

PROGRAMMATIC CATEGORICAL EXCLUSION

FOR STATE AND FEDERALLY FUNDED ACTIONS

Wisconsin Department of Transportation

Revised July 2015

WisDOT Design and Construction IDs 5245-02-02/72		Federal Project IDs (if available)		Legal Description (Township, Range, Section) SEC 3, T2N, R3E SEC 34, T3N, R3E		County LaFayette	
Project Name WIS 11 – Mineral Point				Project Termini/ Location County Shop Road to Minerva Street			
Name of Route or Facility to be Improved WIS 23		Facility Classification Urban Minor Arterial		Improvement Type Reconstruction, Pavement Replacement, and Bridge Rehabilitation			
Estimated Project Cost in Year of Expenditure \$ (include R/W Cost) \$6,734,527 (LET) + \$243,112 (R/W) = \$6,977,639 in 2021 dollars				Funding Source(s) (check all that apply) <input checked="" type="checkbox"/> State <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Local			
23 CFR 771.117(d) Project Type Number and Text (see Table 1 below) 23 CFR 771.117(d)(13)							
Section 4(f) <input type="checkbox"/> None <input checked="" type="checkbox"/> De Minimis <input type="checkbox"/> Bikeway/ Walkway <input type="checkbox"/> Minor Park/ Rec <input type="checkbox"/> Minor Historic <input type="checkbox"/> Net Benefit <input type="checkbox"/> Exception							
Right of Way Acquisition 2.164 Total Acres 0.244 Fee Simple Acres 0.000 Permanent Easement Acres 1.920 Temporary Easement Acres							
Number of Buildings Acquired <input checked="" type="checkbox"/> None Vacant Buildings Occupied Buildings							
Name of Individual/ Firm Preparing this Form Bradley R. Groh, P.E.				CE Preparation Date 11/20/2017		Project Start Date 10/12/2015	

WisDOT Region Environmental Coordinator or Local Program Management Consultant

I certify that I meet the requirements for staff who review and recommend approval of Categorical Exclusion (CE) actions, specified in the FHWA – WisDOT CE Agreement. I further certify that I have reviewed this document, and agree with the determination that the proposed project and resultant impacts meet the definition of a CE as described in 23 CFR 771.117(a) & (b) and will not result in significant environmental impacts. I recommend this CE for approval.

(Signature) [Signature]
(Print Name) BRADLEY R. TAYLOR
(Date) 1/22/18

WisDOT Region, Central Office, or Local Program Project Manager

I certify that I am familiar with this proposed project and its impacts and that the information contained in this document is accurate and can be relied upon for documentation decisions. I further certify that the mitigation measures and commitments proposed herein will be incorporated into the project plans and contract documents. I approve this CE.

(Signature) [Signature]
(Print Name) MATTHEW DAPP
(Date) 1/22/2018

Section One: Introduction & Regulatory Requirements

1 Purpose and Eligibility

The FHWA – WisDOT Categorical Exclusion Programmatic Agreement (Agreement) allows WisDOT to make categorical exclusion (CE) determinations on FHWA's behalf for certain projects listed in 23 CFR 771.117(d) when the projects do not exceed the environmental impact criteria specified in the Agreement. The Programmatic Categorical Exclusion (PCE) is the acceptable form of documentation for these projects. While the PCE is based on the Agreement with FHWA, it may also be used to document certain projects that require only state and/or local funding and approvals.

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(Signature)

(Print Name)

(Date)

WisDOT Region, Central Office, or Local Program Project Manager

I certify that I am familiar with this proposed project and its impacts and that the information contained in this document is accurate and can be relied upon for documentation decisions. I further certify that the mitigation measures and commitments proposed herein will be incorporated into the project plans and contract documents. I approve this CE.

(Signature)

(Print Name)

(Date)

Section One: Introduction & Regulatory Requirements

1.1 Purpose and Eligibility

The FHWA – WisDOT Categorical Exclusion Programmatic Agreement (Agreement) allows WisDOT to make categorical exclusion (CE) determinations on FHWA's behalf for certain projects listed in 23 CFR 771.117(d) when the projects do not exceed the environmental impact criteria specified in the Agreement. The Programmatic Categorical Exclusion (PCE) is the acceptable form of documentation for these projects. While the PCE is based on the Agreement with FHWA, it may also be used to document certain projects that require only state and/or local funding and approvals.

The actions described in Table 1 are eligible for PCE consideration if (1) they meet the definitions of an action, (2) they do not include significant impacts, (3) they do not include unusual circumstances that warrant the preparation of an Environmental Report (ER), Environmental Assessment (EA), or Environmental Impact Statement (EIS), and (4) they do not exceed the environmental impact thresholds specified in the Agreement. Any project that does not meet these criteria or that has been determined to have substantial controversy based on environmental grounds is not eligible for PCE consideration.

A determination that this project satisfies the criteria for a PCE does not relieve the applicant of the requirement to comply with other laws and regulations including, but not limited to, Section 404 of the Clean Water Act, Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, and Section 4(f) of the US Department of Transportation Act. Coordination to comply with these other laws may require FHWA involvement. Furthermore, designation of this project as a PCE does not relieve the requirement for WisDOT to coordinate with WDNR under the Cooperative Agreement. Any correspondence or documentation used to comply with federal, state, or local laws or regulations should be maintained in the project file and provided with this checklist upon request.

23 CFR 771.117(d)(13) allows the actions described in 23 CFR 771.117(c)(26-28) to be processed as (d)-list actions if they do not meet the criteria in 23 CFR 771.117(e). An action that does not meet the criteria in paragraph (e) may be documented with a PCE *unless* it is disqualified by the environmental impact criteria of Section VII.A. of the Agreement, which are reflected on this PCE form. If an action fails to meet both sets of criteria, it must be documented with an ER, EA, or EIS, as applicable.

Table 1: Eligible Categorical Exclusion Project Types

<div> <div>23 CFR 771.117(d)</div> <div> <div>(1-3) Reserved</div> <div>(4) Transportation corridor fringe parking facilities.</div> <div>(5) Construction of new truck weigh stations or rest areas.</div> <div>(6) Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.</div> <div>(7) Approvals for changes in access control.</div> <div>(8) Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.</div> <div>(9) Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.</div> <div>(10) Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.</div> <div>(11) Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.</div> <div>[Note: 23 CFR 771.117(d)(12) "Acquisition for hardship or protective purposes" may not be processed with a PCE]</div> <div>(13) Actions described in paragraphs (c)(26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section.*</div> <div> <div>*23 CFR 771.117(c)(26-28) appear below. If processing a project of this type with the PCE, use number (d)(13) and the appropriate CE type description where necessary.</div> <div>(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes).</div> <div>(27) Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting.</div> <div>(28) Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.</div> </div> </div> </div>
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1.2 Project is a Complete FHWA Action

Check all boxes that apply to the proposed project. To process your project with this checklist, you must be able to check all boxes.

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

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

1.3 Unusual Circumstances

Check all boxes that apply to the proposed project. If any boxes in this section are checked, evaluate the scope of the project and coordinate with FHWA regarding the completion of more detailed environmental documentation.

23 CFR 771.117(b) Any action which normally would be classified as a CE but could involve unusual circumstances will require the FHWA, in cooperation with the applicant, to conduct appropriate environmental studies to determine if the CE classification is proper. Such unusual circumstances include:

- ☐ (1) Significant environmental impacts
- ☐ (2) Substantial controversy on environmental grounds – project is ineligible for PCE
- ☐ (3) Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act
- ☐ (4) Inconsistencies with any federal, state, or local law, requirement or administrative determination relating to the environmental aspects of the action
- ☐ Other unusual circumstances not listed in FHWA regulations (describe below)
(In Wisconsin, auxiliary lane and capacity expansion projects that are proposed for processing with this checklist are examples of unique or unusual circumstances and will require consultation with FHWA before proceeding with the project.)

Describe any unique or unusual circumstances and subsequent coordination with FHWA:

1.4 Tribal Lands

For projects, regardless of project type, located partially or entirely on Tribal lands in trust, allotted, or reservation status, WisDOT Region and Local Program staff shall consult with WisDOT Central Office Environmental Staff prior to preparing PCE documentation. In certain cases, the involvement of Tribal land may warrant preparing higher level environmental documentation (e.g. ER instead of PCE) than what is normally required by the FHWA – WisDOT CE Agreement. WisDOT Central Office Environmental Staff will ensure adequate Tribal consultation by WisDOT and engage FHWA in consultation when necessary.

Describe any Tribal coordination:

Tribal coordination was initiated on October 12, 2015 to the Tribes listed under LaFayette County on the Native American Distribution/Address List published on WisDOT's Cultural Resources page. A copy of this coordination letter and the distribution list is attached to this document in Exhibit D. No responses from the Tribes have been received.

1.5 Preparing the Programmatic Categorical Exclusion

Once eligibility has been determined for a project, the PCE and associated documentation can be assembled. Each PCE document must include the following:

- ✓ Project Map (with title, cardinal directions, legend, scale, and state locator)
 - Aerial photograph (preferred)
 - Project boundaries/limits
 - Identify any public lands, waterways, and water bodies within or adjacent to the project boundary
 - Identify existing and new conditions if the project includes additional right of way (ROW)
 - Additional maps as needed to demonstrate project eligibility
- ✓ Appendices
 - Studies
 - Reports
 - *De Minimis* or Programmatic Section 4(f) documentation
 - Agency coordination/documentation
- ✓ Other documentation as necessary

Section Two: Description of the Project and Alternatives

2.1 Project Description

Provide a brief description of the proposed action. Include a discussion of the purpose and need (e.g. system linkage(s), transportation demand, legislation, social demands or economic development, modal interrelationships, safety, and roadway deficiencies as applicable).

The proposed action is located in the Town of Darlington and City of Darlington in Lafayette County, Wisconsin and is approximately 1.49 miles in length between Wisconsin State Highway (WIS) 81/County Shop Road and Minerva Street. A project location map is included in Exhibit B.

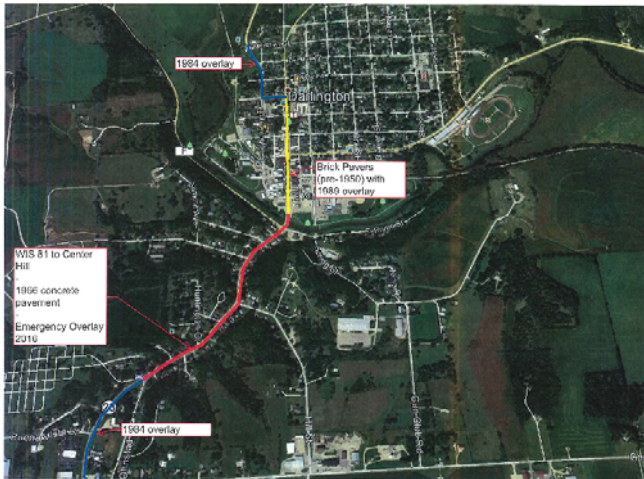
Within the identified limits of the proposed action, WIS 23 is a predominantly urban roadway with a single travel lane in each direction. The existing facility also exhibits several unique characteristics. Parking is currently available on both the left (median) and right side of the divided roadway in downtown Darlington. WIS 23 is a north/south highway, except at Harriet Street, where WIS 23 becomes an east/west highway for one block. The land use within the project area is predominately comprised of commercial use north of the Pecatonica River, and predominately residential south of the Pecatonica River.

The purpose of this project is to address the following needs of WIS 23:

- 1) Pavement Deterioration
- 2) Roadway Geometry
- 3) Pecatonica River Bridge – Bridge B-33-007
- 4) Intersection Improvements

Pavement Deterioration

WIS 23 within identified project limits has not had repairs done to it in recent years with the exception of an emergency overlay, and is exhibiting signs of significantly deteriorated existing pavement. In the summer of 2016, an emergency 2-inch overlay was placed from WIS 81 to Center Hill Road to extend the life of the deteriorated pavement until scheduled construction can take place.



The section from Center Hill Road to Pecatonica River still has the original concrete from 1966. The section from the Pecatonica River to Cornelia Street still has the original brick pavers, placed prior to 1950, as the foundation for the roadway. Prior to the emergency overlay, the most recent improvements to this section of WIS 23 included an asphalt overlay, performed in 1989, from the Pecatonica River north to Washington Street. The segments from County Shop Road to Union Grove Road and from Harriet Street to Minerva Street were last overlaid in 1984. The segment from Union Grove Road to the Pecatonica River was last reconstructed and improved in 1966.

The existing pavement is cracked longitudinally and laterally, has rutting, and has deficient structural components.

The Pavement Condition Index (PCI), a numerical index between 0 and 100 that is used to indicate the general condition of pavement with 100 being new pavement, is 22.36. The International Roughness Index (IRI), a measure of ride roughness and drive comfort where IRI<1.5 is good, IRI<2.7 is acceptable, is 3.663, less than acceptable.

Roadway Geometry

Throughout the project corridor, roadway and sidewalk widths vary greatly. Although not a need of the project, an effort will be made to reduce the number of varied roadway widths while addressing the need to correct non-compliant roadway geometries detailed below:

WIS 23 south of Pecatonica River Bridge

Horizontal Alignment

The existing horizontal alignment of this section of WIS 23 contains sharp urban curves at the south end of the project that make truck turning movements difficult. There are several areas that are outside the desirable or minimum design standards for both the existing horizontal and vertical alignment.

There are non-American with Disabilities Act (ADA) compliant 4-foot sidewalks and restricted oversize-overweight (OSOW) movements from Center Hill Road to County F. From Huntington Court to Ravine Street, the west sidewalk has existing steep cross slopes between the sidewalk and the roadway. The existing alignment and house proximities in this segment require steep slopes on the west side of the roadway that are supported with a menagerie of retaining wall styles.

WIS 23 North of Pecatonica River Bridge

Vertical Alignment

Sight stopping distance (SSD) is not met at the vertical curve on WIS 23 between W. Mary Street and Washington Street. Stopping sight distance is the minimum distance a driver needs to be able to see in order to stop prior to striking an object in the roadway. This object could be another vehicle, a pedestrian, or some other type of debris. At this location, the vertical curvature is such that a vehicle cannot see far enough to provide adequate distance to stop should something be in the roadway, causing a safety issue.

The maximum grade for Urban Arterials is nine percent for Rolling Terrain. The existing grade from W. Mary Street to Washington Street is 10.06 percent. Maximum grades are set so that all vehicle types that use the roadway have the ability to traverse them without facing issues due to grade. Many trucks travel WIS 23 to access the business district in downtown Darlington. If trucks encounter problems due to the steep grade, they may travel at speeds under the posted speed limit and slower than what other vehicles may be expecting. This could cause delay, as well as pose a safety issue.

Intersection Vision Triangle

There are many other intersections with poor side road angles including Union Grove Lane, Center Hill Road, Huntington Court and Washington Street. Due to the poor side road angle, there is poor sight distance at the intersection of Huntington Court as well. Another safety concern is the turning movements for trucks from WIS 81 onto WIS 23. This truck turning movement often comes close to impacting parked cars.

Intersection Turning Movements

Harriet Street, Washington Street and WIS 81 Intersection: WIS 23 is a designated trucking route. The existing conditions of these intersections make turning movements for oversized trucks difficult, and often have caused WIS 23 shutdowns between Harriet Street and Washington Street due to stuck trucks.

WIS 23/ Huntington Court, Union Grove Lane, Center Hill Road Intersections: The existing conditions of these intersections do not meet minimum or desirable sight distances due to the intersection angles and grades. The number of accidents attributable to limited sight distances has been increasing. The majority of accidents at Center Hill Road were rear end crashes involving left turning vehicles.

Non-compliant ADA Ramps

The downtown area has median parking in both directions, with a raised median. This 4-foot median has lamp poles throughout the center and does not have ADA ramps. Several of the pedestrian crosswalks throughout this section do not meet ADA requirements.

Pecatonica River Bridge – Bridge B-33-007

Structure B-33-007 was constructed in 1969. The only improvement to Structure B-33-007 since 1969 was a concrete deck overlay in 1993. This structure is in need of superstructure repair according to recent inspections. Currently, this bridge is the main arterial to both downtown Darlington and connects the northern and southern sections of Darlington. The nearest crossing of the Pecatonica River for local commuters is north of B-33-007, which would require an additional 8.5 miles for local commuters to get to traverse. This local detour would utilize Hill Street, County Shop Road, Roller Coaster Road, River End Road, and WIS 81. The detour route for trucks would add an additional 42.3

miles to get to downtown Darlington, utilizing WIS 23, WIS 11, WIS 78 and WIS 81. The local detour route is included in Attachment 1.3 and the state detour route is included in Attachment 1.4. However, the structure can also receive its repairs in halves to remain open to local traffic and emergency vehicles.

2.2 Improvement Type

Identify the number and text of the 23 CFR 771.117 (d)-List project type (see Table 1) and provide a brief description of how the project fits this CE.

23 CFR 771.117(d)(13) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes). This improvement type was used due to the removal/modification of access points to the highway.

2.3 Alternatives

Provide a brief description of any alternatives considered for this project, if multiple alternatives were considered.

No-Build Alternative

Under the No-Build alternative, WIS 23 would not receive any repairs except for the scheduled maintenance. Routine maintenance on the roadway in the No-Build Alternative would become more frequent, impactful, and costly as the road continued to degrade. This alternative would not address the pavement deterioration, roadway geometry, aging bridge, intersections improvements, system linkage, modal interrelationships or safety needs. This alternative would not meet the purpose and needs for this project.

Full Rehabilitation Alternative

The full rehabilitation would only address some of the pavement deterioration. The City of Darlington will be replacing and improving water main through the downtown section, and once the existing brick paver subgrade is disturbed, it would not be cost effective to reconstruct only the water main repair limits. This alternative would not fully address the roadway geometry, aging bridge, intersection improvements, system linkage, modal interrelationships or safety needs. This alternative only partially addresses the project needs, although it would yield the lowest cost besides the No-Build Alternative.

Full Reconstruction Alternative

This alternative would address the objectives of the purpose and need for the project, but does not do so in the most cost-effective manner. This alternative would also address the water main updates in the downtown section. Some roadway segments don't require a complete reconstruction based on assessment of the existing pavement. Performing a full reconstruction would prove costly in these locations. Although the Full Reconstruction Alternative would address all objectives of the purpose and need, it is not the most cost-effective alternative.

Hybrid Alternative – Preferred Alternative

This alternative is a combination of rehabilitation and reconstruction, reconstructing only in areas of substantial need. The remaining sections would be rehabilitated. See Project Location Map in Exhibit A.

WIS 23 south of Pecatonica River Bridge

County Shop Road to Center Hill Road

Resurface

County Shop Road to Center Hill Road will be resurfaced.

Horizontal Alignment

Correct the cross slope of the roadway, which requires a minor profile adjustment. Additional improvements in this section include an alignment shift of approximately 1-foot to the east, removal and replacement of existing beam guard, widening of the left shoulder, addition of concrete curb and gutter on the right shoulder at the existing beam guard location, driveway culvert replacements, ditch grading, and signing replacement.

The proposed roadway section in these limits will increase the southbound travel lane and southbound shoulder width one-foot each. This section will consist of: two 12-foot travel lanes, an 11-foot southbound climbing lane, a 4-foot southbound shoulder (3-foot paved) and an 8-foot northbound shoulder (6-foot paved) for a total roadway width of 47-feet.

The total roadway width will decrease in the segment from Buena Vista Drive to Center Hill Road by removing the 8-foot northbound shoulder to replace with curb and gutter. This proposed roadway segment will consist of: two 12-foot travel lanes, and southbound 11-foot climbing lane, an existing southbound curb and gutter section and a new northbound curb and gutter section.

Stormwater/Drainage

Storm sewer and drainage improvements in this area are anticipated to significantly improve flooding concerns articulated by the Town of Darlington currently present along the east side of WIS 23.

Center Hill Road to CTH F

Reconstruction

The section between Center Hill Road and County F will reconstruct the existing roadway section including storm sewer, and sidewalk replacement with additional sidewalk being placed on the west side of WIS 23. The City of Darlington will also replace sanitary sewer main, water main, other utility laterals, and street lighting.

The reconstruction will also involve ADA ramp upgrades, retaining walls on the west side of WIS 23, one/two short run retaining walls on the east side of WIS 23, curb and gutter replacement and signing replacement. The terrace width on the east side of WIS 23 will generally decrease by 1-foot while the sidewalk width will increase by 1-foot. For sensitivity to adjoining properties and to avoid impacts to historical resources, some segments will consist of a 6-foot sidewalk with no proposed terrace.

The proposed roadway section in these limits will remove the parking lane on the east to improve OSOW vehicle movements. See OSOW Vehicle Movements in Exhibit L. The removal of on-street parking was supported by local stakeholders at the November 2016 PIM and ultimately chosen by the City of Darlington as their preferred improvement concept following that meeting. This section will consist of two 12-foot travel lanes, two 5-foot urban paved shoulders, an 8-foot parking lane on the west side, a 3-foot terrace and 5-foot sidewalk on the east side, a 6-foot sidewalk (no terrace) with retaining walls approximately 30-inches tall on the west side.

Horizontal Alignment

Realignment of Center Hill Road, Union Grove Lane and Huntington Court intersections. The roadway alignment is shifting to avoid impacts and minimize proposed retaining wall heights on the west side of the roadway where the topography is more challenging.

Non-compliant American with Disabilities Act (ADA) Ramps

Curb ramps throughout the project will be improved to meet ADA requirements to the greatest extent possible, including the addition of detectable warning fields at all reconstructed pedestrian crossings. Sidewalk grades will be managed to meet the needs of ADA to the greatest extent possible as well.

WIS 23 Pecatonica River Bridge and North

Pecatonica Bridge

Replace the existing superstructure and deck on bridge B-33-007 over the Pecatonica River. No instream work will take place.

County F and Mary Street

Pavement Replacement

Additional work will include storm sewer replacement, some curb and gutter, small median removal section (includes a light pole removal), street lighting and signing replacement. The City of Darlington will also replace the sanitary sewer main, water main, utility laterals.

The proposed downtown roadway sections will remain generally the same with spot curb ramp improvements incorporated. The sections will consist of: two 17-foot travel lanes, two 8-foot median parking lanes, two 8-foot shoulder parking lanes, a 4-foot concrete median and two 12-foot to 14-foot sidewalks (no terraces), two 14-foot travel lanes, two 8-foot parking shoulders, a 18-foot median and two 6-foot to 8-foot sidewalks (7-foot to 9-foot terrace widths).

Harriet Street and Washington Street

Reconstruction of Intersections/Pavement Replacement

The pavement replacement will result in the increase the travel lanes by 1-foot each, remove the 4-foot paved right shoulder, and widen intersection corners up to 12.5-feet. The sections will consist of: two 12-foot travel lanes, curb & gutter on both sides and up to 12.5-foot widened intersection corners to accommodate heavy truck traffic. This will decrease the terrace width at these intersection corners up to 12.5-feet, while increasing the total roadway width to 40.5-feet at these locations.

Intersection Vision Triangle and Truck Turning Movements

The reconstruction will improve intersections and increase the truck turning radius on WIS 23 between Harriet Street and Washington Street.

Washington Street and Mary Street

Pavement Replacement

The pavement replacement will increase the travel lanes by one foot each while adding a 7-foot wide median (delineated by pavement markings). The sections will consist of: two 12-foot travel lanes, curb & gutter on both sides and a 7-foot median widened intersection corners. By adding a 7-foot median, the left terrace width would decrease by 7 feet, while increasing the total roadway width to 31 feet to accommodate heavy truck traffic turning movements.

Mary Street and Lucy Street

Reconstruction/Resurface

In addition to the resurface, the intersection WIS 23/Washington Street/Lucy Street will be reconfigured to create a more-conventional T-intersection in accordance with WisDOT standards. The modification of this intersection will also include cul de sacing the southern end of Washington Street to achieve these improvements. The remaining roadway section will remain the same consisting of two 12-foot travel lanes and 6-foot shoulders (3-foot paved) for a total roadway width of 36 feet. Additional work will also include signing replacement.

2.4 Agency/Local Unit of Government Coordination and Public Involvement

Provide a brief description of coordination conducted with agencies and local unit(s) of government. Describe any unresolved issues and how they will be resolved. Attach evidence of agency and local unit of government coordination as applicable.

Correspondence with agencies and local units of government are included in Exhibits C, D, and J. The following is a summary of the coordination conducted to date:

Unit of Government	Coordination Initiation Date	Comments
Army Corps of Engineers	10/12/2015	No response received
Tribal	10/12/2015	No response received
Wisconsin DNR	10/12/2015	Response letter received 11/13/2015
US Fish and Wildlife Service	10/12/2015	Review received 3/27/2017 stating no concerns
USGS	8/29/2016	Notification of gaging station located near structure B-33-0007
City of Darlington / LaFayette Co.	3/11/2016	Local official meetings were held 4/19/2016, 11/15/2016, and 4/6/2017. An Operational Planning Meeting was held on 3/11/2016.

The following is a summarized list of issues expressed by agencies or local units of government during ~~in~~ the initial stages of development for the proposed action:

- City of Darlington felt strongly about maintaining access over the Pecatonica River while Bridge B-33-007 repairs are completed, specifically to maintain emergency access.
- Maintaining parking in the downtown area is desired, however the City of Darlington is ok losing a few parking spaces to update the intersection of WIS 23 and WIS 81.

- Darlington Department of Public Works asked if the roadway could be widened in both the northbound and south bound sections due to farm equipment currently mounting the curb to pass through the section between Cornelia Street and Harriet Street.
- Real estate acquisition at the intersection of West Harriet Street and WIS 23.
- Concerns relating to adjustments at the intersection of Lucy Street and Washington Street, including EMS accessibility, pavement removals, excess right-of-way and city utilities within the right-of-way.
- The City of Darlington is responsible for costs associated to the sidewalks in the downtown section and the Department will be responsible for cost associated with curb and gutter.
- Curb and gutter addition in the resurfacing section from County Shop Road to Center Hill Road, including potential real estate acquisition due to substantial steep slope fill required. There are currently erosion issues at this location. Potentially, profile adjustments could be made to help eliminate some of the fill needed.
- Allowing ATV's on a state highway, specifically WIS 23. The Mayor of Darlington was in favor. However, the Lafayette County Highway Commissioner was against ATV's on WIS 23.
- The City proposed including colored and stamped concrete at the curb ramps in the downtown area.
- The department would replace existing property monuments that are affected as part of construction if there is evidence of an existing monument prior to construction and a survey on file for the property in question.
- Concerns with the proposed cul de sac at Huntington Court relating to complicating access and street usability during snow events.

The issues described above were addressed in the following ways:

- Access options for local traffic and emergency vehicles were thoroughly vetted throughout the project development process. Alternatives for a separate structure crossing at Spring Street/Wells Street or constructing the structure in halves were considered. Ultimately, constructing the structure in halves was found to be the most cost effective and least impactful solution.
- Parking will be maintained in the downtown area with only a few spots being removed to improve truck turning movements and safety.
- The intersection at Harriet Street and WIS 23 will be widened to improve large vehicle turning movements.
- The proposed acquisition at West Harriet Street and WIS 23 has been minimized relative to early conceptual drawings.
- Due to safety concerns and general compliance with standards, the Lucy/Washington Street and WIS 23 intersection will be improved. Coordination with EMS personnel suggests that this improvement would not be a hindrance to their operations.

The following is a list of unresolved issues or ongoing discussions with agencies or local officials:

- Coordination with USGS regarding the stream gauge on the existing structure will need to be coordinated during construction.
- A final decision on the Huntington Court cul de sac has not been officially reached, but options to improve the intersection without installation of a cul de sac are currently being considered.
- ATV access on the state highway is an issue beyond this scope of this proposed improvement project.
- Payment for sidewalk replacement will be specified in subsequent state-municipal agreements as the project develops.

Provide a brief discussion of public involvement efforts. Describe any concerns expressed, how those concerns were resolved and how any unresolved concerns will be resolved.

Two formal public involvement meetings have been held to discuss the project with local stakeholders. These meetings were held on 5/3/2016 and 11/15/2016. Residents and property owners within the project area were notified of the public involvement meetings via bilingual (English and Spanish) notices and direct mailings. Additional public involvement meetings are proposed for later dates to discuss the real estate process and final plan details. Public

comments from both public involvement meetings are included in Exhibit J. The following is a summarized list of issues expressed by stakeholders at both meetings:

- The citizens voiced their concern for the need for median parking within the historic district of Darlington.
- Comments were made regarding driveway access for properties throughout the project.
- Numerous comments and inquiries concerned about access across the Pecatonica River during construction.
- Residents along Huntington Court were concerned about winter access relating to the proposed cul de sac.

The issues expressed by stakeholders were addressed by the design team in the following ways:

- Parking within the historic district of Darlington will not be removed.
- Driveway access to properties will be best accommodated and handled within the Access Unit of the Wisconsin Department of Transportation.
- Access across the Pecatonica River will be kept during construction by building the structure in two halves.
- A final decision on the Huntington Court cul de sac has not been officially reached, but options to improve the intersection without installation of a cul de sac are currently being considered

Section Three: WisDOT Programmatic Categorical Exclusion Criteria

3.1 Right-of-Way Acquisition

Right of way (ROW) for the proposed action may be acquired by fee simple purchase, permanent or temporary easement, right of entry, gift, or other means.

Will additional ROW be acquired?

- ☐ No
☒ Yes

If yes, provide the number of ROW acres to be acquired below and identify the acquisition(s) on the project map.

- ☒ Fee simple purchase – 0.244 acres
☐ Permanent easement - acres
☒ Temporary easement – 1.920 acres
☐ Right of Entry - acres
☐ Gift - acres
☐ Other, additional description:

3.2 Displacement or Relocation

A project is ineligible to use the PCE if any displacements or relocations occur as a result of the project. Vacant buildings that are not significant historic resources may be acquired.

Does the project require any displacements?

- ☒ No
☐ Yes – project is ineligible for PCE unless building is vacant

3.3 Burial Sites

A project is ineligible to use the PCE if it adversely affects burial sites.

Does the project adversely affect a burial site?

- ☒ No burial sites are affected by proposed actions.
☐ Proposed actions occur within a burial site without adverse effects. Wisconsin Statute 157.70 burial authorization is required prior to commencing proposed project actions.
☐ Proposed actions adversely affect a burial site – project is ineligible for PCE

3.4 Historic Properties (cultural resources) [Note: For projects with no federal participation, complete this section. For projects with federal participation, skip this section and complete Section 4.5 of this form.]

The state register of historic places includes districts, sites, buildings, structures, and objects which are significant in national, state, or local history, architecture, archaeology, engineering, and culture. A project is ineligible to use the PCE if it will affect a property listed on the state register.

Does the project affect any historic properties on the state register?

- ☒ There is, or will be, federal participation in this proposed project and this section does not apply. Section 4.5 will be completed.
- ☐ WisDOT has determined the proposed action will not affect a property that is listed on the state register or on the list of locally designated historic places under Wisconsin Statutes 44.45.
- ☐ WisDOT has determined its proposed action will affect a historic property – project is ineligible for PCE.

3.5 Wetlands, Streams, Lakes and other Water Bodies

When a project results in placement of fill into a wetland, stream, lake, or other water of the United States below the ordinary high water mark (OHWM), a permit is required from the US Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act. The USACE may issue a General Permit if specific criteria are met.

Will fill be added to the waters of the United States, including below the OHWM?

- ☒ No
- ☐ Yes

If yes, begin WDNR and USACE coordination and indicate type of permit under consideration for the action.

- ☐ General Permit
- ☐ Individual Permit – project is ineligible for PCE

If a Section 404 permit is required, include the WDNR letter with the specified Section 401 action and status of Section 401 Water Quality Certification in the appendix.

- ☐ Waived
- ☐ Section 401 Action pending final plan and/or erosion control plan
- ☐ Granted
- ☐ Granted with conditions – include a copy of the permit with the PCE
- ☐ Denied – project is ineligible for PCE

3.6 Agriculture

The Department of Agriculture, Trade and Consumer Protection (DATCP) should be notified of any project which may involve the acquisition of land from a farm operation (see FDM 20-45-35).

Do land acquisitions from farm operations require preparation of an Agricultural Impact Statement (AIS)?

- ☒ Does not apply – no acquisitions from farm operations
- ☐ No – DATCP has been notified of non-significant farmland acquisitions
- ☐ No – Form DT1999, Agricultural Impact Notice has been sent to DATCP and DATCP has determined an AIS WILL NOT be prepared.
- ☐ Yes – Form DT1999 has been sent to DATCP and DATCP has determined an AIS WILL be prepared – project is ineligible for PCE

3.7 Air Quality

Projects must be consistent with the State Implementation Plan (SIP) for air quality. This criterion is met for projects in counties designated as attainment for all criteria pollutants if the project is included in the State Transportation Improvement Program (STIP).

Regional conformity is required for counties designated as nonattainment or maintenance for ozone or PM_{2.5}. If the project occurs in a nonattainment county, check the appropriate box and include appropriate documentation in the appendix (if needed).

- ☐ The project is included in the approved Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) endorsed by the region's Metropolitan Planning Organization (MPO). The TIP was determined to conform by the Federal Highway Administration and the Federal Transit Administration.

Provide RTP name, TIP name, MPO name and TIP number:

- ☐ The project is located outside of a Metropolitan Planning Organization's boundaries and has received conformity determination per the rural conformity section of the WisDOT/WDNR Memorandum of Agreement.

Provide conformity finding date(s):

- ☐ The project is exempt per 40 CFR 93.126 or is a traffic signal synchronization project under 40 CFR 93.128.
☐ The project has been determined to be Not Regionally Significant per 40 CFR 93.101.
☐ The project is non-conforming – project is ineligible for PCE

WisDOT and FHWA have also determined that the project types included in this Programmatic Categorical Exclusion agreement, as defined under 23 CFR 771.117(d), would not meet or exceed the criteria that would require a qualitative or quantitative hot-spot analysis for mobile source air toxics or fine particulate matter (PM_{2.5}). This determination must be made in consultation with FHWA for auxiliary lane construction and new or expanded bus and rail terminals and transfer points.

Is the proposed action an auxiliary lane or new or expanded bus/rail terminal or transfer point project?

- ☒ No
☐ Yes – Consultation with FHWA has resulted in a determination that the action IS NOT a project of local air quality concern
☐ Yes – Consultation with FHWA has resulted in a determination that the action IS a project of local air quality concern – project is ineligible for PCE

3.8 Noise

Is this a Type I project (see FDM 23-10-1.1) for noise, thus requiring a noise analysis?

- ☒ No – the project does not meet the Type I project criteria
☐ Yes – a noise analysis has been performed and no impacts have been identified (attach Factor Sheet D-3, Traffic Noise Evaluation)
☐ Yes – a noise analysis has been performed and impacts will occur – project is ineligible for PCE

Sections 107.8 (6) and 108.7.1 of the WisDOT Standard Specifications for Highway and Structure Construction provide standard specifications for construction noise including hours of operation and equipment requirements. Will any Special Provisions, not including changes to the hours of operation, be required for mitigating construction noise impacts?

- ☒ No
☐ Yes – project is ineligible for PCE

3.9 Contaminated Sites

Acquisition of contaminated sites with hazardous materials or waste is the responsibility of the acquiring agency.

Will properties with hazardous materials or wastes be acquired for this project? If yes, contact the regional environmental coordinator for guidance on how to proceed.

- ☒ No
☐ Yes

Will a utility or other infrastructure be installed in, or adjacent to a contaminated property?

- ☐ No
☒ Yes

Are there conflicts with project construction according to the Utility Accommodation Policy (UAP)?

- ☒ No
☐ Yes

If yes, describe how conflicts with the UAP be managed.

Will the project include rehabilitation, reconstruction, or replacement of an existing bridge structure?

- ☐ No
☒ Yes

Is asbestos present? If yes, include any required special provisions in the appendix.

- ☒ No
☐ Yes

Include any special provisions in the appendix to address contamination that may be encountered within the right of way during construction, e.g., contaminated soil disposal, installation of contaminant migration barriers, or management of contaminated groundwater during construction dewatering.

3.10 Threatened and Endangered Species

Threatened and endangered species and their critical habitat are protected by both state and federal laws. The Wisconsin Department of Natural Resources (WDNR) can provide information on these species. Include a copy of the WDNR coordination in the appendix. The United States Fish and Wildlife Service (USFWS) is responsible for federally listed threatened and endangered species. Include any coordination with USFWS in the appendix.

Will the project result in a determination of "may affect, likely to adversely affect" for any threatened or endangered species or critical habitat?

- ☒ No
☐ Yes – project is ineligible for PCE

Describe species considered and coordination with WDNR and USFWS:

The initial coordination letter from WDNR listed the Blanchard's Cricket Frog as an endangered species that inhabits both semi-permanent and permanent water bodies such as the Pecatonica River. Given no work will take place in the waterway, WDNR has stated no additional measures are needed. Further research by WDNR and USFWS indicates that there are no known occurrences of the Northern Long-eared Bat or the Rusty Patched Bumblebee in a 6-mile radius buffer around the project limits. No other federally listed species are potentially affected.

3.11 Bald and Golden Eagle Protection Act (BGEPA)

The Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d) prohibits anyone, without a permit issued by the Secretary of the Interior, from "taking" bald eagles, including their parts, nests, or eggs. WisDOT will coordinate with WDNR to identify known eagle nesting areas near the project prior to commencing construction. More information can be found at <http://www.fws.gov/midwest/midwestbird/eaglepermits/bagepa.html>

Has eagle habitat and a nesting site(s) been identified in the project area?

- ☒ No
☐ Yes – Coordination with WDNR and USFWS has indicated their concurrence that the proposed project **WILL NOT** result in a take or disturbance of the habitat or nest(s)
☐ Yes – Coordination with WDNR and USFWS has indicated their concurrence that the proposed project **WILL** result in a take or disturbance of the habitat or nest(s) – project is ineligible for PCE

3.12 Access Control

Access controls are used to maintain traffic operations, facilitate orderly development, and promote safety along a highway system. Under the PCE, minor adjustments in access for individual parcels are acceptable, but may require additional consultation prior to proceeding with the PCE.

Does the project include any access modifications?

- ☐ No
☒ Yes – check all boxes that apply and provide a brief description of the access changes below. Attach an aerial photograph of the project clearly showing access modifications.
☐ Existing access will be changed through minor regrading or minor longitudinal shifts along the same alignment. The number of access points will not change.

- ☒ Existing access points will be consolidated or relocated to a different road, but access to all parcels will be provided. Requires consultation with FHWA before proceeding with PCE if the project is federally-funded and the access modification is controversial (document below).
- ☐ New access will be provided where none currently exists. Requires consultation with FHWA before proceeding with PCE if the project is federally-funded or with the REC, LPMC or EPDS liaison if the project is state-funded only (document below).
- ☐ The access modification will occur on the Interstate Highway System – project is ineligible for PCE.
- ☐ All access to a parcel will be removed and will not be replaced – project is ineligible for PCE.

Describe project access changes and required consultation:

Access modifications were originally proposed at 10 existing locations throughout the project corridor. Through coordination with property owners and subsequent appeals of the access modification recommendations, the proposed action has reduced the number of access removals on the project corridor to 4 locations as demonstrated in Exhibit H. Access modifications are proposed as follows:

Location	Existing Access Type	Modification
608 Galena Street	Driveway Opening (Multiple Exist)	Close One Driveway Opening
437 Galena Street	Driveway Opening (Multiple Exist)	Close One Driveway Opening
128 Main Street	Driveway Opening (Multiple Exist)	Close One Driveway Opening
Washington Street at Lucy Street/STH 23	Side Road Connection	Cul de Sac Washington Street

3.13 Consistency with Existing Plans

Projects must be included in and consistent with the most recent version of Statewide Transportation Improvement Program (STIP), and the Transportation Improvement Program (TIP) if the project is located within the boundaries of one of Wisconsin's fourteen Metropolitan Planning Organizations (MPO). Projects must also be compatible with other plans approved at the region, county and local level.

Describe the applicable plans (e.g. State Transportation Improvement Program, Regional Transportation Plan, Transportation Improvement Program (TIP), local land use plan, bike/ walkway plan, etc.) for the area in which the action is proposed. Include the plan name, approval date(s), TIP number and other plan information as applicable. Identify whether or not the proposed action is consistent with the identified plan. If the proposed action is not consistent with an identified plan, the project is ineligible for PCE.

This project is included in the 2018-2021 State Transportation Improvement Program (STIP). The proposed action is consistent with the identified plan.

3.14 Coastal Zone

The Coastal Zone Management Plan guides development in the counties that have coastline on Lake Michigan or Lake Superior. Consistency with the Coastal Zone Management Plan requires project coordination and agreement from WDNR.

Is the proposed action consistent with the goals of the Coastal Zone Management Program?

- ☒ Yes
- ☐ No – project is ineligible for PCE

3.15 Flood Plains

Projects that require work encroaching on a regulatory floodway or any work affecting the base floodplain (100-year flood) elevations of a water course or lake are ineligible to use the PCE.

Will the proposed action cause changes to the floodplain?

- ☒ No
- ☐ Yes – project is ineligible for PCE

3.16 Public Lands

Special protections exist for public lands, including, parks, fishing access areas, and wildlife management areas purchased or improved using federal funding sources under Section 6(f) of the Land and Water Conservation Act of 1965 (LAWCON or LWCF), Dingle/Johnson funds (Federal Aid in Fish Restoration Act), or Pittman/Robertson funds (Federal Aid in Wildlife Restoration Act).

Special protections may also apply to other uniquely-funded lands such as those purchased under the Knowles-Nelson Stewardship Program, Wetland Reserve Program and the North American Wetlands Conservation Act. The Regional WDNR Liaison can determine if these funding sources were used to acquire the property. Projects that acquire property from Pittman/Robertson, Dingle/Johnson, LWCF or other uniquely-funded lands are not eligible for a PCE.

Will the project acquire any lands purchased or improved with LWCF, Dingle/Johnson, or Pittman/Robertson funds or other uniquely-funded lands?

- ☒ No
☐ Yes – project is ineligible for PCE

3.17 Groundwater, Wells, and Springs

Is there potential for the project to have an impact on groundwater (including dewatering), springs, or wells (including groundwater monitoring wells from remediation projects) located in the project area?

- ☒ No
☐ Yes – Contact the region environmental coordinator, local program management consultant, or EPDS liaison to determine if the level of impact results in the project being ineligible for PCE.

Description of impacts:

3.18 Environmental Justice

The President's Executive Order 12898 on Environmental Justice requires each Federal agency, to the greatest extent practicable and permitted by law, to achieve environmental justice as part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects or economic effects, of its programs, policies, and activities on minority populations and low-income populations.

