The most significant design change in this segment is the provision of 8 lanes through the Janesville area. However, even with this change, the overall changes in impacts to this segment are relatively minor.

For the 12.1-mile South Segment, impacts to agricultural lands and acres of Right-of-way (ROW) have more than doubled. There is a slight decrease in wetland impacts in this section. The increased impacts are due to two major design changes, one related to the large drainage ditches needed along the mainline of this segment and the other due to the I-43 system interchange. Significant effort was put into re-designing the drainage ditches to minimize agricultural impacts to the maximum extent possible.

Revised Scope of the US 12/18 Beltline Interchange and I-43 System Interchange

The original scope of the Beltline Interchange, as included in the EA/FONSI, was limited to the Beltline interchange itself. However, as detailed design has progressed, and new projects have been initiated to the north, east and west of the interchange, the scope of what is needed with this Interchange has changed. The interchange must not only ensure operational efficiency as the northern termini for the I-39/90 project, it must also ensure compatibility with the future projects.

The original scope of the I-43 system interchange, as included in the EA/FONSI, was limited to bringing the interchange up to current design standards and ensuring local access was still maintained for the City of Beloit. However, as detailed design has progressed, the City of Beloit has expanded their plans for the area to the east of the interchange, and they are looking for greater local access to this area. The interchange must ensure operational efficiency and provide local access; however, it must now also ensure compatibility with evolving City of Beloit plans.

Public Involvement

The project team conducted a number of public information meetings (at least one in each project segment), including meetings with public officials, interested stakeholders, and public advisory taskforces. The Environmental Scan does not include a summary of comments from the meetings, but it is our understanding

that the information provided at the meetings was well received (although it is unclear if the public and local units of government are fully aware of the project changes that have occurred throughout the corridor as a whole, rather than by segment, since the EA/FONSI was signed).

Agency Involvement
The project team continues to coordinate closely with WDNR. However, other agencies, such as the Army Corps of Engineers (USACE) and the Environmental Protection Agency (EPA), may not be fully aware of the extent of changes and potential impacts that have occurred since the EA/FONSI was signed. It is critical these agencies be updated and re-engaged in the process.

Conclusions
WisDOT's EPD section and FHWA believe that additional NEPA analysis and documentation for this project is necessary due to anticipated increased impacts and design changes that have occurred since the EA/FONSI was issued in 2010. While the proposed project changes in the Central Segment of the project seem consistent with the scope of the discussion in the EA/ FONSI, on-going design changes contemplated at the I-43 and 12/18 Beltline interchanges, and the associated impacts, exceed the scope of the discussion in the 2010 document. Therefore, in consideration of the time that has passed and the design changes that have occurred the EPD section and FHWA recommend the following:

1. Prepare a formal Re-evaluation of the 2010 EA/FONSI to identify, analyze and address changes that have occurred since the 2010 document was approved and determine if the overall conclusions are still valid.
2. Since the scope of the work associated with the 12/18 Beltline and I-43 Interchanges has changed, and since these interchanges have independent utility, complete a new Environmental Assessment for each of these interchanges. To ensure the entire corridor analysis and re-evaluation properly considers overall corridor impacts, the original Beltline and I-43 interchange impacts (as included in the 2010 EA/FONSI) should be considered as part of the corridor re-evaluation. Updated overall interchange impacts that have resulted due to the change in scope of these interchanges will be analyzed and addressed in the new Environmental Assessments for each of the interchanges.
3. Conduct additional public involvement, in accordance with established procedures, to assure the public is fully informed of the project changes and anticipated impacts.
4. Reengage with state and federal agencies and inform them of project changes and impacts, and the process WisDOT will use moving forward. Ensure their continued input and involvement in the re-evaluation and the new EAs.

Appendix R
EA/FONSI Environmental Impact Maps

ILLINOIS

ROCK COUNTY

DANE COUNTY

Madison

McFarland

Stoughton

Edgerton

Beloit

Janesville

Milton

51

11

14

59

73

12

26

43

1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

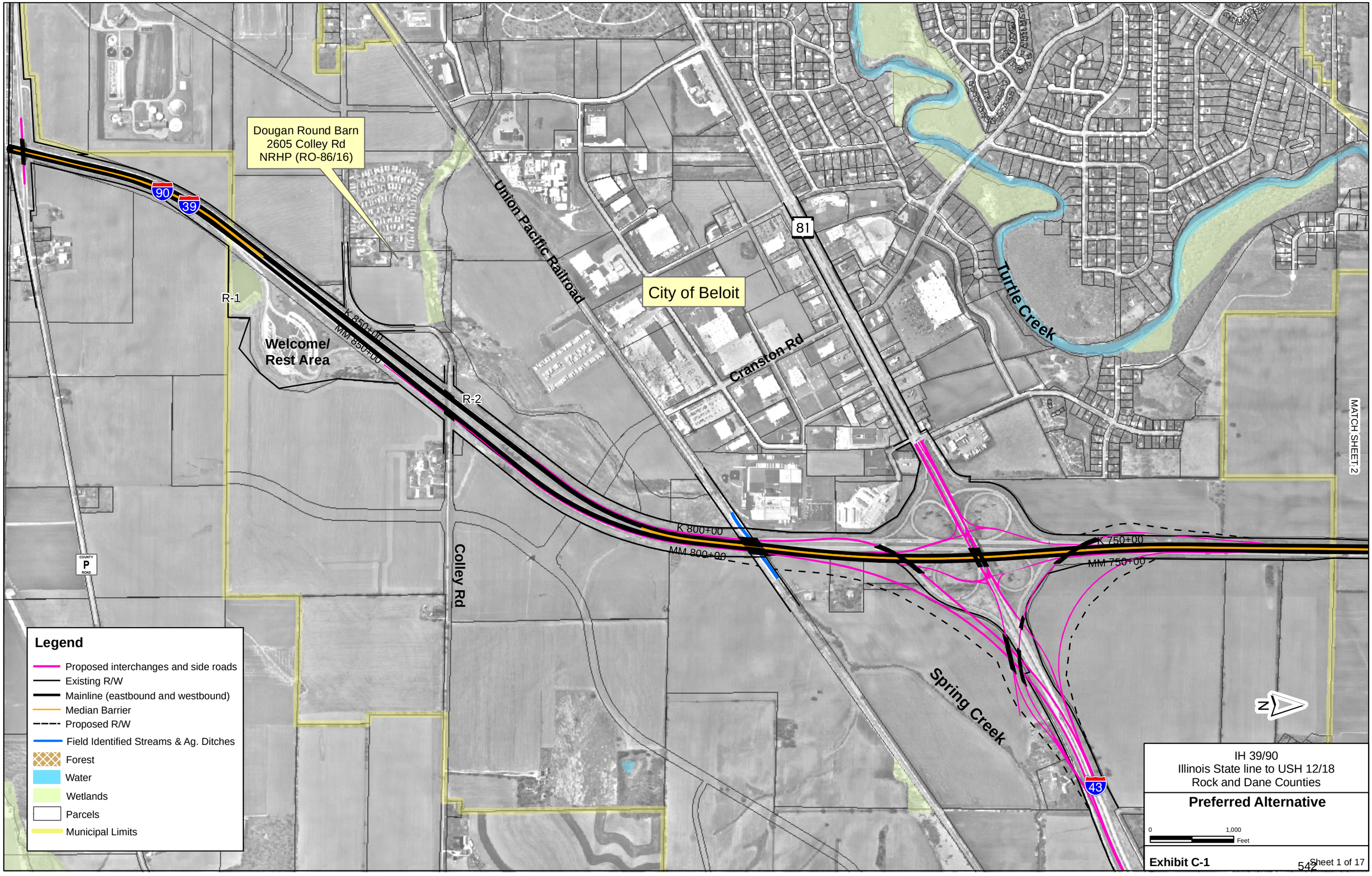
N

IH39/90
Illinois State line to Madison
Rock and Dane Counties

Preferred Alternative

Exhibit C-1

Index Sheets


Dougan Round Barn
2605 Colley Rd
NRHP (RO-86/16)
Union Pacific Railroad
City of Beloit
81
Turtle Creek
Cranston Rd
Welcome/
Rest Area
R-1
R-2
K 850+00
MM 850+00
K 800+00
MM 800+00
K 750+00
MM 750+00
Colley Rd
COUNTY
P
ROAD
Spring Creek
MATCH SHEET 2
Legend
Proposed interchanges and side roads
Existing R/W
Mainline (eastbound and westbound)
Median Barrier
Proposed R/W
Field Identified Streams & Ag. Ditches
Forest
Water
Wetlands
Parcels
Municipal Limits
IH 39/90
Illinois State line to USH 12/18
Rock and Dane Counties
Preferred Alternative
0
1,000
Feet
Exhibit C-1
Sheet 1 of 17

City of Beloit

MATCH SHEET 1

Creek Rd

Turtle Creek

COUNTY S ROAD

K 700+00
MM 700+00

K 650+00
LL 650+00

K 600+00
KK 600+00

39 90

R-6
R-5
R-4
R-3

Hart Rd

Creek Rd

Lathers Rd

MATCH SHEET 3

N

Legend

- Proposed interchanges and side roads
- Existing R/W
- Mainline (eastbound and westbound)
- Median Barrier
- Proposed R/W
- Field Identified Streams & Ag. Ditches
- Forest
- Water
- Wetlands
- Parcels
- Municipal Limits

