

# ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation (WisDOT)

DT2094 1/2016

## BASIC SHEET 1 – PROJECT SUMMARY

Project ID 1670-02-07	Project Termini CTH C – Waterbury Road	Funding Sources <i>(check all that apply)</i> <input checked="" type="checkbox"/> Federal      State      Local								
Construction ID 1670-02-77		Estimated Project Cost and Funding Source (state and/or federal). Year of Expenditure (YOE) dollars include delivery cost.								
Route Designation <i>(if applicable)</i> USH 12	Nearest Community Village of Prairie du Sac	\$6,893,000 in 2019 Year of Expenditure Dollars (includes \$380,000 for Delivery Costs)								
National Highway System (NHS) Route <input checked="" type="checkbox"/> Yes      No		Real Estate Acquisition Portion of Estimated Cost (YOE) \$233,000 in 2019 Year of Expenditure Dollars								
Project Title Baraboo – Sauk City	Section / Township / Range Sections 10, 11, 14, and 15, T10N, R06E	Utility Relocation Portion of Estimated Cost (YOE) \$290,000 in 2019 Year of Expenditure Dollars								
County Sauk		<table border="1"> <thead> <tr> <th>Right of Way Acquisition</th> <th>Acres</th> </tr> </thead> <tbody> <tr> <td>Fee</td> <td>20.38</td> </tr> <tr> <td>HE</td> <td>25.02</td> </tr> <tr> <td>TLE</td> <td>1.66</td> </tr> </tbody> </table>	Right of Way Acquisition	Acres	Fee	20.38	HE	25.02	TLE	1.66
Right of Way Acquisition	Acres									
Fee	20.38									
HE	25.02									
TLE	1.66									
Bridge Number(s) <i>(if applicable)</i> N/A	For an ER, indicate the date funding was authorized to begin preliminary engineering. For an EA, indicate the date the Process Initiation Letter was accepted by FHWA. 5/19/2014									

Functional Classification of Existing Route (FDM 3-5-2)	Urban	Rural	WisDOT Project Classification (FDM 3-5-2)	
Freeway/Expressway			Resurfacing	
Principal Arterial		<input checked="" type="checkbox"/>	Pavement Replacement	
Minor Arterial			Reconditioning	
Major Collector			Expansion	
Minor Collector			Bridge Rehabilitation	
Collector			Bridge Replacement	
Local			"Majors" Project (there are both state and federal majors)	
No Functional Class			SHRM	
			Reconstruction	
			Preventive Maintenance	
			Safety	<input checked="" type="checkbox"/>
			Other – Describe:	

☒ FHWA Draft Type 2c Categorical Exclusion (CE)/WisDOT Draft Environmental Report (ER). **No significant impacts indicated by initial assessment.**  
☐ FHWA/WisDOT Draft Environmental Assessment (EA). **No significant impacts indicated by initial assessment.**

(Signature) \_\_\_\_\_ (Date) \_\_\_\_\_  
Jewell Associates Engineers, Inc Project Manager

(Signature) \_\_\_\_\_ (Date) \_\_\_\_\_ (Title) \_\_\_\_\_  
(Director, Bureau of Equity & Environmental Services)

(Signature) \_\_\_\_\_ (Date) \_\_\_\_\_  
WisDOT, LaCrosse Region Regional Project Manager

(Signature) \_\_\_\_\_ (Date) \_\_\_\_\_ (Title) \_\_\_\_\_  
☐ FHWA ☐ FAA ☐ FTA ☐ FRA

(Signature) \_\_\_\_\_ (Date) \_\_\_\_\_ (Title) \_\_\_\_\_  
☐ Region ☐ Aeronautics ☐ Rails & Harbors

**BASIC SHEET 2 – TABLE OF CONTENTS, ABBREVIATIONS/ACRONYMS, DOCUMENT DESCRIPTION**

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## 2. Abbreviations and Acronyms

County Trunk Highway:	CTH
Federal Aviation Administration:	FAA
Miles per Hour:	mph
Million Vehicle Miles:	mvm
Oversized Overweight:	OSOW
Public Involvement Meeting:	PIM
United States Department of Agriculture:	USDA
United State Highway:	USH
Wisconsin Department of Transportation:	WisDOT
World War II:	WWII

**BASIC SHEET 2 – TABLE OF CONTENTS, ABBREVIATIONS/ACRONYMS, DOCUMENT DESCRIPTION**

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### 3. Environmental Document Statement

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

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

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

**BASIC SHEET 3 – PURPOSE AND NEED**

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## 1. Purpose and Need

USH 12 is located in rural Sauk County (See Figure 1: Project Location Map / Attachment A: Project Overview). The existing facility is 4-lane divided highway consisting of 12-foot driving lanes, 6-foot inner shoulder (3-foot paved), 8-foot outside shoulder (6-foot paved), and a 46-foot median (See Attachment B: Typical Sections). The project encompasses USH 12 from a point located 0.23 miles north of Waterbury Road to a point located 0.30 miles north of CTH C for a total length of project of 1.44 miles. This section of USH 12 consists of a series of sharp horizontal curves. Multiple sideroads, field entrances and private driveways access USH 12 within the limits of the sharp horizontal curves which have contributed to a high crash rate of run-off-the road crashes. The project corridor consists of a 55 mph posted speed limit. The existing operational or design speed is 45 mph which does not meet current design standards. Highway 12 serves a critical role in the movement of people, goods and services both regionally and statewide. This section of USH 12 is located on a designated Long Truck Route, is a Connector 2020 Route, is a Connector 2030 Route, and is a State OSOW route. (See Attachment C: Highway Significance Maps).

Figure 1 – Project Location Map



### Purpose

The purpose of the proposed project is to improve roadway safety and operational characteristics by:

- Addressing the high crash rate along the curves
- Improve the substandard horizontal curves
- Improve/manage access along USH 12

### Need

The crash rate for this highway is 83 per 100 mvm, which is one-and-a-half times greater than the statewide average crash rate of 55 per 100 mvm for Rural and Small Urban expressways. The statewide average crash rate is commonly used to screen roadway segments that might warrant further analysis. This section of USH 12 experiences a high rate of run-off-the road crashes and consisted of a total of 33 crashes (1-fatality, 19-injury (4-incapacitating, 11-non-incapacitating, and 4-possible), and 13 property damage) over a 5-year analysis period.

The existing operational or design speed of the roadway is 45 mph and is substandard. This is due to multiple substandard horizontal curves located within this section of roadway. A total of 18 out of the 33 crashes (including 1-fatality) occurred within these substandard horizontal curves. A series of safety mitigation measures were implemented in a 2009 safety improvement project including rumble strips, chevrons, and enhanced signing, but was unsuccessful in reducing the crash rate. The horizontal curves need to be realigned to meet current design standards.

A total of eight access points consisting of sideroads, field entrances, and private entrances sporadically intersect this 1.44 mile section of USH 12 resulting in inadequate access spacing and safety concerns. Sideroads including Old Bluff Trail, Maple Park Road, and CTH C all serve as local traffic generators and intersect separately within a 0.44 mile stretch of USH 12. Old Bluff Trail is frequently utilized by local traffic to bypass the Prairie du Sac/Sauk City area for traffic traveling from Spring Green to Baraboo. Maple Park Road services the Maple Park Subdivision which consists of 34 residential dwellings. CTH C is a county highway functionally classified as a major collector servicing rural south-central Sauk County. Five of the access points (including the Old Bluff Trail and Maple Park Road sideroad intersections) are located within the substandard horizontal curves which have contributed to the high crash rate of the USH 12 corridor.

### NEPA Limits Description

The NEPA limits are an overview of the project depicting the overall project limits and defines the area of project impacts (See Attachment E: Aerial Photograph and NEPA Limits Overview). The USH 12 finished transit line is located west of the existing transit line at the south end of the project and east of the existing transit line at the north end of the project and they are the lines from which the NEPA limits are measured. These limits include roadway, shoulder, sideroad intersection match points, permanent right-of-way, permanent highway easement, and temporary easements. Temporary easements are used during construction to blend slopes and to reconstruct driveways. The NEPA limits range from 102 to 1,219-feet left and 62 to 639-feet right.

The CTH C limits are measured from the CTH C finished centerline. The NEPA limits are typically 33 to 431-feet left and 60 to 93-feet right.

The Old Bluff Trail limits are located within existing USH are measured from the Old Bluff Trail finished centerline. The NEPA limits are typically 33 to 135-feet left and 29 to 73-feet right.

The Maple Park Road limits are measured from the Maple Park Road finished centerline. The NEPA limits are typically 30 to 38-feet left and 26 to 35-feet right.

## 2. Summary of Alternatives

No Build: The do nothing alternative would not address the substandard horizontal alignment. Furthermore, this alternative would not address other safety concerns including the high crash rate or poor access onto the USH 12 corridor. The No Build alternative would result in the continued use of a section of highway that does not meet current design standards leading to additional crashes and a consistently high crash rate. While this alternative is the most inexpensive, it does not meet the purpose and need of the project. However, this alternative does serve as a baseline comparison of impacts related to the preferred Alternative. This alternative is not recommended.

**Alternative A (Realignment North):** This alternative addresses the high crash rate by realigning USH 12 and improving/managing access along USH 12. Approximately 1.90 miles of USH 12 would be realigned to current design standards. The realignment proposed shifting the corridor north and east of its current location onto the Sauk Prairie State Recreation Area (USDA property; See Figure 2 Alternate A (Realignment North)). Approximately 1.72 miles of CTH C was realigned to the south (along the existing roadbeds of Old Bluff Trail and Waterbury Road) to intersect USH 12 at the current location of the USH 12/Waterbury Road intersection. The realignment of CTH C improves/manages access by removing sideroad access including Old Bluff Trail and Maple Park Road from USH 12 and relocates access off CTH C. The side road realignments include 0.13 miles of Old Bluff Trail and 0.08 miles of Maple Park Road. The entrance to the Bluffview Sanitary District and the USDA property located across from the existing USH 12/Waterbury Road intersection would remain. Two other private entrances (1 – field entrance (USDA) and 1 – private entrance) would be made right-in / right-out only. One additional private entrances would be removed. An estimated two transmission poles would need to be relocated. An estimated 40.6 acres of permanent right-of-way would be required by this alternative. Estimated construction costs would be approximately \$9.32 million. This alternative meets the purpose and need of the project. However, due to comments received at public involvement meeting #1, this alternative is not recommended.

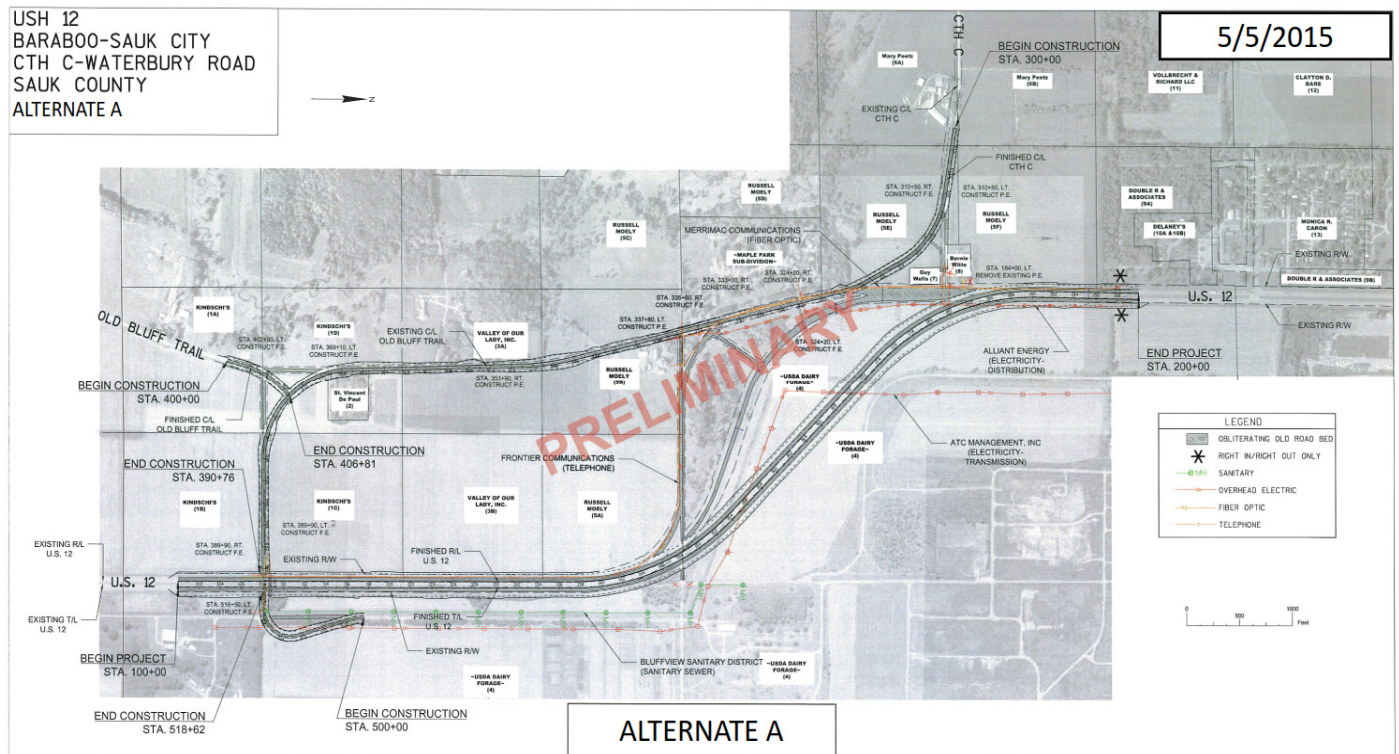


Figure 2 – Alternate A (Realignment North)

**Alternative B (Realignment South):** This alternative addresses the high crash rate by realigning USH 12 and improving/managing access along USH 12. Approximately 1.88 miles of USH 12 would be realigned to current design standards. The realignment proposed shifting the corridor through the existing split median (See Figure 3: Alternative B (Realignment South)). This proposed alignment diverges from existing the least amount of all alternatives considered. Approximately 1.72 miles of CTH C was realigned to the south (along the existing roadbeds of Old Bluff Trail and Waterbury Road) to intersect USH 12 to the current location of the USH 12/Waterbury Road intersection. The realignment of CTH C improves/manages access by removing sideroad access including Old Bluff Trail and Maple Park Road from USH 12 and relocates access off CTH C. The side road realignments include 0.13 miles of Old Bluff Trail and 0.08 miles of Maple Park Road. The entrance to the Bluffview Sanitary District and the USDA property located across from the existing USH 12/Waterbury Road intersection would remain. Two other private entrances (1 – field entrance (USDA) and 1 – private entrance) would be made right-in / right-out only. Two additional private entrances would be removed including one displacement. An estimated 33.5 acres of permanent right-of-way would be required by this alternative. Estimated construction costs would be approximately \$9.23 million. This alternative meets the purpose and need of the project. However, due to comments received at public involvement meeting #1, this alternative is not recommended.

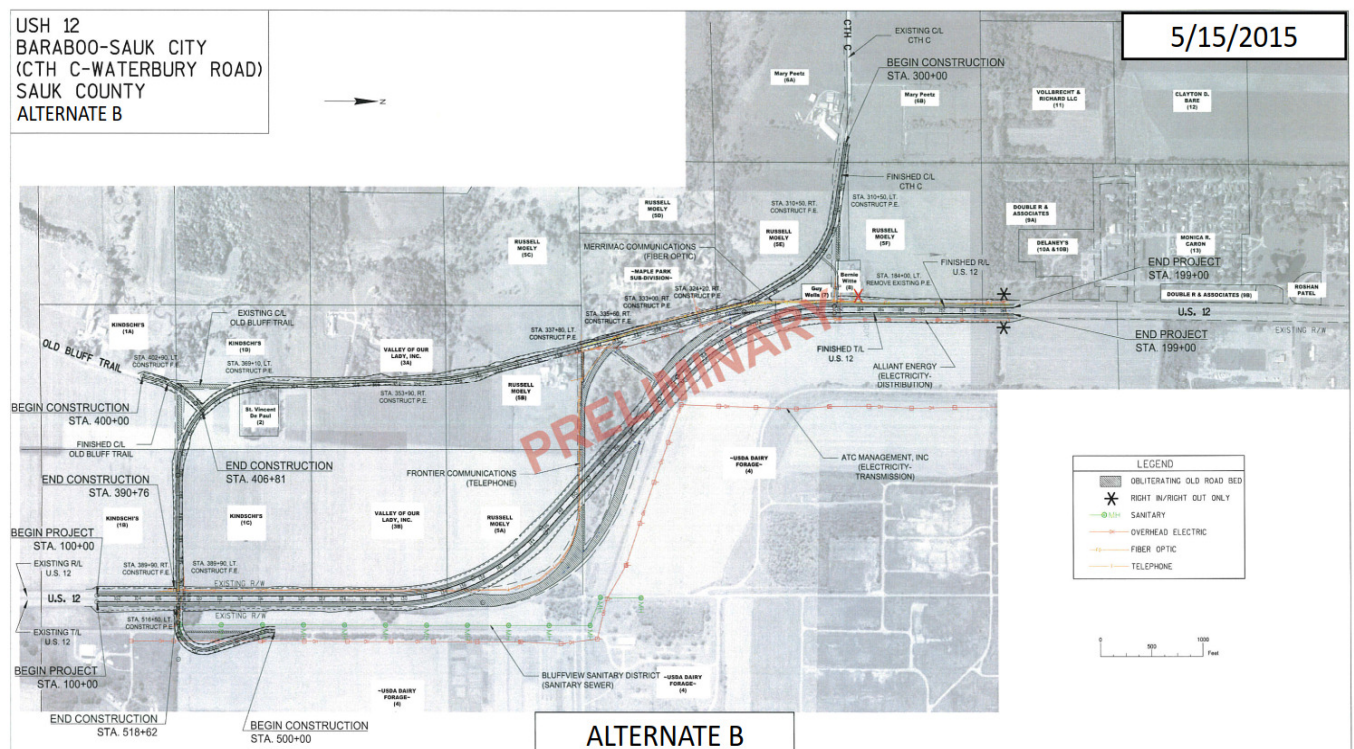


Figure 3 – Alternative B (Realignment South)





**Alternative C (Revised Realignment North):** This alternative addresses the high crash rate by realigning USH 12 and improving/managing access along USH 12. Approximately 1.69 miles of USH 12 would be realigned to current design standards. Although similar to Alternative C, this alternative proposed realigning USH 12 approximately 600 feet south to allow the project to terminate prior to the intersection of the USH 12/Bluffview Estates/former main entrance into the Sauk Prairie State Recreation Area (See Figure 5: Alternative C (Revised Realignment North)). Approximately 0.30 miles of CTH C would be reconstructed. CTH C would be extended to the east to intersect USH 12 and allow adequate intersection sight distance for traffic turning onto USH 12. Old Bluff Trail would be extended to the north to intersect CTH C. Approximately 0.47 miles of Old Bluff Trail would be reconstructed. The realignment of CTH C improves/manages access by removing sideroad access including Old Bluff Trail and Maple Park Road from USH 12 and relocates access for Maple Park Road onto Old Bluff Trail and for Old Bluff Trail onto CTH C. An additional entrance into the USDA property would be removed. A shared access roadway would connect CTH C to Armory View Road. The shared access roadway would utilize the existing eastbound USH 12 driving lanes and would provide access to Delaney's Surplus, the Bluffview Estates subdivision, and a private entrance. When compared to Alternative C, the connection between the shared use roadway and Armory View Road was realigned to better accommodate large trucks delivering goods to Delaney's Surplus. The implementation of the shared access roadway would eliminate three additional access points onto USH 12 (Armory View Road intersection and two private entrances). An estimated two transmission poles would need to be relocated. An estimated 45.50 acres of permanent right-of-way would be required by this alternative. Estimated construction costs would be approximately \$6.98 million. This alternative meets the purpose and need of the project. However, due to comments received at the stakeholders meeting, this alternative is not recommended.

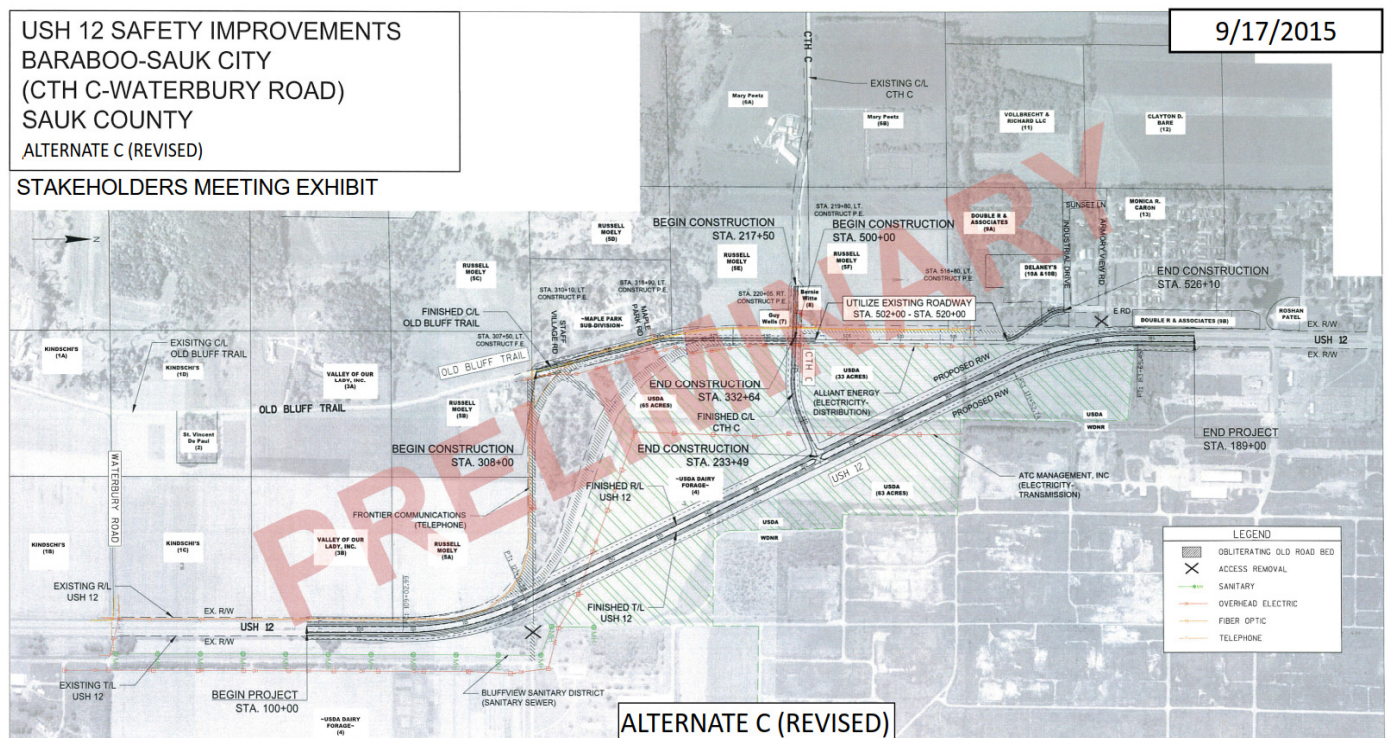


Figure 5 – Alternative C (Revised Realignment North)



**Alternative D (Realignment Through Existing Median):** This alternative addresses the high crash rate by realigning USH 12 and improving/managing access along USH 12. Approximately 1.44 miles of USH 12 would be realigned to current design standards. The realignment proposes shifting the corridor north and east of its current location onto the Sauk Prairie State Recreation Area (USDA property), slightly intersecting the existing median (See Figure 6: Alternative D (Realignment Through Existing Median)). CTH C would be realigned to 40 mph which does not meet current design standards at 50 mph for this county highway. Realigning CTH C to 40 mph would help to minimize impacts to adjacent properties. Approximately 0.79 miles of CTH C would be reconstructed. CTH C would be realigned south and east of the current alignment to intersect USH 12 and provide proper intersection sight distance. Old Bluff Trail would be extended to the north to intersect CTH C. Approximately 0.12 miles of Old Bluff Trail would be reconstructed. The realignment of CTH C improves/manages access by removing sideroad access including Old Bluff Trail and Maple Park Road from USH 12 and relocates access off CTH C. An additional entrance into the USDA property would be removed. Access to two residential properties would be provided off the existing CTH C roadbed. An estimated two transmission poles would need to be relocated. An estimated 29.34 acres of permanent right-of-way would be required by this alternative. Estimated construction costs would be approximately \$6.38 million. This alternative meets the purpose and need of the project. However, upon review by Sauk County and the Town of Sumpter at the local officials meeting, this alternative is not recommended.

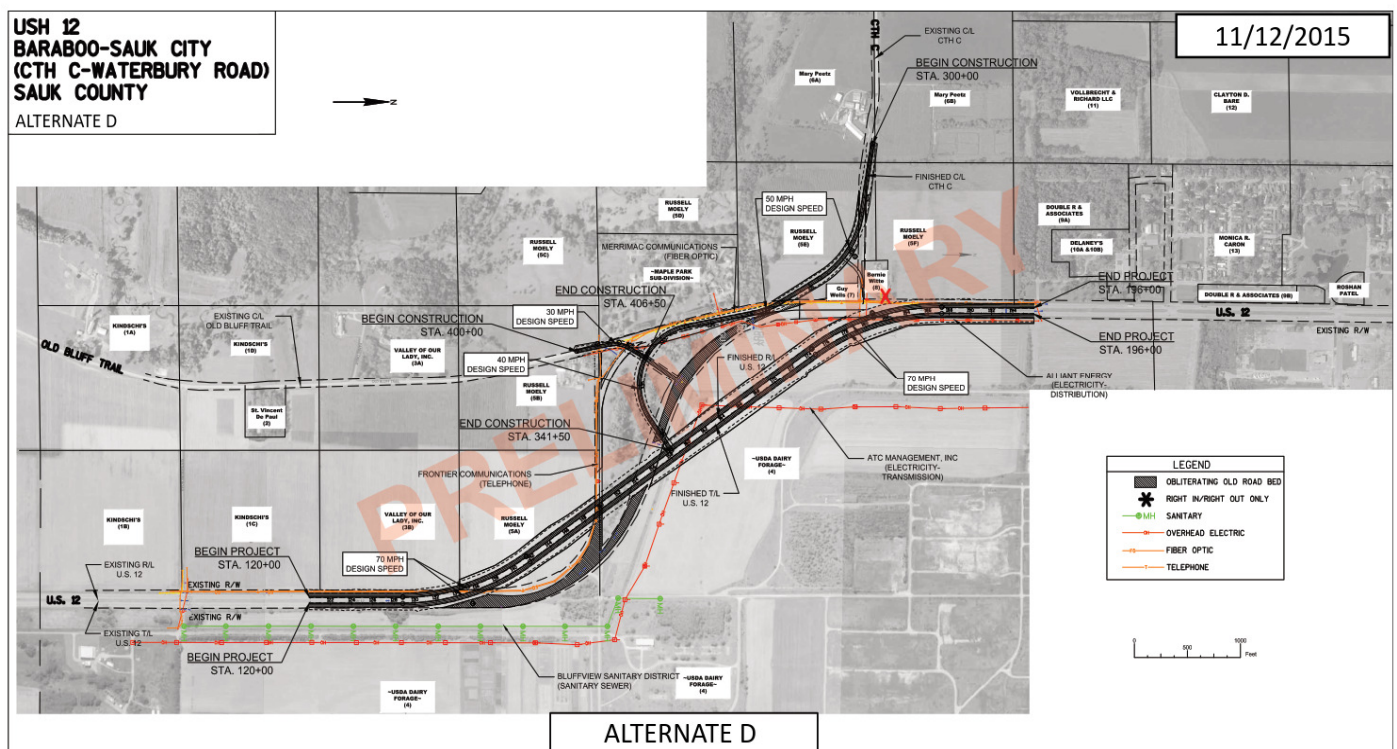


Figure 6 – Alternative D (Realignment Through Existing Median)

**Alternative E (Realignment Through Existing Median):** This alternative addresses the high crash rate by realigning USH 12 and improving/managing access along USH 12. Similar to Alternative D, Alternative E considers realigning approximately 1.44 miles of USH 12 to current design standards. The realignment proposes shifting the corridor north and east of its current location onto the Sauk Prairie State Recreation Area (USDA property), slightly intersecting the existing median (See Figure 7: Alternative E (Realignment Through Existing Median)). CTH C will be realigned to 30 mph, which does not meet current design standards of 50 mph for this county highway. Realigning CTH C to 30 mph will help minimize its impacts to adjacent properties and will allow Old Bluff Trail to intersect CTH C on a tangent to improve intersection sight distance. Approximately 0.73 miles of CTH C will be reconstructed. CTH C will be realigned south and east of the current alignment to intersect USH 12 and provide proper intersection sight distance. Old Bluff Trail will be extended to the north to intersect CTH C. Approximately 0.27 miles of Old Bluff Trail will be reconstructed. The realignment of CTH C improves/manages access by removing sideroad access including Old Bluff Trail and Maple Park Road from USH 12 and relocates access off CTH C. An additional entrance into the USDA property will be removed. Access to two residential properties will be provided off the existing CTH C roadbed. An estimated two transmission poles would need to be relocated. An estimated 30.39 acres of permanent right-of-way would be required by this alternative. Estimated construction costs would be approximately \$6.32 million. This alternative meets the purpose and need of the project. However, upon review by Sauk County and the Town of Sumpter at the local officials meeting, this alternative is not recommended.

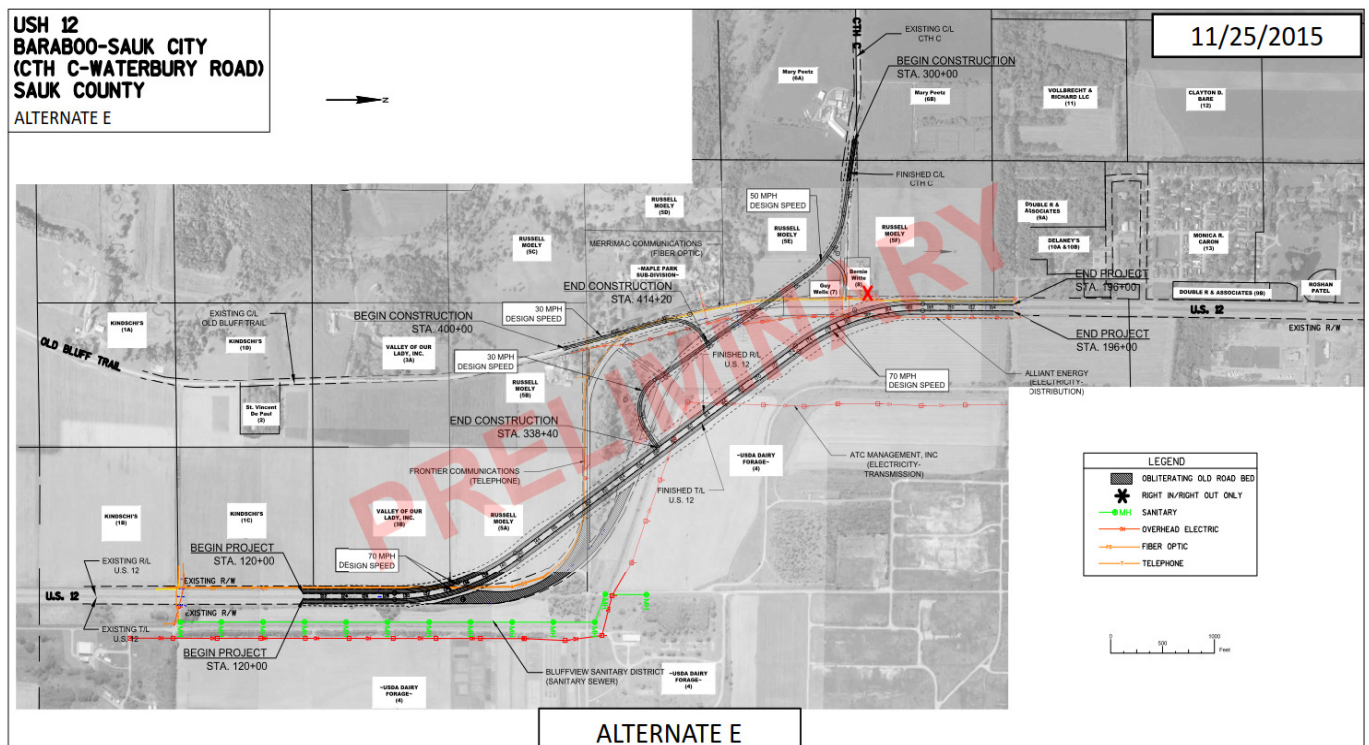


Figure 7 - Alternative E (Realignment Through Existing Median)

**Alternative F (Realignment North):** This alternative addresses the high crash rate by realigning USH 12 and improving/managing access along USH 12. Approximately 1.34 miles of USH 12 would be realigned to current design standards. The realignment proposes shifting the corridor north and east of its current location onto the Sauk Prairie State Recreation Area (USDA property; See Figure 8: Alternative F (Realignment North)). Approximately 0.65 miles of CTH C would be reconstructed. CTH C would be realigned south and east of the current alignment to intersect USH 12 and provide proper intersection sight distance. Old Bluff Trail would be extended to the north to intersect CTH C. Approximately 0.25 miles of Old Bluff Trail would be reconstructed. The realignment of CTH C improves/manages access by removing sideroad access including Old Bluff Trail and Maple Park Road from USH 12 and relocates access off CTH C. An additional entrance into the USDA property would be removed. Access would be removed off USH 12 and would be provided off CTH C. An estimated two transmission poles would need to be relocated. An estimated 34.31 acres of permanent right-of-way would be required by this alternative. Estimated construction costs would be approximately \$5.80 million. This alternative meets the purpose and need of the project. However, upon review by Sauk County and the Town of Sumpter at the local officials meeting, this alternative is not recommended.

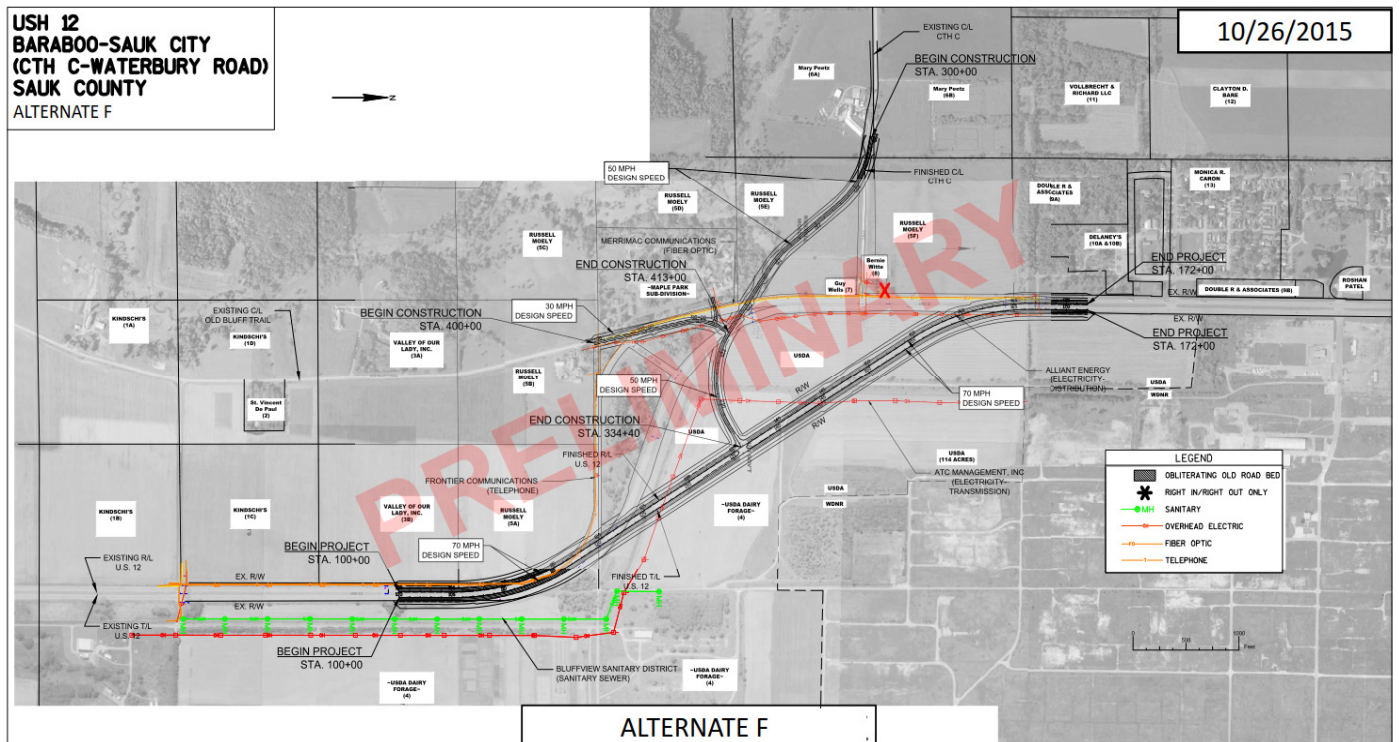


Figure 8 - Alternative F (Realignment North)



**Alternative G (Realignment Through Existing Median):** This alternative addresses the high crash rate by realigning USH 12 and improving/managing access along USH 12. Approximately 1.44 miles of USH 12 will be realigned to current design standards. The realignment proposes shifting the corridor north and east of its current location onto the Sauk Prairie State Recreation Area (USDA property) intersecting the existing median ((See Figure 9: Alternative G (Realignment Through Existing Median))). Approximately 0.70 miles of CTH C will be reconstructed. CTH C will be realigned south and east of the current alignment to intersect USH 12 and provide proper intersection sight distance. Old Bluff Trail will be extended to the north to intersect CTH C on tangent. Approximately 0.23 miles of Old Bluff Trail will be reconstructed. The southern curve on CTH C and the curve on Old Bluff Trail will be constructed to meet a design speed of 30 mph. The realignment of CTH C improves/manages access by removing sideroad access including Old Bluff Trail and Maple Park Road from USH 12 and relocates access off CTH C. An additional entrance into the USDA property will be removed. A private entrance to the USDA property will be added at the USH 12/CTH C intersection and will connect to the primary access point for USDA located off this section of USH 12 (former Gate 16). Two transmission poles are affected by this alternative. An estimated 20.38 acres of permanent right-of-way, 25.02 acres of highway easement and 1.66 acres of temporary limited easement will be required by this alternative. Estimated construction costs would be approximately \$6.51 million. This alternative meets the purpose and need of the project. Upon review by Sauk County and the Town of Sumpter at the local officials meeting and the public at public involvement meeting #3, **Alternative G is the preferred alternative.**

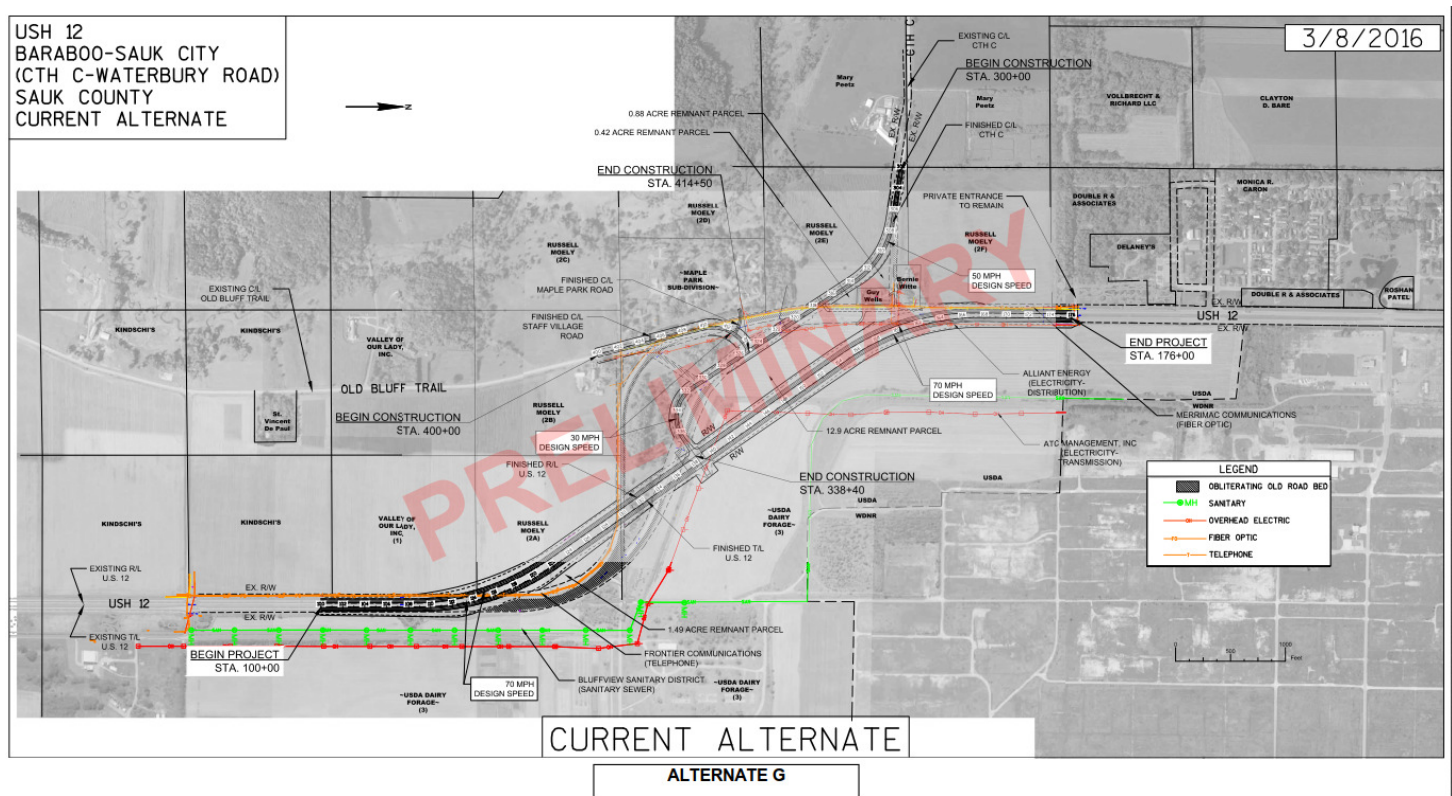


Figure 9 - Alternative G (Realignment Through Existing Median)

### 3. Description of Proposed Action

The proposed project proposes reconstructing and realigning 1.44 miles of USH 12. See Attachment D: Plan & Profile Sheets. The project is located in Sections 10, 11, 14, and 15, T-10-N, R-06-E, Town of Sumpter, Sauk County, Wisconsin.

The USH 12 corridor will consist of a 4-lane divided highway consisting of 12-foot concrete pavement driving lanes, 6-foot asphaltic inside shoulders (4-foot paved), 10-foot outside shoulders (10-foot paved), and an 80-foot median. The proposed horizontal and vertical will be realigned to meet a 70 mph design speed. The vertical profile of USH 12 will be raised by approximately 15-feet over existing to provide proper drainage along the corridor.

The CTH C corridor will consist of a 2-lane undivided highway consisting of 12-foot asphaltic concrete driving lanes and 6-foot shoulders (5-foot paved). The proposed horizontal alignment will be realigned to meet a 30 mph design speed. The vertical profile of CTH C will consist of a combination of fill sections up to 7-feet and cut sections up to 4-feet to provide proper drainage along the corridor.

Old Bluff Trail will consist of a 2-lane town road consisting of 11-foot asphaltic concrete driving lanes and 4-foot shoulders (3-foot paved). The proposed horizontal alignment will be realigned to meet a 30 mph design speed. The vertical profile of Old Bluff Trail will consist of a combination of fill sections up to 3-feet and cut sections up to 6-feet to provide proper drainage along the corridor.

Maple Park Road is a private roadway with public access consisting of 12-foot asphaltic concrete driving lanes and 2-foot shoulders (0-foot paved). The proposed horizontal alignment will be realigned to meet a 30 mph design speed. The vertical profile will consist of fill sections up to 5-feet.

The project consists of realigning 1.44 miles of USH 12 to current design standards. The realignment proposes shifting the corridor north and east of its current location onto the Sauk Prairie State Recreation Area (USDA property) intersecting the existing median. Approximately 0.70 miles of CTH C will be reconstructed. CTH C will be realigned south and east of the current alignment to intersect USH 12 and provide proper intersection sight distance. Old Bluff Trail will be extended to the north to intersect CTH C on tangent. Approximately 0.28 miles of Old Bluff Trail will be reconstructed. The southern curve on CTH C and the curve on Old Bluff Trail will be constructed to meet a design speed of 30 mph.

The existing accesses of Old Bluff Trail and Maple Park Road onto USH 12 will be removed. An additional entrance into the USDA property will be relocated across from the USH 12/CTH C intersection and will connect to the primary access point for USDA located off of this section of USH 12 (former Gate 16). The number of access will be reduced from eight to one within the section of roadway.

A total of 19.90 acres of permanent right-of-way, 25.02 acres of permanent limited easement and 1.67 acres of temporary limited easement will be acquired for the construction of this project.

USH 12 will remain during construction open through the use of traffic staging. Access will be maintained to CTH C, Old Bluff Trail, Maple Park Road, and to residential dwellings during construction. The USDA will utilize other existing entrances to access their property during construction (ie. the former Gate 16 access will be closed).

Limits of grading on USH 12 are expected to vary between 46 to 139 feet left and 50 to 134 feet right. Excavation depths up to 8 feet in depth are anticipated. Limits of grading on CTH C are expected to vary between 32 to 138 feet left and 26 to 127 feet right. Excavation depths up to 20 feet in depth are anticipated. Limits of grading on Old Bluff Trail are expected to vary between 20 to 98 feet left and 30 to 89 feet right. Excavation depths up to 16 feet in depth are anticipated. Limits of grading on Maple Park Road are expected to vary between 27 to 51 feet left and 25 to 45 feet right. Excavation depths up to 3 feet in depth are anticipated.

USH 12 is part of the National Highway System.

Construction is planned for 2019 construction.

#### 4. Construction and Operational Energy Requirements

Energy requirements to construct the improved facility will consist primarily of fuel consumption by construction equipment and energy expended on producing materials needed to construct the improved facility. The energy requirements to construct the preferred alternative are greater than the No Build alternative. A direct result of this improved facility will be the reduced vehicle consumption due to smoother traffic flow. Overall, energy savings are expected to be greater than the energy required to construct the facility.

#### 5. Land Use Adjoining the Project and Surrounding Area

The land use in the immediate and surrounding area is primarily agricultural and residential in nature. The Maple Park Subdivision is located adjacent to westerly limits of the project and the Bluffview Estates subdivision located north and west of the project limits. Commercial businesses including an army surplus store and gas station are located north and west of the project within the Bluffview Estates subdivision. The former Badger Ammunition Plant abuts the easterly limits of the project. The Badger Ammunition Plant was constructed in the early 1940's and supplied (manufactured) ammunition for the US Government for WWII (1943-1945), the Korean Conflict (1951 – 1958), and during the Vietnam War (1966 – 1975). The plant was placed on standby in 1972 until its impending excession was announced in 1997. Disposal and demolition of many of the buildings began in the early 2000's. In the mid 2000's the Badger Ammunition Plant which consisted of over 10,000 acres was turned into the Sauk Prairie State Recreation Area and subdivided/transferred over to USDA, the Ho-Chunk Nation, WDNR, and the Bluffview Sanitary District. The section of the Sauk Prairie State Recreation Area that abuts the eastern limits of the project is owned by the USDA. The USDA's primarily uses this as agricultural crop land and services this property from the USDA Dairy Forage facility located off of STH 78 located just east of the Sauk Prairie State Recreation Area.

#### 6. Planning and Zoning

The proposed project is located in a rural area of Sauk County. This project will not change the land-use of the area. This project is compatible with adopted land use plans in the area. The USH 12 reconstruction is part of the 2017 – 2020 State Transportation Improvement Plan (See Attachment F: State Transportation Improvement Plan).

#### 7. Indirect Effects and Cumulative Effects

If any of the following boxes are checked, the Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a Detailed Indirect Effects Analysis found in Appendix A of the WisDOT report titled *Guidance for Conducting an Indirect Effects Analysis* must be completed and attached to this environmental document.

An alternative being carried forward for detailed consideration includes;

- ☐ Economic development as a purpose and need element of the proposed project.
- ☐ Construction of one or more new or additional through lanes.
- ☐ Construction of a new interchange or elimination of an existing interchange.
- ☐ Construction of one or more additional ramps or relocation of a ramp lane to a new quadrant on an existing interchange.
- ☐ Changing an at-grade intersection to a grade-separation with no access or a grade-separation to an at-grade intersection.
- ☐ Construction of one or more additional intersections along the mainline created by a new side road access.
- ☐ One or more new access points along a side road within 500' of the mainline.

