

Environmental Report (ER) and Environmental Assessment (EA) Template

06-25-2019

Wisconsin Department of Transportation

Project Summary

Project ID 5770-01-00, 5770-01-01, 5770-01-02		Project Termini STH 23 -- Lone Rock		Funding Sources (check all that apply) <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local									
Construction ID 5770-01-71				Estimated Total Project Cost (design, construction, real estate, etc). Include delivery cost in Year of Expenditure (YOE). \$40M in YOE dollars \$34.3M in <i>current year</i> (2021) dollars Real Estate Acquisition Portion of Estimated Cost (YOE) \$100,000 - \$250,000 in YOE dollars Utility Relocation Portion of Estimated Cost (YOE) \$0.00 in YOE dollars									
Route Designation (if applicable) WIS 130		Nearest Municipality Village of Lone Rock											
National Highway System (NHS) Route <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No													
County Richland, Iowa, and Sauk		Section / Township / Range Section 13, T8N, R2E Section 18, T8N, R3E											
Project Title Wisconsin River Structures & Roadway				<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:70%;">Right of Way Acquisition</th> <th style="width:30%;">Acres</th> </tr> </thead> <tbody> <tr> <td>Fee</td> <td style="text-align: center;">7.18</td> </tr> <tr> <td>TLE</td> <td style="text-align: center;">2.06</td> </tr> <tr> <td>PLE</td> <td style="text-align: center;">0</td> </tr> </tbody> </table>		Right of Way Acquisition	Acres	Fee	7.18	TLE	2.06	PLE	0
Right of Way Acquisition	Acres												
Fee	7.18												
TLE	2.06												
PLE	0												
Bridge Number(s) (if applicable) Existing B-25-0081, B-52-0856, B-52-0857; Proposed B-25-0192, B-52-0279		For an ER, indicate the date of the first tribal notification letter. 1/17/2019 For an EA, indicate the date the Process Initiation Letter (PIL) was accepted by FHWA.											
Functional Classification of Existing Route (FDM 4-1-10 & 4-1-15)			WisDOT Project Classification (FDM 3-5)										
	Urban	Rural											
Freeway/Expressway	<input type="checkbox"/>	<input type="checkbox"/>	Perpetuation – Preservation/Restoration		<input type="checkbox"/>								
Principal Arterial	<input type="checkbox"/>	<input type="checkbox"/>	Perpetuation – Resurfacing		<input type="checkbox"/>								
Minor Arterial	<input type="checkbox"/>	<input type="checkbox"/>	Perpetuation – Bridge Rehabilitation		<input type="checkbox"/>								
Major Collector	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Rehabilitation - Reconditioning		<input type="checkbox"/>								
Minor Collector	<input type="checkbox"/>	<input type="checkbox"/>	Rehabilitation – Pavement Replacement		<input type="checkbox"/>								
Local	<input type="checkbox"/>	<input type="checkbox"/>	Rehabilitation - Bridge Replacement		<input checked="" type="checkbox"/>								
No Functional Class	<input type="checkbox"/>	<input type="checkbox"/>	Modernization - Reconstruction		<input type="checkbox"/>								
Other	<input type="checkbox"/>	<input type="checkbox"/>	Modernization - Expansion		<input type="checkbox"/>								
			Preventative Maintenance		<input type="checkbox"/>								
			State Majors		<input type="checkbox"/>								
			Other – Describe:		<input type="checkbox"/>								
<input type="checkbox"/> FHWA Draft Categorical Exclusion (CE)/WisDOT Draft Environmental Report (ER). No significant impacts indicated by initial assessment. <input type="checkbox"/> FHWA/WisDOT Environmental Assessment (EA). No significant impacts indicated by initial assessment.													
_____ (Print – Preparer Name, Title, Company/Organization)			_____ (Date – m/d/yy)										
_____ (Signature, Title)			_____ (Date – m/d/yy)										
<input type="checkbox"/> Region <input type="checkbox"/> Aeronautics <input type="checkbox"/> Railroads & Harbors			<input type="checkbox"/> FHWA <input type="checkbox"/> FAA <input type="checkbox"/> FTA <input type="checkbox"/> FRA										

A Public Hearing was not required. After reviewing and addressing substantive public comments and coordinating with other agencies, it is determined this action:

- Will NOT significantly affect** the quality of the human environment. This document is a Final CE/Final ER.
- Will NOT significantly affect** the quality of the human environment. This document is a Final EA/Finding of No Significant Impact (FONSI).
- Has potential to significantly affect** the quality of the human environment. Draft Environmental Impact Statement (EIS) required.

A Public Hearing was held, and after reviewing and addressing substantive public comments, updating the Draft CE/ER or EA and coordinating with other agencies, it is determined this action*:

- Will NOT significantly affect** the quality of the human environment. This document is a Final CE/Final ER.
- Will NOT significantly affect** the quality of the human environment. This document is a Final EA/Finding of No Significant Impact (FONSI).
- Has potential to significantly affect** the quality of the human environment. Draft Environmental Impact Statement (EIS) required.

Sue Barker 06/24/2021
 (Print – Preparer Name, Title, Company/Organization) (Date – m/d/yy)
 Sue Barker, Consultant Project Manager, Michael Baker International

Scott J. Lawry 7-8-2021
 (Signature – Director, Bureau of Technical Services) (Date – m/d/yy)
 Scott Lawry, WisDOT

Francis M. Schelfhout
 Digitally signed by Francis M. Schelfhout
 DN: C=US, E=francis.schelfhout@dot.wi.gov,
 O=Wisconsin Department of Transportation, OU=Division
 of Transportation Systems Development - SW Region,
 CN=Francis M. Schelfhout
 Date: 2021.06.24 09:07:47-05'00'
 (Signature, Title) (Date – m/d/yy)
 Francis Schelfhout, WisDOT Project Manager

B. Bacher-Gresock BETHANEY L BACHER-GRESOCK
 2021.07.09 11:20:03 -05'00'
 (Signature, Title) (Date – m/d/yy)
 Bethaney Bacher-Gresock FHWA environmental Program Specialist

- Region
- Aeronautics
- Railroads & Harbors

- FHWA
- FAA
- FTA
- FRA

*Include Environmental Document Availability and Hearing Summary following this page.

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2. Abbreviations and Acronyms:

AADT:	Annual Average Daily Traffic
AASHTO:	American Association of State Highway and Transportation Officials
ACM:	Asbestos Containing Materials
AIN:	Agricultural Impact Notice
ASI:	Archaeological Site Involvement
AWDT:	Average Annual Weekday Traffic
BTS:	WisDOT Bureau of Technical Services
CE:	Categorical Exclusion
CFR:	Code of Federal Regulations
CO:	Central Office
CZM:	Coastal Zone Management
DATCP:	Department of Agriculture, Trade and Consumer Protection
dB(A):	A-weighted Decibels
DHV:	Design Hourly Volume
DNR:	Department of Natural Resources
EA:	Environmental Assessment
ECIP:	Erosion Control Implementation Plan
EIS:	Environmental Impact Statement
EJ:	Environmental Justice
EO:	Executive Order
EPA:	United States Environmental Protection Agency
EPDS:	WisDOT Environmental Process and Documents Section
ER:	Environmental Report
ERW:	Exceptional Resource Water
ESA:	Endangered Species Act
FAA:	Federal Aviation Administration
FDM:	WisDOT Facilities Development Manual
FEMA:	Federal Emergency Management Administration
FERC:	Federal Energy Regulatory Commission
FHWA:	Federal Highway Administration
FIRM:	Flood Insurance Rate Map
FONSI:	Finding of No Significant Impact
FRA:	Federal Railroad Administration
FTA:	Federal Transit Administration
IHS:	Information Handling Services
IPaC:	Information for Planning and Consultation
K30:	Design Hour Factor
LOS:	Level of Service
LRFD:	Load and Resistance Factor Design
LWSR:	Lower Wisconsin State Riverway
LWSRB:	Lower Wisconsin State Riverway Board
MOA:	Memorandum of Agreement
MPO:	Metropolitan Planning Organization
NB:	Northbound
NEPA:	National Environmental Policy Act
NFIP:	National Flood Insurance Program
NHI:	National Heritage Inventory
NHS:	National Highway System
NLEB:	Northern Long-Eared Bat
NPS:	National Park Service

NRCS: Natural Resources Conservation Service
 ORW: Outstanding Resource Water
 PCBs: Polychlorinated biphenyls
 PCN: Pre-Construction Notification
 PIM: Public Involvement Meeting
 PIP: Public Involvement Plan
 PS&E: Plans, Specifications and Estimates
 REC: Region Environmental Coordinator
 ROW: Right-Of-Way
 RPC: Regional Planning Commission
 RTP: Regional Transportation Plan
 SB: Southbound
 Section 106: Section 106 Of the National Historic Preservation Act
 Section 4(f): Section 4(f) Of the U.S. Department of Transportation Act Of 1966
 Section 6(f): Section 6(f) Of the Land and Water Conservation Fund Act
 SFHA: Special Flood Hazard Area
 SHPO: Wisconsin State Historic Preservation Officer
 SIP: State Implementation Plan
 STH: State Trunk Highway
 STIP: State Transportation Improvement Program
 STSP: WisDOT Standardized Special Provisions
 TCGP: Transportation Construction General Permit
 THPO: Tribal Historic Preservation Officer
 TIP: Transportation Improvement Program
 Title VI: Title VI of The Civil Rights Act Of 1964
 TLE: Temporary Limited Easement
 TMDL: Total Maximum Daily Load
 TP: Total Phosphorus
 TSS: Total Suspended Solids
 USACE: United States Army Corps of Engineers
 USCG: United States Coast Guard
 USFS: United States Forest Service
 USFWS: United States Fish and Wildlife Service
 US: United State Highway
 VE: Value Engineering
 VPD: Vehicles Per Day
 WBIC: Waterbody Index Code
 WDNR: Wisconsin Department of Natural Resources
 WEPA: Wisconsin Environmental Policy Act
 WIS: Wisconsin
 WisDOT: Wisconsin Department of Transportation
 YOE: Year of Expenditure

3. Document Type:

Environmental Report. 23 CFR 771.117(d)(13), Bridge Replacement. Actions described in paragraphs (c)(26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section.

Appendix 1 contains FHWA coordination regarding concurrence to process the environmental document as an Environmental Report.

4. Environmental Document Statement:

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

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

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

5. 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:

<input type="checkbox"/>	The proposed action will not require FHWA funding and/or approval.
<input checked="" type="checkbox"/>	<p>The proposed action will use FHWA funds and/or require an FHWA approval and it is 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:</p> <p>The proposed action will use FHWA funds and require FHWA approval. The final design and real estate are included on page 111 of the WisDOT 2021 – 2024 STIP as Project ID 5770-01-02/21, WIS 23 – Lone Rock, WI River RDWY & RPL B-25-81, 256, 857, WIS 130, Richland County. Construction is currently scheduled for calendar years 2025-2026 with a bid letting in fiscal year and calendar year 2024. The construction is included on page 7 of the April amendment to the WisDOT 2021-2024 STIP as Project ID 5770-01-71. Project ID 5770-01-00 was included in the June 2011 amendment to the WisDOT 2011-2014 STIP. Project ID 5770-01-01 was included in the May 2015 amendment to the WisDOT 2015-2018 STIP.</p>
<input type="checkbox"/>	For projects in a Metropolitan Planning Area, the proposed action will use FHWA funds and/or require an FHWA approval and it is included in the most recent version of the Transportation Improvement Plan (TIP) or included in a TIP amendment – Indicate the name of the TIP or TIP amendment, the portion of the proposed project funded and the page number on which the project can be found:

6. Purpose and Need:

Purpose

The purpose of the project is to address the deterioration of the crossing specifically, bridges/structures, B-25-0081, B-52-0856, and B-52-0857. The project shall avoid and/or minimize, to the greatest extent possible, any impacts to surrounding resources.

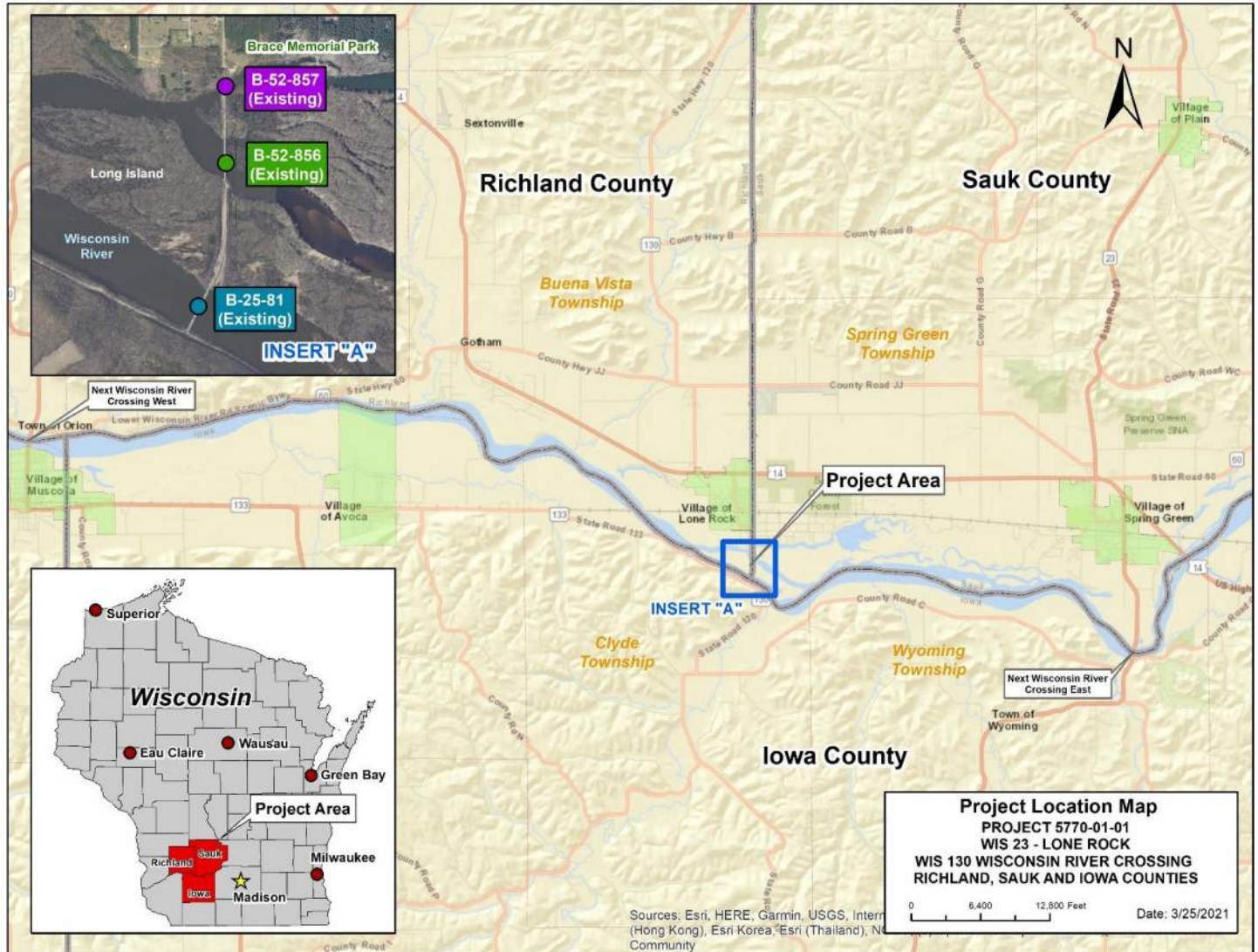
Need

The WIS 130 crossing consists of three bridges/structures, constructed in the 1930s and 1940s, that are nearing the end of their service life and do not meet current minimum standards for clearance widths for bridges.

Project Location and Project Termini

The Wisconsin River Structures and Roadway Project is focused on the crossing of the Wisconsin River via State Trunk Highway (STH) 130 or WIS 130 (referred to as the WIS 130 Wisconsin River Crossing throughout) at the junction of Iowa, Sauk and Richland Counties. Figure 1. The majority of the project is located in Richland County approximately 0.11 mile south of Lone Rock with the northern terminus starting at approximately 600 feet south of Porter Road and ending at the southern terminus Wisconsin Highway 133 also referred to as WIS 133. The current crossing is approximately 0.7 miles on WIS 130 and comprised of roadway and three bridges: B-25-0081, B-52-856, and B-52-857. The south end of the crossing ties into WIS 133 at the base of a large bluff rock formation with a 200-foot tall vertical rock face.

Figure 1. Project Location Map



Background/Project Status

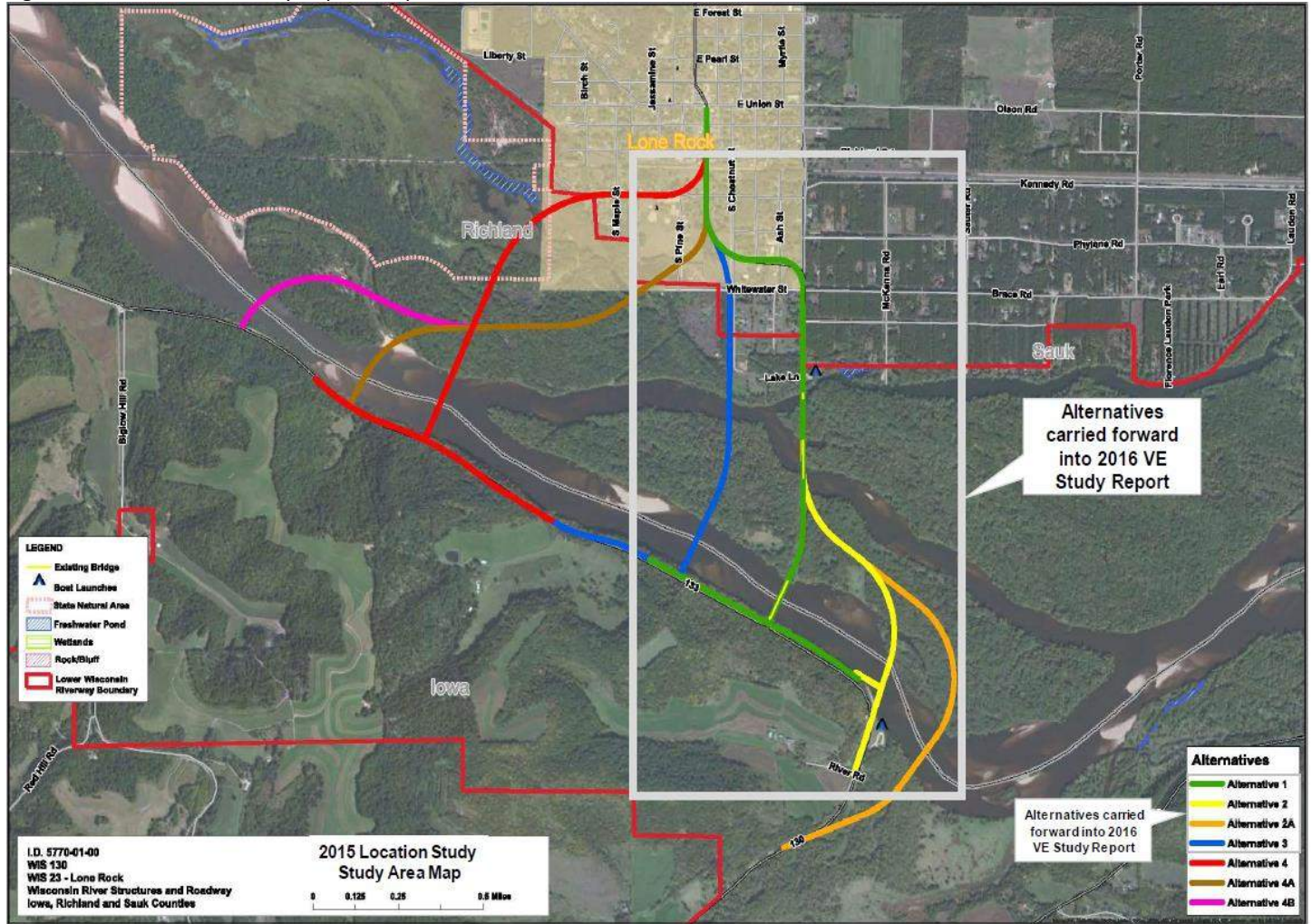
The Wisconsin Department of Transportation (WisDOT) identified the WIS 130 Wisconsin River Crossing as a crossing to study because the three existing bridges, B-25-0081, B-52-856, and B-52-857, which comprise the majority of the crossing are nearing the end of their service life. The bridges were built in the 1930s and 1940s and these types of bridges were typically designed for a 75-year service life. The STH 130 bridges have exceeded the typical bridge service life. The roadway elements of the crossing are also deteriorating, and gravel shoulders are lower than the adjacent travel lanes.

The WIS 130 Wisconsin River Crossing is a designated long truck route serving as an important connection between the WIS 133 long truck route and the United State Highway (US) 14 long truck route. In 2013, a Truck Origin and Destination Study (2013 Truck O & D Study) was conducted as part of the larger WIS 130 Bridge Location Study. The study's findings are based on observations of trucks at the south end of the WIS 130 bridge over a 12-hour period; 204 trucks were identified, 33 percent of the trucks were based within 20 miles of the study location and approximately 89 percent of all trucks were based in Wisconsin with 11 percent based outside the state. It is expected that these values are representative of typical weekday truck movements.

In 2015, a Location Study Report (2015 Location Study) was completed to consider alternatives to address technical issues and community concerns associated with the current crossing. The 2015 Location Study was broad in scope to provide a framework for assessing community issues, travel patterns and connectivity and environmental resources. The 2015 Location Study also developed, evaluated, and summarized concepts and location alternatives. The findings of the 2015 Location Study Report serve as the basis for subsequent value engineering analysis, an Origin-Destination Study, an in-depth evaluation of structural members on the bridges, and the identification of alternatives to carry forward for detailed analysis in the environmental document to satisfy the requirement of the National Environmental Policy Action (NEPA). The 2015 Location Study considered factors affecting the selection of the bridge crossing's location; suggested methodologies for determining final location/design details; and identified bridge location concepts and recommendations. Activities included in the 2015 Location Study identified the number of possible location options for the WIS 130 crossing of the Wisconsin River; evaluated reasonable crossing options and their respective approaches and local roadway alignments; determined the appropriate environmental documentation for the project development; conducted early coordination and project scoping with appropriate review agencies and local officials; and developed a comprehensive public involvement program. Some preliminary alternatives (Alternatives 4, 4A, and 4B from the 2015 Location Study) were dismissed from further consideration due to greater environmental and socioeconomic impacts than the alternatives carried forward for Value Engineering (VE). Figure 2. The full alternative analysis is documented in the 2015 Location Study Report, available at the WisDOT Southwest Region La Crosse office.

In 2016, a VE Study was conducted in accordance with the guidelines of the WisDOT, the Federal Highway Administration (FHWA), and the American Association of Highway and Transportation Officials (AASHTO). The 2016 VE Study Report further identified the project needs and constraints, along with feasible alternatives to be evaluated under the NEPA and was completed on July 29, 2016 (2016 VE Study Report). Alternatives 2 and 3, as identified in the VE Study, were dismissed from further consideration due to greater environmental and socioeconomic impacts than the alternatives carried forward which are further evaluated in this ER (Summary of Alternatives section). The VE Study Recommendations can be found in Appendix 2.

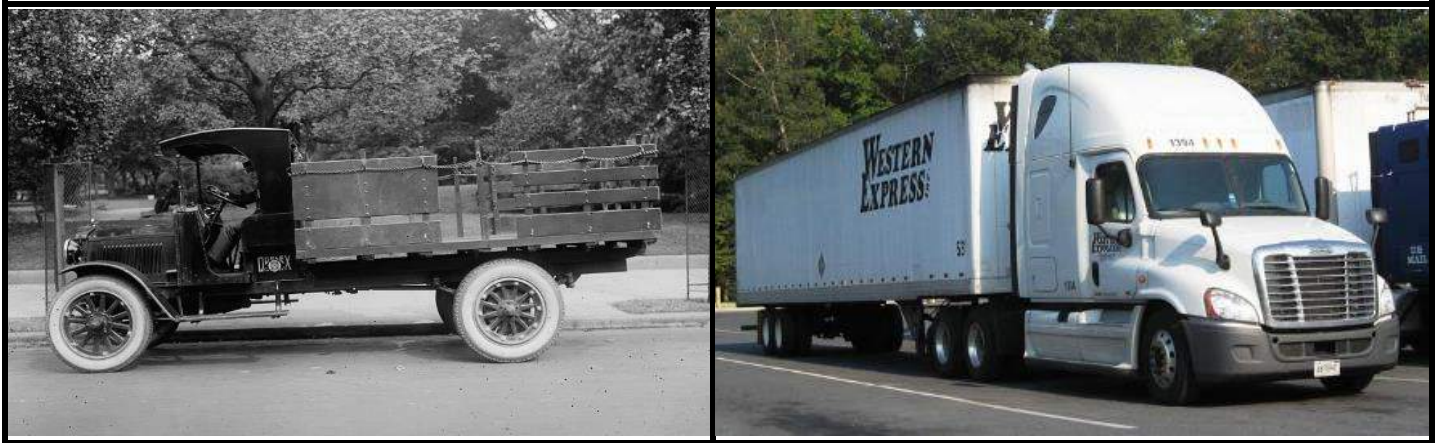
Figure 2. 2015 Location Study Report Map



In 2017, an Origin-Destination Study (2017 O/D Study) was conducted using Streetlight Data® to better understand traffic patterns in the vicinity of the WIS 130 Wisconsin River Crossing and the importance of the crossing to the area relative to linkage and regional mobility. The 2017 O/D Study reported that approximately 45 percent of the traffic that uses the crossing is related to local destinations. Without the WIS 130 Wisconsin River Crossing, increased travel distances would have a greater impact for local traffic heading to the opposite side of the bridge than for regional traffic. For example, travelers from the Town of Clyde on the south of bridge heading to Lone Rock on the north side of the bridge currently have a two-mile trip. Without the WIS 130 Wisconsin River Crossing, the trip would be 21 miles and use the WIS 23 crossing near Spring Green. Figure 1.

In 2018, an in-depth evaluation of structural members on the bridges was conducted to consider whether the bridges could remain in place with maintenance and rehabilitation. WisDOT’s Bureau of Structures assessed how current and projected future deterioration affect overall structure capacity and documented time estimates to reach various levels of deterioration. Then cost-effective options for addressing structure deficiencies were identified. The evaluation noted that truck loads that the bridges were originally built for are far less than the truck loads present on today’s highways. Figure 3.

Figure 3. Trucks in Past versus Present Day



The evaluation concluded that extending the existing usable structure life past 20 years is not a viable option due to cost-effectiveness and/or unacceptable levels of risk. A rehabilitation project scoped to provide a longer-term life extension (approximately 30 years of life extension) is not a viable economic option as projected costs are comparable or exceed the estimated cost of a new structure. As a result, the no build and planned elimination alternatives were eliminated as further discussed in the alternatives comparison section of this document.

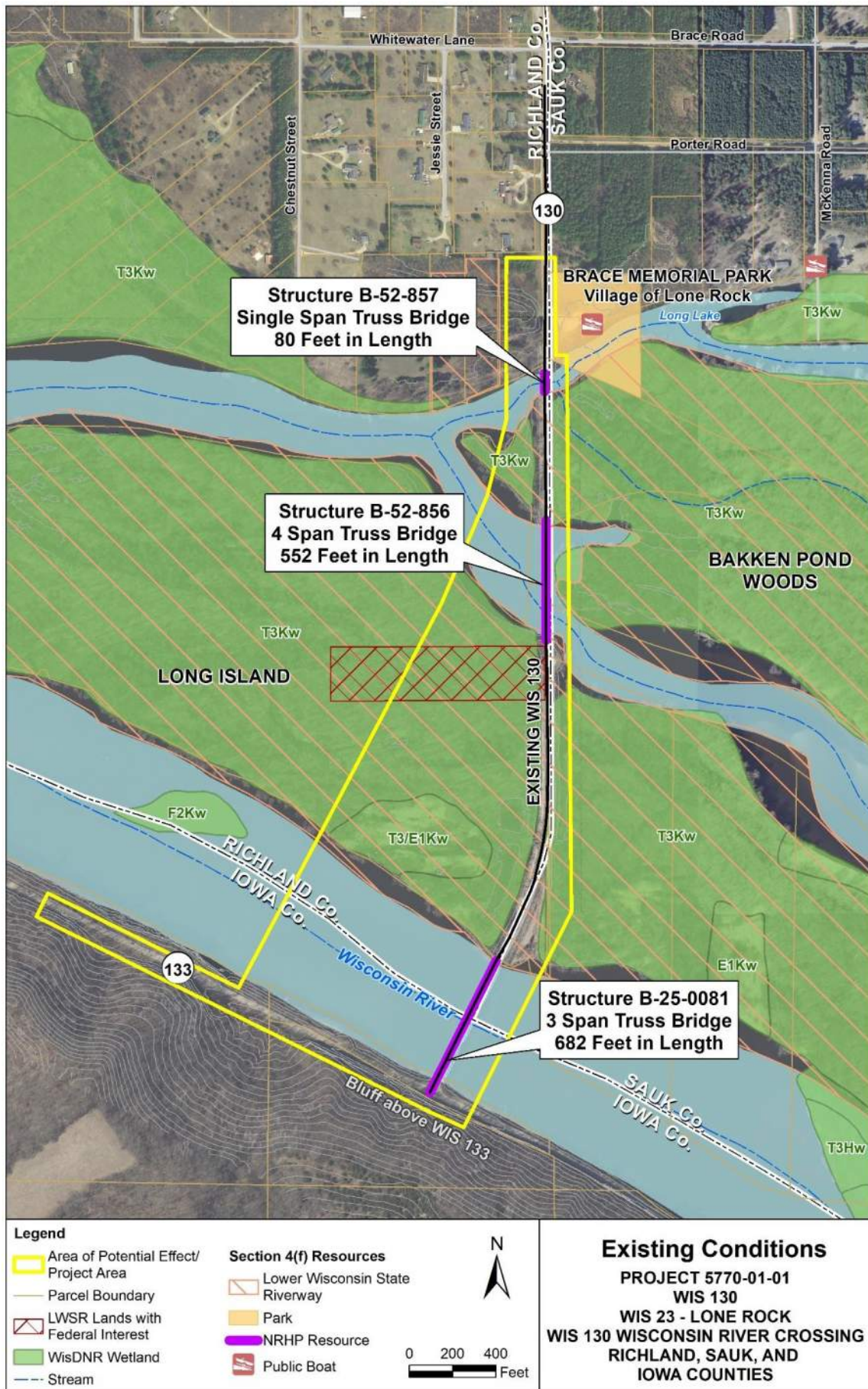
Existing Conditions

The existing WIS 130 Wisconsin River Crossing is a “connecting link” for residents of Lone Rock, as well as a regional connection for through traffic and freight. Local officials in Lone Rock and the surrounding areas have expressed that the WIS 130 crossing over the Wisconsin River is important for residents, school buses, and especially emergency services vehicles. Lone Rock Fire and Emergency Services serve the town of Clyde located approximately 3.5 miles south of the WIS 130/133 intersection as well as the Village of Avoca, located approximately 8 miles southwest of Lone Rock. Additionally, the River Valley School District buses use the WIS 130 Wisconsin River Crossing. Local officials also highlighted the important connection for farm equipment that residents transport across the bridges from Lone Rock on the north side of the crossing to agricultural land in Iowa County on the south side of the crossing.

In addition to this connecting link between communities, WIS 130 provides access to surrounding recreational areas within the statewide and national resource Lower Wisconsin State Riverway (LWSR). The LWSR includes islands, Long Island and Bakken Pond Woods. Long Island has unregulated access points for fishing, boating, and other recreational activities. Bakken Pond Woods also has one unregulated access point for recreational activities. Brace Memorial Park and Otter Creek Boat Landing (located southeast of the project) are also popular recreational spots which have public boat launches.

The existing WIS 130 Wisconsin River Crossing project area includes the three existing structures, roadway, and access to surrounding recreational areas. Figure 4. The existing navigational clearance for the crossing is 12.14 feet, which allows the passage of motorboats and kayaks within the project area.

Figure 4. Existing Conditions



Roadway

WIS 130 is functionally classified as a Rural Major Collector with a posted speed of 55 miles per hour south of Whitewater Street and 35 miles per hour north of Whitewater Street in Lone Rock. WIS 130 is a two-lane roadway with 12-foot lanes and 3-foot shoulders. WIS 133 is also a two-lane roadway functionally classified as a Rural Major Collector with 12-foot lanes and 3-foot shoulders. The shoulders are less than the standard 6-foot wide shoulders for this type of facility.

From a transportation demand perspective, the existing facility/crossing provides for existing and future capacity. Existing volumes for WIS 130 and WIS 133 are 2,000 and 1,400 vehicles per day, respectively, and are expected to grow to 2,800 and 1,800 vehicles per day by the design year of 2048.

Bridges

The project contains three existing structures, B-25-0081 (Lone Rock Wisconsin River Bridge), B-52-856 and B-52-857 (Lone Rock North Channel Bridges) that cross over the Wisconsin River. Figure 5. B-25-0081 is located at the southern end of the project terminus over the Wisconsin River. Figure 6. Structure B-25-0081 is an overhead three-span Parker truss bridge which was constructed in 1942. The bridge is of steel construction and consists of three subdivided truss spans totaling 682 feet in length. It has a 25-foot wide deck (24-foot clear width) with concrete pier supports. The bridge carries two 12-foot wide travel lanes with no shoulder. The structure was raised in 1968 and the deck was replaced in 1989.

B-52-856 is the middle structure over the Wisconsin River. Figure 7. Structure B-52-856 is a steel overhead Pratt truss bridge which was constructed in 1932. The bridge is approximately 552 feet in length and has a 21-foot wide deck (20-foot clear width) with open abutments and solid concrete piers. The deck was replaced in 1989. The bridge carries two 10-foot wide travel lanes with no shoulder.

B-52-857 is located to the north over the Wisconsin River. Figure 7. Structure B-52-857 is a steel Warren pony truss bridge which was constructed in 1932. The bridge consists of a single span and it is approximately 80 feet in length with a 21-foot wide deck (20-foot clear width) with a full retaining abutment. The bridge carries two 10-foot wide travel lanes with no shoulder. The deck was replaced in 1989.

Figure 5. Photos of Existing Bridge Structures



Figure 6. Existing Plan and Profile of B-25-0081

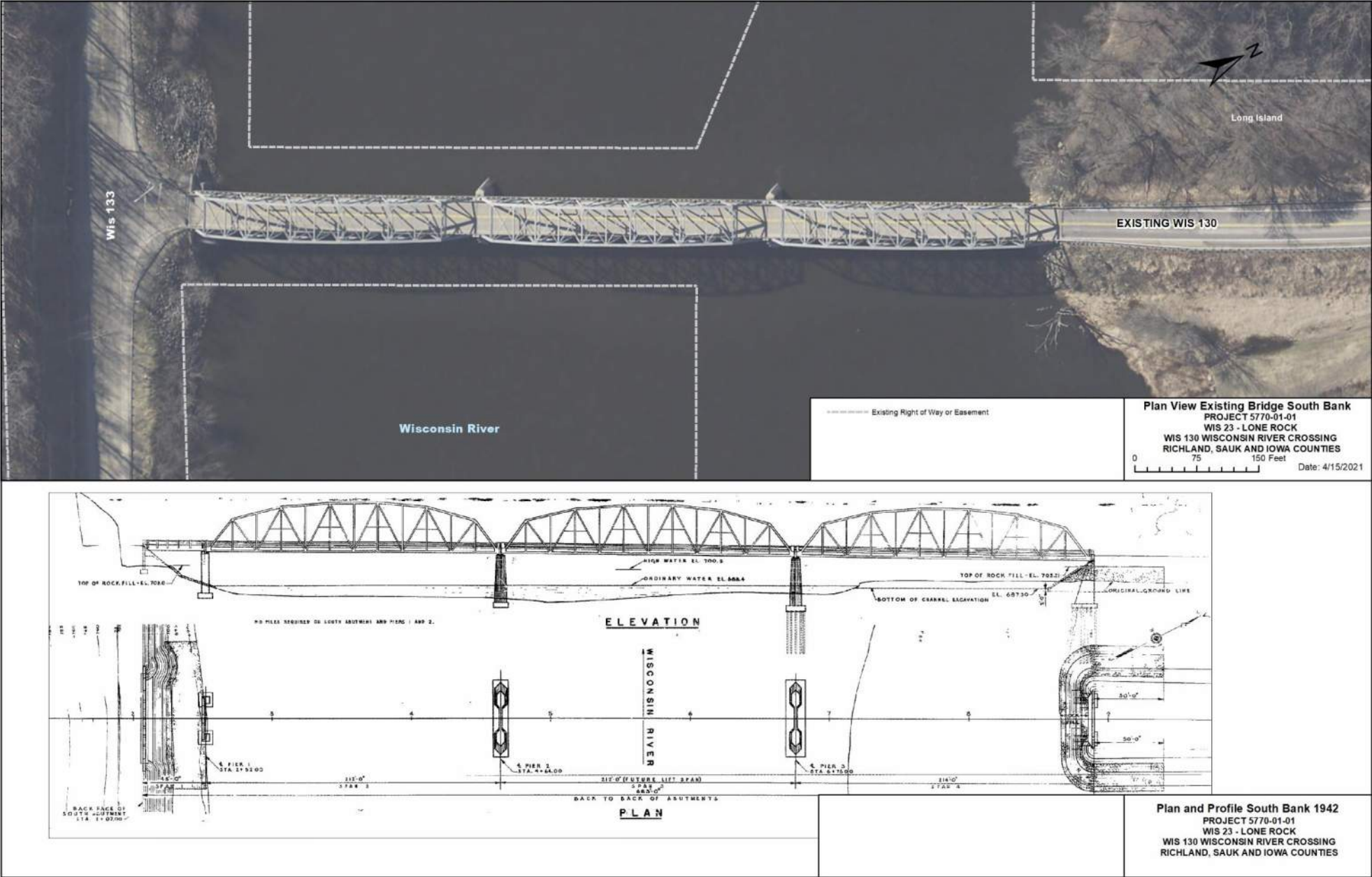


Figure 7. Existing Plan and Profiles of B-52-856 and B-52-857



All three bridges are considered substandard structures. The bridges lack shoulders and therefore do not accommodate bicycle facilities. The WisDOT Wisconsin Bicycle Transportation Plan 2020, which establishes policies for further integrating bicycling into the current transportation system, states that on higher volume roadways (generally with motor vehicle volumes exceeding 1,000 per day), paved shoulders should be provided. Additionally, none of the structures meet the current minimum standard for clear width for bridges. A summary of the bridge deficiencies is outlined below.

Structural Deficiency

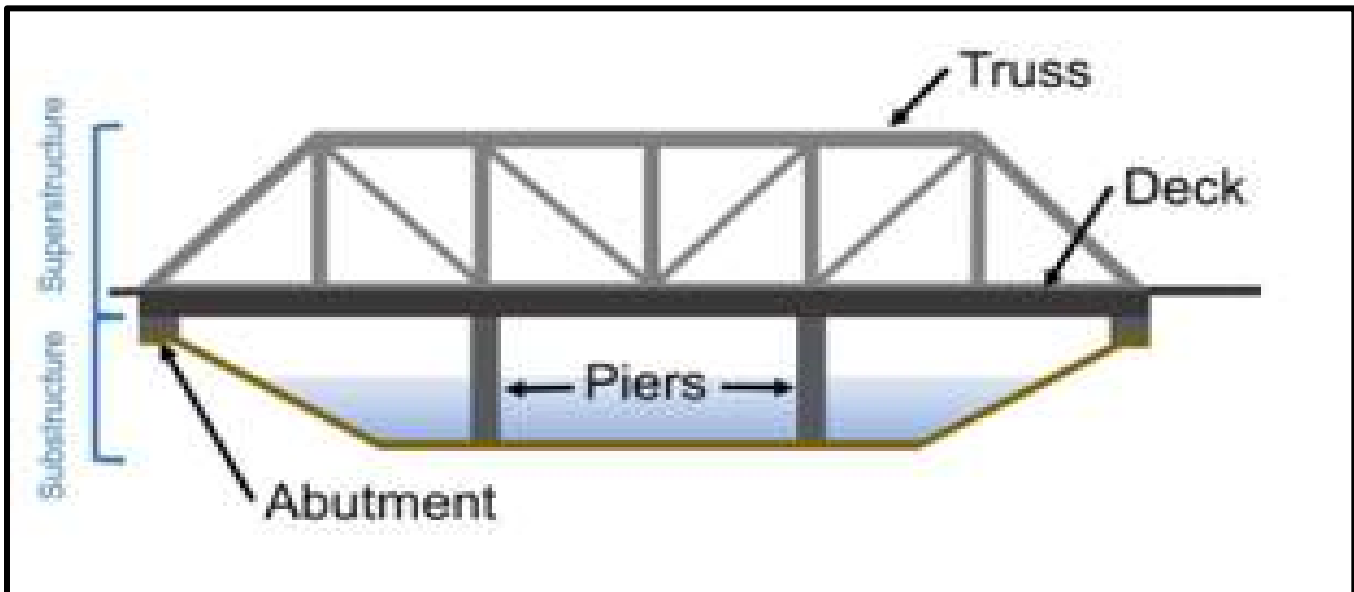
Bridge ratings describe the physical condition of the bridge components including Deck, Superstructure, and Substructure as assigned by qualified bridge inspectors. Figure 8. Ratings range in number from 9 to 0 (9 being “excellent condition” and zero being “failed condition”). Bridge condition is determined by the lowest of the ratings for Deck, Superstructure, and Substructure. If the lowest rating is greater than or equal to 4, the classification is Poor; if it is rated 5 or 6 it is classified as Fair; if it is greater than or equal to 7 the bridge is classified as Good. Bridges are classified as structurally deficient if any bridge component is in Poor condition.

Examples of poor condition include corrosion that has caused substantial section loss (thickness) of steel support members, movement of substructures, or advanced cracking and deterioration in concrete bridge decks. A classification of structurally deficient is a reminder that the bridge may need further analysis that may result in maximum load posting, maintenance, rehabilitation, replacement, or closure.

Functionally Obsolete

A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges include those that have sub-standard geometric features such as narrow lanes, narrow shoulders, poor approach alignment or inadequate vertical under clearance, do not serve current traffic demand, or those that may be occasionally flooded. The functionally obsolete classification is also used as a priority status for federal bridge replacement and rehabilitation funding eligibility.

Figure 8. Bridge Components



B-25-81

Deficiency: *Structurally Deficient and Functionally Obsolete*

The bridge roadway width is substandard at 24 feet. The condition ratings for the deck, substructure, and superstructure are 6 (satisfactory), 4 (poor), 4 respectively. Some of the deficient elements on the structure include:

- Paint system is cracked and peeling
- Section loss is present at batten plates in lower chords
- Floor beams are rusted with areas of pack rust
- Moveable bearings have moved beyond limits with one that is frozen and lifting off of the pier, and pack rust is present along the bottom chord at the batten plates

B-52-856

Deficiency: *Structurally Deficient and Functionally Obsolete*

The substructure and superstructure ratings are three and four respectively out of 10, which indicates poor condition. This bridge is posted with a maximum load of 40 tons. The bridge roadway width is substandard at 20 feet. The vertical clearance is 14.57 feet, which is below the minimum required vertical clearance of 15.25 feet. The condition ratings for the deck, substructure, and superstructure are 7 (good), 3 (serious), and 4 (poor) respectively. Some of the deficient elements on the structure include:

- Active corrosion on lower flanges of exterior stringers and below full-depth deck cracks
- Active corrosion on trusses along edges and rivets of gussets, batten plates, and splices
- Section loss on bearing gussets
- Numerous traffic impacts to truss members
- Active corrosion on truss member connections
- Active corrosion with section loss on floor beams
- Piers have cracking with exposed rebar, as well as heavy abrasion around waterline
- Spalling on abutments
- Active corrosion on both fixed and moveable bearings

B-52-857

Deficiency: *Structurally Deficient and Functionally Obsolete*

The bridge roadway width is substandard at 20 feet. The condition ratings for the deck, substructure, and superstructure are 7 (good), 4 (poor), and 4 respectively. Some of the deficient elements on the structure include:

- Active corrosion and surface rust on exterior stringers
- Active corrosion and section loss on truss members
- Cracks at abutments
- Moveable bearings are out of alignment and have pack rust which prevents movement

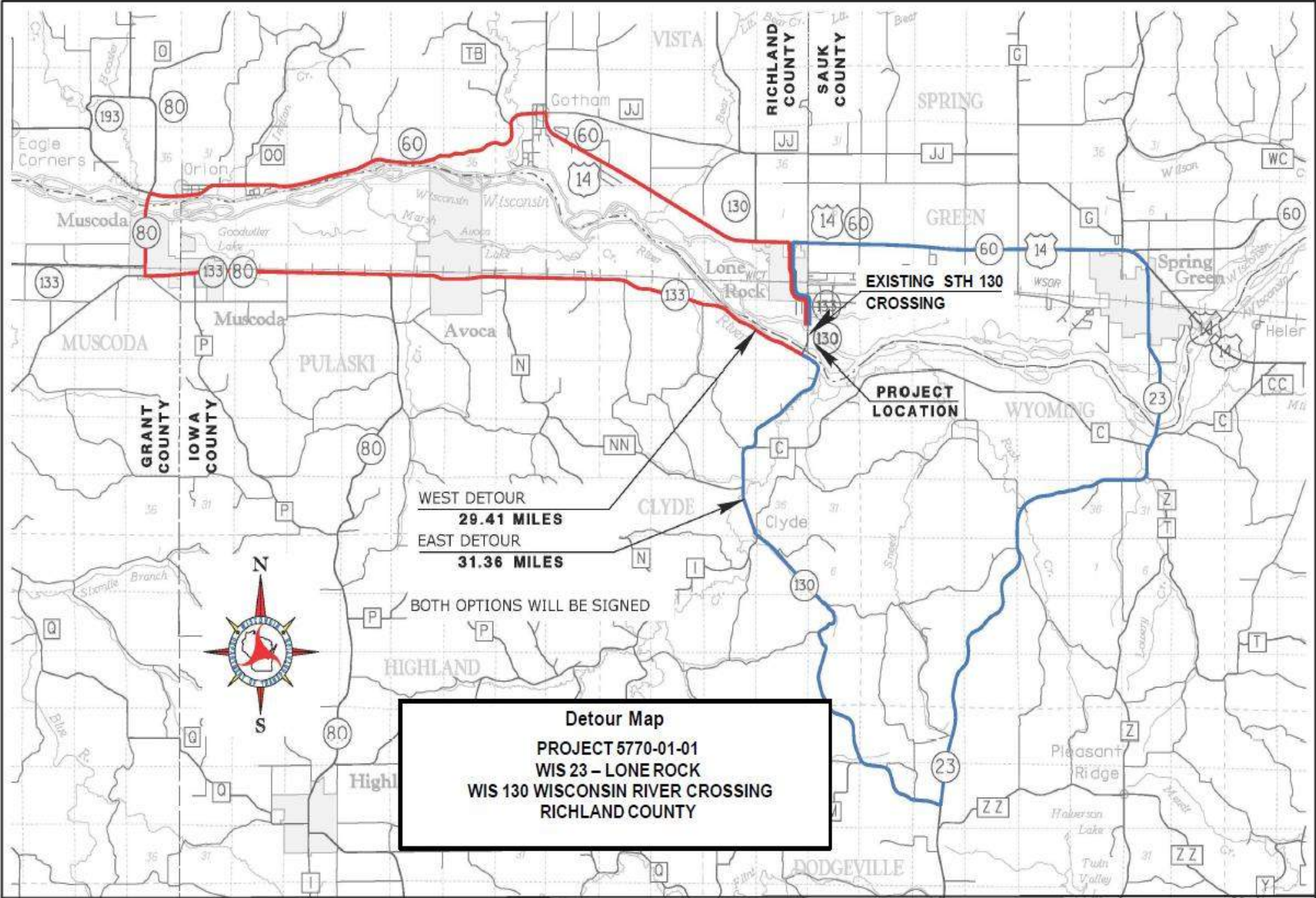
The expected design life of bridges varies, but typically ranges from 50 to 75 years. In order for a bridge to reach its expected design life, it must undergo several types of repairs. These repairs generally become more cost intensive as the bridge ages. Once the bridge nears its expected design life, the repairs often become less cost effective than replacement of the entire bridge.

The WIS 130 Wisconsin River Crossing bridges have undergone several repair projects since they were constructed in the 1930s and 1940s. The most recent repairs were completed in 2018 (B-52-856) and 2020 (all three bridges) and included painting, girder, deck, truss, and pier repairs. The past repairs have served as solutions to preserve and extend the service life of the bridge. However even with the past repair work, deficiencies remain with the existing bridge due to the nature of how bridge elements deteriorate over time.

Detour

When the bridges need to be maintained to the extent that they are closed for more than a day, such as the repair projects in 2018 and 2020, two state detour routes are utilized. Figure 9. One detour, referred to as the west detour, utilizes WIS 60 to WIS 80 to WIS 133 and is approximately 29.41 miles long. The other detour, referred to as the east detour, utilizes WIS 60 to WIS 23 to WIS 130 and is approximately 31.36 miles long.

Figure 9. Detour Route



Community Health

The existing WIS 130 Wisconsin River Crossing connects to WIS 133, at the face of a prominent bluff formation. The public involvement process has revealed that this location has a history of intentional fatal crashes involving vehicles hitting the 200-foot tall rock bluff located immediately south of the WIS 130/133 intersection and that the site continues to be a community/public health concern. In 2013, feedback from a local Emergency Medical Technician (EMT) indicated that the bluff face has been the site of 15 intentional fatal crashes in his 44 years as an EMT.

The VE Study included a design suggestion to obtain external input and support from mental health experts and to consider simple treatments at the rock bluff that may remove its visual appearance as a mechanism for suicide. It was noted in the VE Study that these ideas may extend beyond the scope of a highway project but are likely to be beneficial to society. Suicide is a community health issue that impacts many people, including not just the individuals themselves, but also families, emergency responders, and community members. Notably, according to the Wisconsin Department of Health, more people die each year in Wisconsin due to suicide than due to motor vehicle crashes. According to the Harvard Injury Control Research Center at the Harvard School of Public Health, many people who become suicidal are only acutely suicidal for relatively short periods-sometimes a matter of minutes or hours, sometimes days. A person in crisis may take advantage of an opportunity (or, a “weapon”) that is immediately available to them and changing the look of the rock bluff face or moving the intersection to avoid the rock face may dissuade them from using this location for a suicide. While some may argue that the same person may commit suicide anyway at a different location, they may change their course of action even after a few minutes. Reducing suicide instances at the rock bluff location alleviates stress on emergency responders and locals in this area.

Although addressing intentional fatal crashes is not the primary purpose for the project, alternatives with reasonable costs and impacts that may deter or lessen the possibility of these incidents occurring at this location were considered during the alternative analysis process.

Safety

Site distances and clear zones are less than desirable at the WIS 130 and WIS 133 intersection. There are also numerous geometric deficiencies at the existing WIS 130 and WIS 133 intersection causing safety concerns. Over the past 5 years 10 crashes have occurred at the intersection of WIS 130 and WIS 133. The crashes primarily involved trucks and turning vehicles. Table 1 below summarizes the crashes at the WIS 130 and WIS 133 intersection. Although there were no fatal crashes at the bluff in the past five years, six of the 10 crashes shown in the table below impacted the bluff including two injury crashes that appear to be intentional. The four crashes not impacting the bluff were related to trucks and turning vehicles.

Table 1. WisDOT Crash Data Analysis WIS 130 & WIS 133 Intersection 2016 - 2020

Severity/Year	2016	2017	2018	2019	2020	5 Year Total
Crashes with Fatalities	0	0	0	0	0	0
Crashes with Injuries	2	0	2	1	0	5
Property Damage Only	0	2	0	2	1	5
Total	2	2	2	3	1	10

The five-year crash rate from 2016 – 2020 is 1.9 crashes per million vehicles entering the intersection (MVE) and the fatal crash rate is 0.0 crashes per MVE. WisDOT considers an intersection crash rate below 1.5 crashes per MVE to be normal, a rate from 1.5 to 2.0 crashes per MVE to “warrant watching,” and a rate above 2.0 MVE to “warrant further investigation.”

The narrow bridges, which lack shoulders, also create safety concerns for county highway department maintenance staff and bicyclists using the bridges. Bicyclists wanting to access the islands for recreational use currently have to traverse the bridge with motorized vehicles. This creates a hazardous condition for both the bicyclists and the vehicles.

There are vertical and horizontal clearance issues. Trucks and construction equipment have hit the overhead truss and sides of the bridge on several occasions. Trucks have also hit the substandard beam guard radii when maneuvering the intersection between WIS 130 and WIS 133.

Lastly, the Lone Rock Fire and Emergency Services serve the town of Clyde, which is about 3.5 miles south of the WIS 130/133 intersection, and sometimes the Village of Avoca. Having a functional river crossing is important to the safety of the residents of Clyde and Avoca.

Historic Resources

Since FHWA funding is being used, the project must follow the Section 106 process as delegated by FHWA. As part of the Section 106 process, an Area of Potential Effect (APE) was identified. Figure 4. Potentially eligible buildings and structures and potentially eligible archaeology sites were reviewed within the limits of the APE. The Architecture and History Inventory (AHI) was reviewed and the three existing bridges were listed, B-25-0081 (AHI #4751), B-52-856 (AHI #277148), and B-52-857 (AHI #277149). It was determined that the three existing bridge structures were eligible for listing in the National Register of Historic Places (NRHP) based on the criteria listed below:

Structure B-25-0081 is an overhead Parker truss bridge which was constructed in 1942 and 1943 following a State Highway Commission plan. No other extant Parker truss bridges have been recorded in Richland, Iowa, or Sauk Counties. Because the bridge may be significant as a sizable representative of a 1940s State Highway Commission overhead truss bridge and is one of the only overhead truss bridges remaining in the tri-county area, it is considered eligible for listing on the NRHP under Criterion C. Criterion C of the NRHP means the property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.

Structure B-52-856 is a steel overhead Pratt truss bridge which was constructed in 1932 following a State Highway Commission plan. The bridge retains a high degree of integrity. The overhead Pratt truss is one of the most common types of overhead truss bridges in Wisconsin, although fewer were constructed in the years between 1932 and 1936 than in previous years. No other extant 4-span overhead truss bridges have been recorded in Richland, Iowa, or Sauk Counties. Because the bridge may be significant as a sizable representative of a 1930s State Highway Commission overhead truss bridge, and is one of the only overhead truss bridges remaining in the tri-county area, it is considered eligible for listing on the NRHP under Criterion C.

Structure B-52-857 is a steel Warren pony truss bridge which was constructed in 1932 following a State Highway Commission plan. The deck was replaced in 1989. The bridge retains a high degree of integrity. The Warren pony truss often accompanies overhead truss bridges. No other pony truss accompanying an extant 4-span overhead truss bridges have been recorded in Richland, Iowa, or Sauk Counties. Because the bridge may be significant as a sizable representative of a 1930s State Highway Commission overhead truss bridge plan that included an accompanying pony truss bridge, it is considered eligible for listing on the NRHP under Criterion C.

A WisDOT Determination of Eligibility Short Form for Bridges was submitted for each structure to the Wisconsin State Historic Preservation Officer (SHPO). The SHPO concurred that structures B-52-0856 and B-52-0857 meet the NRHP criteria on April 17, 2019 and that structure B-25-0081 meets the NRHP criteria on May 9, 2019 (Appendix 7).

A Phase I Archaeological Investigations for the WIS 130 was prepared on January 2017. One previously reported archeological site was identified within the APE, AHI #47RI0015 (Lone Rock Village). The field investigations did not identify any evidence of the previously reported site; however, due to potential deeply buried cultural materials and limitations to traditional archaeological survey techniques it is recommended to be monitored during construction. This site was not determined eligible for listing on the NRHP.

Section 4(f) Resources

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.

The Wisconsin Department of Natural Resources (WDNR also referenced as DNR) owns the land along the Wisconsin River identified as the Lower Wisconsin State River (LWSR) including Long Island, Bakken Pond Woods, and an area located west of WIS 130, south of E Whitewater Street within the project study area. On Long Island, there is a parcel of land with federal-aid interest (referred to as Federal Interest Parcel on figures) that is associated with the Sport Fish Restoration Act (Dingell–Johnson Act) and the Wildlife Restoration Act (Pittman-Robertson Act). Both Long Island and Bakken Pond Woods are open to the public and/or have federal-aid interest and therefore, are considered Section 4(f) resources. The DNR is the official owner with jurisdiction over these Section 4(f) resources. The Lower Wisconsin State Riverway Board (LWSRB) is a state agency whose mission is to protect and preserve the scenic beauty and natural values of the Lower Wisconsin State Riverway through administration of a permit program to control land use and development. The board may enter into contracts to carry out its duties and powers. The DNR and the LWSRB work together to ensure state and local interests are considered during project development coordination for projects within and immediately adjacent to the LWSR.

Brace Memorial Park, located east of WIS 130 and south of Porter Road at the north end of the project is a public park with public boat access, owned by the Village of Lone Rock. Figure 5. Brace Memorial Park is considered a Section 4(f) resource.

The existing bridges, structures B-52-0856, B-52-0857 and B-25-0081, meet the NRHP criteria; therefore, they are also considered Section 4(f) resources.

Section 6(f) Resources

The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

Some of the land within the entire LWSR was acquired with assistance from the Federal Land and Water Conservation Fund (LWCF, *aka* LAWCON); however, the property within the project area was not. A Section 6(f) or Other Unique Properties Factor Sheet has been completed for the parcel of land with federal-aid interest on Long Island that is associated with the Sport Fish Restoration Act (Dingell–Johnson Act) and the Wildlife Restoration Act (Pittman-Robertson Act). This is considered a unique property and is not a Section 6(f) property. There are no Section 6(f) resources within the project area.

Ecological Resources

The project area contains upland, forested wetlands, and aquatic habitats. WIS 130/133 runs along the south bank of the Wisconsin River which includes shaded sandstone cliffs, wooded bluffs, and open wet meadow. The wood bluff is a prominent bluff which rises over 200 feet above the Wisconsin River. Figure 10. The project area is within a floodplain and includes waterways, Wisconsin River and Long Lake, and wetlands.

Waterways/Wetlands

The WDNR Surface Water Inventory identifies the Wisconsin River, specifically referred to as the Lower Wisconsin River, and Long Lake within the project area. The Wisconsin River is a public resource used for recreational activities such as boating and fishing; however, it is not considered a United States Coast Guard (USCG) navigable waterway within the limits of the project area. The Wisconsin River is listed as impaired for Polychlorinated biphenyls (PCBs). Long Lake is located at the northern end of the project area and forks off from the Wisconsin River. It is also used for recreational activities.

The WDNR Wisconsin Wetland Inventory (WWI) mapping identifies wetlands classified as T3Kw (Forested, Broad-leaved deciduous, Wet soil, Palustrine, Floodplain complex) and E1Kw (Emergent, Persistent, Wet Soil, Palustrine, Floodplain complex). Figure 4. A preliminary field review was conducted in 2013 and 2017 to identify if field conditions matched desktop reviews. Wetlands were observed where WDNR mapped wetlands are shown.

Figure 10. Wisconsin River Crossing and Bluff



7. Summary of Alternatives:

Through the Location Study, Value Engineering Study, and Origin-Destination Study, Preliminary Alternatives certain alternatives were dismissed from further consideration. These alternatives included 2, 3, and 4. Figure 2. Remaining alternatives were carried forward to be evaluated in this ER document. Table 2 identifies the stage each alternative was developed and whether it was dismissed or carried forward.