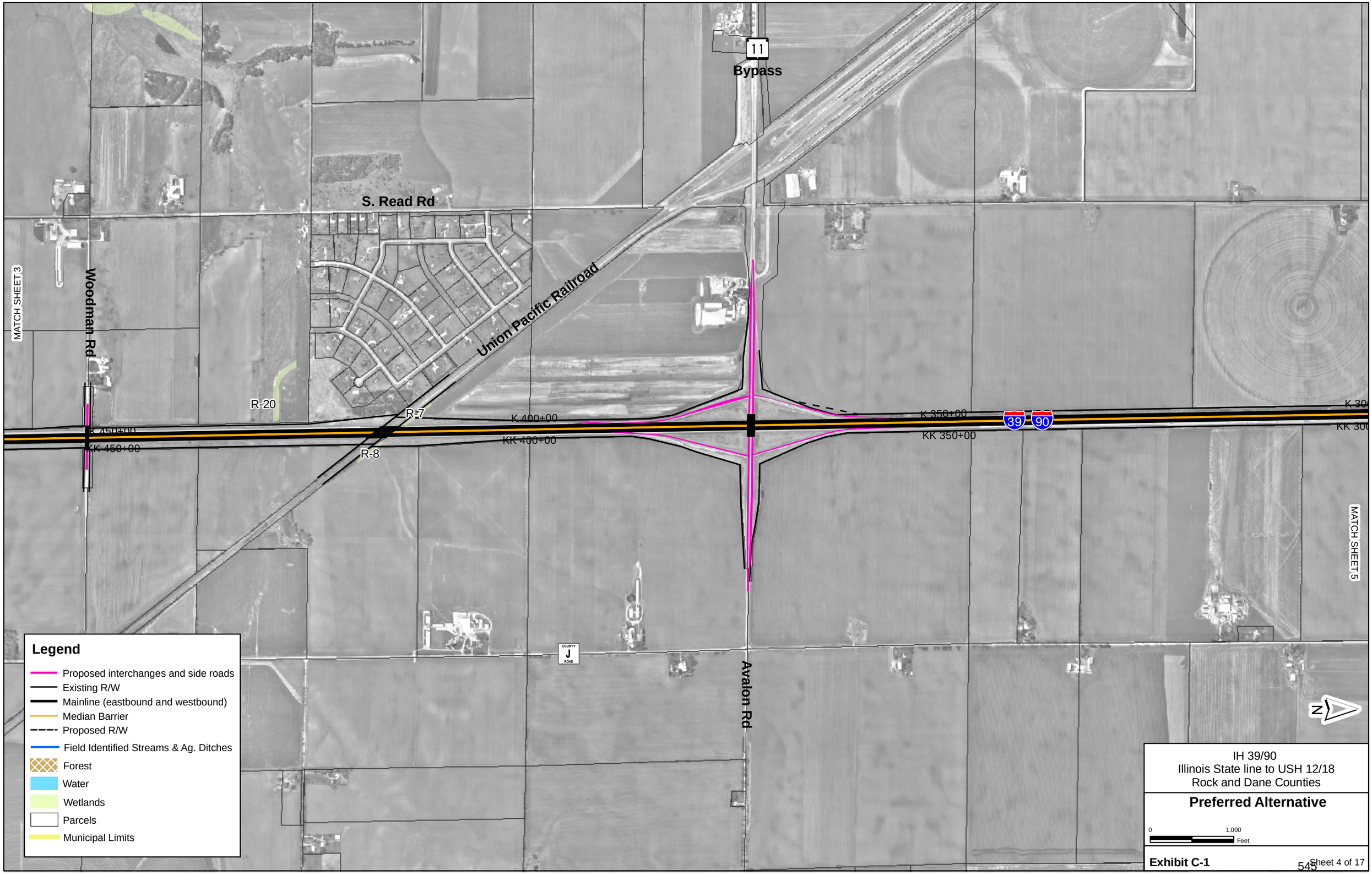
IH 39/90
Illinois State line to USH 12/18
Rock and Dane Counties

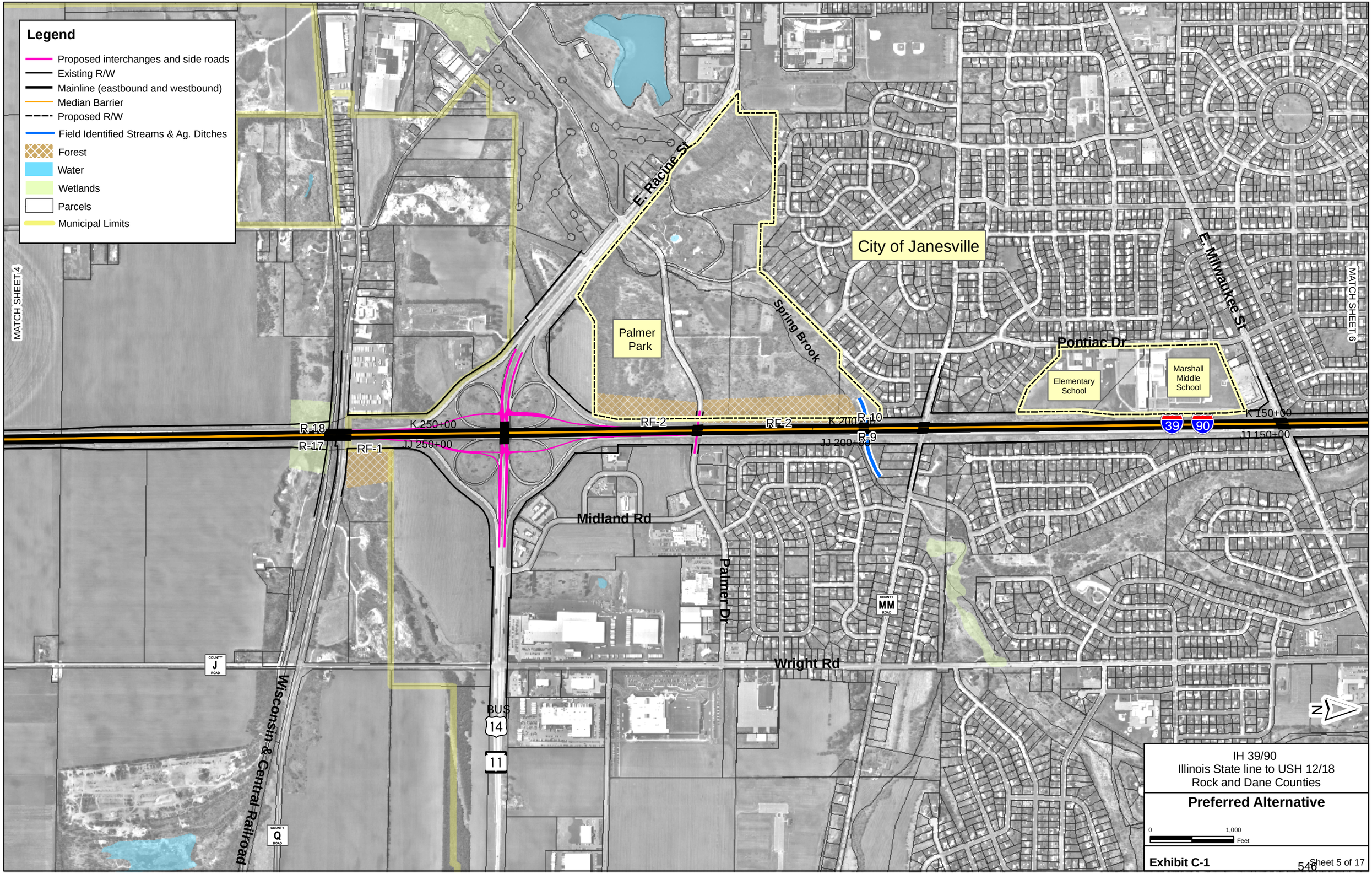
Preferred Alternative

0 1,000 Feet

Exhibit C-1


S. Read Rd
Town Line Rd
Philhower Rd
Creek Rd
S. Patrick Rd
K 600+00
KK 600+00
K 550+00
KK 550+00
K 500+00
KK 500+00
39
90
COUNTY J ROAD
MATCH SHEET 2
MATCH SHEET 4
N
Legend
Proposed interchanges and side roads
Existing R/W
Mainline (eastbound and westbound)
Median Barrier
Proposed R/W
Field Identified Streams & Ag. Ditches
Forest
Water
Wetlands
Parcels
Municipal Limits
IH 39/90
Illinois State line to USH 12/18
Rock and Dane Counties
Preferred Alternative
0
1,000
Feet
Exhibit C-1


11
Bypass
S. Read Rd
Union Pacific Railroad
Woodman Rd
MATCH SHEET 3
R-20
R-7
R-8
K 400+00
KK 400+00
K 350+00
KK 350+00
39
90
K 450+00
KK 450+00
COUNTY J ROAD
Avalon Rd
MATCH SHEET 5
N
Legend
Proposed interchanges and side roads
Existing R/W
Mainline (eastbound and westbound)
Median Barrier
Proposed R/W
Field Identified Streams & Ag. Ditches
Forest
Water
Wetlands
Parcels
Municipal Limits
IH 39/90
Illinois State line to USH 12/18
Rock and Dane Counties
Preferred Alternative
0
1,000
Feet
Exhibit C-1
Sheet 4 of 17


Legend
Proposed interchanges and side roads
Existing R/W
Mainline (eastbound and westbound)
Median Barrier
Proposed R/W
Field Identified Streams & Ag. Ditches
Forest
Water
Wetlands
Parcels
Municipal Limits
MATCH SHEET 4
MATCH SHEET 6
E. Racine St
E. Milwaukee St
City of Janesville
Palmer Park
Spring Brook
Pontiac Dr
Elementary School
Marshall Middle School
R-18
R-17
K 250+00
JJ 250+00
RF-1
RF-2
RF-2
K 200+00
JJ 200+00
R-10
R-9
K 150+00
JJ 150+00
39
90
Midland Rd
Palmer Dr
Wright Rd
COUNTY MM ROAD
COUNTY J ROAD
COUNTY Q ROAD
Wisconsin & Central Railroad
BUS 14
11
N
IH 39/90
Illinois State line to USH 12/18
Rock and Dane Counties
Preferred Alternative
0
1,000
Feet
Exhibit C-1
Sheet 5 of 17

Legend

- Proposed interchanges and side roads
- Existing R/W
- Mainline (eastbound and westbound)
- Median Barrier
- Proposed R/W
- Field Identified Streams & Ag. Ditches
- Forest
- Water
- Wetlands
- Parcels
- Municipal Limits