- ☒ None of the above boxes have been checked, it has therefore been concluded that the proposed action will not result in indirect effects or cumulative effects.
- ☐ The proposed action may result in indirect effects or cumulative effects. The Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a Detailed Indirect Effects Analysis attached as \_\_\_\_\_ indicates a detailed indirect effects and cumulative effects analysis is not required.
- ☐ The proposed action may result in indirect effects or cumulative effects. It has been determined that a detailed indirect effects and cumulative effects analysis is required. See \_\_\_\_\_ for the detailed analysis.

## 8. Environmental Justice

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

\*Conducting only a windshield survey is not sufficient to make a determination regarding whether or not populations are present.

Based on data obtained from the methods above, are populations covered by EO 12898 present in the project area?

- a. ☒ No  
b. ☐ Yes – Factor Sheet B-4 must be completed.

## 9. Title VI of the 1964 Civil Rights Act, the Americans with Disabilities Act or the Age Discrimination Act

Indicate whether or not issues have been identified or concerns have been expressed related to Title VI of the 1964 Civil Rights Act, the Americans with Disabilities Act or the Age Discrimination Act.

- a. ☒ No – Issues related to the above laws were not identified and concerns were not expressed.  
b. ☐ Yes – Issues related to the above laws were identified and/or concerns were expressed. Explain:

## 10. Public Involvement

### A. Public Meetings

Date (m/d/yyyy)	Meeting Sponsor (WisDOT, RPC, MPO, etc.)	Type of Meeting (PIM, Public Hearings, etc.)	Location	Approx. Number of Attendees
5/5/2015	WisDOT	Public Involvement Meeting #1	Prairie Du Sac Town Hall	28
6/30/2015	WisDOT	Public Involvement Meeting #2	Sumpter Community Center	33
4/7/2016	WisDOT	Public Involvement Meeting #3	Sumpter Community Center	20

### B. Other methods such as those identified in the Public Involvement Plan and Environmental Justice Plan (if applicable):

- On September 17, 2015, a stakeholder's meeting was held with adjacent landowners on the project to discuss project related issues on a one-on-one basis to address their concerns. Approximately 15 people were in attendance.
- On May 16, 2016, WisDOT conducted on-site meetings with property owners to discuss potential project concepts and impacts.
- Phone conversations with property owners, direct mailings of meeting notices and project information to property owners.

### C. Identify groups that participated in the public involvement process. Include any organizations and special interest groups including but not limited to:

Landowners and local businesses located adjacent to the project area, the Sumpter Town Board, Sauk County Highway Department, Maple Park Condo Association, Bluffview Estates subdivision, Bluffview Sanitary District, the Ho-Chunk Nation and the USDA.

### D. Indicate plans for additional public involvement, if applicable:

A fourth public involvement meeting is planned for summer or fall of 2017.

11. Briefly summarize the results of public involvement.

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

Public Involvement Meeting #1 (May 5<sup>th</sup>, 2015)

At the Public Involvement Meeting #1, two alternatives: Alternative A (Realignment North) and Alternative B (Realignment South) were presented to the public. Comments received from the public include:

- 1.) Concern over increased travel times from the CTH C realignment and delayed emergency response times from the CTH C realignment.
- 2.) Moely Farms preferred Alternative A as it would impact their property less than Alternative B (greater impacts to USDA property).
- 3.) The idea of an acceleration lane was discussed for traffic turning off of CTH C onto USH 12.
- 4.) The consensus from the public was to proceed with an alignment similar to Alternative A. The revised USH 12 alignment would include large sweeping horizontal curves to soften the horizontal alignment. The primary opposition to the exhibits presented at this Public Involvement Meeting was the realignment of CTH C. The overwhelming majority of people requested that CTH C intersect USH 12 similar to existing conditions.

Public Involvement Meeting #2 (June 30<sup>th</sup>, 2015)

At the Public Involvement Meeting #2, Alternative C was presented to the public. Comments received from the public include:

- 5.) The general consensus with the public over the realignment of USH 12, CTH C and Old Bluff Trail was acceptable to the public.
- 6.) Alternative C proposed closing the Armory View Road access and converting the existing USH 12 EB driving lanes into a shared use access between CTH C and the Bluffview Estate subdivision. The concerns over the proposal were predominately directed toward the northern project termini and the Armory View Road access changes. Many in attendance felt that vehicular traffic seeking the army surplus store destination would bypass the frontage road and turn into the Bluffview Estates subdivision (East Ave near the gas station) and access the army surplus store by driving on private roads with public access. Concerns were placed over roadway maintenance responsibilities, safety concerns over increased traffic through a residential area, and close proximity of residential dwellings and a church to the roadway. Some attendees stated they prefer implementation of a frontage road (Town Road or County Highway) constructed between the existing CTH C and the intersection of USH 12/Bluffview Estates/main entrance into the Sauk Prairie State Recreation Area.
- 7.) The army surplus store placed concerns over the potential for loss of business from loss of direct access off USH 12 and poor access for delivery trucks delivering goods.
- 8.) A representative from the Bluffview Sanitary District inquired about impacts from the project to the sanitary sewer line that connects the Bluffview Estates with the wastewater treatment plant (crosses underneath USH 12).

Stakeholders Meeting (September 17<sup>th</sup>, 2015)

At the stakeholders meeting, Alternative C (revised) was presented to the public. Comments received from the stakeholders include:

- 9.) The general consensus from the meeting was similar to Public Involvement Meeting #2.
- 10.) The stakeholders felt that the removal of the Armory View Road intersection and implementation of a frontage roadway would negatively impact the army surplus store and the Bluffview Estates subdivision. Primary concerns were related to safety, impacts to the local economy, and maintenance responsibility.
- 11.) Several stakeholders felt that constructing a frontage road to meet current design standards between CTH C and USH 12/Bluffview Estates/Sauk Prairie State Recreation Area would address their concerns.

Public Involvement Meeting #3 (April 7, 2016)

At the Public Involvement Meeting #3, Alternative G was presented to the public as the preferred alternative. Comments received from the public include:

- 12.) The general consensus from the public was positive. Comments received in favor of Alternative G included the safety benefits created by removing access for several residents off USH 12 and relocating access to a secondary roadway, relocating the USH 12/CTH C intersection closely to match the existing location to minimize additional trip time for vehicular traffic including first responders, and a reduction in noise levels by realigning USH 12 away from residential dwellings.

- 13.) The Bluffview Sanitary District was pleased that the preferred alternative will not impact the sanitary force main.
- 14.) The army surplus store was pleased that Alternative G will terminate south of Armory View Road and avoid any access changes to their business.
- 15.) Concerns were placed by Moely Farms over the amount of farmable land that the project impacts. Moely Farms prefers Alternative C presented at Public Involvement Meeting #2 which proposed shifting the USH 12 north of the current proposal that minimized impacts onto Moely Farms and produced greater impacts onto the USDA property. In an effort to better understand their concerns placed at Public Involvement Meeting #3, an on-site meeting was held on May 16, 2016 with Moely Farms. The meeting was held one-on-one with Moely Farms to discuss project concepts and concerns. The Moely's preferred the design be revised to Alternative C which minimized impacts to their property. They questioned the need to design USH 12 to 70 mph and whether a lesser design speed might not be appropriate to minimize impacts to adjacent farmland.
- 16.) The property owner located in the southwest quadrant of the existing USH 12/CTH C intersection raised concerns over CTH C being realigned behind his residence. He argued that the project is now placing roadways/highways on all sides of his property. In an effort to better understand their concerns placed at Public Involvement Meeting #3, an on-site meeting was held on May 16, 2016 with the property owner. The meeting was held one-on-one with the property owner to discuss project concepts and concerns. The landowner prefers CTH C to be realigned in the middle of Moely's field and shifted away from his residence. He felt that Moely's could farm both side of the realigned CTH C that way. It was explained that Moely's were already unhappy and if CTH C was realigned in the middle of the Moely field it would result in greater agricultural impacts to the Moely farmstead. The adjacent landowner placed concerns that the headlights of vehicles traveling eastbound on the realigned CTH C would shine into his windows creating a concern. He asked if a berm could be constructed to help block the headlights.

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

Public Involvement Meeting #1 (May 5<sup>th</sup>, 2015)

- 1.) Alternate C proposed realigning CTH C north and east of the existing alignment. CTH C would be extended east to intersect USH 12 resulting in very similar travel times and emergency response times to existing conditions.
- 2.) The comment was documented for further design consideration.
- 3.) The proposed USH 12 / CTH C intersection will be an At-Grade Side Road Intersection, Type A1. The combination of adequate intersection sight distance with a 12' offset taper will provide sufficient area for vehicle accelerating onto USH 12 from CTH C.
- 4.) Alternate C proposed larger sweeping curves as requested by the public. CTH C would be extend east to intersect USH 12 similar to existing conditions.

Public Involvement Meeting #2 (June 30<sup>th</sup>, 2015)

- 5.) The comment was documented for further design consideration.
- 6.) To address safety and maintenance concerns to the Bluffview Estate subdivision and economic concerns placed by local businesses, a 2,400-ft long "frontage road" (utilize an 1,800-ft section of existing USH 12 NB roadbed and reconstruct a 600-ft section of new roadway) was proposed off the realigned CTH C to access the southern limits of the Bluffview Estates subdivision.
- 7.) Alternate C (Revised) proposed larger horizontal curves for trucking access to the army surplus store.
- 8.) The comment was documented for further design consideration.

In general, WisDOT felt that the preferred realignment of USH 12 needed to terminate south of the Armory View Road intersection to avoid increasing the project scope. Increasing the project scope would have the potential for the project to lose project funding for this safety improvement project. Therefore, the project investigated realigning USH 12 approximately 600 feet south to allow the project to terminate prior to the intersection of USH 12/Bluffview Estates/Sauk Prairie State Recreation Area. CTH C was realigned to intersect USH 12 perpendicularly and provide proper intersection sight distance. These revisions resulted in Alternative C (revised).

Stakeholders Meeting (September 17<sup>th</sup>, 2015)

- 9.) The comment was documented for further design consideration.
- 10.) In order to avoid the Bluffview Estates subdivision altogether, USH 12 needed to be realigned further to the south. To ensure proper intersection sight distance, CTH C would be realigned between the horizontal curves

on USH 12. Terminating the project south of the Bluffview Estates subdivision avoids any access changes into the subdivision and prevents a scope creep on the project. It also avoids concerns of project impacts from the access changes into the Bluffview Estates subdivision placed by the stakeholders.

- 11.) Comments received from the public were similar to those received at Public Involvement Meeting #2. The general takeaway from the meeting was to terminate the project south of the Bluffview Estates subdivision to avoid access changes and prevent an increase in the project scope. Similar to Alternative C presented at Public Involvement Meeting #2, if the project scope was increased the project would have the potential to lose funding for this safety improvement project. Therefore, the design investigated shifting the USH 12 alignment approximately 1,200 feet south of the mainline alignment. The design evaluated several options for connecting CTH C into the realigned USH 12 creating Alternatives D, E, F, and G. The realignment of USH 12 is similar for each of these alternatives.

Public Involvement Meeting #3 (April 7, 2016)

- 12.) The comment was documented for further design consideration.  
 13.) The comment was documented for further design consideration.  
 14.) The comment was documented for further design consideration.  
 15.) It was explained that Alternate G attempted to minimize impacts to farmland as best as possible by realigning CTH C south of the existing USH 12/CTH C intersection along the northern and eastern limits of his field (not through the middle). A 30 mph design speed (rather than a 50 mph design speed per C2 design standards) is being proposed in an effort to minimize agriculture impacts to Moely Farms. Furthermore, the design investigated realigning USH 12 further to the north previously which would have resulted in less agricultural impacts to Moely Farms, but due to access changes to the Bluffview Estates subdivision and a potential scope creep that would potentially result in the project losing funding, realignment of USH 12 further north is not being pursued. The Moely's stated that they felt the project is still impacting too much of their farmland and that they are not in favor of Alternative G.  
 16.) The design will investigate the inclusion of an earthen berm to help prevent the headlights from eastbound traffic shining into his residence.

12. Local/regional/tribal/federal government coordination

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

<b>Unit of Government</b> (MPO, RPC, City, County, Village, Town, Tribal, Federal, etc.)	<b>Coordination</b> Correspondence Attached (Yes/No)	<b>Coordination</b> <b>Initiation Date</b> (m/d/yyyy)	<b>Coordination</b> <b>Completion Date</b> (m/d/yyyy)	<b>Comments</b>
Sauk County	No	9/11/2014	Ongoing	Sauk County has been a project participant. Coordination with the County began at the start of the project and will be ongoing until the completion of this project.
Town of Sumpter	No	9/11/2014	Ongoing	The Town of Sumpter has been a project participant. Coordination with the County began at the start of the project and will be ongoing until the completion of this project.
Ho-Chunk Nation	Yes	11/9/2015	Ongoing	Ho-Chunk Nation has been a project participant. Coordination with Ho-Chunk Nation began when initial Tribal Notifications were sent and will be ongoing until the completion of this project.
USDA	Yes	5/5/2015	Ongoing	The United States Department of Agriculture (USDA) has been a project participant. Coordination with the USDA began at the first PIM and will be ongoing until the completion of this project.

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

Public Involvement Meeting #1 (May 5<sup>th</sup>, 2015)

- 17.) The Township of Sumpter expressed concerns over the loss of taxable lands. A significant portion of the town is non-taxable due to several recreational areas Baxter's Hollow, Devil's Lake State Park and the Sauk Prairie State Recreation Area. The town felt taking additional lands off the tax roll would only worsen the lack of taxable property within the township.
- 18.) The Town of Sumpter also had concerns that the re-routing of CTH C would result in local traffic using alternative routes (Stone Pocket Road to Kings Corner Road to USH 12). The town argued that these roads are narrow and not built to withstand the increase in traffic volume if either of these alternative was pursued.
- 19.) USDA preferred Alternative B as it would impact their property less than Alternative A (greater impacts to Moely Farms property).

Public Involvement Meeting #2 (June 30<sup>th</sup>, 2015)

- 20.) USDA placed concerns over the amount of right-of-way acquired from their property (ie. 43.75 acres). The majority of the USDA property located on the Sauk Prairie State Recreation Area property is pastureland with some tillable land used for growing crops. The USDA argued that the right-of-way acquisition will impact some of their better land used to grow crops. Additional concerns were stated over the ability of large farm equipment to safely cross the realigned USH 12. It was explained that two remnant parcels will remain (10 acres and 23 acres) that could be farmed as cropland. Furthermore, safety for agricultural equipment is being evaluated. The USH 12 intersection will provide proper intersection sight distance for agricultural equipment and will include designated left turn lanes for vehicles/equipment turning.

Stakeholders Meeting (September 17<sup>th</sup>, 2015)

- 21.) Additional concerns were placed by USDA regarding size of remnant parcels and safety for agricultural equipment (operating speeds on USH 12).

Local Officials Meeting (December 3<sup>rd</sup>, 2015)

- 22.) The purpose of this meeting was to invite local officials including Sauk County and the Town of Sumpter together to provide an update on the alternatives being considered and receive their preferences on the improvements being evaluated. Alternatives presented at this meeting included Alternatives D, E, F, and G.

Public Involvement Meeting #3 (April 7, 2016)

- 23.) Comments received in favor of Alternative G included relocating the USH 12/CTH C intersection closely to match the existing location to minimize additional trip time for vehicular traffic including first responders (and avoid CTH C traffic using local town roads as alternative routes).
- 24.) USDA was receptive to Alternative G, but had some concerns over the ability to turn areas that are currently roadbeds proposed for removal into workable cropland. The USDA would also like to see fences installed along the USH 12 corridor to help aid in controlling access from USH 12 onto the USDA property. In an effort to better understand their concerns placed at Public Involvement Meeting #3, an on-site meeting was held on May 16, 2016 with USDA. The meeting was held one-on-one with USDA to discuss project concepts and concerns.

Agricultural Impact Statement (Correspondence March 3, 2017)

A total area of 24.73 acres of vacant existing right-of-way is created by the realignment of USH 12. A land transfer was proposed to offset the loss of agricultural land for the 25.02 acres of permanent limited easement acquired from USDA for highway purposes. During preparation of the Agricultural Impact Statement, DATCP received a letter from USDA stating that the agency is interested in pursuing a land transfer but has some concerns.

- 25.) USDA is requesting that the land transferred be cleared and grubbed of any vegetation, the existing roadbed removed including any other debris.
- 26.) The land needs to be covered with at least 12 inches of high-quality screened topsoil.
- 27.) In addition, the USDA would like to maintain ownership of the high-quality topsoil (12 to 15 inches) on the current USDA's property. The soil could then be used for the remediation/restoration of the lands transferred to USDA.



28.) Another comment included a concern over the loss of the Gate 16 access. This is the primary access off USH 12 for USDA onto the western limits of their property within the Sauk Prairie State Recreation Area.

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

Public Involvement Meeting #1 (May 5<sup>th</sup>, 2015)

- 17.) Alternate C proposed using the minimum radius allowed for the required design speeds and side slopes were steepened outside of the clear zone.
- 18.) Alternate C proposed realigning CTH C north and east of the existing alignment. CTH C would be extended east to intersect USH 12 resulting in very similar travel times to existing conditions. If travel times remain similar to existing conditions it is not likely local traffic will seek alternate routes (ie. Stone Pocket Road to Kings Corner Road to USH 12) to reach their destinations.
- 19.) The comment was documented for further design consideration.

Public Involvement Meeting #2 (June 30<sup>th</sup>, 2015)

- 20.) To address safety concerns the design would investigate the following:
  - a. The potential for widening the USH 12 median from 60 feet to 80 feet to accommodate large farm machinery crossing USH 12.
  - b. Providing a wider (channelized) left turn lane to accommodate over tracking of large farm machinery turning off of USH 12 onto CTH C.

Stakeholders Meeting (September 17<sup>th</sup>, 2015)

- 21.) It was explained that the remnant parcels would include a 65 acre and 33 acre parcel. The posted speed would remain 55 mph after constructed, however, USH 12 was being design to meet a 70 mph design speed in the event this section of USH 12 is turned into a freeway in the future. The reason the project is proposing acquiring the needed amount of right-of-way is in part largely due to ensuring adequate intersection sight distance is provided at the USH 12 / CTH C / access into USDA property to ensure proper safety for vehicles/farm machinery ingressing/egressing the highway. As previously stated other safety improvements to accommodate USDA includes access management, a widened median, and a widened (channelized) left turn lane.

Local Officials Meeting (December 3<sup>rd</sup>, 2015)

- 22.) Taking into consideration the comments received by the public to date, the purpose and need of the project and the impacts associated with each alternative presented, Sauk County, the Town of Sumpter and WisDOT determined that Alternative G was the preferred alternative.

Public Involvement Meeting #3 (April 7, 2016)

- 23.) The comment was documented for further design consideration.
- 24.) In areas where existing roadbeds are being turned into agricultural lands for USDA to farm, the existing roadbeds will be removed to existing adjacent contours. A minimum of 12 to 15-inches of topsoil is required in these areas for the land to be farmable. Fences will be installed along the USH 12 corridor to help aid in controlling access from USH 12 onto the USDA property.

Agricultural Impact Statement (Correspondence March 3, 2017)

- 25.) The plans and specifications will require the contractor to clear and grub any vegetation and remove any existing roadbeds to existing adjacent contours for land to be used for agricultural use by USDA.
- 26.) The plans and specifications will require land to be used for agricultural land use by USDA to be covered with a minimum 12-inches of high-quality screened topsoil.
- 27.) The comment was documented for further design consideration.
- 28.) The existing Gate 16 entrance will be relocated across from the realigned USH 12/CTH C intersection. The relocated entrance will provide access from USH 12 to the USDA's interior network of roadways inside the Sauk Prairie State Recreation Area.

D. Indicate any unresolved issues or ongoing discussions:

None

13. Public Hearing Requirement

- ☐ This document is an Environmental Assessment.
  - ☐ A Notice of Opportunity to Request a Public Hearing **will be** published, or,
  - ☐ A Public Hearing **will be** held.
- ☒ This document is a Type 2c Categorical Exclusion / Environmental Report.
  - ☒ A substantial amount of right-of-way **will** be acquired.
  - ☐ The proposed action **will** substantially change the layout or functions of connecting roadways or of the facility being improved.
  - ☒ The proposed action **will** have a substantial adverse impact on abutting property.
  - ☐ The proposed action **will** have other substantial social, economic, environmental effects.
  - ☐ The department has made a determination that a public hearing is in the public interest.
- ☐ None of the above boxes have been checked, it has therefore been concluded that a Notice of Opportunity to Request a Public Hearing **will not** be published and a Public Hearing **is not** required, or,
- ☒ A Notice of Opportunity to Request a Public Hearing **will be** published, or,
- ☐ A Public Hearing **will be** held.

**Note: For federally-funded projects, FHWA signature of this environmental document indicates concurrence with the department's Public Hearing requirement determination.**

## BASIC SHEET 4 – TRAFFIC SUMMARY MATRIX

	ALTERNATIVES/SECTIONS					
	No Build	A	B	C	C (Revised)	D
<b>TRAFFIC VOLUMES</b>						
Base Yr. AADT Yr. 2011	13,900	13,900	13,900	13,900	13,900	13,900
Const. Yr. AADT Yr. 2019	15,100	15,100	15,100	15,100	15,100	15,100
Const. Plus 10 Yr. AADT Yr. 2029	16,900	16,900	16,900	16,900	16,900	16,900
Design Yr. AADT Yr. 2039	18,600	18,600	18,600	18,600	18,600	18,600
DHV Yr. 2039	1,306	1,306	1,306	1,306	1,306	1,306
<b>TRAFFIC FACTORS</b>						
K [ <input type="checkbox"/> 30 / <input checked="" type="checkbox"/> 100/ <input type="checkbox"/> 250] (%)	11.7%	11.7%	11.7%	11.7%	11.7%	11.7%
D (%)	60%	60%	60%	60%	60%	60%
Design Year T (% of AADT)	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%
T (% of DHV)	6.9%	6.9%	6.9%	6.9%	6.9%	6.9%
Level of Service	A	A	A	A	A	A
<b>SPEEDS</b>						
Existing Posted	55 mph	55 mph	55 mph	55 mph	55 mph	55 mph
Future Posted	55 mph	55 mph	55 mph	55 mph	55 mph	55 mph
Design Year Project Design Speed	70 mph	70 mph	70 mph	70 mph	70 mph	70 mph
<b>OTHER (specify)</b>						
P (% of AADT)	14.3%	14.3%	14.3%	14.3%	14.3%	14.3%
K <sub>8</sub> (% OF AADT)	N/A	N/A	N/A	N/A	N/A	N/A
Other						

AADT = Annual Average Daily Traffic

K [<sub>30/100/200</sub>] : K<sub>30</sub> = Interstate, K<sub>100</sub> = Rural, K<sub>250</sub> = Urban, % = AADT in DHV

T = Trucks

K<sub>8</sub> = % AADT occurring in the average of the 8 highest consecutive hours of traffic on an average day (required only if CO analysis is required).

DHV = Design Hourly Volume

D = % DHV in predominate direction of travel

P = % AADT in peak hour

## BASIC SHEET 4 – TRAFFIC SUMMARY MATRIX

	ALTERNATIVES/SECTIONS					
	E	F	G			
<b>TRAFFIC VOLUMES</b>						
Base Yr. AADT Yr. 2011	13,900	13,900	13,900			
Const. Yr. AADT Yr. 2019	15,100	15,100	15,100			
Const. Plus 10 Yr. AADT Yr. 2029	16,900	16,900	16,900			
Design Yr. AADT Yr. 2039	18,600	18,600	18,600			
DHV Yr. 2039	1,306	1,306	1,306			
<b>TRAFFIC FACTORS</b>						
K [ <input type="checkbox"/> 30 / <input checked="" type="checkbox"/> 100/ <input type="checkbox"/> 250] (%)	11.7%	11.7%	11.7%	%	%	%
D (%)	60%	60%	60%	%	%	%
Design Year T (% of AADT)	8.3%	8.3%	8.3%	%	%	%
T (% of DHV)	6.9%	6.9%	6.9%	%	%	%
Level of Service	A	A	A			
<b>SPEEDS</b>						
Existing Posted	55 mph	55 mph	55 mph			
Future Posted	55 mph	55 mph	55 mph			
Design Year Project Design Speed	70 mph	70 mph	70 mph			
<b>OTHER (specify)</b>						
P (% of AADT)	14.3%	14.3%	14.3%	%	%	%
K <sub>8</sub> (% OF AADT)	N/A	N/A	N/A	%	%	%
Other						

AADT = Annual Average Daily Traffic

DHV = Design Hourly Volume

K [<sub>30/100/200</sub>] : K<sub>30</sub> = Interstate, K<sub>100</sub> = Rural, K<sub>250</sub> = Urban, % = AADT in DHV

D = % DHV in predominate direction of travel

T = Trucks

P = % AADT in peak hour

K<sub>8</sub> = % AADT occurring in the average of the 8 highest consecutive hours of traffic on an average day (required only if CO analysis is required).

1. Identify the agency that generated the data included in the Traffic Summary Matrix.

Wisconsin Department of Transportation: Traffic Forecasting Section, Bureau of Planning and Economic Development;  
Division of Transportation Investment Management

2. Identify the date (month/year) that the traffic forecast data included in the Traffic Summary Matrix was developed.

June/2013

3. Identify the methodology and/or computer program(s) used to develop the data included in the Traffic Summary Matrix.

WisDOT Traffic Forecasting Information System was used to predict future traffic volumes.

4. If a metric other than Annual Average Daily Traffic (AADT) is used for describing traffic volumes such as Average Annual Weekday Traffic (AWDT), explain why a different metric was used and how it compares to AADT.

N/A

## BASIC SHEET 5 – AGENCY AND TRIBAL COORDINATION

Agency	Coordination Required?	Correspondence Attached?	Comments
<b>WisDOT</b>			
Region Real Estate Section	<input type="checkbox"/> No	N/A	Coordination is not required because there will be no Fee, PLE or TLE acquisitions.
	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination has been completed. Project effects and relocation assistance have been addressed. A Conceptual Stage Relocation Plan is attached as N/A. Evidence of coordination is not required when no inhabited houses or active businesses will be acquired.
Bureau of Aeronautics (BOA)	<input type="checkbox"/> No	N/A	Coordination is not required. The project is not located within 5 miles of a public or military use airport.
	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Coordination has been completed and project effects have been addressed. Explain: Initiated correspondence on April 26, 2017 and the Bureau of Aeronautics responded on April 28, 2017 that the project will not have any effects on aviation (See Attachment G1). The Bureau of Aeronautics requested verification whether the project met the criteria for FAA's Obstruction Evaluation and that the Sauk-Prairie Airport be notified of the proposed project. The project was filed with the FAA on May 1, 2017. Correspondence remains on-going but will be completed prior to final plans. The Sauk-Prairie Airport was informed on April 26, 2017 and responded that they had received the files and had no concerns with the proposed project.
Railroads and Harbors Section	<input checked="" type="checkbox"/> No	N/A	Coordination is not required because no railways or harbors are in or planned for the project area.
	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes <input type="checkbox"/> No	Coordination has been completed and project effects have been addressed. Explain: N/A
<b>STATE AGENCY</b>			
Natural Resources (WDNR)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Initiated correspondence November 4, 2014 and DNR responded on December 4, 2014 with their initial review comments. Additional correspondence was received on August 17, 2016 regarding the Northern Long Eared Bat and on April 19, 2017 regarding the Rusty Patch Bumble Bee (See Attachment G2).
State Historic Preservation Office (SHPO)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	The SHPO has concurred that this project has no potential to effect historic buildings and structures and archaeological sites. The Section 106 Form was approved XXXXX XX, 2017 (See Attachment H).
Agriculture (DATCP)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Initiated correspondence January 19, 2017. DATCP prepared and published an Agricultural Impact Statement on April 12, 2017 (See Attachment I).
Other (identify)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	

U.S. Army Corps of Engineers (USACE)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required. There are no waterways or wetlands at the project location.
U.S. Fish and Wildlife Service (USFWS)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Initiated correspondence September 6, 2016. No federally-listed, proposed, or candidate species, or designated critical habitat occurs within the project area. WisDOT's Regional Environmental Coordinator also followed up with consultation with Fish and Wildlife after the Rusty Patch Bumble Bee was placed on the list. This was completed on 4/21/2017 to cover Section 7 for the Rusty Patch Bumble Bee. WisDOT's Regional Environmental Coordinator will follow-up with this process every 3 months and if any changes occur will again open consultation with FWS. Correspondence remains on-going but will be completed prior to final plans (See Attachment G3).
Natural Resources Conservation Service (NRCS)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	A Farmland Conversion Impact Rating worksheet (AD-1006) was completed for the project and the rating score was greater than 60. Initiated correspondence on May 1, 2017 and NRCS responded on May 3, 2017 that the site does not qualify for an exemption. NRCS concurs that the preferred alternative minimizes impacts to prime and important farmlands (See Attachment G4).
U.S. National Park Service (NPS)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required. No lands are impacted (National Park Lands, Scenic and Wild Rivers, or other properties overseen by NPS).
U.S. Coast Guard (USCG)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required. Project is not located over any commercially navigable waterways.
U.S. Environmental Protection Agency (EPA)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required. Document is not an EIS document or EA document.
Advisory Council on Historic Preservation (ACHP)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required. Document is not adversely impacting historical or archaeological resources.
Other (identify)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>SOVEREIGN NATIONS</b>			
American Indian Tribes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	Initial notification was sent to Native American tribes on November 9, 2015 (See Attachment G5). The Ho-Chunk Nation owns land north and east of the project within the Sauk Prairie State Recreational Area and has been an active participant in the development of the project. Coordination is ongoing.

**BASIC SHEET 6 – ALTERNATIVES COMPARISON MATRIX**

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

PROJECT PARAMETERS	Unit of Measure	Alternatives/Sections					
		No Build <sup>1</sup>	A	B	C	C (Revised)	D
Project Length	Miles	0.00	1.90	1.88	1.78	1.69	1.44
<b>PRELIMINARY COST ESTIMATE (YOE)</b>							
Construction	Million \$	0.000	9.32	9.23	7.36	6.98	6.38
Real Estate	Million \$	0.000	0.20	0.17	0.23	0.23	0.15
	Million \$	0.000	9.52	9.40	7.59	7.21	6.53
<b>LAND CONVERSIONS</b>							
Total Area Converted to ROW	Acres	0.00	40.60	33.50	45.50	45.50	29.34
<b>REAL ESTATE</b>							
Number of Farms Affected	Number	0.00	5	5	3	3	5
Total Area Required From Farm Operations	Acres	0.00	40.57	33.15	45.10	45.10	29.34
AIS Required		Yes <input type="checkbox"/> No <input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/>
Farmland Rating	Score	0	94	94	94	94	94
Total Buildings Required	Number	0	0	0	0	0	0
Housing Units Required	Number	0	0	0	0	0	0
Commercial Units Required	Number	0	0	0	0	0	0
Other Buildings or Structures Required	Number & Type	0	0	0	0	0	0
<b>ENVIRONMENTAL FACTORS</b>							
Indirect Effects		Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Cumulative Effects		Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Environmental Justice Populations		Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
National Register Eligible Historic Structures in the Area of Potential Effect	Number	0	0	0	0	0	0
National Register Eligible Archeological Sites in the Area of Potential Effect	Number	0	0	0	0	0	0
Burial Site Protection (authorization required)		Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
106 MOA Required		Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Section 4(f) Evaluation Required		Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Section 6(f) Land Conversion Required		Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Flood Plain		Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Unique Upland Habitat Identified		Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Total Wetlands Filled	Acres	0.00	0.00	0.00	0.00	0.00	0.00
Stream Crossings	Number	0	0	0	0	0	0
Threatened/Endangered Species		Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Noise Analysis Required		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Receptors Impacted	Number	N/A	N/A	N/A	N/A	N/A	N/A
Contaminated Sites	Number	0	1	1	1	1	1

<sup>1</sup>The estimated cost of routine maintenance through the design year should be included in the "Construction" box for the No Build alternative.

# ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS *(continued)*

DT2094

## BASIC SHEET 6 – ALTERNATIVES COMPARISON MATRIX

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

PROJECT PARAMETERS	Unit of Measure	Alternatives/Sections					
		E	F	*G			
Project Length	Miles	1.44	1.34	1.44			
<b>PRELIMINARY COST ESTIMATE (YOE)</b>							
Construction	Million \$	6.32	5.80	6.51			
Real Estate	Million \$	0.15	0.17	0.23			
	Million \$	6.47	5.97	6.74			
<b>LAND CONVERSIONS</b>							
Total Area Converted to ROW	Acres	30.39	34.31	45.40			
<b>REAL ESTATE</b>							
Number of Farms Affected	Number	5	4	5			
Total Area Required From Farm Operations	Acres	29.71	33.73	45.40			
AIS Required		× Yes No	× Yes No	× Yes No	Yes No	Yes No	Yes No
Farmland Rating	Score	94	94	94			
Total Buildings Required	Number	0	0	0			
Housing Units Required	Number	0	0	0			
Commercial Units Required	Number	0	0	0			
Other Buildings or Structures Required	Number & Type	0	0	0			
<b>ENVIRONMENTAL FACTORS</b>							
Indirect Effects		Yes × No	Yes × No	Yes × No	Yes No	Yes No	Yes No
Cumulative Effects		Yes × No	Yes × No	Yes × No	Yes No	Yes No	Yes No
Environmental Justice Populations		Yes × No	Yes × No	Yes × No	Yes No	Yes No	Yes No
National Register Eligible Historic Structures in the Area of Potential Effect	Number	0	0	0			
National Register Eligible Archeological Sites in the Area of Potential Effect	Number	0	0	0			
Burial Site Protection <i>(authorization required)</i>		Yes × No	Yes × No	Yes × No	Yes No	Yes No	Yes No
106 MOA Required		Yes × No	Yes × No	Yes × No	Yes No	Yes No	Yes No
Section 4(f) Evaluation Required		Yes × No	Yes × No	Yes × No	Yes No	Yes No	Yes No
Section 6(f) Land Conversion Required		Yes × No	Yes × No	Yes × No	Yes No	Yes No	Yes No
Flood Plain		Yes × No	Yes × No	Yes × No	Yes No	Yes No	Yes No
Unique Upland Habitat Identified		Yes × No	Yes × No	Yes × No	Yes No	Yes No	Yes No
Total Wetlands Filled	Acres	0	0	0			
Stream Crossings	Number	0	0	0			
Threatened/Endangered Species		Yes × No	Yes × No	Yes × No	Yes No	Yes No	Yes No
Noise Analysis Required		Yes <input checked="" type="checkbox"/> No	Yes <input checked="" type="checkbox"/> No	Yes <input checked="" type="checkbox"/> No	Yes <input type="checkbox"/> No	Yes <input type="checkbox"/> No	Yes <input type="checkbox"/> No
Receptors Impacted	Number	N/A	N/A	N/A			
Contaminated Sites	Number	1	1	1			

<sup>1</sup>The estimated cost of routine maintenance through the design year should be included in the "Construction" box for the No Build alternative.

\*Preferred Alternative



**BASIC SHEET 7 – EIS SIGNIFICANCE CRITERIA**

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In determining whether a proposed action is a “major action significantly affecting the quality of the human environment,” the proposed action must be assessed in light of the following criteria (1) if 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 and (2) if the issue is a concern, explain how it is to be addressed or where it is addressed in the 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, tribal, or national policies, including conflicts resulting from potential effects of transportation on land use and transportation demand?  
☒ No  
☐ Yes – Explain or indicate where addressed.

**BASIC SHEET 8 – ENVIRONMENTAL COMMITMENTS**

Attach a copy of this page to the design study report and the PS&E submittal package.

<b>Factor Sheet</b>	<b>Commitment</b> (If none, include "No special or supplemental commitments required.")
A-1 General Economics	No special or supplemental commitments required.
A-2 Business	No special or supplemental commitments required.
A-3 Agriculture	<p>Commitments Made</p> <p>USDA will acquire excess lands from existing WisDOT right-of-way. Acquisition of excess lands will serve as a mitigation measure for USDA lands acquired for highway use. The plans and special provisions will require clearing and grubbing and removal of the existing roadbed (and any other debris) located in the areas proposed for land transfer to USDA. A 12 to 15-inch layer of topsoil will be spread across the lands proposed for transfer to USDA. High quality topsoil located on the USDA's property being acquired for highway use will be salvaged to areas of land transfer. The existing USDA Gate 16 entrance will be closed during construction, but will be relocated (reconstructed) across from the realigned USH 12/CTH C intersection. The relocated entrance will provide access from the realigned USH 12 and serve as a link to the USDA's existing interior network of roadways inside the Sauk Prairie State Recreation Area. Access to farmstead properties (except the existing USDA Gate 16 access) will be maintained during construction on the project. The WisDOT construction supervisor will ensure fulfillment.</p>
B-1 Community or Residential	<p>Commitments Made</p> <p>Access to residential properties will be maintained during construction on the project. The WisDOT construction supervisor will ensure fulfillment.</p>
B-2 Indirect Effects	No special or supplemental commitments required.
B-3 Cumulative Effects	No special or supplemental commitments required.
B-4 Environmental Justice	No special or supplemental commitments required.
B-5 Historic Resources	No special or supplemental commitments required.
B-6 Archaeological/Burial Sites	<p>Commitments Made</p> <p>Burial authorization will be obtained from the Wisconsin Historical Society one year prior to construction (site 47SK311/BSK-0297). The region environmental coordinator and WisDOT construction supervisor will ensure fulfillment.</p>
B-7 Tribal Coordination/Consultation	No special or supplemental commitments required.
B-8 Section 4(f) and 6(f) or Other Unique Areas	No special or supplemental commitments required.
B-9 Aesthetics	No special or supplemental commitments required.
C-1 Wetlands	No special or supplemental commitments required.
C-2 Rivers, Streams and Floodplains	No special or supplemental commitments required.
C-3 Lakes or other Open Water	No special or supplemental commitments required.
C-4 Groundwater, Wells and Springs	No special or supplemental commitments required.

C-5 Upland Wildlife and Habitat	<p>Commitments Made</p> <p>Special provisions will prevent the removal of trees and shrubs or ground disturbance and vehicle traffic in grasslands with potential ground-nesting migratory birds between August 30 and May 1. Special precautions for Oak Wilt and Emerald Ash Borer are applicable for this project and will be included in the special provisions. The WisDOT construction supervisor will ensure fulfillment of the commitment.</p>
C-6 Coastal Zones	No special or supplemental commitments required.
C-7 Threatened and Endangered Species	<p>Commitments Made</p> <p>WisDOT has complied with section 7 and Section 4(d) of the endangered species act. On September 6, 2016, WisDOT initiated consultation with Fish and Wildlife. A “May not, not likely to effect” determination was given to this project. No response from Fish and Wildlife occurred. WisDOT’s Regional Environmental Coordinator also followed up with consultation with Fish and Wildlife after the Rusty Patch Bumble Bee was placed on the list. This was completed on 4/21/2017 to cover Section 7 for the Rusty Patch Bumble Bee. WisDOT’s Regional Environmental Coordinator will follow-up with this process every 3 months and if any changes occur will again open consultation with FWS. No time restrictions will apply with tree clearing during construction of this project.</p>
D-1 Air Quality	<p>Commitments Made</p> <p>An air pollution control permit will be required if a hot mix asphalt plant is to be utilized during construction. The hot mix asphalt plant must meet emission limits and air quality standards of the State of Wisconsin. Portland concrete batch plants that produce 20,000 cubic yards of concrete per month averaged over any 12-month consecutive period are exempt under NR 406.04(1)(d), Wis Admin. Code. The WisDOT construction supervisor will ensure fulfillment of the commitment.</p>
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.</p> <p>Describe:</p>
D-3 Traffic Noise	<p>No special or supplemental commitments required.</p> <p>A noise analysis was not required for this project.</p>
D-4 Hazardous Substances or Contamination	<p>Commitments Made</p> <p>A Phase 1 Hazardous Materials Assessment has been completed and concluded that one (1) parcel has the potential of encountering hazardous materials during construction. A Phase 2 Subsurface Investigation will be completed prior to final plans. Special provisions will be added if needed to address the proper procedures for waste removal, handling, and disposal of waste material. The designer will ensure fulfillment.</p>
D-5 Storm Water	No special or supplemental commitments required.
D-6 Erosion Control	<p>Commitments Made</p> <p>If erosion mat is used along stream banks, the department recommends that biodegradable and non-netted mat be used (Class I Type A Urban, Class I Type B Urban, or Class II Type C). The site that is utilized for the asphalt plant must be properly treated to prevent erosion. Appropriately sized stilling basins should be provided that will intercept runoff and allow ample time for the suspended material to settle out before any water is discharged. Provide an erosion control plan to WDNR prior to the begin of project if any gravel washing is to be completed on-site. The WisDOT construction supervisor will ensure fulfillment of the commitment.</p>

E- Other	<p>Commitments Made</p> <p>Coordination with FAA has been initiated and will be completed prior to final plans. The designer will ensure fulfillment of this commitment.</p>
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## BASIC SHEET 9 – ENVIRONMENTAL FACTORS MATRIX (check all that apply)

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
<b>A. ECONOMIC FACTORS</b> <i>Factor Sheet A-1, General Economics, must be included if Factor Sheet A-2 or A-3 is completed.</i>					
<b>A-1</b> General Economics	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	This project will have adverse effects during construction because it will be an inconvenience to the traveling public during construction. The expenditure of public funds means that they are not available elsewhere. The project will have beneficial effects after construction because it will improve the safe and efficient movement of goods and people.
<b>A-2</b> Business	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	An army surplus store and gas station are located outside of the construction limits but within the traffic staging limits. Access to these businesses will be maintained during construction. This project will be an inconvenience to businesses as they will be temporarily inconvenienced when driving to/from their business with construction activities. After construction, this project will have beneficial effects to these businesses because it will improve safety of travel to and from the businesses.
<b>A-3</b> Agriculture	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project will have an adverse effect during construction because it will be an inconvenience for agricultural machinery and vehicles. An acquisition of 19.25 acres of fee title, 25.02 acres of permanent limited easement and 1.38 acres of temporary limited easement of agricultural land will be acquired from five farming operations for this project. The realignment of USH 12 will result in three remnant parcels from two farming operations and will require USDA to cross USH 12 to be able to access agricultural land west of the USH 12 realignment. An 80-ft median, channelized left turn lane and relocated entrance have been added to the project to ensure safe passage of USH 12 for farm machinery. After construction, improved access will help aid in the safety of travel for agricultural machinery and vehicles.
<b>B-1</b> Community or Residential	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Multiple residential dwellings including the Maple Park Subdivision are located within the construction limits. The Bluffview Estates subdivision is located outside of the construction limits but within the traffic staging limits. This project will have adverse effects during construction because it will be an inconvenience to the traveling public during construction. After construction, beneficial effects include the realignment of USH 12 away from the multiple residential dwellings including the Maple Park Subdivision and improved safety of travel (including improved access onto USH 12) through the area.
<b>B-2</b> Indirect Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This project does not change land development patterns as part of the system of land development present in the project study area.
<b>B-3</b> Cumulative Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This project does not change land development patterns as part of the system of land development present in the project study area.
<b>B-4</b> Environmental Justice	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No minority, low-income, elderly, or disabled populations have been identified as being disproportionately effected by the project.
<i>For B-5 through B-8, if any of these resources are present on the project, involve the REC early because of possible project schedule implications.</i>					
<b>B-5</b> Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No sites are eligible for the National Register of Historic Places. See attached Section 106 Review. Approved on <b>XXX XX, 2017</b> (See Attachment H).
<b>B-6</b> Archaeological/Burial Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	An archaeological survey was completed for the project and determined that no cultural materials were found within the project limits; therefore no further archaeological work is recommended. See attached Section 106 Review. Approved <b>XXXX XX, 2017</b> (See Attachment H).

<b>B-7 Tribal Coordination / Consultation</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No tribal issues were identified within the project limits.
<b>B-8 Section 4(f) and 6(f) or Other Unique Areas</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There are no properties protected by Section 4(f) or Section 6(f) in the project area.
<b>B-9 Aesthetics</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Although this project includes realignment of USH 12, CTH C and Old Bluff Trail, the project does not improve the visual quality (benefit) or does it adversely affect the visual quality of the project corridor.
<b>C. NATURAL RESOURCE FACTORS</b>					
<b>C-1 Wetlands</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No wetlands present at project site.
<b>C-2 Rivers, Streams and Floodplains</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No rivers, stream or floodplains present at project site.
<b>C-3 Lakes or Other Open Water</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There are no lakes or other open water adjacent to this project.
<b>C-4 Groundwater, Wells, and Springs</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Groundwater, wells, or springs will not be impacted by this project.
<b>C-5 Upland Wildlife and Habitat</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Upland wildlife and habitat are not expected to be impacted by this project.
<b>C-6 Coastal Zones</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This project is not located in the Coastal Zone.
<b>C-7 Threatened and Endangered Species</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No threatened or endangered species were identified in the project area.
<b>D. PHYSICAL FACTORS</b>					
<b>D-1 Air Quality</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This project does not meet the criteria requiring a permit per Wisconsin Administrative Code NR 406. No significant impacts to air quality are expected.
<b>D-2 Construction Stage Sound Quality</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Construction noise impacts may occur. See Factor Sheet D-2.
<b>D-3 Traffic Noise</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A detailed noise analysis was not required for this project. No impacts are anticipated.
<b>D-4 Hazardous Substances or Contamination</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A Phase 1 Hazardous Materials Assessment was approved on December 12, 2016 and recommended a Phase 2 Subsurface Investigation be completed for one (1) parcel. The Phase 2 Subsurface Investigation will be completed prior to final plans. Special provisions will be added if needed to address the proper procedures for waste removal, handling, and disposal of waste material.
<b>D-5 Stormwater</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The implementation of proper ditching and drainage include culvert pipe replacement will improve drainage along the USH 12 corridor.
<b>D-6 Erosion Control and Sediment Control</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Standard Wisconsin Department of Transportation erosion control methods will be used during construction. In accordance with Wisconsin Administrative Code Trans 401, the contractor will be required to submit and adhere to an Erosion Control Implementation Plan that will outline proposed construction methods and techniques to be used.
<b>E. OTHER FACTORS</b>					
<b>E-1</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>E-2</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

# GENERAL ECONOMICS EVALUATION

Wisconsin Department of Transportation

## Factor Sheet A-1

Alternative G (Realignment Through Existing Median)	Total Length of Center Line of Existing Roadway 1.56 miles Length of This Alternative 1.44 miles
Preferred <input checked="" type="checkbox"/> Yes      No      None Identified	

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

Economic Activity	Description
a. Agriculture	Dairy, livestock, and crop farming activities are present in and near the project area. This section of USH 12 is used as a farm to market route by area farmers.
b. Retail business	A gas station is located outside of the construction limits but within the traffic staging limits.
c. Wholesale business	An army surplus store is located outside of the construction limits but within the traffic staging limits.p
d. Heavy industry	None
e. Light industry	None
f. Tourism	This section of USH 12 serves as a connection between the Wisconsin Dells and the western part of Dane County.
g. Recreation	Devil's Lake State Park is located approximately 1.62 miles north and east of the project site. Recreational activities include hiking, rock climbing, swimming, fishing and boating.
h. Forestry	None
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:

The main economic advantage of the proposed improvements is that USH 12 will allow for the safe and efficient movement of goods and people for farms and homes in the area.

The main economic disadvantage of the proposed improvement is that it will use public funds, meaning that they are not available elsewhere.

### 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 G (Realignment Through Existing Median)	Total Length of Center Line of Existing Roadway 1.56 miles Length of This Alternative 1.44 miles
Preferred <input checked="" type="checkbox"/> Yes      No      None identified	

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

Type of Land Acquired From Farm Operations	Fee Simple	Highway	Temporary Limited	Total Area Acquired (acres)
	19.25	25.02	0.30	45.65
	0.00	0.00	0.00	0.00
Land of undetermined or other use (e.g., wetlands, yards, roads,	0.00	0.00	0.00	0.00
	19.25	25.02	1.38	45.65

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

Less than 1 acre	2
1 acre to 5 acres	1
More than 5 acres	2

### 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 - Explain.
- ☒ 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. 94



**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.

**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.

- ☐ Cattle/equipment pass or crossing will be replaced.
- ☐ 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:**



Wisconsin Department of Agriculture, Trade and Consumer Protection  
 Division of Agricultural Resource Management  
 Bureau of Land and Water Resources  
 2811 Agriculture Drive  
 PO Box 8911  
 Madison WI 53708-8911  
 Phone: (608) 224-4650

## Agricultural Impact Notice For Highway Projects (Section 32.035, Wis. Stats.)

This form is intended to assist project initiators and DATCP personnel in the highway project notification process. Information provided may be used by the DATCP to prepare an Agricultural Impact Statement (AIS) or to determine whether an AIS is needed for the project. It is recommended that this form be filled out as accurately and completely as possible for each project alternative under consideration. Feel free to include additional information and to refer to accompanying maps and documents, as appropriate. Requested information that cannot be supplied at present because it is unknown or uncertain should be so noted.

