


# CATEGORICAL EXCLUSION CHECK LIST

FOR 23 CFR 771.117(c) ACTIONS  
Wisconsin Department of Transportation  
Revised July 2015

WisDOT Design and Construction IDs 5719-00-02 (Design) 5719-00-72 (Construction)	Federal Project IDs (if available) N/A	Legal Description (Township, Range, Section) T4N, R2E, Section 32	County Lafayette
Project Name Town of Kendall, Bethel Grove Road		Project Termini/ Location Cottage Inn Branch Bridge P-33-0107	
Name of Route or Facility to be Improved Town Road	Facility Classification Town Road	Improvement Type Bridge Replacement	
Estimated Project Cost in Year of Expenditure \$ (include R/W Cost) \$310,000 (cost including 15% E&C, 2018 Construction) (\$1,500 R/W Cost)		Funding Source(s) (check all that apply) <input type="checkbox"/> State <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Local	
23 CFR 771.117(c) Project Type Number and Text (23)(i) for federal funding less than \$5.179 million			
Section 4(f) <input checked="" type="checkbox"/> None <input type="checkbox"/> De Minimis <input type="checkbox"/> Bikeway/ Walkway <input type="checkbox"/> Minor Park/ Rec <input type="checkbox"/> Minor Historic <input type="checkbox"/> Historic Bridge <input type="checkbox"/> Net Benefit <input type="checkbox"/> Exception			
Right of Way Acquisition 0.09 Total Acres 0.07 Fee Simple Acres 0 Permanent Easement Acres 0.02 Temporary Easement Acres			
Number of Buildings Acquired <input checked="" type="checkbox"/> None <input type="checkbox"/> Vacant Buildings <input type="checkbox"/> Occupied Buildings			
Name of Individual/ Firm Preparing this Form Jaime Kurten, P.E. – MSA Professional Services, Inc.		CE Preparation Date 10/17/2016	Environmental Process Start Date 2/23/2016


## WisDOT Region Environmental Coordinator or Local Program Management Consultant

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

  
(Signature)  
Jeff Smith, P.E.  
(Print Name)  
10-18-16  
(Date)

## WisDOT Region, Central Office, or Local Program Project Manager

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

  
(Signature)  
John Bainter, P.E.  
(Print Name)  
11/4/2016  
(Date)

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. Proposed (c)-list Categorical Exclusion** – Insert the number and text of the applicable FHWA (c)-list CE from 23 CFR 771.117(c). Updated copies of the FHWA CE regulations are available on the US Government Printing Office Website.  
(23)(i) for federal funding less than \$5.179 million

☒ Project is not being processed as a (c)(26), (c)(27), or (c)(28) project

**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 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.**

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:

- ☐ (1) 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  $\leq 1$  acre/ mile on average for (c)(26) actions and  $\leq 0.5$  acre total for (c)(27)&(28) actions.*
- ☐ (2) An action that needs a bridge permit from the US Coast Guard
- ☐ (2) 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
- ☐ (3) A finding of "adverse effect" to historic properties under the National Historic Preservation Act
- ☐ (3) 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 4(f) de minimis determination or programmatic evaluation, the 4(f) documentation must be submitted to FHWA for review and approval before final approval of this CE.*
- ☐ (3) A finding of "may affect, likely to adversely affect" threatened or endangered species or critical habitat under the Endangered Species Act
- ☐ (4) 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.*
- ☐ (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.*
- ☐ (6) 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

**II. Description of Proposed Action** – Provide a concise project description below, including the project purpose and need and scope of work. Attach a project location map and other appropriate exhibits (existing and proposed typical sections, etc.). The description must be consistent with the specific CE listed in Section I, above.

### **Project Background**

Lafayette County is proposing an improvement to a town road bridge over the Cottage Inn Branch in the Towns of Kendall and Belmont, Lafayette County, Wisconsin (Section 32, T4N, R2E). The proposed action begins on Bethel Grove Road approximately 150 feet south of the Cottage Inn Branch. It then extends from this point of origin north along Bethel Grove Road over the bridge for 300 feet, approximately 100 feet north of the existing bridge. See **Attachment A – Project Location Map**.

### **Existing Facility**

This segment of Bethel Grove Road is a two lane rural town road with a statutory speed limit of 55 mph. The existing typical section consists of 10-foot travel lanes and 2-foot base aggregate shoulders. See **Attachment B – Plan Sheets**. The existing structure is a single span concrete slab bridge, P-33-0107, with a clear roadway width of 22.8 feet. The bridge was built in 1917 and does not have any history of any maintenance.

No archaeological site or historic buildings or structures are located within the area of potential effect. (See **Attachment C – Bureau of Technical Services - Environmental Services Section Screening List**). Bethel Grove Road will be closed to traffic for the duration of the construction. A detour will not be provided.

Wetlands exist adjacent to the existing bridge. The proposed action will impact 0.03-acres of wetlands. Wetlands will be mitigated at a statewide wetland banking site area at an appropriate ratio.

Swallows were not observed on the structure.

### **Purpose**

The purpose of the proposed action is to rectify a structurally deficient bridge to ensure that the existing transportation crossing of the Cottage Inn Branch at Bethel Grove Road meets current transportation standards while also being safe and economical.

### **Need**

The proposed actions needs, which support the project purpose, include the following components:

Structural Deficiencies

Safety

System Linkage

#### **Structural Deficiencies**

The existing structure is structurally deficient with a sufficiency rating of 33.9 (2012), a superstructure NBI rating of 5-fair and a substructure rating of 4-poor. The existing clear roadway width is a substandard 22.8 feet. The deck is in poor condition with delamination, spalling, and cracking. The wing walls and abutments have significant cracks and deterioration.

*The NBI bridge sufficiency rating is a method used and accepted by the Federal Highway Administration (FHWA) in evaluating highway bridge data and is calculated from several factors to obtain a numeric value. The result of this method is a percentage in which 100% would represent an entirely sufficient bridge and 0% an entirely insufficient or deficient bridge.*

*Structures with sufficiency ratings under 50% are considered for replacement and those with values under 80% are considered for rehabilitation. The National Bridge Inventory (NBI) is a database, compiled by the FHWA, with information on all bridges and tunnels in the United States that have roads passing above or below.*

#### **Safety**

The existing bridge has several potential safety hazards. The existing clear width of 22.8 feet is substandard for the roadway classification. It is not wide enough to safely accommodate large campers and trailers passing each other with their destination being the Lake Joy Campground. The surrounding area is primarily agricultural land and the narrow width of the bridge raises concerns that modern wide agricultural equipment could strike the bridge causing damage and injuries. The proposed action to widen the bridge meets standards to improve overall safety.

#### **System Linkage**

System Linkage refers to the connections among roads, neighborhoods and businesses in the geographical area that may be affected by the proposed project. Bethel Grove Road has direct access off of USH 151 and provides a local crossing of the Cottage Inn Branch for local residents and farmers. This crossing also provides access to the Tri-County ATV trails of Lafayette, Iowa, and Green Counties. Allowing this structure to continue to deteriorate will eventually lead to road closure. This crossing is the only local road crossing of the Cottage Inn Branch without rerouting approximately 3.5 miles to the next crossing on Cottage Inn Road.

### **Summary of Alternatives**

#### **Alternative #1 – Do Nothing**

The Do Nothing alternative would leave the existing structure as is, which would not address the safety and structural deficiencies outlined in the purpose and need. The bridge would continue to deteriorate and eventually lead to closure.

While the Do Nothing alternative does not meet the purpose and need for this project, it does serve as a baseline for a comparison of impacts related to the proposed alternative.

#### Alternative #2 – Bridge Rehabilitation

This alternative would consist of a rehabilitation of the structurally deficient bridge by overlaying the existing bridge deck and repairing and replacing various deteriorated elements.

This alternative would address some of the deteriorating elements of the structure; however, it would not address the deterioration on the abutments and the overall condition of the bridge deck. In addition, it does not improve the narrow clear width of the structure. Extensive work would be needed on the existing substructure to improve these additional deficiencies.

Hydraulically, rehabilitation of the existing structure is not necessary as all requirements are currently being met.

This alternative was evaluated, however, not all of the purpose and need criteria are met, and the upfront and continued construction and maintenance costs are an unreasonable expense. Therefore, this alternative is considered not feasible or prudent.

#### Alternative #3 – Bridge Replacement: Single Span Concrete Slab Option **PREFERRED ALTERNATIVE**

This alternative would consist of replacing the structurally deficient bridge with a wider bridge that better accommodates vehicle usage. The structure will have a longer span that will be lengthened to the south to avoid removal of the entire existing abutments. The structure will also have less of a skew at 20 degrees LHF to better align with the stream.

This alternative would match the existing vertical clearance which maintains necessary hydraulic requirements.

The preferred alternative would improve roadway safety and economically address the structures deficiencies while reducing long term maintenance.

#### Description of Proposed Action

The proposed action includes the replacement of the existing bridge over the Cottage Inn Branch with a new 40-foot single span concrete slab bridge on a 20 LHF degree skew. The overall length is 42.5 feet. The proposed bridge will be lengthened to the south to avoid removal of all the existing abutments in their entirety. A portion of the existing abutments on the northeast and southwest corners will be removed so that they are low enough to place new riprap overtop. The northwest and southeast corners of the existing abutments will be entirely in conflict with the new abutments and will need to be removed completely. The proposed width for new structure, B-33-0132, is 26 feet clear and will be wider than the existing bridge by approximately four feet. The proposed project will also include the reconstruction of a 300-foot section of roadway approaches on Bethel Grove Road for a total project length of 0.06 miles. (See **Attachment B – Plan Sheets**). The proposed action will be constructed on a similar horizontal and vertical alignment to existing.

