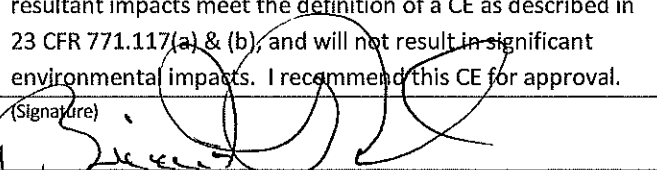


CATEGORICAL EXCLUSION CHECKLIST
FOR 23 CFR 771.117(c) ACTIONS
Wisconsin Department of Transportation (Revised August 2018)

WisDOT Design and Construction IDs: 5944-01-30 (design) 5944-01-60 (construction)	Federal Project IDs (if available): N/A	Legal Description (Township, Range, Section): T3N, R5E, Sections 25, 26, 36; T3N, R6E, Sections 31, 32 T2N, R6E, Sections 4, 5, 6, 9, 10, 11, 12, 13, 14, 15; T2N, R7E, Sections 17, 18, 20, 21, 27, 28	County: Green and Lafayette
Project Name: Argyle – Monroe		Project NEPA/WEPA Termini/ Location: West Junction Old WIS 81 to Pleasant View	
Name of Route or Facility to be Improved: STH 81	Facility Classification: Major Collector	Improvement Type: Resurfacing (Overlay >= 4 Inches)	
Estimated Project Cost in Year of Expenditure \$ (include R/W Cost): \$4.7 Million		Funding Source(s) (check all that apply): <input checked="" type="checkbox"/> State <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Local	
23 CFR 771.117(c) Project Type Number and Text: (c)(22) Projects as defined in 23 U.S.C. 101, that would take place entirely within the operational right of way			
Section 4(f) <input checked="" type="checkbox"/> No Section 4(f) <input type="checkbox"/> Exception to Section 4(f) <input type="checkbox"/> De Minimis Section 4(f) <input type="checkbox"/> Programmatic Section 4(f) <input type="checkbox"/> Full Section 4(f)			
Right-of-Way Acquisition: <input type="checkbox"/> Yes, complete boxes below <input checked="" type="checkbox"/> No right-of-way acquisitions			
0.0 Total Acres	0.0 Fee Simple Acres	0.0 Permanent Easement Acres	0.0 Temporary Easement Acres
Number of Buildings Acquired: <input checked="" type="checkbox"/> None Vacant Buildings Occupied Buildings			
Name of Individual/ Firm Preparing this Form Ryan P. Murphy, PE/Oneida Engineering Solutions		Environmental Process Start Date: 08/28/2018	


WisDOT Region Environmental Coordinator (REC) or Central Office BTS-EPDS Staff:

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) 
(Print Name and Affiliation) Brian Taylor
(Date) 1/15/19

WisDOT Region or Central Office 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 and Affiliation) MAHESH SHRESTHA
(Date) 1/15/19

This template may be used for National Environmental Policy Act (NEPA) documentation and/or Wisconsin Environmental Policy Act (WEPA) CE documentation.

A determination that this project satisfies the criteria for an FHWA (c)-listed Categorical Exclusion (CE) 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 (c)-listed CE does not relieve the requirement for WisDOT to coordinate with WDNR under the

CATEGORICAL EXCLUSION CHECKLIST

FOR 23 CFR 771.117(c) ACTIONS

Wisconsin Department of Transportation (Revised August 2018)

WisDOT Design and Construction IDs: 5944-01-30 (design) 5944-01-60 (construction)	Federal Project IDs (if available): N/A	Legal Description (Township, Range, Section): T3N, R5E, Sections 25, 26, 36; T3N, R6E, Sections 31, 32 T2N, R6E, Sections 4, 5, 6, 9, 10, 11, 12, 13, 14, 15; T2N, R7E, Sections 17, 18, 20, 21, 27, 28	County: Green and Lafayette
Project Name: Argyle – Monroe		Project NEPA/WEPA Termini/ Location: West Junction Old WIS 81 to Pleasant View	
Name of Route or Facility to be Improved: STH 81	Facility Classification: Major Collector	Improvement Type: Resurfacing (Overlay >= 4 Inches)	
Estimated Project Cost in Year of Expenditure \$ (include R/W Cost): \$4.7 Million		Funding Source(s) (check all that apply): <input checked="" type="checkbox"/> State <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Local	
23 CFR 771.117(c) Project Type Number and Text: (c)(22) Projects as defined in 23 U.S.C. 101, that would take place entirely within the operational right of way			
Section 4(f) <input checked="" type="checkbox"/> No Section 4(f) <input type="checkbox"/> Exception to Section 4(f) <input type="checkbox"/> De Minimis Section 4(f) <input type="checkbox"/> Programmatic Section 4(f) <input type="checkbox"/> Full Section 4(f)			
Right-of-Way Acquisition: <input type="checkbox"/> Yes, complete boxes below <input checked="" type="checkbox"/> No right-of-way acquisitions 0.0 Total Acres 0.0 Fee Simple Acres 0.0 Permanent Easement Acres 0.0 Temporary Easement Acres			
Number of Buildings Acquired: <input checked="" type="checkbox"/> None Vacant Buildings Occupied Buildings			
Name of Individual/ Firm Preparing this Form Ryan P. Murphy, PE/Oneida Engineering Solutions		Environmental Process Start Date: 08/28/2018	

WisDOT Region Environmental Coordinator (REC) or Central Office BTS-EPDS Staff:

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)

(Print Name and Affiliation)

(Date)

WisDOT Region or Central Office 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 and Affiliation)

(Date)

This template may be used for National Environmental Policy Act (NEPA) documentation and/or Wisconsin Environmental Policy Act (WEPA) CE documentation.

A determination that this project satisfies the criteria for an FHWA (c)-listed Categorical Exclusion (CE) 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 (c)-listed CE 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.

I. Fiscal Constraint

For federally-funded actions, indicate whether the project is included in the most recent version of the WisDOT Statewide Transportation Improvement Program (STIP) or included in a STIP amendment. One of the boxes must be checked.

- The proposed action is not federally funded, a CEC may be completed under WEPA if it meets all other criteria.
- The proposed action is federally funded and included in the most recent version of the STIP or included in a STIP amendment. Indicate the name of the STIP or STIP amendment, the portion of the proposed project funded and the page number on which the project can be found: *2018-2021 STIP, May Amendments, page 4.*

II. Proposed (c)-list Categorical Exclusion 26, 27 or 28

Projects proposed for approval as (c)(26), (c)(27), or (c)(28) actions must not include any of the conditions specified in 23 CFR 771.117(e). Check all boxes that apply to the proposed project. If any boxes are checked, the project cannot be documented with this CEC checklist. Instead, process it with a PCE if it meets the criteria in Section VII of the FHWA – WisDOT CE Agreement. If the action is disqualified by the Section VII criteria, prepare an ER, EA, or EIS, as applicable. If project is being processed as any other (c)-list category skip to question III.

23 CFR 771.117(e) Actions described in (c)(26), (c)(27), and (c)(28) of this section may not be processed as CEs under paragraph (c) if they involve:

- An acquisition of more than a minor amount of right-of-way or that would result in any residential or non-residential displacements
*In Wisconsin, a minor amount of right-of-way is defined as fee or PLE acquisition ≤ 1 acre/ mile on average for (c)(26) actions and ≤ 0.5 acre total for (c)(27)&(28) actions.
- An action that needs a bridge permit from the US Coast Guard
- An action that does not meet the terms and conditions of a US Army Corps of Engineers nationwide or general permit under Section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act of 1899
- A finding of “adverse effect” to historic properties under the National Historic Preservation Act
- The use of a resource protected under 23 USC 138 or 49 USC 303 (Section 4(f)) except for actions resulting in *de minimis* impacts
*If a project includes a Section 4(f) *de minimis* determination or programmatic evaluation, the Section 4(f) documentation must be submitted to FHWA for review and approval before final approval of this CE
- A finding of “may affect, likely to adversely affect” state or federal threatened or endangered species or critical habitat
- Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
*In Wisconsin, projects resulting in major traffic disruptions are those that require a Transportation Management Plan Type 3 or Type 4, as defined in FDM 11-50-5.
- Changes in access control
*In Wisconsin, changes in access control are any changes beyond minor longitudinal shifts in existing access. Creation of new access, removal of existing access, or substantial shifts in existing access disqualifies a project from using this checklist.
- A floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreation trails, bicycle and pedestrian paths); construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers

III. Description of Purpose and Need, Alternatives Considered and Proposed Action

Provide the project purpose and need, alternatives considered (as needed) and a concise project description below, including the scope of work. Attach a project location map and other appropriate exhibits that are referred to in this document. The description must be consistent with the specific CE listed in Section II, above. The project purpose and need and/or project description should include a brief explanation of the project’s NEPA/WEPA logical termini in relation to the project scope, and purpose and need:

Project Background

The proposed project extends 12.341 miles along State Trunk Highway (STH) 81 between the west junction of Old WIS 81 near Argyle and County N near Monroe, in Lafayette and Green County. STH 81 is classified as a major collector, with an average annual daily traffic (AADT) volume of 4,580 vehicles per day. STH 81 is not an oversize/overweight truck route and is not part of the national highway system. A project location map is included as Attachment A.

Purpose and Need

The purpose of the project is to restore the ride quality of the existing pavement and extend its useful service life. The existing pavement was constructed in 2000. Pavement Condition Index (PCI) is used to measure the condition of the

roadway. It is based on the type, extent, and severity of pavement distress, as well as the smoothness and ride comfort of the road. PCI is based on a numerical scale, with 0 being the worst and 100 the best. The PCI for STH 81 is 67, which is considered fair. Keeping the pavement in good condition using a right time resurfacing (mill and overlay) provides the best cost/benefit ratio for maintaining this type of roadway.

Alternatives Analysis

Alternatives considered for the roadway include:

No action

The pavement surface would continue to deteriorate. The continued deterioration of the pavement would minimize the life of the pavement structure and would likely result in the need for a more expensive fix sooner than anticipated. Although this option does not meet the project purpose and need, it has been carried forward as a baseline comparison.

Pavement resurfacing

This option would mill two inches of pavement off the roadway and replace it with two inches of new pavement. This is a cost effective solution to improve the surface and increase the lifespan of the pavement. This is the preferred alternative.

Pavement replacement

This option would replace the full pavement depth and provide any necessary improvements to the base course. While this solution would meet the identified needs, it is a high-cost solution that exceeds the scope of this project.

Description of Proposed Action

The proposed project would mill off four inches of the existing asphaltic pavement and replace it with four inches of new asphaltic pavement. The paved shoulder would be widened from 3-feet to 5-feet; the overall shoulder width would remain 8-feet. The gravel shoulders would be regraded as necessary to correct any substandard cross slopes. Beam guard would be replaced to meet current design standards. No other grading or ground disturbing activities would be included with the proposed project. No right of way acquisition is anticipated. The project would be constructed under traffic using flagging operations. Preliminary Plans are included as Attachment B.

IV. 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 either boxes 1-3 or the last box. If you are unable to check either boxes 1-3 or the last box in this section you cannot complete this document and must reassess the project scope to meet the criteria. Proposed projects being developed under WEPA must also meet these criteria.

23 CFR 771.111(f) 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
- Project is not an action resulting in construction and does not require compliance with (1-3) above

V. Categorical Exclusion Definition

Check all boxes that apply to the proposed project. If you are unable to check a box in this section you cannot use any CE documentation, prepare an EA or EIS. Proposed projects being developed under WEPA must also meet these criteria. 23 CFR 771.117(a) Categorical exclusions (CEs) are actions which, based on experience with similar actions, do not involve significant environmental impacts. They are actions which:

- Do not induce significant impacts to planned growth or land use for the area
- Do not require the relocation of significant numbers of people
- Do not have a significant impact on any natural, cultural, recreational, historic or other resource

- Do not involve significant air, noise, or water quality impacts
- Do not have significant impacts on travel patterns
- Do not otherwise, either individually or cumulatively, have any significant environmental impacts

VI. Unusual Circumstances

Check all boxes that apply to the proposed project. If any boxes in this section are checked, you cannot use the CEC template, discuss with the REC or EPDS or FHWA to identify the appropriate level of documentation. Proposed projects being developed under WEPA must also meet these criteria.

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:

- Significant environmental impacts
- Substantial controversy on environmental grounds
- Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act (not required for WEPA document, consult with REC or EPDS for requirements)
- 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 or BTS-EPDS: N/A

VII. 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 EPDS staff prior to preparing CEC documentation. In certain cases, the involvement of Tribal land may warrant preparing higher level environmental documentation (e.g. ER instead of CEC) than what is normally required by the FHWA–WisDOT CE Agreement. WisDOT TSS-EPDS Staff will ensure adequate Tribal consultation by WisDOT and engage FHWA in consultation when necessary. Describe any Tribal coordination (enter “N/A” if project is not on tribal lands): N/A

VIII. 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:

An initial letter was sent to Wisconsin Department of Natural Resources (WDNR) on September 10, 2018. WDNR noted the potential presence of the state endangered plant Nodding Rattlesnake-Root along the project corridor. The response letter with WDNR’s initial comments is included as Attachment C.

Initial letters describing the proposed project were sent to Native American Tribes, property owners along the project corridor, local officials, and municipalities on September 10, 2018. Copies of the letters and mailing lists are included as Attachments D, E, F, and G. A news release announcing the project was released to local media outlets on January 14th, 2019. The news release is included as Attachment K. .

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:

No major issues or concerns were identified, and no responses to initial correspondence letters were received.

IX. Air Quality

Projects must be consistent with the State Implementation Plan (SIP) for air quality. Projects in air quality nonattainment and maintenance areas must be demonstrated to conform to the SIP. Check the appropriate box and proceed accordingly.

- The project is in an area designated as attainment for all transportation-related criteria air pollutants. The project is not subject to transportation conformity requirements. No further analysis is required.
- The project is in an area designated as nonattainment or maintenance for one or more transportation-related criteria air pollutants. Proceed with the following analyses for regional and project level transportation conformity.

Regional Conformity

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

- The project is exempt from conformity per 40 CFR 93.126 or is a traffic signal synchronization project under 40 CFR 93.128. No further analysis is needed.
- The project is exempt from regional emissions analysis requirements per 40 CFR 93.127.
- The project is located within a Metropolitan Planning Area and included in the current approved Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). The RTP and TIP were determined to conform by FHWA and FTA. Provide the MPO name, RTP name, TIP name and TIP number. The MPO name, RTP name, TIP name and TIP number should be provided in the box below and must be included if this box is checked:
- The project is located outside of a Metropolitan Planning Organization’s boundaries and has received a conformity determination by FHWA per the rural conformity section of the WisDOT/WDNR Memorandum of Agreement. Provide conformity finding dates:
- The project is non-conforming – project is ineligible for CEC.

Project Level Conformity

Projects in fine particulate matter (PM_{2.5}) nonattainment and maintenance areas are also subject to PM_{2.5} project hot spot conformity requirements. A PM_{2.5} hot spot analysis is required to support a project level conformity determination for projects of local air quality concern. A determination of local air quality concern is made by the Wisconsin Transportation Conformity Working Group (WTCWG).

- The project is not located in a PM_{2.5} nonattainment or maintenance area. No further analysis is required.
- The project is exempt from conformity per 40 CFR 93.126 or is a traffic signal synchronization project under 40 CFR 93.128. No further analysis is needed.
- The project has been screened in accordance with the WisDOT Project Level Conformity PM_{2.5} Screening Checklist and (check one of the following as applicable):
 - Determined not to be a project of local air quality concern. Include the screening checklist in the appendix.
 - Referred to interagency consultation with the WTCWG resulting in a determination that the action is not a project of local air quality concern. Include the project analysis and WTCWG determination in the appendix.
 - Referred to interagency consultation with the WTCWG resulting in a determination that the action is a project of local air quality concern – project is ineligible for PCE.

X. Environmental Factors Matrix (check all that apply)

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
Business & Economics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There may be temporary inconvenience during construction. The roadway will be constructed using flagging/moving operations and access to all properties will be maintained. Delays of less than five minutes are anticipated during construction. After construction, the roadway will provide a better ride quality.
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There may be temporary inconvenience during construction. The roadway will be constructed using flagging/moving operations and access to all properties will be maintained. Delays of less than five minutes are anticipated during construction. After construction, the roadway will provide a better ride quality.
Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No visual changes to the roadway are anticipated.
Agriculture	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No right of way will be acquired as part of the proposed project.

Relocations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No relocations are anticipated as part of the proposed project.
Indirect Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No indirect impacts have been identified.
Cumulative Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No cumulative impacts have been identified.
Environmental Justice & Title VI	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No disproportionate adverse impacts to minority or low income populations are anticipated as part of the proposed project.
Historic Properties/ Cultural Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The project is on the screening list for history. There are three archaeological and one uncatalogued burial site located along the proposed project. No ground disturbing activities will take place outside the existing right of way and no impacts to the sites are anticipated.
Section 4(f)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No 4(f) properties are located along the proposed project.
Section 6(f) or other special funding	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No 6(f) properties are located along the proposed project.
Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Beam guard will be replaced adjacent to wetland areas. All grading will take place outside the wetlands; no impacts to wetlands are anticipated.
Rivers, Streams and Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No impacts to rivers, streams, or floodplains have been identified.
Lakes or Other Open Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No lakes or other open water are present along the proposed project.
Groundwater, Wells, and Springs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No impacts to groundwater, wells, and springs have been identified.
Unique Wildlife and Habitat Concerns	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No unique wildlife and habitat concerns have been identified.
Coastal Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed project is not located in coastal zone.
Threatened and/or Endangered Species	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Wisconsin endangered species Nodding Rattlesnake-Root may be present in the project area. Impacts to plants will be mitigated through project commitments and special provisions.
Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Construction Stage Sound Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A detailed noise analysis was not required for this project. No impacts are anticipated.
Hazardous Substances or Contamination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Existing beam guard will be replaced; all excavation for beam guard replacement will take place within the existing right of way.
Stormwater	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No changes will be made to the storm water system as part of the proposed project.
Erosion and Sediment Control	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Construction site erosion control and sediment control will be implemented during construction based on WisDOT standards and best management practices.
OTHER FACTORS					
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

XI. Supporting Documentation

List additional discussion, agency correspondence, or supporting documentation used in this CE determination that was not covered in the previous question or in an attached Factor Sheet. Projects with Section 4(f) *de minimis* determinations or programmatic evaluations will require review by BTS-EPDS and review and approval by FHWA prior to the approval of this CE. Attach necessary documentation to this checklist and maintain a copy in the project file:

Archaeological/Historical

The proposed project is on the screening list for history. See Attachment H for a copy of the Screening List.