Will this project result in a disproportionately high adverse effect to a low-income population or a minority population?

- ☒ No
☐ Yes – project is ineligible for PCE

Describe steps taken to identify minority and low-income populations:

Information about the presence of populations covered by EO 12898 was obtained through US Census data, windshield surveys, and the database hosted by the University of Wisconsin's Applied Population Laboratory: GetFacts: <https://getfacts.wisc.edu/>

Section Four: Federal-Aid Criteria

4.1 Federal-Aid Criteria

Projects that receive funding or require an approval from FHWA must meet additional federal-aid criteria. In certain circumstances, projects with no FHWA funding or approvals, may still need to meet selected criteria below depending on whether another federal agency is involved and the scope of its involvement.

Will the project require funding and/or an approval from FHWA?

- ☐ No – checklist is complete
☒ Yes – proceed with Section 4

4.2 Section 4(f)

Section 4(f) of the US DOT Act of 1966 protects significant historic sites, parks and recreation areas, and waterfowl and wildlife refuges. Section 4(f) prohibits the "use" of these resources by a transportation project unless there is no feasible and prudent avoidance alternative and the action includes all possible planning to minimize harm, or FHWA determines that the use will have a *de minimis* (minor) impact. Use of Section 4(f) property occurs when: (1) land is permanently incorporated into a transportation facility; (2) there is a temporary occupancy that is adverse; or (3) there is a constructive use of the Section 4(f) property. Projects may include a use of Section 4(f) property only if it is *de minimis* or meets the criteria of one of the Section 4(f) programmatic evaluations (except the Programmatic Evaluation for Historic Bridges).

Does this project result in a use of Section 4(f) property?

- ☐ No – Section 4(f) resources are not present in the project area.
- ☐ No – Section 4(f) resources are present, but the project does not result in use of Section 4(f) resources.
- ☐ No – a Section 4(f) exception applies (see 23 CFR 774.13). Provide a description of the exception below.
- ☒ Yes – type of Section 4(f) documentation is indicated below.

Description of Section 4(f) exception:

If a Section 4(f) use will occur, indicate the type of Section 4(f) evaluation or determination that applies. Include the Section 4(f) documentation in the appendix. The Section 4(f) evaluation or determination will require review and approval by FHWA prior to the WisDOT approval of the PCE. A draft of the PCE should be sent to FHWA as supporting documentation for their Section 4(f) review.

- ☒ *De Minimis* impact determination
- ☐ Programmatic for Independent Walkway and Bikeway Construction Projects
- ☐ Programmatic for Minor Involvement with Historic Sites
- ☐ Programmatic for Minor Involvement with Parks, Recreation Areas, and Waterfowl and Wildlife Refuges
- ☐ Programmatic for Net Benefits to a Section 4(f) Property
- ☐ An Individual Section 4(f) Evaluation is required – project is ineligible for PCE

4.3 FHWA Statewide Wetland Finding

The FHWA Statewide Wetland Finding applies to bridge replacement or highway reconstruction projects which meet the following standards:

- (1) on existing location (i.e. within 0.3 mi of the existing),
- (2) affect a total of less than 7.4 acres of wetlands, and
- (3) have been coordinated with WDNR and WDNR has expressed no significant concerns over the proposed use of the wetlands.

Does the project meet the above standards for FHWA Statewide Wetland Finding? If no, include the FHWA wetland finding in the appendix.

- ☒ Does Not Apply – no wetlands impacted
- ☐ Yes
- ☐ No – FHWA individual wetland finding required – project is ineligible for PCE

4.4 Farmland

The U.S. Farmland Protection Policy Act requires coordination with the U.S. Department of Agriculture – Natural Resources Conservation Service (NRCS) whenever a project receives a score 60 or more points in Part VI of form AD-1006, Farmland Conversion Impact Rating or form NRCS-CPA-106, Farmland Conversion Impact Rating for Corridor Type Projects. If additional coordination with NRCS and final completion of either form results in a score of more than 160 points, there is potential for adverse impacts to farmland

Does the completion of either NRCS form identified above result in a score greater than 160 points?

- ☒ Does not apply – the project does not impact farmland
- ☐ No
- ☐ Yes – project is ineligible for PCE

4.5 Historic Properties (cultural resources)

Historic properties (cultural resources) are any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places maintained by the National Park Service.

Does the project affect any historic properties?

- ☐ There are no historic properties in the area of potential effect (APE).
- ☒ A determination of “no potential to effect historic properties” or “no adverse effects to historic properties” has been reached. Documentation may include WisDOT form DT1635 or a “screening list” decision and commitments.
- ☐ The proposed project will have adverse effects to historic properties – project is ineligible for PCE.

4.6 Wild and Scenic Rivers

Lands and waters of rivers designated as Wild and Scenic Rivers by the U.S. Government have special protections.

Does the project require construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the National System of Wild and Scenic Rivers published by the U.S. Department of the Interior/ U.S. Department of Agriculture?

- ☒ No
☐ Yes – project is ineligible for PCE

4.7 U.S. Coast Guard Permits

Under Section 9 of the Rivers and Harbors Act of 1899, the United States Coast Guard requires permits be obtained for bridge projects over navigable waters which are generally tributary to the Great Lakes or the Mississippi River. See Procedure 20-50-1.3 and 20-50-1.4 of the WisDOT Facilities Development Manual for a list of waters covered by Section 9.

Will the project require a permit from the United States Coast Guard (USCG)?

- ☒ No
☐ Yes – project is ineligible for PCE

Section Five: Environmental Commitments

List any environmental mitigation measures or commitments that will be incorporated into the project. Any items listed below must be incorporated into the project plans and contract documents. *Attach a copy of this page to the design study report (DSR) and the plans, specifications, and estimate (PS&E) submittal package.*

Environmental Factor	Commitment (If none, include 'No special or supplemental commitments required.')
General Economics	No special or supplemental commitment required.
Business	Access to the business along the project corridor will be open during construction. This commitment will be incorporated into the plans and specials provisions by the designer, implemented in the field by the contractor, and overseen by the department's construction engineer.
Agriculture	No special or supplemental commitment required.
Community or Residential	Access to the residences along the project corridor will be open during construction. This commitment will be incorporated into the plans and special provisions by the designer, implemented in the field by the contractor and overseen by the department's construction engineer.
Indirect Effects	No special or supplemental commitment required.
Cumulative Effects	No special or supplemental commitment required.
Environmental Justice	No special or supplemental commitment required.
Historic Resources	Impacts to historical resources are restricted to the areas described in the Section 4(f) de minimis documentation and as shown on the plans. Any disturbed areas are to be restored back to original condition as provided for in the plans. No equipment or materials are to be stored on these sites. This commitment will be incorporated into the plans and specials provisions by the designer, and the construction engineer is responsible for enforcing protection of these sites.
Archaeological/Burial Sites	No special or supplemental commitment required.
Tribal Coordination/Consultation	No special or supplemental commitment required.
Section 4(f) and 6(f) or Other Unique Areas	Impacts to 4(f) properties, including park land and historical resources, are restricted to the areas described in the de minimis documentation and as shown on the plans. Any disturbed areas are to be restored back to original condition as provided for in the plans. No equipment or materials are to be stored on these sites. This commitment will be incorporated into the plans and specials provisions by the designer. The contractor is responsible for following these directives, and the construction engineer is responsible for enforcing protection of these sites.
Aesthetics	No special or supplemental commitment required.
Wetlands	No special or supplemental commitment required.
Rivers, Streams and Floodplains	Erosion control practices will need to be utilized during bridge deck reconstruction to prevent any sediment or debris getting into the Pecantonica River. The contractor will need to provide a plan for minimizing the debris during the removal of the deck.
Lakes or other Open Water	No special or supplemental commitment required.
Groundwater, Wells and Springs	No special or supplemental commitment required.
Upland Wildlife and Habitat	No special or supplemental commitment required.

Coastal Zones	No special or supplemental commitment required.
Threatened and Endangered Species	<ul style="list-style-type: none"> • No special or supplemental commitment required
Air Quality	No special or supplemental commitment required.
Construction Stage Sound Quality	WisDOT Standard Specification 107.8(6) and 108.7.1 will apply. The contractor and the WisDOT Construction Engineer will ensure commitment is followed.
Traffic Noise	No special or supplemental commitment required.
Hazardous Substances or Contamination	There is a potential to encounter Hazardous Materials as a result of utility upgrades by the municipality as part of this project. The design engineer will ensure inclusion of the HazMat special provisions. The construction engineer and the WisDOT contractor will ensure the proper handling of any contaminated material per the Special Provisions. <i>See Exhibit K</i>
Storm Water	Inlet work will be preformed. While the Pecatonica River is at high levels, downtown inlets become flooded due to the outlet at the river being below water levels. Shut-off or check valves will be placed at outlets to prevent flooding downtown. This commitment will be incorporated into the plans and specials provisions by the designer, implemented in the field by the contractor, and overseen by the department's construction engineer.
Erosion Control	Erosion control would follow DNR/ WisDOT Cooperative Agreement. Erosion control best management practices would be employed to keep sediment on the project site. Guidance for these measures is found in the Products Acceptability List the Erosion Control Matrix and the Facilities Development Manual. The contractor will also be responsible for preparing an Erosion Control Implementation Plan for the project prior to commencement of construction activities.
Other	No special or supplemental commitment required.

List of Attachments

Exhibit A – Factor Sheets
Exhibit B – Project Location Map
Exhibit C – WDNR Initial Review Letter and Other Agency Responses
Exhibit D – Tribal Coordination Letter and Recipient List
Exhibit E – Section 106 Documentation and DNAE
Exhibit F – 4(f) Documentation
Exhibit H – Access Documentation
Exhibit I – Public Involvement Documentation
Exhibit J – Preliminary Project Plans
Exhibit K - HazMat Special Provisions
Exhibit L - OSOW Vehicle Movements

Exhibit A

Factor Sheets

WisDOT ID: 5245-02-02/72

STH 11 – Mineral Point

County Shop Road to Minerva Street

WIS 23

LaFayette County

SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS

Wisconsin Department of Transportation

Factor Sheet B-8

Alternative: Hybrid Alternative Resource: Lustron House	Total Length of Center Line of Existing Roadway: 1.5 Miles Length of This Alternative: 1.5 Miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. **Property Name:** Lustron House

2. **Location:** 723 Galena Street

3. **Ownership or Administration:** Privately Owned

4. **Type of Resource:**

- ☐ Public Park.
- ☐ Recreational lands.
- ☐ Ice Age National Scenic Trail.
- ☐ NRCS Wetland Reserve Program.
- ☐ Wildlife Refuge.
- ☐ Waterfowl Refuge.
- ☒ Historic/Archaeological Site eligible for the National Register of Historic Places (NRHP).
- ☐ Other – Identify: _____

5. **Do FHWA requirements for section 4(f) apply to the project's use of the property?**

- ☒ No - Check all that apply:
 - ☐ Project is not federally funded.
 - ☐ No land will be acquired in fee or PLE and the alternative will not affect the use.
 - ☐ Property is not on or eligible for the NRHP.
 - ☒ Property is on or eligible for the NRHP however includes a *de minimus* effect finding.
 - ☐ Interstate Highway System Exemption.
 - ☐ Other - Explain: _____
- ☐ Yes - Check all that apply:
 - ☐ Indicate which of the Programmatic/Negative Declaration 4(f) Evaluation(s) applies.
 - ☐ Historic Bridge.
 - ☐ Park minor involvement.
 - ☐ Historic site minor involvement.
 - ☐ Independent bikeway or walkway.
 - ☐ Great River Road.
 - ☐ Net Benefit to Section 4(f) Property. Explain: _____
 - ☐ Full 4(f) evaluation approved on _____.

6. **Was special funding used to acquire the land or to make improvements on the property?**

- ☒ No - Special funding was not used for the acquisition of this property.
- ☐ Yes:
 - ☐ s.6(f) LWCF (Formerly LAWCON).
 - ☐ Dingell-Johnson (D/J funds).
 - ☐ Pittman-Robertson (P/R funds).
 - ☐ Other – Describe: _____

7. **Describe the significance of the property:**

Constructed c.1948, this enameled steel Lustron house has a rectangular plan and rests on a poured concrete foundation. The front-gable roof is covered in enameled steel tiles and features narrow eaves and a square, enameled, steel chimney at the ridgeline. The main (north) elevation has a recessed porch that features a metal corner post with zig-zag detail. The walls are clad in enameled steel tiles and the windows are vinyl, one-over-one, double-hung sash. The side (west) elevation features a box bay with a pair of replacement windows.

This house was produced by the Lustron Corporation, which was developed in the post-World War II era in response to the housing shortage for returning GIs. Carl Strandlund formed the Lustron Corporation in 1947 and designed the durable, baked-on porcelain enamel finish to attract modern families who would not have to undertake conventional home maintenance and repair. Lustron homes were produced with efficient assembly-line techniques and boasted a care-free living experience for homeowners. The Lustron house is potentially significant in architecture and engineering for its associations with innovative construction and style in post-World War II prefabricated housing.

This house was evaluated for the National Register under *Criteria A, B, and C*. No evidence was found to suggest the house is eligible under *Criterion A: History*. Similarly, no evidence was found to suggest potential for significance under *Criterion B: Significant Person*. The subject property is an example of the innovative prefabricated Lustron house. In order to be eligible for the National Register under *Criterion C: Architecture*, the house must retain a high degree of integrity. This Lustron house is an example of a Winchester Deluxe model, which was the only model to offer a bay window. This example retains most of the original exterior Lustron features, including the roof tiles, wall tiles, doors, and porch details such as the lights and signature corner zig-zag post. While the original aluminum casement windows have been replaced, the fenestration pattern has been maintained. The interior was not accessible at the time of the site visit, so the configuration of the floorplan is unknown. Even with these considerations, this house retains good physical integrity and is representative example of this unique pre-fabricated design. This house is recommended eligible under *Criterion C: Architecture* as an excellent example of a Lustron home in Darlington Wisconsin.

8. Describe the proposed alternative's effects on this property:

- a. Describe any effects on or uses of land from the property. For other areas, include or attach statements from officials having jurisdiction over the property which discusses the alternative's effects on the property: **(A map, sketch, plan, or other graphic which clearly illustrates use of the property and the project's use and effects on the property must be included.)**

Curb ramp replacement in the southwestern corner of the property will require new right of way to construct in compliance with ADA standards.

- b. Discuss the following alternatives and describe whether they are feasible and prudent and why:

1. Do nothing alternative.

A do nothing alternative at this intersection would not meet the pavement deterioration or roadway geometry improvement needs for this project. Therefore, this alternative is not prudent or feasible.

2. Improvement without using the 4(f) lands.

Improvement without using lands on the Lustron House property would meet the pavement deterioration needs for the project, but would not address the roadway geometric needs with respect to pedestrian safety and mobility. A new curb ramp in compliance with ADA standards could not be constructed within the footprint of the existing right of way on at this location. Therefore, this alternative is not prudent or feasible.

3. Alternatives on new location.

Improvement with the proposed ramp and roadway geometrics addresses all needs for the project. Acquisition of a small portion outside of the existing WisDOT right of way will allow for construction of ADA compliant ramps at this intersection without substantially altering the character, aesthetics, or use of the Lustron House property. Therefore, this is a prudent and feasible alternative.

9. Indicate which measures will be used to minimize adverse effects, mitigate for unavoidable adverse effects or enhance beneficial effects:

- ☐ Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.
- ☐ The Small Conversion Policy for Lands Subject to Section 6(f) will be used.
- ☒ Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.
- ☒ Restoration and landscaping of disturbed areas.
- ☐ Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property.
- ☒ Payment of the fair market value of the land and improvement taken.
- ☐ Improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.
- ☐ Such additional or alternative mitigation measures determined necessary based on consultation with officials having jurisdiction. The additional or alternative mitigation measures are listed or summarized below:

☐ Property is a historic property or an archeological site. The conditions or mitigation stipulations are listed or summarized below:

☐ Other – Describe:

10. Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the property:

Refer to factor sheet B-5 for further details.

SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS

Wisconsin Department of Transportation

Factor Sheet B-8

Alternative: Hybrid Alternative Resource: Lafayette County Courthouse	Total Length of Center Line of Existing Roadway: 1.5 Miles Length of This Alternative: 1.5 Miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. **Property Name:** Lafayette County Courthouse

2. **Location:** 626 Main Street

3. **Ownership or Administration:** Lafayette County

4. **Type of Resource:**

- ☐ Public Park.
- ☐ Recreational lands.
- ☐ Ice Age National Scenic Trail.
- ☐ NRCS Wetland Reserve Program.
- ☐ Wildlife Refuge.
- ☐ Waterfowl Refuge.
- ☒ Historic/Archaeological Site eligible for the National Register of Historic Places (NRHP).
- ☐ Other – Identify:

5. **Do FHWA requirements for section 4(f) apply to the project's use of the property?**

- ☒ No - Check all that apply:
- ☐ Project is not federally funded.
 - ☐ No land will be acquired in fee or PLE and the alternative will not affect the use.
 - ☐ Property is not on or eligible for the NRHP.
 - ☒ Property is on or eligible for the NRHP however includes a *de minimus* effect finding.
 - ☐ Interstate Highway System Exemption.
 - ☐ Other - Explain: _____
- ☐ Yes - Check all that apply:
- ☐ Indicate which of the Programmatic/Negative Declaration 4(f) Evaluation(s) applies.
 - ☐ Historic Bridge.
 - ☐ Park minor involvement.
 - ☐ Historic site minor involvement.
 - ☐ Independent bikeway or walkway.
 - ☐ Great River Road.
 - ☐ Net Benefit to Section 4(f) Property. Explain: _____
 - ☐ Full 4(f) evaluation approved on _____.

6. **Was special funding used to acquire the land or to make improvements on the property?**

- ☒ No - Special funding was not used for the acquisition of this property.
- ☐ Yes:
- ☐ s.6(f) LWCF (Formerly LAWCON).
 - ☐ Dingell-Johnson (D/J funds).
 - ☐ Pittman-Robertson (P/R funds).
 - ☐ Other – Describe:

7. **Describe the significance of the property:**

The Lafayette County Courthouse is significant in the architectural history of Wisconsin because it embodies the distinctive characteristics of a period of construction and in that it represents the work of a historically important architectural firm. The courthouse is significant to the history of Lafayette County as a focus of civic pride and identity, having housed the seat of county government for three-quarters of a century.

The courthouse is an example of the type and quality of relatively abstract neo-classicism found in midwestern county courthouse designs of the first decade of the twentieth century. It is a particularly excellent example of this period, especially in that the interior is relatively unaltered compared to other such buildings and of unusual elaborateness. The indigenous buff limestone construction, a material once frequently used in southwestern Wisconsin, is also significant.

The architect for the building was Kinney and Detweiler (Menno S. Detweiler and Frank W. Kinney) of Minneapolis. The firm disbanded shortly before the courthouse was built, and had previously designed the Langlade County Courthouse in Antigo, an entry on the National Register of Historic Places.

8. Describe the proposed alternative's effects on this property:

- a. Describe any effects on or uses of land from the property. For other areas, include or attach statements from officials having jurisdiction over the property which discusses the alternative's effects on the property: **(A map, sketch, plan, or other graphic which clearly illustrates use of the property and the project's use and effects on the property must be included.)**

Curb ramp replacement in the northeastern corner of the property will require new right of way to construct in compliance with ADA standards.

- b. Discuss the following alternatives and describe whether they are feasible and prudent and why:

1. Do nothing alternative.

A do nothing alternative at this intersection would not meet the pavement deterioration or roadway geometry improvement needs for this project. Therefore, this alternative is not prudent or feasible.

2. Improvement without using the 4(f) lands.

Improvement without using the 4(f) lands would meet the pavement deterioration needs for the project, but would not address the roadway geometric needs with respect to pedestrian safety and mobility. A new curb ramp in compliance with ADA standards could not be constructed within the footprint of the existing right of way on at this location. Therefore, this alternative is not prudent or feasible.

3. Alternatives on new location.

Improvement with the proposed ramp and roadway geometrics addresses all needs for the project. Acquisition of a small portion outside of the existing WisDOT right of way will allow for construction of ADA compliant ramps at this intersection without substantially altering the character, aesthetics, or use of the Courthouse. Therefore, this is a prudent and feasible alternative.

9. Indicate which measures will be used to minimize adverse effects, mitigate for unavoidable adverse effects or enhance beneficial effects:

- ☐ Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.
- ☐ The Small Conversion Policy for Lands Subject to Section 6(f) will be used.
- ☒ Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.
- ☒ Restoration and landscaping of disturbed areas.
- ☐ Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property.
- ☒ Payment of the fair market value of the land and improvement taken.
- ☐ Improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.
- ☐ Such additional or alternative mitigation measures determined necessary based on consultation with officials having jurisdiction. The additional or alternative mitigation measures are listed or summarized below:
- ☐ Property is a historic property or an archeological site. The conditions or mitigation stipulations are listed or summarized below:
- ☐ Other – Describe:

10. Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the property:

Refer to factor sheet B-5 for further details.

HAZARDOUS SUBSTANCES, CONTAMINATION and ASBESTOS EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-4

Alternative Pavement Replacement/Reconstruct	Preferred <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> None Identified	Project ID: 5245-02-02
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1. Briefly describe the results of the Phase 1 Hazardous Materials Assessment for this alternative. Do not use property identifiers including owner name, address or business name. Attach additional sheets if necessary.

Site Reference #	Land Use of Concern (Past or Present)	Contaminants of Concern	Phase 1 Recommendations (No further action, or is a phase 2, 2.5 or 3 recommended for this site, and why?)
1	Former Gas Station	Petroleum	Phase 2.5 conducted due to utility replacement by the City as part of the project.
5	Gas Station/Convenience Store	Petroleum	Phase 2.5 conducted due to utility replacement by the City as part of the project.
21	Creamery	Petroleum	Phase 2.5 conducted due to utility replacement by the City as part of the project.

Additional comments:

2. Were any parcels not included in the Phase 1 assessment?

- ☒ No
☐ Yes – How many:
 Why were the parcels not reviewed?

3. Are there any sites with continuing obligations or deed restrictions?

- ☒ No
☐ Yes – Complete the table for each site closed with continuing obligations or deed restrictions.

Site Reference #	Soil or Excavation Restrictions	Groundwater Restrictions	Cover Restrictions	Other Restrictions	DNR Notification Required?
					<input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> Yes, DNR has been notified. DNR response is attached.
					<input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> Yes, DNR has been notified. DNR response is attached.
					<input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> Yes, DNR has been notified. DNR response is attached.

4. Have Phase 2, 2.5 or 3 Assessments been completed? Discuss the results.

Site Reference #	Phase 2, 2.5 or 3 Recommendations	Materials Handling Plan or Remediation Recommended?		Is WisDOT a Responsible Party?	
		Yes	No	Yes	No
1	Special Provisions drafted to address soil/GW contamination	X			X
5	Special Provisions drafted to address soil/GW contamination	X			X
21	Special Provisions drafted to address soil/GW contamination	X			X

5. Describe the results of any additional investigations performed by WisDOT or others (Include the number of sites investigated, the level of investigation and results for each site that relates to this project).

5 total sites were investigated for the project. Only the referenced three require any additional actions.

6. Describe any design elements that have been incorporate into this alternative to avoid any contaminated sites.

7. Describe the remediation and waste management practices to be included in the design for areas where contamination cannot be avoided (e.g., materials handling plan, remediation of contamination, design changes to minimize disturbances).

Special provisions have been drafted to address the removal of petroleum HazMat if encountered during uility installation.

8. List any parcels with known contamination which are proposed for acquisition.

9. ASBESTOS

Have the bridges been inspected for the presence of asbestos containing material (ACM)?

☐ No – Explain:

☒ Yes – Fill out the table. Insert additional rows as needed.

Bridge Number	Results of Asbestos Sampling	Proposed Work (brief description)	List the Appropriate Special Provision
B-33-0007	No ACM	Replace superstructure	STSP 107-127

Note: All structures to be acquired and demolished or relocated require asbestos inspections and will be inspected once acquisition has taken place.

Exhibit B

Project Location Map

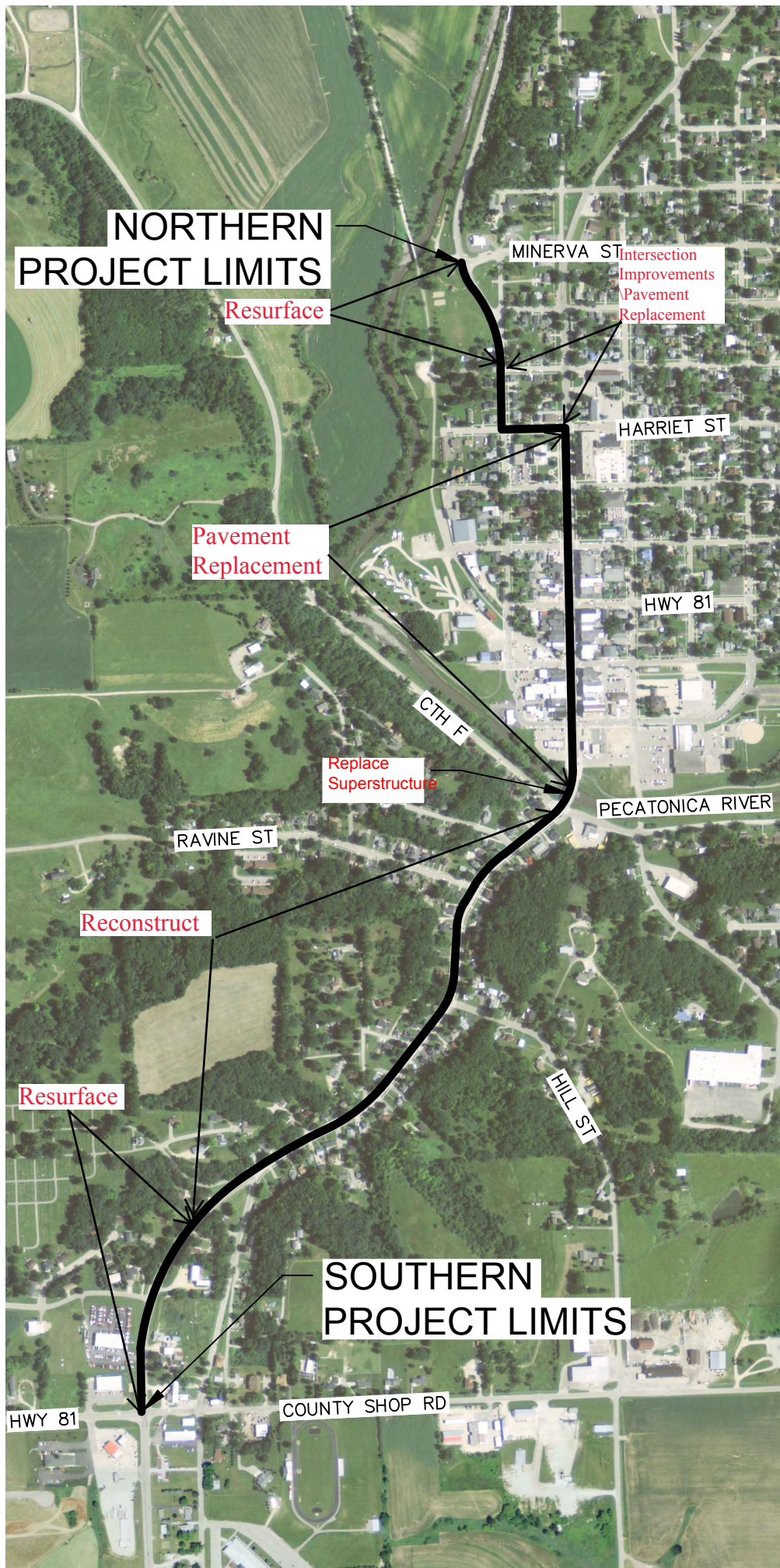
WisDOT ID: 5245-02-02/72

STH 11 – Mineral Point

County Shop Road to Minerva Street

WIS 23

LaFayette County



PROJECT LOCATION MAP

WISDOT
PROJECT ID
5245-02-02/72

City of Darlington,
STH 11 – Mineral Point

County Shop Road to
Minerva Street

STH 23
Lafayette County

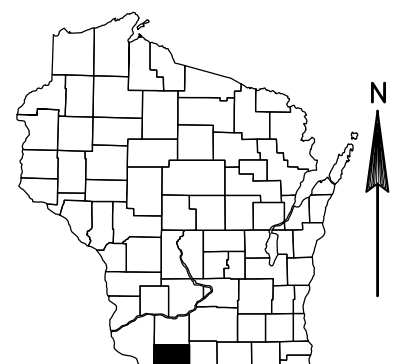


Exhibit C

WDNR Initial Review Letter and Other Agency Responses

WisDOT ID: 5245-02-02/72

STH 11 – Mineral Point

County Shop Road to Minerva Street

WIS 23

LaFayette County



November 13, 2015

James Rinzel
WisDOT SW Region
2101 Wright Street
Madison, WI 53704

Subject: DNR Initial Project Review

Project I.D. 5245-02-72
STH 23 (STH 11 – Mineral Point)
B-33-007, Bridge over Pecatonica River
CTH F to Minerva Street
Lafayette County

Project I.D. 5245-02-73
STH 23 (STH 11 – Mineral Point)
County Shop Rd to CTH F
Lafayette County

Dear Mr. Rinzel:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the proposed above-referenced project on October 12, 2015. According to your proposal, the purpose of this project is to reconstruct existing STH 23, including a bridge deck replacement of B-33-007, a possible temporary structure over the Pecatonica River, and intersection improvements. Proposed improvements include grading, fill outside of toe of slope, intersection improvements, ROW acquisition, storm sewer work, beam guard replacement and bridge deck replacement. The existing structure is B-33-007, located over the Pecatonica River.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) 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. In addition to the project specific resource concerns highlighted below, it is DNR's expectation that the full range of DOT roadway standards will be applied throughout the design process.

A. Project-Specific Resource Concerns

Section 4(f) Requirement:

Public lands are present in the vicinity of this project. If there is potential for impacts to these lands, please begin coordination with us as soon as possible. *First and foremost, every effort should be taken to avoid impacts to these lands.*

There is a U.S. Dept. of Transportation "Section 4(f)" process for federally funded transportation projects that impact various types of public parks, wildlife refuges, and recreation areas. This requirement is coordinated by state and federal transportation departments. Please ensure the 4f process as described in DOT FDM Chapter 21-25-1 is followed.

Stewardship Funded Lands:

There are two properties, east of STH 23, north of the Pecatonica River, and south of West Alice Street, that were acquired with Knowles-Nelson Stewardship Funds. They are part of the Darlington Pecatonica River Corridor Acquisition. If the proposed project will impact either of these properties, an additional Stewardship Fund compensation requirement will apply. Lands acquired and/or developed with the Knowles-Nelson Stewardship Funds from the DNR that are converted from their recreational or natural resources conservation utility to any other use must be replaced, or made whole by land replacement of equal or greater value, pending approval from the DNR Secretary. This requirement is coordinated with the Regional DNR Grant Staff and the Statewide Grant Managers.

Wetlands:

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

Fisheries/Stream Work:

The Pecatonica River is a warm water sport fishery. It is also listed as an Area of Special Natural Resource interest based on the potential presence of threatened and endangered resources. There is a walleye/catfish migration run that occurs in this reach of the Pecatonica River during the approximate dates of February 1 through April 15. In-stream work could continue during these dates, assuming that there is not total blockage of the river during the migration, and assuming that erosion and sediment control is in place and properly maintained.

Endangered Resources:

Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated November 9, 2015, the following Endangered Resources are known to occur in the project area or its vicinity and could be impacted by this project.

- Blanchard's Cricket Frog (*Acris blanchardi*) is an endangered species that inhabits both semi-permanent and permanent water bodies, such as the Pecatonica River. Potential impacts may be avoided by conducting work in non-overwintering areas (uplands) during the cricket frog's inactive season (typically December 1-March 31). If this avoidance timeline cannot be accommodated, please advise, and I will initiate coordination with Lisie Kitchel of DNR's Bureau of Natural Heritage Conservation.

Migratory Birds:

Based on the information provided and/or site review, there is no evidence of past migratory bird nesting on the existing structure.

Invasive Species and Viral Hemorrhagic Septicemia (VHS):

Any equipment coming into contact with surface waters must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions must require contractors to implement the following measures before and after mobilizing in-water equipment to prevent the spread of VHS, Zebra Mussel, and other invasive species. Contractors should follow *STSP 107-055 Environmental Protection, Aquatic Exotic Species Control*, or protocol found here: http://dnr.wi.gov/topic/fishing/documents/vhs/disinfection_protocols.pdf.

Additional information on invasive species and infested waters can be found at:

<http://dnr.wi.gov/lakes/invasives/AISByWaterbody.aspx>

Floodplains:

It appears as though a portion of the project in the vicinity of the Pecatonica River lies within a mapped/zoned floodplain. Floodplain impacts should be assessed and/or quantified and appropriate coordination must be carried out in accordance with the DOT/DNR Cooperative Agreement. Coordination must also occur with the Lafayette County Zoning Program.

B. Project Specific Construction Site Considerations

The following issues should be addressed in the Special Provisions, and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP). An adequate ECIP for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference. Erosion control and stormwater measures must adhere to the DNR/DOT Cooperative Agreement, Trans 401, and applicable federal laws.

Erosion Control and Storm Water Management:

- Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.
- If erosion mat is used along stream banks, DNR recommends that biodegradable 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.
- If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. Do not house any dewatering technique in a wetland.
- The contractor should restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils should take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, the site must be properly winterized.
- All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Do not stockpile materials in wetlands, waterways, or floodplains.

Structure Removal/Bridge Demolition:

Due to the characteristics of this section of the Pecatonica River, **STSP 203-020**, *Removing Old Structure Over Waterway With Minimal Debris*, will be adequate for this project. Please coordinate with DNR early in the design phase of the project if the bridge must be dropped into the waterway before removal.

Temporary Structure:

It has been noted that a temporary bridge structure may be needed during construction. It is recommended that the temporary bridge be a clear span structure that is designed to maintain the existing navigation. If the temporary structure is anticipated to be in place for longer than 14 days disturbed areas should be temporary seeded and

mulched. The plans and special provisions should also reflect that any areas disturbed by the temporary bridge should be restored with seed and mulch when the structure is removed.

Asbestos:

A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (chapters NR 406, 410, and 447 Wis. Adm. Code) may be required. Please refer to DOT FDM 21-35-45 and the DNR's notification requirements web page: <http://dnr.wi.gov/topic/Demo/Asbestos.html> for further guidance on asbestos inspections and notifications. Contact Mark Davis, Air Management Specialist 608-266-3658, with questions on the form. The notification must be submitted 10 working days in advance of demolition projects.

Navigation Concerns During Construction:

This reach of the Pecatonica River is regularly used by recreational watercraft. It will be necessary to place navigational aids around the construction area during construction. A Waterway Marker Application and Permit is required for both types of navigational markers (informational vs. control/restrictive) prior to construction. A local ordinance will also be required for buoys that control or restrict navigation. Adequate time should be allowed for the passage of an ordinance with the local municipality. A local ordinance is not required for informational navigational aids (a waterway marker permit is required). DNR will determine which type of navigational aids are needed in accordance with the project design and methods used during construction. The general steps for submission of a Waterway Marker Application and Permit are as follows:

1. Please fill out the Waterway Marker Application and Permit form:
<http://dnr.wi.gov/files/PDF/forms/8700/8700-058.pdf>
2. The Wisconsin Department of Transportation should be listed as the applicant.
3. Be sure to include an aerial map-diagram or engineered-diagram of the work location and the placement of the waterway markers (buoys). If proposed GPS coordinates for each buoy are not provided, then markers placed on the diagram must show distance (in feet) from each marker location and from one permanent fixture as a benchmark.
4. Provide the completed application/permit to the local municipality(ies) having jurisdictional authority over the area in which the waterway markers will be placed. If an ordinance is required, consult with the local municipality regarding their ordinance process.
5. Forward the signed application/permit to myself as well as the Boating Program Specialist:

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

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

6. Permanent Navigation Aids: The process outlined above will also apply to the placement of permanent navigational aids. This includes modifications, additions or temporary relocations of

existing navigational aids. The locations of existing buoys (or other navigational aids) must be included in the permit application.

Other Issues/Unique Features: The Cooperative Agreement allows our agencies to be flexible with our review process in order to ensure the DOT project remains on schedule. At times we will identify unique resources or project specific concerns that necessitate creative solutions to complex resource issues. We believe the requests below are necessary to adequately protect resources, are reasonable, are site specific, and will not set precedence or new policy for statewide policy or guidance. The requests made below apply only to this project, and should be incorporated into the project Special Provisions.

- **Oak Wilt:** If this project involves work that may involve cutting or wounding of oak trees, please avoid cutting or pruning of oaks from April through September to prevent the spread of oak wilt disease. See the DNR webpage at: <http://dnr.wi.gov/topic/foresthealth/oakwilt.html>.
- **Emerald Ash Borer:** If the scope of this project includes the removal of Ash trees, there is 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 click on the following link: <http://datcpservices.wisconsin.gov/eab/article.jsp?topicid=20>
 - Recommendations to reduce the spread of EAB in potentially infested Ash wood: <http://datcpservices.wisconsin.gov/eab/articleassets/Recommendations%20to%20reduce%20the%20spread%20of%20EAB.pdf>

This project may require a permit from the U.S. Army Corps of Engineers (ACOE). For further details you will need to contact Kerrie Hauser of the ACOE located in the LaCrescent, Minnesota office, at 651.290.5903. All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, and additional consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact me at 608.275.3485 or by email at laura.bub@wisconsin.gov.

Sincerely,



Laura Bub
Environmental Analysis & Review Specialist

cc: Kyle Bartowitz – WisDOT Environmental Coordinator
Catherina Nooyen – DNR Recreational Safety Warden
Jim Amrhein – DNR Water Quality
Bradd Sims – DNR Fisheries

Lisie Kitchel –DNR Natural Heritage
Kerrie Hauser – Army Corps of Engineers
Terry Loeffelholz – Lafayette County Zoning
Russ Anderson – DNR Environmental Analysis

Taylor, Brian F - DOT

From: Taylor, Brian F - DOT
Sent: Thursday, August 24, 2017 7:00 AM
To: Groh, Brad - DOT; Rinzel, James - DOT; Dapp, Matthew - DOT
Subject: FW: 5245-02-02 WIS 23 Bridge deck replacement over Pecatonica River

FYI

From: Bub, Laura A - DNR
Sent: Wednesday, August 23, 2017 3:33 PM
To: Taylor, Brian F - DOT <BrianF.Taylor@dot.wi.gov>
Subject: RE: 5245-02-02 WIS 23 Bridge deck replacement over Pecatonica River

Hi Brian,

As discussed this morning, if the temporary structure is not going to happen, and if the existing bridge project will just consist of re-decking, frog surveys do not need to be conducted as there should be no direct impacts to frog habitat.

Please let me know if you need additional clarification.

Laura

We are committed to service excellence.

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

Laura Bub

Phone: (608) 275-3485

Laura.Bub@Wisconsin.gov

From: Bub, Laura A - DNR
Sent: Thursday, August 17, 2017 11:21 AM
To: Taylor, Brian F - DOT <BrianF.Taylor@dot.wi.gov>
Subject: RE: 5245-02-02 WIS 23 Bridge deck replacement over Pecatonica River

Hmmm...I don't know that I did know that the temporary structure wasn't going to happen. I'll have to double check my files.

Yes, let's definitely talk about this next week. Obviously we won't ask for frog surveys if there aren't impacts to habitat.

L.

We are committed to service excellence.

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

Laura Bub

Phone: (608) 275-3485

Laura.Bub@Wisconsin.gov

From: Taylor, Brian F - DOT
Sent: Thursday, August 17, 2017 9:12 AM
To: Bub, Laura A - DNR <Laura.Bub@wisconsin.gov>
Cc: Taylor, Brian F - DOT <BrianF.Taylor@dot.wi.gov>
Subject: RE: 5245-02-02 WIS 23 Bridge deck replacement over Pecatonica River

Good Morning Laura !

When we go out in the field next week I would like to discuss bridge deck replacement for the above referenced project and why a Blanchard Cricket Frog survey is being required as according to an overview of the species there is no suitable habitat for them as there are no immediately adjacent wetlands, ponds, low prairies or exposed mud flats.

- “The Blanchard's cricket frog (*Acris blanchardi*), an endangered species in Wisconsin, prefers ponds, lakes, and a variety of habitats along and adjacent to streams and rivers including, marshes, fens, sedge meadows, low prairies, and exposed mud flats. The species tends to breed in quiet water (no or low flow) and may also move from streams and rivers to adjacent wetlands and ponds.”

As you know, we are no longer constructing a temporary structure in order to replace the deck. The re-decking will be done a half at a time and no work will be done to the abutments and piers nor will the stream banks be graded. Of course debris capture will be utilized. We can include in the commitments that no staging of equipment or personnel will take place within the stream banks.

Thanks,

Brian

From: Bartowitz, Kyle A - DOT
Sent: Tuesday, January 10, 2017 11:03 AM
To: Bub, Laura A - DNR <Laura.Bub@wisconsin.gov>
Subject: 5245-02-02 WIS 23 Bridge deck replacement over Pecatonica River

Good morning Laura!

I was meeting with the project team and our bridge designer last week, and while discussing timeframes and work plans for the bridge over the Pecatonica, we remembered notice of the Blanchard's Cricket Frog in your initial review letter. To complete the bridge deck replacement, work crews and equipment will have to occupy the areas surrounding the bridge on the banks of the river (per attached email). As we're aiming to complete bridge construction during the summer to avoid issues with school bussing, we'd like to ask to start coordination for the Blanchard's Cricket Frog, and ask if you have any other questions or concerns.

Thanks!
Kyle

KYLE BARTOWITZ
Environmental Analysis and Review Specialist
WisDOT Southwest Region - Madison Office

Brad Groh

From: Bub, Laura A - DNR
Sent: Thursday, February 18, 2016 1:51 PM
To: Rinzel, James - DOT
Cc: Bartowitz, Kyle A - DOT; Dapp, Matthew - DOT; 'Brad Groh'
Subject: RE: 5245-02-02, STH 23, STH 11 - Mineral Point, County Shop Road - Minerva St., Lafayette Co., Box Culvert C-33-001
Attachments: 5245-02-02_STH11_MineralPoint_INITIAL.pdf

Hi James,

Specific to the replacement of box culvert C-33-001, there are no wetlands present, but the work would be within a mapped floodplain so that would need to be addressed. There is not suitable habitat for any threatened/endangered species at this location. Of course, all of the comments in my original review letter (attached) still apply. Please let me know if you need any additional information.