The proposed typical section will have 10-foot travel lanes and 2-foot base aggregate shoulders. (See **Attachment B – Plan Sheets**). Bike and pedestrian accommodations are not included due to absence of need and at the request of Lafayette County.

The road will be closed to traffic for the duration of construction, however, access will be maintained to Lake Joy Campground throughout the duration of construction. A detour will not be posted. Permanent wetland impacts are anticipated to be 0.03 acres. Migratory birds were not observed on the structure. The project activities fall under Department of Army Permit GP-003-WI for Minor Linear Transportation Activities (Category 2.a.2).

This project is included in the 2016-2019 final Statewide Transportation Improvement Program (STIP). See **Attachment C**.

#### Public Involvement

A Public Involvement Meeting was held for the project on April 12, 2016 at the Belmont Inn and Convention Center; see **Attachment D**. All in attendance were in favor of the project and the proposed additional bridge width was well received. The main discussion was regarding construction staging and access that would minimize the impacts to the adjacent campground.

**III. 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 this is not possible, adjust the scope of the project to meet the criteria.

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

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

**IV. Categorical Exclusion Definition** - Check all boxes that apply to the proposed project. If you are unable to check a box in this section, evaluate the scope of the project and prepare more detailed environmental documentation.

23 CFR 771.117(a) Categorical exclusions (CEs) are actions which, based on past 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

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

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

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

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

**VI. Supporting Documentation** – List any additional discussion, agency correspondence, or supporting documentation used in this CE determination. Attach this documentation to the checklist and maintain a copy in the project file. Projects with 4(f) *de minimis* determinations or programmatic evaluations will require review by WisDOT Central Office and review and approval by FHWA prior to the approval of this CE.

Attachment A – Project Location Map

Attachment B – Plan Sheets

Attachment C – WisDOT Statewide Transportation Improvement Program (STIP)

Attachment D – Public Involvement Meeting Notice

Attachment E – Bureau of Technical Services – Environmental Services Section Screening List

Attachment F – Native American Correspondence

Attachment G – DNR Correspondence

Attachment H – COE Correspondence

Attachment I – U.S. Fish and Wildlife Correspondence

Attachment J – WisDOT Phase 1 Hazardous Materials Assessment Site Summary

Attachment K – NRCS Correspondence

**VII. 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.*

Environmental Factor	Commitment (If none, include 'No special or supplemental commitments required.')
General Economics	No special or supplemental commitments required.
Business	Maintain access to Lake Joy Campground at all times during construction. Limited access is allowable after the Labor Day holiday. This will be included in the special provisions. The construction supervisor will assure fulfillment.
Agriculture	No special or supplemental commitments required.
Community or Residential	Bethel Grove Road will be closed at the bridge. A detour will not be provided. The construction supervisor will assure fulfillment.
Indirect Effects	N/A
Cumulative Effects	N/A
Environmental Justice	N/A
Historic Resources	N/A
Archaeological/Burial Sites	N/A
Tribal Coordination/Consultation	No special or supplemental commitments required.
Section 4(f) and 6(f) or Other Unique Areas	N/A
Aesthetics	N/A
Wetlands	The project will impact 0.03-acres of wetlands. The wetlands will be mitigated at the Ball Center (Crawford County) banking site at an appropriate ratio. The Region Environmental Coordinator and construction supervisor will assure fulfillment.
Rivers, Streams and Floodplains	<p>STSP 203-015, Removing Old Structure Over Waterway will be included in the special provisions. Due to the additional disturbance associated with the removal, bridge removal should be completed outside of the fish spawning dates of March 1 through June 15. This will be included in the special provisions. The construction supervisor will assure fulfillment.</p> <p>All equipment must be properly cleaned and disinfected to address the spread of invasive species and viruses. STSP 107-055, Environmental Projection – Aquatic Exotic Species Control, will be included in the special provisions.</p> <p>The construction supervisor will assure fulfillment.</p> <p>Army Corps of Engineers issued the GP-003-WI permit on 9/15/2016. STSP 107-054 will be included in the special provisions.</p>
Lakes or other Open Water	No special or supplemental commitments required.
Groundwater, Wells and Springs	N/A
Upland Wildlife and Habitat	No special or supplemental commitments required.



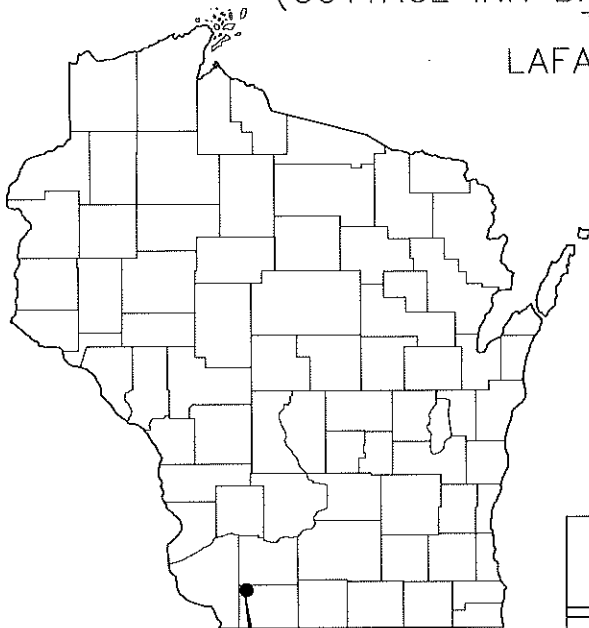
Coastal Zones	N/A
Threatened and Endangered Species	<p>Blanchard's Cricket Frog (<i>Acris blanchardi</i>) may be found in the stream or within the project vicinity. Avoidance is not feasible, therefore an incidental take permit will be required. Coordination for this permit will be completed after project plans are finalized. The design consultant will assure fulfillment.</p> <p>There are no known Northern Long Eared Bat (NLEB) roosts or hibernacula within the surrounding project area as indicated by the WDNR's initial comment letter. The Section 7 Consultation request was submitted to US Fish and Wildlife on July 14, 2016. A response was not received within 30 days, therefore the Section 7 Consultation is considered complete. NLEB special provision language will be included in the contract special provisions. The design consultant will assure fulfillment.</p>
Air Quality	N/A
Construction Stage Sound Quality	N/A
Traffic Noise	A detailed noise analysis was not required for this project. No impacts are anticipated.
Hazardous Substances or Contamination	No asbestos containing material has been found on this structure. Standard special provision 107-125 should be included in the plans. The contractors will be responsible for completion of the Notification of Demolition and/or Renovation (DNR form 4500-113). A copy of the inspection report is available from the region office. The construction supervisor will assure fulfillment.
Storm Water	If dewatering is required, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practical. The dewatering basin must be properly designed and take into consideration maximum pumping volume and sedimentation rate. Do not house any dewatering technique in a wetland. The construction supervisor will assure fulfillment.
Erosion Control	Erosion Control measures will be implemented as requested by the Wisconsin Department of Natural Resources and required by WisDOT/WisDNR cooperative agreement. Erosion Control Matting will be included in the plans, if necessary. The design consultant will assure fulfillment. The DNR has requested that if erosion mat is used along the stream banks, Class 1 Urban A or B, or if necessary for shear stress Class II Type C should be used. The construction supervisor will assure fulfillment.
Other	



## Attachment A – Project Location Map

# PROJECT LOCATION MAP

I.D. 5719-00-02/72  
TOWN OF KENDALL, BETHEL GROVE ROAD  
(COTTAGE INN BRANCH BRIDGE P-33-0107)  
TOWN ROAD  
LAFAYETTE COUNTY