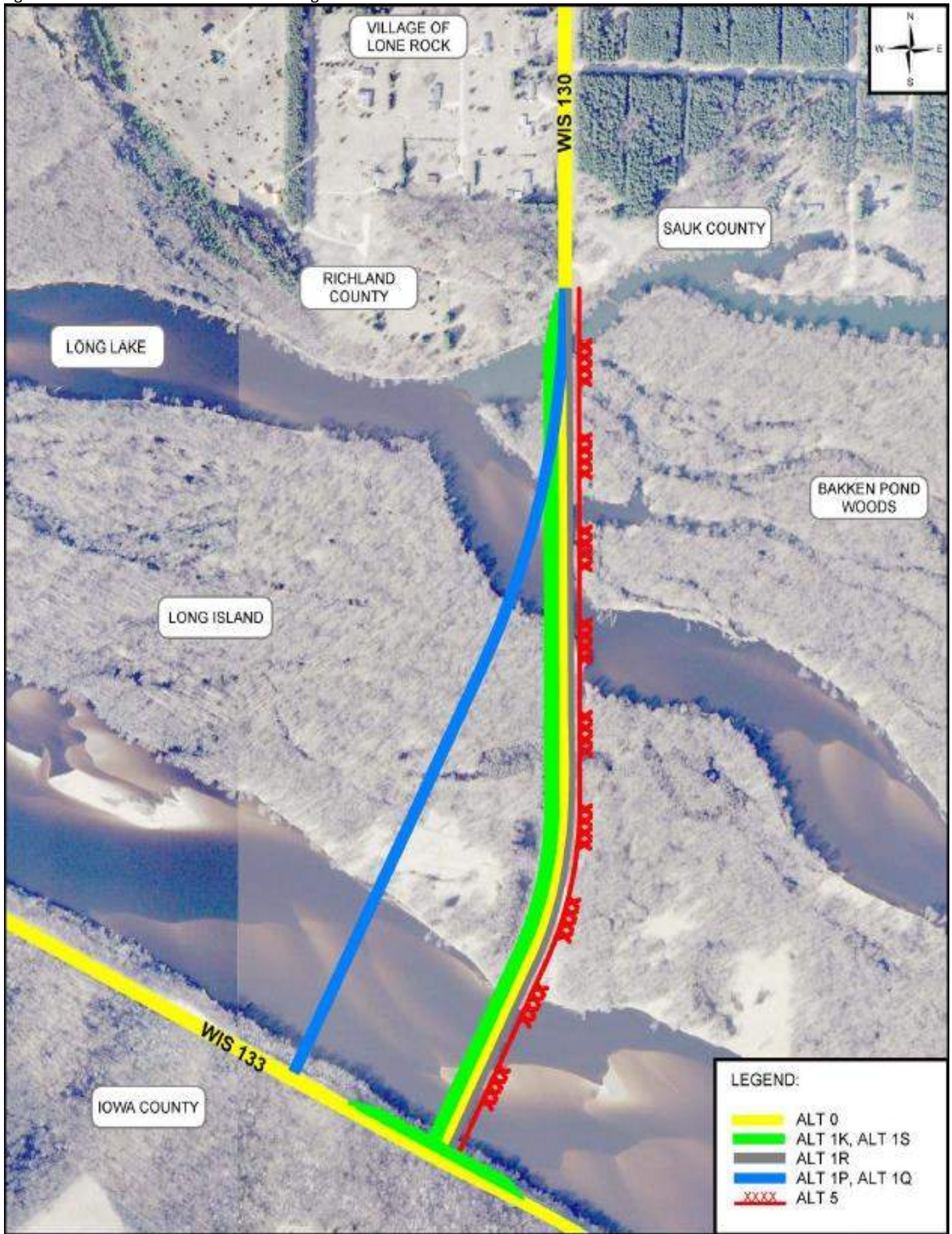
Table 2. Alternatives Dismissed or Carried Forward

Alternative	Description	Stage Developed	Dismissed or Carried Forward
0	No Build (also known as Preserve and Maintain)	Location Study	In-Depth Structure Analysis, used as baseline in NEPA documentation
1	Build (also known as structure reconstruction)	Location Study	Evolved to 1S, 1P prior to VE Study
1R	Existing Alignment	VE Study	Carried forward for detailed analysis in NEPA documentation
1K	Adjacent to existing alignment	Location Study	Carried forward for detailed analysis in NEPA documentation
1S	Near alignment	Prior to VE Study	Carried forward for detailed analysis in NEPA documentation
1P	Near alignment	Prior to VE Study	Carried forward for detailed analysis in NEPA documentation
1Q	Adjacent with bluff excavation	VE Study	Carried forward for detailed analysis in NEPA documentation
2	Eastern Alignment	Location Study	Dismissed during VE Study
3	Oak Street Alignment	Location Study	Dismissed during VE Study
4	Oak Street Farther West Alignment	Location Study	Dismissed during VE Study
5	Removal of Existing Structures	Location Study	Evolved to Planned Elimination after VE study
5	Planned Elimination	VE Study	Dismissed during Origin Destination Study, used as baseline in NEPA documentation

The alternatives carried forward in this ER include the no build, build: on the existing alignment and four new build alignments, and planned elimination. Figure 11. The alternatives and their associated alternative number are listed below:

- Alternative 0 -No Build
- Build Alternatives
 - Existing Alignment
 - Alternative 1R
 - New Alignments
 - Alternative 1K
 - Alternative 1S
 - Alternative 1P
 - Alternative 1Q
- Alternative 5-Planned Elimination

Figure 11. WIS 130 Wisconsin River Crossing Alternatives



Alternative 0 (No Build) and Alternative 5 (Planned Elimination) were identified as not meeting the purpose and the need because they would eventually result in permanent closure of the crossing and therefore would not address the deteriorating structures and would not meet current design standards. Therefore, the build alternatives, Alternative 1, 1R, 1K, 1S, 1P, and 1Q, were carried forward for further evaluation and comparison to one another, including anticipated resource impacts. In addition to the purpose and need, additional screening criteria was identified during the public involvement process. This screening criteria was considered in comparing alternatives and identifying the preferred alternative. Table 3. The alternatives were also compared for resource impacts. Table 4. See full description of each alternative below.

Table 3. WIS 130 Wisconsin River Crossing Alternative (Alt) Comparison

Screening Criteria	Alt 0	Alt 1R	Alt 1K	Alt 1S	Alt 1P	Alt 1Q	Alt 5
Purpose and Need							
Meets Current Design Standards	No	Yes	Yes	Yes	Yes	Yes	No
Addresses deteriorating structures	No	Yes	Yes	Yes	Yes	Yes	No
Additional Considerations							
Provides a reliable crossing	No	Yes	Yes	Yes	Yes	Yes	No
Provide mobility and crossing access	No	Yes	Yes	Yes	Yes	Yes	No
Maintains unregulated access points to Long Island long-term	No	Yes	Yes	Yes	Yes	No	No
Maintains unregulated access points to Bakken Pond Woods long-term	No	Yes	Yes	Yes	No	No	No
Address intersection safety concerns	No	Yes	Yes	Yes	Yes	Yes	No
Address community concern with bluff at 130/133	No	No	Yes	Yes	Yes	Yes	No
Maintain traffic during majority of construction	N/A*	No**	Yes	Yes	Yes	Yes	N/A***

*would not require construction closure but would require closures for repairs and would eventually be closed permanently

**would require 2-year closure

***would eventually be closed permanently

Table 4. WIS 130 Wisconsin Build Alternatives Comparison

	Alignment Description	Offset from Existing Road (feet)	# of Proposed Bridges/ Total length (feet)	Community Concern at Bluff	Socio-Economic Impacts	Removal of Existing Historic/ Section 4(f) Bridges	Section 4(f) Land Use	Approx. Permanent Wetland Impacts (acres)	Total Permanent Right of Way Needed (acres)	Estimated Cost
Alt 1R	Existing alignment	0	3/1325	N/A	Yes (2-year construction closure)	Yes	Yes	<1	2	\$35M
Alt 1K	Adjacent to existing alignment	50	3/1700	Move intersection onto structure, slightly further away from bluff	No	Yes	Yes	4	4	\$46M
Alt 1P	Near alignment	Up to 1000	2/2150	Shift alignment away from bluff	No	Yes	Yes	6*	9**	\$35M
Alt 1Q	Near alignment	Up to 1000	1/3300	Shift alignment away from bluff	Yes (completely cut off unregulated access points to public recreational island land)	Yes	Yes	6*	9**	\$56M
Alt 1S	Adjacent with bluff excavation	50	3/1700	Cut several hundred feet into bluff	No	Yes	Yes	4	4	\$38M

* Approximately 5 acres of roadway embankment along existing WIS 130 is planned to be removed and eventually converted to wetland

** Approximately 10 acres of existing right of way along existing WIS 130 that is planned to be transferred to WDNR

Alternative 0: No Build (also referred to as Preserve and Maintain)

The Preserve and Maintain alternative would leave the roadway and structures exactly as they exist today. Under this alternative the three structures that make up the WIS 130 Wisconsin River Crossing would continue to deteriorate. Load capacity would decrease, the bridges would need continued maintenance and painting resulting in road closures with increased frequency during the repairs, and eventually the bridges would need to be closed permanently due to poor condition ratings. Closing the crossing would greatly inhibit the mobility of the residents of Lone Rock, the emergency vehicles that service the surrounding areas, and industrial vehicles that use the Wisconsin River crossing to transport goods.

Additionally, this alternative does not address the fact that the bridges are narrow and do not have adequate shoulders causing safety concerns for bicyclists. The vertical and horizontal clearance has also been an issue for trucks and construction equipment who have hit the overhead trusses and sides of the bridges.

This alternative would not address the existing bridge deficiencies and safety concerns. This alternative would not require any right-of-way (ROW) and not impact any resources within the project area. The Preserve and Maintain alternative would have a total initial capital cost of \$0, however, maintenance costs would increase annually as the structures continue to deteriorate. Maintenance costs over the next up to 10 years are estimated to be in the range of \$10M to \$20M, which is well over half of the cost of a bridge replacement alternative. In less than 10 years it is expected that the load capacity on the bridges will decrease and will not be able to safely accommodate traffic. At some point, the bridges will either need to be removed or replaced due to the poor condition ratings. Without this connection, traffic would need to divert to local or state routes that would add travel time, cause delay and increased costs to motorists traveling to or from Lone Rock and within the region.

While this alternative would not result in the relocation of businesses or residences, the eventual closing of the structures would result in long alternate travel routes and limited access to recreational activities, which would negatively impact the Village of Lone Rock and the surrounding area. Emergency services would be affected which could potentially require additional vehicle storage location or facilities on the south side of the river. Additionally, it also does not address the safety concerns of the bicyclists crossing the narrow bridges.

While the Preserve and Maintain 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 Preferred Alternative.

Build Alternatives

Alternative 1 includes five build alternatives which include build on the existing alignment (Alternative 1R) and new alignments (Alternative 1K, 1P, 1Q, and 1S). The build alternatives originally included a 44-foot clear width on the bridges, which was reduced to a 36-foot width based on recommendations in the VE Study.

Existing Alignment- Alternative 1R

Alternative 1R would build new structures on the existing alignment. The existing three structures and roadway would be removed. The three new structures would have approximate lengths of 685 feet, 555 feet and 85 feet. The bridges and roadway would be built with two 12-foot wide travel lanes and six-foot-wide shoulders which meet current standards. This alternative would require a two-year long road closure and utilize a detour route, which could impact local businesses and emergency services. Access to Long Island and Bakken Ponds would be maintained. This alternative would not result in the relocation of businesses or residences and have minimal impacts on the surrounding wildlife habitat and threatened and endangered resources. This alternative is a use of the existing historic, Section 4(f) resources.

The alternative would have a total capital cost of \$35 million. This alternative addresses the existing bridge deficiencies but does not address all the safety concerns as it would still connect at the bluff at the intersection of WIS 130/133. Alternative 1R does meet the purpose and the need but was not the preferred because of the socio-economic concerns associated with the detour. Closing the bridges during construction would inhibit the mobility of the residents of Lone Rock and emergency vehicles that service the surrounding areas. This alternative would require changes or additions to the location where emergency vehicles are stored in order for Lone Rock Fire and Emergency Services to maintain service to the town of Clyde and the Village of Avoca on the south side of the bridge.

New Alignment- Alternative 1K

Alternative 1K would shift the alignment with new structures approximately 50 feet west of the existing alignment. The existing three structures and roadway would be removed. The bridges and roadway would be built with two 12-foot wide travel lanes and six-foot-wide shoulders which meet current standards. The three new structures with approximate lengths of 730 feet, 650 feet, and 320 feet

would be built adjacent to the existing structures so the residents of Lone Rock and the surrounding area would only be inconvenienced for a limited time during the approach reconstruction. This allows the Lone Rock Fire and Emergency Services to maintain service to the town of Clyde and the Village of Avoca. Access to Long Island and Bakken Ponds would remain. This alternative would have impacts to wetlands, and use of the existing historic resources, and Section 4(f) resources.

The widening of the bridges would increase the size of the intersection which would address the concerns of trucks hitting the beam guard when trying to maneuver through the intersection. The intersection approach would incorporate beam guard on the both sides of WIS 130 and WIS 133 to minimize impacts to the bluff and the bank.

The alternative would have a total capital cost of \$46 million. WIS 130 would still connect at approximately the same location with WIS 133 and the bluff. It includes an option to move the intersection onto structure which would pull the intersection slightly further away from the bluff. This additional structure configuration and length increases the cost of this alternative. Alternative 1K does meet the purpose and need but is not preferred as there are other options that have similar impacts, lower costs, and move the intersection further away from the bluff.

Figure 12. Alternative 1R & 1K Rendering



New Alignment- Alternative 1P (Preferred)

Alternative 1P would shift the WIS 130 alignment approximately 1,000 feet west from the existing alignment. The existing three structures and roadway would be removed. The new alignment would begin approximately 600 feet south of Porter Road on WIS 130 and would terminate at WIS 133 approximately 1,000 feet to the west of the existing intersection. This alternative includes approximately 2,000 feet of roadway rehabilitation along WIS 133 to provide adequate sight distance for the intersection. The WIS 130 bridges and roadway would be built with two 12-foot wide travel lanes and six-foot-wide shoulders which meet current standards. This alternative would include the construction of two new structures, each approximately 1,100 feet long to cross the Wisconsin River and a 1,000-foot roadway embankment on the west side of Long Island. The new structures would address the poor condition ratings and the substandard horizontal and vertical clearances of the bridges.

This alternative would allow access to Long Island however there would be no access to Bakken Pond Woods. There would be use of the existing historic/Section 4(f) structures, wetlands, and Section 4(f) lands. The existing roadway fill would be removed, and the land could eventually revert to wetlands.

The alternative would have a total capital cost of \$35 million. Alternative 1P does meet the purpose and need because it will maintain a WIS 130 crossing over the Wisconsin River, meet current design standards with bridge widths and roadway shoulders, provide a safer connection with WIS 130/133 past the existing bluff, and allow continued access to Long Island recreational areas.

New Alignment-Alternative 1Q

Alternative 1Q would shift the WIS 130 alignment approximately 1,000 feet west from the existing alignment. The existing three structures and roadway would be removed. The new alignment would begin approximately 600 feet south of Porter Road on WIS 130 and would terminate at WIS 133 approximately 1,000 feet to the west of the existing intersection. This alternative includes approximately 2,000 feet of roadway rehabilitation along WIS 133 to provide adequate sight distance for the intersection. The WIS 130 bridge and roadway would be built with two 12-foot wide travel lanes and six-foot-wide shoulders which meet current standards. Alternative 1Q includes a single bridge approximately 3,300 feet long. The longer bridge would span wetlands on Long Island and Bakken Pond Woods, which would limit wetland fill. There would be use of the existing historic/Section 4(f) structures, wetlands, and Section 4(f) lands. The existing roadway fill would be removed, and the land could eventually revert to wetlands. This alternative would not have access to Long Island or Bakken Pond Woods. A short-term detour route would be required during construction of the new pavement tie-ins at each end of the project.

The alternative would have a total capital cost of \$56 million. This alternative would maintain a WIS 130 crossing over the Wisconsin River, meet current design standards with bridge widths and roadway shoulders, and provide a safer connection with WIS 130/133 past the existing bluff. Alternative 1Q meets the purpose and need but is not the preferred alternative as there are other options with lower costs and continue to provide access to Long Island.

New Alignment- Alternative 1S

Alternative 1S would shift the alignment with new structures approximately 50 feet west of the existing alignment. The existing three structures and roadway would be removed. The bridges and roadway would be built with two 12-foot wide travel lanes and six-foot-wide shoulders which meet current standards. The three new structures with approximate lengths of 730 feet, 650 feet, and 320 feet would be built adjacent to the existing structures so the residents of Lone Rock and the surrounding area would only be inconvenienced for a limited time during the approach reconstruction. This allows the Lone Rock Fire and Emergency Services to maintain service to the town of Clyde and the Village of Avoca. Access to Long Island and Bakken Ponds would remain. This alternative will impact wetlands, and will require use of the existing historic resources, and Section 4(f) resources.

The widening of the bridges would increase the size of the intersection which would address the concerns of trucks hitting the beam guard when trying to maneuver through the intersection. The intersection approach would incorporate beam guard on the both sides of WIS 130 and WIS 133 to minimize impacts to the bluff and the bank.

The alternative would have a total capital cost of \$38 million. This alternative would have WIS 130 still connect at approximately the same location with WIS 133 with the bluff. It includes excavation of several hundred feet of the bluff to provide a flatter area on the south side of the intersection. Alternative 1S does meet the purpose and need but is not preferred as there are other options that do not include excavation into the bluff.

Alternative 5: Planned Elimination

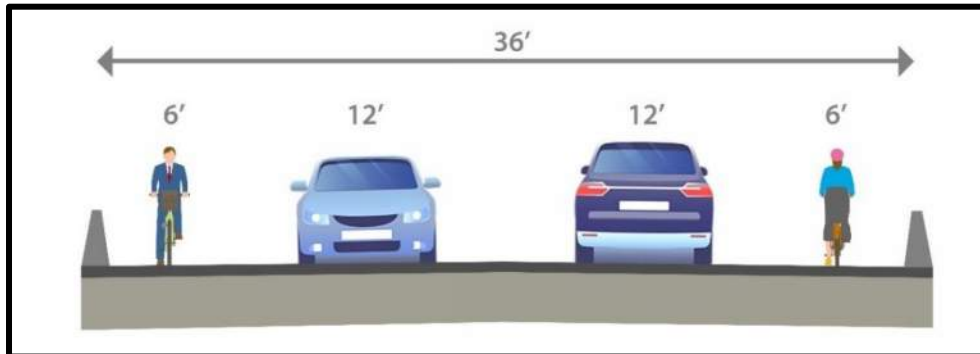
The Planned Elimination alternative would leave the roadway and structures exactly as they exist today for up to 10 years at which time the crossing would be removed, and traffic would use the local crossings in Spring Green and Muscoda, resulting in 29 mile and 31 mile-long travel routes. The length of time in advance of the crossing elimination would provide an opportunity for the local community to plan for future emergency services.

The Planned Elimination alternative would have a total initial capital cost of \$2 - \$5M. This alternative would not result in the relocation of businesses or residences and would not impact any waterways or wetlands. This alternative would use the Section 4(f) land because it eliminates access to recreational activities on Long Island and Bakken Pond Woods. It would also use the historic, Section 4(f) resources since they would be removed. The eventual closing of the structures would result in permanently using other longer traveled routes to cross the Wisconsin River which would negatively impact residents and emergency services in the Village of Lone Rock and the surrounding area. It could potentially require additional vehicle storage location or facilities on the south side of the river. The Planned Elimination alternative does not meet the purpose and need for this project.

8. Description of Preferred Alternative:

The preferred alternative (Alternative 1P) includes the realignment of WIS 130 to the west. The new alignment would begin approximately 600 feet south of Porter Road on WIS 130 and would terminate at WIS 133 approximately 1,000 feet to the west of the existing intersection. This alternative would remove the existing roadway and bridges and include the construction of two new structures to cross the Wisconsin River and a 1,000-foot roadway embankment on the west side of Long Island. The structures and roadway would be built with two 12-foot wide travel lanes and six-foot-wide shoulders which meet current standards including horizontal and vertical clearances. Figure 13. Additionally, the six-foot wide standard shoulders, would address the mobility concerns of bicyclists accessing the bridges. Figure 14, 15, 16, 17, and 18. The proposed crossing will have a navigational clearance of 11.94 feet which will still allow the passage of motorboats and kayaks. This meets the DNR criteria that new bridges spanning navigable waterways shall maintain a clearance of at least 5 feet.

Figure 13. Proposed Typical Section



Intersection

Under this alternative, the intersection of WIS 130 and WIS 133 would be relocated approximately 1,000 feet to the west. In order to provide adequate sight distances at the intersection, a bluff cut of no more than 10 feet will be needed on WIS 133 to the west of the proposed intersection. The intersection would be designed to accommodate trucks, which would address the concerns of trucks hitting the beam guard when trying to maneuver through the intersection. Additionally, to address safety concerns at the intersection, a right turn lane would be provided on westbound WIS 133 and a passing lane would be provided on eastbound WIS 133, mitigating affects to through traffic caused by turning vehicles. Figure 19. The proposed intersection is located where there is a valley adjacent to the south side of WIS 133. By moving the intersection to a location where the bluff is not immediately present, it may reduce the possibility of intentional fatal crashes.

Detour Route

A detour route would be required for a month or two to construct new pavement tie-ins at each end of the project. The proposed detour route has been used on previous maintenance projects. Figure 9.

Right of Way

The preferred alternative will require a total of approximately 7.18 acres of permanent ROW and 2.06 acres of temporary easements. Figure 20. ROW will be acquired from a residential zoned parcel, approximately 0.76 acre of permanent ROW and 0.04 acre of temporary. The residential parcel has an out-building shed which will be removed as part of the project. ROW will also be acquired from the public Section 4(f) resources, approximately 6.42 acres of permanent ROW and 2.02 acres of temporary. Table 4. Approximately 10.29 acres of existing ROW associated with the existing alignment will be transferred to DNR.

Table 5. Preferred Alternative Right of Way Amounts

Land Use*	Right of Way Amounts	
	Permanent (acres)	Temporary (acres)
Residential	0.76	0.04
Section 4(f)	6.42	2.02
Long Island	6.05	2.02
<i>Federal Interest Parcel (within Long Island)</i>	1.29*	
Bakken Pond Woods	0.37	-
Total:	7.18	2.06

*1.29 acres are included within the 6.05 acres of Long Island

Figure 14. Preferred Alternative Overall Plan View

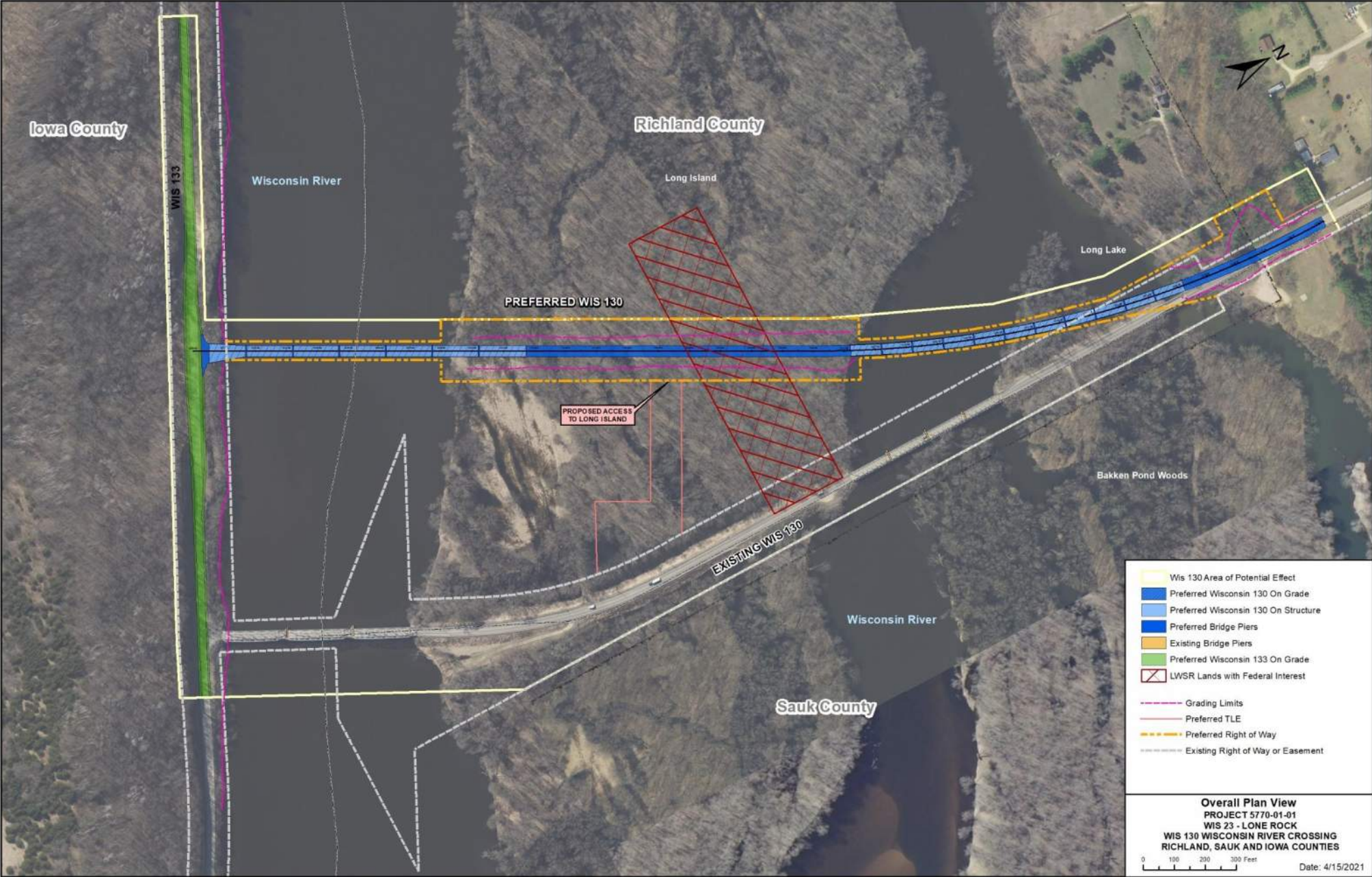


Figure 15. Preferred Alternative Plan and Profile South Bank

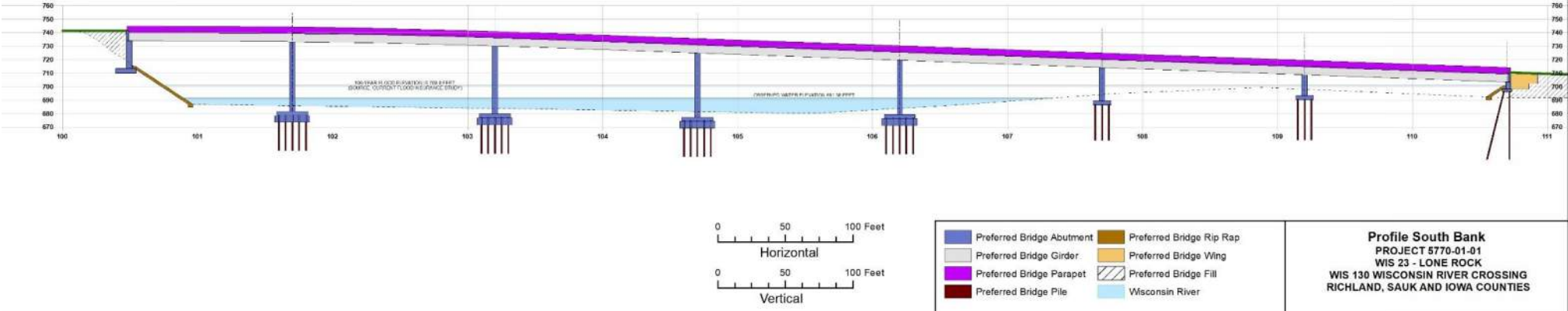
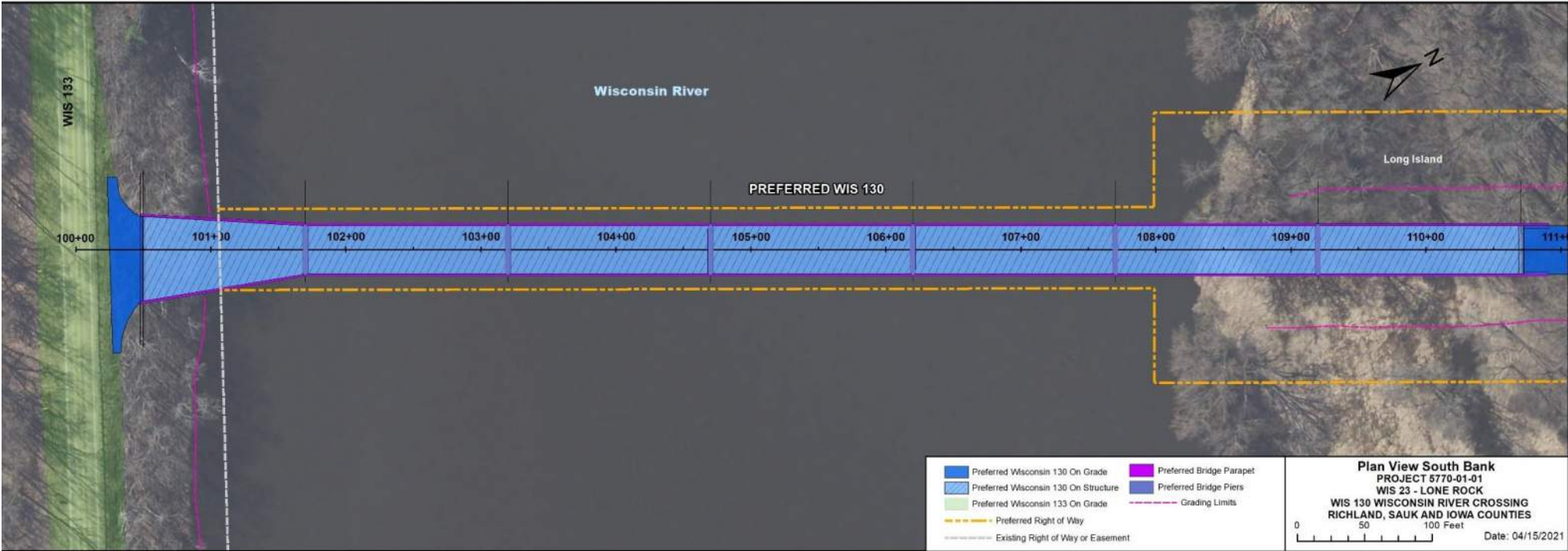


Figure 16. Preferred Alternative Plan and Profile South On Grade

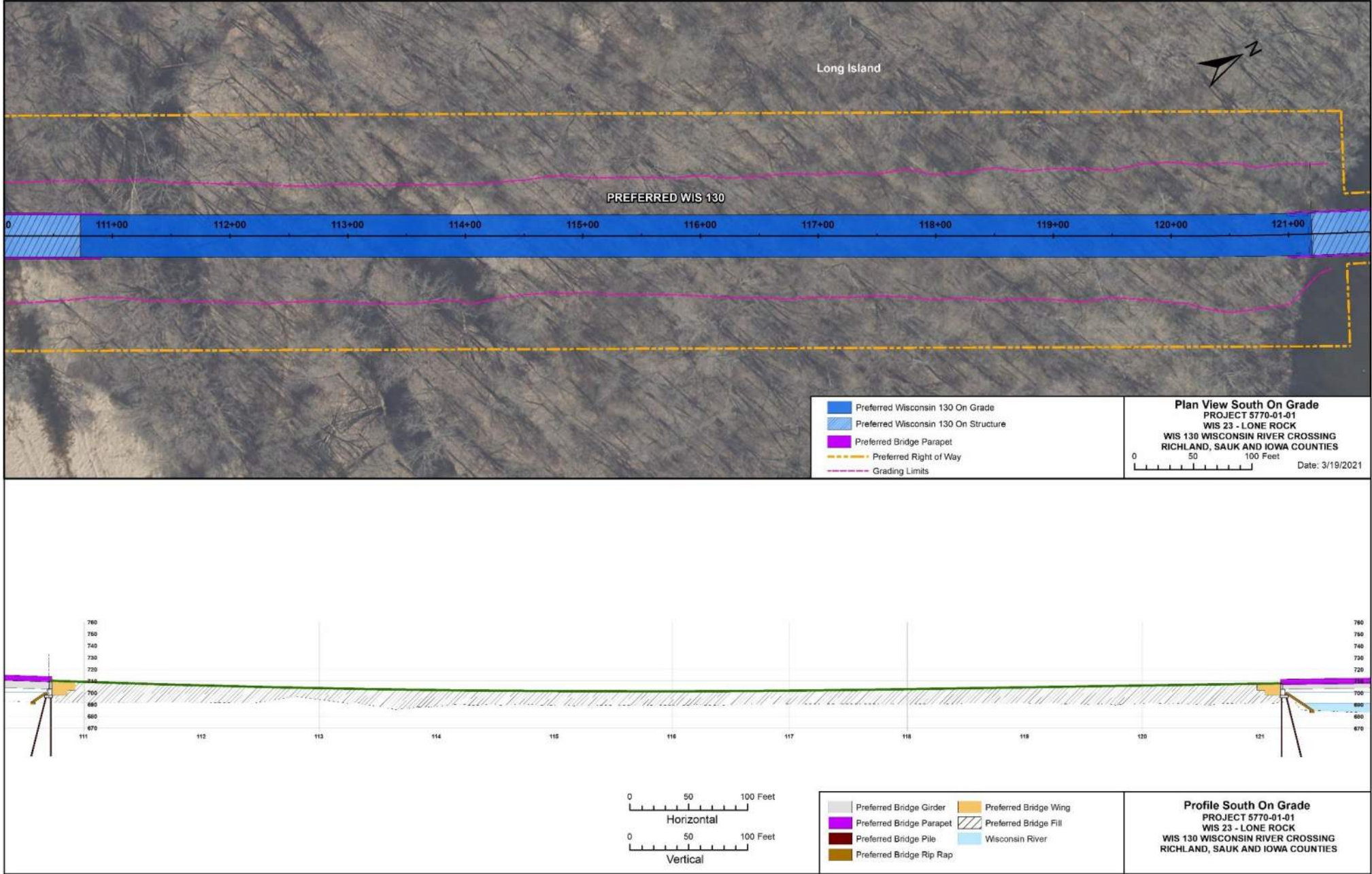


Figure 17. Preferred Alternative Plan and Profile North Bank

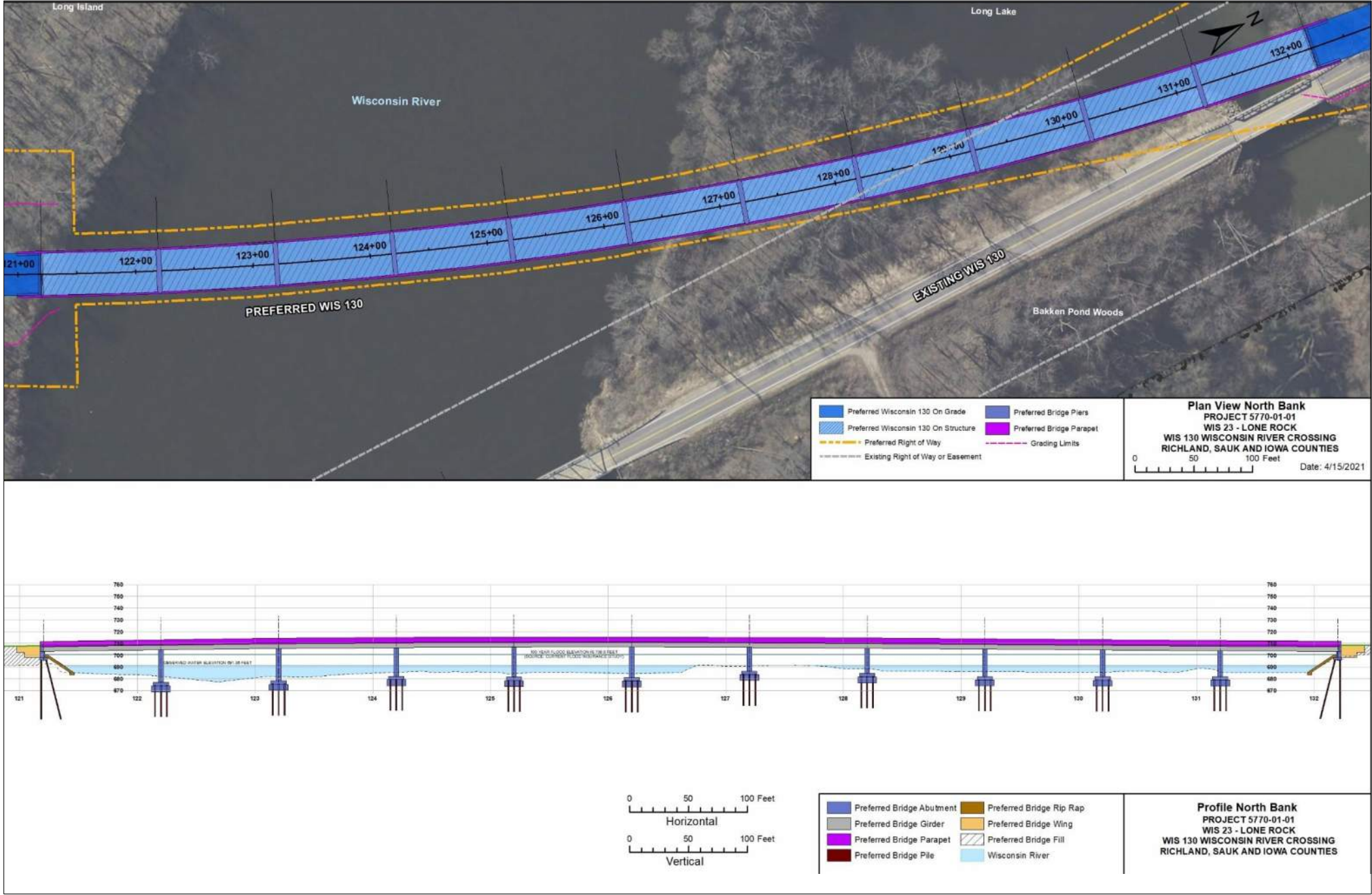


Figure 18. Preferred Alternative Plan and Profile North On Grade

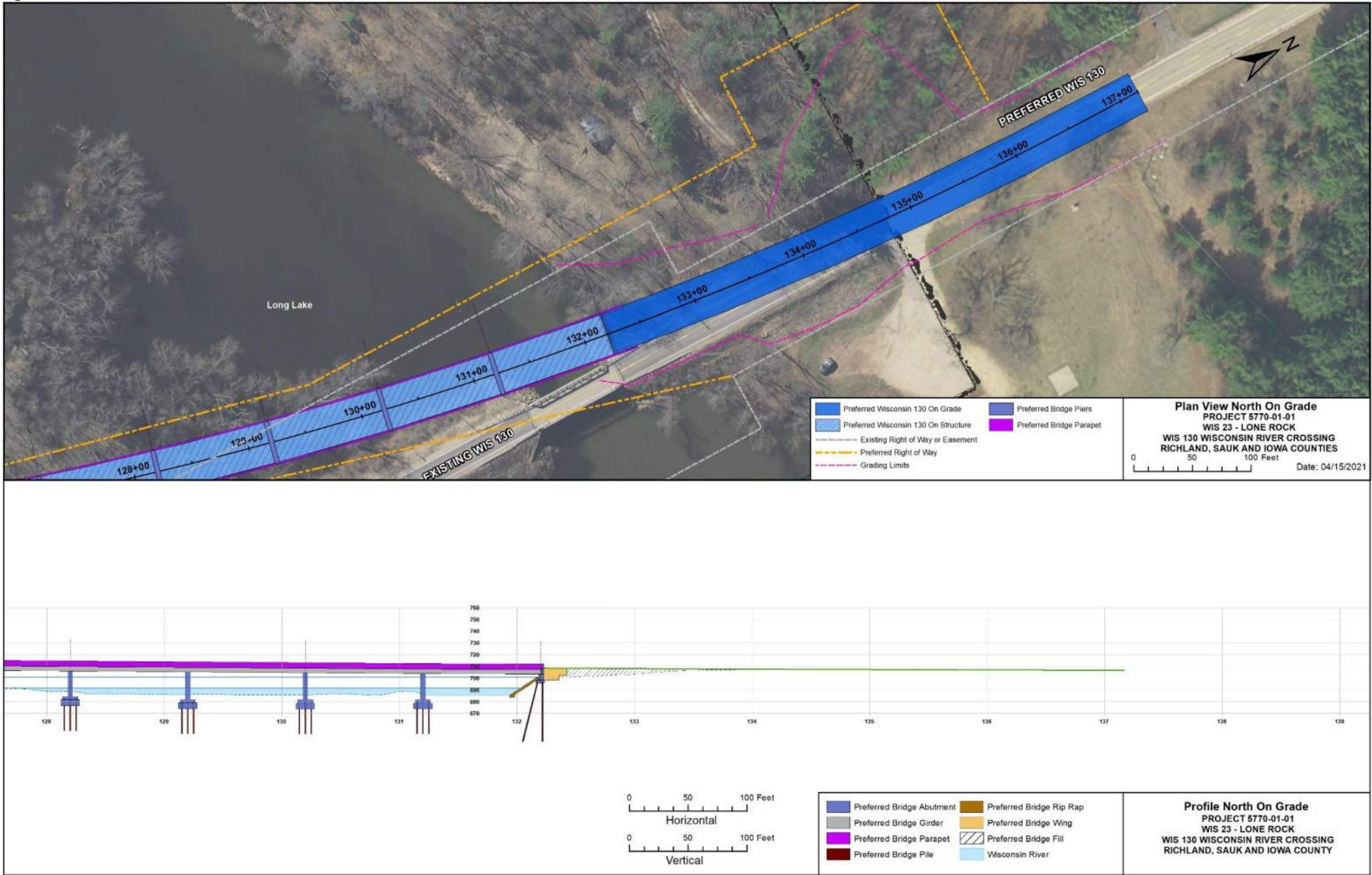


Figure 19. Preferred Alternative WIS 133 Plan and Profile

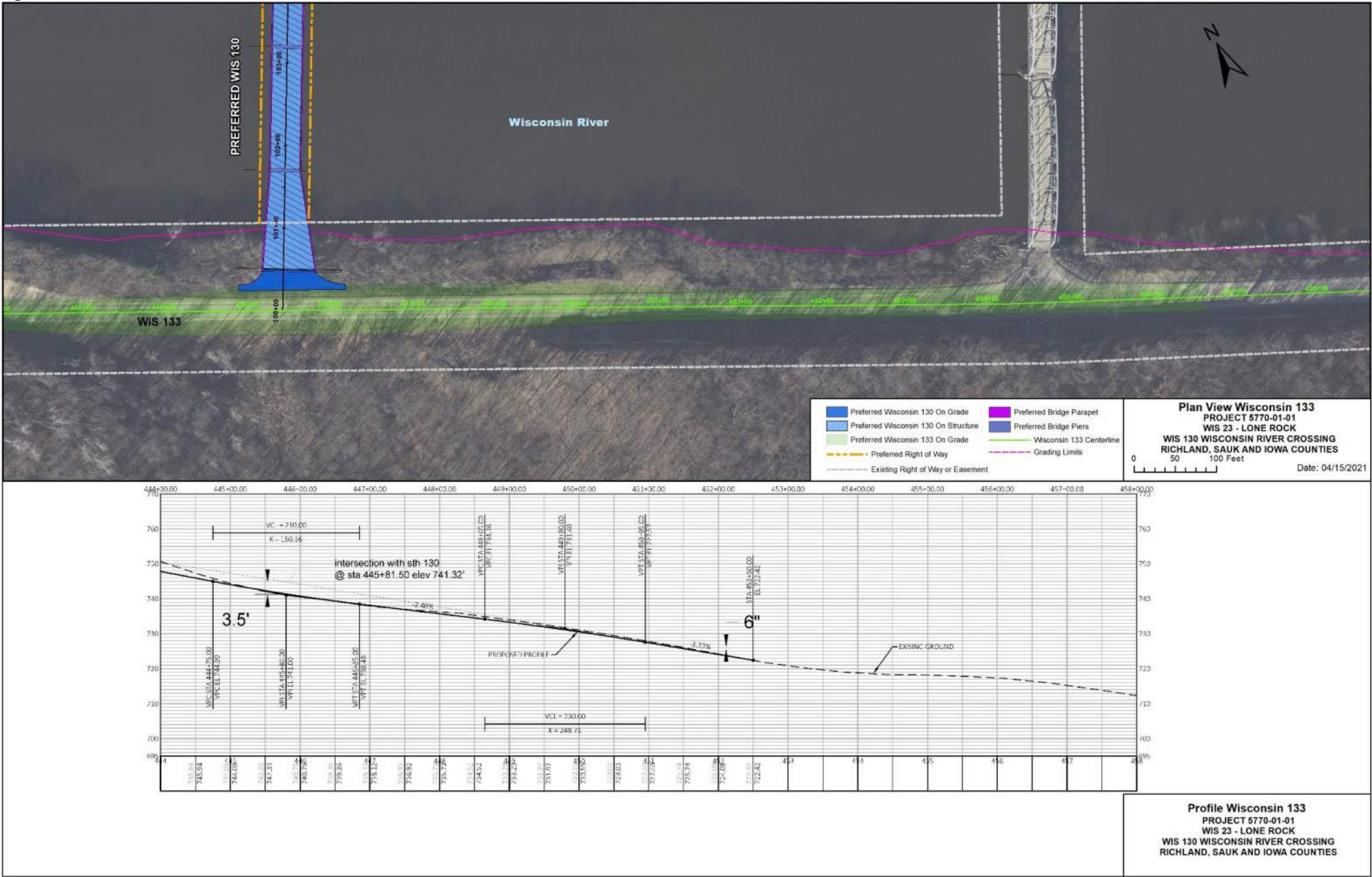
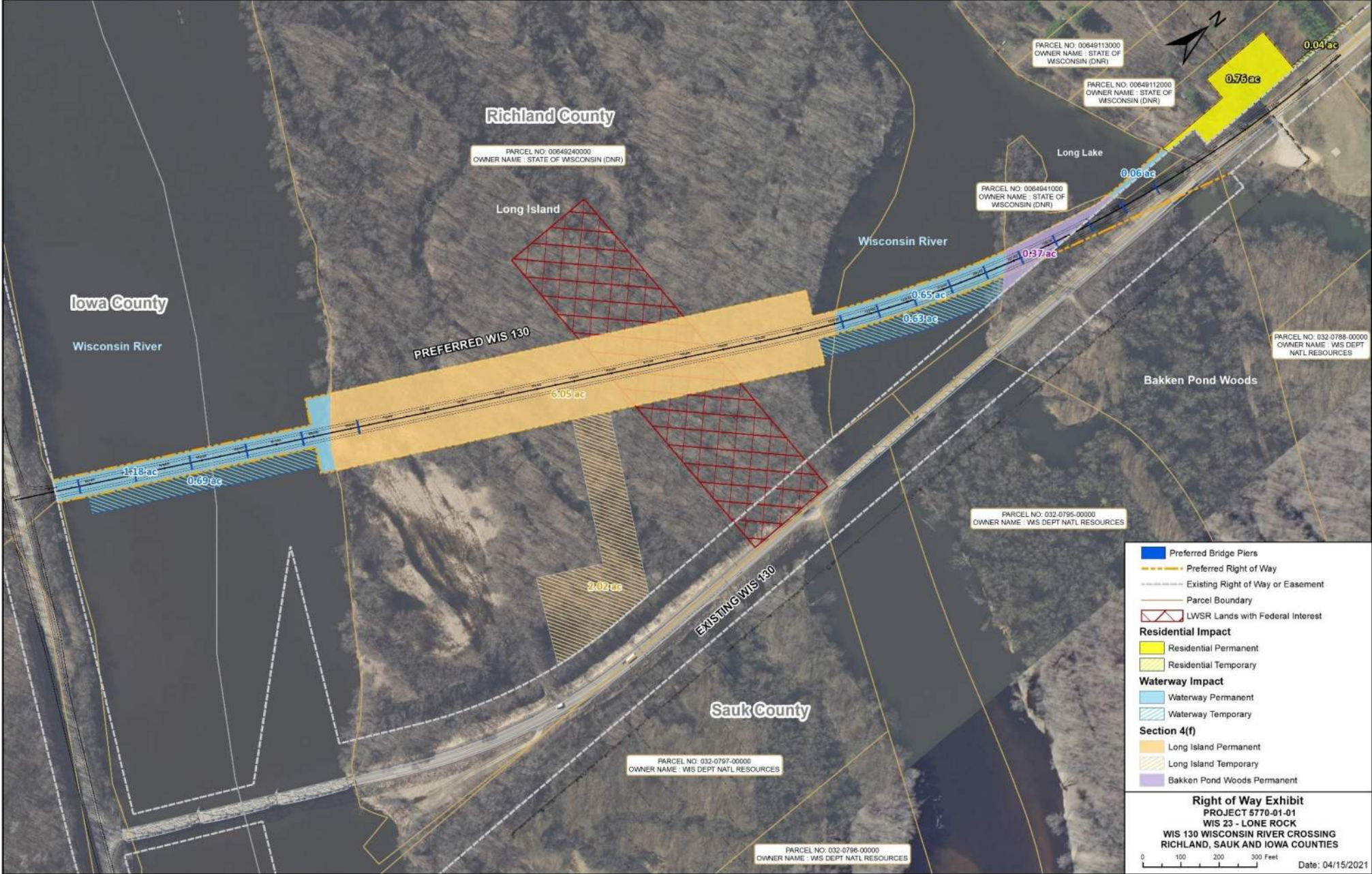


Figure 20. Preferred Alternative Right of Way



Historic Effect Finding

This alternative will remove the existing historic bridges B-52-0856, B-52-0857 and B-25-0081. It was determined by FHWA that removal of each bridge would result in an “adverse effect” (Appendix 7). An “adverse effect” requires development of a Section 106 Memorandum of Agreement (MOA) between FHWA, WisDOT, and SHPO. Mitigation strategies are listed in the Section 4(f) use below.

Previously recorded Archaeological Site 47RI0015, which is recorded as a campsite/village and lithic workshop site in an area that was inundated with water during site investigations, is located within the limits of Alternative 1P. Although no evidence of site 47RI0015 (Lone Rock Village) was identified, monitoring during construction is recommended given the potential for deeply buried cultural materials and limitations of traditional archaeological survey techniques.

Section 4(f) Use

The historic bridges are also Section 4(f) resources, removing them results in Section 4(f) use. It was determined that the removal of the bridges will require a Programmatic Section 4(f) Evaluation and requires mitigation strategies for both the historic and Section 4(f) use. See Appendix 7 for MOA and Appendix 10 for Section 4(f) Programmatic Evaluation. Proposed stipulations include:

- A good faith effort to relocate the Lone Rock bridge (B-25-81) and Lone Rock North Channel bridges (B-52-856 and B-52-857)
- Salvage of Bridge ID Plates and Installation of Interpretive Sign at Brace Memorial Park
- Submission of an article for publication in the Wisconsin Magazine of History and Home News
- Completion of Photogrammetric Imaging

The installation of the sign at Brace Memorial Park will be conducted by the Village of Lone Rock which is the owner with jurisdiction of Brace Memorial Park. This falls under 23 CFR 774.13 (g) which is transportation enhancement activities, transportation alternatives projects, and mitigation activities, where: the use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and the official with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g) (1) of this section. See Appendix 14 for Exception Letter.

The preferred alternative will also require use of the Section 4(f) DNR LWSR land, Long Island and Bakken Pond Woods. The project will require approximately 6.05 acres from Long Island and 0.37 acre from Bakken Pond Woods. Approximately 10.29 acres out of the existing alignment ROW 11.37 acres will be transferred to DNR land. Figure 21. It was determined that the use to Section 4(f) land will be considered *de minimis*. See Appendix 11 for Section 4(f) *De Minimis* Impact Determination.

Waterway/Wetland Impacts

The preferred alternative would require approximately 1.89 acres of permanent ROW and 1.32 acres temporary easements over the Wisconsin River crossing. The project will have permanent impacts in the water with new bridge piers and temporary impacts with temporary causeways used during construction.

The project will permanently impact approximately 6.44 acres of wetland with excavation and fill for the new roadway alignment. The project will temporarily impact approximately 2.03 acres of wetland with a temporary access road and staging area. Table 5. Since the existing alignment including roadway and bridges will be removed, approximately 5 acres of wetland could eventually be established. Figure 22.

Table 6. Preferred Alternative Wetland Impacts

Wetland Type	Permanent (acres)	Temporary (acres)
T3Kw (Forested)	0.37	-
T3Kw (Forested)	5.42	2.02
T3/E1Kw (Forested, Emergent/Wet Meadow)	0.65	-
Total:	6.44	2.02

Habitat/Species Impacts

This alternative would include a minor amount of habitat loss and/or fragmentation of the existing habitat due to its proximity to the bluff on the southern side of the Wisconsin River as well as its use of wetlands and forested land adjacent to the existing corridor. The United States Fish and Wildlife Service (USFWS) and DNR have identified species that are known to occur in the project area or vicinity and could be impacted by the project (Appendix 6 and Appendix 8). Commitments have been added based on DNR’s March 19, 2021 letter to include protective measures. Coordination with USFWS is on-going. See Section 23 Environmental Commitments.

Community Impacts

No relocation of businesses or residences is necessary for the preferred alternative. Effects to the Village of Lone Rock residents and the surrounding area would be limited during construction. The proposed alignment is not in conflict with the existing alignment so the existing roadway would be able to remain open during the majority of construction with the exception of a month or two to complete the tie ins at each end of the WIS 130 corridor. This would minimize the construction impacts on motorists.

Figure 21. Preferred Alternative Existing Right of Way Land Transfer to WDNR

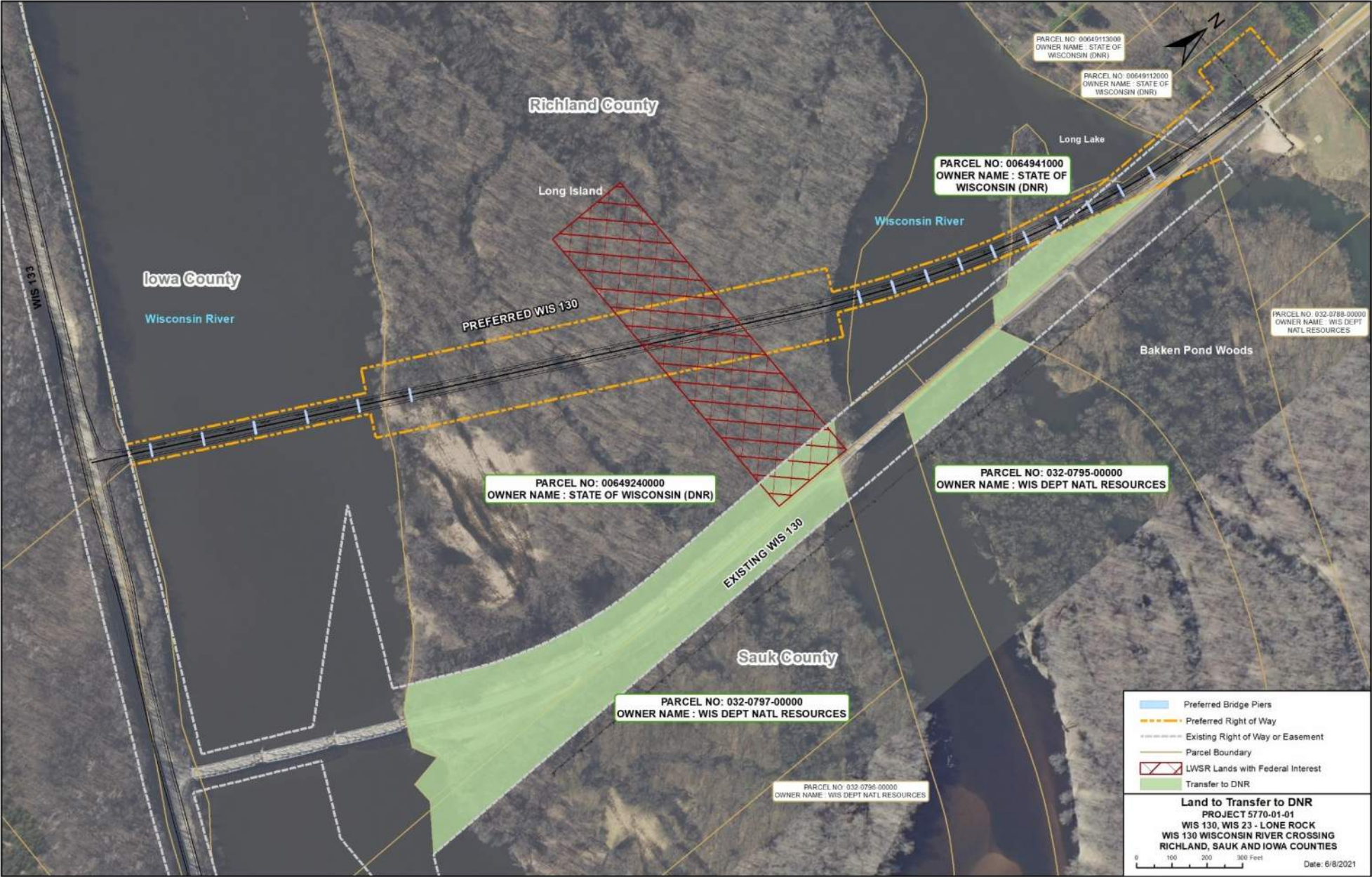
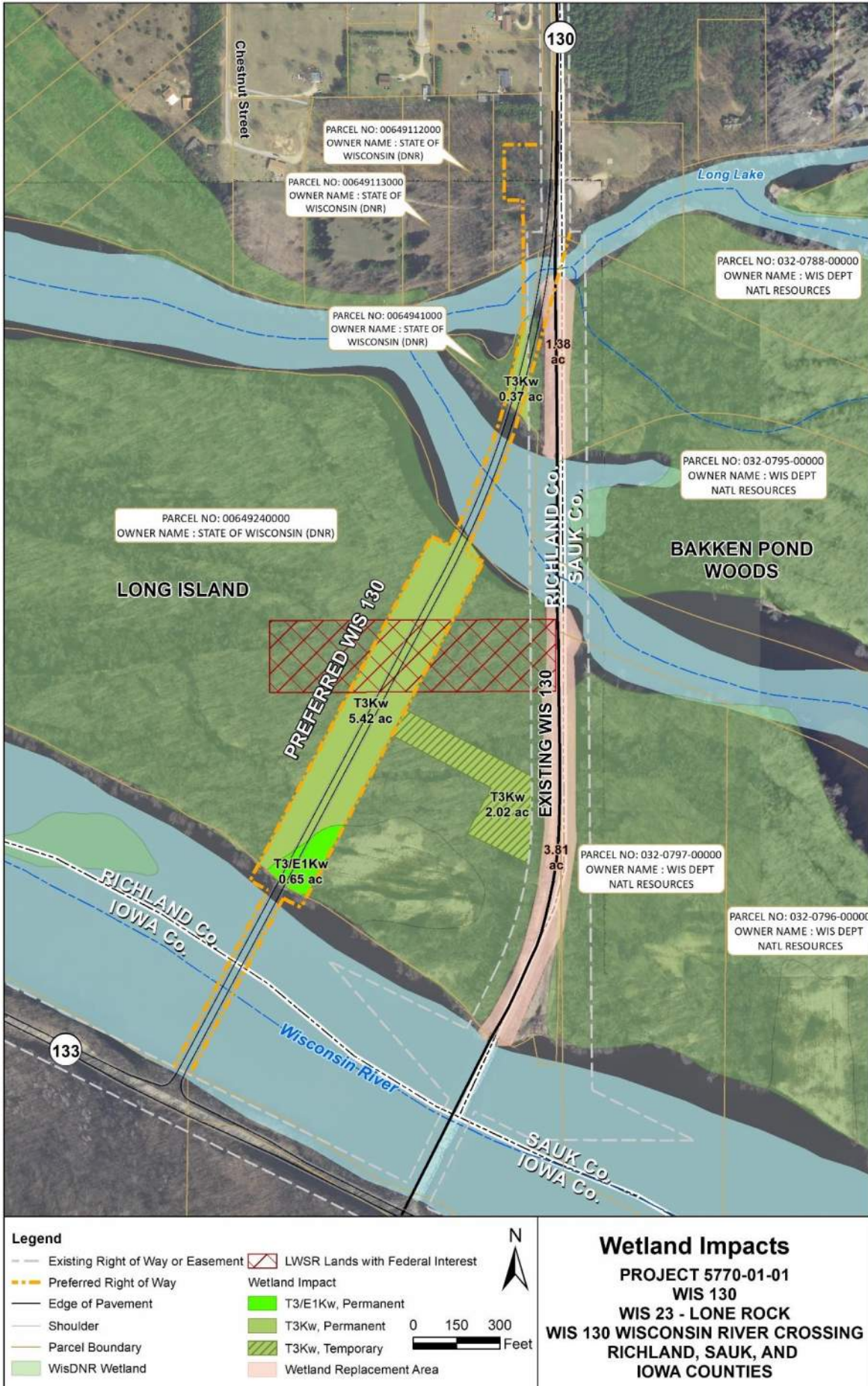


Figure 22. Preferred Alternative Wetland Impacts and Wetland Replacement Areas



Viewshed

Due to the unique river corridor with exceptional natural and scenic landscapes, the view-shed is an important factor. The existing bridges partially obstruct views because of the steel truss beams. The preferred alternative will remove the existing truss bridges and build two new bridges that will have unobstructed views. Coordination has been conducted with the LWSRB to incorporate design qualities to the proposed bridges that blend with the scenic character of the riverway. The LWSRB has requested the use of design techniques similar to the US 14 bridge in Spring Green including stained concrete on exposed surfaces such as piers, exterior face of parapet, slab and girders, concrete rustication on the back face (river-facing side) of parapets and on both faces of each bridge pier; piers with vertical faces and a curved nose on each end; using brown paint on the back approach beam guard that can be viewed from the river, and minimizing impacts to the surrounding habitats. Figure 23.

Figure 23. Examples of Treatments Used On B-56-181, US 14 over Wisconsin River, Spring Green



Alternative Summary

The preferred alternative, Alternative 1P, meets the identified purpose and need. It would have a total capital cost of \$35M. This alternative addresses the key concern of the structural deficiencies and would eliminate the concerns of potentially closing the WIS 130 Wisconsin River Crossing in the long term. This alternative would allow continued access of WIS 130 over the Wisconsin River providing the connection to communities for local residents and emergency services. The existing unregulated access point gravel parking lot, north of the southernmost bridge crossing, on Long Island would no longer be accessible. WisDOT will work with DNR to explore options during design to recreate a similar opportunity to access the waterway off the new alignment. The unregulated access point to Bakken Pond Woods would be eliminated, this alternative will transfer existing ROW on Bakken Pond Woods to WDNR and the existing alignment will be removed allowing approximately 1.38 acres to be converted to wetland. The existing access to Bakken Pond Woods is not a WDNR regulated access point. The preferred alternative does not provide access to Bakken Pond Woods from the proposed alignment; however pedestrian access is provided via access at Laudon Road, approximately 1.4 mile east of Lone Rock.