Laura

We are committed to service excellence.

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

Laura Bub

Phone: (608) 275-3485

Laura.Bub@Wisconsin.gov

From: Rinzel, James - DOT
Sent: Thursday, February 18, 2016 10:43 AM
To: Bub, Laura A - DNR
Cc: Bartowitz, Kyle A - DOT; Dapp, Matthew - DOT; 'Brad Groh'
Subject: 5245-02-02, STH 23, STH 11 - Mineral Point, County Shop Road - Minerva St., Lafayette Co., Box Culvert C-33-001
Importance: High

Hi Laura,

Back on October 12, 2015, an initial project notification letter was sent to you via email for the project mentioned in the subject line (see attached email). We have recently discussed including a 9'x6' box culvert (C-33-001) on the north limits of the corridor as part of the project. The extent of the work would include extending the box ~6' or more to the east and replacing both wing-walls on the east side.

Attached are pdf's showing the location of the box culvert.

We are requesting a review of this area to see if there are any potential wetland impacts or issues with any endangered/threatened species that are associated with this work.

If you have any questions/concerns or need any additional information to help with the review, please contact me.

Thank you.



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: 03E17000-2017-SLI-0410

March 03, 2017

Event Code: 03E17000-2017-E-00750

Project Name: WisDOT ID 5245-02-02 STH 23 Minerva St - County Shop Rd, Darlington

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.

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



United States Department of Interior
Fish and Wildlife Service

Project name: WisDOT ID 5245-02-02 STH 23 Minerva St - County Shop Rd, Darlington

Official Species List

Provided by:

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

Consultation Code: 03E17000-2017-SLI-0410

Event Code: 03E17000-2017-E-00750

Project Type: TRANSPORTATION

Project Name: WisDOT ID 5245-02-02 STH 23 Minerva St - County Shop Rd, Darlington

Project Description: This project is a reconstruction of STH 23 through the City of Darlington, in Lafayette Co., WI. It includes pavement replacement, alignment shifts, grading, curb and gutter additions/replacements, sidewalk replacement (including curb ramps to meet ADA standards, retaining walls, and deck replacement of the STH 23 Bridge over the Pecatonica River (B-33-0007)).

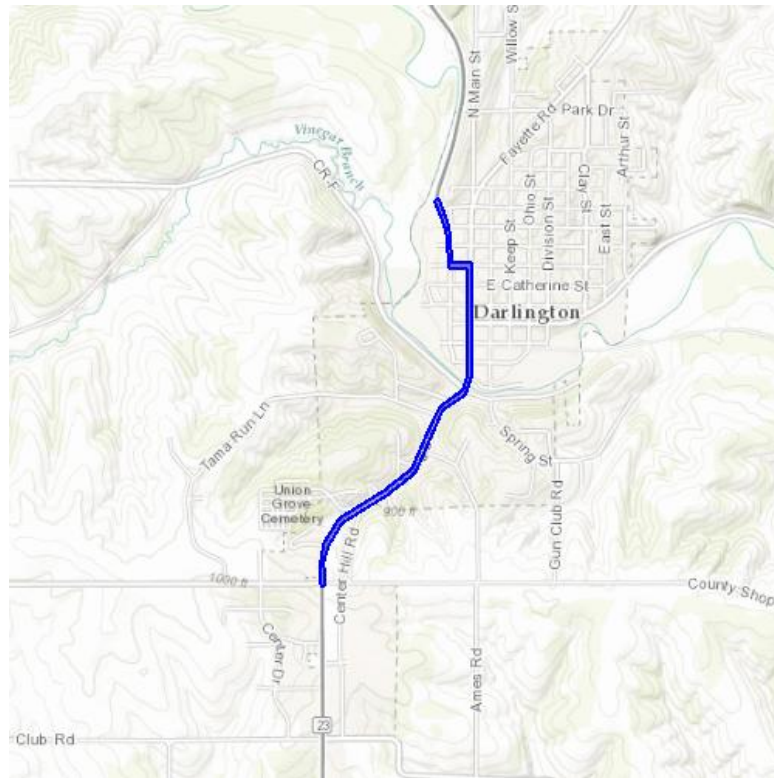
Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your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



United States Department of Interior
Fish and Wildlife Service

Project name: WisDOT ID 5245-02-02 STH 23 Minerva St - County Shop Rd, Darlington

Project Location Map:



Project Coordinates: The coordinates are too numerous to display here.

Project Counties: Lafayette, WI



United States Department of Interior
Fish and Wildlife Service

Project name: WisDOT ID 5245-02-02 STH 23 Minerva St - County Shop Rd, Darlington

Endangered Species Act Species List

There are a total of 2 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, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY)	Experimental Population, Non-Essential		
Mammals			
Northern long-eared Bat (<i>Myotis septentrionalis</i>) Population: Wherever found	Threatened		



United States Department of Interior
Fish and Wildlife Service

Project name: WisDOT ID 5245-02-02 STH 23 Minerva St - County Shop Rd, Darlington

Critical habitats that lie within your project area

There are no critical habitats within your project area.



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

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

Telephone: 608-246-3800
Facsimile (FAX): 608-246-7996

E-mail: swr.dtsd@dot.wi.gov

03/10/2017

U.S. FISH AND WILDLIFE SERVICE
ECOLOGICAL SERVICES FIELD OFFICE
4101 AMERICAN BOULEVARD EAST
BLOOMINGTON, MN 55425

Mr. Fasbender,

WisDOT is submitting the following information and determination to fulfil Section 7(a)(2) responsibilities under the ESA pertaining to potential impacts to the Northern long-eared bat.

The project (WisDOT ID 5245-02-02 STH 23 Minerva St - County Shop Rd, Darlington; USFWS Consultation Code 03E17000-2017-SLI-0410) consists of reconstruction of STH 23 through the City of Darlington, in Lafayette Co., WI. It includes pavement replacement, alignment shifts, grading, curb and gutter additions/replacements, sidewalk replacement [including curb ramps to meet ADA standards, retaining walls, and deck replacement of the STH 23 Bridge over the Pecatonica River (B-33-0007)]. It is scheduled to be constructed in 2021.

WDNR reviewed their Natural Heritage Inventory (NHI) database on 3/8/2017. In that review, WDNR determined that there are no known NLEB maternity roost trees or known hibernacula within two miles of the proposed project.

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 below, 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 from June 1 – July 31.

Other species that may occur within the project area (based on IPaC review) were reviewed in the NHI database by WDNR on 3/8/2017. In that review, WDNR determined that there are no occurrences of these species within two miles of the project area. Effect determinations are below:

Species Common Name	Species Scientific Name	Effect Determination	Justification
Whooping Crane	<i>Grus americana</i>	No effect	Not on NHI, no habitat affected (Experimental Pop., non-essential)

If you have any questions, please feel free to contact myself at kyle.bartowitz@dot.wi.gov or (608) 242-8049 or WisDOT Project Manager Matt Dapp at Matthew.Dapp@dot.wi.gov or by phone at (608) 246-5353.

Thank you,

Kyle Bartowitz

Kyle Bartowitz
Environmental Coordinator
Wisconsin Department of Transportation

Brad Groh

From: Brad Groh
Sent: Tuesday, March 28, 2017 8:11 AM
To: Brittany Thompson
Cc: Dylan Douglas
Subject: FW: Request to Initiate Informal Section 7 Consultation - WisDOT Project ID 5245-02-02 STH 23 Darlington

FYI, here's updated correspondence with the US Fish and Wildlife Service for our records and inclusion in the STH 23 Environmental Doc. Dylan, please file this in the appropriate Environmental folder when you have a chance. Thanks!

Brad

From: Groh, Brad - DOT [Brad.Groh@dot.wi.gov]
Sent: Tuesday, March 28, 2017 8:08 AM
To: Brad Groh
Subject: FW: Request to Initiate Informal Section 7 Consultation - WisDOT Project ID 5245-02-02 STH 23 Darlington

From: Horton, Andrew [mailto:andrew_horton@fws.gov]
Sent: Monday, March 27, 2017 3:55 PM
To: Bartowitz, Kyle A - DOT <Kyle.Bartowitz@dot.wi.gov>
Cc: Dapp, Matthew - DOT <Matthew.Dapp@dot.wi.gov>; Groh, Brad - DOT <Brad.Groh@dot.wi.gov>
Subject: Re: Request to Initiate Informal Section 7 Consultation - WisDOT Project ID 5245-02-02 STH 23 Darlington

Thanks Kyle,

I have reviewed the proposed project and have no concerns.

- Andrew

Andrew Horton
Minnesota/Wisconsin Field Office
U.S. Fish and Wildlife Service
4101 American Blvd East
Bloomington, MN 55425-1665
(952) 252-0092, ext. 208

On Fri, Mar 10, 2017 at 11:17 AM, Bartowitz, Kyle A - DOT <Kyle.Bartowitz@dot.wi.gov> wrote:

Mr. Horton,

WisDOT is submitting the following information and determination to fulfill Section 7(a)(2) responsibilities under the ESA pertaining to potential impacts to the Northern long-eared bat.

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 below, 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 from 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.

Attached are a letter (addressed to Peter Fasbender) detailing the project and effect determinations, consultation with WDNR for NHI review, project location shapefile, and Official Species list. If you have any questions or concerns please contact myself (email or phone, below) or the WisDOT Project Manager, Matt Dapp (cc'd here) or by phone at (608) 246-5353.

Thank you,

KYLE BARTOWITZ

Environmental Analysis and Review Specialist
WisDOT Southwest Region - Madison Office
(608) 242-8049

----- Forwarded message -----

From: "Bub, Laura A - DNR" <Laura.Bub@wisconsin.gov>
To: "Bartowitz, Kyle A - DOT" <Kyle.Bartowitz@dot.wi.gov>
Cc:
Bcc:
Date: Wed, 8 Mar 2017 22:39:34 +0000
Subject: RE: 5245-02-02 WIS 23 NHI
Hi Kyle,

I took a look in the NHI database again today (3/8/17), and there are no new hits. There are no known occurrences of Northern Long-eared Bat, no known occurrences of Rusty Patched Bumblebee (within a 6 mile radius buffer), and no other federally listed species.

Still working on your other NHI review requests; will get back to you ASAP.

-Laura

We are committed to service excellence.

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

Laura Bub

Phone: (608) 275-3485
Laura.Bub@Wisconsin.gov

From: Bartowitz, Kyle A - DOT
Sent: Friday, March 03, 2017 9:19 AM
To: Bub, Laura A - DNR
Subject: 5245-02-02 WIS 23 NHI

Hey Laura,

Thanks for directing me to Stacy to help me to work through the cricket frog, it's been a great help.

I'm working on USFWS coordination for the environmental document, and I'm wondering if you'd be willing to recheck the NHI database on this, as it'd be better to have a more recent review date than November 2015.

Thanks!

Kyle

KYLE BARTOWITZ

Environmental Analysis and Review Specialist

WisDOT Southwest Region - Madison Office

(608) 242-8049



**Division of Transportation
System Development**
SW Region Madison Office
2101 Wright St.
Madison, WI 53704-2583

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

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

AUGUST 29, 2016

ROB WASCHBUSCH
USGS WISCONSIN WATER SCIENCE CENTER
8505 RESEARCH WAY
MIDDLETON, WI 53562

—
SUBJECT: PROJECT NOTIFICATION / GAGING STATION NEAR B-33-007
PROJECT I.D. 5245-02-02, 72/73
STH 11 – MINERAL POINT
COUNTY SHOP ROAD – MINERVA STREET
STH 23
LAFAYETTE COUNTY

The Wisconsin Department of Transportation, Southwest Region, is in the process of developing plans for two (2) proposed projects located in Lafayette County, within the City of Darlington, on STH 23. The projects will begin at the intersection of County Shop Road and STH 23 and end at the intersection of Minerva Street and STH 23. The lengths for each project are 0.67 miles (CTH F to Minerva Street) and 0.82 miles (County Shop Road to CTH F) respectively. These are projects will consist of the following: roadway reconstruction, pavement replacement, resurfacing and a superstructure replacement at structure B-33-007 over the Pecatonica River.

The intended work at structure B-33-007 is to remove and replace the existing bridge deck and girders, including sidewalk replacement next to the bridge. The existing abutments are to remain in place. Construction is scheduled to begin in 2021 (2020 at the earliest).

The Department is notifying you of these projects as we have been made aware of Gaging Station Number 05432500 located near structure B-33-007. We are inquiring as to what level of coordination is needed with the USGS, Army Corps of Engineers and if any kind of specific requirements are needed to mitigate the impacts of the gaging station and any equipment that may be on the structure during construction.

Please contact Project Manager Matt Dapp at (608) 246-5353 (email: matthew.dapp@dot.wi.gov) or myself regarding the potential impacts at Gauging Station Number 05432500.

(reverse side)

Respectfully,

James Rinzel

James Rinzel
Civil Engineer
Southwest Region - Madison Office
(608) 245-5343
james.rinzel@dot.wi.gov

CC: Kyle Bartowitz, Environmental Coordinator, SW Region – Madison
Mapp Dapp, P.E., Project Manager, SW Region – Madison
Brad Groh, P.E., JT Engineering, Inc.
Chad Halverson, P.E., Michael Baker International
Linda Krueger, P.E., Michael Baker International

Attachments: Email Correspondence
Project Location Map



Division of Transportation System Development
SW Region Madison Office
2101 Wright St.
Madison, WI 53704-2583

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

Telephone: (608) 246-3800
Facsimile (FAX): (608) 246-7996

E-mail: swr.dtsd@dot.wi.gov

OCTOBER 12, 2015

KERRIE HAUSER
US ARMY CORPS OF ENGINEERS
20711 WATERTOWN ROAD, SUITE F
WAUKESHA, WI 53186

RE: NOTIFICATION OF PROJECT

PROJECT I.D. 5245-02-02
STH 11 – MINERAL POINT
COUNTY SHOP ROAD TO MINERVA STREET
STH 23
LAFAYETTE COUNTY

The Wisconsin Department of Transportation, Southwest Region, is in the process of developing plans for two (2) proposed projects located in Lafayette County, within the City of Darlington, on STH 23. The projects will begin at the intersection of County Shop Road and STH 23 and end at the intersection of Minerva Street and STH 23. The lengths for each project are 0.66 miles (CTH F to Minerva Street) and 0.82 miles (County Shop Road to CTH F) respectively. These are reconstruction projects that will consist of the following: roadway reconstruction, a bridge deck replacement (B-33-007), a possible temporary structure over the Pecatonica River and intersection improvements.

We are presently working with the Wisconsin Department of Natural Resources regarding their concerns and ask that you provide us with any concerns that you may have regarding the project. I have included a project location map and Concept Definition Report (CDR) to assist you in reviewing the project.

If you have any questions about the project or would like to meet to discuss issues and concerns, please feel free to contact me at (608) 245-5343 or by email at james.rinzel@dot.wi.gov.

Sincerely,

James Rinzel
Civil Engineer

CC: Laura Bub, Environmental Analysis & Review Specialist, WDNR Liaison – South Central Region
Kyle Bartowitz, Environmental Coordinator, SW Region - Madison
Matt Dapp, P.E., Project Manager, SW Region – Madison
Brad Groh, P.E., JT Engineering, Inc.

Attachments: Project Location Map
Concept Definition Report

Taylor, Brian F - DOT

From: Taylor, Brian F - DOT
Sent: Monday, November 27, 2017 12:45 PM
To: eric.washburn@usgc.mil
Cc: Taylor, Brian F - DOT
Subject: WisDOT Project: 5245-02-02 - WIS 23 Lafayette Co - Town and City of Darlington

Good Afternoon Eric !

The Wisconsin Department of Transportation (WisDOT) on behalf of the Federal Highway Administration (FHWA) is in preliminary design of rehabilitating Wisconsin State Highway (WIS) 23 within the Town of Darlington and City of Darlington in Lafayette County, Wisconsin for approximately 1.49 miles in length between WIS 81/County Shop Road and Minerva Street. The project will also replace the superstructure of the bridge B-33-007 spanning the Pecatonica River. See the attached project location map.

Per the new FHWA/United States Coast Guard (USCG) Programmatic Agreement, coordination is required to determine USCG authority, navigability and permit determination for WisDOT bridge projects that span Wisconsin waterways.

Let me know if any additional information is needed for a determination.

Regards,

Brian

Brian F. Taylor

Environmental Coordinator
WisDOT DTSD Southwest Region
2101 Wright Street
Madison, WI 53704
Office: (608) 245-2630
Cell: (608) 516-3452
brianf.taylor@dot.wi.gov



Project Location
Map.pdf

Exhibit D

Tribal Coordination Letter and Recipient List

WisDOT ID: 5245-02-02/72

STH 11 – Mineral Point

County Shop Road to Minerva Street

WIS 23

LaFayette County



Division of Transportation System Development
SW Region Madison Office
2101 Wright St.
Madison, WI 53704-2583

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

Telephone: (608) 246-3800
Facsimile (FAX): (608) 246-7996

E-mail: swr.dtsd@dot.wi.gov

OCTOBER 12, 2015

MS. EDITH LEOSO
BAD RIVER BAND OF LAKE SUPERIOR CHIPPEWA
INDIANS OF WISCONSIN
P.O. BOX 39
ODANAH, WI 54861

RE: NOTICE OF FEDERAL UNDERTAKING AND REQUEST FOR COMMENTS UNDER 36
CFR 800
PROJECT I.D. 5245-02-02 / STH 11 – MINERAL POINT / COUNTY SHOP ROAD TO MINERVA
STREET / STH 23 / LAFAYETTE COUNTY

The Wisconsin Department of Transportation (WisDOT) in cooperation with the Federal Highway Administration, is considering undertakings located in Lafayette County, within the City of Darlington, on STH 23 approximately 1.48 miles in length. These undertakings will begin at the intersection of County Shop Road and STH 23 and end at the intersection of Minerva Street and STH 23. The lengths for each undertaking are 0.66 miles (CTH F to Minerva Street) and 0.82 miles (County Shop Road to CTH F) respectively. These undertakings will consist of roadway reconstruction, a bridge deck replacement, a possible temporary structure over the Pecatonica River and intersection improvements.

Your tribe has requested to be notified of undertakings in this area of Wisconsin. Attached is information regarding the proposed undertaking to assist you in providing comments regarding the determination of the area of potential effect (APE) and potential impacts to historic properties and/or burial sites.

WisDOT would be pleased to receive any comments your tribe wishes to share regarding the determination of the APE or potential impacts to historic properties and/or burials in this undertaking. Also other environmental studies may be conducted to include endangered species survey, contaminated material investigations, soil testing and right-of-way surveys. Results of these studies will assist the engineers in the design to avoid, minimize or mitigate the proposed project's effect upon cultural and natural resources. To ensure your comments are considered during this early phase of project development, WisDOT requests a response within 30 days of receipt of this letter.

If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please contact WisDOT Project Manager Matt Dapp at 2101 Wright St., Madison, WI 53704-2583, (608) 246-5353.

Sincerely,

Matthew Dapp

Project Manager

CC: James Becker, Environmental Analysis and Review Specialist, WisDOT Bureau of Technical Services
Kyle Bartowitz, Environmental Coordinator, SW Region - Madison
Brad Groh, P.E., JT Engineering, Inc.

Distribution List

Company	Title	First Name	Last Name	Credentials	Office Building	Address1	Address2	City	State	Postal Code
Bad River Band of Lake Superior Chippewa Indians of Wisconsin	Ms.	Edith	Leoso	THPO		P.O. Box 39		Odanah	WI	54861
Forest County Potawatomi Community of Wisconsin	Ms.	Melissa	Cook	THPO	Tribal Office	P.O. Box 340		Crandon	WI	54520
Ho-Chunk Nation	Mr.	William	Quackenbush	THPO	Executive Offices	P.O. Box 667		Black River Falls	WI	54615
Iowa Tribe of Oklahoma		Cultural	Preservation Director			RR 1, Box 721		Perkins	OK	74059
Lac Vieux Desert Band of Lake Superior Chippewa Indians Ketegitigaanig Ojibwe Nation		Giiwégiizhigookway	Martin	THPO		P.O. Box 249		Water-smeet	MI	49969
Menominee Indian Tribe of Wisconsin	Mr.	David	Gringon	THPO		P.O. Box 910		Keshena	WI	54135
Prairie Band Potawatomi Nation	Ms.	Hattie	Mitchell	NHPA Representative		16281 Q Road		Mayetta	KS	66509
Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Mr.	Larry	Balber	THPO	Red Cliff Tribal Council	88385 Pike Road		Bayfield	WI	54814
Sac and Fox Nation of Missouri in Kansas and	Mr.	Edmore	Green			305 North Main		Reserve	KS	66434
Sac and Fox Nation of Oklahoma	Ms.	Sandra	Massey	NAGPRA Representative		RR 2, Box 246		Stroud	OK	74079
Sac and Fox of the Mississippi in Iowa	Mr.	Jonathan	Buffalo	NAGPRA Representative		349 Meskwaki Road		Tama	IA	52339

Exhibit E

Section 106 Documentation and DNAE

WisDOT ID: 5245-02-02/72

STH 11 – Mineral Point

County Shop Road to Minerva Street

WIS 23

LaFayette County

**SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION**Wisconsin Department of Transportation
DT1635 6/2014**SHPO**17-0087/LT
JAN 31 2017For instructions, see FDM Chapter 26.**I. PROJECT INFORMATION**☐ Amended Submittal (include new information only)

Project ID 5245-02-02/-73 [5245-02-02/-72]	Highway - Street STH 23 [STH 23]	County Lafayette
Project Termini County Shop Road - Minerva Street		Region - Office SW - Madison
Regional Project Engineer - Project Manager James Rinzel - Matthew Dapp		(Area Code) Telephone Number (608) 245-5343 (608) 246-5353
Consultant Project Engineer - Project Manager		(Area Code) Telephone Number
Archaeological Consultant UW - Milwaukee		(Area Code) Telephone Number
Architecture/History Consultant Mead + Hunt		(Area Code) Telephone Number
Date of Need		SHSW Number
Return a Signed Copy of This Form to		

II. PROJECT DESCRIPTION

Project Length 0.82 [0.67] = 1.49 miles	Land to be Acquired: Fee Simple TBD acres	Land to be Acquired: Easement TBD acres			
Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width County Shop Road - CTH F [CTH F - Minerva Street]	33'-50' L&R [33'-45' L&R]		Terrace Width County Shop Road - CTH F [CTH F - Minerva Street]	0' / 5'-12' [0'-15']	0'-3' [0'-15']
Shoulder County Shop Road - CTH F [CTH F - Minerva Street]	3'-8' / curb & gutter [curb & gutter, 6']	4'-6' / curb & gutter	Sidewalk Width County Shop Road - CTH F [CTH F - Minerva Street]	0' / 4' [4'-14' / 0']	0' / 5' [4'-14']
Slope Intercept County Shop Road - CTH F [CTH F - Minerva Street]	33'-37' LT**, 33'-45' RT** / urban [urban / 40'-50' LT**, 28'-40' RT**]	20'-45' RT, 26'-30' LT / urban [urban / 18'-20' L&R]	Number of Lanes County Shop Road - CTH F [CTH F - Minerva Street]	3 travel / 2 travel & 2 parking [2 travel & 4 parking / 2 travel]	3 travel / 2 travel, 2 bike, 1 parking [2 travel, 2 bike, 4 parking / 2 travel]
Edge of Pavement County Shop Road - CTH F [CTH F - Minerva Street]	24' L, 18'-19' R / urban [urban / 15' L&R]	26' L, 18' R / urban [urban / 15' L&R]	Grade Separated Crossing [B-33-007 over Pecatonica River]	[48' width, 148' span]	[48' width, 151' span]

Back of Curb Line County Shop Road - CTH F [CTH F - Minerva Street]	0' / 24.5' L, 22.5' L&R [15'-32' L&R / 0']	0' / 15.5'- 33' RT, 12'-26' LT [15'-32' L&R / 0']	Vision Triangle --- acres	---	---
Realignment	---	0'-13.5' East	Temporary Bypass --- acres	---	---
Other – List:			Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that Depict "Maximum" Impacts.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Tree Topping and/or Grubbing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

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

**Slope intercepts measured to existing ditch line.

The proposed projects, 5245-02-02/-73 and 5245-02-02/-72, from County Shop Road to CTH F and CTH F to Minerva Street are the limits of work on STH 23 in the City of Darlington, WI. The roadway section between County Shop Road – CTH F is scheduled for reconstruction, while the section between CTH F and Minerva Street is scheduled for pavement replacement, a superstructure replacement and intersection improvements.

5245-02-02/-73

This section will resurface/correct the cross slope of STH 23 from County Shop Road to Center Hill Road, which requires a minor profile adjustment. Additional improvements in this section include: alignment shift of ~1' to the east, removal and replacement of existing beam guard, widening of the left shoulder, addition of concrete curb and gutter on the right shoulder at the existing beam guard location, driveway culvert replacements, and ditch grading and signing replacement.

The proposed roadway section in these limits will increase the left travel lane and shoulder width one-foot each. This section will consist of: two 12' travel lanes, an 11' climbing lane, a 4' left shoulder (3' paved) and an 8' right shoulder (6' paved) for a total roadway width of 47 feet.

This section will also decrease the total roadway width by removing the 8' right shoulder for curb & gutter. This section will consist of: two 12' travel lanes, an 11' climbing lane, an existing left curb & gutter section and a new right curb & gutter section. This section will begin at ~STA 12'NB'+00 and end at Center Hill Road.

No fee simple or temporary limited easements (TLEs) anticipated in this section.

The section between Center Hill Road and CTH F will reconstruct the existing roadway section. Work included with this reconstruction includes: alignment shifts up to 13.5' east of the existing centerline alignment, storm sewer replacement, a sanitary sewer main removal, water main replacement, utility lateral replacements, utility adjustments, street lighting replacement, sidewalk replacement, additional sidewalk placed on the west side of STH 23, ADA ramp upgrades, retaining walls on the west side of STH 23, one/two short-run retaining walls on the east side of STH 23, curb and gutter replacement, roadway pavement replacement, realignment of Center Hill Road, Union Grove Lane and Huntington Court (north intersection), cul-de-sac Huntington Court (south intersection), clearing and grubbing and signing replacement. The terrace width on the east side of STH 23 will decrease by 1' while the sidewalk width will increase by 1'.

The proposed roadway section in these limits will remove the parking lane on the east for a bike lane, while adding a bike lane on the west side. This section will consist of: two 12' travel lanes, two 5' bike lanes, an 8' parking lane on the west side, a 3' terrace and 5' sidewalk on the east side, a 6' sidewalk (no terrace) with retaining walls (≥4') on the west side.

Fee simple acquisitions will be required along this stretch to accommodate the alignment shift(s) pushing the terrace and sidewalk(s) outside the existing R/W limits. TLEs will be required to accommodate the following: construction workspace to realign Center Hill Road and Union Grove Lane, cul-de-sac Huntington Court (south intersection) and any intersection improvements extending past the existing R/W limits.

5245-02-02/-72

This section will replace the existing pavement on STH 23, remove and replace the existing superstructure on B-33-007 over the Pecatonica River and improve intersections on STH 23 between Harriet Street and Washington Street. This work will occur between CTH F and Mary Street. Additional work will include: storm sewer replacement, sanitary sewer main replacement, water main replacement, utility lateral replacements, utility adjustments, some curb & gutter and sidewalk replacement, ADA ramp upgrades, small median removal section (includes a light pole removal), street lighting and signing replacement.

The proposed downtown roadway sections will remain the same. The sections will consist of: two 17' travel lanes, two 8' median parking lanes, two 8' shoulder parking lanes, a 4' concrete median and 2 12'-14' sidewalks (no terraces); two 14' travel lanes, two 8' parking shoulders, a 18' median and two 6'-8' sidewalks (7'-9' terrace widths).

The proposed roadway section between Harriet Street and Washington Street will increase the travel lanes by one foot each, remove the 4' paved right shoulder, and widen intersection corners up to 12.5'. The sections will consist of: two 12' travel lanes, curb & gutter on both sides and up to 12.5' widened intersection corners to accommodate heavy truck traffic. This will decrease the terrace width at these intersection corners up to 12.5', while increasing the total roadway width to 40.5' at these locations.

The proposed roadway section between Washington Street and Mary Street will increase the travel lanes by one foot each while adding a 7' wide median (delineated by pavement markings). The sections will consist of: two 12' travel lanes, curb & gutter on both sides and a 7' median widened intersection corners to accommodate heavy truck traffic. Adding a 7' median will reduce the left terrace width up to 7' in the widening section, while increasing the total roadway width to 31'.

TLEs may be required to accommodate ADA ramps upgrades and intersection improvements. Fee simple acquisitions are anticipated at the northeast corner of the STH 23 and Washington Street intersection.

The section between Mary Street and Lucy Street will resurface the existing pavement on STH 23. Additional work will include signing replacement.

The proposed roadway section will remain the same. The section will consist of: two 12' travel lanes and 6' shoulders (3' paved) for a total roadway width of 36'.

No fee simple or TLEs are anticipated in this section.

☐ 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:

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Property Owners | <input type="checkbox"/> Historical Societies/Organizations | <input checked="" type="checkbox"/> Native American Tribes |
| <input checked="" type="checkbox"/> Public Information Meeting Notice | <input type="checkbox"/> Public Information Meeting Notice | <input type="checkbox"/> Public Info. Mtg. Notice |
| <input checked="" type="checkbox"/> Letter - Required for Archaeology | <input type="checkbox"/> Letter | <input checked="" type="checkbox"/> Letter |
| <input type="checkbox"/> Telephone Call | <input type="checkbox"/> Telephone Call | <input type="checkbox"/> Telephone Call |
| <input type="checkbox"/> Other: | <input type="checkbox"/> Other: | <input type="checkbox"/> Other: |

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

IV. AREA OF POTENTIAL EFFECTS – APE**ARCHAEOLOGY:** Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.**HISTORY:** Describe the area of potential effects for buildings/structures.

The APE for this project includes all properties adjacent to the project corridor that may be directly or indirectly affected by the proposed project.

V. PHASE I – ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED**ARCHAEOLOGY**

- ☒ Archaeological survey is needed
- ☐ Archaeological survey is not needed
- ☐ Screening list (date)
- ☐ Burial site in project area, Wis. Stat. 157.70 applies

HISTORY

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

VI. SURVEY COMPLETED**ARCHAEOLOGY**

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

HISTORY

- ☐ NO buildings/structures identified – Report attached
- ☒ Potentially eligible buildings/structures identified in the APE – Report attached
- ☐ Avoided through redesign
- ☐ Previously listed/eligible property identified in the APE – Report attached

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

- | | |
|---|--|
| <input type="checkbox"/> No arch site(s) eligible for NRHP – Phase II Report attached | <input 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 checked="" 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.

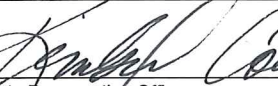
IX. PROJECT DECISION

- ☐ 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

X  01/11/17
(Regional Project Manager Signature) (Date – m/d/yy)

X  1/30/17
(WisDOT Historic Preservation Officer Signature) (Date – m/d/yy)

X 
(State Preservation Officer Signature) (Date – m/d/yy)

X
(Consultant Project Manager Signature) (Date – m/d/yy)

April 7 2017

17-0087/LT

Wisconsin Historical Society
Determination of Eligibility Form

(Revised Nov. 2015)

WisDOT Project ID #: 5245-02-02

WHS #: _____

RECEIVED
JAN 31 2017
BY: _____

Property Name(s): Soldiers and Sailors Monument
Address/Location: Main Street between Harriet Street and Catherine Street
City & County: Darlington, Lafayette County Zip Code: 53530
Town: _____ Range: _____ Section: _____
Date of Construction: 1889

WisDOT Certification

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

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

Ann W. Kibler

1/30/2017

WisDOT Historic Preservation Officer

Date

State Historic Preservation Office

In my opinion, the property:

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

Jim Drayton

4/6/17

State Historic Preservation Officer

Date

Comments (FOR AGENCY USE ONLY):

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

17-0087/LT

Wisconsin Historical Society
Determination of Eligibility Form

(Revised Nov. 2015)

WisDOT Project ID #: 5245-02-02

WHS #: _____

RECEIVED
JAN 31 2017

BY:

Property Name(s): Lustron House
Address/Location: 723 Galena Street
City & County: Darlington, Lafayette County Zip Code: 53530
Town: _____ Range: _____ Section: _____
Date of Construction: c.1948

WisDOT Certification

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

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

John W. Thibault 1/30/2017
WisDOT Historic Preservation Officer Date

State Historic Preservation Office

In my opinion, the property:

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

Jim Dargatzis 4/6/17
State Historic Preservation Officer Date

Comments (FOR AGENCY USE ONLY):

Revised DOE received March 31, 2017 with an unsigned signature page. SHPO concurrence is for March 17th document.

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

17-0087/LT

**Wisconsin Historical Society
Determination of Eligibility Form**

(Revised Nov. 2015)

WisDOT Project ID #: 5245-02-02

WHS #: _____

RECEIVED
JAN 31 2017

BY: _____

Property Name(s): Darlington Carnegie Free LibraryAddress/Location: 525 Main StreetCity & County: Darlington, Lafayette County Zip Code: 53530

Town: _____ Range: _____ Section: _____

Date of Construction: 1905**WisDOT Certification**

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

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

Steve W. Thibault

1/30/2017

WisDOT Historic Preservation Officer

Date

State Historic Preservation Office

In my opinion, the property:

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

Jim Druege

3/2/17

State Historic Preservation Officer

Date

Comments (FOR AGENCY USE ONLY):

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

17-0087/LT

Wisconsin Historical Society
Determination of Eligibility Form

(Revised Nov. 2015)

WisDOT Project ID #: 5245-02-02

WHS #: _____

JAN 31 2017

Property Name(s): Darlington High and Grade School
Address/Location: 627 Main Street
City & County: Darlington, Lafayette County Zip Code: 53530
Town: _____ Range: _____ Section: _____
Date of Construction: 1936, 1939, 1998

WisDOT Certification

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

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

WisDOT Historic Preservation Officer

Date

1/30/2017

State Historic Preservation Office

In my opinion, the property:

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

State Historic Preservation Officer

Date

3/2/17

Comments (FOR AGENCY USE ONLY)

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

17-0087/28

Wisconsin Historical Society
Determination of Eligibility Form

(Revised Nov. 2015)

WisDOT Project ID #: 5245-02-02

WHS #: _____

RECEIVED
JAN 31 2017

BY: _____

Property Name(s): House
Address/Location: 349 Galena Street
City & County: Darlington, Lafayette County Zip Code: 53530
Town: _____ Range: _____ Section: _____
Date of Construction: c.1855

WisDOT Certification

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

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

John W. Kish 1/30/2017
WisDOT Historic Preservation Officer Date

State Historic Preservation Office

In my opinion, the property:

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

John Dalgan 3/2/17
State Historic Preservation Officer Date

Comments (FOR AGENCY USE ONLY):

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

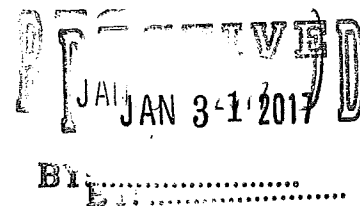
17-0087/LT

**Wisconsin Historical Society
Determination of Eligibility Form**

(Revised Nov. 2015)

WisDOT Project ID #: 5245-02-02

WHS #: _____



Property Name(s): Town Spring
 Address/Location: North side of E. River Street, 50 feet west of Spring Street intersection
 City & County: Darlington, Lafayette County Zip Code: 53530
 Town: _____ Range: _____ Section: _____
 Date of Construction: c.1836

WisDOT Certification

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

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

Stuart W. Fuchs *1/30/2017*
 WisDOT Historic Preservation Officer Date

State Historic Preservation Office

In my opinion, the property:

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

Jim Dargatzis *3/2/17*
 State Historic Preservation Officer Date

Comments (FOR AGENCY USE ONLY):

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

17-0087/LT

**Wisconsin Historical Society
Determination of Eligibility Form**

(Revised Nov. 2015)

WisDOT Project ID #: 5245-02-02

WHS #: _____

JAN 31 2017

BY:

Property Name(s): Henry S. Magoon Commercial Building
 Address/Location: 447 Main Street
 City & County: Darlington, Lafayette County Zip Code: 53530
 Town: _____ Range: _____ Section: _____
 Date of Construction: c.1880

WisDOT Certification

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

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

John W. Thibault *1/30/2017*
 WisDOT Historic Preservation Officer Date

State Historic Preservation Office

In my opinion, the property:

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

Jim Dargatzis *3/2/17*
 State Historic Preservation Officer Date

Comments (FOR AGENCY USE ONLY):

This is an absolute case. The bldg. has an intact storefront which is rare, & a wrought iron staircase which is also rare but has had other integrity hits.

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

17-0087/LT

**Wisconsin Historical Society
Determination of Eligibility Form**

(Revised Nov. 2015)

WisDOT Project ID #: 5425-02-02

WHS #: _____

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JAN 31 2017

By:

Property Name(s): Church of Our Lady of the Holy Rosary *Complex*
 Address/Location: 104 E. Harriet Street
 City & County: Darlington, Lafayette County Zip Code: 53530
 Town: _____ Range: _____ Section: _____
 Date of Construction: 1868, c.1905, 1919, 1956

WisDOT Certification

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

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

John W. Kutz *1/30/2017*
 WisDOT Historic Preservation Officer Date

State Historic Preservation Office

In my opinion, the property:

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

Jim Duggan *3/2/17*
 State Historic Preservation Officer Date

Comments (FOR AGENCY USE ONLY):

Complex. Not enough evidence for List A ethnic history. Would need more research for that.

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

17-0087/LT

Determination of No Adverse Effect
WisDOT Project ID: 5245-02-02/72
WHS # 17-0087/LT

RECEIVED
 OCT 20 2017

Wisconsin State Highway 23
 County Shop Road to Minerva Street
 City of Darlington
 Lafayette County

BY:

The proposed undertaking is the resurfacing and reconstruction of approximately 1.49 mile segment of Wisconsin State Highway (WIS) 23. Project activities will include resurfacing the roadway from County Shop Road to Center Hill Road. From Center Hill Road to County trunk Highway (County) F the project activities will include the reconstruction of the current pavement and some alignment shifts to improvement intersections. North of County F to Washington Street the roadway will also be reconstructed with some curb and gutter and sidewalk replacement, as well as some streetscaping in the downtown area. Both temporary limited easement (TLE) and right-of-way (ROW) will be acquired. Seven historic properties are located within the Area of Potential Effect (APE):

- Main Street Historic District (located between Alice and Louisa Streets)
- Lafayette County Courthouse (626 Main Street) - *alteration of setting is at the rear of the building, by addition.*
- Our Lady of the Holy Rosary Complex (104 E. Harriet Street)
- Darlington High and Grade School (627 Main Street)
- Darlington Carnegie Free Library (525 Main Street)
- Soldiers and Sailors Monument (Main Street between Harriet and Catherine Streets)
- Lustron House (723 Galena Street)

In the attached Documentation for Determination of No Adverse Effect (DNAE), the architecture/history consultant recommends that there will be no adverse effect to the properties as a result of this project;

In accordance with 23 USC 138(b), WisDOT, on behalf of FHWA, hereby informs SHPO that the Determination of No Adverse Effect (DNAE) may be used in considering whether a de minimis Section 4(f) finding is appropriate and SHPO concurrence with the DNAE serves as acknowledgement of this official notification.

Jason Kennedy

Jason Kennedy, WisDOT
 Environmental Analysis & Review Specialist

10/17/17

Date

We concur with your current finding of "no adverse effect" for this project.

Kimberly Cook

Kimberly ~~2017~~ Cook, SHPO

Nov 10 2017

Date

Consider retaining the brick pavers for future city beautification - walkway or cross walks.

Exhibit F

4(f) Documentation

WisDOT ID: 5245-02-02/72

STH 11 – Mineral Point

County Shop Road to Minerva Street

WIS 23

LaFayette County

Wisconsin
Federal Highway Administration
Finding of *De Minimis* Impact on Historic Property

1. Project Description

WISDOT ID: 5245-02-02

Route: WIS 23

Termini: Minerva Street - County Shop Road

City/County: Darlington/Lafayette

Project Description: This project is a reconstruction/pavement replacement of State Highway 23 through the City of Darlington, including realigning intersection geometrics, sidewalk, curb and gutter, and retaining parking lanes in some areas. The City will also perform upgrades to water/sewer utilities under the roadway with the project.

2. Name of Historic Property: Lafayette County Courthouse

3. Briefly describe the historic property and list the attributes of the property which qualify it for inclusion in the National Register of Historic Places (from the Determination of Eligibility for the property):
Include a map and/or photos of the property in relation to the proposed project.

The courthouse, constructed in 1905, is in the Classical revival style. It was placed on the National Register of Historic Places in 1978.

4. Description of Impacts

A Section 4(f) *de minimis* finding is proposed pertaining to proposed Fee Simple acquisition totaling 30 square feet (0.0007 acres) to accommodate truck turning movements from West Harriet Street to southbound Main Street while maintaining American Disabilities Act (ADA) ramps at that corner of the intersection and adjustment of property lines within the Right-Of-Way (ROW) (see plan sheet and photo showing impacts, Appendix A). This acquisition will take place within the boundary of the Lafayette County Courthouse, which was listed on the National Register of Historic Places (NRHP) in 1978.

5. Discuss how the above resulted in a Section 106 finding of No Historic Properties Affected or No Adverse Effect. In making this determination, consideration may be

given to any impact avoidance, minimization, and compensation or enhancement measures incorporated into the project.

This project is expected to result in a Section 106 finding of No Adverse Effect due to the extremely minor nature of fee acquisition and lack of impacts to contributing features within the boundary of the historic property. Measures taken to avoid harm to the property include holding sidewalk (aside from the fee acquisition for ADA accommodation at the corner) to its existing footprint by narrowing the terrace in some areas. Temporary limited easement of 1453 square feet (0.033 acres) will be needed for grading within the property boundary along the north edge and in the southeast corner, but because of the limited area of the easement and no impact to contributing features, that aspect of the work will be considered temporary use of Section 4(f) property.