Kennedy Rd

RF-9

RF-3

R-50+00

R-58+00

26

14

MATCH SHEET 5

MATCH SHEET 7

R-16

Wisconsin & Central Railroad

Kettering St

City of Janesville

Mt Zion Ave

Pontiac Dr

R-66+00

R-60+00

R-12

R-11

39

90

R-100+00

R-100+00

Tributary to Spring Brook

Deerfield Dr

COUNTY A ROAD

COUNTY Y ROAD

Rotamer Rd

Wright Rd

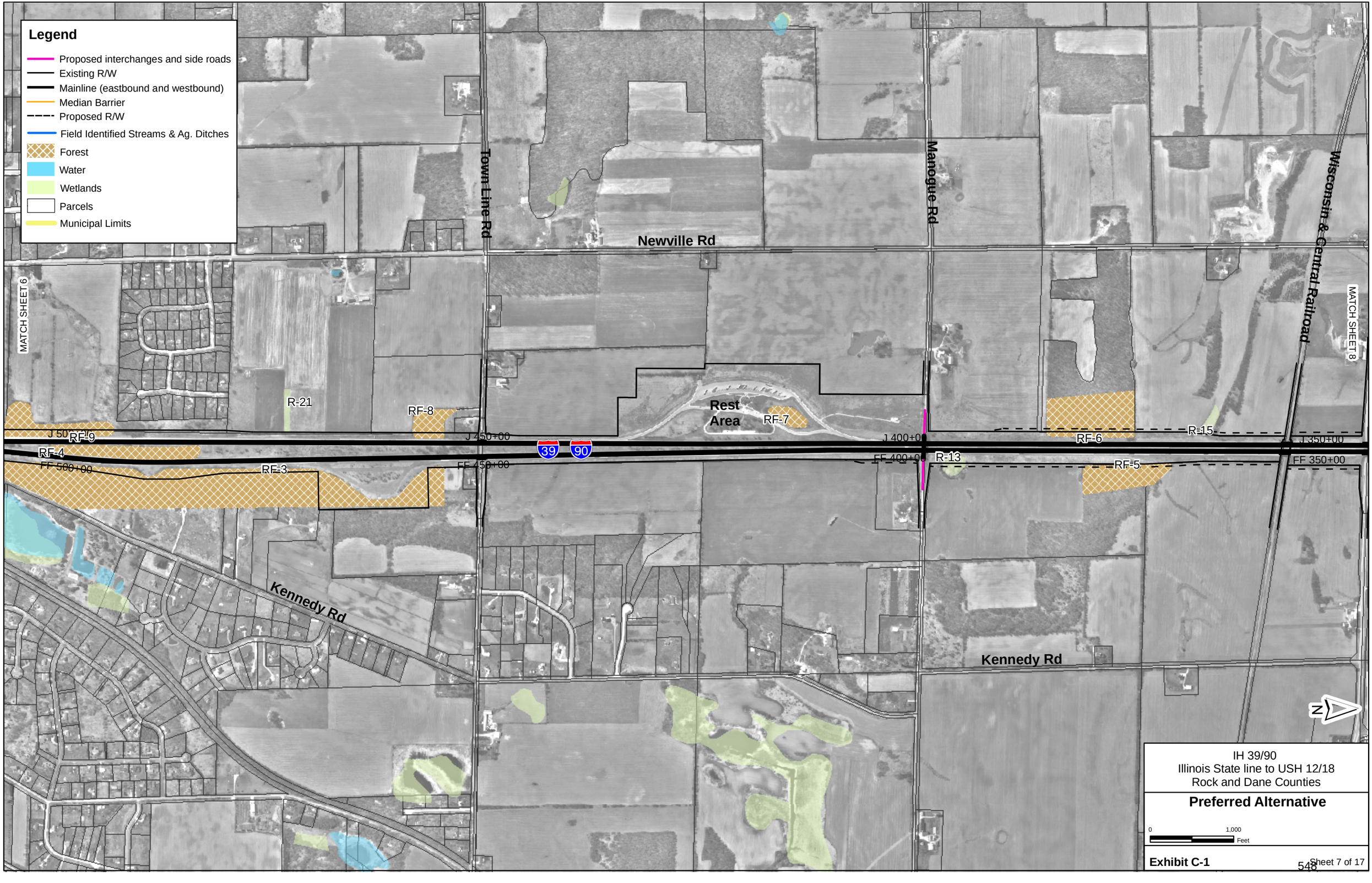
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IH 39/90
Illinois State line to USH 12/18
Rock and Dane Counties

Preferred Alternative

0 1,000 Feet

Exhibit C-1


Legend
Proposed interchanges and side roads
Existing R/W
Mainline (eastbound and westbound)
Median Barrier
Proposed R/W
Field Identified Streams & Ag. Ditches
Forest
Water
Wetlands
Parcels
Municipal Limits
Town Line Rd
Manogue Rd
Wisconsin & Central Railroad
Newville Rd
MATCH SHEET 6
MATCH SHEET 8
R-21
RF-8
Rest Area
RF-7
RF-9
RF-4
RF-3
RF-6
R-15
R-13
RF-5
J 450+00
J 400+00
J 350+00
FF 500+00
FF 450+00
FF 400+00
FF 350+00
39
90
Kennedy Rd
Kennedy Rd
N
IH 39/90
Illinois State line to USH 12/18
Rock and Dane Counties
Preferred Alternative
0
1,000
Feet
Exhibit C-1
Sheet 7 of 17


Legend
Proposed interchanges and side roads
Existing R/W
Mainline (eastbound and westbound)
Median Barrier
Proposed R/W
Field Identified Streams & Ag. Ditches
Forest
Water
Wetlands
Parcels
Municipal Limits
MATCH SHEET 7
MATCH SHEET 9
Wisconsin & Central Railroad
Merrifield Rd
Newville Rd
Newville Rd
Pine Rd
90
39
R-14
J 250+00
EF 250+00
J 200+00
CC 200+00
J 300+00
EE 300+00
R-15
J 350+00
FF 350+00
RF-5
COUNTY M ROAD
N
IH 39/90
Illinois State line to USH 12/18
Rock and Dane Counties
Preferred Alternative
0
1,000
Feet
Exhibit C-1
Sheet 8 of 17

Legend

- Proposed interchanges and side roads
- Existing R/W
- Mainline (eastbound and westbound)
- Median Barrier
- Proposed R/W
- Field Identified Streams & Ag. Ditches
- Forest
- Water
- Wetlands
- Parcels
- Municipal Limits

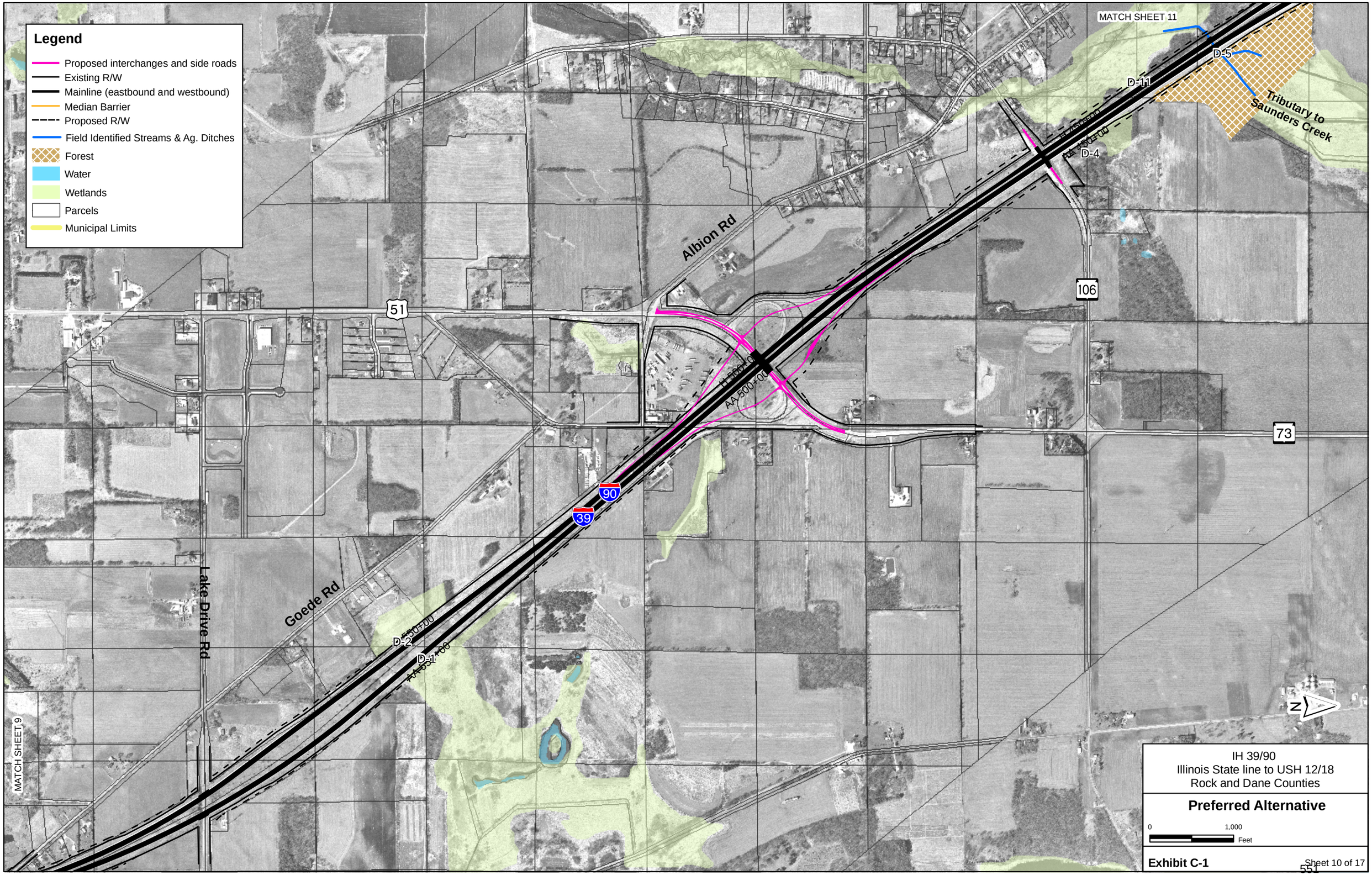
Knudson Rd
Ellendale Rd
Rock River
Richardson Springs Rd
Goede Rd
Lake Drive Rd
Newville Rd
59
39
90
J 150+00
CC 150+00
J 200+00
CC 200+00
T 600+00
AA 600+00
MATCH SHEET 8
MATCH SHEET 10
N

IH 39/90
Illinois State line to USH 12/18
Rock and Dane Counties

Preferred Alternative

0 1,000 Feet

Exhibit C-1



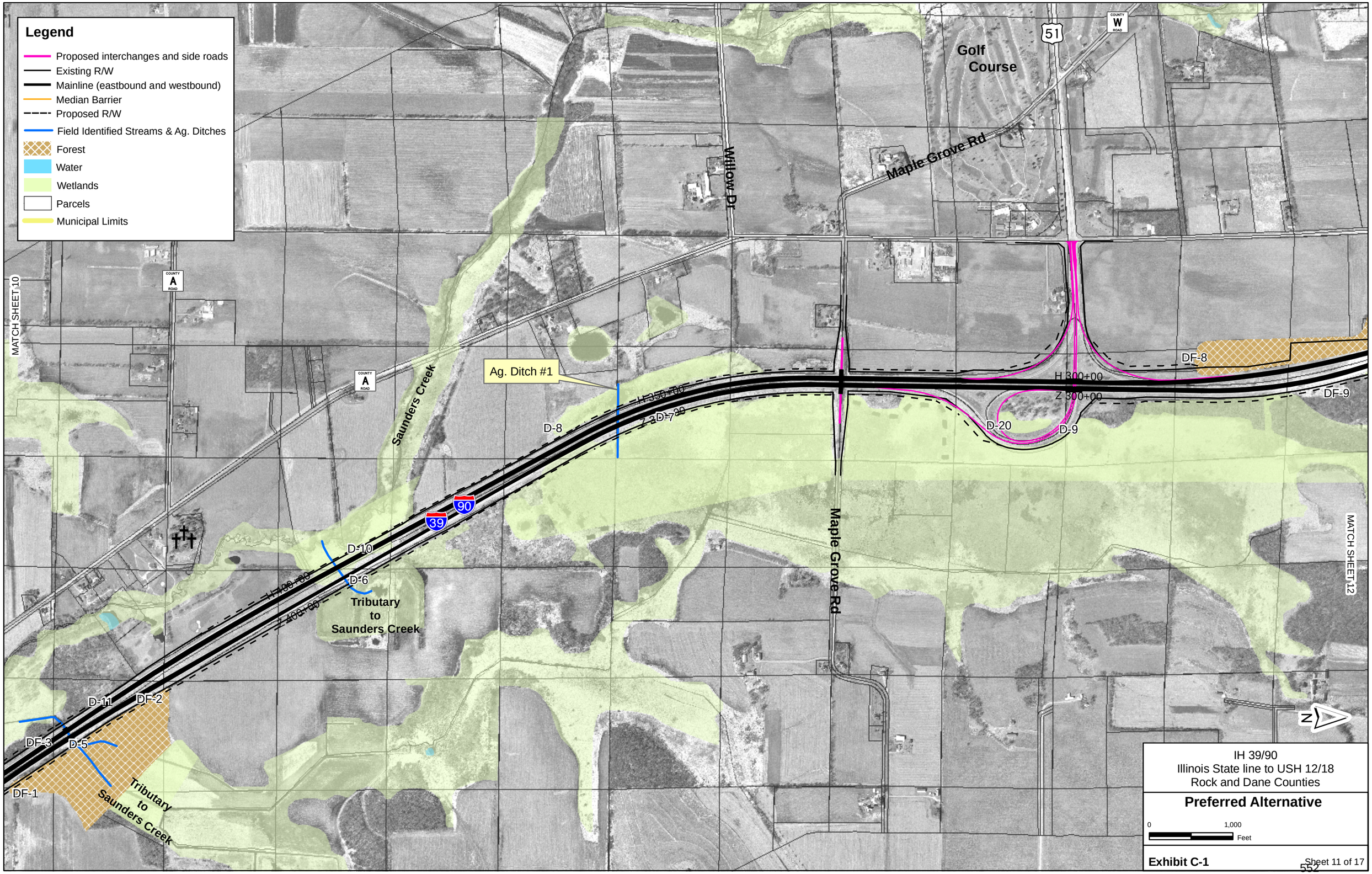
IH 39/90
Illinois State line to USH 12/18
Rock and Dane Counties