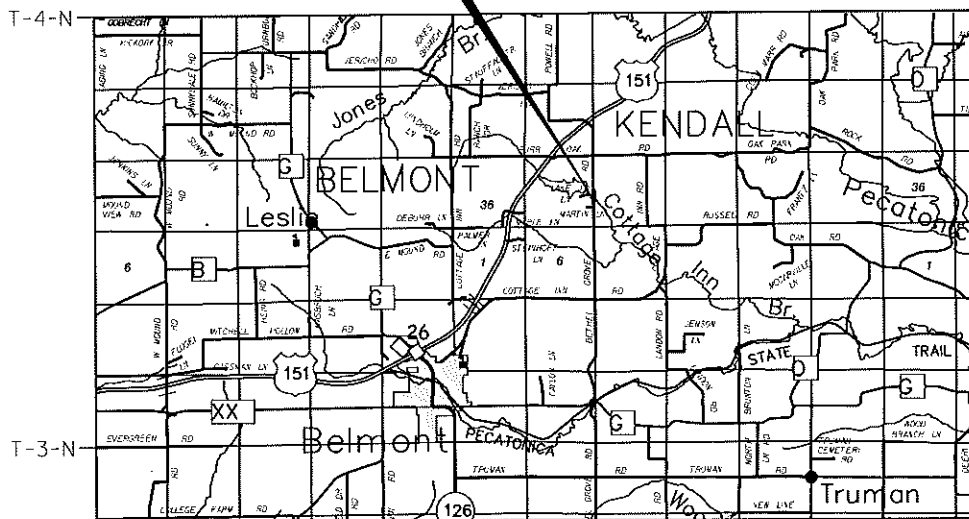
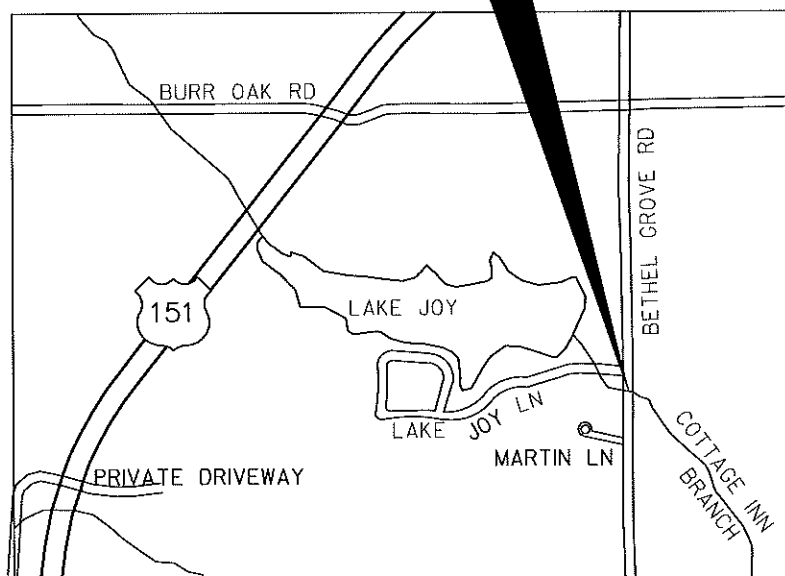
PROJECT LOCATION  
BETHEL GROVE ROAD  
LAFAYETTE COUNTY, WI

## MSA

**PROFESSIONAL SERVICES**  
TRANSPORTATION • MUNICIPAL • REMEDIATION  
DEVELOPMENT • ENVIRONMENTAL

2901 International Lane, Suite 300 Madison, WI 53704-3133  
608-242-7779 1-800-446-0679 Fax: 608-2421-5664

PROJECT LOCATION  
BETHEL GROVE ROAD  
LAFAYETTE COUNTY, WI



CAD MAPS PRODUCED BY  
MSA PROFESSIONAL  
SERVICES, INC.

## Attachment B – Plan Sheets

## GENERAL NOTES

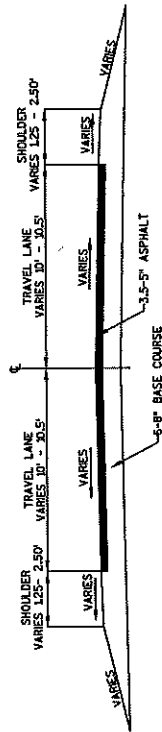
DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER PONTIS SHALL BE FERTILIZED, SEEDED AND MULCHED AS DIRECTED BY THE ENGINEER.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE AREA THAT ARE NOT SHOWN. NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

THE 4" ASPHALTIC SURFACE SHALL BE CONSTRUCTED USING A 2.25" LOWER LAYER AND A 1.75" UPPER LAYER. SLY FENCE TO BE PLACED AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER AND IN PLACE PRIOR TO BRIDGE REMOVAL.

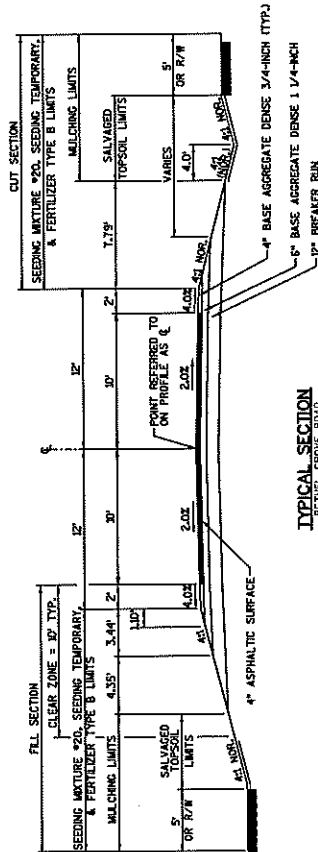
TEMPORARY DITCH CHECKS, IF NEEDED, SHALL BE PLACED AS DIRECTED BY THE ENGINEER.

THE ASPHALTIC SURFACE SHALL TAPER FROM XX.XX FEET AT THE END OF THE BRIDGE TO XX.XX FEET AT XX FEET FROM THE BRIDGE ENDS.



## EXISTING TYPICAL SECTION

BETHEL GROVE ROAD



## TYPICAL SECTION

BETHEL GROVE ROAD

## RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP									
	A		B		C		D		E	
LAND USE:	SLOPE RANGE (PERCENT)	PERCENT	SLOPE RANGE (PERCENT)	PERCENT	SLOPE RANGE (PERCENT)	PERCENT	SLOPE RANGE (PERCENT)	PERCENT	SLOPE RANGE (PERCENT)	PERCENT
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2
ROW CROPS	.08	.16	.22	.12	.20	.27	.15	.24	.33	.19
ROW CROPS	.22	.30	.38	.26	.34	.44	.30	.37	.50	.41
MEDIAN STRIP	.19	.20	.24	.19	.22	.26	.20	.23	.30	.20
TURF	.24	.26	.30	.25	.28	.33	.25	.30	.37	.32
SIDE SLOPE			.25			.27			.28	.30
TURF			.32			.34			.35	.38
PAVEMENT:										
ASPHALT	.70 - .95									
CONCRETE	.80 - .95									
BRICK	.70 - .80									
DRIVES - PAVES	.75 - .85									
ROOFS	.75 - .95									
GRAVEL ROADS - SHOULDERS	.40 - .60									
TOTAL PROJECT AREA = XXX ACRES										
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = XXX ACRES										

## DESIGN CONTACT

MSA PROFESSIONAL SERVICES, INC.  
ATTN: TOM JEAN  
2900 INTERNATIONAL LANE SUITE 300  
MADISON, WI 53704-3135  
PHONE: (608) 242-6619  
EMAIL: JKURTENUSA-PS.COM

DANE COUNTY HIGHWAY COMMISSIONER  
ATTN: TOM JEAN  
PO BOX 190  
DANE COUNTY SHOPS ROAD  
MADISON, WI 53750  
PHONE: (608) 715-4319  
EMAIL: tom.jean@dofeyettecountywi.org

## DNR LIAISON

DEPARTMENT OF NATURAL RESOURCES  
ATTN: LAURA BUB  
3911 FISH HATCHERY ROAD  
FITCHBURG, WI 53711  
PHONE: (608) 275-3485  
EMAIL: LAURA.BUB@DNR.WISCONSIN.GOV

## UTILITIES

TELEPHONE:  
BELMONT TELEPHONE COMPANY  
ATTN: JERRY CULLEN  
P.O. BOX 762  
228 N. WASHINGTON ST.  
FITCHBURG, WI 53707  
PHONE: (608) 744-2154  
EMAIL: JERRY@CSTECH.COM

ELECTRIC:  
SCENIC RIVERS ENERGY COOPERATIVE  
ATTN: CHAD OLIMSTEAD  
231 N. SHERIDAN STREET  
LANCASTER, WI 53633  
PHONE: (608) 785-2321 (EXT 561)  
EMAIL: COO@SRVCOOP.NET