9. Land Use Adjoining the Project and Surrounding Area:

The project is located south of the Village of Lone Rock. Land use along the WIS 130 Wisconsin River Crossing corridor is residential and recreational. These areas are adjacent to the Wisconsin River. The residential land located to the northwest of the project area is primarily made up of wooded upland. The recreational land includes upland maintained areas of Brace Park located to the northeast of the project area and forested wetlands on Long Island and Bakken Pond Woods. There are recreational spots on the islands and Brace Park, including a public boat launch. There is a 200-foot bluff located at the south end of the project area.

10. Planning and Zoning:

Connections 2030 Statewide Long-Range Transportation Plan

Connections 2030 is the long-range transportation plan for the state of Wisconsin. The plan addresses all forms of transportation over a 20-year planning horizon: highways, local roads, air, water, rail, bicycle, pedestrian, and transit. WisDOT officially adopted *Connections 2030* in October 2009. The plan highlights efforts to be taken to maintain and enhance the quality transportation network that already exists in Wisconsin to support future mobility and economic growth. The plan focuses on the following elements:

- Safety and security
- Preserving the existing and future system
- Optimizing investment in the system for continued safety, enhanced mobility, and efficiency
- Responding to local, regional, national, and international economic trends to maintain state economic competitiveness
- Considering environmental issues to maintain Wisconsin's quality of life
- Providing users with transportation choices

This project is consistent with all the elements identified in the Connections 2030 plan.

Wisconsin Bicycle Transportation Plan 2020

The Wisconsin Bicycle Transportation Plan 2020 presents a blueprint for improving conditions for bicycling, clarifies WisDOT's role in bicycle transportation, and establishes policies for further integrating bicycling into the current transportation system. WisDOT is committed to considering the needs of bicyclists as roadway improvements are made. On higher volume roadways (generally with motor vehicle volumes exceeding 1,000 per day), paved shoulders should be provided.

This project addresses the substandard width of the WIS 130 bridges by providing 6-foot paved shoulders which is consistent with the bicycle transportation plan.

Town of Buena Vista and Village of Lone Rock Comprehensive Plan, August 2006

In 2004 Richland County contracted with the Southwestern Wisconsin Regional Planning Commission to complete individual comprehensive plans for each of the 20 jurisdictions within Richland County. The comprehensive plan includes the following nine elements including natural resources and transportation. The goals of the Richland County's Comprehensive Plan are to protect and improve the health, safety, and welfare of residents, preserve, and enhance the quality of life for residents, and protect and preserve the community character.

The Comprehensive Plan's primary transportation goal is to provide an integrated, efficient, and economical transportation system that affords mobility, convenience, safety and meets the needs of all citizens, including transit-dependent and disabled citizens.

The Town of Buena Vista's Transportation policy recommendation that relates to the project is to consider working with the State of Wisconsin and/or the Bicycle Federation of Wisconsin to provide funds when roads are repaved to include a wider shoulder for bike lanes.

The most significant impact from the project will be on natural resources. The following objectives detailed in Comprehensive Plan could have an effect on the project:

- Encourage the preservation and maintenance of rural views and vistas
- Preserve the forest canopy
- Encourage prairie and savanna restoration
- Prevent stormwater runoff and flooding
- Protect endangered and threatened species of indigenous plants and animals throughout the Town and maintain and enhance biodiversity in the Town's natural communities

By providing an efficient transportation system that addresses safety concerns while minimizing impacts on the natural environment in the project area, this project is consistent with the Town of Buena Vista and Village of Lone Rock Comprehensive Plans.

Town of Spring Green Comprehensive Plan, February 2005, Sauk County

The Town of Spring Green completed a Comprehensive Plan to comply with the state's "Smart Growth" legislation. The plan is intended to guide the Town in long-range growth and development to achieve the following goals:

- Maintain and improve the community's quality of life
- Promote the comfort, safety, health, prosperity, aesthetics, and general welfare
- Provide for orderly development
- Protect the Town's natural resource base

The Comprehensive Plan's primary transportation goal is to establish and maintain a safe, orderly, and efficient transportation system. By providing an efficient transportation system that addresses safety concerns while minimizing impacts on the natural environment in the project area, this project is consistent with the Town of Spring Green Comprehensive Plan.

Iowa County Comprehensive Plan, April 2005

In 2002 Iowa County contracted with the Southwestern Wisconsin Regional Planning Commission to complete individual comprehensive plans for each of the 23 jurisdictions within Iowa County. The comprehensive plan was completed in 2005. Due to the large number of jurisdictions involved the County was separated into the clusters. The project is located in the Northeast Cluster which includes the Towns of Arena, Clyde, and Wyoming and the Village of Arena and more specifically in the Town of Clyde.

Overall, there are three main goals for Iowa County. They are:

- Protect and improve the health, safety, and welfare of residents in Iowa County
- Preserve and enhance the quality of life for the residents of Iowa County
- Protect and preserve the small community character of Iowa County

The Town of Clyde has also added the following policy:

- Protect and preserve the open spaces and scenic beauty of the Town

The Northeast Cluster transportation priorities include the following:

- Add bicycle improvements to targeted town roads to improve safety, connectivity, and support tourism as a part of economic development
- Increase the transportation system's ability to support tourism as a part of economic development.
- Improve safety at blind, unmarked intersections
- Improve shoulders, ditch lines, and safety for roads that exceed ADT of 250
- Support the development and promotion of paratransit services for local residents
- Retain rural character and scenic beauty

By providing an efficient transportation system that addresses safety concerns while minimizing impacts on the natural environment in the project area, this project is consistent with the Iowa County Comprehensive Plan.

11. Indirect Impacts:

If any of the following boxes are checked, the Pre-Screening Worksheet for EA and ER Projects for Determining the Need to Conduct a Detailed Indirect Effects Analysis must be completed and attached to this environmental document.

An alternative being carried forward for detailed analysis includes:

- Economic development as an element of the purpose and need
- Construction of one or more new or additional through lanes
- Construction of a new interchange or elimination of an existing interchange
- Construction of one or more additional ramps or relocation of a ramp lane to a new quadrant on an existing interchange
- Relocation of an existing roadway to a new alignment (this does not include minor modifications to the existing roadway alignment)
- Changing an at-grade intersection to a grade-separated intersection with no access or a grade-separated intersection to an at-grade intersection.
- Construction of one or more additional intersections along the mainline created by a new side road access.
- One or more new access points along a side road within 500' of the mainline.
- None of the above boxes have been checked, it has therefore been concluded that the proposed action will not result in indirect effects.
- The proposed action may result in indirect effects. The Pre-Screening Worksheet for EA and ER Projects for Determining the Need to Conduct a Detailed Indirect Effects Analysis attached here: _____ indicates a detailed indirect effects analysis is not required.
- The proposed action may result in indirect effects. It has been determined that a detailed indirect effects analysis is required. A summary of the detailed analysis is located here: _____

12. Environmental Justice (EJ):

How was information obtained about the presence of populations covered by Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations (EO 12898)? (check all that apply)	
<input type="checkbox"/> Public Involvement Plan (PIP)	<input type="checkbox"/> EJ plan for the project
<input checked="" type="checkbox"/> U.S. Census data	<input type="checkbox"/> Survey/questionnaire
<input type="checkbox"/> Local government	<input type="checkbox"/> U.S. EPA EJ Screen
<input type="checkbox"/> Real estate company	<input type="checkbox"/> WisDOT Real Estate
<input checked="" type="checkbox"/> Public involvement meeting(s)	<input type="checkbox"/> Windshield survey*
<input type="checkbox"/> Official plan (such as a comprehensive plan or MPO plan)	
<input type="checkbox"/> Health and human services agencies or organizations Identify agency or organization:	
<input type="checkbox"/> Other – identify:	

*Conducting only a windshield survey is not sufficient to decide if populations are present.

- A. Based on data obtained from the methods above, are minority populations or low-income populations present in the project area?
- No
- Yes, describe: Census Tracts were identified within the project area (Affected Community), Census Tract 9705 in Richland County, Census Tract 8 in Sauk County, and Census Tract 9502 in Iowa County. U.S. Census data was pulled for each census tract for minority populations and low-income populations. The populations of the census tracts were compared against the Counties minority and low-income populations (Community of Comparison). It was identified that there was a potential minority population in Census Tract 9705 in Richland County and a potential low-income population in Census Tract 9502 in Iowa County. While there is the potential for EJ populations, the project will not impact these populations. The project does not require relocations. The project allows continued access of the WIS 130 Wisconsin River Crossing which is an important connecting link for residents and emergency services. There will be temporary inconveniences to all users of the crossing due to construction; however, the closure will be a month or two during construction as the existing WIS 130 crossing will remain open for most of construction.
- B. Will there be potential impacts of any kind to minority populations or low-income populations identified above?
- No
- Yes, describe: ; you will need to complete the Environmental Justice Factor Sheet.

13. Title VI of the Civil Rights Act of 1964 and Additional Nondiscrimination Requirements

- A. Indicate if issues have been identified or concerns have been expressed related to Title VI of the Civil Rights Act of 1964 or other nondiscrimination laws, regulations, executive orders, and policies under the Title VI umbrella.
- No. Issues related to the above laws, regulations, executive orders, and policies were not identified and concerns were not expressed.
- Yes. Issues related to the above laws, regulations, executive orders, and policies were identified and/or concerns were expressed, describe:

14. Public Involvement:

- A. Briefly describe the Public Involvement Plan (PIP): The public involvement approach includes strategies for communicating the project's purpose and need, alternatives, and potential impacts. These messages were communicated with property owners, businesses, local officials, and the general public in the form of mailed letters, emails, a project website, and public involvement meetings. News releases were also prepared for each public involvement meeting to notify media outlets. Appendix 3.

Public involvement meetings were held as noted below where project information was conveyed to the public in the form of presentations, handouts, and exhibit boards. The public was given the opportunity to comment at the meeting or provide comments after the meeting using a comment form that could be mailed to WisDOT or by email to the WisDOT Project Manager. Information available at the May 2019 meeting has been posted to the project website.

B. Public Meetings

Date (mm/dd/yyyy)	Meeting Sponsor (WisDOT, RPC, MPO, etc.)	Type of Meeting (PIM, Public Hearings, etc.)	Location	Approx. Number of Attendees
5/4/2016	WisDOT	PIM	Lone Rock Community Hall, Lone Rock, WI	60
11/17/2016	WisDOT	PIM	Lone Rock Elementary School, Lone Rock, WI	50
5/31/2019	WisDOT	PIM	Lone Rock Community Hall, Lone Rock, WI	65

B. Other methods such as those identified in the Public Involvement Plan and Environmental Justice Plan (if applicable): Develop mailing lists, set up databases, contact property owners, conduct small meetings with local officials and interest groups as needed, and monitor the news media through newspaper clippings and media reports.

A project website is located at the following link: <https://wisconsindot.gov/Pages/projects/by-region/sw/wis130-bridge-replacement/default.aspx>

D. Indicate any accommodations that were requested by the public or provided to comply with Title VI, EJ or nondiscrimination laws.

- | | |
|--|--|
| <input type="checkbox"/> Interpreters | <input type="checkbox"/> Listening aids |
| <input type="checkbox"/> Transportation provided | <input type="checkbox"/> Accessibility for elderly populations or individuals |
| <input type="checkbox"/> Childcare provided | <input type="checkbox"/> Accessibility for disabled populations or individuals |
| <input type="checkbox"/> Bilingual materials provided | <input type="checkbox"/> Sign language provided |
| <input checked="" type="checkbox"/> Other, describe None requested | |

E. Describe populations, groups and individuals who participated in the public involvement process. Include any organizations and special interest groups: General public, property owners, businesses, interested citizens, local officials, state officials, and the Lower Wisconsin State Riverway Board (LWSRB).

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

Another public meeting will be scheduled during the final design process.

15. Summarize the Results of Public Involvement:

- A. Describe the issues, if any, identified by individuals or groups during the public involvement process:
- The project team received over 100 comments in opposition to the Planned Elimination Alternative as this would have significant impacts on viability of local community schools and businesses. It would also lengthen the travel distance from Lone Rock to Dodgeville, a primary regional destination.
 - There was a suggestion to move the southern terminus of Alternative 3 into the valley located to the west of the current terminus. Also, a comment from property owner potentially affected by Alternative 3 in opposition of Alternative 3.
 - Could this new bridge incorporate a Frank Lloyd Wright design such as the Butterfly Bridge? The cultural impact this could have on the area is great, and it would be an opportunity for Frank Lloyd Wright infusion into the area.
 - Could the bridge be kept as a bike/pedestrian facility if the new bridge was constructed off of the existing alignment?
 - A suggestion was made to consider the alignment of the original bridge (previous to the current bridge).
 - The property owners on top of the bluff stated that the archaeological mounds are located right at the top ledge of the bluff.
 - Property owners in Iowa County west of the project expressed concern about the existing earth berms being impacted. WisDOT built them to reduce highway noise.
 - Emergency services in Clyde Township (south of the bridge) are provided by Lone Rock (north of the bridge). Residents expressed concern with a no-build or remove structure option that would have a negative impact on emergency response times.
 - There was a question about whether there would be accommodations for bicycle and pedestrian traffic.
 - A few public involvement meeting attendees expressed the desire to keep the roadway in the current alignment to minimize the impacts on the surrounding area.
 - A local EMT noted that there have been 15 suicides at the WIS 130/133 bluff in his 44 years of service. Numerous residents concurred that this is a community concern.

12. A question was asked regarding the impacts on the existing Otter Creek Boat Landing. Several requests to keep Otter Creek Boat landing.
13. Concern was voiced about the truck turning movements at the south landing of the bridge (at the WIS 130/133 intersection).
14. A question was asked about whether access would be provided to Bakken Pond Woods from the proposed alignment and a request that pedestrian access be maintained
15. It was noted that a large amount of scour has occurred in the middle channel, at the sound end of the middle bridge.
16. A suggestion was made to clean up underneath the north bridge as a large amount of trash has accumulated.
17. Numerous Public Involvement Meeting 3 attendees preferred the Western Refinement Alternative 1P over the Centerline Refinement Alternative because it appeared more important to the locals to keep the bridge open during construction than to salvage the area across from Brace Park.
18. Property owner on the north end of Alternative 1P expressed concern that the alignment moves the roadway west which is closer to their home and appears to go through the rock face located on the west side of WIS 130 across from Brace park. They noted this may be the last remaining portion of the Lone Rock for which the Village is named.
19. There was a comment regarding street lighting along the project length and a suggestion to only light the intersection (as it is currently).
20. It was suggested to make the bridge look nice and fit into the landscape.
21. There were several requests to advance the construction schedule and build the bridge sooner than 2027-2028
22. There was a request for a project website to be started and information to be shared on a project website
23. Property owners immediately north of Brace park expressed concern that if the north side of the park is made available to contractors as a staging area there could be unwelcomed access onto their property. The existing property line is not well defined from a physical separation standpoint. A commitment was made that if the area is used for contractor staging, the contractor would be required to install temporary fencing around the staging area to restrict access to adjacent properties.

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

	Comment	Response
1	The project team received over 100 comments in opposition to the Planned Elimination Alternative as this would have significant impacts on viability of local community schools and businesses. It would also lengthen the travel distance from Lone Rock to Dodgeville, a primary regional destination.	The planned elimination option is not the preferred alternative.
2	There was a suggestion to move the southern terminus of Alternative 3 into the valley located to the west of the current terminus. Also, a comment from property owner potentially affected by the northern end of Alternative 3 in opposition of Alternative 3.	Alternative 3 was removed from further consideration after the Value Engineering study. However, the preferred alternative (Alt 1P) does terminate in the valley located west of the current intersection
3	Could this new bridge incorporate a Frank Lloyd Wright design such as the Butterfly Bridge? The cultural impact this could have on the area is great, and it would be an opportunity for Frank Lloyd Wright infusion into the area.	The Frank Lloyd Wright design might be a fracture-critical design, and the State is getting away from building those types of bridges. Additional funding would be 100% local cost.
4	Could the bridge be kept as a bike/pedestrian facility if the new bridge was constructed off of the existing alignment?	Due to the level of deterioration, significant maintenance costs would be required to keep the bridges in service. If a new bridge were to be built, WisDOT would not keep the existing bridges in service.
5	A suggestion was made to consider the alignment of the original bridge (previous to the current bridge).	The original alignment (located east of the exiting alignment) was dismissed during the Location Study Report. It would have an intersection immediately adjacent to the bluff face, that section of WIS 133 is at a lower elevation and floods more frequently.
6	The property owners on top of the bluff stated that the archaeological mounds are located right at the top ledge of the bluff.	The preferred alternative does not affect the land at the top ledge of the bluff.

	Comment	Response
7	Property owners in Iowa County west of the project expressed concern about the existing earth berms being impacted. WisDOT built them to reduce highway noise.	The earth berms are outside of the project's area of potential effect.
8	Emergency services in Clyde Township (south of the bridge) are provided by Lone Rock (north of the bridge). Residents expressed concern with a no-build or remove structure option that would have a negative impact on emergency response times.	This concern was considered during the alternative development. The preferred alternative maintains emergency services access for the majority of the construction duration as well as after construction is completed.
9	There was a question about whether there would be accommodations for bicycle and pedestrian traffic.	The preferred alternative includes 6-foot wide shoulders which accommodates bicycle traffic. The existing corridor does not accommodate pedestrian traffic and this condition would be maintained in the future.
10	A few public involvement meeting attendees expressed the desire to keep the roadway in the current alignment to minimize the impacts on the surrounding area.	The current alignment option was evaluated during the alternatives phase of the study and is not the preferred alternative due to the need for a detour route during the two-year construction duration.
11	A local EMT noted that there have been 15 suicides at the WIS 130/133 bluff in his 44 years of service. Numerous residents concurred that this is a community concern.	Although addressing intentional fatal crashes is not the primary purpose for the project, alternatives with reasonable costs and impacts that may deter or lessen the possibility of these incidents occurring at this location were considered during the determination of a preferred alternative. The preferred alternative moves the intersection away from the bluff face.
12	A question was asked regarding the impacts on the existing Otter Creek Boat Landing. Several requests to keep Otter Creek Boat landing.	The preserve and Maintain alternative and Planned elimination alternative would affect access to the boat landing; however, the preferred alternative would have no effect on the Otter Creek Boat Landing.
13	Concern was voiced about the truck turning movements at the south landing of the bridge (at the WIS 130/133 intersection).	The preferred alternative includes accommodations for truck turning movements at the proposed WIS 130/133 intersection.
14	A question was asked about whether access would be provided to Bakken Pond Woods from the proposed alignment and a request that pedestrian access be maintained	The existing access to Bakken Pond Woods is not a WDNR regulated access point. The preferred alternative does not provide access to Bakken Pond Woods from the proposed alignment; however pedestrian access is provided via access at Laudon Road, approximately 1.4 mile east of Lone Rock
15	It was noted that a large amount of scour has occurred in the middle channel, at the sound end of the middle bridge.	The bridge receives an annual inspection by engineers and any items of concern are noted and addressed. Design of proposed piers for the preferred alternative will include a scour analysis.
16	A suggestion was made to clean up underneath the north bridge as a large amount of trash has accumulated.	Comment was forwarded on to WisDOT Maintenance.
17	Numerous Public Involvement Meeting 3 attendees preferred the Western Refinement Alternative 1P over the Centerline Refinement Alternative because it appeared more important to the locals to keep the bridge open during construction than to salvage the area across from Brace Park.	The preferred alternative includes the western refinement.
18	Property owner on the north end of Alternative 1P expressed concern that the alignment moves the roadway west which is closer to their home and appears to go through the rock face located on the west side	The preferred alternative includes the western refinement, in part to avoid impact to Brace Park located on the east side of WIS 130 across from

	Comment	Response
	of WIS 130 across from Brace park. They noted this may be the last remaining portion of the Lone Rock for which the Village is named.	the “lone rock”. The rocky outcropping is no longer visible as the wayfinding landmark that it once was potentially due to the stone being cut and used in building projects. Because it is, in large part, no longer extant, it would not meet survey criteria for architecture/history.
19	There was a comment regarding street lighting along the project length and a suggestion to only light the intersection (as it is currently).	The preferred alternative would include lighting only at the WIS 130/133 intersection.
20	It was suggested to make the bridge look nice and fit into the landscape.	WisDOT has committed to working with the LWSRB regarding bridge viewshed.
21	There were several requests to advance the construction schedule and build the bridge sooner than 2027-2028	The project has been advanced to construction in 2025-2026.
22	There was a request for a project website to be started and information to be shared on a project website	A project website was added.
23	Property owners immediately north of Brace Memorial Park expressed concern that if the north side of the park is made available to contractors as a staging area there could be unwelcomed access onto their property. The existing property line is not well defined from a physical separation standpoint. A commitment was made that if the area is used for contractor staging, the contractor would be required to install temporary fencing around the staging area to restrict access to adjacent properties.	Brace Memorial Park is considered a Section 4(f) and efforts were made to avoid use of this resource. Therefore, the preferred alternative does not include use of Brace Memorial Park for a contractor staging area.

16. Local, County, State, Tribal, Federal Government Coordination:

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

Unit of Government (Village, Town, MPO, RPC, City, County, Tribe, Federal, etc.)	Coordination Correspondence Attached	Coordination Initiation Date (mm/dd/yyyy)	Comments
Local - Iowa, Richland & Sauk County; Town of Buena Vista, Clyde, Spring Green and Wyoming; Village of Lone Rock; Lone Rock, Avoca, and Spring Green Fire Department; Lone Rock Rescue; Richland County Ambulance Service; Spring Green Fire Protection	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	5/2/2016, 11/15/2016, and 5/31/2019	Sauk County, Iowa County, Richland County Village of Lone Rock, Avoca, Town of Clyde - Attended Local Officials Meetings on 5/2/2016, 11/15/2016, and 5/31/2019 Spring Green Fire Protection District, Spring Green Fire Dept., Avoca Fire Department. Richland County Ambulance Service, Lone Rock Rescue Unit, and the County Sherriff participated in several of the local officials meetings. See Appendix 4.

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

1. DNR expressed opposition to rock cuts. They noted the river and adjacent recreational lands and wetlands is a high-quality natural resource which provide unique habitat for a variety of species. DNR requests to be involved in conversations regarding avoidance, minimization, and mitigation of these resources.
2. LWSRB - Would prefer bridges without overhead trusses for aesthetic reasons
3. Emergency vehicle access across the bridge is an important safety feature. The Preserve and Maintain option caused concern that the Village of Lone Rock and the surrounding area would be cut off from emergency services, school busses, freight, and commerce.
4. Lone Rock Fire and Emergency Services serve the town of Clyde which is about 3.5 miles south of the WIS 130/133 intersection. Lone Rock also frequently services Avoca.
5. Native American mounds site is present on top of the bluff south of the terminus of the bridge in Iowa County.
6. The boat launch on the south side of the river is used by the Lone Rock Fire Department for river rescue activities.
7. County highway maintenance officials noted challenges with maintaining opposing vehicle access during snow plowing

operations and supported the concept of a wider bridge.

8. Numerous comments regarding intentional fatal crash issue at the bluff. Described as having a tragic effect on the entire community.
9. Village of Lone Rock expressed concern about whether the Planned Elimination alternative aligns with the goals outlined in the comprehensive plan.
10. Village of Avoca identified the Lower Wisconsin Riverway as a nominee for the Ramsar *Wetland of International Importance* designation.

D. Briefly describe how the issues identified above were addressed: Issues were addressed during preliminary design.

	Comment	Response
1	DNR expressed opposition to rock cuts. They noted the river and adjacent recreational lands and wetlands is a high-quality natural resource which provide unique habitat for a variety of species. DNR requests to be involved in conversations regarding avoidance, minimization, and mitigation of these resources.	The preferred alternative minimizes cuts to the bluff face compared to other alternatives. However, some cuts are required to provide sight distance at the WIS 130/133 intersection. The cuts will be minimized to the extent possible by using barrier and retaining walls at select locations along WIS 133.
2	LWSRB - Would prefer bridges without overhead trusses for aesthetic reasons	The preferred alternative includes concrete girder structures, rather than overhead trusses.
3	Emergency vehicle access across the bridge is an important safety feature. The Preserve and Maintain option caused concern that the Village of Lone Rock and the surrounding area would be cut off from emergency services, school busses, freight, and commerce.	This concern was considered during the alternative development. The preferred alternative maintains emergency services access for the majority of the construction duration as well as after construction.
4	Lone Rock Fire and Emergency Services serve the town of Clyde which is about 3.5 miles south of the WIS 130/133 intersection. Lone Rock also frequently services Avoca.	This concern was considered during the alternative development. The preferred alternative maintains emergency services access after construction.
5	Native American mounds site is present on top of the bluff south of the terminus of the bridge in Iowa County.	The preferred alternative does not affect the land at the top ledge of the bluff.
6	The boat launch on the south side of the river is used by the Lone Rock Fire Department for river rescue activities.	The preserve and maintain alternative and Planned elimination alternative would affect access to the boat landing; however, the preferred alternative would have no effect on the Otter Creek Boat Landing.
7	County highway maintenance officials noted challenges with maintaining opposing vehicle access during snow plowing operations and supported the concept of a wider bridge.	The preferred alternative includes a 36-foot wide structure, which better accommodates snowplows than that existing 20-to24-foot wide structures
8	Numerous comments regarding intentional fatal crash issue at the bluff. Described as having a tragic effect on the entire community.	Although addressing intentional fatal crashes is not the primary purpose for the project, alternatives with reasonable costs and impacts that may deter or lessen the possibility of these incidents occurring at this location were considered during the determination of a preferred alternative. The preferred alternative moves the intersection away from the bluff face.
9	Village of Lone Rock expressed concern about whether the Planned Elimination alternative aligns with the goals outlined in the comprehensive plan.	The preferred alternative maintains the crossing which is in alignment with local comprehensive plans.
10	Village of Avoca identified the Lower Wisconsin Riverway as a nominee for the Ramsar <i>Wetland of International Importance</i> designation.	WisDOT has committed to working with the WDNR to minimize and mitigate wetland impacts.

- D. Indicate any unresolved issues or ongoing discussions: Coordination has been conducted with the LWSRB regarding the riverway viewshed. A commitment has been agreed upon with the LWSRB that WisDOT will continue to coordinate with the LWSRB to incorporate design qualities that blend with the scenic character of the riverway. The use of design techniques similar to the US 14 bridge in Spring Green will be required by the LWSRB, including stained concrete on exposed surfaces such as piers, exterior face of parapet, slab and girders, concrete rustication on the back face (river-facing side) of parapets and on both faces of each bridge pier; with vertical faces and a curved nose on each end; minimize vegetation removal to the extent possible, minimize impacts of wetlands and other unique habitats to the extent possible, minimize impacts to federal and state endangered, threatened, or species of concern to the extent possible and provide protection and mitigation; public access or development of additional public access sites to the river and state lands – WisDOT will continue coordination with WDNR and their property managers with regards to these access sites and will report final recommendations from WDNR to the LWSRB when they are received; painting beam guard brown on the side facing the river; and install 42-inch high parapet walls on the new replacement bridges. WisDOT commits to submitting final PS&E documents to the LWSRB that exhibit final incorporation of the above commitments into the bridge replacement project. The WisDOT Project Manager will ensure fulfillment of this commitment.

See Sections 22 and 23 for ongoing discussions with DNR and the United States Army Corps of Engineers (USACE).

17. Public Hearing Requirement:

- A. This document is an Environmental Assessment.
 A Notice of Opportunity to Request a Public Hearing **will be** published, or,
 A Public Hearing **will be** held.
- B. This document is a Categorical Exclusion / Environmental Report.
 1. A substantial amount of right-of-way **will** be acquired.
 2. The proposed action **will** substantially change the layout or functions of connecting roadways or of the facility being improved.
 3. The proposed action **will** have a substantial adverse impact on abutting property.
 4. The proposed action **will** have other substantial social, economic, or environmental effects.
 5. The department has determined that a public hearing is in the public interest.
- If one or more of boxes 1-5 above have been checked, you must check one the of the next 2 boxes
 A Notice of Opportunity to Request a Public Hearing **will be** published, or,
 A Public Hearing **will be** held.
- If none of boxes 1-5 above have been checked then check the box below.
 Notice of Opportunity to Request a Public Hearing **will not** be published, and a Public Hearing **is not** required

When a Notice of Opportunity to Request a Public Hearing is published, and/or a Public Hearing is held, the final EA or CE / ER will include the Environmental Document Availability and Hearing Summary sheet at the beginning of the document, after the signature page.

For projects requiring FHWA funding and/or approval(s), FHWA approval of this environmental document indicates concurrence with the department's Public Hearing requirement determination.

18. Traffic Summary:

Traffic Forecast is not required, explain: _____ and skip to Question 19.

Traffic Summary Matrix	ALTERNATIVES/SECTIONS					
	Preserve and Maintain	Alternative 1	Alternative 5 Planned Elimination			
TRAFFIC VOLUMES						
Base Yr. AADT Yr. 2009	2,200	2,200	2,200			
Const. Yr. AADT Yr. 2028	2,500	2,500	2,500			
Const. Plus 10 Yr. AADT Yr. 2038	2,600	2,600	2,600			
Design Yr. AADT Yr. 2048	2,800	2,800	2,800			
DHV Yr. 2028	418	418	418			
TRAFFIC FACTORS						
K:30 (%)	15%	15%	15%		%	%
D (%)	60%	60%	60%		%	%
Design Year T (% of AADT)	8.7%	8.7%	8.7%		%	%
T (% of DHV)	7.3%	7.3%	7.3%		%	%
Level of Service	N/A	C	C			
SPEEDS						
Existing Posted	55	55	55			
Future Posted	55	55	55			
Design Year Project Design Speed	55	55	55			
OTHER (specify)						
P (% of AADT)	17.6%	17.6%	17.6%		%	%
K ₈ (% OF AADT)	%	%	%	%	%	%
Other						

AADT = Annual Average Daily Traffic

K [30/100/200] : K₃₀ = Interstate, K₁₀₀ = Rural, K₂₅₀ = Urban, % = AADT in DHV

T = Trucks

K₈ = % AADT occurring in the average of the 8 highest consecutive hours of traffic on an average day (required only if CO analysis is required).

DHV = Design Hourly Volume

D = % DHV in predominate direction of travel

P = % AADT in peak hour

- A. Identify the agency that generated the data included in the Traffic Summary Matrix: WisDOT
- B. Identify the date (month/year) that the traffic forecast data included in the Traffic Summary Matrix was developed: 02/2021
- C. Identify the methodology and/or computer program(s) used to develop the data included in the Traffic Summary Matrix: Provided by WisDOT Bureau of Traffic Operations Highway Capacity Software (HCS 7)
- D. If a metric other than Annual Average Daily Traffic (AADT) is used for describing traffic volumes such as Average Annual Weekday Traffic (AWDT), explain why a different metric was used and how it compares to AADT: N/A

19. Agency and Tribal Coordination:

Agency	Coordination Required?	Correspondence Attached?	Comments
WisDOT			
Region Real Estate Section	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is being done by WisDOT Real Estate including discussion of project effects and relocation assistance, explain: Coordination is ongoing for Fee, PLE and TLE. No inhabited houses or active businesses will be acquired.
Bureau of Aeronautics	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Coordination has been completed and project effects have been addressed. Explain: Initial Coordination Letter sent on 02/14/14. Response received on March 4, 2014 (Appendix 5). The project will be filed with the FAA once it is closer to being started. Additionally, the Tri-County Regional Airport, located approximately 3.4 miles from the northern end of the project, will be contacted once the project is closer to being started.
Railroads and Harbors Section	<input checked="" type="checkbox"/> No	N/A	Coordination is not required because no railways or harbors are in or planned for the project area.
STATE AGENCIES			
Natural Resources (DNR)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	A review letter associated with Project ID 5770-01-00 was received 02/18/2014 during the Location Study Phase and addressed the broad project area. A second coordination letter was received 2/27/2017 during the evaluation of the wide range of alternatives under ID 5770-01-01. A third coordination letter was received 03/19/2021 regarding the preferred alternative. (Appendix 6).
State Historic Preservation Office (SHPO)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Section 106 form and Memorandum of Agreement are included in Appendix 7.
Agriculture (DATCP)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	There are no local drainage districts present in the project area and no proposed real estate from a farm operation, therefore coordination is not required. Coordination letter sent on 08/26/13 providing detailed background info. No formal response was received.
Other, (identify) Lower Wisconsin State Riverway Board (LWSRB)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	LWSRB correspondence was received 6/10/16 and 11/30/16. LWSRB representatives attended Agency Coordination Meetings and provided minutes from LWSRB meeting 3/11/21 that describe the board's concurrence with WisDOT commitments related to the Lower Wisconsin Riverway. (Appendix 13).
FEDERAL AGENCIES			
U.S. Army Corps of Engineers (USACE)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination letter sent on 08/26/13 with follow up on 02/14/14 providing detailed background information on the WIS 130 project. No formal response was received. USACE representative attended Agency Coordination Meetings. Coordination was sent to USACE on February 17, 2021 requesting to set up a meeting to discuss the project. Waiting on response from USACE to set meeting date. A Section 404 permit will be required for fill into water of the U.S. and submitted during final design.
U.S. Fish and Wildlife Service (USFWS)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Initial coordination letter sent on 08/26/13 with follow up on 02/14/14 providing detailed background information on the WIS 130 project. Initial response received on 02/21/14. Species list was provided 1/25/21, consistency letter provided 3/24/21 (Appendix 8). Coordination is on-going for species effects determinations.
U.S. Forest Service (USFS)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

Natural Resources Conservation Service (NRCS)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Because the total Site Assessment is less than 160, this project is not subject to protection under the FPPA. No further action is necessary. See Appendix 9.
U.S. National Park Service (NPS)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
U.S. Coast Guard (USCG)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Since this section of the Wisconsin River is not a Navigable Waters of the United States, coordination was not required. However, a letter was sent to the USCG and they responded on July 10, 2014 stating that a Coast Guard permit is not required for this project. No further coordination is necessary.
U.S. Environmental Protection Agency (EPA)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination letter sent on 02/14/14 providing detailed background information on the WIS 130 project. No response was received.
Advisory Council on Historic Preservation (ACHP)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	The Advisory Council on Historic Preservation responded to coordination in a letter dated February 24, 2021, stating, based upon the information you provided, we have concluded that Criteria for Council Involvement in Reviewing Individual Section 106 Cases, of our regulations, "Protection of Historic Properties" (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act, does not apply to this undertaking. Accordingly, we do not believe our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer, Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Should the undertaking's circumstances change, consulting parties cannot come to consensus, or you need further advisory assistance to conclude the consultation process, please contact us. No further coordination is required.
SOVEREIGN NATIONS			
American Indian Tribes	<input checked="" type="checkbox"/> Yes	Standard Letters have been sent and an example is attached <input checked="" type="checkbox"/> Yes	Initial Coordination Letter sent on 01/17/19; no response received. See Appendix 12.
Project Involves American Indian Tribal Lands or Reservation Lands	<input checked="" type="checkbox"/> No	N/A	
	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	

20. Alternatives Comparison:

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

PROJECT PARAMETERS	Unit of Measure	Alternatives/Sections					
		0 - Preserve and Maintain	1K, 1S Adjacent	1P Near Adjacent	1Q Near Adj, 1 BR	1R Exist Align	5 Planned Elimination
Project length	Miles	0.0	0.7	0.7	0.7	0.7	0.0
PRELIMINARY COST ESTIMATE (YOE)							
Construction	Million \$	\$10 - 20	\$38-46	\$35	\$56	\$35	\$2-5
Real Estate	Million \$	\$2**	\$0.10	\$0.25	0.25	\$0.1	2**
TOTAL	Million \$	\$12-22	\$38.1-46.1	\$35.25	\$56.25	\$35.1	\$2-5
LAND CONVERSIONS							
Total area converted to ROW	Acres	0	10	4	4	2	0
REAL ESTATE							
Number of farms affected	Number	0	0	0	0	0	0
Total area required from farm operations	Acres	0	0	0	0	0	0
AIS required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Farmland rating	Score	0	40	40	40	40	0
Total buildings required	Number	0	0	1	1	0	0
Housing units required	Number	0	0	0	0	0	0
Commercial units required	Number	0	0	0	0	0	0
Other buildings or structures required	Number & Type	0	0	1	1	0	0
ENVIRONMENTAL FACTORS							
Indirect impacts		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Cumulative impacts		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Environmental justice population(s) affected	Number	0	0	0	0	0	0
Number of historic properties affected	Number	0	3	3	3	3	0
Burial site protection (<i>authorization required</i>)		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Section 106 MOA required		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Section 4(f) evaluation or determination required	Number	0	6	6	6	6	3
Section 6(f) land conversion required	Number	0	0	0	0	0	0
Impacts to other specially funded properties	Number	0	0	0	0	0	0
Floodplain impacts	Number	0	0	0	0	0	0
Unique upland habitat impacted	Number	0	1	1	1	1	0
Total wetlands permanently impacted	Acres	0	4	9	9	1	0
Stream crossings	Number	3	3	3	3	3	3
Noise analysis required receptors impacted	Number	0	0	0	0	0	0
Contaminated sites impacted	Number	0	0	0	0	0	0
	Number						

*If 1 or more acres or in an urbanized area a stormwater permit will be required.

**If bridges/crossing eventually removed, land would need to be purchased on the south side of the Wisconsin River for emergency service facilities.

21. Significance Criteria:

In determining whether a proposed action is a “major action significantly affecting the quality of the human environment,” the proposed action must be assessed considering the definition of significantly as used in NEPA and requires the consideration of both context and intensity (as defined by CEQ in 40 CFR 1508.27):

Context means that the significance of an action must be analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interests, and the locality. Significance varies with the setting of the proposed action. Both short- and long-term effects are relevant.

Intensity means to the severity of the impact. Responsible officials must bear in mind that more than one agency may make a decision about partial aspects of a major action.

If a significant impact(s) will result the no-build alternative should be selected or the preparation of an Environmental Impact Statement (EIS) should commence.

Indicate whether the issues listed below is a concern for the proposed action or alternative and if the issue is a concern, explain how it is to be addressed or where it is addressed in the environmental document. If the document preparer believes the “Yes” box should be checked for any of the following items, contact your REC and BTS-EPDS liaison immediately to discuss.

- A. Will the proposed action result in a significant beneficial or adverse impact?
 No
 Yes, explain or indicate where addressed:

- B. Will the proposed action stimulate significant indirect environmental impacts?
 No
 Yes, explain or indicate where addressed:

- C. Will the proposed action result in a significant impact to public health or safety?
 No
 Yes, explain or indicate where addressed:

- D. Will the proposed action result in a significant impact to geographically scarce resources?
 No
 Yes, explain or indicate where addressed:

- E. Will the proposed action have possible impacts on the human environment that are highly controversial, highly uncertain or involve unique or unknown risks?
 No
 Yes, explain or indicate where addressed:

- F. Will the direct and indirect impacts of proposed action when combined with past, present, and reasonably foreseeable actions result in significant cumulative impacts?
 No
 Yes, explain or indicate where addressed:

- G. Will the proposed action violate an applicable law or requirement imposed for the protection of the environment?
 No
 Yes, explain or indicate where addressed:

22. Environmental Factors Matrix

(check all that apply): If the effects on the environmental factor can't be adequately summarized in several sentences, the Factor Sheet for the environmental factor must be included. If the Factor Sheet is completed include a brief summary.

Factors	Adverse Impact	Beneficial Impact	No Impacts Identified	Factor Sheet Attached	Effects
					For those Factors not present in the project area indicate not present.
Business and Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The WIS 130 river crossing serves as an important "connecting link" for residents of Lone Rock and for the freight industry. It is also an important connection for transporting farm equipment from Lone Rock to agricultural land in Iowa County. No economic disadvantages have been identified by this project. No impacts to businesses have been identified by this project.
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The project is intended to improve safety and mobility for all users of the crossing. No changes are anticipated to emergency or other public services using WIS 130 crossings. For short periods during construction there is a possibility that traffic could be disrupted on WIS 133 and WIS 130 at the north and south ends of the crossing where the roadways tie into the bridges.
Aesthetics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed project is not expected to affect the visual character of the landscape. The project team will coordinate with the LWSRB to incorporate design qualities that blend with the scenic character of the Riverway. See Section 23 for Commitments.
Agriculture	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Correspondence from NRCS indicated that this project is not subject to protection under the FPPA (Appendix 9). No further action is necessary.
Relocations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No relocations are included in the project.
Indirect Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The proposed action is not expected to have indirect effects.
Cumulative Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The proposed action is not expected to have cumulative effects.
Environmental Justice	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	While there is the potential for EJ populations, the project will not impact these populations. The project does not require relocations. The project allows continued access of the WIS 130 Wisconsin River Crossing which is an important connecting link for residents and emergency services. There will be temporary inconveniences to all users of the crossing due to construction; however, the closure will be a month or two during construction as the existing WIS 130 crossing will remain open for most of construction.
Historic Properties	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Determinations of Eligibility were prepared for three historic bridges. Section 106 concurrence, Documentation for Consultation, and Memorandum of Agreement is provided in Appendix 7.
Burial Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		Phase 1 archaeology investigation identified a previously recorded site (47RI0015) located within the project limits. The site is in an area that is typically inundated with water as was so during site investigations. Although no evidence of site was identified in the Study Corridor, monitoring during construction is recommended given the potential for deeply buried cultural materials and limitations of traditional archaeological survey techniques.
Tribal	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		No issues have been identified by the tribes as a result of the proposed project.
Section 4(f)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	A programmatic Section 4(f) evaluation was prepared for the historic bridges (Appendix 10). The project will require the acquisition of approximately 6.42 acres of land owned and managed by the DNR, approximately 6.05 acres from Long Island and 0.37 from Bakken Pond Woods. Section 4(f) applies to the both Long Island and Bakken Pond Woods because both are recreational land. <i>A de minimis</i>

Factors	Adverse Impact	Beneficial Impact	No Impacts Identified	Factor Sheet Attached	Effects
					For those Factors not present in the project area indicate not present.
Section 6(f) and other Unique Funding	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	section 4(f) evaluation for minor takes of public parks, recreation lands and wildlife and waterfowl refuges has been completed (Appendix 11). The proposed action will have no impact on Section 6(f) properties.
Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Wetland impacts will be mitigated through coordination with the WDNR at a particular ratio and site, as administered by WisDOT. Mitigation will follow WisDOT's Wetland Banking Technical Guidelines. Best Management Practices (BMPs) will be implemented to ensure water quality and environmental features are protected.
Surface Water Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed project includes replacement of three bridges providing access between Lone Rock and WIS 133 via WIS 130 over the Wisconsin River and Long Lake. Both the Wisconsin River and Long Lake are warm water streams.
Groundwater, Wells, and Springs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed action will have no impacts to groundwater, wells, and springs.
Coastal Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The project area is not within a coastal zone.
Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	In order to meet the standards of NR 116, Floodplain Management, a hydraulic and hydrologic analysis will be conducted for the 100-year flood event for any new structures. Plans for the structure will comply with the provisions of the local community's floodplain zoning ordinance. Results of a 100-year flood analysis for the structure will be submitted to DNR. The proposed action will have no impact on Floodplains. Final structure sizing, Causeway and cofferdam scenarios have not yet been modeled. Modeling will occur during final design.
Unique Wildlife and Habitat	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		There is an exposed and shaded sandstone outcrop face upland area present at east facing cliff on west bank of WIS 130 just north of Long Lake. There is also an upland area at the north facing cliff at the south terminus of the proposed action. The project will adversely impact habitat with vegetation removal from the bluff and bank.
Threatened, Endangered or Protected Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>A USFWS Information for Planning and Consultation (IPaC) search was completed on 1/25/21 to identify federally listed species that could potentially exist within the project area. The following federally listed species were identified: Higgins Eye Mussel, Hines Emerald Dragonfly, Meads Milkweed, Northern Wild Monkshood, Prairie Bush-clover, Sheepnose Mussel, and Whooping Crane. The Species List, Consistency Letter, and coordination email can be found in Appendix 8.</p> <p>Threatened and Endangered species surveys will be conducted for mussels during final design stage. If species are present, consultation with FWS must be reinitiated if any federally endangered mussels are found during the surveys. Formal consultation, which includes a biological assessment, biological opinion, and incidental take permit will be required before any federally endangered mussels can be relocated or the project can begin.</p> <p>Mussel Species: A survey by a qualified biologist must be conducted prior to construction activities. Any Mussels documented in the project area should be relocated to suitable habitat upstream of the project area or as otherwise directed by the DNR biologist. Survey and removal should not be conducted more than 1 year prior to starting construction activities.</p> <p>WDNR completed a National Heritage Inventory (NHI) search on 2/18/2021 to</p>

Factors	Adverse Impact	Beneficial Impact	No Impacts Identified	Factor Sheet Attached	Effects
					<p>For those Factors not present in the project area indicate not present.</p> <p>identify state listed species that could potentially exist with the project area. The listed species include the Prothonotary Warbler, Red-shouldered Hawk, Black Buffalo, Blue Sucker, Goldeye, Shoal Club, Starhead Topminnow, and Blanchard's Cricket Frog.</p> <p>Prothonotary Warbler: In order to avoid impacting Prothonotary Warbler nests, and other nesting birds, tree and shrub clearing should occur outside the nesting period which runs May 15th to August 5th.</p> <p>Red-shouldered Hawk: Surveys will be conducted by WisDOT staff or their consultants to locate any nests that might be impacted by construction activities and avoid those to the extent possible. Any tree clearing within suitable habitat should be conducted outside the avoidance period of April 1st to July 31st.</p> <p>Black Buffalo, Blue Sucker, Goldeye, Shoal Chub, and Starhead Topminnow: Adequate erosion control BMP's should be utilized to isolate the work area to the extent practicable and limit the amount of unnecessary disturbance to riverbed and water column.</p> <p>Blanchard's Cricket Frog: DNR staff will perform a survey of suitable habitat at their earliest convenience during the 2021 field season. If suitable habitat is present within the project area DOT may contract our or otherwise perform a calling survey to determine presence. Absence of the species. These surveys are valid one calendar year from the completion date so surveys should be performed during the breeding season prior to construction and every subsequent breeding season while construction is ongoing. If surveys determine that Blanchard's Cricket is present in the project area, WisDOT may utilize the existing Broad Incidental Take Permit/Authorization for this species included in Appendix 6.</p>
Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The project is not located in a nonattainment or maintenance area nor does it require analysis for Mobile Source Air Toxics.
Construction Sound	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply.
Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No traffic noise impacts are anticipated as a result of the propose action.
Hazardous Substances, Contamination and Asbestos		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A Phase I Hazardous Materials Assessment was completed in October 2013. No hazardous waste sites have been identified within the area of the proposed action. A Bridge Asbestos Inspection Report was conducted on October 10, 2012. No samples tested positive for asbestos.
Stormwater	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project is located within an environmentally sensitive area, and WisDOT is committed to working with the WDNR to address storm water management to the maximum extent possible. WisDOT will follow TRANS 401 and the WisDOT/WDNR Cooperative Agreement Amendment regarding storm water management. Best Management Practices (BMPs) to best reduce pollutants before the discharge into the river will be identified.
Erosion and Sediment Control	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Standard erosion and sediment control measures will be implemented in accordance with the Wisconsin Administrative Code Chapter TRANS 401 and the WisDOT/WDNR Cooperative Agreement. All erosion and sediment control measures will be installed according to the Standard Specifications for Highway and Structure Construction. Erosion control best management practices (BMPs) will be employed to keep sediment on the project site. Guidance for these

Factors	Adverse Impact	Beneficial Impact	No Impacts Identified	Factor Sheet Attached	Effects
					For those Factors not present in the project area indicate not present. measures is found in the Products Acceptability List, the Erosion Control Matrix, and the Facilities Development Manual.
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"/>	

23. Environmental Commitments:

Identify and describe any avoidance, minimization, or compensation measures (commitments) in detail. Be specific on what needs to happen and specifically where on the project. Indicate when the commitment should be implemented and who in WisDOT is responsible for fulfilling each commitment (Project Manager, Environmental Coordinator, etc.). Please note if the commitment will be indicated on the final plan, recorded in the Plans, Specifications and Estimates (PS&E), under special provisions in the final plan set, in construction notes, or some other written format. Attach a copy of this completed matrix to the design study report and the PS&E submittal package. Be sure to update it if further commitments are made after the Environmental Document is signed.

Factor	Commitment (If none, include N/A)
Business and Economics	N/A
Community	The Construction Supervisor will regularly coordinate with the fire department, EMS, and the school district regarding specific closures or access restrictions during construction. The commitment will be indicated in notes to construction. The WisDOT Construction Engineer will ensure fulfillment of this commitment.
Aesthetics	WisDOT will coordinate with WDNR and the LWSRB to incorporate design qualities that blend with the scenic character of the Riverway. The use of design techniques similar to the US 14 bridge in Spring Green will be required by the LWSRB, including stained concrete on exposed surfaces such as piers, exterior face of parapet, slab and girders, concrete rustication on the back face (river-facing side) of parapets and on both faces of each bridge pier; trapezoidal shape piers with vertical faces and a curved nose on each end; minimize vegetation removal to the extent possible, minimize impacts of wetlands and other unique habitats to the extent possible, minimize impacts to federal and state endangered, threatened, or species of concern to the extent possible and provide protection and mitigation; public access or development of additional public access sites to the river and state lands – WisDOT continue coordination with WDNR and their property managers with regards to these access sites and will report final recommendations from WDNR to the LWSRB when they are received; painting beam guard brown on the side facing the river; and install 42-inch high parapet walls on the new replacement bridges. WisDOT commits to submitting final PS&E documents to the LWSRB that exhibit final incorporation of the above commitments into the bridge replacement project. The WisDOT Project Manager will ensure fulfillment of this commitment.
Agriculture	N/A
Relocations	N/A
Indirect Impacts	N/A
Cumulative Impacts	N/A
Environmental Justice	N/A
Historic Properties	<p>Per the MOA for the removal of the Historic Bridges, mitigation actions will be:</p> <ul style="list-style-type: none"> • Make a good faith effort to relocate the Lone Rock bridge (B-25-81) and Lone Rock North Channel bridges (B-52-856 and B-52-857) • Salvage Bridge ID Plates and Install an Interpretive Sign • Submit an article for publication in the Wisconsin Magazine of History and Home News • Complete Photogrammetric Imaging <p>The WisDOT Project Manager will ensure fulfillment of these commitments.</p>
Burial Sites	A previously recorded Site is located within the project limits. Although no evidence of site 47RI0015 (Lone Rock Village) was identified in the Study Corridor, WisDOT will provide monitoring during construction given the potential for deeply buried cultural materials and limitations of traditional archaeological survey techniques. The commitment will be identified in the final plans and special provisions. The WisDOT Environmental Coordinator and Construction Engineer will ensure fulfillment of this commitment.
Tribal Lands	N/A

Factor	Commitment (If none, include N/A)
Airport	The Tri-County Regional Airport, located approximately 3.4 miles from the northern end of the project, will be contacted prior to construction.
Staging Areas	Brace Memorial Park may not be used as a staging area for the contractor during construction.
Waterway Access	DNR would like to explore options during design to recreate a similar opportunity to access the waterway off the new alignment. We understand there are certain design constraints that must be balanced with additional impacts, but we feel it's worthwhile to investigate the possibilities to recreate similar recreational opportunities with the new bridge crossing.
Section 4(f)	<p>For Historic/Section 4(f) Bridges see Historic Properties.</p> <p>Riverway Access/Parking Lot: An existing small gravel parking lot accessed from a low maintenance gravel road just north of the southernmost bridge crossing is not a designated access point in the LWSR property masterplan nor is it maintained as such. WisDOT will work with DNR to explore options during design to recreate a similar opportunity to access the waterway off the new alignment. DNR understands there are certain design constraints that must be balanced with additional impacts but feels it's worthwhile to investigate the possibilities to recreate similar recreational opportunities with the new bridge crossing. Appendix 7.</p> <p>Transfer approximately 10 acres of existing ROW to WDNR. Remove existing roadway and structures so 5 acres of land can eventually revert to wetland.</p> <p>The WisDOT project manager will ensure fulfillment of this commitment.</p>
Section 6(f) or Other Specially Funded Lands	N/A
Wetlands	<p>WisDOT will conduct a wetland delineation and complete a Wetland Report prior to construction. This information will be used to determine wetland impacts and mitigation requirements determined in the permitting process.</p> <p>Wetland impacts will be mitigated through coordination with the WDNR at a particular ratio and site, as administered by WisDOT. Mitigation will follow WisDOT's Wetland Banking Technical Guidelines. Best Management Practices (BMPs) will be implemented to ensure water quality and environmental features are protected. The commitment will be identified in the Wetland Tracking Form.</p> <p>Submit final tree removal and wetland impacts to the DNR for LWSRB review.</p> <p>The WisDOT Environmental Coordinator will ensure fulfillment of these commitments.</p>
Surface Water Resources	<p>All construction equipment in the river will be properly cleaned and disinfected to address the spread of invasive species and viruses. The Construction Supervisor will implement the measures before and after mobilizing in-water equipment to prevent the spread of Viral Hemorrhagic Septicemia (VHS), Zebra Mussel, and other invasive species. The Construction Supervisor will follow STSP 107-055 Environmental Protection – Aquatic Exotic Species Control.</p> <p>Placement of causeways, hazard buoys, navigation aids, signage, and necessary local ordinances for river closure to boat traffic will be coordinated before construction begins.</p> <p>Dimensions of the necessary causeway and what materials would be used to construct it will be provided to DNR when plans are developed, and construction draws near. The commitment will be identified in the final plans and special provisions. The WisDOT Construction Engineer will ensure fulfillment of this commitment.</p>

Factor	Commitment (If none, include N/A)
Floodplains	In order to meet the standards of NR 116, Floodplain Management, a hydraulic and hydrologic analysis will be conducted for the 100-year flood event for any new structures. Plans for the structure will comply with the provisions of the local community's floodplain zoning ordinance. Final structure sizing, causeway and cofferdam scenarios have not yet been modeled. Modeling will occur during final design. Results of a 100-year flood analysis for the structure will be submitted to DNR. If the new structure will create an increase of 0.01 feet or more in the 100-year backwater condition, all affected upstream landowners will be notified, and appropriate legal arrangements made. Commitment will be noted in the Hydraulic Report. The WisDOT Project Manager will ensure fulfillment of this commitment.
Groundwater, Wells and Springs	N/A
Coastal Zones	N/A
Unique Wildlife and Habitat Concerns	Efforts will be made to avoid impacts to the rock face.
Threatened and/or Endangered Species	<p>Prothonotary Warbler: In order to avoid impacting Prothonotary Warbler nests, and other nesting birds, tree and shrub clearing should occur outside the nesting period which runs May 15th to August 5th.</p> <p>Red-shouldered Hawk: Surveys will be conducting by WisDOT staff or their consultants to locate any nests that might be impacted by construction activities and avoid those to the extent possible. Any tree clearing within suitable habitat should be conducted outside the avoidance period of April 1st to July 31st.</p> <p>Black Buffalo, Blue Sucker, Goldeye, Shoal Chub, and Starhead Topminnow: Adequate erosion control BMP's should be utilized to isolate the work area to the extent practicable and limit the amount of unnecessary disturbance to riverbed and water column.</p> <p>Mussel Species: A survey by a qualified biologist must be conducted prior to construction activities. Any Mussels documented in the project area should be relocated to suitable habitat upstream of the project area or as otherwise directed by the DNR biologist. Survey and removal should not be conducted more than 1 year prior to starting construction activities.</p> <p>Consultation with FWS must be reinitiated if any federally endangered mussels are found during the surveys. Formal consultation, which includes a biological assessment, biological opinion, and incidental take permit will be required before any federally endangered mussels can be relocated or the project can begin.</p> <p>Blanchard's Cricket Frog: DNR staff will perform a survey of suitable habitat at their earliest convenience during the 2021 field season. If suitable habitat is present within the project area DOT may contract our or otherwise perform a calling survey to determine presence. Absence of the species. These surveys are valid one calendar year from the completion date so surveys should be performed during the breeding season prior to construction and every subsequent breeding season while construction is ongoing. If surveys determine that Blanchard's Cricket is present in the project area, DOT may utilize the existing Broad Incidental Take Permit/Authorization for this species included in Appendix 6.</p> <p>Migratory Birds: The project will utilize measures during construction to prevent migratory birds from nesting on the existing Wisconsin River bridges from May 1st through August 30th. If netting is used it will be properly maintained and removed as soon as the nesting period is over.</p>
Air Quality	N/A
Construction Sound	WisDOT Standard Specification 107.8(6) and 108.7.1 will apply. The contractor and WisDOT Construction Engineer will ensure fulfillment of this commitment.

Factor	Commitment (If none, include N/A)
Traffic Noise	N/A
Hazardous Substances, Contamination and Asbestos	N/A
Stormwater	<p>WisDOT will follow TRANS 401 and the WisDOT/WDNR Cooperative Agreement Amendment regarding stormwater management. Stormwater management facilities will be constructed within the scope of this construction project. Peak discharge rates will be maintained or reduced from pre- to post construction standards to the maximum extent practicable. The design team will apply for a Transportation Construction General Permit (TCGP). The commitment will be identified in the final plans. The WisDOT Construction Engineer will ensure fulfillment of these commitments.</p>
Erosion Control	<p>Erosion and sediment transport will be controlled through the use of methods shown in WisDOT's Standard Specifications for Highway and Structure Construction and through consultation with the DNR pursuant to the WisDOT/WDNR Cooperative Agreement. An erosion control implementation plan ensuring best management practices during construction will be submitted to the WDNR by the contractor 14 days prior to the pre-construction conference. The commitment will be identified in the final plans. The WisDOT Construction Engineer will ensure fulfillment of these commitments.</p>

AESTHETICS Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative: 1P (also applies to Build Alternatives: 1K, 1Q, 1R, 1S)	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 5770-01-00, 5770-01-01, 5770-01-02
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1. Landscape characteristics

- a. Identify and briefly describe the visual character of the landscape:

The Village of Lone Rock rests on the shores of the Wisconsin River in an area called the Lower Wisconsin State Riverway. This area is known for its bluffs and marshes and the accompanying birds and wildlife. This is a unique river corridor which exhibits exceptional natural and scenic landscapes.

- b. Indicate the visual quality of the view-shed and identify landscape elements which would be visually sensitive:

The view-shed along the Riverway is of high-quality habitat and the scenic character of the natural habitat is the most visually sensitive.

2. User/viewer characteristics

- a. Identify and discuss the viewers who will have a view of the improved transportation facility:

Users of the river for fishing, boating, canoeing, and other river uses will have a view of the improved transportation facility. As indicated by the LWSRB, it is important that the bridges have low profiles, and blend in with the natural environment of the river and the surrounding bluffs.

- b. Identify and discuss users of the transportation facility who will have a view from the facility:

The view for users while on the new proposed bridges will improve because views will be unobstructed versus the existing view which is obstructed by the truss bridges. The improved transportation facility will continue to be the view-shed for a high number of local residents, freight traffic, and tourists. The proposed project is not expected to diminish or adversely affect viewer sensitivity.

3. Effects

- a. Describe whether and how the project would affect the visual character of the landscape:

The proposed project is not expected to affect the visual character of the landscape. The project team has coordinated with the LWSRB to incorporate design qualities that blend with the scenic character of the Riverway including the removal of the steel truss bridges. Design techniques include stained concrete on exposed surfaces such as piers, exterior face of parapet, slab and girders, concrete rustication on the back face (river-facing side) of parapets and on both faces of each bridge pier; piers with vertical faces and a curved nose on each end.

- b. Indicate the effects the project would have on the viewer groups:

The proposed project is not expected to affect the viewer groups. The project team will coordinate with the LWSRB to incorporate design qualities that are acceptable to users of the River.

4. Mitigation

- a. Have aesthetic commitments been made?

No

- Yes, discuss: WisDOT will coordinate with the LWSRB to incorporate design qualities that blend with the scenic character of the Riverway. The use of design techniques similar to the US 14 bridge in Spring green will be required by the LWSRB, including stained concrete on exposed surfaces such as piers, exterior face of parapet, slab and girders, concrete rustication on the back face (river-facing side) of parapets and on both faces of each bridge pier; piers with vertical faces and a curved nose on each end; using brown paint on the back approach beam guard that can be viewed from the river; minimize vegetation removal to the extent possible; minimize impacts of wetlands and other unique habitats to the extent possible protection and mitigation; minimize impacts to federal and state endangered, threatened, or species of concern to the extent possible and provide protection and mitigation; public access or development of additional public access sites to the river and state lands – WisDOT will continue coordination with WDNR and their property managers with regards to these access sites and will report final recommendations from WDNR to the LWSRB when they are received; and install 42-inch high parapet walls on the new replacement bridges. WisDOT commits to submitting final PS&E documents to the LWSRB that exhibit final incorporation of the above commitments into the bridge replacement project. The WisDOT Project Manager will ensure fulfillment of this commitment.

HISTORIC PROPERTIES Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative: 1P (Also applies to build alternatives 1K, 1Q, 1R, 1S)	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	Project ID: 5770-01-00, 5770-01-01, 5770-01-02
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1. Identify which of the following apply to the Historic Property(ies) being discussed on this Factor Sheet:

- 44.40 No Adverse Effects with Commitments
- 44.40 Adverse Effects with mitigation
- Section 106 Determination of No Adverse Effects (DNAE) with commitments
- Section 106 Adverse Effects.
- National Historic Landmark (NHL) in the Area of Potential Effect (APE).

2. Is there Federal Participation (funding, permitting, etc.)?

- No, state participation only, follow §44.40 process (complete questions 3 – 4, 9 and 11 below).
- Yes, FHWA approval or funding is required, follow Section 106 process as delegated by FHWA (complete questions 5 - 11 below)
- Yes, non-FHWA federal involvement, indicate which agency, complete remainder of sheet as applicable:

Describe the project applicant’s (WisDOT or local unit of government) role in meeting state and federal requirements: WisDOT is the lead agency for the project and will lead efforts to meet state and federal requirements.

