

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation

Basic Sheet 1

Project ID 1650-06-02 (Dickeyville – Lancaster)		Project Termini From Hickory Lane (Village of <u>Dickeyville</u>) To Alona Lane (Village of <u>Lancaster</u>)		Funding Sources - Check all that apply <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local									
Route Designation (if applicable) <u>USH 61</u> National Highway System (NHS) Route <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Nearest Community <u>Villages of Dickeyville, Tennyson, & Potosi,</u> <u>City of Lancaster</u>		Estimated Project Cost <u>\$4.29 Million (1650-06-72)</u> Real Estate Acquisition Portion of Estimated Cost <u>\$150,000</u>									
Project Name <u>Dickeyville – Lancaster (Hickory Lane – Alona Lane)</u>													
County Grant		Section(s) of Road Under study <u>Dickeyville – Lancaster</u>		Right of Way Acquisition <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Acres</th> </tr> </thead> <tbody> <tr> <td>Fee</td> <td style="text-align: center;">18.02</td> </tr> <tr> <td>TLE</td> <td style="text-align: center;">0.14</td> </tr> <tr> <td>PLE</td> <td style="text-align: center;">0</td> </tr> </tbody> </table>			Acres	Fee	18.02	TLE	0.14	PLE	0
	Acres												
Fee	18.02												
TLE	0.14												
PLE	0												
Bridge Number(s), if applicable		Scheduled start date (Operational Planning Meeting (OPM), or specify other) <u>November 2018 (Let)</u>											

Functional Classification of Existing Route	Urban	Rural
Freeway/Expressway	<input type="checkbox"/>	<input type="checkbox"/>
Principal Arterial	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Minor Arterial	<input type="checkbox"/>	<input type="checkbox"/>
Major Collector	<input type="checkbox"/>	<input type="checkbox"/>
Minor Collector	<input type="checkbox"/>	<input type="checkbox"/>
Collector	<input type="checkbox"/>	<input type="checkbox"/>
Local	<input type="checkbox"/>	<input type="checkbox"/>
No Functional Class	<input type="checkbox"/>	<input type="checkbox"/>

WisDOT Project Classification	
Resurfacing	<input type="checkbox"/>
Pavement Replacement	<input type="checkbox"/>
Reconditioning	<input checked="" type="checkbox"/>
Expansion	<input type="checkbox"/>
Bridge Rehabilitation	<input type="checkbox"/>
Bridge Replacement	<input type="checkbox"/>
A "Majors" Project	<input type="checkbox"/>
SHRM	<input type="checkbox"/>
Preventive Maintenance	<input type="checkbox"/>
Safety	<input type="checkbox"/>
Other, Describe	<input type="checkbox"/>

☒ **FHWA Categorical Exclusion, Type 2c (ER)**

☐ **FHWA Environmental Assessment. No significant Impacts Indicated by Initial Assessment.**

Kevin Z. Meyer 3/31/14 CORRE PM
 (Kevin Meyer) (CORRE, Inc.) (Date) (Title)

 (Signature) (Date) (Title)

(Director, Bureau of Equity & Environmental Services)

 (Signature) (Company/Org.) (Date) (Title)

T. J. M... 4/7/14 WisDOT Project Manager
 (Signature) (Date) (Title)
☒ Region ☐ Aeronautics ☐ Rails & Harbors

[Signature] [Date] Theresa Friedman, Eng
 (Signature) (Date) (Title)
☒ FHWA ☐ FAA ☐ FTA ☐ FRA

After reviewing public comments and coordinating with other agencies, it is determined that this action:

A) Will not significantly affect the quality of the human environment. This document is a:

☐ Finding of No Significant Impact (FONSI)

B) Has potential to significantly affect the quality of the human environment:

☐ Environmental Impact Statement (EIS) Required

 (Signature) (Company/Org.) (Date) (Title)

 (Signature) (Date) (Title)

(Director, Bureau of Equity & Environmental Services)

 (Signature) (Company/Org.) (Date) (Title)

1. Purpose and need of proposed action:

EXISTING CONDITIONS

USH 61/STH 35 (*from here on within this document to be referred to as USH 61*) is a critical link for Grant County and Southwestern Wisconsin as it is one of main north-south traffic corridors in the area. The 17.7 mile section of the corridor discussed in this document extends from Hickory Lane, located on the northern edge of the Village of Dickeyville to Alona Lane which is located on the southeastern edge of the City of Lancaster. USH 61 within Grant County is:

- Classified as a principal arterial
- Part of the National Highway System
- A listed Long Truck Route
- Designated a connector as part of Corridors 2030 Plan

In addition, the portion of USH 61 within this corridor between the Village of Dickeyville and the Village of Tennyson is designated part of the Great River Road.

All of these classifications underscore the importance of this roadway to the surrounding region. See Exhibit 1 for a location map of the corridor.

Other than a short portion near the STH 81 intersection where USH 61 operates as a divided highway, the majority of this portion of USH 61 is currently a rural-section two lane roadway. The road consists of two 12-foot asphaltic travel lanes with 6-foot shoulders. Improvements to this portion of roadway were last completed in 2011 and consisted of milling and overlaying the existing travel lanes and adding beam guard in several areas to protect motorists from steep sideslopes. See Exhibit 2 for existing typical sections.

There is one major intersection within the project limits near the northern end of the project where USH 61 intersects with STH 81 (See Exhibit 3). Traffic at this three-legged intersection currently operates in the following manner:

- USH 61 (the north/south legs) is the through road and does not stop.
- Westbound traffic on STH 81 turning north also does not stop as there is a bypass lane to the intersection accommodating this movement.
- Westbound traffic on STH 81 turning south has a stop condition.

PROJECT PURPOSE

The purpose and need of this proposed roadway project is to enhance safety and address operational concerns by addressing:

- Limited passing opportunities
- Traffic flow through the USH 61/STH 81 intersection

The existing needs are outlined below. The proposed improvements that have been considered to address the larger project purpose and to resolve the existing needs of the corridor are discussed in #2.

PROJECT NEEDS

The existing needs (conditions) to be addressed in order to achieve the project purpose are described below.

Passing Opportunities

Much of Grant County, including the entire USH 61 corridor, consists of steeply rolling terrain and the adjacent land use is mainly agricultural in nature. The existing two-lane roadway has been identified by WisDOT as a corridor that has deficient vehicle passing opportunities. This corridor only provides approximately 36% passing opportunities which are much less than the preferred 60%. The combination of the high truck traffic, slow moving farm vehicles, and lack of passing opportunities creates unsafe conditions in all weather; however, this situation is amplified during adverse weather conditions. This corridor was identified on WisDOT's Connections 2030 Long Range Transportation Plan as a candidate for passing lane corridors.

USH 61/STH 81 Intersection

Intersections with a rate in excess of 1.5 crashes per million entering vehicles warrant safety related improvements. In order to compare the safety of this intersection with other intersections throughout the state, the crash rate for the intersection is calculated. The crash rate is based on the number of crashes per million vehicles entering the intersection. The USH 61/STH 81 intersection has a crash rate of 0.59 per million entering vehicles (MEV) the

intersection. If an intersection reaches a crash rate of 1.0/MEV the intersection is reviewed for potential safety concerns. If an intersection reaches a 1.5/MEV there is a significant probability that there is a safety issue within the intersection that should be addressed.

During the five year period from 2006 and 2010, there were seven reported crashes at this intersection, including four with injuries. Based on the traffic volumes that traverse this intersection, the average intersection crash rate for this location is a relatively low 0.59 crashes per million entering vehicles. For rural, three-leg intersections such as this, the average crash rate is 0.86 crashes per million entering vehicles.

However, despite the low accident rate, safety concerns exist at this intersection. There have been numerous “near-misses” and based on discussions with local officials, operational concerns exist. Traffic patterns were evaluated at this location, and it was determined the predominate vehicular movement is from STH 81 on the east to USH 61 on the north and vice versa. Currently traffic turning east on STH 81 must cross oncoming traffic traveling north on USH 61 to complete this movement. In addition, there have been several complaints about motorists missing the eastbound turn due to driver confusion within this short section of divided highway.

2. Summary of alternatives considered and if they are not proposed for adoption, why not:

Alternative 1 – No Build

This alternative would consist only of routine maintenance to the roadway. No improvements would be made to address the lack of passing or substandard intersection geometrics.

While this alternative does not meet the purpose and need for the project, it is included as a baseline for comparison with the other alternatives.

Alternative 2 – Rehabilitation

This alternative would consist of milling and overlaying the existing pavement and other minor roadway improvements. Some strip right-of way would be needed for this alternative.

Resurfacing is not necessary for this section of USH 61 between the Village of Dickeyville and the City of Lancaster as this roadway was recently resurfaced in 2011. In addition, this alternative does not address the operational concerns associated with the lack of passing opportunities or the traffic flow issues at the USH 61/STH 81 intersection.

Because all of the needs of the project would not be addressed, this alternative was not selected.

Alternative 3 – Recondition (PREFERRED)

This alternative would consist of the following:

- Adding both northbound and southbound passing lanes
- Realigning the USH 61/STH 81 intersection to remove cross traffic conflicts for the predominate through movement

This alternative was selected as the preferred alternative as it meets the purpose and need of the project by addressing all of the operational and safety concerns that were identified. Some acquisition of strip right-of-way will be needed in the areas of proposed improvements to accommodate the proposed grading necessary to complete this work.

The proposed project and its preferred alternative will not foreclose, preclude, or restrict consideration of any alternatives or future plans along this corridor. See Exhibit 4 for a view of this alternative.

Alternative 4 – Reconstruct

This alternative would consist of removing the existing roadway pavement structure and replacing all of the subbase, base and pavement within the project limits. In addition to reconstructing the traveling lanes, passing and climbing lanes would be added as necessary and the USH 61/STH 81 intersection would be reconfigured. Extensive right-of-way would be acquired throughout the project limits to accommodate the grading necessary for full roadway reconstruction to improve the entire corridor to reconstruction design standards.

While this alternative does meet the purpose and need of the project, the level of improvement associated with this is currently not a cost effective solution for the project. As noted earlier, the existing travel lanes between the Village of

Dickeyville and City of Lancaster were recently resurfaced.

This alternative is not a cost effective solution for the project and therefore was not selected.

3. Description of Proposed Action (attach project location map and other appropriate graphics):

Alternative 3 – Recondition (PREFERRED)

The USH 61 rural roadway recondition project is located between the Village of Dickeyville and the City of Lancaster. The project limits are from Hickory Lane to Alona Lane totaling 17.73 miles in length. Seven passing lanes (four northbound and three southbound) ranging from 1,662 feet to 10,600 feet in length will be added. The USH 61/STH 81 intersection will be re-configured so the main traffic movement can traverse through the intersection without interruption.

The proposed typical section in the passing lane locations will consist of constructing a 12 foot lane with a 6 foot paved shoulder. The pavement structure for the passing lanes will include 5-inches of Hot Mix Asphalt (HMA) over 12 inches of base aggregate and 12 inches of select material. Where lanes are being added, an 18-foot clear zone will be constructed and any sideroad intersections in these areas will be reconstructed. Cross culverts and cattle passes in these areas will be extended as necessary to accommodate the additional lane.

A sidewalk/multi-use path will be constructed in the Village of Tennyson just north of the STH 133/CTH O intersection. The sidewalk/multi-use path will be constructed between the Potosi Elementary and Potosi High School along the west side of the road. This path will be constructed as a 10-foot wide path with an asphaltic surface.

During construction, through-traffic will be maintained throughout the corridor with flagging operations occurring as needed to facilitate working operations. There will be no dedicated signed detour as part of this project

Strip right-of-way acquisition is anticipated within both project sections throughout this portion of the USH 61 corridor.

4. In general terms, briefly discuss the construction and operational energy requirements and conservation potential of the various alternatives under consideration. Indicate whether the savings in operational energy are greater than the energy required to construct the facility:

Energy savings should accrue to this project because traffic will be able to move more efficiently and safely in this corridor. Smoother consistent traffic flows reduce operating energy. The other alternatives would either not change the current energy usage or would create a huge construction energy usage.

5. Describe existing land use (attach land use maps, if available):

a. Land use of properties that adjoin the project:

The majority of land use along the project corridor is agricultural in nature. In addition, there are some areas that include commercial, and rural residential land uses. The Lancaster Municipal Airport is also adjacent to USH 61 near the north end of the project limits.

b. Land use surrounding project area:

Agriculture is the predominant land use in the area surrounding this project. No proposed work as part of this project is anticipated within any of the incorporated communities (Dickeyville, Potosi, and Lancaster) that are located within or near the corridor.

6. Briefly identify adopted local or regional plans for the project area and zoning regulations. Discuss whether the proposed action is compatible with the plan or zoning:

This project is compatible with the WisDOT 2030 Plan and the Geographic Information System Bureau of Planning's recommendation that this portion of roadway had the potential for the addition of passing lanes. See Exhibit 5.

The Grant County comprehensive plan indicates that citizens were interested in improvements to the north-south

corridors through the county. The improvements are compatible with both the county document and other local planning documents for the various municipalities.

7. Describe how the project development process complied with Executive Order 12898 on Environmental Justice. If populations of any group covered by EO 12898 are present in the project area, complete Factor Sheet B-4, Environmental Justice:

The public involvement process was inclusive of all residents and population groups in the project area and did not exclude any persons because of income, race, color, or religion. The public involvement process, windshield survey, and analysis of the US Census Data did not show evidence of minority populations or a high concentration of low-income populations within the project limits. Property owners were notified of the proposed improvements during the design phase and provided opportunities to comment on the proposed project. There are no environmental justice concerns.

The project does not require residential or commercial displacements, and provides an overall improvement to the area's infrastructure and economy.

How was information obtained about the presence of populations covered by EO 12898?	
<input type="checkbox"/> Windshield Survey	<input type="checkbox"/> Official Plan
<input checked="" type="checkbox"/> US Census Data	<input type="checkbox"/> Survey Questionnaire
<input type="checkbox"/> Real Estate Company	<input type="checkbox"/> WisDOT Real Estate
<input type="checkbox"/> Public Information Meeting	<input checked="" type="checkbox"/> Local Government
<input type="checkbox"/> Human Resources Agency Identify agency Identify plan, approval authority and date of approval	
<input checked="" type="checkbox"/> Other (Identify) - Grant County Profile	

- a. ☒ No - Populations covered by EO 12898 are not present in project area.
 b. ☐ Yes - Populations covered by EO 12898 are present. Factor Sheet B-4 must be completed.

8. Indicate whether individuals covered by Title VI of the 1964 Civil Rights Act, the Americans with Disabilities Act or the Age Discrimination Act were identified: Title VI prohibits discrimination on the basis of race, color, or country of origin.

- a. ☒ No - Individuals covered by the above laws were not identified.
 b. ☐ Yes - Individuals covered by the above laws were identified.
 ☐ Civil Rights issues were not identified.
 ☐ Civil Rights issues were identified. Explain:

9. Briefly summarize public involvement methods:

a. Meetings.

Date	Meeting Sponsor (WisDOT, RPC, MPO, etc.)	Type of Meeting (PIM, Public Hearings, etc.)	Location	Approx. # Attendees
3/21/13	WisDOT	PIM	Lancaster High School	45

b. Other methods, describe:

Notices to the Public Information Meeting and general project notifications were sent to the municipalities the corridor passes through and adjacent property owners.

c. Identify groups that participated in the public involvement process. Include any organizations and special interest groups:

- Land Owners
- City & Town Representatives

- Business Owners

d. Indicate plans for additional public involvement, if applicable:

Local Officials Meeting – Winter 2013/Spring 2014
Public Informational Meeting – Winter 2013/Spring 2014
Meetings with individual property owners as needed.

10. Briefly summarize the results of public involvement:

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

Meeting attendees had several questions and inquiries regarding the proposed project including:

- Timing of construction
- Right-of-way acquisition
- Turning movements to and from sideroads
- Roadway and shoulder widths
- Roadway side slopes
- Local utility concerns
- Pedestrian accommodations in urban areas
- Drainage
- Configuration of the USH 61/STH 81 intersection.

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

In summary:

- Construction will most likely last from May through October. When construction gets closer, additional information will be available.
- Right-of-way acquisition will be completed by WisDOT Real Estate and follow the acquisition process.
- Intersections within areas of proposed passing lanes will be evaluated and improved as required. No other improvements to intersections are anticipated at this time.
- Many of the comments associated with roadway width were related to the prior project that installed beam guard along portions of USH 61. The newly placed beam guard will remain except in proposed passing lane locations.
- The concern noted about steep sideslopes is within an area where a passing lane is proposed. As part of this project, any constructed sideslopes will meet current design criteria.
- No improvements within the urban areas along this corridor (Dickeyville, Potosi, Tennyson, Lancaster) are anticipated with this project. Therefore, any local utility issues will need to be addressed locally outside of this project.
- A sidewalk/multi-use path will be constructed in the Village of Tennyson just north of the STH 133/CTH O intersection. The sidewalk/multi-use path will be constructed between the Potosi Elementary and Potosi High School along the west side of the road.
- Drainage will be reviewed within areas of proposed improvements. Where passing lanes are being added, ditch drainage and cross culverts will be reviewed and improved accordingly.
- The USH 61/STH 81 intersection will be reconfigured to accommodate the predominate traffic pattern and improve safety and operations.

11. Local/regional government coordination:

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

Unit of Government	Coordination	Coordination Initiation Date	Coordination Completion Date	Comments
MPO, RPC, City, County, Village, Town, etc.	Correspondence Attached Y/N			
LOM/PIM	Y (See Exhibit 6)		3/21/13	These meeting were held jointly with the meetings for ID 1650-06-02.

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

Representatives of the communities within this corridor attended the LOM/PIM to find out what improvements were anticipated within their communities limits. Some of these communities have local utility upgrades beneath USH 61 and their representatives were interested in the schedule and level of impacts associated with this project.

The Village of Tennyson identified a safety issue with children going back and forth between the Potosi Elementary and Potosi High School along the west side of the road. A gravel path currently exists near the R/W but it is difficult to traverse in poor weather conditions. They are concerned about them walking along USH 61 in such a situation.

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

A sidewalk/multi-use path will be constructed between the Potosi Elementary and Potosi High School along the west side of the road

d. Indicate any unresolved issues or ongoing discussion:

No unresolved issues remain.

Basic Sheet 3

Coordination

INTERNAL WisDOT	Coordination Required?	Correspondence Attached? Y = Yes N = No	Comments
Bureau of Aeronautics	<input type="checkbox"/> No		
	<input checked="" type="checkbox"/> Yes	Y	Coordination has been completed and project effects have been addressed. Explain: Coordination from the Bureau of Aeronautics was received on October 26, 2011. The project engineer or the contractor will notify the Federal Aviation Administration in advance of the use of temporary tall construction equipment per Code of Federal Regulations (CFR) Title 14, Part 77.9. (See Exhibit 7)
Bureau of Rails & Harbors	<input checked="" type="checkbox"/> No	N	Coordination is not required because no railways or harbors are in or planned in the project area.
	<input type="checkbox"/> Yes		
Regional Real Estate Section	<input checked="" type="checkbox"/> No	N	Coordination is not required because no inhabited houses or active businesses will be acquired. However, right-of-way acquisition will be completed by WisDOT's Regional Real Estate section and follow the WisDOT acquisition process.
	<input type="checkbox"/> Yes		
STATE AGENCY	Coordination Required? Y = Yes N = No	Correspondence Attached? Y = Yes N = No	
Agriculture (DATCP)	Y	Y	A DATCP Correspondence received on June 11, 2013, stating no Agricultural Impact Statement (AIS) is required. (See Exhibit 8)
Natural Resources (WDNR)	Y	Y	Initial WDNR coordination letter was sent and a replay was received on February 22, 2013. (See Exhibit 9)
State Historic Preservation Office (SHPO)	Y	Y	A section 106 completed for 1650-06-02 on Feb 7, 2014 (See Exhibit 10). One Historic property was identified, it was determined it will not be affected by the project. No Archeological sites identified.
Others:			
FEDERAL AGENCY	Coordination Required? Y = Yes N = No	Correspondence Attached? Y = Yes N = No	
Advisory Council on Hist.Pres. (ACHP)	N	N	Coordination with this agency is not required.
Corps of Engineers (COE)	Y	Y	Letter Sent (See Exhibit 11) Note: DOT has been communicating with COE - response will come after the DSR is signed.
Environmental Protection Agency (EPA)	N	N	Coordination with this agency is not required.
National Park Service (NPS)	N	N	Coordination with this agency is not required.
Nat. Resource Cons. Service (NRCS)	N	Y	The Farmland Conversion Impact Rating form CPA-106 was completed for this project (See Exhibit 12). As the score was less than 60, no coordination with this agency is required.

US Coast Guard (USCG)	N	N	Coordination with this agency is not required.
Fish & Wildlife Serv. (FWS)	Y	Y	Coordination from FWS was received October 12, 2011. The design of this project will incorporate, to the extent feasible, the recommendations of the U.S. Fish and Wildlife Service. See attached correspondence. (See Exhibit 13)
Other(Identify)			
AMERICAN INDIAN TRIBES	Y	Y	Coordination was initiated on October 4, 2011 when initial Tribal letters were sent through the Section 106 process. (See Exhibit 14)

Basic Sheet 4
Environmental Factors Matrix

FACTORS	EFFECTS				
	Adverse	Benefit	None Identified	Factor Sheet Attached	<p>Note: Comments should be of a summary nature and should not extensively duplicate information contained in an attached factor sheet. If an "adverse" effect is permanent, a factor sheet must be attached. If an "adverse" effect is temporary, it must be explained on this sheet under "comments". If "None Identified" is indicated, explain why.</p> <p style="text-align: center;">Comments</p>
A. ECONOMIC FACTORS					
A-1 General Economics	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	During construction economic traffic may be slightly impaired. Access to all properties will be maintained during construction activities. The project will result in improved transportation through Grant County. Conditions will result in an overall benefit to area economics.
A-2 Business	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	During construction business traffic may be slightly and periodically impaired. The project will result in improved transportation through Grant County. Conditions will result in an overall benefit to area economics. No business buildings will be acquired and no businesses displaced as a result of the proposed action.
A-3 Agriculture	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There will be 12.3 acres of farmland acquired for this project. Passing lanes will improve safety for slower moving agricultural vehicles/equipment. Access to agricultural properties will be maintained during construction activities.
B. SOCIAL/CULTURAL FACTORS					
B-1 Community or Residential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project will improve transportation opportunities between the communities along the USH 61 corridor. No residential buildings will be acquired and no residents will be displaced as a result of the proposed action.
B-2 Indirect Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No substantial indirect effects are anticipated as a result of this project.
B-3 Cumulative Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No substantial cumulative effects are anticipated as a result of this project.
B-4 Environmental Justice	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No minority of low income populations are disproportionately affected by the proposed action.
B-5 Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Historic Identified: Farmhouse lacks enough integrity to have eligible farmstead, see section 106 (Exhibit 10).
B-6 Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No Arch. sites identified, see section 106 (Exhibit 10)
B-7 Tribal Issues	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No issues identified to date.
B-8 Section 4(f) and 6(f) or Other Unique Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There will be no use of lands from parks, recreational areas or wildlife/water fowl refuges.
B-9 Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The visual elements of the landscape throughout the corridor will remain predominately the same.

C. NATURAL SYSTEM FACTORS					
C-1 Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Wetlands exist along the project corridor. See Factor Sheet C-1 and Exhibit 15 for the Wetland Impact Tracking form.
C-2 Rivers, Streams and Floodplains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Streams and river crossings exist within the project limits. Improvements in the following areas are anticipated as part of this project: Sta 1106+00-Sta1109+00, Sta 1365+50-Sta 1367+50, & Sta 1368+00-Sta 1372+00.
C-3 Lakes or Other Open Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No lakes or other open water are located within the project limits.
C-4 Groundwater, Wells, and Springs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The project will not affect groundwater or any wells or springs.
C-5 Upland Wildlife and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No long-term impacts to upland habitat or wildlife are expected.
C-6 Coastal Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The project is not located in a coastal zone county
C-7 Threatened and Endangered Species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Two Stated-listed species have been identified within the project termini and will have impacts. The species are Purple Milkweed (<i>Asclepias Purpurascens</i>) and Yellow Giant Hyssop (<i>Agastache Nepetoides Kuntze</i>). Mitigation plans are to have WisDNR transplant the species. See Factor Sheet C-7.
D. PHYSICAL FACTORS					
D-1 Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The project is exempt from permit requirements under Wisconsin Administrative Code – Chapter NR 411. No substantial impacts to air quality are expected. Grant County is not listed as a Non-Attainment area.
D-2 Construction Stage Sound Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply.
D-3 Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A noise analysis was not required for this project. No impacts are anticipated.
D-4 Hazardous Substances or Contamination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A Phase 1 Hazardous Material Assessment for this project was completed in February, 2012. Six (6) potential sites were identified within the project limits for ID 1650-06-02. The report recommended no further investigation of these sites as contamination is not within the existing or proposed right-of-way.
D-5 Stormwater	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No significant changes to routing of discharges will be made. Appropriate ditch areas, pipes, and other storm water management practices will be incorporated as needed in consultation with WDNR.
D-6 Erosion Control	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Standard erosion and sediment control measures will be implemented in accordance with Trans 401 and the WisDOT/WDNR cooperative agreement. All erosion and sediment control measures will be installed according to the current WisDOT Standard Specifications.
E. OTHER FACTORS					
E-1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
E-2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Basic Sheet 5

Alternatives Comparison Matrix

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

ENVIRONMENTAL ISSUE	UNIT MEASURE	ALTERNATIVES/SECTIONS					
		#1 No Build	#2 Rehab	#3 Recondition (preferred)	#4 Reconstruct		
Project Length	Miles	0	17.7	17.7	17.7		
Preliminary Cost Estimate							
Construction	Million \$	0	5.80	4.29	26.55		
Real Estate	Million \$	0	0.10	0.15	0.0		
Total	Million \$	0	5.80	4.44	26.55		
Land Conversions							
Wetland Area Converted to ROW	Acres	0	0.3	0.33 x	0.6	<i>* Total need Wetland Impacted 0.65 Acres</i>	
Upland Habitat Area Converted to ROW	Acres	0	0.9	0.90	0.9		
Other Area Converted to ROW	Acres	0	8.8	16.79	18.0		
Total Area Converted to ROW	Acres	0	10.0	18.02	19.5		
Real Estate							
Number of Farms Affected	Number	0	12	18	18		
Total Area Required From Farm Operations	Acres	0	8.5	12.3	12.3		
AIS Required	Yes/No	No	No	No	No		
Farmland Rating	Score	0	54	54	54		
Total Buildings Required	Number	0	0	0	0		
Housing Units Required	Number	0	0	0	0		
Commercial Units Required	Number	0	0	0	0		
Other Buildings or Structures Required	Number (Type)	0	0	0	0		
Environmental Issues							
Indirect Effects	Yes/No	No	No	No	No		
Cumulative Effects	Yes/No	No	No	No	No		
Environmental Justice Populations	Yes/No	No	No	No	No		
Historic Properties	Number	0	0	1	1		
Archeological Sites	Number	0	0	0	0		
106 MOA Required	Yes/No	No	No	No	No		
4(f) Evaluation Required	Yes/No	No	No	No	No		
Flood Plain	Yes/No	No	Yes	Yes	Yes		
Total Wetlands Filled	Acres	0.0	0.65	0.65	0.65		

Stream Crossings	Number	4	4	4	4		
Endangered Species	Yes/No	Yes	Yes	Yes	Yes		
Air Quality Permit Required	Yes/No	No	No	No	No		
Design Year Noise Sensitive Receptors		0	0	0	0		
No Impact	Number						
Impacted	Number						
Contaminated Sites	Number	6	6	6	6		

Basic Sheet 6
Traffic Summary Matrix

	ALTERNATIVES/SECTIONS					
	#1 No Build	#2 Rehab	#3 Recondition (preferred)	#4 Reconstruct		
TRAFFIC VOLUMES						
Existing ADT Yr. 2013	4000	4000	4000	4000		
Const. Yr. ADT Yr. 2019	4290	4290	4290	4290		
Const. Plus 10 Yr. ADT Yr. 2029	5090	5090	5090	5090		
Design Yr. ADT Yr. 2039	6650	6650	6650	6650		
DHV Yr. 2039	640	640	640	640		
TRAFFIC FACTORS						
K [30] (%)	12.5	12.5	12.5	12.5		
D (%)	60/40	60/40	60/40	60/40		
Design Year T (% of ADT)	15.9	15.9	15.9	15.9		
T (% of DHV)	13.3	13.3	13.3	13.3		
Level of Service	A	A	A	A		
SPEEDS						
Existing Posted	55	55	55	55		
Future Posted	55	55	55	55		
Design Year Project Design Speed	60	60	60	60		
OTHER (Specify)						
P (% of ADT)	15.2	15.2	15.2	15.2		
K (% OF ADT)	-	-	-	-		

ADT = Average Daily Traffic

K [30/100/200] : K₃₀ = Interstate, K₁₀₀ = Rural, K₂₀₀ = Urban, % = ADT in DHV travel

T = Trucks

K₈ = % ADT occurring in the average of the 8 highest consecutive hours of traffic on an average day. (Only required when a carbon monoxide analysis must be performed per Wisconsin Administrative Code - Chapter NR 411.)