\*\*DENOTES UTILITIES THAT ARE NOT  
DIGGERS HOTLINE MEMBERS

**DIGGERS HOTLINE**  
Dial 888 or (800) 242-8511  
www.DiggersHotline.com

PROJECT NO: 5719-00-73

HWY: BETHEL GROVE ROAD

COUNTY: LAFAYETTE

TYPICAL SECTION &amp; GENERAL NOTES

SHEET

E

FILE NAME: P:\2300S\2300S-039\023001\CD\SHETS\PLAN\023011.DWG

PLOT DATE: 10/2/2016 2:22 PM

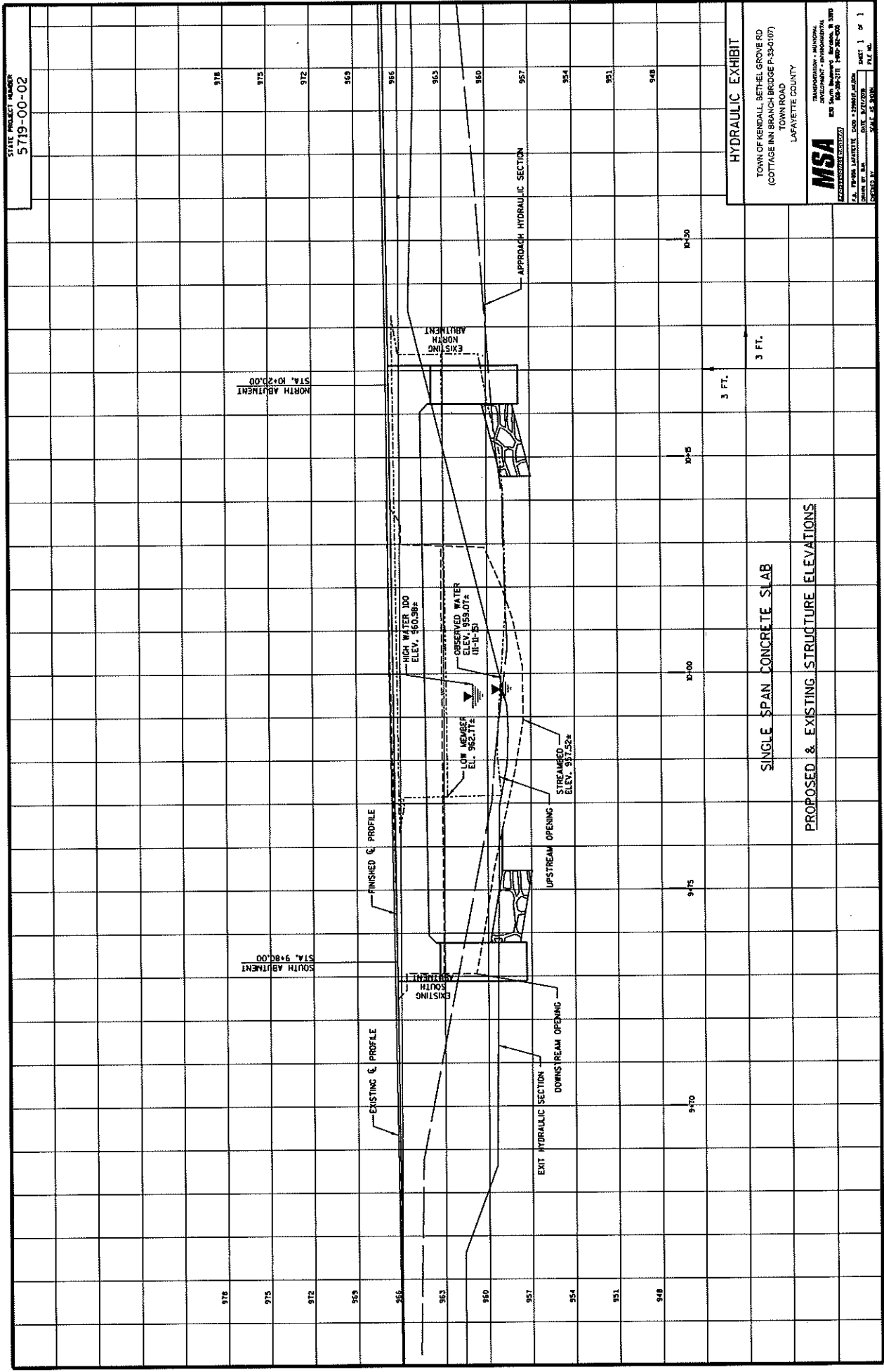
PLOT BY: JAMIE KLITEN

PLOT SCALE: 1"=40' REF

WSDOT/CADD SHEET 42



00





## Attachment C – WisDOT Statewide Transportation Improvement Program (STIP)

**2016-2019 FINAL STIP Project Listing**  
**SW Region**  
**LAFAYETTE County**

Year	Project	Schd Dt	Pgm	Contract Type	Concept	Net Miles	HWY	Project Description WISDOT Program	Estimate Anticipated Funding
2017	5695-00-72	11/14/17	205	LET	BRRPL	0.057	CTH I	STATE LINE - STH 11	\$250,000 - \$499,999
								KELSEY BRANCH BRIDGE B-33-0131	
								CONST OPS/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	STP <5K POP - MAP 21
2016	5307-00-72	11/08/16	205	LET	BRRPL	0.061	CTH O	C SHULLSBURG, SEYMOUR ROAD	\$250,000 - \$499,999
								SHULLSBURG BRANCH BRIDGE B-33-0129	
								CONST OPS/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	STP <5K POP - MAP 21
2017	5769-00-72	11/14/17	205	LET	BRRPL	0.057	CTH U	SHULLSBURG - STH 81	\$250,000 - \$499,999
								AMES BRANCH BRIDGE B-33-0134	
								CONST OPS/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	STP <5K POP - MAP 21
2017	5671-00-76	09/12/17	205	LET	BRRPL	0.047	LOC STR	T DARLINGTON, HOLLAND ROAD	\$250,000 - \$499,999
								BR WOODS BRANCH BRIDGE B-33-0130	
								CONST OPS/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	STP OFF-SYSTEM BRIDG
2017	5719-00-72	11/14/17	205	LET	BRRPL	0.057	LOC STR	T KENDALL, BETHEL GROVE ROAD	\$250,000 - \$499,999
								COTTAGE INN BRANCH BRIDGE B-33-0132	
								CONST OPS/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	STP OFF-SYSTEM BRIDG
2017	5719-00-73	09/12/17	205	LET	BRRPL	0.047	LOC STR	T KENDALL, RUSSELL ROAD	\$250,000 - \$499,999
								BR COTTAGE INN BR BRIDGE B-33-0133	
								CONST OPS/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	STP OFF-SYSTEM BRIDG
2016	5635-01-72	06/25/16	290	LLC	MISC	3.800	NON HWY	BELMONT MOUND TRAIL	\$1,000,000 - \$1,999,999
								PLATTEVILLE TO BELMONT PHASE 1	
								CONST OPS - BIKE/PED PATH	

## Attachment D – Public Involvement Meeting Notice

## **PUBLIC INVOLVEMENT MEETING NOTES**

April 12, 2016

Project I.D. 5719-00-02  
Town of Kendall, Bethel Grove Road  
(Cottage Inn Branch Bridge P-33-0107)  
Town Road  
Lafayette County

The following comments were received at the April 12, 2016 public meeting for the Bethel Grove Road bridge project in Lafayette County:

- Laura Bub, WDNR was consulted with prior to the public meeting to determine what the DNR construction window would be on this project. Laura indicated that there is no timing restriction for the Cottage Inn Branch.
- Construction Staging Discussion:  
Discussion with the property owners and Lake Joy Campground if there was a preference for construction timing.
  - The property owners indicated fall was preferable. MSA discussed that a fall construction schedule may still mean that the bridge construction would begin after the July 4<sup>th</sup> holiday, however, the access to Lake Joy Lane would remain open until after Labor Day. After Labor Day, access to Lake Joy Lane would maintained, however, it would be more limited access to allow for construction of the intersection. This schedule is contingent upon the initial comments from the DNR and that there are no other environmentally sensitive resources governing the schedule.
  - Working Restrictions could be written such that the contractor can work until noon on Friday's.
  - Weekly progress meetings can be included in the contract so that Lake Joy Campground can stay informed and inform their patrons about weekly access or construction updates.
- The campground will coordinate with Lafayette County and the townships to coordinate alternate access to the ATV routes during construction.
- MSA will run vehicle turning templates to model the large trailers, motor homes, and delivery vehicles that access the campground to ensure that the intersection is temporarily widened to maintain access while construction on the bridge is ongoing.

## PUBLIC INVOLVEMENT MEETING

Project I.D. 5719-00-02  
Town of Kendall, Bethel Grove Road  
(Cottage Inn Branch Bridge P-33-0107)  
Town Road  
Lafayette County

Date: Tuesday, April 12, 2016, 7:00-8:00 PM  
Location: Belmond Inn Convention Center  
103 W. Mound View Avenue  
Belmont, WI

### PUBLIC INVOLVEMENT MEETING ATTENDEES

	<u>Name (Please Print)</u>	<u>Email, Address and Phone Number</u>
1.	Tom Jean Lafayette County	608-574-4055
2.	Bred Schubert	608 347 6215
3.	Patten Family - Gregg, Jean, Laura	lakepx@mtc.net 608-762-5150 24192 Lake Joy Ln
4.	Mike Stutz	
5.	Tim Kurten	
6.		
7.		
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22.		

Note: The information in this document (including names, addresses, phone numbers, and e-mail addresses) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31-19.39 of the Wisconsin Statutes.

Attachment E – Bureau of Technical Services – Environmental Services Section 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).***