Preferred Alternative

0 1,000 Feet

Exhibit C-1

Sheet 10 of 17



IH 39/90
Illinois State line to USH 12/18
Rock and Dane Counties

Preferred Alternative

0 1,000 Feet

Exhibit C-1

Legend

- Proposed interchanges and side roads
- Existing R/W
- Mainline (eastbound and westbound)
- Median Barrier
- Proposed R/W
- Field Identified Streams & Ag. Ditches
- Forest
- Water
- Wetlands
- Parcels
- Municipal Limits

COUNTY W ROAD

E. Church Rd

Ag. Ditch #3

Ag. Ditch #2

D-56

D-16

MATCH SHEET 13

H 150+00

Y 150+00

H 200+00

Y 200+00

DF-11

DF-11

DF-11

D-18

D-21

D-17

Hammen Rd

MATCH SHEET 11

DF-10

H 250+00

Y 250+00

39

90

DF-8

D-19

COUNTY A ROAD

COUNTY B ROAD

N

IH 39/90
Illinois State line to USH 12/18
Rock and Dane Counties

Preferred Alternative

0 1,000 Feet

Exhibit C-1

Sheet 12 of 17


Legend
Proposed interchanges and side roads
Existing R/W
Mainline (eastbound and westbound)
Median Barrier
Proposed R/W
Field Identified Streams & Ag. Ditches
Forest
Water
Wetlands
Parcels
Municipal Limits
MATCH SHEET 14
D-14
D-24
D-15
D-23
Mud Creek
G 600+00
Y 600+00
D-59
Drotning Rd
D-22
90
39
D-58
Koshkonong Rd
D-57
G 650+00
Y 650+00
COUNTY W ROAD
COUNTY B ROAD
D-16
Koshkonong Rd
G 100+00
Y 100+00
MATCH SHEET 12
N
IH 39/90
Illinois State line to USH 12/18
Rock and Dane Counties
Preferred Alternative
0
1,000
Feet
Exhibit C-1
Sheet 13 of 17

Legend

- Proposed interchanges and side roads
- Existing R/W
- Mainline (eastbound and westbound)
- Median Barrier
- Proposed R/W
- Field Identified Streams & Ag. Ditches
- Forest
- Water
- Wetlands
- Parcels
- Municipal Limits

MATCH SHEET 15

DF-4

DF-5

DF-5

Truck Weigh Station

Koshkonong Rd

DF-12

DF-5

D-12

DF-12

G 550+00

U 500+00

COUNTY BN ROAD

90

39

Tributary to Yahara River

Church St

D-25

G 350+00

U 350+00

DF-6

MATCH SHEET 13

N

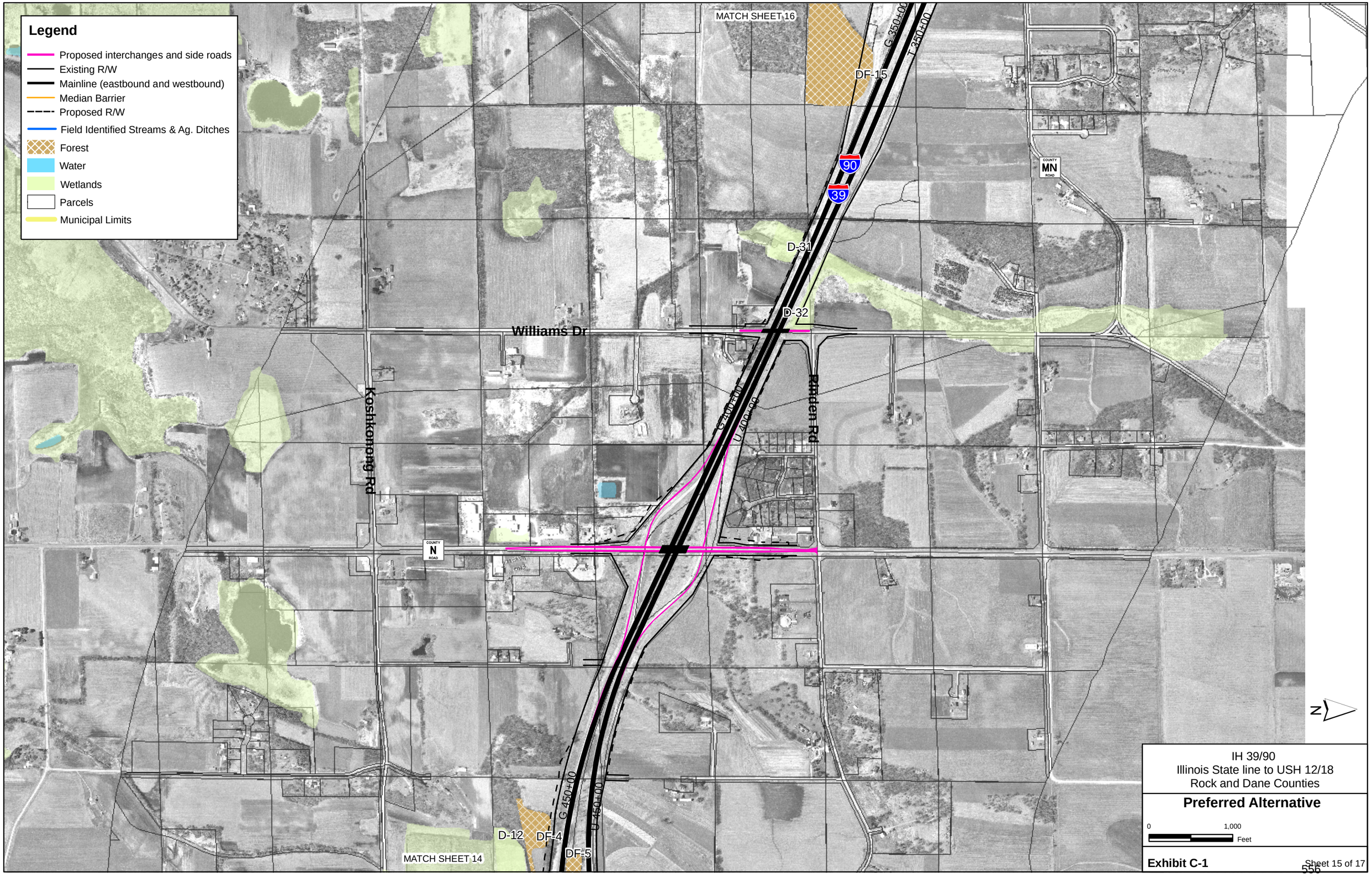
IH 39/90
Illinois State line to USH 12/18
Rock and Dane Counties