DHV = Design Hourly Volume

D = % DHV in predominate direction of

P = % ADT in peak hour

Basic Sheet 7
EIS Significance Criteria

When the significance of impact of a transportation project proposal is uncertain, an environmental assessment (ES) is prepared to assist in making this determination. If it is found that significant impact(s) will result, the preparation of an environmental impact statement (EIS) should commence immediately. Indicate whether the issue listed below is a concern for the proposed action or alternative. If the issue is a concern, explain how it is to be addressed or where it is addressed in this environmental document.

1) Will the proposed action stimulate substantial indirect environmental effects?

- ☒ No
☐ Yes – Explain or indicate where addressed.

2) Will the proposed action contribute to cumulative effects of repeated actions?

- ☒ No
☐ Yes – Explain or indicate where addressed

3) Will the creation of a new environmental effect result from this proposed action?

- ☒ No
☐ Yes – Explain or indicate where addressed.

4) Will the proposed action impact geographically scarce resources?

- ☒ No
☐ Yes – Explain or indicate where addressed.

5) Will the proposed action have a precedent-setting nature?

- ☒ No
☐ Yes – Explain or indicate where addressed.

6) Is the degree of controversy associated with the proposed action high?

- ☒ No
☐ Yes – Explain or indicate where addressed.

7) Will the proposed action be in conflict with official agency plans or local, state, or national policies, including conflicts resulting from potential effects of transportation on land use and land use on transportation demand?

- ☒ No
☐ Yes – Explain or indicate where addressed.

Basic Sheet 8
Environmental Commitments

Identify and describe any commitments made to protect the environment. Indicate when the commitment should be implemented and who in WisDOT will have jurisdiction to assure fulfillment for each commitment. Note if the commitment will be recorded in the plans, "special provisions", "notes to construction" or some other written format. Note if the commitment is mandated by law, and therefore legally binding.

Commitments on Basic Sheet 8 supplement environmental commitments incorporated in WisDOT's Standard Specifications for Highway and Bridge Construction.

ATTACH A COPY OF THIS PAGE TO THE DESIGN STUDY REPORT AND THE PS&E SUBMITTAL PACKAGE

Factors	Commitments
A-1 General Economics	Commitments made: The road will be open during construction and holidays, and will maintain access to businesses & driveways during construction. The construction supervisor will assure fulfillment of this commitment.
A-2 Business	Commitments made: The road will be open during construction and holidays, and will maintain access to businesses & driveways during construction. The construction supervisor will assure fulfillment of this commitment.
A-3 Agriculture	Commitments made: During construction there may be intermittent restricted access to cattle passes while they are extended. Access to field entrances will be maintained. The construction supervisor will assure fulfillment of this commitment.
B-1 Community or Residential	Commitments made: Provisions will be placed to ensure businesses, homes, school busses and emergency vehicles will be able to access properties during construction. The construction supervisor will assure fulfillment of this commitment.
B-2 Indirect Effects	Not Applicable
B-3 Cumulative Effects	Not Applicable.
B-4 Environmental Justice	No commitments needed.
B-5 Historic Resources	No commitments needed.
B-6 Archaeological Sites	No commitments needed.
B-7 Tribal Issues	No commitments needed.
B-8 Section 4(f) and 6(f) or Other Unique Areas	No commitments needed.
B-9 Aesthetics	No commitments needed.
C-1 Wetlands	Commitments made: Unavoidable wetland impacts will be mitigated per Wetland Banking Technical Guidelines.

C-2 Rivers, Streams & Floodplains	<p>Commitments made:</p> <p>All equipment that is in contact with water bodies must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions will be added that will require the contractor s to implement measures before and after mobilization of in-water equipment. The design engineer and construction supervisor will assure fulfillment of this commitment.</p>
C-3 Lakes or other Open Water	No additional commitments necessary
C-4 Groundwater, Wells and springs	No additional commitments necessary
C-5 Upland Wildlife and Habitat	<p>Commitments made:</p> <p>A Special Provision will be added to prevent the spread of oak wilt disease, avoid cutting or pruning oaks from April through September. A special provision will be added to address this concern. The construction supervisor will assure fulfillment of this commitment.</p>
C-6 Coastal Zones	No additional commitments necessary
C-7 Threatened and Endangered Species	<p>Commitments made:</p> <p>An endangered species (Ozark minnow) exists in the unnamed tributary to the Platte River (located at approximate Station 626+00). All work on this structure will occur between June 15 and September 15 (a NB passing lane is being added in this area). The construction supervisor will assure fulfillment of this commitment.</p> <p>One each of a State-listed endangered and one threatened plant species may occur on or near the highway right-of-way within Section 17, T2N, R2W. The WDNR will review these areas in July-August when plants are flowering. WisDOT and WisDNR will conduct a habitat survey to see if the plants exist within the project limits. Per WisDOT/WisDNR cooperative agreement, WisDOT will try to avoid and minimize impacts. If species are present and are impacted, WisDNR will transplant the species as they see fit, prior to the project being constructed as a mitigation measure.</p>
D-1 Air Quality	No additional commitments necessary
D-2 Construction Stage Sound Quality	<p>Check all that apply:</p> <p><input checked="" type="checkbox"/> WisDOT Standard Specification 107.8(6) and 108.7.1 will apply.</p> <p><input type="checkbox"/> Special construction stage noise abatement measures will be required. Describe:</p>
D-3 Traffic Noise	No additional commitments necessary
D-4 Hazardous Substances or Contamination	No additional commitments necessary
D-5 Stormwater	<p>Commitments made:</p> <p>Culvert extensions should be set in such a manner that it does not cause stream fragmentations and allows fish and other aquatic organisms to migrate upstream and downstream during low-flow conditions. The construction supervisor will assure fulfillment of this commitment.</p>

D-6 Erosion Control	<p>Commitments made:</p> <p>Standard WisDOT measures for erosion and sediment control during construction will be implemented in accordance with the current Wisconsin Standard Specifications for Highway and Structure Construction. The WisDOT, as per the WisDOT/WDNR Cooperative Agreement, will contact the WDNR liaison person and coordinate with the WDNR 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/WDNR Cooperative Agreement. During design, an erosion control plan will be developed in consultation with WDNR. The contractor's erosion control implementation plan (ECIP) will be provided at least 14 days prior to the preconstruction conference for this project. Erosion control for borrow sites will be discussed in the contractor's ECIP. The ECIP will 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 the WDNR for concurrence by the contractor. The construction supervisor will assure that all commitments will be implemented and has jurisdiction to assure fulfillment of this commitment.</p> <p>If erosion mat is used along stream banks, biodegradable and non-netted mat will be used. The construction supervisor will assure fulfillment of this commitment.</p>
E Other	<p>Commitments made:</p> <p>Per Code of Federal Regulations (CFR) Title 14, Part 77.9, the Federal Aviation Administration shall be notified if temporary tall equipment is to be used near the Lancaster Airport. A Special Provision will be added to address this. The construction supervisor will assure fulfillment of this commitment.</p> <p>If any burning of brush will occur as part of this project, a permit may be required to burn during wildland fire season. Burning permits are available through the local WDNR ranger or fire warden. The contractor and construction supervisor will assure fulfillment of this commitment.</p>

Attachments

WISDOT ID: 1650-06-02

Route: Dickeyville – Lancaster (Hickory Lane – Alona Lane)

Highway: USH 61

County: Grant

Factor Sheets:

Factor Sheet A-1, General Economics Evaluation

Factor Sheet A-3, Agriculture Evaluation

Factor Sheet C-1, Wetlands Evaluation

Factor Sheet C-2, Rivers, Streams and Floodplains Evaluation

Factor Sheet C-7, Threatened and Endangered Species

Exhibits:

Exhibit 1: Project Location Map

Exhibit 2: Existing Typical Sections

Exhibit 3: USH 61 & STH 81: Existing Geometry

Exhibit 4: Alternative 3 (Preferred)

Exhibit 5: Passing Lane Corridor Map

Exhibit 6: Project Coordination Letters

Exhibit 7: Bureau of Aeronautics Correspondence

Exhibit 8: DATCP Correspondence

Exhibit 9: WisDNR Initial Concurrence Letter

Exhibit 10: SHPO Correspondence – Section 106

Exhibit 11: Army Corps of Engineers Correspondence (not received yet)

Exhibit 12: NRCS Farmland Conversion Impact Rating Form

Exhibit 13: USFWS Correspondence

Exhibit 14: American Indian Tribes Letters

Exhibit 15: Wetland Impact Tracking form

GENERAL ECONOMICS EVALUATION

Wisconsin Department of Transportation

Factor Sheet A-1

Alternative #3 - Recondition	Total Length of Center Line of Existing Roadway 17.7 miles Length of This Alternative 17.7 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

1. Briefly describe the existing economic characteristics of the area around the project:

Economic Activity	Description
a. Agriculture	Areas surrounding the project consist mainly of agricultural fields and private farms. This is the primary characteristic of the surrounding area.
b. Retail business	Retail businesses are located just outside of the project limits.
c. Wholesale business	Wholesale businesses are located in the nearby area just outside of the project limits.
d. Heavy industry	Heavy Industry is not located within the project limits.
e. Light industry	Light Industry is not located within the project limits.
f. Tourism	Grant County supports a small regional tourism economy. A portion of USH 61 within the project limits is designated part of the Great River Road.
g. Recreation	Grant County has many park and trails that are used by residents and seasonal tourists for walking and snowmobiling. None are located within the project limits.
h. Forestry	Forestry is not a significant characteristic of the Grant County area.
i.	

2. Discuss the economic advantages and disadvantages of the proposed action and whether advantages would outweigh disadvantages. Indicate how the project would affect the characteristics described in item 1 above:

Advantage:

-The funds will be expended to improve a critical link between Dickeyville and Lancaster, which in turn, will promote safer passing opportunities and improve traffic flow through the USH 61/STH 81 intersection.

Disadvantage:

-The proposed action will require the use of expenditures that will not be available for use elsewhere.

Economic characterizes of entities as mentioned in Section 1 above are anticipated to remain the same. No significant impacts are anticipated, either adversely or benefit, since this project does not create or remove an existing transportation facility. No increase or decrease in traffic is anticipated.

3. What effect will the proposed action have on the potential for economic development in the project area?

☒ The proposed project will have no effect on economic development.

☐ The proposed project will have an effect on economic development.

☐ Increase, describe:

☐ Decrease, describe: _____

AGRICULTURE EVALUATION

Wisconsin Department of Transportation

Factor Sheet A-3

Alternative #3 - Recondition	Total Length of Center Line of Existing Roadway 17.7 miles Length of This Alternative 17.7 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

Type of Land Acquired From Farm Operations	Type of Acquisition (acres)		Total Area Acquired (acres)
	Fee Simple	Easement	
Crop land and pasture	11.8	0	11.8
Woodland	0	0	0
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)	0.5	0	0.5
Totals	12.3	0	12.3

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

Acreage to be Acquired	Number of Farm Operations
Less than 1 acre	14
1 acre to 5 acres	4
More than 5 acres	0

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

- ☒ No
- ☐ The land was purchased prior to August 6, 1984 for the purpose of conversion.
 - ☒ The acquisition does not directly or indirectly convert farmland.
 - ☐ The land is clearly not farmland
 - ☐ The land is already in, or committed to urban use or water storage.
- ☐ Yes (This determination is made by the Natural Resources Conservation Service (NRCS) via the completion of the Farmland Impact Conversion Rating Form, NRCS Form AD-1006)
- ☐ The land is prime farmland which is not already committed to urban development or water storage.
 - ☐ The land is unique farmland.
 - ☐ The land is farmland which is of statewide or local importance as determined by the appropriate state or local government agency.

4. Has the Farmland Impact Conversion Rating Form (AD-1006) been submitted to NRCS?

☒ No - The Farmland Impact Rating was completed for this project and the score was less than 60, therefore no coordination was required with NRCS.

- ☐ Yes
- ☐ The Site Assessment Criteria Score (Part VI of the form) is less than 60 points for this project alternative.
Date Form AD-1006 completed. _____
 - ☐ The Site Assessment Criteria Score is 60 points or greater.
Date Form AD-1006 completed. _____

5. Is an Agricultural Impact Statement (AIS) Required?

- ☒ No
- ☐ Eminent Domain will not be used for this acquisition
 - ☐ The project is a "Town Highway" project
 - ☐ The acquisition is less than 1 acre
 - ☒ The acquisition is 1-5 acres and DATCP chooses not to do an AIS.
 - ☐ Other. Describe _____

- ☐ Yes
- ☐ Eminent Domain may be used for this acquisition.
 - ☐ The project is not a "Town Highway" project
 - ☐ The acquisition is 1-5 acres and DATCP chooses to do an AIS.

☐ The acquisition is greater than 5 acres

6. Is an Agricultural Impact Notice (AIN) Required?

- ☐ No, the project is not a State Trunk Highway Project - AIN not required but complete questions 7-16.
☒ Yes, the project is a State Trunk Highway Project - AIN may be required.

Is the land acquired "non-significant"?

☐ Yes - (All must be checked) An AIN is not required but complete questions 7-16.

- ☐ Less than 1 acre in size
☐ Results in no severances
☐ Does not significantly alter or restrict access
☐ Does not involve moving or demolishing any improvements necessary to the operation of the farm
☐ Does not involve a high value crop

☒ No

- ☒ Acquisition 1 to 5 acres - **AIN required.** Complete Pages 1 and 2, Form DT1999, (Pages 1 and 2, Figure 1, Procedure 21-25-30.)
☐ Acquisition over 5 acres - **AIN required.** Complete Pages 1, 3 and 4, Form DT1999. (Pages 1, 3 and 4, Figure 1, Procedure 21-25-30)

If an AIN is completed, do not complete the following questions 7-16.

7. Identify and describe effects to farm operations because of land lost due to the project:

- ☐ Does Not Apply.
☒ Applies – Discuss. There will be minimal effects to farm operations due to the project. Acquisitions are less than one acre for majority of farm operations. Acquisitions between one and five acres are occurring for four farms.

8. Describe changes in access to farm operations caused by the proposed action:

- ☒ Does Not Apply.
☐ Applies – Discuss.

9. Indicate whether a farm operation will be severed because of the project and describe the severance (include area of original farm and size of any remnant parcels):

- ☒ Does Not Apply.
☐ Applies – Discuss.

10. Identify and describe effects generated by the acquisition or relocation of farm operation buildings, structures or improvements (e.g., barns, silos, stock watering ponds, irrigation wells, etc.). Address the location, type, condition and importance to the farm operation as appropriate:

- ☒ Does Not Apply.
☐ Applies – Discuss.

11. Describe effects caused by the elimination or relocation of a cattle/equipment pass or crossing. Attach plans, sketches, or other graphics as needed to clearly illustrate existing and proposed location of any cattle/equipment pass or crossing:

- ☐ Does Not Apply.
☒ Replacement of an existing cattle/equipment pass or crossing is not planned. Explain. Only unused cattlepasses are being eliminated.
☒ Cattle/equipment pass or crossing will be replaced. Explain: Cattlepasses will be extended in certain areas.
☐ Replacement will occur at same location.
☐ Cattle/equipment pass or crossing will be relocated. Describe.

12. Describe the effects generated by the obliteration of the old roadway:

- ☒ Does Not Apply.
☐ Applies – Discuss.

13. Identify and describe any proposed changes in land use or indirect development that will affect farm operations and are related to the development of this project:

- ☒ Does Not Apply.
☐ Applies – Discuss.

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

- ☒ No effects indicated by farm operator or owner.
☐ Applies – Discuss.

15. Indicate whether minority or low-income population farm owners, operators, or workers will be affected by the proposal: (Include migrant workers, if appropriate.)

- ☒ No
☐ Applies – Discuss.

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

The addition of turning lanes and reconstructed intersection will provide improved access to better accommodate farm machinery and trucks which will enhance benefits for the travelling public, local residents and local farming operations.

WETLANDS EVALUATION**Wisconsin Department of Transportation****Factor Sheet C-1**Alternative
#3 - ReconditionTotal Length of Center Line of Existing Roadway 17.7 mi
Length of This Alternative 17.7 mi

Preferred

☒ Yes ☐ No ☐ None identified**1. Describe Wetlands:**

	Wetland 1		Wetland 2		Wetland 3	
Name (If known)	Unknown		Unknown		Unknown	
Location County	Grant		Grant		Grant	
Location (Section-Township-Range)	Sec 23, T4N, R3W		Sec 14, T4N, R3W		Sec 14, T4N, R3W	
Location Map	See Exhibit		See Exhibit		See Exhibit	
Wetland Type(s) ¹	RPE (N)		RPE (N)		RPE (N)	
Total Wetland Loss	Acres 0.17		Acres 0.11		Acres 0.37	
Wetland is: (Check all that apply) ²	Yes	No	Yes	No	Yes	No
• Isolated from stream, lake or other surface water body		X		X		X
• Not contiguous (in contact with) a stream, lake, or other water body, but within 5-year floodplain		X		X		X
• If adjacent or contiguous, identify stream, lake or water body by Section-Township-Range	Boice Creek, Sec 23, T4N, R3W, Sta 1106+00-Sta 1109+00, LT		Pigeon Creek, Sec 14, T4N, R3W, Sta 1365+50-Sta 1367+50, LT		Pigeon Creek, Sec 14, T4N, R3W, Sta 1368+00-Sta 1372+00, LT	

¹Use wetland types as specified in the "WisDOT Wetland Mitigation Banking Technical Guideline, Table 3-C"²If wetland is contiguous to a stream, complete Factor Sheet C-2, Rivers, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete Factor Sheet C-3, Lake or Water Body Impact Evaluation.**2. Are any impacted wetlands considered "wetlands of special status" per WisDOT Wetland Mitigation Banking Technical Guideline, page 10?**

- ☒ No
☐ Yes:
☐ Advanced Identification Program (ADID) Wetlands
☐ Other – Describe: _____

3. Describe proposed work in the wetland(s), e.g., excavation, fill, marsh disposal, other: Wetland impacts will include a combination of filling and excavating the existing wetlands for road construction.**4. List any observed or expected waterfowl and wildlife inhabiting or dependent upon the wetland:** (List should include both permanent, migratory and seasonal residents).
Existing wetlands are small and isolated, and located within a rural area. No birds or wildlife were noted by WisDNR to inhabit the wetland.**5. Federal Highway Administration (FHWA) Wetland Policy:**

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Page 1 of 3

☐ Not Applicable - Explain

☒ Individual Wetland Finding Required - Summarize why there are no practicable alternatives to the use of the wetland.

The wetlands are being used to improve the roadway. The project has been coordinated with the DNR and there have been no significant concerns expressed over the proposed use of the wetlands.

☒ Statewide Wetland Finding: **NOTE: All three boxes below must be checked for the Statewide Wetland Finding to apply.**

☒ Project is either a bridge replacement or other reconstruction within 0.3 mile of the existing location.

☒ The project requires the use of 7.4 acres or less of wetlands.

☒ The project has been coordinated with the DNR and there have been no significant concerns expressed over the proposed use of the wetlands.

6. Erosion control or storm water management practices which will be used to protect the wetland are indicated on form: (Check all that apply)

☐ Factor Sheet D-6, Erosion Control Impact Evaluation.

☐ Factor Sheet D-5, Stormwater Impact Evaluation.

☒ Neither Factor Sheet - Briefly describe measures to be used

Standard WisDOT measures for erosion control and precautions during construction will be implemented according to the Wisconsin Standard Specifications for Highway and Structure Construction. The WisDOT, as per the WisDOT/WDNR Cooperative Agreement, will contact the WDNR liaison person and coordinate with the WDNR 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/WDNR Cooperative Agreement. During design, and erosion control plan will be developed in consultation with WDNR. The contractor's erosion control implementation plan (ECIP) will be provided at least 14 days prior to the preconstruction conference for the project. The ECIP will become part of the contract and will be submitted to the WisDOT for approval and the WDNR for concurrence by the contractor. The construction supervisor shall assume that all commitments will be implemented and has jurisdiction to assure fulfillment of each commitment.

7. U S Army Corps of Engineers (USACE) Jurisdiction - Section 404 Permit (Clean Water Act)

☐ Not Applicable - No fill to be placed in wetlands or wetlands are not under USACE jurisdiction.

☒ Applicable - Fill will be placed in wetlands under the jurisdiction of the USACE.

Indicate area of wetlands filled: Acres 0.65

Type of 404 permit anticipated:

☐ Individual Section 404 Permit required.

☒ General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404 Compliance.

Indicate which GP or LOP is required:

☒ Non-Reporting GP

☐ Provisional GP

☐ Provisional LOP

☐ Programmatic GP

Expiration date of 404 Permit, if known: Valid for as long as WDNR 401 permit is applicable.

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

☒ No Section 10 Waters.

Indicate whether Pre-Construction Notification (PCN) to the USACE is:

☒ Not applicable.

☐ Required: Submitted on: (Date)

Status of PCN

USACE has made the following determination on: (Date)

USACE is in the process of review, anticipated date of determination is: (Date)

9. Wetland Avoidance and Impact Minimization: [Note: Required before compensation is acceptable]

A. Wetland Avoidance:

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

There are no feasible methods available for total avoidance of the wetlands. Wetlands are located along the west side of USH 61 adjacent to the existing roadway. Changing the horizontal alignment of the roadway was not feasible and if completed, would result in additional wetland impacts.

2. Indicate the total area of wetlands avoided:
Acres: None

B. Minimize the amount of wetlands affected:

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

The side slopes in wetland areas were maximized to minimize wetland impacts.

2. Indicate the total area of wetlands saved through minimization:
Acres: 0.10

10. Compensation for Unavoidable Wetland Loss:

According to Section 401 (b) (1), of the Clean Water Act, unavoidable wetland losses must be mitigated on-site, if possible. If no on-site opportunities exist, near/off-site wetland compensation sites must be considered. If neither exists, the losses may be debited to an existing wetland mitigation bank site. Compensation ratios are based on WisDOT Wetland Mitigation Banking Technical Guideline.

	Type	Acre(s) Loss	Ratio	Compensation Type and Acreage			
				On-site	Near/off site	Consolidation Site	Bank site
RPF(N)	Riparian wetland (wooded)						
RPF(D)	Degraded riparian wetland (wooded)						
RPE(N)	Riparian wetland (emergent)	0.65	1:3:1				0.85
RPE(D)	Degraded riparian wetland (emergent)						
M(N)	Wet and sedge meadows, wet prairie, vernal pools, fens						
M(D)	Degraded meadow						
SM	Shallow marsh						
DM	Deep marsh						
AB(N)	Aquatic bed						
AB(D)	Degraded aquatic bed						
SS	Shrub Swamp, shrub carr, alder thicket						
WS(N)	Wooded swamp						
WS(D)	Degraded wooded swamp						
Bog	Open and forested bogs						

D = Degraded
N = Non-degraded

- 11. If on-site compensation is proposed, describe how a search for a compensation site was conducted:**
No on-site mitigation is anticipated

- 12. Summarize the coordination with other agencies regarding the compensation for unavoidable wetland losses: Attach appropriate correspondence:** See Exhibit 9 for correspondence from WDNR.

RIVERS, STREAMS AND FLOODPLAINS EVALUATION

Wisconsin Department of Transportation

Factor Sheet C-2

Alternative #3 - Recondition	Total Length of Center Line of Existing Roadway 17.7 mi Length of This Alternative 17.7 mi
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Stream Name: Boice and Pigeon Creek

2. Stream Type: (Indicate Trout Stream Class, if known)

☒ Unknown

☐ Warm water

☐ Cold water

If trout stream, identify trout stream classification: _____

☐ Wild and Scenic River

3. Size of Upstream Watershed Area: (Square miles or acres)

Lower Grant River Watershed is 145 square miles

4. Stream flow characteristics:

☒ Permanent Flow (year-round)

☐ Temporary Flow (dry part of year)

5. Stream Characteristics:

A. Substrate:

1. ☐ Sand

2. ☒ Silt

3. ☐ Clay

4. ☐ Cobbles

5. ☐ Other-describe: _____

B. Average Water Depth: Unknown

C. Vegetation in Stream

☐ Absent

☒ Present - If known describe: Riparian Vegetation

D. Identify Aquatic Species Present:

Forage species with only an occasional smallmouth bass present

E. If water quality data is available, include this information:

About 56% of the land area is used for cropping. This stream suffers dissolved oxygen problems following high flow or rainfall events.

F. Is this river or stream on the WDNR's "Impaired Waters" list?

☒ No

☐ Yes - List: _____

6. If bridge or box culvert replacement, are migratory bird nests present?

☒ Not Applicable

☐ None identified

☐ Yes – Identify Bird Species present

Estimated number of nests is: _____

7. Is a Fish & Wildlife Depredation Permit required to remove swallow nests?

☒ Not Applicable

☐ Yes

☐ No - Describe mitigation measures: _____

8. Describe land adjacent to stream:

The land uses in the watershed are mostly rural and agricultural land accounts for roughly 86 percent of the 130 square mile drainage area. About 62 percent of the watershed is cropland. Woodlots occupy another 12 percent of the watershed.

9. Identify upstream or downstream dischargers or receivers (if any) within 0.8 kilometers (1/2 mile) of the project site: Boice Creek is tributary to the Grant River about two miles above the mouth of the Grant. It is a spring and seepage stream that begins about three miles South of Lancaster. It has a drainage area of about 37.5 square miles and includes a number of smaller named streams.

10. Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment: [Note: Coast Guard must be notified when Section 10 waters are affected by a proposal. Also see Wetland Evaluation, Factor Sheet C-1, Question 8.]

17.7 mile section of the corridor discussed in this document extends from Hickory Lane, located on the northern edge of the Village of Dickeyville to Alona Lane which is located on the southeastern edge of the City of Lancaster. The proposed work is to recondition the roadway by adding both northbound and southbound passing lanes and by realigning the USH 61/STH 81 intersection. Where Boice & Pigeon Creek parallels and/or crosses USH 61, this work will specifically entail improving the Stage Road intersection, extending right-of-way limits, extending a pipe, and flattening slopes. Work done in this area is within the 100-year floodplain.

11. Discuss the effects of any backwater which would be created by the proposed action. Indicate whether the proposed activities would be in compliance with NR 116 by creating 0.01 ft. backwater or less:

No impacts are anticipated. The proposed activities are in compliance with NR 116.

12. Describe and provide the results of coordination with any floodplain zoning authority:

Coordination with Natural Resources (WDNR) was been completed for this project. See Exhibit 9 attached to the Environmental Report.

13. Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?

- ☒ No impacts would occur.
- ☐ Significant interruption or termination of emergency vehicle service or a community's only evacuation route.
- ☐ Significant flooding with a potential for property loss and a hazard to life.
- ☐ Significant impacts on natural floodplain values such as flood storage, fish or wildlife habitat, open space, aesthetics, etc.

14. Discuss existing or planned floodplain use and briefly summarize the project's effects on that use:

The uses of floodplains for this project are all outside the proposed roadway. They are however within the project right-of-way. No impacts are anticipated. See Exhibit 15 for the Impacted Wetland Map.