County	Main ID	Notification Date	Project Put on Screening List for	Route	Title	Bridge ID
La Crosse	7190-03-01	01/10/2011	History Only	STH 35	Lacrosse-Trempealeau BN RR bridge-O	
La Crosse	7272-00-00	04/06/2016	Both Archaeology and History	Village of Holmen, Sun	CTH HD to CTH DH	
La Crosse	7570-05-31	08/01/2013	Both Archaeology and History	STH 16	LaCrosse - Sparta CTH DE and CTH E I	
La Crosse	7575-01-30	09/14/2012	Both Archaeology and History	STH 16	LaCrosse - Sparta Gillette St to STH 15	
La Crosse	7575-01-31	10/18/2011	Both Archaeology and History	STH 16	Lacrosse-Sparta STH 157 to S kinney C	
La Crosse	7575-01-32	09/20/2012	Both Archaeology and History	STH 16	Lacrosse-Sparta lacrosse st to gillette st	
Lafayette	1202-00-31	12/12/2014	Both Archaeology and History	USH 151	Platteville - Dodgeville Pecatonica River	B3300970
Lafayette	1706-00-34	01/30/2010	Both Archaeology and History	STH 11	Shullsburg-Monroe CTH O to STH 23	
Lafayette	1706-00-34	01/30/2010	Both Archaeology and History	STH 11	Shullsburg-Monroe CTH O to STH 23	b3308260
Lafayette	1706-02-31	05/10/2007	Both Archaeology and History	STH 11	STH 23 - CTH KK	
Lafayette	5245-00-33	03/05/2008	Both Archaeology and History	STH 23	STH 11 - Mineral Point STH 11 to STH 8	B3300540
Lafayette	5307-00-01	10/10/2012	Both Archaeology and History	CTH O	STH 11 - STH 81	
Lafayette	5590-00-01	07/02/2015	Both Archaeology and History	STH 78	Pecatonica River Structure B-33-9	B-33-9
Lafayette	5590-03-30	09/16/2010	Both Archaeology and History	STH 78	Wiota - Argyle CTH D to S Limit V Argyl	b3300100
Lafayette	5590-03-30	09/16/2010	Both Archaeology and History	STH 78	Wiota - Argyle CTH D to S Limit V Argyl	b3308310
Lafayette	5596-00-30	05/10/2007	Both Archaeology and History	STH 81	STH 80 - Darlington STH 80 - STH 23	B3300080
Lafayette	5596-00-30	05/10/2007	Both Archaeology and History	STH 81	STH 80 - Darlington STH 80 - STH 23	B3300110
Lafayette	5596-00-30	05/10/2007	Both Archaeology and History	STH 81	STH 80 - Darlington STH 80 - STH 23	B3300120
Lafayette	5596-00-30	05/10/2007	Both Archaeology and History	STH 81	STH 80 - Darlington STH 80 - STH 23	b3300130
Lafayette	5596-01-30	12/29/2008	Both Archaeology and History	STH 81	Platteville-Darlington Pass Creek&Galen	b3300120
Lafayette	5596-01-30	12/29/2008	Both Archaeology and History	STH 81	Platteville-Darlington Pass Creek&Galen	b3300110
Lafayette	5625-00-04	10/03/2012	Both Archaeology and History	South Galena Road	CTH H - STH 81	
Lafayette	5635-01-02	11/09/2012	History Only	Belmont Mound Trail	Platteville - Belmont	
Lafayette	5648-00-04	10/03/2012	Both Archaeology and History	Gant Road	CTH F - County Line Road	
Lafayette	5649-00-01	11/09/2006	Both Archaeology and History	Friendship Street Bridg	Shullsburg Branch Bridge	P330704
Lafayette	5671-00-05	09/22/2009	Both Archaeology and History	Wood Road (Town of D	Ames Branch Bridge & Approaches	
Lafayette	5671-00-06	05/19/2015	Both Archaeology and History	Holland Rd.	Lange Rd to High Point Rd., bridge repla	P-33-0146
Lafayette	5674-00-00	12/15/2008	Both Archaeology and History	Stateline Road	West Fork Apple River Bridge & Approa	
Lafayette	5675-00-01	07/09/2013	Both Archaeology and History	CTH N	CTH M - Stuart Road	P33-0072
Lafayette	5695-00-01	05/19/2015	Both Archaeology and History	CTH I	Richardson Lane - CTH W	33-0064
Lafayette	5719-00-02	05/28/2015	Both Archaeology and History	Bethel Grove Road	Lake Joy Lane - Martin Lane	33-107
Lafayette	5719-00-03	05/19/2015	Both Archaeology and History	Russell Road	Cottage Inn Road - Burr Oak Road	P-33-0127
Lafayette	5720-00-03	10/03/2012	Both Archaeology and History	Ferndale Road	CTH C - King Road	
Lafayette	5769-00-02	05/19/2015	Both Archaeology and History	CTH U	Ames Branch Road - Mineral Road	33-0082
Lafayette	5944-03-03	04/07/2015	Both Archaeology and History	STH 81	Darlington-Argyle STH 23 to Wildcat Ro	
Lafayette	5944-03-04	05/10/2012	Archaeology Only	STH 81	Darlington - Argyle Division St to Clay St	
Monroe	0077-01-50	02/22/2016	Both Archaeology and History	Emergency Bridge Rep		
Monroe	1009-11-02	04/06/2016	Both Archaeology and History	IH 94	Black River Falls - Tomah; CTH ET B-41	B-41-0042
Monroe	1016-00-34	03/10/2009	Both Archaeology and History	IH90	Sparta-Tomah CTH A&hazel Ave Under	b4101090
Monroe	1016-00-34	03/10/2009	Both Archaeology and History	IH90	Sparta-Tomah CTH A&hazel Ave Under	b4101050
Monroe	1016-00-34	03/10/2009	Both Archaeology and History	IH90	Sparta-Tomah CTH A&hazel Ave Under	b4100930
Monroe	1016-00-34	03/10/2009	Both Archaeology and History	IH90	Sparta-Tomah CTH A&hazel Ave Under	b4101100
Monroe	1017-01-00	07/16/2009	Both Archaeology and History	IH 90/94	STH 21 - CTH C	



## Attachment F – Native American Correspondence



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

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

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

February 23, 2016

«FirstName»  
«Last\_Name»  
«Company»  
«Address1»  
«Address2»  
«CityState» «PostalCode»

Re: Project I.D. 5719-00-02  
Town of Kendall, Bethel Grove Road  
(Cottage Inn Branch Bridge P-33-0107)  
Town Road  
Lafayette County

Dear «Salutation»:

Lafayette County, in conjunction with the Wisconsin Department of Transportation (WisDOT), is in the process of developing plans for a proposed project located on Bethel Grove Road, Town of Belmont and Town of Kendall, Lafayette County. The project, which is being designed by MSA Professional Services, will consist of a bridge replacement on slightly adjusted horizontal and vertical alignments.

A public information meeting will be held the summer of 2016 to familiarize interested parties with the project. In the near future, cultural resource investigation studies will be conducted for the above project. These investigations will enable WisDOT to determine whether historical properties, as defined in 36 CFR 800, are located in the project area. Other environmental studies will also be conducted and include; endangered species survey, contaminated material investigations, soil testing, and right-of-way surveys. Information obtained from these studies will assist the engineers in the design to avoid, minimize or mitigate the proposed project's effect upon cultural and natural resources.

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

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

Sincerely,

*John Bainter JK*

John Bainter, P.E.  
Southwest Region Local Program Project Manager

cc: Rebecca Burkel, DTSD, Bureau of Technical Services, Environmental Services Section  
Mike Banaszak, P.E., KL Engineering, Southwest Region Local Program Management Consultant  
Tom Jean, Lafayette County Highway Commissioner  
Jaime Kurten, P.E., MSA Professional Services, Inc.

## Native American Notifications

Bad River Band of Lake Superior Chippewa  
Indians of Wisconsin  
Attn: Edith Leoso, THPO  
P.O. Box 39  
Odanah, WI 54861

Forest County Potawatomi Community of  
Wisconsin  
Attn: Melissa Cook, THPO  
Tribal Office  
8130 Mish ko swen Drive  
P.O. Box 340  
Crandon, WI 54520

Ho-Chunk Nation  
Attn: William Quackenbush, THPO  
Executive Offices  
P.O. Box 667  
405 Airport Road  
Black River Falls, WI 54615

Menominee Indian Tribe of Wisconsin  
Attn: Dave Grignon, THPO  
P.O. Box 910  
Keshena, WI 54135

Red Cliff Band of Lake Superior Chippewa  
Indians of Wisconsin  
Attn: Larry Balber, THPO  
Red Cliff Band of Lake Superior Chippewa  
Indians  
88385 Pike Road, Highway 13  
Bayfield, WI 54814

Sac and Fox Nation of Oklahoma  
Attn: Sandra Massey, NAGPRA Rep.  
RR 2, Box 246  
Stroud, OK 74079

Sac and Fox Nation of Missouri in Kansas  
and Nebraska  
Attn: Gary Bahr  
305 North Main  
Reserve, KS 66434

Sac and Fox of the Mississippi in Iowa  
Attn: Jonathan Buffalo, NAGPRA Rep.  
349 Meskwaki Road  
Tama, IA 52339-9629

Iowa Tribe of Oklahoma  
Attn: Cultural Preservation Office  
RR1, Box 721  
Perkins, OK 74059

Prairie Band Potawatomi Nation  
Attn: Hattie Mitchell  
16281 Q Road  
Mayetta, KS 66509

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

Prairie Island Indian Community  
Attn: Ryan Howell, THPO  
5636 Sturgeon Lake Road  
Welch, MN 55089

## Attachment G – DNR Correspondence

State of Wisconsin  
DEPARTMENT OF NATURAL RESOURCES  
101 S. Webster Street  
Box 7921  
Madison WI 53707-7921

Scott Walker, Governor  
Cathy Stepp, Secretary  
Telephone 608-266-2621  
Toll Free 1-888-936-7463  
TTY Access via relay - 711



May 24, 2016

Jaime Kurten  
MSA Professional Services  
2901 International Lane, Suite 300  
Madison, WI 53704-3133

**Subject: DNR Initial Project Review: Revised 5/24/16**  
Project I.D. 5719-00-02  
Town of Kendall, Bethel Grove Road  
(Cottage Inn Branch Bridge P-33-0107)  
Town Road  
Lafayette County

Dear Ms. Kurten:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the proposed above-referenced project on April 19, 2016. According to your proposal, the purpose of this project is to replace the existing single span concrete slab bridge structure (P-33-0107) over Cottage Inn Branch with a single span concrete slab bridge, and also reconstruct a 300' section of Bethel Grove Road on a similar horizontal and vertical alignment. Proposed improvements include bridge replacement, road reconstruction, clearing and grubbing, grading, intersection improvement, ROW acquisition and shoulder work. The bridge structure is over Cottage Inn Branch, a stream which supports a limited fishery.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) Cooperative Agreement. Initial comments on the project as proposed are included below, and assume that additional information will be provided that addresses all resource concerns identified. In addition to the project specific resource concerns highlighted below, it is DNR's expectation that the full range of DOT roadway standards will be applied throughout the design process.