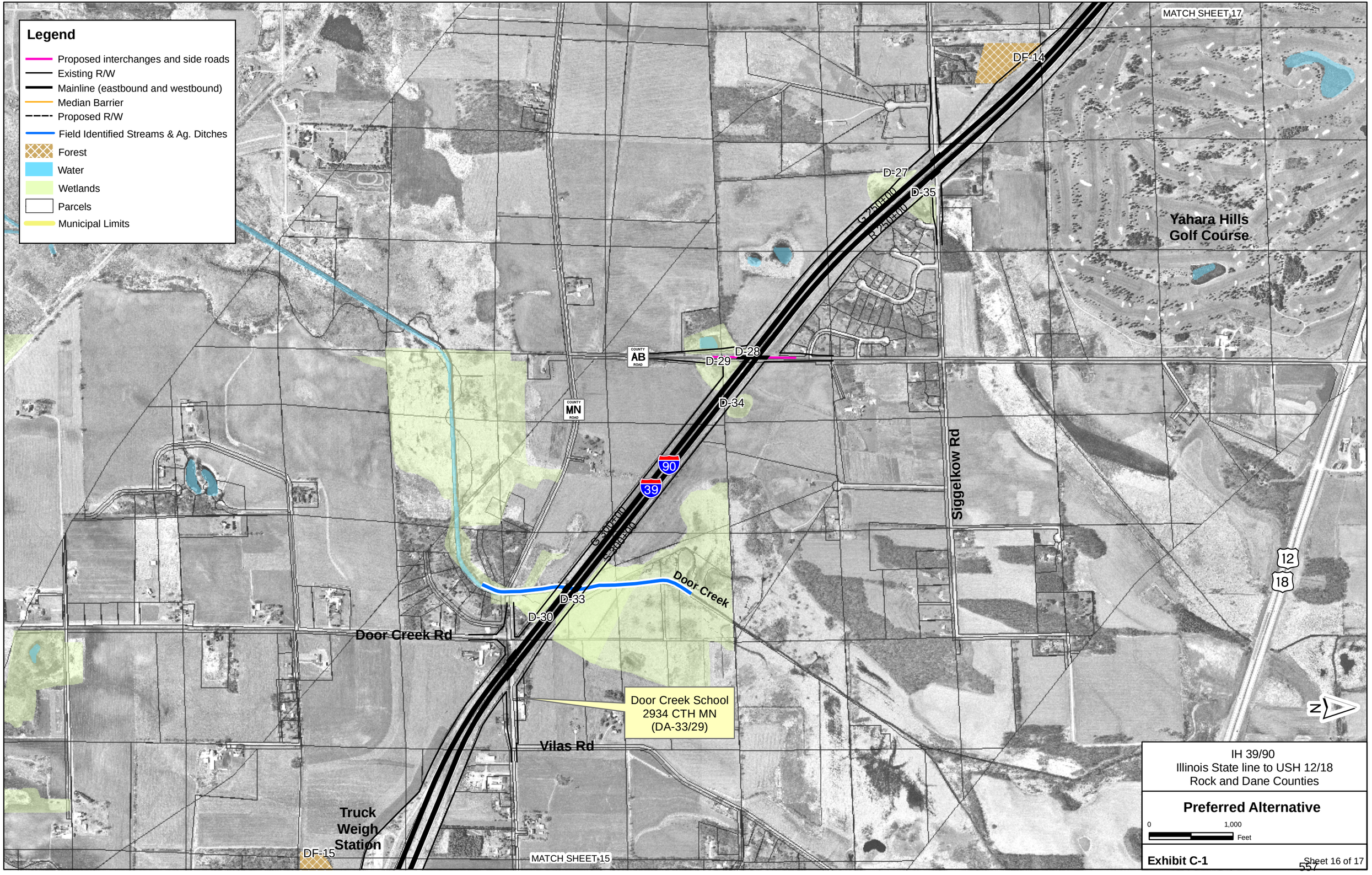
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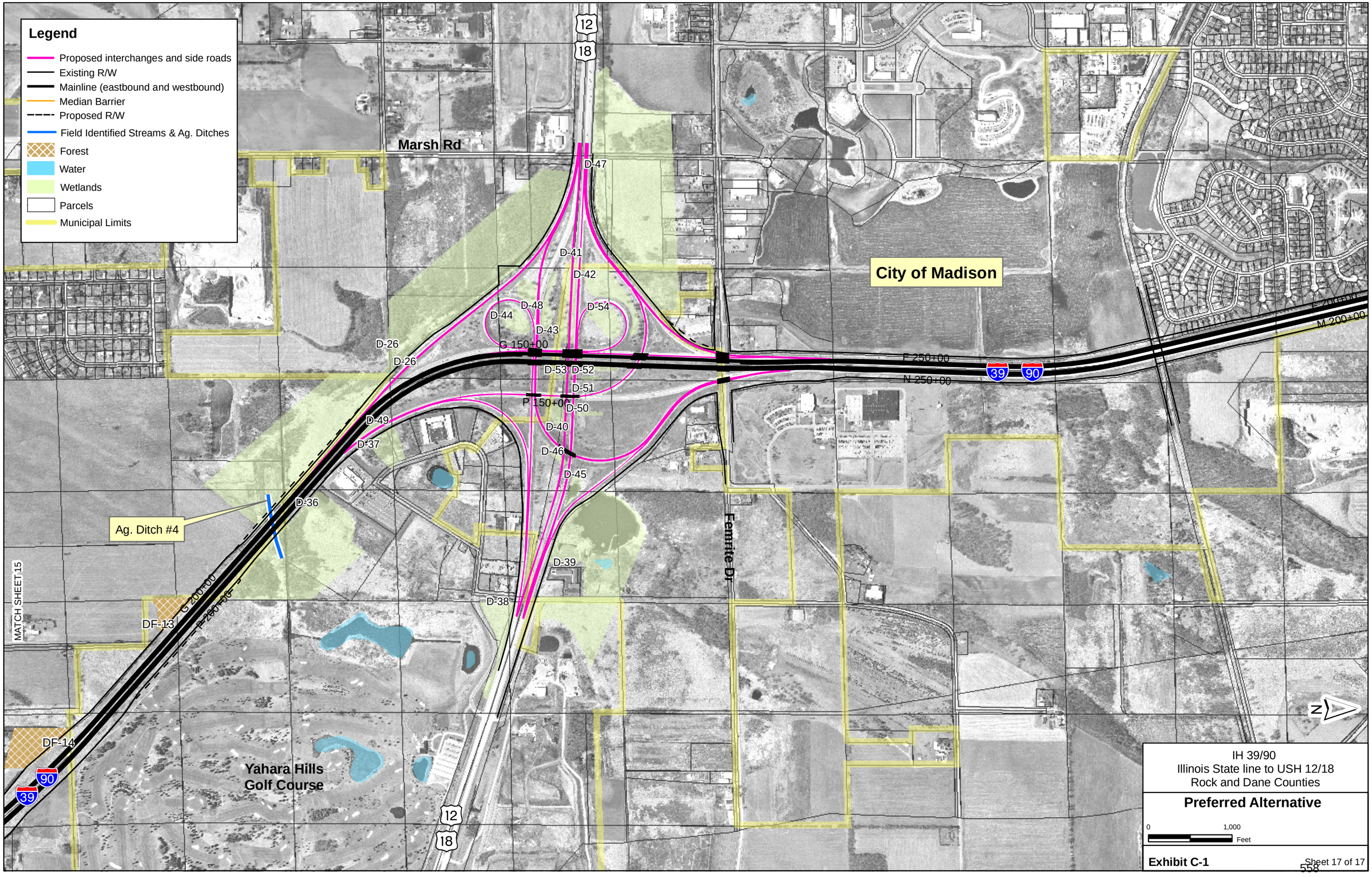
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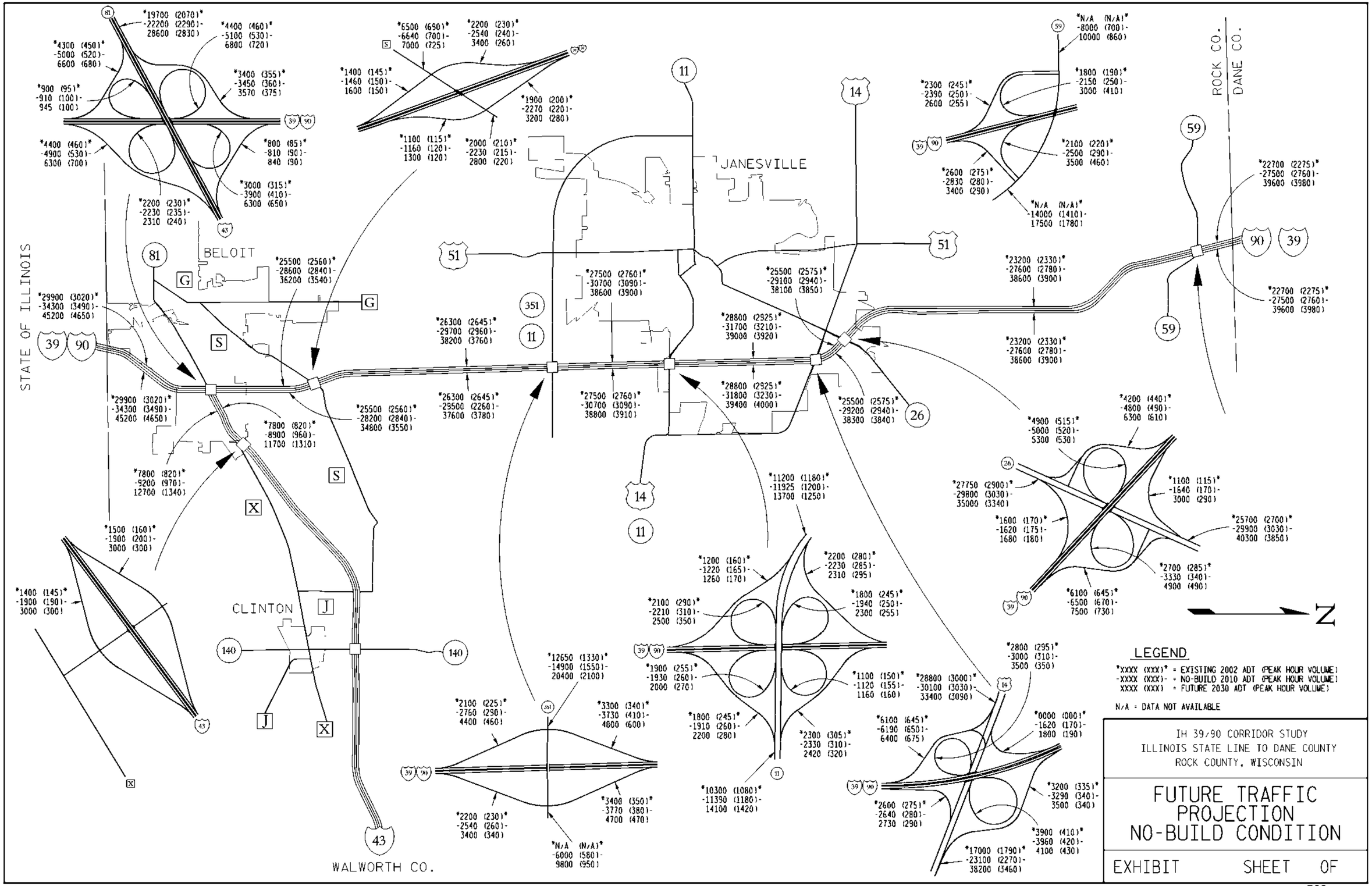
Sheet 14 of 17


Legend
Proposed interchanges and side roads
Existing R/W
Mainline (eastbound and westbound)
Median Barrier
Proposed R/W
Field Identified Streams & Ag. Ditches
Forest
Water
Wetlands
Parcels
Municipal Limits
MATCH SHEET 16
G 350+00
T 350+00
DF-15
90
39
COUNTY MN ROAD
D-31
D-32
Williams Dr
Koshkonong Rd
G 400+00
U 400+00
Rinden Rd
COUNTY N ROAD
G 450+00
U 450+00
D-12
DF-4
DF-5
MATCH SHEET 14
N
IH 39/90
Illinois State line to USH 12/18
Rock and Dane Counties
Preferred Alternative
0
1,000
Feet
Exhibit C-1
Sheet 15 of 17


Legend
Proposed interchanges and side roads
Existing R/W
Mainline (eastbound and westbound)
Median Barrier
Proposed R/W
Field Identified Streams & Ag. Ditches
Forest
Water
Wetlands
Parcels
Municipal Limits
MATCH SHEET 17
DF-14
D-27
D-35
C-25'0"-0.0"
R-25'0"-0.0"
Yahara Hills
Golf Course
COUNTY AB ROAD
D-28
D-29
D-34
COUNTY MN ROAD
90
39
C-30'0"-0.0"
R-30'0"-0.0"
Siggelkow Rd
12
18
D-33
D-30
Door Creek
Door Creek Rd
Door Creek School
2934 CTH MN
(DA-33/29)
Vilas Rd
Truck
Weigh
Station
DF-15
MATCH SHEET 15
N
IH 39/90
Illinois State line to USH 12/18
Rock and Dane Counties
Preferred Alternative
0
1,000
Feet
Exhibit C-1
Sheet 16 of 17


Legend
Proposed interchanges and side roads
Existing R/W
Mainline (eastbound and westbound)
Median Barrier
Proposed R/W
Field Identified Streams & Ag. Ditches
Forest
Water
Wetlands
Parcels
Municipal Limits
12
18
Marsh Rd
City of Madison
D-47
D-41
D-42
D-48
D-44
D-54
D-43
D-26
D-26
G 150+00
F 250+00
N 250+00
D-53
D-52
D-51
P 150+00
D-50
D-49
D-40
D-37
D-46
D-45
D-36
Ag. Ditch #4
D-39
Femrite Dr
D-38
MATCH SHEET 15
G 200+00
F 200+00
DF-13
DF-14
Yahara Hills
Golf Course
39
90
E 200+00
M 200+00
N
IH 39/90
Illinois State line to USH 12/18
Rock and Dane Counties
Preferred Alternative
0
1,000
Feet
Exhibit C-1
Sheet 17 of 17