15. Discuss probable direct impacts to water quality within the floodplain, both during and after construction. Include the probable effects on plants, animals, and fish inhabiting or dependent upon the stream:

No Impacts are anticipated

16. Are measures proposed to enhance beneficial effects?

- ☒ No
- ☐ Yes. Describe: _____

THREATENED AND ENDANGERED SPECIES EVALUATION

Wisconsin Department of Transportation

Factor Sheet C-7

Alternative #3 - Recondition	Total Length of Center Line of Existing Roadway 17.7 mi Length of This Alternative 17.7 mi
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Are there any known threatened or endangered species in the vicinity of the project?

- ☐ None identified
☒ Yes - Identify the species and indicate its status on Federal or State lists:

Species Common Name	Species Scientific Name	Federal Status	State Status	Affected by Project? Y/N
Plants				
Purple Milkweed	Asclepias Purpurascens	None	Threatened	Unknown
Yellow Giant Hyssop	Agastache Nepetoides	None	Endangered	Unknown
Animals				
Other				

2. Explain How a Species Is or Is Not Affected by the Action:

- ☒ Species Not Affected:
 Unknown
☒ Species Affected:
 Unknown

3. Describe Coordination:

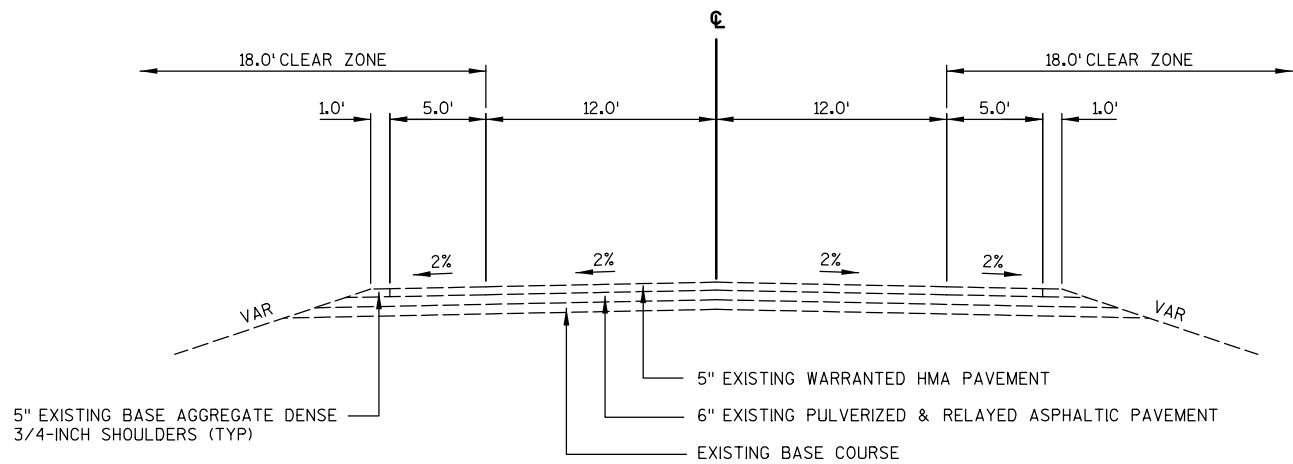
U.S. Fish & Wildlife Service:

- ☐ Has Section 7 coordination been completed?
 ☐ No
 ☐ Yes - Describe mitigation required to protect the federally listed endangered species:

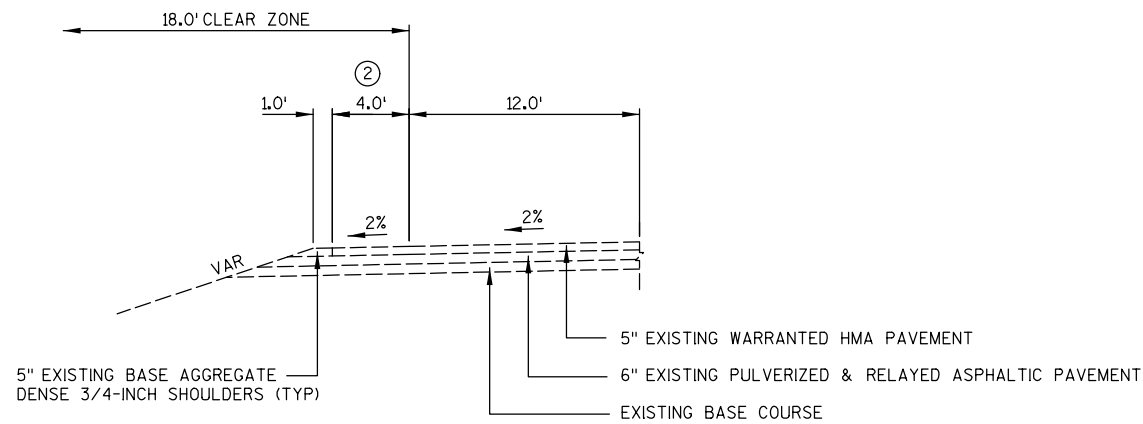
WDNR

- ☒ Has coordination with DNR been completed?
 ☐ No
 ☒ Yes - Describe mitigation required to protect the state-listed species:

WisDOT and WisDNR will conduct a habitat survey to see if the plants exist within the project limits. Per WisDOT/WisDNR cooperative agreement, WisDOT will try to avoid and minimize impacts. If species are present and are impacted, WisDNR will transplant the species as they see fit, prior to the project being constructed as a mitigation measure.

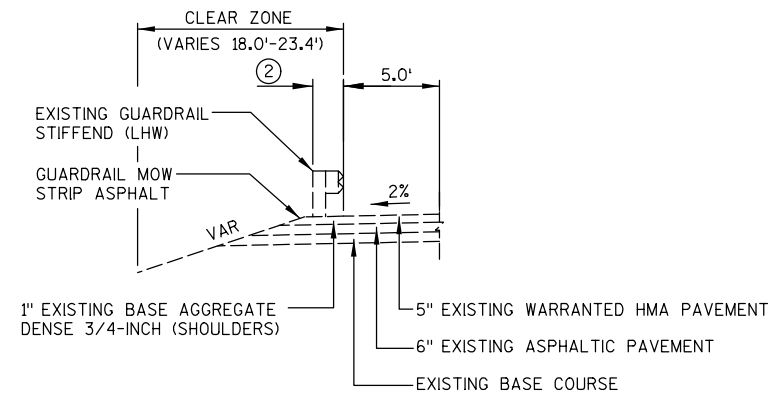


TYPICAL EXISTING SECTION
STA 562+66.00 TO STA 582+00.00 (LT)
STA 603+00.00 TO STA 640+42.00 (LT)
STA 737+38.00 TO STA 754+00.00 (LT)



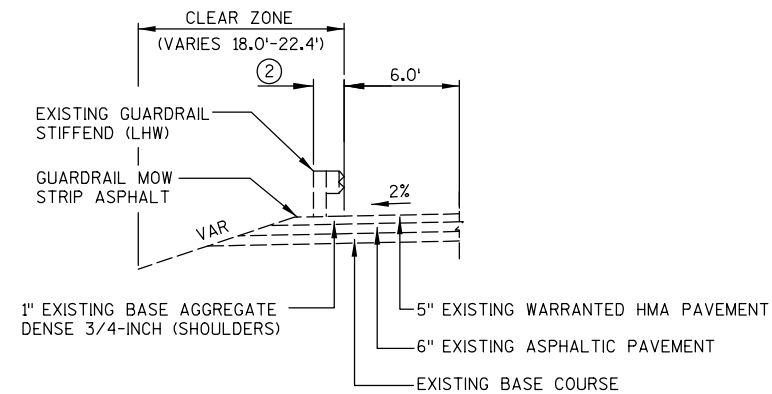
TYPICAL EXISTING SECTION
STA 639+97.00 TO STA 640+42.00 (RT) ①
STA 737+38.00 TO STA 738+48.00 (RT) ①

- NOTES:**
- ① MIRROR IMAGE.
 - ② 4' PAVED SHOULDER AND 4' LATERAL CLEARANCE OFFSET FROM TRUCK CLIMBING LANE AT GUARDRAIL STIFFENED (LHW) LOCATIONS.



TYPICAL EXISTING SECTION

STA 566+90.00 TO STA 577+92.00 (LT)
STA 581+00.00 TO STA 582+00.00 (LT)

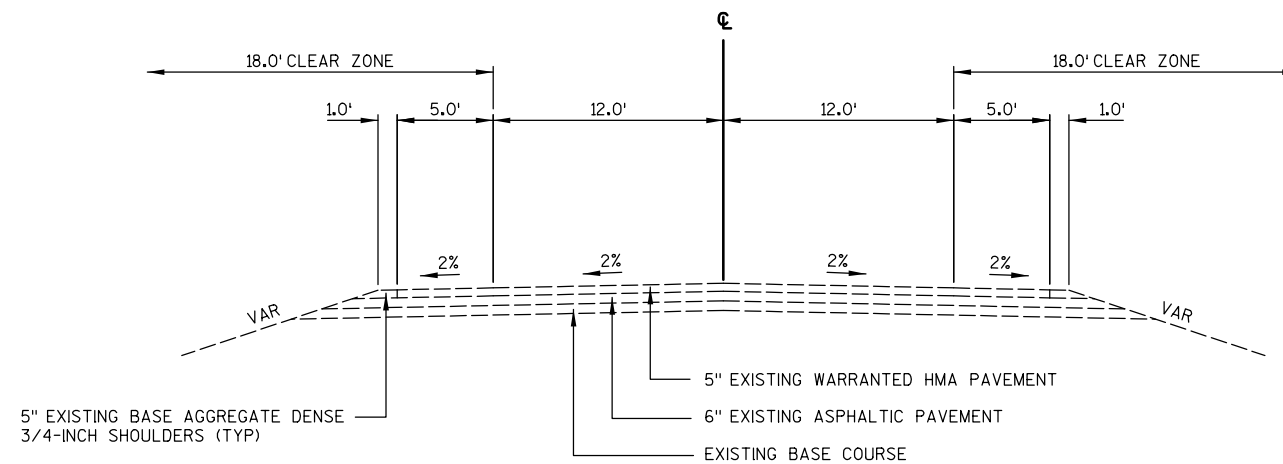


TYPICAL EXISTING SECTION

STA 605+22.00 TO STA 616+41.00 (RT) ①
STA 632+74.00 TO STA 635+39.00 (RT) ①

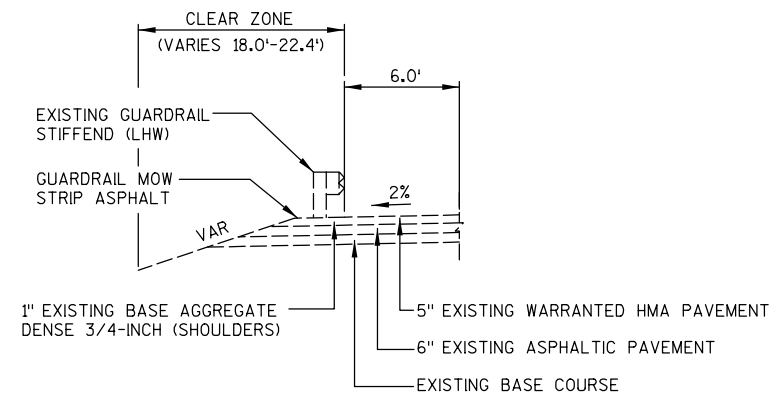
NOTES:

- ① MIRROR IMAGE.
- ② BASE AGGREGATE DENSE 3/4-INCH WIDTH VARIES AT GUARDRAIL STIFFENED (LHW) LOCATIONS BASED ON EXISTING EMBANKMENT SLOPES. 2' BEHIND BACK OF BEAM GUARD POSTS DES./0' BEHIND BACK OF BEAM GUARD POSTS MIN



TYPICAL EXISTING SECTION

STA 988+00.00 TO STA 1075+00.00
STA 1090+00.00 TO STA 1196+00.00
STA 1204+00.00 TO STA 1270+00.00
STA 1325+32.08 TO STA 1336+44.16
STA 1340+50.00 TO STA 1383+27.16

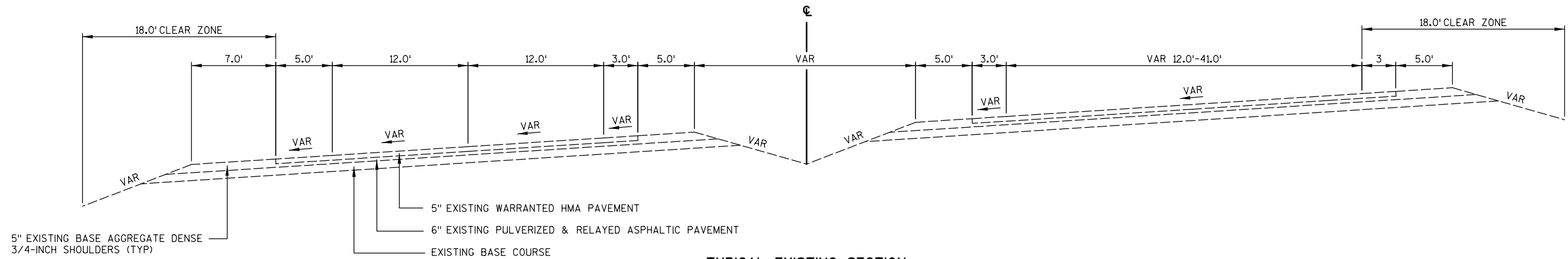


TYPICAL EXISTING SECTION

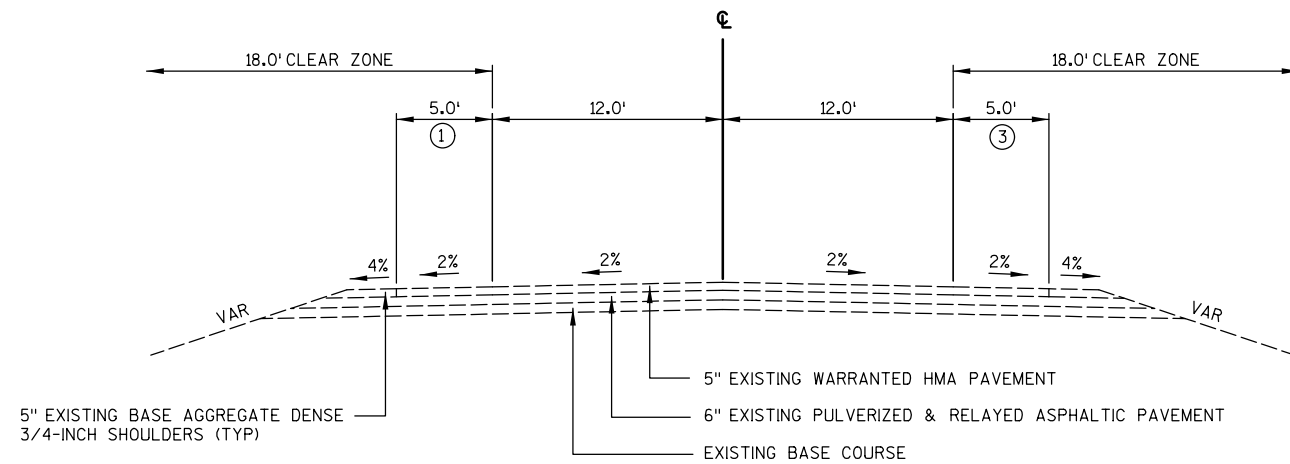
STA 988+00.00 TO STA 991+05.00 (RT) ①
STA 1043+55.00 TO STA 1047+42.00 (RT) ①
STA 1091+13.00 TO STA 1111+38.00 (LT)
STA 1225+08.00 TO STA 1232+08.00 (RT) ①
STA 1242+50.00 TO STA 1259+47.00 (RT) ①
STA 1330+49.16 TO STA 1336+44.16 (RT) ①
STA 1332+00.00 TO STA 1333+25.14 (LT)
STA 1369+85.16 TO STA 1375+09.16 (LT)

NOTES:

① MIRROR IMAGE



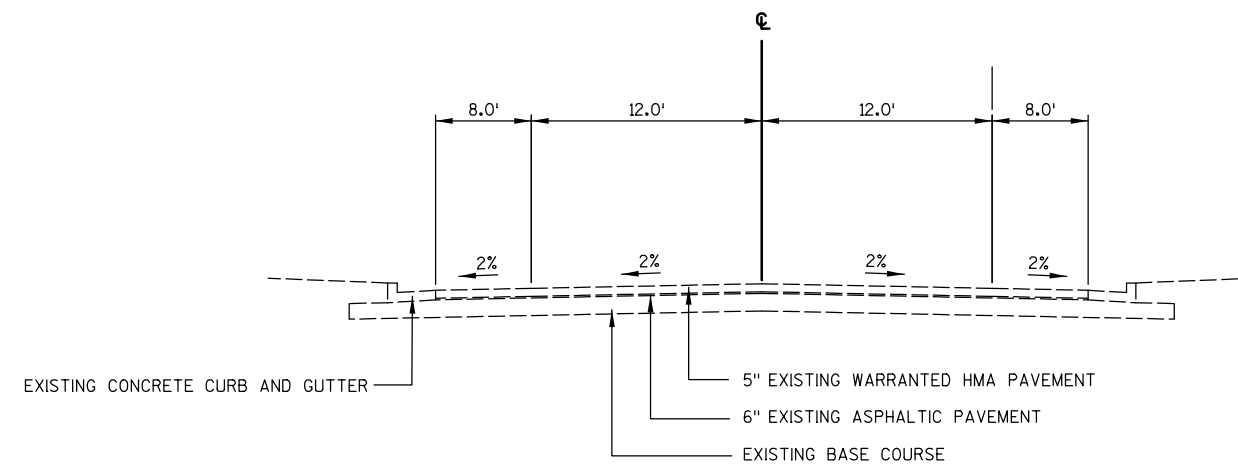
TYPICAL EXISTING SECTION
STA 1281+39.00 TO STA 1299+04.16 ②



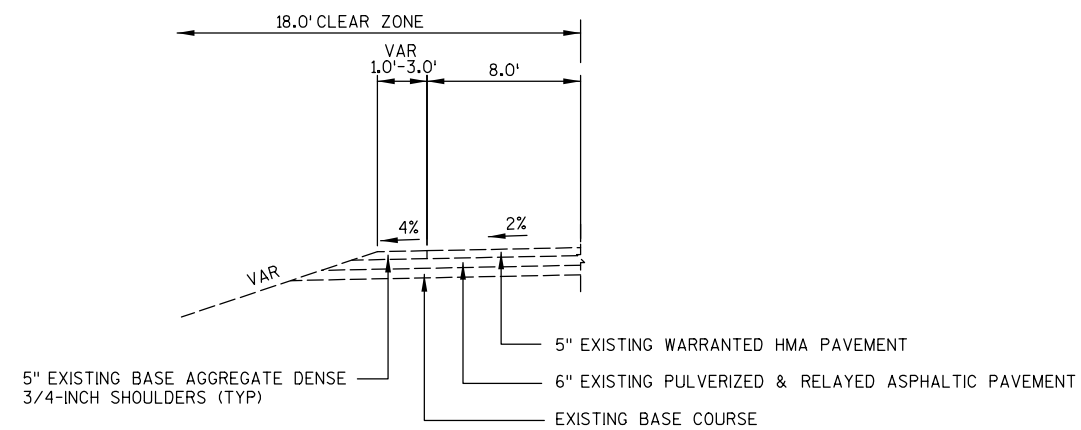
TYPICAL EXISTING SECTION
STA 1275+00.00 TO STA 1281+39.00 ③
STA 1297+60.00 TO STA 1329+64.00 ③

NOTES:

- ① VARIES 5'-13' STA 1306+95 - STA 1312+79
STA 1325+14 - STA 1329+64
- ② CURB AND GUTTER STA 1281+39 - STA 1284+50
- ③ VARIES 5'-12' STA 1323+69 - STA 1327+48
VARIES 5'-15' STA 1276+27 - STA 1281+39
VARIES 0'-24' STA 1297+60 - STA 1309+29



TYPICAL EXISTING SECTION
STA 1383+27.16 TO STA 1391+50.00



TYPICAL EXISTING SECTION
STA 1383+27.16 TO STA 1384+31.16
STA 1392+24.16 TO STA 1391+50.00

PROJECT ID: 1650-06-02
DICKYVILLE-LANCASTER
GRANT COUNTY

USH 61 & STH 81 EXISTING
INTERSECTION GEOMETRY
MAY 15, 2013

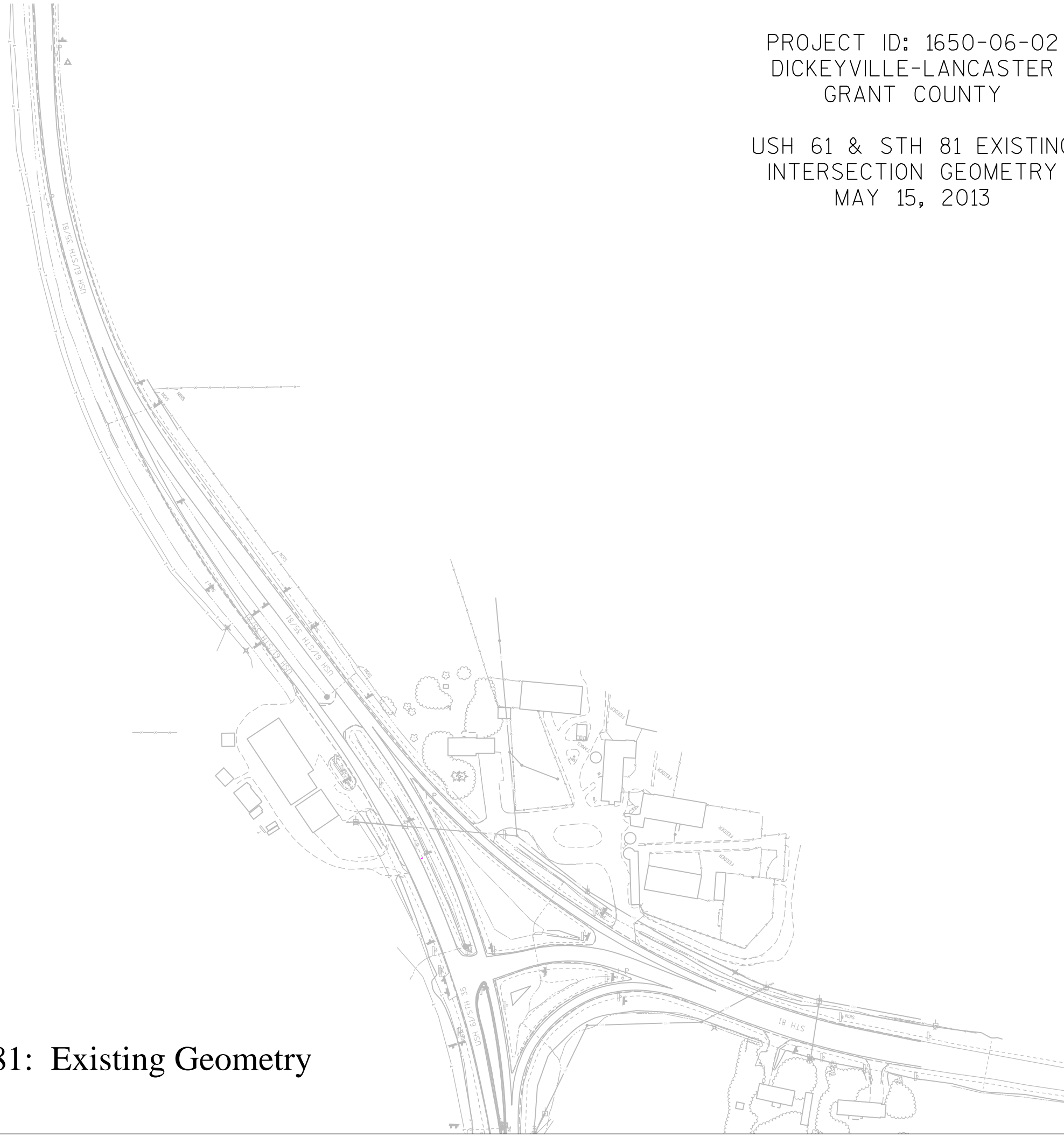
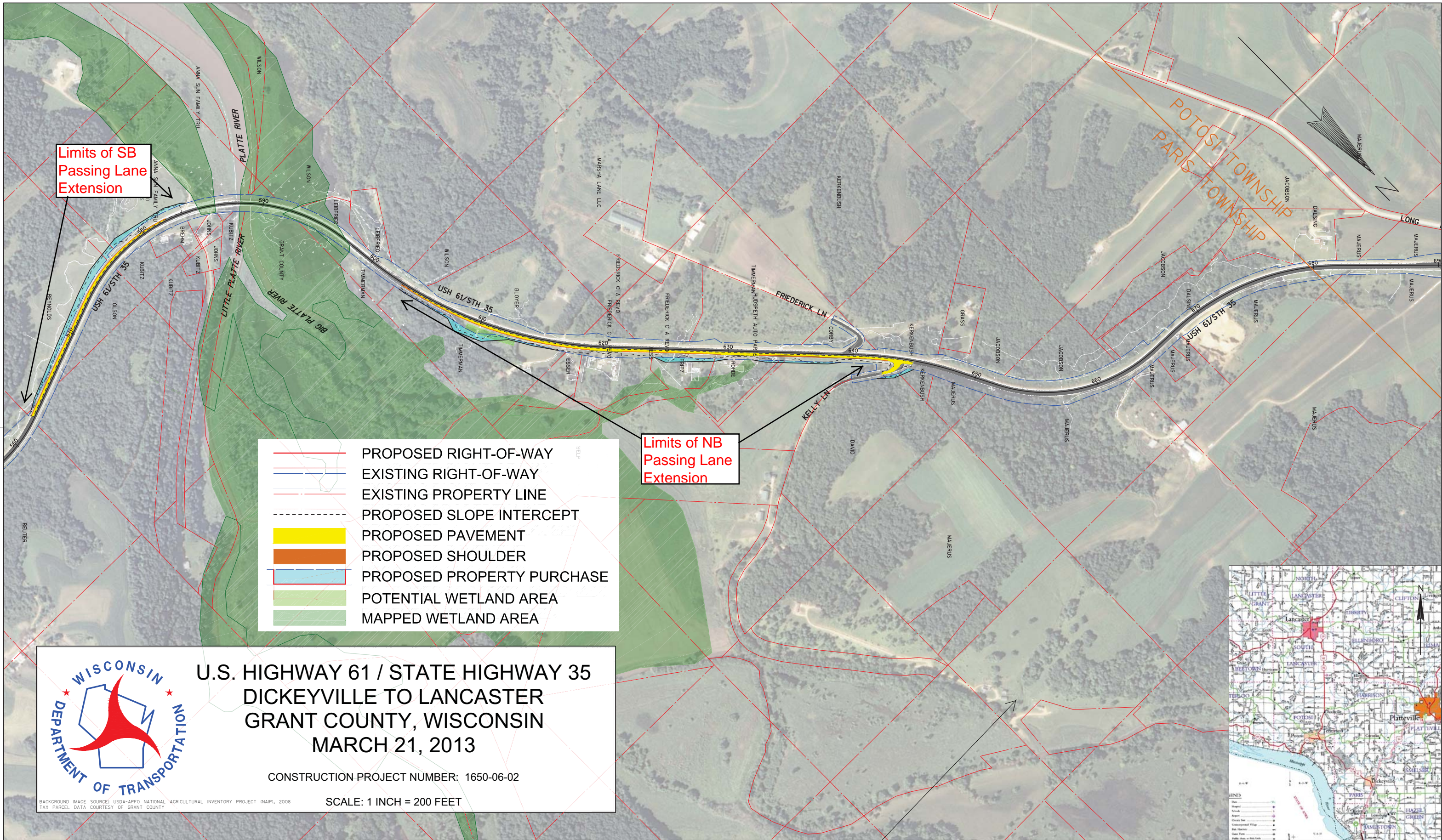