#### **A. Project-Specific Resource Concerns**

##### **Wetlands:**

There is potential for wetland impacts to occur as a result of this project. 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. Per the Cooperative Agreement, mitigation banking is the preferred compensation option, however DOT and DNR agree that other practicable and ecologically valuable project specific opportunities may be pursued on a case-by-case basis. DNR requests information regarding the amount and type of unavoidable wetland impacts.

A DNR site visit on 4/28/16 indicated that there are wetlands present in the SE, SW & NW quadrants of the project, beyond the toe of slope.

### **Fisheries/Stream Work:**

Cottage Inn Branch is a warm water stream with a limited forage fishery stream. An instream timing restriction for protection of fish spawning is not required for this project.

### **Endangered Resources:**

Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated 5/20/16, the following Endangered Resources have been known to occur in the project area or its vicinity and could be impacted by this project:

- Blanchard's Cricket Frog (*Acris blanchardi*) . Cricket frogs inhabit both semi-permanent and permanent waterbodies, and are commonly found in ponds, lakes, streams and rivers.

The following avoidance measures will be needed:

1. The simplest and preferred method to avoid take of Blanchard's cricket frogs is to avoid directly impacting individuals, known cricket frog locations, or areas of suitable habitat.
2. If suitable habitat cannot be avoided, follow these time-of-year restrictions to avoid take:
  - Conduct work in non-overwintering areas (uplands) during the cricket frog's inactive season typically December 1 – March 31.
3. If cricket frog impacts cannot be avoided, please advise and I will initiate coordination with Lisie Kitchel, of the Bureau of Natural Heritage Conservation (NHC). **Based on a conversation with Lisie Kitchel on 5/20/16, it is likely that an incidental take permit will be required for this project.** Coordination for this permit should occur after project plans are finalized, typically about 6 months in advance of the start of construction on the project.

**Northern Long-eared Bat note:** The Wisconsin NHI database contains all known Northern Long-eared Bat roost sites and hibernacula in Wisconsin. The NHI Portal contains verified survey results from WI DNR, FWS, and private organizations. The NHI Portal was consulted for this project, and per U.S. Fish and Wildlife Service guidance, it was determined that this project is more than 1/4 mile from a known maternity roost tree, and is more than 1/4 mile from a known hibernacula; therefore, impacts to the Northern Long-eared Bat (NLEB) known roost or hibernacula sites are not anticipated.

### **Migratory Birds:**

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

### **Invasive Species and Viral Hemorrhagic Septicemia (VHS):**

Any equipment coming into contact with surface waters must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions must require contractors to implement the following measures before and after mobilizing in-water equipment to prevent the spread of VHS, Zebra Mussel, and other invasive species. Contractors should follow ***STSP 107-055 Environmental Protection, Aquatic Exotic Species Control***, or protocol found here: [http://dnr.wi.gov/topic/fishing/documents/vhs/disinfection\\_protocols.pdf](http://dnr.wi.gov/topic/fishing/documents/vhs/disinfection_protocols.pdf). Additional information on invasive species and infested waters can be found at: <http://dnr.wi.gov/lakes/invasives/AISByWaterbody.aspx>

### **Floodplains:**

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

**Burning:**

If burning of brush will occur as part of this project, the contractor should be informed that it is illegal to burn materials other than clean wood. It is also illegal to start or maintain fires using oily substances, or other materials prohibited under chapter NR 429, Wis. Adm. Code. All necessary burning permits must be obtained prior to construction, as required under local and state fire protection regulations, in order to comply with NR 429 (Malodorous Emissions & Open Burning) [http://docs.legis.wisconsin.gov/code/admin\\_code/nr/400/429.pdf](http://docs.legis.wisconsin.gov/code/admin_code/nr/400/429.pdf). Burning permits are available through the local DNR ranger or fire warden, however other local burning permits maybe required.

**B. Project Specific Construction Site Considerations**

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

**Erosion Control and Storm Water Management:**

- Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.
- If erosion mat is used along stream banks, DNR recommends that biodegradable non-netted mat be used (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.
- If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. Do not house any dewatering technique in a wetland.
- The contractor should restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils should take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, the site must be properly winterized.
- All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Do not stockpile materials in wetlands, waterways, or floodplains.

**Structure Removal/Bridge Demolition:**



Due to the characteristics of this section of the Cottage Inn Branch, particularly the presence of suitable habitat for the Blanchard's Cricket Frog, **STSP 203-020, *Removing Old Structure Over Waterway With Minimal Debris***, will be adequate for this project. Please coordinate with DNR early in the design phase of the project if the bridge must be dropped into the waterway before removal.

**Temporary Stream Channel or Culvert:**

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

**Asbestos:**

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

**Navigation Concerns During Construction:**

This reach of the Cottage Inn Branch is not used by recreational watercraft. It will not be necessary to place navigational aids during construction.

**Other Issues:**

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

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

Sincerely,



Laura Bub  
Environmental Analysis & Review Specialist

cc: Mike Banaszak – KJohnson Engineers  
Tom Jean, Lafayette County Highway Commissioner  
Terry Loeffelholz – Lafayette County Zoning

Kerrie Hauser – Army Corps of Engineers

Lisie Kitchel – DNR Bureau of Natural Heritage Conservation

**From:** Bub, Laura A - DNR <Laura.Bub@wisconsin.gov>  
**Sent:** Monday, June 13, 2016 2:38 PM  
**To:** Jaime Kurten  
**Subject:** RE: DNR Intial Review: 5719-00-02, Bethel Grove Rd, Lafayette County

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Jamie,

I spoke with both of our biologists for Lafayette County related to this inquiry. Due to the additional disturbance that we understand to be associated with this type of removal, at this particular site we are okay allowing the use of STSP 203-015, Removing Old Structure Over Waterway, but would prefer that the removal be done **outside of the fish spawning dates of March 1 through June 15.**

Please let me know if this warrants any additional discussion.

Thanks,  
Laura

**We are committed to service excellence.**

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

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

---

**From:** Jaime Kurten [<mailto:JKurten@msa-ps.com>]  
**Sent:** Thursday, June 02, 2016 11:03 AM  
**To:** Bub, Laura A - DNR  
**Subject:** RE: DNR Intial Review: 5719-00-02, Bethel Grove Rd, Lafayette County

Laura-  
The existing structure type is a cast-in-place structure and is essentially a concrete slab that does not allow for removal with minimal debris. See below for WisDOT guidance for structure removal and the attached spec language for removing older structure in terms of the amount of debris that get dropped into the water and removal of that debris. Please let me know if you have additional questions.

Thanks,  
Jaime

*Use this special provision where it is not possible to remove the structure without dropping it, or a portion of it, into a waterway or wetland; and that waterway or wetland is not highly environmentally sensitive. This special provision is typically appropriate for removing the following structure types: Slab spans; Earth-filled bridges; Cast-in-place girders bridges; voided slabs; some large trestle bridges. Designer Notes: This special provision is 1 of 3 special provisions for removing structures over waterways: Removing Old Structure Over Waterway, Item 203.0500.S; Removing Old Structure Over Waterway with Minimal Debris, Item 203.0600.S; Removing Old Structure Over Waterway with Debris*

*Capture System, Item 203.0700.S. Designer should review all 3 specials and coordinate with DNR to reach consensus on which special to use for the removal: The special provision language provided is intended to be a reasonable starting point; however, the designer may need to expand the special provision language to address additional DNR or other concerns and issues.*

**From:** Bub, Laura A - DNR [<mailto:Laura.Bub@wisconsin.gov>]

**Sent:** Thursday, June 02, 2016 9:44 AM

**To:** Jaime Kurten

**Subject:** RE: DNR Intial Review: 5719-00-02, Bethel Grove Rd, Lafayette County

Hi Jamie,

Hi Jamie,

Some debris in the water is okay; smaller pieces that can be removed quickly. If there's a need to drop large portions of the structure in the water, can you please provide additional explanation/justification for why it is not possible to remove this particular structure with minimal debris? Our biologists typically want to know WHY a structure needs to be dropped in the stream so that they can consider all factors when providing advice on whether the removal is appropriate in a particular location. I'm pretty sure that we would not require a full capture system for this waterbody.

I appreciate any additional information that you might be able to provide.

Thanks,

Laura

**We are committed to service excellence.**

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

Laura Bub

Phone: (608) 275-3485

[Laura.Bub@Wisconsin.gov](mailto:Laura.Bub@Wisconsin.gov)

---

**From:** Jaime Kurten [<mailto:JKurten@msa-ps.com>]

**Sent:** Thursday, June 02, 2016 8:17 AM

**To:** Bub, Laura A - DNR

**Subject:** RE: DNR Intial Review: 5719-00-02, Bethel Grove Rd, Lafayette County

Hi Laura-

As a follow up to project 5719-00-02 –Bethel Grove Road, due to the existing structure type, removal with minimal debris isn't possible. Please follow up if then it is ok to drop debris in the water during removal or if a full capture system is needed.

Thanks,

Jaime

## Attachment H – COE Correspondence



**DEPARTMENT OF THE ARMY**  
ST. PAUL DISTRICT, CORPS OF ENGINEERS  
180 FIFTH STREET EAST, SUITE 700  
ST. PAUL MN 55101-1678

September 14, 2016

Operations  
Regulatory (2016-2808-KJH)

Tom Jean  
Lafayette County Highway Department  
P.O. Box 100  
Darlington, Wisconsin 53530

Dear Mr. Jean:

We have received information about a proposed project by the Lafayette County Highway Department to discharge fill material into 0.03 acre of wetland and 75 linear feet of Cottage Inn Branch for the replacement of bridge P-33-0107 on Bethel Grove Road (WisDOT Project ID: 5719-00-02). The project site is in the NE ¼ of the SE ¼ of Sec 31, T. 4 N, R. 2 E, Lafayette County, Wisconsin.