Appendix S
EA/FONSI Traffic Volume Maps



PF85 : no ref nametmp ref logicals
PF86 LEVELS : no ref levels
PF86 : no ref nametmp ref logicals
PF86 LEVELS : no ref levels
PF87 : no ref nametmp ref logicals
PF87 LEVELS : no ref levels
PF88 : no ref nametmp ref logicals
PF88 LEVELS : no ref levels
PF89 : no ref nametmp ref logicals
PF89 LEVELS : no ref levels
PF90 : no ref nametmp ref logicals
PF90 LEVELS : no ref levels
EARTH TECH COMPUTER AIDED DESIGN & DRAFTING
SCALE: UNKNOWN
PLOTTED: Fri Aug 29 11:07:23 AM
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DATE: Fri Aug 29 11:07:23 2003
DGN LEVELS : 63
REF : \\smeadfil\data\work\projects\6384\Cadd\highway\Rock_PRP\Plan_Interchange.dgn
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graphics by :

TWO-WAY
65500 (8500)
-76000 (9800)-
102100 (12995)

1700 (225)
-2450 (320)-
4300 (570)

300 (40)
-560 (70)-
1200 (160)

8200 (1125)
-9400 (1290)-
12500 (1715)

19400 (2540)
-21400 (2800)-
26300 (3445)

8700 (1210)
-9800 (1360)-
12500 (1740)

19900 (2625)
-21700 (2870)-
26300 (3470)

300 (40)
-560 (70)-
1200 (160)

1700 (225)
-2450 (320)-
4300 (570)

TWO-WAY
13300 (1530)
-19600 (2260)-
35500 (4085)

2000 (210)
-2150 (230)-
2500 (265)

1750 (210)
-2850 (320)-
5600 (610)

8800 (930)
-11500 (1220)-
18400 (1945)

2000 (210)
-3050 (320)-
5600 (610)

1600 (170)
-1850 (200)-
2500 (265)

3300 (350)
-4000 (430)-
5800 (615)

4100 (430)
-5000 (520)-
7200 (755)

1750 (185)
-2110 (220)-
3000 (315)

350 (35)
-420 (40)-
600 (60)

300 (30)
-390 (40)-
600 (60)

1700 (180)
-2075 (220)-
3000 (315)

23300 (2350)
-28900 (2920)-
42900 (4340)

23300 (2350)
-28900 (2920)-
42900 (4340)

21700 (2190)
-27000 (2730)-
40200 (4070)

21700 (2190)
-27000 (2730)-
40200 (4070)

23100 (2340)
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42700 (4325)

23100 (2340)
-28700 (2910)-
42700 (4325)

22700 (2400)
-27500 (2760)-
39600 (3980)

22700 (2400)
-27500 (2760)-
39600 (3980)

2700 (275)
-3200 (330)-
4500 (460)

2600 (265)
-3150 (320)-
4500 (460)

6700 (700)
-8100 (850)-
11700 (1220)

3800 (400)
-4650 (490)-
6700 (705)

1100 (115)
-1300 (140)-
1800 (190)

1000 (105)
-1250 (130)-
1800 (190)

MC FARLAND

35900 (3950)
-42700 (4670)-
59800 (6480)

35900 (3950)
-42700 (4670)-
59800 (6480)

MADISON

38300 (4200)
-46700 (5125)-
67700 (7425)

38300 (4200)
-46700 (5125)-
67700 (7425)

21000 (2205)
-25500 (2670)-
36600 (3845)

21000 (2205)
-25500 (2670)-
36600 (3845)

1200 (105)
-1450 (130)-
2100 (185)

8400 (1050)
-10200 (1275)-
14600 (1825)

2800 (320)
-3400 (390)-
4900 (560)

3850 (560)
-4650 (680)-
6700 (975)

16300 (2050)
-19750 (2480)-
28300 (3560)

LIGHT CROSSING BLVD.

3800 (525)
-4200 (580)-
5200 (720)

3100 (430)
-3550 (490)-
4600 (640)

2700 (355)
-3475 (460)-
5400 (710)

5600 (770)
-6175 (850)-
7600 (1040)

5500 (760)
-5950 (820)-
7000 (970)

3300 (440)
-3900 (520)-
5400 (720)

8400 (1095)
-10200 (1330)-
14700 (1915)

8400 (1095)
-10200 (1330)-
14700 (1915)

4000 (420)
-4850 (510)-
7000 (735)

4200 (440)
-5100 (530)-
7300 (765)

ROCK CO.
DANE CO.

LEGEND

XXXX (XXX) = EXISTING 2002 ADT (PEAK HOUR VOLUME)
-XXXX (XXX)- = NO-BUILD 2010 ADT (PEAK HOUR VOLUME)
XXXX (XXX) = FUTURE 2030 ADT (PEAK HOUR VOLUME)

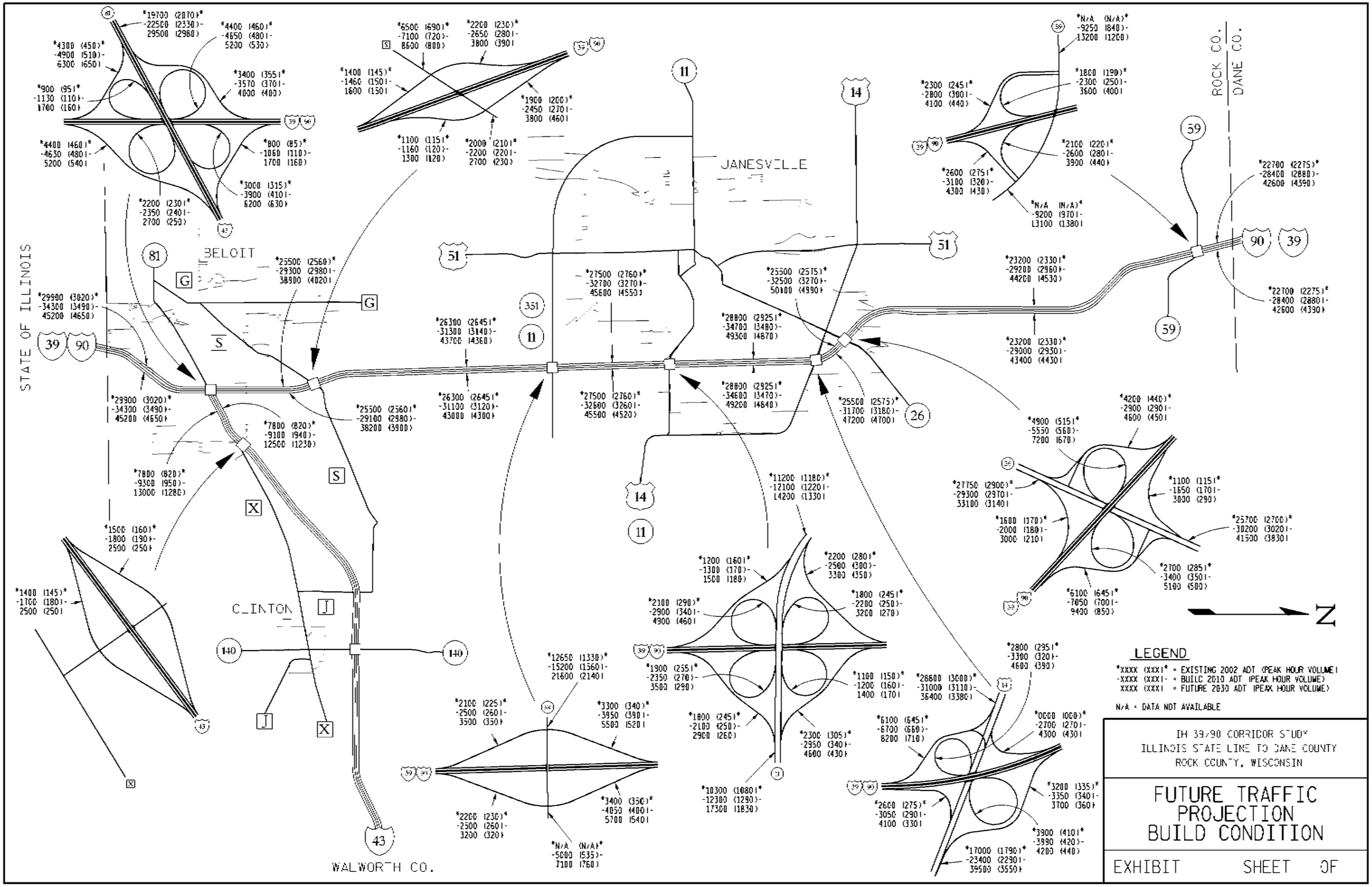
IH 39/90 CORRIDOR STUDY
DANE COUNTY LINE TO MADISON
DANE COUNTY, WISCONSIN

FUTURE TRAFFIC PROJECTION NO-BUILD CONDITION

EXHIBIT SHEET OF

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DATE : Fri Aug 20 09:52:57 2003
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RDM : \\canada01\data\work\projects\50241\Roadway\Plans Future Traffic\fig01.dgn
graphics by :



EARTH TECH COMPUTER AIDED DESIGN & DRAFTING

TWO-WAY
65500 (8500)
-76000 (9800)-
102100 (12995)

1700 (225)
-2450 (320)-
4300 (570)

300 (40)
-560 (70)-
1200 (160)

8200 (1125)
-9400 (1290)-
12500 (1715)

19400 (2540)
-21400 (2800)-
26300 (3445)

19900 (2625)
-21700 (2870)-
26300 (3470)

8700 (1210)
-9800 (1360)-
12500 (1740)

300 (40)
-560 (70)-
1200 (160)

1700 (225)
-2450 (320)-
4300 (570)

TWO-WAY
13300 (1530)
-19600 (2260)-
35500 (4085)

2000 (210)
-2300 (260)-
3100 (370)

1750 (210)
-2150 (240)-
3200 (305)

8800 (930)
-10700 (1220)-
15400 (1945)

2000 (210)
-2350 (240)-
3200 (305)

1600 (170)
-2050 (230)-
3100 (370)

3300 (350)
-4000 (430)-
5800 (615)

4100 (430)
-5000 (520)-
7200 (755)

1750 (185)
-2110 (220)-
3000 (315)

350 (35)
-420 (40)-
600 (60)

300 (30)
-390 (40)-
600 (60)

1700 (180)
-2075 (220)-
3000 (315)

23100 (2340)
-28700 (2910)-
42700 (4325)

22700 (2400)
-28400 (2880)-
42600 (4390)

23100 (2340)
-28700 (2910)-
42700 (4325)

22700 (2400)
-28400 (2880)-
42600 (4390)

ROCK CO.
DANE CO.

MC FARLAND

23300 (2350)
-28900 (2920)-
42900 (4340)

23300 (2350)
-28900 (2920)-
42900 (4340)

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59800 (6480)

35900 (3950)
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59800 (6480)

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40200 (4070)

21700 (2190)
-27000 (2730)-
40200 (4070)

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4500 (460)

6700 (700)
-8100 (850)-
11700 (1220)

3800 (400)
-4650 (490)-
6700 (705)

1100 (115)
-1300 (140)-
1800 (190)

1000 (105)
-1250 (130)-
1800 (190)

MADISON

38300 (4200)
-46700 (5125)-
67700 (7425)

38300 (4200)
-46700 (5125)-
67700 (7425)

21000 (2205)
-25500 (2670)-
36600 (3845)

21000 (2205)
-25500 (2670)-
36600 (3845)

3800 (525)
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5200 (720)

3100 (430)
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4600 (640)

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5400 (710)

5600 (770)
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7600 (1040)

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3300 (440)
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16300 (2050)
-19750 (2480)-
28300 (3560)

4000 (420)
-4850 (510)-
7000 (735)

4200 (440)
-5100 (530)-
7300 (765)

LIGHT CROSSING BLVD.