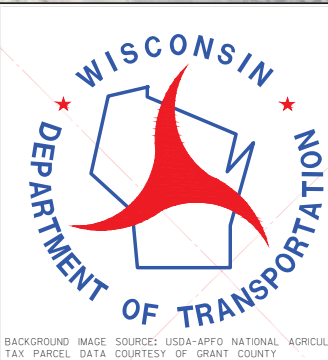
Exhibit 3 - USH 61 & STH 81: Existing Geometry



Limits of SB
Passing Lane
Extension

Limits of NB
Passing Lane
Extension

- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- PROPOSED SLOPE INTERCEPT
- PROPOSED PAVEMENT
- PROPOSED SHOULDER
- PROPOSED PROPERTY PURCHASE
- POTENTIAL WETLAND AREA
- MAPPED WETLAND AREA



U.S. HIGHWAY 61 / STATE HIGHWAY 35
DICKYVILLE TO LANCASTER
GRANT COUNTY, WISCONSIN
MARCH 21, 2013

CONSTRUCTION PROJECT NUMBER: 1650-06-02

SCALE: 1 INCH = 200 FEET

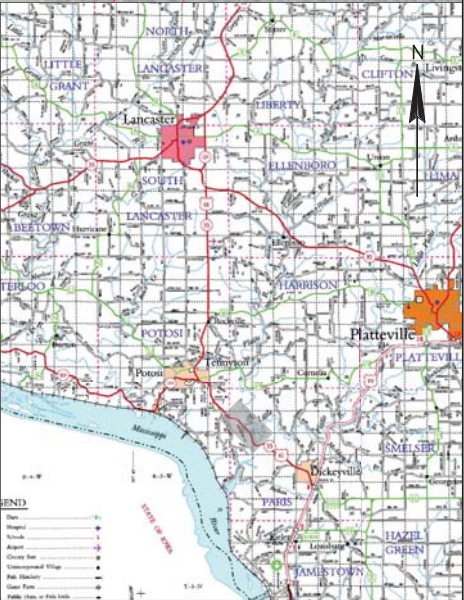
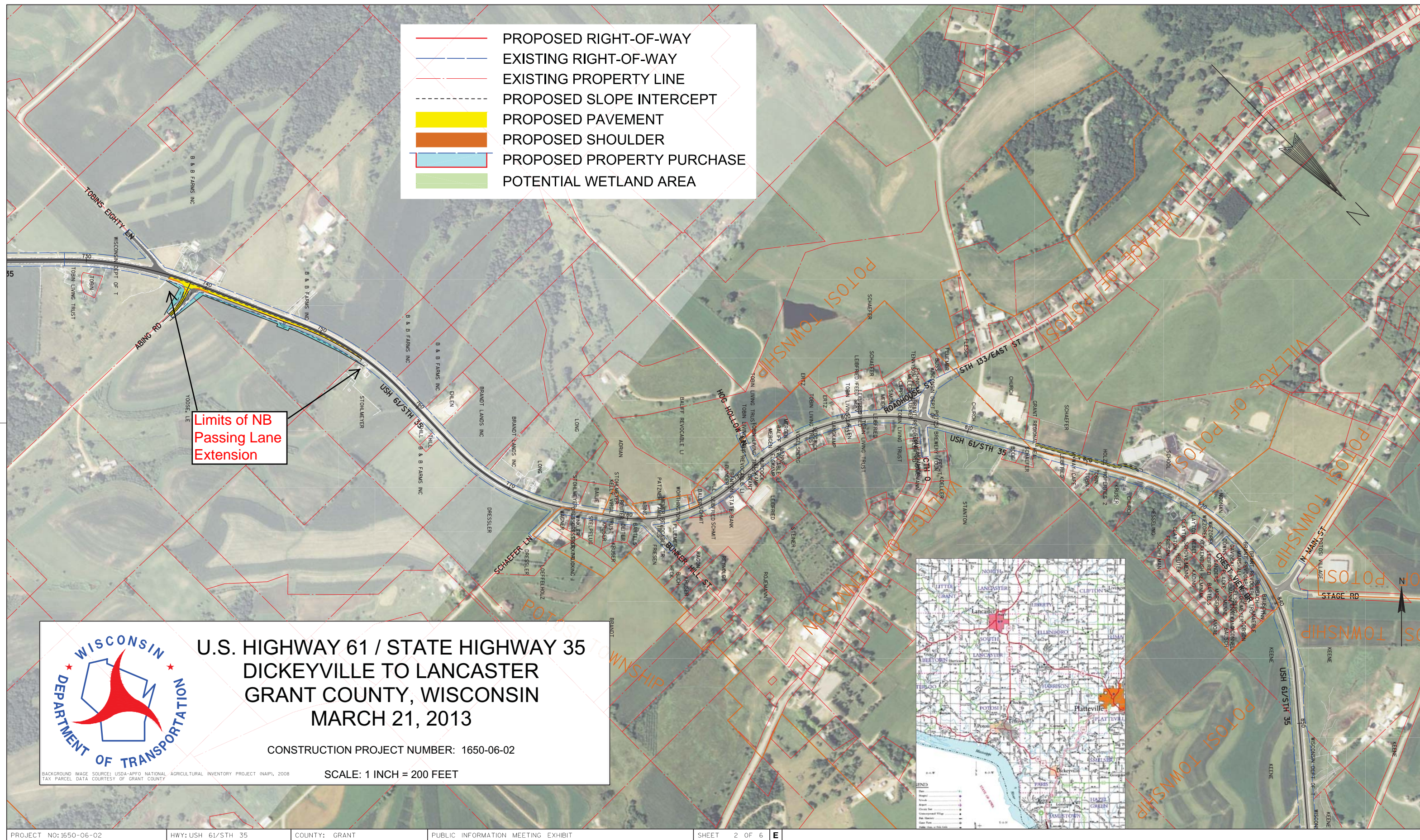
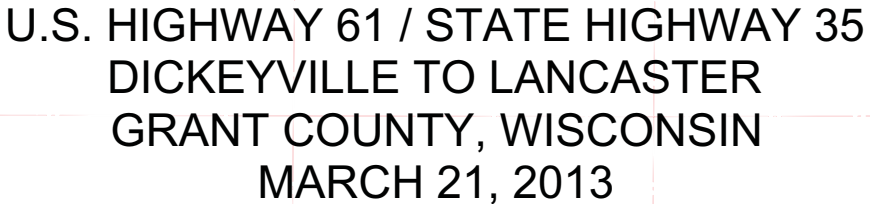


Exhibit 4 - Alternative 3 (Preferred)

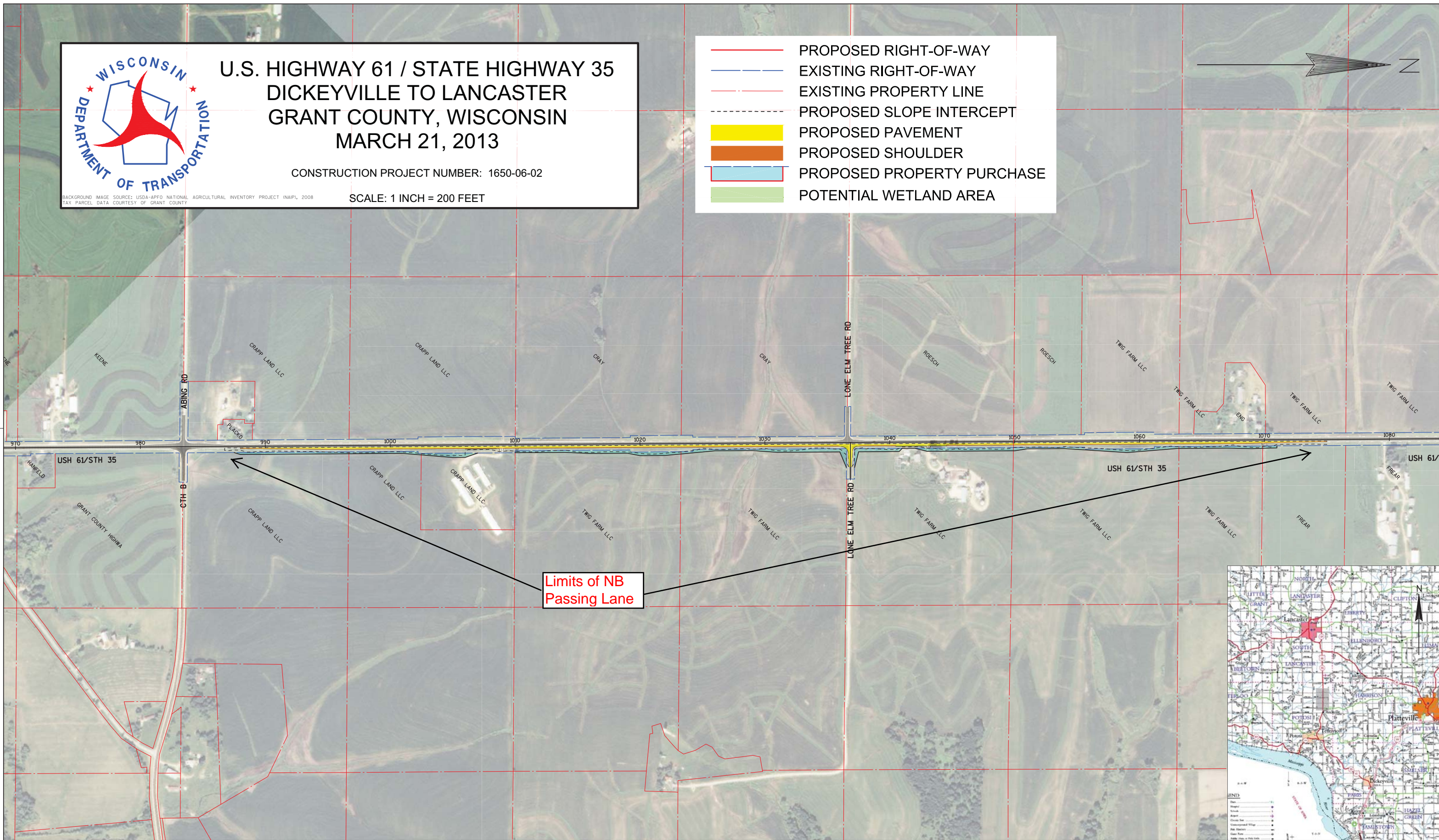


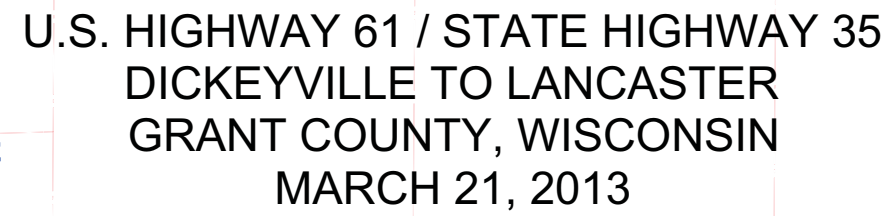


CONSTRUCTION PROJECT NUMBER: 1650-06-02

SCALE: 1 INCH = 200 FEET

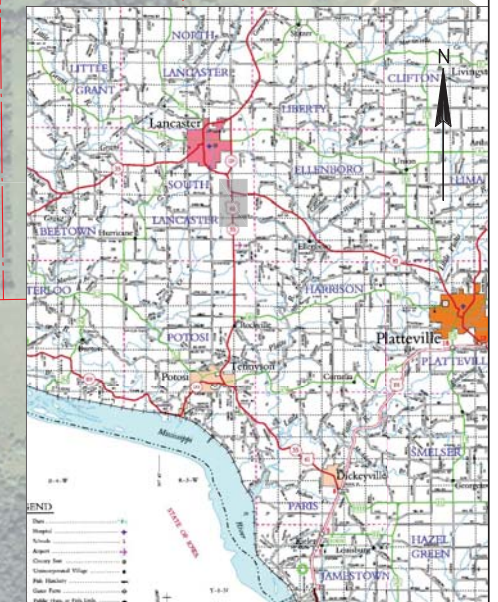
- | | |
|--|----------------------------|
| | PROPOSED RIGHT-OF-WAY |
| | EXISTING RIGHT-OF-WAY |
| | EXISTING PROPERTY LINE |
| | PROPOSED SLOPE INTERCEPT |
| | PROPOSED PAVEMENT |
| | PROPOSED SHOULDER |
| | PROPOSED PROPERTY PURCHASE |
| | POTENTIAL WETLAND AREA |

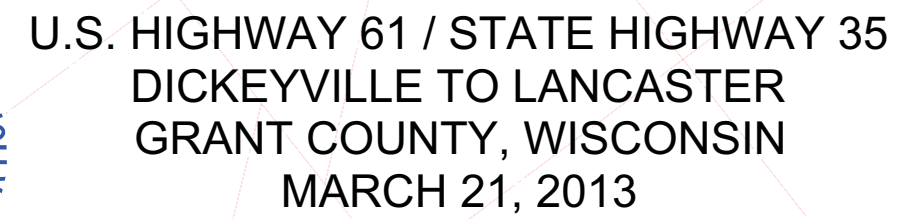




SCALE: 1 INCH = 200 FEET






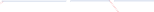


SCALE: 1 INCH = 200 FEET

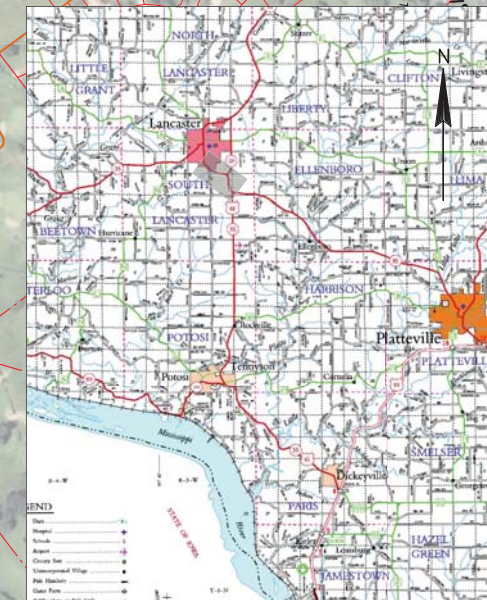


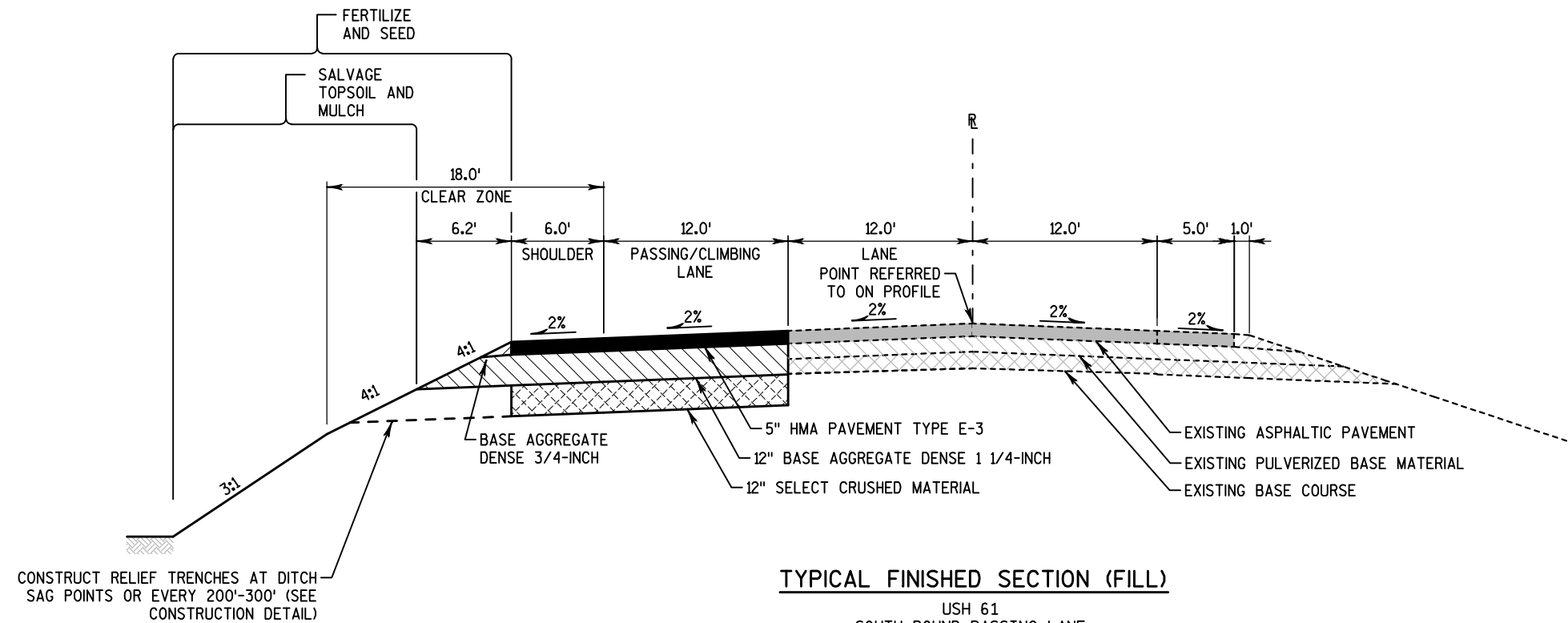
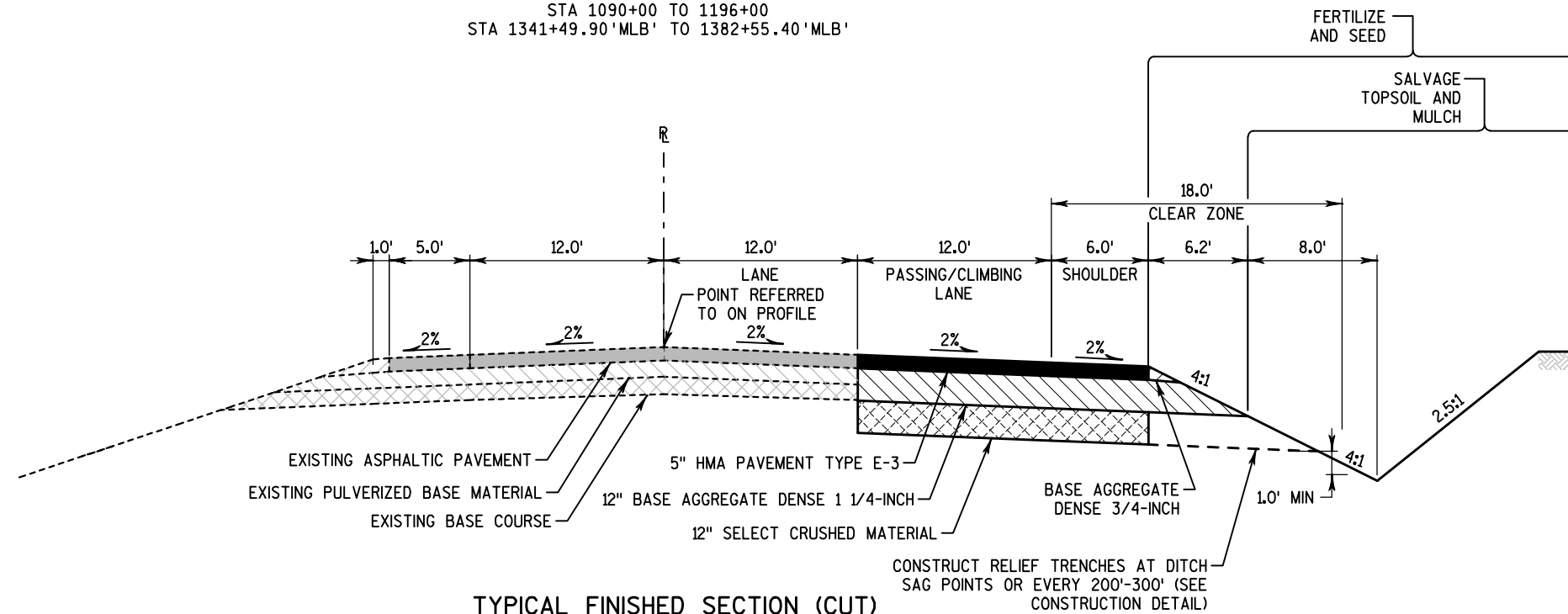


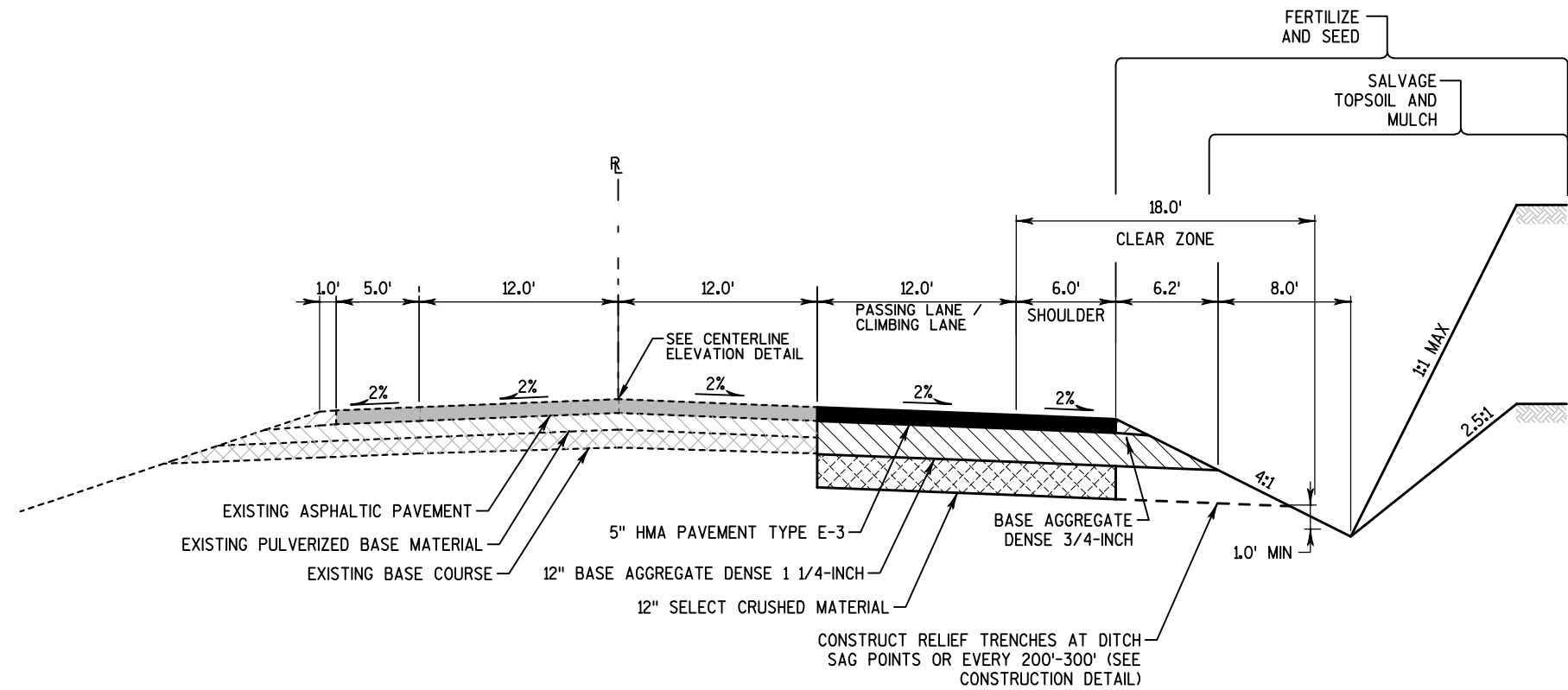
SCALE: 1 INCH = 200 FEET

Limits of SB
Passing Lane

- | | |
|---|----------------------------|
|  | PROPOSED RIGHT-OF-WAY |
|  | EXISTING RIGHT-OF-WAY |
|  | EXISTING PROPERTY LINE |
|  | PROPOSED SLOPE INTERCEPT |
|  | PROPOSED PAVEMENT |
|  | PROPOSED SHOULDER |
|  | PROPOSED PROPERTY PURCHASE |
|  | POTENTIAL WETLAND AREA |

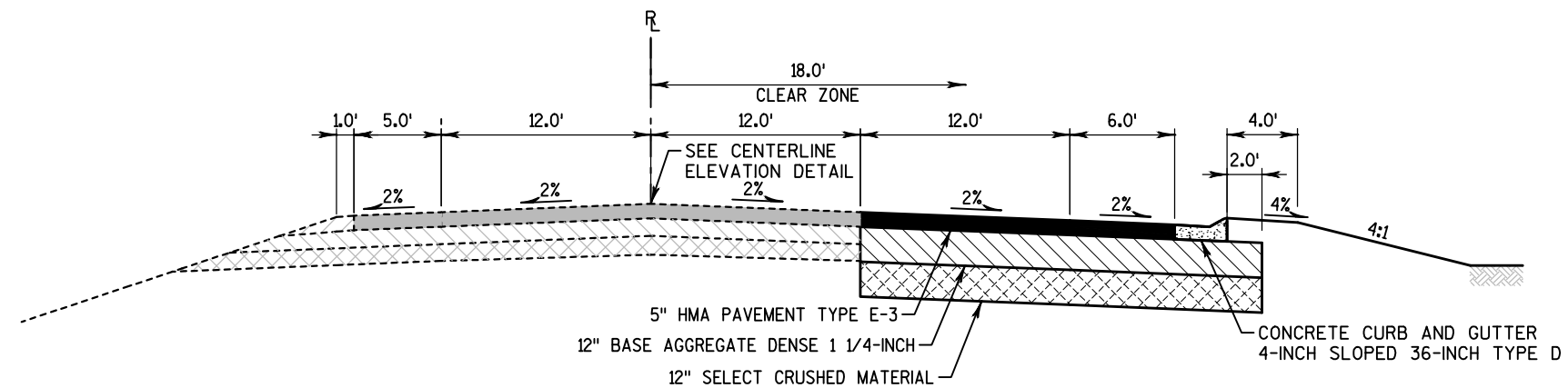


**TYPICAL FINISHED SECTION (FILL)**USH 61
SOUTH BOUND PASSING LANESTA 562+66 TO 582+00
STA 1090+00 TO 1196+00
STA 1341+49.90 'MLB' TO 1382+55.40 'MLB'**TYPICAL FINISHED SECTION (CUT)**USH 61
NORTH BOUND PASSING LANESTA 603+00 TO 644+79.62
STA 736+90 TO 754+00
STA 988+00 TO 1075+00
STA 1207+00 TO 1270+00



TYPICAL FINISHED SECTION - ROCK CUT

USH 61
STA 1352+00'MLB' TO 1358+00'MLB' ①



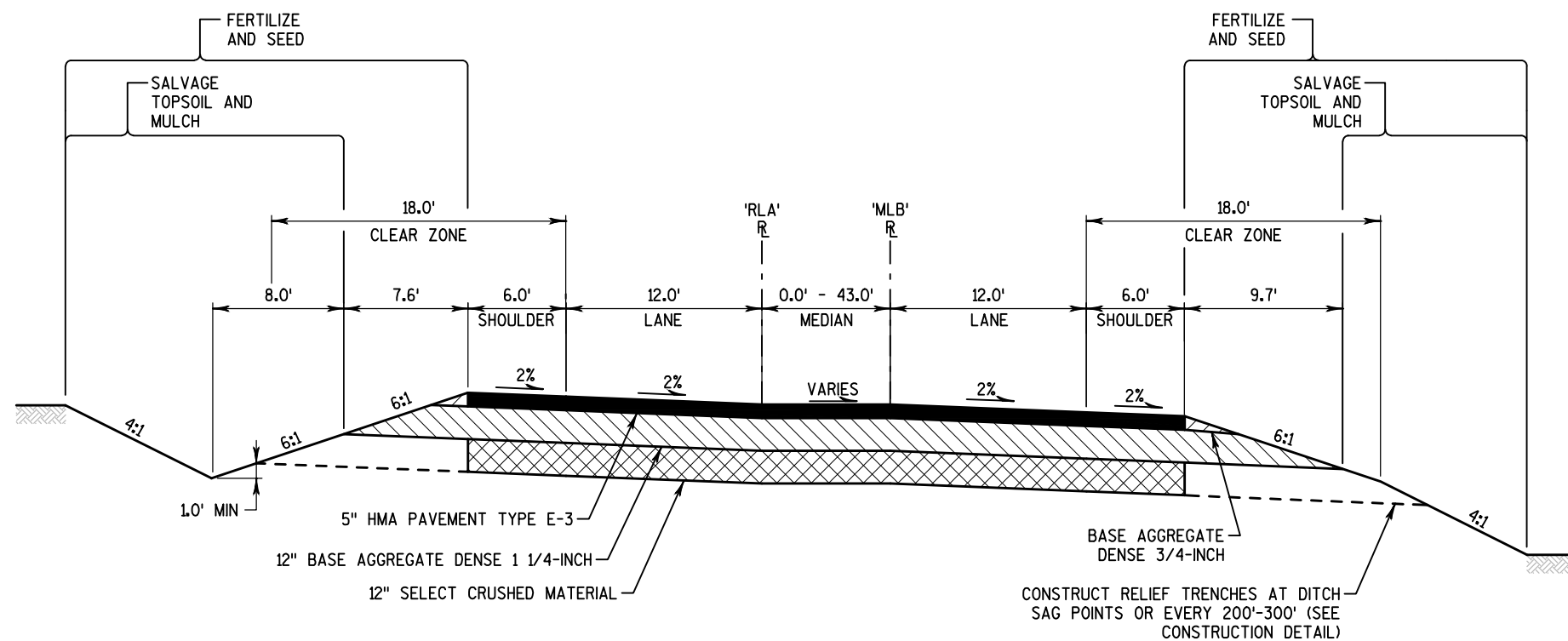
TYPICAL FINISHED SECTION, CURB & GUTTER

USH 61 NORTH BOUND

STA 619+00 TO 621+50
STA 629+50 TO 632+50
STA 1040+50 TO 1044+50
STA 1117+75 TO STA 1118+65 ①
STA 1275+22.27 TO 1277+25

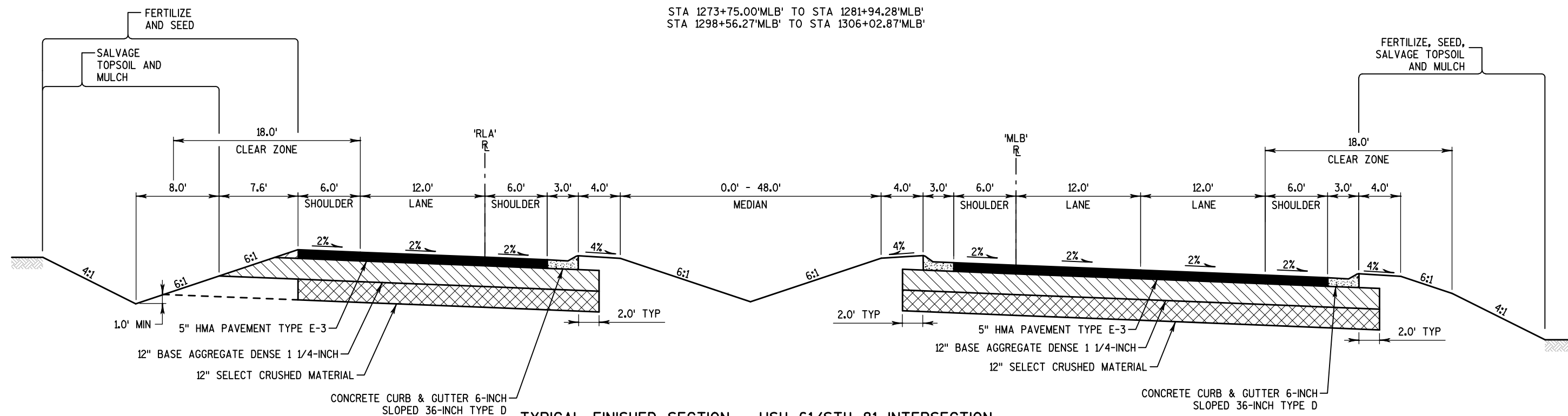
NOTES:

① MIRROR IMAGE.