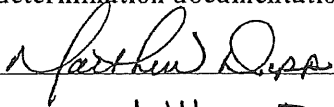
6. Name the official(s) with jurisdiction over the property:

Wisconsin State Historic Preservation Office (SHPO) is the official with jurisdiction, and their concurrence is sought on the finding that this project will not have an adverse effect on the historic Lafayette County Courthouse through the concurrent submittal of Section 106 Determination of No Adverse Effect documentation.


7. Public Opportunity to Comment

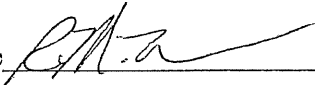
Public involvement for this project included multiple Public Involvement and Local Officials Meetings. The historic properties and impacts of the project were pointed out at the Public Involvement meeting, and no objections were raised. The meetings included discussions on the historic properties and WisDOT's intent to minimize impacts.

This *de minimis* determination documentation was prepared by

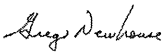
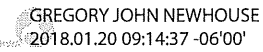
Signature  Date 11/28/17
Print Name & Title Matthew Dapp PDS Project Manager
(Consultant or Region Project Staff)

This *de minimis* determination documentation was reviewed by

Signature  Date 11/28/17
Print Name & Title Brian F. Taylor - Region Env. Coord.
(Regional Environmental Coordinator or Region Local Program Manager)

Signature  Date 12/27/17
Print Name & Title Rosanne M. Meer, NEPA Specialist
(EPDS Liaison or Section Manager)

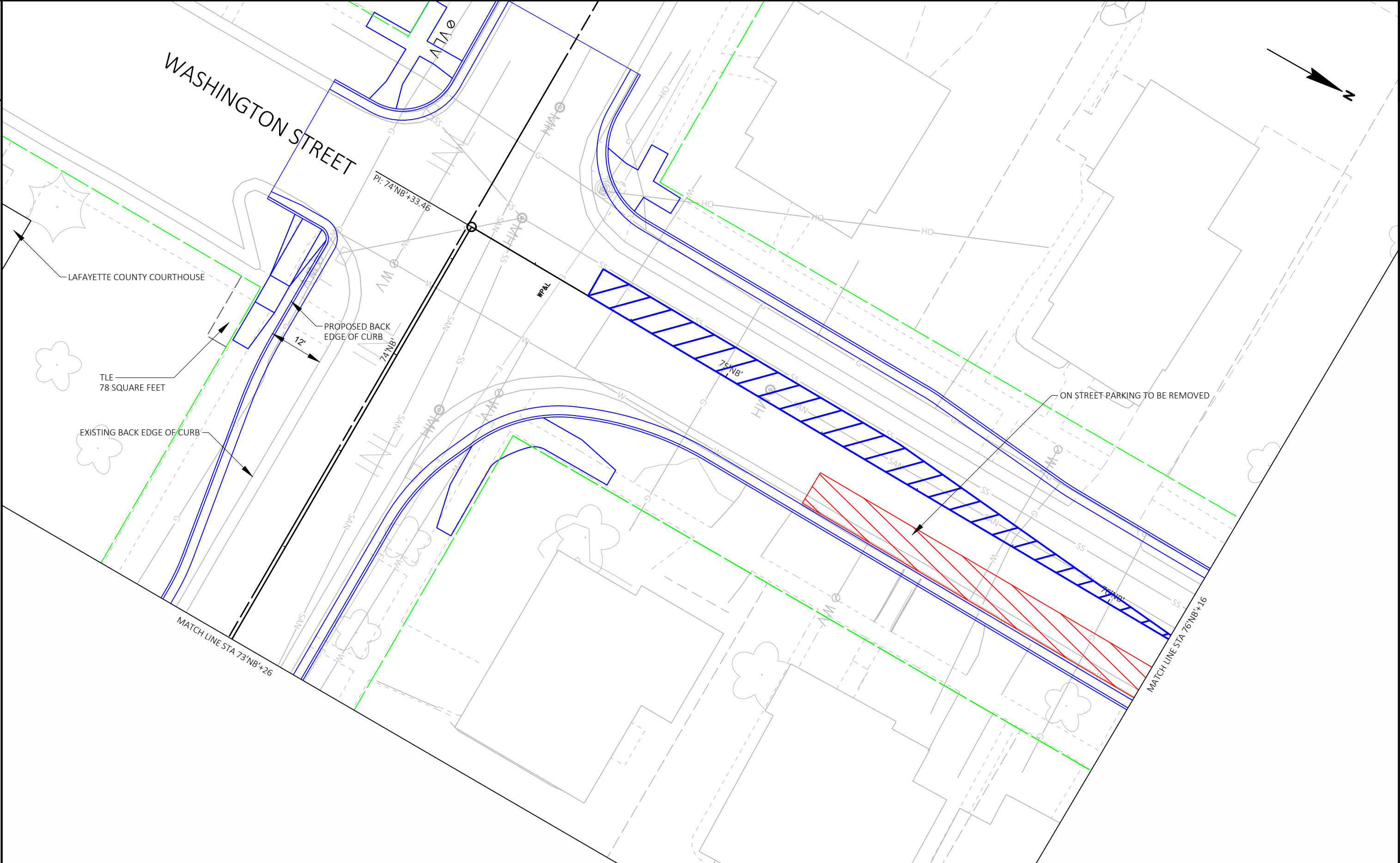
This *de minimis* determination documentation was reviewed and approved by

Signature   GREGORY JOHN NEWHOUSE
2018.01.20 09:14:37 -06'00' Date 01/20/2018
Print Name & Title Greg Newhouse Field Operations Engineer
(Federal Highway Administration)

cc: WISDOT Bureau of Technical Service /EPDS
WISDOT Region

2

2



PROJECT NO:	5245-02-72
-------------	------------

HWY: WIS 23

COUNTY: LAFAYETTE

PLAN - WIS 23 NB

SHEET

E

FILE NAME : N:\PDS\C3D\52450202\SHEETSOETHER\PLAN SHEETS FOR SHPO.DWG
LAYOUT NAME - X

PLOT DATE : 9/14/2017 3:49 PM PLOT BY : RINZEL, JAMES M

PLOT BY : RINZEL, JAMES M PLOT NAME :

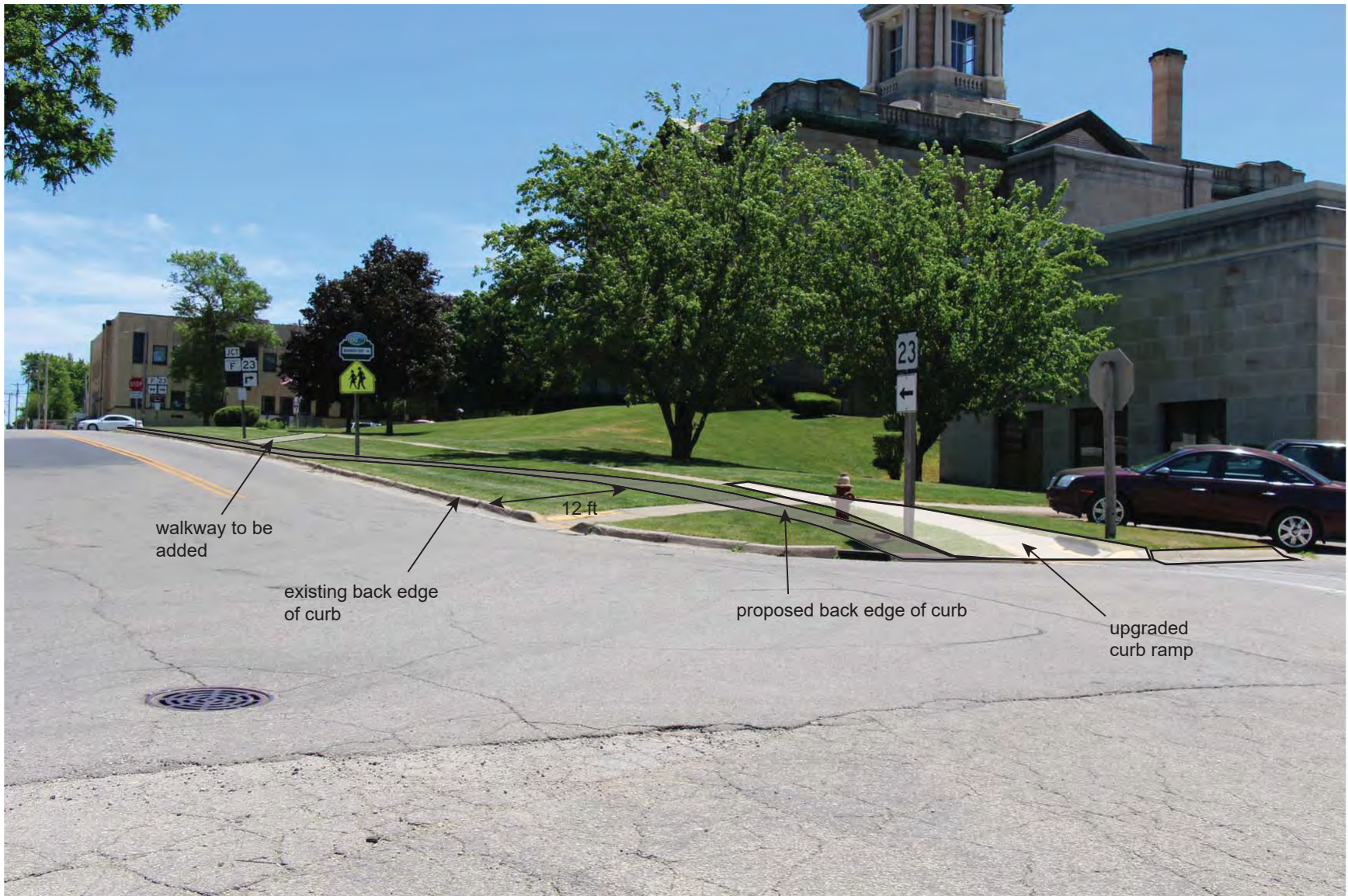
PLOT NAME : PLOT SCALE : 1 IN:20 FT

PLOT SCALE : 1 IN:20 FT WISDOT/CADD SHEET 43

WISDOT/CADDS SHEET 42



Lafayette County Courthouse, E. Harriet and Main Streets, view facing west



Lafayette County Courthouse, E. Harriet and Washington Streets, view facing southeast

Wisconsin
Federal Highway Administration
Finding of *De Minimis* Impact on Historic Property

1. Project Description

WISDOT ID: 5245-02-02

Route: WIS 23

Termini: Minerva Street - County Shop Road

City/County: Darlington/Lafayette

Project Description: This project is a reconstruction/pavement replacement of State Highway 23 through the City of Darlington, including realigning intersection geometrics, sidewalk, curb and gutter, and retaining parking lanes in some areas.

The City will also perform upgrades to water/sewer utilities under the roadway with the project.

2. Name of Historic Property: Lustron House

3. Briefly describe the historic property and list the attributes of the property which qualify it for inclusion in the National Register of Historic Places (from the Determination of Eligibility for the property):
Include a map and/or photos of the property in relation to the proposed project.

The house is located at 723 Galena Street/STH 23 at the northeast corner of Kennedy Drive. The Lustron House is recommended eligible for the National Register under *Criterion C: Architecture/Engineering* as an intact example of an intact, post-World War II (postwar), prefabricated, porcelain-enameled, steel Lustron house in the city of Darlington. The house retains character-defining features of the Lustron such as the original "Surf Blue" porcelain enamel steel paneling, metal roof, recessed front porch, zig-zag support posts, and original entrance doors with fixed, translucent, rippled glass windows. According to the current property owner, the house retains the original floorplan and built-ins such as bookshelves, cabinets, a vanity, and closets that are also characteristic of the Lustron design. The house was assembled c.1948 by local builder Ormond Benedict. The period of significance is c.1948, which corresponds to the date of construction (when prefabricated homes of this style were *en vogue* following WWII). No evidence was found to suggest the house is eligible under *Criterion A: History* or *Criterion B: Significant Person*.

4. Description of Impacts

A Section 4(f) *de minimis* finding is proposed pertaining to proposed Fee Simple acquisition totaling 119 square feet (0.003 acres) for the installation of American Disabilities Act (ADA) ramps at the corners of each intersection within the Area of Potential Effect (APE) and adjustment of property lines within the Right-Of-Way (ROW). This acquisition will take place within the proposed historic boundary of the property, which has been deemed eligible for listing in the National Register of Historic Places (NRHP). Specifically, this impact is located at the northeast corner of Galena Street (WIS 23) and Kennedy Drive (see plan sheet and photo showing impacts, Appendix A).

5. Discuss how the above resulted in a Section 106 finding of No Historic Properties Affected or No Adverse Effect. In making this determination, consideration may be given to any impact avoidance, minimization, and compensation or enhancement measures incorporated into the project.

This project is expected to result in a Section 106 finding of No Adverse Effect due to the minor nature of fee acquisition and lack of impacts to contributing features within the boundary of the historic property. Measures taken to avoid harm to the property include holding sidewalk (aside from the fee acquisition for ADA accommodation at the corner) to its existing footprint by eliminating the terrace. Temporary limited easement of 1063 square feet (0.024 acres) will be needed for grading within the property boundary, but because of the limited area of the easement and no impact to contributing features, that aspect of the work will be considered temporary use of Section 4(f) property.

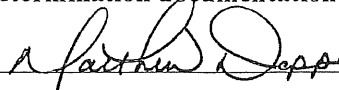
6. Name the official(s) with jurisdiction over the property:

Wisconsin State Historic Preservation Office (SHPO) is the official with jurisdiction, and their concurrence is sought on the finding that this project will not have an adverse effect on the Lustron House through the concurrent submittal of Section 106 Determination of No Adverse Effect documentation.

7. Public Opportunity to Comment

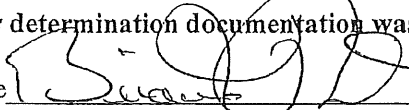
Public involvement for this project included multiple Public Involvement and Local Officials Meetings. The historic properties and impacts of the project were pointed out at the Public Involvement meeting, and no objections were raised. The meetings included discussions on the historic properties and WisDOT's intent to minimize impacts.

This *de minimis* determination documentation was prepared by


Signature  Date 11/28/17

Print Name & Title Matthew Dapp PDS Project Manager
(Consultant or Region Project Staff)

This *de minimis* determination documentation was reviewed by

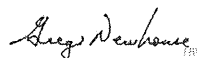
Signature  Date 11/28/17

Print Name & Title Brian F. Taylor - Region Env Coord.
(Regional Environmental Coordinator or Region Local Program Manager)

Signature  Date 12/27/17

Print Name & Title Rosanne M. Meer, NEPA Specialist
(EPDS Liaison or Section Manager)

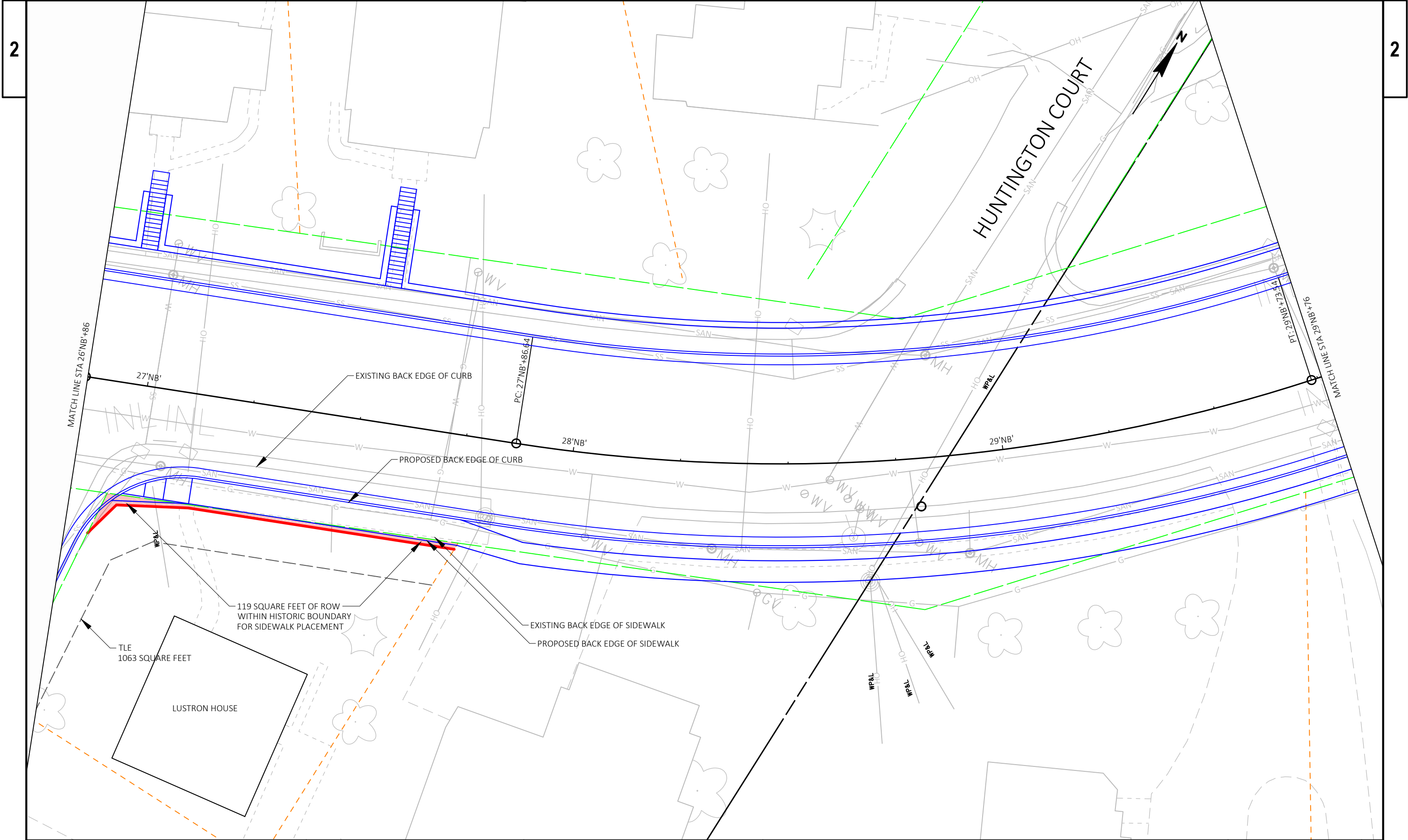
This *de minimis* determination documentation was reviewed and approved by

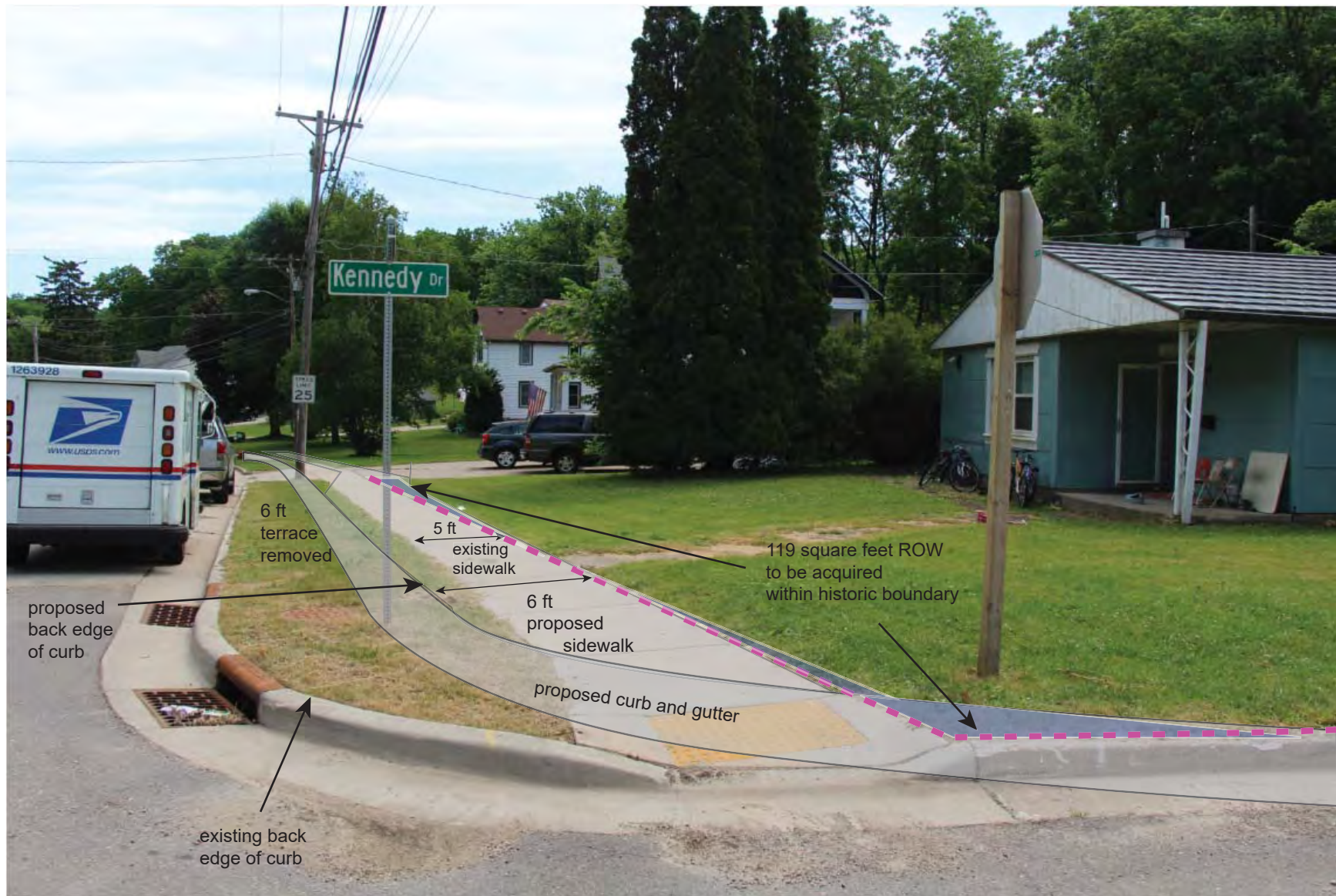
Signature  Date 01/20/2018

GREGORY JOHN NEWHOUSE
2018.01.20 09:16:37 -06'00'

Print Name & Title Greg Newhouse Field Operations Engineer
(Federal Highway Administration)

cc: WISDOT Bureau of Technical Service /EPDS
WISDOT Region





Lustron House, 723 Galena Street, view facing east

Exhibit H

Access Documentation

WisDOT ID: 5245-02-02/72

STH 11 – Mineral Point

County Shop Road to Minerva Street

WIS 23

LaFayette County



**Division of Transportation
System Development**
SW Region Madison Office
2101 Wright St.
Madison, WI 53704-2583

**Scott Walker, Governor
Dave Ross, Secretary**
Internet web site: www.dot.wisconsin.gov

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

APRIL 20, 2017

DIANE RITCHIE
12060 STATE ROAD 23
DARLINGTON, WI 53530

—
SUBJECT: UNPERMITTED WIS 23 CONNECTION AT 12026 STATE ROAD 23
PROJECT 5245-02-02
WIS 23 (COUNTY SHOP ROAD TO COUNTY F)
LAFAYETTE COUNTY

The Wisconsin Department of Transportation (WisDOT) is in the process of reviewing access along WIS 23 (Galena Street) as part of the proposed highway improvement project. WisDOT is proposing to remove the driveway on the east side of WIS 23 located approximately 140 feet north of County Shop Road.

The driveway will need to be removed based upon the following:

- The driveway is located in close proximity to the intersection of WIS 23 and County Shop Road, which is a safety concern
- The intersection of County Shop Road and WIS 23 has a history of crashes
- Reasonable alternative access is available from County Shop Road

Under Wisconsin Statute 86.073, you are entitled to appeal WisDOT's decision. If you wish to appeal, you must do so in writing within 30 days of receipt of this letter and include reason(s) for the appeal. Please send the request to:

Wisconsin Department of Transportation
Statewide Access Management Coordinator
Attn: Michael Roach
P.O. Box 7966 – Room 501
Madison, WI 53707-7986

Once WisDOT has received an appeal notice, the appellant, property owner (if different than the appellant), region, and any other affected party will receive confirmation of the notice. WisDOT will then review the region's decision and inform all the aforementioned parties of the final decision.

If you have any questions or wish to discuss this matter, please contact me at 2101 Wright Street, Madison, WI 53704, matthew.dapp@dot.wi.gov, or by phone at (608) 246-5353.

Work along WIS 23 covers 1.49 miles of roadway and is scheduled to begin in the summer of 2021. More information on the project is available at the project website located at: <http://wisconsindot.gov/Pages/projects/by-region/sw/wis23/default.aspx>.

Respectfully,

(reverse side)



**Division of Transportation
System Development**
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Madison, WI 53704-2583

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Dave Ross, Secretary**
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E-mail: swr.dtsd@dot.wi.gov

JULY 7, 2017

DAVE SCHOLL
8908 DOMINI RD.
MT. HOREB, WI 53572

SUBJECT: UNPERMITTED WIS 23 CONNECTION AT 128 MAIN STREET (CHARLY'S PLACE)
PROJECT 5245-02-02
WIS 23 (COUNTY SHOP ROAD TO COUNTY F)
LAFAYETTE COUNTY

The Wisconsin Department of Transportation (WisDOT) is in the process of reviewing access along WIS 23 (Main Street) as part of the proposed highway improvement project. WisDOT is proposing to remove the driveway opening on the west side of WIS 23 located approximately 40 feet south of Alice Street.

The driveway will need to be removed based upon the following:

- The driveway is located in close proximity to the intersection of WIS 23 and Alice Street, which is a safety concern
- Reasonable alternative access is available from the existing driveway located to the south along WIS 23 or the existing driveway located along Alice Street

Under Wisconsin Statute 86.073, you are entitled to appeal WisDOT's decision. If you wish to appeal, you must do so in writing within 30 days of receipt of this letter and include reason(s) for the appeal. Please send the request to:

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Respectfully,

(reverse side)



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E-mail: swr.dtsd@dot.wi.gov

APRIL 20, 2017

CHARLY'S PLACE
128 MAIN STREET
DARLINGTON, WI 53530

SUBJECT: UNPERMITTED WIS 23 CONNECTION AT 128 MAIN STREET
PROJECT 5245-02-02
WIS 23 (COUNTY SHOP ROAD TO COUNTY F)
LAFAYETTE COUNTY

The Wisconsin Department of Transportation (WisDOT) is in the process of reviewing access along WIS 23 (Main Street) as part of the proposed highway improvement project. WisDOT is proposing to remove the driveway opening on the west side of WIS 23 located approximately 40 feet south of Alice Street.

The driveway will need to be removed based upon the following:

- The driveway is located in close proximity to the intersection of WIS 23 and Alice Street, which is a safety concern
- Reasonable alternative access is available from the existing driveway located to the south along WIS 23 or the existing driveway located along Alice Street

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Respectfully,

(reverse side)



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APRIL 20, 2017

CASEY'S GENERAL STORE
145 MAIN STREET
DARLINGTON, WI 53530

SUBJECT: UNPERMITTED WIS 23 CONNECTION AT 145 MAIN STREET
PROJECT 5245-02-02
WIS 23 (COUNTY SHOP ROAD TO COUNTY F)
LAFAYETTE COUNTY

The Wisconsin Department of Transportation (WisDOT) is in the process of reviewing access along WIS 23 (Main Street) as part of the proposed highway improvement project. WisDOT is proposing to remove the driveway opening on the east side of WIS 23 located approximately 70 feet south of Alice Street.

The driveway will need to be removed based upon the following:

- The driveway is located in close proximity to the intersection of WIS 23 and Alice Street, which is a safety concern
- Reasonable alternative access is available from the existing driveway located to the south along WIS 23 or the existing driveway located along Alice Street

Under Wisconsin Statute 86.073, you are entitled to appeal WisDOT's decision. If you wish to appeal, you must do so in writing within 30 days of receipt of this letter and include reason(s) for the appeal. Please send the request to:

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Respectfully,

(reverse side)



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E-mail: swr.dtsd@dot.wi.gov

APRIL 20, 2017

CASEY'S MARKETING COMPANY
1 CONVENIENCE BLVD
ANKENY, IA 50021

—
SUBJECT: UNPERMITTED WIS 23 CONNECTION AT 145 MAIN STREET
PROJECT 5245-02-02
WIS 23 (COUNTY SHOP ROAD TO COUNTY F)
LAFAYETTE COUNTY

The Wisconsin Department of Transportation (WisDOT) is in the process of reviewing access along WIS 23 (Main Street) as part of the proposed highway improvement project. WisDOT is proposing to remove the driveway opening on the east side of WIS 23 located approximately 70 feet south of Alice Street.

The driveway will need to be removed based upon the following:

- The driveway is located in close proximity to the intersection of WIS 23 and Alice Street, which is a safety concern
- Reasonable alternative access is available from the existing driveway located to the south along WIS 23 or the existing driveway located along Alice Street

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Respectfully,

(reverse side)



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System Development**
SW Region Madison Office
2101 Wright St.
Madison, WI 53704-2583

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

APRIL 20, 2017

GARY MILLER AND MARK PATTINSON
323 GALENA STREET
DARLINGTON, WI 53530

SUBJECT: UNPERMITTED WIS 23 CONNECTION AT 323 GALENA STREET
PROJECT 5245-02-02
WIS 23 (COUNTY SHOP ROAD TO COUNTY F)
LAFAYETTE COUNTY

The Wisconsin Department of Transportation (WisDOT) is in the process of reviewing access along WIS 23 (Galena Street) as part of the proposed highway improvement project. WisDOT is proposing to remove the driveway opening on the east side of WIS 23 located approximately 100 feet south of Ravine Street.

The driveway will need to be removed based upon the following:

- Reasonable alternative access is available from the existing driveway located to the south

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Respectfully,

Matthew Dapp
Matthew Dapp, P.E.

(reverse side)



**Division of Transportation
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SW Region Madison Office
2101 Wright St.
Madison, WI 53704-2583

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E-mail: swr.dtsd@dot.wi.gov

APRIL 20, 2017

KARL AND WILMA SCHUBERT
349 GALENA STREET
DARLINGTON, WI 53530

SUBJECT: UNPERMITTED WIS 23 CONNECTION AT 349 GALENA STREET
PROJECT 5245-02-02
WIS 23 (COUNTY SHOP ROAD TO COUNTY F)
LAFAYETTE COUNTY

The Wisconsin Department of Transportation (WisDOT) is in the process of reviewing access along WIS 23 (Galena Street) as part of the proposed highway improvement project. WisDOT is proposing to remove the driveway opening on the east side of WIS 23 located approximately 325 feet north of Hill Street.

The driveway will need to be removed based upon the following:

- Reasonable alternative access is available from the existing driveway located to the north

Under Wisconsin Statute 86.073, you are entitled to appeal WisDOT's decision. If you wish to appeal, you must do so in writing within 30 days of receipt of this letter and include reason(s) for the appeal. Please send the request to:

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Respectfully,

Matthew Dapp
Matthew Dapp, P.E.

(reverse side)



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2101 Wright St.
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E-mail: swr.dtsd@dot.wi.gov

APRIL 20, 2017

DALE WIEGEL
437 GALENA STREET
DARLINGTON, WI 53530

SUBJECT: UNPERMITTED WIS 23 CONNECTION AT 437 GALENA STREET
PROJECT 5245-02-02
WIS 23 (COUNTY SHOP ROAD TO COUNTY F)
LAFAYETTE COUNTY

The Wisconsin Department of Transportation (WisDOT) is in the process of reviewing access along WIS 23 (Galena Street) as part of the proposed highway improvement project. WisDOT is proposing to remove the driveway opening on the east side of WIS 23 located approximately 150 feet north of Hill Street.

The driveway will need to be removed based upon the following:

- Reasonable alternative access is available from the existing driveway located to the south

Under Wisconsin Statute 86.073, you are entitled to appeal WisDOT's decision. If you wish to appeal, you must do so in writing within 30 days of receipt of this letter and include reason(s) for the appeal. Please send the request to:

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Respectfully,

Matthew Dapp
Matthew Dapp, P.E.

(reverse side)



**Division of Transportation
System Development**
SW Region Madison Office
2101 Wright St.
Madison, WI 53704-2583

**Scott Walker, Governor
Dave Ross, Secretary**
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Telephone: (608) 246-3800
Facsimile (FAX): (608) 246-7996
E-mail: swr.dtsd@dot.wi.gov

APRIL 20, 2017

DENNIS AND MILLIE MURPHY
608 GALENA STREET
DARLINGTON, WI 53530

SUBJECT: UNPERMITTED WIS 23 CONNECTION AT 608 GALENA STREET
PROJECT 5245-02-02
WIS 23 (COUNTY SHOP ROAD TO COUNTY F)
LAFAYETTE COUNTY

The Wisconsin Department of Transportation (WisDOT) is in the process of reviewing access along WIS 23 (Galena Street) as part of the proposed highway improvement project. WisDOT is proposing to remove the driveway opening on the west side of WIS 23 located approximately 80 feet south of Huntington Court.

The driveway will need to be removed based upon the following:

- The driveway is located in close proximity to the intersection of Huntington Court and WIS 23, which is a safety concern
- Reasonable alternative access is available from Huntington Court

Under Wisconsin Statute 86.073, you are entitled to appeal WisDOT's decision. If you wish to appeal, you must do so in writing within 30 days of receipt of this letter and include reason(s) for the appeal. Please send the request to:

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Respectfully,

(reverse side)



**Division of Transportation
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SW Region Madison Office
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Madison, WI 53704-2583

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

APRIL 20, 2017

ROBERT REILLY
528 EAST HARRIET STREET
DARLINGTON, WI 53530

SUBJECT: UNPERMITTED WIS 23 CONNECTION at 640 & 642 GALENA STREET
PROJECT 5245-02-02
WIS 23 (COUNTY SHOP ROAD TO COUNTY F)
LAFAYETTE COUNTY

The Wisconsin Department of Transportation (WisDOT) is in the process of reviewing access along WIS 23 (Galena Street) as part of the proposed highway improvement project. WisDOT is proposing to remove the driveway that connects to Huntington Court. A cul da sac will be placed approximately 200 feet west of WIS 23 (or 100 feet west of the existing driveway), which will impact the use of the existing Huntington Court and will ultimately effect the usefulness of the existing driveway.

The driveway will need to be removed based upon the following:

- The steep grades and location of existing driveway create a difficult turning movement from Huntington Court
- Reasonable alternative access is available from WIS 23

Under Wisconsin Statute 86.073, you are entitled to appeal WisDOT's decision. If you wish to appeal, you must do so in writing within 30 days of receipt of this letter and include reason(s) for the appeal. Please send the request to:

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If you have any questions or wish to discuss this matter, please contact me at 2101 Wright Street, Madison, WI 53704, matthew.dapp@dot.wi.gov, or by phone at (608) 246-5353.

Work along WIS 23 covers 1.49 miles of roadway and is scheduled to begin in the summer of 2021. More information on the project is available at the project website located at: <http://wisconsindot.gov/Pages/projects/by-region/sw/wis23/default.aspx>.

Respectfully,

(reverse side)



**Division of Transportation
System Development**
SW Region Madison Office
2101 Wright St.
Madison, WI 53704-2583

**Scott Walker, Governor
Dave Ross, Secretary**
Internet web site: www.dot.wisconsin.gov

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

APRIL 20, 2017

CURRENT RESIDENT
640 GALENA STREET
DARLINGTON, WI 53530

SUBJECT: UNPERMITTED WIS 23 CONNECTION AT 640 GALENA STREET
PROJECT 5245-02-02
WIS 23 (COUNTY SHOP ROAD TO COUNTY F)
LAFAYETTE COUNTY

The Wisconsin Department of Transportation (WisDOT) is in the process of reviewing access along WIS 23 (Galena Street) as part of the proposed highway improvement project. WisDOT is proposing to remove the driveway that connects to Huntington Court. A cul da sac will be placed approximately 200 feet west of WIS 23 (or 100 feet west of the existing driveway), which will impact the use of the existing Huntington Court and will ultimately effect the usefulness of the existing driveway.

The driveway will need to be removed based upon the following:

- The steep grades and location of existing driveway create a difficult turning movement from Huntington Court
- Reasonable alternative access is available from WIS 23

Under Wisconsin Statute 86.073, you are entitled to appeal WisDOT's decision. If you wish to appeal, you must do so in writing within 30 days of receipt of this letter and include reason(s) for the appeal. Please send the request to:

Wisconsin Department of Transportation
Statewide Access Management Coordinator
Attn: Michael Roach
P.O. Box 7966 – Room 501
Madison, WI 53707-7986

Once WisDOT has received an appeal notice, the appellant, property owner (if different than the appellant), region, and any other affected party will receive confirmation of the notice. WisDOT will then review the region's decision and inform all the aforementioned parties of the final decision.

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Work along WIS 23 covers 1.49 miles of roadway and is scheduled to begin in the summer of 2021. More information on the project is available at the project website located at: <http://wisconsindot.gov/Pages/projects/by-region/sw/wis23/default.aspx>.

Respectfully,

(reverse side)



**Division of Transportation
System Development**
SW Region Madison Office
2101 Wright St.
Madison, WI 53704-2583

**Scott Walker, Governor
Dave Ross, Secretary**
Internet web site: www.dot.wisconsin.gov

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

APRIL 20, 2017

CURRENT RESIDENT
642 GALENA STREET
DARLINGTON, WI 53530

SUBJECT: UNPERMITTED WIS 23 CONNECTION AT 642 GALENA STREET
PROJECT 5245-02-02
WIS 23 (COUNTY SHOP ROAD TO COUNTY F)
LAFAYETTE COUNTY

The Wisconsin Department of Transportation (WisDOT) is in the process of reviewing access along WIS 23 (Galena Street) as part of the proposed highway improvement project. WisDOT is proposing to remove the driveway that connects to Huntington Court. A cul da sac will be placed approximately 200 feet west of WIS 23 (or 100 feet west of the existing driveway), which will impact the use of the existing Huntington Court and will ultimately effect the usefulness of the existing driveway.

The driveway will need to be removed based upon the following:

- The steep grades and location of existing driveway create a difficult turning movement from Huntington Court
- Reasonable alternative access is available from WIS 23

Under Wisconsin Statute 86.073, you are entitled to appeal WisDOT's decision. If you wish to appeal, you must do so in writing within 30 days of receipt of this letter and include reason(s) for the appeal. Please send the request to:

Wisconsin Department of Transportation
Statewide Access Management Coordinator
Attn: Michael Roach
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Madison, WI 53707-7986

Once WisDOT has received an appeal notice, the appellant, property owner (if different than the appellant), region, and any other affected party will receive confirmation of the notice. WisDOT will then review the region's decision and inform all the aforementioned parties of the final decision.

If you have any questions or wish to discuss this matter, please contact me at 2101 Wright Street, Madison, WI 53704, matthew.dapp@dot.wi.gov, or by phone at (608) 246-5353.

Work along WIS 23 covers 1.49 miles of roadway and is scheduled to begin in the summer of 2021. More information on the project is available at the project website located at: <http://wisconsindot.gov/Pages/projects/by-region/sw/wis23/default.aspx>.

Respectfully,

(reverse side)

Access Modification Request – 86.07

CORRESPONDENCE MEMORANDUM **State of Wisconsin**
Division of Transportation Systems Development

Date: August 8, 2017

To: Steve Krebs P.E., Director
Bureau of Technical Services

Through: Norman Pawelczyk, Manager
Acquisition & Services Section

From: Michael Roach
Access Management Engineer
Utility & Access Unit

Subject: **86.07 Access Modification Request Decision Document:**

Casey's General Store
145 Main Street
City of Darlington, Lafayette County
T2N, R3E, Sec 3, SE-NE
STH 23

Request to appeal the removal of an access.

This request is appealing the removal letter dated April 20, 2017, for the driveway located on the east side of STH 23, located approximately 70 feet south of Alice Street.

Highway information:

Classification: Rural Minor Arterial
Statewide Access Management Plan (SAMP) Tier –Tier 4
Existing access controls: 86.07
AADT: 7,740
Speed Limit: 25 mph

Technical input:

The measured spacing between the proposed connection and the nearest street connection is approximately 70 feet. The cross section in this area is considered “urban”. The recommended urban spacing for 30 mph is 185 feet. Appropriate spacing is essential in order to provide drivers with enough reaction time to avoid overlapping turns from connections that are too closely spaced.

The property has reasonable and safe alternative access both from STH 23 and Alice Street. Many access points exist along STH 23. It is not in the traveling public's best interest to keep this access point. Under Wisconsin Administrative Rule Trans 231.03(2), "The number of driveways permitted serving a single property frontage along a state trunk highway shall be the minimum deemed necessary by the department for reasonable service to the property without undue impairment of safety, convenience, and utility of the highway." WisDOT feels that accessing from Alice Street and other STH 23 access points meet the intent of this Rule.

Region input:

The Region is removing this access based on the following:

- The driveway is located in close proximity to the intersection of STH 23 and Alice Street, which is a safety concern.
- Reasonable, alternate access is available from Alice Street and on the south end of the parcel to STH 23 both from the parcel and from the adjacent City lot. Currently, four access points exist to Casey's General Store.

Access Modification Request – 86.07

My recommendation:

It is my recommendation to uphold the regional decision to remove this driveway that is within the functional area of the intersection. It is known that it is probable that more vehicles will use the drive onto Alice Street, which also is in the functional area of the intersection; however, this drive in on the side road and less traveled. If a driveway is to be allowed to remain in the functional area of an intersection, the less severe place is on the upstream on the side road. I believe that the intersection will function better and customers of the Casey Store will be left with many options to get back onto the highway.

Please indicate below the decision regarding this request.

Comments (Norman Pawelczyk):

There is no crash or other safety data to support removing this access point.
Driveway to remain

Concur ☐Disagree ☒Modify ☐

DocuSigned by:

Norman Pawelczyk

26 September 2017

Norman Pawelczyk, Manager
Acquisition & Services Section
Bureau of Technical Services

Date

Comments (David Stertz / Rodney Taylor for David Stertz):

It is a low volume situation but a potential high traffic generator. I recommend a review of the metamanager database to evaluate the in service performance of this driveway.