STATE 44.40 PROCESS

3. Results of Archival and Literature Search (i.e. Wisconsin Historic Preservation Database WHPD):

- Sites reported, go to question 4 for State (44.40)
List date of archival and literature search completed:

4. SHPO §44.40 concurrence date:

- No adverse effects with commitments
- Adverse effect with mitigation.

FEDERAL SECTION 106 PROCESS

5. Describe Area(s) of Potential Effect (APE); see Section IV of Section 106 Form DT1635:

- Archaeology APE: existing and proposed ROW, temporary and permanent easements.
- History APE: All properties adjacent to the four WIS 130 alternatives that were 40 years old and exhibited architectural and historic integrity

Indicate location of APE map: Appendix 7

6. Parties notified (see Section III of Section 106 form DT1635):

Parties Contacted (includes consulting parties)	Date Contacted	Comments Received		
		No	Yes	Response Sent
SHPO	1/22/19	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Date: 5/9/2019
Local Historical Societies	12/9/16	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Date:
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Date:
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Date:
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Date:
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Date:

Summarize notable comments/feedback here:

7. Properties Identified (see Sections V, VI, VII of the Section 106 Form DT1635 and/or the arch/history reports)*:

Archaeological Site Inventory (ASI #) or Architecture and History Inventory (AHI #)	Name	Type	Recommended for Evaluation Y/N	Determined Eligible for or already listed in the NRHP Y/N	Effects Avoided Y/N
AHI #47351	WIS 130 over Wisconsin River (B-25-81)	Overhead Parker Truss Bridge	Y	Y	N
AHI #277148	WIS 130 over North Channel (B-56-856)	Overhead Pratt Truss Bridge	Y	Y	N
AHI #277149	WIS 130 over North Channel (B-56-857)	Pony Truss Bridge	Y	Y	N
ASI #47RI0015	Lone Rock Village	Buried cultural materials	N	N	See Below

*Map of identified properties is attached here: Appendix 7

8. Describe effects on those properties identified in Question 7 (or provide appropriate pages from e-106 Question 11, <https://www.achp.gov/sites/default/files/guidance/2018-09/e106-instructions-2018.pdf>):

Property	Effects, Adverse or Other
AHI #47351	Adverse Effect
AHI #277148	Adverse Effect
AHI #277149	Adverse Effect
ASI #47RI0015	Other – monitor during construction

9. Additional Documentation that was completed for Historic Properties (check all that apply):

Project File	Attached to Environmental Document	Documentation
<input type="checkbox"/>	<input type="checkbox"/> , location:	Screening List, Archaeology
<input type="checkbox"/>	<input type="checkbox"/> , location:	Screening List, History
<input type="checkbox"/>	<input type="checkbox"/> , location:	44.40 Form
<input type="checkbox"/>	<input checked="" type="checkbox"/> , location: Appendix 7	Section 106 Form DT 1635 (SHPO and/or THPO concurrence)
<input checked="" type="checkbox"/>	N/A	Archaeology Report
<input checked="" type="checkbox"/>	N/A	History Report
<input checked="" type="checkbox"/>	N/A	DOE
<input type="checkbox"/>	<input type="checkbox"/> , location:	N/A
<input checked="" type="checkbox"/>	N/A	D for C (e-106)
<input type="checkbox"/>	<input checked="" type="checkbox"/> , location: Appendix 7	Memorandum of Agreement (MOA)

<input type="checkbox"/>	<input type="checkbox"/> , location:	Other Agreement Document (i.e. Programmatic Agreement (PA) or Project specific agreement)
<input type="checkbox"/>	<input type="checkbox"/> , location:	Other, describe:

10. Will effects to historic properties identified on this Factor Sheet result in a Section 4(f) use or qualify for an exception to Section 4(f) identified in 23 CFR 774.13?

No

Yes, complete the Section 4(f) Factor Sheet for each applicable historic property.

11. List all 44.40 or Section 106 commitments below:

- Monitor proposed ground disturbing work within the boundaries of 47R10015 during construction
- Make a good faith effort to relocate the Lone Rock bridge (B-25-81) and Lone Rock North Channel bridges (B-52-856 and B-52-857)
- Salvage Bridge ID Plates and Install an Interpretive Sign
- Submit an article for publication in the Wisconsin Magazine of History and Home News
- Complete Photogrammetric Imaging

SECTION 4(f) Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative: 1P (also applicable to 1K, 1Q, 1R, and 1S)	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 5770-01-00, 5770-01-01, 5770-01-02
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1. Resource Name:

- Structure B-25-0081 is an overhead Parker truss bridge on WIS 130 over the Wisconsin River which was constructed in 1942 and 1943
- Structure B-52-856 is a steel overhead Pratt truss bridge on WIS 130 over the North Channel which was constructed in 1932
- Structure B-52-857 is a steel Warren pony truss bridge on WIS 130 over the North Channel which was constructed in 1932

2. Location: Lone Rock, WI

Map attached here: Appendix 11

3. Ownership and/or Agency with Jurisdictional Authority: State of Wisconsin

4. Type of Resource:

- Park
- Recreational lands
- Wildlife Refuge
- Waterfowl Refuge
- Historic/Archaeological site eligible for the National Register of Historic Places (NRHP)
- Other – Identify:

5. Briefly describe use of the resource: The bridges are part of transportation facility WIS 130

6. Type of Section 4(f) Documentation

- Section 4(f) Exception or questions of Section 4(f) Applicability (Proceed to Questions 7, then 11)
- De minimis* (Proceed to Questions 8, then 11)
- Programmatic Section 4(f) (Proceed to Questions 9, then 11)
- Individual Section 4(f) (Proceed to Questions 10, then 11)

7. 23 CFR 774.11 applicability and 23 CFR 774.13 exceptions to Section 4(f) approvals:

FHWA has identified various instances when a Section 4(f) analysis might not be necessary for a potential Section 4(f) resource. These instances are listed below: (check the exception to Section 4(f) that applies to the resource AND check the conditions to ensure that they are met). Supporting documentation for use of the exception checked below is attached here:

- The resource, in its entirety, is not significant per 23 CFR 774.11(c). The officials with jurisdiction have provided information to support this indication.
- Multiple Use. Where Federal lands or other public land holdings (e.g., State forests) are administered/managed for multiple uses per 23 CFR 774.11(d). Section 4(f) only applies to the portions of the resource that function as, or as designated as significant park, recreation, or wildlife and waterfowl purposes. The officials with jurisdiction have provided information to support this indication.
- Section 4 (f) does not apply per 23 CFR 774.11 (h)The resource is formally reserved for a future transportation facility and temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, and as a result the interim activity, regardless of duration, will not subject the resource to Section 4(f).

- Joint Planning. When a resource is formally reserved for a future transportation facility before or at the same time a park, recreation area, or wildlife and waterfowl refuge is established, and concurrent or joint planning occurs, then any resulting impacts will not be considered a Section 4(f) use. Formal reservation of a Section 4(f) resource for future transportation use can be demonstrated by any of the documents described at 23 CFR 774.11(i).
- Section 4(f) does not apply to the use of historic transportation facilities in certain circumstances per 23 CFR 774.13(a) Any of the following criteria must be met:
 - (1) Common post-1945 concrete or steel bridges and culverts that are exempt from individual review under 54 U.S.C. 306108 (Section 106).
 - (2) Improvement of railroad or rail transit lines that are in use or were historically used for the transportation of goods or passengers, including, but not limited to, maintenance, preservation, rehabilitation, operation, modernization, reconstruction, and replacement of railroad or rail transit line elements, except for:
 - (i) Stations;
 - (ii) Bridges or tunnels on railroad lines that have been abandoned, or transit lines not in use, over which regular service has never operated, and that have not been railbanked or otherwise reserved for the transportation of goods or passengers; and
 - (iii) Historic sites unrelated to the railroad or rail transit lines.
 - (3) Maintenance, preservation, rehabilitation, operation, modernization, reconstruction, or replacement of historic transportation facilities. Include necessary documentation to support this determination based on consultation under 36 CFR 800.5, that:
 - (i) Such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or this work achieves compliance with Section 106 through a program alternative under 36 CFR 800.14; and
 - (ii) The official(s) with jurisdiction over the Section 4(f) resource have not objected to the Administration conclusion that the proposed work does not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or the Administration concludes this work achieves compliance with 54 U.S.C. 306108 (Section 106) through a program alternative under 36 CFR 800.14.
- Section 4(f) does not apply per 23 CFR 774.13(b). Archeological sites that are listed in or determined eligible for the National Register when (both conditions must be satisfied):
 - (1) The archeological resource is important primarily because of what can be learned by data recovery and has minimal value for preservation in place. This exception applies both to situations where data recovery is undertaken and where it is decided in agreement with the official(s) with jurisdiction, not to recover the resource; and
 - (2) The official(s) with jurisdiction over the Section 4(f) resource have been consulted and have not objected to the finding in paragraph (b)(1) above.
- Section 4(f) does not apply per 23 CFR 774.13(c). Designations of park and recreation lands, wildlife and waterfowl refuges, and historic sites that are made, or determinations of significance that are changed, late in the development of a proposed action. With the exception of the treatment of archeological resources in § 774.9(e), the Administration may permit a project to proceed without consideration under Section 4(f) if the property interest in the Section 4(f) land was acquired for transportation purposes prior to the designation or change in the determination of significance and if an adequate effort was made to identify properties protected by Section 4(f) prior to acquisition. However, if it is reasonably foreseeable that a property would qualify as eligible for the National Register prior to the start of construction, then the property should be treated as a historic site for the purposes of this section.
- Section 4(f) does not apply per 23 CFR 774.13(d). Temporary occupancies of land that are so minimal as to not constitute a use. All the following conditions must be satisfied:
 - (1) Duration must be temporary, *i.e.*, less than the time needed for construction of the project, and there should be no change in ownership of the land;
 - (2) Scope of the work must be minor, *i.e.*, both the nature and the magnitude of the changes to the

- Section 4(f) property are minimal;
- (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- (4) The land being used must be fully restored, *i.e.*, the property must be returned to a condition which is at least as good as that which existed prior to the project; and
- (5) There must be documented agreement from the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.
- Section 4(f) does not apply per 23 CFR 774.13(e). Projects for the Federal lands transportation facilities described in 23 U.S.C. 101(a)(8).
- Section 4(f) does not apply per 23 CFR 774.13(f). Certain trails, paths, bikeways, and sidewalks, in the following circumstances:
 - (1) Trail-related projects funded under the Recreational Trails Program, 23 U.S.C. 206(h)(2);
 - (2) National Historic Trails and the Continental Divide National Scenic Trail, designated under the National Trails System Act, 16 U.S.C. 1241- 1251, with the exception of those trail segments that are historic sites as defined in § 774.17;
 - (3) Trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained; and
 - (4) Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation.
- Section 4(f) does not apply per 23 CFR 774.13(g). Transportation enhancement activities, transportation alternatives projects and mitigation activities, where (both must be checked):
 - (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and
 - (2) The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

8. 23 CFR 774.7(b) Finding of *de minimis* Impact

Indicate which Finding of *de minimis* impact applies (attached here: _____)

- Finding of *de minimis* impact on a Historic Property
- Finding of *de minimis* impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges

9. 23 CFR 774.3(d) Programmatic Section 4(f) Evaluation

Indicate which Section 4(f) Programmatic Evaluation(s) applies (attached here: Appendix 10)

- Independent bikeway or walkway construction projects
- Historic Bridges
- Park minor involvement
- Historic site minor involvement.
- Net Benefit to Section 4(f) Property

10. 23 CFR 774.3 Individual Section 4(f) Evaluation

- Draft Individual Section 4(f) evaluation approved on _____ . (Attached here _____)
- Final Individual Section 4(f) evaluation approved on _____ . (Attached here _____)

11. Was special funding (Federal funds such as Land and Water Conservation Fund Act, Dingell Johnson Act, Pittman-Robertson Act or State funding sources) used to acquire the land or to make improvements on the property?

- No, special funding was not used for the acquisition or enhancement of this property.
- Yes, complete the Section 6(f) and Other Unique Properties Factor Sheet.

SECTION 4(f) Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative: 1P (also applicable to 1K, 1Q, 1R, and 1S)	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 5770-01-00, 5770-01-01, 5770-01-02
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- 1. Resource Name:** Long Island
- 2. Location:** Lone Rock, WI
Map attached here: Appendix 11
- 3. Ownership and/or Agency with Jurisdictional Authority:** Wisconsin Department of Natural Resources
- 4. Type of Resource:**
 - Park
 - Recreational lands
 - Wildlife Refuge
 - Waterfowl Refuge
 - Historic/Archaeological site eligible for the National Register of Historic Places (NRHP)
 - Other – Identify:

5. Briefly describe use of the resource: Long Island is a WDNR property that provides access to recreational activities including canoeing, kayaking, and fishing. It is part of the Lower Wisconsin State Riverway (LWSR) which extends over 92 miles along the lower Wisconsin River. The proposed project will convert approximately 6.05 acres of Long Island into a transportation facility. Approximately 10.29 acres of the existing ROW will be transferred to WDNR.

6. Type of Section 4(f) Documentation

- Section 4(f) Exception or questions of Section 4(f) Applicability (Proceed to Questions 7, then 11)
- De minimis* (Proceed to Questions 8, then 11)
- Programmatic Section 4(f) (Proceed to Questions 9, then 11)
- Individual Section 4(f) (Proceed to Questions 10, then 11)

7. 23 CFR 774.11 applicability and 23 CFR 774.13 exceptions to Section 4(f) approvals:

FHWA has identified various instances when a Section 4(f) analysis might not be necessary for a potential Section 4(f) resource. These instances are listed below: (check the exception to Section 4(f) that applies to the resource AND check the conditions to ensure that they are met). Supporting documentation for use of the exception checked below is attached here:

- The resource, in its entirety, is not significant per 23 CFR 774.11(c). The officials with jurisdiction have provided information to support this indication.
- Multiple Use. Where Federal lands or other public land holdings (e.g., State forests) are administered/managed for multiple uses per 23 CFR 774.11(d). Section 4(f) only applies to the portions of the resource that function as, or as designated as significant park, recreation, or wildlife and waterfowl purposes. The officials with jurisdiction have provided information to support this indication.
- Section 4 (f) does not apply per 23 CFR 774.11 (h)The resource is formally reserved for a future transportation facility and temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, and as a result the interim activity, regardless of duration, will not subject the resource to Section 4(f).
- Joint Planning. When a resource is formally reserved for a future transportation facility before or at the same time a park, recreation area, or wildlife and waterfowl refuge is established, and concurrent or joint

planning occurs, then any resulting impacts will not be considered a Section 4(f) use. Formal reservation of a Section 4(f) resource for future transportation use can be demonstrated by any of the documents described at 23 CFR 774.11(i).

- Section 4(f) does not apply to the use of historic transportation facilities in certain circumstances per 23 CFR 774.13(a) Any of the following criteria must be met:
 - (1) Common post-1945 concrete or steel bridges and culverts that are exempt from individual review under 54 U.S.C. 306108 (Section 106).
 - (2) Improvement of railroad or rail transit lines that are in use or were historically used for the transportation of goods or passengers, including, but not limited to, maintenance, preservation, rehabilitation, operation, modernization, reconstruction, and replacement of railroad or rail transit line elements, except for:
 - (i) Stations;
 - (ii) Bridges or tunnels on railroad lines that have been abandoned, or transit lines not in use, over which regular service has never operated, and that have not been railbanked or otherwise reserved for the transportation of goods or passengers; and
 - (iii) Historic sites unrelated to the railroad or rail transit lines.
 - (3) Maintenance, preservation, rehabilitation, operation, modernization, reconstruction, or replacement of historic transportation facilities. Include necessary documentation to support this determination based on consultation under 36 CFR 800.5, that:
 - (i) Such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or this work achieves compliance with Section 106 through a program alternative under 36 CFR 800.14; and
 - (ii) The official(s) with jurisdiction over the Section 4(f) resource have not objected to the Administration conclusion that the proposed work does not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or the Administration concludes this work achieves compliance with 54 U.S.C. 306108 (Section 106) through a program alternative under 36 CFR 800.14.
- Section 4(f) does not apply per 23 CFR 774.13(b). Archeological sites that are listed in or determined eligible for the National Register when (both conditions must be satisfied):
 - (1) The archeological resource is important primarily because of what can be learned by data recovery and has minimal value for preservation in place. This exception applies both to situations where data recovery is undertaken and where it is decided in agreement with the official(s) with jurisdiction, not to recover the resource; and
 - (2) The official(s) with jurisdiction over the Section 4(f) resource have been consulted and have not objected to the finding in paragraph (b)(1) above.
- Section 4(f) does not apply per 23 CFR 774.13(c). Designations of park and recreation lands, wildlife and waterfowl refuges, and historic sites that are made, or determinations of significance that are changed, late in the development of a proposed action. With the exception of the treatment of archeological resources in § 774.9(e), the Administration may permit a project to proceed without consideration under Section 4(f) if the property interest in the Section 4(f) land was acquired for transportation purposes prior to the designation or change in the determination of significance and if an adequate effort was made to identify properties protected by Section 4(f) prior to acquisition. However, if it is reasonably foreseeable that a property would qualify as eligible for the National Register prior to the start of construction, then the property should be treated as a historic site for the purposes of this section.
- Section 4(f) does not apply per 23 CFR 774.13(d). Temporary occupancies of land that are so minimal as to not constitute a use. All the following conditions must be satisfied:
 - (1) Duration must be temporary, *i.e.*, less than the time needed for construction of the project, and there should be no change in ownership of the land;
 - (2) Scope of the work must be minor, *i.e.*, both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
 - (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with

the protected activities, features, or attributes of the property, on either a temporary or permanent basis;

- (4) The land being used must be fully restored, *i.e.*, the property must be returned to a condition which is at least as good as that which existed prior to the project; and
- (5) There must be documented agreement from the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.
- Section 4(f) does not apply per 23 CFR 774.13(e). Projects for the Federal lands transportation facilities described in 23 U.S.C. 101(a)(8).
- Section 4(f) does not apply per 23 CFR 774.13(f). Certain trails, paths, bikeways, and sidewalks, in the following circumstances:
 - (1) Trail-related projects funded under the Recreational Trails Program, 23 U.S.C. 206(h)(2);
 - (2) National Historic Trails and the Continental Divide National Scenic Trail, designated under the National Trails System Act, 16 U.S.C. 1241- 1251, with the exception of those trail segments that are historic sites as defined in § 774.17;
 - (3) Trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained; and
 - (4) Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation.
- Section 4(f) does not apply per 23 CFR 774.13(g). Transportation enhancement activities, transportation alternatives projects and mitigation activities, where (both must be checked):
 - (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and
 - (2) The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

8. 23 CFR 774.7(b) Finding of *de minimis* Impact

Indicate which Finding of *de minimis* impact applies (attached here: _____)

- Finding of *de minimis* impact on a Historic Property
- Finding of *de minimis* impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges

9. 23 CFR 774.3(d) Programmatic Section 4(f) Evaluation

Indicate which Section 4(f) Programmatic Evaluation(s) applies (attached here: _____)

- Independent bikeway or walkway construction projects
- Historic Bridges
- Park minor involvement
- Historic site minor involvement.
- Net Benefit to Section 4(f) Property

10. 23 CFR 774.3 Individual Section 4(f) Evaluation

- Draft Individual Section 4(f) evaluation approved on _____ . (Attached here _____)
- Final Individual Section 4(f) evaluation approved on _____ . (Attached here _____)

11. Was special funding (Federal funds such as Land and Water Conservation Fund Act, Dingell Johnson Act, Pittman-Robertson Act or State funding sources) used to acquire the land or to make improvements on the property?

- No, special funding was not used for the acquisition or enhancement of this property.
- Yes, complete the Section 6(f) and Other Unique Properties Factor Sheet.

SECTION 4(f) Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative: 1P (also applicable to 1K, 1Q, 1R, and 1S)	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 5770-01-00, 5770-01-01, 5770-01-02
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1. Resource Name:

Bakken Pond Woods

2. Location: Lone Rock, WI

Map attached here: Appendix 11

3. Ownership and/or Agency with Jurisdictional Authority: Wisconsin Department of Natural Resources

4. Type of Resource:

- Park
- Recreational lands
- Wildlife Refuge
- Waterfowl Refuge
- Historic/Archaeological site eligible for the National Register of Historic Places (NRHP)
- Other – Identify:

5. Briefly describe use of the resource: Bakken Pond Woods is a WDNR property that provides access to recreational activities including canoeing, kayaking, and fishing. It is part of the Lower Wisconsin State Riverway (LWSR) which extends over 92 miles along the lower Wisconsin River. The proposed project will convert approximately 0.37 acres of Bakken Pond Woods into a transportation facility. The existing roadway will be removed and approximately 10.29 acres of the existing ROW will be transferred to WDNR.

6. Type of Section 4(f) Documentation

- Section 4(f) Exception or questions of Section 4(f) Applicability (Proceed to Questions 7, then 11)
- De minimis* (Proceed to Questions 8, then 11)
- Programmatic Section 4(f) (Proceed to Questions 9, then 11)
- Individual Section 4(f) (Proceed to Questions 10, then 11)

7. 23 CFR 774.11 applicability and 23 CFR 774.13 exceptions to Section 4(f) approvals:

FHWA has identified various instances when a Section 4(f) analysis might not be necessary for a potential Section 4(f) resource. These instances are listed below: (check the exception to Section 4(f) that applies to the resource AND check the conditions to ensure that they are met). Supporting documentation for use of the exception checked below is attached here:

- The resource, in its entirety, is not significant per 23 CFR 774.11(c). The officials with jurisdiction have provided information to support this indication.
- Multiple Use. Where Federal lands or other public land holdings (e.g., State forests) are administered/managed for multiple uses per 23 CFR 774.11(d). Section 4(f) only applies to the portions of the resource that function as, or as designated as significant park, recreation, or wildlife and waterfowl purposes. The officials with jurisdiction have provided information to support this indication.
- Section 4 (f) does not apply per 23 CFR 774.11 (h)The resource is formally reserved for a future transportation facility and temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, and as a result the interim activity, regardless of duration, will not subject the resource to Section 4(f).

- Joint Planning. When a resource is formally reserved for a future transportation facility before or at the same time a park, recreation area, or wildlife and waterfowl refuge is established, and concurrent or joint planning occurs, then any resulting impacts will not be considered a Section 4(f) use. Formal reservation of a Section 4(f) resource for future transportation use can be demonstrated by any of the documents described at 23 CFR 774.11(i).
- Section 4(f) does not apply to the use of historic transportation facilities in certain circumstances per 23 CFR 774.13(a) Any of the following criteria must be met:
 - (1) Common post-1945 concrete or steel bridges and culverts that are exempt from individual review under 54 U.S.C. 306108 (Section 106).
 - (2) Improvement of railroad or rail transit lines that are in use or were historically used for the transportation of goods or passengers, including, but not limited to, maintenance, preservation, rehabilitation, operation, modernization, reconstruction, and replacement of railroad or rail transit line elements, except for:
 - (i) Stations;
 - (ii) Bridges or tunnels on railroad lines that have been abandoned, or transit lines not in use, over which regular service has never operated, and that have not been railbanked or otherwise reserved for the transportation of goods or passengers; and
 - (iii) Historic sites unrelated to the railroad or rail transit lines.
 - (3) Maintenance, preservation, rehabilitation, operation, modernization, reconstruction, or replacement of historic transportation facilities. Include necessary documentation to support this determination based on consultation under 36 CFR 800.5, that:
 - (i) Such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or this work achieves compliance with Section 106 through a program alternative under 36 CFR 800.14; and
 - (ii) The official(s) with jurisdiction over the Section 4(f) resource have not objected to the Administration conclusion that the proposed work does not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or the Administration concludes this work achieves compliance with 54 U.S.C. 306108 (Section 106) through a program alternative under 36 CFR 800.14.
- Section 4(f) does not apply per 23 CFR 774.13(b). Archeological sites that are listed in or determined eligible for the National Register when (both conditions must be satisfied):
 - (1) The archeological resource is important primarily because of what can be learned by data recovery and has minimal value for preservation in place. This exception applies both to situations where data recovery is undertaken and where it is decided in agreement with the official(s) with jurisdiction, not to recover the resource; and
 - (2) The official(s) with jurisdiction over the Section 4(f) resource have been consulted and have not objected to the finding in paragraph (b)(1) above.
- Section 4(f) does not apply per 23 CFR 774.13(c). Designations of park and recreation lands, wildlife and waterfowl refuges, and historic sites that are made, or determinations of significance that are changed, late in the development of a proposed action. With the exception of the treatment of archeological resources in § 774.9(e), the Administration may permit a project to proceed without consideration under Section 4(f) if the property interest in the Section 4(f) land was acquired for transportation purposes prior to the designation or change in the determination of significance and if an adequate effort was made to identify properties protected by Section 4(f) prior to acquisition. However, if it is reasonably foreseeable that a property would qualify as eligible for the National Register prior to the start of construction, then the property should be treated as a historic site for the purposes of this section.
- Section 4(f) does not apply per 23 CFR 774.13(d). Temporary occupancies of land that are so minimal as to not constitute a use. All the following conditions must be satisfied:
 - (1) Duration must be temporary, *i.e.*, less than the time needed for construction of the project, and there should be no change in ownership of the land;
 - (2) Scope of the work must be minor, *i.e.*, both the nature and the magnitude of the changes to the

- Section 4(f) property are minimal;
- (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- (4) The land being used must be fully restored, *i.e.*, the property must be returned to a condition which is at least as good as that which existed prior to the project; and
- (5) There must be documented agreement from the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.
- Section 4(f) does not apply per 23 CFR 774.13(e). Projects for the Federal lands transportation facilities described in 23 U.S.C. 101(a)(8).
- Section 4(f) does not apply per 23 CFR 774.13(f). Certain trails, paths, bikeways, and sidewalks, in the following circumstances:
 - (1) Trail-related projects funded under the Recreational Trails Program, 23 U.S.C. 206(h)(2);
 - (2) National Historic Trails and the Continental Divide National Scenic Trail, designated under the National Trails System Act, 16 U.S.C. 1241- 1251, with the exception of those trail segments that are historic sites as defined in § 774.17;
 - (3) Trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained; and
 - (4) Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation.
- Section 4(f) does not apply per 23 CFR 774.13(g). Transportation enhancement activities, transportation alternatives projects and mitigation activities, where (both must be checked):
 - (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and
 - (2) The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

8. 23 CFR 774.7(b) Finding of *de minimis* Impact

Indicate which Finding of *de minimis* impact applies (attached here: Appendix 11)

- Finding of *de minimis* impact on a Historic Property
- Finding of *de minimis* impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges

9. 23 CFR 774.3(d) Programmatic Section 4(f) Evaluation

Indicate which Section 4(f) Programmatic Evaluation(s) applies (attached here:)

- Independent bikeway or walkway construction projects
- Historic Bridges
- Park minor involvement
- Historic site minor involvement.
- Net Benefit to Section 4(f) Property

10. 23 CFR 774.3 Individual Section 4(f) Evaluation

- Draft Individual Section 4(f) evaluation approved on . (Attached here)
- Final Individual Section 4(f) evaluation approved on . (Attached here)

11. Was special funding (Federal funds such as Land and Water Conservation Fund Act, Dingell Johnson Act, Pittman-Robertson Act or State funding sources) used to acquire the land or to make improvements on the property?

- No, special funding was not used for the acquisition or enhancement of this property.
- Yes, complete the Section 6(f) and Other Unique Properties Factor Sheet.

SECTION 4(f) Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative: 1P (also applicable to 1K, 1Q, 1R, and 1S)	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 5770-01-00, 5770-01-01, 5770-01-02
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1. **Resource Name:** Brace Memorial Park

2. **Location:** 33948 Lake Ln, Lone Rock, WI 53556
Map attached here: Appendix 11

3. **Ownership and/or Agency with Jurisdictional Authority:** Village of Lone Rock

4. **Type of Resource:**

- Park
- Recreational lands
- Wildlife Refuge
- Waterfowl Refuge
- Historic/Archaeological site eligible for the National Register of Historic Places (NRHP)
- Other – Identify:

5. **Briefly describe use of the resource:**

6. **Type of Section 4(f) Documentation**

- Section 4(f) Exception or questions of Section 4(f) Applicability (Proceed to Questions 7, then 11)
- De minimis* (Proceed to Questions 8, then 11)
- Programmatic Section 4(f) (Proceed to Questions 9, then 11)
- Individual Section 4(f) (Proceed to Questions 10, then 11)

7. **23 CFR 774.11 applicability and 23 CFR 774.13 exceptions to Section 4(f) approvals:**

FHWA has identified various instances when a Section 4(f) analysis might not be necessary for a potential Section 4(f) resource. These instances are listed below: (check the exception to Section 4(f) that applies to the resource AND check the conditions to ensure that they are met). Supporting documentation for use of the exception checked below is attached here:

- The resource, in its entirety, is not significant per 23 CFR 774.11(c). The officials with jurisdiction have provided information to support this indication.
- Multiple Use. Where Federal lands or other public land holdings (e.g., State forests) are administered/managed for multiple uses per 23 CFR 774.11(d). Section 4(f) only applies to the portions of the resource that function as, or as designated as significant park, recreation, or wildlife and waterfowl purposes. The officials with jurisdiction have provided information to support this indication.
- Section 4 (f) does not apply per 23 CFR 774.11 (h)The resource is formally reserved for a future transportation facility and temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, and as a result the interim activity, regardless of duration, will not subject the resource to Section 4(f).
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- Section 4(f) does not apply to the use of historic transportation facilities in certain circumstances per 23 CFR 774.13(a) Any of the following criteria must be met:
 - (1) Common post-1945 concrete or steel bridges and culverts that are exempt from individual review under 54 U.S.C. 306108 (Section 106).
 - (2) Improvement of railroad or rail transit lines that are in use or were historically used for the transportation of goods or passengers, including, but not limited to, maintenance, preservation, rehabilitation, operation, modernization, reconstruction, and replacement of railroad or rail transit line elements, except for:
 - (i) Stations;
 - (ii) Bridges or tunnels on railroad lines that have been abandoned, or transit lines not in use, over which regular service has never operated, and that have not been railbanked or otherwise reserved for the transportation of goods or passengers; and
 - (iii) Historic sites unrelated to the railroad or rail transit lines.
 - (3) Maintenance, preservation, rehabilitation, operation, modernization, reconstruction, or replacement of historic transportation facilities. Include necessary documentation to support this determination based on consultation under 36 CFR 800.5, that:
 - (i) Such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or this work achieves compliance with Section 106 through a program alternative under 36 CFR 800.14; and
 - (ii) The official(s) with jurisdiction over the Section 4(f) resource have not objected to the Administration conclusion that the proposed work does not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or the Administration concludes this work achieves compliance with 54 U.S.C. 306108 (Section 106) through a program alternative under 36 CFR 800.14.
- Section 4(f) does not apply per 23 CFR 774.13(b). Archeological sites that are listed in or determined eligible for the National Register when (both conditions must be satisfied):
 - (1) The archeological resource is important primarily because of what can be learned by data recovery and has minimal value for preservation in place. This exception applies both to situations where data recovery is undertaken and where it is decided in agreement with the official(s) with jurisdiction, not to recover the resource; and
 - (2) The official(s) with jurisdiction over the Section 4(f) resource have been consulted and have not objected to the finding in paragraph (b)(1) above.
- Section 4(f) does not apply per 23 CFR 774.13(c). Designations of park and recreation lands, wildlife and waterfowl refuges, and historic sites that are made, or determinations of significance that are changed, late in the development of a proposed action. With the exception of the treatment of archeological resources in § 774.9(e), the Administration may permit a project to proceed without consideration under Section 4(f) if the property interest in the Section 4(f) land was acquired for transportation purposes prior to the designation or change in the determination of significance and if an adequate effort was made to identify properties protected by Section 4(f) prior to acquisition. However, if it is reasonably foreseeable that a property would qualify as eligible for the National Register prior to the start of construction, then the property should be treated as a historic site for the purposes of this section.
- Section 4(f) does not apply per 23 CFR 774.13(d). Temporary occupancies of land that are so minimal as to not constitute a use. All the following conditions must be satisfied:
 - (1) Duration must be temporary, *i.e.*, less than the time needed for construction of the project, and there should be no change in ownership of the land;
 - (2) Scope of the work must be minor, *i.e.*, both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
 - (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
 - (4) The land being used must be fully restored, *i.e.*, the property must be returned to a condition

which is at least as good as that which existed prior to the project; and

- (5) There must be documented agreement from the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.
- Section 4(f) does not apply per 23 CFR 774.13(e). Projects for the Federal lands transportation facilities described in 23 U.S.C. 101(a)(8).
- Section 4(f) does not apply per 23 CFR 774.13(f). Certain trails, paths, bikeways, and sidewalks, in the following circumstances:
 - (1) Trail-related projects funded under the Recreational Trails Program, 23 U.S.C. 206(h)(2);
 - (2) National Historic Trails and the Continental Divide National Scenic Trail, designated under the National Trails System Act, 16 U.S.C. 1241- 1251, with the exception of those trail segments that are historic sites as defined in § 774.17;
 - (3) Trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained; and
 - (4) Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation.
- Section 4(f) does not apply per 23 CFR 774.13(g). Transportation enhancement activities, transportation alternatives projects and mitigation activities, where (both must be checked):
 - (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and
 - (2) The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section. See Appendix 14.

8. 23 CFR 774.7(b) Finding of *de minimis* Impact

Indicate which Finding of *de minimis* impact applies (attached here: _____)

- Finding of *de minimis* impact on a Historic Property
- Finding of *de minimis* impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges

9. 23 CFR 774.3(d) Programmatic Section 4(f) Evaluation

Indicate which Section 4(f) Programmatic Evaluation(s) applies (attached here: _____)

- Independent bikeway or walkway construction projects
- Historic Bridges
- Park minor involvement
- Historic site minor involvement.
- Net Benefit to Section 4(f) Property

10. 23 CFR 774.3 Individual Section 4(f) Evaluation

- Draft Individual Section 4(f) evaluation approved on _____ . (Attached here _____)
- Final Individual Section 4(f) evaluation approved on _____ . (Attached here _____)

11. Was special funding (Federal funds such as Land and Water Conservation Fund Act, Dingell Johnson Act, Pittman-Robertson Act or State funding sources) used to acquire the land or to make improvements on the property?

- No, special funding was not used for the acquisition or enhancement of this property.
- Yes, complete the Section 6(f) and Other Unique Properties Factor Sheet.

SECTION 6(f) OR OTHER UNIQUE PROPERTIES Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative: 1P (also applicable to 1K, 1Q, and 1S)	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 5770-01-00, 5770-01-01, 5700-01-02
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1. Property Name:

- Wisconsin Department of Natural Resources (WDNR) Managed Lands/Lower Wisconsin State Riverway
 - Long Island

2. Location: Lone Rock, WI

3. What type of special funding was used to acquire the land or to make improvements on the property?

- LWCF funds (DNR and National Park Service)
- Dingell-Johnson funds (DNR and U.S. Fish and Wildlife Service)
- Pittman-Robertson funds (DNR and U.S. Fish and Wildlife Service)
- Knowles-Nelson State Stewardship funds (DNR)
- NRCS easements or reserve programs (farmland, wetland, forests) define type:
- Other, identify:

4. Ownership and/or administrator (state or Federal agency): Wisconsin Department of Natural Resources and U.S. Fish and Wildlife Service

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

- No:
 - Project is not federally funded.
 - Other, explain:
- Yes. Complete Section 4(f) Factor Sheet.

6. Describe the proposed alternative's effects on this property (a map, sketch, plan or other graphic which clearly illustrates the use of the property and the project's use and effects on the property must be included and its location clearly indicated):

The proposed alternative would be constructed within the boundaries of the Lower Wisconsin State Riverway which consists of the Wisconsin River and wetlands. In total, the project will acquire approximately 6.42 acres of the DNR land, approximately 1.29 acres of that is the federal interest parcel purchased with federal funds. Approximately 10.29 acres of the existing old roadway and right of way will be transferred to the WDNR.

7. Briefly describe any measures that will be used to avoid, minimize or compensate for unavoidable adverse impacts or enhance beneficial effects (check all that apply):

- Replacement of lands used with lands of reasonably equivalent usefulness and of at least comparable value
- The Small Conversion Policy for Lands Subject to Section 6(f) will be used
- Restoration and landscaping of disturbed areas
- Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the property, discuss: The LWSRB has requested the use of design techniques similar to the US 14 bridge in Spring Green including stained concrete on exposed surfaces such as piers, exterior face of parapet, slab and girders, concrete rustication on the back face (river-facing side) of parapets and on both faces of each bridge pier; trapezoidal shape piers with vertical faces and a curved nose on each end; using brown paint on the back approach beam guard that can be viewed from the river, and minimizing impacts to the surrounding habitats.

Other, describe:

- 8. Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the property:** Coordination has been conducted with the DNR and LWSRB to incorporate design qualities to the proposed bridges that blend with the scenic character of the riverway. Appendix 6. Appendix 13.

WETLANDS Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative: 1P	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 5770-01-00, 5770-01-01, 5770-01-02
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Describe Wetlands

1. Describe Wetlands Along the Project (a map may be helpful):

	Name (if known) ¹	County	Section-Township-Range	Location Map	Wetland Type(s) ²	Total Wetland Loss	Temporary Wetland Loss	Is the wetland contiguous with a stream, lake or other?	Name the contiguous waterbody (ies)
Wetland 1	T3Kw	Richland	S13, T8N, R2E	Figure 22	RPF	0.38 acres	N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Wisconsin River
Wetland 2	T3/E1Kw	Richland	S13, T8N, R2E	Figure 22	RPE	0.65 acres	N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Wisconsin River
Wetland 3	T3Kw	Richland	S13, T8N, R2E	Figure 22	RPF	5.42 acres	2.02 acres	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Wisconsin River
Wetland			S- , T- , R-	Exhibit:		acres	acres	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Wetland			S- , T- , R-	Exhibit:		acres	acres	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Wetland			S- , T- , R-	Exhibit:		acres	acres	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Wetland			S- , T- , R-	Exhibit:		acres	acres	<input type="checkbox"/> Yes <input type="checkbox"/> No	

¹ Examples of named wetlands include: Cherokee Marsh, Horicon Marsh, Tiffany Bottoms, etc.

² Use wetland types specified in the WisDOT Wetland Mitigation Banking Technical Guidelines, Table 1-C:

³ If wetland is contiguous to a stream, lake or other water body, and impacts to the resource are expected, complete the Surface Water Factor Sheet.

2. Describe method for evaluating wetlands along project.

- Wetland delineation. Date completed:
- Interagency wetland determination. Date completed:
- Other. Describe and indicate date completed: Preliminary Field Review in 2013 and 2017
- Evaluation not necessary or not completed. Explain:

3. Are any impacted wetlands considered "wetlands of special status," "red flag wetlands," or "rare and high-quality wetlands"? Refer to WisDOT Wetland Mitigation Banking Technical Guideline, page 10 for additional information.

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

The affected wetlands meet the following characteristics considered "wetlands of special status":

1. A resource agency has placed a nationwide emphasis on its protection. In Wisconsin these would include those riparian-forested wetlands that are identified as "bottomland hardwoods" by the U.S. Fish and Wildlife Service;
2. Presence or use by federal or state threatened or endangered species; and
3. Public or private expenditure has been made to restore, protect or ecologically manage the wetland on either public or private land.

4. List any observed or expected waterfowl and wildlife inhabiting or dependent upon the wetland (List should include both permanent, migratory and seasonal residents):

Wetland 1, Wetland 2, and Wetland 3

Expected: Large and small mammals, passerines (including red-shouldered hawk), raptors, wood duck, reptiles and amphibians

Describe Work and Anticipated Impacts

5. Describe proposed work in the wetland(s), e.g., excavation, fill, marsh disposal, temporary impacts, other:

Proposed work in the wetlands will include marsh excavation; embankment and bridge approach fill. A temporary roadway will be used between the existing roadway and the proposed alignment location. There will also be staging adjacent to the temporary roadway. Temporary causeways will be used during construction.

6. Wetland Avoidance and Impact Minimization: [Note: Consideration of avoidance and minimization strategies is required before evaluating compensatory mitigation needs.]

A. Wetlands avoided: Through the 2015 Location Study and 2016 VE Study, alternatives with impacts up to 12.8 acres were eliminated.

1. Describe methods used to avoid the use of wetlands, such as tightening slopes, using a lower level of improvement or placing the roadway on new location, etc.: Alternatives identified in the Location Study Report had up to 12.8 acres more wetland impact than the preferred alternative due to longer routes, skewed alignments, and more horizontal geometry changes. These impacts would be avoided with the preferred alternative.

2. Indicate the total area of wetlands avoided: approximately 12.8 acres

B. Wetlands impacts minimized: 1 acre

1. Describe methods used to minimize the use of wetlands, such as increasing side slopes, use of retaining walls, equalizer pipes, upland disposal of hydric soils, etc.: Wetland impacts would be minimized by using increasing profile grade to minimize fill height, steep side slopes and beam guards on the bridge approaches, and minimizing off alignment wetland fill. The build alternatives originally included a 44-foot clear width on the bridges, which was reduced to a minimum 36-foot width based on recommendations in the VE Study.

2. Indicate the total area of wetlands saved through minimization: >1 acre

7. Erosion control or stormwater management practices which will be used to protect the wetland are described on Factor Sheets, check all that apply:

- Erosion Control Factor Sheet completed
- Stormwater Factor Sheet completed
- Neither Factor Sheet will be used, briefly describe measures to be used:

Coordination and Permitting

8. US Army Corps of Engineers (USACE) Jurisdiction and Section 404 Permit (Clean Water Act):

- Not applicable, no impacts anticipated to waters under USACE jurisdiction.
Date of approved jurisdictional determination:
- Applicable, impacts anticipated to wetlands under USACE jurisdiction.

Indicate acres of wetlands filled: approximately 6.44 acres permanent and 2.02 acres temporary. The existing roadway and bridges will be removed. This area could eventually convert back to wetland, approximately 5.19 acres.

Type of 404 permit anticipated:

- Individual Section 404 Permit required.
- General Permit (GP) or Letter of Permission (LOP) required.

Indicate which GP or LOP is required:

- Transportation Regional General Permit (TRGP; expires 02/20/23). Permit category: Category 2
- Nationwide General Permit (NWP). NWP number:
- Letter of Permission (LOP-06-WI; issued 04/17/06 – or – LOP-10-R; issued 08/30/10)

Pre-construction notification (PCN):

- Not required. Explain:
- Required. Status of PCN: Anticipate submittal in 2023

9. Wisconsin Department of Natural Resources (WDNR) Coordination and Section 401 Water Quality Certification (WQC):

- WDNR provided concurrence on the project's wetland delineation. Date received or anticipated:
- 401 WQC anticipated: Anticipate submittal in 2023

10. Federal Highway Administration (FHWA) Wetland Policy:

- Individual wetland finding required. Summarize all practicable measures included in the project to minimize harm to wetlands and explain why there are no practicable alternatives to the proposed action and wetland use: The existing alignment is surrounded by wetlands. Only the No Build and Planned Elimination alternatives would have no impacts to wetlands. However, these alternatives do not meet the purpose and the need. Efforts to minimize impacts to wetlands include installing beam guard at the edge of the proposed WIS 130 shoulders to accommodate steeper slopes along the proposed roadway embankment. The build alternatives originally included a 44-foot clear width on the bridges, which was reduced to a 36-foot width based on recommendations in the VE Study.

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to the wetlands which may result from such use (per FHWA Technical Advisory T6640.8A and Executive Order 11990).

- Not applicable, explain:

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

- No Section 10 waters. Section 10 permit not required.
- Section 10 waters present.
 - Individual Permit
 - Nationwide Permit, NWP number:
 - Transportation Regional General Permit, TRGP category:

Pre-construction notification (PCN):

- Not required, explain:
- Required, status of PCN:

Compensation

12. Describe compensation for unavoidable wetland loss including wetland type, acres of loss, the mitigation ratio to be used, the type and acres of compensation and the Wetland Mitigation Site (if known) where mitigation will occur:

According to Section 404(b)(1) of the Clean Water Act, wetland compensatory mitigation procedures and sequencing will conform to the USACE and U.S. Environmental Protection Agency (EPA) joint rule on Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332; and 40 CFR Part 230; dated April 10, 2008).

Compensatory mitigation will be consistent with amendments to the Cooperative Agreement between DNR and WisDOT on compensatory mitigation for unavoidable losses (July 2012) and WisDOT Wetland Mitigation Banking Technical Guideline (March 2002).

	Type	Acre(s) Loss	Ratio	Compensation Type and Acreage			
				On-site	Near/off site	Consolidation Site	Bank site
RPF(N)	Riparian wetland (wooded)	5.79					
RPF(D)	Degraded riparian wetland (wooded)						
RPE(N)	Riparian wetland (emergent)	0.65					
RPE(D)	Degraded riparian wetland (emergent)						
M(N)	Wet and sedge meadows, wet prairie, vernal pools, fens						
M(D)	Degraded meadow						
SM	Shallow marsh						
DM	Deep marsh						
AB(N)	Aquatic bed						
AB(D)	Degraded aquatic bed						
SS	Shrub Swamp, shrub carr, alder thicket						
WS(N)	Wooded swamp						
WS(D)	Degraded wooded swamp						
Bog	Open and forested bogs						

D = Degraded
N = Non-degraded

13. Summarize the coordination to date and that still needs to be completed with USACE, WDNR and other agencies or organizations regarding compensation for unavoidable wetland losses below and indicate where the documentation is located:

Coordination with DNR was initiated at the 2/6/16 meeting, with additional meetings on 10/19/16, and 5/28/19. See Appendix 6. Further coordination resulted in the recommendation that compensation should consist of “purchase and enhancement of similar bottomland forest tracts, especially where they may be at risk for heavy impacts”. WDNR also expressed interest in being involved with locating an appropriate tract, as their land managers are familiar with areas in need of protection.

DNR provided a review letter on March 24, 2021 which stated: Wetland impacts will 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 WisDOT Wetland Mitigation Banking Technical Guideline. Please provide the wetland community type and quantity of unavoidable wetland impacts, and mitigation information for this project using the Wetland Impact Tracking Form.

Additional coordination will be needed between DOT, DNR, and ACOE to determine the appropriate mitigation and ratios required for temporary impacts, potential bridge shadowing impacts, and temporal changes of wetland type as well to evaluate the potential for onsite mitigation from restoration of the old road core.

Staging areas should be limited to upland locations or within the disturbed project footprint. Additional wetland impacts solely for staging is strongly discouraged. The floodplain forest wetlands located within this project corridor are unique, high quality, and relatively rare in this state. Being a forested wetland, even 'temporary' impacts that remove trees has a long-lasting effect on the functions and values of the wetland even after impacted areas are restored. Temporary impacts should be limited to those absolutely necessary to construct the project.

Coordination was sent to USACE on February 17, 2021 to set up a meeting to discuss the project. Currently waiting on their response.

USACE 404 Permit application and DNR Section 401 Water Quality Certification application will be prepared during final design, anticipate submittal in 2023.

SURFACE WATERS Factor Sheet

06-10-2019

Wisconsin Department of Transportation

Alternative: 1P	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 5770-01-00, 5770-01-01, 5770-01-02
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1. **Waterbody name:** Wisconsin River

2. **Location of waterbody:**

Section-Township-Range: **Section 18, T8N, R3E, & Section 13, T8N, R3E** Municipality Name: **Town of Buena**

Vista

3. **Waterbody type (check all that apply):**

- Lake
- Pond
- Impoundment or flowage
- River or Stream
 - Warm water
 - Cold water, if trout stream, identify trout stream classification:
 - Wild and scenic river
 - Outstanding resource water (ORW), per NR 102.10, describe:
 - Exceptional resource water (ERW), per NR 102.11, describe:
- Other, describe:

4. **Watershed name:** Wisconsin River **Size:** 136.54 (square miles)

5. **Hydrologic characteristics:**

- Permanent (year-round)
- Temporary (wet part of year)

6. **Waterbody characteristics:**

- A. Substrate:
 - Sand
 - Silt
 - Clay
 - Cobbles
 - Other, describe: Boulders
- B. Area of water body (for lakes): N/A acres
- C. Average water depth: N/A feet
- D. Vegetation in waterbody:
 - Absent
 - Present, if known, describe:
- E. Identify aquatic organisms or water-dependent species observed or expected:
- F. Summarize water quality data, if available:
- G. Is this waterbody on the DNR's "Impaired Waters" list?
 - No
 - Yes, describe: 303d, Contaminated Sediment

7. **Describe land adjacent to waterbody:**

Land adjacent to the river within the floodplain consists predominantly of forested wetland, and wet meadow wetland within WDNR's Lower Wisconsin Riverway property. Primary land uses are conservation and recreation, including hunting and fishing. The south bank is a steep, 40 foot-high bank of stacked limestone boulders and stabilized riprap, which supports the slope below WIS 133 and the WIS 130 bridge.

8. Describe proposed work in, over, or adjacent to the waterbody:

The proposed alternative includes plans to replace a functionally obsolete bridge (B-25-0081), an existing structurally deficient and functionally obsolete bridge (B-52-856), and a functionally obsolete bridge (B-25-857) located on the WIS 130 crossing. WIS 130 will be slightly realigned to allow the new structures to be offset approximately up to 800 feet from the existing structures, and new roadway approaches to the new bridges will be constructed. The new bridges will have 12-foot wide travel lanes, 6-foot wide shoulders, and a 36-foot clear width. Bicyclists and pedestrians can utilize the 6-foot shoulder. The overall structure length for the B-25-81 replacement structure is approximately 1100 feet. The overall proposed structure length to replace structure B-52-856 over the Wisconsin River is 1050 feet and would also replace structure B-52-857 over Long Lake.

New piers will be constructed within the river and 100-year floodplain. The new bridge deck will be constructed on top of the piers and will be well above the 100-year base flood elevation. New approaches will be constructed and include some fill in the adjacent floodplain and wetlands.

The proposed work also includes the removal of the B-25-81 and B-52-856 bridges over the Wisconsin River. The existing structures will be removed in sections with precautions in place to prevent large pieces and minimize the number of small pieces from entering the waterway.

Temporary causeways are proposed to be constructed within the river to complete the proposed work. An opening in the temporary causeway will be provided as a navigational channel for water travel during construction and after. A potential layout for the temporary causeway during construction is shown in Exhibit 8. The exact size and location of temporary causeways would be proposed by the contractor and approved by WDNR prior to construction. A floodplain analysis for the temporary causeway will be completed to identify anticipated temporary impacts to the backwater.

9. Discuss physical impacts to the waterbody during and after construction. Include information regarding anticipated impacts on wildlife and plants inhabiting or dependent upon the lake or water body:

During construction, sediment discharges into the river could occur from either bridge pier construction or sediment discharges from upstream construction. Debris from bridge removal could also fall into the river during demolition. After construction, highway total suspended solids discharges could enter the creek as a result of normal highway operations.

10. Discuss probable impacts to water quality during and after construction. Include information regarding anticipated impacts on wildlife and plants inhabiting or dependent upon the waterbody:

No impacts to water quality are anticipated during or after construction. Any adverse effects on plants, animals, and fish should be temporary. Proper erosion control devices will be used to minimize soil erosion as outlined in the Erosion Control Evaluation Factor Sheet. The potential for incidental discharge to the Wisconsin River due to the excavation and placement of the new bridge abutments, removal of the existing structure will be minimized through the possible use of temporary sheet piling, turbidity barriers, silt fence or similar practices to contain any sediment on site.

11. Describe coordination with the public, municipalities and state and federal agencies concerning waterbodies:

The proposed work was discussed with the public, local municipalities, and state and federal agencies during

public involvement, local official, and agency coordination meetings. Public information meetings were held on May 4, 2016, November 11, 2016, and May 31, 2019.

12. Are measures proposed to avoid, minimize, or compensate for impacts:

- No
 Yes, describe:

The Wisconsin River will remain open for navigation throughout construction.

Erosion control measures will be implemented to follow Trans 401 and the WDNR/WisDOT Cooperative Agreement. WisDOT Standard Specifications that govern working over waterways will be followed to minimize impacts to the waterway.

13. Are measures proposed to enhance beneficial effects:

- No
 Yes, describe:

SURFACE WATERS Factor Sheet

06-10-2019

Wisconsin Department of Transportation

Alternative: 1P	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 5770-01-00, 5770-01-01, 5770-01-02
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1. **Waterbody name:** Long Lake

2. **Location of waterbody:**

Section-Township-Range: **Section 18, T8N, R3E & Section 13, T8N, R2E** Municipality Name: **Town of Buena**

Vista

3. **Waterbody type (check all that apply):**

- Lake
- Pond
- Impoundment or flowage
- River or Stream
 - Warm water
 - Cold water, if trout stream, identify trout stream classification:
 - Wild and scenic river
 - Outstanding resource water (ORW), per NR 102.10, describe:
 - Exceptional resource water (ERW), per NR 102.11, describe:
- Other, describe:

4. **Watershed name:** Lower Wisconsin River Size: 136.54 (square miles)

5. **Hydrologic characteristics:**

- Permanent (year-round)
- Temporary (wet part of year)

6. **Waterbody characteristics:**

A. Substrate:

- Sand
- Silt
- Clay
- Cobbles
- Other, describe:

B. Area of water body (for lakes): N/A acres

C. Average water depth: N/A feet

D. Vegetation in waterbody:

- Absent
- Present, if known, describe: Emergent floating and submerged plants.

E. Identify aquatic organisms or water-dependent species observed or expected: *Phalaris arundinacea*, *Panicum rigidulum*, *Potamogeton nodosus*, *P. crispus*, *Elodea canadensis*, *Myriophyllum spicatum*, *Ludwigia palustris*, *Heteranthera dubia*.

F. Summarize water quality data, if available:

G. Is this waterbody on the DNR's "Impaired Waters" list?

- No
- Yes, describe:

7. **Describe land adjacent to waterbody:**

The north bank is occupied by Brace Park, on the east side of WIS 130. The bank is largely wooded with a number of trails accessing the water, which is a popular fishing and wading spot. On the west side of the highway, the bank is grassy and lightly wooded, with a private cabin. Land on the south bank is included in the DNR Lower Wisconsin State Riverway property, consisting predominantly of forested wetland.

8. Describe proposed work in, over, or adjacent to the waterbody:

The proposed alternative includes plans to replace an existing functionally obsolete bridge (B-52-857) located on WIS 130 over Long Lake. WIS 130 will be slightly realigned to allow the new structure to be offset approximately 50 feet from the existing structure, and new roadway approaches to the new bridge would be constructed. The new bridge would have 12-foot wide travel lanes, 6-foot wide shoulders, and a 36-foot clear width. The overall proposed structure length is approximately 1050 feet and would also replace structure B-52-856 over the Wisconsin River.

The abutments would be constructed/placed in the 100-year floodplain. The proposed bridge design would not increase the backwater by more than 0.01 feet. New approaches will be constructed and include some fill in the adjacent floodplain and wetlands.

The proposed work also includes the removal of the B-52-857 bridge over Long Lake. The existing structures will be removed in sections with precautions in place to prevent large pieces and minimize the number of small pieces from entering the waterway.

9. Discuss physical impacts to the waterbody during and after construction. Include information regarding anticipated impacts on wildlife and plants inhabiting or dependent upon the lake or water body:

During construction, sediment discharges into the river could occur from either bridge pier construction or sediment discharges from upstream construction. Debris from bridge removal could also fall into the river during demolition. After construction, highway total suspended solids discharges could enter the river as a result of normal highway operations.

10. Discuss probable impacts to water quality during and after construction. Include information regarding anticipated impacts on wildlife and plants inhabiting or dependent upon the waterbody:

No impacts to water quality are anticipated during or after construction. Any adverse effects on plants, animals, and fish should be temporary. Proper erosion control devices will be used to minimize soil erosion as outlined in Erosion Control Evaluation, Factor Sheet D-6. The potential for incidental discharge to Long Lake due to the excavation and placement of the new bridge abutments, removal of the existing structure will be minimized through the possible use of temporary sheet piling, turbidity barriers, silt fence or similar practices to contain any sediment on site.

11. Describe coordination with the public, municipalities and state and federal agencies concerning waterbodies:

The proposed work was discussed with the public, local municipalities, and state and federal agencies during public involvement, local official, and agency coordination meetings. Public information meetings were held on May 4, 2016, November 11, 2016, and May 31, 2019.

12. Are measures proposed to avoid, minimize, or compensate for impacts:

No

Yes, describe:

Long Lake will remain open for navigation throughout construction.

Erosion control measures will be implemented to follow Trans 401 and the DNR/WisDOT Cooperative Agreement. WisDOT Standard Specifications that govern working over waterways will be followed to minimize impacts to the waterway.

13. Are measures proposed to enhance beneficial effects:

No

Yes, describe:

FLOODPLAIN Factor Sheet

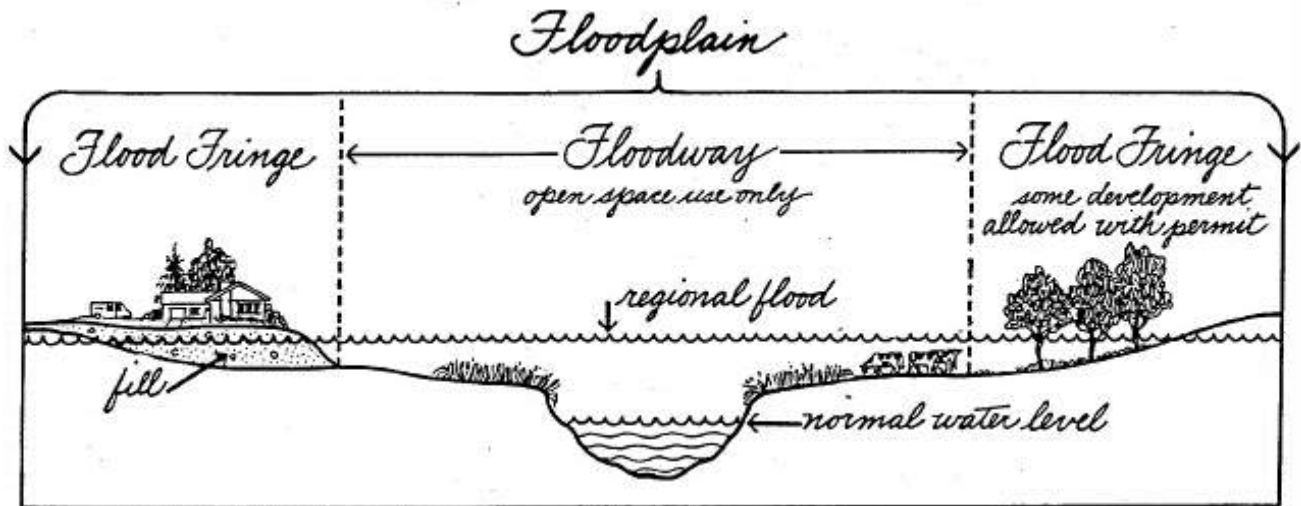
06-12-2019

Wisconsin Department of Transportation

Alternative: 1P	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 5770-01-00, 5770-01-01, 5770-01-02
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When completed this Factor Sheet along with the Environmental Document acts as the Location Study consistent with 23 CFR 650.111.

- Name the floodplain watershed (and floodplain zoning authority), where your project is located and encroaching. Encroaching includes modification or repair of existing transportation facilities already in a floodplain. Confirm if the community participates in the Federal Emergency Management Administration (FEMA) voluntary National Flood Insurance Program (NFIP):



- Floodplain: Wisconsin River
- Watershed: Lower Wisconsin River Size: 2,362 (square miles)
- Municipality: Town of Buena Vista
- NFIP Applicability: Yes No, status date: 1/22/2021
- Attach map illustrating watershed, floodplain, and project limits. Map location: Exhibit 10

2. Indicate watershed characteristics:

- Rural Watershed
- Rapidly Urbanizing Watershed - NR 116.03 (40)
- Urban Watershed
- Priority watershed – NR 120.02 (30)

Provide additional description of the upstream and downstream flow characteristics and potential floodwater receptors based on the context and intensity of the alternative within the watershed:

3. Indicate key regulatory zones the alternative encroaches upon, per Wisconsin Department of Natural Resources (DNR) Floodplain Management definitions and confirm mapping status for your location in E below:

- Floodplain
- Floodway
- Flood Fringe
- Flood Storage
- Confirmed DNR approved mapping status on this date: March 19, 2021
 - Mapped Floodplain
 - Unmapped Floodplain

4. Indicate zones your alternative encroaches upon, per Floodplain Zoning Authority Zoning Map:

Municipal Floodplain Zoning Map approved, map date: 12/16/2015 or not applicable .

Map location: Iowa County

- A. Floodway district
- B. Flood fringe district
- C. Regional flood elevation
- D. Shallow depth flooding district
- E. Flood storage district
- F. Coastal floodplain district
- G. Floodplain Island

5. Indicate floodplain zone(s) your alternative encroaches per FEMA NFIP Flood Insurance Rate Map (FIRM) risk identification map legend definitions.

Special Flood Hazard Areas (SFHAs) in Zone: AE

Floodway Areas in Zone AE

The project footprint is outside the SFHA and Floodway Areas in Zone AE

A copy of the FIRM Map with overlay of project encroachment must be included. Map location:

6. Briefly describe encroachment and proposed work in, over, or adjacent to floodplain and complete questions below:

WisDOT is replacing existing bridge B-25-81 with proposed bridge B-25-192, and existing bridges B-52-856, and B-52-857 with proposed bridge B-52-279 on WIS 130 over the Wisconsin River.