There are three archaeological sites and one uncatalogued burial site located along the project. No impacts to the sites are anticipated. Environmental commitments will be used to ensure that the sites are not impacted. See Attachment I for information on the sites.

Wetlands

There are wetlands located along the project corridor near the intersections of Old WIS 81 and Hiawatha Road. Beam guard will be replaced in these locations; however, no wetland impacts are anticipated.

Threatened and Endangered Species

WDNR staff conducted a Natural Heritage Inventory search on December 10, 2018. Habitat appropriate to Nodding Rattlesnake-Root, a Wisconsin endangered plant, has been identified in the project area. Plant surveys will be conducted during the growing season to confirm the plant's presence/absence.

US Fish and Wildlife Service (USFWS) coordination was completed on October 17, 2018. A consistency letter for a "no effect" determination for the northern long-eared bat (NLEB) was generated. Based on the scope of the project, it is anticipated that there will be no effects on other listed species. USFWS coordination is included as Attachment J.

XII. Mitigation & 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.*

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

Environmental Factor	Commitment (If none, include 'No special or supplemental commitments required.')
Business and Economics	A pre-construction public involvement meeting will be held to discuss the project; the contractor, in coordination with the WisDOT Project Construction Engineer, will be responsible for ensuring this commitment is met. Maintain access during construction at the direction of the WisDOT Project Construction Engineer.
Community	A pre-construction public involvement meeting will be held to discuss the project; the contractor, in coordination with the WisDOT Project Construction Engineer, will be responsible for ensuring this commitment is met. Maintain access during construction at the direction of the WisDOT Project Construction Engineer.
Aesthetics	No special or supplemental commitments required.

Agriculture	A pre-construction public involvement meeting will be held to discuss the project; the contractor, in coordination with the WisDOT Project Construction Engineer, will be responsible for ensuring this commitment is met. Maintain access during construction at the direction of the WisDOT Project Construction Engineer.
Relocations	No special or supplemental commitments required.
Indirect Impacts	No special or supplemental commitments required.
Cumulative Impacts	No special or supplemental commitments required.
Environmental Justice and Title VI	No special or supplemental commitments required.
Historic Properties/Cultural Resources	<p><u>Illiff Cemetery</u> The WisDOT Design Project Manager will notify WisDOT’s Cultural Resources Team (CRT) when the project is within one year of construction. CRT will petition the Wisconsin Historical Society (WHS) for authorization to work within the boundaries of the burial site under State Statute 157.50.</p> <p><u>Klondike and Reinman:</u> Sites shall not be used for borrow or waste disposal, or the staging of personnel, equipment, and/or supplies. If the undertaking includes ground disturbing activities beyond the existing ROW limits, it is recommended that a qualified archaeologist monitor the construction-related ground disturbing activities. The WisDOT Project Construction Engineer will be responsible for ensuring this commitment is met.</p> <p><u>Site unnamed site:</u> Site shall not be used for borrow or waste disposal, and the site area not currently capped by asphalt/concrete should not be used for the staging of personnel, equipment, and/or supplies. If the undertaking includes ground disturbing activities beyond the existing ROW limits, it is recommended that a qualified archaeologist monitor the construction-related ground disturbing activities. The WisDOT Project Construction Engineer will be responsible for ensuring this commitment is met.</p>
Tribal Lands	No special or supplemental commitments required.
Section 4(f)	No special or supplemental commitments required.
Section 6(f) or Other Specially Funded Lands	No special or supplemental commitments required.
Wetlands	No wetland impacts are anticipated with this project. Wetland areas as indicated on the plans shall not be used for borrow or waste disposal, or the staging of personnel, equipment, and/or supplies. Grading for beam guard shall not extend into the defined wetland areas. The WisDOT Project Construction Engineer will be responsible for ensuring this commitment is met.

Rivers, Streams and Floodplains	No special or supplemental commitments required.
Lakes or other Open Water	No special or supplemental commitments required.
Groundwater, Wells and Springs	No special or supplemental commitments required.
Unique Wildlife and Habitat Concerns	No special or supplemental commitments required.
Coastal Zones	No special or supplemental commitments required.
Threatened and/or Endangered Species	Wisconsin endangered plant species Nodding Rattlesnake-Root (<i>Prenanthes crepidinea</i>) may be present in the project area. Plant surveys will be conducted during the 2019 growing season. Coordination with WDNR is on-going. The WisDOT Environmental Coordinator will ensure this commitment is met.
Air Quality	No special or supplemental commitments required.
Construction Stage Sound Quality	Standard specifications 107.8(6) and 108.7.1 will apply. The WisDOT Project Construction Engineer will be responsible for ensuring this commitment is met.
Traffic Noise	No special or supplemental commitments required.
Hazardous Substances or Contamination	No special or supplemental commitments required.
Storm Water	No special or supplemental commitments required.
Erosion Control	No special or supplemental commitments required.
Other:	
Other:	

Factor Sheets:

D-2: Construction Stage Sound Quality

Attachments:

- Attachment A – Project Location Map
- Attachment B – Preliminary Plans
- Attachment C – WNDR Correspondence
- Attachment D – Native American Correspondence
- Attachment E – Property Owner Correspondence
- Attachment F – Local Official Correspondence Attachment G – Municipal Correspondence Attachment H – Section 106 Screening List Attachment I – Archaeological Site Information Attachment J – US Fish and Wildlife Service Coordination Attachment K - Project Announcement News Release

CONSTRUCTION STAGE SOUND QUALITY EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-2

Alternative Resurfacing	Total Length of Center Line of Existing Roadway 12.341 miles Length of This Alternative 12.341 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

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

No noise sensitive areas are located near the proposed project. There are scattered residential properties along the project corridor. Construction will be completed using moving operations, limiting the amount of time any receptors are exposed to construction noise.

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

The noise generated by construction equipment will vary greatly, depending on equipment type/model/make, duration of operation and specific type of work effort. However, typical noise levels may occur in the 67 to 107 dBA range at a distance of 50 feet.

The project will be constructed using moving operations, limiting the length of exposure to construction noise.

3. Describe the construction stage noise abatement measures to minimize identified adverse noise effects. Check all that apply:

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

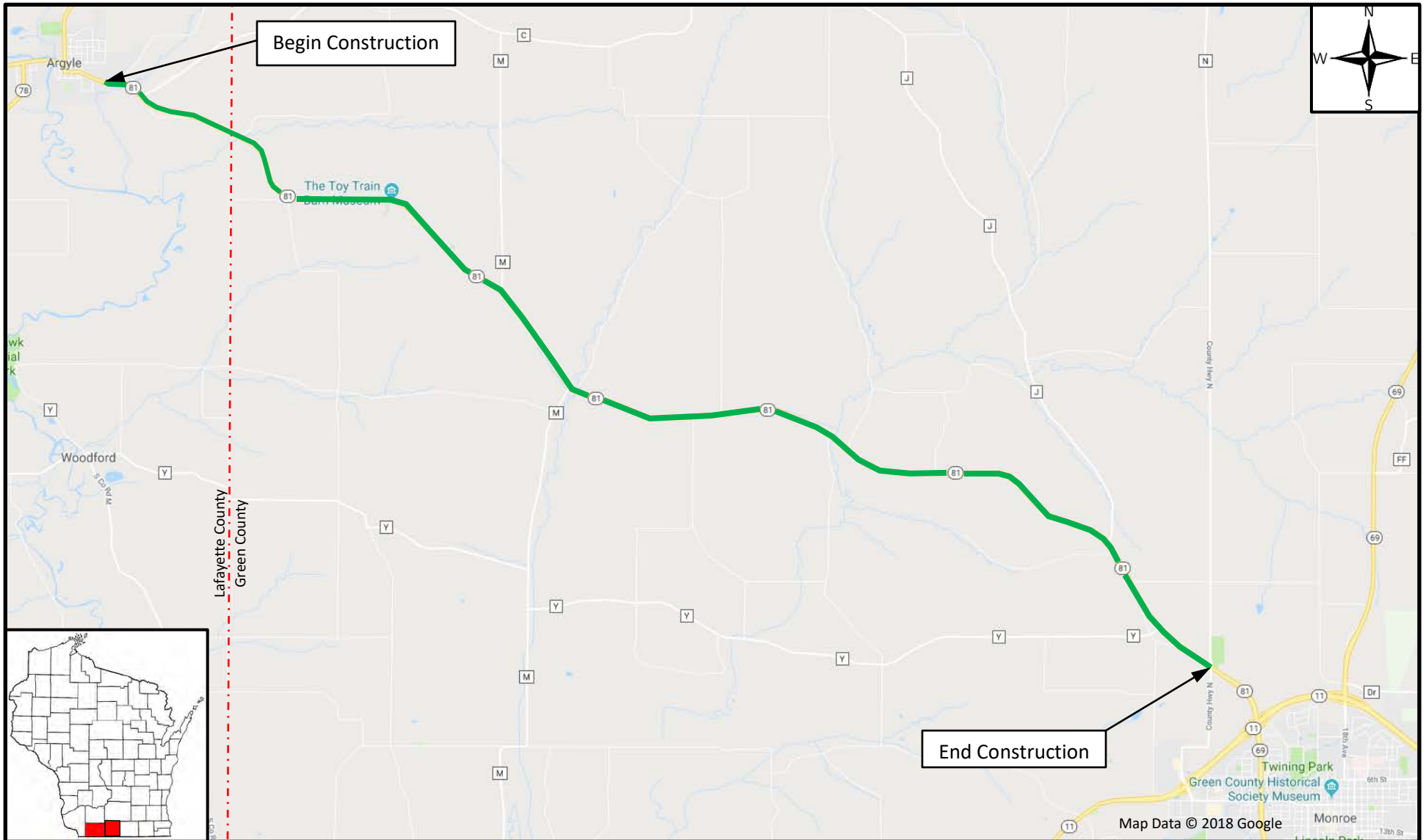
<u>Earthmoving</u>	<u>Approx. Max. dBA Allowed</u>
Compactors (Rollers)	71 – 75
Front Loaders	74 – 86
Backhoes	72 – 94
Tractors	77 – 97
Scrapers, Graders	80 – 84
Pavers	86 – 89
Trucks	82 – 94
<u>Materials Handling</u>	<u>Approx. Max. dBA Allowed</u>
Concrete Mixers	75 – 88
Concrete Pumps	82 – 85
Cranes (Moveable)	75 – 88
Cranes (Derrick)	86 – 88
<u>Stationary</u>	<u>Approx. Max. dBA Allowed</u>
Pumps	68 – 72
Generators	72 – 83
Compressors	76 – 87
<u>Impact Equipment</u>	<u>Approx. Max. dBA Allowed</u>
Pneumatic Wrenches	82 – 88
Jack Hammers and Rock Drills	81 – 98
Impact Pile Drivers (Peaks)	93 – 106
<u>Other</u>	<u>Approx. Max. dBA Allowed</u>
Vibrator	68 – 82
Saws	72 – 83

Attachment A

Project Location Map

Project ID 5944-01-30
Argyle – Monroe
West Junction Old WIS 81 to Pleasant View
WIS 81
Lafayette and Green County

PROJECT LOCATION



Attachment B

Preliminary Plans

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5944-01-60		

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

ARGYLE - MONROE

WEST JUNCTION OLD WIS 81 TO PLEASANT VIEW

STH 81

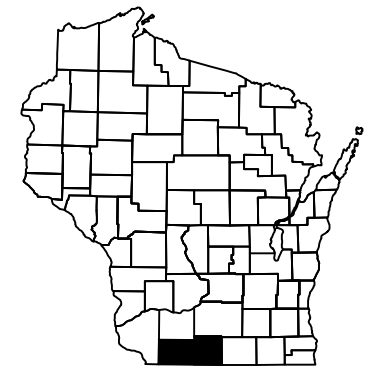
LAFAYETTE & GREEN COUNTY

STATE PROJECT NUMBER
5944-01-60

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plat
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS =



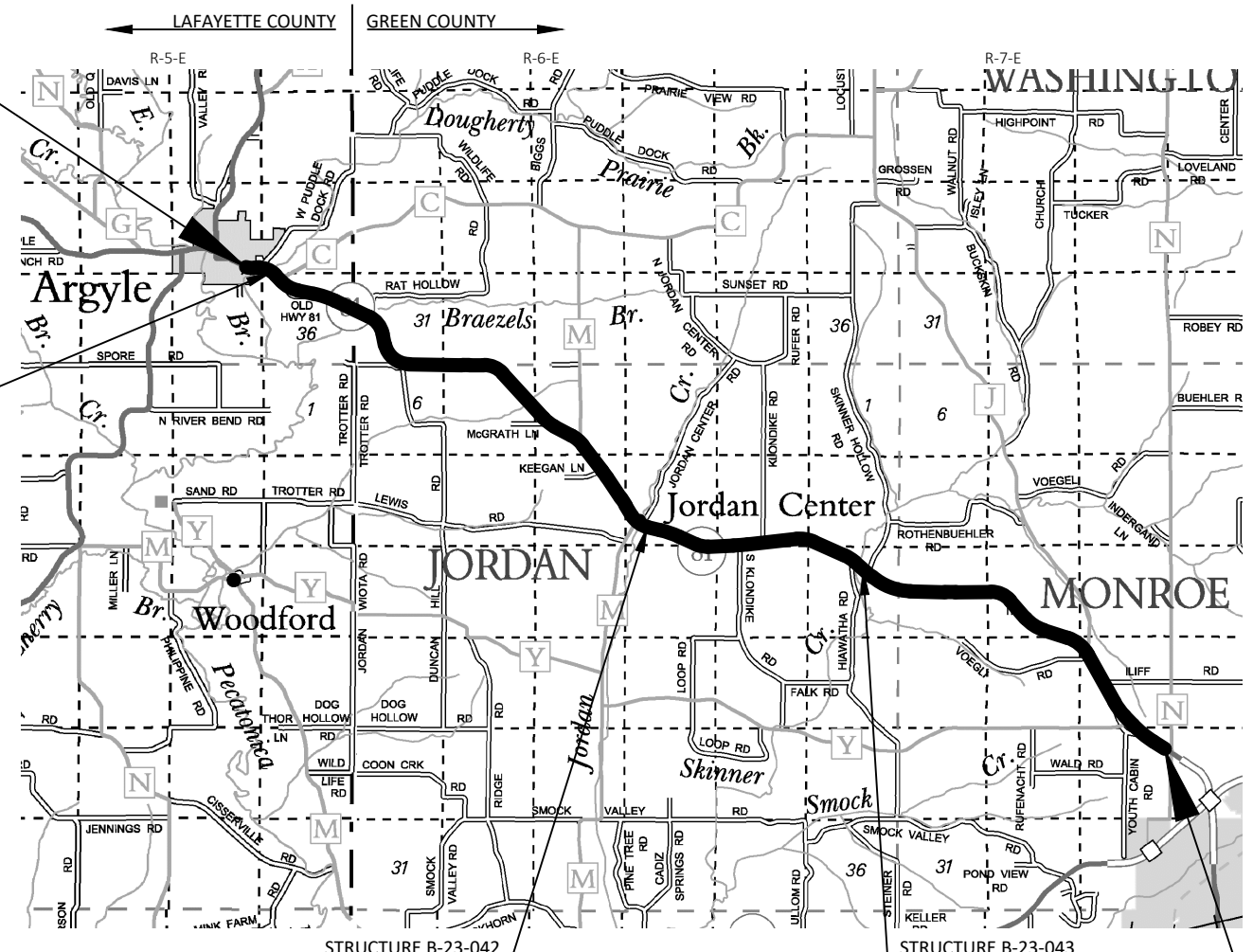
BEGIN PROJECT
STA 21+37
X=552,231.92
Y=172,631.46

STRUCTURE B-33-017

STRUCTURE B-23-042

STRUCTURE B-23-043

END PROJECT
STA 673+00



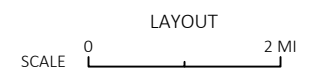
DESIGN DESIGNATION

A.A.D.T.	2016	=	2,110 - 4,580
A.A.D.T.	2036	=	2,280 - 5,220
D.H.V.		=	
D.D.		=	
T.		=	5.5% - 14.3%
DESIGN SPEED		=	30/60 MPH
ESALS		=	

CONVENTIONAL SYMBOLS

PLAN	
CORPORATE LIMITS	
PROPERTY LINE	
LOT LINE	
LIMITED HIGHWAY EASEMENT	
EXISTING RIGHT OF WAY	
PROPOSED OR NEW R/W LINE	
SLOPE INTERCEPT	
REFERENCE LINE	
EXISTING CULVERT	
PROPOSED CULVERT (Box or Pipe)	
COMBUSTIBLE FLUIDS	
MARSH AREA	
WOODED OR SHRUB AREA	

PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	



TOTAL NET LENGTH OF CENTERLINE = 12.341 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, GREEN COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCE MAY BE USED AS GROUND DISTANCES. ELEVATION SHOWN ON THIS PLAN ARE REFERENCE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD (2012.)

ORIGINAL PLANS PREPARED BY:



DATE: _____ (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	_____ OES
Designer	_____ OES
Project Manager	_____ MAHESH SHRESTHA
Regional Examiner	_____ SW REGION
Regional Supervisor	_____ WILLIAM STROBEL

APPROVED FOR THE DEPARTMENT

DATE: _____ (Signature)

E

PROJECT ID: 5944-01-60
WITH: N/A

COUNTY: LAFAYETTE & GREEN

GENERAL NOTES:

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, OR PASSING LANE.

THE RATE OF APPLICATION FOR TACK COAT IS 0.050 TO 0.070 GALLONS PER SQUARE YARD OR AS DIRECTED BY THE ENGINEER.

PAVING LIMITS AT INTERSECTIONS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE EXACT LOCATIONS AND LIMITS OF PRIVATE ENTRANCES AND FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

EXISTING SHOULDER AGGREGATE SHALL BE INCORPORATED INTO THE NEW SHOULDERS UNLESS OTHERWISE DIRECTED BY THE ENGINEER IN THE FIELD.