The work that you describe appears to fit the general activity information described in Department of the Army GP-02-WI Permit (DA permit) for Maintenance (Category 1.a.11). Based on the information submitted to our agency, it appears that no application or notification to the St. Paul District Corps of Engineers (Corps) is required for your project.

This letter is not a verification of DA permit eligibility, but an indication that your project may meet the requirements for DA permit eligibility. It is your responsibility to ensure that the work proposed will meet all applicable terms and conditions of the DA permit before starting work. A full list of applicable terms and conditions for eligibility may be found by visiting our website at <http://www.mvp.usace.army.mil/Missions/Regulatory>. If you prefer we mail you a copy of the applicable terms and conditions, please contact us at 1-800-290-5847, extension 5525.

We did not determine whether the wetlands or other waters on the site are subject to Corps jurisdiction. You may request a jurisdictional determination from the Corps contact indicated below. It is not necessary to request a jurisdictional determination from the Corps if you do not object to the DA permit compliance requirements described above.

If you have any questions or, if after reviewing the DA permit terms and conditions, you believe your proposed project requires specific written authorization from our agency, please contact Kerrie J. Hauser in our office at (651) 290-5903. In any correspondence or inquiries, please refer to the Regulatory number shown above.

Sincerely,  
Kerrie J. Hauser  
Regulatory Project Manager

cc: WDNR, Laura Bub Transportation Liaison  
MSA Professional Services, Jaime Kurten



# Wisconsin Department of Transportation

Division of Transportation System Development  
[Enter Region] Region

## WETLAND IMPACT TRACKING FORM

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

### Return This Completed Form to:

Kyle Bartowitz  
Environmental Coordinator  
WisDOT - SW Region  
2101 Wright Street  
Madison, WI 53704  
Phone: (608)-242-8049  
[kyle.bartowitz@dot.wi.gov](mailto:kyle.bartowitz@dot.wi.gov)

Please Complete All  
Information Highlighted In  
Yellow

WisDOT Regional  
Environmental Coordinator  
(REC) Will Complete Sections  
Highlighted In Green

Project Design I.D. #: 5719-00-02

Project Construction I.D. #: 5719-00-73

Hwy/ Project Title : Town of Kendall, Bethel Grove Road  
(Cottage Inn Branch Bridge P-33-0107)

County : Lafayette

Construction Year : 2018

Date this form is completed: 6/29/2016

Date this form is approved: 6/30/2016

This Form Prepared by: Jaime Kurten 608-242-6619 [jkurten@msa-ps.com](mailto:jkurten@msa-ps.com)

This Form Approved by: Kyle Bartowitz (608) 242-8049 [kyle.bartowitz@dot.wi.gov](mailto:kyle.bartowitz@dot.wi.gov)

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

NO ☐ → Form complete; no further information is required (RETURN FORM TO REC).

YES ☒ → 1. Complete remainder of form:  
- After final wetland impacts are determined, complete yellow portions on both pages of this form and submit to REC for finalization and approval.  
2. Include this final APPROVED form with DNR 401 and USACE 404 permit applications.  
3. After receiving USACE 404 permit and DNR 401 final concurrence, return this final APPROVED form to REC along with copy of USACE 404 permit, DNR 401 final concurrence letter, and D size plan sheet showing wetland impact areas.

Wetland Delineation/  
Determination completed by: Eric Heggelund 608-275-3301 [eric.heggelund@wisconsin.gov](mailto:eric.heggelund@wisconsin.gov)  
NAME PHONE EMAIL  
Wisconsin Dept. of Natural Resources, Environmental Analysis and Review Specialist  
QUALIFICATIONS

### Describe methods used to avoid and minimize impacts to wetlands:

Heavy riprap was included only as needed to protect the stream banks. A general note is included on plans for contractor to avoid disturbing areas outside the slope intercepts along the stream banks.

Was professional discretion  
used to determine debit  
ratio? No ☒ Yes ☐ → Describe discretionary  
rationale below:

### WETLAND IMPACT / REPLACEMENT SUMMARY

Type Impacted	Area Impacted	Type Mitigated	Area Mitigated
AB	-	AB	-
BOG	-	BOG	-
DM	-	DM	-
M	-	M	0.04
RPE	0.03	RPE	-
RPF	-	RPF	-
SM	-	SM	-
SS	-	SS	-
WS	-	WS	-
AB(D)	-	<b>TOTAL</b>	<b>0.04</b>
DM(D)	-		
M(D)	-		
RPE(D)	-		
RPF(D)	-		
SM(D)	-		
SS(D)	-		
WS(D)	-		
<b>TOTAL</b>	<b>0.03</b>		



**WETLAND IMPACT TRACKING FORM - PAGE 2**  
**DETAILED TABLE OF WETLAND IMPACTS****Directions to complete Page 2:**

1. One location may be made up of several different wetland types. List each type of wetland impacted from each location on the project corridor separately in the table below.
2. The Environmental Coordinator will enter the appropriate ratio and bank information.
3. Use Department of Transportation Wetland Classification System:  
<http://roadwaystandards.dot.wi.gov/standards/fdm/24-05-010att.pdf#fd24-5a10.2>
4. Total areas should be reported to the nearest 0.01 acre. Any impacts less than 0.01 acre should be rounded up to 0.01 acre.

Point #	Wetland ID	Impact Location (project station)	Lat/Long	Type Impacted	Area Impacted	DOT REC will provide this information.		
						Debit Ratio	Type Mitigated	Area Mitigated
1		9+75 - 10+00 LT (SW)	Lat: 42.7765 Long: 90.2897	RPE	0.010	1.300	M	0.013
2		10+15 - 10+35, LT (NW)	Lat: 42.7766 Long: 90.2896	RPE	0.010	1.300	M	0.013
3		9+65 - 10+00 RT (SE)	Lat: 42.7765 Long: 90.2896	RPE	0.010	1.300	M	0.013
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000

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

YES

☐

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

NO

☒

List bank site to be used. (Determined by REC)

Bell Center (Crawford Co.)

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

Attachment I – U.S. Fish and Wildlife Correspondence

## Jaime Kurten

---

**From:** Jaime Kurten  
**Sent:** Thursday, July 14, 2016 10:33 AM  
**To:** 'Andrew\_Horton@fws.gov'  
**Cc:** 'alyssa.barrette@dot.wi.gov'; 'Mike Banaszak'  
**Subject:** Request to Initiate Informal Section 7 Consultation (Project ID 5719-00-02 Bethel Grove Road, Lafayette County)  
**Attachments:** 5719-00-02-StreamlinedConsultation Package - 07142016.pdf

Dear Mr. Horton,

*The Lafayette County in cooperation with WisDOT is submitting the following information and determination to fulfill Section 7(a)(2) responsibilities under the ESA pertaining to potential impacts to the northern long-eared bat.*

*In accordance with the final 4(d) rule issued for the northern long-eared bat, WisDOT has determined that the proposed activity, described in greater detail below will not result in prohibited take of the NLEB. The activity includes tree removal, but will not occur within 0.25 miles of a known hibernacula, nor will the activity remove a known maternity roost tree or any other tree within 150 feet of a known maternity roost tree from June 1 – July 31.*

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

*If you have any questions, please don't hesitate to contact me at 608-242-6619.*

Thank you,  
Jaime Kurten



**Jaime Kurten Chmielewski, PE | Senior Project Engineer**

MSA Professional Services, Inc.

+1 (608) 242-6619



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

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

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

#### **Information to Determine 4(d) Rule Compliance:**

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

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

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

Agency: WisDOT and Lafayette County

Applicant: Consultant: Jaime Kurten, P.E. MSA Professional Services, [jkurten@msa-ps.com](mailto:jkurten@msa-ps.com) , 608-242-6619.

**Project Name:**

Project ID 5719-00-02  
Town of Kendall, Bethel Grove Road  
Cottage Inn Branch Bridge P-33-0107  
Town Road  
Lafayette County

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

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

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

**Project Location** (include coordinates if known): Bethel Grove Road over Cottage Inn Branch, Lafayette County, Section 31 & 32, T4N, R2E.

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

Lafayette County and Wisconsin Department of Transportation propose to replace the structurally deficient bridge on Bethel Grove Road over the Cottage Inn Branch. The project is located in Section 31 and 32, T4N, R2E in Lafayette County. IPaC consultation code 03E17000-2016-SLI-0704. The work associated with this project will include replacement of structure P-33-0107 and roadway approaches on a similar vertical profile for a total project length of 300 feet. The total project area that will be affected during construction is approximately 0.48 acres. Construction is anticipated to take place in the fall of 2018. Tree removal is not anticipated.