A. Indicate type of encroachment:

- Structure, describe type: B-25-192 is a 7 span bridge, B-52-279 is an 11 span bridge
- Drainage improvement, pipe culvert replacement or extension
- Roadway/embankment fill
- Temporary causeway expected
- Other (explain):

B. Indicate type/s of encroachment alignment, length and scale of overall footprint on floodplain for the alternative:

- Transverse – length 3000 ft. miles
- Longitudinal - length ft. miles
- Combined transverse and longitudinal encroachment will occur
- Encroachment footprint: Approximately 10 acres

C. Will this be a new footprint encroachment or a modification to existing infrastructure resulting in encroachment or possibly a reduction in historical transportation facility footprints on the floodplain?

- New footprint
- Modification to existing footprint
- No change in footprint
- Reduction in footprint

7. What are your anticipated floodplain backwater conditions from this alternative based on the DOT approved computed Hydrology and Hydraulic Analysis methodology? Reference results to DNR Floodplain Management NR 116 criteria:

- Increase in regional flood height (a calculated rise equal to or > 0.01 ft)
- No change in regional flood height
- Decrease in regional flood height

Indicate methodology used and date of analysis: HEC-RAS analysis will be completed during final design and structure will be sized to avoid backwater increase.

8. Indicate effects of backwater change and encroachment actions on the physical, chemical and biological integrity of the floodplain ecosystem services.

A. Physical integrity (floodway flow and flood risk to property loss and hazard to life)

benefit

no effect

adverse effect

Describe:

B. Chemical integrity (surface water and groundwater quality)

benefit

no effect

adverse effect

Describe:

C. Biological integrity (human environment and ecological functions and services)

benefit

no effect

adverse effect

Describe:

9. What avoidance, minimization or compensation measures will be considered:

No avoidance, minimization, or compensation measures will be considered because the project has no effect on the physical, chemical, or biological integrity of the floodplain.

10. Are there beneficial opportunities to develop new floodplain storage or reestablish old floodplain storage to offset or mitigate impact as part of infrastructure development? Are there other feasible ecological restoration or enhancement opportunities such as wetland restoration, stream restoration, aquatic organism passage (AOP), wildlife crossings or other:

yes, describe: The project includes removal of the existing roadway and structures, this area where the roadway will be removed could eventually convert to wetland approximately 5 acres. The proposed project will only have two structures and these new structures allow for wider aquatic organism passage.

no, describe:

11. Describe and provide the results of coordination with any regulatory agency or floodplain zoning authority, and describe any public comments related to the encroachment action:

The Preferred Alternative will not adversely impact the floodplain. Coordination with the WDNR is ongoing.

12. Is the alternative compatible with Federal, State or Local floodplain land use plans and expectations?

yes

no

Describe: Iowa, Richland, and Sauk county comprehensive plans discourage development in the floodplain. In addition to the comprehensive plans, the counties have floodplain zoning in place as required by Section 87.30 of the Wisconsin State Statutes. Structure sizing will be performed in accordance with local, state, and federal guidelines regarding floodplain encroachment and hydraulic capacity. All new structures over navigable waters will be consistent with the provisions of the Wisconsin Administrative Code Chapter NR 116 as administered under the Cooperative Agreement between WisDOT and the WDNR. WisDOT will mitigate project impacts to waterways. If the design identifies that regional 100-year flood levels would rise above 0.01 feet, affected property owners and the local floodplain zoning authority will be notified of the rise in the floodplain.

13. If this project is an FHWA action, indicate if the alternative would cause any of the following SIGNIFICANT ENCROACHMENTS per FHWA Regulations (23 CFR Subpart A 650.105(q)):(If the project is not a FHWA action skip to question 14.)

- Significant potential for interruption or termination of a transportation facility which is needed for emergency vehicles or a community's only evacuation route. Describe:
- Significant risk. Risk means the consequences associated with the probability of flooding attributable to an encroachment. It includes the potential for property loss and hazard to life during the service life of highway. Describe:
- Significant adverse impact on natural and beneficial floodplain values such as fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, aquaculture, forestry, natural moderation of floods, water quality maintenance, and groundwater recharge. Describe:

If any of the boxes above are checked, a significant encroachment on a floodplain will occur, requiring FHWA to prepare an Only Practicable Alternative Finding (Finding). FHWA signature on the final environmental document indicates adoption of the Finding described below:

- No significant encroachment, explain: The bridges will be sized to avoid significant encroachment

14. Indicate the timing of possible State or Federal Agency permits, approval and coordination for the floodplain encroachment and list the Agencies. In addition to DNR and FHWA, other possible Agency approvals may include: US Army Corp of Engineers (USACE), FEMA, United States Coast Guard (USCG), United States Environmental Protection Agency (EPA) and United States Fish and Wildlife Service (USFWS):

- Prior to completion of environmental document:
- Post environmental document approval and included as an environmental commitment:
- Prior to Construction Let:

DNR – 401 Water Quality Certification
USFWS – Section 7(a)(2) Consultation
USACE – Section 404 Individual Permit

- Prior to Construction:

15. Impacts from all proposed construction affecting hydraulic characteristics of mapped floodplains have been evaluated. Implementation procedures for data sharing, landowner notifications and legal arrangements for addressing concerns associated with waterway crossings and other floodplain encroachment as identified by NR 116 (Wisconsin's Floodplain Management Program) and NR 320 (Bridges and Culverts In or Over Navigable Waterways) have been or will be addressed prior to construction pursuant to the DOT/DNR February 11, 1988 Cooperative Agreement Implementation Memo of the DOT/DNR Cooperative Agreement, Section VII – Waterway Crossings and Other Floodplain Encroachments (March 1987):

- Yes, procedure for mapped areas is complete
- Yes, procedure for unmapped areas is complete
- No, procedure for mapped areas is pending final design (add to environmental commitments), discuss:

Final structure sizing, Causeway and cofferdam scenarios have not yet been modeled. Modeling will occur during final design.

- No, procedure for unmapped areas are pending final design (add to environmental commitments), discuss:

THREATENED, ENDANGERED and PROTECTED RESOURCES Factor Sheet

06-23-2020

Wisconsin Department of Transportation

Alternative: 1P	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	Project ID: 5770-01-00, 5770-01-01, 5770-01-02
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Federal Resources

1. Complete the following table using the Official Species List from U.S. Fish and Wildlife Service (FWS):

Species Common Name	Species Scientific Name	Federal Status	Effect Determination	Justification/Explanation
Northern Long-eared Bat	<i>Myotis septentrionalis</i>	Threatened	No Effect	Based on IPaC Consistency Letter dated March 24, 2021
Whooping Crane	<i>Grus americana</i>	Experimental Population, Non-Essential	No Effect	No critical habitat identified.
Higgin's Eye Mussels	<i>Lamslis higginsii</i>	Endangered	May Affect, Not Likely to Adversely Affect	Based on coordination with DNR. Was not identified in FWS current range. Included in DNR letter, will conduct survey during final design. See mussel habitat evaluation survey commitment below.
Sheepnose Mussel	<i>Plethobasus cyphus</i>	Endangered	May Affect, Not Likely to Adversely Affect	Based on coordination with DNR. Identified in FSW current range, will conduct survey during final design. See mussel habitat evaluation survey commitment below
Hine's Emerald Dragonfly	<i>Somatochlora hineana</i>	Endangered	No Effect	No critical habitat identified.
Mead's Milkweed	<i>Asclepias meadii</i>	Threatened	No Effect	No critical habitat identified.
Northern Wild Monkshood	<i>Aconitum noveboracense</i>	Threatened	No Effect	No critical habitat identified.
Prairie Bush-clover	<i>Lespedeza leptostachya</i>	Threatened	No Effect	No critical habitat identified.

Date of Official Species List: January 25, 2021

2. Is there designated or proposed critical habitat within or near the project?

No

Yes, describe critical habitat, proximity to project, and potential impacts to the critical habitat (you may want to complete the Other Factor Sheet to document the critical habitat):

3. Has Section 7 consultation with FWS been completed?

No, explain:

Yes, describe consultation efforts and conclusions and indicate location within the environmental document: Threatened and Endangered species surveys will be conducted for all federally identified species during final design stage. If species are present, consultation with FWS must be reinitiated if any federally endangered mussels are found during the surveys. Formal consultation, which includes a biological assessment, biological opinion, and incidental take permit will be required before any federally endangered mussels can be relocated or the project can begin.

Mussel habitat evaluation surveys will be conducted by a qualified biologist. WDNR does not anticipate issues with mussels that cannot be addressed so that they are avoided. If rare mussels will be impacted, translocation may be required. No highly sensitive mussel nursery beds are likely here due to substrates.

4. Are avoidance, minimization or mitigation measures included in the project to reduce or offset impacts?

- No, explain:
 Yes, briefly describe here:

Mussel habitat evaluation surveys will be conducted by a qualified biologist. Any mussels documented in the project area should be relocated to suitable habitat upstream of the project area or as otherwise directed by the DNR biologist. Survey and removal should not be conducted more than 1 year prior to starting construction activities.

WDNR does not anticipate issues with mussels that cannot be addressed so that they are avoided. If rare mussels will be impacted, translocation may be required. No highly sensitive mussel nursery beds are likely here due to substrates.

State Resources

1. Are state threatened or endangered species known to occur in the project area?

- None identified.
 Yes.

Date of Natural Heritage Inventory (NHI) database review or DNR initial review letter: February 18, 2021

2. Are impacts to state-listed species anticipated as a result of the project?

- No, explain:
 Yes, explain: Species could be impacted by this project, see table for DNR commitments to avoid or minimize potential impacts.

Common Name	Scientific Name	Preferred Habitat	DNR Commitments
Prothonotary Warbler	<i>Protonotaria citrea</i>	Typically in truncated snags among flooded timber.	In order to avoid impacting Prothonotary Warbler nests, and other nesting birds, tree and shrub clearing should occur outside the nesting period which runs May 15th to August 5th
Red-shouldered Hawk	<i>Buteo lineatus</i>	Prefers stands of older aged to mature bottomland hardwoods along riparian areas, deciduous swamps, and northern hardwoods or mixed deciduous-coniferous upland forests with wetland pockets or ephemeral ponds interspersed or located in close proximity. The required avoidance period is April 1 to July 31	Surveys should be conducting by DOT staff or their consultants to locate any nests that might be impacted by construction activities and avoid those to the extent possible. Any tree clearing within suitable habitat should be conducted outside the avoidance period of April 1st to July 31st
Black Buffalo	<i>Ictiobus niger</i>	Prefers strong currents of large rivers, sloughs, backwaters and impoundments. Spawning occurs from mid-May through mid-June	Adequate erosion control BMP's should be utilized to isolate the work area to the extent practicable and limit the amount of unnecessary disturbance to riverbed and water column.

Blue Sucker	<i>Cycleptus elongatus</i>	Prefers large, deep rivers with moderate to strong currents over substrates of gravel or cobble. Spawning occurs from late April through early May.	Adequate erosion control BMP's should be utilized to isolate the work area to the extent practicable and limit the amount of unnecessary disturbance to riverbed and water column.
Goldeye	<i>Hiodon alosoides</i>	Prefers the quiet, turbid waters of large rivers and their connecting lakes ponds and marshes. Spawning occurs from May through early-July	Adequate erosion control BMP's should be utilized to isolate the work area to the extent practicable and limit the amount of unnecessary disturbance to riverbed and water column.
Shoal Chub	<i>Macrhybopsis hyostoma</i>	Prefers fast, moderate depth water over broad sand flats. Spawning occurs from May through June, sporadic in August.	Adequate erosion control BMP's should be utilized to isolate the work area to the extent practicable and limit the amount of unnecessary disturbance to riverbed and water column.
Starhead Topminnow	<i>Fundulus dispar</i>	Prefers quiet, clear-slightly turbid, shallow backwaters with an abundance of submerged aquatic plants. Spawning occurs from June through July.	Adequate erosion control BMP's should be utilized to isolate the work area to the extent practicable and limit the amount of unnecessary disturbance to riverbed and water column.
Blanchard's Cricket Frog	<i>Acris blanchardi</i>	Prefers ponds, lakes, and a variety of habitats along and adjacent to streams and rivers including marshes, fens, sedge meadows, low prairies, and exposed mud flats. The species tend to breed in quiet water (no or low flow) and may also move from streams and rivers to adjacent wetlands and ponds. Cricket frogs cannot tolerate freeing or complete inundation for more than 24 hours during the winter and thus seek a variety of microhabitats that provide suitable overwintering conditions, including crayfish burrows, small mammal burrows, rotted-out root channels, seepage created by sloughing streambanks. Cricket frogs are active from early March through November. Breeding can occur from mid-May through mid-August, with	DNR staff will perform a survey of suitable habitat at their earliest convenience during the 2021 field season. If suitable habitat is present within the project area DOT may contract our or otherwise perform a calling survey to determine presence. Absence of the species. These surveys are valid one calendar year from the completion date so surveys should be performed during the breeding season prior to construction and every subsequent breeding season while construction is ongoing. If surveys determine that Blanchard's Cricket is present in the project area, DOT may utilize the existing Board Incidental Take Permit/Authorization for this species. For more details please see the attached BITP/A.

		some larvae not transforming until late September.	
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3. Has threatened and endangered resource coordination with DNR been completed?

- No, explain:
- Yes, attach and reference location in this document: Appendix 6

4. Are avoidance, minimization or mitigation measures included in the project to reduce or offset impacts?

- No, describe:
- Yes, briefly describe:

Prothonotary Warbler: In order to avoid impacting Prothonotary Warbler nests, and other nesting birds, tree and shrub clearing should occur outside the nesting period which runs May 15th to August 5th.

Red-shouldered Hawk: Surveys will be conducted by WisDOT staff or their consultants to locate any nests that might be impacted by construction activities and avoid those to the extent possible. Any tree clearing within suitable habitat should be conducted outside the avoidance period of April 1st to July 31st.

Black Buffalo, Blue Sucker, Goldeye, Shoal Chub, and Starhead Topminnow: Adequate erosion control BMP's should be utilized to isolate the work area to the extent practicable and limit the amount of unnecessary disturbance to riverbed and water column.

Mussel Species: A survey by a qualified biologist must be conducted prior to construction activities. Any Mussels documented in the project area should be relocated to suitable habitat upstream of the project area or as otherwise directed by the DNR biologist. Survey and removal should not be conducted more than 1 year prior to starting construction activities.

Blanchard's Cricket Frog: DNR staff will perform a survey of suitable habitat at their earliest convenience during the 2021 field season. If suitable habitat is present within the project area DOT may contract out or otherwise perform a calling survey to determine presence. Absence of the species. These surveys are valid one calendar year from the completion date so surveys should be performed during the breeding season prior to construction and every subsequent breeding season while construction is ongoing. If surveys determine that Blanchard's Cricket is present in the project area, WisDOT may utilize the existing Broad Incidental Take Permit/Authorization for this species.

Other Protected Resources

Bald and Golden Eagles

1. Are bald and/or golden eagles known to occur near the project?

- None identified
- Yes, describe:

2. Will there be adverse or beneficial effects on bald and/or golden eagles as a result of the project?

- No, explain:
- Yes, indicate whether effects are adverse or beneficial and describe potential effects:

- Adverse, describe:
- Beneficial, describe:

3. Has bald and golden eagle-related coordination with WDNR and/or FWS been completed?

- No, explain:
- Yes, attach and reference location in this document:

4. Are avoidance, minimization or mitigation measures included in the project to reduce or offset impacts?

- No, explain:
- Yes, briefly describe:

Migratory Birds

1. Are migratory birds known to occur in the vicinity of the project?

- None identified
- Yes, describe: DNR's letter dated March 19, 2021 stated there is evidence of past migratory bird nesting on the existing structure.

2. Will there be adverse or beneficial effects on migratory birds because of the project?

No, explain: The project should either occur only between August 30th and May 1st (non-nesting season) or will 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 the maximum mesh hole size in the net is ¾ inch or less (Swallows – Damage prevention and Control Methods. 1994. United States Department of Agriculture Animal and Plant Health Inspection Service Animal Damage Control), is properly maintained, then removed as soon as the nesting period is over.

- Yes, indicate whether effects are adverse or beneficial and describe potential effects:
 - Adverse, describe:
 - Beneficial, describe:

3. Has migratory bird-related coordination with WDNR and/or FWS been completed?

- No, explain:
- Yes, attach and reference location in this document: Appendix 6 and Appendix 8

4. Are avoidance, minimization or mitigation measures included in the project to reduce or offset impacts?

- No, explain:
- Yes, briefly describe: The project should either occur only between August 30th and May 1st (non-nesting season) or will 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 the maximum mesh hole size in the net is ¾ inch or less (Swallows – Damage prevention and Control Methods. 1994. United States Department of Agriculture Animal and Plant Health Inspection Service Animal Damage Control), is properly maintained, then removed as soon as the nesting period is over.

CONSTRUCTION SOUND Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative: 1P	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 5770-01-00, 5770-01-01, 5770-01-02
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1. Identify and describe residences, schools, libraries, government or social services offices or other noise sensitive areas near the proposed project which will be in use during construction window of the proposed project. Include the number of persons potentially affected:

The adjacent land use is primarily open space. No schools or libraries are located on or directly adjacent to the project corridor. Some residential home and/or property owners located directly on or adjacent to the corridor may be affected by noise during construction. Those homes in close proximity to the proposed new or modified intersections could expect to be the most affected. The effect is anticipated to be localized, temporary and transient in nature.

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.

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.
- 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:

STORMWATER Factor Sheet

06-13-2019

Wisconsin Department of Transportation

Alternative: 1P	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 5770-01-00, 5770-01-01, 5770-01-02
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1. Special consideration should be given to areas that are sensitive to water quality degradation. Indicate whether a sensitive area is present and provide specific recommendations on the level of protection needed.

- No, special natural resources are not affected by the alternative
- Yes, special natural resources exist in the project area
 - DNR designated Outstanding Resource Waters (ORW)
 - DNR Designated Exceptional Resource Waters (ERW)
 - Wetland(s)
 - Lake
 - Endangered species or critical habitat
 - Cold water stream
 - Other waterways
 - Areas of groundwater recharge
 - Total Maximum Daily Load (TMDL)
 - Other, describe:

Describe protection recommendations: DNR letter dated March 19, 2021 included

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 in order to receive permit-coverage from the DNR.

If erosion control matting is to be used along stream corridors, 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.

Adequate erosion control BMP's should be utilized to isolate the work area to the extent practicable and limit the amount of unnecessary disturbance to riverbed and water column.

2. Indicate whether circumstances exist in the project vicinity that require additional consideration such as an increase in peak flow, total suspended solids (TSS) or water volume.

- No, additional or special circumstances are not present.
- Yes, additional or special circumstances exist. Indicate all that are present:
 - Areas of groundwater discharge
 - Stream relocations
 - Long or steep cut or fill slopes
 - Increased backwater
 - Significant increase in impervious surface
 - Other – Describe any unique, innovative, or atypical stormwater management measures to be used:
 - Rural to urban conversion
 - Impaired waterway
 - High velocity flows
 - Large quantity flows

3. Describe the overall stormwater management strategy to minimize adverse effects and enhance beneficial effects:

Currently, storm water runoff from the embankment portions of the project drains into ditches and discharges to the Wisconsin River. Storm water from the over 1200 feet of structures drains directly into the Wisconsin River without treatment.

The project is located within an environmentally sensitive area, and WisDOT is committed to working with the WDNR to address storm water management to the maximum extent possible. WisDOT will follow TRANS 401 and the WisDOT/WDNR Cooperative Agreement Amendment regarding storm water management. Best Management Practices (BMPs) to best reduce pollutants before the discharge into the river will be identified.

Temporary facilities will be constructed for sediment control and to treat any contaminants during construction and BMPs will be implemented to control sediment in construction site runoff.

4. Indicate how the stormwater management plan will be compatible with fulfilling Trans 401 and the WDNR Transportation Separate Storm Sewer System permit (TS4) requirements:

Water quality certification from WDNR and applicable USACE permits would be applied for as required for discharge and fill into U.S. inland waters. An Erosion Control Implementation Plan (ECIP) would be prepared by the contractor and approved by WisDOT. Prior to construction, WDNR would be given the opportunity to review the ECIP and comment.

5. Identify the stormwater management measures to be considered:

<input checked="" type="checkbox"/> Swale treatment (parallel to flow) Trans 401.106(10)	<input type="checkbox"/> In-line storm sewer treatment, such as catch basins, non-mechanical treatment systems
<input type="checkbox"/> Vegetated filter strip (perpendicular to flow)	<input type="checkbox"/> Detention basins
<input type="checkbox"/> Distancing outfalls from waterway edge	<input type="checkbox"/> Constructed storm water wetlands
<input type="checkbox"/> Infiltration – Trans 401.106(5)	<input type="checkbox"/> Buffer areas – Trans 401.106(6)
<input type="checkbox"/> Other – Describe:	<input type="checkbox"/> Other – Describe:

6. Indicate whether any Drainage District may be affected by the project (https://datcp.wi.gov/Pages/Programs_Services/DrainageDistricts.aspx).

- No, none identified
- Yes, has initial coordination with a drainage board been completed?
 - No, explain why:
 - Yes, discuss results:

7. Indicate whether the project is within a WDNR Municipal Separate Storm Sewer System (MS4) permitted stormwater management area or a WDNR TS4 stormwater management area.

- No, the project is outside of a MS4 or TS4 stormwater management area
- Yes, the project affects one of the following and is regulated by a WPDES stormwater discharge permit, issued by the WDNR:
 - A WDNR MS4 storm sewer system (connecting highways or local roads)
 - A WDNR TS4 storm sewer system for WisDOT highways (outside of connecting highway limits)

Describe coordination and BMPs below and indicate location of evidence of coordination here:

TS4:	Coordination:	BMPs:
MS4:	Coordination:	BMPs:

8. Has the effect on downstream properties been considered?

- No, explain:
The Wisconsin River is adjacent to and immediately downstream of the project. Post construction impacts to the river from the bridge and the project are expected to be negligible

Yes, coordination has been completed or is in process, describe:

EROSION CONTROL Factor Sheet

06/11/2019

Wisconsin Department of Transportation

Alternative: 1P	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 5770-01-00, 5770-01-01-5770-01-02
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1. Give a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length, percent slope and soil types:

The existing longitudinal slopes on the project range from 0 percent to 4 percent and have lengths up to 1500 feet. The existing perpendicular slopes range from 80 percent (bluff) to 16 percent with lengths up to 100 feet.

The proposed longitudinal slopes on the project range from 0.5 percent to 4 percent and have lengths up to 1500 feet. The proposed perpendicular slopes range from 16 percent to 50 percent (bluff) with lengths up to 100 feet.

The soils of the project area were mapped and published in the Wisconsin Geological and Natural History Survey in 1968. The project area is predominantly stream bottom and major wetland soils along with forested silty soils, and prairie sandy soils.

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

- No – There are no sensitive resources affected by the proposal.
- Yes – Sensitive resources exist in or adjacent to the area affected by the project.
 - River/stream
 - Lake
 - Wetland
 - Endangered species habitat
 - Other – Describe:

Describe protection recommendations:

3. Are there circumstances requiring additional or special consideration?

- No – Additional or special circumstances are not present.
- Yes – Additional or special circumstances exist. Indicate all that are present.
 - Areas of groundwater discharge
 - Overland flow/runoff
 - One acre or more of ground disturbance (construction permit required)
 - Long or steep cut or fill slopes
 - Areas of groundwater recharge (fractured bedrock, wetlands, streams)
 - Other – Describe:

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

Guidelines and regulations for minimizing erosion potential for WisDOT projects include the WisDOT Facilities Development Manual, Chapter 10, Erosion Control and Storm Water Quality; Wisconsin Administrative Code Chapter TRANS 401, Construction Site Erosion Control and Storm Water Management Procedures for Department Actions; and the WisDOT/WDNR Cooperative Agreement Amendment-Memorandum of Understanding on Erosion Control and Storm water Management. Key concepts are summarized as follows:

Basic Principles and Best Management Practices

- The proposed improvements will be planned to fit topography, soils, drainage patterns, and natural vegetation to the extent practical.
- The size of exposed areas at any one time and the duration of exposure will be minimized utilizing staged construction.
- Control measures will be used to prevent erosion in sensitive areas (proper design of drainage channels with respect to width, depth, gradient, side slopes, and energy dissipation); protective ground cover (vegetation, mulch, erosion mat, or riprap); diversion dikes and intercepting embankments to divert sheet flow away from disturbed areas; and sediment control devices (ditch checks, erosion bales, and silt fence).
- Disturbed areas will be stabilized as soon as practical (temporary vegetation, mulch, stabilizing emulsions).

Geometric Design Features and Erosion Control Facilities

- Natural and existing drainage patterns will be preserved to the extent possible.
- Stabilized slopes, soil, and ditches will be left undisturbed where possible.
- Trees and shrubs will be preserved, and over-clearing will be minimized.
- An undisturbed buffer will be left between disturbed soil and sensitive areas where possible.
- The soil surface will be protected by using permanent and temporary erosion control measures such as seeding and sodding, mulch, erosion mat, and riprap.
- Sediment will be removed and velocities reduced by using erosion bales, silt fence, and ditch checks.

Erosion Control Implementation Plan (ECIP)

- The construction contractor is required to prepare an Erosion Control Implementation Plan (ECIP) that includes all erosion control commitments made during a future engineering phase. The construction plans and contract special provisions must include the specific erosion control measures agreed on by the WisDOT in consultation with WDNR who reviews the Erosion Control Implementation Plan.
- Standard WisDOT erosion control methods would be used during construction as per WisDOT Standard Specifications for highway and structure construction. Temporary and permanent erosion control methods would include minimizing the amount of land exposed at one-time, temporary ditch checks, temporary seeding, silt fencing, erosion mats, riprap (culvert out-falls), seeding and mulching, dust abatement, and grass-lined conveyance (parallel to flow). Additionally, WDNR would be coordinated with in order to ensure adequate vegetative cover is maintained on slopes.

5. Discuss results of coordination with the appropriate authorities as indicated below:

- WDNR
- American Indian Tribe:

WDNR’s letter dated March 19, 2021 stated:

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 in order to receive permit-coverage from the DNR.

If erosion control matting is to be used along stream corridors, 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.

Adequate erosion control BMP's should be utilized to isolate the work area to the extent practicable and limit the amount of unnecessary disturbance to riverbed and water column.

Note: All erosion control measures (i.e., the Erosion Control Plan) shall be coordinated through the WisDOT-WDNR liaison process and TRANS 401 except when Tribal Lands of Native American Indians are involved. WDNR's concurrence is not forthcoming without an Erosion Control Plan. In addition, TRANS 401 requires the contractor to prepare an Erosion Control Implementation Plan (ECIP), which identifies timing and staging of the project's erosion control measures. The ECIP should be submitted to the WDNR liaison and to WisDOT 14 days prior to the preconstruction conference (Trans 401.08(1)) and must be approved by WisDOT before implementation. On Tribal lands, coordination for 402 (erosion) concerns are either to be coordinated with the tribe affected or with the U.S. Environmental Protection Agency (EPA). EPA or the tribes have the 401 Water Quality responsibility on Tribal Trust lands. Describe how the Erosion Control/Stormwater Management Plan can be compatible.

6. Will any special erosion control measures be implemented to manage additional or special circumstances identified in Item 3 above?

No

Yes – Describe:

Appendix 1

FHWA Coordination

From: Bacher-Gresock, Bethaney (FHWA) <Bethaney.Bacher-Gresock@dot.gov>
Sent: Friday, September 13, 2019 11:23 AM
To: Johnston, Jonquil - DOT <Jonquil.Johnston@dot.wi.gov>
Cc: Holt, Daniel <daniel.holt@dot.gov>; Martindale, Gary <gary.martindale@dot.gov>; Vetsch, Stephan - DOT <Stephan.Vetsch@dot.wi.gov>; Schelfhout, Francis - DOT <Francis.Schelfhout@dot.wi.gov>; Bacher-Gresock, Bethaney <Bethaney.Bacher-Gresock@dot.gov>
Subject: RE: WIS 130 5770-01-01 Lone Rock, Richland County letter to rescind PIL

Jonquil –

FHWA has reviewed the original 2016 EA PIL letter and the 2019 proposal to downscope the proposed project in Lone Rock, WI to an ER. After reviewing additional project documentation, participation in a Section 106 consultation meeting, and additional discussions with you and region project staff, we (FHWA) concur with WisDOT's proposal to continue project development for the project as an ER.

As discussed today, WisDOT and FHWA will continue to coordinate as the project moves forward to ensure that it meets fiscal constraint requirements at the time NEPA approval is requested. We look forward to continued coordination on this project. When the draft Section 4(f) and ER are ready for FHWA review, please submit them to the Wisconsin Projects inbox for assignment.

Regards,
Bethaney

Bethaney Bacher-Gresock

Environmental Protection Specialist
& FOIA Liaison
FHWA - Wisconsin Division Office
City Center West
525 Junction Road, Suite 8000
Madison WI 53717

(p)608-662-2119
(f) 608-662-2121

Appendix 2

Value Engineering Study Recommendations

VE Recommendations Summary Sheet

VE Study Recommendations [1]			VE Study Cost Estimates			WisDOT Response & Updated Costs			
Number	Description	Functional Benefit [2]	Initial Savings	Life Cycle Savings (PW)	Total Savings (PW)	Decision [3]	Proposed Savings (Revised) [4]	Approved (Implemented) Savings	Comments [5]
S-1	Reduce bridge width to 36' (based on building three structures)	Operations	\$2,215,000	-	\$2,215,000	A	\$3,200,000		\$3.2M Based on structure lengths for 2 structure Alt 1P \$2.2M if use 3 structure Alt 1P
S-4a	Reduce bridge width to 32' (based on building three structures)	Operations	\$3,415,000	-	\$3,415,000	R			32' is less desirable than standard 36' width. Maintenance would like to maintain 2 lanes of traffic during construction and maintenance work (not just a single lane) and a 32' width does not accommodate this. In addition, WIS 130 is a long truck route and standards require 12' lanes. If 12' lanes are included that leaves 4' bike accommodation, which is less than standard 5' width
A-1	Follow alignment offset along west side of existing structures (approximately 50'; to the west)	Operations	-	-	-	A			Alternative is included in NEPA alts, will carry through NEPA process
A-6	Follow existing alignment	Environment	(\$6,000,000)	-	(\$6,000,000)	A			Add this option to alternatives to carry through the NEPA process
A-3	Modified Alternative 1P - build single south bridge west and perpendicular to STH 133 (based on 44' wide lanes)	Environment, Safety	(\$8,000,000)	-	(\$8,000,000)	A			Add this option to alternatives to carry through the NEPA process
A-3b	Modified Alternative 1P - build single south bridge west and perpendicular to STH 133 (based on 32' wide lanes)	Environment, Safety	\$1,800,000	-	\$1,800,000	R			32' is less desirable than standard 36' width. Maintenance would like to maintain 2 lanes of traffic during construction and maintenance work (not just a single lane) and a 32' width does not accommodate this. In addition, WIS 130 is a long truck route and standards require 12' lanes. If 12' lanes are included that leaves 4' bike accommodation, which is less than standard 5' width
IA-4b	Install sand barrier system at rock bluff	Safety	(\$45,000) to (\$55,000)	-	(\$45,000) to (\$55,000)	A			Add this option to alternatives to carry through the NEPA process
IA-5	Remove the rock bluff	Safety	(\$55,000) to (\$76,000)	-	(\$55,000) to (\$76,000)	A			Add this option to alternatives to carry through the NEPA process
M-4	Planned elimination of all structures in 12 years	Operations, Safety	\$3,000,000	-	\$31,500,000	A			Add this option to alternatives to carry through the NEPA process
DS	M-1: Obtain external input and support from mental health / suicide experts	Safety	-	-	-	DS			
DS	M-8: Identify staging areas for contractors in the design plans	Operations	-	-	-	DS			Incorporate during design phase
DS	S-23: Consider developing tolling opportunities for new bridge(s)	Operations	-	-	-	DS			Federal regulations that restrict the broad use of tolling by states that used federal funds on the original construction of their highways and bridges remain a primary obstacle to implementing tolling in Wisconsin. While MAP-21 relaxes the general prohibition against tolling, the two-year federal transportation legislation reaffirms that individual states must enact tolling legislation prior to instituting any tolling on bridges, highways, or tunnels.
TOTAL #							1		
TOTAL \$							\$3,200,000		\$0

[1] VE Study recommendations that are mutually exclusive should be listed as one recommendation with alternatives.
[2] Choose all that apply – "Safety", "Operations", "Environment", "Construction" or "Other" (per FHWA Annual VE Summary Report).
[3] A – Accept; R – Reject; PA – Partially Accept; IV - Invalid Recommendation (Not feasible or doesn't meet project purpose and need.); DS - Design Suggestion (Minor item more consistent with a design suggestion.); DA - Dismissed Alternative (Recommendation applies to a dismissed environmental alignment / alternative).
[4] Estimated cost savings from VE report may be revised by Region project staff. DO NOT LIST PROPOSED SAVINGS for IV, DS or DA recommendations.
[5] Discuss reasons for not accepting a recommendation.

Appendix 3

Public Involvement Plan, Meeting Handouts and Comments



Public Involvement Plan

WIS 130

WIS 23 – Lone Rock

Wisconsin River Structures & Roadway

Richland County

ID 5770-01-01

If a build alternative is selected, currently scheduled for construction in: 2027-2028

If a build alternative is selected, construction could occur as early as: 2024-2025

WisDOT Project Manager: Francis Schelfhout

WisDOT Project Leader: Nathan Schumaker (after 30%)

Consultant Project Manager: Sue Barker, Michael Baker International

Approved by WisDOT Project Manager: _____ Francis M. Schelfhout _____ on ___3/10/2021_____

Initial PIP approved by RCM: _____ Michael Bie _____ on ___4/15/2021_____

30 percent PIP approved by RCM: _____ on _____

60 percent PIP approved by RCM: _____ on _____

Project purpose and need

Purpose: The purpose of the project is to address the deteriorating structures across the Wisconsin River. The project shall avoid or minimize to the greatest extent possible any impacts to surrounding resources.

Need: Three structures, built in the 1930s and 1940s, make up the Wisconsin River crossing on WIS 130. The bridges are nearing the end of their service life. The structures are eligible for listing on the National Register of Historic Places and consist of two overhead truss bridges and one low truss bridge. All three bridges are considered substandard structures as they lack shoulders, do not accommodate bicycle facilities, and do not meet the current minimum standard for horizontal clear width and overhead vertical clearance for bridges.

The decks are in satisfactory condition; however, the substructure and superstructure portions of the bridges are in poor condition with active corrosion on truss members and spalling on the piers. The middle bridge has deteriorated to a point where it is posted with a maximum load of 40 tons.

The Wisconsin River bridges have undergone several repair projects since they were originally constructed. The most recent repairs were completed in 2020 and included painting, girder, deck, truss, and pier repairs. The past repairs have served as solutions to preserve and extend the service life of the bridge. However even with the past repair work, deficiencies remain with the existing bridge due to the nature of how bridge elements deteriorate over time.

Conceptual solutions that could address the purpose and need

Potential solutions to address the purpose and need include removal of the three structures that make up the Wisconsin River crossing and replacement with two structures located to the west of the current alignment. The new structures would address the poor bridge condition and the substandard horizontal and vertical clearances of the bridges. Additionally, standard shoulders would be incorporated, which would address the safety concerns of bicyclists accessing the bridges.

The new alignment would relocate the intersection of WIS 130 and WIS 133 to the west of the existing intersection. The intersection would be designed to accommodate trucks, which would address the concerns of trucks hitting the beam guard when trying to maneuver through the existing intersection.

Public involvement goals and objectives

The goals for public involvement are to provide the public with objective information that assists them in understanding the project and to obtain and consider public feedback on project issues. The objectives are to inform citizens, local officials, and agency representatives of meetings and events and why they may want to participate and to promote and conduct public interaction through direct and indirect methods.

Stakeholders and target audiences

Name	Title	Municipality/Agency	Address	City, State, Zip
██████████	51st State Assembly District	Wisconsin State Assembly	Room 214 North, State Capitol, PO Box 8953	Madison, WI 53708
██████████	17th State Senate District	Wisconsin State Senate	Room 8 South, State Capitol	Madison, WI 53708

[REDACTED]	Administrator	Iowa County	222 N. Iowa Street	Dodgeville, WI 53533
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	County Board Supervisor	Iowa County	222 N. Iowa Street	Dodgeville, WI 53533
[REDACTED]	County Clerk	Iowa County	222 N. Iowa Street	Dodgeville, WI 53533
[REDACTED]	Highway Commissioner	Iowa County	1215 N. Bequette Street	Dodgeville, WI 53533
[REDACTED]	Highway Supervisor	Iowa County	5701 Cty Rd HH	Barneveld, WI 53507
[REDACTED]	County Board Chair	Richland County	181 West Seminary Street	Richland Center, WI 53581
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	County Board Supervisor	Richland County	181 West Seminary Street	Richland Center, WI 53581
[REDACTED]	County Clerk	Richland County	181 West Seminary Street	Richland Center, WI 53581
[REDACTED]	Highway Commissioner	Richland County	120 Bowen Circle	Richland Center, WI 53581
[REDACTED]	Highway Patrol Superintendent	Richland County	120 Bowen Circle	Richland Center, WI 53581
[REDACTED]	Sheriff	Richland County	181 West Seminary Street	Richland Center
[REDACTED]	Director	Richland County Ambulance Service	181 West Seminary Street	Richland Center

[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED] [REDACTED]	County Board Supervisor	Sauk County	505 Broadway, Room 134	Baraboo
[REDACTED]	Highway Commissioner	Sauk County	620 Hwy 136, PO Box 26	Baraboo, WI 53913
[REDACTED]	Chairman	Town of Buena Vista		
[REDACTED] [REDACTED] [REDACTED] [REDACTED]	Clerk and Town Board Members	Town of Buena Vista		
[REDACTED]	Chairman	Town of Clyde	Community Center, 6281 State Road 130	Avoca, WI 53506
[REDACTED] [REDACTED] [REDACTED]e	Clerk and Town Board Members	Town of Clyde	Community Center, 6281 State Road 130	Avoca, WI 53506
[REDACTED]	Chair	Town of Spring Green	E4411 Kennedy Road, P.O. Box 216	Spring Green, WI 53588
[REDACTED] [REDACTED] [REDACTED]	Clerk and Town Board Members	Town of Spring Green	E4411 Kennedy Road, P.O. Box 216	Spring Green, WI 53588
[REDACTED]	Chairman	Town of Wyoming	PO Box 1013	Spring Green, WI 53588
[REDACTED] [REDACTED]	Clerk and Town Board Members	Town of Wyoming	PO Box 1013	Spring Green, WI 53588
[REDACTED]	Village Board President	Village of Lone Rock	314 E Forest St, PO Box 338	Lone Rock, WI 53556

██████████ ██████████ ██████████ ██████████	Village Board Trustees	Village of Lone Rock	314 E Forest St, PO Box 338	Lone Rock, WI 53556
██████████	Village Clerk	Village of Lone Rock	314 E Forest St, PO Box 338	Lone Rock, WI 53556
██████████	Environmental Assessment Liaison	Wisconsin Department of Natural Resources	3911 Fish Hatchery Road	Fitchburg, WI 53711
██████████	Executive Director	Lower Wisconsin State Riverway Board	202 North Wisconsin Avenue, P.O. Box 187	Muscoda, WI 53573
██████████	Area 3 Resource Soil Scientist	Natural Resources Conservation Service	26136 Executive Lane, Suite 105	Richland Center, WI 53581
██████████	Society Director	Wisconsin Historical Society	816 State St.	Madison, WI 53708
██████████	Program Delivery Engineer	Federal Highway Administration	525 Junction Road, Suite 8000	Madison, WI 53717
██████████	Regulatory Project Manager	U.S. Army Corps of Engineers - La Crescent Regulatory Field Office	1114 South Oak St.	La Crescent, MN 55947
██████████	Wisconsin Ecological Services Field Office Supervisor	U.S. Fish and Wildlife Service	2661 Scott Tower Drive	New Franken, WI 54229
██████████	Chief	(EMS) Avoca Fire Department	P.O. Box 11	Avoca, WI 53506
██████████		(EMS) Lone Rock EMS	751 S Pine St	Lone Rock, WI 53556
██████████	Chief	(EMS) Lone Rock Fire Department	108 N Fireman Ln	Lone Rock, WI 53556
██████████		(EMS) Lone Rock Rescue Unit	220 East Pearl Street	Lone Rock, WI 53556
██████████	Chief	(EMS) Spring Green Fire Department	327 S Winsted Street	Spring Green
██████████				

Plan timeline/public involvement techniques to be used

1. Develop targeted mailing lists and set up electronic database
2. Contact adjacent property owners by mail in advance of public involvement meetings
3. Conduct local officials meetings in advance of public involvement meetings
4. Hold four public involvement meetings
5. Distribute project specific handout at public involvement meeting including information on traffic control concepts
6. Share project updates via project website
7. Contact legislators

Task	Description/Objective	Anticipated Date
Mailings for PIM, News Release	Provide advance notice of public meeting	April 2016
Local Officials Meeting	Acquaint local officials with the purpose of the project	May 2, 2016
Public Involvement Meeting	Acquaint the public with the purpose of the project	May 4, 2016
Project Website	Share information provided at public involvement meetings, add content as the project progresses	May 2016
Mailings for PIM, News Release	Provide advance notice of public meeting	October 2016
Local Officials Meeting	Acquaint local officials with the continued development of the project	November 15, 2016
Public Involvement Meeting	Acquaint the public with continued development of the project	November 17, 2016
Mailings for PIM, News Release	Provide advance notice of public meeting	May 2019
Local Officials Meeting	Acquaint local officials with the preferred alternative	May 31, 2019
Public Involvement Meeting	Acquaint the public with the preferred alternative	May 31, 2019

Concept Structure Plans	Provide preliminary bridge concepts	February 2021
Draft Environmental Report	Document Environmental Conditions	May 2021
Agency Approval of Historical Mitigation Plan	Commitments related to removal of historic bridges	May 2021
30% Concept Plans	Document preliminary concepts	June 2021
Complete Environmental Report	Document Environmental Conditions	July 2021
DT1077 Notification	Introduce project to utilities	August 2021
60% Plans & Preliminary Structure Plans (<i>Under future contract</i>)	Provide further detail on preliminary concepts	February 2019
Local Officials Meeting (<i>Under future contract</i>)	Acquaint local officials with additional project details	Summer 2023
Public Involvement Meeting (<i>Under future contract</i>)	Acquaint the public with the additional project details	Summer 2023
Right of way acquisition (<i>Under future contract</i>)	Purchase lands needed for project construction	2023-2024
PS&E (<i>Under future contract</i>)	Finalize design	May 2026
Project LET	Select contractor to build project	November 10, 2026
Begin Construction	Construct project	January 2027
Complete Construction	Open roadway with improvements constructed	Fall 2028

Project messages

1. Purpose and need

Purpose: The purpose of the project is to address the deteriorating structures across the Wisconsin River. The project shall avoid or minimize to the greatest extent possible any impacts to surrounding resources.

Need: Three structures, built in the 1930s and 1940s, make up the Wisconsin River crossing on WIS 130. The bridges are nearing the end of their service life. The structures are eligible for listing on the National Register of Historic Places and consist of two overhead truss bridges and one low truss bridge. All three bridges are considered substandard structures as they lack shoulders, do not accommodate bicycle facilities, and do not meet the current minimum standard for horizontal clear width and overhead vertical clearance for bridges.

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2. Conceptual solutions that could address the purpose and need

Potential solutions to address the purpose and need include removal of the three structures that make up the Wisconsin River crossing and replacement with two structures located to the west of the current alignment. The new structures would address the poor bridge condition and the substandard horizontal and vertical clearances of the bridges. Additionally, standard shoulders would be incorporated, which would address the safety concerns of bicyclists accessing the bridges.

The new alignment would relocate the intersection of WIS 130 and WIS 133 to the west of the existing intersection. The intersection would be designed to accommodate trucks, which would address the concerns of trucks hitting the beam guard when trying to maneuver through the existing intersection.

3. Proposed schedule and cost range

If a build alternative is selected, currently scheduled for construction in: 2027-2028

If a build alternative is selected, construction could occur as early as: 2024-2025

If a build alternative is selected, the estimated cost for the project is approximately \$35M

4. Potential traffic impacts/ traffic management objectives

The majority of the project is scheduled to be constructed off of the existing alignment which will allow existing WIS 130 to remain open to traffic for the majority of the two-year construction duration.

While the connections to the existing roadways are built, two detour routes are planned. These same detours were used in 2018 and 2020 during maintenance repairs for the bridges.

The west detour is 29 miles long and extends through Gotham and Muscoda. The east detour is 31 miles long and extends through the Town of Clyde and Spring Green.

5. Potential changes or disruptions to transit

There is no transit in the project corridor.

6. Related projects, if any

N/A

7. Potential real estate impacts

Approximately seven acres of right of way acquisition is planned for the project. Approximately five acres of existing right of way along the existing WIS 130 roadway is planned to be transferred to the DNR.

8. Potential access modifications

The department is currently coordinating with the Wisconsin Department of Natural Resources (DNR) regarding access from WIS 130 to DNR owned land known as Long Island. Existing access to Bakken Pond Woods from WIS 130 is planned to be removed.

9. Any other issues to be aware of

Potential mitigation efforts for removal of the historic bridges include:

- WisDOT will make a good faith effort salvage the Wisconsin Highway Commission ID plates from the existing bridges and to allow interested individuals an opportunity to relocate the existing bridges.
- Prepare articles for *Home News* (a newspaper serving Spring Green, Arena, Lone Rock, Plain, and the surrounding area) and the *Wisconsin Magazine of History* outlining the history and significance of the bridges.
- Complete photogrammetric imaging of the bridges. The 3-D digital images of each structure to be made available for public viewing on the WisDOT WIS 130 Bridges project page and at the Platteville Area Research Center and the State Historic Preservation Office.

10. Basic facts about the highway (ADT, truck percentages, etc.)

In 2009, average annual daily traffic volumes on WIS 130 were approximately 2,200 vehicles per day, including approximately 8.7 percent trucks.



Wisconsin River Crossing, WIS 130, Lone Rock, WI

Thank You for attending the Public Involvement Meeting regarding the Wisconsin River Crossing on WIS 130 near Lone Rock, WI.

At today's meeting we would like to receive your input that will assist the department in evaluation and refinement of alternatives.



Contact Information

For additional information about the project contact:

Francis Schelfhout
Project Manager
WisDOT Southwest Region
3550 Mormon Coulee Road
La Crosse, WI 54601
(608) 785-9947
Francis.Schelfhout@dot.wi.gov

Project Overview

The Wisconsin Department of Transportation conducted a study to determine the appropriate location and structure type for the WIS 130 Wisconsin River Crossing. The existing crossing consists of three bridges that were constructed in the 1930s and 1940s and are nearing the end of their service life.

The purpose of the proposed project is to facilitate the safe and efficient movement of people, services, and goods along WIS 130 which crosses the Wisconsin River between WIS 133 and the Village of Lone Rock. With an average annual daily traffic count of 2,200 vehicles, WIS 130 serves as a transportation link between U.S. Highway 14, the Village of Lone Rock, and WIS 133.



Wisconsin River Crossing, WIS 130, Lone Rock, WI

Alternative Descriptions

The project study team developed several alternatives that could provide a suitable location for the WIS 130 Wisconsin River Crossing. The Location Study Report recommended continuing with the National Environmental Policy Act (NEPA) process for five proposed alternatives:

Alternative 0 – No Build - This alternative would leave the roadway and structures exactly as they exist today. If the bridges are not replaced, continual repairs will be needed to keep the bridges open. In less than 10 years it is expected that the load limits on the bridges will decrease, and at some point, the bridges will either need to be closed, removed, or replaced due to the poor sufficiency ratings.

Alternative 1 – Structure Reconstruction - This alternative proposes to replace the three bridges adjacent to the existing alignment, realigning WIS 130, and potentially moving the WIS 130/133 intersection further away from the bluff. The proposed roadway and structures of this alternative will be offset from the existing roadway so that the existing roadway may remain open during construction.

Alternative 2 – Eastern Alignment - This alternative would replace the three existing bridges approximately 2,000 feet east of the current roadway intersection. It extends WIS 133 to the east and the intersection with WIS 130 would be located on a structure. The new southerly structure would tie into to the north-south portion of WIS 130. Traveling northwest across Long Island, the realigned roadway would tie into the south end of the new middle structure adjacent to the existing alignment.

Alternative 3 – Oak Street Alignment - For this alternative, the proposed intersection of WIS 130 and WIS 133 would occur approximately 3,500 feet to the west of the existing intersection, where the bluff transitions into a valley. The proposed alignment requires two structures to cross the Wisconsin River with a causeway on the west side of Long Island. This Alternative would connect to the existing WIS 130 alignment just south of East Exchange Street in Lone Rock.

Alternative 5 – Removal of the existing structures - This alternative would remove the three existing structures permanently. Existing traffic would be diverted to the next closest river crossings located eight miles east near Spring Green or 14 miles west near Muscoda. Removal of the existing structures would require replacement or mitigation of access to surrounding recreational areas.

Wisconsin River Crossing WIS 130 Lone Rock, WI

Public Involvement Meeting
May 4, 2016



1

1

Project Team

Francis Schelfhout
WisDOT Project Manager

Steve Vetsch
WisDOT Environmental Coordinator

Tom Kratt
WisDOT Planning Coordinator

Dan Kleinertz
WisDOT Maintenance Project Manager

Joe Gregas
WisDOT Maintenance Project Supervisor

Sue Barker
Consultant Project Manager

Alicia DeShasier
Consultant Design Engineer

Mike Carpenter
Consultant Structural Engineer



2

2

Meeting Goals

- ▶ Provide information on the location study
- ▶ Gather input that will assist the department in evaluation and refinement of alternatives
- ▶ Describe bridge maintenance repair project



3

3

Project Overview

- ▶ 3 bridges, constructed in the 1930s and 1940s
- ▶ Vertical and horizontal clearance issues
- ▶ Nearing the end of service life
- ▶ WIS 130 carries 2,200 vehicles per day
- ▶ Determine appropriate location and structure type for the WIS 130 river crossing
- ▶ Limit impact to natural and cultural resources



4

4

The Bridges



B-52-857 (northern)



B-52-856 (middle)



B-25-81 (southern)



5

5

Maintenance Project Overview

- ▶ Middle bridge
- ▶ Interim structural repairs
- ▶ Spot painting
- ▶ Construction in 2018
- ▶ Road closed to traffic for 30 - 40 days
 - WisDOT and contractor will coordinate with local emergency services in advance of closure



6

6

Location Study Report

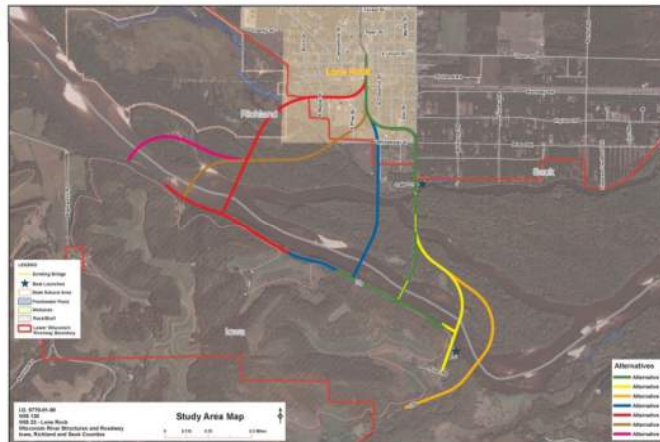
- ▶ Provide summary of activities and issues evaluated prior to entering into an environmental document
Interim structural repairs
- ▶ Evaluation of reasonable crossing options
 - Centerline length / proposed structure length
 - Wetland area
 - Area converted to right-of-way
 - Buildings required
 - Estimated project cost
 - User delay cost
 - Emergency services cost



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Concepts Considered in Location Study



8

8

Location Study Recommendations

- ▶ Continue with the National Environmental Policy Act process for these five alternatives
 - No build
 - Near alignment structure reconstruction
 - Eastern alignment
 - Oak Street alignment
 - Removal of existing structures

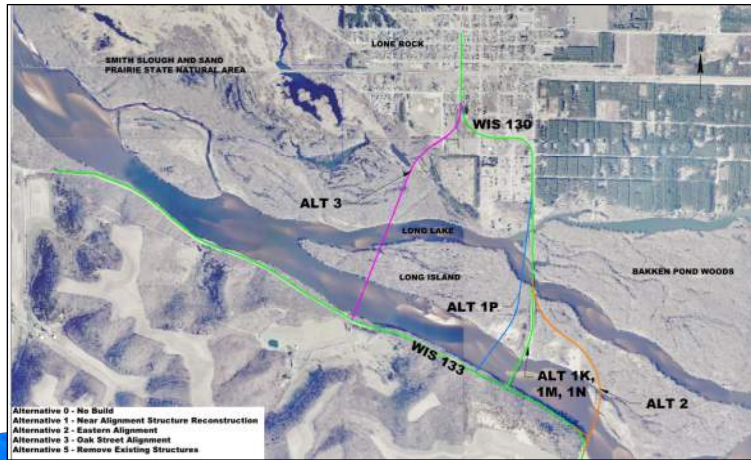


Location Study Evaluation

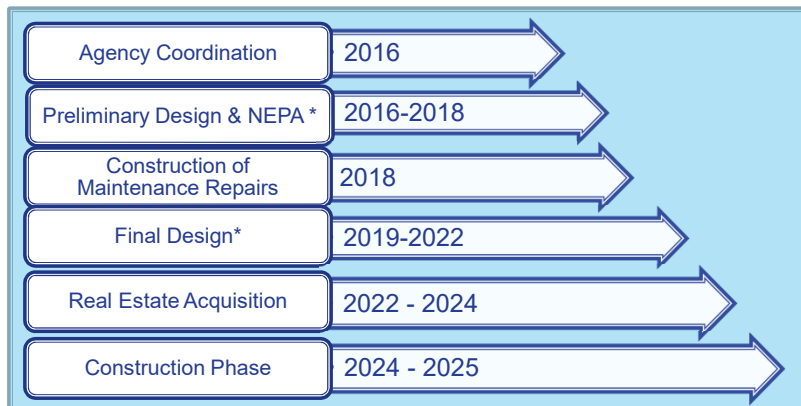
Alternative Summary					
	0	1	2	3	5
	No Build	Near Alignment Structure Reconstruction	Eastern Alignment	Oak Street Alignment	Structure Removal
Centerline Length (Miles)	0.7	0.7	1.1	1	0.7
Project Cost Estimate (Million)	\$0	\$25 - \$50.4	\$40.10	\$30.80	\$2.10
User Delay Costs (Million) (net present value)	\$0	N/A	N/A	N/A	\$120
Emergency Services Costs (Million)	\$2.1-\$4	N/A	N/A	N/A	\$2.1-\$4
Proposed Structure Width (Feet)	N/A	44'	44'	44'	N/A
Number of Structures	0	3	3	3	0
Structure Length (Feet)	N/A	1700-1960'	2700'	1700'	0
Wetland Area (Acres)	0	4	13.3	9.4	0
Total Area Converted to ROW (Acres)	0	9.9	18	19.4	0
Buildings Required (#)	0	0	1	2	0



Concepts for Consideration Moving Forward



Timeline



* Future Public Involvement Meeting



Thank you for participating

- ▶ Review maps and exhibits
- ▶ Ask questions and provide comments
- ▶ Fill out a comment form



13

Project: 5770-01-01, Wisconsin River Crossing, WIS 130, Lone Rock, WI

Subject: Public Involvement Meeting

By: Alicia DeShasier

The PIM was conducted on May 4, 2016 from 5:00 until 7:00 PM at the Lone Rock Community Center. Approximately 60 people attended the meeting. Guests were asked to sign in and provided with an informational handout sheet that outlined the project scope for the bridge rehabilitation as well as the interim bridge maintenance repair project. Guests were also provided with a comment form designed to be returned to the project team during the meeting or folded and mailed to the Project Manager within two weeks of the meeting.

Project team attendance: WisDOT: Francis Schelfhout, Tom Kratt, Joe Gregas; Michael Baker: Sue Barker, Mike Carpenter, Alicia DeShasier.

Exhibits available for viewing included an alternative overview, plan/profile map and visual renderings of alternatives 1, 2, 3 and WIS 133, and detour options for the maintenance project.

A brief presentation was given at 5:30 PM. The presentation introduced the project team in attendance, explained the meeting goals and project overview, described the Location Study Report and concepts moving forward, and outlined the project schedule. A question and answer period was held after the presentation. The comments can be categorized into four primary groups:

- Bridge aesthetics/historic interest
- Mobility and access
- Natural/recreational resources
- Safety

Questions asked (Q) and the project team responses (R) are displayed below.

Q: How will Alternative 2 affect the boat landing?

R: The 100 year flood elevation is 2 feet higher than the road at that location and there are vertical challenges with that option. The tie in point and fill required along WIS 133 would be challenging to maintain that boat landing.

Q: Will the road height need to be elevated for all the alternatives? (Related to previous question)

R: As shown on the profile exhibit for WIS 133 the existing roadway elevation is much lower near Alt 2 and would need to be raised. The existing road elevation is higher for the other alternatives and would not need to be elevated.

Q: Alternative 3 goes right through my property and would take away my view of the river. I have 40 acres and putting the new bridge at Alt 3 would make half of it unusable.

R: WisDOT does an assessment and looks at all aspects of the impact to the property. This can include loss of access, change of land use, and how it affects the property. WisDOT would

appraise the land and situation and give owner an offer to purchase; then the owner is able to get their own independent appraisal done, at WisDOT's expense, to ensure the purchase is fair. WisDOT would be glad to meet with the property owner on an individual basis.

Q: Could this new bridge incorporate a Frank Lloyd Wright design such as the Butterfly Bridge? The cultural impact this could have on the area is great, and it would be an opportunity for Frank Lloyd Wright infusion into the area.

R: The Frank Lloyd Wright design might be a fracture-critical design, and the State is getting away from building those. This bridge will be in place for the next 80-100 years so the State wants to place something in the area that will last a long time.

Q: This is my favorite bridge, even though it's not easy to drive on and I don't want to see this historic landmark removed. The steel truss look is going away all over the state and I like that look.

R: The structure can't be maintained by the State anymore because its serviceable life is nearing the end. The integrity of the structure must be good for the State to keep it. However, there are situations where a private person could take over responsibility for maintenance, safety, and function of a structure. There have been many situations where the State has tried to allow a private entity to acquire a structure without charge and they won't take it because it is too difficult to maintain. That could be an option here except the size of the structures could be an issue.

Q: Could you leave the old bridge up if the new one isn't on the same alignment?

R: Possibly, depending on the maintenance of it and who would take over responsibility for it. It will remain in place with traffic using it during construction but WisDOT will continue look into historical information to determine what will happen to it upon completion of the new bridge.

Q: Are these the last structures of their kind on the Wisconsin River?

R: Yes, they are likely the last of their kind on the Lower WI River.

Q: Is there anything that could be done in the next 8 years to make the intersection safer at 130 and 133? When semis come down the road and need to turn, there is no way another car can be nearby. If a semi is turning, other traffic has to stop either on the road or way back on the bridge. What will be done about this? Sometimes people have to back up on 133 or 130 based on the type of traffic they encounter on the bridge.

R: In reference to the intentional crashes, the Department will assess all of the alternatives for the best use of funds and increased safety. In reference to the roadway width and turning, the intersection of WIS 133 and 130 would be revised as part of this project which will allow trucks to make turns easier. There would be a 36' roadway, including shoulders, on 133 and the structure width is planned to be 44', almost double what it is now.

Q: What about additional stop signs on 133 or rumble strips that alert drivers to slow down

R: Since it is a State Trunk Highway and the speeds are 55 mph, the condition doesn't warrant it a stop sign on WIS 133. There are flashing red lights in place, the intersection has a lower crash rate than the state average so it's not slotted to be evaluated for additional stop signs or other changes such as rumble strips.

Q: If construction is 10 years away and the service life of the bridges is 5-8 years, will the structure be unsafe in the coming years?

R: The service life is 5-10 years *after* the construction timeframe. The bridges are inspected yearly to make sure they are adequate for the traffic they carry. The 2018 maintenance project will provide interim repairs to the middle bridge to hold it over until the reconstruction project.

An open house style format was available before and after the formal presentation. During this time, meeting attendees could view the exhibits of the various concepts and ask questions and make comments to the project team members in attendance. The following are comments noted by the project team:

██████████ from the Richland County Highway Committee just had general concerns about fire/EMS/school bus access, he did not express any specific concerns.

██████████ is a bus driver for Lamers Bus Lines, who provides busing for the River Valley School District. He didn't have any particular concerns and inquired about the construction time frame.

Response: The reconstruction project is scheduled 8-10 years out and rehabilitation in summer 2018.

Several residents expressed concern about the trees in the NE quadrant of the 130/133 intersection. They stated that the County won't trim the trees because the Lower Wisconsin Riverway Board would not approve of doing that. They requested that the trees be trimmed as part of either the rehab or future replacement project. Below is a screenshot from Google Street View of their area of concern.



A small group of Lone Rock residents said they wanted to keep the bridge as a bike/ped facility and would like it to connect to the Pine River Trail. They don't want to get rid of the bridge because it's a landmark and they like the look of it.

██████████ owns property on the east side of Otter Creek near Alternative #2 and expressed concern about the potential impacts to his property and the boat launch.

Property owners on the north end of alternative 1P expressed concern that the alignment moves the roadway west which is closer to their home and appears to go through the rock face located on the west side of WIS 130 across from park. They noted this may be the last remaining portion of the Lone Rock for which the Village is named. They inquired if the new alignment would be placed east rather than west of the existing road.