Concur ☐Disagree ☐Modify ☒

DocuSigned by:

David Stertz

26 September 2017

David Stertz P.E., Manager
Design Standards and Oversight
Bureau of Project Development

Date

Comments (Steve Krebs):Concur ☐Disagree ☒Modify ☐

DocuSigned by:

Steve Krebs

25 September 2017

Steve Krebs P.E., Director
Bureau of Technical Services

Date

Access Modification Request – 86.07



Access Modification Request – 86.07

CORRESPONDENCE MEMORANDUM **State of Wisconsin**
Division of Transportation Systems Development

Date: August 8, 2017

To: Steve Krebs P.E., Director
Bureau of Technical Services

Through: Norman Pawelczyk, Manager
Acquisition & Services Section

From: Michael Roach
Access Management Engineer
Utility & Access Unit

Subject: **86.07 Access Modification Request Decision Document:**

City of Darlington
Huntington Court Connection (South Leg)
City of Darlington, Lafayette County
T2N, R3E, Sec 3, SE-SW
STH 23

Request to maintain access.

This request is appealing the removal letter dated April 20, 2017, for the south leg connection at Huntington Court. A dead end will be placed where the connection is removed.

Highway information:

Classification: Rural Minor Arterial
Statewide Access Management Plan (SAMP) Tier –Tier 4
Existing access controls: 86.07
AADT: 6,850
Speed Limit: 25 mph
Truck Traffic: 15%

Technical input:

Huntington Court intersects STH 23 at an undesirable angle in two locations. It was determined that the southern connection of Huntington Court had a greater angle than the northern connection. This angle can diminish the sight of a driver when making a right turn. This section of Huntington Court also has a grade greater than the 10% maximum.

The property has reasonable and safe alternative access from the northern leg of Huntington Court. Many access points exist along STH 23. It is not in the traveling public's best interest to keep this access connection. Under Wisconsin Administrative Rule Trans 231.03(2), "The number of driveways permitted serving a single property frontage along a state trunk highway shall be the minimum deemed necessary by the department for reasonable service to the property without undue impairment of safety, convenience, and utility of the highway." WisDOT feels that accessing from only the northern leg of Huntington Court meets the intent of this Rule.

Region input:

The Region is removing this access based on the following:

- The roadway has steep grades that are undesirable
- The roadway also has substandard sight distance at the WIS 23 intersection
- Reasonable, alternate access exists from the north leg of Huntington Court.

Access Modification Request – 86.07

My recommendation:

It is my recommendation to uphold the regional decision to remove this street connection for the above reasons.

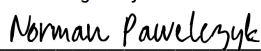
Please indicate below the decision regarding this request.

Comments (Norman Pawelczyk):

There is no crash or other safety data to support removing this access point. Road connection should remain

Concur ☐Disagree ☒Modify ☐

DocuSigned by:



26 September 2017

Norman Pawelczyk, Manager
Acquisition & Services Section
Bureau of Technical Services

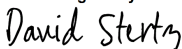
Date

Comments (David Stertz / Rodney Taylor for David Stertz):

Arguments made for removal are sound. However proposed wisDOT policy will be that modifications such as this will be made only based on the justification of metamanager crash data and a corresponding benefit cost analysis. Without that information I cannot recommend removal of the access point. I recommend reviewing the metamanager database to ascertain the crash data at this location.

Concur ☐Disagree ☐Modify ☒

DocuSigned by:



26 September 2017

David Stertz P.E., Manager
Design Standards and Oversight
Bureau of Project Development

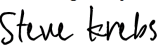
Date

Comments (Steve Krebs):

This City street connection shall remain.

Concur ☐Disagree ☒Modify ☐

DocuSigned by:

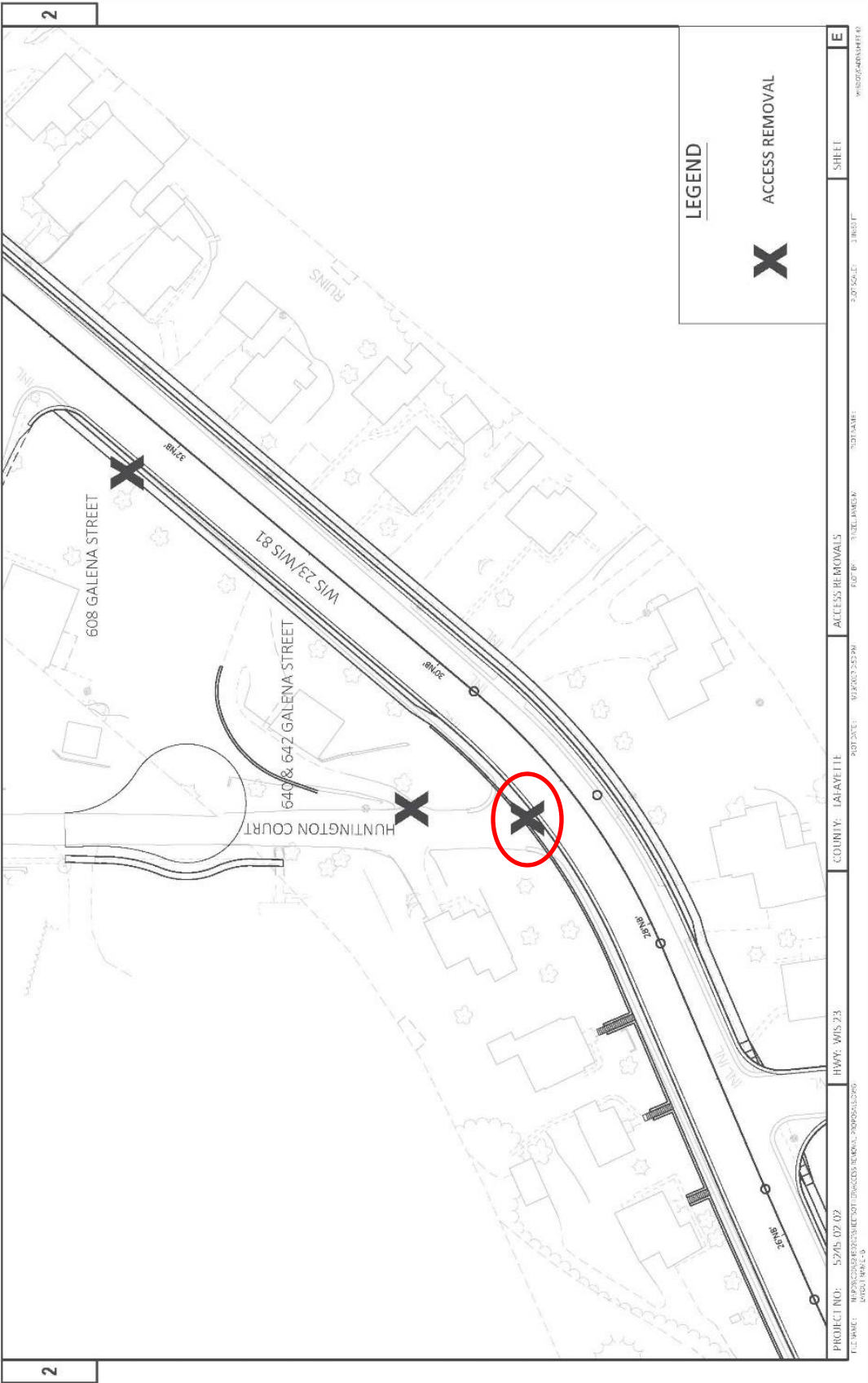


26 September 2017

Steve Krebs P.E., Director
Bureau of Technical Services

Date

Access Modification Request – 86.07



Access Modification Request – 86.07

CORRESPONDENCE MEMORANDUM **State of Wisconsin**
Division of Transportation Systems Development

Date: August 8, 2017

To: Steve Krebs P.E., Director
Bureau of Technical Services

Through: Norman Pawelczyk, Manager
Acquisition & Services Section

From: Michael Roach
Access Management Engineer
Utility & Access Unit

Subject: **86.07 Access Modification Request Decision Document:**

Gary Miller and Mark Pattinson
323 Galena Street
City of Darlington, Lafayette County
T2N, R3E, Sec 3, NW-SE
STH 23

Request to appeal the removal of an access.

This request is appealing the removal letter dated April 20, 2017, for the driveway located on the east side of STH 23, approximately 100 feet south of Ravine Street.

Highway information:

Classification: Rural Minor Arterial
Statewide Access Management Plan (SAMP) Tier –Tier 4
Existing access controls: 86.07
AADT: 6,850
Speed Limit: 25 mph

Technical input:

The measured spacing between the existing northernmost connection and the nearest street connection is approximately 100 feet. The two driveways accessing one parcel are approximately 115 feet apart. Two driveways are not necessary for the single parcel. The southern driveway accesses their garage therefore the northern driveway is the one to be removed. Appropriate spacing is essential in order to provide drivers with enough reaction time to avoid overlapping turns from connections that are too closely spaced.

The property has reasonable and safe alternative access from its existing southern driveway. Many access points exist along STH 23. It is not in the traveling public's best interest to keep this access point. Under Wisconsin Administrative Rule Trans 231.03(2), "The number of driveways permitted serving a single property frontage along a state trunk highway shall be the minimum deemed necessary by the department for reasonable service to the property without undue impairment of safety, convenience, and utility of the highway." WisDOT feels that accessing STH 23 from one driveway meets the intent of this Rule.

Region input:

The Region is removing this access based on the following:

- Reasonable, alternate access is available from the other existing connection to STH 23; there are currently two driveways that access this single residential parcel.
- Street parking is available along the front of the property

Access Modification Request – 86.07

My recommendation:

It is my recommendation to uphold the regional decision to remove this driveway for the above reasons.

Please indicate below the decision regarding this request.

Comments (Norman Pawelczyk):

There is no crash or other safety data to support removing this access point. Driveway to remain

Concur ☐

Disagree ☒

Modify ☐

DocuSigned by:

Norman Pawelczyk

26 September 2017

Norman Pawelczyk, Manager
Acquisition & Services Section
Bureau of Technical Services

Date

Comments (David Stertz / Rodney Taylor for David Stertz):

Low speed situation. No crash data given. I do not support removal at this time.

Concur ☐

Disagree ☒

Modify ☐

DocuSigned by:

David Stertz

26 September 2017

David Stertz P.E., Manager
Design Standards and Oversight
Bureau of Project Development

Date

Comments (Steve Krebs):

Concur ☐

Disagree ☒

Modify ☐

DocuSigned by:

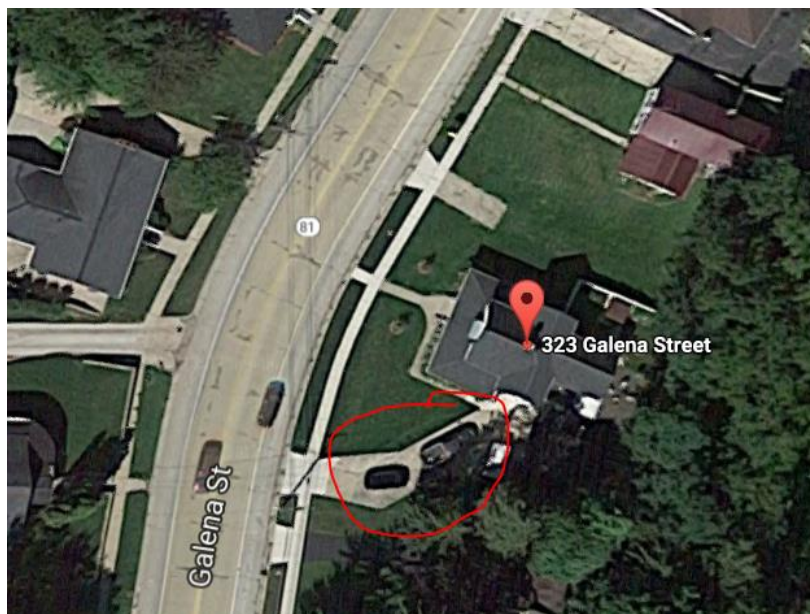
Steve Krebs

25 September 2017

Steve Krebs P.E., Director
Bureau of Technical Services

Date

Access Modification Request – 86.07



2017 Google Maps: multiple cars can park in the driveway. Also, there is parking in front of the parcel.

Access Modification Request – 86.07

CORRESPONDENCE MEMORANDUM **State of Wisconsin**
Division of Transportation Systems Development

Date: August 8, 2017

To: Steve Krebs P.E., Director
Bureau of Technical Services

Through: Norman Pawelczyk, Manager
Acquisition & Services Section

From: Michael Roach
Access Management Engineer
Utility & Access Unit

Subject: **86.07 Access Modification Request Decision Document:**

Diane Ritchie Property
12026 State Road 23
City of Darlington, Lafayette County
T2N, R3E, Sec 3, SE-SW
STH 23

Request to maintain access.

This request is appealing the removal letter dated April 20, 2017, for the driveway located on the east side of STH 23, located approximately 140 feet north of County Shop Road.

Highway information:

Classification: Rural Minor Arterial
Statewide Access Management Plan (SAMP) Tier –Tier 4
Existing access controls: 86.07
AADT: 6,850
Speed Limit: 35 mph

Technical input:

The measured spacing between the proposed connection and the nearest street connection is approximately 140 feet. The cross section in this area is considered “rural”. Due to this area transitioning to urban, we are considering the spacing of an urban cross section. The recommended urban spacing for 35 mph is 245 feet. Appropriate spacing is essential in order to provide drivers with enough reaction time to avoid overlapping turns from connections that are too closely spaced.

The property has reasonable and safe alternative access both from County Shop Road and Center Hill Road. Many access points exist along STH 23. It is not in the traveling public’s best interest to keep this access point. Under Wisconsin Administrative Rule Trans 231.03(2), "The number of driveways permitted serving a single property frontage along a state trunk highway shall be the minimum deemed necessary by the department for reasonable service to the property without undue impairment of safety, convenience, and utility of the highway." WisDOT feels that accessing from County Shop Road and Center Hill Road meets the intent of this Rule.

Region input:

The Region is removing this access based on the following:

- The driveway is located in close proximity to the intersection of STH 23 and County Shop Road, which is a safety concern.
- The intersection of County Shop Road and STH 23/81 has a history of crashes, see attached report for more details.

Access Modification Request – 86.07

- Reasonable, alternate access is available from County Shop Road and Center Hill Road with three other existing driveways.

My recommendation:

It is my recommendation to have a discussion with the Meat Locker and see what kind of delivery trucks ingress/egress to this property. If no large deliveries are made, then I recommend taking the driveway onto STH 23.

If there are large trucks that need to ingress/egress this property, then I see that because there is very little depth on this parcel for delivery trucks to be able to turn around in the parking area, I recommend either:

Option 1: require the property to use the back driveway to egress; however, much of this driveway to Center Hill Road would have to be reconstructed as to widen and strengthen pavement structure.

Option 2: allow the driveway on STH 23 to remain and re-issue a new connection permit allowing this driveway to remain as long as this business is operating. At such time this business changes use or ownership, the driveway will be reevaluated.

Please indicate below the decision regarding this request.

Comments (Norman Pawelczyk):

I agree with providing the 2 options as presented

Concur ☒Disagree ☐Modify ☐

DocuSigned by:

Norman Pawelczyk

26 September 2017

Norman Pawelczyk, Manager
Acquisition & Services Section
Bureau of Technical Services

Date

Comments (David Stertz / Rodney Taylor for David Stertz):

No further comment

Concur ☒Disagree ☐Modify ☐

DocuSigned by:

David Stertz

27 September 2017

David Stertz P.E., Manager
Design Standards and Oversight
Bureau of Project Development

Date

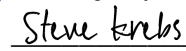
Comments (Steve Krebs):

I concur

Concur ☒Disagree ☐Modify ☐

Access Modification Request – 86.07

DocuSigned by:

Steve Krebs

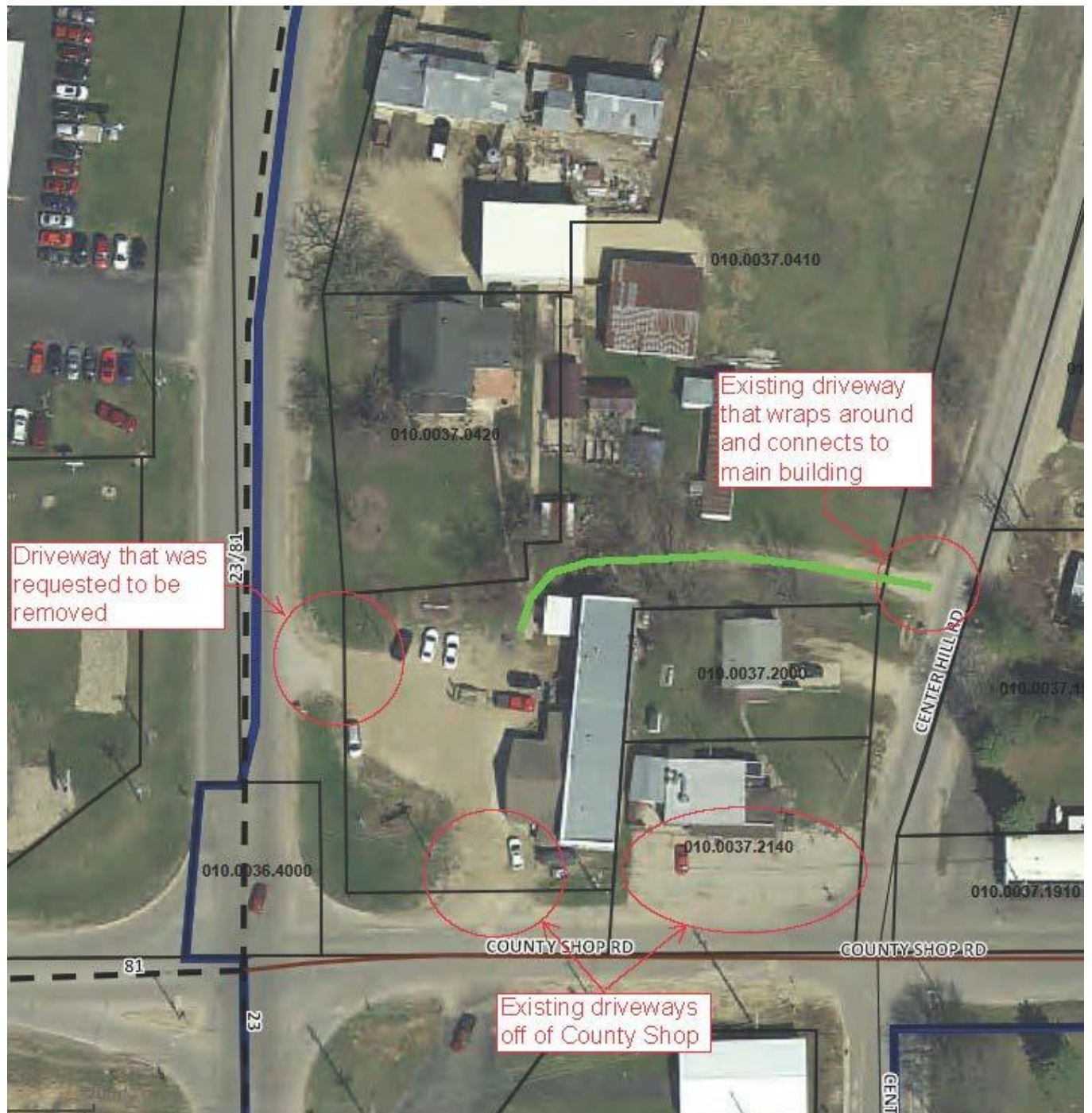
Steve Krebs P.E., Director
Bureau of Technical Services

18 October 2017

Date

Access Modification Request – 86.07

Access Modification Request – 86.07



Access Modification Request – 86.07

CORRESPONDENCE MEMORANDUM **State of Wisconsin**
Division of Transportation Systems Development

Date: August 8, 2017

To: Steve Krebs P.E., Director
Bureau of Technical Services

Through: Norman Pawelczyk, Manager
Acquisition & Services Section

From: Michael Roach
Access Management Engineer
Utility & Access Unit

Subject: **86.07 Access Modification Request Decision Document:**

Karl & Wilma Schubert
349 Galena Street
City of Darlington, Lafayette County
T2N, R3E, Sec 3, NW-SE
STH 23

Request to appeal the removal of an access.

This request is appealing the removal letter dated April 20, 2017, for the driveway located on the east side of STH 23, approximately 325 feet north of Hill Street.

Highway information:

Classification: Rural Minor Arterial
Statewide Access Management Plan (SAMP) Tier –Tier 4
Existing access controls: 86.07
AADT: 6,850
Speed Limit: 25 mph

Technical input:

The measured spacing between the existing southernmost connection and the nearest street connection is approximately 325 feet. The two driveways accessing one parcel are approximately 75 feet apart. Two driveways are not necessary for the single parcel. The northern driveway appears to access their garage therefore the southern driveway is the one to be removed. Appropriate spacing is essential in order to provide drivers with enough reaction time to avoid overlapping turns from connections that are too closely spaced.

The property has reasonable and safe alternative access from its existing northern driveway. Many access points exist along STH 23. It is not in the traveling public's best interest to keep this access point. Under Wisconsin Administrative Rule Trans 231.03(2), "The number of driveways permitted serving a single property frontage along a state trunk highway shall be the minimum deemed necessary by the department for reasonable service to the property without undue impairment of safety, convenience, and utility of the highway." WisDOT feels that accessing STH 23 from one driveway meets the intent of this Rule.

Region input:

The Region is removing this access based on the following:

- Reasonable, alternate access is available from the other existing connection to STH 23; there are currently two driveways that access this single residential parcel.

Access Modification Request – 86.07

My recommendation:

It is my recommendation to uphold the regional decision to remove this driveway for the above reasons.

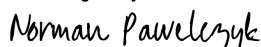
Please indicate below the decision regarding this request.

Comments (Norman Pawelczyk):

There is no crash or other safety data to support removing this access point. Driveway to remain

Concur ☐Disagree ☒Modify ☐

DocuSigned by:



26 September 2017

Norman Pawelczyk, Manager
Acquisition & Services Section
Bureau of Technical Services

Date

Comments (David Stertz / Rodney Taylor for David Stertz):

Crash data are not extant, I do not support removal of the driveway.

Concur ☐Disagree ☒Modify ☐

DocuSigned by:



26 September 2017

David Stertz P.E., Manager
Design Standards and Oversight
Bureau of Project Development


Date

Comments (Steve Krebs):

There is no crash data to support removal therefore the driveway shall remain.

Concur ☐Disagree ☒Modify ☐

DocuSigned by:



26 September 2017

Steve Krebs P.E., Director
Bureau of Technical Services

Date

Access Modification Request – 86.07





Division of Transportation Systems Development
Bureau of Technical Services/Acquisition & Services Section
PO Box 7986
Madison, WI 53707-7986

Scott Walker, Governor
Dave Ross, Secretary
Internet: www.wisconsin.gov

Telephone: (608) 516-6340

Facsimile (Fax) 608-267-7856
E-mail: michael.roach@dot.wi.gov

September 25, 2017

AVON LOCKER PLANT
ATTN: ROCH & DIANE RITCHIE
12060 STATE ROAD 23
DARLINGTON, WI 53530

Subject: Driveway Revocation Appeal, Southwest Region, STH 23, City of Darlington, Lafayette
County, T2N R3E Section 3

I have received and reviewed with staff your request to appeal the Wisconsin Department of Transportation's decision to remove your driveway connection to STH 23 in the City of Darlington. Due to the unique nature of this situation and in an effort to remain consistent with other driveway removals on this STH 23 project, I have decided to reverse the region's decision and allow this driveway to remain at this time.

WisDOT has a responsibility to maintain a safe and efficient highway system, and as such retains the right to make modifications to accesses at any time should safety or other highway improvements be necessary. Based upon the facts mentioned above, I am approving your appeal request and for our upcoming project to replace in kind, your driveway connection to STH 23.

Sincerely,

DocuSigned by:
A handwritten signature in blue ink that reads "Steve Krebs".

C162409B6BCF45F
Steve Krebs P.E., Director
Real Estate Services Section
Bureau of Technical Services

MJR:mjr

CC: Scot Hinkle – Southwest Region (by e-mail)



Division of Transportation Systems Development
Bureau of Technical Services/Acquisition & Services Section
PO Box 7986
Madison, WI 53707-7986

Scott Walker, Governor
Dave Ross, Secretary
Internet: www.wisconsin.gov

Telephone: (608) 516-6340

Facsimile (Fax) 608-267-7856
E-mail: michael.roach@dot.wi.gov

September 25, 2017

CASEY'S GENERAL STORES, INC
PO BOX 3001
ONE SE CONVENIENCE BLVD
ANKENY, IA 50021-8045

Subject: Driveway Removal Appeal, Southwest Region, STH 23, City of Darlington, Lafayette
County, T2N R3E Section 3

I have received and reviewed with staff your request to appeal the Wisconsin Department of Transportation's decision to remove a driveway from the Casey's General Store property to STH 23 in the City of Darlington. Due to the unique nature of this situation and in an effort to remain consistent with other driveway removals on this STH 23 project, I have decided to reverse the region's decision and allow your driveways to remain at this time.

WisDOT has a responsibility to maintain a safe and efficient highway system, and as such retains the right to make modifications to driveways at any time should safety or other highway improvements be necessary. Based upon the facts mentioned above, I am approving your appeal request and for our upcoming project to replace in kind, your existing driveways.

Sincerely,

DocuSigned by:

C162408B6BCF455
Steve Krebs P.E., Director
Real Estate Services Section
Bureau of Technical Services

MJR:mjr

CC: Scot Hinkle – Southwest Region (by e-mail)



Division of Transportation Systems Development
Bureau of Technical Services/Acquisition & Services Section
PO Box 7986
Madison, WI 53707-7986

Scott Walker, Governor
Dave Ross, Secretary
Internet: www.wisconsin.gov

Telephone: (608) 516-6340

Facsimile (Fax) 608-267-7856
E-mail: michael.roach@dot.wi.gov

September 25, 2017

CITY OF DARLINGTON
ATTN: JEREMY WILLIAMS
627 MAIN STREET
DARLINGTON, WI 53530

Subject: Public Road Connection Closure Appeal, Southwest Region, STH 23, City of Darlington,
Lafayette County, T2N R3E Section 3

I have received and reviewed with staff your request to appeal the Wisconsin Department of Transportation's decision to remove a public street connection (the south leg of Huntington Court) to STH 23 in the City of Darlington. Due to the unique nature of this situation and in an effort to remain consistent with other driveway removals on this STH 23 project, I have decided to reverse the region's decision and allow this public road connection to remain at this time.

WisDOT has a responsibility to maintain a safe and efficient highway system, and as such retains the right to make modifications to accesses at any time should safety or other highway improvements be necessary. Based upon the facts mentioned above, I am approving your appeal request and for our upcoming project to replace in kind, the connection with the south leg of Huntington Court.

Sincerely,

DocuSigned by:
A handwritten signature in black ink that reads "Steve Krebs".

Steve Krebs P.E., Director
Real Estate Services Section
Bureau of Technical Services

MJR:mjr

CC: Scot Hinkle – Southwest Region (by e-mail)



Division of Transportation Systems Development
Bureau of Technical Services/Acquisition & Services Section
PO Box 7986
Madison, WI 53707-7986

Scott Walker, Governor
Dave Ross, Secretary
Internet: www.wisconsin.gov

Telephone: (608) 516-6340

Facsimile (Fax) 608-267-7856
E-mail: michael.roach@dot.wi.gov

September 25, 2017

KARL & WILMA SCHUBERT
349 GALENA STREET
DARLINGTON, WI 53530

Subject: Driveway Revocation Appeal, Southwest Region, STH 23, City of Darlington, Lafayette
County, T2N R3E Section 3

I have received and reviewed with staff your request to appeal the Wisconsin Department of Transportation's decision to remove your driveway connection to STH 23 in the City of Darlington at 349 Galena Street. Due to the unique nature of this situation and in an effort to remain consistent with other driveway removals on this STH 23 project, I have decided to reverse the region's decision and allow this driveway to remain at this time.

WisDOT has a responsibility to maintain a safe and efficient highway system, and as such retains the right to make modifications to accesses at any time should safety or other highway improvements be necessary. Based upon the facts mentioned above, I am approving your appeal request and for our upcoming project to replace in kind, both of your driveway connections to STH 23.

Sincerely,

DocuSigned by:
A blue ink signature of Steve Krebs.

Steve Krebs P.E., Director
Real Estate Services Section
Bureau of Technical Services

MJR:mjr

CC: Scot Hinkle – Southwest Region (by e-mail)



Division of Transportation Systems Development
Bureau of Technical Services/Acquisition & Services Section
PO Box 7986
Madison, WI 53707-7986

Scott Walker, Governor
Dave Ross, Secretary
Internet: www.wisconsin.gov

Telephone: (608) 516-6340

Facsimile (Fax) 608-267-7856
E-mail: michael.roach@dot.wi.gov

September 25, 2017

GARY MILLER
131 WEST WILSON STREET
SUITE 1101
MADISON, WI 53703

Subject: Driveway Revocation Appeal, Southwest Region, STH 23, City of Darlington, Lafayette
County, T2N R3E Section 3

I have received and reviewed with staff your request to appeal the Wisconsin Department of Transportation's decision to remove your driveway connection to STH 23 in the City of Darlington at 323 Galena Street. Due to the unique nature of this situation and in an effort to remain consistent with other driveway removals on this STH 23 project, I have decided to reverse the region's decision and allow this driveway to remain at this time.

WisDOT has a responsibility to maintain a safe and efficient highway system, and as such retains the right to make modifications to accesses at any time should safety or other highway improvements be necessary. Based upon the facts mentioned above, I am approving your appeal request and for our upcoming project to replace in kind, both of your driveway connections to STH 23.

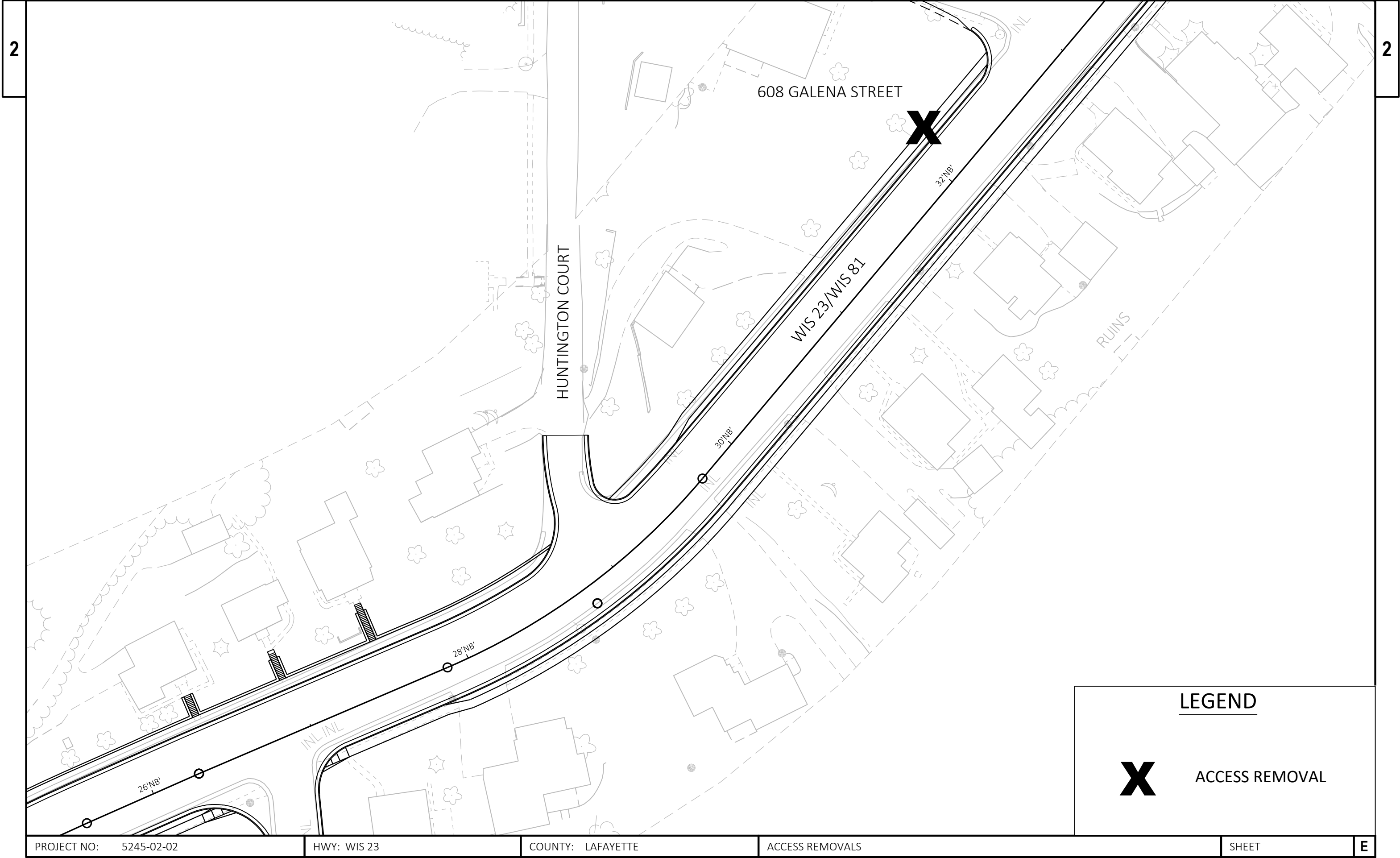
Sincerely,

DocuSigned by:
A handwritten signature in black ink that reads "Steve Krebs".

C162408B6BCF455
Steve Krebs P.E., Director
Real Estate Services Section
Bureau of Technical Services

MJR:mjr

CC: Scot Hinkle – Southwest Region (by e-mail)



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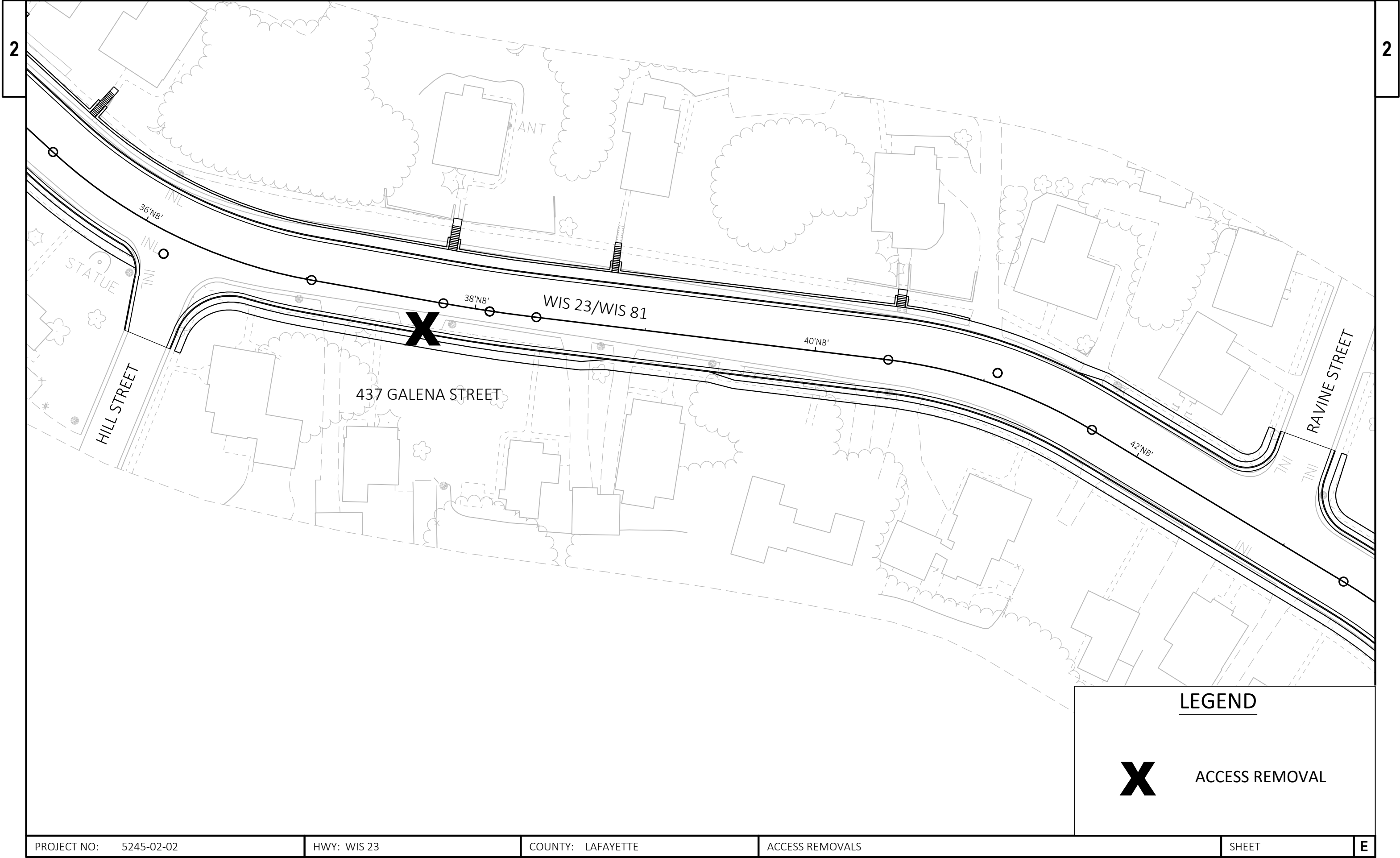
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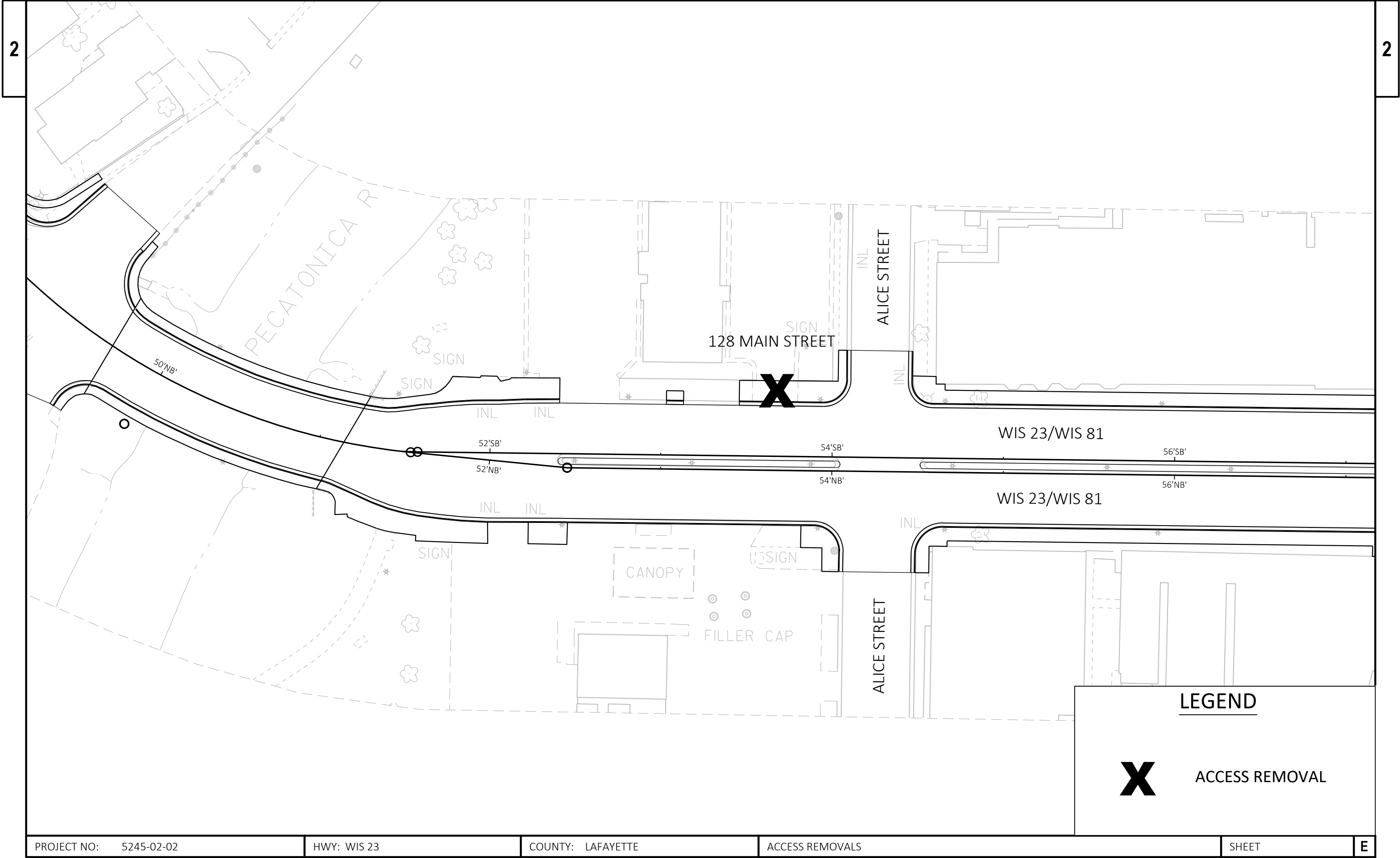
LEGEND

X

ACCESS REMOVAL

PROJECT NO: 5245-02-02	HWY: WIS 23	COUNTY: LAFAYETTE	ACCESS REMOVALS	SHEET	E
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PROJECT NO: 5245-02-02	HWY: WIS 23	COUNTY: LAFAYETTE	ACCESS REMOVALS	SHEET	E
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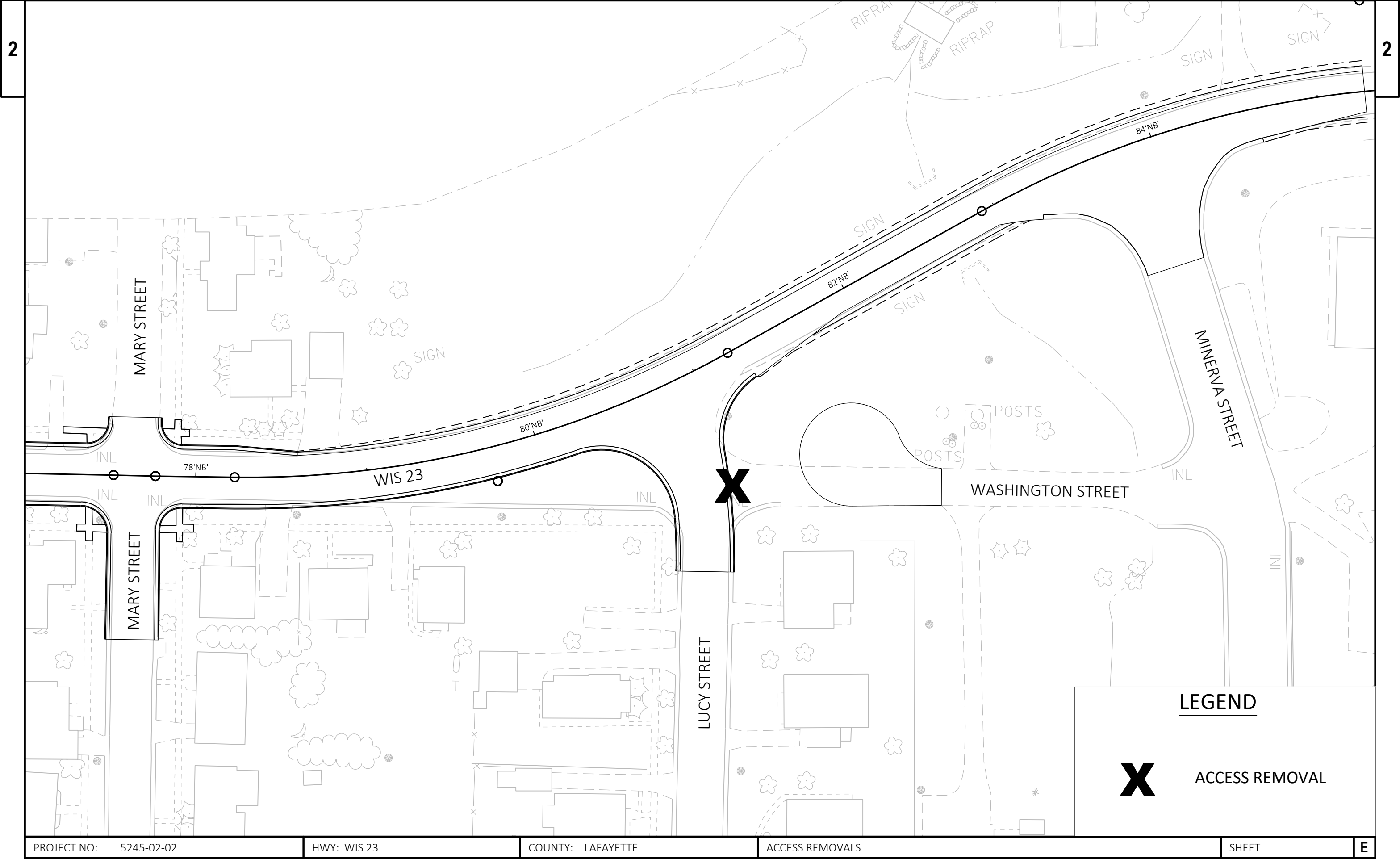


Exhibit I

Public Involvement Documentation

WisDOT ID: 5245-02-02/72
STH 11 – Mineral Point
County Shop Road to Minerva Street
WIS 23
LaFayette County



News Release

Wisconsin Department of Transportation

Southwest Region, 2101 Wright St, Madison, WI 53704

April 18, 2015

For more information, contact:

Matt Dapp, WisDOT Project Manager
608-246-5353, matthew.dapp@dot.wi.gov

Public meetings for WIS 23 projects in Lafayette County

The Wisconsin Department of Transportation (WisDOT) Southwest Region in Madison is announcing a public involvement meeting to discuss the improvement projects on WIS 23 from County Shop Road to Minerva Street in Lafayette County. The meeting will be held from 5:30 p.m. to 7:30 p.m. on May 3, 2016 at the Darlington Elementary and Middle School, 11630 Center Hill Road, Darlington.