PROJECT TITLE <b>CTH C to Waterbury Road</b>	DOT PROJECT ID NUMBER <b>1670-02-07</b>	COUNTY(IES) <b>Sauk</b>
PROPOSING AGENCY <b>Wisconsin Department of Transportation</b>	ADDRESS <b>3550 Mormon Coulee Rd, La Crosse, WI 54601</b>	
CONSULTING FIRM (IF ANY) <b>Jewell Associates Engineers, Inc.</b>	ADDRESS <b>560 Sunrise Drive, Spring Green, WI 53588</b>	
PROJECT CONTACT <b>Ellery Schaffer, P.E.</b>	TELEPHONE NUMBER <b>(608) 588-7484</b>	
FAX NUMBER <b>(608) 588-9322</b>	E-MAIL ADDRESS <b>ellery.schaffer@jewellassoc.com</b>	
TYPE OF ENVIRONMENTAL DOCUMENT NEEDED FOR THIS PROJECT? <input type="checkbox"/> EIS <input type="checkbox"/> EA <input checked="" type="checkbox"/> OTHER <input type="checkbox"/> NONE REQUIRED	HAS THE ENVIRONMENTAL DOCUMENT BEEN COMPLETED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
WILL A RELOCATION PLAN BE PREPARED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> UNCERTAIN <input type="checkbox"/> COMPLETED	BY WHAT DATE IS AIS NEEDED? <b>February 20, 2017</b>	
WHEN IS THE ACQUISITION OF NEEDED LAND EXPECTED TO BEGIN? <b>2017</b>	WHEN IS CONSTRUCTION EXPECTED TO BEGIN? <b>2019</b>	

### A. PROJECT DESCRIPTION

#### 1. Describe the proposed project.

The project consists of realigning 1.44 miles of USH 12 to current design standards. The realignment proposes shifting the corridor north and east of its current location onto the former Badger Ammunition Plant (USDA property) intersecting the existing median. Approximately 0.70 miles of CTH C would be reconstructed. CTH C would be realigned south and east of the current alignment to intersect USH 12 and provide proper ISD. Old Bluff Trail would be extended to the north to intersect CTH C on tangent. Approximately 0.23 miles of Old Bluff Trail would be reconstructed. The southern curve on CTH C and the curve on Old Bluff Trail would be constructed to meet a design speed of 30 mph. The existing accesses of Old Bluff Trail and Maple Park Road onto USH 12 would be removed. An additional entrance into the USDA property would be removed. A field entrance to the USDA property would be added at the USH 12/CTH C intersection. No transmission poles are affected by this alternate. An estimated 43.07 acres of permanent right-of-way would be required by this alternate. Estimated construction costs would be approximately \$6.29 million. See Attachment A for a project location map and Attachment I for plan view of proposed alignment.

Personal information you provide may be used for purposes other than that for which it was originally collected (Privacy Law sec. 19.62-19.80, Wis. Stats.).

## 2. Why is the proposed project needed?

The crash rate for this highway is 83 per 100 million vehicle miles (mvm), which is one-and-a-half times greater than the statewide average crash rate of 55 per 100 mvm for Rural and Small Urban expressways. The statewide average crash rate is commonly used to screen roadway segments that might warrant further analysis. This section of USH 12 experiences a high rate of run-off-the road crashes and consisted of a total of 33 crashes (1-fatality, 19-injury (4-incapacitating, 11-non-incapacitating, and 4-possible), and 13 property damage) over a 5-year analysis period.

The existing operational or design speed of the roadway is 45 mph and is substandard. This is due to multiple substandard horizontal curves located within this section of roadway. A total of 18 out of the 33 crashes (including 1-fatality) occurred within these substandard horizontal curves. A series of safety mitigation measures were implemented in a 2009 safety improvement project including rumble strips, chevrons, and enhanced signing, but was unsuccessful in reducing the crash rate. The horizontal curves need to be realigned to meet current design standards.

A total of eight access points consisting of sideroads, field entrances, and private entrances sporadically intersect this 1.44 mile section of USH 12 resulting in adequate access spacing and safety concerns. Sideroads including Old Bluff Trail, Maple Park Road, and CTH C all serve as local traffic generators and intersect separately within a 0.44 mile stretch of USH 12. Old Bluff Trail is frequently utilized by local traffic to bypass the Prairie du Sac/Sauk City area for traffic traveling from Spring Green to Baraboo. Maple Park Road services the Maple Park Subdivision which consists of 34 residential dwellings. CTH C is a county highway functionally classified as a major collector servicing rural south-central Sauk County. Five of the access points (including the Old Bluff Trail and Maple Park Road sideroad intersections) are located within the substandard horizontal curves which have contributed to the high crash rate of the USH 12 corridor.

## 3. Describe the existing facilities, if applicable. Will these facilities continue to be used after the new project is completed? If not, for what purposes will the existing site be used in the future?

The existing facility is 4-lane divided highway consisting of 12-foot driving lanes, 6-foot inner shoulder (3-foot paved), 8-foot outside shoulder (6-foot paved), and a 46-foot median. The project encompasses USH 12 from a point located 0.23 miles north of Waterbury Road to a point located 0.30 miles north of CTH C for a total length of project of 1.44 miles. The project corridor consists of a 55 mile per hour (mph) posted speed limit. The existing operational or design speed is 45 mph which does not meet current design standards.

The existing facility will be removed during construction of the proposed project. A total of 29.91 acres of existing WisDOT right of way is anticipated to be transferred to USDA Dairy Forage. The remaining lands will be used as part of the new roadway.

## 4. What alternatives were considered and why aren't they being proposed?

### No Build

The do nothing alternative would not address the substandard horizontal alignment. Furthermore, this alternative would not address other safety concerns including the high crash rate or poor access onto the USH 12 corridor. The No Build alternate would result in the continued use of a section of highway that does not meet current design standards leading to additional crashes and a consistently high crash rate. While this alternative is the most inexpensive, it is neither prudent nor feasible and does not meet the purpose and need of the project. However, this alternative does serve as a baseline comparison of impacts related to the Current Alternative. This alternative is not recommended.

### Public Involvement Meeting #1 (May 5<sup>th</sup>, 2015 – Prairie du Sac Town Hall)

Alternate A (Realignment North) (Attachment B): This alternate considers realigning 1.90 miles of USH 12 to current design standards. The realignment proposed shifting the corridor north and east of its

current location onto the former Badger Ammunition Plant (USDA property). Approximately 1.72 miles of CTH C was realigned to the south (along the existing roadbeds of Old Bluff Trail and Waterbury Road) to intersect USH 12 at the current location of the USH 12/Waterbury Road intersection. The realignment of CTH C removes the Old Bluff Trail and Maple Park Road accesses on USH 12 and relocates access off of CTH C. The side road realignments include 0.13 miles of Old Bluff Trail and 0.08 miles of Maple Park Road. The entrance to the Bluffview Sanitary District and the USDA property located across from the existing USH 12/Waterbury Road intersection would remain. Two other private entrances (1 – field entrance (USDA) and 1 – private entrance) would be made right-in / right-out only. one additional private entrances would be removed. An estimated two transmission poles would need to be relocated. An estimated 40.6 acres of permanent right-of-way would be required by this alternate. Estimated construction costs would be approximately \$9.32 million.

Alternate B (Realignment South) (Attachment C): This alternate considers realigning 1.88 miles of USH 12 to current design standards. The realignment proposed shifting the corridor through the existing split median. This proposed alignment diverges from existing the least amount of all alternatives considered. Approximately 1.72 miles of CTH C was realigned to the south (along the existing roadbeds of Old Bluff Trail and Waterbury Road) to intersect USH 12 to the current location of the USH 12/Waterbury Road intersection. The realignment of CTH C removes the Old Bluff Trail and Maple Park Road accesses on USH 12 and relocates access off of CTH C. The side road realignments include 0.13 miles of Old Bluff Trail and 0.08 miles of Maple Park Road. The entrance to the Bluffview Sanitary District and the USDA property located across from the existing USH 12/Waterbury Road intersection would remain. Two other private entrances (1 – field entrance (USDA) and 1 – private entrance) would be made right-in / right-out only. Two additional private entrances would be removed including one displacement. An estimated 33.5 acres of permanent right-of-way would be required by this alternate. Estimated construction costs would be approximately \$9.23 million.

Comments received:

- Increase travel times –Traffic will likely bypass the CTH C realignment. Eastbound CTH C traffic with a Baraboo destination may not travel down CTH C to USH 12. Rather traffic may find shortcuts (Stones Pocket Road to Kings Corner Road to USH 12). The Town of Sumpter and town residents have expressed concerns over the poor condition of the existing pavement with increased traffic. Additional concerns include the narrow travel width of both the roadway and existing structures.
- Delayed emergency response times – Concerns over added trip time over CTH C realignment for emergency personnel from Sauk or Baraboo accessing properties/subdivisions located off of CTH C.
- Tax Roll – Both the Town of Sumpter and several residents in attendance preferred Alternate A over Alternate B stating the importance of keeping as much land as possible on the tax role. Alternate A realigns USH 12 predominately on the USDA property (non-taxable). They claim that a significant portion of the land in the Township is non-taxable due to the former Badger Ammunition Plant property and multiple conservancy areas including Devil's Lake. Further taking of taxable lands in the Township will only decrease the Town's revenue.
- USDA Property – Representatives from the USDA preferred Alternate B over Alternate A due to less impacts (permanent right-of way acquisition of 15 acres vs 30 acres). Alternate A would leave a remnant parcel that USDA could farm. USDA would be interested in farming the remnant parcel but placed concerns about crossing USH 12.
- Moely Farms - The primary private farming operation impacted by both alternates presented was Moely's. They preferred Alternate A over Alternate B as a result of fewer impacts to their property (permanent right-of way acquisition of 4 acres vs 12 acres) including 1 severed parcel instead of 2 severed parcels.
- Acceleration Lane – A request was made to evaluate the need for an acceleration lane prior to merging/turning onto USH 12.

Conclusion: The overall consensus from the public was to proceed with an alignment similar to Alternate A. The revised USH 12 alignment would include large sweeping horizontal curves to soften the horizontal alignment. The primary opposition to the exhibits presented at PIM 1 was the realignment of CTH C. The overwhelming majority of people requested that CTH C intersect USH 12 similar to existing conditions. This alternative is not recommended.

## Public Involvement Meeting #2 (June 30<sup>th</sup>, 2015 – Sumpter Town Hall) (Attachment D)

Alternate C considers realigning 1.78 miles of USH 12 to current design standards. The realignment proposed shifting the corridor north and east of its current location onto the former Badger Ammunition Plant (USDA property). Approximately 0.28 miles of CTH C would be reconstructed. CTH C would be extended to the east to intersect USH 12. A tangent section of 1,900 feet was provided on either side of USH 12 to provide proper intersection sight distance (ISD) for vehicles turning onto USH 12. Old Bluff Trail would be extended to the north to intersect CTH C. Approximately 0.62 miles of Old Bluff Trail would be reconstructed. The existing accesses of Old Bluff Trail and Maple Park Road onto USH 12 would be removed. An additional entrance accessing the USDA property would be removed. A shared access roadway would connect CTH C to Armory View Road. The shared access roadway would utilize the existing southbound USH 12 driving lanes and would provide access to Delaney's Surplus, the Bluff View Estates subdivision, and a private entrance. The implementation of the shared access roadway would eliminate three additional access points onto USH 12 (Armory View Road intersection and two private entrances). An estimated two transmission poles would need to be relocated. An estimated 45.50 acres of permanent right-of-way would be required by this alternate. Estimated construction costs would be approximately \$7.36 million.

### Comments received:

The general consensus with the proposed reconstruction of USH 12, CTH C, and Old Bluff Trail were acceptable to the public. The concerns over the proposal were predominately directed toward the northern project termini and the Armory View Road access changes. The concerns included the following:

- Bluff View Estates subdivision – Many in attendance felt that vehicular traffic seeking the Delaney's Surplus destination would turn into Bluff View Estates (East Ave near the Citgo Gas Station) and access Delaney's by driving on private roads with public access. Concerns were placed over roadway maintenance responsibilities, safety concerns over increased traffic through a residential area, and close proximity of residential dwellings and church to the roadway. Some attendees stated they prefer implementation of a frontage road (Town Road or County Highway) constructed between CTH C and the intersection of USH 12/Bluff View Estates/former main entrance into Badger Ammunition Plant.
- Delaney's Surplus expressed concerns over loss of business from loss of direct access off USH 12. Additional concerns included delivery truck access delivering goods.
- USDA placed concerns over the amount of right-of-way required by the proposal (43.75 acres). The majority of the USDA property located on the former Badger Ammunition property is pastureland with some tillable land used for growing crops. The right-of-way acquisition will impact the land used to grow crops. Additional concerns were stated over the ability of large farm equipment to safely cross the realigned USH 12. It was explained that two remnant parcels will remain (10 acres and 23 acres). Furthermore, safety for agricultural equipment is being evaluated. The USH 12 intersection will provide proper ISD for agricultural equipment and will include designated left turn lanes for vehicles/equipment turning.
- A representative from the Bluffview Sanitary District inquired about impacts from the project to the sanitary sewer line that connects the Bluff View Estates with the wastewater treatment plant (crosses underneath USH 12).

Conclusion: In general, the public was receptive to the USH 12 realignment, location of the CTH C intersection, and continuation of Old Bluff Trail to intersect CTH C. The primary concerns related to access changes with Armory View Road and potential traffic pattern changes to Delaney's Surplus and Bluff View Estates subdivision. This alternative is not recommended.

### Stakeholders Meeting (September 17<sup>th</sup>, 2015 – Sumpter Town Hall) (Attachment E)

The purpose of the Stakeholders Meeting was to invite stakeholders with specific concerns with the project and discuss key project related issues on a one-on-one basis to address their concerns.

Alternate C (Revised) considered realigning 1.69 miles of USH 12 to current design standards. Although similar to the alignment presented at PIM 2, USH 12 was realigned approximately 600 feet south to allow the project to terminate prior to the intersection of the USH 12/Bluff View Estates/former

main entrance into Badger Ammunition Plant. Approximately 0.30 miles of CTH C would be reconstructed. CTH C would be extended to the east to intersect USH 12 and allow adequate ISD for traffic turning onto USH 12. Old Bluff Trail would be extended to the north to intersect CTH C. Approximately 0.47 miles of Old Bluff Trail would be reconstructed. The existing accesses of Old Bluff Trail and Maple Park Road onto USH 12 would be removed. An additional entrance into the USDA property would be removed. A shared access roadway would connect CTH C to Armory View Road. The shared access roadway would utilize the existing southbound USH 12 driving lanes and would provide access to Delaney's Surplus, the Bluff View Estates subdivision, and a private entrance. From the exhibit presented at PIM 2, the connection between the shared use roadway and Armory View Road was realigned to better accommodate large trucks delivering goods to Delaney's Surplus. The implementation of the shared access roadway would eliminate three additional access points onto USH 12 (Armory View Road intersection and two private entrances). An estimated two transmission poles would need to be relocated. An estimated 45.50 acres of permanent right-of-way would be required by this alternate. Estimated construction costs would be approximately \$6.98 million.

#### Comments received:

The general consensus from the meeting was similar to PIM 2. Removal of the Armory View Road intersection and implementation of a shared use roadway would negatively impact Delaney's Surplus and the Bluff View Estates subdivision. Primary concerns were related to safety, impacts to the local economy, and maintenance responsibility. Several stakeholders felt that constructing a frontage road to meet current design standards between CTH C and USH 12/Bluff View Estates/former main entrance into Badger Ammunition Plant would address their concerns.

Additional concerns were placed by USDA regarding size of remnant parcels and safety for agricultural equipment. It was explained that remnant parcels would include a 65 acre and 33 acre parcel. In addition to the safety measures described at PIM 2 the design will look at the potential for widening the median or providing a wider (channelized) left turn lane to accommodate large farm machinery.

Conclusion: In general, the preferred realignment of USH 12 will need to terminate south of the Armory View Road intersection to avoid increasing the project scope. Increasing the project scope would have the potential for the project to lose project funding for this safety improvement project. The project will investigate terminating south of the termini by shifting the USH 12 alignment approximately 1,200 feet south of the mainline alignment presented at the Stakeholders Meeting. CTH C will be realigned to intersect USH 12 perpendicularly and provide proper ISD. This alternative is not recommended.

#### Local Officials Meeting (December 3<sup>rd</sup>, 2015)

The purpose of this meeting was to invite local officials together to provide an update on the alternates being considered and receive their preferences on the improvements being evaluated.

#### Alternate D (Attachment F)

Alternate D considers realigning 1.44 miles of USH 12 to current design standards. The realignment proposes shifting the corridor north and east of its current location onto the former Badger Ammunition Plant (USDA property), slightly intersecting the existing median. CTH C would be realigned to 40 mph which does not meet current design standards at 50 mph for this county highway. Realigning CTH C to 40 mph would help to minimize impacts to adjacent properties. Approximately 0.79 miles of CTH C would be reconstructed. CTH C would be realigned south and east of the current alignment to intersect USH 12 and provide proper ISD. Old Bluff Trail would be extended to the north to intersect CTH C. Approximately 0.12 miles of Old Bluff Trail would be reconstructed. The existing accesses of Old Bluff Trail and Maple Park Road onto USH 12 would be removed. An additional entrance into the USDA property would be removed. Access to two residential properties would be provided off the existing CTH C roadbed. An estimated two transmission poles would need to be relocated. An estimated 29.34 acres of permanent right-of-way would be required by this alternate. Estimated construction costs would be approximately \$6.38 million. This alternative is not recommended.

#### Alternate E (Attachment G)

Similar to Alternate D, Alternate E considers realigning 1.44 miles of USH 12 to current design

standards. The realignment proposes shifting the corridor north and east of its current location onto the former Badger Ammunition Plant (USDA property), slightly intersecting the existing median. CTH C will be realigned to 30 mph, which does not meet current design standards of 50 mph for this county highway. Realigning CTH C to 30 mph will help minimize its impacts and will allow Old Bluff Trail to intersect CTH C on a tangent to improve intersection sight distance. Approximately 0.73 miles of CTH C will be reconstructed. CTH C will be realigned south and east of the current alignment to intersect USH 12 and provide proper ISD. Old Bluff Trail will be extended to the north to intersect CTH C. Approximately 0.27 miles of Old Bluff Trail will be reconstructed. The existing accesses of Old Bluff Trail and Maple Park Road onto USH 12 will be removed. An additional entrance into the USDA property will be removed. Access to two residential properties will be provided off the existing CTH C roadbed. An estimated two transmission poles would need to be relocated. An estimated 30.39 acres of permanent right-of-way would be required by this alternate. Estimated construction costs would be approximately \$6.32 million.

#### Alternate F (Attachment H)

Alternate F considers realigning 1.34 miles of USH 12 to current design standards. The realignment proposes shifting the corridor north and east of its current location onto the former Badger Ammunition Plant (USDA property). Approximately 0.65 miles of CTH C would be reconstructed. CTH C would be realigned south and east of the current alignment to intersect USH 12 and provide proper ISD. Old Bluff Trail would be extended to the north to intersect CTH C. Approximately 0.25 miles of Old Bluff Trail would be reconstructed. The existing accesses of Old Bluff Trail and Maple Park Road onto USH 12 would be removed. An additional entrance into the USDA property would be removed. Access would be removed off USH 12 and would be provided off of CTH C. An estimated two transmission poles would need to be relocated. An estimated 34.31 acres of permanent right-of-way would be required by this alternate. Estimated construction costs would be approximately \$5.80 million.

#### Alternate G (Attachment I)

Alternate G considers realigning 1.44 miles of USH 12 to current design standards. The realignment proposes shifting the corridor north and east of its current location onto the former Badger Ammunition Plant (USDA property) intersecting the existing median. Approximately 0.70 miles of CTH C would be reconstructed. CTH C would be realigned south and east of the current alignment to intersect USH 12 and provide proper ISD. Old Bluff Trail would be extended to the north to intersect CTH C on tangent. Approximately 0.23 miles of Old Bluff Trail would be reconstructed. The southern curve on CTH C and the curve on Old Bluff Trail would be constructed to meet a design speed of 30 mph. The existing accesses of Old Bluff Trail and Maple Park Road onto USH 12 would be removed. An additional entrance into the USDA property would be removed. A field entrance to the USDA property would be added at the USH 12/CTH C intersection. No transmission poles are affected by this alternate. An estimated 43.07 acres of permanent right-of-way would be required by this alternate. Estimated construction costs would be approximately \$6.29 million. **This is the preferred alternate.**



## B. AGRICULTURAL IMPACT EVALUATION

1. How many farms will the proposed project affect through acquisitions of land in fee-simple and/or easements?   5  
  - a. How many acquired parcels will be less than 1 acre?   4
  - b. How many acquired parcels will be from 1 through 5 acres?   2
  - c. How many acquired parcels will be greater than 5 acres?   3
2. The proposed project will require the following approximate acreage:

Land Use	Acres to be acquired			
	Fee-Simple	Easement	Other	Total Acres
Cropland and pasture	42.37	0.00	0.30	42.67
Woodland	0.00	0.00	0.00	0.00
Land of undetermined or other use	0.00	0.00	0.00	0.13
TOTALS	42.37	0.00	0.30	42.67

3. Will the proposed project sever any farm parcels, affect any cattle passes, or change access to any farmland? If yes, please describe the effects and identify the parcels that will be affected.

Yes, the Russell Moely Parcel 3A and USDA Dairy Forage Parcel 4 will be severed. Access will be provided to the Moely remnant parcel via USH 12 and to the USDA Dairy Forage Parcel via USH 12 and CTH C. Also 17.83 acres of current WisDOT right of way (located within the existing USH 12 median) is anticipated to be transferred to USDA Dairy Forage. See Attachment J.

4. Will any structures, trees, or improvements such as fencing, drainage ditches, or irrigation systems be affected by the proposed project? If yes, please identify the specific impacts and the parcels on which they will occur.

No.

5. Is a land use change or secondary development expected to occur in the area as a result of the proposed project? If yes, please describe the anticipated changes.

No.

6. Will any existing roadway be obliterated? If yes, identify the location(s) and indicate whether this land will revert back to adjacent landowners or if it will be sold.

Yes, the existing roadways will be removed and the unused land is anticipated to be transferred to USDA Dairy Forage.

7. Describe any other perceived adverse, beneficial, or controversial effects of the proposed project on farm operations, as well as any measures designed to reduce the adverse effects or to provide additional benefits.

No other perceived effects.

C. ACQUISITIONS OF FARMLAND

1. How many acquired parcels will be less than 1 acre?   4   How many acres do these acquisitions total?  0.31
2. In the table below, please list all of the acquired parcels of farmland that will be from 1 through 5 acres in size.

Parcel #	Farmland Owners	Acres to be Acquired			Present land use/Comments
		Fee-Simple	Easement	Other	
2	Valley of our Lady, Inc.	1.59	0.00	0.00	Cropland
3F	Russel and Virginia Moely	1.32	0.00	0.00	Cropland

3. Complete this page for each farmland owner from whom more than 5 acres will be acquired. Copy as many times as needed.

Parcel #: 3A	Owner: Russel Moely		Operator, if different from owner:	
Land Use	Acres to be acquired			
	Fee-Simple	Easement	Other	Total Acres
Cropland and pasture	10.03	0.00	0.00	10.03
Woodland	0.00	0.00	0.00	0.00
Land of undetermined or other use	0.00	0.00	0.00	0.00
TOTALS	10.03	0.00	0.00	10.03

Describe the nature and location of the proposed acquisition. Discuss, as appropriate, any resulting severances, effects on cattle passes, changes in access, expected changes in land use, effects on farm structures and improvements, and any other impacts on the farm operation.

A sharp curve on USH 12 will be flattened by cutting through the NE corner of this parcel. Severed lands totaling 2.18 acres will potentially be transferred to USDA Dairy Forage. No structures will be impacted. See Attachment J.

Parcel #: 3E	Owner: Russel and Virginia Moely		Operator, if different from owner:		
Land Use	Acres to be acquired				
	Fee-Simple	Easement	Other	Total Acres	
Cropland and pasture	5.34	0.00	0.00	5.34	
Woodland	0.00	0.00	0.00	0.00	
Land of undetermined or other use	0.00	0.00	0.00	0.00	
TOTALS	5.34	0.00	0.00	5.34	

Describe the nature and location of the proposed acquisition. Discuss, as appropriate, any resulting severances, effects on cattle passes, changes in access, expected changes in land use, effects on farm structures and improvements, and any other impacts on the farm operation.

CTH C will be realigned to better tie into USH 12. The alignment will curve south through the NE corner of this parcel. Two small pieces of land will be severed near the Guy Wells property. Access will be available across CTH C. No structures will be impacted. See Attachment J.

Parcel #: 4	Owner: USDA Dairy Forage		Operator, if different from owner:	
Land Use	Acres to be acquired			
	Fee-Simple	Easement	Other	Total Acres
Cropland and pasture	23.78	0.00	0.00	23.78
Woodland	0.00	0.00	0.00	0.00
Land of undetermined or other use	0.00	0.00	0.00	0.00
TOTALS	23.78	0.00	0.00	23.78

Describe the nature and location of the proposed acquisition. Discuss, as appropriate, any resulting severances, effects on cattle passes, changes in access, expected changes in land use, effects on farm structures and improvements, and any other impacts on the

farm operation.

Two sharp curves on USH 12 will be flattened by cutting through this parcel. Severed lands will potentially be made accessible by providing a field entrance on USH 12 across from the CTH C intersection. No structures will be impacted. Unused existing WisDOT right of way is anticipated to be transferred to USDA. See Attachment J.

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**D. OTHER INFORMATION**

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**1. Maps and exhibits**

- a. Include a project location map (such as a plat map) showing the project's location with respect to other properties, roads, etc.
- b. Include other supporting maps, such as aerial photographs or design plans, showing the project outline.
- c. Include any other available maps or documentation that would be useful in preparing the AIS.

**2. Mailing list**

- a. List the names, addresses, and phone numbers of all directly affected farmland owners (and operators, if known).

Brian Kindschi  
Kindschi's Inc.  
S8933 US Hwy 12  
Prairie du Sac, WI 53578  
608-963-7589

Sister Marie Grace  
Valley of Our Lady  
E11096 Yanke Dr  
Prairie du Sac, WI 53578

Russell & Virginia Moely  
S8118 Old Bluff Trail  
Prairie du Sac, WI 53578

Phoebe Bordelon  
Dairy Forage Research Center  
1925 Linden Dr. W  
Madison, WI 53706

Mary Peetz  
E10805 County Road C  
North Freedom, WI 53951

- b. List the names and addresses of any other individual, group, club, or committee that has expressed an interest in the project and would like to receive a copy of the AIS. No individuals or parties have expressed interest at this time.

# CONSTRUCTION STAGE SOUND QUALITY EVALUATION

Wisconsin Department of Transportation

## Factor Sheet D-2

Alternative G (Realignment Through Existing Median)	Total Length of Center Line of Existing Roadway 1.56 miles Length of This Alternative 1.44 miles
Preferred <input checked="" type="checkbox"/> Yes      No      None Identified	

1. **Identify and describe residences, schools, libraries, or other noise sensitive areas near the proposed action and which will be in use during construction of the proposed action. Include the number of persons potentially affected:**

Although there are no schools or libraries adjacent to this project, there are approximately 37 residential buildings located adjacent to the project limits. Utilizing data obtained from the U.S. Census Bureau, there are approximately 2.45 persons living in each household for this area. Therefore, the number of persons living in residential units who are potentially affected by this project is estimated to be 91.

2. **Describe the types of construction equipment to be used on the project. Discuss the expected severity of noise levels including the frequency and duration of any anticipated high noise levels:**

The noise generated by construction equipment will vary greatly, depending on equipment type/model/make, duration of operation and specific type of work effort. However, typical noise levels may occur in the 75 to 95 dBA range at a distance of 50 feet.

### Construction Noise/Distance Relationships

Construction Site (feet)	Range of Typical Noise Levels
	1
400	57 - 77
1000	49 - 69

3. **Describe the construction stage noise abatement measures to minimize identified adverse noise effects.**

**Check all that apply:**

- ☒ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply.  
☐ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply with the exception that the hours of operation requiring the engineer's written approval for operations will be changed to \_\_\_\_\_ P.M. until \_\_\_\_\_ A.M.  
☐ Special construction stage noise abatement measures will be required. Describe:



# EROSION CONTROL EVALUATION

Wisconsin Department of Transportation

## Factor Sheet D-6

Alternative G (Realignment Through Existing Median)	Total Length of Center Line of Existing Roadway 1.56 miles Length of This Alternative 1.44 miles
Preferred <input checked="" type="checkbox"/> Yes      No      None identified	

1. **Give a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length, percent slope and soil types.**  
Existing slopes: Perpendicular to project = varies 0.0% - 40%; longitudinal to project = varies 0.5% - 1.5%; slope length = 50' - 300'; soil type= Dickinson Sandy Loam, Pilot Silt Loam, Richwood Silt Loam, Toddville Silt Loams.  
Proposed Slopes Perpendicular to project = varies 0.0% - 40%; longitudinal to project = varies 0.5% - 2.6%; slope length = 50' - 300'; soil type = Dickinson Sandy Loam, Pilot Silt Loam, Richwood Silt Loam, Toddville Silt Loams.

2. **Indicate all natural resources to be affected by the proposal that are sensitive to erosion, sedimentation, or waters of the state quality degradation and provide specific recommendations on the level of protection needed.**

- ☒ No - there are no sensitive resources affected by the proposal.  
☐ Yes - Sensitive resources exist in or adjacent to the area affected by the project.  
☐ River/stream  
☐ Lake  
☐ Wetland  
☐ Endangered species habitat  
☐ Other - Describe \_\_\_\_\_

3. **Are there circumstances requiring additional or special consideration?**

- ☒ No - Additional or special circumstances are not present.  
☐ Yes - Additional or special circumstances exist. Indicate all that are present.  
☐ Areas of groundwater discharge  
☐ Overland flow/runoff  
☐ Long or steep cut or fill slopes  
☐ Areas of groundwater recharge (fractured bedrock, wetlands, streams)  
☐ Other - Describe any unique or atypical erosion control measures to be used to manage additional or special circumstances \_\_\_\_\_

4. **Describe overall erosion control strategy to minimize adverse effects and/or enhance beneficial effects.**

Standard Erosion Control Measures will be implemented according to WisDOT's Standard Specifications for Highway and Structure Construction. An erosion control plan will be incorporated into the plans and specifications. This plan will include necessary erosion control items such as silt fence, temporary ditch checks, culvert pipe checks, and erosion mat. Any extraordinary measures identified with the continuing coordination with the DNR will be implemented as necessary.

5. **Erosion control measures reached consensus with the appropriate authorities as indicated below:**

- ☒ WisDNR  
☐ County Land Conservation Department  
☐ American Indian Tribe  
☐ US Army Corps of Engineers

Note: All erosion control measures (i.e., the Erosion Control Plan) shall be coordinated through the WisDOT-WisDNR liaison process and TRANS 401 except when Tribal lands of American Indian Tribes are involved. WisDNR's concurrence is not forthcoming without an Erosion Control Plan. In addition, TRANS 401 requires the contractor to prepare an Erosion Control Implementation Plan (ECIP), which identifies timing and staging of the project's erosion control measures. The ECIP should be submitted to the WisDNR and to WisDOT 14 days prior to the preconstruction conference (Trans401.08(1)) and must be approved by WisDOT before implementation. On Tribal lands, coordination for 402 (erosion) concerns are either to be coordinated with the tribe affected or with the U.S. Environmental Protection Agency (EPA). EPA or the tribes have the 401 water quality responsibility on Trust lands. Describe how the Erosion Control/Storm Water Management Plan can be compatible.

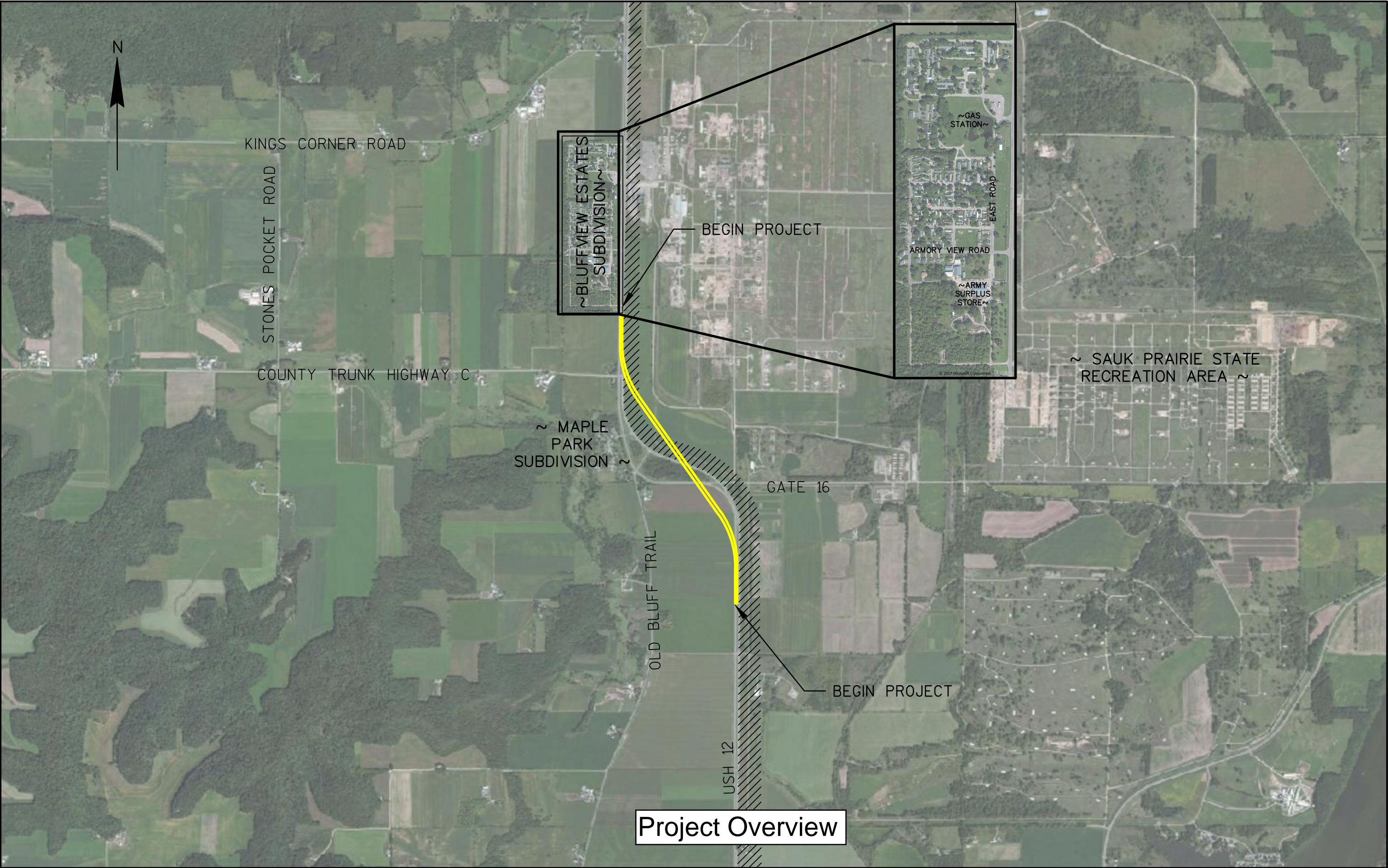
6. **Identify the temporary and permanent erosion control measures to be utilized on the project. Consult the FDM, Chapter 10, and the Products Acceptability List (PAL).**

- |  |   |
|--|---|
| <input type="checkbox"/> Minimize the amount of land exposed at one time         | <input type="checkbox"/> Detention basin              |
| <input checked="" type="checkbox"/> Temporary seeding                            | <input type="checkbox"/> Vegetative swales            |
| <input checked="" type="checkbox"/> Silt fence                                   | <input type="checkbox"/> Pave haul roads              |
| <input checked="" type="checkbox"/> Ditch checks                                 | <input type="checkbox"/> Dust abatement               |
| <input checked="" type="checkbox"/> Erosion or turf reinforcement mat            | <input type="checkbox"/> Rip rap                      |
| <input type="checkbox"/> Ditch or slope sodding                                  | <input type="checkbox"/> Buffer strips                |
| <input type="checkbox"/> Soil stabilizer   | <input type="checkbox"/> Dewatering – Describe method |
| <input type="checkbox"/> Inlet protection  | <input type="checkbox"/> Silt screen                  |
| <input type="checkbox"/> Turbidity barriers                                      | <input type="checkbox"/> Temporary diversion channel  |
| <input type="checkbox"/> Temporary settling basin                                | <input checked="" type="checkbox"/> Permanent seeding |
| <input checked="" type="checkbox"/> Mulching                                     |   |
| <input checked="" type="checkbox"/> Other - Describe: <u>Culvert Pipe Checks</u> |   |

**Attachment A**  
**Project Overview Map**

Project I.D. 1670-02-07  
Baraboo – Sauk City  
(CTH C – Waterbury Road)  
USH 12  
Sauk County





Project Overview



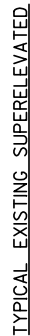
# **Attachment B**

## **Typical Sections**

Project I.D. 1670-02-07  
Baraboo – Sauk City  
(CTH C – Waterbury Road)  
USH 12  
Sauk County

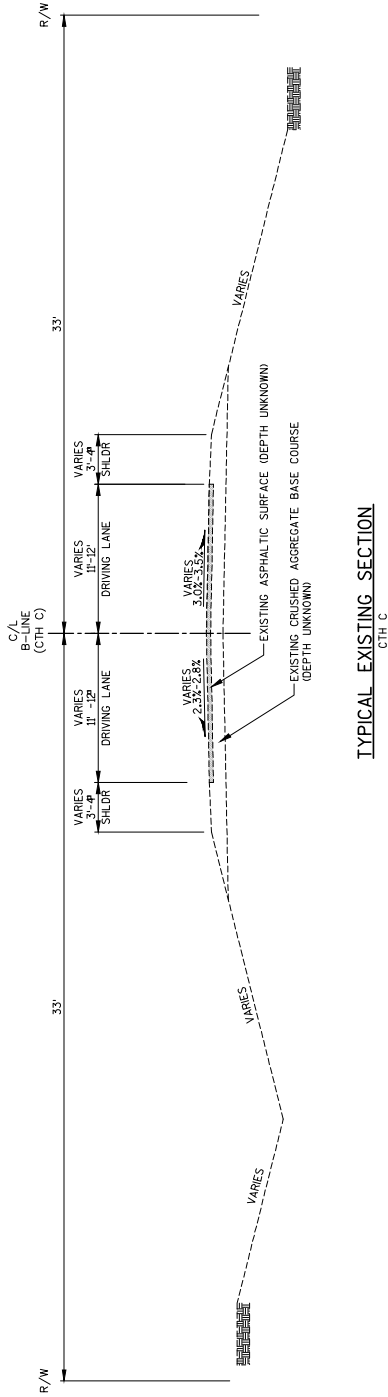


# 3' PAVED SHOULDER

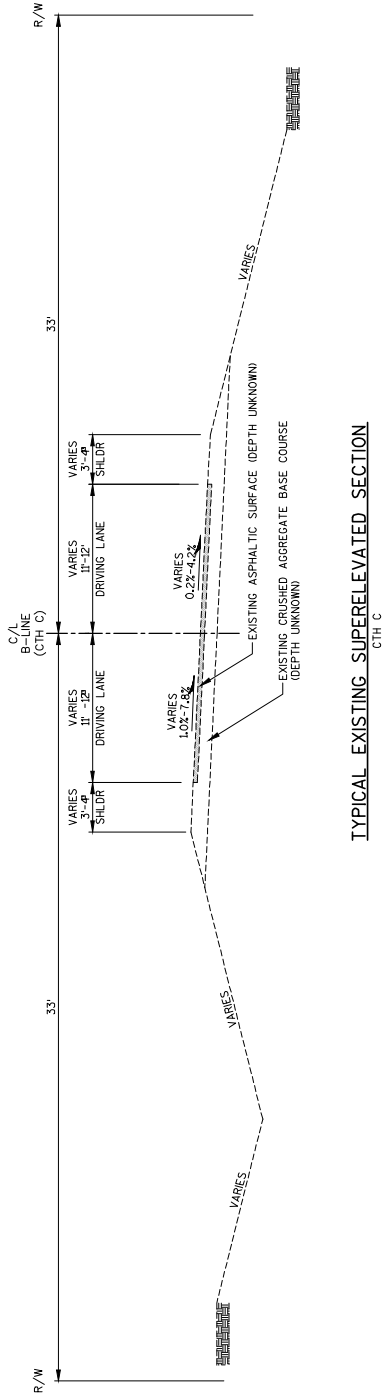


# 3' PAVED SHOULDER

PROJECT NO: 1670-02-77	HWY: USH 12	COUNTY: SAUK	TYPICAL EXISTING SECTIONS	SHEET
<p>FILE NAME : S:\WORK\1670-02-77\12 SAUK COUNTY\SHRTPLAN\TYPICAL\TYPICAL EXISTING SECTION - USH 12.DWG          DATE : 8/24/2017          DRAWN BY : DEBERT, TODD          PLOT DATE : 8/24/2017          PLOT TIME : 10:26:53 AM          PLOT BY :          PLOT SCALE : 1" = 1'</p>				

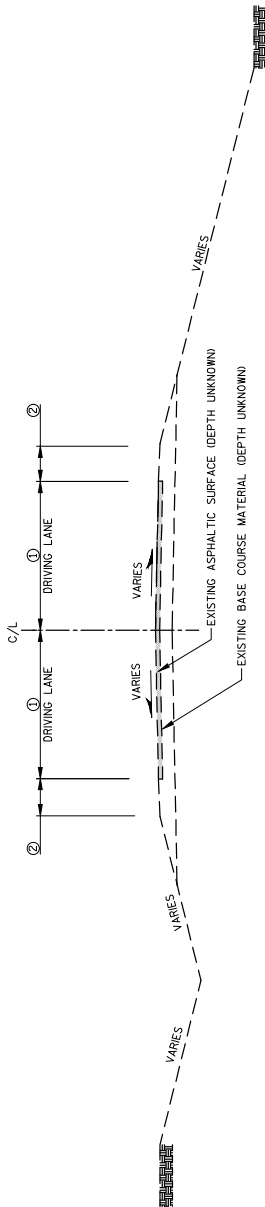


TYPICAL EXISTING SECTION  
CTH C



TYPICAL EXISTING SUPERELEVATED SECTION  
CTH C

PROJECT NO: 1670-02-77	HWY: USH 12	COUNTY: SAUK	TYPICAL EXISTING SECTIONS	SHEET	E
FILE NAME : A:\PROJECTS\1670-02-77\12 SAUK COUNTY\1670-02-77\TYPICAL EXISTING-CTH C					
LAYOUT : TYPICAL EXISTING-CTH C					
PLOT DATE : 8/24/2017					
PLOT TIME : 11:16:13 AM					
PLOT BY : DEBERT, TODD					
PLOT SCALE : 1" = 1'					

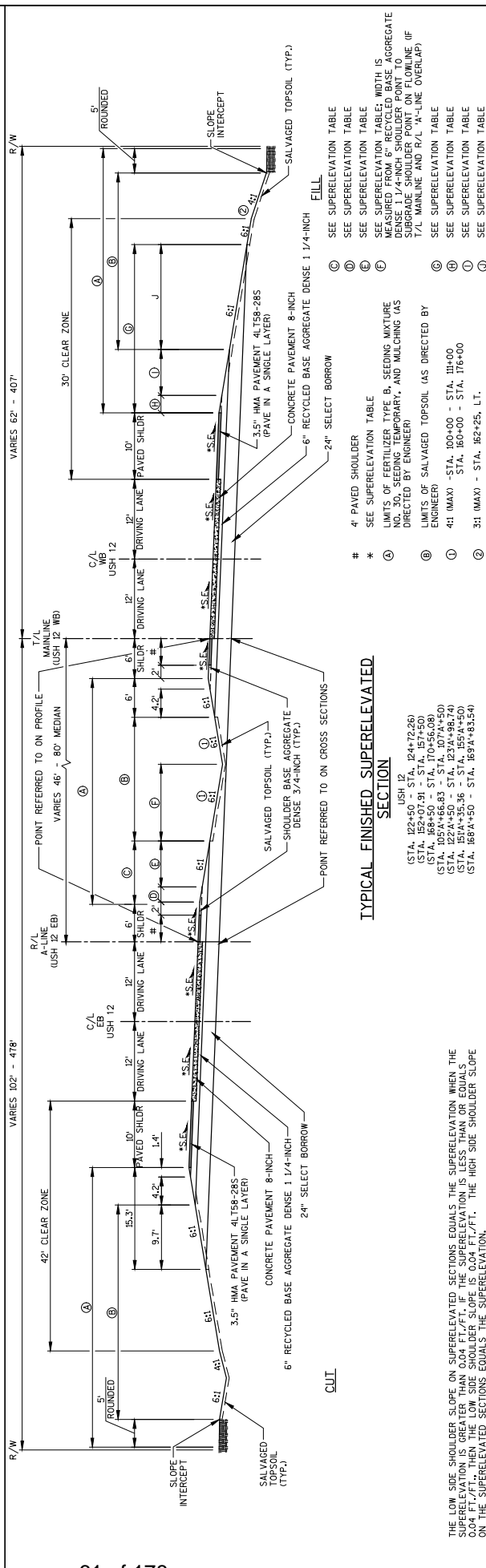


TYPICAL EXISTING SECTION

TYPICAL EXISTING SECTION

ROADWAY	LINE	① (FT)	② (FT)
MAPLE PARK ROAD	'F' -LINE	12	VARIABLE 0' - 2'
STAFF VILLAGE ROAD	'E'-LINE	6	0





THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION WHEN THE SUPERELEVATION IS GREATER THAN 0.04 FT./FT. IF THE SUPERELEVATION IS LESS THAN OR EQUALS 0.04 FT./FT., THEN THE LOW SIDE SHOULDER SLOPE IS 0.04 FT./FT. THE HIGH SIDE SHOULDER SLOPE ON THE SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION.