LEGEND
XXXX (XXX) = EXISTING 2002 ADT (PEAK HOUR VOLUME)
-XXXX (XXX)- = BUILD 2010 ADT (PEAK HOUR VOLUME)
XXXX (XXX) = FUTURE 2030 ADT (PEAK HOUR VOLUME)

IH 39/90 CORRIDOR STUDY
DANE COUNTY LINE TO MADISON
DANE COUNTY, WISCONSIN

FUTURE TRAFFIC PROJECTION BUILD CONDITION

EXHIBIT SHEET OF

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Appendix T
EA/FONSI Noise Analysis Information

TRAFFIC NOISE IMPACT EVALUATION

Wisconsin Department of Transportation

DT2092 2005

Alternative	Preferred
Preferred Build (Reconstruction)	☒ Yes ☐ No
Portion of Project This Sheet is Evaluating	
45.5 miles	

Need for Noise Analysis

1) Is the proposed action considered a Type I project? (A type I project is defined as a project that involves construction of a roadway on new location or the physical alteration of an existing highway which substantially changes either the horizontal or vertical alignment or increases the number of through-traffic lanes.)

☐ No – Complete only form DT2074, Construction Stage Sound Quality Impact Evaluation.
☒ Yes – Complete form DT2074, Construction Stage Sound Quality Impact Evaluation and the rest of this sheet.

Traffic Data

2) Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on DT2094, Environmental Evaluation of Facilities Development Action, Traffic Summary Basic Sheet.

☒ No
☐ Yes – Indicate volumes and explain why they were used.

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

3) Identify and describe the noise analysis technique or program used to identify existing and future sound levels. (See attached receptor location map as Exhibit TN-1.) A receptor location map shall be included with this document.

The Federal Highway Administration's Traffic Noise Model (TNM) 2.1 was used to predict existing and future noise levels along IH 39/90 between the interchanges of STH 26 and STH 11. Existing noise measurements were taken at various sites along IH 39/90 using a Model Q-300 Noise Dosimeter. These levels were used to calibrate the TNM 2.1 existing noise model. The rural areas were modeled using the Federal Highway Administration's Traffic Noise Model Look-Up Tables.

4) Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic sound. (See attached receptor location map – Exhibit TN-1.)

With the exception of the portion of IH 39/90 that travels through the city of Janesville, the interstate corridor is predominantly rural. There is an estimated 118 residences along the rural segments of the interstate that can generally be described as farmhouses or houses in low density rural subdivisions.

A larger concentration of houses, schools, and churches exist near IH 39/90 in the city of Janesville between STH 26 and STH 11. Within this 4.5 mile segment there is an estimated 1,586 residences, 3 churches, 2 schools, and 1 park. All of these receptors near IH 39/90, from STH 26 to STH 11 interchanges at Janesville, are affected by traffic noise in the existing and the future conditions. The 3 churches are located between USH 14 and Mt. Zion Avenue in the city of Janesville (receptor 32) The two schools are adjacent to each other and are located just south of Milwaukee Street (receptor 34). The park is located between Palmer Drive and STH 11 (receptor 36).

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

☐ No
☒ Yes, the impact will occur because
  ☒ The Noise Abatement Criteria (NAC) is approached (1 dBA less than the NAC) or exceeded.
  ☐ Existing sound levels will increase by 15 dBA or more.

6) Will traffic noise abatement measures be implemented?

☐ Not applicable – Traffic noise impacts will not occur.
☒ No – Traffic noise abatement is not reasonable or feasible (explain why). In areas currently undeveloped, local units of government shall be notified of predicted sound levels for land use planning purposes. **A COPY OF THIS WRITTEN NOTIFICATION SHALL BE INCLUDED WITH THIS DOCUMENT.**
☒ Yes – Traffic noise abatement has been determined to be feasible and reasonable. Describe any traffic noise abatement measures which are proposed to be implemented. Explain how it will be determined whether or not those measures will be implemented.

Construction of noise barriers was investigated for all noise impacted receptors along the project. Most receptors in the rural areas are single, isolated homes or businesses. In all of these cases, the housing density is too low and the cost for constructing effective noise barriers is cost prohibitive and not reasonable. Implementation of noise abatement measures in rural areas is not recommended because the cost of the barrier exceeds the benefit.

The urban area of Janesville between STH 26 and STH 11 interchanges was analyzed with TNM 2.1 for the reasonableness of noise barriers constructed near the right of way line. This area was the only segment of the project for which noise abatement (walls) were determined to be reasonable and feasible, and likely to be implemented. For this area:

- Analysis determined that there is a noise impact per Wisconsin Administrative Code, Chapter Trans 405 (receptor ID 31 thru 36 below).
- Abatement measures were investigated and found to be reasonable and feasible. The reasonableness of noise barriers depends upon the cost per resident benefited. A cost exceeding $30,000 per residence benefited is not considered reasonable. The height and length of a section of noise wall was adjusted in the model until an 8-decibel noise reduction occurred at the noise receptors. The cost per area of noise wall is $18/sf. The cost of each section of noise wall was compared to the cost of the number of benefited residences to determine reasonableness of a noise wall for that section. The total length of noise wall along both sides of IH 39/90 in the city of Janesville between USH 14 and STH 11/Racine Street is 43,160 feet. Average height is estimated at 10 feet.
- Abatement measures are likely to be implemented. The results of the noise analysis and reasonableness of noise barriers was discussed with City of Janesville administrators and presented at a Public Information Meeting on April 19, 2006 at Marshall Middle School in Janesville. All impacted residents were invited to attend. Written public comments received from the meeting indicated 107 individuals favoring the City of Janesville passing a resolution supporting the construction of noise barriers for the portion of IH 39/90 between USH 14 and STH 11/Racine Street in Janesville as part of the IH 39/90 reconstruction project. There were 2 non supporters and 1 person undecided.

			Sound Level L_{eq}[1] (dBA)			Impact Evaluation		
Receptor Location or Site Identification (See attached map)	Distance from C/L of Near Lane to Receptor in meter (m)	Number of Families of People Typical of this Receptor Site	Noise Abatement Criteria [2] (NAC)	Future Sound Level	Existing Sound Level	Difference in Future and Existing Sound Levels (Col. e minus Col. f)	Difference in Future Sound Levels and Noise Abatement Criteria (Col. e minus Col. d)	Impact[3] or No Impact
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
1	250'	1 residence	66	71	69	2	5	I
2	300'	2 business 4 residence	71 66	70	67	3	-1 4	N I

[1] Use whole numbers only.
[2] Insert the actual Noise Abatement Criteria from Wisconsin Administrative Code, Chapter Trans. 405.04, Table 1.
[3] An impact occurs when future sound levels exceed existing sound levels by 15 dB or more, **or**, future sound levels approach or exceed the Noise Abatement Criteria ("approach" is defined as 1 dB less than the Noise Abatement Criteria, therefore an impact occurs when Column (h) is –1 db or greater). I = Impact, N = No Impact.

3	350'	1 residence	66	69	65	3	3	I
4	400'	3 residence	66	67	65	2	1	I
5	450'	1 residence	66	66	64	2	0	I
6	500'	3 residence	66	65	63	2	-1	N
7	550'	4 residence	66	64	62	3	0	N
8	250'	3 business 3 residence	71 66	71	69	2	0 5	I I
9	300'	4 residence	66	70	68	2	4	I
10	350'	1 residence	66	69	67	2	3	I
11	400'	1 business 3 residence	71 66	67	66	1	-4 1	N I
12	350'	1 residence	66	69	67	2	3	I
13	550'	1 residence	66	64	63	1	-2	N
14	150'	2 residence	66	76	72	4	10	I
15	200'	1 business 4 residence	71 66	74	70	4	3 8	I
16	250'	1 business 1 residence	71 66	72	68	4	1 6	I
17	300'	1 business	71	71	67	4	0	I
18	350'	2 residence	66	69	66	4	4	I
19	450'	1 residence	66	67	64	3	1	I
20	500'	1 business	71	66	63	3	-5	N
21	100'	2 residence	66	79	77	2	13	I
22	150'	4 residence	66	76	72	4	10	I
23	200'	10 residence	66	74	70	4	8	I
24	250'	14 residence	66	72	69	3	6	I
25	300'	1 business 6 residence	71 66	71	67	4	0 5	I I
26	350'	6 residence	66	70	66	4	4	I
27	400'	3 business 10 residence	71 66	68	65	3	-3 2	N I
28	450'	1 business 13 residence	71 66	67	64	3	-4 1	N I
29	500'	1 business 13 residence	71 66	66	63	3	-5 0	N I
30	550'	9 residence	66	65	62	3	-1	N
31	525'	11 business	71	74-77	72-76	1-2	3-6	I
32	550'	3 business 3 churches 981 residences	71 66 66	66 and above	65-72	1	-4-3 1-8 1-8	I I I
33	525'	135 residences	66	66 and above	65-76	1	0	I
34	250'-550'	2 business 2 schools 197 residences	71 66 66	66 and above	61-70	5	0	I I I
35	400'	273 residences	66	66 and above	67-72	1	0	I
36	450'	1 park 5 business	66 71	66 and above	59-76	1	0	I I
37	350'	1 business	71	69	67	2	-2	N
38	350'	2 residence	66	69	66	3	3	I

Receptor Location or Site Identi-fication (See attached Map) (a)	Distance from C/L of Near Lane To Receptor in feet (ft (b)	Number of Families or People Typical of this Receptor Site (c)	SOUND LEVEL LEQ (dBA)			IMPACT EVALUATION		
			Noise Abatement Criteria (NAC) (d)	Future Noise Level (e)	Existing Noise Level (f)	Difference in Future and Existing Noise Levels (Col. e minus Col. f) (g)	Difference in Future and Existing Abatement Criteria (Col. e minus Col. d) (h)	Impact or No Impact (*) (i)
39	400'	2 Residences	66	68	65	3	2	I
40	450'	1 Business	71	67	64	3	-4	N
		4 Residences	66				1	I
41	550'	2 Residences	66	65	62	3	-1	N
	CTH S TO STH 81/IH 43							
42	500'	1 Business	71	66	63	3	-5	N
43	600'	1 Business	71	64	61	3	-7	N
	STH 81/ IH 43 TO ILLINOIS/WISCONSIN STATE LINE							
44	300'	2 Business	71	71	67	4	0	I
45	500'	1 Business	71	66	62	4	-5	N
46	550'	1 Business	71	65	61	4	-6	N
		2 Residence	66				-1	N

ILLINOIS

ROCK COUNTY

DANE COUNTY

Madison

Stoughton

Edgerton

Janesville

Beloit

Milton

CTH N to USH 12/18	
Receptor	Distance (ft)*
1	250
2	300
3	350
4	400
5	450
6	500
7	550