WisDOT representatives will give a brief presentation starting at 6:00 p.m. regarding the proposed improvements, which is intended to improve the existing pavements, replace an existing bridge deck over the Pecatonica River, improve intersections, extend an existing box culvert and upgrade existing sanitary/water main lines. Construction is scheduled to start in 2021. The public is encouraged to attend the meeting, provide input, and ask questions concerning these projects. Maps showing the proposed improvements and alternatives will be on display. WisDOT representatives will be available to discuss the proposed project and address questions or concerns.

If you are unable to attend the meetings, or would like more information, contact Matt Dapp at (608) 246-5353. Written comments regarding the project can be mailed to Matthew Dapp, 2101 Wright St, Madison, WI 53704. Citizens who are hearing-impaired and require an interpreter may request one by contacting Matt Dapp at least three working days prior to the meeting via the Wisconsin Telecommunications Relay System (dial 711).

Public Involvement Meeting Handout

**WIS 23
County Shop Road to Minerva Street
Lafayette County**

Project ID: 5245-02-02



**May 3rd, 2016
5:30 pm - 7:30 pm**

**Darlington Elementary and Middle School
11630 Center Hill Road
Darlington, WI 53530**

Purpose of the meeting

The purpose of this meeting is to discuss the existing WIS 23 corridor between County Shop Road and Minerva Street in Darlington, which is approaching or has exceeded its service life. WisDOT is proposing to resurface, reconstruct and replace pavement on the highway, while adjusting the horizontal alignment south of the Pecatonica River and improving the horizontal cross section.

The pavement along WIS 23 has shown significant deterioration. The projects will aim to provide improvements to the pavement structure, a new bridge deck over the Pecatonica River, intersection improvements for truck movements and sanitary/water main upgrades, among others. WisDOT is requesting input from the community on these projects to achieve a safer, more desirable roadway.

Project information

The projects begin near the intersection of County Shop Road and extends north approximately 1.5 miles to the intersection of Minerva Street. The corridor will be divided into two separate construction projects, one north (5245-02-72) and one south (5245-02-73) of the Pecatonica River. See attached project map.

Project 5245-02-73 will consist of a resurfacing section and a reconstruction section. The reconstruction typical section will consist of 6-inches of Hot Mix Asphalt (HMA) over 12-inches of Base Aggregate Dense 1¼-inch. Subgrade improvements will consist of 14-inches of Select Crushed Material over Geogrid. See attachment for Layout A. More detailed section layouts are shown on the project displays. Intersection improvements and sanitary/water main upgrades will also be included with this construction project.

Project 5245-02-72 will consist of resurfacing and pavement replacement sections. The pavement replacement typical section will consist of 6-inches of Hot Mix Asphalt (HMA) over 12-inches of Base Aggregate Dense 1¼-inch. Subgrade improvements will consist of 14-inches of Select Crushed Material over Geogrid. See attachment for Layout B. More detailed section layouts are shown on the project displays. Replacing the bridge deck over the Pecatonica River, intersection improvements and sanitary/water main upgrades will also be included in this construction project.

Proposed traffic impacts

Construction is scheduled to begin in 2021.

During construction for Project 5245-02-73, the roadway may be closed to through traffic and detoured. Access to residences and businesses throughout the corridor will be maintained.

During construction for Project ID 5245-02-72, the roadway will be open to thru traffic under staged traffic conditions. Short detours may be necessary to complete specific constructions tasks. Access to residences and businesses throughout the corridor will be maintained.

Real estate

Additional right of way is likely required for this project. Temporary limited easements will likely be need throughout the corridor as well.

Website Information

Information presented at this public involvement meeting will be placed on the WisDOT website at the following location:

<http://wisconsindot.gov/Pages/projects/by-region/sw/wis23/default.aspx>

Project update/next steps

Project Schedule

Public Information Meeting #1	May 3, 2016
30% Plans	August 2016
Public Information Meeting #2	February 2017
Environmental Document	February 2017
60% Preliminary Plans	May 2017
Public Information Meeting #3	Spring/Summer 2021
90% Draft PS&E	February 2020
Final PS&E	May 2020
Construction	Summer 2021

Notes



WIS 23 Projects

County Road to Minerva Street

Lafayette County

Input Form

May 3rd, 2016

Place a numbered sticker on the map near the location for which you would like to comment. Write the sticker number in the box below and comment in the adjacent spaces:



News Release

Wisconsin Department of Transportation

Southwest Region, 2101 Wright St, Madison, WI 53704

November 2, 2016

For more information, contact:

Matt Dapp, WisDOT Project Manager
608-246-5353, matthew.dapp@dot.wi.gov

Public meeting for WIS 23 project in Lafayette County

The Wisconsin Department of Transportation (WisDOT) Southwest Region in Madison is announcing a public involvement meeting to discuss the improvement project on WIS 23 from County Shop Road to County F in Lafayette County. The meeting will be held from 5:30 p.m. to 7:30 p.m. on November 15, 2016 at the Darlington Municipal Building, 627 Main Street, Darlington.

WisDOT representatives will give a brief presentation starting at 5:30 p.m. regarding the proposed improvements, which is intended to improve the existing pavements, provide a minor re-alignment of the roadway, improve intersections, and upgrade existing sanitary/water main lines. Construction is scheduled to start in 2021. The public is encouraged to attend the meeting, provide input, and ask questions concerning these projects. Maps showing the proposed improvements and alternatives will be on display. WisDOT representatives will be available to discuss the proposed project and address questions or concerns.

If you are unable to attend the meetings, or would like more information, contact Matt Dapp at (608) 246-5353. Project information from this meeting will be provided on the WisDOT website located at this address: <http://wisconsindot.gov/Pages/projects/by-region/sw/wis23/default.aspx>. Written comments regarding the project can be mailed to Matt Dapp, 2101 Wright St, Madison, WI 53704. Citizens requiring a language interpreter may request one by contacting Matt Dapp at least one week in advance of the meeting via the Wisconsin Telecommunications Relay System (dial 711).

26 OCTUBRE, 2016

"Nombre Apellido"

"Línea de dirección 1: Línea de dirección 2"

"Código postal"

Asunto: Reunión PARTICIPACIÓN PÚBLICA
WIS 23 (COUNTY SHOP ROAD to COUNTY F)
Condado de Lafayette

El Departamento de Transporte de Wisconsin (WisDOT) llevará a cabo una reunión pública para discutir la carretera WIS 23 desde County Shop Road y County F en Darlington (ver adjunto proyecto de mapa de ubicación). **La reunión se llevará a cabo el 9 de noviembre, 2016 de 5:30-7:30 pm en el Edificio Municipal de Darlington, 627 Main Street. Representantes de WisDOT dará una presentación breve a las 5:30 pm.**

El propósito de esta reunión es para reunir información sobre el cambio propuesto de WIS 23 entre Center Hill Road y County F para proporcionar carriles adicionales para bicicletas y aceras, y para eliminar estacionamiento en el lado este de la carretera. Los residentes y usuarios de las carreteras están invitados a asistir a la reunión para examinar las mejoras propuestas, hacer preguntas y dar su opinión sobre el proyecto.

El proyecto de WIS 23 incluye mejorando el pavimento y la intersección, adiciones de retención de la pared, y las actualizaciones de bordillos, agua y servicios sanitarios, drenajes pluviales, iluminación y barandillas. Adquisiciones de paso correctas son propensos a lo largo del proyecto. El trabajo a lo largo de WIS23 cubre 0.82 millas de carretera y está programada para comenzar en el verano de 2021.

La escuela primaria y secundaria de Darlington está adaptada para minusválidos. Las personas que no pueden asistir a la reunión pueden hacer sus comentarios enviando por correo la hoja de comentarios adjunto (un auto-gestor de correo) al Gestor del Proyecto WisDOT, Matt Dapp. También puede comunicarse por teléfono al (608) 246 - 5353 o por correo electrónico a matthew.dapp@dot.wi.gov. Ciudadanos que necesitan un intérprete de lenguaje, podrán solicitarla poniéndose en contacto con Matt Dapp por lo menos una semana antes de la reunión.

Respetuosamente,

Matt Dapp

(vea el reverse)

Wisconsin Department of Transportation

----- Doblar aquí-----



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

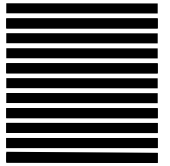
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BUSINESS REPLY MAIL

FIRST CLASS MAIL PERMIT NO. 2226 MADISON, WI

POSTAGE WILL BE PAID BY ADDRESSEE

**DTSD SOUTHWEST REGION
WISCONSIN DEPARTMENT OF TRANSPORTATION
2101 WRIGHT STREET
MADISON WI 53791-9449**



Attn: *Matt Dapp*

----- Doblar aquí-----

Public Involvement Meeting Handout

WIS 23 County Shop Road to County Road F Lafayette County

Project ID: 5245-02-02



**November 15, 2016
5:30 pm – 7:30 pm**

**Darlington Municipal Building
627 Main Street
Darlington, WI 53530**

Purpose of the Meeting

The purpose of this meeting is to gather input about the proposed roadway shift of WIS 23 between Center Hill Road and County Road F to provide additional sidewalk, bicycle lanes, and the removal of parking on the east side of the roadway. Comments and feedback will assist with a determination for WisDOT providing the proposed pedestrian and bicycle accommodations. This meeting will focus on the south section of WIS 23. The section north of the Pecatonica River will be discussed at a later date.

Project Information

The project begins near the intersection of County Shop Road and extends north approximately 0.82 miles to the intersection of County Road F. See attached project map.

This project will consist of a resurfacing section and a reconstruction section. Detailed section layouts are shown on the project displays.

The pavement along WIS 23 has shown significant deterioration. The project will aim to provide improvements to the pavement structure and intersection layouts, include pedestrian and bicycle accommodations, sanitary/water main upgrades, storm sewer upgrades, retaining wall, street lighting, new signing and pavement markings, among others.

Proposed Traffic Impacts

Construction is scheduled to begin in 2021.

During construction, the roadway will be closed to through traffic and detoured. Access to residences and businesses throughout the corridor will be maintained. Access over the Pecatonica River will be maintained for local traffic to access the downtown area.

Real Estate

WisDOT will need to acquire temporary and permanent real estate acquisitions. Property owners are urged to begin thinking about if they have iron survey stakes that mark their properties.

Website Information

Information presented at this public involvement meeting will be placed on the WisDOT website at the following location:

<http://wisconsin.dot.gov/Pages/projects/by-region/sw/wis23/default.aspx>

Project Update/Next Steps

Project Schedule

Public Involvement Meeting #1	May 3, 2016
30% Plans	August, 23 2016
Public Involvement Meeting #2	November 15, 2016 (South section only)
Environmental Document	Fall 2017
Public Involvement Meeting #3	Fall 2017
60% Preliminary Plans	May 2018
Public Involvement Meeting #4	TBD
Pre-PS&E	March 2020
Final PS&E	May 2020
Construction	Summer 2021

Contact Information

Matthew Dapp, P.E. – WisDOT Project Manager
WisDOT – SW Region
2101 Wright Street
Madison, WI 53704
608-246-5353
matthew.dapp@dot.wi.gov

Notes:



WIS 23 Project

County Shop Road to County Road F

Lafayette County

Input Form

November 15, 2016

Place a numbered sticker on the map near the location for which you would like to comment. Write the sticker number in the box below, comment in the adjacent spaces and submit in comment box:

3D Model Survey (please circle):

Were these 3D models and videos helpful?

Yes No Undecided

Did you like these 3D models and videos?

Yes No Undecided

Comments:

RESOLUTION 2016-11

A RESOLUTION AUTHORIZING THE DEPARTMENT OF TRANSPORTATION TO ESTABLISH A BIKEWAY OR PEDESTRIAN WAY ON WIS 23 IN DARLINGTON

BE IT HEREBY RESOLVED by the City Council by the City of Darlington,
Lafayette County, Wisconsin:


WHEREAS, 2015 Wisconsin Act 55, State Statute 84.01(35) prohibits the Wisconsin Department of Transportation from establishing a bikeway or pedestrian way as part of a new highway construction or reconstruction project funded in whole or in part from state funds unless the governing body of each municipality in which a portion of the project will occur has adopted a resolution authorizing the department to establish the bikeway or pedestrian way; and

WHEREAS, the Department of Transportation plans to reconstruct Project ID 5245-02-02; WIS 23, WIS 23 from County Shop Road to County F in the City of Darlington.


WHEREAS, bikeways and pedestrian ways provide multimodal transportation;

NOW THEREFORE, be it resolved that the City Darlington hereby authorizes the Department to construct bikeways and pedestrian ways as part of the reconstruction of Project ID 5245-02-02; WIS 23, WIS 23 from County Shop Road to County F.

Passed by the City Council of the City of Darlington this 6th day of December, 2016.


David J. Breunig, Mayor

Attest:


Philip A. Risseuw, City Clerk-Treasurer

Resolution recommended by:
Director of Public Works

Exhibit J

Preliminary Project Plans

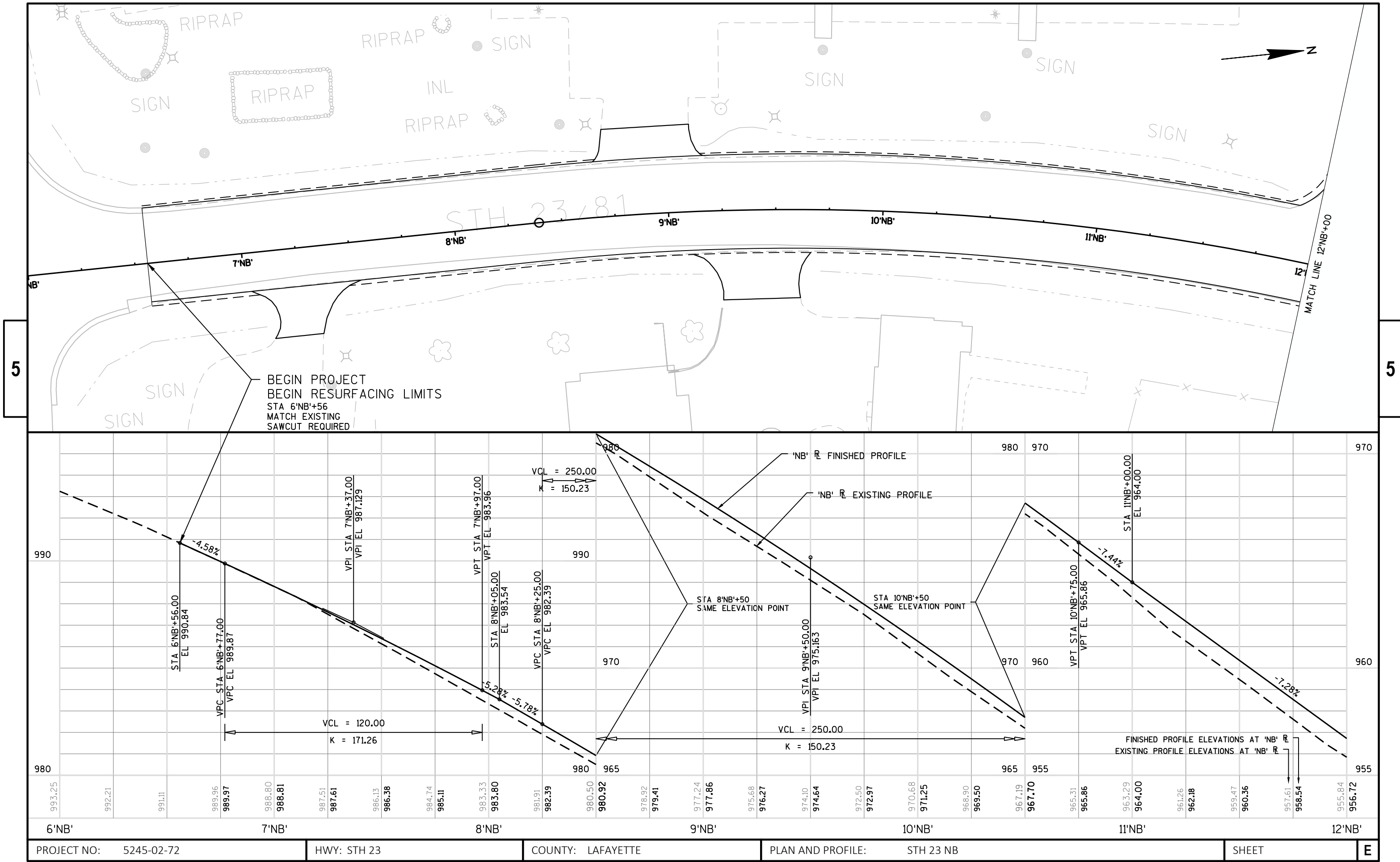
WisDOT ID: 5245-02-02/72

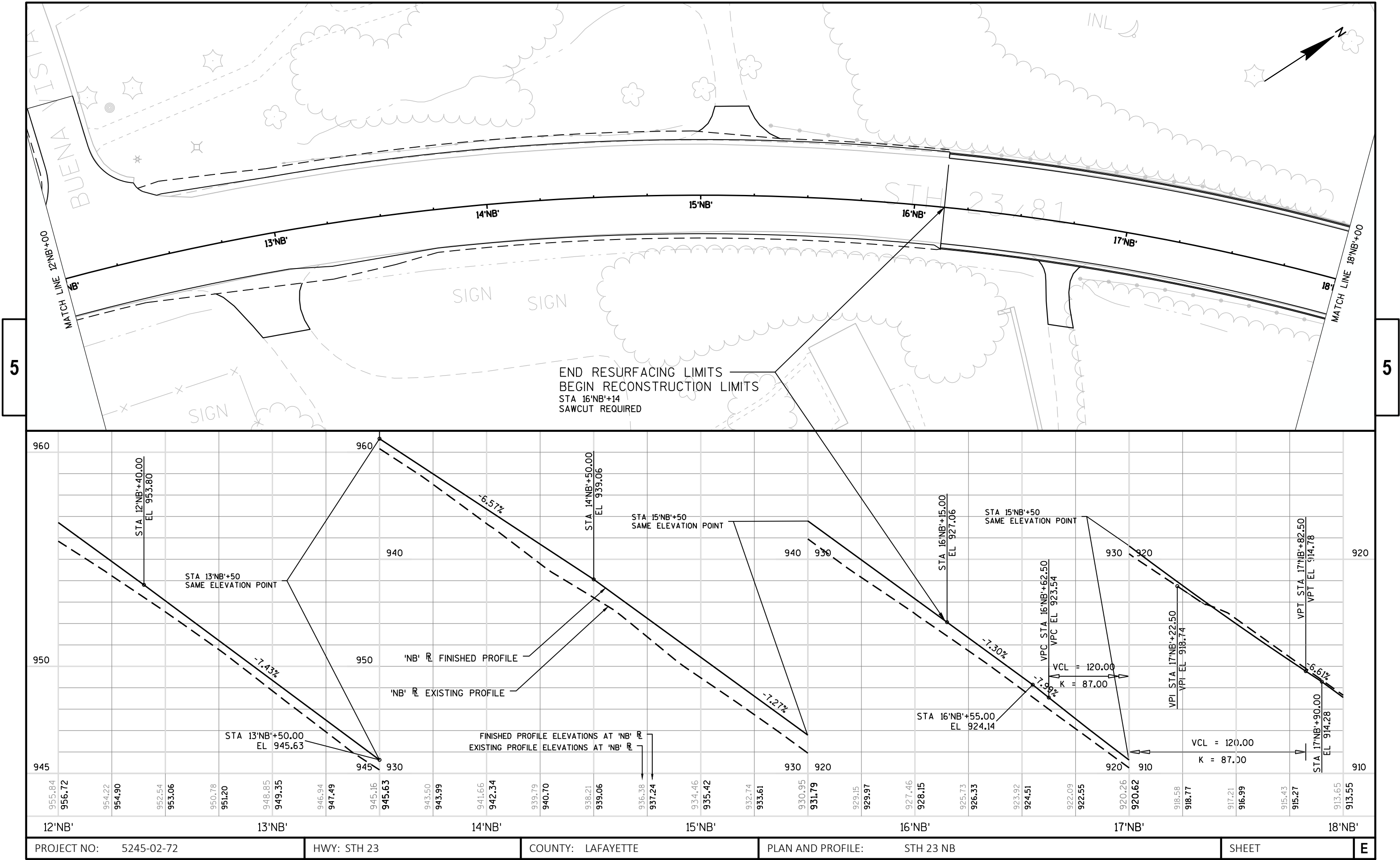
STH 11 – Mineral Point

County Shop Road to Minerva Street

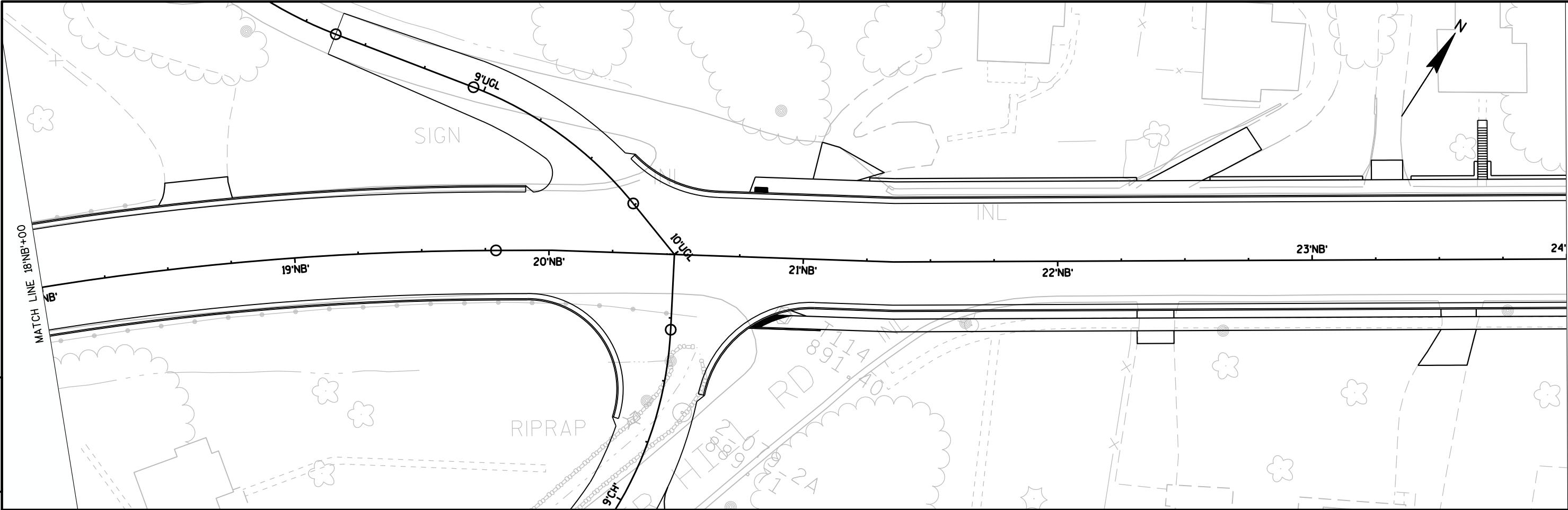
WIS 23

LaFayette County

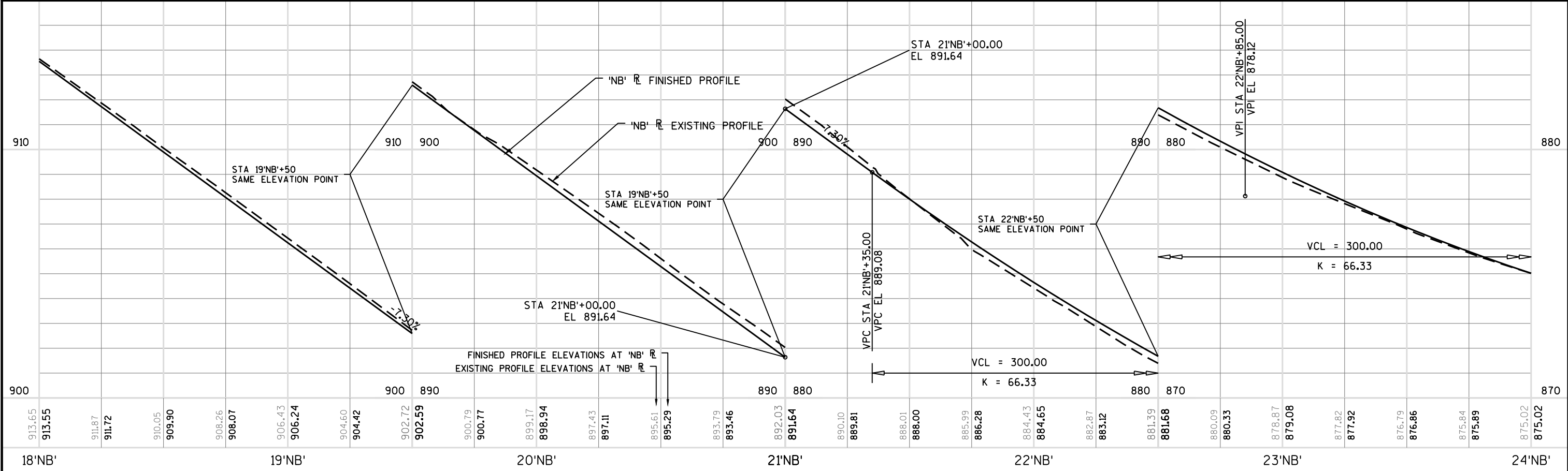




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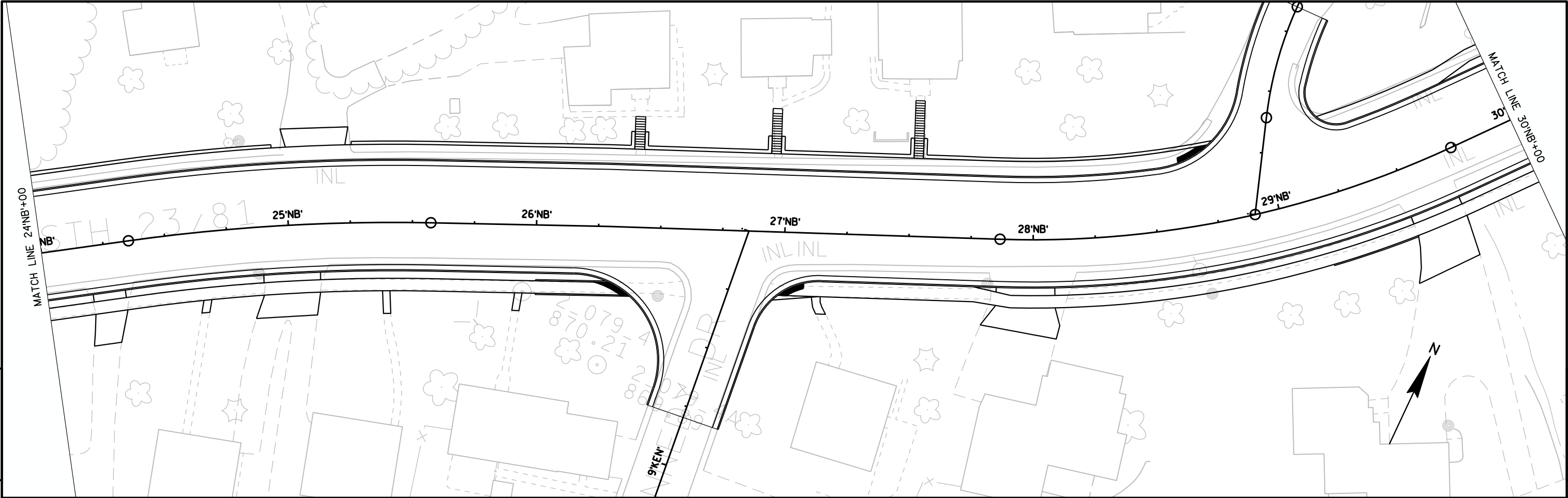


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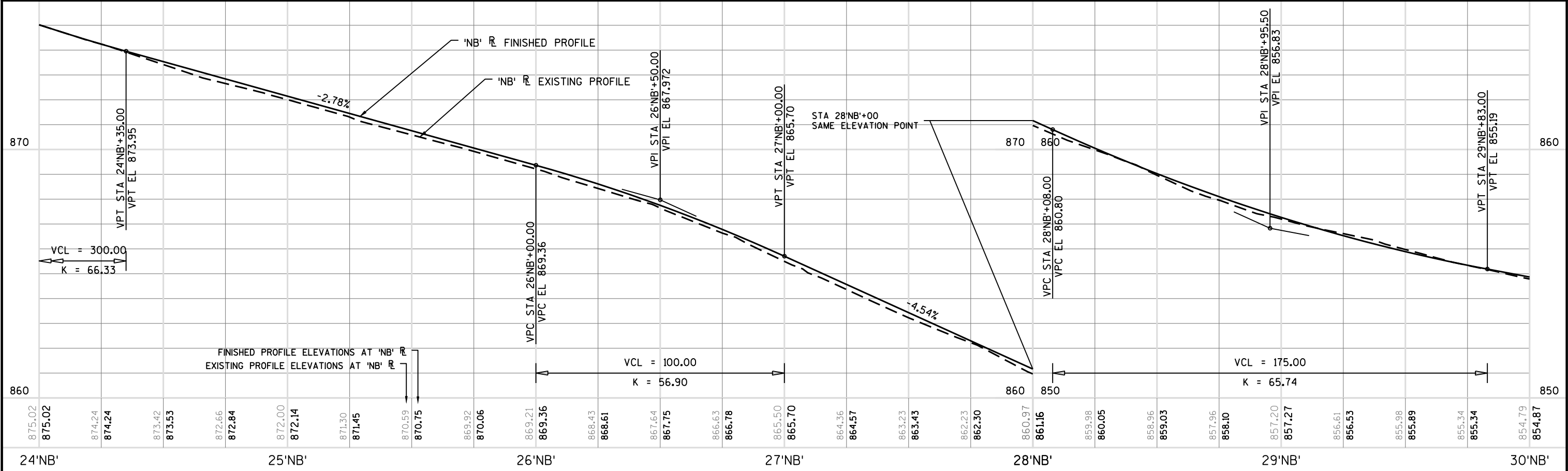


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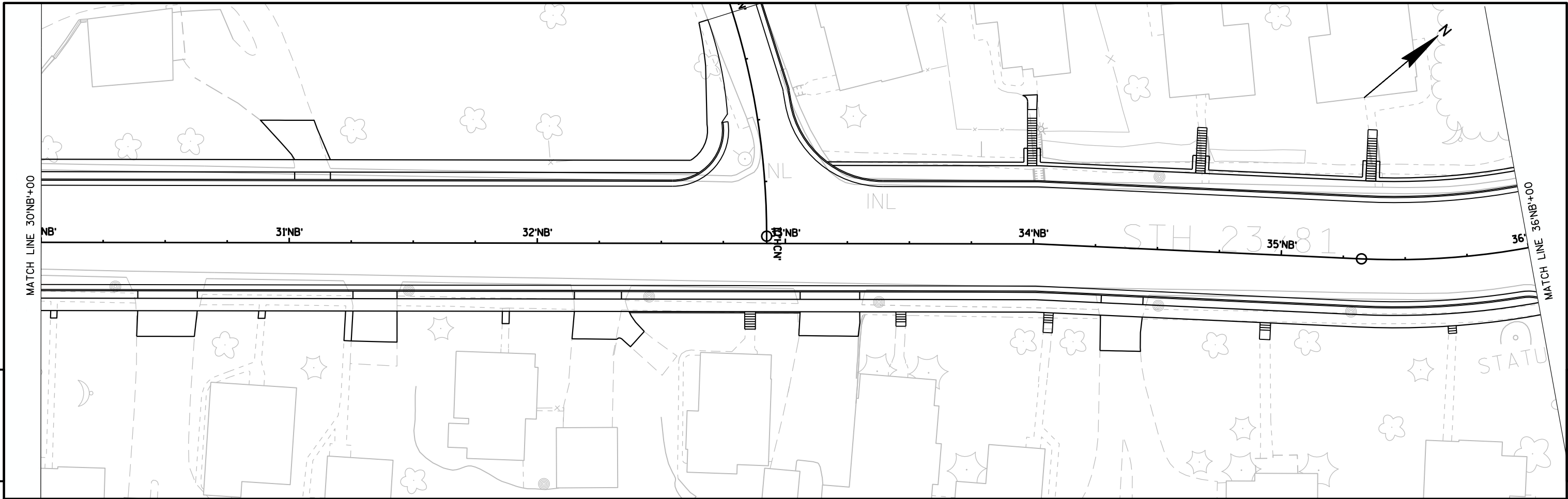


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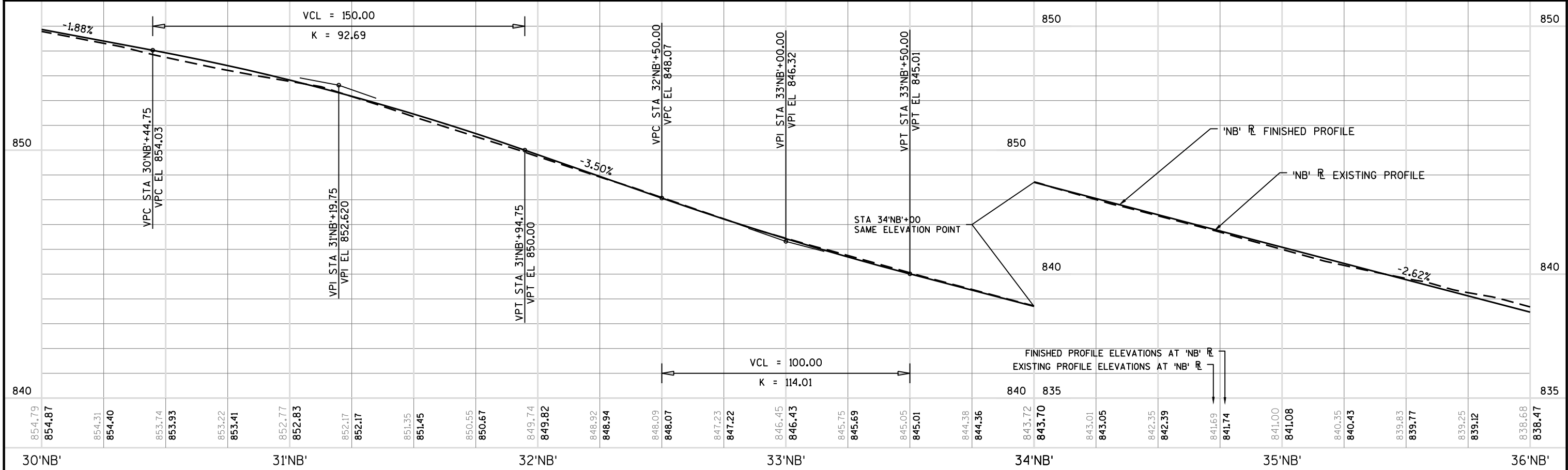