PROJECT NO: 1670-02-77	HWY: USH 12	COUNTY: SAUK	TYPICAL FINISHED SECTIONS	SHEET
FILE NAME : S:\HWY12\1670-02-77\12 SAUK COUNTY\SHEET\PLAN\TYPICAL\TYPICAL FINISHED SECTIONS\TYPICAL SECTION - USH 12.DWG TYPICAL FINISHED - USH 12 (2) LAYOUT:				
			PLOT DATE : 8/29/2017 PLOT TIME : 9:50:07 AM	PLOT BY : BRAND, PATRICK PLOT SCALE : 1" = 1'

USH 12  
(STA. 131+63 - STA. 137+63)

7713

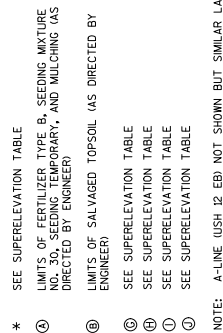
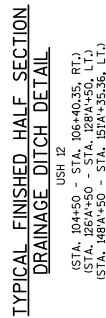
- # 4' PAVED SHOULDER
- (A) LIMITS OF FERTILIZER TYPE B, SEEDING MIXTURE NO. 30, SEEDING TEMPORARY, AND MULCHING, (AS DIRECTED BY ENGINEER)
- (B) LIMITS OF SALVAGED TOPSOIL (AS DIRECTED BY ENGINEER)



USH 12  
(STA. 138'A'+77 - STA. 146'A'+66)

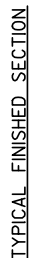
THE

- # 4' PAVED SHOULDER
- (A) LIMITS OF FERTILIZER TYPE B, SEEDING MIXTURE NO. 30, SEEDING TEMPORARY, AND MULCHING, (AS DIRECTED BY ENGINEER)
- (B) LIMITS OF SALVAGED TOPSOIL (AS DIRECTED BY ENGINEER)



TYPICAL FINISHED HALF SUPERELEVATED SECTION  
DRAINAGE DITCH DETAIL

FILE NAME : S:\PROJECTS\WASHY\00112121\DWG\00112121\TYPICAL\TYPICAL FINISHED LAYOUT1.dwg	PROJECT NO: 1670-02-77	HWY: USH 12	COUNTY: SAUK	TYPICAL FINISHED SECTIONS	PLOT BY: STEPHANE POTIER	PLOT DATE: 8/09/2017 PLOT TIME: 5:27:13 PM	PLOT SCALE: 1" = 1'	SHEET	E
--	------------------------	-------------	--------------	---------------------------	--------------------------	---	---------------------	-------	---



CTH C (B-LINE)  
(STA. 301'B+00 - STA. 305'B+34.57)  
(STA. 315'B+13.88 - STA. 330'B+03.48)  
(STA. 337'B+35.68 - STA. 337'B+93.92)

- ① LIMITS OF FERTILIZER TYPE B, SEEDING MIXTURE NO. 30, SEEDING TEMPORARY, AND MULCHING (AS DIRECTED BY ENGINEER)
- ② LIMITS OF SALVAGED TOPSOIL (AS DIRECTED BY ENGINEER)



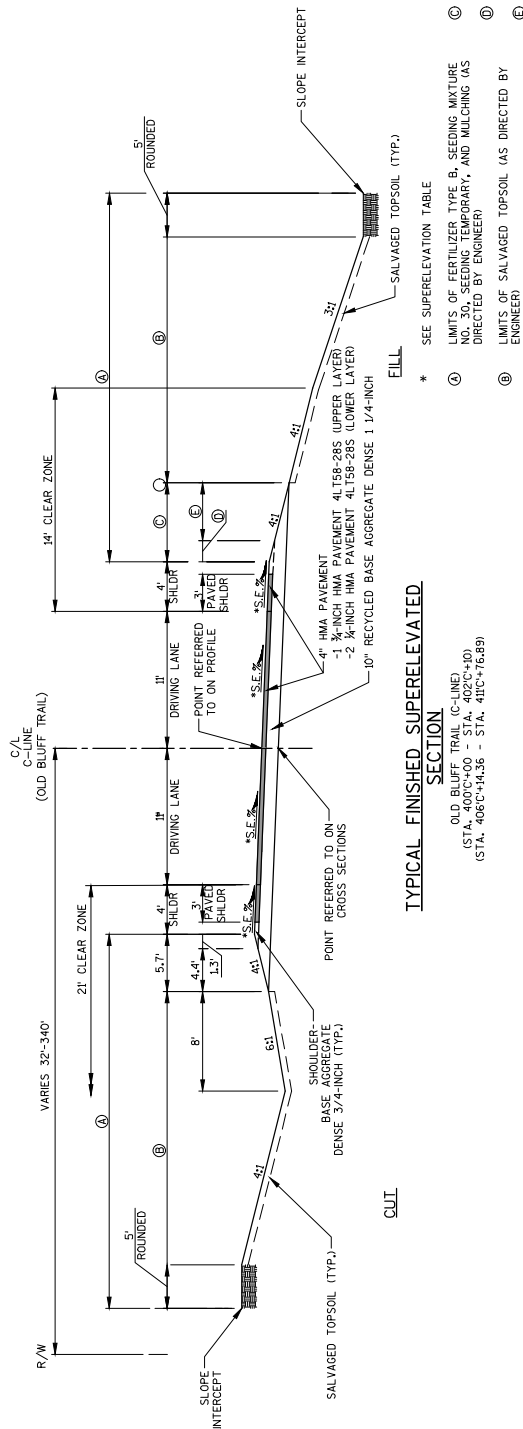
SECTION

CTH C (B-LINE)

- |     |  |     |                          |
|-----|--|-----|--------------------------|
| (A) | LIMITS OF FERTILIZER TYPE B, SEEDING MIXTURE NO. 30, SEEDING TEMPORARY, AND MULCHING (AS DIRECTED BY ENGINEER) | (C) | SEE SUPERELEVATION TABLE |
| (B) | LIMITS OF SALVAGED TOPSOIL (AS DIRECTED BY ENGINEER)   | (D) | SEE SUPERELEVATION TABLE |
|     |  | (E) | SEE SUPERELEVATION TABLE |

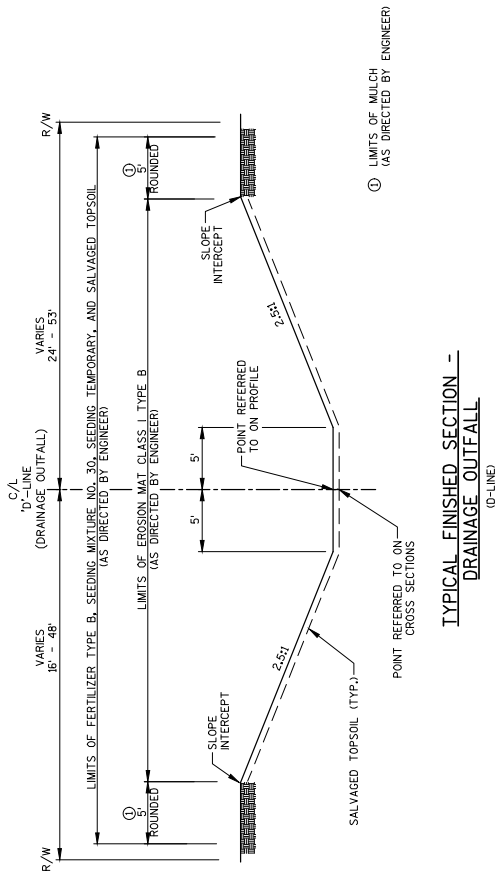
THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION WHEN THE SUPERELEVATION IS GREATER THAN 0.04 FT./FT. IF THE SUPERELEVATION IS LESS THAN OR EQUALS 0.04 FT./FT., THEN THE LOW SIDE SHOULDER SLOPE IS 0.04 FT./FT. THE HIGH SIDE SHOULDER SLOPE ON THE SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION.

PROJECT NO: 1670-02-77	HWY: USH 12	COUNTY: SAUK	TYPICAL FINISHED SECTIONS	E
FILE NAME : S:\PROJECTS\WASH 1670 12 SAUK COUNTY\SUBPROJECT\TYPICAL\TYPICAL FINISHED SECTIONS\TYPICAL SECTION - CTH CDWG TYPICAL FINISHED - CTH PLOT DATE : 8/28/2017 PLOT TIME : 8:52:00 AM PLOT BY : STEPHANIE POTTER PLOT SCALE : 1" = 1'				

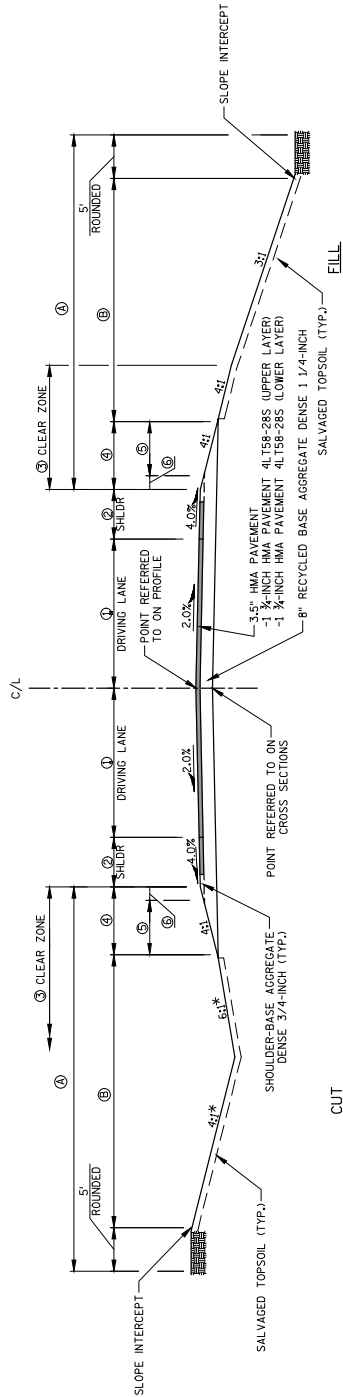


THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION WHEN THE SUPERELEVATION IS GREATER THAN 0.04 FT./FT. IF THE SUPERELEVATION IS LESS THAN OR EQUALS 0.04 FT./FT., THEN THE LOW SIDE SHOULDER SLOPE IS 0.04 FT./FT. THE HIGH SIDE SHOULDER SLOPE ON THE SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION.

PROJECT NO:1670-02-77	HWY: USH 12	COUNTY: SAUK	TYPICAL FINISHED SECTIONS	SHEET
FILE NAME : S:\PROJECTS\WASH USH 12 SAUK COUNTY\SHEET\BYPASS\TYPICAL FINISHED SECTIONS\TYPICAL EXISTING SECTION - OLD BLUFF RAILROAD LAYOUT : TYPICAL FINISHED - OLD BLUFF PLOT DATE : 8/26/2017 PLOT TIME : 10:33:42 AM PLOT BY : STEPHANE POTTER PLOT SCALE : 1" = 4'				



TYPICAL FINISHED SECTION -  
DRAINAGE OUTFALL  
(0-LINE)



TYPICAL FINISHED SECTION

- ④ LIMITS OF FERTILIZER TYPE B, SEEDING MIXTURE NO. 30, SEEDING TEMPORARY, MULCHING, (AS DIRECTED BY ENGINEER)
- ⑥ LIMITS OF SALVAGED TOPSOIL (AS DIRECTED BY ENGINEER)
- \* F.E. (1'-LINE) - 31 (MAX.)

ROADWAY	LINE	①	②	③	④	⑤	⑥
STAFF VILLAGE RD	E-LINE	6	0	7	4.2	2.9	1.3
MAPLE PARK RD	F-LINE	12	2	10	4	2.9	1.1
OLD CTH C	G-LINE	12	3	0	3.9	1.0	2.9
F.E.	H-LINE	12	2	-	4	2.9	1.1

PROJECT NO: 1670-02-77

HWY: USH 12

COUNTY: SAUK

TYPICAL FINISHED SECTIONS

SHEET

FILE NAME : S:\PROJECTS\1670-02-77\1670-02-77\TYPICAL FINISHED SECTIONS\TYPICAL FINISHED SECTION - DRAINAGE OUTFALL LAYOUT

DATE DATE : 8/2/2017  
PLOT TIME : 11:02:40 PM

PLOT BY : STEPHANE POTTER

PLOT SCALE : 1" = 1'

E



② LIMITS OF FERTILIZER TYPE B, SEEDING MIXTURE NO. 30, SEEDING TEMPORARY, MULCHING (AS DIRECTED BY ENGINEER)

③ LIMITS OF SALVAGED TOPSOIL (AS DIRECTED BY ENGINEER)



## **Attachment C**

### **Highway Significance Maps**

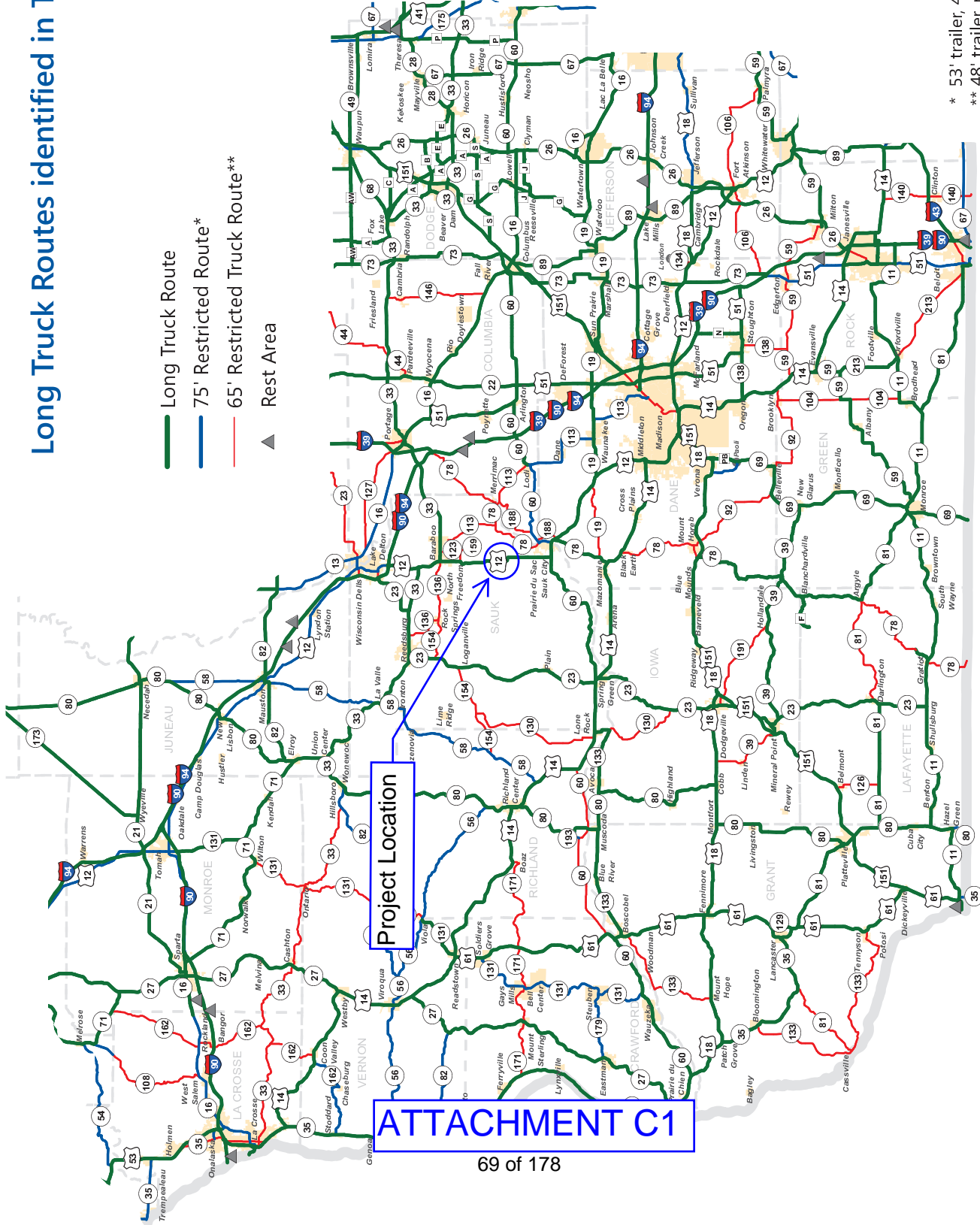
- Attachment C1 – Long Truck Routes Map
- Attachment C2 – Corridors 2020 Routes
- Attachment C3 – Corridors 2030 Routes
- Attachment C4 – OSOW Truck Routes

Project I.D. 1670-02-07  
Baraboo – Sauk City  
(CTH C – Waterbury Road)  
USH 12  
Sauk County

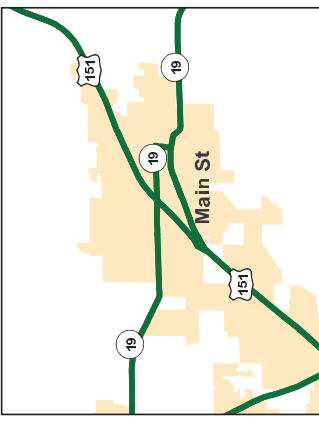


# Long Truck Routes identified in Trans 276.07 - SW Region

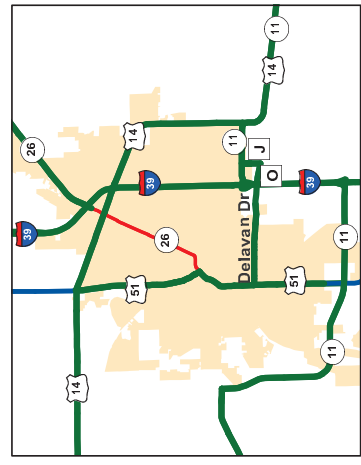
Data current as of 12/31/2014



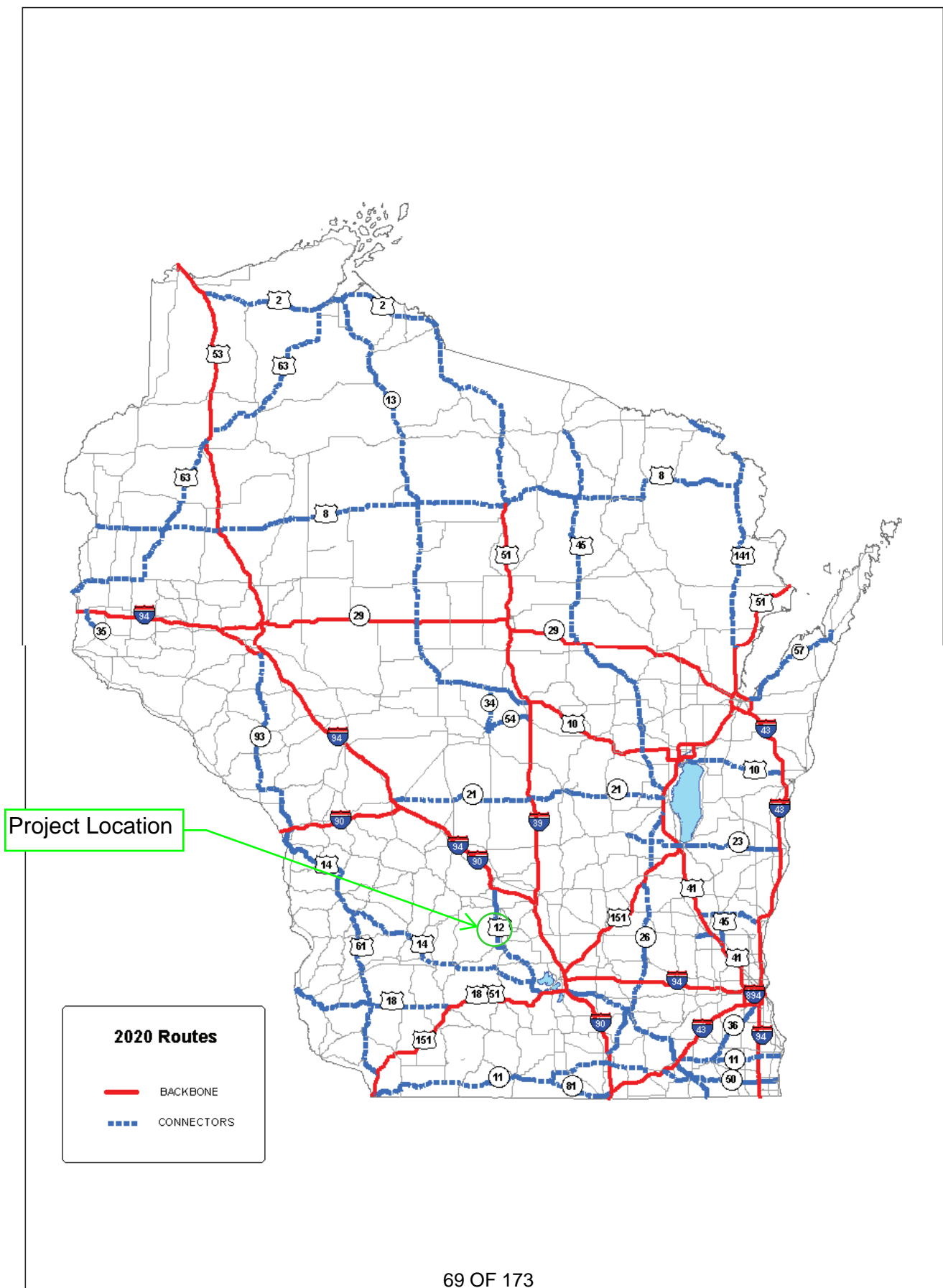
Sun Prairie Detail



Janesville Detail



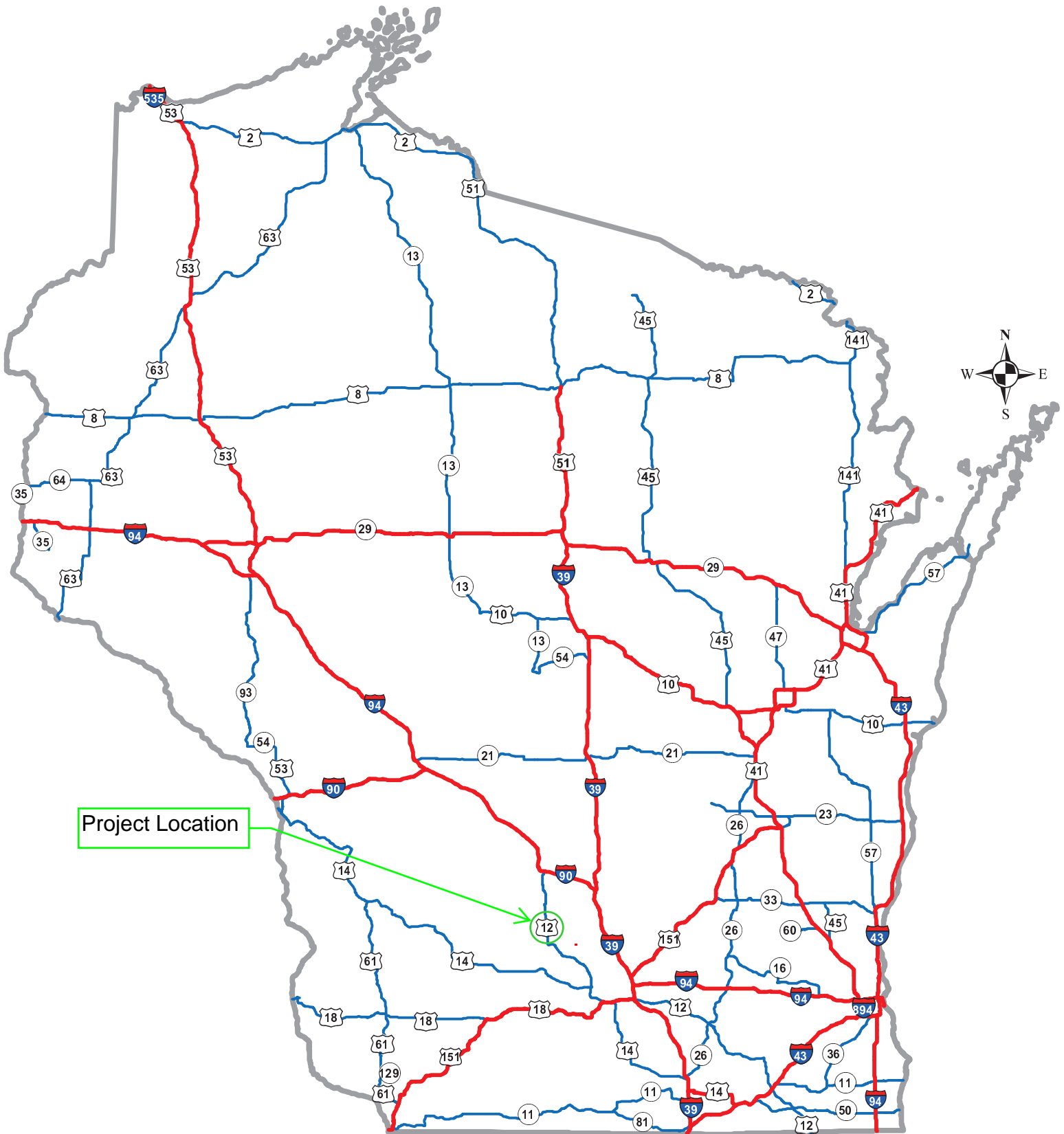
\* 53' trailer, 43' king pin to rear axle, no double bottoms  
 \*\* 48' trailer, no double bottoms



## ATTACHMENT C2

70 of 178

# Corridors 2030



— Backbone  
— Connector

Source: Connecticut

**ATTACHMENT C3**

71 of 178

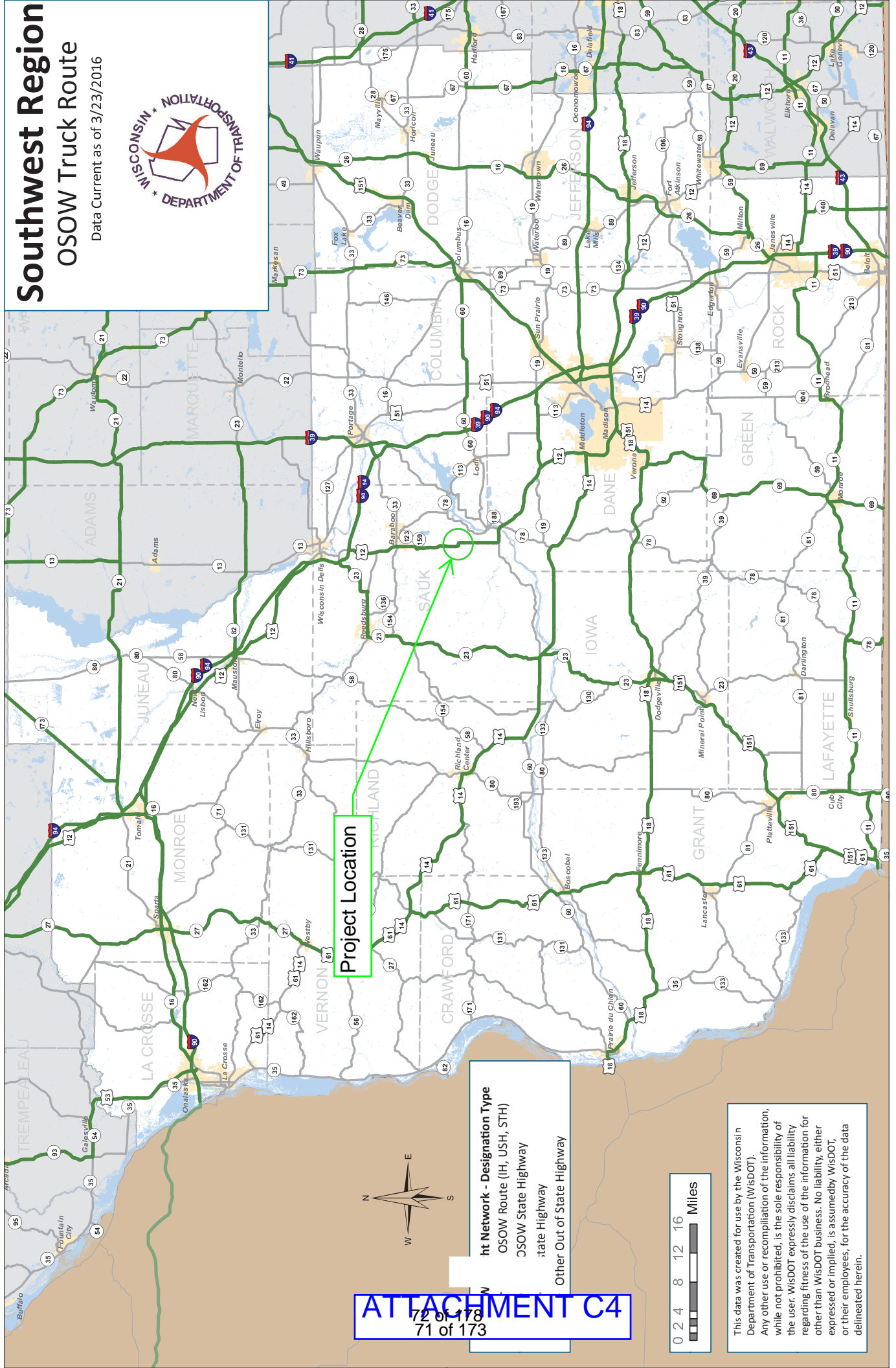
Transportation Plan adopted October 2009

Date: 6/03/2014

# Southwest Region

## OSOW Truck Route

Data Current as of 3/23/2016



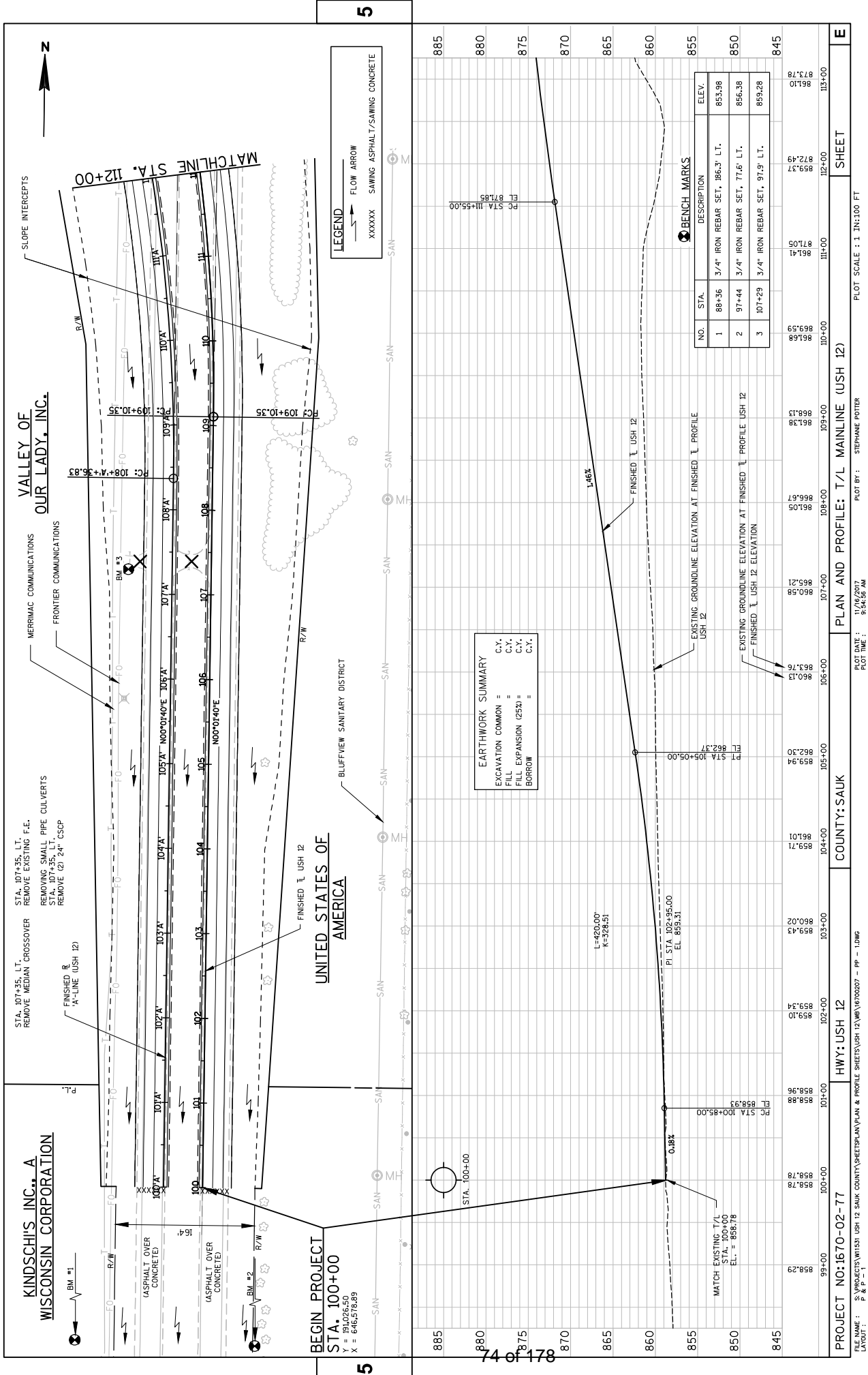
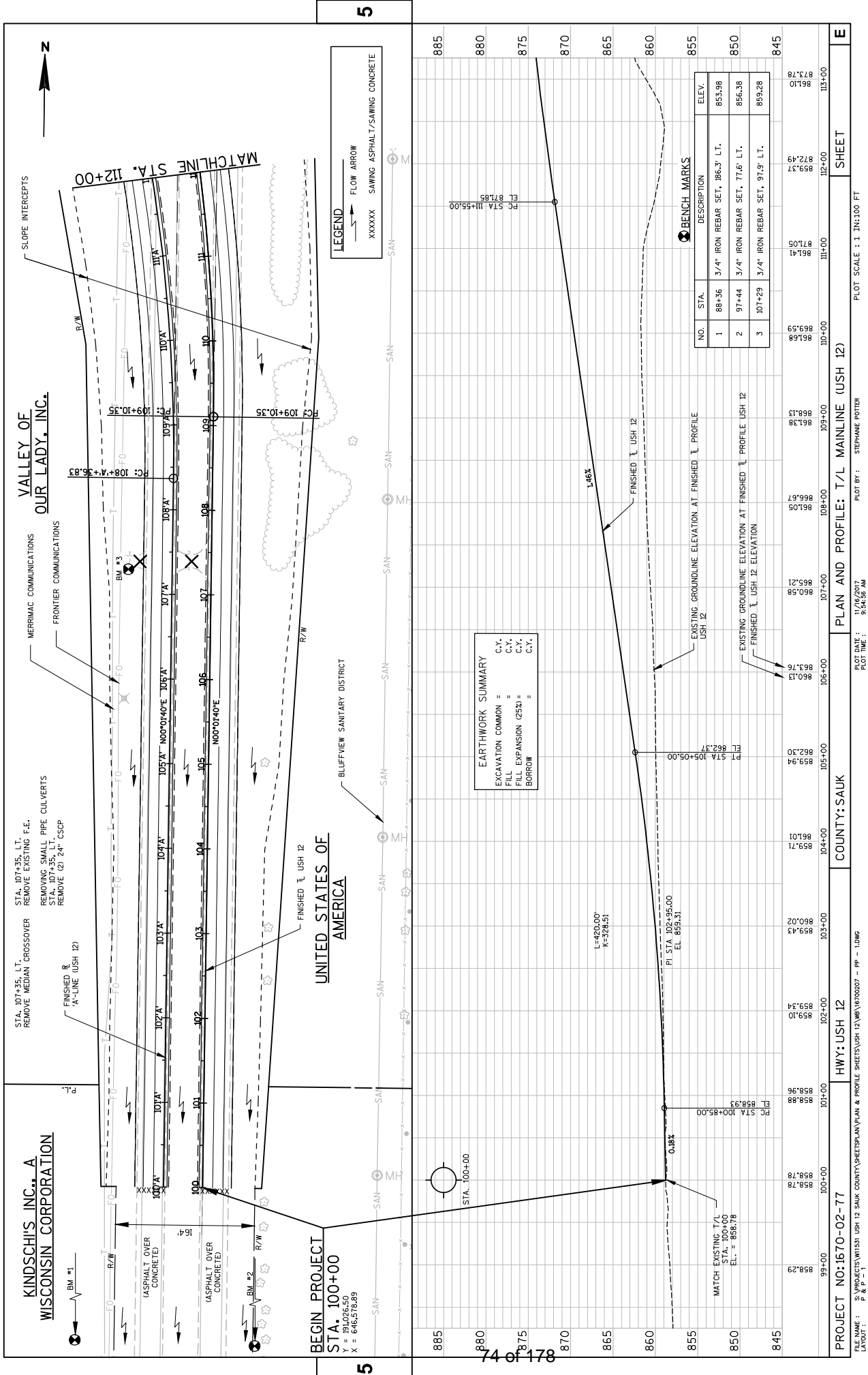
Project Location

ht Network - Designation Type  
 OSOW Route (IH, USH, STH)  
 OSOW State Highway  
 State Highway  
 Other Out of State Highway

This data was created for use by the Wisconsin Department of Transportation (WisDOT). Any other use or recompilation of the information, while not prohibited, is the sole responsibility of the user. WisDOT expressly disclaims all liability regarding fitness of the use of the information for other than WisDOT business. No liability, either expressed or implied, is assumed by WisDOT, or their employees, for the accuracy of the data delineated herein.

**Attachment D**  
**Plan and Profile Sheets**

Project I.D. 1670-02-07  
Baraboo – Sauk City  
(CTH C – Waterbury Road)  
USH 12  
Sauk County



EARTHWORK SUMMARY	
EXCAVATION COMMON	C.Y.
FILL EXPANSION (25%)	C.Y.
BORROW	C.Y.

NO.	STA.	DESCRIPTION	ELEV.
1	88+36	3/4" IRON REBAR SET, 86.3' LT.	853.98
2	97+44	3/4" IRON REBAR SET, 77.6' LT.	856.38
3	107+29	3/4" IRON REBAR SET, 97.9' LT.	859.28

PROJECT NO: 1670-02-77

HWY: USH 12

COUNTY: SAUK

PLAN AND PROFILE: T/L MAINLINE (USH 12)

SHEET

E

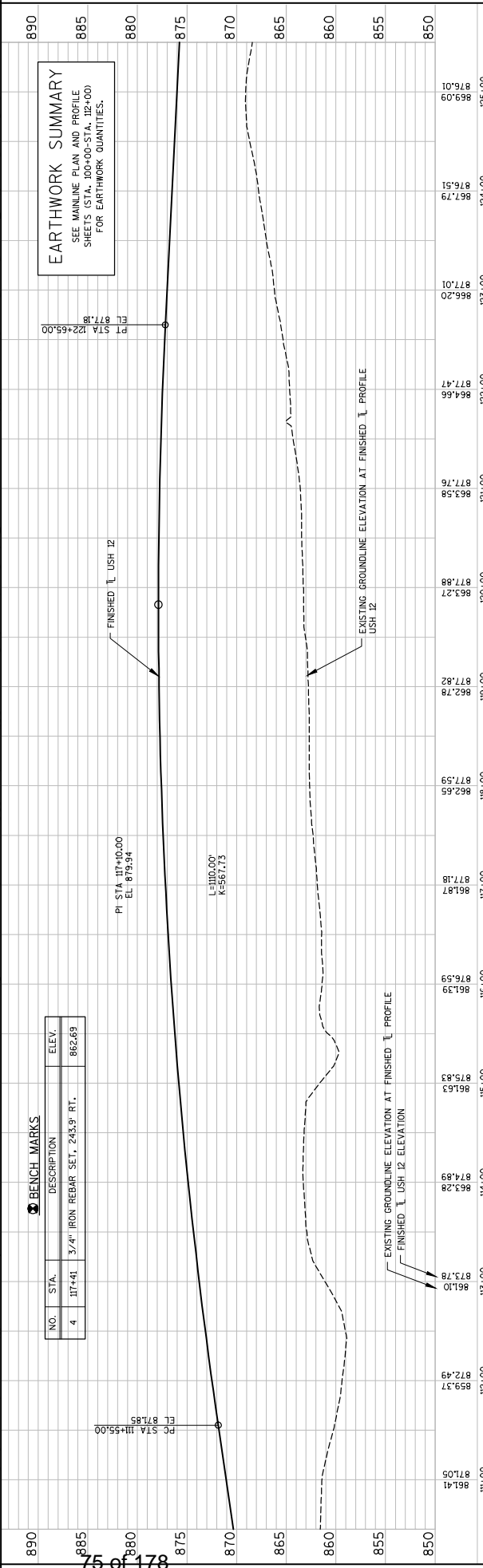
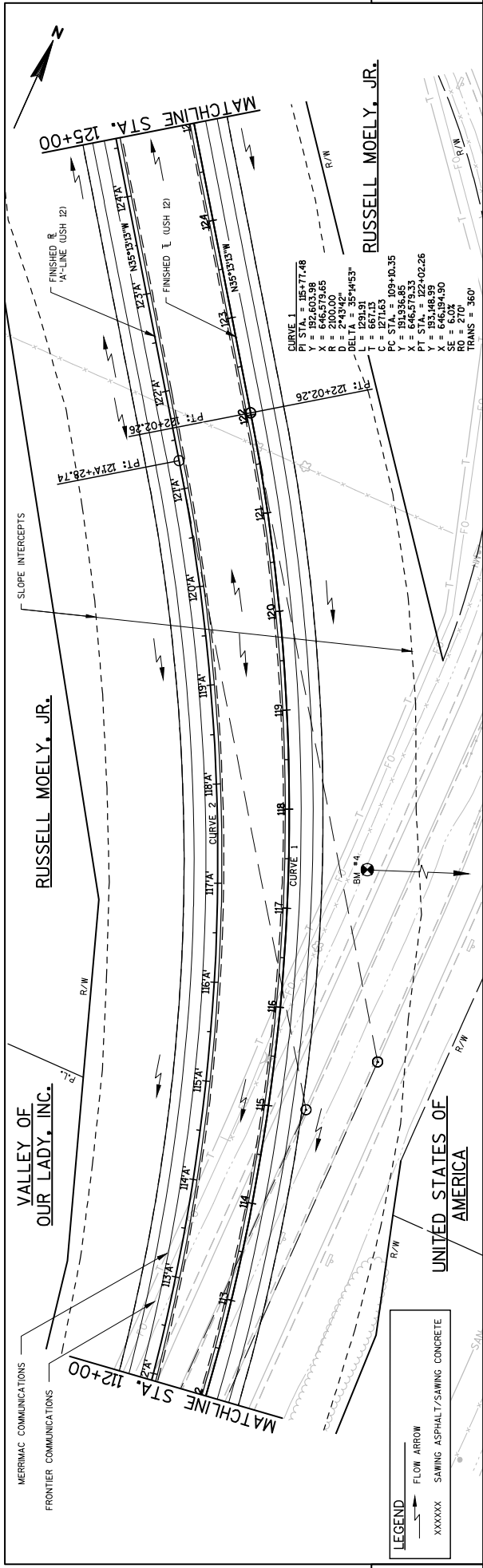
FILE NAME: S:\PROJECTS\1670-02-77\12 SAUK COUNTY\1670-02-77 - PP - 12W6

DATE: 11/26/2017

PLOT TIME: 9:54:56 AM

PLOT BY: STEPHANE POTTER

PLOT SCALE: 1 IN=100 FT

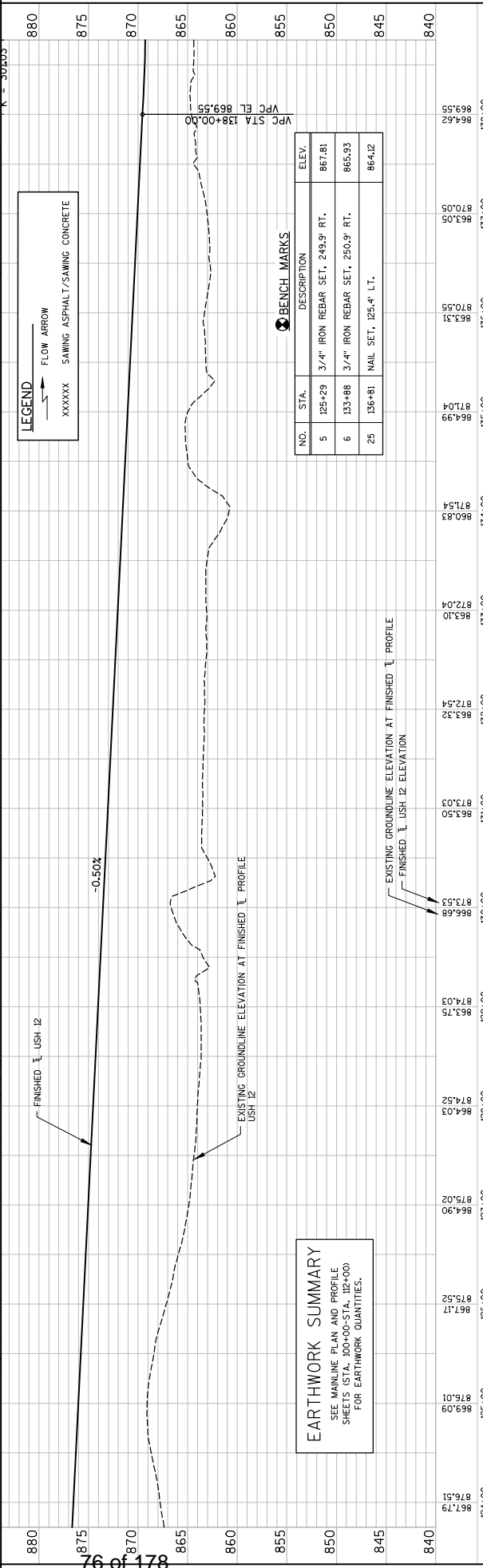
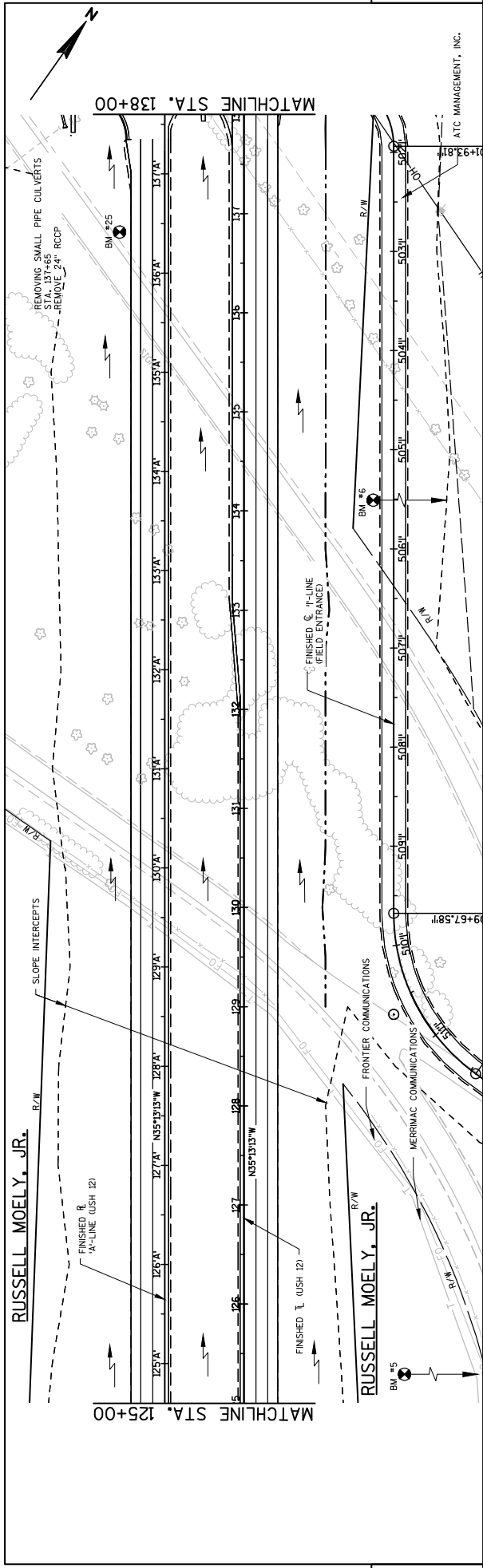


NO.	STA.	DESCRIPTION	ELEV.
4	117+41	3/4" IRON REBAR SET, 2x4x9' RT.	862.49

**EARTHWORK SUMMARY**  
SEE MAINLINE PLAN AND PROFILE SHEETS (STA. 100+00-STA. 112+00) FOR EARTHWORK QUANTITIES.

**LEGEND**  
 → FLOW ARROW  
 XXXXXX SAWING ASPHALT/SAWING CONCRETE

PROJECT NO: 1670-02-77		COUNTY: SAUK		PLAN AND PROFILE: T/L MAINLINE (USH 12)		SHEET
HWY: USH 12						E
FILE NAME : D:\PROJECTS\1670-02-77\12 SAUK COUNTY\1670-02-77\12 SAUK COUNTY\1670-02-77 - PP - 2.DWG	DATE : 11/14/2017	PLOT BY : STEPHANE POTTER		PLOT SCALE: 0.75"=1'-0"		
LAYOUT						



PROJECT NO: 1670-02-77	COUNTY: SAUK				PLAN AND PROFILE: T/L MAINLINE (USH 12)				SHEET
	124+00	125+00	126+00	127+00	128+00	129+00	130+00	131+00	
FILE NAME : S:\PROJECTS\1670-02-77\1670-02-77-01.dwg PLOT DATE : 11/14/2017 PLOT TIME : 9:02:23 AM	867.79	869.09	876.01	875.52	864.90	875.02	874.52	864.03	874.03
	876.51	869.09	876.01	875.52	864.90	875.02	874.52	864.03	874.03
E	124+00	125+00	126+00	127+00	128+00	129+00	130+00	131+00	132+00
	867.79	869.09	876.01	875.52	864.90	875.02	874.52	864.03	874.03
E	124+00	125+00	126+00	127+00	128+00	129+00	130+00	131+00	132+00
	867.79	869.09	876.01	875.52	864.90	875.02	874.52	864.03	874.03

PROJECT NO: 1670-02-77  
COUNTY: SAUK  
PLAN AND PROFILE: T/L MAINLINE (USH 12)  
SHEET E

FILE NAME : S:\PROJECTS\1670-02-77\1670-02-77-01.dwg  
PLOT DATE : 11/14/2017  
PLOT TIME : 9:02:23 AM  
PLOT BY : STEPHANE POTIER  
PLOT SCALE: 1"=100 FT

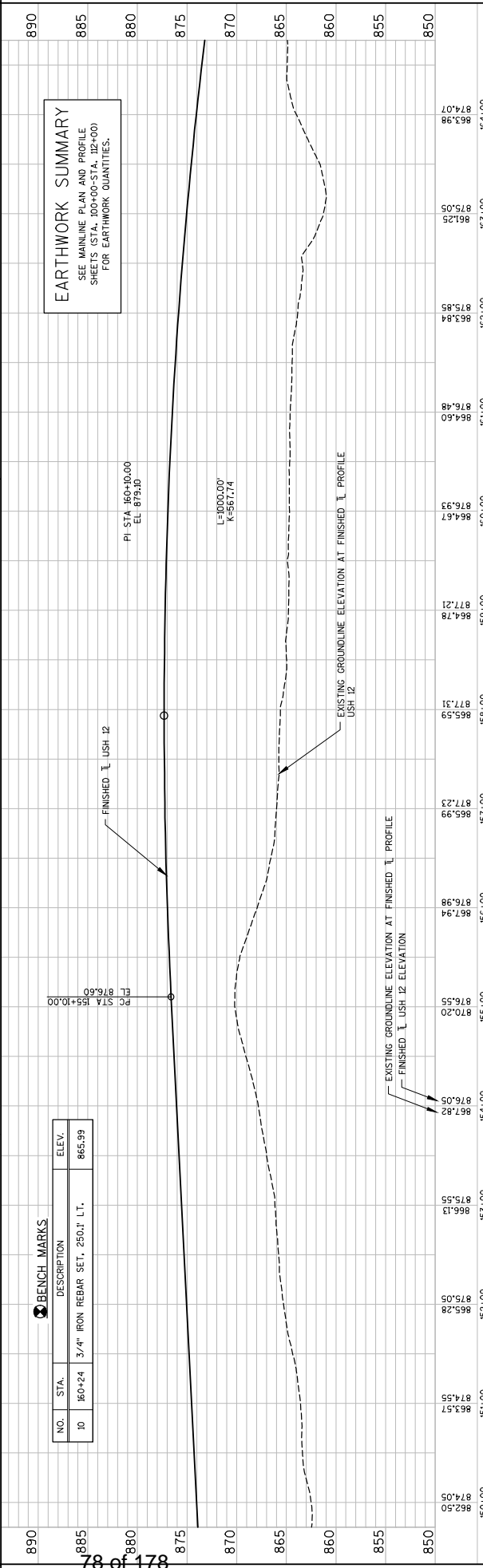
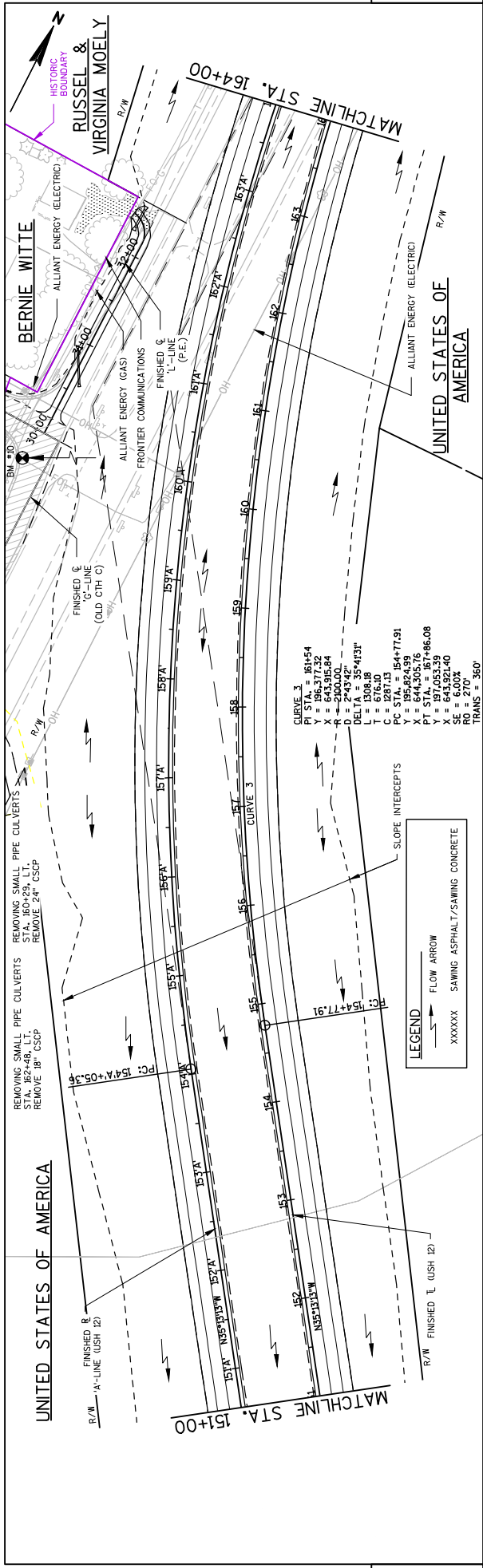
**EARTHWORK SUMMARY**  
SEE MAINLINE PLAN AND PROFILE  
SHEETS (STA. 100+00-STA. 138+00)  
FOR EARTHWORK QUANTITIES.