THE LOCATION OF STOP LINES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, ALL SIGNS RELATING TO THIS OPERATION SHALL BE COVERED OR REMOVED AND FACILITY RESTORED TO NORMAL OPERATIONS.

EROSION CONTROL ITEMS IN THE MISC. QUAN. ARE SUGGESTED. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. MAINTAIN EROSION CONTROL ITEMS UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. PROTECT WETLANDS AND OTHER WATERWAYS THAT ARE PRESENT WITHIN THE PROJECT LIMITS.

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO "DIGGERS HOTLINE" AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA.

DO NOT STORE EQUIPMENT OR MATERIAL IN THE CLEAR ZONE, ENVIRONMENTALLY SENSITIVE AREAS, WETLANDS OR WATERWAYS.

CONSTRUCT HMA PAVEMENT WITH THE FOLLOWING LAYERS AND GRADATIONS

TOTAL DEPTH	PAVEMENT TYPE	LAYER DEPTH
4"	4 LT 58-28 S	1.75" UPPER LAYER
	3 LT 58-28 S	2.25" LOWER LAYER

UTILITY CONTACTS:

JASON GOULD
NORTHERN NATURAL GAS CO. - GAS/PETROLEUM
8101 BIRCHWOOD COURT, SUITE F
JOHNSTON, IA 50131
(402)530-2011
JASON.GOULD@NNGCO.COM

CHAD OLMSTEAD
SCENIC RIVERS ENERGY COOPERATIVE - ELECTRICITY
231 N SHERIDAN ST
LANCASTER, WI 53813
(608)723-2121 EXT:561
COLMSTREAD@SREC.NET

BRANDON STORM
CHARTER COMMUNICATIONS - COMMUNICATION LINE
2701 DANIELS ST
MADISON, WI 53718
(608)274-3822
BRANDON.STORM@CHARTER.COM

ANTHONY MARCINIAK
ATC MANAGEMENT, INC - ELECTRICITY TRANSMISSION
W234 N2000 RIDGEVIEW PARKWAY COURT
PO BOX 47
WAUKESHA, WI 53187-0047
(262)506-6814
AMARCINIAK@ATCLLC.COM

NICOLE SMULLEN
WE ENERGIES - GAS/PETROLEUM
A299
333 W EVERETT ST
MILWAUKEE, WI 53203
(414)221-5617
NICOLE.SMULLEN@WECENERGYGROUP.COM

KEVIN PARRIS
WINDSTREAM KDL, LLC - COMMUNICATION LINE
1858 WRIGHT ST
MADISON, WI 53704
(608)819-5016
KEVIN.J.PARRIS@WINDSTREAM.COM

JERRY MYERS
TDS TELECOM - COMMUNICATION LINE
525 JUNCTION RD
MADISON, WI 53717
(608)664-4404
JERRY.MYERS@TDSTELECOM.COM

MICHAEL BROLIN
ALLIANT ENERGY - ELECTRICITY/GAS/PETROLEUM
4902 NORTH BILTMORE LN
MADISON, WI 53713
(608)458-4871
MICHAELBROLIN@ALLIANTENERGY.COM

KEVIN ZICKERT
CENTURYLINK - COMMUNICATION LINE
224 INDUSTRIAL DRIVE
NORTH PRAIRIE, WI 53153
(262)392-5200
KEVIN.ZICKERT@CENTURYLINK.COM

YAMEENA SIDDIQUI
MID-AMERICA PIPELINE COMPANY - GAS/PETROLEUM
9420 WEST SAM HOUSTON PARKWAY NORTH
HOUSTON, TX 77064
(281)887-3345
YSIDDIQUI@EPROD.COM

WISDOT CONTACT:

MAHESH SHRESTHA
WISCONSIN DOT - PROJECT MANAGER
2101 WRIGHT ST
MADISON, WI 53704
(608) 245-2674
MAHESH.SHRESTHA@DOT.WI.GOV

JACOB ROCKWEILER
WISCONSIN DOT - WI HEIGHT MODERNIZATION
3502 KINSMAN BOULEVARD
MADISON, WI 53704
(608)516-6362
JACOB.ROCKWEILER@DOT.WI.GOV

CONSULTANT CONTACT:

ZACH FREEMAN
ONEIDA ENGINEERING SOLUTIONS - PROJECT MANAGER
5100 EASTPARK BLVD, SUITE 300
MADISON, WI 53718
(608) 243-6479
ZFREEMAN@OESLLC.COM

DNR CONTACT:

SHELLEY WARWICK
3911 FISH HATCHERY RD
FITCHBURG, WI 53711
(608) 444-2835
SHELLEY.WARWICK@WISCONSIN.GOV

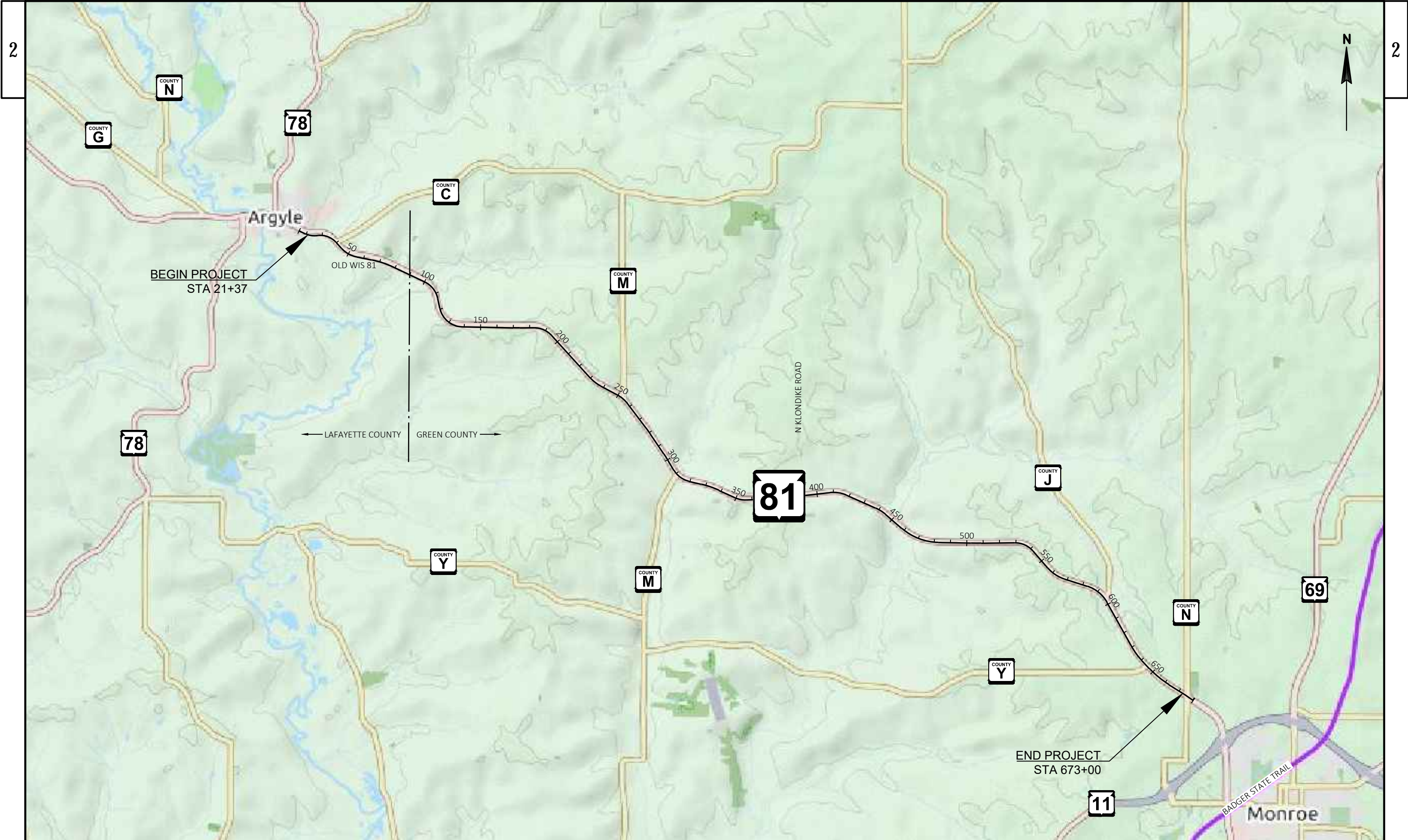
STANDARD ABBREVIATIONS:

AADT	ANNUAL AVERAGE DAILY TRAFFIC
ASPH	ASPHALTIC
BM	BENCH MARK
BLDG	BUILDING
C/L	CENTERLINE
CONC	CONCRETE
CTH	COUNTY TRUNK HIGHWAY
CY	CUBIC YARD
CWT	HUNDREDWEIGHT
C&G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DD	DIRECTION DISTRIBUTION
Δ	DELTA
EL	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
FT	FOOT
GRT	GRATE
INL	INLET
IP	IRON PIPE OR PIN
LT	LEFT
L	LENGTH OF CURVE
LF	LINEAR FOOT
LS	LUMP SUM
MAX.	MAXIMUM
MH	MANHOLE
MIN.	MINIMUM
N	NORTH
NC	NORMAL CROWN
NOR.	NORMAL
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PT	POINT OF TANGENCY
R	RADIUS
R/L	REFERENCE LINE
R/W	RIGHT-OF-WAY
REQD	REQUIRED
RT	RIGHT
SDD	STANDARD DETAIL DRAWING
SF	SQUARE FEET
STA	STATION
STH	STATE TRUNK HIGHWAY
SY	SQUARE YARD
T	TANGENT
TLE	TEMPORARY LIMITED EASEMENT
T	TON
T	TRUCKS (PERCENT OF)
TYP	TYPICAL
VAR	VARIABLE
WV	WATER VALVE



Dial **811** or (800)242-8511

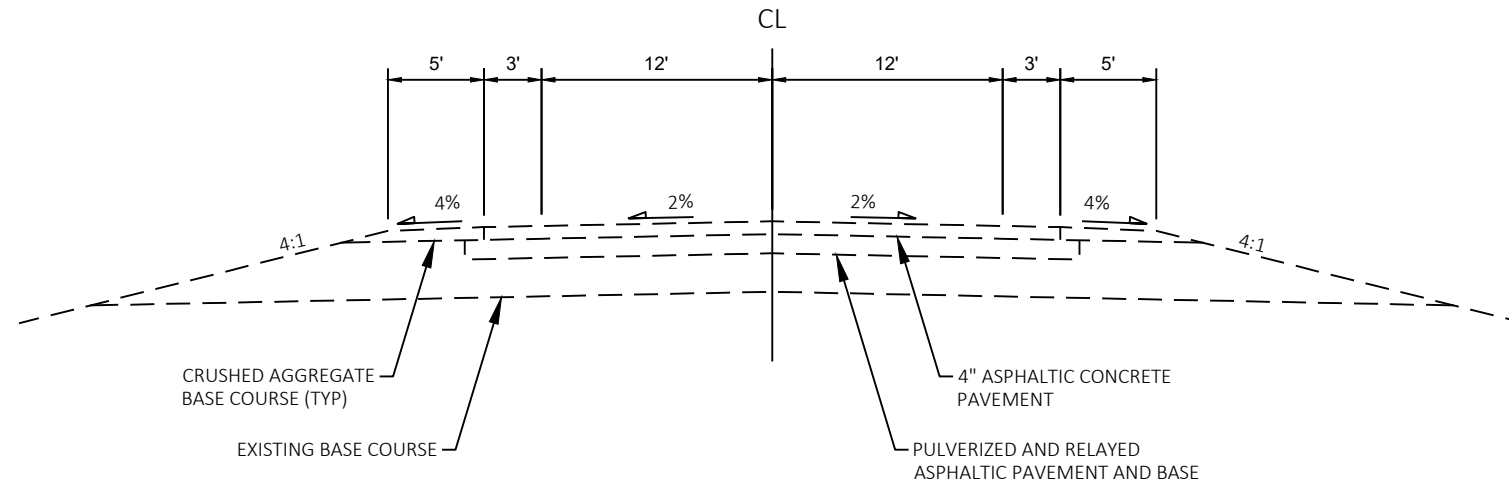
www.DiggersHotline.com



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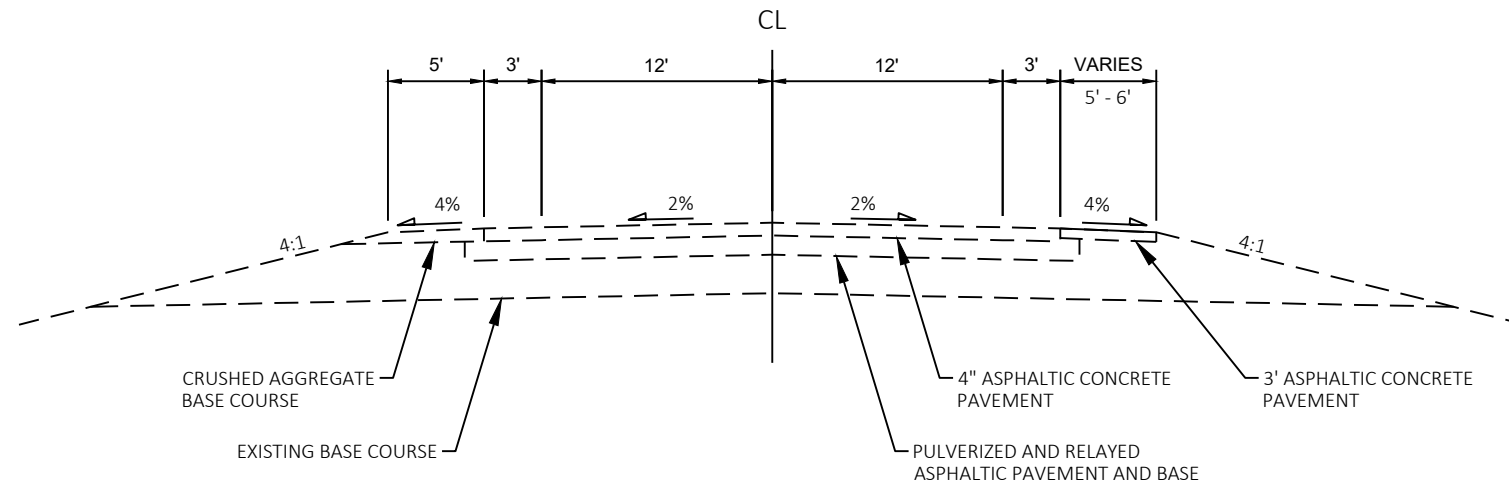
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PROJECT NO: 5944-01-60	HWY: STH 81	COUNTY: LAFAYETTE & GREEN	PROJECT OVERVIEW	SHEET	E
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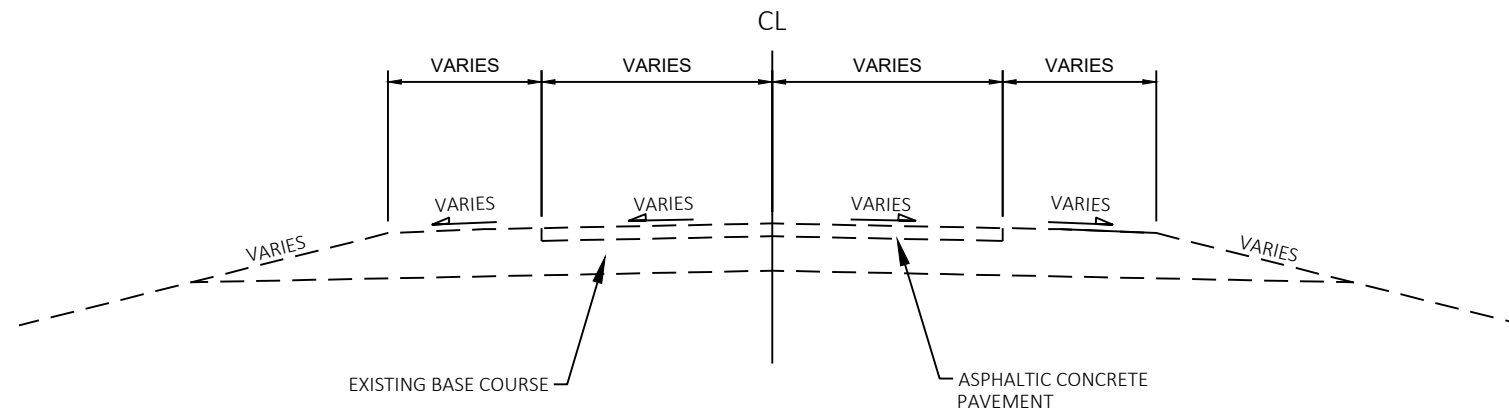
EXISTING TYPICAL SECTION STH 81