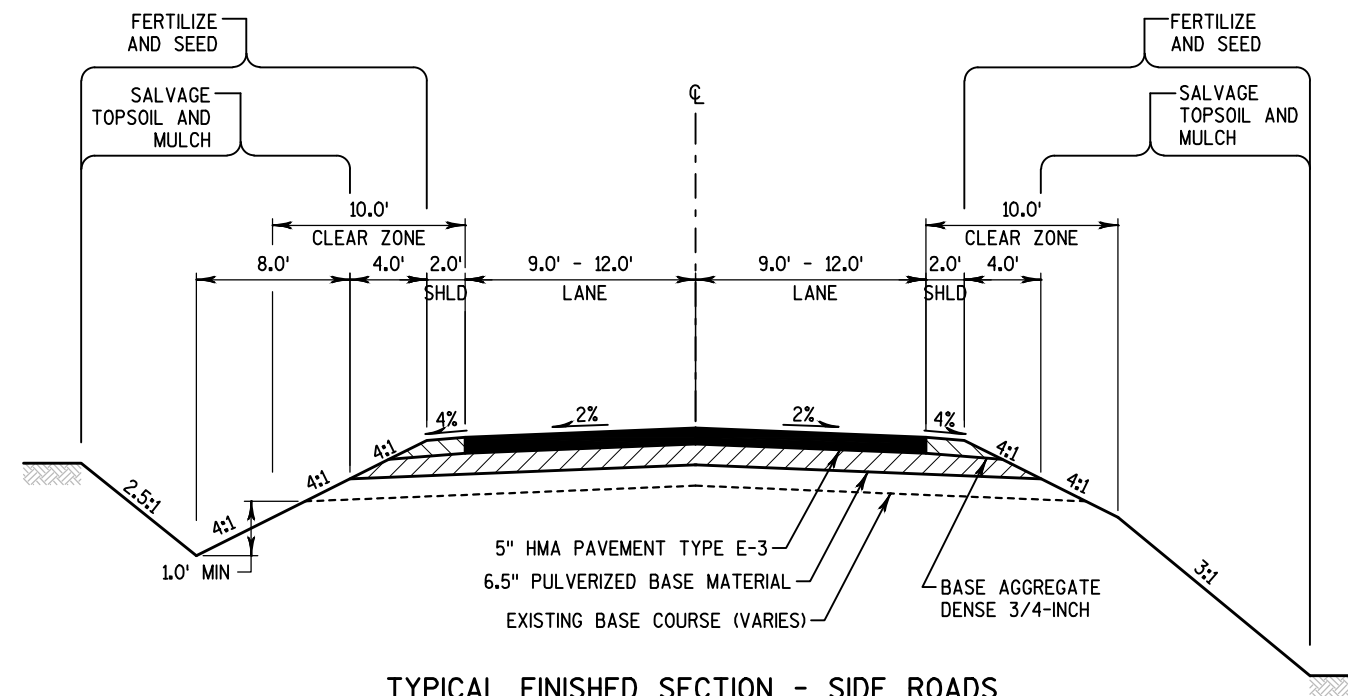
TYPICAL FINISHED SECTION - USH 61/STH 81 INTERSECTION

STA 1273+75.00'MLB' TO STA 1281+94.28'MLB'
STA 1298+56.27'MLB' TO STA 1306+02.87'MLB'

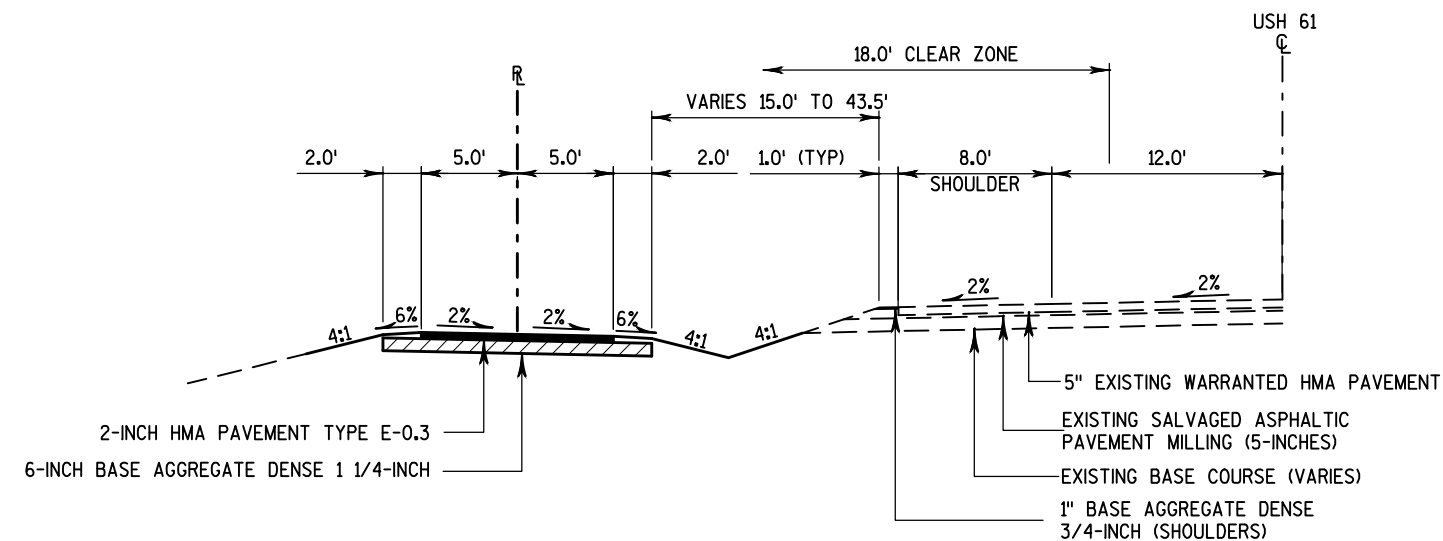


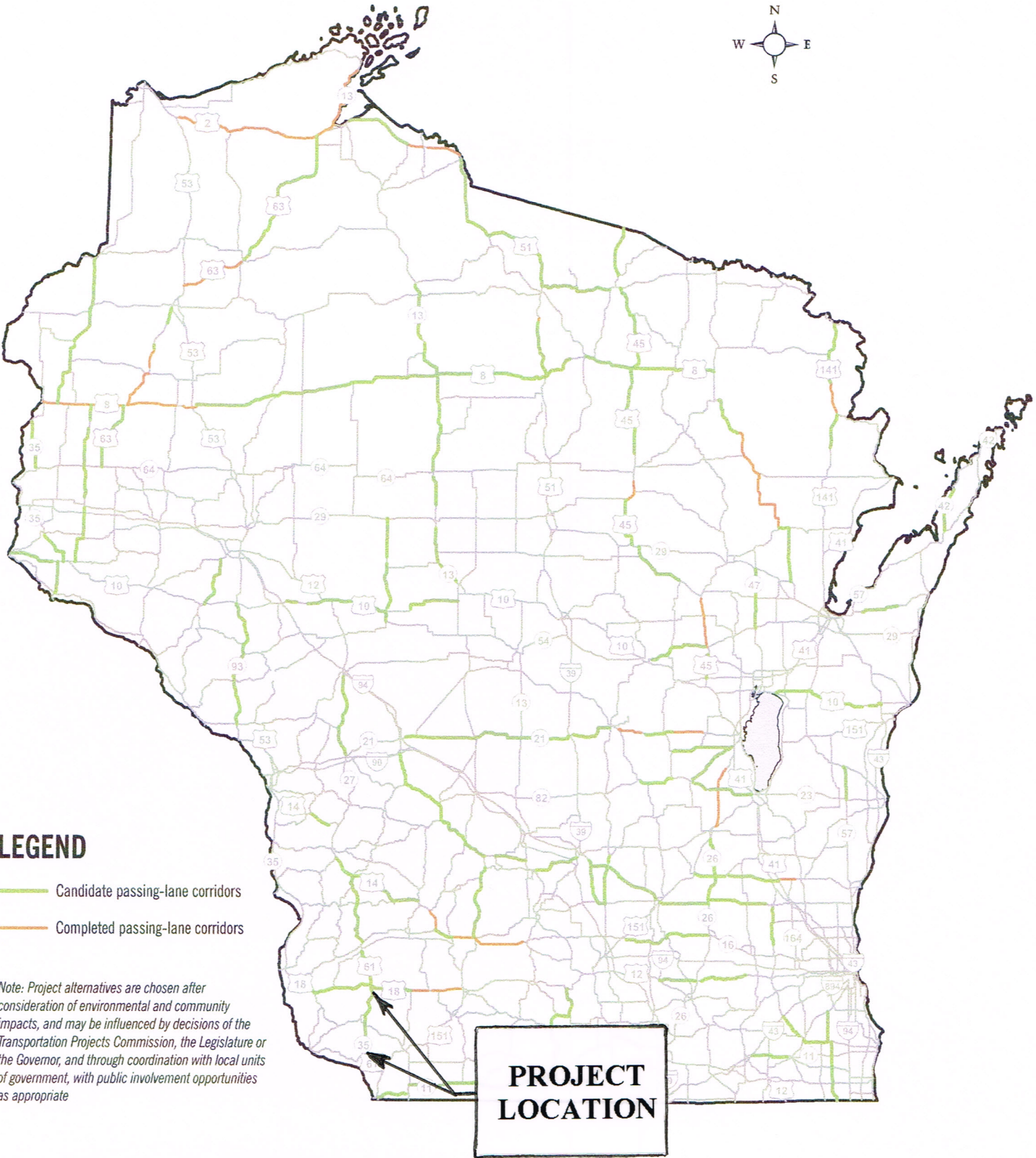
TYPICAL FINISHED SECTION - USH 61/STH 81 INTERSECTION

STA 1281+94.28'MLB' TO STA 1298+56.27'MLB'



KELLY LANE
ABING LANE
LONE ELM TREE ROAD (EAST)
SUBSTATION ROAD
W AIRPORT ROAD
HUDSON HOLLOW ROAD
AUPPERLE ROAD
STAGE ROAD





▲ Map 9-2: Completed and candidate passing-lane corridors

Exhibit 5 - Passing Lane Corridor Map



Division of Transportation System Development

Southwest Region
3550 Mormon Coulee Road
La Crosse, WI 54601

Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet: www.dot.wisconsin.gov

Telephone: 608-785-9022
Facsimile (FAX): 608-785-9969
E-mail: swr.dtsd@dot.wi.gov

May 22, 2013

ATTN
COMPANY NAME
STREET ADDRESS
PO BOX
CITY, STATE 9-DIGIT ZIP CODE

Local Official Meeting #1 and
Public Information Meeting #1
Project ID 1650-06-02
USH 61: Hickory Lane to Alona Lane
Project ID 1650-06-03
USH 61: City Limits Rd to Fennimore City
Limits

Dear

The Wisconsin Department of Transportation (WisDOT) – Southwest Region has initiated two projects along USH 61 in Grant County. The first USH 61 project extends from Dickeyville to Lancaster. The proposed improvements include increasing passing lane opportunities, improving intersections and evaluating potential drainage issues. The second USH 61 project is from Lancaster to Fennimore. The proposed improvements include making upgrades to the existing pavement and shoulders, increasing passing lane opportunities, improving side slopes and intersections throughout the project.

WisDOT has scheduled a **Local Official Meeting** and a **Public Information Meeting** to provide information about the preliminary design and to obtain your input about the project. You are invited to both meetings scheduled for:

Thursday, March 21, 2013

Local Official Meeting 4:00 p.m. to 5:00 p.m.

Public Information Meeting 5:00 p.m. – 7:00 p.m. (brief presentation at 5:30 p.m.)

Lancaster High School Gymnasium (both meetings)

806 E Elm Street

Lancaster, WI 53813

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 project and obtain your comments. A project location map can be found on the back of this page.

You are encouraged to attend the meeting, provide input, and ask questions regarding this project. Maps showing the preliminary design will be on display. WisDOT representatives will be available to discuss the project on an individual basis.

If you have any questions, please feel free to contact Tim Maedke, WisDOT Project Manager at (608) 789-6317, or Jill Fehrman, Consultant Project Manager at (608) 620-6183. Thank you in advance for your cooperation.

Sincerely,

Tim Maedke

Tim Maedke, Project Manager
WisDOT Southwest Region
5350 Mormon Coulee Rd
LaCrosse, WI
(608) 789-6317
timothy.maedke@dot.wi.gov

Exhibit 6 - Project Coordination Letters

Visit the project website for more information, www.dot.wi.gov/projects/swregion/73



Division of Transportation System Development

Southwest Region
3550 Mormon Coulee Road
La Crosse, WI 54601

Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet: www.dot.wisconsin.gov

Telephone: 608-785-9022
Facsimile (FAX): 608-785-9969
E-mail: swr.dtsd@dot.wi.gov

February 27, 2013

Public Information Meeting #1
Project ID 1650-06-02
USH 61: Hickory Lane to Alona Lane
Project ID 1650-06-03
USH 61: City Limits Rd to Fennimore City Limits
Grant County

Dear Property Owner:

The Wisconsin Department of Transportation (WisDOT) – Southwest Region has initiated two projects along USH 61 in Grant County. The first USH 61 project extends from Dickeyville to Lancaster. The proposed improvements include increasing passing lane opportunities, improving intersections and evaluating potential drainage issues. The second USH 61 project is from Lancaster to Fennimore. The proposed improvements include making upgrades to the existing pavement and shoulders, increasing passing lane opportunities, improving side slopes and intersections throughout the project.

WisDOT has scheduled a **Public Information Meeting** to provide information about the preliminary design and to obtain your input about the project. You are invited to the meeting scheduled for:

Public Information Meeting

Thursday, March 21, 2013
5:00 p.m. – 7:00 p.m. (brief presentation at 5:30 p.m.)
Lancaster High School Gymnasium
806 E Elm Street
Lancaster, WI 53813

The meeting will be an open house format with a brief presentation at 5:30 p.m. Staff from WisDOT will be on hand to answer questions about the project and obtain your comments. A project location map can be found on the back of this page.

You are encouraged to attend the meeting, provide input, and ask questions regarding this project. Maps showing the preliminary design will be on display. WisDOT representatives will be available to discuss the project on an individual basis.

If you have any questions, please feel free to contact Tim Maedke, WisDOT Project Manager at (608) 789-6317, or Jill Fehrman, Consultant Project Manager at (608) 620-6183. Thank you in advance for your cooperation.

Sincerely,

Tim Maedke

Tim Maedke, Project Manager
WisDOT Southwest Region
5350 Mormon Coulee Rd
LaCrosse, WI
(608) 789-6317
timothy.maedke@dot.wi.gov

August 6, 2012

RE: Grant County
USH 61 Rehabilitation Village of Dickeyville
(Hickory Lane) to City of Lancaster (Alona
Lane) and City of Lancaster (City Limits) to
Fennimore City Limits

Dear :

Short Elliott Hendrickson (SEH[®]) is a consultant working for the Wisconsin Department of Transportation and will be gathering information for a future rehabilitation of USH 61.

The project section from **Dickeyville to Lancaster** was resurfaced last summer due to the very poor pavement condition. The intent of this project will be to improve passing opportunities by adding passing lanes or extending truck climbing lanes and to improve several intersections.

The project section from **Lancaster to Fennimore** will be resurfaced similar to the project completed last year south of Lancaster, improve intersections, and improve passing opportunities by adding passing lanes or extending truck climbing lanes.

Two public information meetings will be held sometime in 2012 and 2014, and we will send you invitations to the meetings. Construction of these two future projects is currently scheduled for 2016, but could be as early as 2014.

Survey crews and environmental scientists were out in the field last summer gathering data for the project. We will be returning this summer to perform additional survey work and collect soil borings. The work may require some activity on your property up to your buildings and is planned to begin in early August 2012 and continue through early December, 2012.

If any person associated with these activities need to enter upon or across your property, they will attempt to contact you prior to entry.

Questions regarding these operations may be directed to the consultant project manager by contacting Jill Fehrman by calling 608.620.6183.