NO.	STA.	DESCRIPTION	ELEV.
5	125+29	3/4" IRON REBAR SET, 249.9' RT.	867.81
6	133+88	3/4" IRON REBAR SET, 250.9' RT.	865.93
25	136+81	NAIL SET, 125.4' LT.	864.12

**LEGEND**  
— FLOW ARROW  
XXXXXX SAWING ASPHALT/SAWING CONCRETE







PROJECT NO: 1670-02-77		COUNTY: SAUK		PLAN AND PROFILE: T/L MAINLINE (USH 12)		SHEET	
FILE NAME: S:\PROJECTS\1670-02-77\1670-02-77\1670-02-77.dwg		HWY: USH 12		PLOT DATE: 11/14/2017		E	
LAYOUT: P & P		PLOT TIME: 10:41:58 AM		PLOT BY: STEPHANE POTTER		PLOT SCALE: 0.75"=100'	

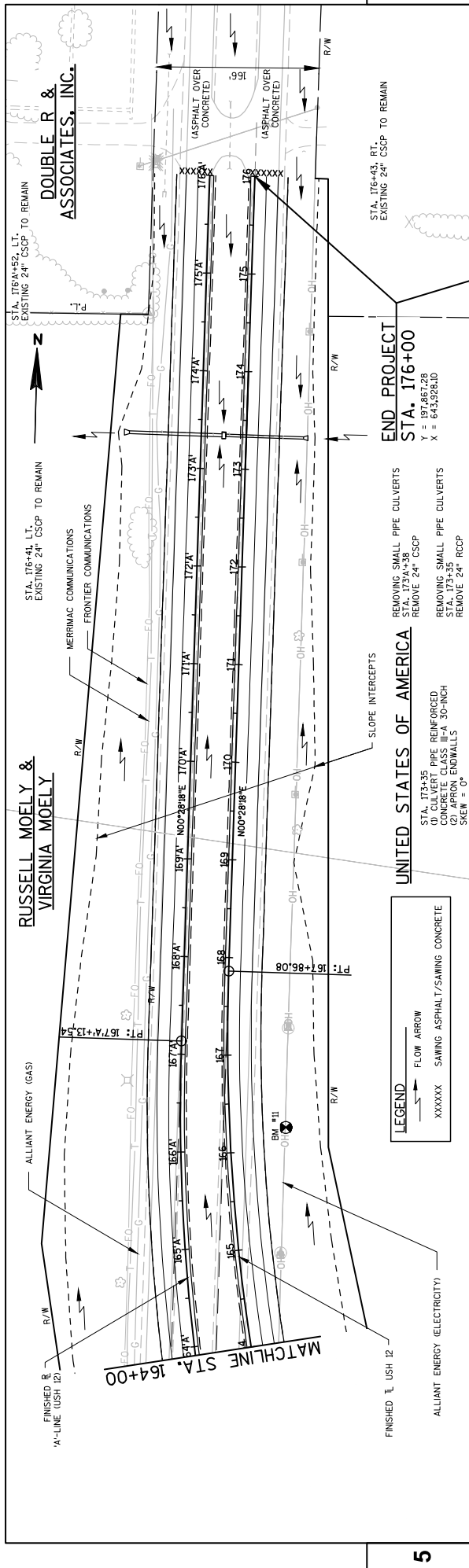
BENCH MARKS		
NO.	STA.	DESCRIPTION
10	150+24	3/4" IRON REBAR SET, 250.1' LT.

**EARTHWORK SUMMARY**  
SEE MAINLINE PLAN AND PROFILE SHEETS (STA. 100+00-STA. 112+00) FOR EARTHWORK QUANTITIES.

5

5

178 of 178



**EARTHWORK SUMMARY**  
SEE MAINLINE PLAN AND PROFILE  
SHEETS (STA. 100+00-STA. 112+00)  
FOR EARTHWORK QUANTITIES.

NO.	STA.	DESCRIPTION	ELEV.
11	166+23	3/4" IRON REBAR SET, 57.3' RT.	861.90

**BENCH MARKS**

FINISHED U.S. 12

EXISTING U.S. 12

EXISTING GROUNDLINE ELEVATION AT FINISHED U.S. 12 PROFILE

FINISHED U.S. 12 ELEVATION

EXISTING GROUNDLINE ELEVATION AT FINISHED U.S. 12 PROFILE

PT STA 170+80.00  
EL 865.60

PT STA 172+500.00  
EL 863.45

PT STA 174+20.00  
EL 863.29

MATCH EXISTING  
STA. 176+00  
EL. = 863.12

STA. 176+00

-1.28%

-0.09%

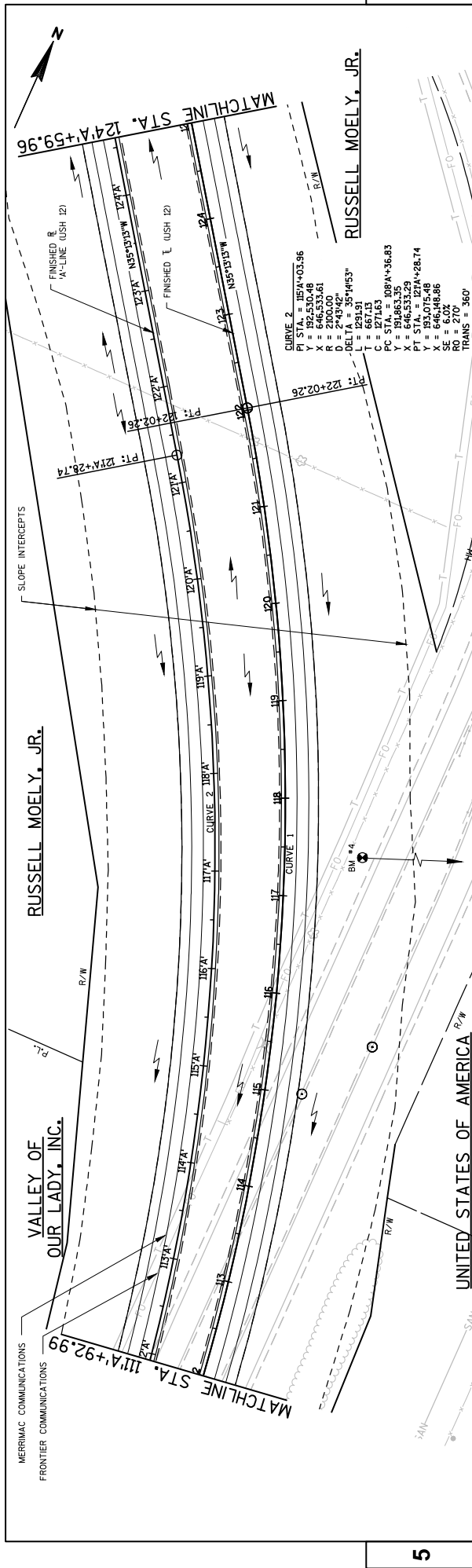
890  
885  
880  
875  
870  
865  
860  
855  
850

890  
885  
880  
875  
870  
865  
860  
855  
850

870 of 178

PROJECT NO:1670-02-77	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: T/L MAINLINE (USH 12)	SHEET
163+00	165+00	167+00	169+00	171+00
163+00	165+00	167+00	169+00	171+00
FILE NAME : S:\PROJECTS\W151\ USH 12 SAUK COUNTY\SHEETS\PLAN & PROFILE SHEETS\USH 12\W151020207 - PP - 6.DWG P & P - 6 PLOT DATE : 11/16/2017 PLOT TIME : 9:11:59 AM PLOT BY : STEPHANIE POTTER PLOT SCALE: 0.5"=100' : 1"=100' FT				





**BENCH MARKS**

NO.	STA.	DESCRIPTION	ELEV.
4	117+11	3/4" IRON REBAR SET, 315.2' RT.	862.69

**EARTHWORK SUMMARY**  
SEE MAINLINE PLAN AND PROFILE SHEETS (STA. 100+00-STA. 112+00) FOR EARTHWORK QUANTITIES.

**PC STA 114+00.00**  
EL 872.99

**PI STA 119+00.00**  
EL 873.15

**L=1000.00'**  
**K=516.46**

**EXISTING GROUNDLINE ELEVATION AT FINISHED R<sub>1</sub> PROFILE 'A'-LINE (USH 12)**

**EXISTING GROUNDLINE ELEVATION AT FINISHED R<sub>2</sub> PROFILE 'A'-LINE (USH 12)**

**FINISHED R<sub>1</sub> 'A'-LINE (USH 12)**

**FINISHED R<sub>2</sub> 'A'-LINE (USH 12)**

**PT STA 124+00.00**  
EL 876.63

**PLAN AND PROFILE: 'A'-LINE (USH 12 EB)**

STA	ELEV
113+00	862.43
114+00	862.27
115+00	870.53
116+00	860.31
117+00	871.76
118+00	872.99
119+00	860.96
120+00	860.76
121+00	861.12
122+00	865.92
123+00	875.90
124+00	862.42
125+00	869.51

FILE NAME : S:\PROJECTS\W11531 USH 12 SAUK COUNTY\SHEETS\PLAN & PROFILE SHEETS\USH 12\VB16700207 - PP - 2 (B).DWG  
PLOT DATE : 11/16/2017  
PLOT BY : STEPHANIE POTTER  
PLOT TIME : 9:15:06 AM  
PLOT SCALE: 0.7500000 E 1 IN=100 FT

PLOT BY : STEPHANIE POTTER

PLOT DATE : 11/16/2017  
PLOT TIME : 9:15:06 AM

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E SHEETS\USH 12\FB\16700207 - PP - 2 (EB).DWG

COUNTY\SHEETS\PLAN\PLAN &amp; PRO

FILE NAME : S:\PROJECTS\W11531 USH 12 SAUK  
LAYOUT : P & P - 2

1

PLOT SCALE: 0.25 IN: 100 FT

STEPHANIE POTTER

PLOT BY

PLOT DATE : 11/16/2006  
PLOT TIME : 9:15:06

---

6

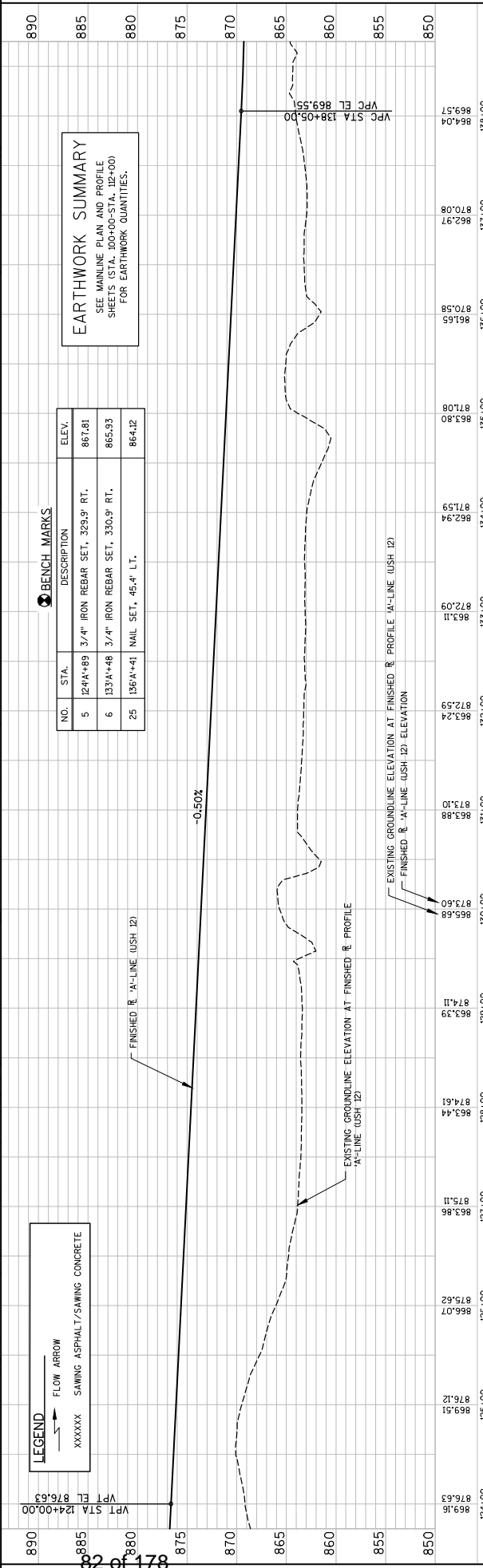
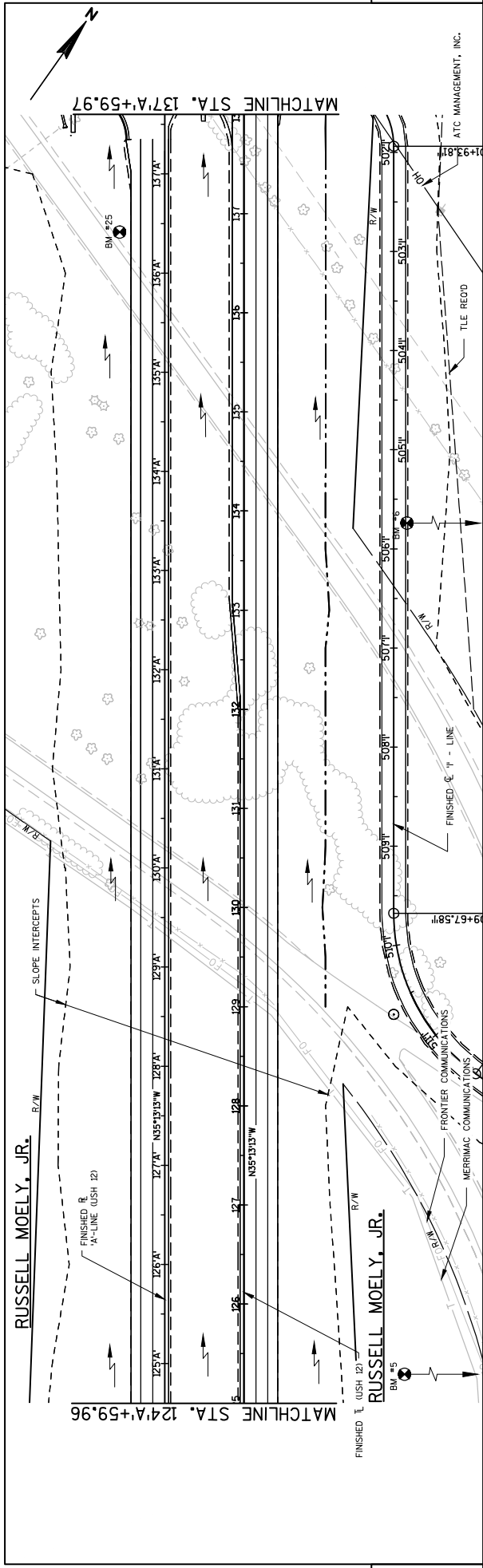
12\EB\16700207 - PP - 2 (EE

.TSPLAN\PLAN &amp; PROFILE SHEETS

S\W11531 USH 12 SAUK COUNTY\

FILE NAME : S:\PRO  
LAYOUT : P & P

81 of 178



**LEGEND**

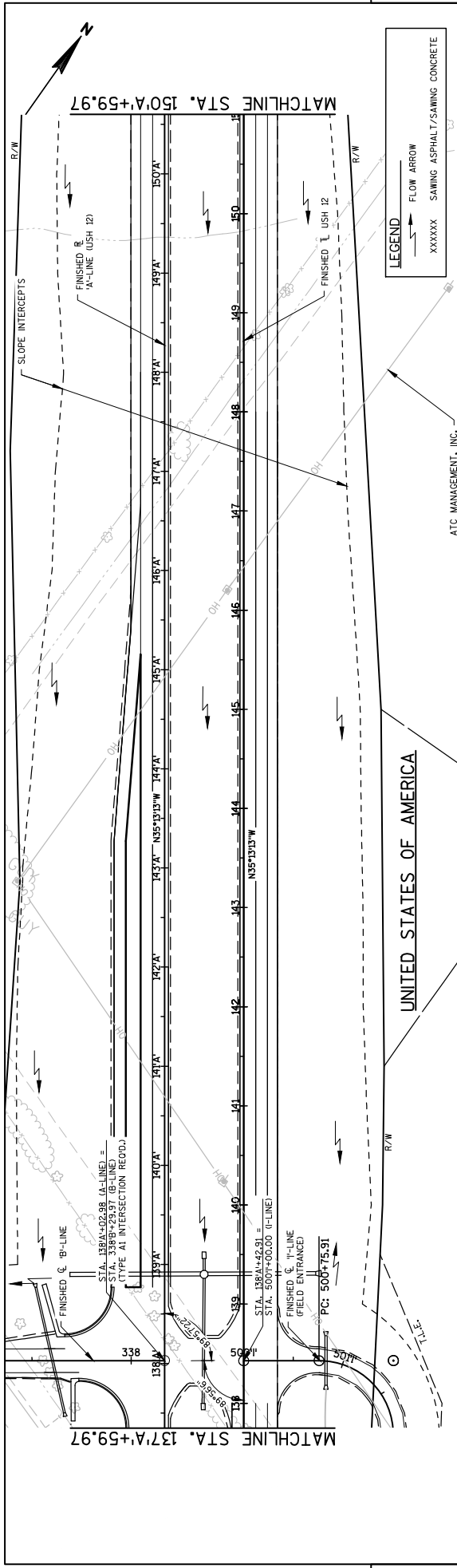
FLOW ARROW  
 SAWING ASPHALT/SAWING CONCRETE

**BENCH MARKS**

NO.	STA.	DESCRIPTION	ELEV.
5	124+1.89	3/4" IRON REBAR SET, 329.9' RT.	867.81
6	133+1.48	3/4" IRON REBAR SET, 330.9' RT.	865.93
25	136+1.41	NAIL SET, 45.4' L.T.	864.12

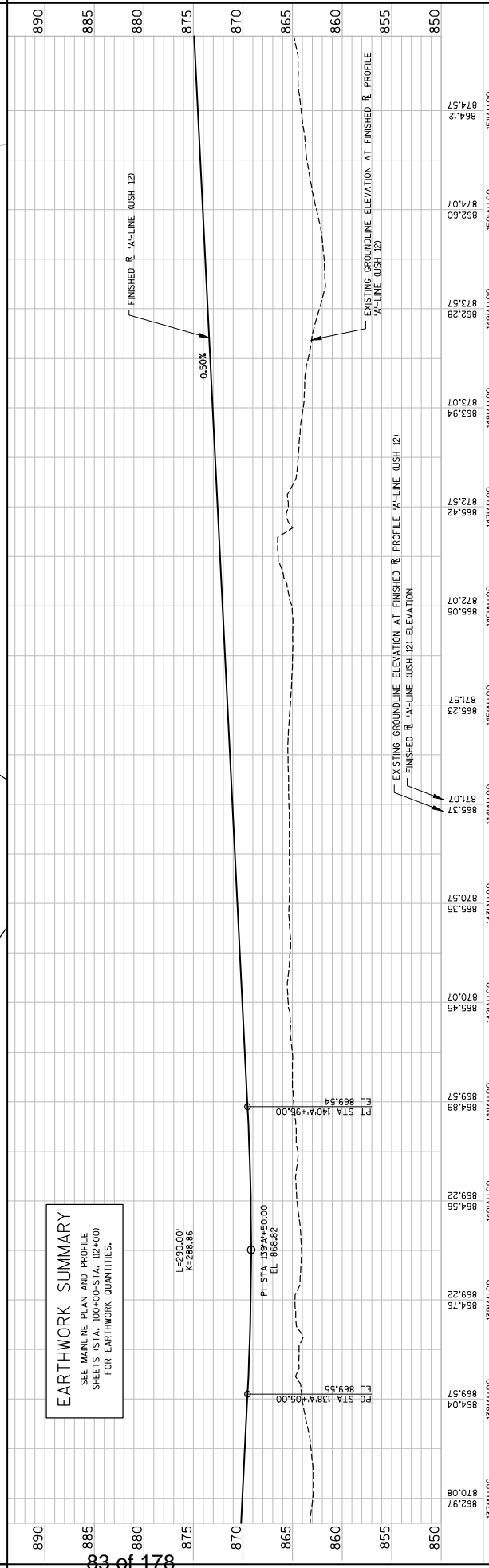
**EARTHWORK SUMMARY**  
 SEE MAINLINE PLAN AND PROFILE SHEETS (STA 124+00-STA 138+00) FOR EARTHWORK QUANTITIES.

PROJECT NO: 1670-02-77		HWY: USH 12		COUNTY: SAUK		PLAN AND PROFILE: 'A'-LINE (USH 12 EB)		SHEET	
FILE NAME: S:\PROJECTS\1670-02-77\12 SAUK COUNTY\16700207 - PP - 3 (RD.DWG)		DATE: 11/27/2017		PLOT DATE: 11/27/2017		PLOT BY: STEPHANE POTIER		PLOT SCALE: 0.75"=100' (1"=131.20' FT)	



5

5



**EARTHWORK SUMMARY**  
SEE MAINLINE PLAN AND PROFILE  
SHEETS (STA. 100+00-STA. 112+00)  
FOR EARTHWORK QUANTITIES.

L=230.00'  
K=288.86

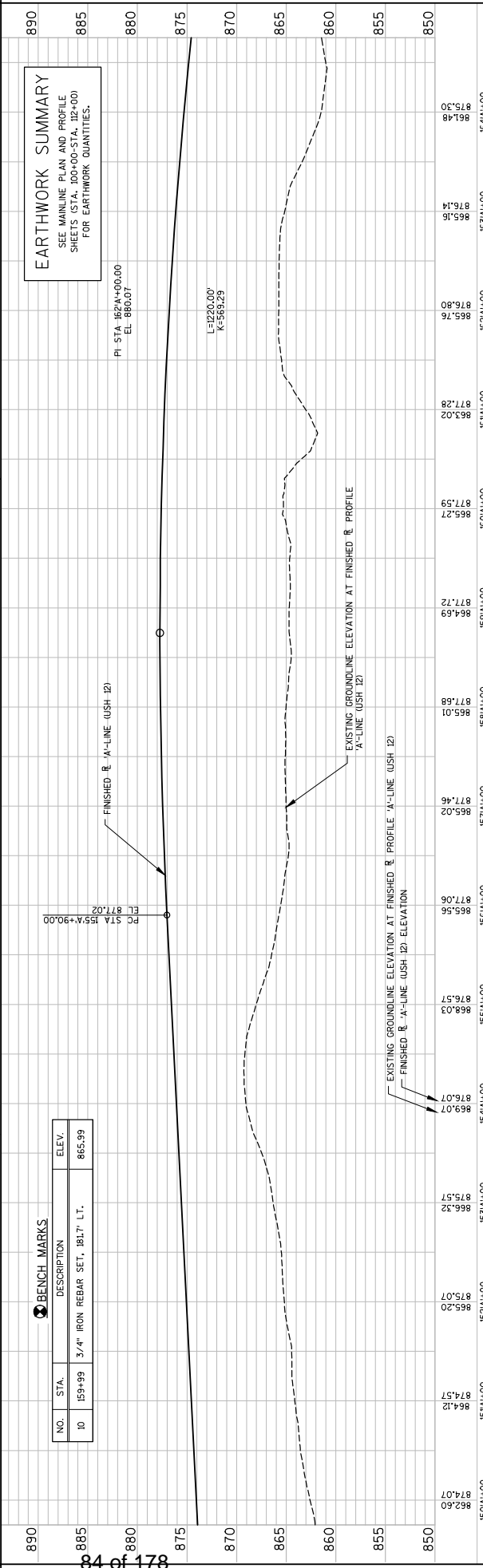
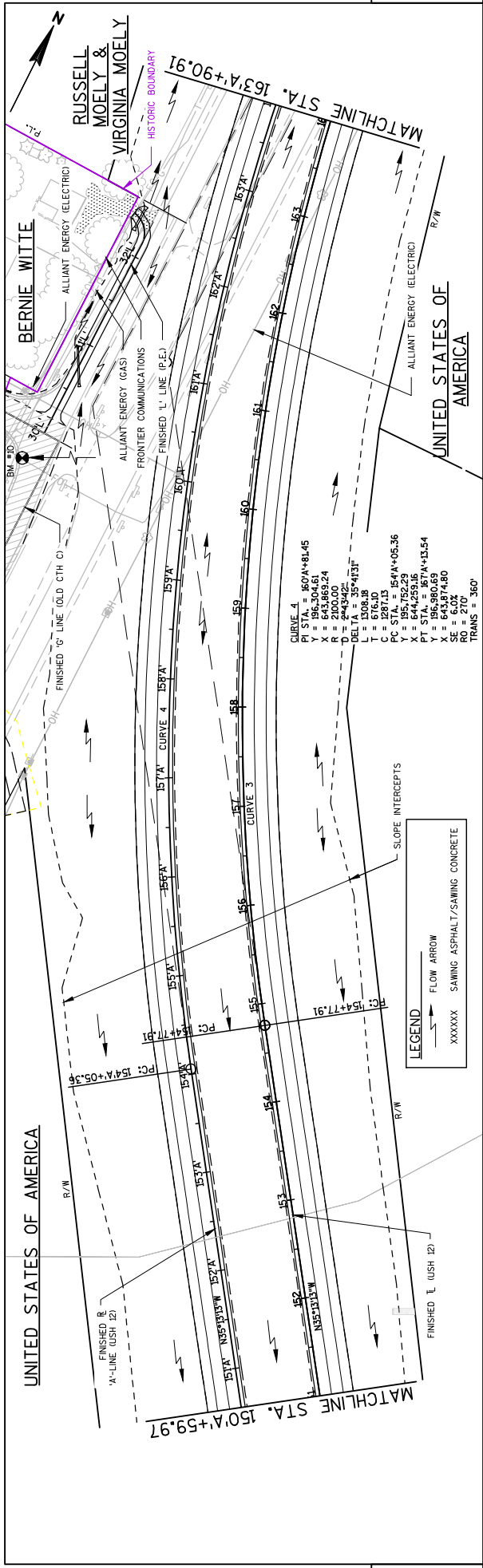
PI STA 139A+50.00  
EL 866.82

PI STA 140A+96.00  
EL 869.54

PROJECT NO: 1670-02-77	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: 'A'-LINE (USH 12 EB)	SHEET
137A+00	138A+00	139A+00	140A+00	141A+00
142A+00	143A+00	144A+00	145A+00	146A+00
147A+00	148A+00	149A+00	150A+00	151A+00

PLOT DATE: 11/16/2017  
PLOT TIME: 9:18:42 AM  
PLOT BY: STEPHANE POTTER  
PLOT SCALE: 1 IN=100 FT

FILE NAME: S:\PROJECTS\1670-02-77\12 SAUK COUNTY\1670-02-77 - 1670-02-77 - 4 (B)DWG  
LAYOUT: P & P

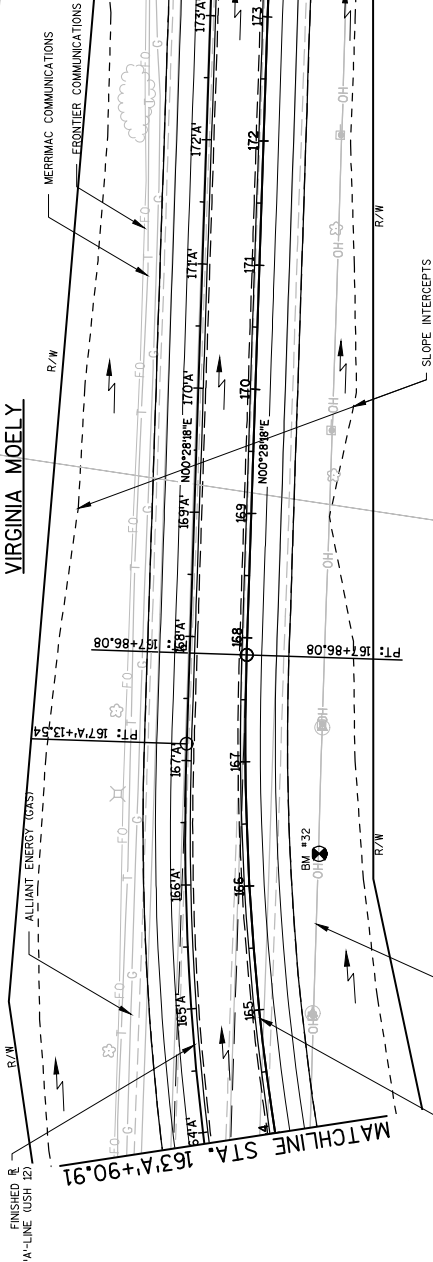


COUNTY: SAUK				PLAN AND PROFILE: 'A'-LINE (USH 12 EB)		SHEET
PROJECT NO: 1670-02-77	HWY: USH 12			PLAN DATE: 11/14/2017	PLAN TIME: 10:08:29 AM	
FILE NAME: S:\PROJECTS\1670 USH 12 SAUK COUNTY\16700207 - PP - 5 (BUILDING LAYOUT)	PLOT BY: STEPHANE POTIER			PLOT SCALE: 0.75"=100.00'		E

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
10	159+99	3/4" IRON REBAR SET, 81.7' LT.	865.99



RUSSELL MOELY &  
VIRGINIA MOELY



UNITED STATES OF  
AMERICA

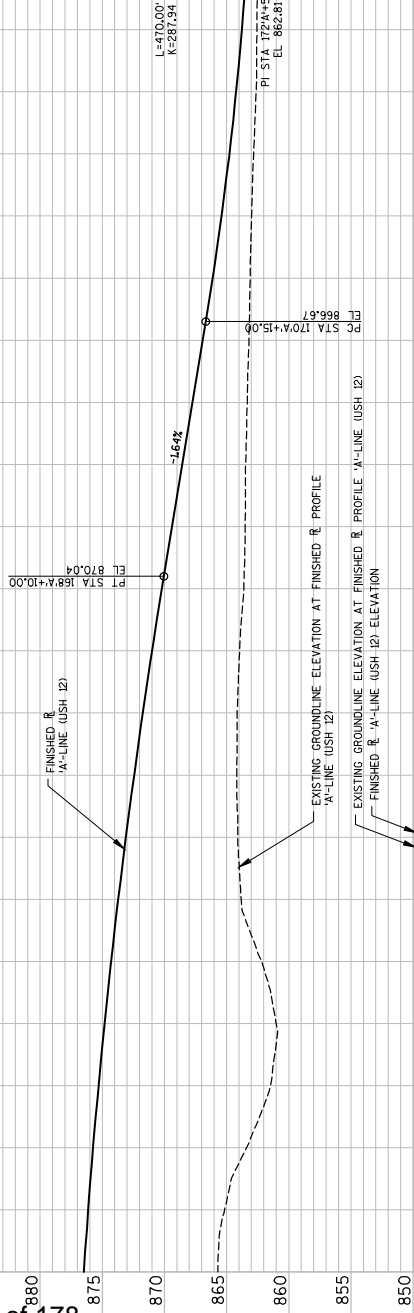
END CONSTRUCTION  
STA. 176A+00  
X = 671,852.12  
Y = 671,852.12

LEGEND  
FLOW ARROW  
XXXXXX SAWING ASPHALT/SAWING CONCRETE  
ALLIANT ENERGY (ELECTRICITY)

BENCHMARK

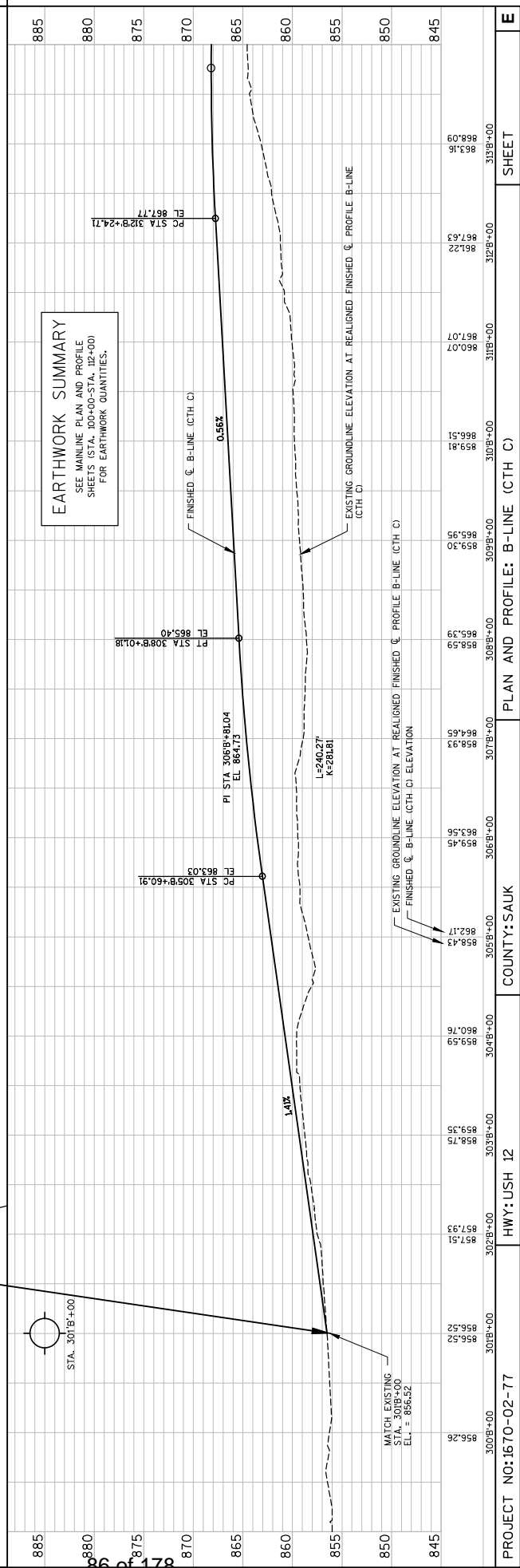
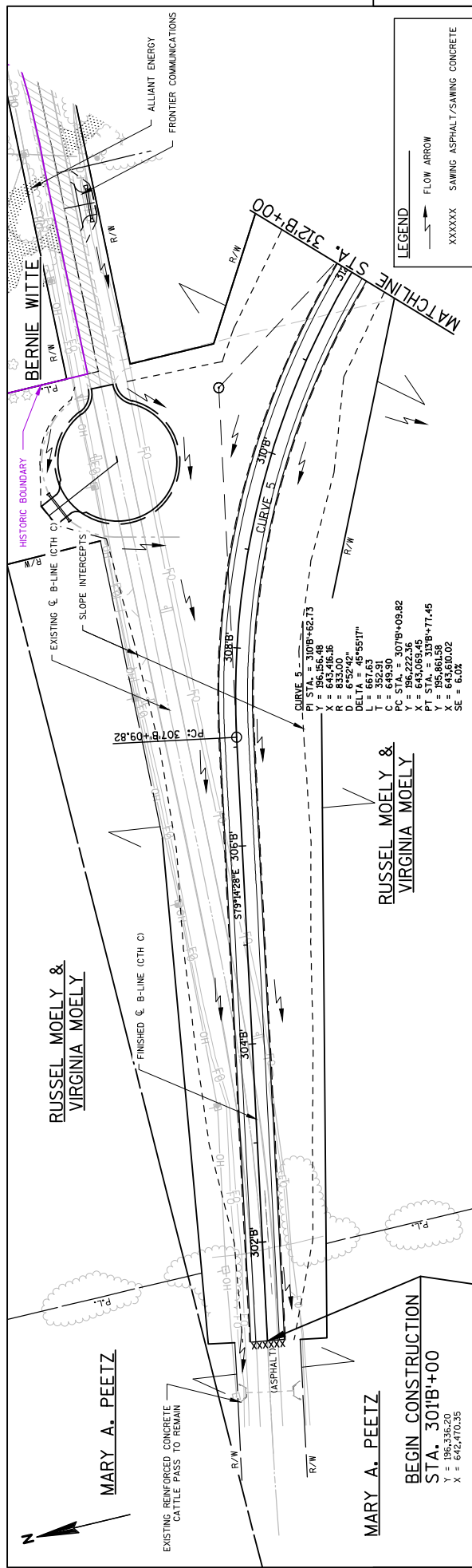
NO.	STA.	DESCRIPTION	ELEV.
11	166+24	3/4" IRON REBAR SET, 107.6' RT.	861.90

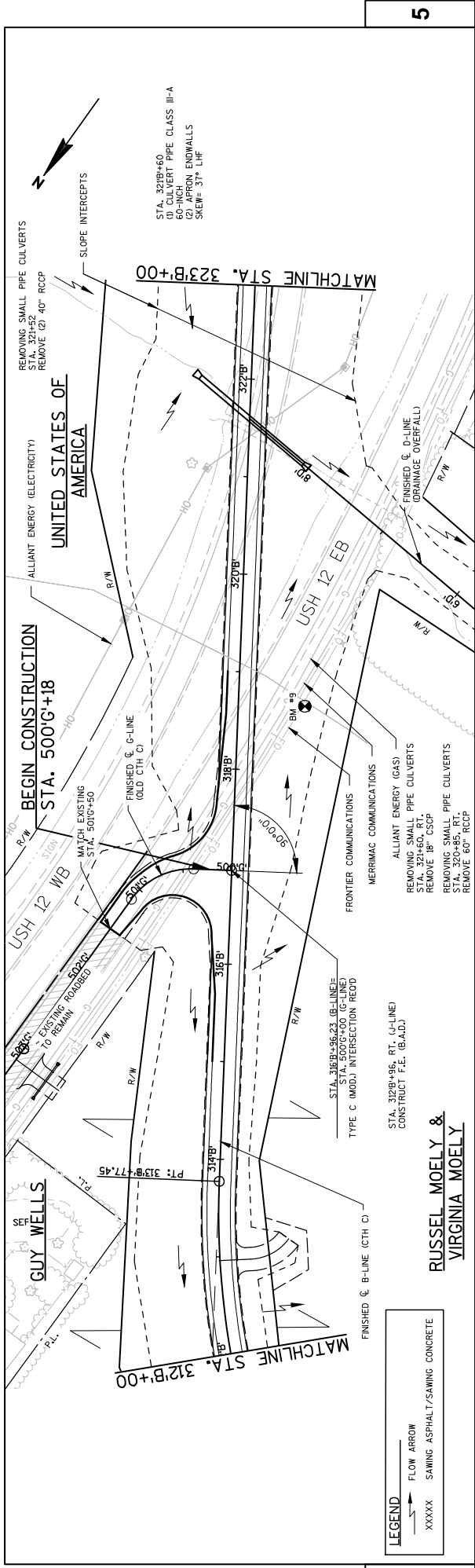
EARTHWORK SUMMARY  
SEE MAINLINE PLAN AND PROFILE  
SHEETS (STA. 100+00-STA. 112+00)  
FOR EARTHWORK QUANTITIES.



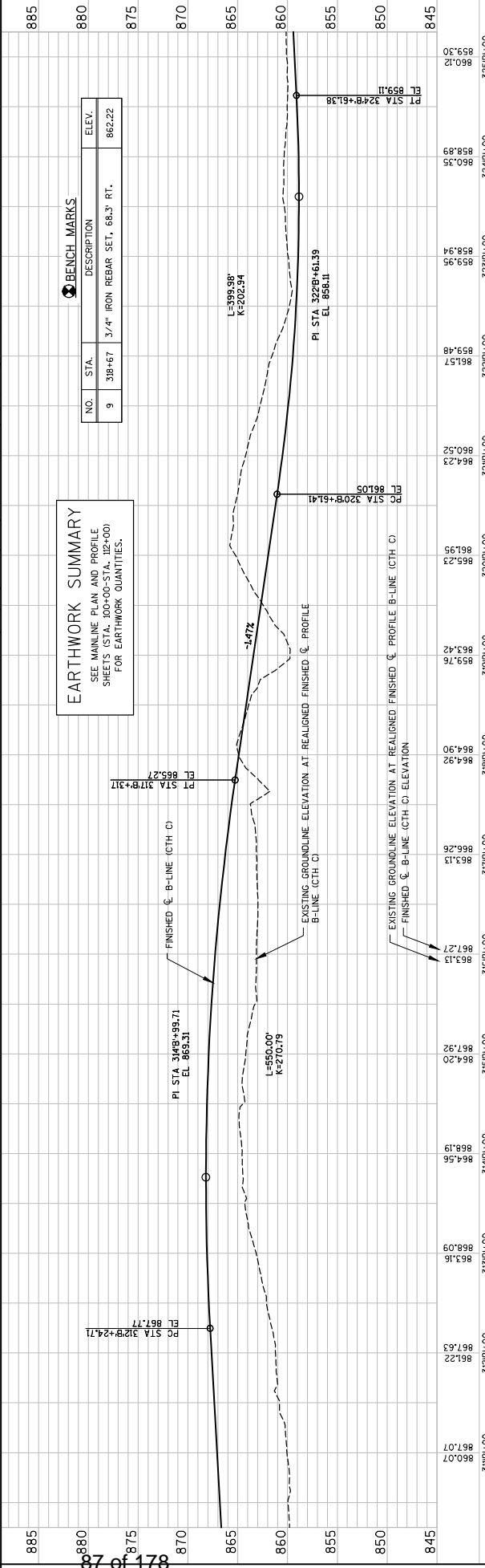
PROJECT NO: 1670-02-77	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: 'A'-LINE (USH 12 EB)	SHEET
163A+00	164A+00	165A+00	166A+00	167A+00
168A+00	169A+00	170A+00	171A+00	172A+00
173A+00	174A+00	175A+00	176A+00	177A+00

PLOT NAME: SAUK COUNTY SHEET PLAN & PROFILE SHEETS USH 12 EB V16702027 - PP - 6 (BUILDING LAYOUT) PLOT BY: STEPHANE POTTER PLOT DATE: 11/14/2017 PLOT TIME: 9:22:58 AM PLOT SCALE: 0.25"=100 FT





5



PLAN AND PROFILE: B-LINE (CTH C)		SHEET	
312B+00	312B+00	323B+00	325B+00

PROJECT NO: 1670-02-77  
FILE NAME: A:\PROJECTS\1670-02-77\1670-02-77.dwg  
LAYOUT: 16702007 - WP - CTH C - 2

DATE: 11/27/2017  
PLOT TIME: 9:27:14 AM  
PLOT BY: STEPHANIE POTTER  
PLOT SCALE: 1"=100 FT

**BENCH MARKS**

NO.	STA.	DESCRIPTION	ELEV.
9	318+67	3/4" IRON REBAR SET, 68.3' RT.	862.22

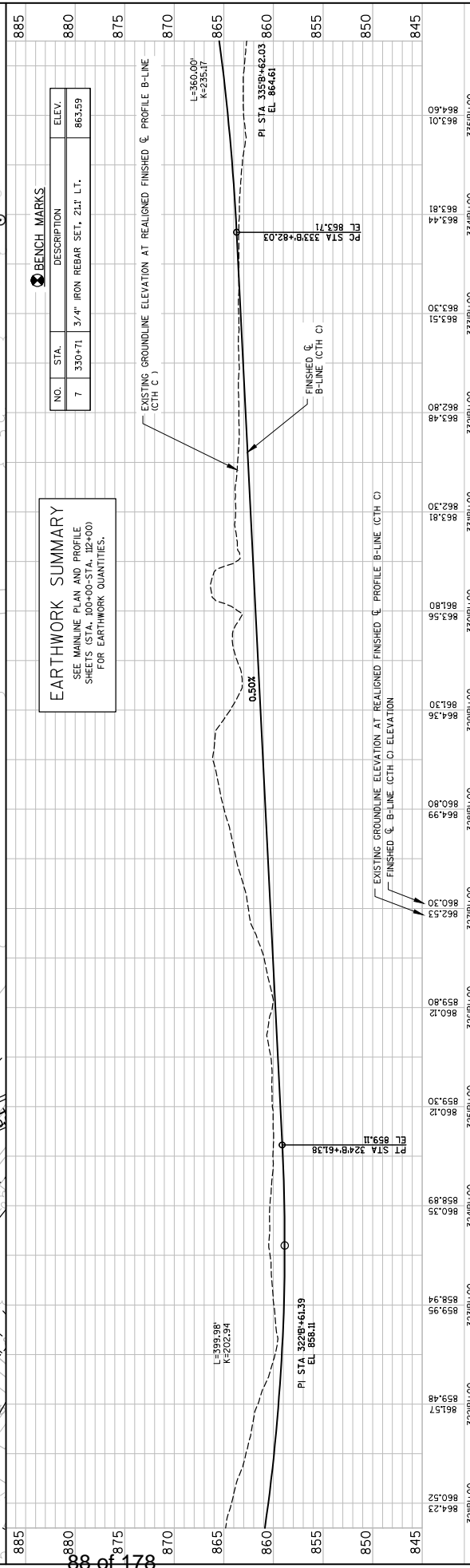
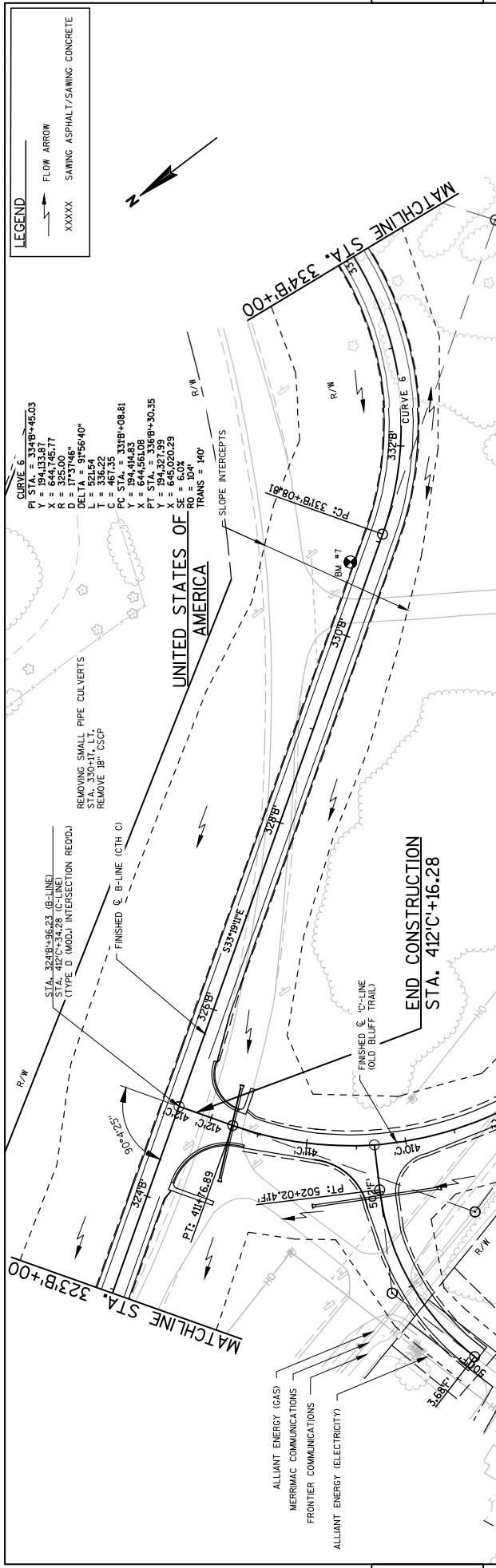
**EARTHWORK SUMMARY**  
SEE MAINLINE PLAN AND PROFILE SHEETS (STA. 100+00-STA. 112+00) FOR EARTHWORK QUANTITIES.