STA 21+37 TO STA 105+83
STA 116+12 TO STA 581+22
STA 601+84 TO STA 673+00



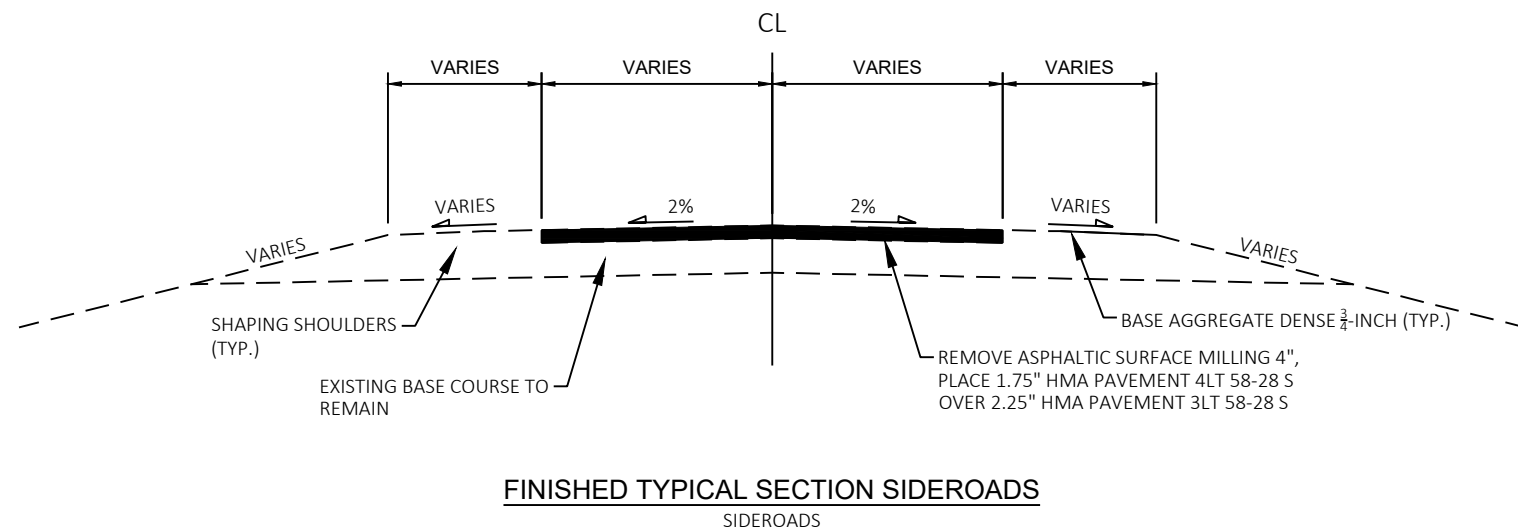
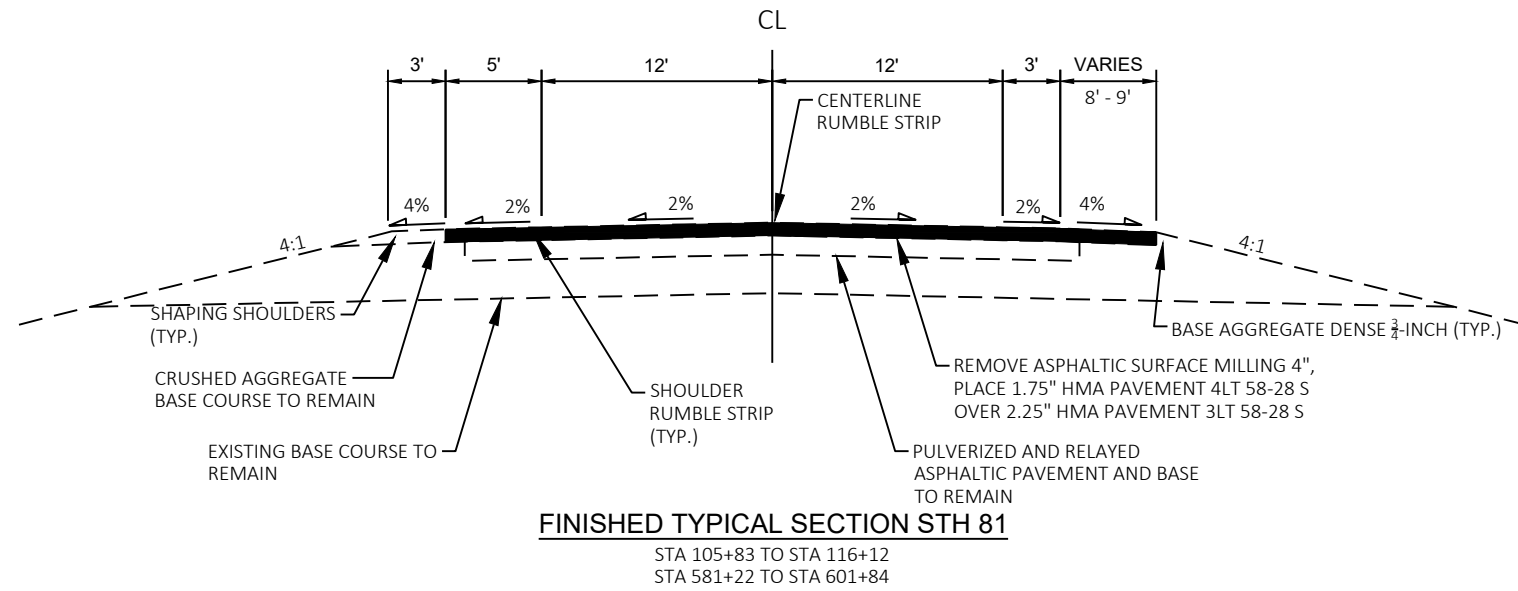
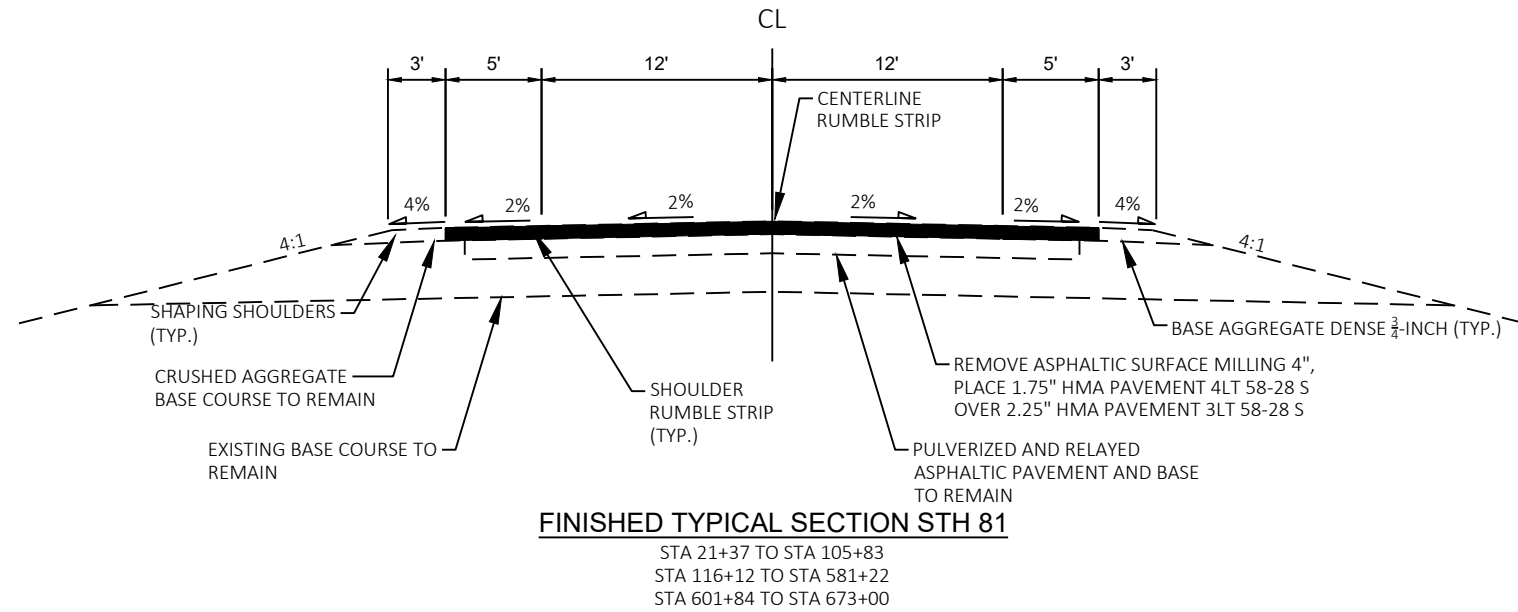
EXISTING TYPICAL SECTION STH 81

STA 105+83 TO STA 116+12
STA 581+22 TO STA 601+84

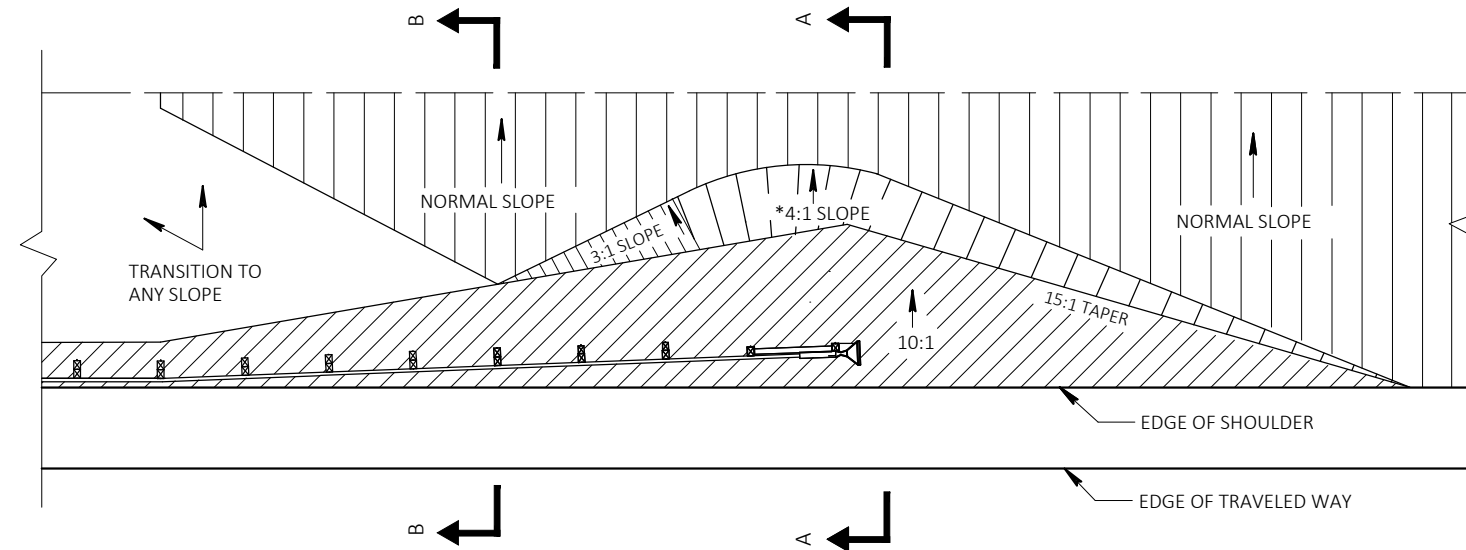


EXISTING TYPICAL SECTION SIDEROADS

SIDEROADS

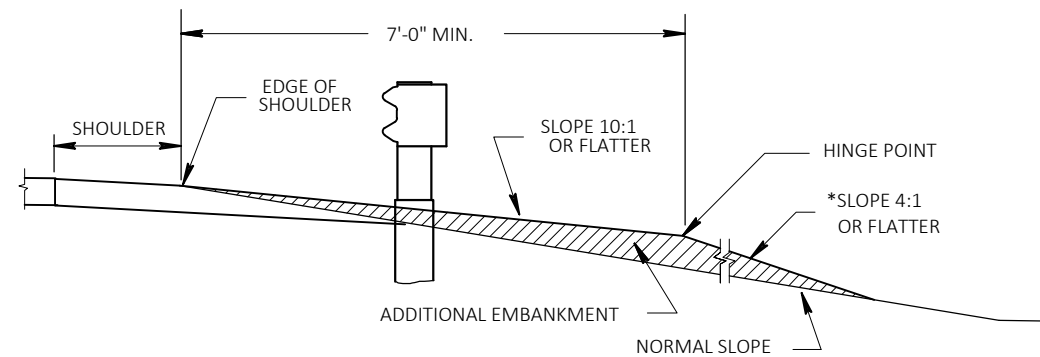


SIDEROAD	LANE	SHOULDER
PD - OLD 81, STA 23+00	11'	3'
W PUDDLE DOCK RD	11'	3'
CTH C	11'	4'
E - OLD 81, STA 49+00	11'	3'
EE - OLD 81, STA 68+00	11'	3'
RAT HOLLOW RD	11'	3'
DH - TROTTER RD	11'	3'
MC GRATH LANE	14'	0
KEEGAN LANE	11'	3'
CTH M	11'	4'
JC - JORDAN CENTER RD	11'	3'
SK - SOUTH KLONDIKE RD	11'	3'
NK - NORTH KLONDIKE RD	11'	3'
SSH - HIAWATHA RD	11'	3'
NSH - SKINNER HOLLOW RD	11'	3'
DOLAN RD	11'	3'
CTH J	11'	6'
VOEGLI RD	10'	3'
ILIFF RD	11'	3'
JOY DEL RD WEST	11'	3'
CTH Y	11'	6'
JOY DEL RD EAST	11'	3'
CTH N	11'	4'

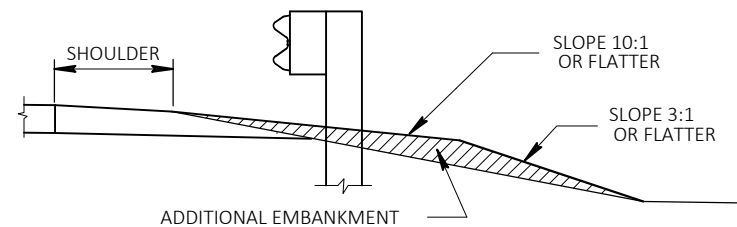


PLAN VIEW

*A 3:1 MAXIMUM SLOPE MAY BE USED FOR INSTALLATIONS ON EXISTING HIGHWAYS.

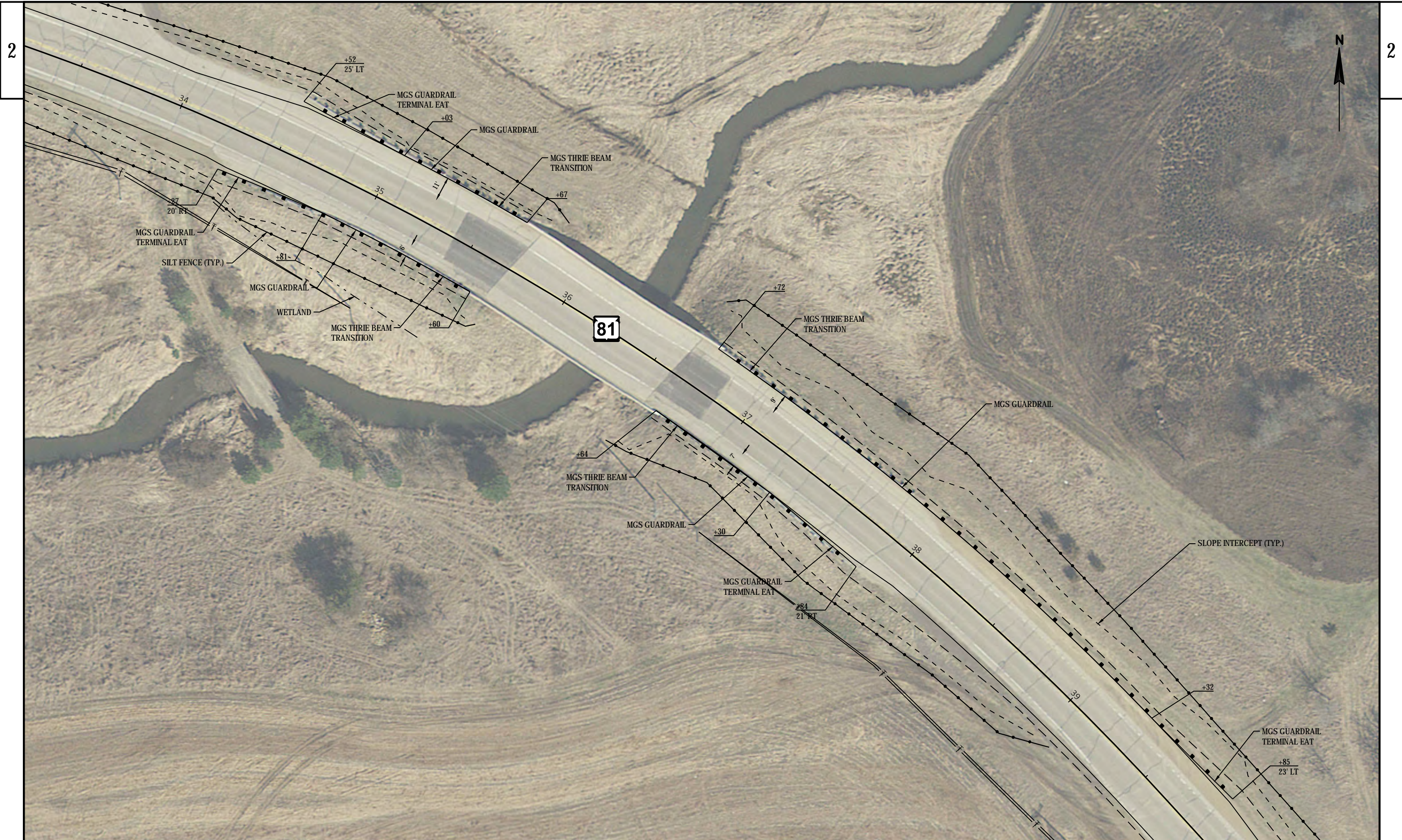


SECTION A-A



SECTION B-B

FILL AREA AT BEAM GUARD EAT



PROJECT NO: 5944-01-60

HWY: STH 81

COUNTY: LAFAYETTE & GREEN

CONSTRUCTION DETAILS: BEAM GUARD INSTALLATION

SHEET

E

FILE NAME : Q:\2018 PROJECTS\5018038 - WISDOT SWR_STH 81 DESIGN\CIVIL3D\SHEETSPLAN\021002_CD.DWG
LAYOUT NAME - 01

PLOT DATE : 11/16/2018 8:13 AM

PLOT BY : PATRICK SMITH

PLOT NAME :