Sincerely,



Jillene Fehrman, P.E.
Consultant Project Manager

jjf/ng

c: Tim Maedke, WisDOT Project Manager
document1

LOM Merged Labels

CHARLES STENNER
MAYOR
CITY OF FENNIMORE
860 LINCOLN AVE
FENNIMORE WI 53809

JOHN MURPHY
DIRECTOR OF PUBLIC WORKS
CITY OF FENNIMORE
860 LINCOLN AVE
FENNIMORE WI 53809

ROBERT REYNOLDS
CHAIRPERSON
FENNIMORE TOWNSHIP
12366 US HWY 61
FENNIMORE WI 53809

JERRY WEHRLE
MAYOR
CITY OF LANCASTER
206 S MADISON ST
LANCASTER WI 53813

LEROY IHM
COUNCIL PRESIDENT
CITY OF LANCASTER
345 S POLK ST
LANCASTER WI 53813

JERRY CARROLL
DIRECTOR OF PUBLIC WORKS
CITY OF LANCASTER
206 S MADISON ST
LANCASTER WI 53813

DELBERT REUTER
CHAIRMAN
NORTH LANCASTER TOWNSHIP
10713 BORAH RD
LANCASTER WI 53813

GARY SCHNEIDER
CHAIRMAN
SOUTH LANCASTER TOWNSHIP
8690 RUSTY LANE
LANCASTER WI 53813

FRANK FIORENZA
VILLAGE PRESIDENT
VILLAGE OF POTOSI
119 EAST ST
POTOSI WI 53820

CHAD EGGERS
DIRCTOR OF PUBLIC WORKS
VILLAGE OF POTOSI
6091 US HWY 61 & 35
POTOSI WI 53820

CURTIS FETZEK
CHAIRMAN
POTOSI TOWNSHIP
5375 BRITISH HOLLOW RD
POTOSI WI 53820

EUGENE KERKENBUSH
VILLAGE PRESIDENT
VILLAGE OF TENNYSON
156 CREST VIEW DR
POTOSI WI 53820

DAN KERKENBUSH
TOWN SHOP
VILLAGE OF TENNYSON
147 TENNYSON ST
POTOSI WI 53820

THOMAS HELLER
VILLAGE PRESIDENT
VILLAGE OF DICKEYVILLE
PO BOX 621
DICKEYVILLE WI 53808

MARY LEE POWELL
VILLAGE CLERK
VILLAGE OF DICKEYVILLE
500 EAST AVE
PO BOX 219
DICKEYVILLE WI 53808

DALE NEIS
DIRECTOR OF PUBLIC WORKS
VILLAGE OF DICKEYVILLE
500 EAST AVE
PO BOX 219
DICKEYVILLE WI 53808

DAVID MCCLAIN
CHAIRMAN
PARIS TOWNSHIP
4014 OAK RD
POTOSI WI 53820

PATRICK SCHROEDER
CHAIRMAN
LIBERTY TOWNSHIP
3945 HYPOINT RD
LANCASTER WI 53813

JOHN PATCLE
CHAIRMAN
GRANT COUNTY BOARD
111 S JEFFERSON ST
LANCASTER WI 53813

GRANT LOY
DISTRICT 2 SUPERVISOR
GRANT COUNTY BOARD
1143 ANNATON RD
STITZER WI 53825

VERN LEWISON
DISTRICT 7 SUPERVISOR
HIGHWAY/DMATS COMMITTEE
775 6TH ST
FENNIMORE WI 53809

PATRICK SCHROEDER
DISTRICT 8 SUPERVISOR
HIGHWAY/DMATS COMMITTEE
10345 RIDGE RD
LANCASTER WI 53813

LARRY WOLF
DISTRICT 9 SUPERVISOR
GRANT COUNTY BOARD
437 ARBOR OAKS
LANCASTER WI 53813

MARGARET RUF
CHAIRPERSON
HIGHWAY/DMATS COMMITTEE
390 W ADAMS ST
PLATTEVILLE WI 53818

LESTER JANTZEN
DISTRICT 14 SUPERVISOR
GRANT COUNTY BOARD
5916 BIG PLATTE RD
POTOSI WI 53820

DONALD SPLINTER
VICE CHAIR
HIGHWAY/DMATS COMMITTEE
928 LOUISBURG RD
HAZEL GREEN WI 53811

DAVID LAMBERT
HIGHWAY COMMISSIONER
HIGHWAY DEPARTMENT
1011 N ADAMS ST
PO BOX 150
LANCASTER WI 53813

TRAVIS KRAMER
ENGINEER
HIGHWAY DEPARTMENT
1011 N ADAMS ST
PO BOX 150
LANCASTER WI 53813

RUSS ANDERSON
WISCONSIN DEPARTMENT OF
NATURAL RESOURCES
3911 FISH HATCHERY RD
FITCHBURG WI 53711

PIM Merged Labels

GREG J & CELESTE R STEINER
100 PLUEMER DR
POTOSI, WI 53820

HEARTLAND CREDIT UNION
1000 IHM RD
LANCASTER, WI 53813

BENNETT D PROPERTIES LLC
1001 N MADISON ST
LANCASTER, WI 53813

DAVID L & DIXIE NOBLE
10028 HWY 61
LANCASTER, WI 53813

HOLZE PROPERTIES 2 LLC
10106 FAIRVIEW RD
LANCASTER, WI 53813

JOHN P & DEBORAH S IHM
10130 CIRCLE RD
LANCASTER, WI 53813

LEONARD PLUEMER
10161 QUARRY RD
LANCASTER, WI 53813

STEVEN P NEBEL
102 CREST VIEW DR
POTOSI, WI 53820

KEVIN & SARA J GLASBRENNER
1020 16TH ST
FENNIMORE, WI 53809

FARON J YANNA
10261 HWY 61 N
LANCASTER, WI 538130188

BRANDON L & LAURA R STONEY
103 TENNYSON ST
POTOSI, WI 53820

DONALD K JR & LYNETTE R CLAYTON
1040 N WATER ST
PLATTEVILLE, WI 53818

GARY E & CHARLOTTE ADDISON
10416 HWY 61
LANCASTER, WI 53813

MARK J SCHWAB
10455 HIGH LN
LANCASTER, WI 53813

MATTHEW J & SHEILA T VINCENT
10465 HWY 61 N
LANCASTER, WI 53813

EILEEN CADWELL
10497 LIBERTY RIDGE RD
LANCASTER, WI 53813

KEITH O HAVERLAND
105 TENNYSON ST
POTOSI, WI 53820

DONALD J & ELIZABETH J BAUER
10505 LIBERTY RIDGE RD
LANCASTER, WI 53813

STACY M DOYLE
10514 LIBERTY RIDGE RD
LANCASTER, WI 53813

ALAN J WEPKING
10526 LIBERTY RIDGE RD
LANCASTER, WI 53813

WILLIAM F & PAMELA K BROIHANN
10535 HWY 61
LANCASTER, WI 53813

DARRELL L ELLIS
10548 LIBERTY RIDGE RD
LANCASTER, WI 53813

CHURCH
10560 HWY 61
LANCASTER, WI 53813

LAWRENCE J & LUANN FECHT
106 TENNYSON ST
POTOSI, WI 53820

BERNADEAN DIVALL
10684 HWY 61
LANCASTER, WI 53813

PAUL D & SUSAN M ROJEMANN
107 BUNKER HILL ST
POTOSI, WI 53820

CURT J & RITA M MCMAHON
107 TENNYSON ST
POTOSI, WI 53820

TODD & AMY BRANDEMUEHL
10792 HWY 61
LANCASTER, WI 53813

DENNIS J ADDISON
108 S MADISON ST
LANCASTER, WI 53813

N & R MANAGEMENT LLC
10867 CIRCLE RD
LANCASTER, WI 53813

PIM Merged Labels

FOREMOST FARMS USA COOPERATIVE
10889 PENNY LN
BARABOO, WI 53913

RACHAEL R STANTON
109 HWY 61 N
POTOSI, WI 53820

JEFFREY M ROJEMANN
109 TENNYSON ST
POTOSI, WI 53820

SHELLEY K & JEAN A SCHOVILLE
110 CREST VIEW DR
POTOSI, WI 53820

ANN M REYNOLDS
111 BUNKER HILL RD
POTOSI, WI 53820

ROBERT J FRIESEN SHARON A ADKINS
111 CRESTVIEW DR
POTOSI, WI 53820

THEODORE W & DIANE M BODE
111 HWY 61 N
POTOSI, WI 53820

LINDA M OLSON
111 ROUZER LN
THURMONT, MD 217881649

WILLIAM J RUSSELL BRIANT RUSSELL
1120 15TH ST
FENNIMORE, WI 53809

HEATHER M LUND
1125 14TH ST
FENNIMORE, WI 53809

JOSEPH W & VICKI L QUINCY
11264 GREGORY LN
FENNIMORE, WI 53809

HAROLD J & THERESA A SCHIFFMAN
113 CREST VIEW DR
POTOSI, WI 53820

TOMLIN FARMS THOMAS & LINDA PARRISH
11347 HWY 61
FENNIMORE, WI 53809

ARVIN SCHAEFER
114 CHURCH
POTOSI, WI 53820

JAMES W & SHARON K STIVARIUS
11509 HWY 61
FENNIMORE, WI 53809

RODNEY G & JOAN M REUTER
116 CREST VIEW DR
POTOSI, WI 53820

EMMETT W II TERWILLIGER MARY ANN
ANDERSON
1164 S MADISON ST
LANCASTER, WI 53813

WILLIAM R LANE
11711 HWY 61
FENNIMORE, WI 53809

JAMES A & JOAN E REINSBACH
11724 MT RIDGE RD
FENNIMORE, WI 53809

DANIEL E & BRUCE M BUCH
STOHLMEYER/MAGNANENZI
118 BUNKER HILL ST
POTOSI, WI 53820

KEVIN MENNE RHONDA R MENNE
118 CREST VIEW DR
POTOSI, WI 53820

SCANLAN BROTHERS LLC
11825 HWY 61
FENNIMORE, WI 53809

TIMOTHY J & STEPHEN J SCANLAN
11829 HWY 61
FENNIMORE, WI 53809

HI-WAY CAFE JEFF & SANDRA STONEY
119 HWY 61 N
POTOSI, WI 53820

RONALD L KADING
120 CREST VIEW DR
POTOSI, WI 53820

JEFFREY R EVERITT K LINDA EVERITT
12011 HWY 61
FENNIMORE, WI 53809

IVAN L & NANCY Z MARTIN
12115 HWY 61
FENNIMORE, WI 53809

ERIC J & ANDREA R HELMINIAK
122 CREST VIEW DR
POTOSI, WI 53820

NOVA DIRECTORIES INC
1221 HWY 61 N
LANCASTER, WI 53813

LANCASTER AUTO BODY
1221-37 S MADISON ST
LANCASTER, WI 53813

PIM Merged Labels

ROBERT & WILLIAM REYNOLDS
12270 HWY 61
FENNIMORE, WI 53809

ROBERT GRIFFITH
12357 HWY 61 S
FENNIMORE, WI 53809

ROBERT T REYNOLDS ROBERT A &
BARBARA J REYNOLDS LE
12366 HWY 61
FENNIMORE, WI 53809

TIMOTHY A & KATHY A BARTELS
124 CREST VIEW DR
POTOSI, WI 53820

STEPHEN M NAPP
12474 HWY 61
FENNIMORE, WI 538099613

CHAD W FRY
1255 15TH ST
FENNIMORE, WI 53809

JOSEPH L TEASDALE
1255 9TH ST
FENNIMORE, WI 53809

GREGORY W & LINDA L SMITH
12552 HWY 61
FENNIMORE, WI 53809

ROSE M MORSHEAD
126 CREST VIEW DR
POTOSI, WI 53820

BETH A KRUSER
127 HWY 61 N
POTOSI, WI 53820

LILLIAN K VELD
1275 15TH ST
FENNIMORE, WI 53809

CLIFFORD G & RUBY R JAHNKE
1275 18TH ST
FENNIMORE, WI 53809

CYRIL A MENNE
128 CREST VIEW DR
POTOSI, WI 53820

MATTHEW W FRY MELISSA L BREUER
1280 16TH ST
FENNIMORE, WI 53809

TIMOTHY L & STACY M PENNEKAMP
130 CREST VIEW DR
POTOSI, WI 53820

RITA S AMORE
131 CREST VIEW DR
POTOSI, WI 53820

TOM KENNEY PROPERTIES LLC
13178 SWITZER RD
FENNIMORE, WI 538090081

SHECKLER PROPERTIES LLC
1320 WILSON ST
FENNIMORE, WI 53809

LYNDA M SCHWEIKERT
1325 18TH ST
FENNIMORE, WI 53809

LAVON KLAIS
1325 LINCOLN AVE
FENNIMORE, WI 53809

TIMOTHY A & SHELBY L BAUSCH
133 CREST VIEW DR
POTOSI, WI 53820

JEROME HESSELING
133 HWY 61 N
POTOSI, WI 53820

JOSEPH A & BECKY JO O'CONNELL
135 CREST VIEW DR
POTOSI, WI 53820

JANET A BARNES
1360 JEFFERSON ST
FENNIMORE, WI 53809

REGGIE R & PATRICIA A REYNOLDS
13640 BARTOW RD
FENNIMORE, WI 53809

DALE L LE DOBSON DANNY L DOBSON
137 CRESTVIEW DR
POTOSI, WI 53820

DOUGLAS T DAECHSEL
1375 15TH ST
FENNIMORE, WI 53809

BERNARD J & SANDRA SCANLAN
1375 16TH ST
FENNIMORE, WI 53809

NATHAN KNAEBLE
139 CRESTVIEW DR
POTOSI, WI 53820

NILKANTH LLC
1415 S MADISON ST
LANCASTER, WI 53813

PIM Merged Labels

CARL I III & JUDY L NELSON
1420 WILSON ST
FENNIMORE, WI 53809

DENNIS S & ROSANN BAUSCH
143 CREST VIEW DR
POTOSI, WI 53820

BETTY A SHEPHERD
1430 LINCOLN AVE
FENNIMORE, WI 53809

CHAD C FREYMILLER
1445 MADISON ST
FENNIMORE, WI 53809

SALLY R BURBACH
145 CRESTVIEW DR
POTOSI, WI 53820

TRICIA L VOGELSBERG
146 CRESTVIEW DR
POTOSI, WI 53820

LAWRENCE A & RITA BIERMAN
1460 16TH ST
FENNIMORE, WI 53809

BRANT REVOCABLE TRUST
147 CREST VIEW DR
POTOSI, WI 53820

DENNIS F BLODGETT STARR L BLODGETT
1475 LINCOLN AVE
FENNIMORE, WI 53809

CHARLES W STRACK
1475 MADISON ST
FENNIMORE, WI 538090091

THOMAS L FURRER
14774 CTY Q
FENNIMORE, WI 53809

THEODORE W & BONITA E ROJEMANN
148 CREST VIEW DR
POTOSI, WI 53820

TODD WEIST CHARLES & BARBARA WEIST
LE
1480 LINCOLN AVE
FENNIMORE, WI 53809

JOHN L & JOANN I WIEDERHOLT
1480 WILSON ST
FENNIMORE, WI 53809

GLENN E & JENNY L MARSHALL
149 CREST VIEW DR
POTOSI, WI 53820

DENNIS J PLACKE
150 CREST VIEW DR
POTOSI, WI 53820

TERRY V & JANET L STEFFES
15079 DUTCH HILL RD
WOODMAN, WI 53827

SCHMIDT REVOCABLE TRUST
1509 HWY 61 N
LANCASTER, WI 53813

BENJAMIN L GAVINSKI JESSICA L
DROESSLER
151 CREST VIEW DR
POTOSI, WI 53820

RICHARD B CARLIN
1520 MADISON
FENNIMORE, WI 53809

SANDRA L DOWNS
153 CREST VIEW DR
POTOSI, WI 53820

LAWRENCE R & CINDY L LEIBFRIED
154 CREST VIEW DR
POTOSI, WI 53820

STEPHANIE EVERSON
1540 LINCOLN AVE
FENNIMORE, WI 53809

JAMES L & SARA A BRODT
1540 MADISON ST
FENNIMORE, WI 53809

CAROL J JOZEFOWICZ
1560 LINCOLN AVE
FENNIMORE, WI 53809

LONNIE J & ROCHELLE L HOLTHAUS
1560 WILSON ST
FENNIMORE, WI 538099666

RICHARD J & MARLENE M KEENE
157 EAST ST
POTOSI, WI 53820

JERRY F & DAGNA M DOAN
1575 JEFFERSON ST
FENNIMORE, WI 53809

PAUL G BROWN-LUCAS
1575 MONROE ST
FENNIMORE, WI 53809

RANDALL R & KIMBERLY S CHASE
1580 LINCOLN AVE
FENNIMORE, WI 53809

PIM Merged Labels

KENDA L PAGEL THOMPSON
1580 MADISON ST
FENNIMORE, WI 53809

KARLA K JONES
1620 MADISON ST
FENNIMORE, WI 53809

LENDOSKY PROPERTIES LLC
1635 14TH ST
FENNIMORE, WI 53809

DUSTIN D ROBERTS
1675 MONROE ST
FENNIMORE, WI 53809

HOLLENBERGER TRUST DATED 8/10/2007
1680 MADISON
FENNIMORE, WI 53809

KRISTINA J THYREN
1690 LINCOLN AVE
FENNIMORE, WI 53809

WILLIAM G DOAN
1720 MADISON ST
FENNIMORE, WI 53809

LANCASTER REAL-ESTATE LLC LANCASTER
NURSING HOME
1726 N BALLARD RD
APPLETON, WI 54911

JEREMY R & BECKY J KOPP
1730 MADISON ST
FENNIMORE, WI 53809

VIRGINIA M WISKUS
1740 LINCOLN AVE
FENNIMORE, WI 53809

BUTYRIN REVOCABLE TRUST
1745 MADISON ST
FENNIMORE, WI 53809

L JOHN LUHER
17499 GONDOLA
DUBUQUE, IA 52001

JOHN BRUNNER
183 EAST ST
POTOSI, WI 53820

BERNADINE I PLUEMER
185 EAST ST
POTOSI, WI 53820

CHRISTOPHER K BOEBEL
1860 LINCOLN AVE
FENNIMORE, WI 53809

TERRY L & TONIA L SCHILDGEN
1860 MADISON ST
FENNIMORE, WI 53809

JUDY BUSS
187 EAST ST
POTOSI, WI 53820

DOUGLAS G KONICHEK SUSAN A KONICHEK
1880 LINCOLN AVE
FENNIMORE, WI 53809

JEWISON HOLDING COMPANY LLC
1914 OLD LANCASTER RD
PLATTEVILLE, WI 538188937

JONATHAN P & DEANNA L CONLEY
1940 LINCOLN AVE
FENNIMORE, WI 53809

EUGENE V KORB
1960 8TH ST
FENNIMORE, WI 53809

WALTER R HAMMERAND DOROTHY L
HAMMERAND
1975 LINCOLN AVE
FENNIMORE, WI 53809

CHURCH
200 ALONA LN
LANCASTER, WI 53813

PATRICK G OBMA
2000 INDUSTRIAL PARK RD
LANCASTER, WI 53813

S P W ASSOCIATES
2040 S PARK ST
MADISON, WI 53714

SCOTT M BLINDERT
2055 MAPLE RIDGE RD
PLATTEVILLE, WI 53818

POTOSI BREWERY FOUNDATION INC
209 S MAIN ST
POTOSI, WI 53820

NOREEN M CLARK
2093 KEYWAY DR APT 4
DUBUQUE, IA 52002

BAINBRIDGE TRUST
210 WILLOW ST
LANCASTER, WI 53813

ASC AUTO BODY LLC
2140 LINCOLN AVE
FENNIMORE, WI 53809

PIM Merged Labels

LLOYD F YELINEK KAREN A YELINEK
215 N CLIFTON ST
LIVINGSTON, WI 535540029

MURPHY REVOCABLE TRUST
21532 DUNBAR RD
SHERIDAN, IN 460699729

DENNIS J & KATHLEEN A ADDISON
223 N TYLER ST
LANCASTER, WI 53813

GERTRUDE TAYLOR
226 N WASHINGTON ST
LANCASTER, WI 53813

PEOPLES COMMUNITY OIL CO-OP
227 HWY 61 N
LANCASTER, WI 53813

R E A - DAIRYLAND POWER
231 N SHERIDAN ST
LANCASTER, WI 53813

MERLIN B & JANILDA E BUSCH
240 DOMI AVE
DICKEYVILLE, WI 53808

DONALD A & WILLIAM B DRESSLER
2431 W 18TH ST
DAVENPORT, IA 52804

MILPRINT INC
2451 BADGER AVE PO
OSHKOSH, WI 549032968

HOMETTE CORPORATION
2520 BYPASS RD
ELKHART, IN 46514

GEORGE B MEANA
2520 E DALE CT
BETTENDORF, IA 52722

PETER HARKNESS
2811 LOCUST ST
STERLING, IL 61081

RODNEY PINK
285 HWY 61 N
LANCASTER, WI 53813

KEVIN R LEIBFRIED
292 TOBINS 80 LN
POTOSI, WI 53820

MARVIN E & MADELINE I FLODEL
30068 CTY B
PLATTEVILLE, WI 53818

CORNEILIA FISHNICK ROLAND FISHNICK LE
305 ROADHOUSE RD
POTOSI, WI 53820

KEITH & JEAN MULLER
307 ROADHOUSE ST
POTOSI, WI 53820

TWIG FARM LLC
308 W CHERRY ST
LANCASTER, WI 53813

GEORGE CAPPS CLARA M CAPPS
309 ROADHOUSE ST
POTOSI, WI 53820

PETER W SIMON CONSTANCE J PLUEMER
311 ROADHOUSE ST
POTOSI, WI 53820

HAPPY JOE'S PIZZA PARLOR NORMAN &
LINDA HANSON
3126 ZAHARIAS
ORLANDO, FL 32837

RODNEY K & KIM M MEIER
313 ROADHOUSE ST
POTOSI, WI 53820

RANDALL M & DEBRA M LEIBFRIED
314 US HWY 61
POTOSI, WI 53820

LEIBFRIED FEED SERVICE INC
315 HWY 61 SOUTH
POTOSI, WI 53820

RICK ALLEN
316 HWY 61 SOUTH
POTOSI, WI 53820

ROBERT A ERTZ LORRETA L SCHULZE
319 HWY 61 S
POTOSI, WI 53820

HENRY G & LORI A LANGKAMP
320 HWY 61 S
POTOSI, WI 53820

THOMAS L & LORI ANN SEDGWICK
322 HWY 61 S
POTOSI, WI 53820

JOHN M & LAVON M VOGELSBERG
324 HWY 61 S
POTOSI, WI 53820

DONALD J MERGEN
325 HWY 61 S
POTOSI, WI 53820

PIM Merged Labels

RENEE MENNE
326 HWY 61 S
POTOSI, WI 53820

GARY E & KATHLEEN M ELSKAMP
328 HWY 61 S
POTOSI, WI 53820

TOBIN LIVING TRUST
329 HWY 61 S
POTOSI, WI 53820

KATHY MURDOCK
330 HWY 61
POTOSI, WI 53820

KEITH G & REBECCA F ELSKAMP
332 HWY 61 S
POTOSI, WI 53820

HAROLD C & & LYNNE M BRANT
334 HWY 61 S
POTOSI, WI 53820

VICTORIA J (BAUMANN) BLINDERT
335 HWY 61 S
POTOSI, WI 53820

DENIS LEIBFRIED
336 HWY 61 S
POTOSI, WI 53820

KEVIN LEIBFRIED GERALD LEIBFRIED
336 HWY 61 S
POTOSI, WI 53820

JAMES HILL
337 HWY 61 S
POTOSI, WI 53820

KENNETH JR & TARA J BAUER
339 HWY 61 S
POTOSI, WI 53820

TOM K & LINDA A WORTHINGTON
341 HWY 61 S
POTOSI, WI 53820

ELDON J & BETTY L PLUEMER
342 HWY 61 S
POTOSI, WI 53820

PATZNER FAMILY TRUST
345 HWY 61 S
POTOSI, WI 53820

LEROY F IHM BERNICE IHM
345 S POLK ST
LANCASTER, WI 53813

IRVIN A & CATHERINE ABING
347 HWY 61 S
POTOSI, WI 53820

DENNIS J DEITER BONNIE L LANGKAMP
350 HWY 61
POTOSI, WI 53820

KELLY VIRGIL TRUST
351 HWY 35
POTOSI, WI 53820

ANNA H F SUN
351 LAS TUNAS DR
ARCADIA, CA 91007

MICHAEL J BAILIE
353 HWY 61 S
POTOSI, WI 53820

MARCELLUS I KRUSER JANE K KRUSER
354 HWY 61 S
POTOSI, WI 53820

STEVEN G & CHERYL A STOHLMEYER
355 HWY 61 S
POTOSI, WI 53820

CELESTINE C WINKLER VIOLA WINKLER
358 HWY 61 S
POTOSI, WI 53820

WARREN & LUCILLE KOELLER
360 HWY 61 S
POTOSI, WI 53820

SUNSET ESTATES LLC
3619 HILLCLIMB RD
DICKEYVILLE, WI 538080171

SOCIETY OF THE DIVINE SAVIOR
3790 HWY 61 & 35
POTOSI, WI 53820

LDP GROUP LLC
3800 HWY 80
HIGHLAND, WI 53543

MICHAEL J STEFFEN
3840 HWY 61
POTOSI, WI 53820

MICHAEL R MOOK
3867 HWY 61
POTOSI, WI 53820

LISA L GORMAN
3877 HWY 61
POTOSI, WI 53820

PIM Merged Labels

KB525 PROPERTIES LLC
3923 E STATE ST
ROCKFORD, IL 61108

KENDLE J & JANET K BODE
3930 HWY 61
POTOSI, WI 53820

ROBERT HOLZER LEILA MARING
3949 INDIAN CREEK RD
POTOSI, WI 53820

LAWRENCE R & LINDA S SCHMITZ
3997 S STITZER ST
STITZER, WI 53825

DONALD R REYNOLDS
4049 HWY 61
POTOSI, WI 53820

JOSEPH D & DELORES M KERKENBUSH
4123 W BANFIELD RD
POTOSI, WI 53820

GERALD K & JULIA M REUTER
4138 HWY 61
POTOSI, WI 53820

DARYL F & KATHRYN L KUBITZ
417 S JACKSON ST
CUBA CITY, WI 53807

CARL CORBY CATHY ELWELL
4252 KELLY LN
POTOSI, WI 53820

STEPHEN J DAVID
4255 KELLY LN
POTOSI, WI 53820

ARLYN K & EILEEN L HENKEL
4363 MCGHAN RD
FENNIMORE, WI 53809

STUPEK FARMS INC
4384 MCGHAN RD
FENNIMORE, WI 53809

DERRICK M BREHM
4422 HWY 61
POTOSI, WI 53820

ROBERT J & ELIZABETH A DALSING
4426 LONG BRANCH RD
POTOSI, WI 53820

ROBERT M & CATHERINE A JOHNS
4432 HWY 61
POTOSI, WI 53820

NOBLELAND BEEF FARMS INC
445 ARBOR OAKS LN
LANCASTER, WI 53813

JACQUELYN KOELLER
4473 BAXTER RD
COTTAGE GROVE, WI 53527

GARY R LEIBFRIED
4489 HWY 61 S
POTOSI, WI 53820

MICHAEL J STOHLMEYER
4515 6TH ST CT
EAST MOLINE, IL 612444265

DWIGHT L FREAR
4523 RED DOG RD
LANCASTER, WI 53813

EDWARD W & JEAN M DOENCH
4534 HWY 61
POTOSI, WI 53820

ROBBY J TIMMERMAN
4540 HWY 61 S
POTOSI, WI 53820

RONALD J & CHARLENE ESSER
4546 HWY 61
POTOSI, WI 538200043

ERIC J & MELISSA L BLOYER`
4547 HWY 61 S
POTOSI, WI 53820

RICHARD G & LAURA L LANGKAMP
4547 RIVER LANE RD
POTOSI, WI 53820

RONALD J FRITZ
4548 HWY 61 S
POTOSI, WI 53820

SHERYL HESS
4570 HWY 61
POTOSI, WI 53820

MARK J & PAULA R RICHARDSON
4580 HWY 61-35
POTOSI, WI 53820

RAYMOND K & TRACY L FRITZ
4584 HWY 61 S
POTOSI, WI 53820

PATRICK M & CANDACE A FLYNN
4590 MARSHA LN
POTOSI, WI 53820

PIM Merged Labels

MARK S ROHDE
4624 HWY 61
POTOSI, WI 53820

THOMAS W & PATRICIA A TOBIN
4628 TOBINS 80 LN
POTOSI, WI 53820

SCANLAN BROTHERS LLC
4647 HYPOINT RD
LANCASTER, WI 53813

PAULINE TOBIN
4654 HWY 61
POTOSI, WI 53820

FRIEDERICK C A REVOCABLE TRUST DATED
9/30/2009
4669 FRIEDERICK LN
POTOSI, WI 53820

HUDSPETH AUTO PARTS LLC
4671 FRIEDERICK LN
POTOSI, WI 53820

DIANE H KENNEDY
4718 MARSHA LN
POTOSI, WI 53820

RICKERT F TOBIN
4737 CTY A
LANCASTER, WI 53813

BRANDT LANDS INC
4753 HWY 35 & 61
POTOSI, WI 53820

B & B FARMS INC
4753 HWY 61 S
POTOSI, WI 53820

DANIEL R & DEBORAH L GRASS
4755 HWY 61
POTOSI, WI 53820

JOHN J & KAREN L REIMER
4783 CTY HWY E
STITZER, WI 53825

MICHAEL L & TANDA SCHILDGEN
4819 ALPINE LN
STITZER, WI 53825

DENNIS L YOOSE
4842 ABING LN
POTOSI, WI 53820

LONNIE J & JOAN M THILL
4844 HWY 61
POTOSI, WI 53820

JOHN J & KAREN M MAJERUS
4862 HWY 61 S
POTOSI, WI 53820

RANDY S & LAURA S ORTH
4890 CIRCLE RD
LANCASTER, WI 53813

JOHN L & CAROL A LONG
4925 HWY 61 S
POTOSI, WI 53820

TIMOTHY J FALEY
4960 ANGEL VIEW DR
DUBUQUE, IA 52002

ALLAN L & DONNA M CURTIS
4992 HOG HOLLOW RD
POTOSI, WI 53820

GRANT REGIONAL HEALTH CENTER
507 S MONROE ST
LANCASTER, WI 53813

TORY A & LISA A HENKEL
5129 ROGERS RD
FENNIMORE, WI 53809

DONNA J KRUSER DOROTHY D ZENZ LE
5163 SCHAEFER LN
POTOSI, WI 53820

ANDREW M & KIM L LOEFFELHOLZ
5174 SCHAEFER LN
POTOSI, WI 53820

WIEST-A-VISTA DAIRY INC
5207 AIRPORT RD
LANCASTER, WI 53813

RONALD J & CAROL A MILES
5211 HUDSON HOLLOW RD
LANCASTER, WI 53813

RONALD B & LAURA L DRESSLER
5214 SCHAEFER LN
POTOSI, WI 53820

DRESSLER TRUCKING INC
5218 SCHAEFER LN
POTOSI, WI 53820

HARLAN L EGGERS
5228 OLD CTY B
POTOSI, WI 53820

GERALD W WINKERS ALOA WINKERS
5234 HUDSON HOLLOW RD
LANCASTER, WI 53813

PIM Merged Labels

JASON M & JENNIFER J NOONAN
5241 HWY 61N
POTOSI, WI 53820

EDWARD F & KAREN S HALL
5245 OLD CTY B
POTOSI, WI 53820

BEVERLY J COLBERT
5253 HWY 81
LANCASTER, WI 53813

GEORGE W VORE
5289 OLD CTY B
POTOSI, WI 53820

GARY E & STEVEN R SPEASE RUEBIN E &
SHIRLEY J SPEASE
5294 HUDSON HOLLOW RD
LANCASTER, WI 53813

BEVERLY J DEGENHARDT
5308 SUBSTATION RD
LANCASTER, WI 53813

LAWRENCE J & JUDY A AMES
5372 BRITISH HOLLOW RD
POTOSI, WI 53820

CURTIS FETZEK
5375 BRITISH HOLLOW RD
POTOSI, WI 53820

EUGENE & JULIE OYEN
5387 HWY 61
POTOSI, WI 53820

FREDRICK R & JANICE M VANDEWIEL
5459 HWY 35 & 61
POTOSI, WI 53820

MICHAEL J DAVID
5486 BRITISH HOLLOW RD
POTOSI, WI 53820

DANIEL J & CONNIE J CRAY
5491 LONE ELM TREE RD
POTOSI, WI 53820

PETER N MAJERUS
5530 KEENE DR
POTOSI, WI 53820

EILEEN M SHEPHERD
5580 HWY 61
POTOSI, WI 53820

LLOYD J & DONNA M RUNDE
5584 COMMERCIAL RD
LANCASTER, WI 53813

DEAN J & ANDREA L NOETHE
5606 KADEN DR
LANCASTER, WI 53813

DAVID F OYEN
5614 KADEN DR
LANCASTER, WI 53813

KEVIN A & CHERYL J RAISBECK
5632 KADEN DR
LANCASTER, WI 53813

CEMETERY
5711 STAGE RD
POTOSI, WI 53820

CRAPP LAND LLC
5761 SUBSTATION RD
LANCASTER, WI 53813

GERALD H REUTER
5777 BUENA VISTA LN
POTOSI, WI 53820

LEROY LANGKAMP
5793 BEUNA VISTA LN
POTOSI, WI 53820

DOUGLAS K & PATRICIA J SCHRAMM
5816 HWY 61
POTOSI, WI 53820

CHURCH
5820 CRAPP LN
POTOSI, WI 53820

CHARLES M SCHRAMM
5918 HWY 61
POTOSI, WI 53820

ROBERT M & JACKLYN S SCHAEFER
5922 BRAUN RD
RACINE, WI 53403

GARY W PALZKILL
5966 HWY 61
POTOSI, WI 53820

MICHAEL J THINGVOLD
5977 US HWY 61 & 35
POTOSI, WI 538209809

DEAN M & JENNIFER B GONINEN
600 APPLE ST
DICKKEYVILLE, WI 538080384

WILLIAM J UPPENA
6004 HWY 61
POTOSI, WI 53820

PIM Merged Labels

JEROME F UPPENA ELAINE H UPPENA
6027 HWY 61
POTOSI, WI 53820

GARY L & LAURIE A SIMMONS
6077 HWY 61 & 35
POTOSI, WI 53820

MARK D WINTERS
6082 BORDEN RD
BOSCOBEL, WI 53805

TOBIAS E RECKER KARLA M HEIAR
6085 HWY 61
POTOSI, WI 53820

CHAD EGGERS
6091 HWY 61 N
POTOSI, WI 53820

JOHN F HASKINS
610 N WASHINGTON ST
NAPERVILLE, IL 60563

FRANCES J EGGERS
6105 HWY 61
POTOSI, WI 53820

ROBERT B & CHARLOTTE D LANGE
TIMOTHY LANGE
6132 HWY 61
POTOSI, WI 53820

JOHN A & MARIAN E HOFFMAN
6169 HWY 61
POTOSI, WI 53820

BURR REAL ESTATE HOLDING LLC
617 CARLETON DR
LANCASTER, WI 53813

MICHAEL A & TRACY M HANFELD
6214 HWY 61
POTOSI, WI 53820

WALTER A KEENE DORIS L KEENE
6219 HWY 61
POTOSI, WI 53820

HERBERT HELBING
625 W MAIN ST
DICKYVILLE, WI 538080343

MARTIN J PLACKO MARY ANN FLESCH
6321 HWY 61
POTOSI, WI 53820

JOSEPH & JOAN EHLEN
6325 DOGTAIL RD
POTOSI, WI 53820

DANIEL E & KAREN L BUCH
6408 BROUILLARD HILL RD
POTOSI, WI 53820

EDWARD R JR BREITSPRECKER
6758 DUTCH HOLLOW RD
POTOSI, WI 53820

MICHAEL HYING
6862 WOODLAND RD
PLATTEVILLE, WI 53818

CHRISTINE S ENG
6935 HWY 61
POTOSI, WI 53820

LANTERN DEVELOPMENT LLC
6951 INDUSTRIAL LOOP
GREENDALE, WI 531292445

YODER'S ROCKVILLE BAR LLC
6981 IRISH HOLLOW RD
LANCASTER, WI 53813

ANTHONY SCORNAVACCO
7 DANIELS FARM RD
GEM LAKE, MN 55110

B PROPERTIES LLC
717 CARLETON DR
LANCASTER, WI 53813

KEVIN C & MARY J ROESCH
7207 HWY 61
POTOSI, WI 53820

EDWARD J JR & PAULINE E WIEZOREK
7285 HWY 133
POTOSI, WI 53820

BURR LLC
735 E CHERRY ST
LANCASTER, WI 53813

THOMAS J & MARY JO OYEN
7515 SHADY RD
PLATTEVILLE, WI 53818

LOUDSPEAKER COMPONENTS LEASING LLC
7596 HWY 61 S
LANCASTER, WI 53813

VESPERMAN DORIS FAMILY TRUST DATED
3/30/2009
7633 AIRPORT RD
LANCASTER, WI 53813

KENT J & ANGELA M COHEN
7642 HWY 61 & 35
LANCASTER, WI 53813