Additional written comments were submitted via e-mail, on comment forms at the meeting, or comment forms received by mail at WisDOT within two weeks of the meeting.

Attachments

Meeting Attendance Record (Sign-in)

Summary of written comments



Wisconsin River Crossing, WIS 130, Lone Rock, WI

Thank You for attending the Public Involvement Meeting regarding the Wisconsin River Crossing on WIS 130 near Lone Rock, WI.

At the previous public involvement meeting held May 4, 2016 the team noted the Value Engineering (VE) Study scheduled for June, 2016 which has now been completed.

Next Steps:

- 2016 - 2017: Additional travel pattern studies
- 2017: Public Involvement Meeting

Contact Information

For additional information about the project contact:

Francis Schelfhout
Project Manager
WisDOT Southwest Region
3550 Mormon Coulee Road
La Crosse, WI 54601
(608) 785-9947
Francis.Schelfhout@dot.wi.gov

Project Overview

The WIS 130 crossing consists of three bridges that were constructed in the 1930s and 1940s. The purpose of the project is to address the deteriorating structures across the Wisconsin River, which is rich in natural and cultural resources and the project shall minimize any impacts to resources that cannot be avoided.

The purpose of today's Public Involvement Meeting is to describe the results of the Value Engineering (VE) study and current alternatives, and receive your input regarding the project's potential environmental impacts (natural, cultural and socioeconomic impacts) which will assist the Department of Transportation in development and refinement of alternatives. Your review and comments will be greatly appreciated.



Wisconsin River Crossing, WIS 130, Lone Rock, WI

Alternative Descriptions

The Value Engineering Study acknowledged the previous eastern (Alt 2) and western (Alt 3) alternatives as undesirable to move forward for consideration due to multiple constraints, geometric, vertical, horizontal, and environmental issues.

Alternatives proposed to carry forward include the following:

Alternative 0 – Preserve and Maintain - Under this alternative, WIS 130 would continue to receive regularly scheduled maintenance but no significant improvements would be performed.

Alternative 1K – Adjacent Alignment Structure Reconstruction - This alternative proposes to replace the three bridges adjacent to the existing alignment, realigning WIS 130, and potentially moving the WIS 130/133 intersection further away from the bluff. The proposed roadway and structures of this alternative will be offset from the existing roadway so that the existing roadway may remain open during construction. A variation on this alternative (called ALT 1S) would excavate into the bluff to flatten the bluff slope.

Alternative 1P - Near Adjacent Alignment Structure Reconstruction - This alternative would replace the three bridges up to 800 feet west of the existing alignment. Two bridges and an 800-foot long roadway embankment make up this alternative. A variation on this alternative (called ALT 1Q) would eliminate the embankment and place one single structure along relocated WIS 130.

Alternative 1R – Existing Alignment Structure Reconstruction - This alternative would include removal and replacement of three bridges on existing alignment. WIS 130 would be closed to traffic during the 1-2 year construction.

Alternative 5 – Planned Elimination- This alternative would remove the WIS 130 river crossing in approximately 12 years. Existing traffic would be diverted to the next closest river crossings located eight miles east near Spring Green or 14 miles west near Muscoda. The 12-year elimination window would allow local residents, school districts, emergency services, and businesses to determine alternate routes, potential re-routing or re-districting service areas.

Wisconsin River Crossing WIS 130 Lone Rock, WI

Public Involvement Meeting
November 17, 2016



Project Team

Francis Schelfhout
WisDOT Project Manager

Steve Vetsch
WisDOT Environmental Coordinator

Tom Kratt
WisDOT Planning Coordinator

Rosie Meer
WisDOT Environmental Coordinator

Sue Barker
Consultant Project Manager

Alicia McConnell
Consultant Design Engineer

Linda Krueger
Consultant Structural Engineer

Mike Carpenter
Consultant Structural Engineer



Meeting Goals

- ▶ Provide information on the value engineering study results
- ▶ Gather input that will assist the department in evaluation and refinement of build alternatives



Project Overview

The purpose of the project is to address the deteriorating structures across the Wisconsin River. The project shall avoid or minimize to the greatest extent possible any impacts to resources.



Bridge Conditions

Bridge	Structurally Deficient? ¹	Posted Load limit	Sufficiency Rating (Out of 100)	Functionally Obsolete ²	Functionally Obsolete Element(s)	Condition Ratings ³ Deck / Substructure / Superstructure
B-25-81 (South Bridge)	No	No weight limits	45.8	Yes	Narrow clear width – 24'	6 / 5 / 5
B-52-856 (Middle Bridge)	Yes	40 Ton	20.9	Yes	Narrow clear width – 20' Vertical clearance – 14.57' (15.25' is minimum)	7 / 5 / 4
B-52-857 (North Bridge)	Yes	No weight limits	14.5	Yes	Narrow clear width – 20'	7 / 4 / 4

¹ Structurally deficient is defined as a bridge component having a condition rating of 4 or less (poor condition)

² A functionally obsolete bridge is one that was built to standards that are not used today

³ Condition Ratings are on a scale of 0 to 9 (0 being “failed” and 9 being “excellent”)



B-25-81 (South)



B-52-856 (Middle)



B-52-857 (North)



Value Engineering Report

- ▶ Far east and west alternatives acknowledged as undesirable to move forward
- ▶ Recommendation to consider additional concepts
 - Reduce bridge width to 32 or 36 feet
 - Follow existing alignment
 - Modify Alt 1P with a single bridge
 - Remove rock bluff
 - Planned elimination of all structures in 12 years



Value Engineering Report



Preserve and Maintain, Alt 0

- ▶ Regularly scheduled maintenance
- ▶ No improvements to current deficiencies
 - 40 ton load posting
 - Narrow shoulders
 - Narrow intersection
- ▶ Maintain current access
- ▶ \$10M - \$20M



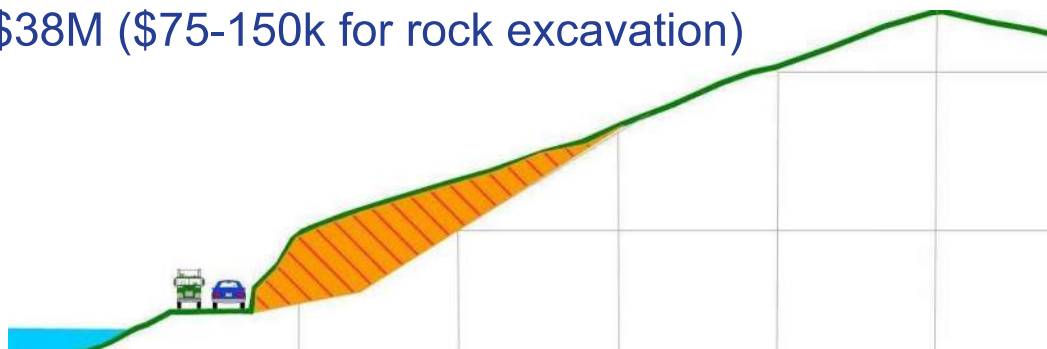
Adjacent Alignment Structure Reconstruction, Alt 1K

- ▶ 50' offset from existing
- ▶ Maintain traffic during construction
- ▶ Widen intersection using embankment and retaining walls along WIS 133
- ▶ Maintain current access \$46M



Adjacent Alignment Structure Reconstruction with Bluff Excavation, Alt 1S

- ▶ Excavate a portion of bluff to provide a flatter slope behind the intersection
- ▶ \$38M (\$75-150k for rock excavation)



Near Adjacent Alignment Structure Reconstruction with 2 Bridges, Alt 1P

- ▶ Relocate roadway up to 800 feet west of existing
- ▶ Maintain access to Long Island, remove access to Bakken Pond Woods
- ▶ Maintain traffic during majority of construction
- ▶ \$40M



Near Adjacent Structure Reconstruction with 1 Bridge, Alt 1Q

- ▶ Similar to previous alternative
- ▶ Remove access to Long Island and Bakken Pond Woods
- ▶ Minimizes natural resource impacts
- ▶ \$56M



Existing Alignment Structure Reconstruction, Alt 1R

- ▶ Replace existing bridges in their current location
- ▶ Road closed to traffic during 1-2 year construction
- ▶ Maintain access to Long Island and Bakken Pond Woods
- ▶ \$35M



Planned Elimination, Alt 5

- ▶ Remove the river crossing in 12 years
 - Traffic would use crossings in Spring Green and Muscodia
- ▶ Allows time to re-zone service areas
- ▶ Remove access to Long Island and Bakken Pond
- ▶ \$2M - \$5M



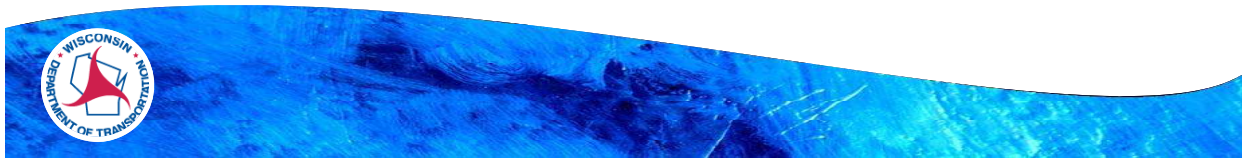
Alternative Summary

	0	1K	1P	1Q	1R	1S	5
	Preserve and Maintain	Adjacent Alignment Structure Reconstruction	Near Adjacent Structure Reconstruction (2 Bridges)	Near Adjacent Structure Reconstruction (1 Bridge)	Existing Alignment Structure Reconstruction	Adjacent Alignment Structure Reconstruction with Bluff Excavation	Planned Elimination
Centerline Length (Miles)	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Project Cost Estimate (Million)	\$0	\$46	\$40	\$56	\$35	\$38	\$2-\$5
20 Year Maintenance Costs (Million)	\$10-\$20	<\$1	<\$1	<\$1	<\$1	<\$1	N/A
Emergency Services Costs (Million)	\$2-\$4*	\$1-\$2**	\$1-\$2**	\$1-\$2**	\$1-\$2**	\$1-\$2**	\$2-\$4*
Proposed Structure Width (Feet)	N/A	36	36	36	36	36	N/A
Number of Structures	0	3	2	1	3	3	0
Individual Structure Length(s) (Feet)	N/A	730 / 650 / 320	1170 / 1160	3300	685 / 555 / 85	730 / 650 / 320	N/A
Total Structure Length (Feet)	N/A	1700	2330	3300	1325	1700	0
Wetland Area (Net) (Acres)**	0	-4	<-1	+3	<-1	-4	+4
Total Area Converted to ROW (Acres)	0	10	10	10	2	10	0

- Costs based on real estate, building and equipment for 4 vehicle service facility south of Wisconsin River
An additional facility could be necessary if load posting drops below 30 tons in Alternative 0, or if crossing is eliminated in Alternative 5

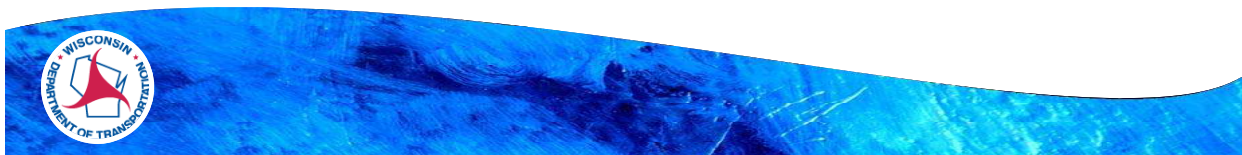
** Costs based temporary accommodations for emergency services during bridge closure

*** Net Acres: "+" indicates wetland gained in area, "-" indicates wetland lost in area

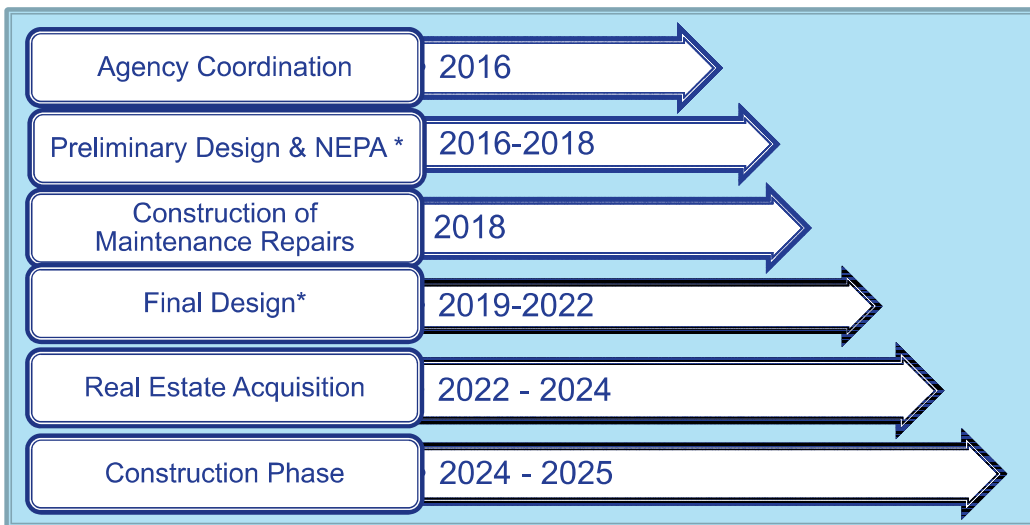


Next Steps

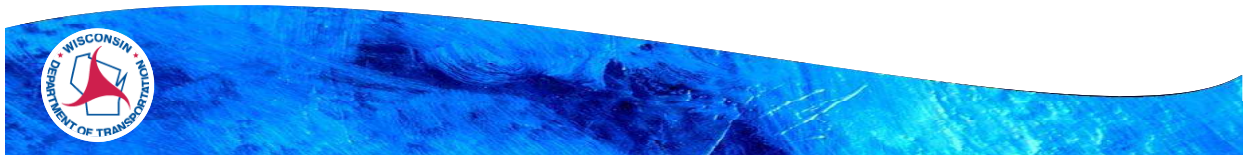
- ▶ Additional studies – travel patterns
- ▶ Future meetings – 2017



Timeline

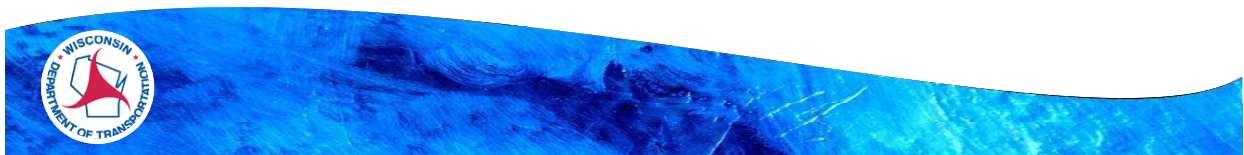


* Future Public Involvement Meeting



Thank you for participating

Please complete a written comment form



Meeting Minutes

Project: 5770-01-01, Wisconsin River Crossing, WIS 130, Lone Rock, WI

Subject: Public Involvement Meeting #2

By: Alicia McConnell

The PIM was conducted on November 17, 2016 from 5:00 until 7:00 PM at the Lone Rock Community Center. Approximately 40 people attended the meeting. Guests were asked to sign in and provided with an informational handout sheet that outlined the project scope for the bridge rehabilitation as well as the interim bridge maintenance repair project. Guests were also provided with a comment form designed to be returned to the project team during the meeting or folded and mailed to the Project Manager within two weeks of the meeting.

Project team attendance: WisDOT: Francis Schelfhout, Tom Kratt; Michael Baker: Sue Barker, Mike Carpenter, Alicia McConnell, Linda Krueger.

Exhibits available for viewing included an alternative overview, plan/profile map and visual renderings of alternatives 5, 1P, 1Q, 1S, 1R and 1K.

A brief presentation was given at 6:00 PM. The presentation introduced the project team in attendance, explained the meeting goals and project overview, described why a few of the previous alternatives were dismissed, introduced the planned elimination option, and outlined the project schedule. A question and answer period was held after the presentation. The comments can be categorized into four primary groups:

- Emergency response
- Mobility and access
- Natural/recreational resources
- Safety

A question was asked during the presentation regarding how Alternative 2 will affect the boat landing. Response noted that the 100 year flood elevation is 2 feet higher than the road at that location. The tie in point and fill required along WIS 133 would make it challenging to maintain that boat landing.

An open house style format was available before and after the formal presentation. During this time, meeting attendees could view the exhibits of the various concepts and ask questions and make comments to the project team members in attendance. The following are comments noted by the project team:

Property owners to the east of the northern bridge were concerned because they saw Alt 5 as encroaching on their property. This concern was resolved when they looked through the exhibits and saw that it was merely a representation of the planned elimination. They were indifferent about the elimination since they didn't live there full time and it would make their property more private and quiet. They didn't use the bridges much, but would like the underside of the north bridge cleaned up to remove trash. He also noted that a large amount of scour has occurred since they built their house in 2007. The scour is located in the middle channel, at the south end of the middle bridge.

Additional written comments were submitted via e-mail, on comment forms at the meeting, or comment forms received by mail at WisDOT within two weeks of the meeting.



Wisconsin River Crossing, WIS 130, Lone Rock, WI

Project Overview

The WIS 130 crossing consists of three existing bridges that were constructed in the 1930s and 1940s. The purpose of the project is to address the deteriorating structures across the Wisconsin River, which is rich in natural and cultural resources. The project shall minimize any impacts to resources that cannot be avoided.

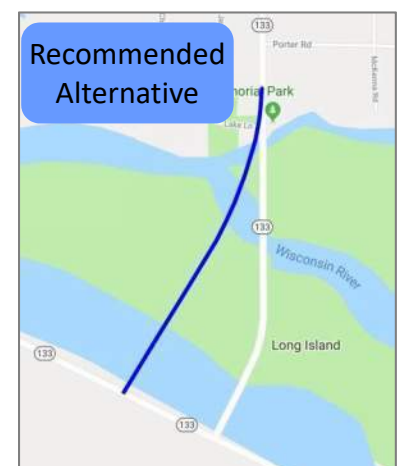
Recommended Alternative

The recommended alternative would replace the three bridges up to 800 feet west of the existing alignment. Two bridges and an 800-foot long roadway embankment make up this alternative. This alternative maintains access to Long Island, while removing access to Bakken Pond Woods. It also maintains traffic on WIS 130 throughout the majority of construction. Construction is planned to occur over a two-year time frame. Two refinements under consideration at the northern project limit are compared below. The Department is seeking input on the refinements to select a preferred alternative.

	Western Refinement (Recommended)	Centerline Refinement
Location	35 feet west of existing centerline at north bridge	Matches existing alignment at north bridge
Traffic During Construction	Open during construction	Closed for 8 months or use temporary bridge
Impacts	Excavate a portion of bluff across from Brace park	Slight fill in Brace Park
Construction	More flexibility in scheduling could result in cost savings	More access and scheduling constraints could result in higher cost
Relative Cost		\$300,000 more (temporary bridge)

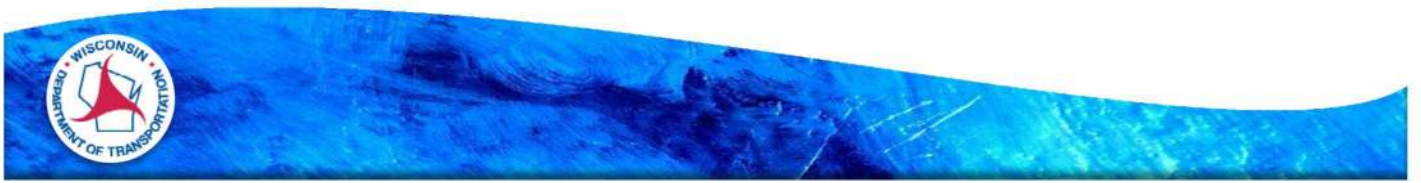
Next Steps

- Agency meeting: May 28, 2019
- Public Involvement Meeting: May 31, 2019
- Section 106: June 2019
- Draft Environmental Document: Summer 2019
- Final Environmental Document: Fall 2019
- Final Design: 2019 - 2026
- Real Estate Acquisition: 2025-2026
- Construction LET: Nov 2026
- Construction: 2027 – 2028 (\$34.3 million including delivery)



Wisconsin River Crossing WIS 130 Lone Rock, WI

Public Involvement Meeting
May 31, 2019



Project Team

Francis Schelfhout
WisDOT Project Manager

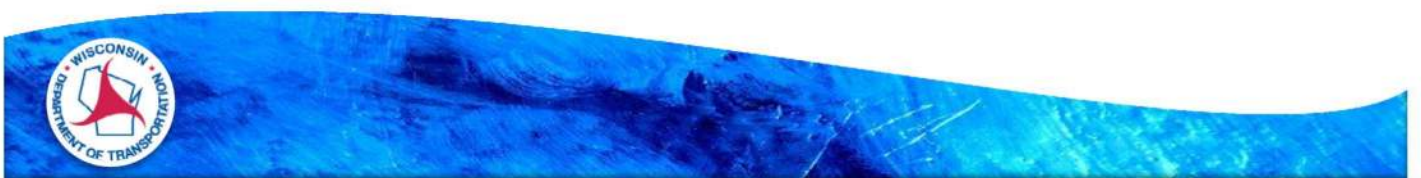
Sue Barker
Consultant Project Manager

Steve Vetsch
WisDOT Environmental Coordinator

Linda Krueger
Bridge Design Engineer

Jonquil Johnston
WisDOT Environmental Coordinator

Dana Ladzinski
Roadway Design Engineer



Meeting Goals

- ▶ Describe recommended alternatives
- ▶ Gather input that will assist the department in refinement of build alternatives
- ▶ Describe interim maintenance project
- ▶ Next steps/timeline/team



Project Overview

The purpose of the project is to address the deteriorating structures across the Wisconsin River. The project shall avoid or minimize to the greatest extent possible any impacts to resources.



Bridge Conditions

Bridge	Structurally Deficient? ¹	Posted Load limit	Functionally Obsolete ²	Functionally Obsolete Element(s)	Condition Ratings ³ Deck / Substructure / Superstructure
B-25-81 (South Bridge)	Yes	No weight limits	Yes	Narrow clear width – 24'	6 / 4 / 4
B-52-856 (Middle Bridge)	Yes	40 Ton	Yes	Narrow clear width – 20' Vertical clearance – 14.57' (15.25' is minimum)	7 / 3 / 4
B-52-857 (North Bridge)	Yes	No weight limits	Yes	Narrow clear width – 20'	7 / 4 / 4

¹ Structurally deficient is defined as a bridge component having a condition rating of 4 or less (poor condition)

² A functionally obsolete bridge is one that was built to standards that are not used today

³ Condition Ratings are on a scale of 0 to 9 (0 being “failed” and 9 being “excellent”)



B-25-81 (South)



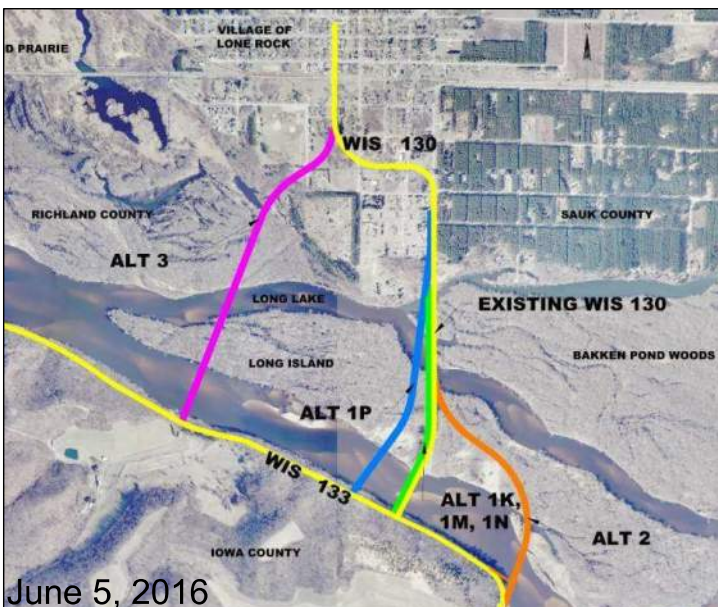
B-52-856 (Middle)



B-52-857 (North)

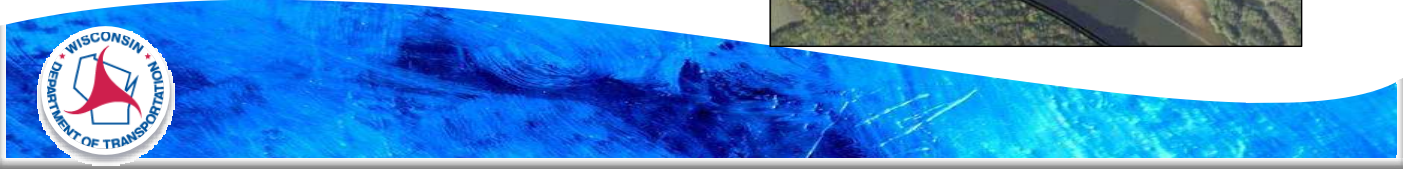


Range of Alternatives

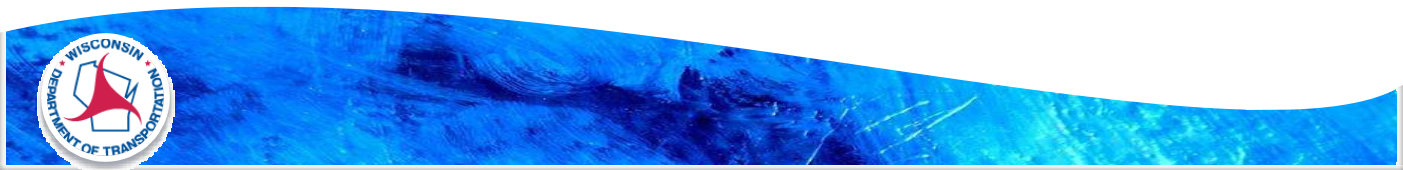
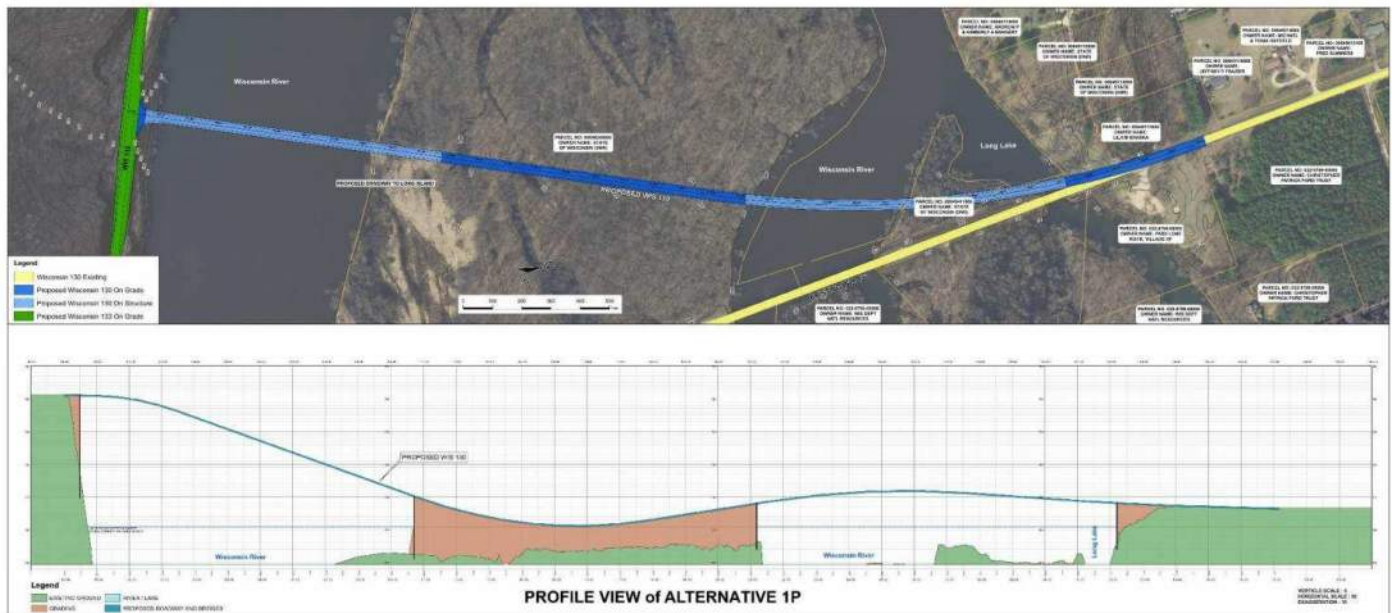


Recommended Alternative – 1P

- ▶ Near adjacent alignment structure reconstruction with 2 bridges
- ▶ Relocate roadway up to 800 feet west of existing
- ▶ Maintain access to Long Island
- ▶ Maintain traffic during majority of construction



Recommended Alternative – 1P



Recommended Alternative – 1P

Temporary Impacts

- ▶ Temporary causeways
 - Pier construction
 - Girder delivery
 - Removal of existing bridges
- ▶ Temporary access roads
 - Hauling fill
- ▶ Temporary staging areas
 - Materials and equipment



North Project Limit Refinements

	Western Refinement (Recommended)	Centerline Refinement
Location	35 feet west of existing centerline at north bridge	Matches existing alignment at north bridge
Traffic During Construction	Open during construction	Closed for 8 months or use temporary bridge
Impacts	Excavate a portion of bluff across from Brace park	Slight fill in Brace Park
Construction	More flexibility in scheduling could result in cost savings	More access and scheduling constraints could result in higher cost
Relative Cost		\$300,000 more (temporary bridge)



North Project Limits

Western Refinement

- ▶ 35 feet west of existing centerline at north bridge
- ▶ Open during construction
- ▶ Excavate a portion of bluff across from Brace park
- ▶ More flexibility in scheduling could result in cost savings



North Project Limits

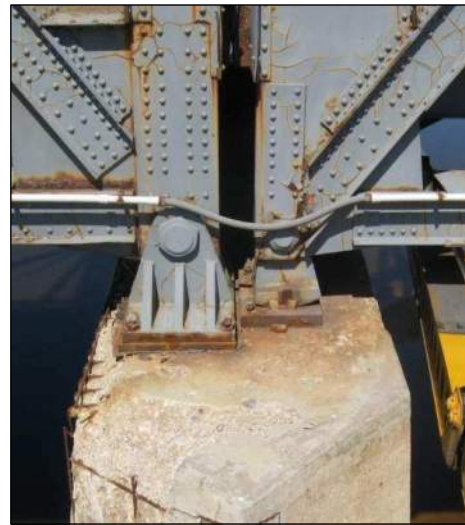
Centerline Refinement

- ▶ Matches existing alignment at north bridge
- ▶ Closed for 8 months or use temporary bridge
- ▶ Slight fill in Brace Park
- ▶ More access and scheduling constraints could result in higher cost
- ▶ Cost is \$300,000 more (temporary bridge)

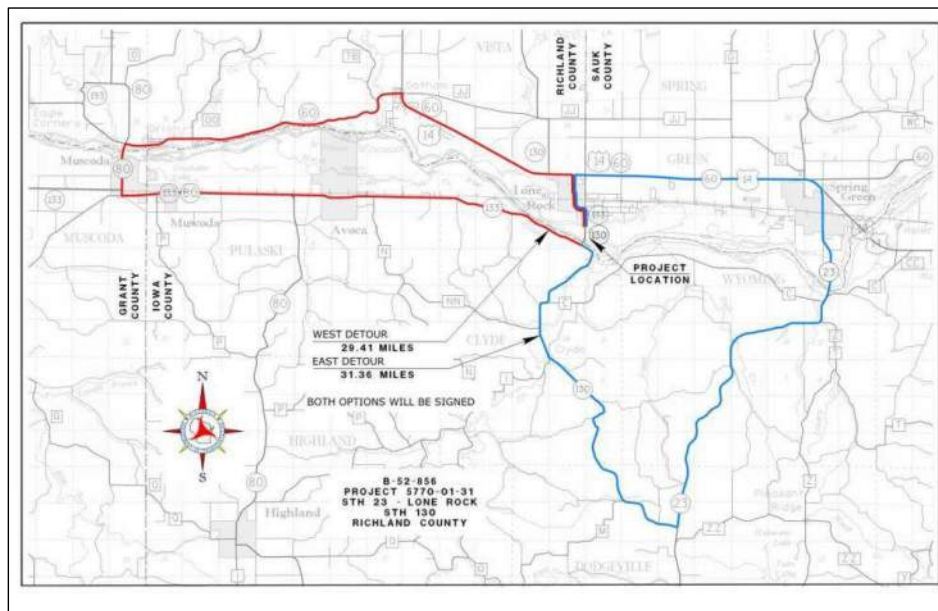


2020 Bridge Maintenance

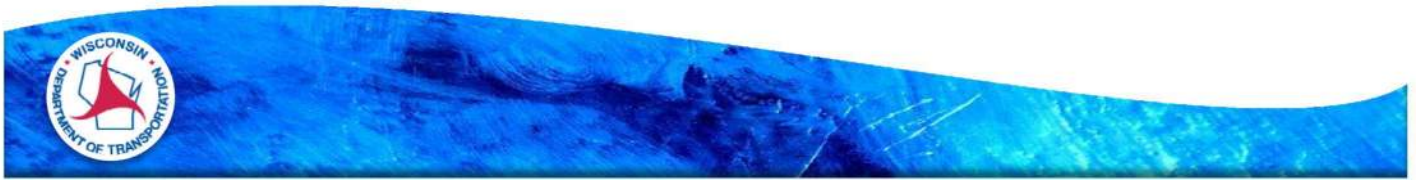
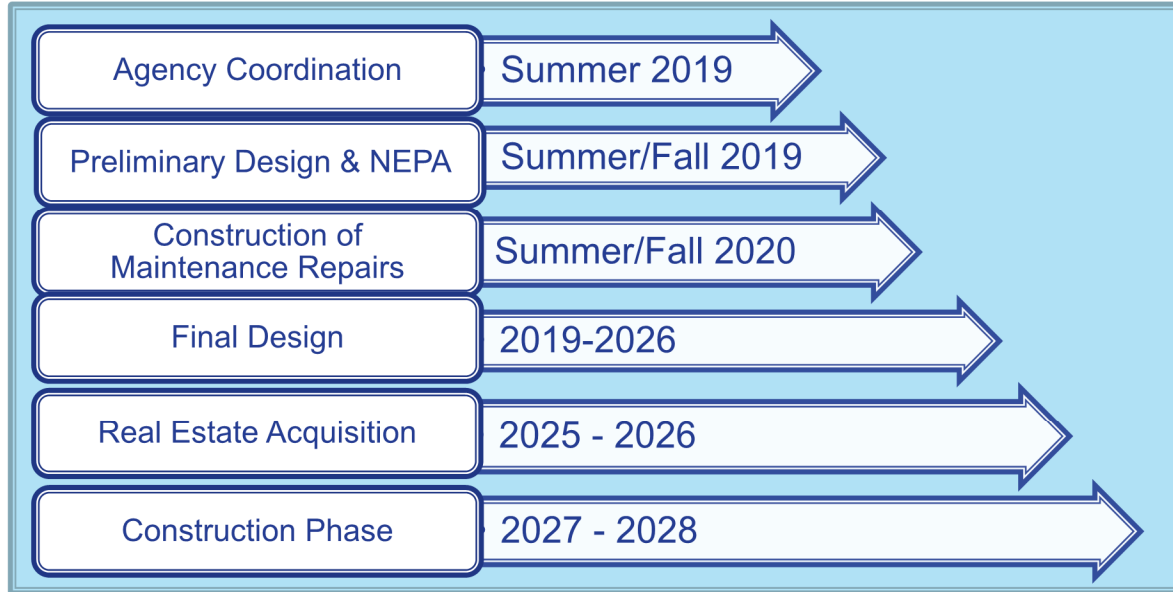
- ▶ Repairs to 3 bridges:
 - Deck
 - Piers and abutments
 - Bearings
- ▶ Bridges closed 4 - 5 months
- ▶ \$4M
- ▶ Project Team
 - Supervisor: Joe Gregas
 - Project Manager: Dan Kleinertz
 - Design Engineer: Paul Valenti



2020 Bridge Maintenance Proposed Detour



Timeline



Project Team – Final Design

Joe Gregas

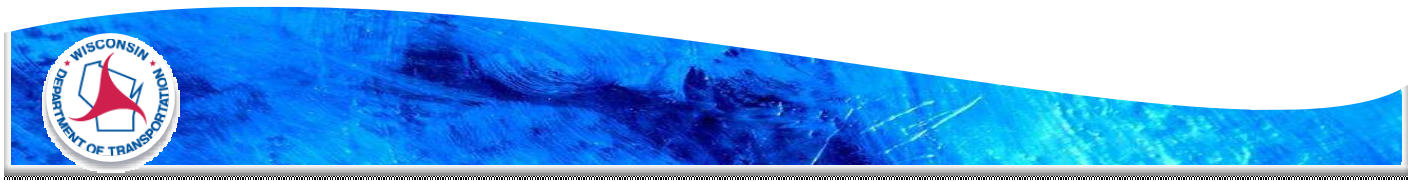
WisDOT Supervisor

Dan Kleinertz

WisDOT Project Manager

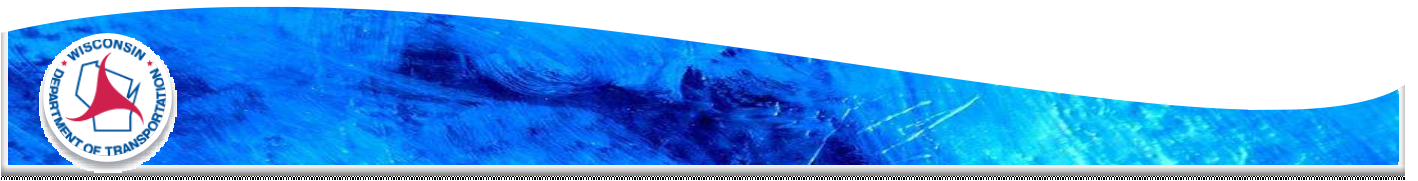
Nathan Schumaker

WisDOT Design Engineer



Thank you for participating

Please complete a written comment form



ID 5770-01-01
STH 23 – Lone Rock
Wisconsin River Bridge Structure and Roadway
STH 130
Iowa and Richland Counties

Public Information Meeting #3 - Summary

Project Overview

The WIS 130 crossing consists of three existing bridges that were constructed in the 1930s and 1940s. The purpose of the project is to address the deteriorating structures across the Wisconsin River, which is rich in natural and cultural resources. The project shall minimize any impacts to resources that cannot be avoided.

Purpose of the Public Information Meeting

The Public Information Meeting (PIM) was held to familiarize the public with the purpose and need of the study, to present two refinement options for the preferred alternative to the public, and to solicit input on options to be considered for the crossing and potential impacts to natural, cultural and social characteristics of the project location. The project team provided an overview of upcoming activities and explained the next steps of the process, including additional public outreach and input opportunities.

Outreach Efforts to Involve Community Members

Database

A public and local official database (Appendix A) was developed and utilized for meeting mailings. The database includes over 500 property owners and residents located within ½ mile of the project area, as well as agency representatives and local officials.

Direct Mailing and E-mail Invitations

Invitations to the PIM were mailed May 13th (Appendix B). The invitation encouraged participation and provided contact information for WisDOT Project Manager Francis Schelfhout for public inquiries.

News Release

WisDOT distributed a news release providing details of the Public Information Meeting (Appendix C). The press release outlined the project and noted that the PIM was an opportunity to gather input regarding the project’s potential environmental impacts for the refinement of the recommended alternatives. The press release also mentioned that the meeting would include a discussion of the planned bridge repairs scheduled for construction in 2020. Residents and local officials commented that they read about the meeting in the local newspaper.

Public Information Meeting Details

The PIM was conducted on May 31, 2019 from 5:00 PM until 7:00 PM at the Lone Rock Community Hall. It was held as an open house format with a brief presentation at 6:00 PM. Approximately 65 people attended the meeting. Guests were asked to sign in (Appendix D) and were provided with an informational handout sheet

(Appendix E) that outlined the project scope. Guests were also provided with a comment form (Appendix F) designed to be returned to the project team during the meeting or folded and mailed to the consultant Project Manager within two weeks of the meeting.

Exhibits available for viewing included an area overview of alternative 1P, plan and profile view of alternative 1P, plan and profile view of WIS 133 at the intersection of WIS 130 and WIS 133, enlarged views of the two alternatives at the north end of the bridge (western refinement alternative and centerline refinement alternative), and a concept plan showing potential temporary impacts during construction (Appendix H).

During the open house style format, meeting attendees could view the exhibits of the various concepts and ask questions and make comments to the project team members in attendance. The following was noted by the project team:

- In general, attendees preferred the Western Refinement Alternative over the Centerline Refinement Alternative because it appeared more important to the locals to keep the bridge open during construction than to salvage the area across from Brace Park.

A brief presentation was given at 6:00 PM (Appendix I). The presentation introduced the project team in attendance, explained the meeting purpose and project overview, described the refinement options for the preferred alternative for a new crossing, and outlined the project schedule. A question and answer period was held after the presentation. Verbal comments/questions received at the meeting and the project team responses are shown in Appendix G.

Additional written comments were submitted via e-mail, on comment forms at the meeting, or comment forms received by mail at the Michael Baker International Madison Office within two weeks of the meeting. Comments received are included in Appendix F.

List of Appendices

- A: Mailing List
- B: Direct Mailing Invitation
- C: News Release & Newspaper Articles
- D: Sign In Sheets
- E: Handout
- F: Written Comments
- G: Verbal Comments
- H: Exhibits
- I: Presentation

Appendix 4

Local Officials Coordination

Meeting Minutes

Project: 5770-01-01, Wisconsin River Crossing, WIS 130, Lone Rock, WI

Subject: Local Officials Meeting

Meeting Date/Time: May 2, 2016, 5-6 pm

By: Alicia DeShasier

Place: Lone Rock Community Center

Attendance: WisDOT: Francis Schelfhout, Tom Kratt, Steve Vetsch, Dan Kleinertz; Michael Baker: Sue Barker, Alicia DeShasier; Sauk County: Marty Krueger, Stephen Muchow; Iowa County: Daniel Nankee; Clyde Township: Dwayne Gilbertson; Pulaski-Avoca: Marjorie Bomkamp; Village of Lone Rock: Tom Whalen, JR Marshall; State Senator Howard Marklein.

The format included a presentation by Francis Schelfhout and then general questions and discussion with LOM invitees.

Senator Howard Marklein asked if there been a study to identify where are people going when they cross the bridge. Response: A truck origin study was conducted early in the location study phase and people were generally headed to Dodgeville to work or elsewhere in that same direction. Senator Marklein also asked if Lone Rock EMS served north and south of river. Response by Town of Clyde fireman: Yes, but they (fire) store a unit across the river. Sometimes EMS will cross the river with an ATV. Senator Marklein asked who owns the islands. Response: They are owned by the State DNR. He also inquired about the role of the Lower Wisconsin State Riverway Board. Response: They are a regulatory agency and the project team will continue to coordinate with the Board.

County Board member Marjorie Bomkamp asked "Can we get rid of Suicide Rock?" Village of Lone Rock trustee Tom Whalen noted that if the T-intersection at the rock is eliminated, they will just drive into the river. Response: While these incidents are tragic and impactful to the community, they are intentional and we can't engineer our way out of an intentional act. Funding and practical design need to be taken into consideration as we move forward with alternative evaluation.

Village of Lone Rock trustee JR Marshall noted that he did not receive notice of the meeting directly. Response: Meeting invitations were sent to the Village President and Clerk as generally they would forward information to the trustees. Board members and attendees of this meeting will be added to the mailing list for future meetings.

There was a discussion of school district boundaries. The area south of the bridge is in the River Valley school district. Some school busses cross the bridge. As far as emergency service areas, it was noted that fire trucks would need a station on the south side of the river if the bridge wasn't rebuilt, but that area might be able to be served by Dodgeville or Avoca, depending on the location. There were several comments regarding the narrow bridge and that when snow plows or semis are coming across the bridge, many drivers in the opposite direction wait until they pass before crossing the bridges.

Francis asked for recommendations for improving the presentation or the materials for the upcoming PIM. Senator Marklein said it might be helpful to show the cost of each alternative and provide a construction timeframe.

There was a question regarding the cost of the maintenance project. Response: The repairs would cost approximately \$400,000.

ACTION ITEMS:

1. Baker will add cost information to the Alternative Key exhibit and print additional copies of the exhibit.
2. Baker will follow up with school bus company and EMT service areas to better understand their use of the bridges.

Meeting Minutes

Project: 5770-01-01, Wisconsin River Crossing, WIS 130, Lone Rock, WI
Subject: Local Officials Meeting **Meeting Date/Time:** November 15, 2016, 5-6 pm
By: Alicia McConnell **Place:** Lone Rock Community Center

Attendance: WisDOT: Francis Schelfhout, Tom Kratt Michael Baker: Sue Barker, Alicia McConnell; Sauk County: Marty Krueger, Stephen Muchow; Iowa County: Daniel Nankee; Clyde Township: Dwayne Gilbertson; Pulaski-Avoca: Marjorie Bomkamp; Village of Lone Rock: Tom Whalen, JR Marshall; State Senator Howard Marklein.

The format included a presentation by Francis Schelfhout and then general questions and discussion with LOM invitees.

Prior to the presentation, the planned elimination alternative was discussed with many of the attendees. Concerns identified by local officials include: the response time for emergency services would double for homes on the south side of the river, re-districting would need to occur and funding may not allow for adequate emergency service facilities on the south side of the river.

After the presentation, items discussed were as follows:

One attendee commented that the cost to maintain the structures for 20 years and the cost to eliminate the structures doesn't seem to mesh. Why is the cost to maintain so high? Response: The costs increase exponentially as the structure continues to deteriorate. As more and more starts to rust, the amount that needs to be repaired becomes substantial. For example, the maintenance that will be done in 2018 is \$750k.

One attendee asked if a traffic study has been done. Response: Yes, a traffic forecast has been done and studied, but an origin-destination study would give the design team a wider view of where people are actually going and coming from.

An attendee asked what would they do about the emergency vehicles? Response: The team needs accurate service maps in order to best determine what would need to be done about emergency response. A comment was made that if there were no bridges, emergency services staff and facilities would need to be placed on the other side of the bridge, they would need training, and there is no way the budget would be able to handle splitting people and equipment up like that.

An attendee commented that he didn't like the elimination option. Any other option would be good, access to islands would be good for recreational use, fishing, etc. He asked the team what other factors will be considered. Response: Other factors that go into this decision are right of way, cost, and the intentional crash factor.

An attendee asked if truck traffic was removed, would the life of the bridge be extended? Response: The bridges are near the end of their life due to corrosion, rust, and deterioration in general. Removing the truck traffic might help but only minorly.

An attendee asked why environmental mitigation wasn't included in the costs of each alternative. Response: Although it is understood that environmental mitigation will be part of the project, mitigation needs are unknown at this point. When a preferred alternative is identified, an accurate assessment of necessary mitigation and costs can be developed. It's an inefficient use of funds to evaluate each of the alternatives at this point since more will be eliminated soon, with public input.

An attendee asked if there are any other places in Wisconsin that have eliminated existing bridges. Response: None have been identified. The East Lisbon structures might be eliminated and there are several interstate highway over/under passes that will be evaluated – before the interstate was placed, they were used but now aren't used as much. He then asked who will make the final decision on if the structures will remain in place or be removed. Response: The planned elimination decision would come from well above the project team level with input from WisDOT administration and Federal Highway Administration. It would go through an Environmental Impact Statement process with more public input.

A comment was made that Dodgeville and Lone Rock would be affected economically as a result of the bridges being removed. Another comment was made that the DOT might be testing this planned elimination on a small town like Lone Rock since it didn't affect that many people. If it was a bigger town, it wouldn't be an option and now all the money that could be used for these bridges would go to somewhere in the Southeast. Response: The funding allotted for this project would stay in this area. Counties served by this funding source are La Crosse, Monroe, Sauk, Iowa, Columbia, Richland, etc.

An attendee commented that a removal would take out sales tax and people passing through. The question was asked about what studies are done if a bridge is removed and all that traffic is rerouted? Response: An analysis of area roads and long truck routes would be done. However, even if all the traffic crossing the bridges was rerouted to one specific route, 2200 cars wouldn't make a difference in the pavement structure. WIS 60 is narrow with width restrictions and needs to be upgraded anyway, so that would likely happen.

An attendee asked why the removal option was even one of the alternatives since no one in the town or at the meeting wanted it. Response: There is a process in place to investigate all options to justify the money to be spent. The VE Study proposed this option to be considered since the traffic was low. A list of pro/cons is made to evaluate these alternatives and then the best use of money is determined for each project like this.

An attendee asked how much money has been spent on studies for these structures so far? Response: Keep things in perspective, money needs to be spent to determine the best option. That is the preferable way to do it instead of just coming in, seeing the low traffic counts, and removing the bridges without evaluating all of the pro/cons.

An attendee asked the emergency services people what the actual response time would be if the bridge were removed. Response: That is the information that the design team needs. Service maps and any other information helps justify keeping the structures in place. Please provide them to the team as soon as possible.

Meeting Minutes

Project: 5770-01-01, Wisconsin River Crossing, WIS 130, Lone Rock, WI
Subject: Local Officials Meeting **Meeting Date/Time:** May 31, 2019, 5-7 PM
By: Alicia McConnell **Place:** Lone Rock Community Center

Attendance: WisDOT: Francis Schelfhout, Paul Valenti, Nathan Schumaker; Michael Baker: Sue Barker, Linda Krueger; Iowa County: Steve Deal. Richland County: Marty Brewer; Town of Buena Vista in Richland County: Gordon Brockway; Village of Lone Rock: JR Marshall, Dan Quinn, Tootie Pulvermacher, Harry Pulvermacher, Mary Litviak, Corey Ewers, Daniel McGuire, Theodore Greenheck; Lone Rock EMS: Dan Wilson; Town of Clyde in Iowa County: Bob Dries, Charlotte Mitchell Smith, Rebecca Sadler, Tom Landmann, Emily Landmann.

The format included a presentation by Francis Schelfhout and then general questions and discussion with LOM invitees.

There was positive feedback that a bridge is being built (rather than removing the bridge as discussed in previous meetings).

A question was asked about if the construction timeline is established, or can the bridge be built sooner. Response was it will likely remain programmed in 2027/2028 due to the large bridge funding and environmental process.

A question was asked about the projected cost and funding for the project. Response was approximately \$35M, funded with 80% federal and 20% state money.

Concern was voiced about the ability of the 2020 maintenance project lasting to the construction of the new bridges (through 2028). The attendees were informed of the detailed analysis of the structural elements of the bridge and the member-by-member assessment.

Concern was voiced about the suitability of shoulders on the bridge for bicycle use. Commentary was made regarding the deck drains on the WIS 23 bridge in Spring Green on how the drain grates traverse the entire shoulder. Deck drains would be necessary on the new bridges, though a more bicycle friendly system would be considered.

A question was asked regarding the current load posting on the structures and if the load limits could be placed earlier and be lower, and how would that affect the wear on the bridge. Following the maintenance project, the current 40 ton load on the middle bridge would remain until the replacement. The cost savings for lowering the limit was not significant enough to consider as an alternative.

Concern was voiced about the south entrance to the bridges (the WIS 133 side), with the turn radii and the trusses. WisDOT responded that due to the configuration of the abutment, no improvement would be made until the replacement project. The 3-lane WIS 133 and larger turn radii of the replacement project approaches were highlighted.

A question was asked if presentation materials were available online. WisDOT and Michael Baker would distribute electronic copies of the materials upon request by email. Project websites would be forthcoming regarding the maintenance and replacement projects.

The attendees were asked if anyone had any opposition to the westerly alignment, which would impact the remaining Lone Rock area. No one expressed any concerns. Several people noted that the original Lone Rock isn't actually there anymore, that it was used for basements in the area.

A question was asked about the closure of the WIS 130 bridges during maintenance. WisDOT commented that the availability of the structure for use by emergency services would be at the discretion of the contractor and work being undertaken; coordination with emergency services would be required as a part of the contract.

A question was asked if the south side approach would be appropriate for a roundabout. WisDOT responded that due to the configuration of the abutment and intersection proposed, the roundabout would be located on a structure, so it simply was too expensive.

A question was asked if the intersection at the bluff would be controlled. Response was that there will be a stop only for SB WIS 130, and there will be no stops on WIS 133 (this is the same condition as it exists today).

WisDOT commented in response to a question that the existing WIS 130 alignment in Lone Rock would be unchanged.

A question was asked regarding access to Long Island. WisDOT responded that a traversable field entrance would be provided from the fill section roadway; area underneath the south structure would provide access to the opposite side of the island. As today, no boat launch would be available on Long Island. DNR would coordinate access.

A question was asked about upcoming projects, including:
WIS 60 from Muscoda going west – WisDOT guessed 2022 (would follow up); CTH W to WIS 80 (Muscoda) is in 2024; WIS 60 from Muscoda going east – WisDOT guessed 2023 (would follow up); WIS 80 (Muscoda) to US 14 (Gotham) is in 2023; WIS 23 Spring Green – WisDOT did not report out a timeline in the meeting; Bridge Rehabilitation (concrete deck overlay) is in 2021; WIS 133 (resurface) from Muscoda to WIS 80 is in 2023; WIS 133 (resurface) from WIS 80 to WIS 130 is in 2022.

A local official expressed concern about local traffic use of CTH C, CTH N and CTH NN during the closure of WIS 130 across the river. CTH N and CTH NN are not in good shape and would be impacted by the traffic load. WisDOT was referred to Craig Hardy, the Iowa County Highway Commissioner.

Due to the intersection still being in Iowa County, all lighting (stop or intersection) would continue to be the responsibility of Iowa County (as it is today).

Appendix 5

Bureau of Aeronautics Coordination

Susan C Barker

From: Hetland, Justin - DOT <Justin.Hetland@dot.wi.gov>
Sent: Tuesday, March 04, 2014 1:36 PM
To: Susan C Barker
Cc: Fisher, Craig - DOT
Subject: Project ID 5770-01-00

Ms. Barker

I've reviewed Project ID 5770-01-00 Wisconsin River Crossing on Wis. 130 and do not have any issues at this time with the project from a Bureau of Aeronautics standpoint. Since portions of the project come close to the Tri-County Regional Airport, you'll want to check FAA's OE/AAA website to see if you will have to file any notices of proposed construction for the project, perhaps for cranes or other tall construction equipment. You can use the 'Notice Criteria Tool' to see if any of your equipment will require study by the FAA, here's the link: <https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm> If you have any questions about this process I can assist you. Filing with the FAA is required at least 45 days prior to the start of construction to give them enough time to complete the study, however determinations last a year and a half so I'd recommend filing with the FAA once the project is a little closer to being started.

On a final note, due to the proximity to the Tri-County Regional Airport, the Bureau of Aeronautics recommends contacting the airport as a friendly heads up about your project. The airport will welcome any information you have about the use of equipment that may affect airport operations. Contact Marc Higgs at the Tri-County Regional Airport at (608)583-2600.

Please let me know if you have any questions!

Justin M Hetland

Airspace Safety Program Manager
Department of Transportation/DTIM/Aeronautics
4802 Sheboygan Ave Room 701
Madison, WI 53707
608-267-5018 | justin.hetland@dot.wi.gov



Appendix 6
DNR Coordination

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
South Central Region Headquarters
3911 Fish Hatchery Road
Fitchburg WI 53711-5397

Scott Walker, Governor
Cathy Stepp, Secretary
Mark Aquino, Regional Director
Telephone 608-275-3266
FAX 608-275-3338
TTY Access via relay - 711



February 18, 2014

Ms. Susan Barker
Michael Baker Jr., Inc.
7633 Ganser Way, Suite 206
Madison, WI 53719

Subject: **WDNR Preliminary Comments on STH 130 Bridge Study / Environmental Assessment,**
Project I.D. 5770-01-00
Lone Rock, WI
Richland, Iowa Cos.

Dear Ms. Barker:

We have reviewed preliminary information on this study, including the overview you provided to our DNR Riverway staff at our recent Jan. 29, 2014 meeting in Dodgeville. (Attached is the sign-in sheet from that meeting.)

Initial comments on the project as currently proposed are included below. We expect that additional information and surveys will be provided regarding all resource concerns identified as the project progresses.

We understand that the project involves an Environmental Assessment, and we will provide input and information throughout that process as well. We also understand that some initial public scoping has already occurred, with a relatively large turnout, as well as an agency coordination meeting September 18, 2013, attended by Amanda Cushman of our program. You have indicated that the project is not yet programmed or funded, so we are in the early stages of alternative evaluation.

Project Need

According to your information, there are multiple reasons for the proposed bridge replacement. Safety is a primary reason, and the age and condition of the bridge factor in heavily. We understand that abandoning a crossing here altogether (e.g., sending traffic to Spring Green or Muscoda to cross the Wis. R.), is not a likely option. Reasons provided included the need for emergency services to area hospitals, school bussing, and the results of an Origin-Destination study showing that 60-70% of the 2200 ADT (average daily traffic) is local.

Proposed Alternatives

We are reviewing Alternatives 1, 2, 3D and 4A, based on the most recent information and maps you provided at our Jan. 29, 2014 meeting (map attached). We assume that some changes in alternative corridors may be proposed, and will comment on those as needed. We also assume that should results of our requested biological surveys (see below) call for re-examining precise alignments to carry forward, then we will have the opportunity to propose changes.

Alternative 1, rebuilding on existing bridge alignment, would mean building next to the existing bridge, which must remain open during the lengthy construction period. If this Alternative is selected we will want to provide input on which side of the current bridge would constitute the least impact.

Alternative 2 swings east off of the existing bridge corridor, cuts through the middle of WDNR Riverway's Long Island property, and then ties back into STH 130 near the Otter Creek boat landing on the Iowa County side.

Alternative 3D swings west of the roadway starting in the Village of Lone Rock, and crosses over both sandy uplands and wetlands adjoining the River, mostly privately owned, then over the west tip of Long Island WDNR property, and ties into the existing STH 130 at a drainage way ravine, a break in the rock face on the Iowa Co. side.

Alternative 4A swings further west yet, approaching the boundary of our Smith Slough State Natural Area, across wetlands and sloughs and ties into another drainage ravine opening in the rock face.

Until we have additional information as requested in this letter, we cannot commit to a specific preferred alternative, however we recommend the EA evaluate both Alt. 2 and 3D, and we have no objection to exploring these options further. Our first preference would be to reconstruct on existing alignment, Alt. 1, to avoid and minimize impacts to the floodplain forest wetlands present throughout this project area. We understand the safety concerns are very high here and this study outcome seems unlikely at this time.

Our staff concur that the least desirable alternative is Alternative 4A. It completely fragments both sandy barrens uplands and the extensive block of contiguous bottomlands/marsh/slough complex along the river. The sloughs are valuable habitat for certain very rare backwater fish species. This wetland complex adjoins our State Natural Area, provides similar habitats, and likely supports rare species (it's not been inventoried since it is mostly private). The terminus area on the south side of the river may provide significant spawning and mussel habitat (washed out cobble and rock on the river bed). Finally, it is less desirable for fishing access to popular spots such as Long Lake.

Public Land

LWCF Funded Lands:

Section 6(f) of the federal Land and Water Conservation Act requires that special steps be taken when land acquired with assistance from the Federal Land and Water Conservation Fund (LWCF, *aka* LAWCON) is converted from a recreational use to any other use (e.g., highway right-of-way). These lands must be replaced with property of equal market value as well as equivalent usefulness and location. The Department, together with the National Park Service, administers this program. This "6(f)" requirement will apply to any Lower Wisconsin State Riverway (LWSR) lands converted for this project. **NOTE:** I have attached a map showing the Alternatives overlaying WDNR ownership (crosshatched in green).

First and foremost, every effort should be taken to avoid and minimize impacts to these lands. If it is determined that avoidance is not practicable, as is the case with this project, then the department will begin the 6(f) process with WisDOT and the National Park Service. This is a lengthy process, which can take one year or longer to complete, so adequate planning will be necessary. The process is coordinated by the DNR Liaison, working with the DNR's State LWCF Grants Manager.

There is an additional U.S. Dept. of Transportation "Section 4(f)" process for federally funded transportation projects that impact various types of public parks, wildlife refuges, and recreation areas. This requirement is coordinated by state and federal transportation departments. Please be aware that while both the 4(f) and 6(f) processes may be initiated concurrently, DNR must have final 4(f) approval from the Federal Highways Administration before we may send 6(f) materials to the National Park Service for their approval.

Pittman-Robertson/Dingell-Johnson Funded Lands:

Lands acquired with funding from the U.S. Fish and Wildlife Service Pittman-Robertson Wildlife Restoration or Dingell-Johnson Sport Fish Restoration (PR-DJ) program that are taken by a highway project must be replaced or made whole. The market value and use benefits provided by the replacement property must be equal to those of the original property. This PR-DJ requirement would apply to certain WDNR parcels in T8N R3E, Secs. 17 and 18. If a suitable replacement property cannot be identified (or is not equal in value), cash outlay can sometimes fulfill the exchange. The entire transaction must be evaluated for compliance with 43 CFR (Code of Federal Regulations) 12.71 and approved by USFWS through the WDNR Federal Aid Coordinator.

Master Planning and Primary Sites

We are in the early stages of developing a new property master plan for the entire LWSR. The planning process will occur throughout 2014 and likely into 2015, and will include public involvement. I am copying Ann Freiwald, our Planner for this property, so she is aware of this bridge project along with our other LWSR staff.

The master plan process will evaluate many management and recreational uses for the property, including trails, fishing and boating access, vegetation management, wetland protection and restoration, scenic value and viewshed considerations, and rare species protection. The timing of this bridge project correlates well with our master planning process and we will appreciate WisDOT's involvement as needed.