PLOT SCALE : 1 IN=40 FT

WISDOT/CADD SHEET 42



PROJECT NO: 5944-01-60

HWY: STH 81

COUNTY: LAFAYETTE & GREEN

CONSTRUCTION DETAILS: BEAM GUARD INSTALLATION

SHEET

E

FILE NAME : Q:\2018 PROJECTS\5018038 - WISDOT SWR_STH 81 DESIGN\CIVIL3D\SHEETSPLAN\021002_CD.DWG
LAYOUT NAME - 02

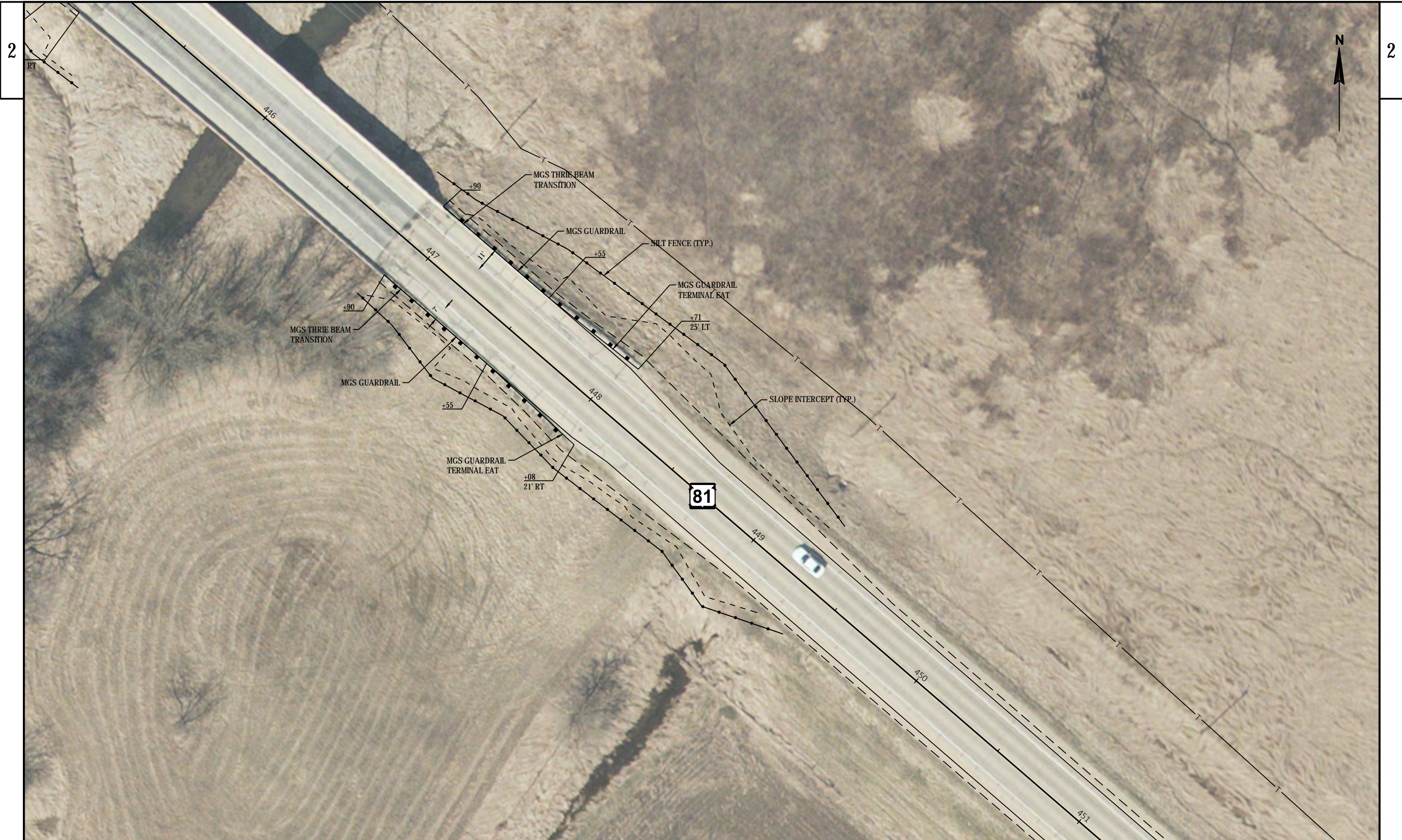
PLOT DATE : 11/16/2018 8:15 AM

PLOT BY : PATRICK SMITH

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADD SHEET 42



PROJECT NO: 5944-01-60

HWY: STH 81

COUNTY: LAFAYETTE & GREEN

CONSTRUCTION DETAILS: BEAM GUARD INSTALLATION

SHEET

E

FILE NAME : Q:\2018 PROJECTS\5018038 - WISDOT SWR_STH 81 DESIGN\CIVIL3D\SHEETSPLAN\021002_CD.DWG
LAYOUT NAME - 03

PLOT DATE : 11/16/2018 8:15 AM

PLOT BY : PATRICK SMITH

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADD SHEET 42



2

2

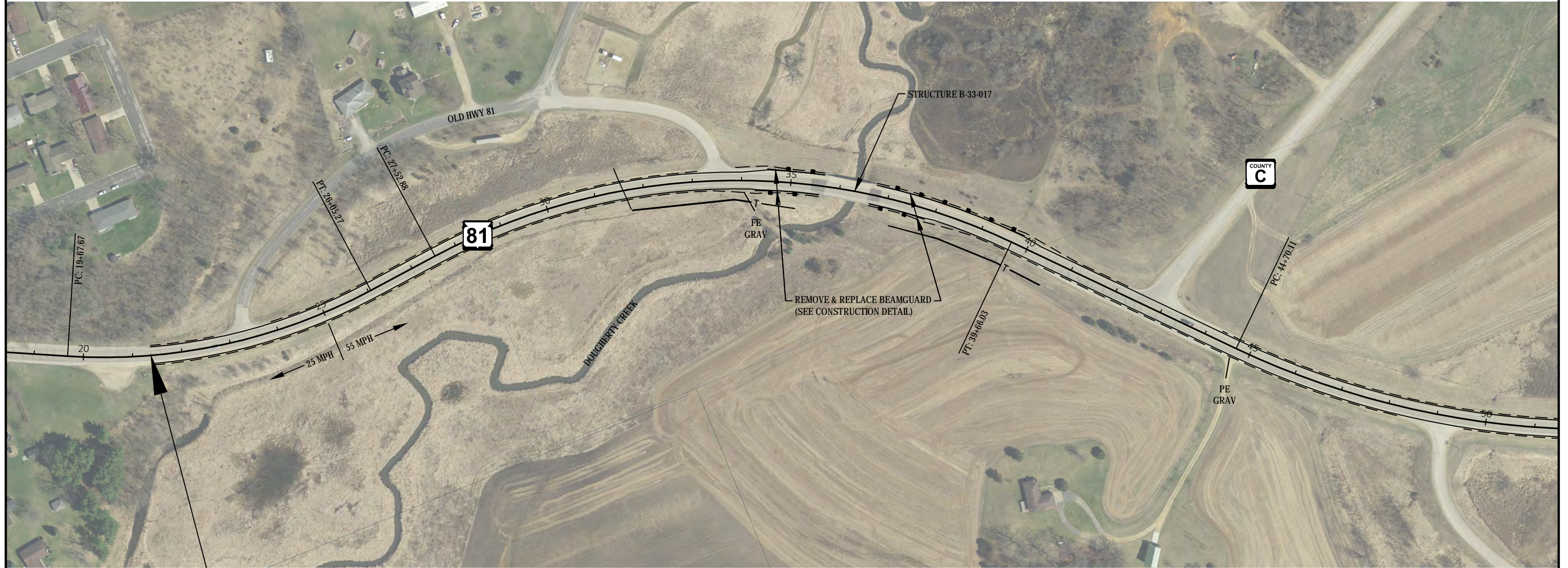
PROJECT NO: 5944-01-60	HWY: STH 81	COUNTY: LAFAYETTE & GREEN	CONSTRUCTION DETAILS: BEAM GUARD INSTALLATION	SHEET E
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PI STA = 22+94.89
 Y = 172550.866
 X = 552368.970
 $\Delta = 31^\circ 46' 00''$
 D = 4°58'56"
 T = 327.22'
 L = 637.60'
 R = 1150.00'
 PC STA = 19+67.67
 PT STA = 26+05.27
 SE = 6.0%

SUPERELEVATION TABLE			
STATION	LT SLOPE	RT SLOPE	REMARKS
18+07.67	-2.0%	-2.0%	NORMAL CROWN
18+61.00	-2.0%	0.0%	ZERO SUPER
19+14.33	-2.0%	+2.0%	REVERSE CROWN
20+21.00	-6.0%	+6.0%	FULL SUPER
25+51.94	-6.0%	+6.0%	FULL SUPER

PI STA = 34+07.68
 Y = 172664.956
 X = 553492.832
 $\Delta = 53^\circ 28' 05''$
 D = 4°24'27"
 T = 654.80'
 L = 1213.15'
 R = 1300.00'
 PC STA = 27+52.88
 PT STA = 39+66.03
 SE = 6.0%

SUPERELEVATION TABLE			
STATION	LT SLOPE	RT SLOPE	REMARKS
28+06.21	+6.0%	-6.0%	FULL SUPER
39+12.71	+6.0%	-6.0%	FULL SUPER
40+19.37	+2.0%	-2.0%	REVERSE CROWN
40+72.71	0.0%	-2.0%	ZERO SUPER
41+26.04	-2.0%	-2.0%	NORMAL CROWN



BEGIN PROJECT
STA 21+37
 X= 552,231.92
 Y=172,631.46

SUPERELEVATION TABLE			
STATION	LT SLOPE	RT SLOPE	REMARKS
43+13.32	-2.0%	-2.0%	NORMAL CROWN
43+66.77	-2.0%	0.0%	ZERO SUPER
44+20.21	-2.0%	+2.0%	REVERSE CROWN
45+21.77	-5.8%	+5.8%	FULL SUPER
55+02.30	-5.8%	+5.8%	FULL SUPER
56+03.85	-2.0%	+2.0%	REVERSE CROWN
56+57.30	-2.0%	0.0%	ZERO SUPER
57+10.75	-2.0%	-2.0%	NORMAL CROWN

PI STA = 50+31.17
 Y = 171393.415
 X = 554651.003
 $\Delta = 36^\circ 31' 47''$
 D = 3°22'13"
 T = 561.06'
 L = 1083.86'
 R = 1700.00'
 PC STA = 44+70.11
 PT STA = 55+53.96
 SE = 5.8%

SUPERELEVATION TABLE

STATION	LT SLOPE	RT SLOPE	REMARKS
63+96.17	-2.0%	-2.0%	NORMAL CROWN
64+49.27	0.0%	-2.0%	ZERO SUPER
65+02.37	+2.0%	-2.0%	REVERSE CROWN
65+26.27	+2.9%	-2.9%	FULL SUPER
78+16.09	+2.9%	-2.9%	FULL SUPER
78+39.99	+2.0%	-2.0%	REVERSE CROWN
78+93.09	0.0%	-2.0%	ZERO SUPER
79+46.20	-2.0%	-2.0%	NORMAL CROWN

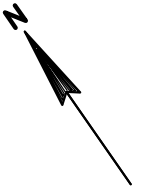
PI STA = 71+74.65
 Y = 170971.818
 X = 556791.634
 $\Delta = 14^\circ 13' 48''$
 D = 1°03'40"
 T = 674.05'
 L = 1341.15'
 R = 5400.00'
 PC STA = 65+00.61
 PT STA = 78+41.76
 SE = 2.9%

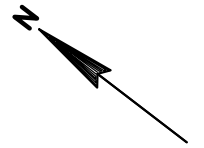


SUPERELEVATION TABLE

STATION	LT SLOPE	RT SLOPE	REMARKS
89+43.36	-2.0%	-2.0%	NORMAL CROWN
98+96.70	0.0%	-2.0%	ZERO SUPER
99+50.03	+2.0%	-2.0%	REVERSE CROWN
100+56.70	+6.0%	-6.0%	FULL SUPER
112+69.90	+6.0%	-6.0%	FULL SUPER
113+76.56	+2.0%	-2.0%	REVERSE CROWN
114+29.90	0.0%	-2.0%	ZERO SUPER
114+83.23	-2.0%	-2.0%	NORMAL CROWN

PI STA = 107+12.98
 Y = 169452.700
 X = 559994.947
 $\Delta = 52^{\circ}09'12''$
 D = 3⁵⁷05"
 T = 709.62'
 L = 1319.86'
 R = 1450.00'
 PC STA = 100+03.37
 PT STA = 113+23.23
 SE = 6.0%





SUPERELEVATION TABLE

STATION	LT SLOPE	RT SLOPE	REMARKS
117+98.09	-2.0%	-2.0%	NORMAL CROWN
118+51.42	-2.0%	0.0%	ZERO SUPER
119+04.76	-2.0%	+2.0%	REVERSE CROWN
120+11.42	-6.0%	+6.0%	FULL SUPER
138+39.07	-6.0%	+6.0%	FULL SUPER
139+45.74	-2.0%	+2.0%	REVERSE CROWN
139+99.07	-2.0%	0.0%	ZERO SUPER
140+52.40	-2.0%	-2.0%	NORMAL CROWN

PI STA = 130+99.80
 Y = 167025.206
 X = 560531.991
 $\Delta = 76^{\circ}25'58''$
 $D = 3^{\circ}57'05''$
 T = 1141.71'
 L = 1934.30'
 R = 1450.00'
 PC STA = 119+58.09
 PT STA = 138+92.40
 SE = 6.0%



PROJECT NO: 5944-01-60	HWY: STH 81	COUNTY: LAFAYETTE & GREEN	PLAN DETAILS	SHEET	E
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PI STA = 172+04.11
 Y = 166940.296
 X = 564984.602
 $\Delta = 1^{\circ}36'54''$
 $D = 0^{\circ}24'33''$
 T = 197.32'
 L = 394.61'
 R = 14000.00'
 PC STA = 170+06.79
 PT STA = 174+01.40
 SE = NC

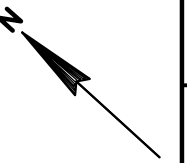
PI STA = 189+11.72
 Y = 166955.868
 X = 566692.171
 $\Delta = 48^{\circ}12'34''$
 $D = 3^{\circ}57'05''$
 T = 648.76'
 L = 1220.05'
 R = 1450.00'
 PC STA = 182+62.97
 PT STA = 194+83.01
 SE = 6.0%

SUPERELEVATION TABLE

STATION	LT SLOPE	RT SLOPE	REMARKS
181+02.96	-2.0%	-2.0%	NORMAL CROWN
181+56.29	0.0%	-2.0%	ZERO SUPER
182+09.63	+2.0%	-2.0%	REVERSE CROWN
183+16.29	+6.0%	-6.0%	FULL SUPER
194+29.69	+6.0%	-6.0%	FULL SUPER
195+36.35	+2.0%	-2.0%	REVERSE CROWN
195+89.69	0.0%	-2.0%	ZERO SUPER
196+43.02	-2.0%	-2.0%	NORMAL CROWN



ENVIRONMENTALLY SENSITIVE AREA 

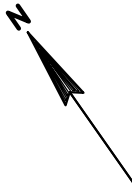


NOTE:
 CONTRACTOR TO PROTECT JORDAN CENTER DH5209 GPS AND KEEP CONSTRUCTION EQUIPMENT AT LEAST 10 FEET AWAY FROM JORDAN CENTER DH5209 GPS.
 ENSURE THAT JORDAN CENTER DH5209 GPS IS/ARE NOT DISTURBED, BUMPED OR MOVED DURING THE DURATION OF THE PROJECT. NOTIFY JACOB ROCKWEILER IMMEDIATELY IF JORDAN CENTER DH5209 GPS IS/ARE DISTURBED, BUMPED OR MOVED DURING CONSTRUCTION OPERATIONS.

PI STA = 253+75.34
 Y = 162645.652
 X = 571515.540
 $\Delta = 24^\circ 42' 03''$
 D = 2°47'42"
 T = 448.86'
 L = 883.78'
 R = 2050.00'
 PC STA = 249+26.47
 PT STA = 258+10.25
 SE = 5.4%

SUPERELEVATION TABLE

STATION	LT SLOPE	RT SLOPE	REMARKS
247+77.13	-2.0%	-2.0%	NORMAL CROWN
248+30.47	0.0%	-2.0%	ZERO SUPER
248+83.80	+2.0%	-2.0%	REVERSE CROWN
249+74.47	+5.4%	-5.4%	FULL SUPER
257+62.26	+5.4%	-5.4%	FULL SUPER
258+52.93	+2.0%	-2.0%	REVERSE CROWN
259+06.26	0.0%	-2.0%	ZERO SUPER
259+59.59	-2.0%	-2.0%	NORMAL CROWN



SUPERELEVATION TABLE

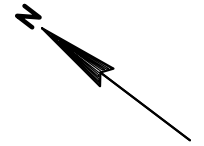
STATION	LT SLOPE	RT SLOPE	REMARKS
228+49.20	-2.0%	-2.0%	NORMAL CROWN
229+02.40	-2.0%	0.0%	ZERO SUPER
229+55.60	-2.0%	+2.0%	REVERSE CROWN
230+35.40	-5.0%	+5.0%	FULL SUPER
237+48.93	-5.0%	+5.0%	FULL SUPER
238+28.73	-2.0%	+2.0%	REVERSE CROWN
238+81.93	-2.0%	0.0%	ZERO SUPER
239+35.13	-2.0%	-2.0%	NORMAL CROWN

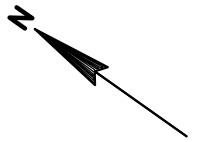
PI STA = 233+96.11
 Y = 163582.481
 X = 569763.124
 $\Delta = 19^\circ 33' 30''$
 D = 2°26'17"
 T = 405.03'
 L = 802.19'
 R = 2350.00'
 PC STA = 229+91.07
 PT STA = 237+93.26
 SE = 5.0%

PI STA = 278+76.25
 Y = 160641.703
 X = 573034.989
 $\Delta = 3^{\circ}00'58''$
 $D = 0^{\circ}38'12''$
 $T = 236.94'$
 $L = 473.77'$
 $R = 9000.00'$
 PC STA = 276+39.31
 PT STA = 281+13.09
 SE = 2.0%

SUPERELEVATION TABLE

STATION	LT SLOPE	RT SLOPE	REMARKS
275+50.98	-2.0%	-2.0%	NORMAL CROWN
276+03.98	0.0%	-2.0%	ZERO SUPER
276+56.98	+2.0%	-2.0%	FULL SUPER
280+95.42	+2.0%	-2.0%	FULL SUPER
281+48.42	0.0%	-2.0%	ZERO SUPER
282+01.42	-2.0%	-2.0%	NORMAL CROWN





SUPERELEVATION TABLE

STATION	LT SLOPE	RT SLOPE	REMARKS
294+81.68	-2.0%	-2.0%	NORMAL CROWN
295+34.68	-2.0%	0.0%	ZERO SUPER
295+87.68	-2.0%	+2.0%	FULL SUPER
300+79.03	-2.0%	+2.0%	FULL SUPER
301+32.03	-2.0%	0.0%	ZERO SUPER
301+85.03	-2.0%	-2.0%	NORMAL CROWN