**LEGEND**

— FLOW ARROW  
XXXXX SAWING ASPHALT/SAWING CONCRETE

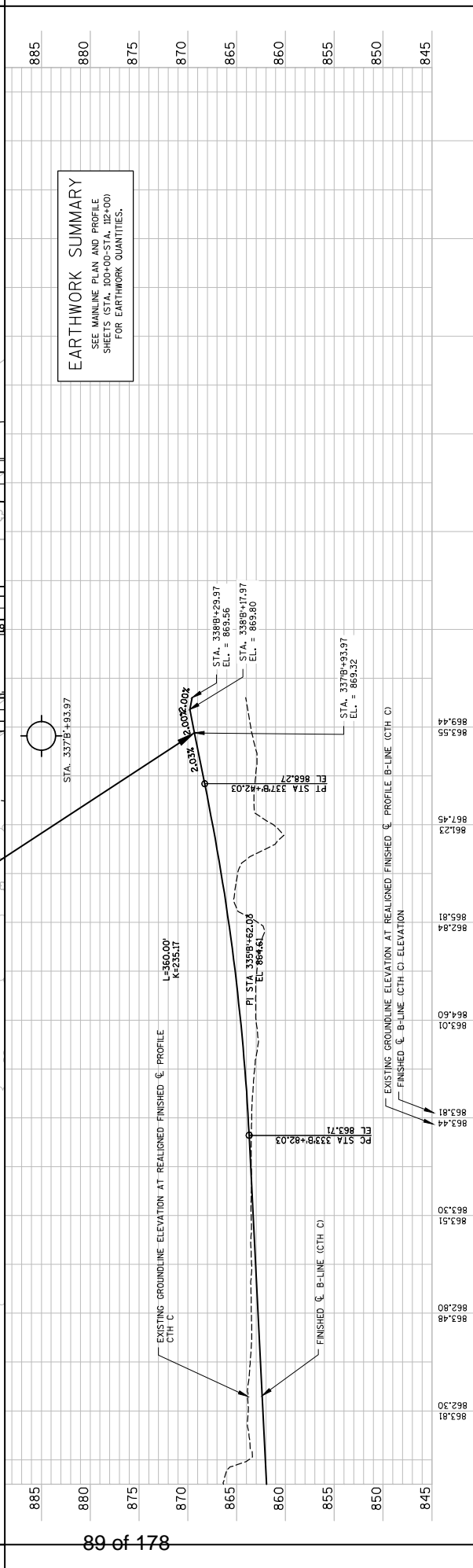
**RUSSEL MOELY &  
VIRGINIA MOELY**

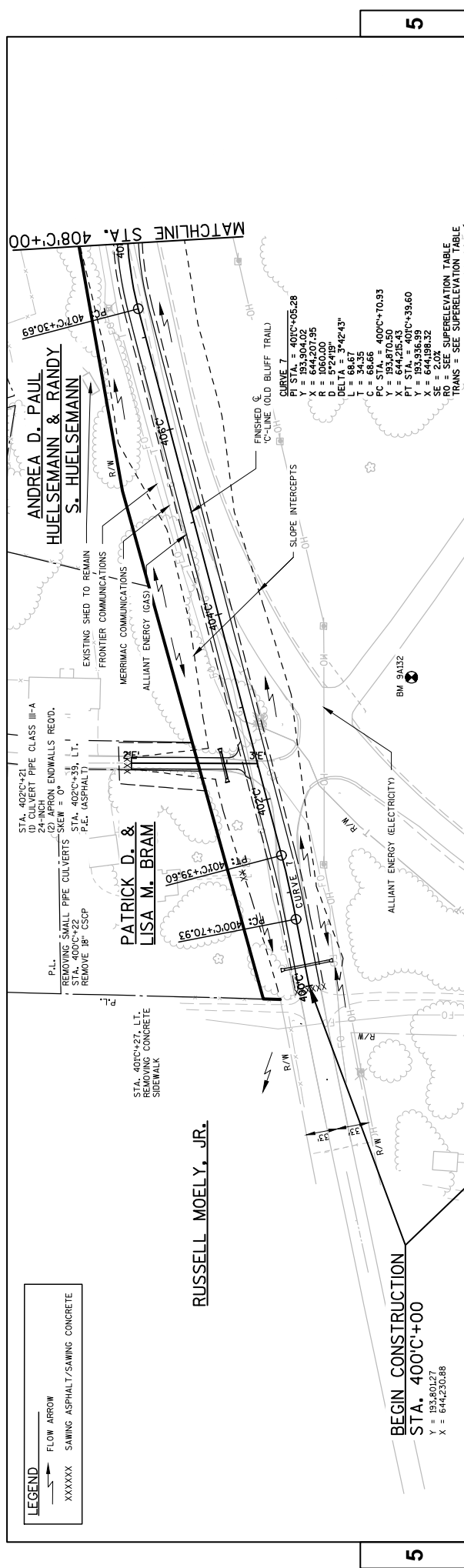
5



PLAN AND PROFILE: B-LINE (CTH C)				SHEET	
3218+00	3228+00	3238+00	3248+00	3258+00	3268+00
3278+00	3288+00	3298+00	3308+00	3318+00	3328+00
3338+00	3348+00	3358+00	3368+00	3378+00	3388+00

PROJECT NO: 1670-02-77  
 COUNTY: SAUK  
 HWY: USH 12  
 DATE: 11/26/2017  
 PLOT TIME: 9:28:05 AM  
 PLOT BY: STEPHANIE POTTER  
 PLOT SCALE: 1" = 100 FT





**EARTHWORK SUMMARY**  
SEE MAINLINE PLAN AND PROFILE  
SHEETS (STA. 100+00-STA. 112+00)  
FOR EARTHWORK QUANTITIES.

NO.	STA.	DESCRIPTION	ELEV.
9A132	402+C+85	3/4" IRON REBAR SET, 17x.7" RT.	864.12

**BENCH MARKS**

STATIONING: 395+00, 396+00, 397+00, 398+00, 399+00, 400+00, 401+00, 402+00, 403+00, 404+00, 405+00, 406+00, 407+00, 408+00, 409+00

PLAN AND PROFILE: C/LINE (OLD BLUFF TRAIL)

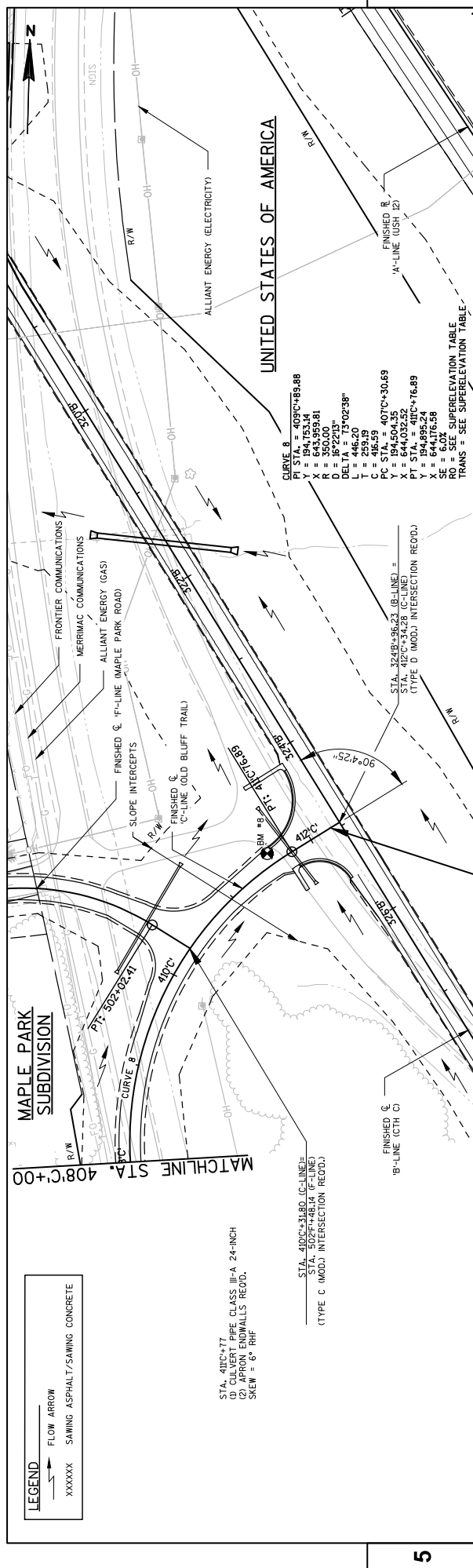
COUNTY: SAUK

HWY: USH 12

PROJECT NO: 1670-02-77

SHEET

FILE NAME : S:\PROJECTS\WASH 12 SANK COUNTY\SHEETS\PLAN & PROFILE SHEETS\OLD BUUFF TRAIL-PP-1.DWG  
PLOT DATE : 11/16/2017  
PLOT TIME : 9:32:54 AM  
PLOT BY : STEPHANE POTTER  
PLOT SCALE : 1 IN=100 FT  
LAYOUT :  
PAP - OLD BUUFF TRAIL - 1



**END CONSTRUCTION**  
**STA. 412'C+16.28**  
 Y = 194986.83  
 X = 644209.52

**BENCH MARKS**

NO.	STA.	DESCRIPTION	ELEV.
8	411'C+55	3/4" IRON REBAR SET, 13.1' LT.	864.12

**EARTHWORK SUMMARY**  
 SEE MAINLINE PLAN AND PROFILE  
 SHEETS (STA. 100+00-STA. 112+00)  
 FOR EARTHWORK QUANTITIES.

**EXISTING GROUNDLINE ELEVATION AT FINISHED 'C' LINE (OLD BLUFF TRAIL)**

**FINISHED 'C' LINE PROFILE (OLD BLUFF TRAIL)**

**EXISTING GROUNDLINE ELEVATION AT FINISHED 'C' LINE**

**FINISHED 'C' LINE ELEVATION**

**PLAN AND PROFILE: 'C'-LINE (OLD BLUFF TRAIL)**

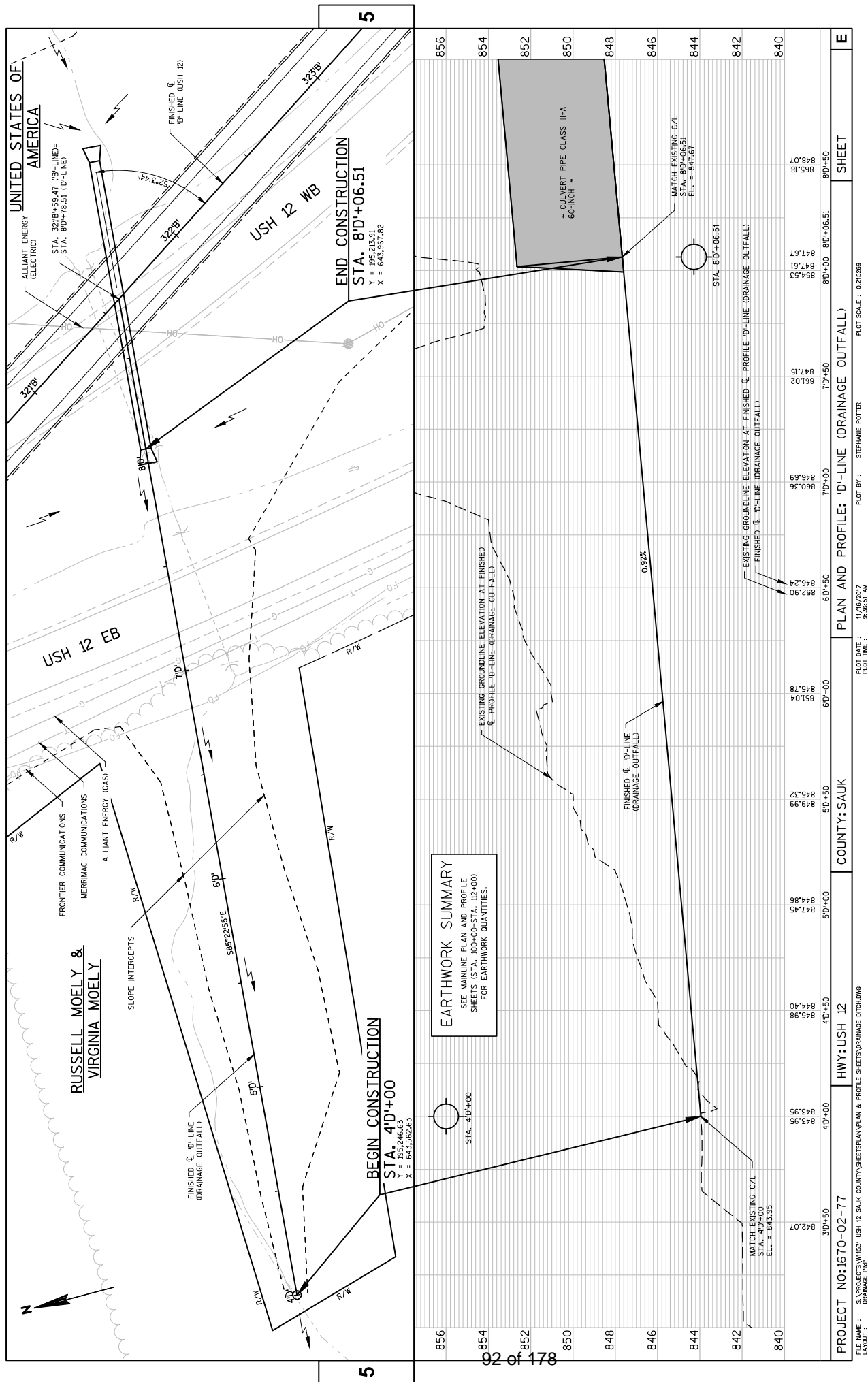
**COUNTY: SAUK**

**HWY: USH 12**

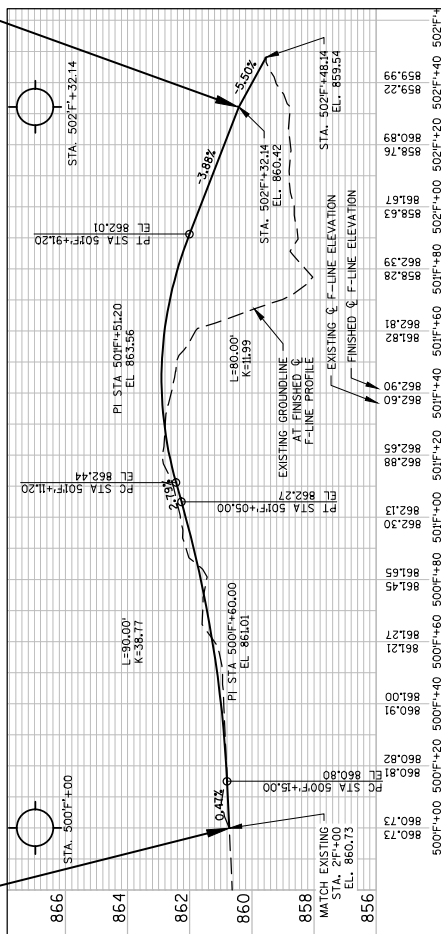
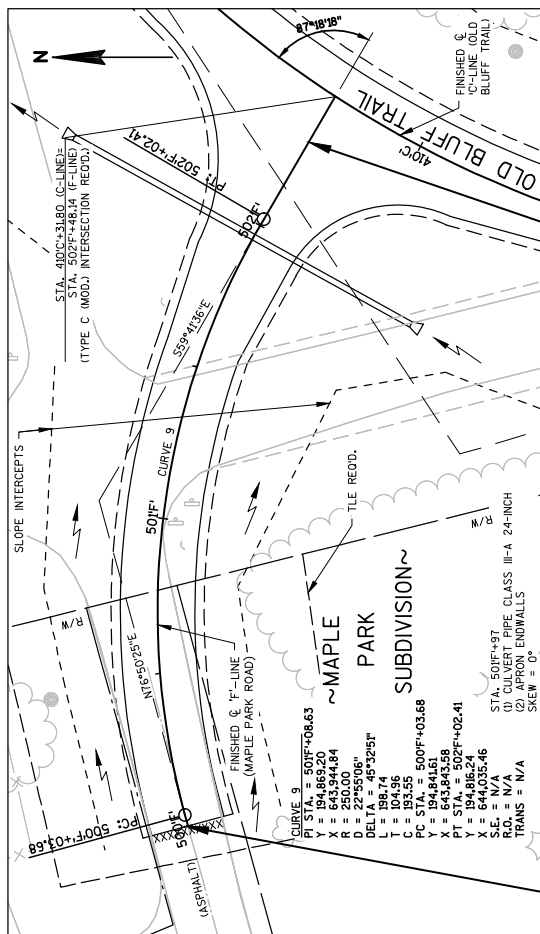
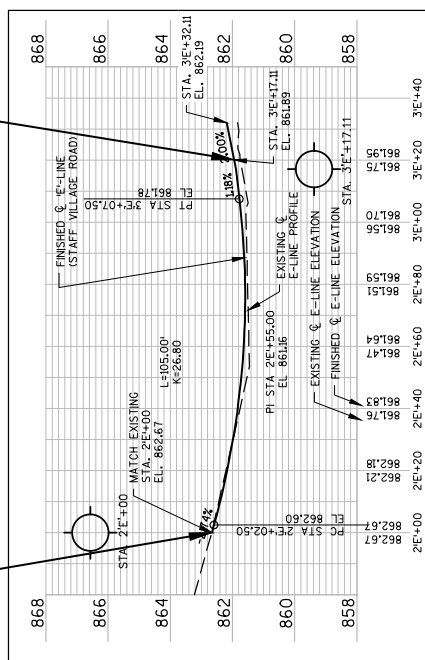
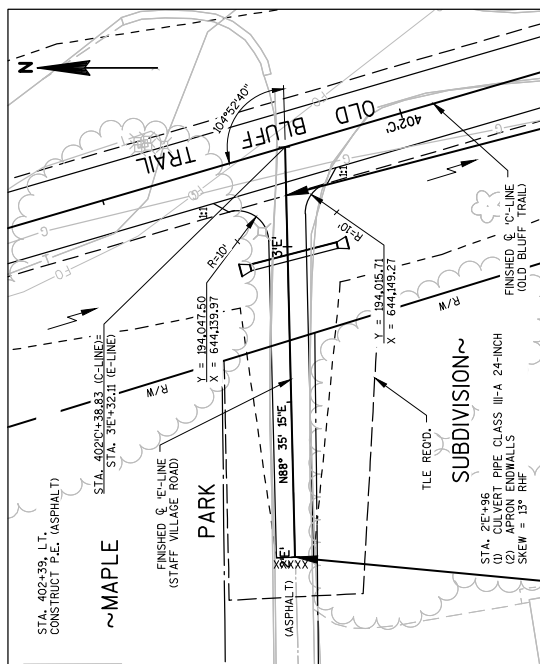
**PROJECT NO: 1670-02-77**

**SHEET**

FILE NAME :	S:\PROJECTS\WIS1\USH 12, SANK COUNTY\SHEETS\PLAN & PROFILE SHEETS\OLD BLUFF TRAIL--PP-2.DWG
PLOT DATE :	11/16/2017
PLOT BY :	STEPHANIE POTTER
PLOT TIME :	9:54:54 AM
PLOT SCALE :	1 IN=100 FT



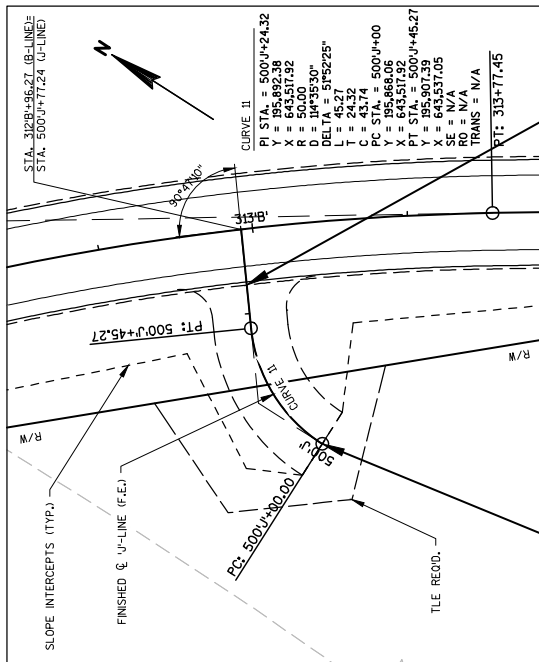








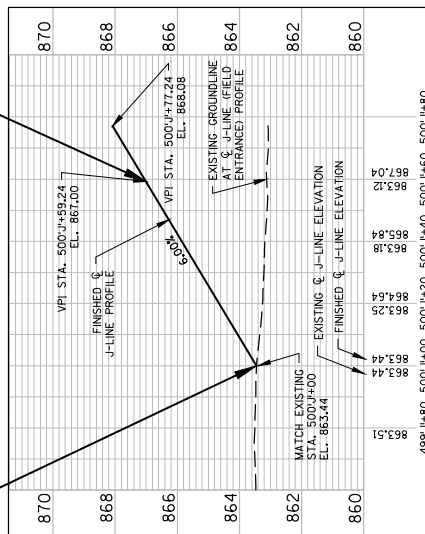




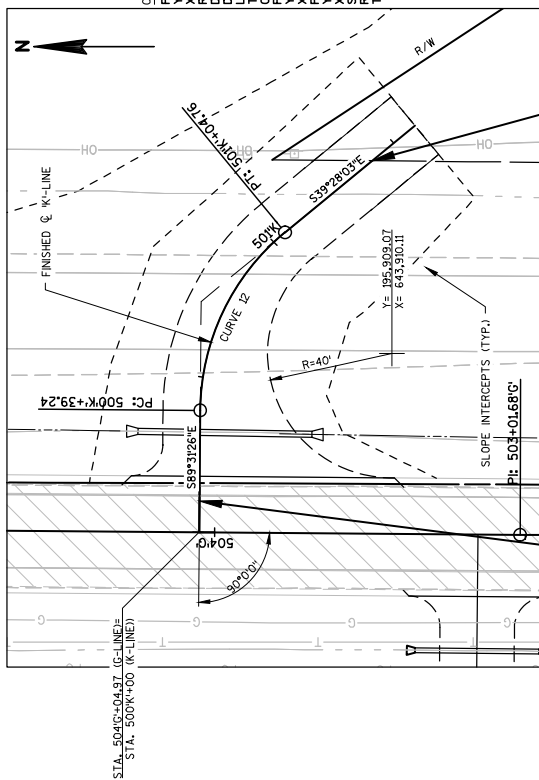
**BEGIN CONSTRUCTION**  
**STA. 500'J+00**  
 Y = 195,968.06  
 X = 643,517.32

**END CONSTRUCTION**  
**STA. 500'J+59.24**  
 Y = 195,968.06  
 X = 643,517.32

**PLAN VIEW**  
**F.E. (J-LINE)**



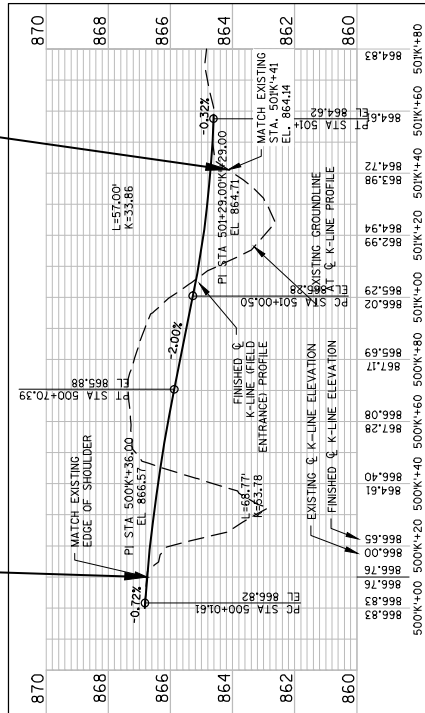
**PROFILE VIEW**  
**F.E. (J-LINE)**



**BEGIN CONSTRUCTION**  
**STA. 500'K+10**  
 Y = 195,971.01  
 X = 643,562.64

**END CONSTRUCTION**  
**STA. 500'K+60**  
 Y = 195,971.01  
 X = 643,562.64

**PLAN VIEW**  
**F.E. (K-LINE)**



**PROFILE VIEW**  
**F.E. (K-LINE)**

PROJECT NO: 1670-02-77

HWY: USH 12

COUNTY: SAUK

PLAN & PROFILE: J-LINE (F.E.) / K-LINE (F.E.)

SHEET

E

PLOT DATE: 11/27/2017  
 PLOT TIME: 9:47:03 AM

PLOT BY: STEPHANIE POTTER



**Attachment E**  
**Aerial Photograph and NEPA Limits Overview**

Project I.D. 1670-02-07  
Baraboo – Sauk City  
(CTH C – Waterbury Road)  
USH 12  
Sauk County







**Attachment F**  
**State Transportation Improvement Plan**

Project I.D. 1670-02-07  
Baraboo – Sauk City  
(CTH C – Waterbury Road)  
USH 12  
Sauk County

**2017-2020 FINAL STIP Project Listing**  
**SW Region**  
**SAUK County**

Year	Project	Schd Dt	Pgm	Contract Type	Concept	Net Miles	HWY	Project Description WISDOT Program	Estimate Anticipated Funding
								RE OPS/RE ACQUISITION	
								STATE 3R	NON-FEDERAL
2017	1670-02-47	07/25/17	303	UTL	RECST	2.040	USH 012	BARABOO - SAUK CITY	\$100,000 - \$249,999
								CTH C TO WATERBURY ROAD	
								UTL OPS	
								STATE 3R	NON-FEDERAL
2017	1674-01-48	11/25/17	302	UTL	RESURF	1.940	USH 012	LAKE DELTON - SAUK CITY	\$100,000 - \$249,999
								TERRYTOWN RD TO CTH W	
								UTL OPS	
								MAJORS	NON-FEDERAL
2017	1674-01-49	11/25/17	302	UTL	RECOND	1.720	USH 012	LAKE DELTON - SAUK CITY	\$0 - \$99,999
								CTH W TO STH 159	
								UTL OPS	
								MAJORS	NON-FEDERAL
2017	1674-01-72	11/14/17	302	LET	RESURF	1.940	USH 012	LAKE DELTON - SAUK CITY	\$3,000,000 - \$3,999,999
								TERRYTOWN RD TO CTH W	
								CONST/IT&CONVERSION CONCRETE REPAIR	
								MAJORS	NON-FEDERAL
2017	1674-01-73	11/14/17	302	LET	RECOND	1.720	USH 012	LAKE DELTON - SAUK CITY	\$1,000,000 - \$1,999,999
								CTH W TO STH 159	
								CONST/MILL&OVLY, RECONF INTERSECT	
								MAJORS	NON-FEDERAL
2018	1670-02-77	12/11/18	303	LET	RECST	2.040	USH 012	BARABOO - SAUK CITY	\$5,000,000 - \$5,999,999
								CTH C TO WATERBURY ROAD	
								CONST/REALIGN CURVES	
								STATE 3R	HIGHWAY SAFETY IMP P

## **Attachment G**

### **Agency Correspondence**

- Attachment G1 – BOA/ Sauk Prairie Airport / FAA
- Attachment G2 – WDNR
- Attachment G3 – USFWS
- Attachment G4 – NRCS
- Attachment G5 – Native American Letter

Project I.D. 1670-02-07  
Baraboo – Sauk City  
(CTH C – Waterbury Road)  
USH 12  
Sauk County

Division of Transportation  
Investment Management  
PO Box 7914  
Madison, WI 53707-7914

Dave Ross, Secretary  
Internet: <http://wisconsindot.gov>

Telephone: 608-266-3351

Facsimile (FAX): 608-267-6748

---

April 28, 2017

JEWELL ASSOCIATES ENGINEERS, INC  
ATTN: ELLERY SCHAFFER, P.E.  
560 SUNRISE DR  
SPRING GREEN, WI 53588

USH12, Sauk-Prairie Airport  
USH12 – Baraboo-Sauk City (CTH C to Waterbury Road), Sauk  
County

Dear Mr. Schaffer:

I have reviewed the information submitted on the USH 12 Baraboo-Sauk City (CTH C to Waterbury Road) project, located in Sauk County. I do not have any issues with the project at this time from a Bureau of Aeronautics standpoint. Since portions of the project are in the vicinity of the Sauk-Prairie Airport, the [‘Notice Criteria Tool’](#) on the FAA’s Obstruction Evaluation and Airport Airspace Analysis (OE/AAA) website should be used to see if any temporary equipment or permanent structures will require study.

If you have any questions about this process I can assist you. If required to file for a study, the FAA requests submittal at least 45 days prior to the start of construction to give them enough time to complete the study.

Additionally, the FAA guidance on wildlife attractants on or near airports is FAA [Advisory Circular 150/5200-33](#). Please make sure that any storm water retention and/or detention facilities follow the recommendations outlined in the FAA guidance.

On a final note, due to the proximity to the airport listed above, the Bureau of Aeronautics recommends contacting the airport as a friendly heads up about your project. The airport will welcome any information you have about the use of equipment that may affect airport operations.

The contact for Sauk-Prairie Airport is David Landsverk: 608-643-5270

Sincerely,

Levi Eastlick

Airspace Safety Program Manager  
WisDOT/DTIM/Bureau of Aeronautics  
4802 Sheboygan Ave Room 701  
Madison, WI 53705  
608.267.5018 | [Levi.Eastlick@dot.wi.gov](mailto:Levi.Eastlick@dot.wi.gov)

ATTACHMENT G1

## Schaffer, Ellery

---

**From:** David Landsverk <David.Landsverk@muellersportsmed.com>  
**Sent:** Wednesday, April 26, 2017 11:50 AM  
**To:** Schaffer, Ellery  
**Cc:** CRAIG FISHER; Curt Mueller; Sharon Barrett  
**Subject:** RE: Project ID: 1670-02-07 - USH 12

Ellery,

Thank you for the phone call this morning and for sending the plans for the proposed safety improvement project for USH 12, located approximately 3.0 miles north of the Sauk Prairie Airport. After reviewing and discussing your current plans, I have no concerns regarding the construction as it pertains to the Sauk Prairie Airport as the use of drones at the site are not included in this project, which is tentatively slated to begin in the Spring of 2019.

I appreciate your concern for safety and efforts for good communication.

Best regards,

David

David Landsverk  
Sauk Prairie Airport, Inc.  
P.O. Box 7  
Prairie du Sac, WI 53578

Office: (608) 643-5270  
Fax: (608) 643-2568  
Mobile: (608) 577-3754  
E-mail: david.landsverk@muellersportsmed.com

---

From: Schaffer, Ellery [Ellery.Schaffer@JewellAssoc.com]  
Sent: Wednesday, April 26, 2017 10:19 AM  
To: David Landsverk  
Cc: CRAIG FISHER  
Subject: Project ID: 1670-02-07 - USH 12

David,

Listed below is a link to be able to retrieve the submittal to Bureau of Aeronautics.

<https://www.dropbox.com/s/d1q0v8zeeovfded/4-26-17%20BOA%20Correspondence.pdf?dl=0>

Please review and respond with any comments or concerns that the Sauk Prairie Airport may have.

Thank you.  
Ellery Schaffer, PE  
Project Manager  
JEWELL Associates Engineers, Inc.  
560 Sunrise Drive



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2017-AGL-8015-OE

Issued Date: 05/01/2017

Ellery Schaffer  
Jewell Associates Engineers  
560 Sunrise Drive  
Spring Green, WI 53588

**\*\* THIS IS NOT A DETERMINATION \*\***

Additional information is required before we can complete an aeronautical study concerning:

Structure:	Public Roadway USH 12
Location:	Village of Prairie du Sac, WI
Latitude:	43-21-08.77N NAD 83
Longitude:	89-45-51.63W
Heights:	870 feet site elevation (SE) 7 feet above ground level (AGL) 892 feet above mean sea level (AMSL)

Provide a complete description of the structure and/or proposal; i.e., new antenna tower, increase height of existing tower, new water storage tank, temporary oil drilling rig, add frequency to existing communication tower, correct coordinates for existing tower, etc.

Verify and determine correct overall structure height above ground level (AGL). Enter the total structure height above ground level, including any top mounted appurtenances in whole feet rounded to the next highest foot. The AGL height must not include the site elevation.

See attachment for additional information.

If data is changed as a result of FAA verification, it will be necessary for you to ensure the corrected information is also on file with the FCC (if applicable).

**NOTE: IF NO RESPONSE IS RECEIVED WITHIN 30 DAYS OF THE DATE OF THIS LETTER, ACTION WILL BE TAKEN TO TERMINATE THIS AERONAUTICAL STUDY.**

If we can be of further assistance, please contact our office at (718) 553-4199. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AGL-8015-OE.

**Signature Control No: 330264549-330276312**  
Dianne Marin  
Technician

( ADD )

**ATTACHMENT G1**



Federal Aviation  
Administration

<< OE/AAA

## Notice of Proposed Construction or Alteration - Off Airport

[Add a new Case Off Airport - Desk Reference Guide V\\_2016.3.0](#)

[Add a New Case Off Airport for Wind Turbines - Met Towers - Desk Reference Guide V\\_2016.3.0](#)

**Project Name:** JEWEL-000414058-17

**Sponsor:** Jewell Associates Engineers

### Details for Case : USH 12

[Show Project Summary](#)

Case Status				
<b>ASN:</b>	2017-AGL-8015-OE			
<b>Status:</b>	Add Letter			
<b>Public Comments:</b>	None			
<b>Date Accepted:</b>	05/01/2017			
<b>Date Determined:</b>				
<b>Letters:</b>	05/01/2017  ADD			
<b>Documents:</b>	None			
	Project Documents: None			
Construction / Alteration Information				
<b>Notice Of:</b>	Construction			
<b>Duration:</b>	Permanent			
	<b>if Temporary :</b> Months: Days:			
<b>Work Schedule - Start:</b>	04/01/2019			
<b>Work Schedule - End:</b>	11/01/2019			
<i>*For temporary cranes-Does the permanent structure require separate notice to the FAA? To find out, use the Notice Criteria Tool. If separate notice is required, please ensure it is filed. If it is not filed, please state the reason in the Description of Proposal.</i>				
<b>State Filing:</b>	Filed with State			
Structure Details				
<b>Latitude:</b>	43° 21' 8.77" N			
<b>Longitude:</b>	89° 45' 51.63" W			
<b>Horizontal Datum:</b>	NAD83			
<b>Site Elevation (SE):</b>	870 (nearest foot)			
<b>Unadjusted Structure Height (AGL):</b>	7 (nearest foot)			
<b>Height Adjustment:</b>	15 (nearest foot)			
<b>Total Structure Height (AGL):</b>	22 (nearest foot)			
<b>Current Height (AGL):</b>	(nearest foot)			
<i>* For notice of alteration or existing provide the current AGL height of the existing structure. Include details in the Description of Proposal</i>				
<b>Minimum Operating Height (AGL):</b>	(nearest foot)			
<i>* For aeronautical study of a crane or construction equipment the maximum height should be listed above as the Structure Height (AGL). Additionally, provide the minimum operating height to avoid delays if impacts are identified that require negotiation to a reduced height. If the Structure Height and minimum operating height are the same enter the same value in both fields.</i>				
<b>Nacelle Height (AGL):</b>	(nearest foot)			
<i>* For Wind Turbines 500ft AGL or greater</i>				
<b>Requested Marking/Lighting:</b>	None			
	<b>Other :</b>			
<b>Recommended Marking/Lighting:</b>				
<b>Current Marking/Lighting:</b>	None			
	<b>Other :</b> <input type="text"/>			
<b>Nearest City:</b>	Village of Prairie du Sac			
<b>Nearest State:</b>	Wisconsin			
<b>Description of Location:</b>	Sections 10, 11, 14, and 15, T-10-N, R-06-E, Town of Sumpter, Sauk County, Wisconsin			
<b>Description of Proposal:</b>	The proposed action is located in the Town of Sumpter on USH 12 beginning approximately 0.33 miles north of the Waterbury Road intersection and continuing to 0.29 miles north of the existing CTH C intersection.			
Structure Summary				
<b>Structure Type:</b>	Public Roadway			
<b>Structure Name:</b>	USH 12			
<b>FDC NOTAM:</b>				
<b>NOTAM Number:</b>				
<b>FCC Number:</b>				
<b>Prior ASN:</b>				
Common Frequency Bands				
Low Freq	High Freq	Freq Unit	ERP	ERP Unit
Specific Frequencies				

**ATTACHMENT G1**



Federal Aviation  
Administration

<< OE/AAA

## Notice of Proposed Construction or Alteration - Off Airport

[Add a new Case Off Airport - Desk Reference Guide V\\_2016.3.0](#)

[Add a New Case Off Airport for Wind Turbines - Met Towers - Desk Reference Guide V\\_2016.3.0](#)

**Project Name:** JEWEL-000414058-17

**Sponsor:** Jewell Associates Engineers

**Details for Case : N/A**

[Show Project Summary](#)

Case Status				
<b>ASN:</b>	2017-AGL-8016-OE			
<b>Status:</b>	Accepted			
<b>Public Comments:</b>	None			
<b>Date Accepted:</b>	05/01/2017			
<b>Date Determined:</b>				
<b>Letters:</b>	None			
<b>Documents:</b>	None			
	Project Documents: None			
Construction / Alteration Information				
<b>Notice Of:</b>	Construction			
<b>Duration:</b>	Temporary			
<b>if Temporary :</b>	Months: 7 Days: 0			
<b>Work Schedule - Start:</b>	04/01/2019			
<b>Work Schedule - End:</b>	11/01/2019			
<i>*For temporary cranes-Does the permanent structure require separate notice to the FAA? To find out, use the Notice Criteria Tool. If separate notice is required, please ensure it is filed. If it is not filed, please state the reason in the Description of Proposal.</i>				
<b>State Filing:</b>	Filed with State			
Structure Details				
<b>Latitude:</b>	43° 21' 8.77" N			
<b>Longitude:</b>	89° 45' 51.63" W			
<b>Horizontal Datum:</b>	NAD83			
<b>Site Elevation (SE):</b>	870 (nearest foot)			
<b>Structure Height (AGL):</b>	50 (nearest foot)			
<b>Current Height (AGL):</b>	(nearest foot)			
<i>* For notice of alteration or existing provide the current AGL height of the existing structure. Include details in the Description of Proposal</i>				
<b>Minimum Operating Height (AGL):</b>	50 (nearest foot)			
<i>* For aeronautical study of a crane or construction equipment the maximum height should be listed above as the Structure Height (AGL). Additionally, provide the minimum operating height to avoid delays if impacts are identified that require negotiation to a reduced height. If the Structure Height and minimum operating height are the same enter the same value in both fields.</i>				
<b>Nacelle Height (AGL):</b>	(nearest foot)			
<i>* For Wind Turbines 500ft AGL or greater</i>				
<b>Requested Marking/Lighting:</b>	None			
<b>Other :</b>				
<b>Recommended Marking/Lighting:</b>				
<b>Current Marking/Lighting:</b>	None			
<b>Other :</b>	<input type="text"/>			
<b>Nearest City:</b>	Village of Prairie du Sac			
<b>Nearest State:</b>	Wisconsin			
<b>Description of Location:</b>	Sections 10, 11, 14, and 15, T-10-N, R-6-E, Town of Sumpter, Sauk County, Wisconsin			
<i>On the Project Summary page upload any certified survey.</i>				
<b>Description of Proposal:</b>	The proposed project proposes reconstructing and realigning 1.44 miles of USH 12.			
Structure Summary				
<b>Structure Type:</b>	Construction Equipment			
<b>Structure Name:</b>	N/A			
<b>FDC NOTAM:</b>				
<b>NOTAM Number:</b>				
<b>FCC Number:</b>				
<b>Prior ASN:</b>				
Common Frequency Bands				
Low Freq	High Freq	Freq Unit	ERP	ERP Unit
Specific Frequencies				

[← Previous](#)

[Back to  
Search  
Result](#)

[Next](#)

**ATTACHMENT G1**





December 4, 2014

Ellery Schaffer  
Jewell Associates Engineers, Inc  
560 Sunrise Drive  
Spring Green, WI 53588

Subject: **DNR Initial Project Review:**  
Project I.D. 1670-02-07  
USH 12  
CTH C to Waterbury Rd  
Sauk County  
T10N, R6E

Dear Mr. Schaffer:

The Department has received the information you provided for the proposed above-referenced project on 11-5-2014. According to your proposal, the purpose of this project is to reconstruct the S-curve on STH 12 to address safety concerns associated with the current substandard alignment. Proposed improvements include construction of a new curve on a new alignment. Side roads will also be altered or reconstructed to create safer intersections with the new alignment.

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 & Waterways:

There are no wetland concerns with this project, based on the information provided.

### Endangered Resources (ER)

**No concerns:** Based upon a review of the Natural Heritage Inventory (NHI) and other Department records on 11-21-2014, no Endangered Resources or suitable habitat that could be impacted by this project are known or likely to occur in the project area or its vicinity.

**ATTACHMENT G2**

### **Culverts/Aquatic organism passage**

There are no culverts carrying perennial or intermittent streams associated with this project.

### **Migratory birds**

To avoid impacts to nesting birds, removal of trees and shrubs which are likely to support active nests, or ground disturbance and vehicle traffic in grasslands with potential ground-nesting migratory birds should be completed between August 30 and May 1.

### **Floodplains**

A determination must be made as to whether the project lies within a mapped/zoned floodplain. In order to meet the standards of NR 116, Floodplain Management, a hydraulic and hydrologic analysis must be conducted for the 100-year flood event for any new structures. Plans for the structure must comply with the provisions of the local community's floodplain zoning ordinance. DNR requires submittal of the results of a 100-year flood analysis for the structure(s).

If the new structure(s) will create an increase of 0.01 feet or more in the 100-year backwater condition, DNR requires that all affected upstream landowners be notified, appropriate legal arrangements made, and the local floodplain ordinance must be amended. For areas lying outside mapped/zoned floodplain, DNR may request the results of DOT flow and backwater calculations. For project-specific information, please consult with the Sauk County Zoning Administrator.

### **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.

### **STH 12 Alignment Options**

At the 9-11-14 OPM meeting, three alignment alternatives were introduced for STH 12, a Northern, Southern, and Recommended/Preferred Alternative (roughly between the Northern and Southern Alternatives). Of these the Department prefers the Recommended/Preferred Alternative as it provides adequate buffer between the new highway and the Sauk Prairie Recreation Area (SPRA) and avoids impacting the wooded remnant in the existing STH 12 median. However, we have no major concerns with the Northern or Southern alignment if they are pursued, provided DNR property at the SPRA is avoided.

**ATTACHMENT G2**

## CTH C Intersection Alternatives

Two intersection alternatives for the CTH C intersection have been provided. Based on the current information we do not have a strong preference for one alternative over their other and recommend pursuing whichever best meets the project objectives.

**Other Issues/Unique Features** (rock out-cropping, wildlife habitat/forested areas, karst, eagle nests, wild rice in Ceded Territory, etc.)

- **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/topic/foresthealth/oakwilt.html>. If all oaks in a given area will be cut, removed, and disposed of at the same time, this timing restriction can be waived. Consult your transportation liaison if this is a feasible option.
- **Emerald Ash Borer:** This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. It is illegal to move or transport ash material, the emerald ash borer, and hardwood debris (i.e. firewood) from EAB quarantined areas to a non-quarantined area without a compliance agreement issued by WI Department of Agriculture, Trade and Consumer Protection. Regulated items include cut hardwood (non-coniferous) firewood, ash logs, ash mulch or bark fragments larger than one inch in diameter, or ash nursery stock (DATCP statute 21).

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

<http://datcpservices.wisconsin.gov/eab/article.jsp?topicid=20>

## 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.

**ATTACHMENT G2**

## Hot Mix Asphalt Plants

If a hot mix asphalt plant is to be utilized it will require an air pollution control permit, and must be able to meet the emission limits and air quality standards of the State of Wisconsin. Portland concrete batch plants that produce or will produce less than 20,000 cubic yards of concrete per month averaged over any 12- consecutive- month period are exempt. under NR 406.04(1)(d) and 407.03(1)(d), Wis. Admin. Code.

Wisconsin has developed general construction permits and general operation permits for asphalt plants and rock crushing facilities. More information on the general permits can be found here:

<http://dnr.wi.gov/topic/AirPermits/Options.html>

The site that is utilized for the asphalt plant must be properly treated to prevent erosion. Appropriately sized stilling basins should be provided that will intercept runoff and allow ample time for the suspended material to settle out before any water is discharged. If any gravel washing is to be completed on-site, we will want to see a plan for erosion control for this site before the project is started.

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,

*Andy Barta*

Environmental Analysis & Review Specialist

CC: Steve Vetsch - Regional Environmental Coordinator  
Fred Gruber – Jewell Associates Engineers, Inc  
Craig Fisher - DOT  
Russ Anderson - DNR

ATTACHMENT G2

## Schaffer, Ellery

---

**From:** Barta, Andrew H - DNR <Andrew.Barta@wisconsin.gov>  
**Sent:** Wednesday, August 17, 2016 12:06 PM  
**To:** Schaffer, Ellery  
**Cc:** Fisher, Craig - DOT; Vetsch, Stephan - DOT  
**Subject:** RE: Initial comments; 1670-02-07 STH 12 S curve, Sauk Co

Hi Ellery,

Based upon a review of the Natural Heritage Inventory (NHI) and other Department records on 8/17/2016, there are no known hibernaculum or NLEB Roost sites within a mile radius of the project area. We do not anticipate any impacts to NLEB or other bat species as a result of this project.