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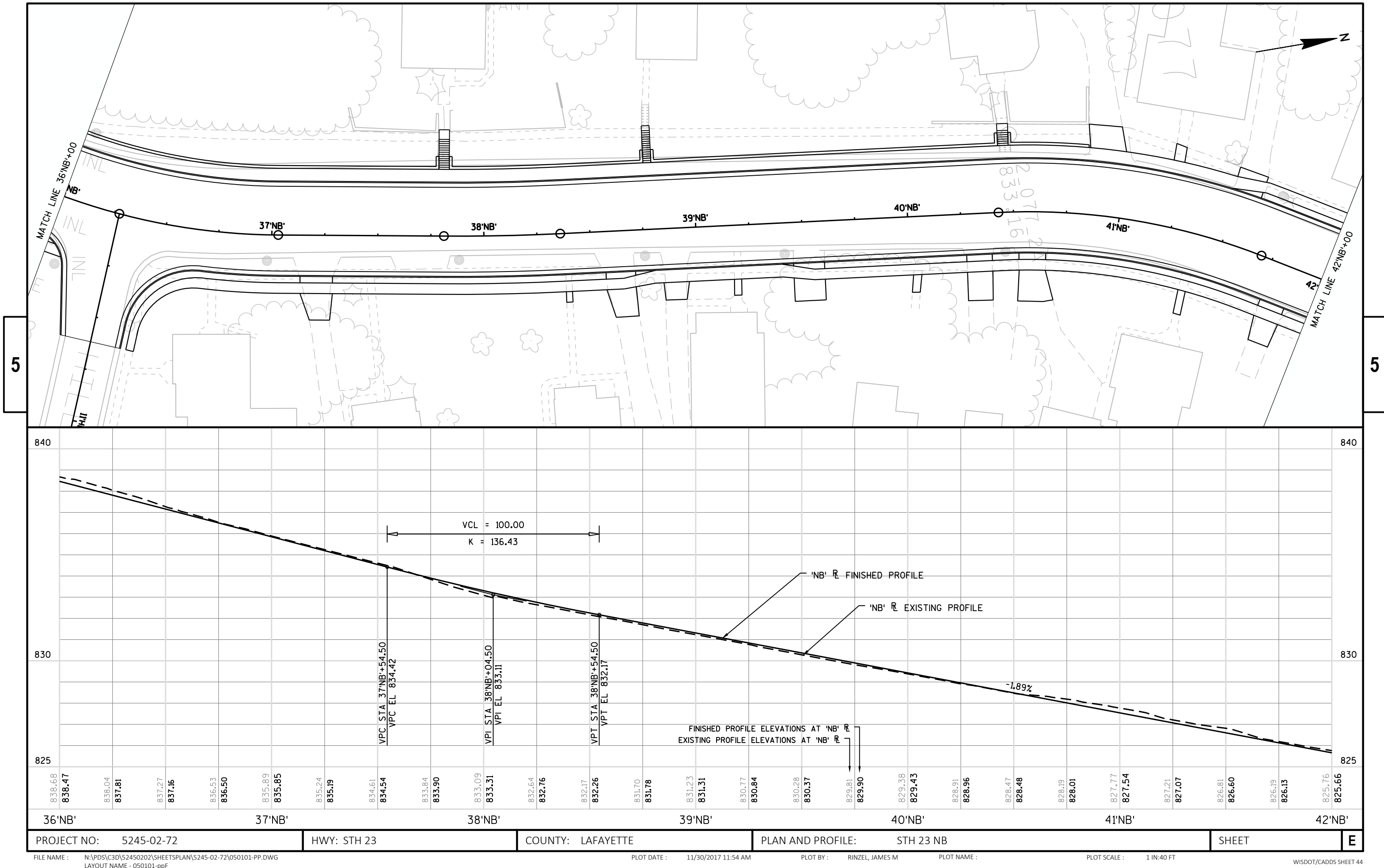
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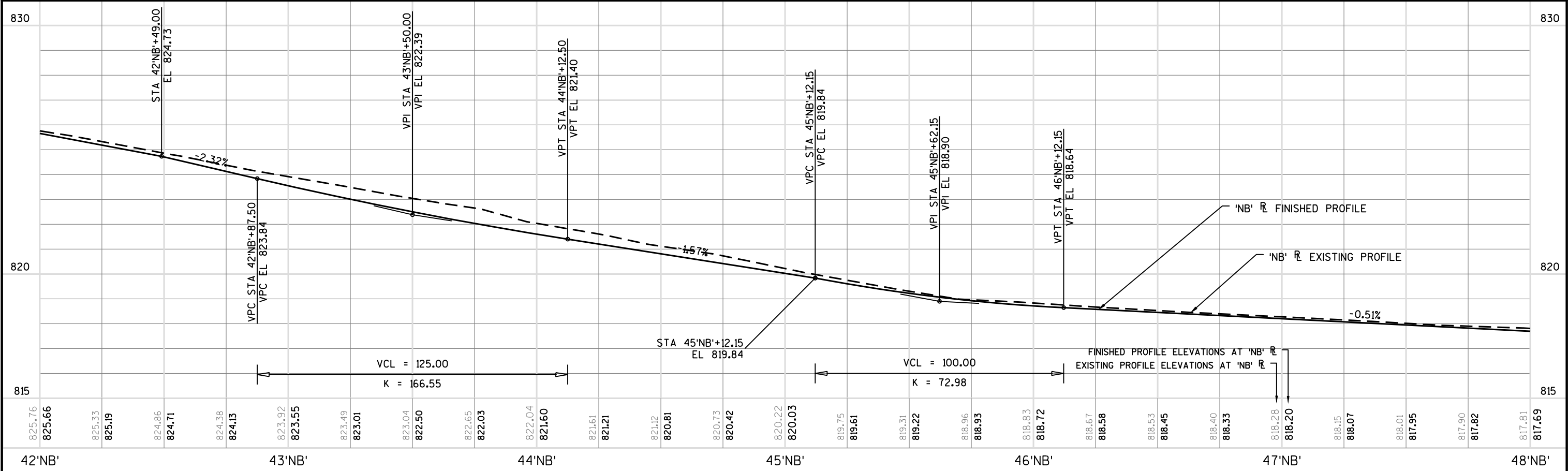
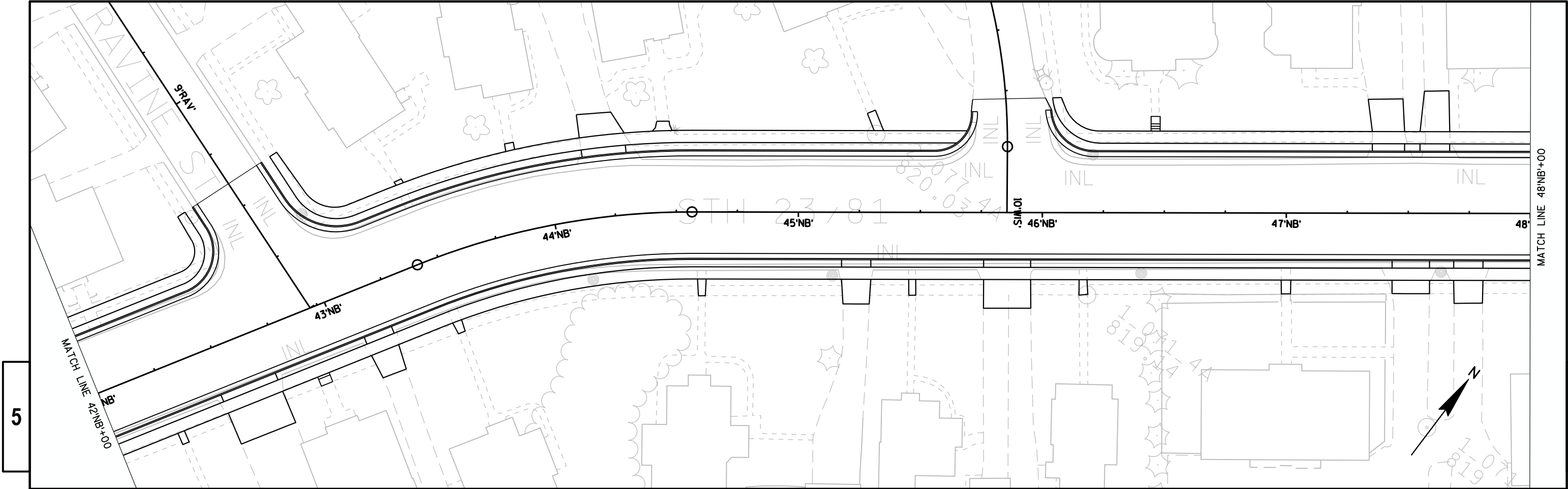
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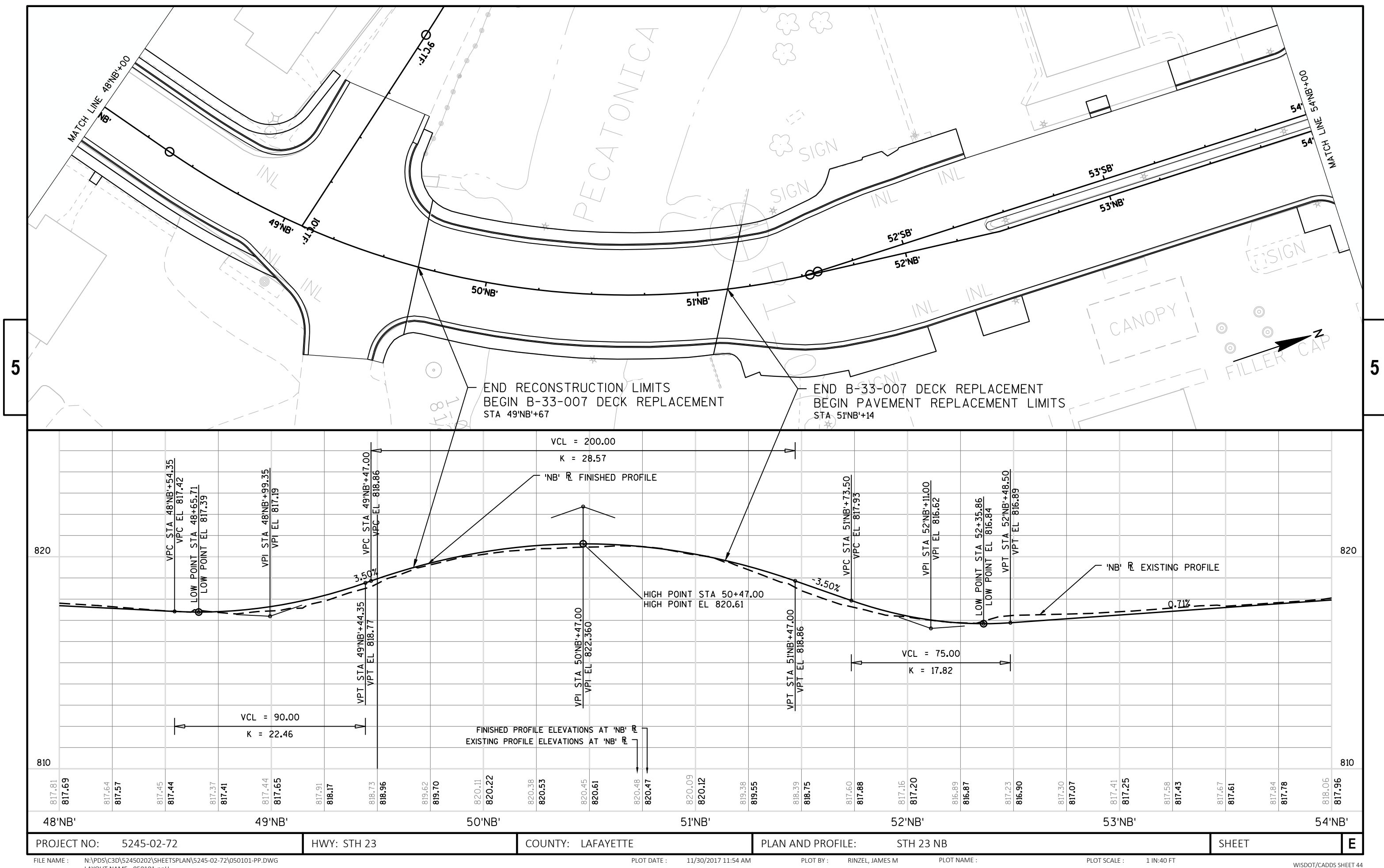
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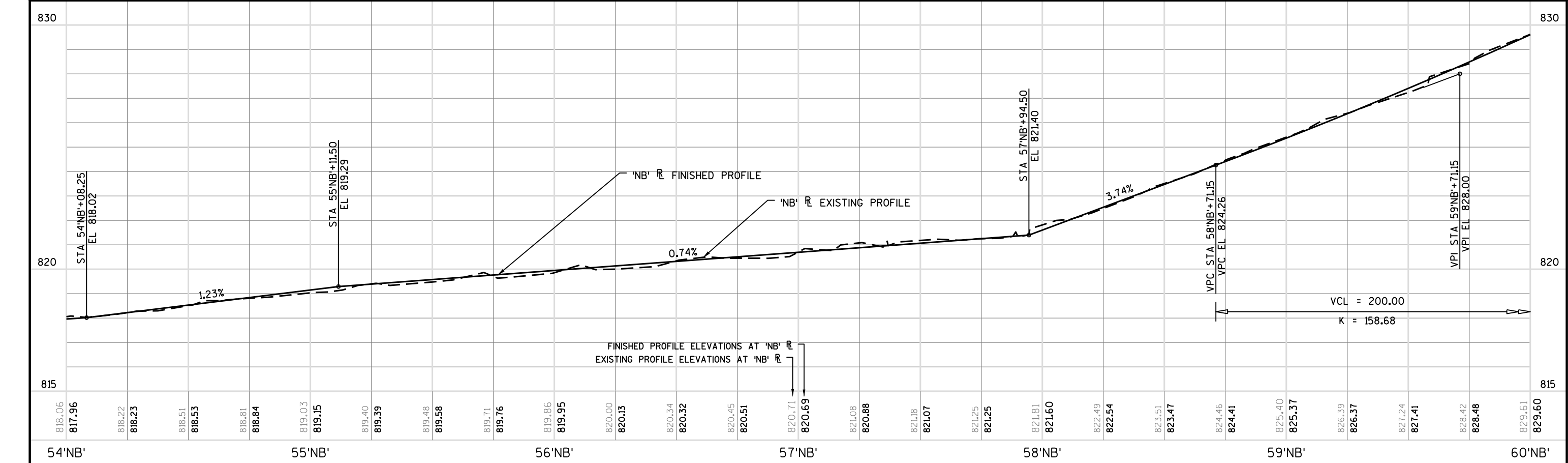
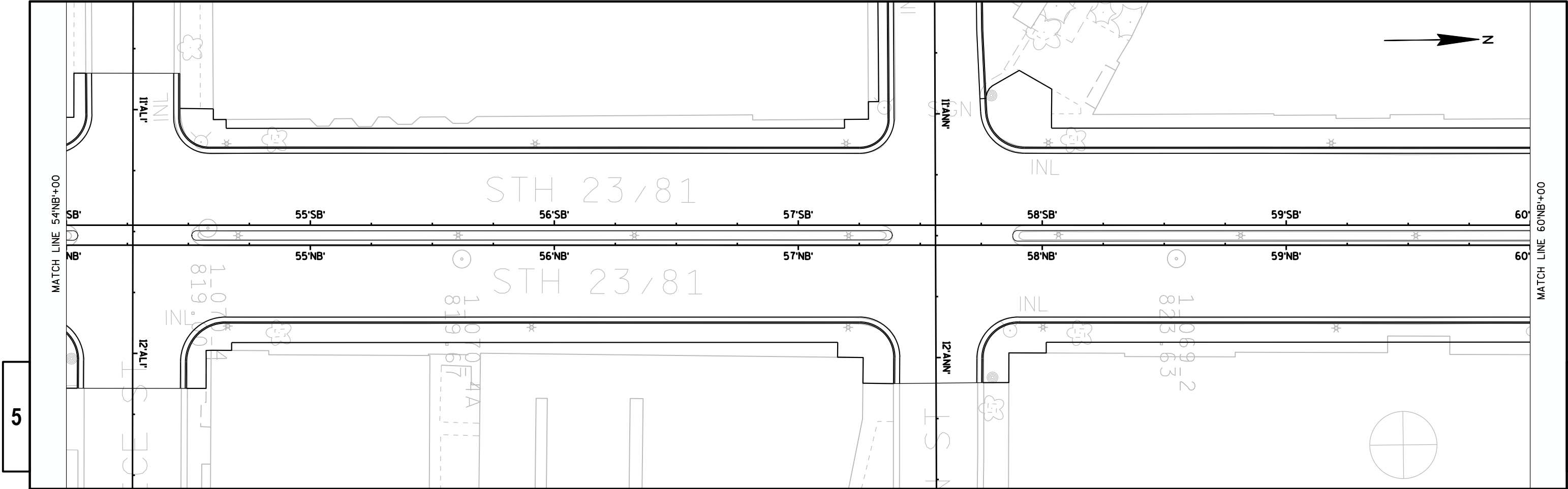


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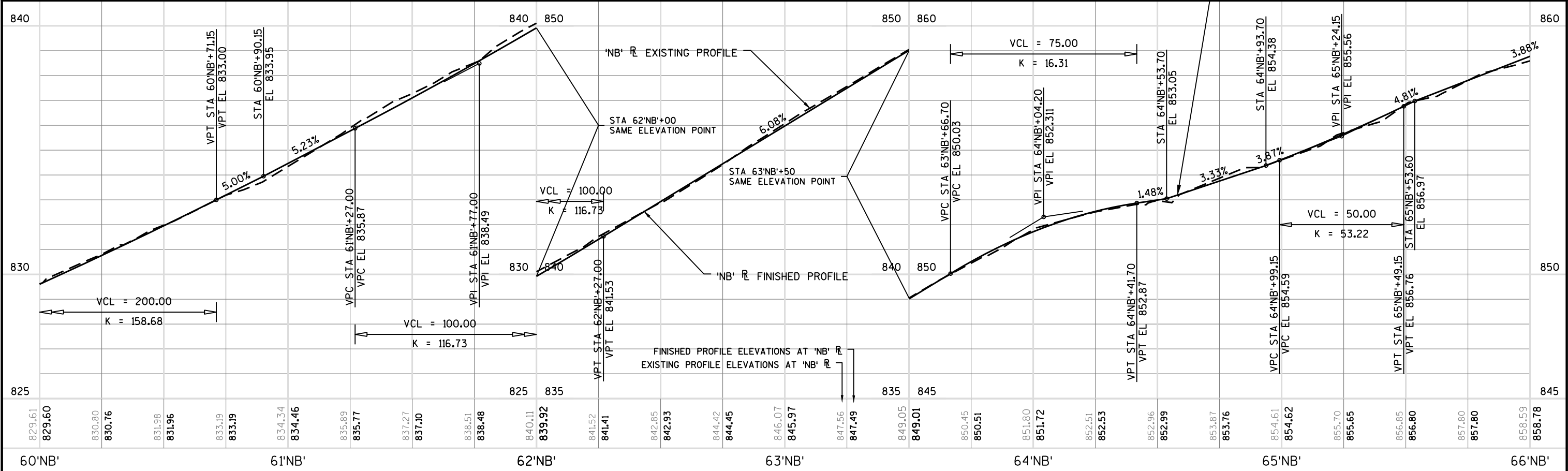
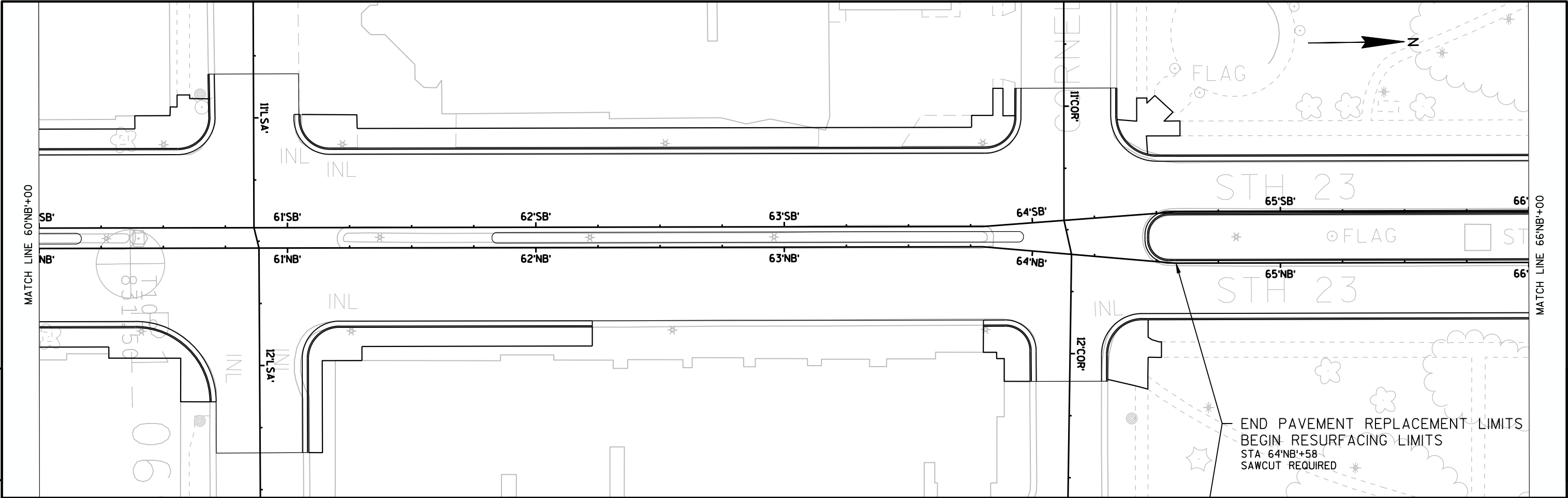


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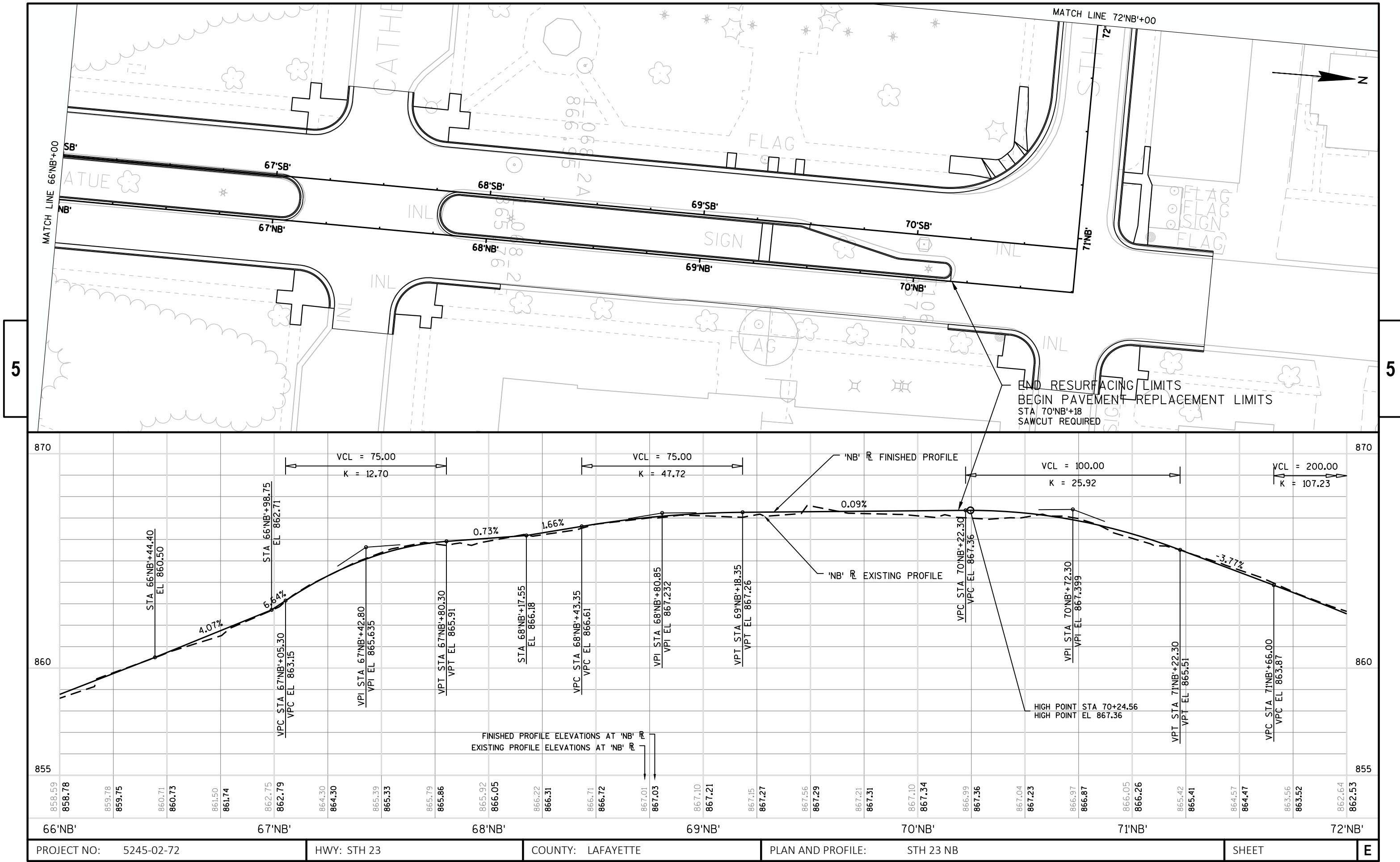


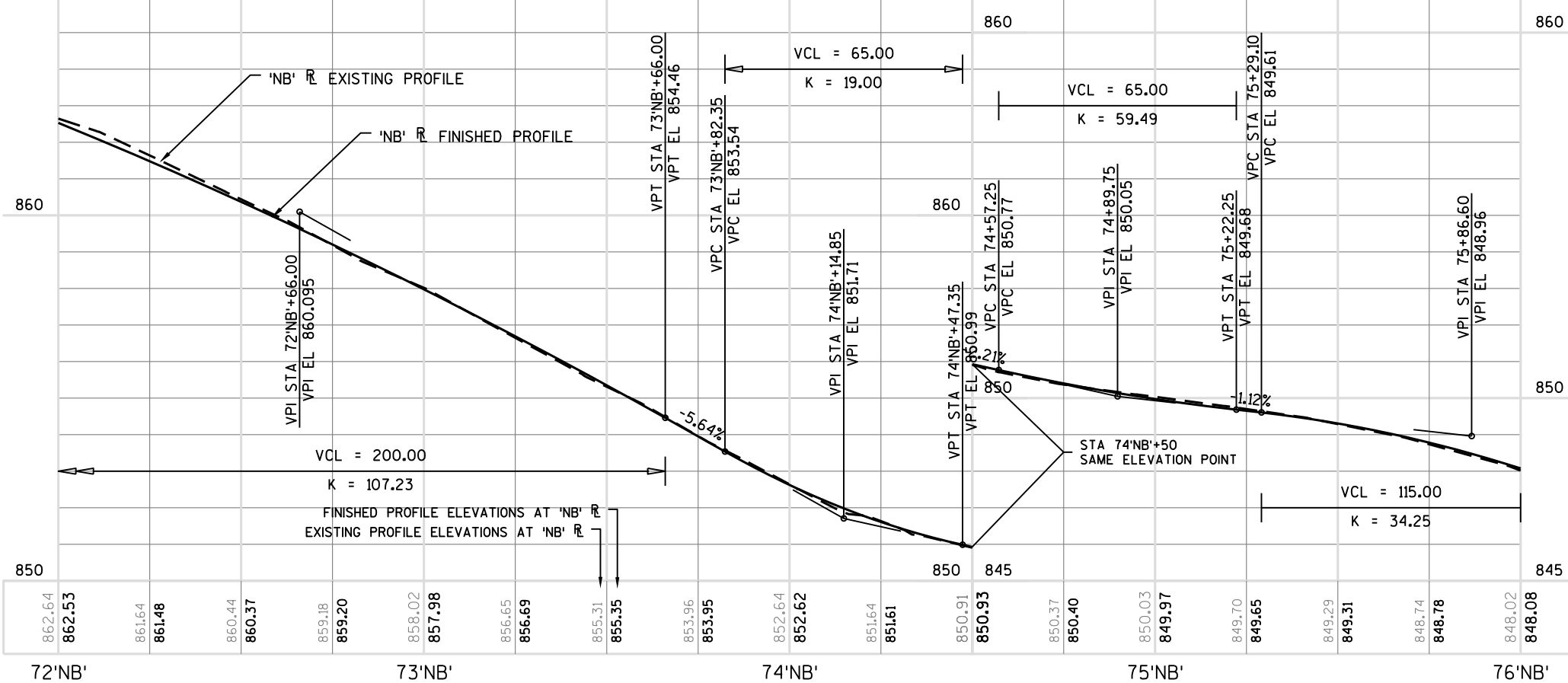
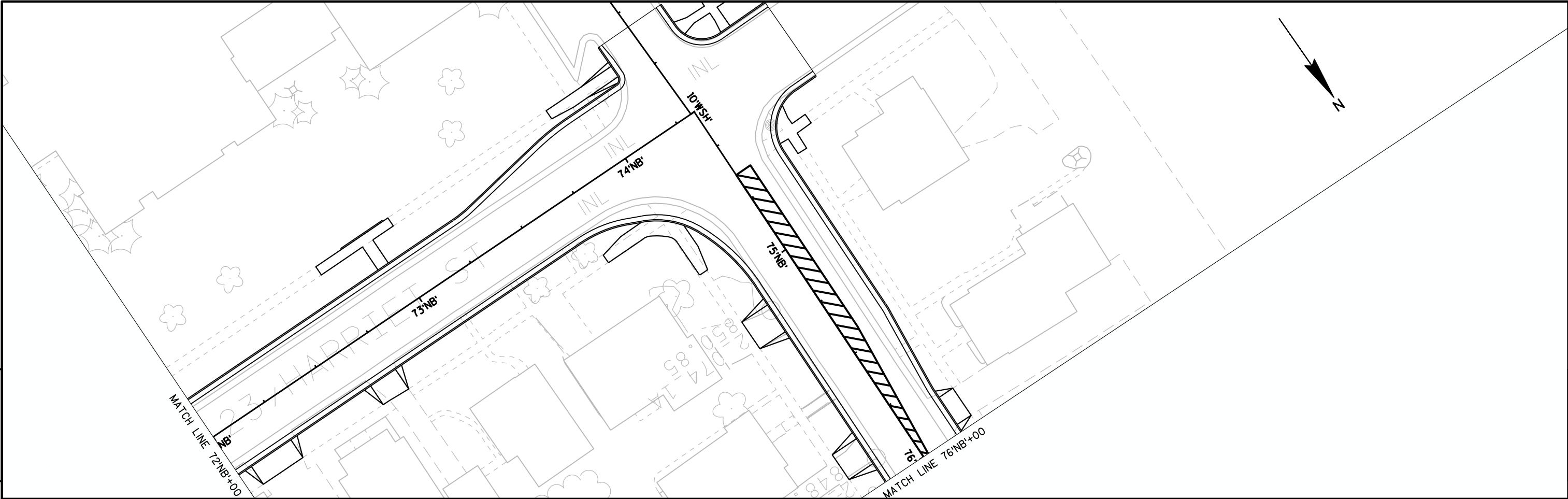


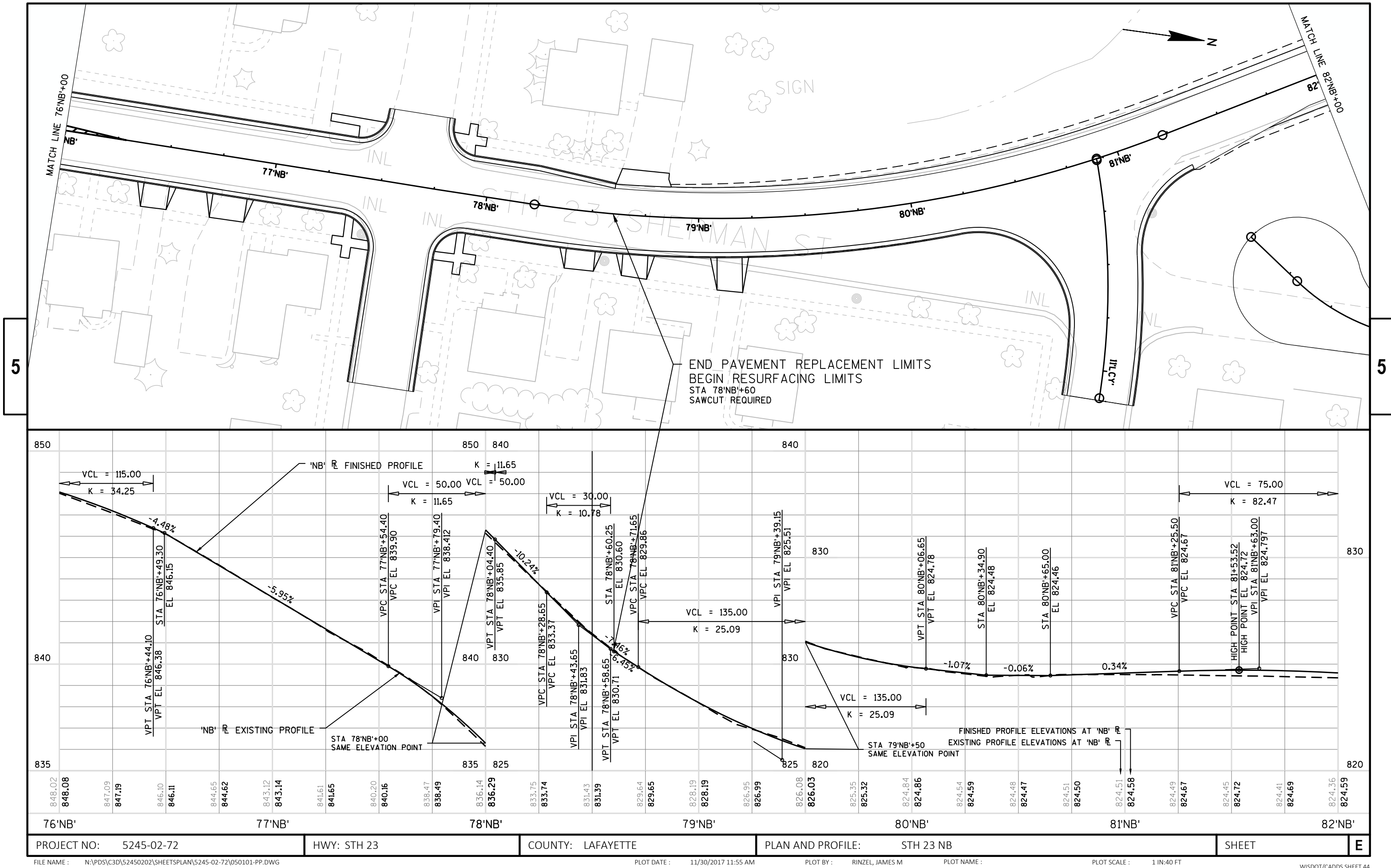
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PROJECT NO:	5245-02-72	HWY: STH 23	COUNTY: LAFAYETTE	PLAN AND PROFILE:	STH 23 NB	SHEET	E
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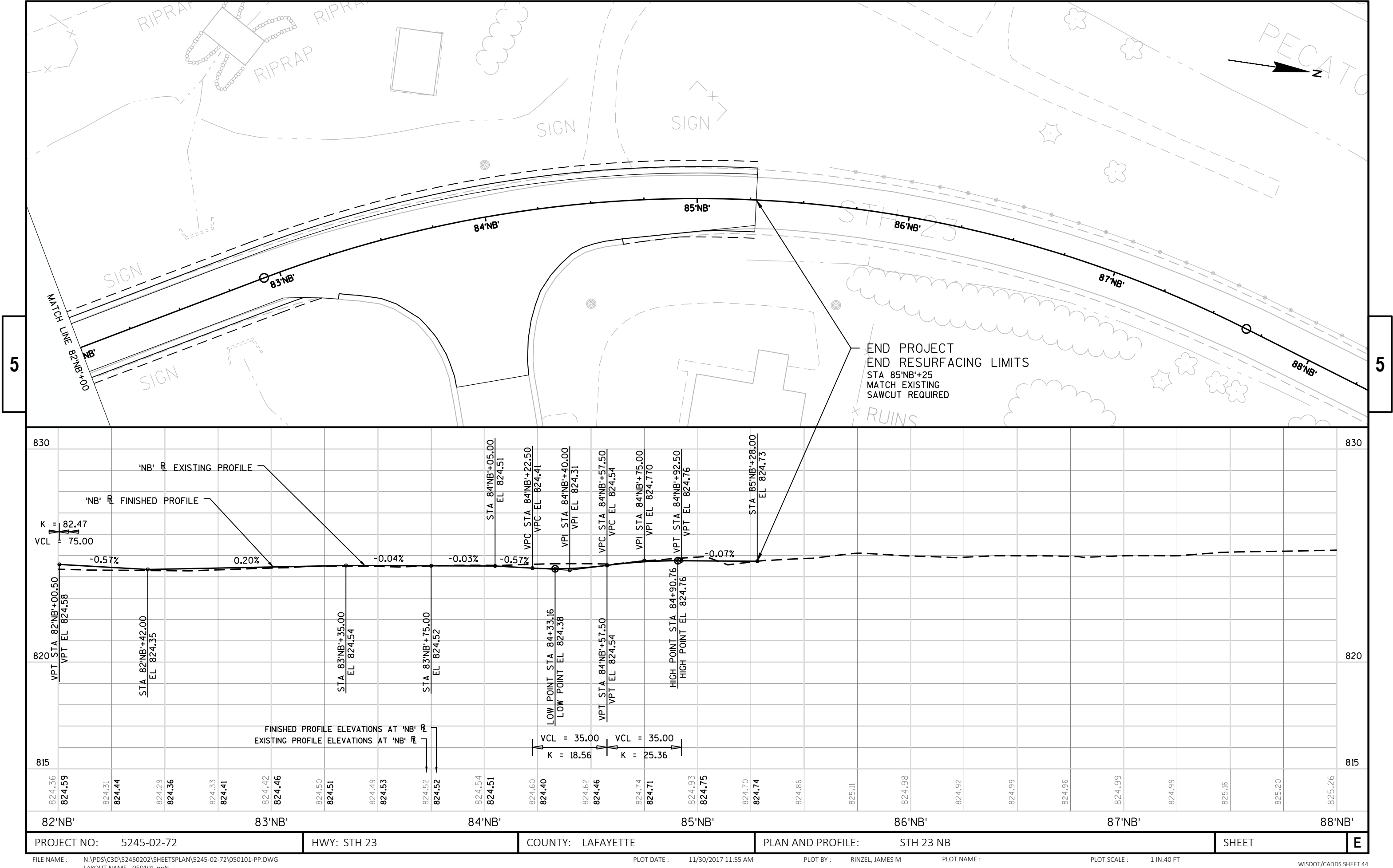


Exhibit K

HazMat Special Provision

WisDOT ID: 5245-02-02/72

STH 11 – Mineral Point

County Shop Road to Minerva Street

WIS 23

LaFayette County

**Special Provisions for the
Excavation, Segregation, Hauling, and
Disposal of Contaminated Soil and the
Management of Contaminated Groundwater**

**Project Design I.D. 5245-02-02
WIS 23
Darlington, Lafayette County, Wisconsin**

1. Excavation, Segregation, Hauling, and Disposal of Contaminated Soil and the Management of Contaminated Groundwater.

A Description

A.1 General

This special provision describes excavating, segregating, loading, hauling, and disposing of contaminated soil and requirements for managing contaminated groundwater. Contaminated soil shall be disposed of at a WDNR-licensed bioremediation/landfill facility.

Perform this work in accordance to section 205 of the standard specifications and with pertinent parts of Chapters NR 700-754 of the Wisconsin Administrative Code, as supplemented herein. Per NR 718.07, a solid waste collection and transportation service-operating license is required under NR 502.06 for each vehicle used to transport contaminated soil.

A.2 Notice to the Contractor – Contaminated Soil Locations

The department and others completed testing for soil contamination within this project where excavation is required:

Site 1 – Cullen’s 76 (BRRTS # 03-33-000638), 103 Galena St., STA 48’NB’+50 – STA 49’NB’+50 RT from reference line to limits on RT.

Site 5 – Casey’s General Store (BRRTS #03-33-000546), 145 S. Main Street, STA 52’NB’+75 – STA 54’NB’+25 RT from reference line to limits on RT.

Site 21 – Thuli Family Creamery (BRRTS #03-33-000171), 112 W. Ann Street, STA 57’SB’+25 – STA 58’SB’+00 LT from the reference line to limits on LT and STA 10’ANN’+40 – STA 11’ANN’15 LT & RT from the reference line to limits on LT & RT.

Contaminated soil and/or underground storage tanks (USTs) may be encountered at other locations within the construction limits. If contaminated soil and/or USTs are encountered at other locations, terminate excavations in that area and notify the engineer. Contaminated soil at other locations shall be managed by the contractor under this contract and USTs will be removed by others.

Coordination

Coordinate this work with the environmental consultant selected by the department:

Contact Sharlene TeBeest
 WisDOT BTS-ESS
Address: RM 451 Hill Farm State Building
 4802 Sheboygan Ave.
 Madison WI 53707-7965

Office: (608) 266-1476
Cell: (608) 692-4546

Email: sharlene.tebeest@dot.wi.gov

Active groundwater monitoring wells are not expected to be located within the project limits. If active groundwater monitoring wells are encountered during construction, notify the engineer and protect the wells to maintain their integrity. The environmental consultant will determine if monitoring wells need to be maintained. Adjust monitoring wells that need to be maintained and do not conflict with structures or curb and gutter to be flush with the final grade. Coordinate with the environmental consultant the abandonment or adjustment of wells that conflict with the previously mentioned items and wells that are not required to be maintained.

The excavation management plan for this project has been designed to minimize the off-site disposal of contaminated material. The excavation management plan, including these special provisions, has been developed in cooperation with the WDNR. The WDNR concurrence letter is on file at the department. For further information regarding previous investigation and remediation activities at these sites contact:

Name: WisDOT – Brian Taylor, SW Region Environmental Coordinator
Address: 2101 Wright St, Madison, WI 53704
Phone: 608-245-2630
E-mail: brianf.taylor@dot.wi.gov

A.3 Coordination

Coordinate work under this contract with the environmental consultant retained by the department's BTS-ESS:

Name: AECOM – Kyle Wagoner
Address: 200 Indiana Ave, Stevens Point, WI 54481
Phone: 715-342-3038
Fax: 715-341-7390
E-mail: KYLE.WAGONER@aecom.com

The role of the environmental consultant will be limited to:

1. Determining the locations and limits of petroleum, and lead-contaminated soil to be excavated based on soil analytical results from previous investigations, visual observations, and field-screening of soil that is excavated;
2. Identifying petroleum, and lead-contaminated soils to be hauled to the bioremediation/landfill facility;
3. Documenting that activities associated with management of chlorinated-, petroleum-, and lead-contaminated soils are in conformance with the contaminated soil management methods for this project as specified herein; and
4. Obtaining the necessary approvals for treatment and disposal of chlorinated-, petroleum-, and lead-contaminated soil.

The contractor shall provide at least a 14-calendar day notice of the **preconstruction** conference date to the environmental consultant. At the preconstruction conference, provide a schedule for all excavation activities in the contaminated areas specified above to the environmental consultant. Identify the WDNR approved bioremediation and landfill facility that will be used for disposal of contaminated soils. Provide this information to the environmental consultant no later than 30 calendar days prior to commencement of excavation in the contaminated areas, or at the preconstruction conference, whichever comes first.

The contractor shall coordinate with the environmental consultant to ensure that the environmental consultant is present during excavation in the contaminated areas. Notify the environmental consultant at least three working days prior to commencement of excavation activities in the contaminated areas. Perform excavation work in this area on a continuous basis until excavation work is completed. The environmental consultant will be responsible for obtaining the necessary approvals for disposal of contaminated soils. Do not transport contaminated soil offsite without prior approval from the environmental consultant.

A.4 Health and Safety Requirements

Supplement subsection 107.1 of the standard specifications with the following:

During excavation activities, expect to encounter soil contaminated with chlorinated solvents, petroleum, and lead. Site workers taking part in activities that will result in the reasonable probability of exposure to safety and health hazards associated with hazardous materials shall have completed health and safety training that meets the Occupational Safety and Health Administration (OSHA) requirements for Hazardous Waste Operations and Emergency Response (HAZWOPER), as provided in 29 CFR 1910.120.

Prepare a site-specific Health and Safety Plan, and develop, delineate and enforce the health and safety exclusion zones for each petroleum- and lead-contaminated site location as required by 29 CFR 1910.120. Submit the site-specific health and safety plan and written documentation of up-to-date OSHA training to the engineer prior to the start of work.

Disposal of contaminated soil at the bioremediation/landfill facility is subject to the facility's safety policies, which include as a minimum:

1. No smoking is allowed on-site.
2. Maximum speed limit of 15 mph on access roads and 5 mph while in active area.
3. All persons entering the active area must wear the following personal protective equipment: hard hats, high visibility clothing, steel toed work boots, safety glasses, and seat belts.
4. Minimum requirement for spacing is as follows:
 - a. A minimum 15 foot Safety Zone is required between landfill equipment and all personnel at all times.
 - b. Do not back up directly behind the compactor or dozer.

- c. Trucks must yield the right-of-way to landfill equipment.
- d. 15 feet required between trucks.
- 5. Only the driver can exit the truck and must stay within 4 feet of the truck. Use of Spotter is prohibited. Helper (if any), must remain in vehicle while unloading.
- 6. Tailgates of all vehicles may only be opened while in the active area and must be closed prior to exiting the active area.
- 7. Cleaning out vehicles must be done in designated area, not in the active area. Vehicles must be properly locked out / tagged out in accordance with OSHA during the clean out process.
- 8. No scavenging is allowed.
- 9. Horseplay is prohibited.

Violation of the bioremediation/landfill facility's safety policy will result a verbal or written warning explaining this policy and may result in the loss of dumping privileges.

Immediately report all accidents and injuries at the landfill facility to landfill management.

B (Vacant)

C Construction

Supplement subsection 205.3 of the standard specification with the following:

Control operations in the contaminated areas to minimize the quantity of contaminated soil excavated.

The environmental consultant will periodically evaluate soil excavated from the contaminated areas. The environmental consultant will evaluate excavated soil based on field-screening results, visual observations, and soil analytical results from previous environmental investigations. Assist the environmental consultant in collecting soil samples for evaluation using excavation equipment. The sampling frequency shall be a maximum of one sample for every 15 cubic yards excavated.