PI STA = 298+33.43
 Y = 159021.991
 X = 574133.855
 $\Delta = 3^{\circ}21'11''$
 $D = 0^{\circ}38'12''$
 T = 263.42'
 L = 526.68'
 R = 9000.00'
 PC STA = 295+70.01
 PT STA = 300+96.70
 SE = 2.0%

SUPERELEVATION TABLE

STATION	LT SLOPE	RT SLOPE	REMARKS
306+08.26	-2.0%	-2.0%	NORMAL CROWN
306+61.60	-2.0%	0.0%	ZERO SUPER
307+14.93	-2.0%	+2.0%	REVERSE CROWN
308+21.60	-6.0%	+6.0%	FULL SUPER
318+77.51	-6.0%	+6.0%	FULL SUPER
319+84.17	-2.0%	+2.0%	REVERSE CROWN
320+37.51	-2.0%	0.0%	ZERO SUPER
320+90.84	-2.0%	-2.0%	NORMAL CROWN

PI STA = 313+82.83
 Y = 157691.006
 X = 574927.322
 $\Delta = 45^{\circ}56'17''$
 $D = 3^{\circ}57'05''$
 T = 614.56'
 L = 1162.57'
 R = 1450.00'
 PC STA = 307+68.27
 PT STA = 319+30.83
 SE = 6.0%



PISTA = 332+78.00
 Y = 157241.020
 X = 576836.746
 $\Delta = 11^\circ 25' 58''$
 D = 0°59'16"
 T = 580.60'
 L = 1157.34'
 R = 5800.00'
 PC STA = 326+97.40
 PT STA = 338+54.75
 SE = 2.7%

SUPERELEVATION TABLE

STATION	LT SLOPE	RT SLOPE	REMARKS
325+96.07	-2.0%	-2.0%	NORMAL CROWN
326+49.40	0.0%	-2.0%	ZERO SUPER
327+02.73	+2.0%	-2.0%	REVERSE CROWN
327+21.40	+2.7%	-2.7%	FULL SUPER
338+30.75	+2.7%	-2.7%	FULL SUPER
338+49.41	+2.0%	-2.0%	REVERSE CROWN
339+02.75	0.0%	-2.0%	ZERO SUPER
339+56.08	-2.0%	-2.0%	NORMAL CROWN





PI STA = 352+98.69
 Y = 156395.238
 X = 578676.152
 $\Delta = 27^\circ 14' 37''$
 $D = 3^\circ 57' 05''$
 T = 351.38'
 L = 689.46'
 R = 1450.00'
 PC STA = 349+47.31
 PT STA = 356+36.77
 SE = 6.0%

SUPERELEVATION TABLE

STATION	LT SLOPE	RT SLOPE	REMARKS
347+87.31	-2.0%	-2.0%	NORMAL CROWN
348+40.64	-2.0%	0.0%	ZERO SUPER
348+93.97	-2.0%	+2.0%	REVERSE CROWN
350+00.64	-6.0%	+6.0%	FULL SUPER
355+83.44	-6.0%	+6.0%	FULL SUPER
356+90.11	-2.0%	+2.0%	REVERSE CROWN
357+43.44	-2.0%	0.0%	ZERO SUPER
357+96.78	-2.0%	-2.0%	NORMAL CROWN

PI STA = 375+43.61
 Y = 156495.709
 X = 580932.125
 $\Delta = 3^\circ 54' 31''$
 $D = 0^\circ 28' 39''$
 T = 409.48'
 L = 818.64'
 R = 12000.00'
 PC STA = 371+34.13
 PT STA = 379+52.76
 SE = NC



ENVIRONMENTALLY SENSITIVE AREA 



PI STA = 413+22.27
 Y = 156920.796
 X = 584687.124
 $\Delta = 30^\circ 21' 28''$
 $D = 2^\circ 56' 18''$
 T = 529.03'
 L = 1033.20'
 R = 1950.00'
 PC STA = 407+93.24
 PT STA = 418+26.43
 SE = 5.5%

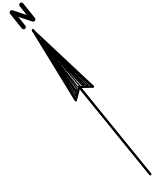
SUPERELEVATION TABLE

STATION	LT SLOPE	RT SLOPE	REMARKS
406+41.78	-2.0%	-2.0%	NORMAL CROWN
406+95.23	0.0%	-2.0%	ZERO SUPER
407+48.69	+2.0%	-2.0%	REVERSE CROWN
408+42.23	+5.5%	-5.5%	FULL SUPER
417+77.44	+5.5%	-5.5%	FULL SUPER
418+70.99	+2.0%	-2.0%	REVERSE CROWN
419+24.44	0.0%	-2.0%	ZERO SUPER
419+77.89	-2.0%	-2.0%	NORMAL CROWN

ENVIRONMENTALLY SENSITIVE AREA 

PI STA = 441+35.41
 Y = 155771.040
 X = 587281.801
 $\Delta = 16^\circ 57' 11''$
 $D = 2^\circ 23' 14''$
 T = 357.68'
 L = 710.13'
 R = 2400.00'
 PC STA = 437+77.73
 PT STA = 444+87.86
 SE = 5.0%

SUPERELEVATION TABLE			
STATION	LT SLOPE	RT SLOPE	REMARKS
436+35.86	-2.0%	-2.0%	NORMAL CROWN
436+89.06	0.0%	-2.0%	ZERO SUPER
437+42.26	+2.0%	-2.0%	REVERSE CROWN
438+22.06	+5.0%	-5.0%	FULL SUPER
444+43.53	+5.0%	-5.0%	FULL SUPER
445+23.33	+2.0%	-2.0%	REVERSE CROWN
445+76.53	0.0%	-2.0%	ZERO SUPER
446+29.73	-2.0%	-2.0%	NORMAL CROWN



SUPERELEVATION TABLE			
STATION	LT SLOPE	RT SLOPE	REMARKS
456+98.26	-2.0%	-2.0%	NORMAL CROWN
457+51.59	-2.0%	0.0%	ZERO SUPER
458+04.93	-2.0%	+2.0%	REVERSE CROWN
458+55.59	-3.9%	+3.9%	FULL SUPER
482+10.61	-3.9%	+3.9%	FULL SUPER
482+61.28	-2.0%	+2.0%	REVERSE CROWN
483+14.61	-2.0%	0.0%	ZERO SUPER
483+67.95	-2.0%	-2.0%	NORMAL CROWN

PI STA = 470+84.01
 Y = 153838.908
 X = 589516.075
 $\Delta = 39^\circ 41' 13''$
 $D = 1^\circ 38' 13''$
 T = 1263.08'
 L = 2424.34'
 R = 3500.00'
 PC STA = 458+20.93
 PT STA = 482+45.27
 SE = 3.9%



PROJECT NO: 5944-01-60	HWY: STH 81	COUNTY: LAFAYETTE & GREEN	PLAN DETAILS	SHEET	E
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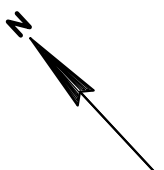


PI STA = 505+69.86
 Y = 153765.952
 X = 593103.003
 $\Delta = 1^{\circ}47'52''$
 $D = 0^{\circ}17'11''$
 T = 313.81'
 L = 627.56'
 R = 20000.00'
 PC STA = 502+56.06
 PT STA = 508+83.62
 SE = NC

SUPERELEVATION TABLE

STATION	LT SLOPE	RT SLOPE	REMARKS
527+73.60	-2.0%	-2.0%	NORMAL CROWN
528+26.93	0.0%	-2.0%	ZERO SUPER
528+80.27	+2.0%	-2.0%	REVERSE CROWN
529+86.93	+6.0%	-6.0%	FULL SUPER
541+38.47	+6.0%	-6.0%	FULL SUPER
542+45.14	+2.0%	-2.0%	REVERSE CROWN
542+98.47	0.0%	-2.0%	ZERO SUPER
543+51.80	-2.0%	-2.0%	NORMAL CROWN

PI STA = 536+05.39
 Y = 153799.468
 X = 596138.396
 $\Delta = 49^{\circ}43'00''$
 D = 3⁵⁷05"
 T = 671.79'
 L = 1258.19'
 R = 1450.00'
 PC STA = 529+33.60
 PT STA = 541+91.80
 SE = 6.0%




PI STA = 562+17.98
 Y = 151760.693
 X = 597905.434
 $\Delta = 31^\circ 31' 49''$
 D = 2°29'28"
 T = 649.32'
 L = 1265.70'
 R = 2300.00'
 PC STA = 555+68.66
 PT STA = 568+34.36
 SE = 5.1%

SUPERELEVATION TABLE			
STATION	LT SLOPE	RT SLOPE	REMARKS
554+24.65	-2.0%	-2.0%	NORMAL CROWN
554+77.99	-2.0%	0.0%	ZERO SUPER
555+31.32	-2.0%	+2.0%	REVERSE CROWN
556+13.99	-5.1%	+5.1%	FULL SUPER
567+89.03	-5.1%	+5.1%	FULL SUPER
568+71.70	-2.0%	+2.0%	REVERSE CROWN
569+25.03	-2.0%	0.0%	ZERO SUPER
569+78.36	-2.0%	-2.0%	NORMAL CROWN

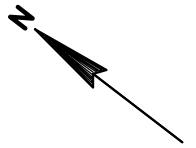
PI STA = 591+18.10
 Y = 150876.075
 X = 600701.914
 $\Delta = 43^\circ 20' 24''$
 D = 2°43'42"
 T = 834.42'
 L = 1588.49'
 R = 2100.00'
 PC STA = 582+83.68
 PT STA = 598+72.17
 SE = 5.3%

SUPERELEVATION TABLE			
STATION	LT SLOPE	RT SLOPE	REMARKS
581+36.47	-2.0%	-2.0%	NORMAL CROWN
581+89.68	0.0%	-2.0%	ZERO SUPER
582+42.89	+2.0%	-2.0%	REVERSE CROWN
583+30.68	+5.3%	-5.3%	FULL SUPER
598+25.18	+5.3%	-5.3%	FULL SUPER
599+12.97	+2.0%	-2.0%	REVERSE CROWN
599+66.18	0.0%	-2.0%	ZERO SUPER
600+19.39	-2.0%	-2.0%	NORMAL CROWN



ENVIRONMENTALLY SENSITIVE AREA 

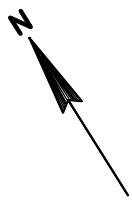




SUPERELEVATION TABLE

STATION	LT SLOPE	RT SLOPE	REMARKS
629+07.41	-2.0%	-2.0%	NORMAL CROWN
629+60.74	-2.0%	0.0%	ZERO SUPER
630+14.08	-2.0%	+2.0%	REVERSE CROWN
630+56.74	-3.6%	+3.6%	FULL SUPER
639+82.76	-3.6%	+3.6%	FULL SUPER
640+25.42	-2.0%	+2.0%	REVERSE CROWN
640+78.76	-2.0%	0.0%	ZERO SUPER
641+32.09	-2.0%	-2.0%	NORMAL CROWN

PI STA = 635+22.29
 Y = 146957.851
 X = 602883.327
 $\Delta = 14^{\circ}10'51''$
 $D = 1^{\circ}25'57''$
 T = 497.55'
 L = 990.01'
 R = 4000.00'
 PC STA = 630+24.75
 PT STA = 640+14.75
 SE = 3.6%



SUPERELEVATION TABLE

STATION	LT SLOPE	RT SLOPE	REMARKS
646+27.17	-2.0%	-2.0%	NORMAL CROWN
646+80.24	-2.0%	0.0%	ZERO SUPER
647+33.32	-2.0%	+2.0%	REVERSE CROWN
647+49.24	-2.6%	+2.6%	FULL SUPER
662+35.88	-2.6%	+2.6%	FULL SUPER
662+51.81	-2.0%	+2.0%	REVERSE CROWN
663+04.88	-2.0%	0.0%	ZERO SUPER
663+57.96	-2.0%	-2.0%	NORMAL CROWN

PI STA = 654+96.76
 Y = 145516.880
 X = 604240.613
 $\Delta = 14^{\circ}38'08''$
 $D = 0^{\circ}57'18''$
 T = 770.51'
 L = 1532.64'
 R = 6000.00'
 PC STA = 647+26.24
 PT STA = 662+58.88
 SE = 2.6%

Attachment C

WDNR Correspondence

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
3911 Fish Hatchery Road
Fitchburg, WI 53711

Scott Walker, Governor
Daniel L. Meyer, Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463
TTY Access via relay - 711



December 10th, 2018

Mr. Mahesh Shrestha
Project Manager
Wisconsin Department of Transportation
Southwest Regional Office
2101 Wright Street
Madison, WI 53704

Subject: DNR Initial Project Review, Project I.D. 5944-01-60
Argyle-Monroe, West Junction Old Wis 81 to Pleasant View
Wis 81, Lafayette and Green County

Dear Mr. Shrestha:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the above-referenced project. According to your proposal, the purpose of this project is to resurface the existing 2-lane rural roadway with 4-inch mill and overlay, regrade shoulders, and replace beam guard and beam guard terminals.

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 we assume that additional information will be provided that addresses all resource concerns identified. To ensure compliance with resource protections, we are recommending that Special Provisions be developed for specific resource protections described below. DNR expects that the full range of DOT roadway standards will be applied throughout the design and construction process.

A. Project-Specific Resource Concerns

Public Lands:

Public lands are not present near the bridge structure work and all work will be conducted within the road right of way.

Wetlands:

There is potential for wetland impacts to occur as a result of this project. A wetland delineation should be prepared for the project area. There are large mapped wetland areas adjacent to Dougherty Creek (near Old HWY 81) southeast of Argyle, surrounding Braezel's Branch, and adjacent to Jordan and Skinner Creeks. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the DOT Wetland Mitigation Banking Technical Guideline. DNR requests information regarding the amount and type of unavoidable wetland impacts.

Fisheries/Stream Work:

It is unclear from the initial information submitted if in-stream work is proposed (culvert replacements or extensions with shoulder work). Please submit more detail on potential in-stream work for the project area. A preliminary review of the project area shows several crossings of tributaries to the East Branch of the Pecatonica River. These include: Dougherty Creek, Braezel's Branch, Trotter Branch, Jordan's Creek, tributary to Jordan's Creek, and Skinner Creek. Dougherty Creek is a class II cold water trout stream and is a priority navigable waterway. It is also listed as an impaired waterway in the state for nutrients, temperature and sediment. There shall be no in-stream work on Dougherty Creek between Sept 15th to May 15th of any calendar year. The other tributaries listed are primarily cool-warm water tributaries and in-stream work is prohibited from March 1st to June 15th of any calendar year. This construction BMP minimizes impacts to fish and other aquatic organisms during sensitive time periods such as spawning, and migration.

If erosion control matting is to be used along stream banks, DNR recommends biodegradable non-netted matting (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animal entrapment. 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.

Endangered Resources:

Based upon a review of the Natural Heritage Inventory (NHI) dated December 10th, 2018, the project area is near a known occurrence for the state endangered plant Nodding Rattlesnake-Root. There is potential for this species to occur if there is suitable habitat within your project limits to avoid take of this species, please conduct plant surveys at the site during the active growing season to determine the species presence/absence. If the Nodding Rattlesnake-Root is not found on site, there will be no project restrictions related to this species. However, if surveys are conducted and this species is recorded on site, all impacts to the species must be avoided; if take cannot be avoided an incidental take permit/authorization shall be applied for. Survey results should be submitted back to me at your earliest convenience.

- There are no known Northern Long-eared Bat (NLEB) maternity roost trees within 150 feet of the project or known hibernacula within 0.25 miles of the proposed project area.
- This project is located outside of any High Potential Zones (HPZ) for the Rusty Patched Bumblebee (RPBB), and therefore should have no impact on this federally endangered species.

❖ *NHI Disclaimer: This review letter may contain NHI data, including specific locations of endangered resources, which are considered sensitive and are not subject to Wisconsin's Open Records Law. As a result, information contained in this review letter may be shared only with individuals or agencies that require this information to carry out specific roles in the permitting, planning and implementation of the proposed project. Specific locations of endangered resources may not be released or reproduced in any publicly disseminated documents.*

Migratory Birds:

Structures in the project area should be reviewed for the presence of migratory bird nests. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service (USFWS). Therefore, the project should either occur only between August 30 and May 1 (non-nesting season) or utilize measures to prevent nesting (e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1). If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable then the USFWS must be contacted to apply for a depredation permit.

Invasive Species and Viral Hemorrhagic Septicemia (VHS):

All project equipment shall be decontaminated for removal of invasive species prior to and after each use on the project site by utilizing other best management practices to avoid the spread of invasive species as outlined in NR 40, Wis. Adm. Code. For more information, refer to <http://dnr.wi.gov/topic/Invasives/bmp.html>.

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

- For more information regarding the EAB and quarantine areas please 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>

Oak Wilt: This project involves work that may involve cutting or wounding of oak trees. To prevent the spread of oak wilt disease, please avoid cutting or pruning of oaks from April 1 through September 30. For more information and guidance see the DNR webpage at: <http://dnr.wi.gov/topic/foresthealth/oakwilt.html>.

Floodplains:

A determination must be made as to whether the project lies within a mapped/zoned floodplain. Any proposed temporary or permanent changes to the road or waterway geometry in mapped floodplain areas requires that DOT coordinate with the Green/Lafayette County Zoning Administrator to ensure compliance with the local zoning ordinance and NR116. Examples of floodplain development activity includes, but not limited to, the following: changes to waterway crossings; culvert extensions; changes to road surface elevations and/or side-slopes; temporary causeways; temporary structures; general fill.

Storm Water Management & Erosion Control:

For projects disturbing an acre or more of land, erosion control and storm water measures must adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP) for Storm Water Discharges. Coverage under TCGP is required prior to construction. DOT should apply for permit coverage just before the project goes to final PS&E. Permit coverage will be issued by the DNR after design is complete and documentation shows that the project will meet construction and post-construction performance standards. For more information regarding the TCGP you can go to the following link, and click on the "Transportation" tab: <https://dnr.wi.gov/topic/Sectors/Transportation.html>.

All projects require an Erosion Control Plan (ECP) that describes best management practices that will be implemented before, during and after construction to minimize pollution from storm water discharges. Additionally, the plan should address how post-construction storm water performance standards will be met for the specific site. The project design and Erosion Control Implementation Plan (ECIP) must comply with the TCGP to receive "permit-coverage" from the DNR.