Andy

**We are committed to service excellence.**

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

**Andy Barta**

Phone: (608) 275-3308

Andrew.Barta@Wisconsin.gov

---

**From:** Schaffer, Ellery [mailto:Ellery.Schaffer@JewellAssoc.com]  
**Sent:** Wednesday, August 17, 2016 10:54 AM  
**To:** Barta, Andrew H - DNR  
**Cc:** Fisher, Craig - DOT; Vetsch, Stephan - DOT  
**Subject:** RE: Initial comments; 1670-02-07 STH 12 S curve, Sauk Co

Andy,

Can you please let me know if there are any hibernacula concerns with this project? If you could provide the standard language in your response that would be great.

I have reattached the initial letter for your information.

Thank you Andy.

**Ellery Schaffer, PE**

**Project Manager**

**JEWELL Associates Engineers, Inc.**

560 Sunrise Drive

Spring Green, WI 53588

Ph: (608) 588-7484

Cell: (608) 341-8159

Email: [ellery.schaffer@jewellassoc.com](mailto:ellery.schaffer@jewellassoc.com)

---

**From:** Barta, Andrew H - DNR [mailto:Andrew.Barta@wisconsin.gov]  
**Sent:** Thursday, December 04, 2014 2:41 PM  
**To:** Vetsch, Stephan - DOT <[Stephan.Vetsch@dot.wi.gov](mailto:Stephan.Vetsch@dot.wi.gov)>

**ATTACHMENT G2**

## Schaffer, Ellery

---

**From:** Barta, Andrew H - DNR <Andrew.Barta@wisconsin.gov>  
**Sent:** Wednesday, April 19, 2017 9:53 AM  
**To:** Gabbey, Michaelis  
**Cc:** Schaffer, Ellery; Gruber, Fred  
**Subject:** RE: Project ID: 1670-02-07; USH 12 (Sauk County), CTH C to Waterbury Road

This project is about 2 miles away from the RPBB high potential zone and about 4 miles from known NHI hits for RPBB. I'm not sure what FHWA protocol is for this species at this moment, it's been a moving target. Recently we were asked to use 10km for DOT projects.

However, or NHI staff have given the below advice for project screening, even when a hit for the RPBB is present.

'Keep in mind that the bee will be a non-issue if the following types of unsuitable habitat are present: permanently flooded areas/open water, paved areas, areas planted to annual row crops, forest where invasive shrubs are dominant and spring ephemeral flowers are absent, and frequently mowed areas.'

I believe that sums up the habitats present in this project area.

Andy

**We are committed to service excellence.**

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

**Andy Barta**

Phone: (608) 275-3308

Andrew.Barta@Wisconsin.gov

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**From:** Gabbey, Michaelis [mailto:Michaelis.Gabbey@JewellAssoc.com]  
**Sent:** Monday, April 10, 2017 4:20 PM  
**To:** Barta, Andrew H - DNR  
**Cc:** Schaffer, Ellery; Gruber, Fred  
**Subject:** Project ID: 1670-02-07; USH 12 (Sauk County), CTH C to Waterbury Road

Good Afternoon Andy,

Currently the Environmental Report is being finished for the USH 12 project in Sauk County. We received the Initial Project Review from you on December 4<sup>th</sup>, 2014 and an email on August 17<sup>th</sup>, 2016 stating that there are no wildlife or Northern Long-Eared Bats (NLEB) impacts anticipated for this project. I have attached the Initial Project Review and the email for your reference. I'm hoping that you can also confirm that there will be no anticipated impacts to the Rusty Patched Bumblebee for this project.

Please contact me with any questions at (608) 459-6056.

Thank you,

**Michaelis Gabbey**  
**Staff Engineer**

## Schaffer, Ellery

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**From:** Vetsch, Stephan - DOT <Stephan.Vetsch@dot.wi.gov>  
**Sent:** Tuesday, September 6, 2016 12:53 PM  
**To:** Schaffer, Ellery  
**Cc:** Fisher, Craig - DOT; Vetsch, Stephan - DOT  
**Subject:** FW: NLEB request to Initiate informal Section 7 Consultation, USH 61; Grant County I.D. 1670-02-07/77  
**Attachments:** 1650-02-07NLEB consultation letter.docx; 1670-02-07StreamlinedConsultationForm29Feb2016.docx; 16700207.pdf; RE: Initial comments; 1670-02-07 STH 12 S curve, Sauk Co; Official\_Species\_List\_GREEN BAY ESFO\_06\_Sep\_2016.pdf; nleb-language\_required 11-11-15.docx

Sorry this took so long. I am forwarding the 4d consultation with Fish and Wildlife Services. FWS has 30 working days to comment. If we hear nothing when the 30 days expires, we proceed. We cannot clear trees within the active season.....June 1 – July 30. Here is the special provision you will need to include. If you have any questions, please let me know. Your 30 days ends on October 18, 2016.

---

**From:** Vetsch, Stephan - DOT  
**Sent:** Tuesday, September 06, 2016 12:42 PM  
**To:** 'Horton, Andrew' <andrew\_horton@fws.gov>  
**Cc:** Barrette, Alyssa - DOT <Alyssa.Barrette@dot.wi.gov>  
**Subject:** NLEB request to Initiate informal Section 7 Consultation, USH 61; Grant County I.D. 1670-02-07/77

Andrew,

This email is in regard to the Project ID: 1670-02-07/77; USH 12 from Baraboo to Sauk City; Sauk County, WI. This is to submit this project using the 4(d) rules for clearance.

WisDOT is submitting the following information and determination to fulfil our Section 7(a)(2) responsibilities under the ESA pertaining to potential impacts to the northern long-eared bat, Whooping crane, Higgins eye clam, Sheepnose Mussel, Northern Wild Monkshood and Prairie Bush-Clover.

In accordance with the final 4(d) rule issued for the northern long-eared bat, WisDOT has determined that the proposed activity, described in greater detail in the attached letter, will not result in prohibited take of the NLEB. The activity involves tree removal, but will not occur within 0.25 miles of a known hibernacula, nor will the activity remove a known maternity roost tree or any other tree within 150 feet of a known maternity roost tree. No Clearing will occur between June 1 – July 31.

In accordance with the streamlined consultation framework, WisDOT intends to rely on the programmatic biological opinion developed for the final 4(d) rule and this submittal to satisfy our Section 7(a)(2) responsibilities.

Enclosed is the letter to Peter Fasbender and title page of the project showing the general and specific location of the project.

Thanks,

**ATTACHMENT G3**

*Steve Vetsch Jr.*

**Environmental Analysis and Review Specialist**

**WisDOT SW Region-La Crosse**

**(608) 785-9049**

**Email:** [stephan.vetsch@dot.wi.gov](mailto:stephan.vetsch@dot.wi.gov)

ATTACHMENT G3



## **Northern Long-Eared Bat 4(d) Rule Streamlined Consultation Form**

Federal agencies should use this form for the optional streamlined consultation framework for the northern long-eared bat (NLEB). This framework allows federal agencies to rely upon the U.S. Fish and Wildlife Service's (USFWS) January 5, 2016, intra-Service Programmatic Biological Opinion (BO) on the final 4(d) rule for the NLEB for section 7(a)(2) compliance by: (1) notifying the USFWS that an action agency will use the streamlined framework; (2) describing the project with sufficient detail to support the required determination; and (3) enabling the USFWS to track effects and determine if reinitiation of consultation is required per 50 CFR 402.16.

This form is not necessary if an agency determines that a proposed action will have no effect to the NLEB or if the USFWS has concurred in writing with an agency's determination that a proposed action may affect, but is not likely to adversely affect the NLEB (i.e., the standard informal consultation process). Actions that may cause prohibited incidental take require separate formal consultation. Providing this information does not address section 7(a)(2) compliance for any other listed species.

Information to Determine 4(d) Rule Compliance:	YES	NO
1. Does the project occur wholly outside of the WNS Zone ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Have you contacted the appropriate agency to determine if your project is near known hibernacula or maternity roost trees?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Could the project disturb hibernating NLEBs in a known hibernaculum?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Could the project alter the entrance or interior environment of a known hibernaculum?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Does the project remove any trees within 0.25 miles of a known hibernaculum at any time of year?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Would the project cut or destroy known occupied maternity roost trees, or any other trees within a 150-foot radius from the maternity roost tree from June 1 through July 31.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

You are eligible to use this form if you have answered yes to question #1 **or** yes to question #2 **and** no to questions 3, 4, 5 and 6. The remainder of the form will be used by the USFWS to track our assumptions in the BO.

**Agency and Applicant<sup>3</sup>** (Name, Email, Phone No.):

Steve Vetsch- 608-785-9049 [stephan.vetsch@dot.wi.gov](mailto:stephan.vetsch@dot.wi.gov)

**Project Name:** USH 12 Baraboo – Sauk City; Sauk County; Project I.d. 1670-02-07

**Project Location** (include coordinates if known):

**Basic Project Description** (provide narrative below or attach additional information):

Highway Safety project that is realigning the USH 12 alignments and intersections. The main alignment will correct substandard curves that have high crash rates associated with the curve section.

<sup>1</sup> <http://www.fws.gov/midwest/endangered/mammals/nleb/pdf/WNSZone.pdf>

<sup>2</sup> See <http://www.fws.gov/midwest/endangered/mammals/nleb/nhisites.html>

<sup>3</sup> If applicable - only needed for federal actions with applicants (e.g., for a permit, etc.) who are party to the consultation.

General Project Information	YES	NO
Does the project occur within 0.25 miles of a known hibernaculum?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project occur within 150 feet of a known maternity roost tree?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project include forest conversion ? (if yes, report acreage below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Estimated total acres of forest conversion		
If known, estimated acres of forest conversion from April 1 to October 31		
If known, estimated acres of forest conversion from June 1 to July 31		
Does the project include timber harvest? (if yes, report acreage below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Estimated total acres of timber harvest		
If known, estimated acres of timber harvest from April 1 to October 31		
If known, estimated acres of timber harvest from June 1 to July 31		
Does the project include prescribed fire? (if yes, report acreage below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Estimated total acres of prescribed fire		
If known, estimated acres of prescribed fire from April 1 to October 31		
If known, estimated acres of prescribed fire from June 1 to July 31		
Does the project install new wind turbines? (if yes, report capacity in MW below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Estimated wind capacity (MW)		

#### Agency Determination:

By signing this form, the action agency determines that this project may affect the NLEB, but that any resulting incidental take of the NLEB is not prohibited by the final 4(d) rule.

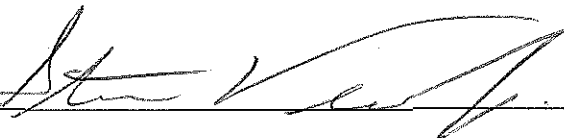
If the USFWS does not respond within 30 days from submittal of this form, the action agency may presume that its determination is informed by the best available information and that its project responsibilities under 7(a)(2) with respect to the NLEB are fulfilled through the USFWS January 5, 2016, Programmatic BO. The action agency will update this determination annually for multi-year activities.

The action agency understands that the USFWS presumes that all activities are implemented as described herein. The action agency will promptly report any departures from the described activities to the appropriate USFWS Field Office. The action agency will provide the appropriate USFWS Field Office with the results of any surveys conducted for the NLEB. Involved parties will promptly notify the appropriate USFWS Field Office upon finding a dead, injured, or sick NLEB.

<sup>4</sup> Any activity that temporarily or permanently removes suitable forested habitat, including from development, energy production and transmission, mining, agriculture, etc. (see

<sup>5</sup> If the project removes less than 10 trees and the acreage is unknown, report the acreage as less than 0.1 acre.

<sup>6</sup> If the activity includes tree clearing in June and July, also include those acreage in April to October.

Signature: 

Date Submitted: 9/6/2016

ATTACHMENT G3



## United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Green Bay Ecological Services Field Office  
2661 SCOTT TOWER DRIVE  
NEW FRANKEN, WI 54229  
PHONE: (920)866-1717 FAX: (920)866-1710

Consultation Code: 03E17000-2016-SLI-0802

September 06, 2016

Event Code: 03E17000-2016-E-00797

Project Name: USH 12; Baraboo - Sauk City; Sauk County; 1670-02-07

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

### To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project "may affect" listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

**ATTACHMENT G3**

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height (e.g., communication towers)**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment

**ATTACHMENT G3**



United States Department of Interior  
Fish and Wildlife Service

Project name: USH 12; Baraboo - Sauk City; Sauk County; 1670-02-07

## Official Species List

### Provided by:

Green Bay Ecological Services Field Office  
2661 SCOTT TOWER DRIVE  
NEW FRANKEN, WI 54229  
(920) 866-1717

**Consultation Code:** 03E17000-2016-SLI-0802

**Event Code:** 03E17000-2016-E-00797

**Project Type:** TRANSPORTATION

**Project Name:** USH 12; Baraboo - Sauk City; Sauk County; 1670-02-07

**Project Description:** WisDOT is proposing to reconstruct and re-align approximately 1.44 miles of USH 12 from Waterbury Rd to CTH C. We will be bringing curves up to standard and realigning intersections to improve safety.

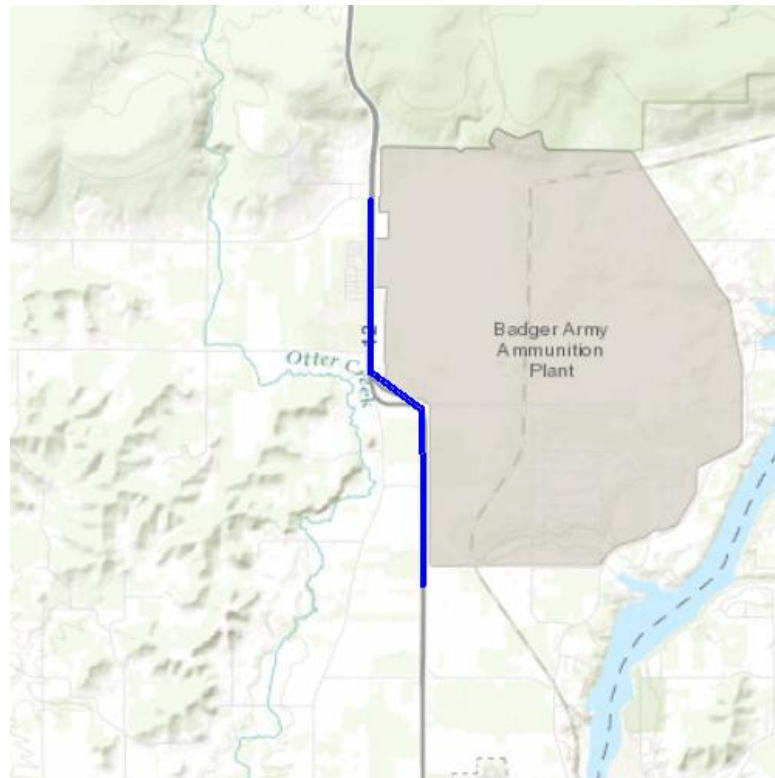
**Please Note:** The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.



United States Department of Interior  
Fish and Wildlife Service

Project name: USH 12; Baraboo - Sauk City; Sauk County; 1670-02-07

### Project Location Map:



**Project Coordinates:** MULTIPOLYGON (((-89.76815566307167 43.355180880770405, -89.75902897955902 43.35026502053145, -89.75894050633218 43.35018929477405, -89.75889141229403 43.35008369327018, -89.75871306612304 43.32705288216986, -89.7587581652301 43.326900110057075, -89.75888053940547 43.32679814040911, -89.75898537661723 43.326776471394496, -89.75913814873002 43.326821570501565, -89.75921441029136 43.32689670079789, -89.75926178739259 43.3270487818887, -89.75943223477735 43.34985895068342, -89.76855891106597 43.354774807031326, -89.76864738135524 43.3548505289168, -89.76869647619698 43.35495612480942, -89.76887482441091 43.37785158166305, -89.76885472916251 43.377956731880154, -89.76879592432783 43.37804618789495, -89.76870736240987 43.3781063308401, -89.76860252615782 43.378128004497405, -89.76849737594071 43.37810790924902, -89.76840791992592 43.37804910441433, -89.76834777698078 43.37796054249637, -89.76832610332346 43.37785570624432, -89.76815566307167 43.355180880770405)))

ATTACHMENT G3



United States Department of Interior  
Fish and Wildlife Service

Project name: USH 12; Baraboo - Sauk City; Sauk County; 1670-02-07

**Project Counties:** Sauk, WI





United States Department of Interior  
Fish and Wildlife Service

Project name: USH 12; Baraboo - Sauk City; Sauk County; 1670-02-07

## Endangered Species Act Species List

There are a total of 6 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Birds	Status	Has Critical Habitat	Condition(s)
Whooping crane ( <i>Grus americana</i> ) Population: U.S.A.(AL, AR, GA, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, OH, SC, TN, VA, WI, WV)	Experimental Population, Non-Essential		
<b>Clams</b>			
Higgins eye ( <i>Lampsilis higginsii</i> ) Population: Entire	Endangered		
Sheepnose Mussel ( <i>Plethobasus cyphus</i> )	Endangered		
<b>Flowering Plants</b>			
Northern Wild monkshood ( <i>Aconitum noveboracense</i> )	Threatened		
Prairie bush-clover ( <i>Lespedeza leptostachya</i> ) Population: Entire	Threatened		
<b>Mammals</b>			
Northern long-eared Bat ( <i>Myotis septentrionalis</i> )	Threatened		



United States Department of Interior  
Fish and Wildlife Service

Project name: USH 12; Baraboo - Sauk City; Sauk County; 1670-02-07

## Critical habitats that lie within your project area

There are no critical habitats within your project area.



May 3, 2017

Ellery Schaffer, P.E.  
Jewell Associates Engineers, Inc.  
560 Sunrise Drive  
Spring Green, WI 53588

SUBJECT: Farmland Conversion Impact Rating form, Project I.D: 1670-02-07, Baraboo – Sauk City (CTH C – Waterbury Road), USH 12, Sauk County.

I have reviewed the Farmland Conversion Impact Rating form submitted with your letter dated 03/01/2017, with respect to the requirements of the Farmland Protection Policy Act (FPPA) for the above referenced project.

I am returning your completed NRCS-CPA-106 form as required. The site selected does not qualify for an exemption. Usually this process is used to pick an alternative that has the least impact to prime and Important farmlands of Wisconsin but in this case a site has already been selected, a reason stated, and was signed and dated so the process is complete.

Sincerely,

Jeff Deniger  
Area 3 Resource Soil Scientist  
26136 Executive Lane, Suite 105  
Richland Center, WI 53581  
Office: 608-647-8874 ex116  
Govt cell: 608-219-9326  
Email: [jeff.deniger@wi.usda.gov](mailto:jeff.deniger@wi.usda.gov)

Cc: Chris Miller, District Conservationist, NRCS, Baraboo, WI

In accordance with Federal civil rights law and U.S. Department of Agriculture (USDA) civil rights regulations and policies, the USDA, its Agencies, offices, and employees, and institutions participating in or administering USDA programs are prohibited from discriminating based on race, color, national origin, religion, sex, gender identity (including gender expression), sexual orientation, disability, age, marital status, family/parental status, income derived from a public assistance program, political beliefs, or reprisal or retaliation for prior civil rights activity, in any program or activity conducted or funded by USDA (not all bases apply to all programs). Remedies and complaint filing deadlines vary by program or incident. Persons with disabilities who require alternative means of communication for program information (e.g., Braille, large print, audiotope, American Sign Language, etc.) should contact the responsible Agency or USDA's TARGET Center at (202) 720-2600 (voice and TTY) or contact USDA through the Federal Relay Service at (800) 877-8339. Additionally, program information may be made available in languages other than English. To file a program discrimination complaint, complete the USDA Program Discrimination Complaint Form, AD-3027, found online at How to File a Program Discrimination Complaint and at any USDA office or write a letter addressed to USDA and provide in the letter all of the information requested in the form. To request a copy of the complaint form, call (866) 632-9992. Submit your completed form or letter to USDA by: (1) mail: U.S. Department of Agriculture, Office of the Assistant Secretary for Civil Rights, 1400 Independence Avenue, SW, Washington, D.C. 20250-9410; (2) fax: (202) 690-7442; or (3) email: [program.intake@usda.gov](mailto:program.intake@usda.gov) provider, employer, and lender.

**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

<b>PART I (To be completed by Federal Agency)</b>		3. Date of Land Evaluation Request <b>11/23/16</b>	4. Sheet 1 of <b>1</b>
1. Name of Project <b>1670-02-07, Baraboo - Sauk City, USH 12</b>		5. Federal Agency Involved <b>FHWA</b>	
2. Type of Project <b>Reconstruction</b>		6. County and State <b>Sauk, Wisconsin</b>	
<b>PART II (To be completed by NRCS)</b>		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	

<b>PART III (To be completed by Federal Agency)</b>	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	<b>45.65</b>	<b>0</b>	<b>0</b>	<b>0</b>
B. Total Acres To Be Converted Indirectly, Or To Receive Services	<b>0.30</b>	<b>0</b>	<b>0</b>	<b>0</b>
C. Total Acres In Corridor	<b>45.65</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>				
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				

<b>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)</b>				
--	--	--	--	--

<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points				
1. Area in Nonurban Use	15	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
2. Perimeter in Nonurban Use	10	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
3. Percent Of Corridor Being Farmed	20	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
4. Protection Provided By State And Local Government	20	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
5. Size of Present Farm Unit Compared To Average	10	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
6. Creation Of Nonfarmable Farmland	25	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
7. Availability Of Farm Support Services	5	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
8. On-Farm Investments	20	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
9. Effects Of Conversion On Farm Support Services	25	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
10. Compatibility With Existing Agricultural Use	10	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)	100	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Total Corridor Assessment (From Part VI above or a local site assessment)	160	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>

1. Corridor Selected: <b>Corridor A</b>	2. Total Acres of Farmlands to be Converted by Project: <b>45.65</b>	3. Date Of Selection: <b>3/28/16</b>	4. Was A Local Site Assessment Used? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
--	---	---	---

5. Reason For Selection:

**The general consensus between WisDOT, Sauk County, Tn of Sumpter, and public preferred Corridor A as this alternate best met the purpose and need of the project. Realigning USH 12 eliminates the substandard horizontal alignment and brings this section of highway up to current design standards. The current proposal reduces the number of access points onto USH 12). In addition CTH C will be realigned to intersect USH 12 on tangent between the curve realignment to improve sight distance. These features all contribute to improving the overall safety on this section of USH 12.**

Signature of Person Completing this Part:

DATE

**Ellery Schaffer, PE - Jewell Associates Engineers, Inc.**

**ATTACHMENT G4**

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

Southwest Region  
2101 Wright Street  
Madison, WI 53704-2583

**Mark Gottlieb, P.E., Secretary**  
Internet: [www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)

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

November 9, 2015

Lac Vieux Desert Band of Lake Superior Chippewa Indians  
giiwegiizhigookway Martin, THPO  
Ketegitigaaning Ojibwe Nation  
P.O. Box 249  
Watersmeet, MI 49969

Project I.D. 1670-02-07  
USH 12  
Baraboo – Sauk City  
CTH C - Waterbury Road  
Sauk County

Dear giiwegiizhigookway Martin, THPO:

The Wisconsin Department of Transportation (WisDOT) is in the process of developing plans for a proposed project located on USH 12 between Baraboo and Sauk City. The project is located in Sections 10, 11, 14, and 15, T10N, R06E, Town of Sumpter, Sauk County, Wisconsin. The project, which consists of Jewell Associates Engineers performing the design will include the reconstruction and realignment of a 4 lane highway with median to improve safety by upgrading design speed, eliminating hazardous curves, and combining access points.

A public information meeting will be held in the future to familiarize interested parties with the project. In the near future, cultural resource investigation studies will be conducted for the above project. 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.

We would be pleased to receive any comments regarding this project or information you wish to share pertaining to cultural resources located in the area. If your tribe would like to become a consulting party under Section 106 of the National Historic Preservation Act or if you would like to receive additional information regarding this proposed project, please contact:

Lynn Cloud; DTSD, Bureau of Technical Services, Environmental Services Section; 4802 Sheboygan Avenue; Room 451; Madison, Wisconsin 53707 (608) 266-0099.

Sincerely,

*Craig Fisher*

Craig Fisher, P.E.

WisDOT Project Manager

Cc: Rebecca Burkel, Transportation Historic Preservation Officer, WisDOT Bureau of Technical Services (via email)  
James Becker, Archaeology/Burial Site Program Manager, WisDOT Bureau of Technical Services (via email)  
Lynn Cloud, WisDOT Bureau of Technical Services (via email)  
Roger Larson, Tribal Coordinator, WisDOT SW Region (via email)  
Ellery Schaffer, Jewell Associates Engineers, Inc. (via email)

Attachments: Project Location Map

January 2012

**ATTACHMENT G5**



**Attachment H**  
**Section 106 Review – Form DT1635**

Project I.D. 1670-02-07  
Baraboo – Sauk City  
(CTH C – Waterbury Road)  
USH 12  
Sauk County



## SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation  
DT1635 6/2014

For instructions, see [FDM Chapter 26](#).

### I. PROJECT INFORMATION

☐ Amended Submittal (include new information only)

Project ID 1670-02-07	Highway – Street USH 12	County Sauk
Project Termini Baraboo - Sauk City CTH C - Waterbury Road		Region – Office SW Region - La Crosse
Regional Project Engineer – Project Manager Craig Fisher, P.E.		(Area Code) Telephone Number (608) 785-9946
Consultant Project Engineer – Project Manager Ellery Schaffer, P.E. - Jewell Associates Engineers, Inc.		(Area Code) Telephone Number (608) 588-7484
Archaeological Consultant Wendy Holtz-Leith - Mississippi Valley Archaeology Center		(Area Code) Telephone Number (608) 785-8455
Architecture/History Consultant Barbara Kooiman - History Dept. at University of Wisconsin - La Crosse		(Area Code) Telephone Number (608) 782-0131
Date of Need 4/2/2017		SHSW Number
Return a Signed Copy of This Form to Craig Fisher, WisDOT- SW Region; Craig.Fisher@dot.wi.gov		

### II. PROJECT DESCRIPTION

Project Length 1.439 miles	Land to be Acquired: Fee Simple 43.07 acres	Land to be Acquired: Easement 0.57 acres
-------------------------------	--	---

Distance as measured from existing transit line	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	Varies 36'-85' Rt. Varies 124'-607' Lt.	Varies 36'-747' Rt. Varies 124'-564' Lt.	Terrace Width N/A	N/A	N/A
Shoulder	32' Rt. Varies 78' - 619' Lt.	Varies 34' - 673' Rt. Varies 80' - 471' Lt.	Sidewalk Width N/A	N/A	N/A
Slope Intercept	Varies 47' – 61' Rt. Varies 92' – 633' Lt.	Varies 50' – 745' Rt. Varies 111' – 561' Lt.	Number of Lanes	4	4
Edge of Pavement	30' Rt. Varies 76' - 617' Lt.	Varies 34' - 673' Rt. Varies 80' - 471' Lt.	Grade Separated Crossing N/A	N/A	N/A
Back of Curb Line	N/A	N/A	Vision Triangle N/A acres	N/A	N/A
Realignment	N/A	0' – 639'	Temporary Bypass N/A acres	N/A	N/A
Other – List:	N/A	N/A	Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that Depict "Maximum" Impacts.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Tree Topping and/or Grubbing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No



**Brief Narrative Project Description:** Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements. For amendments (e.g. design refinements, scope changes, etc) description should only include new/added project actions and materials.

The Wisconsin Department of Transportation is proposing to reconstruct and realign approximately 1.44 miles of USH 12 from a point located 0.23 miles north of Waterbury Road to a point located 0.30 miles north of CTH C. This section of USH 12 is experiencing a high crash rate caused by run-off the road crashes. The crashes are concentrated in the area of substandard horizontal curves (S-curves) near the end of a 5-mile tangent section. In addition, the condition of the existing pavement on this section of highway is in poor condition and is in need of replacement. USH 12 is a principal arterial connecting western Dane County to the Wisconsin Dells tourist destination.

The existing facility consists of a 4-lane divided highway with 12-foot driving lanes, 6-foot inside shoulder (3' foot paved), 8' foot outside shoulder (6' paved), and a variable 46'-587' median. The crash rate for this highway is 114 per 100 million vehicle miles (mvm), which is two times greater than the statewide average of 51 per 100 mvm for rural and small urban expressways. The existing horizontal alignment is substandard and does not meet current design standards. The number of access points is high and the spacing and location of these access points onto USH 12 does not meet current design standards contributing the need for safety improvements.

The proposed project proposes reconstructing and realigning 1.44 miles of USH 12 to address the high crash rate, improve the horizontal alignment to current design standards and improve/manage access along USH 12. The proposed vertical profile will be raised by 0' – 15' over existing conditions to achieve proper drainage along the corridor. The proposed project will consist of a 4-lane divided highway to freeway standards (70 mph design speed). USH 12 will be improved to 12-foot driving lanes, 6-foot inside shoulder (4' paved), 10' shoulder (10' paved), and an 80' median.

☐ Add continuation sheet, if needed.

## SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION (continued)

Wisconsin Department of Transportation DT1635

### III. CONSULTATION

How has notification of the project been provided to:

- ☒ Property Owners
- ☒ Public Information Meeting Notice
  - ☒ Letter - Required for Archaeology
  - ☐ Telephone Call
  - ☒ Other: One-on-one meetings. Public has been informed by newspaper of the project. Landowners of areas where R/W is to be acquired were contacted by phone and/or face to face meetings prior to the archaeological investigation.
- ☒ Historical Societies/Organizations
- ☐ Public Information Meeting Notice
  - ☒ Letter
  - ☐ Telephone Call
  - ☐ Other:
- ☒ Native American Tribes
- ☐ Public Info. Mtg. Notice
  - ☒ Letter
  - ☐ Telephone Call
  - ☒ Other: Newspaper

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

### IV. AREA OF POTENTIAL EFFECTS – APE

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

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

The area of potential effect (APE) for history includes all sections in between USH 12 and Old Bluff Trail and includes all the properties immediately adjacent to USH 12, Old Bluff Trail, and CTH C within the project area.

### V. PHASE I – ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY	HISTORY
<input checked="" type="checkbox"/> Archaeological survey <b>is needed</b>	<input checked="" type="checkbox"/> Architecture/History survey <b>is needed</b>
<input type="checkbox"/> Archaeological survey <b>is not needed</b>	<input type="checkbox"/> Architecture/History survey <b>is not needed</b>
<input type="checkbox"/> Screening list (date)	<input type="checkbox"/> Screening list (date)
<input type="checkbox"/> Burial site in project area, Wis. Stat. 157.70 applies	<input type="checkbox"/> No structures or buildings of any kind within APE
	<input type="checkbox"/> Non-Survey History Documentation attached

### VI. SURVEY COMPLETED

ARCHAEOLOGY	HISTORY
<input checked="" type="checkbox"/> <b>NO</b> archaeological sites(s) identified – ASFR attached	<input type="checkbox"/> <b>NO</b> buildings/structures identified – Report attached
<input type="checkbox"/> <b>NO</b> potentially eligible site(s) in project area – Phase I Report attached	<input checked="" type="checkbox"/> Potentially eligible buildings/structures identified in the APE – Report attached
<input type="checkbox"/> Potentially eligible site(s) identified-Phase I Report attached	<input type="checkbox"/> Avoided through redesign
<input type="checkbox"/> Avoided through redesign	<input type="checkbox"/> Previously listed/eligible property identified in the APE – Report attached
<input type="checkbox"/> Phase II conducted – go to VII (Evaluation)	
<input checked="" type="checkbox"/> Phase I Report – Cemetery/cataloged burial documentation	

### VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

<input type="checkbox"/> No arch site(s) eligible for NRHP – Phase II Report attached	<input checked="" type="checkbox"/> No buildings/structure(s) eligible for NRHP – DOE attached
<input type="checkbox"/> Arch site(s) eligible for NRHP – Phase II Report attached	<input type="checkbox"/> Building/structure(s) eligible for NRHP – DOE attached
<input type="checkbox"/> Site(s) eligible for NRHP – DOE attached	

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

- ☒ Per Wis. Stat. 157.70 obtain burial authorization from WHS one year prior to construction.

### IX. PROJECT DECISION

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

### X. SIGNATURES

<b>X</b> _____ (Regional Project Manager Signature)	(Date – m/d/yy)	<b>X</b> _____ (WisDOT Historic Preservation Officer Signature)	(Date – m/d/yy)	<b>X</b> _____ (State Preservation Officer Signature)	(Date – m/d/yy)
<b>X</b> _____ (Consultant Project Manager Signature)	(Date – m/d/yy)				

**Attachment I**  
**Agricultural Impact Statement**

Project I.D. 1670-02-07  
Baraboo – Sauk City  
(CTH C – Waterbury Road)  
USH 12  
Sauk County

# AGRICULTURAL IMPACT STATEMENT



**DATCP  
#4199**

**USH 12: CTH C to Waterbury Road  
Sauk County  
WisDOT ID # 1670-02-07**



**WISCONSIN DEPARTMENT OF AGRICULTURE,  
TRADE AND CONSUMER PROTECTION  
*PUBLISHED APRIL 12, 2017***



## **AGRICULTURAL IMPACT STATEMENT**

DATCP #4199  
USH 12: CTH C to Waterbury Road  
Wisconsin Department of Transportation  
WisDOT ID#: 1670-02-07

Sauk County

### **WISCONSIN DEPARTMENT OF AGRICULTURE, TRADE AND CONSUMER PROTECTION**

Ben Brancel, Secretary

John Petty, Administrator  
Division of Agricultural Resource Management

Keith Foye, Director  
Bureau of Land and Water Resources

Sara Walling, Chief  
Nutrient Management and Water Quality Section

Alice Halpin, Author

*Published April 12, 2017*



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## DATCP SUMMARY OF ANALYSIS AND RECOMMENDATIONS

The Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) has prepared this Agricultural Impact Statement (AIS) for the proposed Wisconsin Department of Transportation (WisDOT) US Highway (USH) 12 construction project between County Trunk Highway (CTH) C and Waterbury Road in accordance with [Wis. Stat. §32.035](#). WisDOT submitted project information to DATCP on January 20, 2017. The proposed project will require the fee-simple acquisition of 42.4 acres of land from seven farmland owners.

As part of its review of the project, DATCP surveyed two agricultural property owners who would have more than five acres of land acquired by WisDOT. Of the property owners affected by the project, seven were agricultural properties.

Having reviewed all of the materials provided by WisDOT and comments from property owners, DATCP recommends the following actions to mitigate impacts to farmland and farmland operations.

### Recommendations to the Wisconsin Department of Transportation

- Where access is relocated or new access points are provided, WisDOT should consult with the affected landowners to ensure that these access points are placed where they can provide safe and efficient access to the property.
- DATCP supports the negotiations between the USDA Dairy Forage Research Center and WisDOT to find acceptable solutions to the Center's concerns about the project that will allow the Center to continue its mission of research to enhance the dairy industry in Wisconsin and beyond.
- WisDOT should consult with the Sauk County land conservationist prior to the start of construction to ensure that construction proceeds in a manner that minimizes drainage problems, crop damage, soil compaction, and soil erosion on adjacent farmland.
- WisDOT should give to landowners and operators advance notice of acquisition and construction schedules so that farm activities can be adjusted accordingly.

### Recommendations to Agricultural Property Owners

- Landowners considering trading existing cropland for abandoned highway right-of-way or other land should keep in mind that highway right-of-way will be severely compacted and other land may have characteristics that require extensive work to convert them to cropland.

## I. INTRODUCTION

The Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) has prepared this agricultural impact statement (AIS) in accordance with [Wis. Stat. §32.035](#). The AIS is an informational and advisory document that describes and analyzes the potential effects of the project on farm operations and agricultural resources, but it cannot stop a project.

The DATCP is required to prepare an AIS when the actual or potential exercise of eminent domain powers involves an acquisition of interest in more than 5 acres of land from any farm operation. The term farm operation includes all owned and rented parcels of land, buildings, equipment, livestock, and personnel used by an individual, partnership, or corporation under single management to produce agricultural commodities. The DATCP may choose to prepare an AIS if an acquisition of 5 or fewer acres will have a significant impact on a farm operation. Significant impacts could include the acquisition of buildings, the acquisition of land used to grow high-value crops, or the severance of land. WisDOT may not negotiate with or make a jurisdictional offer to a landowner until 30 days after the AIS is published.

The AIS reflects the general objectives of the DATCP in its recognition of the importance of conserving important agricultural resources and maintaining a healthy rural economy. DATCP is not involved in determining whether or not eminent domain powers will be used or the amount of compensation to be paid for the acquisition of any property. Refer to Appendix B for the text of Wis. Stat. §32.035 and additional references to statutes that govern eminent domain and condemnation processes. Links to other sources of information can be found in Appendix C.

## II. PROJECT DESCRIPTION

WisDOT proposes to relocate 1.44 miles of USH 12 between CTH C and Waterbury Road. This project is located in sections 10 and 15 of the town of Sumpter, T10N-R6E in Sauk County. Figure 1 is a location map for the project. The project will require the acquisition of 42.4 acres of land from seven farmland owners. Acquisitions of the needed land are expected to begin in May of 2017 and construction is expected to start in 2019.

The realignment will shift the corridor north and east of its current location onto the former Badger Ammunition Plant (USDA property) intersecting the existing median. Approximately 0.7 miles of CTH C will be reconstructed and realigned south and east of its current alignment to intersect USH 12 and provide improved sight distance. Old Bluff Trail will be extended to the north to intersect CTH C. Approximately 0.23 of a mile of Old Bluff Trail will be reconstructed. The southern curve on CTH C and the curve on Old Bluff Trail will be reconstructed to meet a design speed of 30 mph. The existing accesses for Old Bluff Trail and Maple Park Road onto USH 12 will be removed. An additional entrance into the USDA property will be removed. A field entrance to the USDA property will be added at the USH 12/CTH C intersection.

Figure 1: Project Location Map





## Existing Highways

USH 12 is a four-lane divided highway consisting of 12-foot wide driving lanes, 6-foot wide inner shoulders (3 feet paved), 8-foot wide outside shoulders (6 feet paved), and a 46-foot wide median.

## Need

WisDOT has indicated that the crash rate for this portion of USH 12 is 83 per 100 million vehicle miles (mvm), which is 1.5 times greater than the statewide average crash rate of 55 per 100 mvm for rural and small urban expressways. The statewide average crash rate is commonly used to screen roadway segments that might warrant further analysis. This section of USH 12 experiences a high rate of run-off-the-road crashes. Over a 5-year period, there were a total of 33 crashes, which resulted in one fatality, 19 with injuries (4 incapacitating, 11 not incapacitating, and 4 possible incapacitating), and 13 causing property damage.

The existing operational or design speed of the roadway is 45 mph and does not meet WisDOT's current standards. This is due to multiple substandard horizontal curves located within this section of the roadway. A total of 18 out of the 33 crashes (including 1-fatality) occurred within these substandard horizontal curves. A series of safety mitigation measures were implemented as part of a 2009 safety improvement project including rumble strips, chevrons, and enhanced signing. The safety measures, however, did not reduce the crash rate. WisDOT asserts that the horizontal curves need to be realigned to meet current design standards.

Along this 1.44-mile section of USH 12 are eight access points (side roads, field entrances, and private entrances) resulting in inadequate spacing between the access points and are a safety issue. Three side roads Old Bluff Trail, Maple Park Road, and CTH C all serve as local traffic generators and intersect separately within a 0.44-mile stretch of USH 12. Old Bluff Trail is frequently utilized by local traffic to bypass the Prairie du Sac/Sauk City area for traffic traveling from Spring Green to Baraboo. Maple Park Road services the Maple Park Subdivision, which consists of 34 residential dwellings. CTH C is a county highway functionally classified as a major collector servicing rural south-central Sauk County. Five of the access points (including the Old Bluff Trail and Maple Park Road) are located within the substandard horizontal curves that have contributed to the high crash rate of the USH 12 corridor.

## Alternatives

WisDOT considered and rejected the no-build alternative because it would not improve safety on USH 12 within the project limits.

WisDOT also considered a realignment of USH 12 south of its current location. WisDOT rejected this alternative because most of the comments received from the public and local government preferred a northern relocation over a southern one.

WisDOT evaluated several variations of a northern relocation of USH 12. With input from the public and local governments, WisDOT chose the preferred alignment described in this report.

### III. AGRICULTURAL SETTING

The following information is intended to describe the existing agricultural sector in Sauk County in general terms. Section IV, "Agricultural Landowner Impacts" discusses the specific potential impacts and the concerns of the agricultural property owners and renters.

#### Agricultural Productivity

Sauk County ranked sixth out of Wisconsin's 72 counties in the production of alfalfa hay, thirteenth in corn for grain, and nineteenth in milk (USDA NASS Annual Wisconsin Agricultural Statistics Bulletin).

Table 1 shows the number of acres harvested annually of selected crops in Sauk County for 2011 through 2015. During this five-year period, the largest percentage change in the number of acres harvested for a specific crop was a 27.4 percent increase in the number of acres of alfalfa hay harvested. The smallest percentage change was a 6.2 percent decline in the number of acres of corn for grain harvested over the same five year period.

Table 1: Acres of Selected Crops Harvested

Crop	2011	2012	2013	2014	2015
Corn for Grain	75,400	75,300	70,700	72,400	70,700
Corn for Silage	13,300	13,700	NA	NA	15,600
Soybeans	27,600	28,900	29,200	31,800	33,400
Winter Wheat	6,400	3,900	5,260	6,720	5,150
Alfalfa Hay	28,500	25,200	27,000	31,700	36,300

NA = data not published

#### Land in Agriculture

Sauk County is classified as a rural county, which has an average of less than 100 residents per square mile. The current population of the county is 61,976 residents. According to the 2012 Census of Agriculture, Sauk County had 332,649 acres of land in farms or approximately 62.1 percent of the total land area. Agricultural land use in rural counties averages 38.7 percent, while for Wisconsin as a whole, farmland represents 42.2 percent of the land use. Land in farms consists primarily of agricultural land used for crops, pasture, or grazing. It also includes woodland and wasteland not cropped or grazed, providing it is part of the overall farm operation.

From 1997 to 2012, the acres of Sauk County land in farms declined by 7.0 percent. In Wisconsin as a whole, the amount of land in farms declined by 10.2 percent. This indicates that the development pressure is lower in Sauk County than in the state as a whole.

Table 2: Acres of Land in Farms

Location	1997	2012
Sauk County	357,633	332,649
Wisconsin	16,232,734	14,568,926

### Number and Size of Farms

Between 1997 and 2012, the number of Sauk County farms decreased by 4.3 percent and the total number of farms in Wisconsin decreased by 12.3 percent (2012 Census of Agriculture). The average size of farms fell by 6 acres in Sauk County and increased by 5 acres in Wisconsin from 1997 to 2012. Changes in the size of farms can indicate a change in the types of crops grown on those farms. Small farms tend to grow specialty crops and organic produce while larger farms tend to grow cash crops and raise livestock.

Table 3: Number of Farms and the Average Size of Farms, 2007 and 2012

Location	1997		2012	
	Number of Farms	Average Size of Farms (acres)	Number of Farms	Average Size of Farms (acres)
Sauk County	1,736	206	1,665	200
Wisconsin	79,541	204	69,754	209

### Property Taxes and Values

Table 4 details the 2015 average property tax, assessed value, and sale price per acre of agricultural land in Sauk County, rural counties, and in Wisconsin. The assessed values and property taxes are based on the use value of "agricultural land". Agricultural land is defined by statute as, "... land, exclusive of buildings and improvements, and the land necessary for their location and convenience, that is devoted primarily to agricultural use." (Wis. Stat. §70.32(2)(c)1g)

Table 4: Farmland Taxes and Values

Location	2015 Dollars per Acre of Farmland		
	Average Tax	Assessed Value	Sale Value
Sauk County	\$3.76	\$201	\$4,988
Rural Counties	\$3.02	\$160	\$4,109
Wisconsin	\$3.15	\$170	\$5,131

In 2015, average property taxes on Sauk County farmland were 24.5 percent higher than the average for rural counties and 19.4 percent higher than the average for Wisconsin (Wisconsin Department of Revenue). This relatively high tax rate may be one factor causing farmland owners to convert their property to non-farm uses in Sauk County.

The average assessed value of farmland in Sauk County was 25.6 percent higher than the average for rural counties and 18.2 percent higher than the average for Wisconsin as a whole (Wisconsin Department of Revenue).

In Sauk County, the average sale price of agricultural land was 21.4 percent higher than the average for rural counties and 2.8 percent lower than the average for Wisconsin (NASS Wisconsin 2016 Agricultural Statistics). These values do not include farmland sold and converted to nonfarm use and do not include farmland with buildings or improvements. Also, these figures are from 2015 and may not accurately reflect the current market for farmland.

IV. AGRICULTURAL LANDOWNER IMPACTS

Soils

Approximately 80 percent of the soils that will be affected by the proposed changes to USH 12 are Richwood silt loam with 0 to 2 percent slopes. The remaining 20 percent are Pillot silt loam with 2 to 6 percent slopes. The following table includes information about both of these soils.

Table 5: Soil Properties

Map Unit	Soil Name	Classification	Natural Drainage	Depth to Water Table	Available Water Storage	Capability Class
RbA	Richwood wilt loam, 0 to 2% slopes	Prime	Well Drained	More than 80 Inches	High	1
PcB	Pillot silt loam, 2 to 6% slopes	Prime	Well Drained	More than 80 Inches	High	2e

Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is also available for these uses (the land could be cropland, pastureland, rangeland, forest land, or other land, but not urban built-up land or water). It has the soil quality, growing season, and moisture supply needed to economically produce sustained high yields of crops when treated and managed, including water management, according to acceptable farming methods. In general, prime farmland has an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, acceptable salt and sodium content, and few or no rocks. They are permeable to water and air. Prime farmland is not excessively erodible or



saturated with water for a long period of time, and it either does not flood frequently or is protected from flooding.

### Drainage Districts

No part of the proposed project is located within any drainage districts.

### Acquisitions from Farmland Owners

The proposed reconstruction of the USH 12 from CTH C to Waterbury Road requires the acquisition of 42.37 acres of land from seven farmland owners. They are listed in Table 6. Most of these acquisitions would be made in fee-simple, but WisDOT has offered to acquire the USDA property as a permanent easement.

Table 6: Proposed Property Acquisitions

Farmland Owners	Acquisitions in Acres
USDA Dairy Forage Research Center (Mark Boggess, Director)	23.78
Russel and Virginia Moely	16.69
Valley of Our Lady, Inc.	1.59
4 parcels each less than one acre	0.31
TOTAL	42.37

DATCP staff contacted the owners of the two largest affected farm properties by mail. Their comments are summarized below.

#### Farmland Owners: USDA Dairy Forage Research Center (Center)

Mark Boggess, Director

**Proposed Acquisition:** Currently under negation the acquisition of 23.8 acres as either permanent easement or fee-simple

The Center owns about 2,200 acres of land consisting of 1,400 acres of cropland, 200 acres of pasture, 550 acres of woodland, 5 acres of wetland, and 45 acres for buildings and roads. In an average year, the Center grows 800 acres of corn, 400 acres of hay, 100 acres of wheat, and 100 acres of soybeans. The Center also runs a 400-cow dairy operation with 300 head of replacement dairy cattle.

When contacted, the Center stated that the USDA fully supports the USH 12 construction project and are happy to best address State of Wisconsin and local community preferences for the recommended route, USH 12 access options, and infrastructure contingencies. The Center stated that they would consider a land exchange instead of an acquisition. They have identified a 16.74-acre parcel that currently lies between USH 12 north and southbound lanes that could be transferred from the State of Wisconsin to the USDA to offset the loss of cropland acreage

required for the realignment of USH 12. The Center identified in a letter dated March 3, 2017 (see Appendix A), several concerns.