PIM Merged Labels

MICHAEL P & LISA M MILLER
7656 HWY 35 & 61
LANCASTER, WI 53813

LANCE C & LILA L MCCracken
7670 HWY 61 S
LANCASTER, WI 53813

LANCASTER VETERINARY CLINIC LTD
7708 HWY 61 SOUTH
LANCASTER, WI 53813

TERRANCE J & SUSAN K BAILIE
7805 HWY 35 & 61
LANCASTER, WI 53813

JOYCE L BURKHOLDER ROGER MORSHEAD
8013 CTY D
PLATTEVILLE, WI 53818

JAMES D KAAP PAMELA O'KEEFE
806 CHAPIN RD
STOUGHTON, WI 53589

BALIFF REVOCABLE LIVING TRUST
8124 HWY 133
POTOSI, WI 53820

ROBERT S & BARBARA A SANDERS
815 E MEADOW LN
KIRKSVILLE, MO 63501

TONY R & SHERRY M NIHLES
8170 HWY 35 & 61
LANCASTER, WI 53813

JASON W & KATIE A KNAPP
8187 HWY 61
LANCASTER, WI 53813

LUIS A & ANNA M BONILLA
830 13TH ST
FENNIMORE, WI 53809

JAMES A & JONNA S CARGILL
8356 HWY 35 & 61
LANCASTER, WI 538139604

GEORGE HECK
839 N 72ND ST
MILWAUKEE, WI 53213

RITA WHITISH
839 RIDGE AVE
LANCASTER, WI 53813

ZENZ FARMS LLC
8496 HWY 61 S
LANCASTER, WI 53813

JOHN H WELLS NANCY WELLS (SPRAGGON)
850 7TH ST APT 2
FENNIMORE, WI 53809

TERRY PETERSON SANDRA K PETERSON
8604 HWY 35 & 61
LANCASTER, WI 53813

E & V PROPERTIES LLC
8623 HWY 61 S
LANCASTER, WI 53813

SPIRIT SPE PORTFOLI 2006-3 LLC
8800 F ST
OMAHA, NE 68127

GARY D & TERESA L MORROW
8893 HWY 61 S
LANCASTER, WI 53813

CLARENCE N KIPPER
8914 STAGE RD
LANCASTER, WI 53813

HARPER WILLIAM TRUST DATED
12/10/2004
896 NEW CENTURY BLVD
MAPLEWOOD, MN 55119

ANTHONY D & CAROLYN A SCHAFER
8981 HWY 61 S
LANCASTER, WI 538130223

STEVEN L & BERNADINE M MCCAULEY
8984 HWY 61 S
LANCASTER, WI 53813

BRIAN R KIRSCH SONYA R KIRSCH
8991 HWY 61
LANCASTER, WI 53813

WADE L & MELISSA K FARMER
9018 HWY 35 & 61
LANCASTER, WI 53813

KENNETH W & BETTY A JOHNSON
9030 HWY 61 SOUTH
LANCASTER, WI 538139601

STANLEY J & BARBARA J BURGGRAF
904 2ND ST
MONROE, WI 53566

PATRICK C FRIAR
904 DONALD LN SW
WAUKON, IA 52172

JERALD O'ROURKE
9042 HWY 35-61
LANCASTER, WI 53813

PIM Merged Labels

WOLFPACK INVESTMENTS LLC
9051 HWY 61
LANCASTER, WI 53813

ROBERT G SMITH
9096 HWY 61 S
LANCASTER, WI 53813

WEPKING FARMS PARTNERSHIP
9102 HWY 129
LANCASTER, WI 53813

JOHN P WILSON
937 GALENA SQUARE DR
GALENA, IL 61036

WEST END SALVAGE
9495 N WILSON ST
LANCASTER, WI 53813

ROBERT G & JOANNE M STELPFLUG
963 VALLEY VIEW DR
LANCASTER, WI 53813

ALLEN J & KIMBERLY A WHITE DOUGLAS &
JILL BARK LE
9753 OLD K
LANCASTER, WI 53813

GRANT COUNTY FARM BUREAU
BOX 26
LANCASTER, WI 53813

MAXINE BENRUD
N55W30643 CTY K
HARTLAND, WI 53029

HASKINS REAL ESTATE PARTNERSHIP
DARRELL HASKINS
ONE SPRING VALLEY RD
LANCASTER, WI 538131993

DANNY L RAGON
PMB 21796 BOX 2428
PENSACOLA, FL 32513

MARTIN L JACOBSON JUDY A SCHAEFER
PO BOX 104
POTOSI, WI 53820

JAMES V & JANELLE K DIVALL
PO BOX 107
LANCASTER, WI 538130107

JAMES S & JOHN W FULLER DAVID L
FULLER
PO BOX 147
LANCASTER, WI 53813

ROBERT C MELSSEN LINDA M MELSSEN
PO BOX 171
DICKEYVILLE, WI 53808

BENTON STATE BANK
PO BOX 192
POTOSI, WI 53820

SOUTHWEST OPPORTUNITIES CENTER
PO BOX 207
LANCASTER, WI 53813

KRUSER REVOCABLE TRUST
PO BOX 223
DICKEYVILLE, WI 53808

PREMIER COOPERATIVE
PO BOX 230
MT HOREB, WI 535720230

GERALD W KNAPPER CYNTHIA L KNAPPER
PO BOX 248
LANCASTER, WI 53813

EASTMAN CARTWRIGHT LUMBER CO
PO BOX 270
LANCASTER, WI 53813

KAREN REESE KEITH F RICHARDSON
PO BOX 281
DICKEYVILLE, WI 538080281

MILPRINT INC
PO BOX 2968
OSHKOSH, WI 549032968

CHRISTOPHER M MYERS
PO BOX 369
LANCASTER, WI 53813

ROBERT C OLSON
PO BOX 387
LANCASTER, WI 53813

RANDALL & NANCY TIMMERMAN
PO BOX 404
DICKEYVILLE, WI 53808

L MACK LLC
PO BOX 470
LANCASTER, WI 53813

ROGER L SEDGWICK
PO BOX 5
POTOSI, WI 53820

120 WEST ALONA LANE LLC
PO BOX 6025
GALENA, IL 61036

EILEEN REUTER
PO BOX 73
POTOSI, WI 53820

PIM Merged Labels

CASS REALTY COMPANY LLC
PO BOX 7526
PADUCAH, KY 420017526

DAIRYLAND POWER COOPERATIVE
PO BOX 817
LACROSSE, WI 546020817

DAVID J MOURS
PO BOX 83
LANCASTER, WI 53813

JAMES R & GERALYN M BRYHAN
PO BOX 86
LANCASTER, WI 53813

SID COOK LLC
S 3797 CTY G
LAVALLE, WI 53941

DORAN PROPERTY INVESTMENTS LLC
W9361 HWY 39
MT HOREB, WI 53572

October 12, 2011

RE: I.D. 1650-06-02

Dickeyville – Lancaster Section
(Hickory Lane – Alona Lane)
USH 61
Grant County

I.D. 1650-06-03

Lancaster – Fennimore Section
(City Limits Street – Fennimore City Limits)
USH 61
Grant County

Airspace Manager
Wisconsin Department of Transportation
Bureau of Aeronautics – Room 701
PO Box 7914
Madison, WI 53707

Enclosed please find the location map for the subject roadway rehabilitation projects. These projects are intended to increase passing opportunities and safety in this corridor. These projects are anticipated for construction as early as 2015. The pavement in the Dickeyville/Lancaster Section is being pulverized and overlaid in 2011 as part of a previously approved project that does not preclude any options for either of these new projects.

The first subject project (ID 1650-06-02) begins near the northwest Corporate Limits of the Village of Dickeyville at Hickory Lane. It extends northerly about 17.7 miles through the Villages of Potosi and Tenneyson to Alona Lane near the south corporate limits of Lancaster. This project would focus on side slope flattening to remove guard rails, the extension of culverts and cattle passes, intersection adjustments at STH 81 and STH 129, and the addition or lengthening of passing lanes. The bridge over the Platte River will be replaced.

The second subject project (ID 1650-06-03) begins at City Limits Street near Lancaster's north city limits and proceeds about 9.8 miles to the Fennimore southerly city limits. This project includes pavement restoration using pulverization and overlay, flattened side slopes to remove guard rails, lengthened pipes, box culverts and cattle passes, passing lane additions, and intersection alignment improvements where necessary.

We appreciate your earliest response regarding applicable airway-highway clearances and any other initial thoughts or concerns you may have. If you have questions or require additional information, please contact us at 608.8286.6489 so we may discuss the project features and details.

Sincerely,

Ray Polkinghorn, PE
Project Manager

dvs
cc: Tim Maedke, Southwest Region, WisDOT



Division of Transportation System Development
Southwest Region
2101 Wright St
Madison, WI 53704-2583

Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet: www.dot.wisconsin.gov

Telephone: 608-246-3800
Facsimile (FAX): 608-246-7996
E-mail: swr.dtsd@dot.wi.gov

June 6, 2013

Project ID 1650-06-02
USH 61
Dickeyville - Lancaster
Hickory Lane to Alona Lane
Grant County

Peter Nauth
Department of Agriculture, Trade and Consumer Protection
PO Box 8911
Madison, WI 53708-8911

Dear Peter Nauth:

The Wisconsin Department of Transportation, Southwest Region (WisDOT) is proposing reconditioning of the USH 61 from Hickory Lane to Alona Lane in Grant County. A project location map is enclosed as part of the Agricultural Impact Notice.

The purpose of the USH 61 reconditioning project is to enhance safety and address operational concerns by addressing limited passing opportunities and traffic flow through the USH 61/STH 81 intersection.

We are now completing the documentation for the Environmental Assessment (EA). The analysis shows that the Proposed Action would require strip acquisition and result in the conversion of approximately 12.3 acres of agricultural land to transportation uses.

If you have any questions, please feel free to contact Tim Maedke, WisDOT Project Manager at (608) 789-6317, or Jill Fehrman, Consultant Project Manager at (608) 620-6183. Thank you in advance for your cooperation.

Sincerely,

Tim Maedke, Project Manager
WisDOT Southwest Region
5350 Mormon Coulee Rd
LaCrosse, WI
(608) 789-6317
timothy.maedke@dot.wi.gov

October 3, 2011

RE: Dickeyville to Boscobel Road
I.D. 1650-06-02
Dickeyville – Lancaster Section
(Hickory Lane – Alona Lane)
USH 61
Grant County
&
I.D. 1650-06-03
Lancaster – Fennimore Section
(City Limits Street – Fennimore City Limits)
USH 61
Grant County

Russell Anderson
Southwest Region, Wisconsin DNR
3911 Fish Hatchery Road
Fitchburg, WI 53711

Dear Mr. Anderson:

Enclosed please find the location map for the subject roadway rehabilitation projects. These projects are intended to increase passing opportunities and safety in this corridor. These projects are anticipated for construction as early as 2015. The pavement in the Dickeyville/Lancaster Section is being pulverized and overlaid in 2011 as part of a previously approved project that does not preclude any options for either of these new projects.

The first subject project (ID 1650-06-02) begins near the northwest Corporate Limits of the Village of Dickeyville at Hickory Lane. It extends northerly about 17.7 miles through the Villages of Potosi and Tenneyson to Alona Lane near the south corporate limits of Lancaster. This project would focus on side slope flattening to remove guard rails, the extension of culverts and cattle passes, intersection adjustments at STH 81 and STH 129, and the addition or lengthening of passing lanes. The bridge over the Platte River will be replaced.

The second subject project (ID 1650-06-03) begins at City Limits Street near Lancaster's north city limits and proceeds about 9.8 miles to the Fennimore southerly city limits. This project includes pavement restoration using pulverization and overlay, flattened side slopes to remove guard rails, lengthened pipes, box culverts and cattle passes, passing lane additions, and intersection alignment improvements where necessary.

We appreciate your earliest response regarding state threatened and endangered species, migratory birds, trout streams, fisheries, erosion control and water quality, and any other initial thoughts or concerns you may have. If you have questions or require additional information, please contact us at 608.8286.6489 so we may discuss the project features and details.

Sincerely,

Ray Polkinghorn, PE
SEH Inc.

CORRE/jbn
cc: Tim Maedke, Southwest Region, WisDOT

September 27, 2011

RE: Dickeyville to Boscobel Road
Dickeyville – Lancaster Section
(Hickory Lane – Alona Lane)
USH 61
I.D. 1650 06 02
&
Dickeyville to Boscobel Road
Lancaster – Fennimore Section
(City Limits Street – Fennimore City Limits)
USH 61
I.D. 1650 06 03

Bruce Norton
U.S. Army Corps of Engineers
1114 South Oak Street
La Crescent, MN 55947-1138

SUBJECT: Qualifications for Nationwide 404 Permit
Minor Road Crossing Fills
PROJECT: USH 61
WisDOT Project I.D. 1650-06-02 & 1650-06-03
WATERWAY: Platte River, and Gregory Branch of Grant River & Pigeon Creek Tributary to Rogers
Branch of Grant River
LOCATION: Grant County, Wisconsin (see attached map)

Enclosed is the pertinent information for the subject project pursuant to Section 404 Nationwide Permit Notification procedure of 33 CFR 330.5(a)(14). We offer the following statements regarding the project:

1. The USH 61 roadway rehabilitation project includes the Platte River Bridge replacement and, approximately 35 drainage and cattle pass extensions. Wetlands may be present near twenty-two sites. DNR delineation of wetlands, floodplain management concerns, and identification of related environmental features of the project is pending.
2. The bridge over the Platte River is anticipated to be replaced.
3. Width of fill is limited to the minimum necessary for the actual extensions.
4. Wetlands permanently converted to roadway will be charged against the wetland bank at a 1:1 ratio.

If there are any questions regarding this notification, please feel free to contact me.

Sincerely,

Ray Polkinghorn, PE
SEH Inc.

CORRE/jbn
Enclosures

cc: Tim Maedke, WisDOT SW Region
Russell Anderson, WDNR
Area Supervisor, U.S. Fish & Wildlife Service

October 12, 2011

RE: I.D. 1650-06-02

Dickeyville – Lancaster Section
(Hickory Lane – Alona Lane)
USH 61
Grant County

I.D. 1650-06-03

Lancaster – Fennimore Section
(City Limits Street – Fennimore City Limits)
USH 61
Grant County

U.S. Fish and Wildlife Service
Division of Ecological Services
2661 Scott Tower Drive
New Franken, WI 54229

Enclosed please find the location map for the subject roadway rehabilitation projects. These projects are intended to increase passing opportunities and safety in this corridor. These projects are anticipated for construction as early as 2015. The pavement in the Dickeyville/Lancaster Section is being pulverized and overlaid in 2011 as part of a previously approved project that does not preclude any options for either of these new projects.

The first subject project (ID 1650-06-02) begins near the northwest Corporate Limits of the Village of Dickeyville at Hickory Lane. It extends northerly about 17.7 miles through the Villages of Potosi and Tenneyson to Alona Lane near the south corporate limits of Lancaster. This project would focus on side slope flattening to remove guard rails, the extension of culverts and cattle passes, intersection adjustments at STH 81 and STH 129, and the addition or lengthening of passing lanes. The bridge over the Platte River will be replaced.

The second subject project (ID 1650-06-03) begins at City Limits Street near Lancaster's north city limits and proceeds about 9.8 miles to the Fennimore southerly city limits. This project includes pavement restoration using pulverization and overlay, flattened side slopes to remove guard rails, lengthened pipes, box culverts and cattle passes, passing lane additions, and intersection alignment improvements where necessary.

We appreciate your earliest response regarding federal threatened and endangered species and any other initial thoughts or concerns you may have. If you have questions or require additional information, please contact us at 608.8286.6489 so we may discuss the project features and details.

Sincerely,

Ray Polkinghorn, PE
Project Manager

dvs
cc: Tim Maedke, Southwest Region, WisDOT



**Division of Transportation
Investment Management**
Bureau of Aeronautics
PO Box 7914
MADISON WI 53707-7914

Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet: dot.wisconsin.gov

Telephone: 608-267-5018
FAX: 608-267-6748
E-mail: gary.dickers@dot.wi.us

26 OCTOBER 2011

RAY POLKINGHORN, PE
SEH INC
6808 ODANA ROAD
MADISON WI 53719-1137

Subject: Project ID 1650-06-02, USH 61, Dickeyville-Lancaster, Grant Co
Project ID 1650-06-03, USH 61, Lancaster-Fennimore, Grant Co
Reference: Your Letter, 12-Oct-11, Same Subject

Dear Mr Polkinghorn,

We have reviewed your proposal to improve USH 61 between Dickeyville and Fennimore, passing next to the Lancaster Municipal Airport (63C).

The nearest public-use airport to your project:

- Lancaster Municipal Airport (63C) ~450 ft east of USH 61 at the nearest point of approach.

We have no aeronautical objections to the USH 61 project.

Notification to the FAA

However, you should be aware that during construction near the Lancaster Airport, the project engineer or the contractor will like need to notify the Federal Aviation Administration in advance of the use of temporary tall construction equipment per Code of Federal Regulations (CFR) Title 14, Part 77.9.

- Between Points B and C: Notify the FAA if any construction equipment would be taller than 17 feet above grade level.
- Between Points A and B and points C and D: Notify the FAA if any construction equipment would be taller than 25 feet above grade level.

Exhibit 7 - Bureau of Aeronautics Correspondence

Ray Polkinghorn
Page Two
26-Oct-11

The project engineer or contractor should refer the FAA's Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) web site for notification procedures.

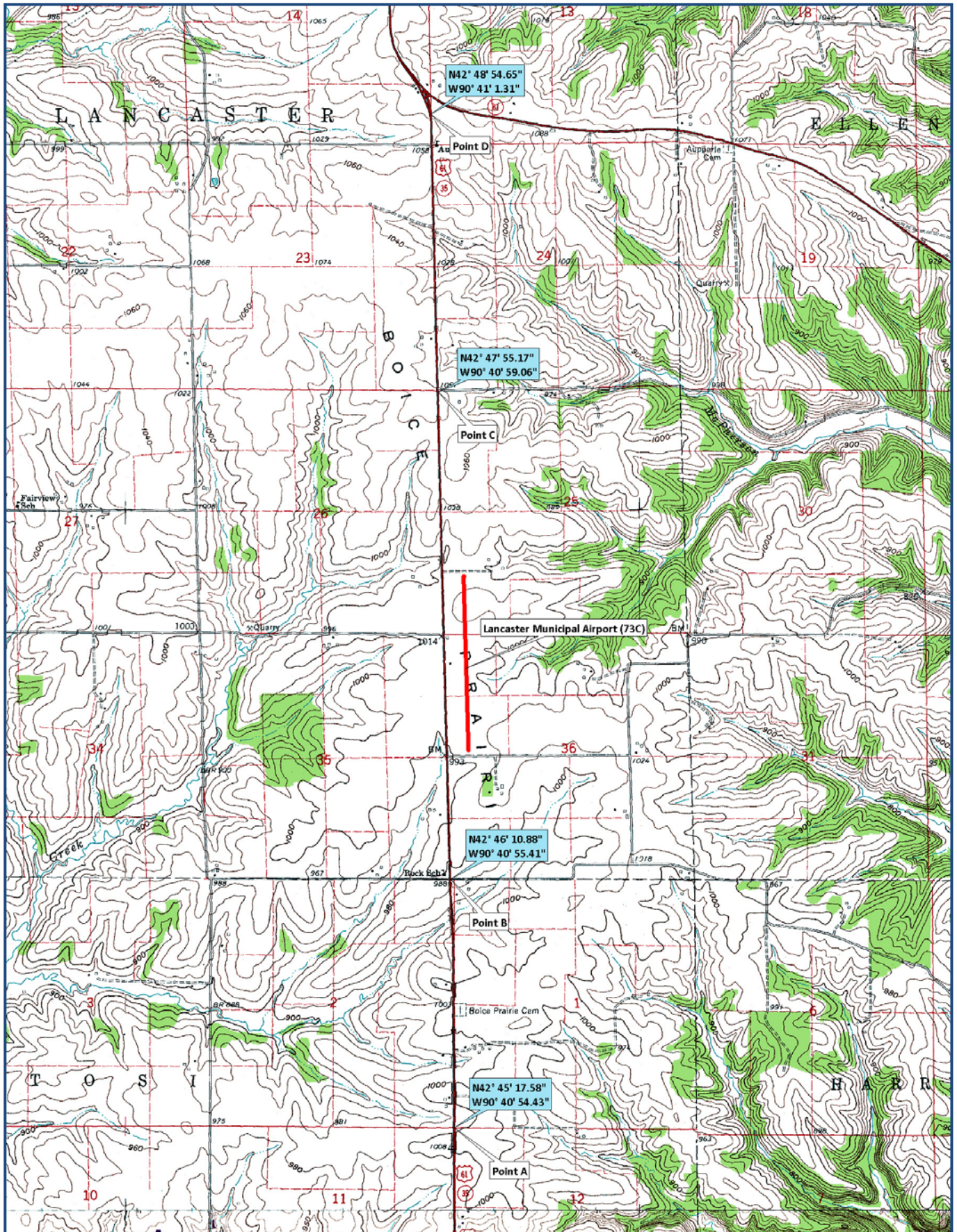
<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>

Sincerely,

A handwritten signature in blue ink that reads "Gary L. Dikkers". The signature is fluid and cursive, with the first name "Gary" and last name "Dikkers" clearly legible.

Gary L. Dikkers
Airspace Manager

Info Copy: Tim Maedke, WisDOT Southwest Region ~ La Crosse





Division of Transportation System Development

Southwest Region
2101 Wright St
Madison, WI 53704-2583

Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet: www.dot.wisconsin.gov

Telephone: 608-246-3800
Facsimile (FAX): 608-246-7996
E-mail: swr.dtsd@dot.wi.gov

May 29, 2013

Project ID 1650-06-02
USH 61
Dickeyville - Lancaster
Hickory Lane to Alona Lane
Grant County

Peter Nauth
Department of Agriculture, Trade and Consumer Protection
PO Box 8911
Madison, WI 53708-8911

Dear Peter Nauth:

The Wisconsin Department of Transportation, Southwest Region (WisDOT) is proposing reconditioning of the USH 61 from Hickory Lane to Alona Lane in Grant County. A project location map is enclosed as part of the Agricultural Impact Notice.

The purpose of the USH 61 reconditioning project is to enhance safety and address operational concerns by addressing limited passing opportunities and traffic flow through the USH 61/STH 81 intersection.

We are now completing the documentation for the Environmental Assessment (EA). The analysis shows that the Proposed Action would require strip acquisition and result in the conversion of approximately 12.3 acres of agricultural land to transportation uses.

If you have any questions, please feel free to contact Tim Maedke, WisDOT Project Manager at (608) 789-6317, or Jill Fehrman, Consultant Project Manager at (608) 620-6183. Thank you in advance for your cooperation.

Sincerely,

Tim Maedke, Project Manager
WisDOT Southwest Region
5350 Mormon Coulee Rd
LaCrosse, WI
(608) 789-6317
timothy.maedke@dot.wi.gov

AGRICULTURAL IMPACT NOTICE

DT1999 2003 (Replaces ED872)

Wisconsin Department of Transportation

Page 1 of 3

Proposing Agency WisDOT - SW Region		
Project ID 1650-06-02	Highway USH 61	County Grant
Project Title USH 61 - Dickeyville - Lancaster (Hickory Lane - Alona Lane)		Project Length 17.7 miles
Type and Status of Environmental Document 2c-ER		
Proposing Agency Wants to Review Pre-Publication Draft of AIS? <input type="checkbox"/> Yes <input type="checkbox"/> No		AIS Needed by What Date?

1. Project Description

a. Describe existing facility - Include existing right of way width.

This 17.7 mile section of the corridor discussed in this document extends from Hickory Lane, located on the northern edge of the Village of Dickeyville to Alona Lane which is located on the southeastern edge of the city of Lancaster.

USH 61 within Grant County is:

- Classified as a principal arterial
- Part of the National Highway System
- A listed Long Truck Route
- Designated a connector as part of Corridors 2030 Plan

All of these classifications underscore the importance of this roadway to the surrounding region.

Other than a short portion near the STH 81 intersection where USH 61 operates as a divided highway, the majority of this portion of USH 61 is currently a rural-section two lane roadway. The road consists of two 12-foot asphaltic travel lanes with 6-foot shoulders. Improvements to this portion of roadway were last completed in 2011 and consisted of milling and overlaying the existing travel lanes and adding beam guard in several areas to protect motorists from steep sideslopes. Existing right-of-way along USH 61 is typically 68-feet wide, although there are segments that vary.

b. Describe proposed action - Include anticipated right of way width and any easements.

The existing needs (conditions) to be addressed in order to achieve the project purpose are described below.

Passing Opportunities

Much of Grant County, including the entire USH 61 corridor, consists of steeply rolling terrain and the adjacent land use is mainly agricultural in nature. The existing two-lane roadway has been identified by WisDOT as a corridor that has deficient vehicle passing opportunities. This corridor only provides approximately 36% passing opportunities which are much less than the preferred 60%. The combination of the high truck traffic, slow moving farm vehicles, and lack of passing opportunities creates unsafe conditions in all weather; however, this situation is amplified during adverse weather conditions. This corridor was identified on WisDOT's Connections 2030 Long Range Transportation Plan as a candidate for passing lane corridors.

USH 61/STH 81 Intersection

During the five year period from 2006 and 2010, there were seven reported crashes at this intersection, including four with injuries. Based on the traffic volumes that traverse this intersection, the average intersection crash rate for this location is a relatively low 0.59. Intersections with a rate in excess of 1.5 warrant safety related improvements.

However, despite the low accident rate, safety concerns exist at this intersection. There have been numerous "near-misses" and based on discussions with local officials, operational concerns exist. Traffic patterns were evaluated at this location, and it was determined the predominate vehicular movement is from STH 81 on the east to USH 61 on the north and vice versa. Currently traffic turning east on STH 81 must cross oncoming traffic traveling north on USH 61 to complete this movement. In addition, there have been several complaints about motorists missing the eastbound turn due to driver confusion within this short section of divided highway.

The general concept is to utilize the existing right of way to the extent practical. Total additional right of way of 14.6 acres will be needed to accommodate the additional passing lanes, shoulder, and additional clear zone and ditching. Of that total, 12.34 acres of farm land will be converted for highway purposes. No lands are being purchased in easement with this project.

2. Alternatives considered - Identify the preferred alternative if any, and if other alternatives are no longer under consideration include the reasons why they are not proposed for adoption.

Alternative 1 – No Build

This alternative would consist only of routine maintenance to the roadway. No improvements would be made to address the lack of passing or substandard intersection geometrics.

While this alternative does not meet the purpose and need for the project, it is included as a baseline for comparison with the other alternatives.