In 2009, biological inventory was completed for the LWSR in preparation for master planning. This inventory focused mainly on areas pre-identified as likely to support significant natural features, higher quality communities and rare species. Among these focus areas for inventory, which we call "Primary Sites," was the northern island crossed by the bridge labelled as "Bakkens Pond Woods" shown on the attached map outlined in orange. This entire island right up to the bridge and beneath it supports a number of rare bird species, rare turtle nesting, high-quality floodplain forest, and other features; it should be avoided. The other affected areas were not as comprehensively surveyed so biological data is incomplete.

In addition, even this inventory of the Bakkens Pond Woods site is now five years old, and some updated information will be needed for certain species like Red-Shouldered Hawk. See below.

Wetlands

Nearly all the land (including the islands) that would be impacted by all four Alternatives is wetland, most of which is bottomland floodplain forest. The entire island south of Long Lake and north of Long Island, in Sections 17, 18 and 19 of T8N R3E, supports floodplain forest of sufficient quality to be cataloged for its natural community value in the NHI database. (This island supports many rare species as well, as Stantec's NHI data shows, and has been identified in our property master planning inventory as significant for biodiversity.) These bottomland areas also include scattered small openings with riparian emergent/meadow and backwater marshes and sloughs. Unavoidable wetland impacts must be mitigated for in accordance with the DOT/DNR Cooperative Agreement and the Wisconsin Department of Transportation Wetland Mitigation Banking Technical Guideline.

This is a significant impact to a highly valued, mature and ecologically significant forested wetland community. Bottomland forest is a "red flag" wetland type given special status in the Mitigation Banking Technical Guideline. It is very difficult to restore through standard mitigation practices. Special attention should be given to avoiding and minimizing impacts to this community. Any unavoidable impacts will require extra attention to mitigation for this loss, including not just higher acreage ratios, but consideration of purchase and enhancement of similar bottomland forest tracts, especially where they may be at risk for heavy impacts. We may be able to help identify

potential wetland mitigation opportunities for unavoidable losses (including enhancement and protection) along the Riverway.

Fisheries

The Wisconsin River supports an extremely diverse and rich assemblage of warm-water fish, including this stretch of the river. It has a significant and highly used sport fishery, as well as some of the best populations in the Upper Midwest of many rare fish. The rare fish species are included in the electronic NHI information we provided to Betsey Day at Stantec. Species of high significance include the Endangered Starhead Topminnow (found in sloughs and backwaters), the Threatened Paddlefish, Blue Sucker, Shoal Chub and Black Buffalo, plus a number of fish designated as Special Concern in Wisconsin including Lake Sturgeon

Recreational Use

The recreational users of this area consist mainly of hikers, hunters, anglers, and canoeist. These users often utilized the several parking areas and pull offs along the existing route (alt 1). The parking areas consist of gravel parking lots and widened shoulders of the roadway. During various times of the year such as hunting openers and summer weekends, this area can be heavily used by recreationalists. One would expect a considerable amount of complaints from the recreating public if the access to long island and bakkens pond woods were removed as suggested in Alt 4A and Alt 3D.

Other recreational opportunities include geocaching, bird watching, and hiking. The Otter Creek boat landing his heavily utilized by both motorized boats and paddle boats. Many canoe liveries use the Otter Creek boat landing as a drop off or pick up site for their customers. During times of low water the exposed sandbars offer places for individuals to camp along the river.

Endangered Resources

You have been provided with GIS information from the Natural Heritage Inventory database, under a confidentiality agreement (via Betsey Day at Stantec). Detailed information on endangered resources is protected from state open records law, and should not be shared publicly. We provided another layer of generalized NHI data which is not confidential and can be shared on public maps.

As you know, both the lands and waters surrounding this entire study area support numerous Endangered, Threatened, and Special Concern species as well as high-quality natural communities. The animal species—here fish, birds, bats, herptiles, mussels, and dragonflies—if listed as Endangered or Threatened, are legally protected from any taking unless permitted by WDNR. Any listed plants that may be found are legally protected on WDNR lands. We anticipate some taking is highly possible. Lisie Kitchel of our Natural Heritage Conservation Bureau will continue to work with you to coordinate and oversee necessary measures regarding Endangered Resources. For the Environmental Analysis study, and to help us better evaluate the Alternatives, we require the following measures:

1. Rare mussels, including the Federally Endangered Higgin's Eye (*Lampsilis higginsii*) and numerous other state-listed mussel species, occur throughout the study area. Mussel habitat evaluation surveys should be conducted, however not until a preferred alignment is chosen, according to Lisie Kitchel, our mussel expert with the Natural Heritage Conservation Bureau. We anticipate no issues with mussels that cannot be addressed so that they are avoided. If rare mussels indeed will be impacted, translocation may be required. No highly sensitive mussel nursery beds are likely here due to substrates. Lisie Kitchel will oversee and advise on these surveys, working with our WDNR liaison to WisDOT.

2. Fish: A number of rare fish species as well as valuable game fish have been sampled through this stretch of the river; one Special Concern fish, Shoal Chub, has also been sampled in Otter Creek, upstream from its confluence with the Wisconsin River near the WDNR boat landing on the Iowa County side. Spawning habitat evaluations should be conducted, with follow up fish sampling as needed. Our Fish Manager, Gene VanDyck, and our Water Resources Specialist, Jean Unmuth, will help with this and advise as needed, working through our WisDOT liaison.
3. Red Shouldered Hawk: Because known nests occur within the study area, and potential nesting habitat is present across the area and for all Alternatives, we will require nest surveys be completed when the start of construction is 1-2 years away, so nest data is current. Territories and nest sites can move around somewhat from year to year, and we will need exact data for this Threatened and often year-round resident so that appropriate actions are taken. As with other rare birds and herptiles (see below), the timing for vegetation clearing in preparation for construction must avoid active periods: for the Red Shouldered hawk, the clearing and disturbance in areas of active nests must occur between Aug. 1 and March 1.

In addition, because construction will occur during the nest season: our management guidance recommends that noise and disturbance be avoided within 300 feet of an active nest during that March 1 – July 31 nesting time. At present, the closest confirmed nest is more than 850 meters away, which would not pose a concern, but more current and precise data will be needed.

4. Birds and Bats: In addition to the Red Shouldered Hawk, a number of rare forest and marsh birds nest in the study area, including the immediate footprint of the existing bridge. These migratory birds can be avoided, however, by conducting all vegetation clearing outside of their breeding season, when they have migrated south for the winter months. See the comprehensive window below for herptiles and insects, which also will avoid impacts to nesting birds. As the time for construction draws near (within 2-3 years), updated bird surveys should be conducted in the specific area of impact, so that measures may be taken to minimize or help compensate for overall habitat impacts and to avoid take during construction. Examples of measures that may be recommended include installation of nest boxes for Prothonotary Warbler if nest cavity trees are taken, or avoiding direct impacts to ground-nesting birds in the construction footprint.

A number of rare and listed bats roost and forage on the LWSR. Maternal roost colonies during the summer months are especially vulnerable. Again, see the comprehensive window given for herptiles and insects, and by ensuring all tree cutting occurs during these winter months, impacts to bats are avoided. The tree bats will have migrated south, and the cave bats will be overwintering in caves, mines and other enclosed and protected areas.

5. Herptiles and Insects: A number of rare and state-listed herptiles and insects have been documented in the study area. These include the Gray Ratsnake, Smooth Softshell Turtle, False Map Turtle, and Blanding's Turtle (all Special Concern), the White-Spangled Skimmer dragonfly. The Endangered Northern Cricket Frog (NCF) is known to occur in a coolwater stream just over two miles south, in the dissected uplands of Clyde Township, west of STH 130 Iowa County. If the project scope expands to include additional roadway along STH 130 further south of proposed highway tie-in at the Otter Creek Boat Landing area, we will revisit potential for the NCF and determine whether surveys are needed; this species is difficult to avoid if present.

Because many of these species are very difficult to detect with certainty, rather than conducting surveys we require that all vegetation clearing, including tree cutting, grading, excavation and similar disturbance occur outside of their active periods.

6. Plants: We have records of one Special Concern plant, the Small Forget-Me-Not, in the general vicinity of this project. At this time, we are requiring no plant surveys based on our information, however, we understand that some plant surveys have been conducted already by Stantec, and would appreciate seeing the findings.

Comprehensive Window for Vegetation Clearing and Disturbance:

A comprehensive time window for allowable vegetation clearing and ground disturbance, which will best avoid impacts to herptiles, insects, plants, bats and migratory birds is during the dormant period of **November 1 to March 1**. All such vegetation clearing work should occur during this time frame. Please ensure that the contract allows adequate time for advance clearing. This time frame also avoids spreading of oak wilt.

In addition, our Riverway Forester Nick Morehouse will want to work closely with you on necessary tree-cutting. He will likely set up and oversee letting of a timber sale so all merchantable timber is reserved for the markets. Again, please allow adequate time in advance for Nick to do this. Work through our WDNR's WisDOT liaison.

Migratory birds

Based on the information provided/based on site review, there is evidence of past migratory bird nesting on the existing structure. 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. Therefore, the project should utilize measures to prevent nesting (e.g., remove the bridge and its many unoccupied nests during the non-nesting season, Aug. 30 to May 1, or install barrier netting prior to May 1). If neither of these options is practicable then the U.S. Fish & Wildlife Service must be contacted to apply for a depredation permit. We assume the existing bridge can be removed after August 30, once the new bridge is in place and open to traffic.

To avoid impacts to all nesting songbirds, even if common species such as robins, which are protected under the U.S. Migratory Bird Treaty as well: removal of trees and shrubs which are likely to support active nests, or ground disturbance and vehicle traffic in grasslands with potential ground-nesting migratory birds should be completed between August 30 and May 1. (Please NOTE: The Comprehensive Window above will cover this as well.)

Invasive species & VHS

This project has potential to introduce or spread invasive species, both aquatic and terrestrial. Recommended surveys, above, could include surveys for infestations of legally Prohibited, Restricted or otherwise undesirable species to ensure WisDOT is in adherence with NR 40.

Adequate precautions should be taken to prevent transporting or introducing invasive species via construction equipment, as provided under NR 40, Wis. Administrative Code. This website provides further information and lists those species classified as Restricted or Prohibited under NR 40:

<http://dnr.wi.gov/topic/Invasives/classification.html>

The Department will work with project managers to help identify specific locations of problem areas across the project site and to recommend preventive measures. The following Best Management Practices (BMPs) for rights-of-way provide a series of measures that will ensure reasonable precautions are taken throughout the stages of construction: <http://council.wisconsinforestry.org/invasives/transportation/pdf/ROW-Manual.pdf>

In particular, the following measures will be important for this project:
http://dnr.wi.gov/topic/fishing/documents/vhs/disinfection_protocols.pdf

For work involving waterbodies:

All equipment must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions should require contractors to implement the following measures before and after mobilizing in-water equipment to prevent the spread of Viral Hemorrhagic Septicemia (VHS), Zebra Mussel, and other invasive species. Follow **STSP 107-055** Environmental Protection – Aquatic Exotic Species Control, which includes the protocol found here:

For up to date information on invasive species and infested waters go to
<http://dnr.wi.gov/lakes/invasives/AISByWaterbody.aspx>

Seeding and mulching recommendations:

Special seed mixes may be warranted, especially in wetland areas. We will work with you on the appropriate mix when construction time draws nearer.

Floodplains

In order to meet the standards of NR 116, Floodplain Management, a hydraulic and hydrologic analysis must be conducted for the 100-year flood event for any new structures. Plans for the structure must comply with the provisions of the local community's floodplain zoning ordinance. DNR requires submittal of the results of a 100-year flood analysis for the structure.

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

Navigation:

Placement of navigational aids during construction: Placement of hazard buoys, navigation aids, signage and necessary local ordinances for river closure to boat traffic will be a major issue with this project. The area receives extensive recreational boating and fishing use. Our wardens will need to work closely with you on this issue. At this time, the wardens sharing this area are David Youngquist, Mike Nice and Al Erickson, and they are aware of this project.

Some types of waterway markers have special requirements for placement. A Waterway Marker Application and Permit is required to place *Danger*, *Information*, or *Navigation* (red, green, black/white or red/white striped) type buoys. To place any type of Control buoy (such as *Slow-no-wake*) or a *Boats Prohibited* buoy requires a Waterway Marker Application and Permit, along with a local ordinance authorizing the placement of these types of buoys. **Adequate time should be allowed for the passage of an ordinance with the local municipality.** The general steps for submission of a Waterway Marker Application and Permit are as follows:

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

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

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

6. A final permit approval letter and copy of the signed application/permit will be sent to you by the Recreational Boating Program Specialist.
7. If a local ordinance is also required, this should be submitted at the same time as the Waterway Marker Application and Permit. Helpful guidelines to assist you in this process can be obtained by reviewing the DNR Publication "Guidelines for Creating Local Boating Ordinances And Placing Waterway Markers In Wisconsin Waters", which can be obtained at:
<http://dnr.wi.gov/files/PDF/pubs/le/LE0317.pdf> The last page of this document also lists the contact information for the Regional Recreational Safety Warden, who is also available to assist with any questions.

Temporary Causeway

It appears that a causeway may be required to build this bridge. When the plans are developed and construction draws near, please provide DNR with details describing the dimensions of the causeway, and what materials would be used to construct it. In addition, the DOT must meet the standards of NR 116, Floodplain Management, for the causeway. We will need to work closely with you on placement of any causeway and appropriate lighting, signage, etc.

Other Issues/Unique Features

- Please continue to work with the LWSR Board, via Mark Cupp, to address any concerns they may have with the project; they will be especially concerned about scenic impacts, including impacts to the rock face and bluffs facing the river and very visible to river users.
- We strongly prefer that impacts to the rock face not occur, for a number of reasons. While we have no records of rare plants on these cliffs and outcrops, they are significant features in and of themselves. The cliffs, outcrops and spring seeps are tracked in the Natural Heritage Inventory just as the floodplain forest and emergent marshes, as high-quality natural features. Cutting into the rock face has undesirable scenic impacts, as we've learned from projects along STH 60 near Boscobel, that are very difficult to mitigate or disguise.
- The Otter Creek boat landing is a highly used, highly valued landing and parking area. We wish to also avoid impacting this landing. We will work with you to find the best solution and corridor for avoiding impacts to both the landing and the rock face. Alternative 2 threads its way between these features.

Accomplishing this may require a highway design and width that is narrower, and/or has steeper side slopes, than the common standard. We will strongly advocate for such variances through this area. A bike lane does not seem advisable along the south side of the River here for obvious safety reasons.

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

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

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

The above comments represent the Department's early and very preliminary concerns for the proposed project for purposes of the Environmental Analysis study and selection of a Preferred Alternative. These comments do not constitute a complete initial review nor a final concurrence. We will continue to work closely with you throughout the study. Thank you again for meeting with our WDNR staff on January 29, and we look forward to continued cooperation as planning progresses.

If any of the concerns or information provided in this letter requires further clarification, please contact this office at 608-275-3308. After March 7, 2014 please contact Russell Anderson, 608-275-3467.

Sincerely,

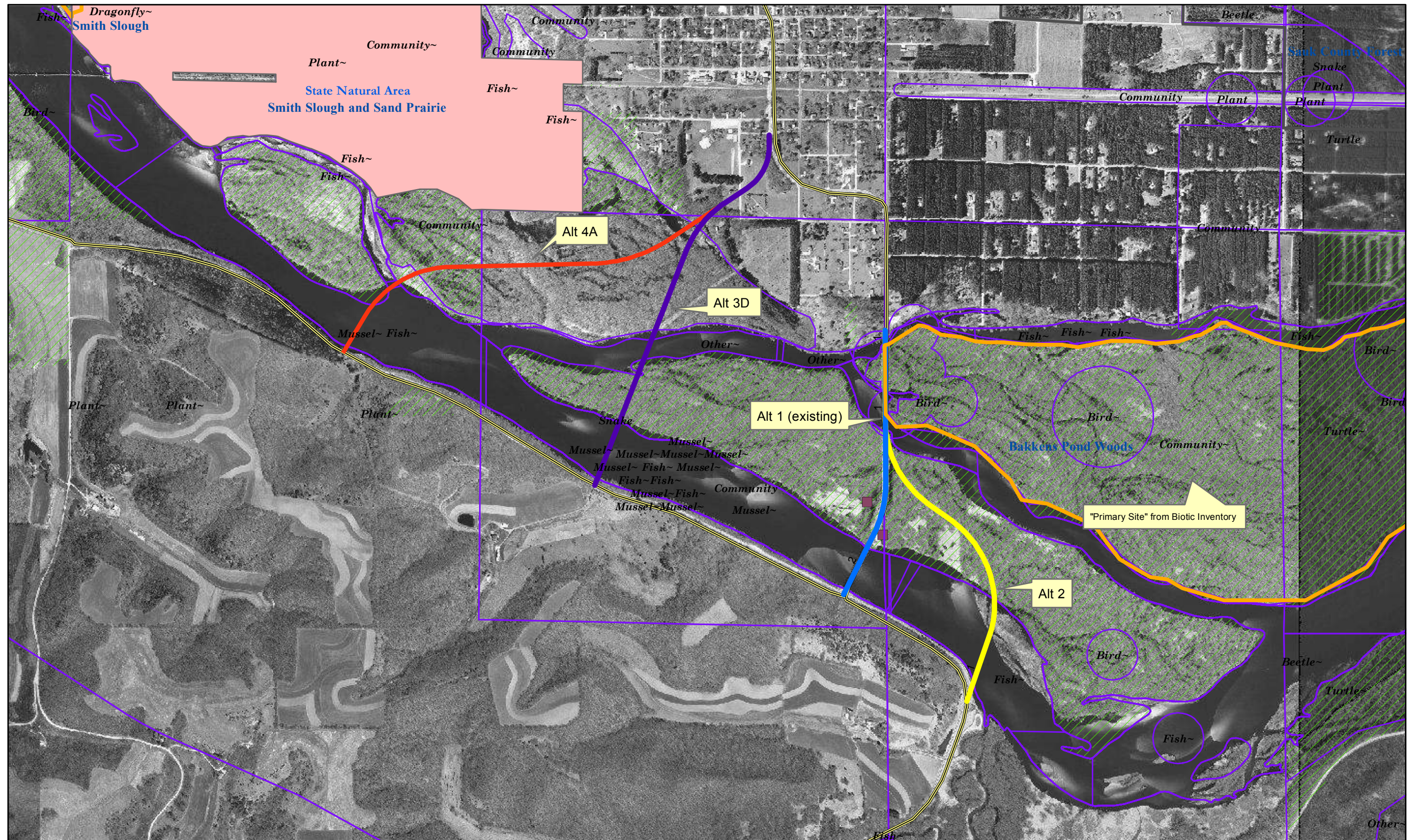
Cathy Bleser

Environmental Analysis & Review Specialist

Attachments (2)

CC: Betsey Day - Stantec
Steve Vetsch – DOT Environmental Coordinator
Rob Winterton – WisDOT Project Manager
Craig Fisher – WisDOT
Matt Seguin – WDNR Property Manager, Spring Green
Gene VanDyck – WDNR Fish Manager, Dodgeville
Jean Unmuth – WDNR Water Resources Specialist, Dodgeville
Ann Freiwald – WDNR Master Planner, Madison Central Office
Lisie Kitchel – WDNR, NHC Bureau, Madison Central Office
Travis Anderson – WDNR Wildlife Manager, Spring Green
Nick Morehouse – WDNR Riverway Forester, Spring Green
Steve Williamson – WDNR Forester, Spring Green
David Youngquist – Warden, Spring Green
Russell Anderson – EA Supervisor, Fitchburg
Lavane Hessler – WDNR, Facilities and Lands
Mark Cupp – Lower Wis. Riverway Board

DOT ID 5770-01-00 Lone Rock Bridge Study Area
Alternatives with WDNR Lands and Generalized NHI Information
Provided by WDNR February 2014



NAME	REPRESENTING	PHONE	E-MAIL
Sue Barker	Michael Baker	608 821-8712	Susan.barker@ ^{mbaker} corp.com
Travis Anderson	DNR wildlife	608 279-1511	travis.anderson@wi.gov
MAT SEGUIN	DNR -LWSR	608-588-7723	MATHEW.SEGUIN@wisconsin.gov
Steve Williamson	DNR - Forestry	608-588-7725	Steve.Williamson@wisconsin.gov
Gene Van Dyck	DNR - Fish Mgt.	608-935-1936	Gene.VanDyck@
Steve Vetsch	WisDOT - Environmental	608 385 -785-9099	Stephan.Vetsch@dot.wi.gov
ROB WINTERSON	WisDOT	608-789-7879	robertwinterston@dot.wi.gov
Jean Unmuth	WDNR - Water Resources	608-935-1926	Jean.Unmuth@wi.gov
Craig Fisher	WisDOT	608-785-9946	Craig.Fisher@dot.wi.gov
Cathy Bleser	WDNR Liaison		
Lisie Kitchel	WDNR	608-266-5248	Lisie.Kitchel@wi.gov



2-27-2017

Sue Barker
Michael Baker International
7633 Ganser Way, Suite 206
Madison WI 53719

Subject: DNR Alternative Comments
Project I.D. 5770-01-01
Lone Rock Bridge
WIS 130 over Wisconsin River
Richland, Sauk, & Iowa Counties

Dear Ms. Barker

The purpose of this letter is to provide a high level review of potential impacts associated with the current range of Wisconsin River Crossing of WIS 130 at Lone Rock alternatives provided to the Department on 10/5/2016.

These comments do not reflect a detailed analysis or review of impacts because the corridors identified are numerous and broad in scope. Instead this is a generalized view of potential impacts to resources if an alternative were to be carried through the design process into construction. A more detailed analysis will be provided for the selected preferred alternative upon request.

Wisconsin River Crossing Alternatives Comments:

Alternative 0 – Preserve and Maintain

Under this alternative, WIS 130 would continue to receive regularly scheduled maintenance (such as filling potholes, sealing cracks, and structural steel repairs on the bridges), but no significant improvements would be performed. Access would not be restricted, existing intersections would not be modified and tight turning radii would remain in place. One of the existing structures is posted with a maximum loading of 40 tons; this posting would remain on that bridge.

Wetlands:

This option could have minor and temporary impacts to wetlands associated from accessing the bridges to construct repairs. These impacts would likely be small and temporal in nature if they were to occur. In general, the Department considers the impacts to wetlands associated with this alternative to be negligible.

4(f), 6(f), and DNR Owned and Managed Lands & Recreation:

These impacts could be similar to the wetland impacts described above. There could be minor and temporary impacts to public lands associated from accessing the bridges to construct repairs. These impacts would likely be small and temporal in nature if they were to occur. In general, the Department considers the impacts to public lands associated with this alternative to be negligible.

This alternative would maintain all current recreation activities in their current state. All current accesses would remain and all currently approved activities would be maintained. Some activities, such as boating or canoeing, may see minor disruptions during maintenance activities. These disruptions would likely be limited to partial closure of the river channel during certain construction activities. The Department considers these changes to recreation to be minimal.

Endangered Resources:

There are several endangered species associated with the Wisconsin River and floodplain forest that could potentially be impacted by maintenance projects. However given the species present and the scope of maintenance projects it is our view that impacts to endangered resources could easily be avoided through timing restrictions and construction BMP's. It is the Department's stance that this alternative would have very minimal to no impacts on endangered resources.

Department's General Opinion:

If this alternative were to be carried through into construction, the Department of Natural Resources would support this option. It essentially provides negligible change, positive or negative, to the natural resources of the area and minimizes impacts to the surrounding environments.

Alternative 1R – Existing Alignment Structure Reconstruction

This alternative would include removal and replacement of three bridges on the existing alignment. The WIS 130/133 intersection would be widened to better accommodate trucks and the bridges would be widened to 36 feet. The new bridges would address the poor sufficiency ratings of the existing structures, provide standard horizontal and vertical clearances, and provide standard shoulders to accommodate bicyclists.

Wetlands:

Less than one acre of wetland would be permanently filled as a result of this alternative. There may be minor additional temporary impacts associated with construction of this alternative. These impacts are viewed as relatively by the Department.

4(f), 6(f), and DNR Owned and Managed Lands & Recreation:

Up to two acres of Department owned lands could be impacted/converted to ROW as a result of this option. These lands impacts would need to follow the 4(f)/6(f) process and impacts would need to be mitigated following said process. This option has the least amount of impacts to Department owned lands of the 5 build alternatives (1K, 1P, 1Q, 1R, 1S).

Most access and recreational opportunities would remain in their current state. Some activates might experience disruptions during construction such as partial channel closures.

Endangered Resources:

There are several endangered species associated with the Wisconsin River and floodplain forest that could potentially be impacted by an on alignment reconstruction project. However, with proper erosion control, construction techniques, and timing restrictions, negative impacts to these species could be kept rather minimal given the scope of such a project. The Department of Natural Resources is confident that the Department of

Transportation, working with partners, can design and build such a project while minimizing impacts to endangered resources.

Department's General Opinion:

Of the 5 build options, the Department is most supportive of this alternative, 1R. It would involve the least amount of new corridor disturbance and limits disturbance to both wetlands and Department owned lands. This minimization would also result in fewer negative impacts to sensitive species and their associated habitats. Additionally it maintains recreational access to Long Island and Bakken pond.

Alternative 1Q – Near Adjacent Structure Reconstruction (1 Bridge)

This alternative would include replacement of the existing bridges with a single bridge near the existing alignment, realigning WIS 130, and reconstructing the WIS 130/133 intersection approximately 800 feet west of its existing location. The majority of the proposed structures of this alternative will be offset from the existing roadway so that the existing roadway may remain open during construction. In Order to reduce impacts to residence the northern bridge would be replaced near its existing location. A temporary bridge could be considered to reduce construction impacts. This alternative includes a single bridge which crosses the Wisconsin River, Long Island, Long Lake, and Bakken Pond Woods. The bridge would be widened to 36 feet, the intersection size would be increased to better accommodate trucks. The new bridge would address the poor sufficiency ratings of the existing structure, provide standard horizontal and vertical clearances, and provide standard shoulders to accommodate bicyclists.

Wetlands:

This alternative would result in a net increase in wetland acreage in the Wisconsin River floodplain by around three acres. The old structures and causeway would be removed and restored to a pre-construction condition and the new crossing would bridge most of the wetlands and waterways reducing impacts from causeways. While vegetation and wetland type under the bridge may be affected (wooded forest would likely revert to shrub scrub or mud flat depending on light availability), many wetland functions would remain intact. As such, this alternative would likely be a net positive for wetlands at this project site.

4(f), 6(f), and DNR Owned and Managed Lands & Recreation:

Like the other adjacent and near adjacent alternatives, this alternative would result in 10 acres being converted to ROW, although much of that would be under the bridge and the land would still maintain several recreational and habitat values. Much of these losses would likely be offset by the removal and restoration of the existing bridges structures and causeway. Recreational vehicular access would be limited by this alternative as vehicular access points would be removed. To some river way users, limiting access to water approaches may increase the recreational value of Long Island, to others it may be viewed as a loss. Currently, the Department sees limited use of Long Island by the public with vehicular access opportunities in place. Short term disruptions may occur to some recreational activities to maintain safety during construction activities.

Endangered Resources:

This alternative could potentially have greater impact on endangered resources than the on alignment or adjacent alignment alternatives, mostly due to the alignment disturbing new areas and habitats. Building on the near adjacent alignment would require further surveys to adequately protect endangered resources.

Department's General Opinion:

Although this is not the Department's preferred alternative, we could support this option if it was chosen to move forward into construction. The use of a single bridge structure greatly limits impacts to wetlands and habitats at this crossing location, even to a lesser extent than the current crossing infrastructure. While there are impacts associated with this alternative, it does a fair job of limiting them to the extent practicable given the constraints this option meets.

Alternative 1P – Near Adjacent Structure Reconstruction (2 Bridges)

This alternative would include replacement of the three bridges near the existing alignment, realigning WIS 130, and reconstruction of the WIS 130/133 intersection approximately 800 feet west of its existing location. The majority of the proposed roadway and structures of this alternative will be offset from the existing roadway so that the existing roadway may remain open during construction. In order to reduce impacts to residences, the northern bridge would be replaced near its existing location. A temporary bridge could be considered to reduce construction impacts. Two bridges make up this alternative, the southern bridge crosses the Wisconsin River and the northern bridge crosses Long Lake and Bakken Pond Woods. An 800 foot long roadway embankment is required on Long Island between the two bridges. The bridges would be widened to 36 feet, the intersection size would be increased to better accommodate trucks. Reconstruction of the bridges would address the poor sufficiency ratings. The proposed bridges would also address the substandard horizontal and vertical clearances of the existing bridges. Additionally, standard shoulders would be incorporated, which would accommodate bicyclists.

Wetlands:

This alternative would result in a net decrease of less than one acre of wetlands. The two bridge structures would span the waterway and additional wetland areas. The current crossings and causeways would be removed and restored to preconstruction condition. The areas under the bridges would likely change wetland types but would retain some wetland functions, much like Alternative 1Q.

Endangered Resources:

This alternative could potentially have greater impact on endangered resources than the on alignment or adjacent alignment alternatives, mostly due to the alignment disturbing new areas and habitats. This 2 bridge alternative could have more impacts than the single bridge in alternative 1Q due to increased area of wetland fills. Building on the near adjacent alignment would require further surveys to adequately protect endangered resources.

4(f), 6(f), and DNR Owned and Managed Lands & Recreation:

Like the other adjacent and near adjacent alternatives, this alternative would result in 10 acres being converted to ROW. Some of these losses would likely be offset by the removal and restoration of the existing bridge structures and causeway. Recreational vehicular access would be limited by this alternative as vehicular access points would be removed. To some river way users, limiting access to water approaches may increase the recreational value of Long Island, to others it may be viewed as a loss. Currently, the Department sees limited use of Long Island by the public with vehicular access opportunities in place. Short term disruptions may occur to some recreational activities to maintain safety during construction activities.

Department's General Opinion:

Although this is not the Department's preferred alternative, we could support this option if it was chosen to move forward into construction. The use of bridge structures greatly limits impacts to wetlands and habitats at this crossing location, even to a lesser extent than the current crossing infrastructure. While there are impacts associated with this alternative, it does a fair job of limiting them to the extent practicable given the constraints this option meets.

Alternative 1K – Adjacent Alignment Structure Reconstruction with Roadway Fill and Retaining Wall

This alternative would include replacement of the three bridges adjacent to the existing alignment, realigning WIS 130, and moving the WIS 130/133 intersection slightly to the west. Alt K would place roadway fill and retaining wall along the Wisconsin River bank. The proposed roadway and structures of this alternative will be offset from the existing roadway approximately 50 feet so that the existing roadway may remain open during construction. The bridges would be widened to 36 feet and the intersection size would be increased to address the existing tight

turning radii at the intersection. The intersection approach would incorporate beam guard on both sides of WIS 130 to minimize impacts to the bluff and bank. Reconstruction of the bridges would address the poor sufficiency ratings. The proposed bridges would also address the substandard horizontal and vertical clearances of the existing bridges. Additionally, standard shoulders would be incorporated, which would accommodate bicyclists on the bridges.

Wetlands:

This alternative, along with alternative 1S, would have the most acres of wetland impacted with a total of 4 acres. The new alignment would be built adjacent to the current on floodplain forest. Some of these impacts could be offset by restoration of the old road core.

Endangered Resources:

This alternative has the potential to affect several endangered resources, primarily those associated with floodplain forest habitats. Further scrutiny and surveys may be necessary to ensure impacts are avoided or minimized. This alternative also has an increased potential to impact aquatic species by moving the WIS 130/133 out from the bluff and towards the river. Any work in the waterway may require further surveys to verify no mussels are present in the impacted areas.

4(f), 6(f), and DNR Owned and Managed Lands & Recreation:

Like the other adjacent and near adjacent alternatives, this alternative would result in 10 acres being converted to ROW. Some of these losses would likely be offset by the removal and restoration of the existing bridge structures and causeway. Recreational vehicular access would be maintained by this alternative. Short term disruptions may occur to some recreational activities to maintain safety during construction activities.

Department's General Opinion:

This is one of the Department's least desirable alternatives. It has some of the highest impacts to wetlands and the waterway with the construction of the retaining wall. We feel this option does not minimize impacts to the environment to the greatest extent practicable, as such it would be difficult for us to support without further surveys and information.

Alternative 1S – Adjacent Alignment Structure Reconstruction with Bluff Excavation

This alternative would include replacement of the three bridges adjacent to the existing alignment, realigning WIS 130, and moving the WIS 130/133 intersection slightly to the west. Alt 1S would excavate into the bluff 330 feet to flatten the bluff slope. The proposed roadway and structures of this alternative will be offset from the existing roadway approximately 50 feet so that the existing roadway may remain open during construction. The bridges would be widened by 36 feet, the intersection size would be increased to address the existing tight turning radii at the intersection. The intersection approach would incorporate beam guard on both sides of WIS 130 to minimize impacts to the bluff and bank. Reconstruction of the bridges would address the poor sufficiency ratings. The proposed bridges would also address the substandard horizontal and vertical clearances of the existing bridges. Additionally, standard shoulders would be incorporated, which would accommodate bicyclists on the bridge.

Wetlands:

This alternative, along with alternative 1K, would have the most acres of wetland impacted with a total of 4 acres. The new alignment would be built adjacent to the current on floodplain forest. Some of these impacts could be offset by restoration of the old road core.

Endangered Resources:

This alternative has the potential to affect several endangered resources, primarily those associated with floodplain forest habitats and moist cliff-face habitats. Further surveys may be necessary to ensure impacts are

avoided or minimized. Any work on the cliff-face will require further surveys to verify no threatened species are present in the impacted areas.

4(f), 6(f), and DNR Owned and Managed Lands & Recreation:

Like the other adjacent and near adjacent alternatives, this alternative would result in 10 acres being converted to ROW. Some of these losses would likely be offset by the removal and restoration of the existing bridge structures and causeway. Recreational vehicular access would be maintained by this alternative. Short term disruptions may occur to some recreational activities to maintain safety during construction activities.

Department's General Opinion:

This is one of the Department's least desirable alternatives. It has some of the highest impacts to wetlands and the bluff habitats with the bluff excavation. This could both negatively affect threatened species and unique habitats as well as aesthetics of the river way. We feel this option does not minimize impacts to the environment to the greatest extent practicable, as such it would be difficult for us to support without further surveys and information.

Alternative 5 – Planned Elimination and Restoration

This alternative would include the planned elimination of the WIS 130 River crossing in approximately 12 years. This includes developing a maintenance strategy to extend the life of the structures until 2028. This alternative also includes preparing the community, including the general public, school districts and emergency services, for life after the river crossing is eliminated. This alternative would ultimately remove the three existing structures permanently. Existing traffic would be diverted to the next closest river crossings located eight miles east near Spring Green or 14 miles west near Muscoda.

Wetlands:

This alternative would result in a net gain of over four acres of wetlands within the Wisconsin River floodplain. With minimal restoration and maintenance these wetlands would likely revert back to floodplain forested wetland which is considered high value habitat. These wetland acres could be used to offset wetland losses from other DOT projects if the Department of Transportation were to pursue mitigation credits for this work.

Endangered Resources:

This alternative has the potential to affect endangered resources during the project as the existing causeway and structures are removed. In the long term however, this alternative could have considerable positive impacts to endangered resources. The removal of the roadway would not only result in a net increase of habitat area, it would also remove a barrier along the Wisconsin River corridor. Additionally the removal of the road would result in many positive secondary impacts such as less chemical and salt runoff from the roadway into the adjacent wetlands and waterway.

4(f), 6(f), and DNR Owned and Managed Lands & Recreation:

This alternative would result in a net increase of recreational lands. The current right-of-way acreage for the current roadway would be returned to recreational use under the Lower Wisconsin River way increasing recreational and habitat area. Additionally this acreage could be used by DOT to form a 6(f) bank site to compensate the loss of other 6(f) lands from other DOT projects nearby. Vehicular access from Long Island would be removed. To some river way users, limiting access to water approaches may increase the recreational value of Long Island, to others it may be viewed as a loss. Currently, the Department sees limited use of Long Island by the public with vehicular access opportunities in place. Short term disruptions may occur to some recreational activities to maintain safety during construction activities.

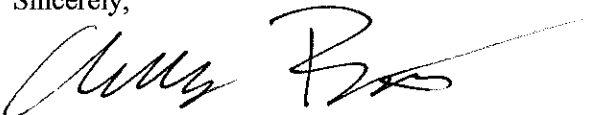
Department's General Opinion:

Overall this is the Department's preferred alternative by a substantial margin. The positive environmental impacts associated with the crossing elimination along with the long term financial savings to the taxpayer make it an appealing alternative from the Department's perspective. If the Department of Transportation were to move forward with this option, the Department of Natural Resources would be a strong advocate in design and implementation of this project.

This is a high level summary of the Department of Natural Resource's stance of the provided alternatives for this project. As stated earlier, these comments are neither all-encompassing nor exhaustive but merely state the range of possible impacts associated with each alternative present. Actual environmental impacts may vary considerably from this initial review as the projects encounter further constraints during the design process. Regardless of the alternative selected moving forward, the Department of Natural Resources will be an active and willing partner in the design process and will work with DOT to develop a design that meets both agencies goals and objectives. We look forward to continued cooperation on this project.

If you have any questions or comments about this letter, please don't hesitate to contact this office at 608-275-3308 or andrew.barta@wisconsin.gov.

Sincerely,



Andy Barta
Environmental Analysis & Review Specialist

cc: Mike Thompson – DNR
Brain Hefty – DNR
Matt Sequin – DNR
Steve Vetsch – WisDOT
Justin Hetland – WisDOT
Thomas Kratt – WisDOT
Francis Schelfhout – WisDOT
Mark Cupp – Lower Wisconsin State Riverway Board
Kerrie Hauser - ACOE
Pete Garcia - FHWA
Johnny Gerbitz – FHWA
Peter Fasbender – FWS
Michael Reynolds – NPS
Jason Nemecek – NRCS
Craig Hardy – Iowa County Highways
Steve Muchow – Sauk County Highways
Jim Chitwood – Richland County Highways
Bill Condon – Richland County Highways
Alicia DeShasier – Michael Baker

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

Tony Evers, Governor
Preston D. Cole, Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463



3-19-2021

Sue Barker
Michael Baker International
1255 Fourier Drive, Suite 100
Madison WI 53717

Subject: DNR Initial Review

Project I.D. 5770-01-01
STH 130 Bridge, Lone Rock
STH 23 to Lone Rock
Richland County, Town of Buena Vista
(Also crosses Sauk County Town of Spring Green & Iowa County Town of Clyde)

Dear Ms. Barker:

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 reconstruct the STH 130 crossing of the Wisconsin River at Lone Rock. Proposed improvements include construction of two new bridge structures on a new alignment with associated fill and demolition/removal of existing bridge structures and restoration of current fill fills. If the project proposal changes, please reinitiate coordination with the DNR.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT 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. When requesting Final Concurrence/Water Quality Certification, please send the most up-to-date plan set (including the erosion control plan sheets), contract special provisions, Wetland Impact Tracking Form, Notice of Intent for the Transportation Construction General Permit (TCGP), and any additional pertinent information to demonstrate environmental commitments will be met.

Project-Specific Resource Concerns

Public Lands:

The project, as proposed, will impact publicly held properties within the Lower Wisconsin State Riverway. Some properties may have state or federal encumbrances that require additional coordination. DNR will provide details on specific funding sources and parcels as we continue coordination through the design phase.

Land and Water Conservation Fund (LWCF) Lands – Section 6(f) Coordination:

Early coordination and communications from the DNR have mentioned that this project had the potential to impact LWCF lands. Since those early coordination efforts, the Department's interpretation

of what entails a Section 6(f) encumbrance on a parcel has changed. Due to this, this project will no longer impact any Land and Water Conservation (LWCF) Lands and further Section 6(f) coordination is no longer required.

US DOT Section 4(f) Coordination:

The U.S. Dept. of Transportation “Section 4(f)” process applies to federally funded transportation projects that impact specific properties (e.g. public parks, wildlife refuges, and recreation areas) as well as properties where Pittman-Robertson or Dingle-Johnson funds have been expended. There is property within the project limits that is a specific type of property and/or where federal funds have been expended and is owned by DNR, the Lower Wisconsin State Riverway. If it is determined the project will affect certain portions of this property, early coordination with WDNR will be necessary under the Section 4(f) review process to evaluate the significance of potential impacts on the uses and management of this property.

Riverway Access Parking lot:

Currently there is a small gravel parking lot that can be accessed from a low maintenance gravel road just north of the southernmost bridge crossing. This lot sees moderate usage by the public as a riverway overlook and to some extent to access the waterway itself, however this is not a designated access point in the Lower Wisconsin State Riverway property masterplan nor is it maintained as such.

DNR would like to explore options during design to recreate a similar opportunity to access the waterway off the new alignment. We understand there are certain design constraints that must be balanced with additional impacts, but we feel it’s worthwhile to investigate the possibilities to recreate similar recreational opportunities with the new bridge crossing.

Wetlands:

Wetland impacts will 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 WisDOT Wetland Mitigation Banking Technical Guideline. Please provide the wetland community type and quantity of unavoidable wetland impacts, and mitigation information for this project using the Wetland Impact Tracking Form.

Additional coordination will be needed between DOT, DNR, and ACOE to determine the appropriate mitigation and ratios required for temporary impacts, potential bridge shadowing impacts, and temporal changes of wetland type as well to evaluate the potential for onsite mitigation from restoration of the old road core.

Staging areas should be limited to upland locations or within the disturbed project footprint. Additional wetland impacts solely for staging is strongly discouraged. The floodplain forest wetlands located within this project corridor are unique, high quality, and relatively rare in this state. Being a forested wetland, even ‘temporary’ impacts that remove trees has a long-lasting effect on the functions and values of the wetland even after impacted areas are restored. Temporary impacts should be limited to those absolutely necessary to construct the project.

Fisheries/Stream Work:

The Wisconsin River is a warm water sport fishery. As long as appropriate erosion control BMP’s and construction practices are utilized, there is no need for timing restrictions for in water work on this project.

If erosion control matting is to be used along stream corridors, 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.

Natural Heritage Conservation

Natural Heritage Conservation Concerns Present

Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated 2-18-21, the following threatened, endangered and/or special concern species are known to occur in the project area or its vicinity and could be impacted by this project. The Transportation Liaison will initiate coordination with DNR Conservation Biologist.

- Prothonotary Warbler (*Protonotaria citrea*), a Special Concern species in Wisconsin, breeds in floodplain hardwoods in the southern 2/3 of the state, typically in truncated snags among flooded timber.

The following protective measures will need to be included in design and construction: In order to avoid impacting Prothonotary Warbler nests, and other nesting birds, Tree and shrub clearing should occur outside the nesting period which runs from May 15th to August 5th

- Red-shouldered Hawk (*Buteo lineatus*), listed as Threatened in Wisconsin, prefers larger stands of older-aged to mature bottomland hardwoods along riparian areas, deciduous swamps, and northern hardwoods or mixed deciduous - coniferous upland forests with wetland pockets or ephemeral ponds interspersed or located in close proximity. The required avoidance period is April 1 to July 31.

The following protective measures will need to be included in design and construction: Surveys should be conducting by DOT staff or their consultants to locate any nests that might be impacted by construction activities and avoid those to the extent possible. Any tree clearing within suitable habitat should be conducted outside the avoidance period of April 1st to July 31st.

- Black Buffalo (*Ictiobus niger*), listed as Threatened in Wisconsin, prefers strong currents of large rivers, sloughs, backwaters and impoundments. Spawning occurs from mid-May through mid-June.

The following protective measures will need to be included in design and construction: Adequate erosion control BMP's should be utilized to isolate the work area to the extent practicable and limit the amount of unnecessary disturbance to riverbed and water column.

- Blue Sucker (*Cycleptus elongatus*), listed as Threatened in Wisconsin, prefers large, deep rivers with moderate to strong currents over substrates of gravel or cobble. Spawning occurs from late April through early May

The following protective measures will need to be included in design and construction: Adequate erosion control BMP's should be utilized to isolate the work area to the extent practicable and limit the amount of unnecessary disturbance to riverbed and water column.

- Goldeye (*Hiodon alosoides*), listed as Endangered in Wisconsin, prefers the quiet, turbid waters of large rivers and their connecting lakes ponds and marshes. Spawning occurs from May through early-July.

The following protective measures will need to be included in design and construction: Adequate erosion control BMP's should be utilized to isolate the work area to the extent practicable and limit the amount of unnecessary disturbance to riverbed and water column.

- Shoal Chub (*Macrhybopsis hyostoma*), listed as Threatened in Wisconsin, prefers fast, moderate depth water over broad sand flats. Spawning occurs from May through June, sporadic in August.

The following protective measures will need to be included in design and construction: Adequate erosion control BMP's should be utilized to isolate the work area to the extent practicable and limit the amount of unnecessary disturbance to riverbed and water column.

- Starhead Topminnow (*Fundulus dispar*), listed as Endangered in Wisconsin, prefers quiet, clear-slightly turbid, shallow backwaters with an abundance of submerged aquatic plants. Spawning occurs from June through July.

The following protective measures will need to be included in design and construction: Adequate erosion control BMP's should be utilized to isolate the work area to the extent practicable and limit the amount of unnecessary disturbance to riverbed and water column.

- Mussel Species The Lower Wisconsin River is home to several listed mussel species including the following: Buckhorn (*Tritogonia verrucosa*) Threatened, Butterfly (*Ellipsaria lineolata*) Endangered, Elktoe (*Alasmidonta marginata*) SC, Fawnsfoot (*Truncilla donaciformis*) Threatened, Fat Floater (*Anodonta suborbiculata*) SC, Higgins Eye (*Lampsilis higginsii*) Endangered, Monkeyface (*Theliderma metanevra*) Threatened, Rock Pocketbook (*Arcidens confragosus*) Threatened, Salamander Mussel (*Simpsonia ambigua*) Threatened, Sheepsnose (*Plethobasus cyphus*) Endangered, Wartyback (*Quadrula nodulata*) Threatened, Yellow & Slough Sandshells (*Lampsilis teres*).

The following protective measures will need to be included in design and construction: A survey by a qualified biologist must be conducted prior to construction activities. Any Mussels documented in the project area should be relocated to suitable habitat upstream of the project area or as otherwise directed by the DNR biologist. Survey and removal should not be conducted more than 1 year prior to starting construction activities.

- Blanchard's Cricket Frog (*Acris blanchardi*), listed as Endangered in Wisconsin, prefers ponds, lakes, and a variety of habitats along and adjacent to streams and rivers including, marshes, fens, sedge meadows, low prairies, and exposed mud flats. The species tends to breed in quiet water (no or low flow) and may also move from streams and rivers to adjacent wetlands and ponds. Cricket frogs cannot tolerate freezing or complete inundation for more than 24 hours during the winter and thus seek a variety of microhabitats that provide suitable overwintering conditions, including crayfish burrows, small mammal burrows, rotted-out root channels, seepage areas where groundwater flow prevents freezing at the surface or spaces created by sloughing streambanks. Cricket frogs are active from early March through November. Breeding

can occur from mid-May through mid-August, with some larvae not transforming until late September.

The following coordination will be required: DNR staff will perform a survey of suitable habitat at their earliest convenience during the 2021 field season. If suitable habitat is present within the project area DOT may contract out or otherwise perform a calling survey to determine presence/absence of the species. These surveys are valid one calendar year from the completion date so surveys should be performed during the breeding season prior to construction and every subsequent breeding season while construction is ongoing. If surveys determine that Blanchard's Cricket Frog is present in the project area, DOT may utilize the existing Broad Incidental Take Permit/Authorization for this species. For more details please see the attached BITP/A.

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 (s. 23.27 3(b), Wis. Stats.). As a result, endangered resources-related information contained in this review letter may be shared only with individuals or agencies that require this information in order to carry out specific roles in the permitting, planning and implementation of the proposed project. Endangered resources information must be redacted from this letter prior to inclusion in any publicly disseminated documents

Migratory Birds:

Based on the information provided and/or site review, there is evidence of past migratory bird nesting on the existing structure. Under the U.S. Migratory Bird Treaty Act, intentional 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 30th and May 1st (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 the maximum mesh hole size in the net is $\frac{3}{4}$ inch or less (Swallows – Damage prevention and Control Methods. 1994. United States Department of Agriculture Animal and Plant Health Inspection Service Animal Damage Control), is properly maintained, then removed as soon as the nesting period is over. If neither of these options are practicable then the USFWS must be contacted to apply for a depredation permit.

Invasive Species:

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 (<https://dnr.wi.gov/topic/Invasives/bmp.html>) to avoid the spread of invasive species as outlined in NR 40, Wis. Adm. Code. For further information, please refer to the following: <https://dnr.wi.gov/topic/invasives/classification.html>

Floodplains:

[A preliminary review of the Surface Water Data Viewer (SWDV) indicates that mapped floodplain exists within the project limits.] Any proposed temporary or permanent changes to the road or waters of the state in mapped floodplain areas require that DOT coordinate with the Richland & Sauk Counties Zoning Departments to ensure compliance with the local zoning ordinance and intent of NR116. Examples of floodplain encroachments include but are not limited to: 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. WisDOT should apply for permit coverage by submitting a Notice of Intent (NOI) prior to, or when requesting Final Concurrence. Permit coverage will be issued by DNR with the Final Concurrence letter 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 in order to receive permit-coverage from the DNR.
- Once the project contract has been awarded, the contractor will be required to outline their implementation of erosion control measures as it relates to the construction project, as well as 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.

Structure Removal/Bridge Demolition:

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

Temporary Structure for Bridge Projects:

It appears that a causeway may be utilized to complete this project. Please provide DNR with details describing the dimensions of the causeway, and what materials would be used to construct it. In addition, the DOT must meet the standards of chapter NR 116, Wis. Adm. Code, Floodplain Management, for the causeway. The causeway should be clearly marked and lit for the navigational safety of any recreationist who may use the river at night, and a waterway marker permit maybe required. Consideration should be given to making accommodations for passing high flows while the causeway is installed.

If a temporary causeway is used, all disturbed areas (access roads, streambed, riverbank) will need full restoration to pre-construction contours unless otherwise agreed upon with the Transportation Liaison. Please identify restoration details in the plans and special provisions.

We strongly recommend performing a sonar reading prior to causeway construction and following causeway removal to ensure no navigational hazards are left in the waterway following construction.

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 21-5-1 (November 2019) 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 Chamberlain, Air Management Specialist (920) 424-7898, with questions on the form. The notification must be submitted 10 working days in advance of demolition projects, regardless of asbestos quantities. Please refer to WisDOT procedures on asbestos inspection and abatement for supplemental information.

Public Waterway Navigation:

The ability for the public to navigate Wisconsin Lakes and rivers in a safe manner is outlined in the Public Trust Doctrine. Based on the state constitution, this doctrine has been further defined by case law and statute. The proposed project will impact the Wisconsin River which is heavily utilized by recreational craft. We strongly recommend regular coordination with the Lower Wisconsin Riverway board, local recreational groups and canoe/boat liveries that operate through this stretch through design and construction to ensure safe passage for resource users.

Navigational Clearance

- The bridge replacement must maintain adequate navigational clearance to pass recreational traffic as measured from the lowest chord of the bridge to the Ordinary High Water Mark (OHWM). The DNR can help identify the OHWM in the field.

Temporary Portage for Construction

If construction may temporarily result in a narrow throughway or completely prevent users from using the waterway to pass from one side of the roadway to the other, DNR requests that preliminary design ensures recreational users have an alternative to passing through the construction zone by designing a temporary portage (including signing). Given the amount of recreational traffic on the Wisconsin River at this location, we strongly discourage staging that may block water traffic, even temporarily.

Navigational Waterway Markers

This reach of the Wisconsin River is regularly used by recreational watercraft. It will be necessary to place navigational aids such as waterway markers throughout the construction zone to promote safe passage. Prior to the placement of waterway markers, a *Waterway Marker Application and Permit* will need to be obtained. For reference, there are two types of waterway markers, informational or controlling/restrictive. During the application process you will be notified if you need informational or controlling/restrictive markers. If controlling/restrictive markers are required, please allot enough time to work with the municipality as a local ordinance will need to be adopted.

The general steps for submission of a *Waterway Marker Application and Permit* are as follows:

1. Please fill out the Waterway Marker Application and Permit form: <http://dnr.wi.gov/files/PDF/forms/8700/8700-058.pdf> Please identify The Wisconsin Department of Transportation as the applicant

2. Include an aerial map-diagram or engineered-diagram of the work location and the placement of the waterway markers (buoys). If proposed GPS coordinates for each buoy are not provided, then markers placed on the diagram must show distance (in feet) from each marker location and from one permanent fixture as a benchmark.
3. Forward the signed application/permit to myself, as well as the Boating Program Specialist:

RW Nick Webster
3911 Fish Hatchery Rd
Fitchburg 53711
(608)235-5885

4. If controlling/restrictive navigational markers are required, also provide the completed application/permit to the local municipality having jurisdictional authority over the area in which the waterway markers will be placed. Consult with the local municipality regarding their ordinance adoption process.

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

NOTE: If permanent waterway markers are proposed to be modified, added, or temporarily relocated please include this information in the permit application.

Seeding:

DNR is requesting that native wetland seed mixes be used at causeway and fill restoration locations.

Mulching:

DNR is requesting that certified weed free mulch be used for restoration on this project because of the proximity to Lower Wisconsin State Riverway lands.

U.S. Army Corps of Engineers Coordination:

This project may require a permit from the U.S. Army Corps of Engineers (USACE). Please contact USACE for more details.

Other:

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 does not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, Erosion Control Plan, Wetland Impact Tracking Form, Special Provisions, NOI for the TCGP, and additional coordination if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 608-235-2955, or email at andrew.barta@wisconsin.gov.

Sincerely,

Andy Barta

Environmental Analysis & Review Specialist

cc: Steve Vetsch – WisDOT REC
Peter Fillipi – WisDOT SWEC
Francis Schelfhout – WisDOT
Stacy Rowe – DNR NHC
Lisie Kitchel – DNR NHC
Jesse Kellogg -DNR Property manager
Bradd Sims – DNR Fisheries
Mike LaBissoniere – DNR Real Estate
Mark Cupp – Lower Wisconsin State Riverway Board
USACE
Iowa County Zoning
Richland County Zoning
Sauk County Zoning

Broad Incidental Take Permit/Authorization for Common Activities

Road, Railroad, and Trail Projects

and

Blanchard's Cricket Frog (*Acris blanchardi*)

Background

The Broad Incidental Take Permit/Authorization for Common Activities, as provided for under s. 29.604 Wis. Stats., allows for the incidental taking (mortality) of certain endangered and threatened species that may occur as a result of activities occurring regularly across the landscape. The Department recognizes that these common activities are issued or could be issued individual incidental take permits/authorizations with identical minimization and mitigation measures, and therefore has issued this broad incidental take permit (used by non-state agencies and individuals) and broad incidental take authorization (used by state agencies) to cover these regularly occurring activities if the associated conservation measures are implemented. An incidental take permit or authorization is typically issued on a project-by-project basis, however a broad incidental take permit/authorization (BITP/A) was created for this situation so that an application, permit fee and public notice period is not required for each individual project.

Please note that this BITP/A for Common Activities does not legally cover a project unless all conditions listed below (project definition, process, reporting and conservation measures) are met.

Activities Covered

This broad incidental take permit/authorization covers all activities directly associated with roads, railroads, or trails where cricket frog habitat will be impacted. Examples may include bridge construction, culvert install/replacement, etc.

Process

For Wisconsin Department of Transportation (WisDOT) projects facilitated under the DNR-DOT Cooperative Agreement, the first step in determining whether a project could impact the cricket frog is accomplished through the liaison procedure. In response to WisDOT's request for initial comments, the DNR transportation liaison will conduct an ER Review. In the liaison's initial comment letter, DNR will indicate the likely presence of the cricket frog within the project area. If avoidance is not possible, this Broad Incidental Take Permit/Authorization (BITP/A) can be utilized.

For non-WisDOT projects, the first step in determining whether a road (i.e., bridge, culvert, etc.) project could impact the cricket frog is to have an [Endangered Resources \(ER\) Review](#) or [Certified ER Review](#) conducted. Please note that if you are requesting another DNR permit or approval (e.g., Chapter 30 Permit, Stormwater Permit), the ER Review will be conducted as part of this process. If an ER Review or Certified ER Review has indicated the likely presence of the cricket frog within the project area and avoidance is not possible, this Broad Incidental Take Permit/Authorization (BITP/A) can be utilized.

If the above processes are not followed, the property owner and/or project applicant are liable for any and all take that may occur.

Requirements

In order for a project to be covered under this BITP/A, all measures listed under “Blanchard’s Cricket Frog Minimization and Mitigation Measures” must be followed. This includes submitting a starting report at least one week prior to the project beginning and a closing report within 60 days of completion of the project. If project activities cannot follow the measures below, the project does not qualify for a BITP/A and must apply for an individual Incidental Take Permit/Authorization.

Minimization and Mitigation Measures

The following minimization and mitigation measures are required where suitable habitat is present as defined in the ER Review:

1. The project applicant must inform the Wisconsin Department of Natural Resources’ Endangered Resources Transportation Liaison via email (<https://dnr.wi.gov/topic/ERReview/Contacts.html>) at least one week prior to commencement of the proposed activity.
2. Project activities within standing or flowing water are permitted to take place from 4/8 – 5/19 and 8/16 – 10/15 to avoid breeding seasons. Project activities within wetlands and within 75ft of standing or flowing water/wetlands are permitted to take place from 4/8 – 10/15 to avoid overwintering of cricket frogs.
3. Before any disturbance/construction takes place on site within the designated suitable habitat area, the vegetation within the disturbance area and out 1 foot beyond the disturbance area must be cut by a non-suction mower (flail mower, sickle bar mower, manual reel mower, electric/gas weed trimmer), by hand (hand sickle, hand clippers), or grazed according to the following specifications:
 - Ground and shoreline vegetation must be cut to a height of 3 inches or less initially and maintained at 3-6 inches until all project related disturbance has been completed.
 - Any in-stream vegetation (emergent, submergent or floating) within 1 foot of the water’s surface must be cut so that the tops of the plants are more than 1 foot below the surface. The vegetation must then be maintained at least 1 foot below the water’s surface until disturbance has been completed.
4. Prior to each work day, Blanchard’s Cricket Frog removals will be conducted in the disturbance footprint (for that day) by a qualified biologist (must have previous cricket frog experience and be approved by the ER Transportation Liaison prior to the initiation of removals). All Blanchard’s Cricket Frogs (and preferably other amphibians and reptiles) found will be immediately removed from the disturbance area and relocated to suitable habitat at least 100 meters downstream from the project site. If Blanchard’s Cricket Frogs are found on the first walk-through of the area, a second walk-through will be conducted. This process should continue until the biologist feels confident he/she has removed as many Blanchard’s Cricket Frogs as possible from the disturbance area. All Blanchard’s Cricket Frogs removed will be recorded (total number removed per walk-through, i.e., 2 Blanchard’s Cricket Frogs removed on first walk-through, 1 Blanchard’s Cricket Frog removed on second walk-through and 0 Blanchard’s Cricket Frogs removed on third walk-through) and reported to the ER Transportation Liaison (<https://dnr.wi.gov/topic/ERReview/Contacts.html>) with the closing report. For a sample data

sheet that can be used for reporting, see

http://dnr.wi.gov/topic/ERReview/documents/CA_SpeciesRemovalDatasheet.pdf.

5. All dead amphibians and reptiles found onsite will be recorded (species, approximate age, possible cause of death), photographed, and reported to the ER Transportation Liaison (<https://dnr.wi.gov/topic/ERReview/Contacts.html>) at the conclusion of the project. For a sample data sheet that can be used for reporting, see http://dnr.wi.gov/topic/ERReview/documents/CA_SpeciesRemovalDatasheet.pdf.
6. If erosion matting (also known as an erosion control blanket, erosion mat or erosion mesh netting) will be used, the following matting (or something similar) must be installed: American Excelsior “FibreNet” or “NetFree” products; East Coast Erosion biodegradable jute products; Erosion Tech biodegradable jute products; ErosionControlBlanket.com biodegradable leno weave products; North American Green S75BN, S150BN, SC150BN or C125BN; or Western Excelsior “All Natural” products. These models are comprised of netting that contains biodegradable thread with the “leno” or “gauze” weave (contains strands that are able to move independently), which has the least impact on wildlife. Plastic netting without independent movement of strands can easily entrap wildlife. *Please note that brand/trade names are provided for reference purposes only and are not an endorsement or rejection of any specific product.*
7. All areas of disturbance within suitable habitat will be seeded with one or more of the following seed mixes upon project completion:
 - WisDOT #75 Seed Mix: <https://wisconsindot.gov/rdwy/stnds/spec/ss-06-30.pdf>
 - Mesic seed mix:

Creeping Red Fescue	5.0 lbs/ac
Side Oats Gramma	1.0 lbs/ac
Black Eye Susan	1.0 oz/ac
Purple Prairie Clover	1.0 oz/ac
Bergamot	0.5 oz/ac
Companion Crop of Oats	0.5 bu/ac.
 - Wetland seed mix:

Optional: Companion Crop of Oats 0.5 bu/ac.