Once the project contract has been awarded, the contractor will be required to outline their construction methods in the 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. For projects regulated under the TCGP, submit the ECIP as an amendment to the ECP.

Selected Site & Commercial Non-Metallic Mines:

- The DOT Select Site process must be adhered to for clean fill or any other material that leaves the work site. The DNR liaison will review all proposed select sites and a site visit may be required. Filling of wetlands, waterways or floodplain is not allowed under the select site process, unless the site owner obtains required permits. No new impermeable surfaces can be left at a select site (including gravel roads or pads), unless the site owner obtains required permits. Contaminated materials leaving the site need to adhere to the Hazardous Material Management Plan.
- Use of Commercial Non-Metallic Mines must accompany documentation that such mines have received all applicable local, state and federal permits before being used on the project, including local non-metallic mining reclamation permits and applicable WPDES permits as issued by the DNR.

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 262-574-2118, with questions on the form. The notification must be submitted 10 working days in advance of demolition projects.

Other Issues:

This project may require a permit from the U.S. Army Corps of Engineers (USACE). For further permit details, you may contact Kerrie Hauser of the USACE located in the La Crescent, MN office, at 651-290-5903, kerrie.j.hauser@usace.army.mil. 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 this office at 608-444-2835, or email at shelley.warwick@wisconsin.gov.

Sincerely,

Shelley Warwick

Environmental Analysis & Review Specialist

cc: Erin Rieser, WisDOT REC

Attachment D

Native American Correspondence



**Division of Transportation
System Development**
Southwest Regional Office
2101 Wright Street
Madison, WI 53704

**Scott Walker, Governor
Dave Ross, Secretary**
www.dot.wisconsin.gov

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

September 10, 2018

«Title» «First_Name» «Last_Name»
«Credentials»
«Company»
«Office_Building»
«Address_1»
«Address_2»
«City», «State» «Postal_Code»

Re: Notice of federal undertaking and request for comments under 36 CFR 800
WIS 81
Argyle – Monroe
West Junction Old WIS 81 to Pleasant View
Lafayette and Green County

The Wisconsin Department of Transportation (WisDOT) is considering an undertaking located along WIS 81 between the west junction of Old WIS 81 near Argyle and County N in Monroe. A project location map is attached. The existing 2-lane rural roadway will be resurfaced with a 4-inch mill and overlay. In addition, the shoulders will be regraded and beam guard and beam guard terminals will be replaced. Construction is scheduled to begin in 2021, with the potential to begin as early as 2019.

Your tribe has requested to be notified of undertakings in this area of Wisconsin. Attached is a project location map 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 me at 2101 Wright Street, Madison, WI 53704-2583; (608) 245-2674; mahesh.shrestha@dot.wi.gov .

Sincerely,

Mahesh Shrestha

Mahesh Shrestha
Project Manager

Attachments: Project Location Map

Distribution List

Company	Title	First Name	Last Name	Credentials	Email	Phone Number	Office Building	Address 1	Address 2	City	State	Postal Code
Bad River Band of Lake Superior Chippewa Indians of Wisconsin	Ms.	Edith	Leoso	THPO	thpo@badriver-nsn.gov	(715) 682-7123 Ext. 1662		P.O. Box 39		Odanah	WI	54861
Forest County Potawatomi Community of Wisconsin	Mr.	Michael	LaRonge	THPO	michael.laronge@fcpotawatomi-nsn.gov	(715) 478-7354	Tribal Office	5320 Wensaut Lane, P.O. Box 340		Crandon	WI	54520
Ho-Chunk Nation	Mr.	William	Quackenbush	THPO	bill.quackenbush@ho-chunk.com	(715) 284-7181	Executive Offices	P.O. Box 667		Black River Falls	WI	54615
Iowa Tribe of Oklahoma		Cultural	Preservation Office					RR 1, Box 721		Perkins	OK	74059
Lac Vieux Desert Band of Lake Superior Chippewa Indians	Ms.	Daisy	McGeshick	THPO	daisy.mcgeshick@lvtribal.com	(906) 358-0137	Ketegitigaanig Ojibwe Nation	P.O. Box 249		Watersmeet	MI	49969
Prairie Band Potawatomi Nation	Ms.	Hattie	Mitchell	THPO				16281 Q Road		Mayetta	KS	66509
Prairie Island Indian Community	Mr.	Noah	White	THPO	noah.white@piic.org	(651) 385-4175		5636 Sturgeon Lake Road		Welch	MN	55089
Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Mr.	Marvin	DeFoe	THPO	marvin.defoe@redcliff-nsn.gov	(715) 779-3700 Ext. 4244	Red Cliff Band of Lake Superior Chippewa Indians	88385 Pike Road, Highway 13		Bayfield	WI	54814
Sac and Fox Nation of Missouri in Kansas and Nebraska	Mr.	Gary	Bahr					305 North Main		Reserve	KS	66434
Sac and Fox Nation of Oklahoma	Ms.	Sandra	Massey	Historic Preservation Officer	smassey@sacandfoxnation-nsn.gov	(918) 968-3526 Ext. 1070		920883 S Hwy 99 Bldg A, RR 2, Box 246		Stroud	OK	74079
Sac and Fox of the Mississippi in Iowa	Mr.	Jonathan	Buffalo	NAGPRA Representative		(641) 484-3185		349 Meskwaki Road		Tama	IA	52339

Attachment E

Property Owner Correspondence



**Division of Transportation
System Development**
Southwest Regional Office
2101 Wright Street
Madison, WI 53704

**Scott Walker, Governor
Dave Ross, Secretary**
www.dot.wisconsin.gov

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

September 10, 2018

«OwnerOccupant»
«Address_1»
«Address_2»
«City_1», «State_1» «Zip_1»

RE: Project ID 5944-01-60
WIS 81
Argyle – Monroe
West Junction Old WIS 81 to Pleasant View
Lafayette and Green County

This letter is to inform you that the Wisconsin Department of Transportation (WisDOT) is planning improvements to WIS 81 between the west junction of Old WIS 81 near Argyle and Pleasant View in Monroe. The existing 2-lane rural roadway will be resurfaced with a 4-inch mill and overlay. In addition, the shoulders will be regraded and beam guard and beam guard terminals will be replaced. A project location map is attached.

Paving operations will consist of a milling machine removing two inches of the existing asphalt pavement, with a paving machine following behind to place the new asphalt pavement. Milling and paving will take place on one lane at a time, and the milled surface will be repaved in its entirety prior to the conclusion of work each day. Flaggers will be used during paving operations, as traffic will be limited to one lane within the moving work zone. Access to all properties will be maintained during construction.

Construction is currently scheduled to begin in 2021, with the potential to begin as early as 2019. A public involvement meeting will be held prior to the start of construction.

If you have any questions or would like to receive additional information regarding this project, please contact me at 2101 Wright Street, Madison, WI 53704; (608) 245-2674; mahesh.shrestha@dot.wi.gov .

Sincerely,

Mahesh Shrestha

Mahesh Shrestha
Project Manager

Attachments: Project Location Map

WIS 91 - Property Owners

Address 1	Address 2	City 1	State 1	Zip 1
401 OAK STREET		ARGYLE	WI	53504
W9408 STATE ROAD 81	PO BOX 221	ARGYLE	WI	53504
905 BLUFF VIEW COURT	PO BOX 375	ARGYLE	WI	53504
906 BLUFF VIEW COURT		ARGYLE	WI	53504
507 NORTH STREET	PO BOX 418	ARGYLE	WI	53504
1990 OLD HWY 81		ARGYLE	WI	53504
1972 OLD HWY 81		ARGYLE	WI	53504
5321 JEFFERSON STREET	PO BOX 93	AFTON	WI	53501
1950 OLD HIGHWAY 81		ARGYLE	WI	53504
1708 COUNTY ROAD C		ARGYLE	WI	53504
1777 STATE ROAD 81	C/O 611 NORTH STREET	ARGYLE	WI	53504
1295 COUNTY ROAD C		ARGYLE	WI	53504
1540 OLD HWY 81		ARGYLE	WI	53504
1660 OLD HWY 81		ARGYLE	WI	53504
1431 OLD HIGHWAY 81		ARGYLE	WI	53504
9902 VALLEY VIEW ROAD		VERONA	WI	53593
1079 STATE ROAD 81		ARGYLE	WI	53504
W9648 RAT HOLLOW ROAD		ARGYLE	WI	53504
527 16TH AVENUE		MONROE	WI	53566
W9581 STATE ROAD 81		ARGYLE	WI	53504
W9489 TROTTER ROAD		ARGYLE	WI	53504
W9283 STATE HWY 81		ARGYLE	WI	53504
W9275 STATE ROAD 81		ARGYLE	WI	53504
W9489 TROTTER ROAD		ARGYLE	WI	53504
W9141 STATE ROAD 81		ARGYLE	WI	53504
W9023 STATE HWY 81		ARGYLE	WI	53504
W9020 STATE HWY 81		ARGYLE	WI	53504
18 CRESCENT KEY		BELLEVUE	WA	98006
11200 BURKE ROAD		DARLINGTON	WI	53530
W8972 STATE HWY 81		ARGYLE	WI	53504
W8951 MCGRATH LANE		ARGYLE	WI	53504
W8833 MCGRATH LN		ARGYLE	WI	53504
2013 MEADOW LANE		JANESVILLE	WI	53546
4504 RYLEE DR		OKLAHOMA CITY	OK	73719
W8722 STATE HWY 81		ARGYLE	WI	53504
W8624 STATE HIGHWAY 81		ARGYLE	WI	53504
1305 S 124TH STREET		BROOKFIELD	WI	53005
W8505 STATE HWY 81		ARGYLE	WI	53504
W8495 STATE HWY 81		ARGYLE	WI	53504
7610 BAKER COURT		DARIEN	IL	60561
9712 WRIGHT RD		HARVARD	IL	60033
W8428 STATE HWY 81		MONROE	WI	53566
W8404 STATE ROAD 81		MONROE	WI	53566
N4222 JORDAN CENTER RD		ARGYLE	WI	53504
W8403 STATE HWY 81		MONROE	WI	53566
1848 VALLEY VIEW DRIVE		FREEPORT	IL	61032
W7839 STATE ROAD 81		MONROE	WI	53566
N4058 SKINNER HOLLOW ROAD		MONROE	WI	53566
W8110 STATE HWY 81		MONROE	WI	53566
W7210 COUNTY ROAD B		MONROE	WI	53566
N4067 KLONDIKE ROAD		MONROE	WI	53566
W8035 STATE HWY 81		MONROE	WI	53566
W7839 STATE HWY 81		MONROE	WI	53566
N4154 KLONDIKE ROAD		MONROE	WI	53566
W7704 STATE HWY 81		MONROE	WI	53566
W7684 STATE HWY 81		MONROE	WI	53566
705 N VAN BUREN RD		FREEPORT	IL	61032
W7559 STATE HWY 81		MONROE	WI	53566
W7562 STATE ROAD 81		MONROE	WI	53566

WIS 91 - Property Owners

Address 1	Address 2	City 1	State 1	Zip 1
N3979 HIAWATHA ROAD		MONROE	WI	53566
W7210 COUNTY ROAD B		MONROE	WI	53566
N4058 SKINNER HOLLOW ROAD		MONROE	WI	53566
W7120 STATE HWY 81		MONROE	WI	53566
W7098 STATE HWY 81		MONROE	WI	53566
W7210 COUNTY ROAD B		MONROE	WI	53566
W7698 SMOCK VALLEY ROAD		MONROE	WI	53566
C/O RALPH OVADAL	PO BOX 314	MONROE	WI	53566
W6908 STATE HWY 81		MONROE	WI	53566
W2708 COUNTY ROAD SS		MONROE	WI	53566
N3788 STATE HWY 81		MONROE	WI	53566
N3730 STATE HWY 81		MONROE	WI	53566
N2045 ALPHORN ROAD		MONROE	WI	53566
N3693 COUNTY HWY J		MONROE	WI	53566
N3611 STATE HWY 81		MONROE	WI	53566
N3640 STATE HWY 81		MONROE	WI	53566
N3570 STATE HWY 81		MONROE	WI	53566
PO BOX 785		MONROE	WI	53566
N3595 STATE HWY 81		MONROE	WI	53566
N3489 STATE HWY 81		MONROE	WI	53566
W6368 ILIFF ROAD		MONROE	WI	53566
N3512 STATE HWY 81		MONROE	WI	53566
W7210 COUNTY ROAD B		MONROE	WI	53566
W7210 COUNTY ROAD B		MONROE	WI	53566
N3403 JOY DEL ROAD		MONROE	WI	53566
PO BOX 206		BELLEVILLE	WI	53508
N3362 STATE ROAD 81		MONROE	WI	53566
N3298 STATE ROAD 81		MONROE	WI	53566
N3336 JOY DEL ROAD		MONROE	WI	53566
N3320 JOY DEL ROAD		MONROE	WI	53566
N3272 STATE HWY 81		MONROE	WI	53566
N3312 JOY DEL ROAD		MONROE	WI	53566
N3327 JOY DEL ROAD		MONROE	WI	53566
N3305 JOY DEL ROAD		MONROE	WI	53566
N3303 JOY DEL RD		MONROE	WI	53566
134 25TH AVENUE		MONROE	WI	53566
N3236 STATE ROAD 81		MONROE	WI	53566
N3230 STATE HWY 81		MONROE	WI	53566
N3220 STATE HWY 81		MONROE	WI	53566
N2503 ULLOM ROAD		MONROE	WI	53566
N3212 STATE HWY 81		MONROE	WI	53566
N3205 COUNTY HWY N		MONROE	WI	53566

Attachment F

Local Official Correspondence



**Division of Transportation
System Development**
Southwest Regional Office
2101 Wright Street
Madison, WI 53704

**Scott Walker, Governor
Dave Ross, Secretary**
www.dot.wisconsin.gov

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

September 10, 2018

«Title» «First_Name» «Last_Name»
«Position»
«Affiliation»
«Address1»
«Address2»
«City», «State» «Zip»

RE: Project ID 5944-01-60
WIS 81
Argyle – Monroe
West Junction Old WIS 81 to Pleasant View
Lafayette and Green County

This letter is to inform you that the Wisconsin Department of Transportation (WisDOT) is planning improvements to WIS 81 between the west junction of Old WIS 81 near Argyle and County N in Monroe. The existing 2-lane rural roadway will be resurfaced with a 4-inch mill and overlay. In addition, the shoulders will be regraded and beam guard and beam guard terminals will be replaced. A project location map is attached.

Paving operations will consist of a milling machine removing four inches of the existing asphalt pavement, with a paving machine following behind to place the new asphalt pavement. Milling and paving will take place on one lane at a time, and the milled surface will be repaved in its entirety prior to the conclusion of work each day. Flaggers will be used during paving operations, as traffic will be limited to one lane within the moving work zone. Access to all properties will be maintained during construction.

Construction is currently scheduled to begin in 2021, with the potential to begin as early as 2019. A public involvement meeting will be held prior to the start of construction.

If you have any questions or would like to receive additional information regarding this project, please contact me at 2101 Wright Street, Madison, WI 53704; (608) 245-2674; mahesh.shrestha@dot.wi.gov .

Sincerely,

Mahesh Shrestha

Mahesh Shrestha
Project Manager

Attachments: Project Location Map

USH 18
 Cambridge - Jefferson
 USH 12 to STH 26
 Dane and Jefferson County
 Project ID 3080-03-30/60

Local Official Mailing List

Title	First Name	Last Name	Position	Affiliation	Address1	Address2	City	State	Zip
Mr.	Tom	Jean	Highway Commissioner	Lafayette County	12016 Hill Street	PO Box 100	Darlington	WI	53530
Mr.	Chris	Narveson	Highway Commissioner	Green County	2813 6th Street	PO Box 259	Monroe	WI	53566
Mr.	Reg	Gill	Sheriff	Lafayette County Sheriff's Office	138 W. Catherine Street	PO Box 148	Darlington	WI	53530
Mr.	Mark	Rohloff	Sheriff	Green County Sheriff's Office	2827 6th Street	PO Box 473	Monroe	WI	53566
Sen.	Howard	Marklein	Senate District 17	Room 8 South	State Capitol	PO Box 7882	Madison	WI	53707-7882
Rep.	Todd	Novak	Assembly District 51	Room 312 North	State Capitol	PO Box 8953	Madison	WI	53708
Sen.	Jon	Erpenbach	Senate District 27	Room 310 South	State Capitol	PO Box 7882	Madison	WI	53707-7882
Rep.	Sondy	Pope	Assembly District 80	Room 118 North	State Capitol	PO Box 8953	Madison	WI	53708
Mr.	Dave	Soper	Fire Chief	Argyle-Adams Fire Dept.	109 N. Broad Street	PO Box 282	Argyle	WI	53504
Mr.	Andy	Chenous	President	Argyle EMS	106 N. Broad Street	PO Box 124	Argyle	WI	53504
Mr.	Dan	Smits	Fire Chief	City of Monroe Fire Dept.	601 W. 17th Street		Monroe	WI	53566
Mr.	Dan	Nufer	EMS Chief	Green County EMS	PO Box 28		Monroe	WI	53566
Mr.	Rick	Waski	District Administrator	School District of Monroe	925 16th Avenue	Suite 3	Monroe	WI	53566
Mr.	Mike	Beranek	District Administrator	Argyle Schools	14665 Hwy 78		Argyle	WI	53504

Attachment G

Municipal Correspondence



**Division of Transportation
System Development**
Southwest Regional Office
2101 Wright Street
Madison, WI 53704

**Scott Walker, Governor
Dave Ross, Secretary**
www.dot.wisconsin.gov

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

September 10, 2018

«Title» «First_Name» «Last_Name»
«Position»
«Affiliation»
«Address1»
«Address2»
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RE: Project ID 5944-01-60
WIS 81
Argyle – Monroe
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Paving operations will consist of a milling machine removing four inches of the existing asphalt pavement, with a paving machine following behind to place the new asphalt pavement. Milling and paving will take place on one lane at a time, and the milled surface will be repaved in its entirety prior to the conclusion of work each day. Flaggers will be used during paving operations, as traffic will be limited to one lane within the moving work zone. Access to all properties will be maintained during construction.