On the basis of the results of such field-screening, the material will be designated as follows:

- Excavation Common consisting of clean soil and/or clean construction and demolition fill (such as clean soil, boulders, concrete, reinforced concrete, bituminous pavement, bricks, building stone, and unpainted or untreated wood), which under NR 500.08 are exempt materials, or
- Low-level petroleum- and/or low-level lead-contaminated soil for reuse as fill within the construction limits, or
- Petroleum-contaminated soil for bioremediation at the WDNR-licensed bioremediation/ landfill facility, or

- Chlorinated- and/or lead-contaminated soil for disposal at the WDNR-licensed bioremediation/landfill facility, or
- Potentially contaminated material for temporary stockpiling and additional characterization prior to disposal.

Some material may require additional characterization prior to disposal. Provide for the temporary stockpiling of up to 100 cubic yards of contaminated material on-site that require additional characterization. Construct and maintain a temporary stockpile of the material in accordance with NR 718.05(3), including, but not limited to, placement of the contaminated soil on an impervious surface and covering the stockpile with impervious material to prevent infiltration of precipitation. The Department's environmental consultant will collect representative samples of the stockpiled material, laboratory-analyze the samples, and advise the contractor, within 10 business days of the construction of the stockpile, of disposal requirements. The stockpiled material shall be disposed either at the WDNR-licensed bioremediation/landfill facility by the contractor or, if characterized as hazardous waste, by others. As an alternative to temporarily stockpiling contaminated material that requires additional characterization, the contractor has the option of suspending excavation in those areas where such material is encountered until such time as characterization is completed.

Directly load and haul soils designated by the environmental consultant for offsite treatment and disposal at the WDNR-licensed facility. Use loading and hauling practices that are appropriate to prevent any spills or releases of contaminated soils or residues. Prior to transport, sufficiently dewater soils designated for off-site treatment and disposal so as not to contain free liquids.

It is likely that dewatering will be required during construction of utilities. Based on laboratory results of groundwater samples collected from monitoring wells, water generated during dewatering operations should be permitted to discharge to the surface, except in contaminated areas.

Results indicate that petroleum-contaminated groundwater is present at the following locations within the project corridor:

Site 1 – Cullen's 76 (BRRTS # 03-33-000638), 103 Galena St., STA 48'NB'+50 – STA 49'NB'+50 RT from reference line to limits RT.

Site 5 – Casey's General Store (BRRTS #03-33-000546STA), 145 S. Main Street, STA 52'NB'+75 – STA 54'NB'+25 RT from reference line to limits on RT.

Site 21 – Thuli Family Creamery (BRRTS #03-33-000171), 112 W. Ann Street, STA 57'SB'+25 – STA 58'SB'+00 LT from the reference line to limits on LT and STA 10'ANN'+40 – STA 11'ANN'+15 LT & RT from the reference line to limits on LT & RT.

If evidence of groundwater contamination is observed (i.e., petroleum or solvent odor or sheens) during dewatering operations at other locations, suspend dewatering operations at those locations and notify the engineer.

Approval from the City of Darlington must be obtained prior to any discharge of contaminated water to the sanitary sewer. If accepted by the City, restrictions will likely be placed on contaminated water concentrations and/or pumping rates. Perform all necessary monitoring to document compliance with City discharge requirements. Furnish, install, operate, maintain, disassemble, and remove all equipment necessary to comply with City discharge requirements. Allow contaminated water encountered, but not requiring removal as a standard course of construction, to remain in place and do not manage in accordance with this special provision.

If contaminated water is not discharged to the sanitary sewer, then means and methods (ex. temporary holding tanks for on-site or offsite treatment and disposal as necessary to complete construction) together with dewatering pumping rates will impact the characterization of discharged water and requirements for treatment and disposal. The WDNR's concurrence with plans to accomplish dewatering will be required and include limits on impacted water that can be discharged to the surface. Pump tests with sampling and laboratory analysis of water generated during dewatering operations in the contaminated areas will likely be required. If water is discharged to surface, meet all applicable requirements of the Wisconsin Pollution Discharge Elimination System (WPDES) General Permit for Discharge of Petroleum Contaminated Groundwater from Remedial Action Operations. This includes, but is not limited to, pretreatment of water, if required, to meet WPDES discharge requirements. Perform all necessary monitoring to document compliance with WPDES requirements. Furnish, install, operate, maintain, disassemble, and remove treatment equipment necessary to comply with WPDES requirements.

Ensure continuous dewatering and excavation safety at all times for all dewatering methods. Provide, operate, and maintain adequate pumping equipment and drainage and disposal facilities. Notify the engineer of any dewatering activities, and obtain any permits necessary to discharge water. Provide copies of such permits to the engineer. Meet any requirements and pay any costs for obtaining and complying with such permit use. Follow all applicable legislative statutes, judiciary decisions, and regulations of the State of Wisconsin.

D Measurement

The Department will measure Excavation, Hauling, Segregation, and Disposal of Contaminated Soil in tons of contaminated soil accepted by the bioremediation/landfill facility as documented by weight tickets generated by the bioremediation and landfill facility. The management of contaminated groundwater shall be considered incidental to other items in the contract.

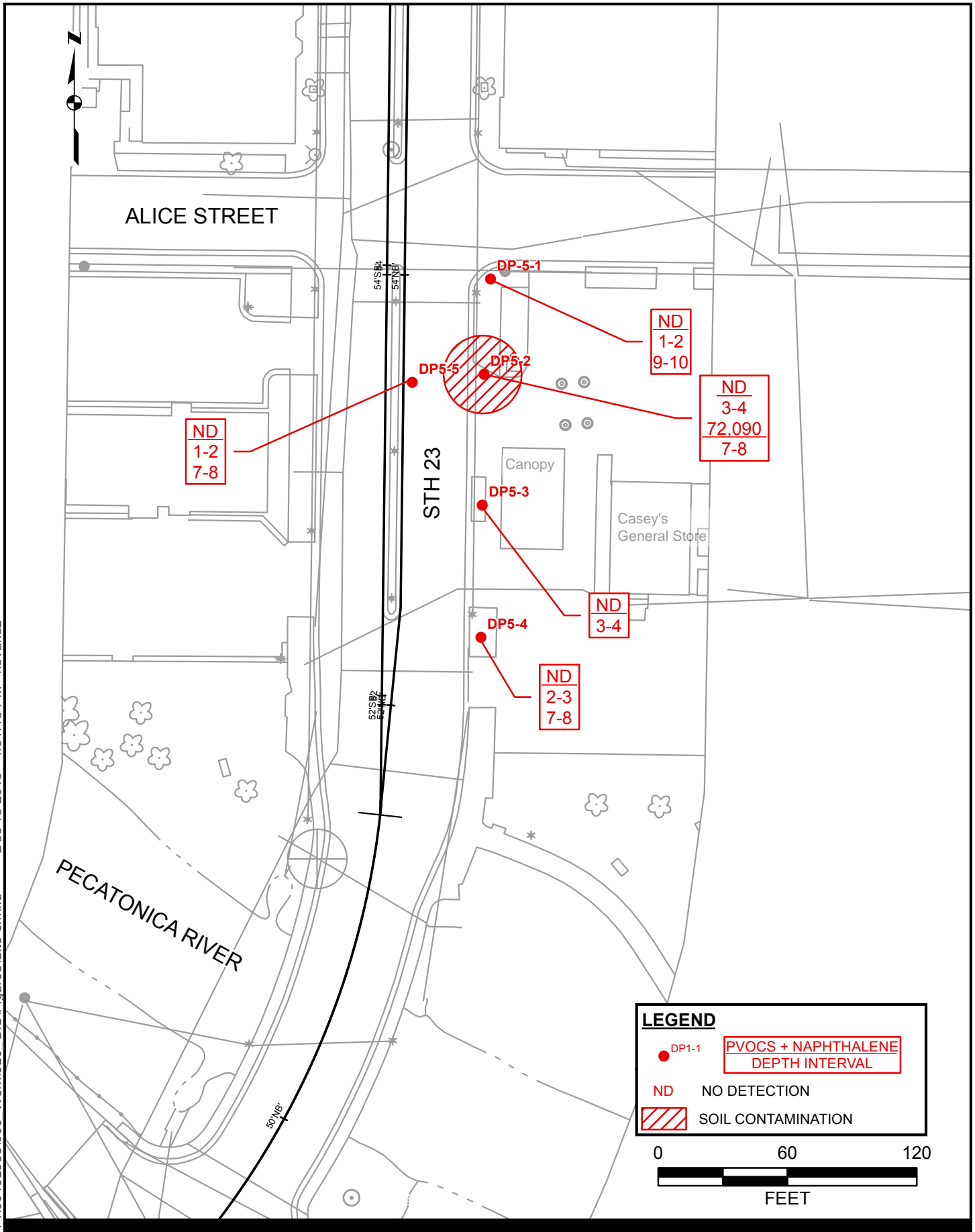
E Payment

The Department will pay for measured quantities at the contract unit price under the following bid items:

ITEM NUMBER	DESCRIPTION	UNIT
205.0501.S	Excavation, Hauling, Segregation, and Disposal of Contaminated Soil	Ton

Payment is full compensation for excavating, segregating, loading, hauling, and treatment via bioremediation or direct landfilling of contaminated soil; obtaining solid waste collection and transportation service operating licenses; assisting in the collection of soil samples for field evaluation; management of contaminated groundwater, if necessary; dewatering of soils prior to transport, if necessary; and for furnishing all labor, tools, equipment, and incidentals necessary to complete the work.

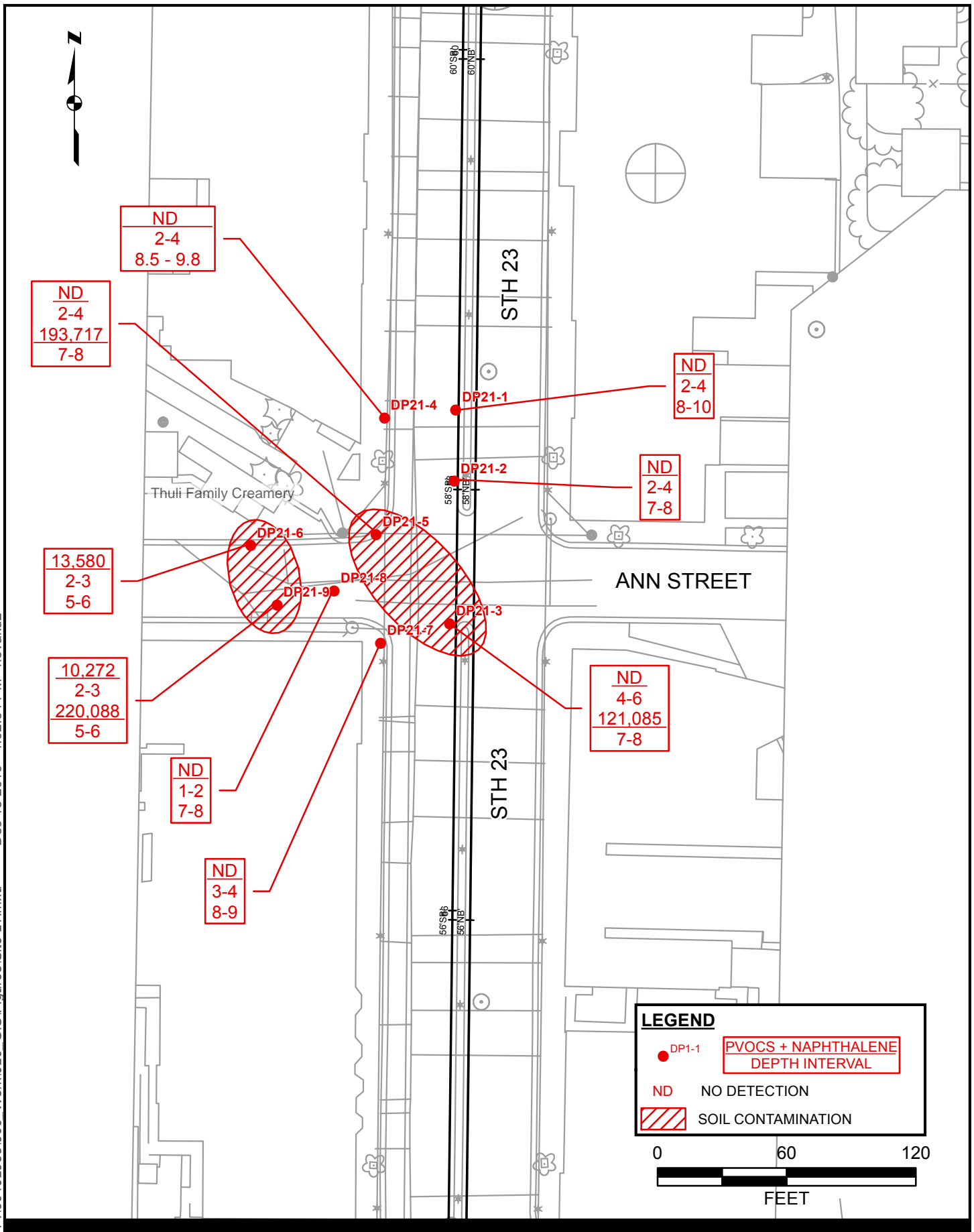
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December 16, 2016
AECOM Project No.: 60492955
WisDOT Project No.: 5245-02-02

Site Plan
Casey's General Store
145 S. Main Street, Darlington, WI
WDNR BRRTS No. 03-33-000546

AECOM
Figure 2



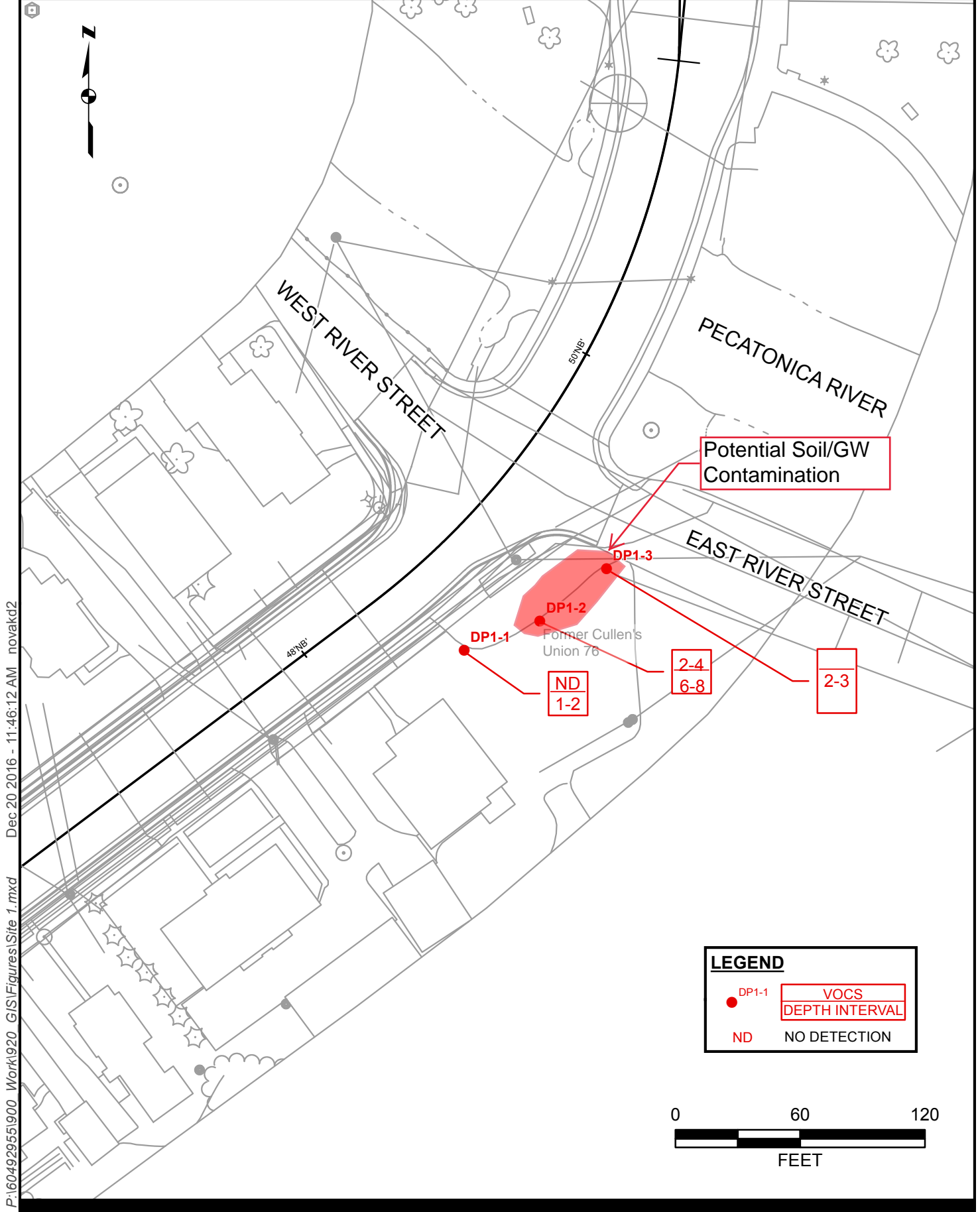


Exhibit L

OSOW Vehicle Movements

WisDOT ID: 5245-02-02/72

STH 11 – Mineral Point

County Shop Road to Minerva Street WIS

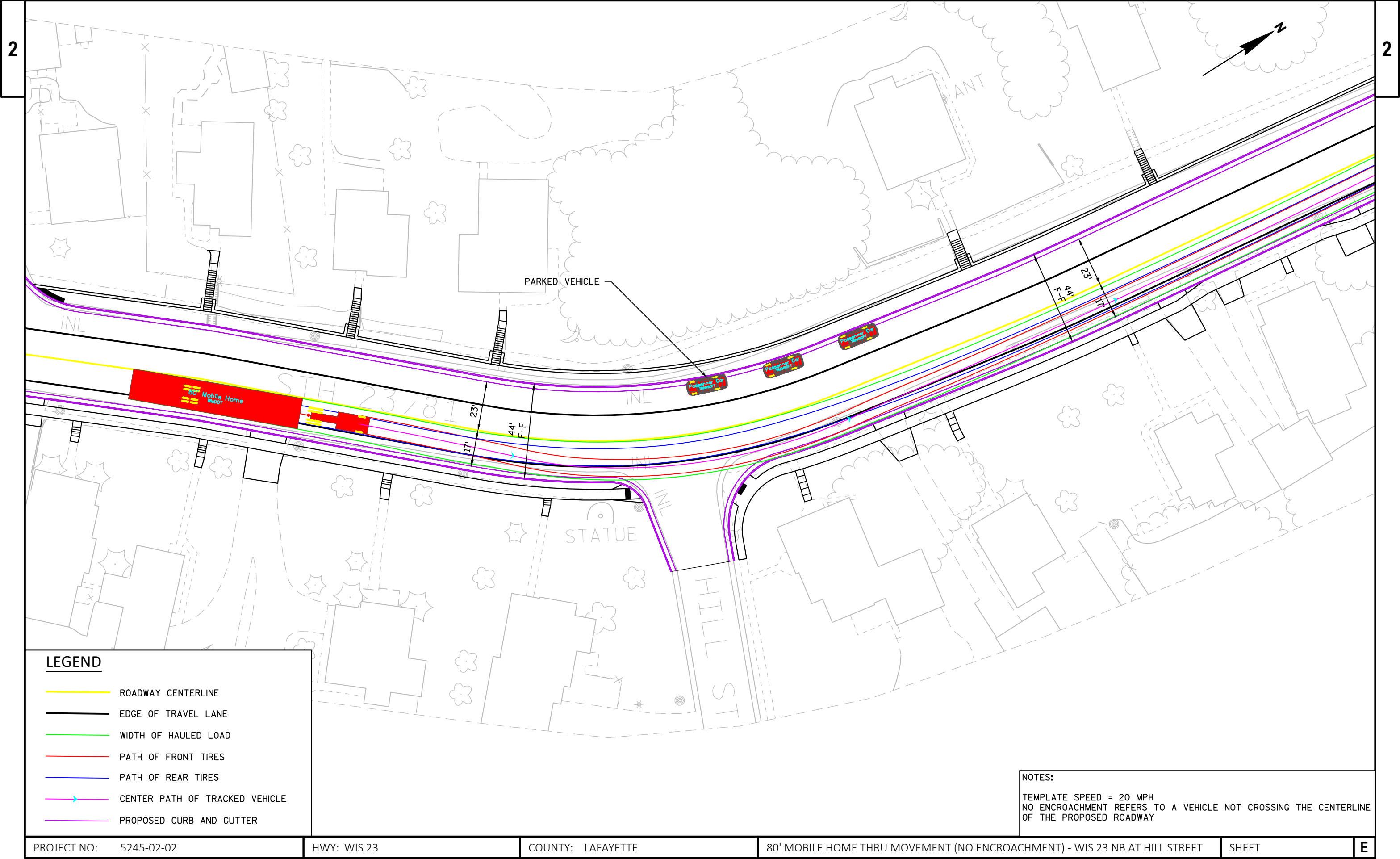
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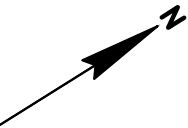
LaFayette County



**Mobile Home Transport on WIS 23 in Darlington, WI
(March 2016)**

**Mobile Home Transport is an Oversize-Overweight Multi-Trip Permitted Vehicle
(OSOW – MT)**



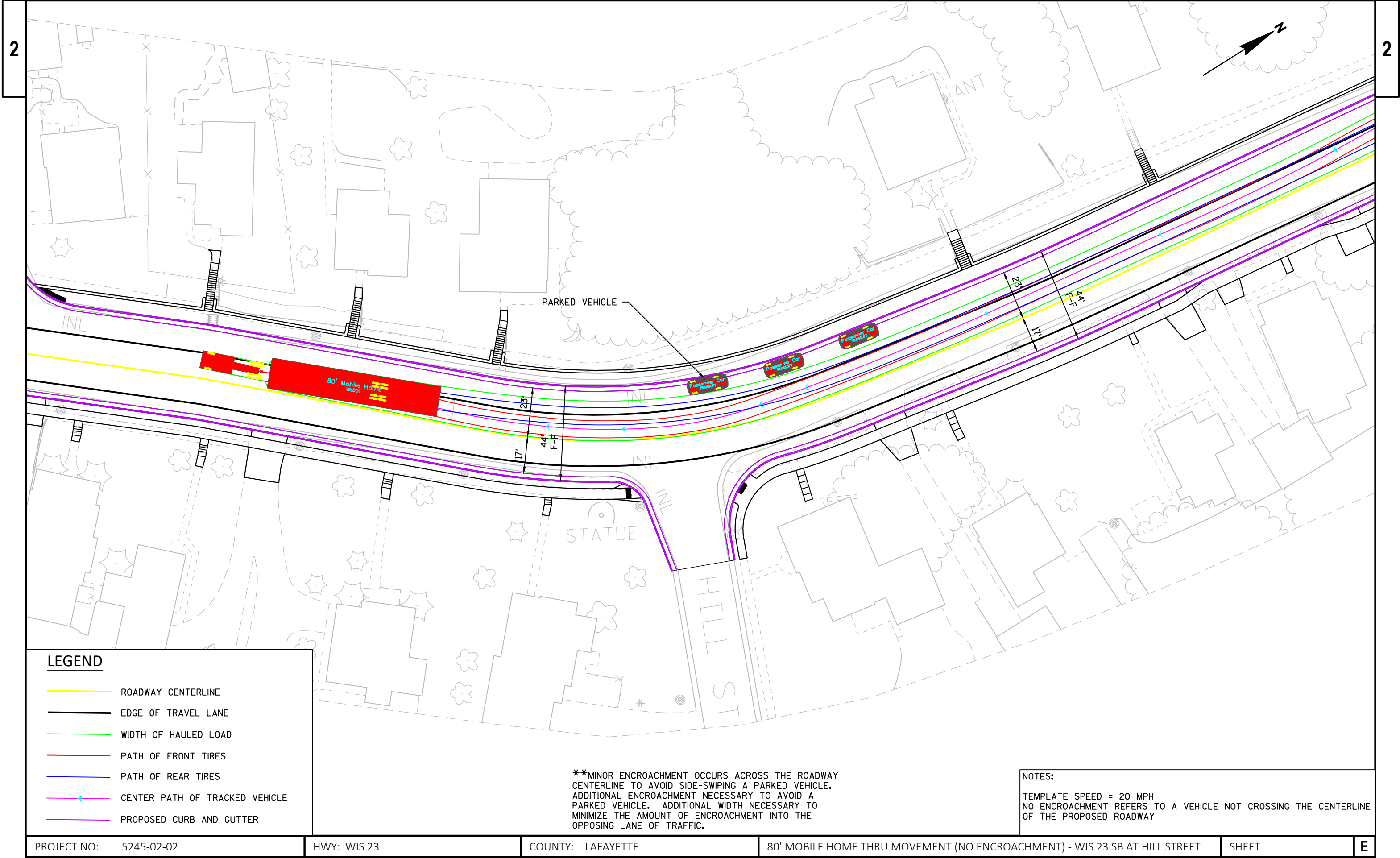


LEGEND

- ROADWAY CENTERLINE
- EDGE OF TRAVEL LANE
- WIDTH OF HAULED LOAD
- PATH OF FRONT TIRES
- PATH OF REAR TIRES
- CENTER PATH OF TRACKED VEHICLE
- PROPOSED CURB AND GUTTER

NOTES:
TEMPLATE SPEED = 20 MPH
NO ENCROACHMENT REFERS TO A VEHICLE NOT CROSSING THE CENTERLINE OF THE PROPOSED ROADWAY

PROJECT NO: 5245-02-02	HWY: WIS 23	COUNTY: LAFAYETTE	80' MOBILE HOME THRU MOVEMENT (NO ENCROACHMENT) - WIS 23 NB AT RAVINE STREET	SHEET	E
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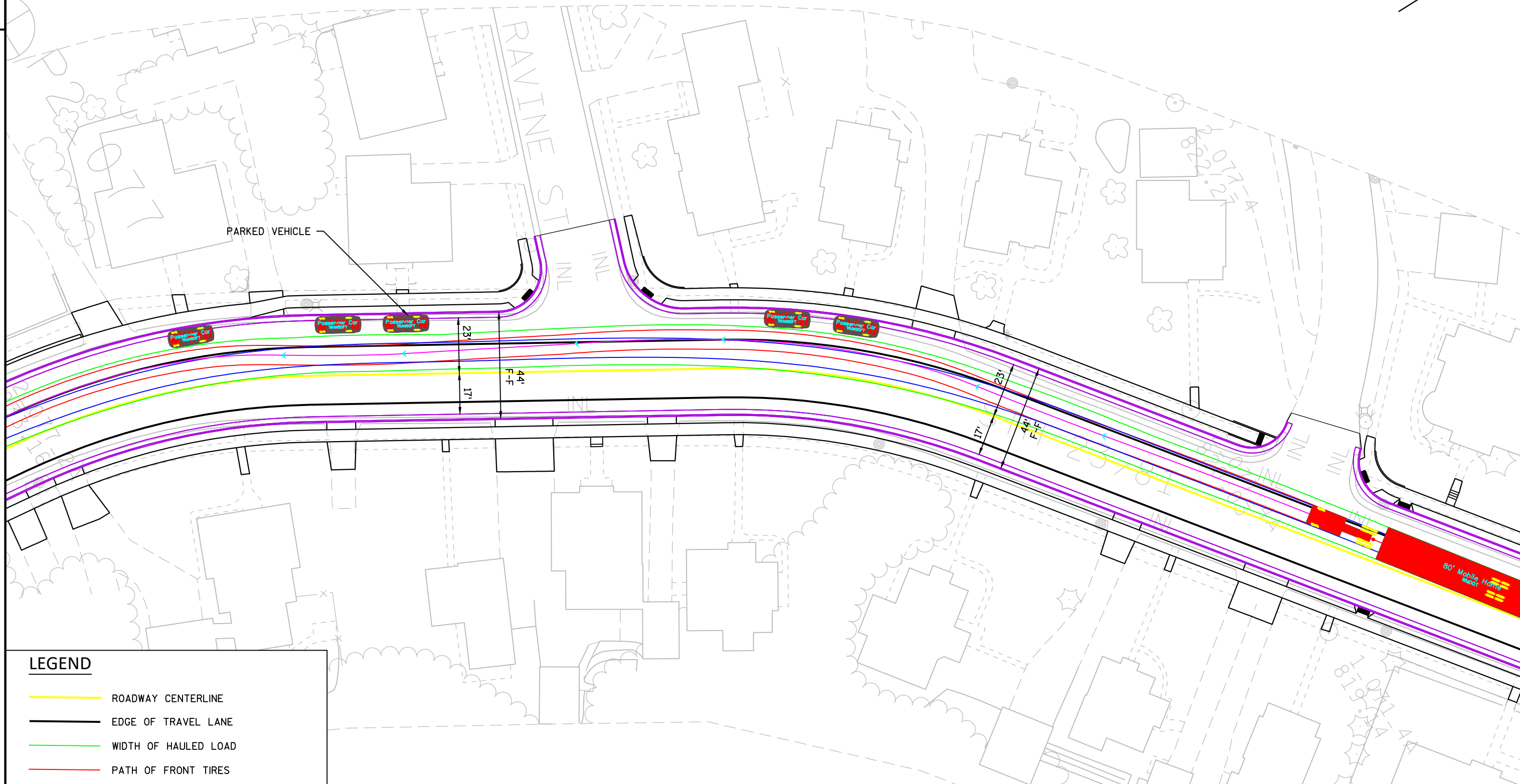
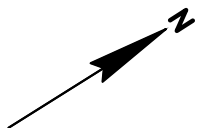
LEGEND

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- WIDTH OF HAULED LOAD
- PATH OF FRONT TIRES
- PATH OF REAR TIRES
- CENTER PATH OF TRACKED VEHICLE
- PROPOSED CURB AND GUTTER

**MINOR ENCROACHMENT OCCURS ACROSS THE ROADWAY CENTERLINE TO AVOID SIDE-SWIPING A PARKED VEHICLE. ADDITIONAL ENCROACHMENT NECESSARY TO AVOID A PARKED VEHICLE. ADDITIONAL WIDTH NECESSARY TO MINIMIZE THE AMOUNT OF ENCROACHMENT INTO THE OPPOSING LANE OF TRAFFIC.

NOTES:

TEMPLATE SPEED = 20 MPH
NO ENCROACHMENT REFERS TO A VEHICLE NOT CROSSING THE CENTERLINE OF THE PROPOSED ROADWAY



LEGEND

- ROADWAY CENTERLINE
- EDGE OF TRAVEL LANE
- WIDTH OF HAULED LOAD
- PATH OF FRONT TIRES
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NO ENCROACHMENT REFERS TO A VEHICLE NOT CROSSING THE CENTERLINE OF THE PROPOSED ROADWAY

PROJECT NO: 5245-02-02

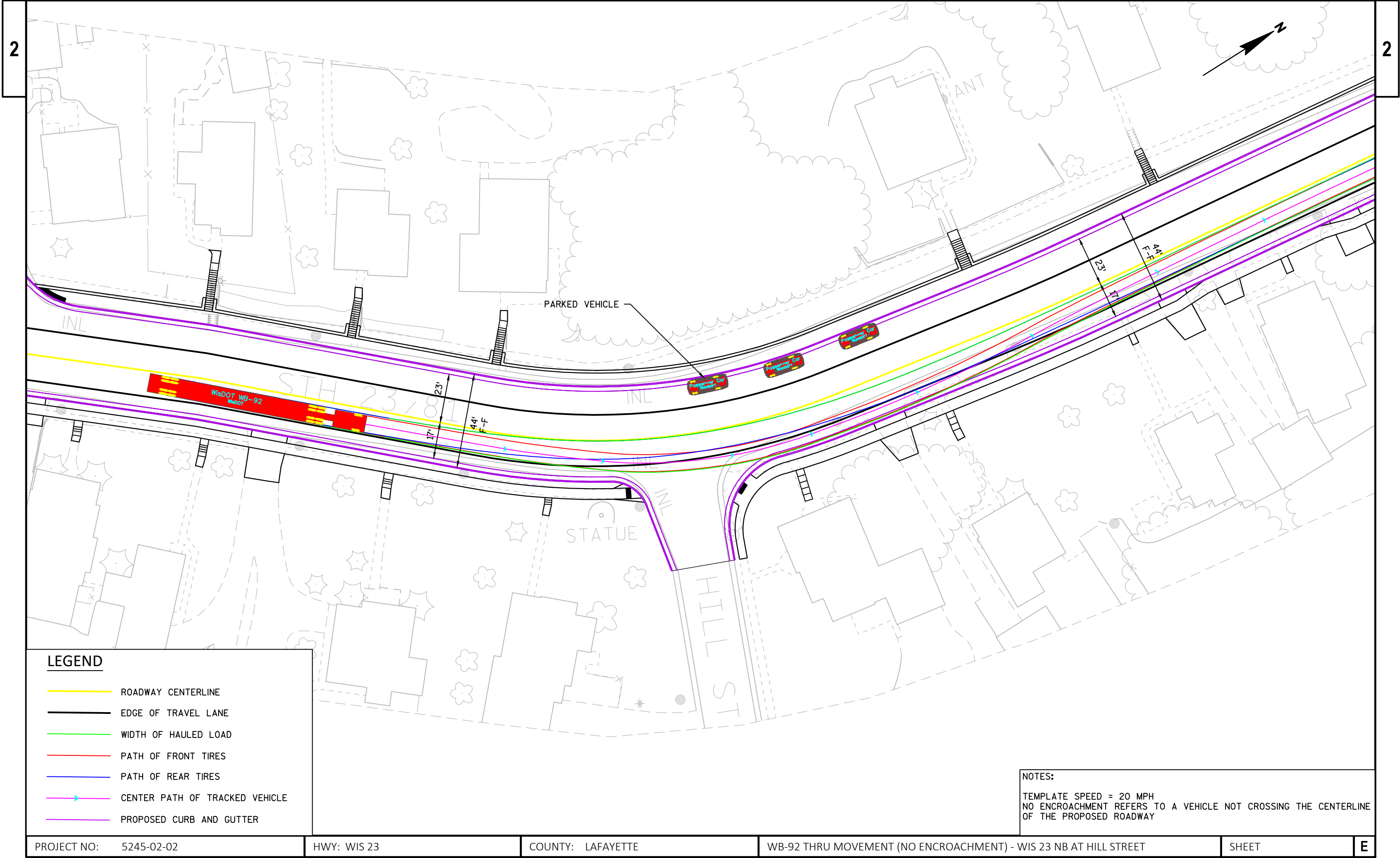
HWY: WIS 23

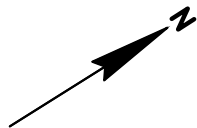
COUNTY: LAFAYETTE

80' MOBILE HOME THRU MOVEMENT (NO ENCROACHMENT) - WIS 23 NB AT RAVINE STREET

SHEET

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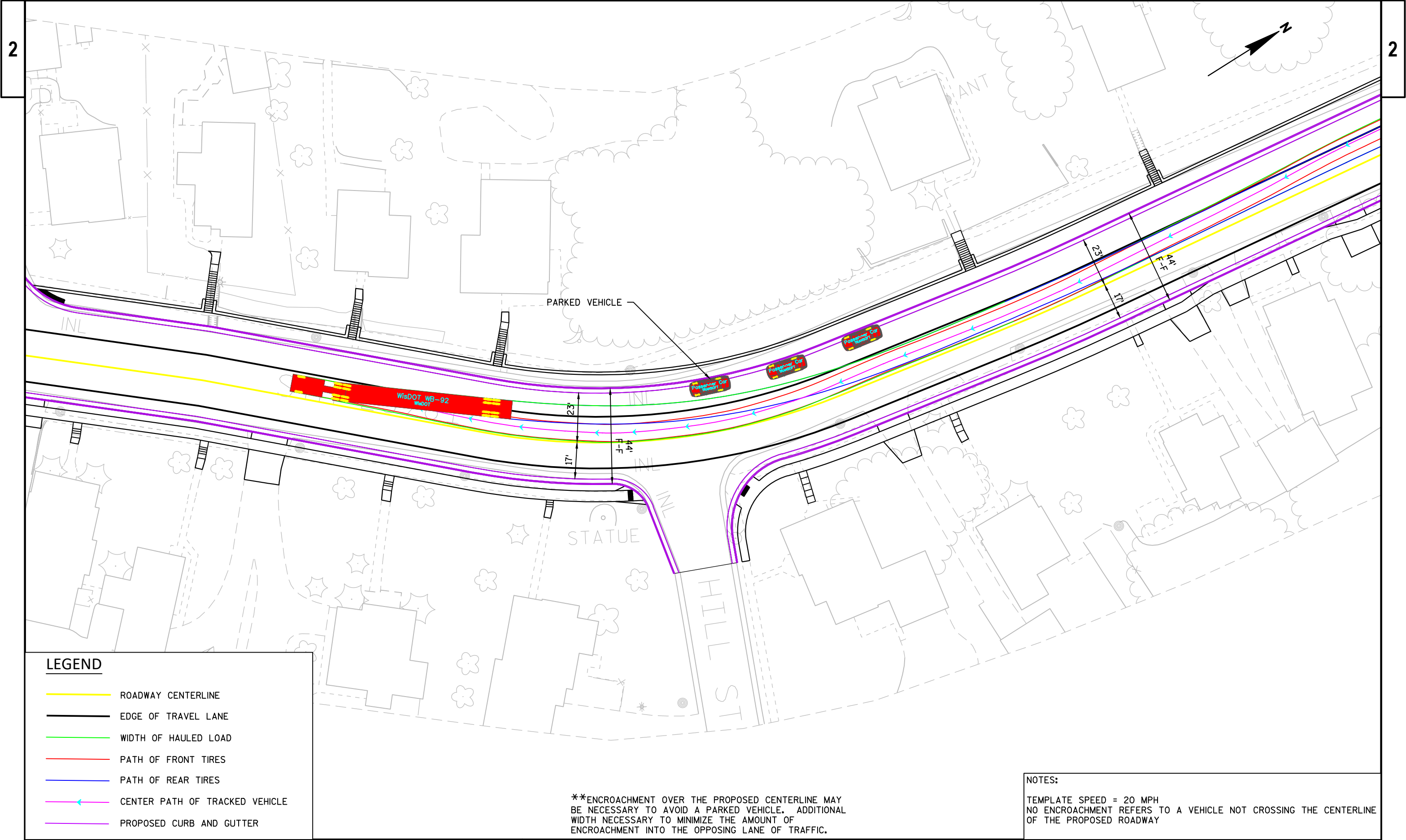


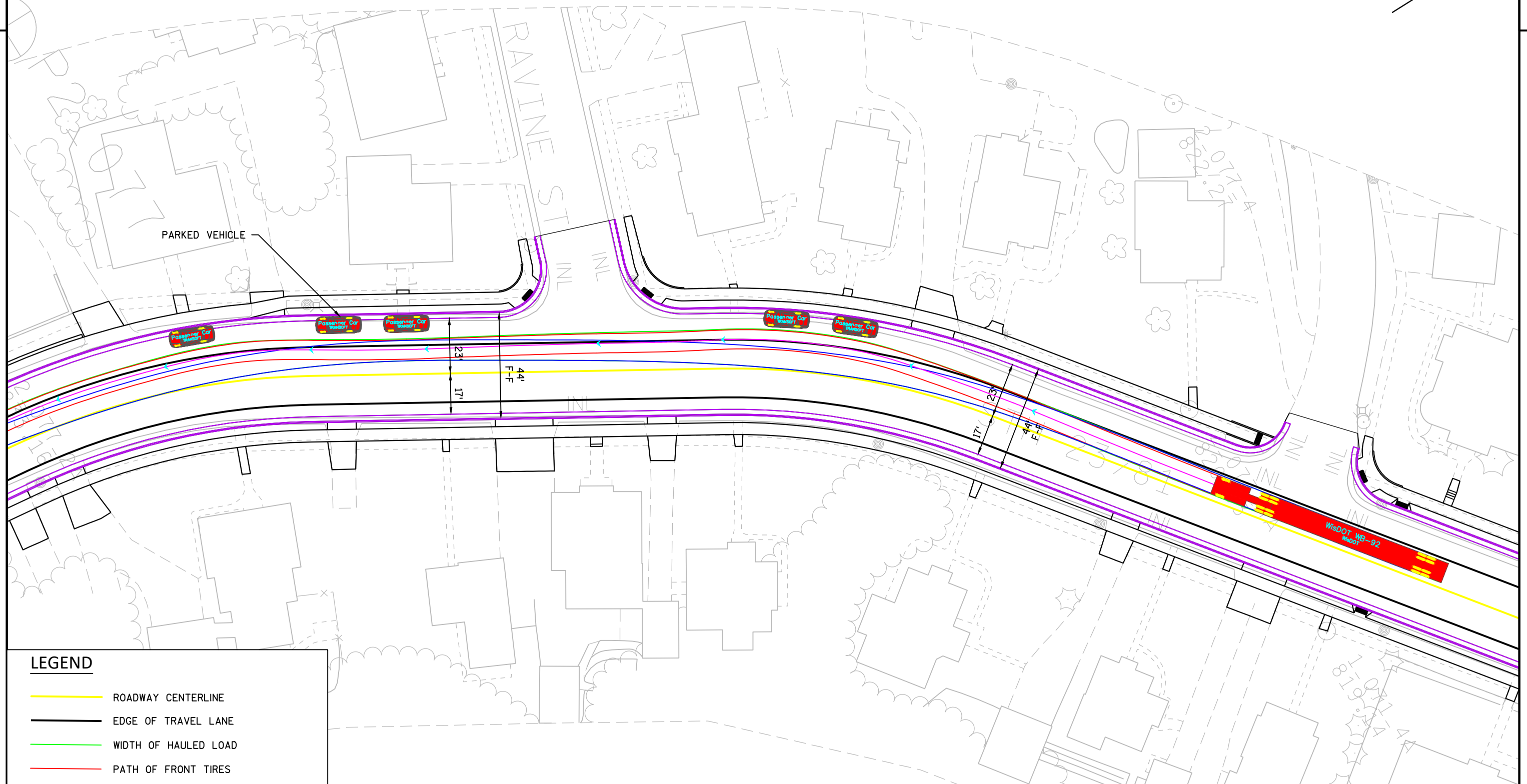
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