General Project Information	YES	NO
Does the project occur within 0.25 miles of a known hibernaculum?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project occur within 150 feet of a known maternity roost tree?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project include forest conversion <sup>4</sup> ? (if yes, report acreage below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Estimated total acres of forest conversion		
If known, estimated acres <sup>5</sup> of forest conversion from April 1 to October 31		
If known, estimated acres of forest conversion from June 1 to July 31 <sup>6</sup>		
Does the project include timber harvest? (if yes, report acreage below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Estimated total acres of timber harvest		
If known, estimated acres of timber harvest from April 1 to October 31		
If known, estimated acres of timber harvest from June 1 to July 31		
Does the project include prescribed fire? (if yes, report acreage below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Estimated total acres of prescribed fire		
If known, estimated acres of prescribed fire from April 1 to October 31		
If known, estimated acres of prescribed fire from June 1 to July 31		
Does the project install new wind turbines? (if yes, report capacity in MW below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Estimated wind capacity (MW)		

**Agency Determination:**

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

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

The action agency understands that the USFWS presumes that all activities are implemented as described herein. The action agency will promptly report any departures from the described activities to

<sup>4</sup> Any activity that temporarily or permanently removes suitable forested habitat, including, but not limited to, tree removal from development, energy production and transmission, mining, agriculture, etc. (see page 48 of the BO).

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

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

the appropriate USFWS Field Office. The action agency will provide the appropriate USFWS Field Office with the results of any surveys conducted for the NLEB. Involved parties will promptly notify the appropriate USFWS Field Office upon finding a dead, injured, or sick NLEB.

Signature: *Michelle Banayach*  
WIS DOT SWA-LAMC

Date Submitted: 7/13/16

## Attachment J – WisDOT Phase 1 Hazardous Materials Assessment Site Summary

**WisDOT Phase 1 Hazardous Materials Assessment Site Summary**  
(rev. 11/11/2011)

**WisDOT Project ID:** 5719-00-72  
**Highway/Street:** Town of Kendall, Bethel Grove Road  
**Termini/Limits:** (Cottage Inn Branch Bridge P-33-0107)  
**County:** Lafayette

**Property Information:**

Site Name(s): Bethel Grove Road over the Cottage Inn Branch, P-33-0107  
 DOT parcel number (if known):  
 Property Address: All addresses within the project limits  
 Owner's Name: Tom Jean, Lafayette County Highway Commissioner  
 Owner's Address: 12016 Hill Street, P.O. Box 100 Darlington, WI 53530  
 Owner's Phone: (608)-776-4919  
 Current Land Use: Town Road  
 Past Land Use: Town Road

**Real Estate Requirements:**

- ☐ None ☐ Total take ☒ Strip acquisition of 0-20 feet  
☒ Temporary Limited Easement (TLE)  
☐ Permanent Limited Easement (PLE)  
☐ Other (describe)

**Construction Requirements:**

- ☒ Excavation within current right of way to 8-10 feet  
☒ Excavation within proposed right of way to 2-4 feet  
☐ Excavation within easement to                      feet  
☐ Public or private utility or sanitary or storm sewer installation or excavation to                      feet

**Information from database searches and interviews:**

**Department of Safety and Professional Services (DSPS)**

- ☐ site has registered tanks ☐ ASTs ☐ USTs  
☐ tanks are currently in use  
☐ tanks are abandoned date:

**Tank contents:**

- ☐ Leaded gasoline ☐ Unleaded gasoline ☐ Fuel Oil ☐ Diesel  
☐ Kerosene ☐ Unknown ☐ Other (describe)  
☐ site is a DSPS administered LUST site; DCOMM ID number:  
☐ site is a closed DSPS LUST site; closure date:

**Department of Natural Resources (DNR)**

- ☐ site is a DNR administered LUST site; BRRTS number:  
☐ site is a DNR administered ERP site; BRRTS number:  
☐ site is a closed ☐ LUST ☐ ERP site; closure date:  
☐ site is a landfill  
☐ site is an abandoned waste disposal site  
☐ site is a hazardous waste generator  
☐ Other (please describe)

Sanborn Maps: site is a                      on map dated                      . Comments:  
 WisDOT historic plan sets: site is a                      on project                      dated                      . Comments:  
 Business directories: site is a                      in the directory dated                      . Comments:

A check in a checkbox indicates a positive or "yes" response.



Aerial photos: site is a \_\_\_\_\_ on photo dated \_\_\_\_\_. Comments:

☐ Contamination discovered at \_\_\_\_\_ feet during utility or other excavation in the area. Indicate location on site map.

Interview Information or other comments:

**Visual Evidence of Potential Contamination:** (include additional information in space provided)

☒ No evidence of tanks

☐ USTs ☐ ASTs Location, number and condition of tanks, contents, comments:

Location in relationship to current right of way: ☐ map attached

Location in relationship to proposed right of way: ☐ map attached

☐ Drums ☐ Stained soils ☐ Odor ☐ Sheen on surface water ☐ Areas of excavation

☐ Areas of fill ☐ Stressed vegetation ☐ Pond(s) ☐ Basins/sumps ☐ Monitoring wells

☐ Soil borings

Comments:

**Potential for Contaminant Migration:** (attach supporting documentation such as plume maps, summaries of site investigation or closure reports).

☐ Property is a potential source of contamination

☐ Adjacent property is a potential source of contamination. Include site name or BRRTS number if known, describe location, include contaminant type and any additional information.

☐ Contaminated soil known to be within proposed right of way from \_\_\_\_\_ feet to \_\_\_\_\_ feet below ground surface

☐ Contaminated groundwater known to be within proposed right of way at \_\_\_\_\_ feet below ground surface.

☐ Contaminated soil or groundwater within existing right of way. Attach copy of most recent investigation and plume maps.

**Attachments – required**

☐ Site photographs and a site map showing areas of concern

☐ Plat map showing parcel and any proposed areas of acquisition or easement

☐ Historic aerial photos of site - clearly outline site

☐ Historic WisDOT or other as-builts and plat maps - clearly outline site

☐ Plume maps for known contamination. Indicate existing or proposed right of way where applicable.

**Recommendations**

☒ No additional hazardous materials investigation is required.

☐ If construction or real estate requirements change, evaluation of need for further investigation will be necessary.

☐ Information is sufficient to use Standard Special Provisions. Copy of completed Standard Special Provision is attached.

☐ Conduct additional investigation

☐ Phase 2 (determine if contamination is present)

☐ Phase 2.5 (determine extent of contamination within existing R/W only)

☐ Phase 3 (determine full extent of contamination prior to acquisition)

☐ Phase 4 (remediate site)

☐ Other (describe)

Prepared by: Jaime Kurten on July 28, 2016

Recommendations accepted by (name and title): Tom Jean, Lafayette County Highway Commissioner on:

Signature: Thomas R. Jean Date: 7-28-16

A check in a checkbox indicates a positive or "yes" response.

## Attachment K – NRCS Correspondence



United States Department of Agriculture

August 5, 2016

Jamie Kurten, PE  
MSA Professional Services  
2901 International Lane, Suite 300  
Madison, WI 53704-3133

SUBJECT: Farmland Conversion Impact Rating form, Project I.D: 5719-00-02, Town of Kendall, Bethel Grove Road (Cottage Inn Branch Bridge P-33-0107), Town Road, Lafayette County.

I have reviewed the Farmland Conversion Impact Rating form submitted with your letter dated 08/02/2015, with respect to the requirements of the Farmland Protection Policy Act (FPPA) for the above referenced project.

Because the total Site Assessment point (Part VI) total is less than 160 on the Farmland Conversion Impact Rating form, this project is not subject to protection under the FPPA. No further action is necessary on your part to comply with its requirements.

Sincerely,

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

Cc: Melissa Bartz, District Conservationist, NRCS, Darlington, WI

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## U.S. Department of Agriculture

**FARMLAND CONVERSION IMPACT RATING**

<b>PART I</b> (To be completed by Federal Agency)		Date Of Land Evaluation Request <b>August 1, 2016</b>				
Name of Project <b>Cottage Inn Branch Bridge P-33-0107</b>		Federal Agency Involved <b>FHWA</b>				
Proposed Land Use <b>County Highway</b>		County and State <b>Lafayette County, WI</b>				
<b>PART II</b> (To be completed by NRCS)		Date Request Received By NRCS		Person Completing Form:		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES <input type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size	
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres:                      %	Amount of Farmland As Defined in FPPA Acres:                      %				
Name of Land Evaluation System Used	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS				
<b>PART III</b> (To be completed by Federal Agency)		Alternative Site Rating				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly		0.03				
B. Total Acres To Be Converted Indirectly		0.0				
C. Total Acres In Site		0.03				
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland						
B. Total Acres Statewide Important or Local Important Farmland						
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted						
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value						
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)						
<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	15				
2. Perimeter In Non-urban Use	(10)	10				
3. Percent Of Site Being Farmed	(20)	0				
4. Protection Provided By State and Local Government	(20)	0				
5. Distance From Urban Built-up Area	(15)	-				
6. Distance To Urban Support Services	(15)	-				
7. Size Of Present Farm Unit Compared To Average	(10)	5				
8. Creation Of Non-farmable Farmland	(10)	0				
9. Availability Of Farm Support Services	(5)	5				
10. On-Farm Investments	(20)	5				
11. Effects Of Conversion On Farm Support Services	(10)	0				
12. Compatibility With Existing Agricultural Use	(10)	0				
TOTAL SITE ASSESSMENT POINTS		160	40	0	0	0
<b>PART VII</b> (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		100	0	0	0	0
Total Site Assessment (From Part VI above or local site assessment)		160	40	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	40	0	0	0
Site Selected:	Date Of Selection	Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>				
Reason For Selection:						
Name of Federal agency representative completing this form:					Date:	

(See Instructions on reverse side)

Form AD-1006 (03-02)