Construction is currently scheduled to begin in 2019, with the potential to begin as early as 2019. A public involvement meeting will be held prior to the start of construction. A public involvement meeting is not planned during the design phase due to the minimal scope of work. However, all property owners will receive a letter very similar to this. If your municipality would like an opportunity to ask questions or provide comments, I or another project representative would be happy to attend an upcoming board meeting.

If you have any questions or would like to receive additional information regarding this project or a local meeting appearance, please contact me at 2101 Wright Street, Madison, WI 53704; (608) 245-2674; mahesh.shrestha@dot.wi.gov.

Sincerely,

Mahesh Shrestha

Mahesh Shrestha
Project Manager

Attachments: Project Location Map

USH 18
Cambridge - Jefferson
USH 12 to STH 26
Dane and Jefferson County
Project ID 3080-03-30/60

Local Official Mailing List

Title	First Name	Last Name	Position	Affiliation	Address1	Address2	City	State	Zip
Mr.	Philip	Rath	City Administrator	City of Monroe	1110 18th Avenue		Monroe	WI	53566
Mr.	Thomas	Moore	Village President	Village of Argyle	321 Grandview Avenue	PO Box 104	Argyle	WI	53504
Ms.	Peggy	Murphy	Clerk	Town of Monroe	W5445 Center Road		Monroe	WI	53566
Ms.	Billie	Reynolds	Clerk	Town of Jordan	N3288 Loop Road		Monroe	WI	53566
Ms.	Sharon	Paulson	Clerk	Town of Adams	W9699 Puddledock Road		Argyle	WI	53504
Ms.	Katleen	Ernser-Norton	Clerk	Town of Argyle	5902 Spore Road		Argyle	WI	53504

Attachment H

Section 106 Screening List

Pursuant to 36 CFR 800.3 (a)(1) WisDOT (Cultural Resources) has determined the proposed actions for these undertakings (projects) will have no potential to cause effects to historic properties. No further section 106 obligations are required. However, if the proposed actions for an undertaking (project) should change in any way that would involve ground disturbing activities, additional section 106 coordination is required for that undertaking (project).

<i>County</i>	<i>Main ID</i>	<i>Notification Date</i>	<i>Project Put on Screening List for</i>	<i>Route</i>	<i>Title</i>	<i>Bridge ID</i>
Various	1670-05-01	04/02/2018	Both Archaeology and History	USH 12	Sauk City-Madison; Wisconsin River Bri	B-56-217
Various	1706-00-01	12/04/2014	Both Archaeology and History	STH 11	Dubuque - Janesville Various Locations	
Various	3080-03-30	01/10/2017	Both Archaeology and History	USH 18	USH 12 - STH 26 Interchange	
Various	3576-01-01	05/14/2018	History Only	STH 106	Albion-Ft. Atkinson; STH 73 to Park Driv	
Various	3663-00-31	03/24/2011	Both Archaeology and History	STH 67	Beloit - Walworth STh 140 to Saltbox Ro	
Various	3671-00-31	04/03/2013	Both Archaeology and History	STH 134	Cambridge - London USH 12 to CTH O	
Various	5040-04-30	11/17/2016	History Only	STH 33	.02MI E CTH FF to B-29-59	
Various	5105-00-31	09/17/2014	Both Archaeology and History	Various Hwy's	crack filling various hwys	
Various	5105-16-70	02/09/2016	Both Archaeology and History	Interstate Bridge Maint		
Various	5105-17-31	11/05/2015	History Only	STH 108	Crawford and La Crosse Cos. Various St	B-12-0145
Various	5105-17-63	01/03/2018	Both Archaeology and History	Sign Bridge Repairs	Sign Bridge repairs on Interstate & USH'	
Various	5130-02-32	03/28/2017	Both Archaeology and History	STH 131	.01MI N STH 33 to B-41-174	
Various	5271-01-01	09/04/2013	Both Archaeology and History	STH 60	Wisconsin River Structure	B11-19
Various	5340-00-31	01/12/2012	Both Archaeology and History	STH 81	Monroe - Beloit STH 11 to C Beloit Limit	b531020
Various	5340-00-31	01/12/2012	Both Archaeology and History	STH 81	Monroe - Beloit STH 11 to C Beloit Limit	b5301010
Various	5340-00-31	01/12/2012	Both Archaeology and History	STH 81	Monroe - Beloit STH 11 to C Beloit Limit	
Various	5944-01-30	01/02/2018	History Only	STh 81	Argyle-Monroe; W JCT Old WIS 81 to PI	
Various	6131-00-31	09/10/2014	Both Archaeology and History	STH 13	Broadway St Structures (C Wisc Dells)	B110001
Various	6131-00-31	09/10/2014	Both Archaeology and History	STH 13	Broadway St Structures (C Wisc Dells)	B110104
Various	7570-05-33	12/05/2016	Both Archaeology and History	STH 16	Structure B-32-555 to .12MI W Hamlet A	
Various	7735-01-01	05/14/2018	History Only	STH 121	Gimanton-Independence; STH 88 to ST	
Various	7925-02-31	12/19/2017	Both Archaeology and History	STH 162	Bangor - Four Corners; STH 16 to STH	
Vernon	1640-01-30	02/11/2011	Both Archaeology and History	USH 14	Lacrosse-Westby CTH P to Vang St	
Vernon	1640-04-30	02/16/2018	History Only	USH 14	Westby-Readstown; Rusk Ave to Kickap	
Vernon	1643-08-01	12/14/2010	Archaeology Only	USH 14	Westby-Readstown Kickapoo River Brid	b6200050
Vernon	1647-04-04	07/07/2011	Archaeology Only	USH 14	Main St, C Viroqua .36 mi E CTH BB to	
Vernon	1656-01-36	03/30/2009	Both Archaeology and History	USH 61	Boscobel - Readstown WI River Bridge t	
Vernon	1659-01-30	05/10/2007	Both Archaeology and History	USH 61	Soldiers Grove - Readstown Kickapoo R	B6200170
Vernon	1659-01-30	05/10/2007	Both Archaeology and History	USH 61	Soldiers Grove - Readstown Kickapoo R	B6200270
Vernon	5100-08-01	05/25/2010	Both Archaeology and History	STH 33	Cashton-Hillsboro .17 mi E gibson Valle	C62-0074
Vernon	5110-02-31	07/23/2009	History Only	STH 131	Readstown - Viola	
Vernon	5111-02-31	10/13/2010	Both Archaeology and History	STH 131	Readstown - Ontario Kickapoo Rvr Bridg	B62-34
Vernon	5111-02-31	03/17/2011	History Only	STH 131	Readstown - Ontario Kickapoo Rvr Bridg	b12-0005
Vernon	5111-02-31	05/05/2011	Both Archaeology and History	STH 131	Readstown - Ontario Kickapoo Rvr Bridg	B62-0755
Vernon	5140-03-02	01/16/2018	Both Archaeology and History	STH 27	Westby-Cashton; S Junction CTH P/Sau	
Vernon	5140-03-31	10/04/2012	Both Archaeology and History	STH 27	Wstby - Cashton	
Vernon	5150-02-00	06/25/2018	History Only	STH 82	De Soto-Viroqua, STH 35 to STH 27	
Vernon	5268-00-00	10/11/2012	Both Archaeology and History	CTH D	STH 82 - Thompson Road	
Vernon	5289-00-00	04/09/2013	Both Archaeology and History	CTH S	STH 82 - CTH Y	
Vernon	5289-00-01	11/20/2014	Both Archaeology and History	CTH S	STH 82 - CTH Y	P62-0973
Vernon	5289-00-02	05/19/2015	Both Archaeology and History	CTH S	STH 56 - STH 82	P-62-121
Vernon	5289-00-03	09/06/2016	Both Archaeology and History	River Road	CTH S; Bridge Replacement P62-935	P62-935
Vernon	5295-00-00	09/06/2016	Both Archaeology and History	South Elk Run Road	CTH SS - North Elk Run Road: Bridge P	P62-252

Attachment I

Archaeological Site Information

From: [Cloud, Lynn - DOT](#)
To: [Shrestha, Mahesh - DOT](#)
Cc: [Taylor, Brian F - DOT](#); [DOT BEES Cultural Resources](#)
Subject: WisDOT ID# 5944-01-30; STH 81: Argyle-Monroe, W Junction Old Wis 81-Pleasant View; Green County
Date: Monday, January 29, 2018 11:23:00 AM
Attachments: [47GR129 \(unnamed site\) location on 2015 aerial photo.pdf](#)
[47GR146 \(Klondike\) location on 2015 aerial photo.pdf](#)
[47GR154 \(Reinman\) location on 2015 aerial photo.pdf](#)
[BGR-0053 \(Illiff Cemetery\) location in recent photos.pdf](#)

The archival and literature review has been completed for the above project. The project was added to the screening list January 24, 2018 for **history only**.

The project **does not qualify** for the archaeology screening list. One uncatalogued burial site extend into and three archaeological sites abut the project area. You shall adhere to the **commitments outlined below** (which have been entered into PMP).

Commitments	The following sites have commitments for the project
<p>The following site(s) are within the project area and the Region must notify WisDOT's Cultural Resources Team (CRT) when the project is within one (1) year of construction. CRT will petition the Wisconsin Historical Society (WHS) for authorization to work within the boundaries of a burial site under State Statute 157.50.</p>	<ul style="list-style-type: none"> • <i>BGR-0053 (Illiff Cemetery): uncatalogued</i>
<p>Site(s) shall not be used for borrow or waste disposal, or the staging of personnel, equipment and/or supplies.</p> <p>If the undertaking includes ground disturbance beyond the existing ROW limits, it is recommended that a qualified archaeologist monitor the construction-related ground disturbing activities.</p>	<ul style="list-style-type: none"> • <i>47GR146 (Klondike) abuts</i> • <i>47GR154 (Reinman) abuts</i>
<p>Site(s) shall not be used for borrow or waste disposal, and the site are not currently capped by asphalt/concrete should not be used for the staging of personnel, equipment and/or supplies.</p> <p>If the undertaking includes ground disturbance beyond the existing ROW limits, it is recommended that a qualified archaeologist monitor the construction-related ground disturbing activities.</p>	<ul style="list-style-type: none"> • <i>47GR129 (unnamed site) abuts</i>

The use of the Section 106 form (DT1635) is not required in this instance and the **project sponsor may continue**

Attachment J

US Fish and Wildlife Service Coordination



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Green Bay Ecological Services Field Office
2661 Scott Tower Drive
New Franken, WI 54229-9565
Phone: (920) 866-1717 Fax: (920) 866-1710

In Reply Refer To:
Consultation Code: 03E17000-2019-SLI-0106
Event Code: 03E17000-2019-E-00230
Project Name: STH 81

October 17, 2018

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(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Green Bay Ecological Services Field Office

2661 Scott Tower Drive

New Franken, WI 54229-9565

(920) 866-1717

Project Summary

Consultation Code: 03E17000-2019-SLI-0106

Event Code: 03E17000-2019-E-00230

Project Name: STH 81

Project Type: TRANSPORTATION

Project Description: Argyle - Monroe
W Junction Old WIS 81 to Pleasant View
Resurfacing

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/42.6583166457643N89.77624783160711W>



Counties: Green, WI | Lafayette, WI

Endangered Species Act Species

There is a total of 4 threatened, endangered, or candidate species on this 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.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Birds

NAME	STATUS
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) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non- Essential

Flowering Plants

NAME	STATUS
Mead's Milkweed <i>Asclepias meadii</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8204	Threatened
Prairie Bush-clover <i>Lespedeza leptostachya</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4458	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Green Bay Ecological Services Field Office
2661 Scott Tower Drive
New Franken, WI 54229-9565
Phone: (920) 866-1717 Fax: (920) 866-1710

IPaC Record Locator: 639-14307211

October 17, 2018

Subject: Consistency letter for the 'STH 81' project (TAILS 03E17000-2019-R-0106) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated to verify that the **STH 81** (Proposed Action) may rely on the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action will have no effect on the endangered Indiana bat (*Myotis sodalis*) or the threatened Northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, **no consultation is required for these two species.**

For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency for the Proposed Action accordingly.

The following species may occur in your project area and **are not** covered by this determination:

- Mead's Milkweed, *Asclepias meadii* (Threatened)
 - Prairie Bush-clover, *Lespedeza leptostachya* (Threatened)
 - Whooping Crane, *Grus americana* (Experimental Population, Non-Essential)
-

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

STH 81

Description

Argyle - Monroe
W Junction Old WIS 81 to Pleasant View
Resurfacing

Determination Key Result

Based on the information you provided, you have determined that the Proposed Action will have no effect on the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for these two species.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

No

2. Is the project within the range of the Northern long-eared bat^[1]?

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) Federal Highway Administration (FHWA)

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of an Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

No

9. Does the project include maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins)?

No

10. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

No

11. Does the project include slash pile burning?

No

12. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

No

13. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

14. Will the project involve the use of **temporary** lighting *during* the active season?
No
 15. Will the project install new or replace existing **permanent** lighting?
No
 16. Will the project raise the road profile **above the tree canopy**?
No
 17. Is the location of this project consistent with a No Effect determination in this key?
Automatically answered
Yes, because the project action area is outside of suitable Indiana bat and/or NLEB summer habitat
-

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on March 16, 2018. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

**Federal Highway Administration (FHWA) and Federal Railroad Administration (FRA)
Range-wide Programmatic Informal Consultation for
Indiana Bat and Northern Long-eared Bat**

Project Submittal Form for FHWA, FRA, and Transportation Agencies
Updated June 23, 2015

In order to use the programmatic informal consultation to fulfill Endangered Species Act consultation requirements, transportation agencies must use this form to submit project-level information for all may affect, not likely to adversely affect (NLAA) determinations to the appropriate U.S. Fish and Wildlife Service (Service) field office prior to project commencement. For more information, see the Standard Operating Procedure for Site Specific Project(s) Submission in the User's Guide.

In submitting this form, the transportation agency ensures that the proposed project(s) adhere to the criteria of the range-wide programmatic informal BA. Upon submittal of this form, the appropriate Service field office may review the site-specific information provided and request additional information. If the applying transportation agency is not notified within 14 calendar days of emailing the Project Submittal Form to the Service field office, it may proceed under the range-wide programmatic informal consultation.

Further instructions on completing the form can be found by hovering your cursor over each text box.

1. Date:

2. Lead Agency:

This refers to the Federal governmental lead action agency initiating consultation; select FHWA or FRA as appropriate

3. Requesting Agency:

a. Name:

b. Title:

c. Phone:

d. Email:

4. Consultation Code¹:

5. Project Name(s):

¹ Available through IPaC System Official Species List: <https://ecos.fws.gov/ipac/>

6. Project Description:

Please attach additional documentation or explanatory text if necessary

7. Other species from Official Species List:

No effect – project(s) are inside the range, but no suitable habitat – see additional information attached

May Affect – see additional information provided for those species (either attached or forthcoming)

8. For Ibat/NLEB, if Applicable, Explain Your No Effect Determination

No effect – project(s) are outside the species' range (*form complete*)

No effect – project(s) are inside the range, but no suitable summer habitat (*form complete*)

No effect from maintenance, alteration, or demolition of bridge(s)/structure(s) – results of inspection surveys indicate no signs of bats. (*form complete*)

No effect – other (*see Section 2.2 of the User's Guide – form complete*)

Otherwise, please continue below.

9. Affected Resource/Habitat Type

Trees

Bridge

Other Non-Tree Roosting Structure (e.g., building)

Other (please explain):

10. For Tree Removal Projects:

- a. Please verify that no documented roosts or foraging habitat will be impacted and that project is within 100 feet of existing road surface:
- b. Please verify that all tree removal will occur during the inactive season²:
- c. Timing of clearing:
- d. Amount of clearing:

11. For Bridge/Structure Work Projects:

- a. Proposed work:
- b. Timing of work:
- c. Evidence of bat activity on bridge/structure:
- d. If applicable, verify that superstructure work will not bother roosting bats in any way:
- e. If applicable, verify that bridge/structure work will occur only in the winter months:

² Coordinate with local Service field office for appropriate dates.

12. Please confirm the following:

Proposed project(s) adhere to the criteria of the range-wide programmatic informal BA (see Section 2.0).

All applicable AMMs will be implemented, including³:

Tree Removal AMM 1:

Dust Control AMM 1:

Tree Removal AMM 2:

Water Control AMM 1:

Tree Removal AMM 3:

Water Control AMM 2:

Tree Removal AMM 4:

Water Control AMM 3:

Bridge AMM 1:

Water Control AMM 4:

Bridge AMM 2:

Water Control AMM 5:

Bridge AMM 3:

Water Control AMM 6:

Bridge AMM 4:

Wetland/Stream Protection AMM 1:

Structure AMM 1:

Wetland/Stream Protection AMM 2:

Structure AMM 2:

Wetland/Stream Protection AMM 3:

Structure AMM 3:

Wetland/Stream Protection AMM 4:

Structure AMM 4:

Wetland/Stream Protection AMM 5:

Lighting AMM 1:

Wetland/Stream Protection AMM 6:

Lighting AMM 2:

³ See AMMs Fact Sheet (Appendix B) for more information on the following AMMs.

Attachment K

**Project Announcement
News Release**

From: Bie, Michael - DOT
Sent: Monday, January 14, 2019 3:06 PM
Subject: WisDOT: Highway 81 improvements currently in design



News Release

Wisconsin Department of Transportation

January 14, 2019

For more information, contact:
Mahesh Shrestha, Project Manager
(608) 245-2674; Mahesh.shrestha@dot.wi.gov

Highway 81 improvements currently in design

The Wisconsin Department of Transportation (WisDOT) is the process of designing improvements to WIS 81 between the west junction of Old WIS 81 near Argyle and Pleasant View Road in Monroe. The scope of the project includes highway resurfacing, guard rail replacement, and shoulder widening.

The project is currently scheduled for construction in 2021 with possible advancement of one year. The highway will remain open to one lane of traffic during construction using flagging operations. Access to all properties will be maintained during construction.

Public input regarding this project can be directed to WisDOT Project Mahesh Shrestha at (608) 245-2674, mahesh.shrestha@dot.wi.gov, or by mail at 2101 Wright Street, Madison, WI 53704.

WisDOT will schedule a public meeting prior to construction to preview the schedule of operations and traffic staging.

-WisDOT-