These concerns included:

- **Quality of the soils that will be lost to highway construction versus the quality of those offered in exchange:** The Center indicated that the soils that would be directly affected by highway construction are some of the most productive in the region. The affected field produced 69 bushels of soybeans/acre in 2015 and 230 bushels of corn grain/acre in 2016. The state averages were 50 bushels of soybeans/acre and 162 bushels of corn/acre in the same years. The quality of the soils on the replacement parcel is unknown.
- **Trees, roadbed, etc. on the replacement land:** Currently the replacement land has trees, brush, roadbed, and other debris that prohibit the land from being cropped until these items are removed. In addition, some fencing and other structures on the Center's property may need to be modified after land is exchange and the highway rerouted.
- **Potential flooding hazard:** At least one area of the parcel to become the Center's property may be below grade, which might create periodic standing water concerns, limiting the farming potential in this area.
- **Electric power line within the replacement land:** If the poles of the powerline are not relocated, they may interfere with planting, harvesting, and other operations for cropping this land.
- **Access:** After the USH 12 project is completed, the Center would be left with two parcels on the west side of USH 12. The Center has indicated that access to these parcels from CTH C would be needed for all farming operations. Also, that improvements to access would also be needed at Gate 16 on USH 12. The USDA and WisDOT are continuing to negotiate on this and other issues.

The Center is requesting that after the replacement land is cleared of trees, brush, roadbed, and other debris, that the land be covered with at least 12 inches of high-quality screened topsoil. In addition, the Center would like to maintain ownership of the high-quality topsoil (12 to 15 inches) on the Center's property that would be acquired for the highway project. This soil could then be used for the remediation/restoration of the State of Wisconsin land that would be exchanged for the Center's land.

**Farmland Owners:** Russel and Virginia Moely

**Operator:** Ed Ziegler and Yanke Prairie Farms

**Proposed Acquisition:** Fee-simple acquisition of 16.7 acres

Russel and Virginia Moely own approximately 450 acres of land consisting of 241.18 acres of cropland; 169.85 acres of pasture, woodland, and wetland; 19.08 acres for grass and hay, and 18.3 acres for the buildings. Previously, the Moelys farmed this land themselves. In 2017 they will be renting their land to other operators for the first time. Ed Ziegler will rent 129.52 acres of the cropland and Yanke Prairie Farms will rent the remaining 111.66 acres of cropland.

The owners are concerned that the project will interfere with access to some of their cropland, grassland, and woodland. They indicated that the affected land is some of the most productive land that they own and some of the most productive in the area. They are not aware of any replacement land available in the area to rent or purchase.

Mr. and Mrs. Moely are very concerned that the relocation of USH 12 does not follow field edges, but will sever three parcels of their land from the rest of their property. They estimate that the remnant parcels would be 1.49 acres, 0.88 of an acre, and 4.42 acres. They are concerned that these parcels would be too small to farm economically, that access to these parcels might be difficult or might not be provided, that the loss of these parcels would damage the productivity of their remaining fields, and that these combined negative impacts would reduce the amount of rent that they are able to derive from their property.

### **Access**

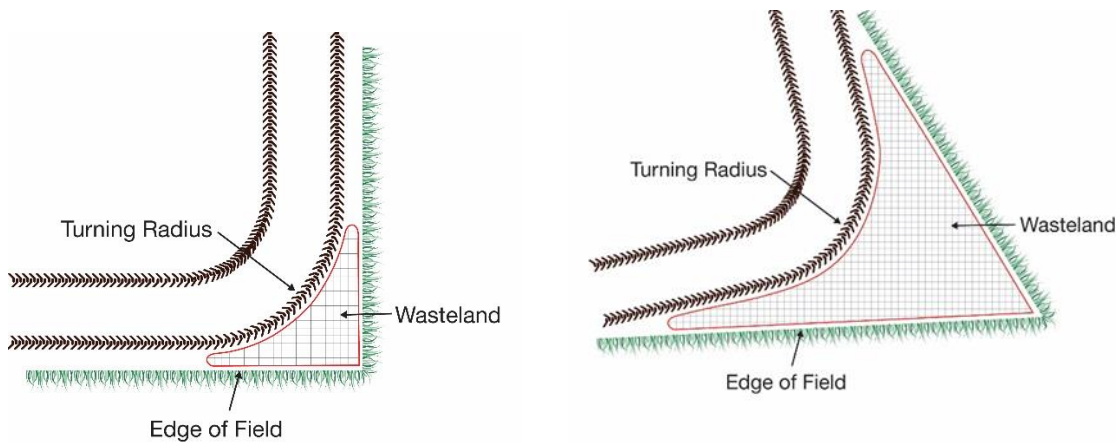
WisDOT is required to provide access to severed parcels or offer to purchase those parcels as uneconomic remnants where access cannot be provided. The landowner is not required to sell these parcels, but would have to obtain access to them via adjacent property.

### **Severances**

The proposed project will sever parcels on both the Moely and Dairy Forage Research Center properties.

Acquisitions that sever farmland frequently create irregularly shaped fields, making equipment usage awkward and production more costly. This increased cost is due in part to the additional time, fuel, and equipment wear associated with maneuvering equipment in corners of fields that are not square or along sides of fields that are not straight. Nonproductive time and labor costs associated with the frequent working of these fields may reduce the possibility of generating profits on these parcels. In addition, when fields are made smaller, an increased proportion of wasteland is created along the edges and in narrow corners of the fields reducing their productive capacity. Figure 2 shows the increased amount of wasteland in fields that have narrow corners.

Figure 2: Example of Wasteland in Field Corners



Compensation for the reduction in the value of parcels that are small and/or irregularly shaped should be addressed in the appraisal of each affected parcel.

### Drainage

Proper field drainage is vital to a successful farm operation. Highway construction can disrupt property improvements such as drainage tiles, grassed waterways, drainage ditches, and culvert pipes, which regulate the drainage of farm fields. If drainage is impaired, water can settle in fields and cause substantial damage, such as harming or killing crops and other vegetation, concentrating mineral salts, flooding farm buildings, or causing hoof rot and other diseases that affect livestock. In addition, where salt is used on road surfaces, runoff water can increase the content of salt in nearby soils.

[Section 88.87](#) of the *Wisconsin Statutes* requires highways to be built with adequate ditches, culverts, and other facilities to prevent obstruction of drainage, protect property owners from damage to lands caused by unreasonable diversion or retention of surface water, and maintain, as nearly as possible, the original drainage flow patterns. Appendix A provides the statutes pertaining to drainage rights. Landowners whose property is damaged by improper construction or maintenance of highways and highway drainage structures may file a claim with WisDOT within three years after the damage occurs.

### Obliterated Roadway

Portions of the existing USH 12 will be removed during construction of the proposed project. A total of 24.73 acres of existing WisDOT right-of-way is anticipated to be transferred to the USDA Dairy Forage Research Center. The remaining obliterated areas will remain in WisDOT right-of-way.

According to WisDOT's *Standard Specifications for Highway and Structure Construction*, [Sections 214](#) and [625](#), when an old roadbed is obliterated, surfacing material shall be removed

and disposed of, and ditches shall be filled in. The area will then be graded to a contour that will merge with the adjoining contour. After rough grading is completed, these areas shall be covered with topsoil, harrowed, smoothed, fertilized, and seeded in accordance with WisDOT guidelines. Topsoil is usually spread to a depth of four inches.

The agricultural value of any obliterated roadway depends on the use and quality of adjoining land and on the depth and quality of the restored area's subsoils and topsoil. Soils beneath the obliterated roadway have been compacted by roadway traffic. This may adversely affect plant growth for several years until plowing and the natural freezing and thawing process have loosened the compacted soil.

## V. APPRAISAL PROCESS

Before negotiations begin, WisDOT will provide an appraisal of the affected property to the landowners. An appraisal is an estimate of fair market value.

Landowners have the right to obtain their own appraisal of their property and will be compensated for the cost of this appraisal if the following conditions are met:

- The appraisal must be submitted to WisDOT within 60 days after the landowner receives the WisDOT appraisal.
- The appraisal fee must be reasonable.
- The appraisal must be a full, narrative appraisal
- The appraisal must be completed by a qualified appraiser.

The amount of compensation is based on the appraisal(s) and is established during the negotiation process between WisDOT and the individual landowners. WisDOT is required by law to provide landowners with information about their rights in this process before negotiations begin.

## VI. MAILING LIST

GOVERNOR SCOTT WALKER 115 E CAPITOL	SEN TERRY MOULTON AGRICULTURE COMMITTEE 310 S CAPITOL
SEN JERRY PETROWSKI TRANSPORTATION COMMITTEE 123 S CAPITOL	REP LEE NERISON AGRICULTURE COMMITTEE 310 N CAPITOL
REP KEITH RIPP TRANSPORTATION COMMITTEE 223 N CAPITOL	RESOURCES FOR LIBRARIES (15) DOCUMENT DEPOSITORY PROGRAM 2109 SOUTH STOUGHTON ROAD
WisDOT CENTRAL OFFICE FILES HILL FARMS	WisDOT LIBRARY ROOM 100A 4802 SHEBOYGAN AVE
STATE DOCUMENTS SECTION THE LIBRARY OF CONGRESS 10 FIRST ST S E WASHINGTON DC 20540-0001	ELLERY SCHAFFER JEWELL ASSOCIATES ENGINEERS INC 560 SUNRISE DR SPRING GREEN, WI 53588
RUSSELL & VIRGINIA MOELY S8118 OLD BLUFF TRAIL PRAIRIE DU SAC WI 53578	MARK BOGGESE PhD USDA DAIRY FORAGE RESEARCH CENTER 1925 LINDEN DR MADISON WI 53706
SISTER MARIE GRACE VALLEY OF OUR LADY E11096 YANKE DR PRAIRIE DU SAC WI 53578	BRIAN KINDSCHI KINDSCHI'S INC S8933 US HWY 12 PRAIRIE DU SAC WI 53578
MARY PEETZ E10805 COUNTY ROAD C NORTH FREEDOM WI 53951	REBECCA C EVERT SAUK COUNTY CLERK 505 BROADWAY RM 144 BARABOO WI 53913-2183
TIMOTHY H COLBY SUMPTER TOWN CHAIR E110836 KINGS CORNER ROAD NORTH FREEDOM WI 53951	LEE NOLDEN SUMPTER TOWN CLERK E10496 COUNTY ROAD C NORTH FREEDOM WI 53951
LISA WILSON DIRECTOR SAUK CO CONSERVATION PLANNING & ZONING DEPT 505 BROADWAY STE 248 BARABOO WI 53913	MORGAN McARTHUR SAUK CO UWEX 505 BROADWAY RM 334 BARABOO WI 53913-2183
BARABOO PUBLIC LIBRARY 230 FOURTH AVE BARABOO WI 53913-2194	PRAIRIE DU SAC PUBLIC LIBRARY 560 PARK AVE PRAIRIE DU SAC WI 53578
NORTH FREEDOM PUBLIC LIBRARY 103 N MAPLE ST PO BOX 803 NORTH FREEDOM WI 539510308	BARABOO NEWS REPUBLIC PO BOX 9 BARABOO WI 53913
SAU PRAIRIE STAR PO BOX 606 SAUK CITY WI 53583	

Copies of the final AIS will be emailed to the following to Newspapers: Country Today, Agri-View

## APPENDIX A: US DAIRY FORAGE RESEARCH CENTER COMMENTS AND WisDOT UPDATE

**March 3, 2017**

### **Response to WI DATCP Agricultural Impact Questionnaire**

**Mark Boggess, Ph.D., Director, US Dairy Forage Research Center**

The USDA/ARS/USDFRC fully support the Hwy 12 construction project and are happy to best address State of Wisconsin and local community preferences for the recommended route, Hwy 12 access options, and infrastructure contingencies. However, if the WI DOT prefers a land exchange rather than an acquisition of impacted USDA acreage for the project at fair market value, then there are several concerns that must be addressed to ensure that adequate value is provided to the government.

#### **1. Land Swap with the State of Wisconsin (SW)**

Parcel size 16.74 acres.

**Summary:** It is proposed that the 16.74 acre plot that currently lies between the Hwy 12 north and southbound lanes be transferred from the State of WI to the USDA to offset the loss of crop land acreage required for the new Hwy 12. The USDA acreage that will be lost to the Hwy 12 project is among the best farmland in the region and is one of the most productive fields farmed by the USDFRC. Average yields on this 47-acre parcel were 69 bushels of soybeans/acre in 2015, and 230 bushels of corn grain/acre in 2016, yields that were well above the state averages of 50 and 162 bushels/acre. Comparable land sales in the area are indicating that the fair market value of this parcel is at a minimum \$7500 to \$8500 per acre. For a land exchange to be acceptable, similar land value and capacity will need to be provided to the USDA.

**Concerns:** While the DFRC acreage which will be dedicated to the Hwy 12 project is some of the highest quality farm land farmed by the USDFRC, the SW parcel is unimproved with a significant number of residual and plantation trees, brush and overgrowth. Consequently, the soil quality of the SW is unknown and the soil depth and quality across the entire parcel has not been determined. At least one area of the parcel is well below grade which creates periodic standing water concerns, limiting the farming potential in this area. Lastly, there is a paved road that divides the parcel as well as a row of power line poles transecting one edge of the parcel.

**Requirements:** To accommodate the land exchange, this SW parcel will need to be converted to farmable acres, including:

- a. The dividing road will need to be removed, the area returned to grade, and at least 12 inches of high quality screened topsoil provided to make this area of able to support future farming operations.
- b. All trees, brush and overgrowth will need to be removed from the parcel and disposed of, including all stumps. Any other trash, equipment, aggregate fill, or other structures that would inhibit farming will need to be removed.
- c. All sections of the parcel will need to be brought to proper farming grade with a minimum of 12 inches of high quality topsoil.
- d. The power line will need to be moved to accommodate the farming operation or the affected acreage should not be included as part of the total farmable acreage provided.

## **2. Field access to 16.74 acre and 12.9 acre parcels.**

**Concerns:** After the Hwy 12 project is completed, the USDFRC will be left with 2 parcels on the west side of Hwy 12. Access to these parcels from County Road C will be needed for all farming operations.

**Requirements:** Access points will be needed for both residual parcels. The access points will need to be a minimum of 40' in width and at an appropriate grade to allow for heavy equipment to safely enter and exit both affected parcels from County Road C.

## **3. Access to Hwy 12 and USDA parcels on the west side of Hwy 12 through Gate 16, post construction.**

**Concerns:** The current construction plan for the Hwy 12 project proposes a "T-Line" field entrance onto USDA property from Hwy 12, opposite of County Road C intersection. This access point may be adequately suited for USDFRC equipment to cross Hwy 12 for farming operations in the 2 parcels on the west side of Hwy 12 (see 1 and 2 above). However, the current plans do not provide road access to the T-Line access point via USDFRC Gate 16, for equipment or commercial traffic. Additionally, direct Hwy 12 access is needed for USDFRC staff and working crews through Gate 16. Lastly, the USDA-ARS proposed research dairy, to be constructed by the USDA directly inside Gate 16, will require Hwy 12 access through Gate 16, including diverse farm and commercial trucks and equipment.

### **Requirements:**

- a. The proposed T-Line field access point will need to be improved to allow diverse traffic flows from the USDFRC to and from Hwy 12.
- b. A paved road will be needed to connect the Hwy 12 access point to USDFRC Gate 16. This road should incorporate the old Hwy 12 grade as appropriate and must be adequate for heavy commercial and farm equipment traffic.



#### 4. Existing sections of Hwy 12 to be transferred to the USDA.

**Concerns:** After the Hwy 12 project is completed, the USDA will be left with two or more sections of the old Hwy 12 grade. These sections are of no value to the USDFRC as part of a land exchange unless they are converted to farmable acreage.

**Requirements:** All sections of old Hwy 12 transferred to the USDA as farmable acreage will need to be cleared of asphalt, concrete, contaminated soil, and heavy aggregate fill, and returned to appropriate grade for farming, including a minimum of 12 inches of high quality screened topsoil.

#### 5. Disposition of soil displaced by new Hwy 12 construction.

**Concerns:** Completion of the new Hwy 12 section across existing USDA property will displace a significant amount of high quality topsoil, at a depth of 12-15 inches.

**Requirements:** In the event of a land exchange, the USDA will maintain ownership of all topsoil pertaining to all USDA acreage being designated for construction of the new Hwy 12 right of way. This soil is to be stockpiled on USDA property at the direction of the USDFRC farm manager. This soil will be made available to the WI DOT for remediation or restoration of USDA acreage received from the State of WI, as approved by the farm manager.

#### 6. Orphaned fences and other infrastructure.

**Concerns:** Completion of the new Hwy 12 section may potentially create isolated lengths of fencing or other abandoned concrete or infrastructure in cropping areas or field margins.

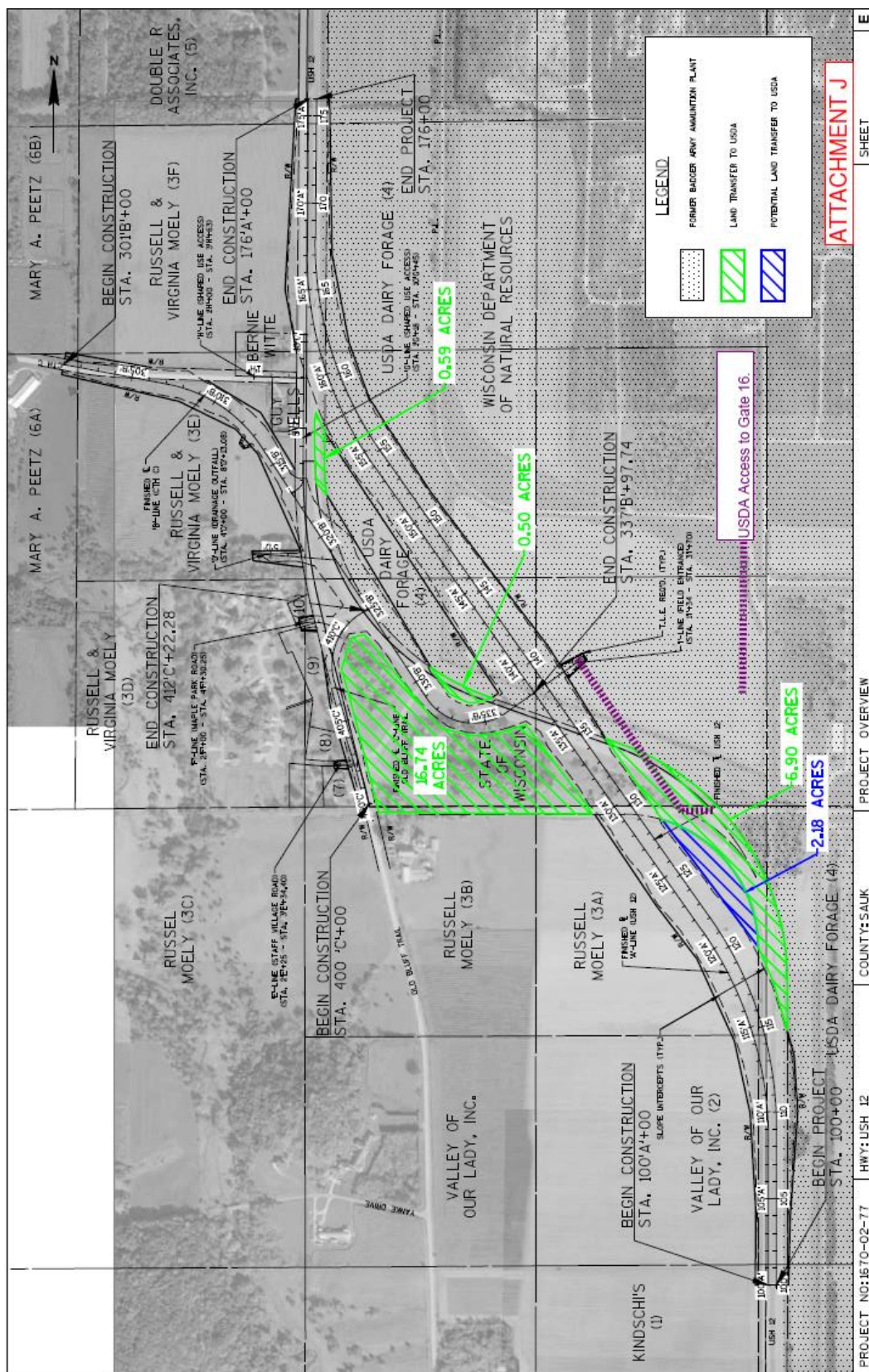
**Requirements:** The USDA will require that any terminal or non-functional infrastructure, such as fencing, concrete rubble, asphalt rubble, wood piles or other material resulting from the new Hwy 12 construction be removed and the area fully remediated for USDA cropping programs, including a minimum of 12 inches of high quality topsoil.

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#### Excerpts From WisDOT Communication, Ellery Schaffer April 4, 2017

One of the concerns in the AIS discusses USDA's concern over access to Gate 16. Please see the attached markup (in purple) that proposes extending the field entrance previously proposed (aligned directly across from CTH C) to Gate 16 [Figure 3 in this document]. The previously proposed acquisition type was FEE title (permanent R/W acquisition). In discussions between WisDOT and USDA, it is our understanding the USDA is recommending Highway Easement in lieu of FEE title as the preferred R/W acquisition type giving the land transfer being proposed. WisDOT is in agreement with proceeding with Highway Easement for the USH 12 realignment."

Figure 3: WisDOT Proposed USDA Access to Gate 16



## APPENDIX B: APPLICABLE STATUTES

DATCP is required to prepare an AIS whenever more than five acres of land from at least one farm operation will be acquired for a public project if the agency/company acquiring the land has the authority to use eminent domain for property acquisitions. DATCP has the option to prepare an AIS for projects affecting five or fewer acres from each farm if the proposed project would have significant effects on a farm operation. The entity proposing a construction project is required to provide DATCP with the necessary details of the project so that the potential impacts and effects of the project on farm operations can be analyzed. DATCP has 60 days to make recommendations, and publish the AIS. DATCP provides the AIS to affected farmland owners, various state and local officials, local media and libraries, and any other individual or group who requests a copy. Thirty days after the date of publication, the project initiator may begin negotiating with the landowner(s) for the property.

[Wisconsin Statute § 32.035](#) is provided below and describes the Wisconsin Agricultural Impact Statement procedure and content.

**(1) DEFINITIONS.** In this section:

- (a) "Department" means department of agriculture, trade, and consumer protection.
- (b) "Farm operation" means any activity conducted solely or primarily for the production of one or more agricultural commodities resulting from an agricultural use, as defined in s. 91.01 (2), for sale and home use, and customarily producing the commodities in sufficient quantity to be capable of contributing materially to the operator's support.

**(2) EXCEPTION.** This section shall not apply if an environmental impact statement under s. 1.11 is prepared for the proposed project and if the department submits the information required under this section as part of such statement or if the condemnation is for an easement for the purpose of constructing or operating an electric transmission line, except a high voltage transmission line as defined in s. 196.491(1) (f).

**(3) PROCEDURE.** The condemnor shall notify the department of any project involving the actual or potential exercise of the powers of eminent domain affecting a farm operation. If the condemnor is the department of natural resources, the notice required by this subsection shall be given at the time that permission of the senate and assembly committees on natural resources is sought under s. 23.09(2)(d) or 27.01(2)(a). To prepare an agricultural impact statement under this section, the department may require the condemnor to

compile and submit information about an affected farm operation. The department shall charge the condemnor a fee approximating the actual costs of preparing the statement. The department may not publish the statement if the fee is not paid.

**(4) IMPACT STATEMENT.**

(a) *When an impact statement is required; permitted.* The department shall prepare an agricultural impact statement for each project, except a project under Ch. 82 or a project located entirely within the boundaries of a city or village, if the project involves the actual or potential exercise of the powers of eminent domain and if any interest in more than 5 acres from any farm operation may be taken. The department may prepare an agricultural impact statement on a project located entirely within the boundaries of a city or village or involving any interest in 5 or fewer acres of any farm operation if the condemnation would have a significant effect on any farm operation as a whole.

(b) *Contents.* The agricultural impact statement shall include:

1. A list of the acreage and description of all land lost to agricultural production and all other land with reduced productive capacity, whether or not the land is taken.
2. The department's analyses, conclusions, and recommendations concerning the agricultural impact of the project.

(c) *Preparation time; publication.* The department shall prepare the impact statement within 60 days of receiving the information requested from the condemnor under sub. (3). The department shall publish the statement upon receipt of the fee required under sub. (3).

(d) *Waiting period.* The condemnor may not negotiate with an owner or make a jurisdictional offer under this subchapter until 30 days after the impact statement is published.

**(5) PUBLICATION.** Upon completing the impact statement, the department shall distribute the impact statement to the following:

- (a) The governor's office.
- (b) The senate and assembly committees on agriculture and transportation.
- (c) All local and regional units of government that have jurisdiction over the

area affected by the project. The department shall request that each unit post the statement at the place normally used for public notice.

- (d) Local and regional news media in the area affected.
- (e) Public libraries in the area affected.
- (f) Any individual, group, club, or committee that has demonstrated an interest and has requested receipt of such information.
- (g) The condemnor.

## STATUTES GOVERNING EMINENT DOMAIN

The details governing eminent domain as it relates to utility projects are included in Wis. Stat. ch. 32 (<http://docs.legis.wisconsin.gov/statutes/statutes/32.pdf>).

DATCP recommends that farmland owners concerned about eminent domain powers and the acquisition of land should review this statute in its entirety. Additionally, landowners may wish to consult with an attorney who should have expertise in eminent domain proceedings. Any Wisconsin licensed appraiser should be knowledgeable in partial takings.

**Section 32.09 of the Wisconsin Statutes describes the compensation provided for property acquisition and certain damages:**

**(6)** In the case of a partial taking of property other than an easement, the compensation to be paid by the condemnor shall be the greater of either the fair market value of the property taken as of the date of evaluation or the sum determined by deducting from the fair market value of the whole property immediately before the date of evaluation, the fair market value of the remainder immediately after the date of evaluation, assuming the completion of the public improvement and giving effect, without allowance of offset for general benefits, and without restriction because of enumeration but without duplication, to the following items of loss or damage to the property where shown to exist:

- (a)** Loss of land including improvements and fixtures actually taken.
- (b)** Deprivation or restriction of existing right of access to highway from abutting land, provided that nothing herein shall operate to restrict the power of the state or any of its subdivisions or any municipality to deprive or restrict such access without compensation under any duly authorized exercise of the police power.
- (c)** Loss of air rights.



(d) Loss of a legal nonconforming use.

(e) Damages resulting from actual severance of land including damages resulting from severance of improvements or fixtures and proximity damage to improvements remaining on condemnee's land. In determining severance damages under this paragraph, the condemnor may consider damages which may arise during construction of the public improvement, including damages from noise, dirt, temporary interference with vehicular or pedestrian access to the property and limitations on use of the property. The condemnor may also consider costs of extra travel made necessary by the public improvement based on the increased distance after construction of the public improvement necessary to reach any point on the property from any other point on the property.

(f) Damages to property abutting on a highway right of way due to change of grade where accompanied by a taking of land.

(g) Cost of fencing reasonably necessary to separate land taken from remainder of condemnee's land, less the amount allowed for fencing taken under par. (a), but no such damage shall be allowed where the public improvement includes fencing of right of way without cost to abutting lands.

**Section 32.19 of the Wisconsin Statutes outlines payments to be made to displaced tenant occupied businesses and farm operations.**

**(4m) BUSINESS OR FARM REPLACEMENT PAYMENT.** (a) Owner-occupied business or farm operation. In addition to amounts otherwise authorized by this subchapter, the condemnor shall make a payment, not to exceed \$50,000, to any owner displaced person who has owned and occupied the business operation, or owned the farm operation, for not less than one year prior to the initiation of negotiations for the acquisition of the real property on which the business or farm operation lies, and who actually purchases a comparable replacement business or farm operation for the acquired property within two years after the date the person vacates the acquired property or receives payment from the condemnor, whichever is later. An owner displaced person who has owned and occupied the business operation, or owned the farm operation, for not less than one year prior to the initiation of negotiations for the acquisition of the real property on which the business or farm operation lies may elect to receive the payment under par. (b) 1. in lieu of the payment under this paragraph, but the amount of payment under par. (b) 1. to such an owner displaced person may not exceed the amount the owner displaced person is eligible to receive under this paragraph. The additional payment under this paragraph shall include the following amounts:

1. The amount, if any, which when added to the acquisition cost of the property, other than any dwelling on the property, equals the reasonable cost of a comparable

replacement business or farm operation for the acquired property, as determined by the condemnor.

2. The amount, if any, which will compensate such owner displaced person for any increased interest and other debt service costs which such person is required to pay for financing the acquisitions of any replacement property, if the property acquired was encumbered by a bona fide mortgage or land contract which was a valid lien on the property for at least one year prior to the initiation of negotiations for its acquisition. The amount under this subdivision shall be determined according to rules promulgated by the department of commerce.

3. Reasonable expenses incurred by the displaced person for evidence of title, recording fees and other closing costs incident to the purchase of the replacement property, but not including prepaid expenses.

**(b)** Tenant-occupied business or farm operation. In addition to amounts otherwise authorized by this subchapter, the condemnor shall make a payment to any tenant displaced person who has owned and occupied the business operation, or owned the farm operation, for not less than one year prior to initiation of negotiations for the acquisition of the real property on which the business or operation lies or, if displacement is not a direct result of acquisition, such other event as determined by the department of commerce, and who actually rents or purchases a comparable replacement business or farm operation within 2 years after the date the person vacates the property. At the option of the tenant displaced person, such payment shall be either:

1. The amount, not to exceed \$30,000, which is necessary to lease or rent a comparable replacement business or farm operation for a period of 4 years. The payment shall be computed by determining the average monthly rent paid for the property from which the person was displaced for the 12 months prior to the initiation of negotiations or, if displacement is not a direct result of acquisition, such other event as determined by the department of commerce and the monthly rent of a comparable replacement business or farm operation and multiply the difference by 48; or

2. If the tenant displaced person elects to purchase a comparable replacement business or farm operation, the amount determined under subd. 1 plus expenses under par. (a) 3.

**(5)** EMINENT DOMAIN. Nothing in this section or ss. 32.25 to 32.27 shall be construed as creating in any condemnation proceedings brought under the power of eminent domain, any element of damages.

**Section 32.25 of the Wisconsin Statutes delineates steps to be followed when displacing persons, businesses, and farm operations.**

**(1)** Except as provided under sub.(3) and s. 85.09 (4m), no condemnor may proceed with any activity that may involve the displacement of persons, business concerns or farm operations until the condemnor has filed in writing a relocation payment plan and relocation assistance service plan and has had both plans approved in writing by the department of commerce.

**(2)** The relocation assistance service plan shall contain evidence that the condemnor has taken reasonable and appropriate steps to:

(a) Determine the cost of any relocation payments and services or the methods that are going to be used to determine such costs.

(b) Assist owners of displaced business concerns and farm operations in obtaining and becoming established in suitable business locations or replacement farms.

(c) Assist displaced owners or renters in the location of comparable dwellings.

(d) Supply information concerning programs of federal, state and local governments which offer assistance to displaced persons and business concerns.

(e) Assist in minimizing hardships to displaced persons in adjusting to relocation.

(f) Secure, to the greatest extent practicable, the coordination of relocation activities with other project activities and other planned or proposed governmental actions in the community or nearby areas which may affect the implementation of the relocation program.

(g) Determine the approximate number of persons, farms or businesses that will be displaced and the availability of decent, safe and sanitary replacement housing.

(h) Assure that, within a reasonable time prior to displacement, there will be available, to the extent that may reasonably be accomplished, housing meeting the standards established by the department of commerce for decent, safe and sanitary dwellings. The housing, so far as practicable, shall be in areas not generally less desirable in regard to public utilities, public and commercial facilities and at rents or prices within the financial means of the families and individuals displaced and equal in number to the number of such displaced families or individuals and reasonably accessible to their places of employment.

(i) Assure that a person shall not be required to move from a dwelling unless the person has had a reasonable opportunity to relocate to a comparable dwelling.



(3) (a) Subsection (1) does not apply to any of the following activities engaged in by a condemnor:

1. Obtaining an appraisal of property.
2. Obtaining an option to purchase property, regardless of whether the option specifies the purchase price, if the property is not part of a program or project receiving federal financial assistance.

## STATUTES GOVERNING ACCESS

**Section 86.05 of the Wisconsin Statutes states that access shall be provided to land which abuts a highway:**

Entrances to highway restored. Whenever it is necessary, in making any highway improvement to cut or fill or otherwise grade the highway in front of any entrance to abutting premises, a suitable entrance to the premises shall be constructed as a part of the improvements, and if the premises are divided by the highway, then one such entrance shall be constructed on each side of the highway. Thereafter, each entrance shall be maintained by the owner of the premises. During the time the highway is under construction, the state, county, city, village or town shall not be responsible for any damage that may be sustained through the absence of an entrance to any such premises.

**Section 84.25 of the Wisconsin Statutes describes access restrictions concerning a controlled-access highway.**

(3) CONSTRUCTION; OTHER POWERS OF DEPARTMENT. In order to provide for the public safety, convenience and the general welfare, the department may use an existing highway or provide new and additional facilities for a controlled-access highway and so design the same and its appurtenances, and so regulate, restrict or prohibit access to or departure from it as the department deems necessary or desirable. The department may eliminate intersections at grade of controlled-access highways with existing highways or streets, by grade separation or service road, or by closing off such roads and streets at the right-of-way boundary line of such controlled-access highway and may divide and separate any controlled-access highway into separate roadways or lanes by raised curbs, dividing sections or other physical separations or by signs, markers, stripes or other suitable devices, and may execute any construction necessary in the development of a controlled-access highway including service roads or separation of grade structures.

(4) CONNECTIONS BY OTHER HIGHWAYS. After the establishment of any controlled-access highway, no street or highway or private driveway, shall be opened into or connected with any

controlled-access highway without the previous consent and approval of the department in writing, which shall be given only if the public interest shall be served thereby and shall specify the terms and conditions on which such consent and approval is given.

**(5) USE OF HIGHWAY.** No person shall have any right of entrance upon or departure from or travel across any controlled-access highway, or to or from abutting lands except at places designated and provided for such purposes, and on such terms and conditions as may be specified from time to time by the department.

**(6) ABUTTING OWNERS.** After the designation of a controlled-access highway, the owners or occupants of abutting lands shall have no right or easement of access, by reason of the fact that their property abuts on the controlled-access highway or for other reason, except only the controlled right of access and of light, air or view.

**(7) SPECIAL CROSSING PERMITS.** Whenever property held under one ownership is severed by a controlled-access highway, the department may permit a crossing at a designated location, to be used solely for travel between the severed parcels, and such use shall cease if such parcels pass into separate ownership.

## STATUTES GOVERNING DRAINAGE

**Section 88.87(2) of the Wisconsin Statutes describes regulations concerning rights of drainage:**

(a) Whenever any county, town, city, village, railroad company or the department of transportation has heretofore constructed and now maintains or hereafter constructs and maintains any highway or railroad grade in or across any marsh, lowland, natural depression, natural watercourse, natural or man-made channel or drainage course, it shall not impede the general flow of surface water or stream water in any unreasonable manner so as to cause either an unnecessary accumulation of waters flooding or water-soaking uplands or an unreasonable accumulation and discharge of surface water flooding or water-soaking lowlands. All such highways and railroad grades shall be constructed with adequate ditches, culverts, and other facilities as may be feasible, consonant with sound engineering practices, to the end of maintaining as far as practicable the original flow lines of drainage. This paragraph does not apply to highways or railroad grades used to hold and retain water for cranberry or conservation management purposes.

(b) Drainage rights and easements may be purchased or condemned by the public authority or railroad company having control of the highway or railroad grade to aid in the prevention of damage to property owners which might otherwise occur as a result of failure to comply with par. (a).

(c) If a city, village, town, county, or railroad company or the department of transportation constructs and maintains a highway or railroad grade not in accordance with par. (a), any property owner damaged by the highway or railroad grade may, within 3 years after the alleged damage occurred, file a claim with the appropriate governmental agency or railroad company. The claim shall consist of a sworn statement of the alleged faulty construction and a description, sufficient to determine the location of the lands, of the lands alleged to have been damaged by flooding or water-soaking. Within 90 days after the filing of that claim, the governmental agency or railroad company shall either correct the cause of the water damage, acquire rights to use the land for drainage or overflow purposes, or deny the claim. If the agency or company denies the claim or fails to take any action within 90 days after the filing of the claim, the property owner may bring an action in inverse condemnation under ch. 32 or sue for such other relief, other than damages, as may be just and equitable.

**WisDOT [specification 205.3.3](#) further describes its policies concerning drainage:**

- (1)** During construction, maintain roadway, ditches, and channels in a well-drained condition at all times by keeping the excavation areas and embankments sloped to the approximate section of the ultimate earth grade. Perform blading or leveling operations when placing embankments and during the process of excavation except if the excavation is in ledge rock or areas where leveling is not practical or necessary. If it is necessary in the prosecution of the work to interrupt existing surface drainage, sewers, or under drainage, provide temporary drainage until completing permanent drainage work.
- (2)** If storing salvaged topsoil on the right-of-way during construction operations, stockpile it to preclude interference with or obstruction of surface drainage.
- (3)** Seal subgrade surfaces as specified for subgrade intermediate consolidation and trimming in 207.3.9.
- (4)** Preserve, protect, and maintain all existing tile drains, sewers, and other subsurface drains, or parts thereof, that the engineer judges should continue in service without change. Repair, at no expense to the department, all damage to these facilities resulting from negligence or carelessness of the contractor's operations.

## APPENDIX C: INFORMATION SOURCES

### [DATCP \(datcp.wi.gov\)](http://datcp.wi.gov)

- [Agricultural Impact Statements](#)
- [Farmland Preservation](#)
- [Wisconsin Farm Center:](#) provides services to Wisconsin farmers including financial mediation, stray voltage, legal, vocational, and farm transfers

### [U.S. Department of Agriculture \(www.usda.gov\)](http://www.usda.gov)

- [National Agricultural Statistics Service](#)
- [Web Soil Survey](#)
- [Soil Quality – Urban Technical Note No. 1, Erosion and Sedimentation on Construction Sites](#)

### [Wisconsin Department of Safety and Professional Services \(dsps.wi.gov\)](http://dsps.wi.gov)

Look-up for state certification status of three types of [real estate appraisers](#)

### [State Bar of Wisconsin \(www.wisbar.org\)](http://www.wisbar.org)

For general legal information and assistance in finding a lawyer

### **Background Resources**

- [Wolkowski, R., Soil Compaction: Causes, concerns and cures](#)  
University of Wisconsin-Extension, A3367, 2008.
- Hughes, Jodi D., Tires, traction and compaction, University of Minnesota Extension, website (<http://www.extension.umn.edu/agriculture/tillage/tires-traction-and-compaction/>)







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**WISCONSIN DEPARTMENT OF AGRICULTURE,  
TRADE AND CONSUMER PROTECTION**

**DIVISION OF  
AGRICULTURAL RESOURCE MANAGEMENT**

**Agricultural Impact Program**

**P.O. Box 8911**

**Madison, WI 53708-8911**

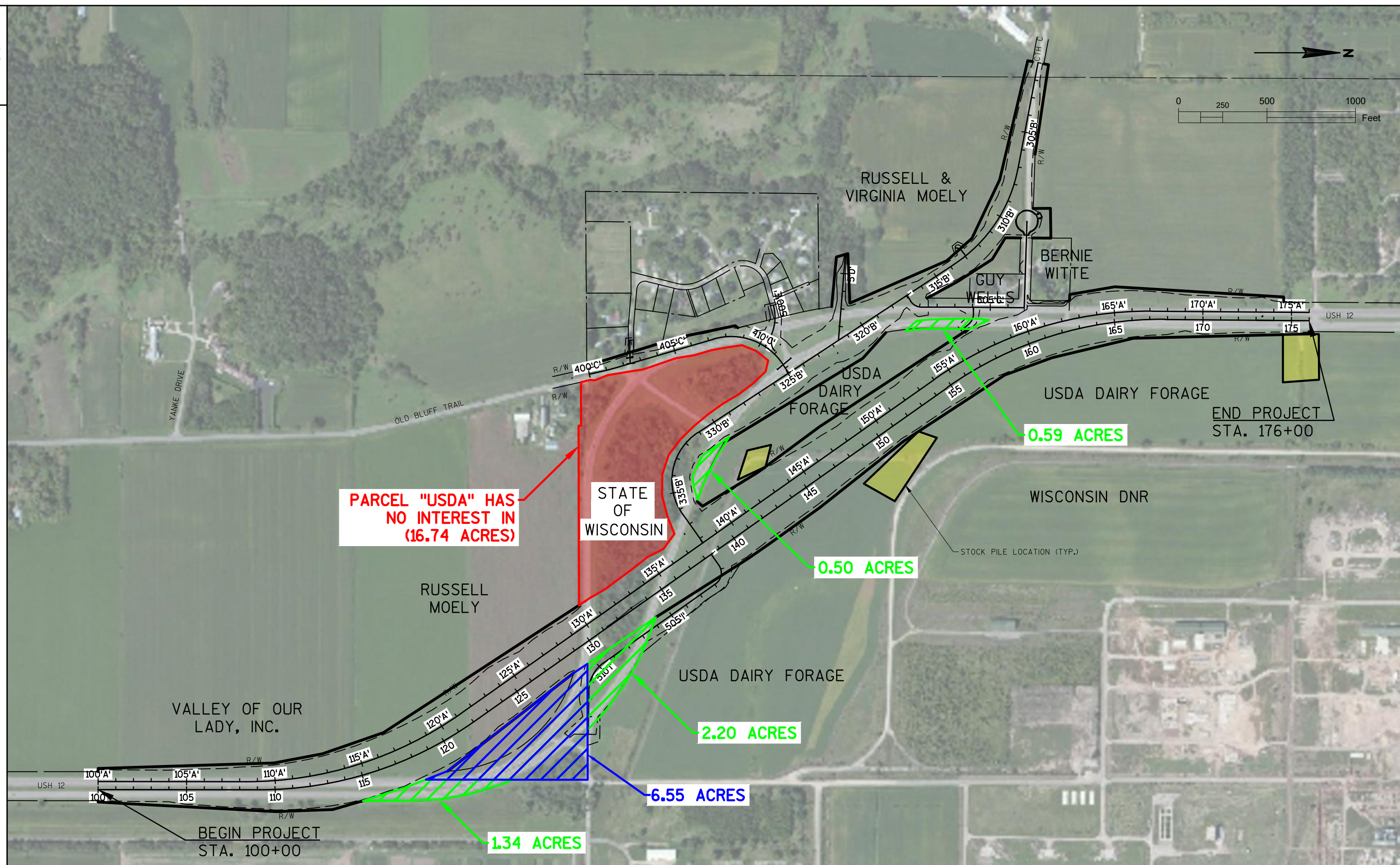
**608-224-4650**

[https://datcp.wi.gov/Pages/Programs\\_Services/AgriculturalImpactStatements.aspx](https://datcp.wi.gov/Pages/Programs_Services/AgriculturalImpactStatements.aspx)

**Attachment J**  
**Land Transfer Exhibit**  
**(WisDOT to USDA)**

Project I.D. 1670-02-07  
Baraboo – Sauk City  
(CTH C – Waterbury Road)  
USH 12  
Sauk County





**Attachment K**  
**Land Transfer Document**  
**(Federal Government to USDA)**

Project I.D. 1670-02-07  
Baraboo – Sauk City  
(CTH C – Waterbury Road)  
USH 12  
Sauk County





United States Department of Agriculture

Research, Education, and Economics  
Agricultural Research Service

November 17, 2004

Mr. Mark Lundgren  
Chief, Chicago Operations Branch  
U.S. General Services Administration  
230 S. Dearborn Street, Room 3774  
Chicago, Illinois 60604

Dear Mr. Lundgren:

Enclosed is the Department of Agriculture's (USDA) signed acceptance of custody and accountability of approximately 1942.92 acres of the former Department of Army's Badger Army Ammunition Plant located in Baraboo, Wisconsin.

On behalf of USDA, I would like to thank you for your assistance, guidance and support through this long and difficult process.

Sincerely,

EDWARD T. REILLY

Chief  
Real Property Management Branch

Enclosure

cc:

D. Strub, MWA  
B. Holzinger, MWA  
L. Theesfeld, MWA





September 28, 2004

**VIA FEDERAL EXPRESS**

Mr. Edward B. Knipling  
Acting Administrator  
US Department of Agriculture  
Agricultural Research Service  
Attn: FD/RPMB  
5601 Sunnyside Avenue  
Beltsville, Maryland 20705

Dear Mr. Knipling:

The General Services Administration ("GSA") has received an amended Request for Transfer of Excess Real and Related Personal Property dated June 15, 2004, from the U.S. Department of Agriculture, Agricultural Research Service, on behalf of its Dairy Forage Research Center ("USDA") requesting transfer of approximately 1,942.92 acres of the former Department of the Army's Badger Army Ammunition Plant located on U.S. Highway 12, Baraboo, Wisconsin (GSA Control No. 1-D-WI-0447-I). Parcels identified on Attachment "A" as Parcels A through F comprise the area totaling this acreage, hereinafter referred to as the "Property." Pursuant to the direction found in Section 483 (a)(2) of the Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. § 471, et seq.), the GSA hereby transfers custody and accountability for the Property to the USDA for the benefit and use of the Dairy Forage Research Center. In addition, it is understood that USDA requests and agrees to accept transfer of those Parcels identified on Attachment "A" as Parcels G through J, comprising a total of 145.52 acres, upon the completion of environmental remediation of each of those parcels by the Army.

The property is identified as the Badger Army Ammunition Plant, located in the Townships of Merrimac and Sumpter, County of Sauk, State of Wisconsin, and more particularly described in Exhibit A, attached hereto and incorporated herein. The Property was reported excess to the needs of the United States Department of the Army ("Army") on July 22, 1998.

The transfer of the Property is made with compensation. As directed by the Office of Management and Budget, USDA is to pay fair market value as determined by GSA for the additional acreage over and above the 1,489 acres USDA currently leases. GSA has determined that the total compensation amount is \$573,480.00. The future transfers of

Parcels G through J will be at a compensation of one dollar (\$1.00), receipt acknowledged, since those parcels each will be encumbered by land use controls well into the future. USDA shall remit to GSA annual payments of \$124,470 until the total compensation amount has been paid in full.

The transfer is subject to the following terms, conditions, reservations and restrictions:

1. Memorandum of Agreement between the USDA and the Army, dated March 2004, made a part hereof as Attachment "B."
2. Environmental Condition of Property (ECOP), dated March 2004, made a part hereof as Attachment "C."
3. Reservation of a right-of-way for a railroad easement running north-south through Parcel D and more particularly described on Attachment "D," which is attached hereto and made a part hereof.
4. Reservation of a right-of-way for an easement for an overhead electric utility line running north-south along or through Parcels D, F, and G, and more particularly described on Attachment "E," which is attached hereto and made a part hereof.
5. Review and concurrence by USDA of the Wisconsin State Department of Transportation ("WISDOT") realignment of US Highway 12 and State Route 78.
6. Acceptance by USDA of the lands known as Parcels G, H, I and J, upon completion by Army of all actions necessary to protect human health and the environment.
7. Easements, covenants and restrictions of record.
8. USDA's compliance with the National Environmental Policies Act of 1969, as amended, and the National Historic Preservation Act of 1968, as amended.

The Army is the holding agency contact for this transaction. Ms. Joan Kenney, Facility Director, Badger Army Ammunition Plant, Baraboo, Wisconsin 53913 is the local contact and custodian of the Property. In addition to Ms. Kenney, we are advising the Army Corps of Engineers, Omaha District, and the Army BRAC offices in Hampton and Arlington, Virginia of this transfer. A copy of the Report of Excess Real Property is attached as Attachment "F."



Should you require further assistance in this matter, please contact Mr. Mark N. Lundgren, Chief, Chicago Operations Branch, at (312) 353-0302. USDA is requested to acknowledge acceptance of custody and accountability for the Property and this transfer letter by signing on the concurrence line below and returning a signed duplicate original to Mr. Lundgren at the following address: Property Disposal Division, Chicago Operations Branch, 230 S. Dearborn Street – Room 3774, Chicago, IL 60604.

Sincerely,



JOHN E. KELLY  
Acting Director  
Property Disposal Division

Enclosure – Duplicate Original Transfer Letter

Attachments

Copies to:

Mr. Ed Reilly, USDA-ARS, Beltsville, MD

Mr. Rick Walgenbach, USDA-ARS, Dairy Forage Research Center, Baraboo, WI

Ms. Joan Kenney, Facility Director, BAAP, Baraboo, WI 53513

Army Corps of Engineers, Omaha District, Attn: CENWO\_RE\_MN, 215 N. 17th Street,  
Omaha, Nebraska 68102

Mr. Thomas Lederle, Hampton Field Office, Army-BRAC, Hampton, VA

Mr. Larry Beach, Army-BRAC, Arlington, VA

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**Concurrence by U.S. Department of Agriculture, Agricultural Research Service:**

Printed name:

Antoinette A. Betschart

Signature:

Antoinette A. Betschart

Title:

Associate Administrator

Date:

October 30, 2007