* from centerline of nearest pavement

USH 51/STH 73 to USH 51	
Receptor	Distance (ft)*
12	350
13	550

* from centerline of nearest pavement

STH 26 to STH 59	
Receptor	Distance (ft)*
21	100
22	150
23	200
24	250
25	300
26	350
27	400
28	450
29	500
30	550

* from centerline of nearest pavement

Illinois State Line to I43	
Receptor	Distance (ft)*
44	300
45	500
46	550

* from centerline of nearest pavement

STH 11 Bypass to STH 11	
Receptor	Distance (ft)*
37	350

* from centerline of nearest pavement

USH 51 to CTH N	
Receptor	Distance (ft)*
8	250
9	300
10	350
11	400

* from centerline of nearest pavement

I43 to CTH S	
Receptor	Distance (ft)*
42	500
43	600

* from centerline of nearest pavement

CTH S to STH 11 Bypass	
Receptor	Distance (ft)*
38	350
39	400
40	450
41	550

* from centerline of nearest pavement

STH 59 to USH 51/STH 73	
Receptor	Distance (ft)*
14	150
15	200
16	250
17	300
18	350
19	450
20	500

* from centerline of nearest pavement

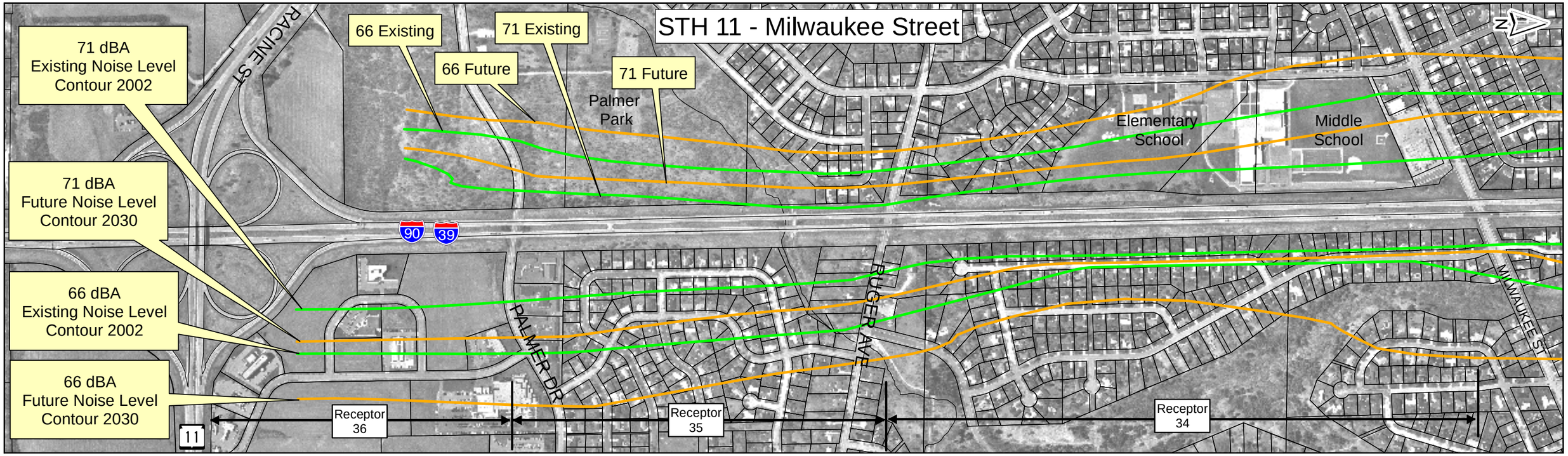
STH 11 to STH 26

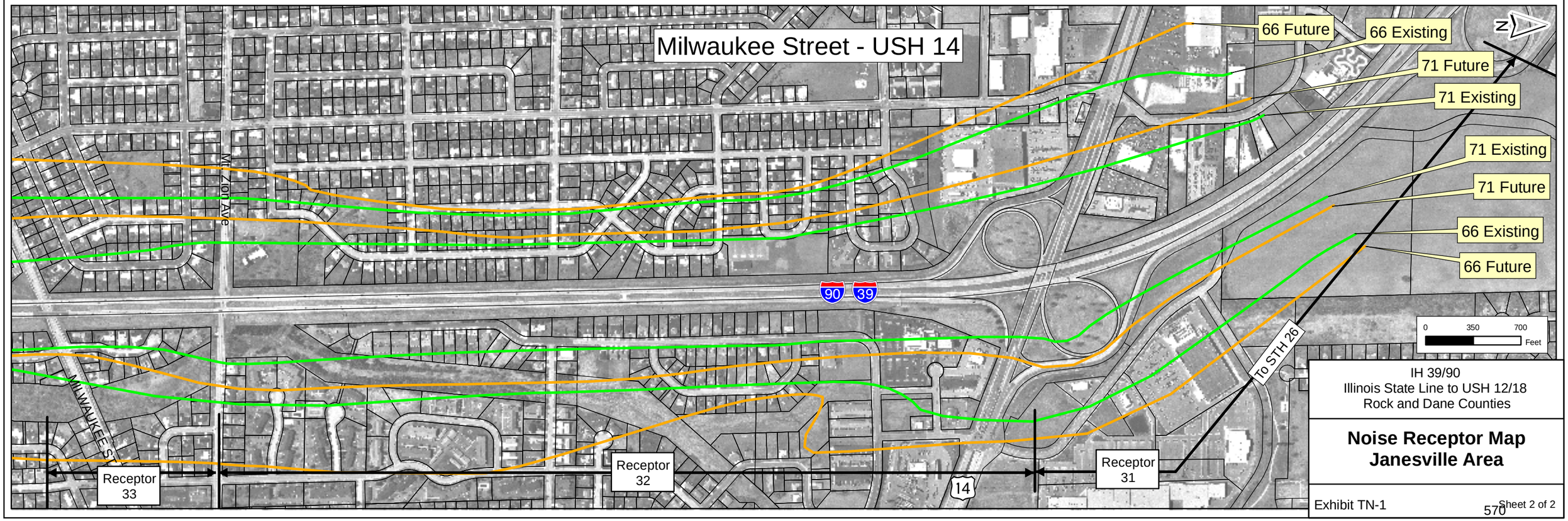
See Janesville Area Map for receptors (Sheet 2)

IH 39/90
Illinois State line to USH 12/18
Rock and Dane Counties

Noise Receptor Map

Exhibit TN-1





IH 39/90
Illinois State Line to USH 12/18
Rock and Dane Counties

Noise Receptor Map
Janesville Area

Exhibit TN-1

Sheet 2 of 2

Appendix U
EA/FONSI Environmental Commitments

ENVIRONMENTAL COMMITMENTS

Identify and describe any commitments made to protect the environment. Indicate when the commitment should be implemented and who in WisDOT would have jurisdiction to assure fulfillment for each commitment.

ATTACH THIS PAGE TO THE DESIGN STUDY REPORT

A. General Economics	No Commitments Needed	
B. Community & Residential	No Commitments Needed	
C. Commercial & Industrial	Not Applicable	
D. Agriculture	Commitments Made	Design will minimize or avoid farmland acquisition where possible by use of maximum slopes where feasible. Recommendations contained in the Agriculture Impact Statement (AIS) will be considered during design and construction, and implemented when practical.
E. Environmental Justice	No Commitments Needed	
F. Wetlands	Commitments Made	Section 404 permits -- both individual and general -- will be required for this project. For impacts that cannot be avoided, side slopes will be increased outside of the clear zone to minimize wetland impacts when possible, and excess soil that may be generated during construction will be disposed of at an upland location to be designated during final design. Compensation will be sought for unavoidable loss, with on-site replacement considered first, near-site or off-site replacement considered next, and a wetland mitigation bank used if necessary. A field survey and sediment sampling will be conducted to determine if habitat for the redfin shiner exists in the location of the pier and abutment widening at the Rock River crossing. For impacts along adjacent wetlands of Turtle and Spring Creeks, a field survey will be conducted to identify their potential to provide habitat for unspecified state or federally listed species.
G. Streams & Floodplains	Commitments Made	Crossings of waterways are all in existence today, but where widened or lengthened for this project they will be designed to allow continuity of riparian corridors under bridges to reduce potential species mortality.
H. Lakes or Other Open Water	Not Applicable	
I. Upland Habitat	Commitments Made	A field survey to determine if habitat exists and/or species are present for the eastern massasauga rattlesnake (Sistrurus catenatus catenatus) -- a federally listed species -- will be conducted within the Turtle Creek corridor. An update to the records search for

			threatened and endangered species is requested for a time lag of more than 12 months (post June 28, 2008) between plan completion and execution.
J.	Erosion Control	Commitments Made	Standard erosion control practices will be implemented during construction. Clearing and grubbing activities will be limited to the proposed project corridor. Following construction, adjacent habitats will be reestablished to function similar to preconstruction conditions.
K.	Storm Water Management	Commitments Made	WisDOT will coordinate with the cities of Madison, Janesville and Beloit as well as Dane County to ensure that their respective stormwater requirements are met. Stormwater detention/retention areas will be considered in the loop ramp areas of the interchanges to provide for management of stormwater. Stormwater will be analyzed in further detail, and a stormwater management plan will be developed.

L. Air Quality

☒ The project is exempt from permit requirements per Wisconsin Administrative Code – Chapter NR 411 criteria.

☐ A construction permit is required for this project and an application has been submitted to the Department of Natural Resources – Bureau of Air Management. Construction on the project will not begin until the Construction Permit has been issued. See the Air Quality Factor Sheet.

☐ A construction permit is required for this project and has been issued by the Department of Natural Resources – Bureau of Air Management. The Construction Permit Number is . See the Air Quality Factor Sheet.

M. Construction Stage Sound Quality

☐ No receptors are located in the project area. No impacts are anticipated from construction noise.

☒ To reduce the potential impact of Construction Noise, the special provisions for this project will require that motorized equipment shall be operated in compliance with all applicable local, state and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. At a minimum, the special provisions will require that motorized construction equipment shall not be operated between TBD PM and TBD AM without prior written approval of the project engineer. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good working order, free from leaks or holes. See Construction Stage Sound Quality Factor Sheet.

N.	Traffic Noise	Commitments Made	Noise mitigation will be provided for residential neighborhoods in Janesville if the neighborhoods and the city indicate that it is desired.
O.	Section 4(f) and 6(f)	Not Applicable	
P.	Historic Resources	No Commitments Needed	
Q.	Archaeological Resources	Not Applicable	
R.	Hazardous Substances or USTs	Commitments Made	Additional site investigations are required on four properties where petroleum-contaminated soil or groundwater may be present. Follow up with WDNR and DCOMM will be completed to update the status of ongoing site investigations on two properties where petroleum contamination and methane gas/groundwater contamination are suspected. A "Notice to

		Contractor" special provision will be included for actions to be taken by the contractor during construction in the event that any hazardous materials are found during construction. Final design details will avoid locations of known contamination where feasible, and if unavoidable, specifications will require remediation in accordance with WisDOT standards.
S. Aesthetics	No Commitments Needed	
T. Coastal Zone	Not Applicable	
U. Other	Not Applicable	