Alternative 2 – Rehabilitation

This alternative would consist of milling and overlaying the existing pavement and other minor roadway improvements. Some right-of-way would be needed for this alternative.

Resurfacing is not necessary for this section of USH 61 between the Village of Dickeyville and the City of Lancaster as this roadway was recently resurfaced in 2011. In addition, this alternative does not address the operational concerns associated with the lack of passing opportunities or the traffic flow issues at the USH 61/STH 81 intersection.

Because all of the needs of the project would not be addressed, this alternative was not selected.

Alternative 3 – Recondition (PREFERRED)

This alternative would consist of the following:

- Adding both northbound and southbound passing lanes where feasible throughout the project
- Realigning the USH 61/STH 81 intersection to remove cross traffic conflicts for the predominate through movement

This alternative was selected as the preferred alternative as it meets the purpose and need of the project by addressing all of the operational and safety concerns that were identified. Some acquisition of strip right-of-way will be needed in the areas of proposed improvements to accommodate the proposed grading necessary to complete this work.

The proposed project and its preferred alternative will not foreclose, preclude, or restrict consideration of any alternatives or future plans along this corridor.

Alternative 4 – Reconstruct

This alternative would consist of removing the existing roadway pavement structure and replacing all of the subbase, base and pavement within the project limits. In addition to reconstructing the traveling lanes, passing and climbing lanes would be added as necessary and the USH 61/STH 81 intersection would be reconfigured. Extensive right-of-way would be acquired throughout the project limits to accommodate the grading necessary for full roadway reconstruction to improve the entire corridor to reconstruction design standards.

While this alternative does meet the purpose and need of the project, the level of improvement associated with this is currently not a cost effective solution for the project. As noted earlier, the existing travel lanes between the Village of Dickeyville and City of Lancaster were recently resurfaced.

This alternative is not a cost effective solution for the project and therefore was not selected.

3. Maps and Exhibits

- a. Include a project location map showing the project's limits.
- b. Include an exhibit illustrating property lines, parcel numbers, and any roadway to be obliterated. The exhibit (township plat map, aerial photograph, layout sketch, contour map, etc.) should clearly present the pertinent information and be commensurate with the scope of the project and its apparent impact on farm operations.

Farm Operation Interests of 5 Acres or Less but more than 1 Acre

Page 3 of 3

Project ID 1650-06-02				Project Title USH 61 - Dickeyville - Lancaster (Hickory Lane - Alona Lane)		
Parcel No.	Owner(s) (Include operator if diff. from owner)	Acres				Present Use/Remarks
		Acquired	5 or Less	Less than 1	Existing Farm Operation	
	Anna Sun Family Trust	1.56	X		Yes	Cropland & Pasture
	Crapp Land	0.77	X		Yes	Cropland & Pasture
	Eagle Creek Midwest	1.48	X		Yes	Cropland & Pasture
	Twig Farm	3.39	X		Yes	Cropland & Pasture
There are 4 acquisitions, each one an acre or less, that are categorically non-significant totaling						
7.20 Acres						



State of Wisconsin
Governor Scott Walker

Department of Agriculture, Trade and Consumer Protection
Ben Brancel, Secretary

June 11, 2013

Tim Maedke
WisDOT SW Region
3550 Mormon Coulee Road
La Crosse, WI 54601

Dear Tim Maedke:

Re: Project ID: 1650-06-02
Project Name: USH 61: Hickory Lane to Alona Lane
County: Grant

The Department of Agriculture, Trade, and Consumer Protection (DATCP) has reviewed the notification and any supplemental information you have provided concerning the potential need for an agricultural impact statement (AIS) for the above project. We have determined that an AIS will not be prepared for this project.

Please note that if the proposed project or project specifications are altered in any way which could be construed as increasing the potential adverse effects of the project on agriculture or on any farm operation, the DATCP should be renotified. Questions on the AIS program can be directed to me at the above address or by dialing 608/224-4650.

Peter Nauth
Agricultural Impact Program

DATCP ID: #3925

Agriculture generates \$59 billion for Wisconsin

2811 Agriculture Drive • PO Box 8911 • Madison, WI 53708-8911 • Wisconsin.gov

An equal opportunity employer

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



February 22, 2013

Jill Fehrman
SEH Inc.
6808 Odana Rd Suite 200
Madison, WI 53719

Subject: **DNR Initial Project Review:**
Project I.D. 1650-06-02 and 1650-06-03
USH 61 rehabilitation
Dickeyville – Lancaster and Lancaster –Fennimore
Grant Co

Dear Jill:

The Department has received the information you provided for the proposed above-referenced projects, as revised per your Jan. 16 and Feb. 12, 2013 plan submittals. According to your proposal, the purpose of this project is to add passing lanes, flatten side slopes and extend culvert pipes between Dickeyville and Lancaster. From Lancaster to Fennimore, the purpose is the same, with the addition of pulverizing and overlaying pavement. Replacement of the Platte River bridge is not included within this project so I am assuming no impacts to that river corridor.

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 and Waterways

There is potential for scattered small areas of wetland impacts to occur as a result of this project, where work will occur beyond the existing toe-of-slope, and therefore wetland impacts must be avoided and/or minimized to the greatest extent possible. Wetlands on this landscape are associated with waterways, so are found along streams in stream valleys and corridors. 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 are unable to provide additional detail on types of wetlands at this time due to winter snow cover. However, we have provided preliminary information on potential wetlands as you've indicated on your plan set. We also know that the wetlands along the roadway approaches and surrounding the Platte River crossing are of higher quality (T2NR2W, Secs. 17 and 18) and should be avoided. We will be able to identify the more sensitive or high quality wetlands during the summer growing season and would recommend a field visit then, along with detailed field staking of impacts beyond existing toe. There appears to be greater potential also in the area north of Tennyson, near British Hollow and Hippy Hollow road. This will require further field analysis.

Waterways:

See information below regarding Endangered Resources and the Unnamed Tributary to the Platte River in 2N2W Sec. 7.

The Gregory Branch crossing, on the Lancaster to Fennimore project, occurring between Gregory Ln and Rogers Rd. at approx. Station 2352 on your plan set, does not appear to be impacted. This is a trout stream, so any work that may occur at this stream or on its banks should occur between April 15 and Sept 15, with strict erosion control. Wetland impacts at this site are unknown at this time.

Endangered Resources (ER)

Based upon a review of the Natural Heritage Inventory (NHI) and other Department records on February 22, 2013 the following Endangered Resources are known in the project area or its vicinity and could be impacted by this project.

The unnamed tributary to the Platte River, shown at approx. Station 626 on your plan set (2N2W Sec. 7) south of the junction with Frederick Ln, supports a state-Threatened fish, the Ozark minnow. All work on this structure must occur between June 15 and Sept 15, firm, to avoid requirements for an Incidental Take Authorization.

Two rare plants, one listed as Endangered, the other as Threatened, may occur on or near the highway right-of-way in Section 17, 2N 2W. Any areas to be disturbed along this Section should be clearly staked so that they can be surveyed. I would be able to conduct this survey for you, with preliminary habitat surveys in June, and if potential habitat is to be impacted, species surveys in July-August when the plants are flowering.

Culverts/Aquatic organism passage

The invert elevations of the existing and proposed structure(s) should be specified in the plans, should culverts be completely replaced. Your plan indicates extensions for culverts.

The culvert extensions 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.

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>

Seeding and mulching recommendations:

This is subject to further field visits during the growing season. I may recommend specific seed mixes in the vicinity of any rare prairie/savanna plants, or sensitive wetlands, should they be found in the area described above. Furthermore, I will survey the areas surrounding the Platte River crossing for potential invasive plants this summer, particularly Japanese hops, and if found recommend appropriate measures to control any spreading.

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. 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>

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

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>

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.

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 608-275-3308.

Sincerely,

Cathy Bleser

Cathy Bleser
Environmental Analysis & Review Specialist

CC: Steve Vetsch DOT
Tim Maedke DOT

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 11/2006

RECEIVED

JAN 29 2014

DIVISION OF HIGHWAYS

For instructions, see FDM Chapter 26

I. PROJECT INFORMATION

Project ID 1650-06-02	Highway - Street USH 61	County Grant
Project Termini Dickeyville - Lancaster (Hickory Lane - Alona Lane)		Region - Office WisDOT - Southwest
Regional Project Engineer - Project Manager Tim Maedke		Area Code - Telephone Number 608-789-6317
Consultant Project Engineer - Project Manager Jill Fehrman - Short Elliott Hendrickson (SEH)		Area Code - Telephone Number 608-620-6183
Archaeological Consultant Great Lakes Archaeological Research Center, Inc. (GLARC)		Area Code - Telephone Number 414-481-2093
Architecture/History Consultant Great Lakes Archaeological Research Center, Inc. (GLARC)		Area Code - Telephone Number 414-481-2093
Date of Need		SHSW # 14-0047 121
Return a signed copy of this form to:		

II. PROJECT DESCRIPTION

Project Length 17.7 miles	Land to be Acquired: Fee Simple 14.6 acres	Land to be Acquired: Easement 0.0 acres
------------------------------	---	--

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	(Varies) 45-133 ft.	(Varies) 50-165 ft.	Terrace Width	None	None
Shoulder proposed shoulder paved full width	18 ft.	Varies 18-30 ft	Sidewalk Width	None	None
Slope Intercept	Varies 40-125 ft.	Varies 26-153 ft.	Number of Lanes	2	Varies 2 - 3
Edge of Pavement	17 ft.	Varies 17 -30 ft.	Grade Separated Crossing	None	None
Back of Curb Line	N/A	32.5	Vision Triangle acres	Yes	Yes
Realignment	N/A	N/A	Temporary Bypass acres	N/A	N/A
Other - List:			Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that depict "maximum" impacts.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Tree topping and/or grubbing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

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

The Wisconsin Department of Transportation (WisDOT) – SW Region has initiated the design of future improvements to USH 61 between Dickeyville and Lancaster in Grant County. The proposed improvements would include seven passing lanes or passing lane extensions (four northbound and three southbound) ranging from 1,662 feet to 10,600 feet in length. The USH 61/STH 81 intersection will be re-configured to improve the traffic flow through the intersection. Side slopes will be flattened and where feasible guard rail may be shortened or eliminated. Culverts will be extended as needed to accommodate improved side slopes. Strip right-of-way will be purchased to accommodate the passing lanes and slope grading along the entire project corridor.

☐ 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: Email

- ☒ Native American Tribes
☐ Public Info. Mtg. Notice
☒ Letter
☐ Telephone Call
☐ Other:

*Attach one copy of the base letter, list of addresses and comments received. For history include telephone memos as appropriate.

IV. AREA OF POTENTIAL EFFECTS - APE

ARCHAEOLOGY: Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.

HISTORY: Describe the area of potential effects for buildings/structures.

An APE was established that included all properties immediately adjacent to the proposed project corridor and the entire proposed roadway right of way.

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.

Timothy J. Marshall
(Regional Project Manager)

11/19/13
(Date)

Julian J. Fahrup
(Consultant Project Manager)

11/15/2013
(Date)

Rebecca
(WIDOT Historic Preservation Officer)

1/27/14
(Date)

Kimberly Cook
(State Historic Preservation Officer)

Feb 7 2014
(Date)

*no properties
affected*

14-0047/GT
RECEIVED

JAN 29 2014

DIV HIST PRES
(Revised May 2013)

Wisconsin Historical Society
Determination of Eligibility Form

WisDOT Project ID #: 1650-06-02

WHS #: _____

Property Name(s): Borah-Roth-Vesperman Farmstead
Address/Location: 8356 USH 61
City & County: Town of South Lancaster, Grant County Zip Code: 53813
Town: 4N Range: 3W Section: 24
Date of Construction: c.1865, c.1870, c.1900, c.1920, c.1955

WisDOT Certification

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

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



1/27/14

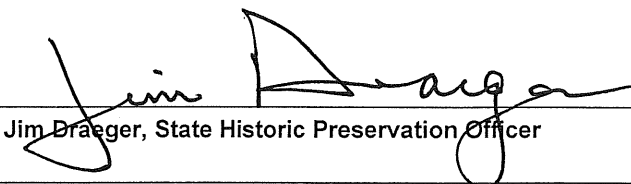
Rebecca Burkel, WisDOT Historic Preservation Officer

Date

State Historic Preservation Office

In my opinion, the property:

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



2/5/14

Jim Draeger, State Historic Preservation Officer

Date

Comments (FOR AGENCY USE ONLY):

Farmhouse lacks enough integrity to have eligible farmstead.

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

September 27, 2011

RE: Dickeyville to Boscobel Road
Dickeyville – Lancaster Section
(Hickory Lane – Alona Lane)
USH 61
I.D. 1650 06 02
&
Dickeyville to Boscobel Road
Lancaster – Fennimore Section
(City Limits Street – Fennimore City Limits)
USH 61
I.D. 1650 06 03

Bruce Norton
U.S. Army Corps of Engineers
1114 South Oak Street
La Crescent, MN 55947-1138

SUBJECT: Qualifications for Nationwide 404 Permit
Minor Road Crossing Fills
PROJECT: USH 61
WisDOT Project I.D. 1650-06-02 & 1650-06-03
WATERWAY: Platte River, and Gregory Branch of Grant River & Pigeon Creek Tributary to Rogers
Branch of Grant River
LOCATION: Grant County, Wisconsin (see attached map)

Enclosed is the pertinent information for the subject project pursuant to Section 404 Nationwide Permit Notification procedure of 33 CFR 330.5(a)(14). We offer the following statements regarding the project:

1. The USH 61 roadway rehabilitation project includes the Platte River Bridge replacement and, approximately 35 drainage and cattle pass extensions. Wetlands may be present near twenty-two sites. DNR delineation of wetlands, floodplain management concerns, and identification of related environmental features of the project is pending.
2. The bridge over the Platte River is anticipated to be replaced.
3. Width of fill is limited to the minimum necessary for the actual extensions.
4. Wetlands permanently converted to roadway will be charged against the wetland bank at a 1:1 ratio.

If there are any questions regarding this notification, please feel free to contact me.

Sincerely,

Ray Polkinghorn, PE
SEH Inc.

CORRE/jbn

Enclosures

cc: Tim Maedke, WisDOT SW Region
Russell Anderson, WDNR
Area Supervisor, U.S. Fish & Wildlife Service

Exhibit 11 - COE Letter

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	4. Sheet 1 of 1	
1. Name of Project ID 1650-06-02 (Dickeyville to Lancaster)		5. Federal Agency Involved FHWA		
2. Type of Project Roadway Reconditioning		6. County and State Grant County, Wisconsin		
PART II (To be completed by NRCS)		1. Date Request Received by NRCS	2. Person Completing Form	
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size		
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: %	7. Amount of Farmland As Defined in FPPA Acres: %		
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS		
PART III (To be completed by Federal Agency)		Alternative Corridor For Segment		
		Corridor A	Corridor B	Corridor C
A. Total Acres To Be Converted Directly		12.3		
B. Total Acres To Be Converted Indirectly, Or To Receive Services		0		
C. Total Acres In Corridor		12.3		
PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)				
PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))		Maximum Points		
1. Area in Nonurban Use	15	13		
2. Perimeter in Nonurban Use	10	7		
3. Percent Of Corridor Being Farmed	20	15		
4. Protection Provided By State And Local Government	20	10		
5. Size of Present Farm Unit Compared To Average	10	9		
6. Creation Of Nonfarmable Farmland	25	0		
7. Availability Of Farm Support Services	5	0		
8. On-Farm Investments	20	0		
9. Effects Of Conversion On Farm Support Services	25	0		
10. Compatibility With Existing Agricultural Use	10	0		
TOTAL CORRIDOR ASSESSMENT POINTS		160	54	0
PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)		100	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)		160	54	0
TOTAL POINTS (Total of above 2 lines)		260	54	0
1. Corridor Selected: Corridor A	2. Total Acres of Farmlands to be Converted by Project: 12.3	3. Date Of Selection: 5/20/13	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	

5. Reason For Selection:

Strip acquisitions totaling 12.3 acres along the 17.7 miles of roadway would not appreciably affect the amount of valuable farmland in the immediate area, Grant County, or the State of Wisconsin. The Improvements to the roadway would allow for the efficient and safe movement of farming goods, services, and equipment.

Signature of Person Completing this Part:

Jon Novick

DATE

5/20/13

NOTE: Complete a form for each segment with more than one Alternate Corridor



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Green Bay ES Field Office
2661 Scott Tower Drive
New Franken, Wisconsin 54229-9565
Telephone 920/866-1717 FAX 920/866-1710
<http://www.fws.gov/midwest/GreenBay>



To: Ray Polkinghorn

USFWS Project ID: 12-I-0027

Regarding your: ☒ Letter ☐ E-mail ☐ FAX

Dated: October 12, 2011

RE: I.D. 1650-06-02 and I.D. 1650-06-03 USH 61 Rehabilitation, Grant County, Wisconsin

Pursuant to the **Endangered Species Act of 1973**, the **Fish and Wildlife Coordination Act**, and the **Migratory Bird Treaty Act**, the U.S. Fish and Wildlife Service (Service) has reviewed the information provided for the project noted above. Our comments follow (see checked boxes below).

- ☒ Due to the project location, no federally-listed, proposed, or candidate species, or designated critical habitat occurs within the project area. We recommend checking our website (<http://www.fws.gov/midwest/GreenBay/>) every 6 months from the date of this letter to ensure that listed species presence/absence information for the proposed project is current.
- ☒ If migratory birds are known to nest on any structures (e.g., bridges) which may be disturbed by project construction, activities should begin (and be concluded) before the initiation of the breeding season for those species or after the breeding has concluded. Alternatively, the structures can be *tightly screened* before the breeding season (May 1 through August 30) to prevent nesting. If you will not be able to begin construction prior to or after the breeding season, please contact our office.
- ☐ Under the Migratory Bird Treaty Act of 1918, as amended, it is unlawful to take, capture, kill, or possess migratory birds, their nests, eggs, and young. If migratory birds are known to nest on any structures or habitat which may be disturbed by project construction, activities (e.g., tree removal) should begin and be completed before the initiation of the breeding season for those species or after breeding has concluded. Generally, we recommend that any habitat disturbance occur before May 1 or after August 30 to minimize potential impacts to migratory birds, but please be aware that some species may initiate nesting before May 1.
- ☒ We recommend, when possible, that bridges and abutments be designed and constructed in such a way as to allow terrestrial wildlife to pass under the bridge without entering the river during normal flow conditions. This may require lengthening the bridge, limitations on the use of exposed riprap, modifications to the surface of the riprap (e.g., grouting the surface or filling with soil or other natural materials), or modifications in the substrate and/or slope at the base of the abutments, as some wildlife species cannot or prefer not to traverse areas of riprap.
- ☒ The Service supports and encourages the maintenance or creation of habitat connectivity wherever possible. As such, we recommend installing bridges or culverts that do not impede the movement of water, sediments, or aquatic species along existing waterways. Specifically, we strongly recommend replacing failing culverts with bridges or bottomless culverts where possible. At minimum, we recommend new culverts be set at a zero slope, with a width that matches bank flow.
- ☒ We note that the project area includes wetlands. In refining and selecting project alternatives, efforts should be made to select an alternative that does not adversely impact wetlands. If no other alternative is feasible and it is clearly demonstrated that project construction resulting in wetland disturbance or loss cannot be avoided, a wetland mitigation plan should be developed that identifies measures proposed to minimize adverse impacts and replace lost wetland habitat values and other wetland functions and values.

USFWS Contact(s): Jill Utrup

Phone Number: 920-866-1734

For the Field Supervisor: 

Date: November 3, 2011



Division of Transportation
System Development
Southwest Region – La Crosse Office
3550 Mormon Coulee Road
La Crosse, WI 54601

Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet: www.dot.wisconsin.gov

Telephone: 608-246-3800
Teletypewriter (TTY): 608-246-5385
Facsimile (FAX): 608-246-7996

Date: October 4, 2011

Richard Berg
Bureau of Indian Affairs
1 Federal Building, Room 500
Fort Snelling, MN 55111-4007

State ID: 1650-06-02
Dickeyville – Lancaster
USH 61
Grant County

State ID: 1650-06-03
Lancaster – Fennimore
USH 61
Grant County

Dear Richard Berg:

The Wisconsin Department of Transportation (WisDOT) is in the process of developing plans for two proposed projects in Grant County. These projects are intended to increase passing opportunities and safety in this corridor. These projects are anticipated for construction as early as 2015. The pavement in the Dickeyville/Lancaster Section is being pulverized and overlaid in 2011 as part of a previously approved project that does not preclude any options for either of these new projects.

The first subject project (ID 1650-06-02) begins near the northwest Corporate Limits of the Village of Dickeyville at Hickory Lane. It extends northerly about 17.7 miles through the Villages of Potosi and Tenneyson to Alona Lane near the south corporate limits of Lancaster. This project would focus on side slope flattening to remove guard rails, the extension of culverts and cattle passes, intersection adjustments at STH 81 and STH 129, the addition or lengthening of passing lanes, and replacement of the Platte River Bridge.

The second subject project (ID 1650-06-03) begins at City Limits Street near Lancaster's north city limits and proceeds about 9.8 miles to the Fennimore southerly city limits. This project includes pavement restoration using pulverization and overlay, flattened side slopes to remove guard rails, lengthened pipes, box culverts and cattle passes, passing lane additions, and intersection alignment improvements where necessary.

A public information meeting will be held at a later date to familiarize interested parties with the project. Cultural resource investigation studies have been started for the above projects. These investigations will enable WisDOT to determine whether historical properties as defined in 36 CFR 800 are located in the project area. Other environmental studies will also be conducted and include; endangered species survey, contaminated material investigations, soil testing and right-of-way surveys. Information obtained from these studies will assist the engineers in the design to avoid, minimize or mitigate the proposed project's effect upon cultural and natural 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 WisDOT; 4802 Sheboygan Ave, Room 451 Madison WI 53705; (608) 261-0137

Sincerely,

Tim Maedke, P.E.
WisDOT Project Manager

cc: Rebecca Burkel, Bureau of Technical Services
Ray Polkinghorn, SEH

Tribal Address
Bureau of Indian Affairs Attn: Richard Berg 1 Federal Building, Room 500 Fort Snelling, MN 55111-4007
Bad River Band of Lake Superior <i>Chippewa Indians of Wisconsin</i> Attn: Edith Leoso, THPO P.O. Box 39 Odanah, WI 54861
Forest County Potawatomi Community of Wisconsin Attn: Mike Alloway Tribal Office P.O. Box 340 Crandon, WI 54520
Ho-Chunk Nation Attn: William Quackenbush, THPO Executive Offices P.O. Box 667 405 Airport Road Black River Falls, WI 54615
Lac Courte Oreilles Band of Lake Superior <i>Chippewa Indians of Wisconsin</i> Jerry Smith, THPO Tribal Office 13394 W. Trepania Road Hayward, WI 54843
<i>Lac du Flambeau Band of Lake Superior Chippewa Indians of Wisconsin</i> Attn: Melinda Young, THPO Tribal Historic Preservation Office P.O. Box 67 Lac du Flambeau, WI 54538
Menominee Indian Tribe of Wisconsin Attn: Dave Grignon, THPO P.O. Box 910 Keshena, WI 54135
Oneida Tribe of Indians of Wisconsin Attn: Corina Burke, THPO Tribal Office P.O. Box 365 Oneida, WI 54155-0365
<i>Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin</i> Attn: Larry Balber, THPO Red Cliff Band of Lake Superior Chippewa Indians 88385 Pike Road, Highway 13

Tribal Address
Bayfield, WI 54814
St. Croix Band Chippewa Indians of Wisconsin Attn: Wanda McFaggen Tribal Historic Preservation Office 24663 Angeline Ave. Webster, WI 54893-9246
Sokaogon Chippewa Community Mole Lake Band Attn: Cultural Resource Director 3051 Sand Lake Road Crandon, WI 54520
<i>Stockbridge Munsee Community of Wisconsin</i> Attn: Sherry White, THPO Tribal Office W13447 Camp 14 Road Bowler, WI 54416
Sac and Fox Nation of Oklahoma Attn: Sandra Massey, NAGPRA Rep. RR 2, Box 246 Stroud, OK 74079
Sac and Fox Nation of Missouri in Kansas and Nebraska Attn: Jane Nioce 305 N. Main Reserve, Kansas 66434

Tribal Address
Sac and Fox of the Mississippi in Iowa Attn: Jonathan Buffalo, NAGPRA Rep. 349 Meskwaki Road Tama, Iowa 52339-9629
Iowa Tribe of Oklahoma Cultural Preservation Office RR 1, Box 721 Perkins, OK 74059
Prairie Band Potawatomi Nation Attn: Chairman Steve Ortiz, NHPA Rep. 16281 Q Road Mayetta, KS 66509
Prairie Island Indian Community Attn: Marc Mogan Minnesota Mdewakanton Sioux 5636 Sturgeon Lake Road Welch, MN 55089
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

Division of Transportation System Development
Southwest Region

Rec'd by Env Unit _____
Entered into WMBAS (date) _____
initials _____

WETLAND IMPACT TRACKING FORM

****This form must be filled out for all projects.****

Return This Completed Form to:

Environmental Coordinator
(**click box below for list)

Jennifer Fredrickson
WDOT SW Region-La Crosse
3550 Mormon Coulee Road
La Crosse WI 54601
Phone: (608) 785-9945
FAX: (608) 785-9969
jennifer.fredrickson@dot.wi.gov

**Please Complete All
Information Highlighted
In Yellow**

**The Environmental
Coordinator (EC) Will
Supply Information
Highlighted In Green**

Project Design I.D. #: 1650-06-02
Project Construction I.D. #: 1650-06-72
Project Hwy/Title : USH 61
DICKYVILLE - LANCASTER
County : GRANT
Construction Year : 2017
LET Date:
Date this form is completed: 11/20/2013

This Form Prepared by:

BRIAN BOELTER

608-620-6187

BBOELTER@SEHINC.COM

NAME

PHONE

EMAIL

Is a discharge of dredged or fill material into wetlands anticipated?

NO ☐ Form complete; no further information is required

YES ☒ Complete remainder of form and:

1. Include this sheet with your DNR 401 and COE 404 permit applications.
2. When you receive DNR 401 final concurrence and COE 404 permit, return this form with:
 - a. A copy of plan sheet(s) showing impact areas. (11 x 17)
 - b. A copy of the DNR 401 Water Quality Certification Letter.
 - c. A copy of the U.S. COE 404 permit (Cover letter only).

Wetland Delineation/

Determination completed by:

Steve Vetsch/Cathy Bleser

(608)785-9049/(608)275-3308

Stephan.Vetsch@dot.wi.gov

cathrine.bleser@wisconsin.gov

NAME

PHONE

EMAIL

WisDOT/WDNR

QUALIFICATIONS

Directions:

1. One location may be made up of several different wetland types. List each type of wetland impacted from each location on the project corridor separately in the table below.
2. Contact the Environmental Coordinator for appropriate ratio and bank information.
3. Use Department of Transportation Wetland Classification System.
4. Areas should be reported to the nearest 0.01-acre.

Describe methods used to avoid and minimize impacts to wetlands:

3:1 slopes used in wetland areas.

**The Environmental Coordinator
(EC) will provide this information.**

Site #	Impact Location (project station)	Type Impacted	Area Impacted	Debit Ratio	Type Mitigated	Area Mitigated
	STA 1106+00 - STA1109+00, LT	RPE(N)	0.170	1.3:1	M	0.221
	STA1365+50 - STA 1367+50, LT	RPE(N)	0.110	1.3:1	M	0.143
	STA 1368+00 - STA 1372+00, LT	RPE(N)	0.370	1.3:1	M	0.481
TOTAL			0.65			0.85

Is there potential for onsite mitigation? If unknown, check with the EC.

YES ☐ Where is it located? (T/R, station, map)

NO ☒ List bank site to be used. (Determined by EC)

Bell Center

Please attach another sheet if the space provided is not adequate for all impacts or to add any additional comments.

This form is located at: P:\Support\Forms\Environ_Form_SampLtrs\wetlands_404_Permits\SW Region_Wetland_Tracking_Form.xls

Revised 8/2011

Exhibit 15 - Wetland Impact Form & Maps