Grasses, Sedges, & Rushes (select 3 or more)

Bromus ciliatus - Fringed Brome
Carex bebbii Bebb's - Oval Sedge
Carex bicknellii - Copper-Shouldered Oval Sedge
Carex comosa - Bristly Sedge
Carex crinita - Fringed Sedge
Carex hystericina - Porcupine Sedge
Carex lacustris - Common Lake Sedge
Carex sprengelii - Long-Beaked Sedge
Carex stipata - Common Fox Sedge
Carex stricta - Tussock Sedge
Carex vulpinoidea - Brown Fox Sedge
Glyceria canadensis - Rattlesnake Grass

Glyceria striata - Fowl Manna Grass
Juncus dudleyi - Dudley's Rush
Juncus tenuis - Path Rush
Juncus torreyi - Torrey's Rush
Leersia oryzoides - Rice Cut Grass

Wildflowers (select 3 or more)

Acorus calamus - Sweet Flag
Alisma subcordatum - Mud Plantain
Anemone canadensis - Meadow Anemone
Asclepias incarnata - Marsh (Red) Milkweed
Aster puniceus - Swamp Aster
Eupatorium perfoliatum - Boneset
Helenium autumnale - Sneezeweed
Iris versicolor - Northern Blue Flag Iris
Liatris spicata - Marsh Blazing Star
Lobelia cardinalis - Cardinal Flower
Lobelia siphilitica - Great Blue Lobelia
Lycopus americanus - Water Horehound
Mimulus ringens - Monkey Flower
Penthorum sedoides - Ditch Stonecrop
Physostegia virginiana - Obedient Plant
Polygonum pensylvanicum - Pinkweed
Pycnanthemum virginianum - Mountain Mint
Solidago graminifolia - Grass-Leaved Goldenrod
Solidago ohioensis - Ohio Goldenrod
Solidago riddellii - Riddell's Goldenrod
Verbena hastata - Blue Vervain

- Alternative seed mixes (or variations of the above seed mixes) can be used if the maximum height of the species is 2-3 feet or less AND if approved in advance by the Endangered Resources Transportation Liaison (<https://dnr.wi.gov/topic/ERReview/Contacts.html>). It is recommended that when using a native seed mix that the site be maintained for 1-2 years after seeding to ensure the native plants can get established. Maintenance activities could include mowing the site 1-2 times per year at a height of 8-12 inches and/or spot herbiciding invasives.
8. A closing report (http://dnr.wi.gov/files/pdf/forms/1700/1700-082_FillExt.pdf) must be submitted to the Endangered Resources Transportation Liaison via email (<https://dnr.wi.gov/topic/ERReview/Contacts.html>) documenting that the activities were performed in accordance with the specifications, definitions and conditions defined herein. This closing report must be submitted within 60 days of completion of project.
 9. The permanent loss of Blanchard's Cricket Frog habitat must be mitigated for. Mitigation would typically occur on-site, but if no on-site options are feasible, nearby offsite mitigation can be considered. All mitigation plans must be approved by the Endangered Resources Transportation Liaison (<https://dnr.wi.gov/topic/ERReview/Contacts.html>) prior to commencement of the proposed activity. Mitigation options include:

a. Scrape/Pond Creation

Scrapes and ponds provide ideal habitat for cricket frogs and the creation of a new scrape or pond is considered mitigation for the loss of suitable cricket frog habitat at a 1:1 ratio. Scrapes must be within 75 feet of a cricket frog stream/creek/river and be at least 3 feet deep.

b. Backwater Area Creation

Backwater areas provide suitable habitat for cricket frogs; the creation of a new backwater area is considered mitigation for the loss of suitable cricket frog habitat at a 1:1 ratio. Backwater areas must be created along a cricket frog stream/creek/river and be at least 3 feet deep.

c. Woody Vegetation Management

Cricket frogs prefer open areas, rather than brushy and closed canopy habitats. Therefore, the clearing of non-native and/or invasive brush and trees, is considered mitigation for the loss of suitable cricket frog habitat. Because this is habitat restoration rather than habitat creation, the removal of invasive brush is calculated at a 2:1 mitigation ratio.

d. Vegetated Rip Rap

Shoreline habitat is a critical component of cricket frog habitat. Therefore, the placement of rip rap on a shoreline and associated slope in previously suitable habitat will need to be mitigated. The amount of mitigation required however, can be reduced if the rip rap above the ordinary high water mark (OHWM) is top dressed with soil and seeded with one of the seed mixes listed above. The remaining exposed rip rap (typically 1-2 feet below the OHWM but above the water's surface) will still need to be mitigated for. It is important to note that if bio-logs or other natural erosion control measures are used instead of rip rap, suitable habitat will still be present and mitigation will not be required.

e. Project Funding

If habitat mitigation (options a-d) is not possible, funding can be provided to an environmental organization or the DNR for the purposes of future habitat management, surveys or research. The use of funding for mitigation is calculated at a 2:1 ratio.

f. Other

Other mitigation strategy/option that's commensurate with the project scope and impacts, and site conditions, proposed by the applicant and approved by the DNR ER Transportation Liaison.

Appendix 7

SHPO Coordination



SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 6/2014

RECEIVED
MAR 21 2019

SHPO

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

I. PROJECT INFORMATION

Amended Submittal (include new information only)

Project ID 5770-01-01	Highway – Street WIS 130	County Richland, Sauk, Iowa
Project Termini Wisconsin River Crossing	Region – Office Southwest	
Regional Project Engineer – Project Manager Francis Schelfhout	(Area Code) Telephone Number 608-785-9947	
Consultant Project Engineer – Project Manager Sue Barker, Michael Baker International	(Area Code) Telephone Number 608-821-8712	
Archaeological Consultant Cultural Resource Management UWM	(Area Code) Telephone Number 414-229-3078	
Architecture/History Consultant Cultural Resource Management UWM	(Area Code) Telephone Number 414-229-3078	
Date of Need March 2019	SHSW Number 19-0246 VA	
Return a Signed Copy of This Form to Francis Schelfhout		

II. PROJECT DESCRIPTION

Project Length 0.9 miles	Land to be Acquired: Fee Simple 10 new - 7 revert = 3 net acres	Land to be Acquired: Easement 0 acres
-----------------------------	--	--

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width (feet)	33-100	100-820	Terrace Width (feet)	N/A	N/A
Shoulder (feet)	12	24-760	Sidewalk Width (feet)	N/A	N/A
Slope Intercept (feet)	33-90	154-760	Number of Lanes (each)	2	2
Edge of Pavement (feet)	17	18-760	Grade Separated Crossing (each)	N/A	N/A
Back of Curb Line (feet)	N/A	N/A	Vision Triangle acres	0	2
Realignment	0	6-750	Temporary Bypass acres	N/A	N/A
Other – List:			Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that Depict "Maximum" Impacts.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Tree Topping and/or Grubbing	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

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

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Highway Administration, is undertaking a bridge replacement project on WIS 130 in the Town of Clyde in Iowa County, and the Town of Buena Vista in Richland County.

The proposed undertaking consists of replacing existing structures B-25-0081, B-52-0856, and B-52-00857 over the Wisconsin River. The project is located in Section 13 of T08N, R02E. See Attachment 1 for a project location map. Construction is planned for 2029.

Proposed improvements would include:

- Reconstruction of the bridges carrying WIS 130 over the Wisconsin River. The structures would accommodate one travel lane in each direction.
- Construction of new pavement approaching the bridges and at the intersection of WIS 130/WIS 133 at the southern end of the bridges.
- Strip acquisition of new right of way would be required to accommodate fill and the proposed alignment.

Ground disturbing activities would include removal of existing pavement and bridges, grading, marsh excavation, pile driving for bridges, and constructing embankments on the bridge approaches, and bridge construction.

See Attachment 2 for a map depicting area of maximum ground disturbing activity, preliminary design and estimated right-of-way.

Attachments:

1. Project Location Map
2. Preliminary design showing area of maximum ground disturbing activity and estimated right-of-way
3. Native American Letters
4. Public Involvement Notification Letters
5. Historical Society Notification Letters
6. Technical Report for Archaeology
7. Architecture/History Survey Form
8. Determination of Eligibility for B-25-0081
9. Determination of Eligibility for B-52-0856 and B-52-0857
10. Rock Outcropping Comments

Add continuation sheet, if needed.

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION (continued)

Wisconsin Department of Transportation DT1635

III. CONSULTATION

How has notification of the project been provided to:

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

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

IV. AREA OF POTENTIAL EFFECTS – APE

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

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

All properties adjacent to the four WIS 130 alternatives that were 40 years old and exhibited architectural and historical integrity were included in the project APE.

V. PHASE I – ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

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

VI. SURVEY COMPLETED

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

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

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

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

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

Monitor proposed ground disturbing work within the boundaries of 47RI0015 during construction.

IX. PROJECT DECISION

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

X. SIGNATURES

X
 (Regional Project Manager Signature) _____ (Date – m/d/yy) _____
 X *Susan C. Banker* 1/22/19
 (Consultant Project Manager Signature) _____ (Date – m/d/yy) _____

X *[Signature]* 3-20-19
 (WisDOT Historic Preservation Officer Signature) _____ (Date – m/d/yy) _____

X *[Signature]*
 (State Preservation Officer Signature) _____ (Date – m/d/yy) _____
May 9 2019

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Wisconsin Department of Transportation
Determination of Eligibility Short Form for Bridges

(Revised Nov. 2015)

WisDOT Project ID #: 5770-01-01

WHS #: 19-0240 IA/SK

Property Name(s): Lone Rock Bridge (B-25-0081)

Address/Location: STH 130 over Wisconsin River

City & County: Town of Buena Vista, Richland County; Town of Spring Green, Sauk County; Town of Clyde, Iowa County Zip Code: 53556

Town: 8N Range: 2E Section: 13

Date of Construction: 1942-1943

WisDOT Certification

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

Meets the National Register of Historic Places criteria.

Does not meet the National Register of Historic Places criteria.



5-15-19

WisDOT Historic Preservation Officer

Date

State Historic Preservation Office

In my opinion, the property:

Meets the National Register of Historic Places criteria.

Does not meet the National Register of Historic Places criteria.



5/9/2019

State Historic Preservation Officer

Date

Comments (FOR AGENCY USE ONLY):

RECEIVED
MAR 21 2019

19-0246 VA

BY:

Wisconsin Department of Transportation
Determination of Eligibility Short Form for Bridges

(Revised Nov. 2015)

WisDOT Project ID #: 5770-01-01

WHS #: _____

Property Name(s): Lone Rock North Channel Bridges (B-52-0856 and B-52-0857)

Address/Location: STH 130 over Wisconsin River

City & County: Town of Buena Vista, Richland County; Town of Spring Green, Sauk County Zip Code: 53556

Town: 8N Range: 2E Section: 13

Date of Construction: 1932

WisDOT Certification

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

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



5-18-19

WisDOT Historic Preservation Officer

Date

State Historic Preservation Office

In my opinion, the property:

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



4/17/2019

State Historic Preservation Officer

Date

Comments (FOR AGENCY USE ONLY):

Elig. for A only ~~with role of bridge as a structure at a specific point in time.~~

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

ATTACHMENT 9



Wisconsin Department of Transportation

www.dot.wisconsin.gov

Tony Evers
Governor

Craig Thompson
Secretary

Division of Transportation
System Development
4822 Madison Yards Way,
5th Floor South
Madison, WI 53075
Phone: 608-266-0099
Fax: 608-264-6667
E-Mail: bees.cr@dot.wi.gov

April 12, 2021

Stephan Vetsch
WisDOT SW Region
3550 Mormon Coulee Road
La Crosse, WI 54601

WisDOT ID: 5770-01-01 WHS #19-0246/VA
STH 130 Bridges
Richland, Iowa, and Sauk Counties

Congratulations, the Memorandum of Agreement (MOA) for the STH 130 Bridges project has been signed by the required parties and filed with the Advisory Council on Historic Preservation (ACHP). As the contact person for the project, it is your responsibility to ensure that the MOA stipulations are completed in a timely matter. Please use April 7, 2021 as the MOA execution date. See the enclosed checklist for a breakdown of the stipulations and the party responsible for completing each stipulation. I ask that you contact my office as the stipulations are completed and provide evidence documenting the completion.

WisDOT Cultural Resources Team (CRT) staff will contact you at the end of each year regarding the status of the MOA. This information is required for an annual report to the SHPO.

If you have any questions, please contact my staff assistant, Amy Hootman, (608) 443-0369 or amy.hootman@meadhunt.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Kathy" followed by a stylized flourish.

for

Katherine Kaliszewski
Environmental Analysis & Review Specialist

Enclosures

cc: Bethaney Bacher-Gresock, FHWA
Francis Schelfhout, WisDOT PM
Dan Quinn, Village of Lone Rock President

IMPLEMENTATION OF THE MEMORANDUM OF AGREEMENT

for

WisDOT ID: 5770-01-01 WHS #19-0246/VA
STH 130 BRIDGES
RICHLAND, IOWA, AND SAUK COUNTIES

CONTACT PERSON: Stephan Vetsch
WisDOT SW Region
3550 Mormon Coulee Road
La Crosse, WI 54601
608-785-9049
Stephan.Vetsch@dot.wi.gov

WisDOT Southwest Region

MOA execution date: 04/07/2021 SHPO Signature: 04/02/2021 Completed:

STIPULATION	REFERENCE TO MOA	COMPLETED?	RESPONSIBLE PARTY
Good faith effort to relocate the Lone Rock Bridge and Lone Rock North Channel Bridges	1		WisDOT or its agent
Salvage bridge ID plates and install interpretive sign	2		WisDOT or its agent
Submit articles for publication in the <i>Wisconsin Magazine of History and Home News</i>	3		WisDOT or its agent
Complete photogrammetric images of Lone Rock Bridge and Lone Rock North Channel Bridges	4		WisDOT or its agent

Memorandum of Agreement

BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION,
THE WISCONSIN DEPARTMENT OF TRANSPORTATION,
THE WISCONSIN STATE HISTORIC PRESERVATION OFFICER,
AND THE VILLAGE OF LONE ROCK

Prepared pursuant to 36 CFR § 800.6(c)

Regarding
Wisconsin DOT Project ID 5770-01-01
WHS# 19-0246/VA
STH 130 Bridges
Richland, Iowa, and Sauk Counties

WHEREAS, the Federal Highway Administration (FHWA) has been requested to participate in the reconstruction of the STH 130 bridges (Lone Rock Bridge, B-25-0081; Lone Rock North Channel Bridges, B-52-0856 and B-52-0857) over the Wisconsin River in the Town of Buena Vista, Richland County, Wisconsin; the Town of Spring Green, Sauk County, Wisconsin; and the Town of Clyde, Iowa County, Wisconsin; and

WHEREAS, the FHWA is the lead agency on this project with responsibility for completing the requirements of Section 106; and

WHEREAS, the FHWA has established the Project's Area of Potential Effects (APE), as defined in 36 CFR § 800.16(d), to be properties adjacent to the STH 130 bridges within the project limits and including the Lone Rock Bridge and Lone Rock North Channel Bridges; and

WHEREAS, the FHWA, pursuant to 36 CFR § 800.4(c), has determined that the Lone Rock Bridge and Lone Rock North Channel Bridges are eligible for inclusion in the National Register of Historic Places; and

WHEREAS, the FHWA has determined that the project will have an adverse effect upon the Lone Rock Bridge and Lone Rock North Channel Bridges; and

WHEREAS, the FHWA has consulted with the SHPO in accordance with Section 106 of the National Historic Preservation Act, 16 U.S.C. § 470 (NHPA), and its implementing regulations (36 CFR § 800) to resolve the adverse effect of the project on historic properties; and

WHEREAS, the FHWA intends to use the provisions of this Memorandum of Agreement (MOA) to address applicable requirements of Section 110(b) of NHPA, 16 U.S.C. § 470h-2(b); and

WHEREAS, the Wisconsin Department of Transportation (WisDOT) participated in the consultation and has been invited to concur in this MOA; and

WHEREAS, the Village of Lone Rock participated in the consultation and has been invited to concur in this MOA; and

WHEREAS, the U.S. Army Corps of Engineers was invited to participate in the consultation, but declined; and

WHEREAS; this undertaking is not on federal or tribal land as defined by the National Historic Preservation Act [NHPA]; therefore, all inadvertent human remain discoveries will be addressed in accordance with Wis. Stat. § 157.70; and

WHEREAS; post-review discoveries of non-human remain historic resources will be treated in accordance with 36 CFR § 800.13(b); and

NOW, THEREFORE, the FHWA, and the Wisconsin SHPO agree that, upon execution of this MOA, and upon the FHWA's decision to proceed with the Project, the FHWA shall ensure that the following stipulations are implemented in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

The FHWA shall ensure that the following stipulations are carried out:

1. GOOD FAITH EFFORT TO RELOCATE THE LONE ROCK BRIDGE AND LONE ROCK NORTH CHANNEL BRIDGES

- A. WisDOT shall make a good faith effort to relocate the Lone Rock Bridge and Lone Rock North Channel Bridges. This effort will commence within one (1) year of MOA execution and prior to any construction activities. WisDOT shall provide funding to assist with the relocation effort; the amount will not exceed the estimated cost of demolition. Within one (1) year of MOA execution WisDOT or its agent will implement the Bridge Relocation Plan outlined in Appendix A. If a new owner is not identified as a result of the good faith relocation effort, the bridges will be demolished.

2. SALVAGE OF BRIDGE ID PLATES AND INSTALLATION OF INTERPRETIVE SIGN

- A. WisDOT or its agent will make a good faith effort to salvage the bridges' "State Highway Commission of Wisconsin" ID plates bearing bridge construction dates and identification

numbers. The ID plates will only be salvaged from bridge segments that are slated for demolition. The salvaged plates will be installed near the historic location of the bridges, and an interpretive sign will be developed and installed near the salvaged plates. The cost of this stipulation (removal and installation of bridge I.D. plates; design, development, manufacturing, construction, and installation of the interpretive sign, supports, and pad) will be funded by WisDOT. The Village of Lone Rock will be responsible for placement and long-term maintenance of the salvaged ID plates and interpretive sign, either within Brace Memorial Park, located adjacent to the existing bridge crossing or in another location with appropriate public visibility. Details regarding the salvage process and interpretive sign development are included in Appendix B.

3. SUBMISSION OF ARTICLES FOR PUBLICATION IN THE WISCONSIN MAGAZINE OF HISTORY AND HOME NEWS

- A. WisDOT or its agent will draft two articles outlining the history and significance of the Lone Rock Bridge and Lone Rock North Channel Bridges. The article prepared for *Home News* (a newspaper serving Spring Green, Arena, Lone Rock, Plain, and the surrounding area) will be written with a local focus, placing the bridges within a local and regional historic context. The article prepared for the *Wisconsin Magazine of History* will be written with a wider focus, placing the bridges within a statewide and national historic context. Individual articles will be submitted to the *Wisconsin Magazine of History* and *Home News* with publication at the discretion of the magazine's and newspaper's respective editorial departments. The cost of this stipulation will be funded by WisDOT. Details regarding the article preparation and submission are included in Appendix C.

4. COMPLETION OF PHOTOGRAMMETRIC IMAGING OF BRIDGES

- A. WisDOT or its agent will complete photogrammetric documentation of the Lone Rock Bridge and Lone Rock North Channel Bridges. The photogrammetric documentation will produce one or more 3-D digital images of each structure to be made available for public viewing on the WisDOT STH 130 Bridges project page and at the Platteville Area Research Center and the State Historic Preservation Office. The cost of this stipulation will be funded by WisDOT. Details regarding the photogrammetric documentation process are included in Appendix D.

4. DISPUTE RESOLUTION

Should any signatory to this MOA (including any invited signatory), per 36 CFR 800.6(c)(1) and (2), object in writing at any time prior to termination to any actions proposed or the manner in

which the terms of this MOA are implemented, WisDOT and FHWA shall consult with such party to resolve the objection. The objection must specify how the actions or manner of implementation is counter to the goals, objectives or specific stipulation of this MOA. If FHWA determines that such objection cannot be resolved, FHWA will:

- A. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the Advisory Council on Historic Preservation (ACHP). The ACHP shall provide FHWA with its advice on the resolution of the objection within 30 days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and signatories, and provide them with a copy of this written response. FHWA will then proceed according to its final decision.
- B. If the ACHP does not provide its advice regarding the dispute within the 30 day period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to proceeding, FHWA shall notify the parties to this MOA of its decision regarding the dispute.
- C. It is FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute.

4. AMENDMENT

Any signatory to this agreement may propose to the agency that the agreement be amended. Whereupon the agency shall consult with the other signatory parties [including invited signatories per 36 CFR 800.6(c)] to this agreement to consider such an amendment.

5. PROFESSIONAL QUALIFICATIONS

WisDOT shall ensure that all historic preservation work carried out pursuant to agreement is carried out by or under the supervision of a person or persons meeting at a minimum the Secretary of the Interior's Professional Qualifications Standards in the field of architectural history, as published in 36 CFR Part 61.

6. TERMINATION


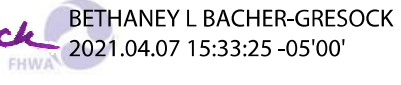
If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment as stated in CFR 800.6(c)(8). If within thirty (30) days an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

7. SUNSET CLAUSE

This agreement shall be null and void if its terms are not carried out within ten (10) years from the date of the execution, unless the signatories agree in writing to an extension of carrying out its terms. Execution of this MOA by FHWA and the Wisconsin SHPO, and implementation of its terms, evidences that FHWA has complied with Section 106 on the STH 130 Bridges reconstruction project, and that FHWA has taken into account the effects of the Project on historic properties.

SIGNATORY PARTIES:

FEDERAL HIGHWAY ADMINISTRATION

BY:   BETHANEY L BACHER-GRESOCK
2021.04.07 15:33:25 -05'00'

_____ Date: April 7, 2021

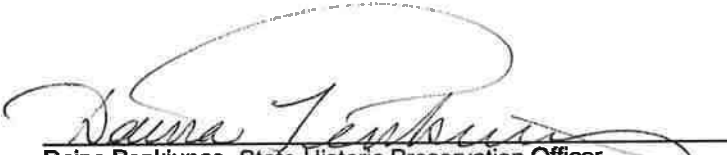
Bethaney Bacher-Gresock,
Environmental Protection Specialist, Wisconsin Division FHWA
for Glenn Fulkerson, P.E. Division Administrator, Wisconsin Division FHWA

Wisconsin DOT Project ID 5770-01-01
WHS# 19-0246/VA
STH 130 Bridges
Richland, Iowa, and Sauk Counties, WI

SIGNATORY PARTIES:

WISCONSIN STATE HISTORIC PRESERVATION OFFICER

BY:



Daina Penkiunas, State Historic Preservation Officer

Date: 4/2/2021

Wisconsin DOT Project ID 5770-01-01
WHS# 19-0246/VA
STH 130 Bridges
Richland, Iowa, and Sauk Counties, WI

INVITED SIGNATORIES:

WISCONSIN DEPARTMENT OF TRANSPORTATION

BY: 
5F484D7108824F8...

Scott Lawry, Director, Bureau of Technical Services/
WisDOT Historic Preservation Officer

Date: 11 March 2021

Wisconsin DOT Project ID 5770-01-01
WHS# 19-0246/VA
STH 130 Bridges
Richland, Iowa, and Sauk Counties, WI

INVITED SIGNATORIES:

VILLAGE OF LONE ROCK

BY:


Dan Quinn, Village of Lone Rock President

Date: 03/09/2021

APPENDIX A – BRIDGE RELOCATION PLAN

WisDOT or its agent shall implement an effort to identify an individual or party interested in acquiring and relocating the Lone Rock Bridge and Lone Rock North Channel Bridges.

- A. WisDOT's relocation effort shall include the following items to be executed concurrently and within one (1) year of MOA execution:
1. Due to Wisconsin River Trail's previously expressed interest in accepting and relocating the Lone Rock Bridge and Lone Rock North Channel Bridges, WisDOT or its agent will contact in writing Wisconsin River Trail to allow the organization first right of refusal to accept and relocate the three bridges. This first right of refusal will be limited to acceptance and relocation of all three bridges rather than acceptance of only one or two bridges to allow for potential proposals from other organizations that may allow for the acceptance and relocation of all three bridges as a group. If Wisconsin River Trail refuses acceptance of all three bridges at this time, the organization will be afforded the opportunity to submit a proposal for the acquisition and relocation of individual bridges as outlined below.
 2. WisDOT or its agent will publish a press release announcing the bridges' availability and placing an advertisement in the local newspapers, *Home News* and the *Richland Observer*. The press release shall be distributed to the following groups:
 - Town of Buena Vista (Richland County)
 - Town of Spring Green (Sauk County)
 - Town of Clyde (Iowa County)
 - Richland County
 - Sauk County
 - Iowa County
 - Village of Lone Rock
 - Richland County Historical Society
 - Iowa County Historical Society
 - Sauk County Historical Society
 - Wisconsin River Trail
- B. Potential applicants shall be afforded sixty (60) days from the date of the written contact/press release to express interest. Interested individuals and parties will be provided an information packet that includes the following:
- Information about the bridges' historic and engineering significance
 - Photographs of the bridges
 - Estimated cost associated with relocating and maintaining the bridges

- Sample acceptance and maintenance agreement
 - Secretary of the Interior's Standards for Rehabilitation (see Item C below)
 - Schedule for receiving and reviewing offers
 - Construction schedule
- C. Interested individuals and parties shall have thirty (30) days from receipt of the information packet to submit a written proposal for acquiring the bridges, which must demonstrate the following:
- A feasible new location and use in which the applicable Secretary of the Interior's Standards for Rehabilitation are applied (with the understanding that the structures' original spatial relationships with the landscape and each other will not be maintained and with the understanding that the structures may be rehabilitated for non-vehicular use)
 - A specific work plan for dismantling, removal, and relocation
 - Necessary funding
 - Ability to meet WisDOT's construction schedule
 - Agreement to maintain the structures at their new location
- D. All proposals for acquiring the bridges shall be reviewed by WisDOT in consultation with the SHPO within forty-five (45) days of receipt. Thereafter, the SHPO shall have an additional thirty (30) days to offer comments. Preference will be given to an individual or organization who can demonstrate they have the feasible ability to relocate and maintain all three bridges, followed by those who could demonstrate their feasible ability to relocate and maintain two of bridges, followed by those who could demonstrate feasible ability to relocate and maintain one bridge. Consideration of proposals that include only the acquisition of one element of a bridge (for example, one span) will only be considered if no other proposals for the acquisition of one or more complete bridges have been received or if such proposals have been received but are not considered feasible. If no feasible proposals to relocate all three bridges are received, the acceptance of multiple proposals to relocate individual bridges will be considered.
- E. After authorization of the acceptance agreement, the selected new owner(s) shall coordinate with WisDOT to schedule relocation of the bridges.

APPENDIX B – SALVAGE OF BRIDGE ID PLATES AND INSTALLATION OF INTERPRETIVE SIGN

- A. WisDOT or its agent will make a good faith effort to salvage the Wisconsin Highway Commission ID plates from the Lone Rock Bridge (B-25-0081) and the Lone Rock North Channel Bridges (B-52-0856 and B-52-0857; the ID plate for these structures is located

on B-52-0856) bearing the bridge construction dates and identifying information, located on the diagonal end chords of both bridges. The ID plates will only be salvaged from bridge segments that are slated for demolition (not relocation). The Village of Lone Rock will be responsible for storing the salvaged ID plates until they are reinstalled in their new location. If, during removal, a structural engineer with experience in historic structures determines that salvage of the ID plates is not feasible or if the bridges are relocated, the interpretive sign will be installed without the salvaged ID plates.

- B. WisDOT or its agent will develop content for an interpretive sign to be placed near the salvaged bridge ID plates. The sign and ID plates will either be incorporated into a single pedestal-mount (or similar) installation or will be mounted individually and installed less than six feet apart. The sign will include a combination of text and images with content focusing on the construction of the bridges as well as their significance within the context of overhead truss bridges in Wisconsin. WisDOT or its agent will facilitate production of the interpretive sign utilizing high pressure laminate or a similarly durable and weather proof material to a size of 24 x 36 inches. The sign panel and stand will be permanent and maintenance-free.
- C. Following review of the sign content by a technical editor, WisDOT or its agent will submit a draft of the sign to the Village of Lone Rock. The Village will be provided thirty (30) days for review and comment on the sign's content. Following the Village of Lone Rock's review and/or comment, the draft sign will be submitted to WisDOT, who will be provided with thirty (30) days for review and comment. Following review by WisDOT, the draft sign will be submitted to SHPO, who will be provided with thirty (30) days for review and comment. If any revisions are required, the Village of Lone Rock, WisDOT, and SHPO will all be provided thirty (30) days for review following the revisions and before production of the finished sign.
- D. Within one (1) year of construction completion and within 6 months of receipt of the interpretive sign from the manufacturer, the salvaged ID plates and interpretive sign will be placed on public display within Brace Memorial Park or another location with appropriate public visibility.
- E. This stipulation will be considered closed when photo(s) of the salvaged ID plates and interpretive sign in their new location are provided to WisDOT CRT.

**APPENDIX C – SUBMISSION OF ARTICLES FOR PUBLICATION IN *WISCONSIN
MAGAZINE OF HISTORY AND HOME NEWS***

- A. WisDOT or its agent will write two original, research-based articles outlining the history and significance of the Lone Rock Bridge and Lone Rock North Channel Bridges. The article prepared for the *Wisconsin Magazine of History* will place the bridges within a statewide and national context with focus on the difficulty in completing the construction of both structures during the Great Depression and World War II. The article prepared for *Home News* will place the bridges within a local and regional context with focus on the local economic and community impact of the bridges' construction.
- B. The article prepared for the *Wisconsin Magazine of History* will be 3,500 to 4,500 words in length and will include a combination of text and images with formatting, including citations, meeting the requirements specified by the *Wisconsin Magazine of History*.
- C. The article prepared for *Home News* will be 1,000 to 2,000 words in length and will include a combination of text and images with formatting meeting the requirements specified by *Home News*.
- D. The article prepared for the *Wisconsin Magazine of History* will be submitted to the magazine, along with the magazine's required Article Submission Form, within one (1) year of construction completion. The article prepared for *Home News* will be submitted to the newspaper within one (1) year of construction completion.
- E. Any edits requested by the editorial staff of the *Wisconsin Magazine of History* and/or *Home News* will be completed by WisDOT or its agent within the time frame specified by these organizations.
- F. Publication of the articles will be at the discretion of the editorial staff of the *Wisconsin Magazine of History* and *Home News*.
- G. This stipulation will be considered closed when proof of the articles' submission to the *Wisconsin Magazine of History* and *Home News* (such as a confirmation of receipt) is provided to WisDOT CRT.

APPENDIX D – COMPLETION OF PHOTOGRAMMETRIC IMAGING OF BRIDGES

- A. WisDOT or its agent will complete photogrammetric imaging of the Lone Rock Bridge and Lone Rock North Channel Bridges prior to any bridge demolition or relocation activity.
- B. The photogrammetric documentation will result in one (1) or more high quality 3-D digital images of each structure as well as one (1) or more high quality 3-D digital images showing the spatial relationship between all three structures. All digital images will be

manipulatable by users for viewing the structures in the round. All digital files will conform to the standards outlined by the Library of Congress for archival storage of 3-D digital images.

- C. Within six (6) months of project letting, the digital images will be made viewable by the public on the STH 130 Bridges project website hosted by WisDOT. This website and digital content will be maintained by WisDOT through construction completion (anticipated Fall 2028).
- D. Prior to or within six (6) months of project completion, the digital content will be submitted to SHPO on CDs/DVDs or on SHPO's preferred digital storage format for permanent storage.
- E. Prior to or within six (6) months of project completion, the digital content will be submitted to the Platteville Area Research Center (Southwest Wisconsin Archives at University of Wisconsin-Platteville) on CDs/DVDs or on the organization's preferred digital storage format for permanent storage within its publicly accessible archives.
- F. This stipulation will be considered closed when the following items have been submitted to WisDOT CRT:
 - Proof that the digital images have been made available on the WisDOT project page (such as a live link to the website)
 - Proof that the 3-D digital images have been submitted to SHPO and the Platteville Area Research Center (such as a confirmation of receipt)

Appendix 8

USFWS 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: 03E17000-2021-SLI-0615
Event Code: 03E17000-2021-E-02137
Project Name: WIS 130 Wisconsin River Crossing

January 25, 2021

Subject: List of threatened and endangered species that may occur in your proposed project location 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.

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: 03E17000-2021-SLI-0615

Event Code: 03E17000-2021-E-02137

Project Name: WIS 130 Wisconsin River Crossing

Project Type: TRANSPORTATION

Project Description: Replace three existing bridges that carry WIS 130 over the Wisconsin River with new bridges located up to 800 feet west of the existing. Southern Termini is WIS 133 and northern is approximately 500 feet south of Brace Road. Project is scheduled for construction in 2027-2027.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@43.16818995,-90.19380320898254,14z>



Counties: Iowa, Richland, and Sauk counties, Wisconsin

Endangered Species Act Species

There is a total of 8 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

Clams

NAME	STATUS
Higgins Eye (pearlymussel) <i>Lampsilis higginsii</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5428	Endangered
Sheepnose Mussel <i>Plethobasus cyphus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6903	Endangered

Insects

NAME	STATUS
<p>Hine's Emerald Dragonfly <i>Somatochlora hineana</i></p> <p>There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/7877</p>	Endangered

Flowering Plants

NAME	STATUS
<p>Mead's Milkweed <i>Asclepias meadii</i></p> <p>No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8204</p>	Threatened
<p>Northern Wild Monkshood <i>Aconitum noveboracense</i></p> <p>No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1450</p>	Threatened
<p>Prairie Bush-clover <i>Lespedeza leptostachya</i></p> <p>No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4458</p>	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: 693-98652619

March 24, 2021

Subject: Consistency letter for the 'ID 5770-01-01, WIS 130 Wisconsin River Crossing' project (no current TAILS record) 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 to verify that the **ID 5770-01-01, WIS 130 Wisconsin River Crossing** (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 accordingly.

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

- Higgins Eye (pearlymussel) *Lampsilis higginsii* Endangered
 - Hine's Emerald Dragonfly *Somatochlora hineana* Endangered
 - Mead's Milkweed *Asclepias meadii* Threatened
 - Northern Wild Monkshood *Aconitum noveboracense* Threatened
 - Prairie Bush-clover *Lespedeza leptostachya* Threatened
 - Sheepnose Mussel *Plethobasus cyphus* Endangered
 - 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

ID 5770-01-01, WIS 130 Wisconsin River Crossing

Description

Replace three existing bridges that carry WIS 130 over the Wisconsin River with new bridges located up to 1000 feet west of the existing in Richland County. Southern Termini is WIS 133 and northern is approximately 500 feet south of Brace Road. Project is scheduled for construction in 2027-2028, and may be advanceable to 2025-2026.

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.

Yes

6. Are *all* project activities **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

7. Does the project include *any* activities **within** 0.5 miles of a known 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

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

No

9. 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

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

No

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

No

12. Does the project include slash pile burning?

No

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

Yes

14. Is there *any* suitable habitat^[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

No

15. 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

16. Will the project involve the use of **temporary** lighting *during* the active season?

No

17. Will the project install new or replace existing **permanent** lighting?

Yes

18. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting will be installed or replaced?

No

19. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

No

20. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

No

21. Will the project raise the road profile **above the tree canopy**?

No

22. Is the location of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the project action area is not within suitable Indiana bat and/or NLEB summer habitat and is outside of 0.5 miles of a hibernaculum.

23. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the bridge is more than 1,000 feet from the nearest suitable habitat and is therefore considered unsuitable for use by bats

24. Is the permanent lighting portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the lighting will be more than 1,000 feet from the nearest suitable 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 December 29, 2020. 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 may 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.

Barker, Susan C

From: Simpkins, Darin <Darin_Simpkins@fws.gov>
Sent: Friday, April 16, 2021 1:47 PM
To: Barker, Susan C
Cc: Schelfhout, Francis - DOT; Vetsch, Stephan - DOT; Marquardt, Shauna R
Subject: EXTERNAL: Re: [EXTERNAL] RE: WisDOT ID 5770-01-01, WIS 130 WI River Crossing, Consultation Code: 03E17000-2021-SLI-0615

Consultation Code: 03E17000-2021-SLI-0615

Ms. Barker:

To streamline the consultation process, the Service is transitioning away from formal signed pdf letters of concurrence for some species in certain cases where determinations of "*May Effect, Not Likely to Adversely Affect*" are made. Please consider this email our official communication for your records. Please contact Shauna Marquardt (cc'd to this email; shauna_marquardt@fws.gov; 573-239-3293) if you have any questions regarding this policy.

The U.S. Fish and Wildlife Service (Service) received the information provided regarding the Wisconsin Department of Transportation's (WisDOT) WIS 130 Wisconsin River Crossing Project (ID: 5770-01-01). The project includes replacing three existing bridges that carry WIS 130 over the Wisconsin River with new bridges located up to 1000 feet west of the existing in Richland County. Southern Termini is WIS 133 and northern is approximately 500 feet south of Brace Road. WisDOT has requested informal consultation with determinations of "*May Effect, Not Likely to Adversely Affect*" Higgin's Eye Mussel (*Lamsilis higginsii*) and Sheepsnose Mussel (*Plethobasus cyphus*).

You've indicated that the project is outside the range of Higgins Eye and within the range of Sheepsnose mussels, but it is currently unknown if these species are present in the specific project area. You indicated that the substrates in the project area are likely unsuitable for mussels, but surveys by a qualified mussel biologist are planned to confirm the presence or absence of mussels. Based on these assumptions, the Service concurs that the project "*May Effect, Not Likely to Adversely Affect*" Higgin's Eye Mussel and Sheepsnose Mussel.

Consultation with the Service must be reinitiated if any federally endangered mussels are found during the surveys. Formal consultation, which includes a biological assessment, biological opinion, and incidental take permit will be required before any federally endangered mussels can be relocated or the project can begin.

The Service does not comment on *No Effect* determinations and you are not required to submit any materials for such determinations to the Service. Instead, you should document the rationale for any *No Effect* determination in your internal project files.

This concludes consultation under Section 7 of the Endangered Species Act, as amended for the species listed above. Should you have any questions regarding this response, or if a change in project plans occurs, please contact Darin Simpkins (darin_simpkins@fws.gov) for additional assistance.

Appendix 9
NRCS Coordination



January 28, 2021

Sue Barker, PE | Michael Baker International
1255 Fourier Drive, Suite 100, Madison, WI 53717
608-821-8712 | susan.barker@mbakerintl.com

SUBJECT: Farmland Protection Policy Act (FPPA)

PROJECT I.D: 5770-01-01, WIS 23 - Lone Rock Bridges, WIS 23, Richland, Sauk, Iowa Counties, Wisconsin.

I have reviewed the Farmland Conversion Impact Rating form submitted with your letter dated 01/26/2021, with respect to the requirements of the Farmland Protection Policy Act for the above referenced project. Since this project falls under the exemptions listed below (does not contain any prime or important farmland), no further action is necessary on your part to comply with its requirements.

523.10 Lands Covered by the Act

A. Lands Subject to Provisions of FPPA

Important farmlands, including lands identified with soils that are prime, unique, or statewide or locally important farmland are subject to the provisions of the Farmland protection Policy Act.

Sincerely,

JEFFREY
DENIGER

Digitally signed by JEFFREY
DENIGER
Date: 2021.01.28 09:04:08
-06'00'

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

Cc: Carlton Peterson, District Conservationist, NRCS, Richland Center

Appendix 10

Section 4(f) Finding of Programmatic Impact

05/26/2021

Programmatic Section 4(f) Evaluation Documentation and Approval for WisDOT projects that require a FHWA action that necessitate the Use of Historic Bridges

Project ID: 5770-01-01, 5770-01-01, and 5770-01-02
WIS 130
STH 23 to Lone Rock
Richland, Iowa, and Sauk County
Wisconsin River Bridges B-25-0081, B-52-0856, B-52-0857

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Project Background

Applicability

The Wisconsin River Structures & Roadway Project will result in the use of three bridges determined eligible for inclusion on the National Register of Historic Places (NRHP). The following information documents that the project meets criteria and requirements of the Programmatic 4(f) for Historic Bridges.

The programmatic Section 4(f) evaluation applies to the Wisconsin River Structures & Roadway project as it meets the following criteria:

- The bridge is to be replaced or rehabilitated with Federal funds.
- The project will require the use of a historic bridge structure which is on or is eligible for listing on the National Register of Historic Places.
- The bridge is not a National Historic Landmark.
- The FHWA Division Administrator determines that the facts of the project match those set forth in the sections of this document labeled Alternatives, Findings, and Mitigation.
- Agreement among the FHWA, the State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation (ACHP) has been reached through procedures pursuant to Section 106 of the NHPA

Background

The Wisconsin River Structures and Roadway Project (Project) is focused on the crossing of the Wisconsin River via State Trunk Highway (STH) 130 or WIS 130 (referred to as the WIS 130 Wisconsin River Crossing throughout) at the junction of Iowa, Sauk and Richland Counties. Figure 1. The Project is a Wisconsin Department of Transportation (WisDOT) and Federal Highway Administration (FHWA) funded project, identified by Project ID's 5770-01-01, 5770-01-01, and 5770-01-02. The Project is 0.7 miles and consists of roadway and three bridges: B-25-0081, B-52-856, and B-52-857. The majority of the project is located in Richland County approximately 0.11 mile south of Lone Rock with the northern terminus starting at approximately 600 feet south of Porter Road and ending at the southern terminus Wisconsin Highway 133 also referred to as WIS 133. The south end of the crossing ties into WIS 133 at the base of a large bluff rock formation with a 200-foot tall vertical rock face.

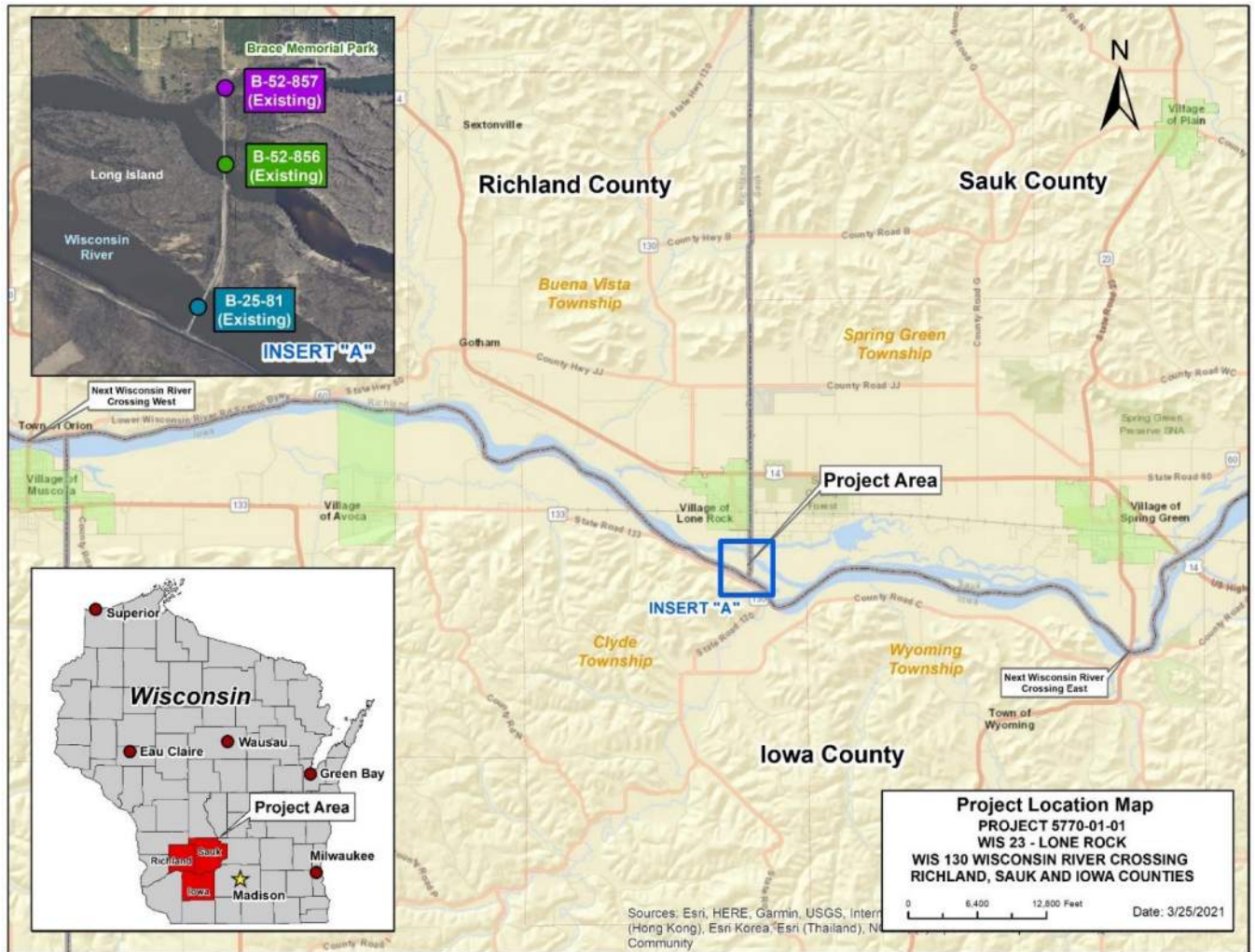
The existing WIS 130 Wisconsin River Crossing is a “connecting link” for residents of Lone Rock, as well as a regional connection for through traffic and freight. Local officials in Lone Rock and the surrounding areas have expressed that the WIS 130 crossing over the Wisconsin River is important for residents, school buses, and especially emergency services vehicles. Lone Rock Fire and Emergency Services serve the town of Clyde located approximately 3.5 miles south of the WIS 130/133 intersection as well as the Village of Avoca, located approximately 8 miles southwest of Lone Rock. Additionally, the River Valley School District buses use the WIS 130 Wisconsin River Crossing. Local officials also highlighted the important connection for farm equipment that residents transport across the bridges from Lone Rock on the north side of the crossing to agricultural land in Iowa County on the south side of the crossing.

In addition to this connecting link between communities, WIS 130 provides access to surrounding recreational areas within the statewide and national resource Lower Wisconsin State Riverway (LWSR). The LWSR includes islands, Long Island and Bakken Pond Woods. Long Island has access areas for fishing,

boating, and other recreational activities. Brace Memorial Park and Otter Creek Boat Landing (located southeast of the project) are also popular recreational spots which have public boat launches.

WisDOT identified the WIS 130 Wisconsin River Crossing as a crossing to study because the three existing bridges, B-25-0081, B-52-856, and B-52-857, which comprise the majority of the crossing are nearing the end of their service life. The bridges were built in the 1930s and 1940s and these type of bridges were typically designed for a 75 year service life. The STH 130 bridges have exceeded the typical bridge service life. The roadway elements of the crossing are also deteriorating, and gravel shoulders are lower than the adjacent travel lanes.

Figure 1. Wisconsin River Structures and Roadway Project Location Map



Purpose and Need

The purpose of the project is to address the deterioration of the crossing specifically, bridges/structures, B-25-0081, B-52-0856, and B-52-0857. The project shall avoid and/or minimize, to the greatest extent possible, any impacts to surrounding resources.

The WIS 130 crossing consists of three bridges/structures, constructed in the 1930s and 1940s, that are

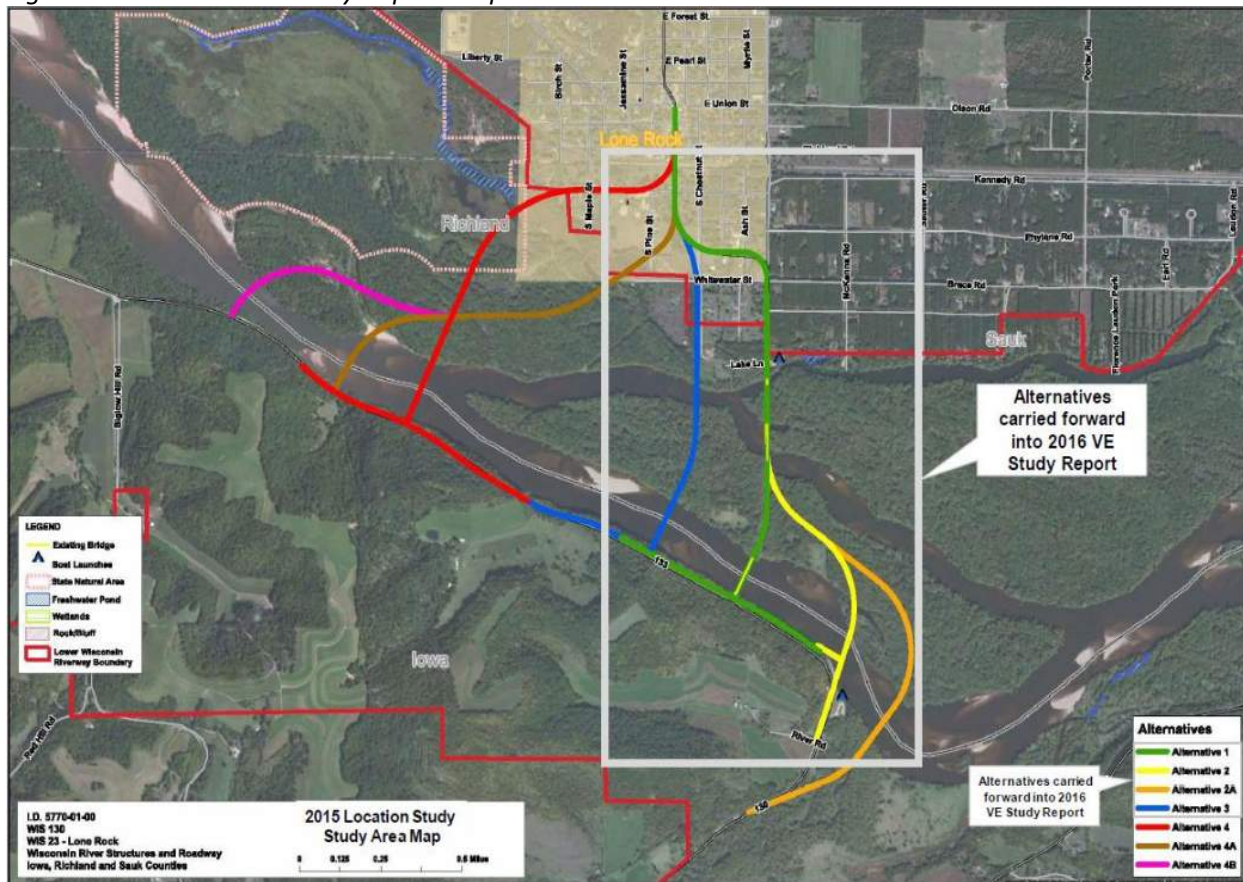
nearing the end of their service life and do not meet current minimum standards for clearance widths for bridges.

Alternatives

In 2015, a Location Study Report (2015 Location Study) was completed to consider alternatives to address technical issues and community concerns associated with the current crossing. The 2015 Location Study was broad in scope to provide a framework for assessing community issues, travel patterns and connectivity and environmental resources. The 2015 Location Study also developed, evaluated, and summarized concepts and location alternatives. The findings of the 2015 Location Study Report serve as the basis for subsequent value engineering analysis, an Origin-Destination Study, an in-depth evaluation of structural members on the bridges, and the identification of alternatives to carry forward for detailed analysis in the environmental document to satisfy the requirement of the National Environmental Policy Action (NEPA). The 2015 Location Study considered factors affecting the selection of the bridge crossing's location; suggested methodologies for determining final location/design details; and identified bridge location concepts and recommendations. Activities included in the 2015 Location Study identified the number of possible location options for the WIS 130 crossing of the Wisconsin River; evaluated reasonable crossing options and their respective approaches and local roadway alignments; determined the appropriate environmental documentation for the project development; conducted early coordination and project scoping with appropriate review agencies and local officials; and developed a comprehensive public involvement program. Some preliminary alternatives (Alternatives 4, 4A, and 4B from the 2015 Location Study) were dismissed from further consideration due to greater environmental and socioeconomic impacts than the alternatives carried forward for Value Engineering (VE). Figure 2. The full alternative analysis is documented in the 2015 Location Study Report, available at the WisDOT Southwest Region La Crosse office.

In 2016, a VE Study was conducted in accordance with the guidelines of the WisDOT, the Federal Highway Administration (FHWA), and the American Association of Highway and Transportation Officials (AASHTO). The 2016 VE Study Report further identified the project needs and constraints, along with feasible alternatives to be evaluated under the NEPA and was completed on July 29, 2016 (2016 VE Study Report). Alternatives 2 and 3, as identified in the VE Study, were dismissed from further consideration due to greater environmental and socioeconomic impacts than the alternatives carried forward to be evaluated in the WisDOT Environmental Report (ER).

Figure 1. 2015 Location Study Report Map



In 2017, an Origin-Destination Study (2017 O/D Study) was conducted using Streetlight Data® to better understand traffic patterns in the vicinity of the WIS 130 Wisconsin River Crossing and the importance of the crossing to the area relative to linkage and regional mobility. The 2017 O/D Study reported that approximately 45 percent of the traffic that uses the crossing is related to local destinations. Without the WIS 130 Wisconsin River Crossing, increased travel distances would have a greater impact for local traffic heading to the opposite side of the bridge than for regional traffic. For example, travelers from the Town of Clyde on the south of bridge heading to Lone Rock on the north side of the bridge currently have a two-mile trip. Without the WIS 130 Wisconsin River Crossing, the trip would be 21 miles and use the WIS 23 crossing near Spring Green. Figure 1.

In 2018, an in-depth evaluation of structural members on the bridges was conducted to consider whether the bridges could remain in place with maintenance and rehabilitation. WisDOT’s Bureau of Structures assessed how current and projected future deterioration affect overall structure capacity and documented time estimates to reach various levels of deterioration. Then cost-effective options for addressing structure deficiencies were identified. The evaluation noted that truck loads that the bridges were originally built for are far less than the truck loads present on today’s highways.

Through the Location Study, Value Engineering Study, and Origin-Destination Study, Preliminary Alternatives 2, 3, and 4 were identified as not meeting the purpose and need and were dismissed from further consideration. Table 1.

Table 1. Alternatives Dismissed or Carried Forward

Alternative	Description	Stage Developed	Dismissed or Carried Forward
0	No Build (also known as Preserve and Maintain)	Location Study	In-Depth Structure Analysis, used as baseline in NEPA documentation
1	Build (also known as structure reconstruction)	Location Study	Evolved to 1S, 1P prior to VE Study
1R	Existing Alignment	VE Study	Carried forward for detailed analysis in NEPA documentation
1K	Adjacent to existing alignment	Location Study	Carried forward for detailed analysis in NEPA documentation
1S	Near alignment	Prior to VE Study	Carried forward for detailed analysis in NEPA documentation
1P	Near alignment	Prior to VE Study	Carried forward for detailed analysis in NEPA documentation
1Q	Adjacent with bluff excavation	VE Study	Carried forward for detailed analysis in NEPA documentation
2	Eastern Alignment	Location Study	Dismissed during VE Study
3	Oak Street Alignment	Location Study	Dismissed during VE Study
4	Oak Street Farther West Alignment	Location Study	Dismissed during VE Study
5	Removal of Existing Structures	Location Study	Evolved to Planned Elimination after VE study
5	Planned Elimination	VE Study	Dismissed during Origin Destination Study, used as baseline in NEPA documentation

Remaining alternatives were evaluated for the WIS 130 Wisconsin River Crossing to see if they meet the purpose and need. The alternatives were also evaluated for the potential to impact existing resources. These alternatives include the no build, build: build on the existing alignment and four new build alignments, and planned elimination. Figure 11.

- Alternative 0 -No Build
- Build Alternatives
 - Existing Alignment
 - Alternative 1R
 - New Alignments
 - Alternative 1K
 - Alternative 1S
 - Alternative 1P
 - Alternative 1Q
- Alternative 5-Planned Elimination

Figure 3. WIS 130 Wisconsin River Crossing Alternatives



Alternative 0 (No Build) and Alternative 5 (Planned Elimination) were identified as not meeting the purpose and the need because they would eventually result in permanent closure of the crossing. It does not meet the purpose and need because it would not address the deteriorating structures and would not meet current design standards. Therefore, the planned elimination and build alternatives under Alternative 1, 1R, 1K, 1S, 1P, and 1Q, were carried forward for further evaluation and comparison to one another, including anticipated resource impacts. They were screened for meeting the purpose and need. In addition to the purpose and need, additional screening criteria was identified during the public involvement process. Table 2. Each alternative is described in further detail below.

Table 2. WIS 130 Wisconsin River Crossing Alternative (Alt) Comparison

Screening Criteria	Alt 0	Alt 1R	Alt 1K	Alt 1S	Alt 1P	Alt 1Q	Alt 5
<i>Purpose and Need</i>							
Meets Current Design Standards	No	Yes	Yes	Yes	Yes	Yes	No
Addresses deteriorating structures	No	Yes	Yes	Yes	Yes	Yes	No
<i>Additional Considerations</i>							
Provides a reliable crossing	No	Yes	Yes	Yes	Yes	Yes	No
Provide mobility and crossing access	No	Yes	Yes	Yes	Yes	Yes	No
Maintains access to Long Island long-term	No	Yes	Yes	Yes	Yes	No	No
Maintains access to Bakken Pond Woods long-term	No	Yes	Yes	Yes	No	No	No
Address intersection safety concerns	No	Yes	Yes	Yes	Yes	Yes	No
Address community concern with bluff at 130/133	No	No	Yes	Yes	Yes	Yes	No
Maintain traffic during majority of construction	N/A*	No**	Yes	Yes	Yes	Yes	N/A***

*would not require construction closure but would require closures for repairs and would eventually be closed permanently

**would require 2-year closure

***would eventually be closed permanently

Table 3. WIS 130 Wisconsin Build Alternatives Comparison

	Alignment Description	Offset from Existing Road (feet)	# of Proposed Bridges/ Total length (feet)	Community Concern at Bluff	Socio-Economic Impacts	Removal of Existing Historic/ Section 4(f) Bridges	Section 4(f) Land Use	Approx. Permanent Wetland Impacts (acres)	Total Permanent Right of Way Needed (acres)	Estimated Cost
Alt 1R	Existing alignment	0	3/1325	N/A	Yes (2-year construction closure)	Yes	Yes	<1	2	\$35M
Alt 1K	Adjacent to existing alignment	50	3/1700	Move intersection onto structure, slightly further away from bluff	No	Yes	Yes	4	4	\$46M
Alt 1P	Near alignment	Up to 1000	2/2150	Shift alignment away from bluff	No	Yes	Yes	6*	9**	\$35M
Alt 1Q	Near alignment	Up to 1000	1/3300	Shift alignment away from bluff	Yes (completely cut off access to public recreational island land)	Yes	Yes	6*	9**	\$56M
Alt 1S	Adjacent with bluff excavation	50	3/1700	Cut several hundred feet into bluff	No	Yes	Yes	4	4	\$38M

* Approximately 5 acres of roadway embankment along existing WIS 130 is planned to be removed and eventually converted to wetland

** Approximately 10 acres of existing right of way along existing WIS 130 that is planned to be transferred to WDNR

Alternative 0: No Build (also referred to as Preserve and Maintain)

The Preserve and Maintain alternative would leave the roadway and structures exactly as they exist today. Under this alternative the three structures that make up the WIS 130 Wisconsin River Crossing would continue to deteriorate. Load capacity would decrease, the bridges would need continued maintenance and painting resulting in road closures with increased frequency during the repairs, and eventually the bridges would need to be closed permanently due to poor condition ratings. Closing the crossing would greatly inhibit the mobility of the residents of Lone Rock, the emergency vehicles that service the surrounding areas, and industrial vehicles that use the Wisconsin River crossing to transport goods.

Additionally, this alternative does not address the fact that the bridges are narrow and do not have adequate shoulders causing safety concerns for bicyclists. The vertical and horizontal clearance has also

been an issue for trucks and construction equipment who have hit the overhead trusses and sides of the bridges.

This alternative would not address the existing bridge deficiencies and safety concerns. This alternative would not require any right-of-way (ROW) and not impact any resources within the project area. The Preserve and Maintain alternative would have a total initial capital cost of \$0, however, maintenance costs would increase annually as the structures continue to deteriorate. Maintenance costs over the next up to 10 years are estimated to be in the range of \$10M to \$20M, which is well over half of the cost of a bridge replacement alternative. Eventually the roadway would not be able to safely accommodate traffic. While this alternative would not result in the relocation of businesses or residences, the eventual closing of the structures would result in long alternate travel routes and limited access to recreational activities, which would negatively impact the Village of Lone Rock and the surrounding area. Emergency services would be affected which could potentially require additional vehicle storage location or facilities on the south side of the river. Additionally, it also does not address the safety concerns of the bicyclists crossing the narrow bridges.

While the Preserve and Maintain 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 Preferred Alternative.

Build Alternatives

Alternative 1 includes five build alternatives which include build on the existing alignment (Alternative 1R) and new alignments (Alternative 1K, 1P, 1Q, and 1S). The build alternatives originally included a 44-foot clear width on the bridges, which was reduced to a 36-foot width based on recommendations in the VE Study.

Existing Alignment- Alternative 1R

Alternative 1R would build new structures on the existing alignment. The existing three structures and roadway would be removed. The three new structures would have approximate lengths of 685 feet, 555 feet and 85 feet. The bridges and roadway would be built with two 12-foot wide travel lanes and six-foot-wide shoulders which meet current standards. This alternative would require a two-year long road closure and utilize a detour route, which could impact local businesses and emergency services. Access to Long Island and Bakken Ponds would be maintained. This alternative would not result in the relocation of businesses or residences and have minimal impacts on the surrounding wildlife habitat and threatened and endangered resources. This alternative is a use of the existing historic, Section 4(f) resources.

The alternative would have a total capital cost of \$35 million. This alternative addresses the existing bridge deficiencies but does not address all the safety concerns as it would still connect at the bluff at the intersection of WIS 130/133. Alternative 1R does meet the purpose and the need but was not the preferred because of the socio-economic concerns associated with the detour. Closing the bridges during construction would inhibit the mobility of the residents of Lone Rock and emergency vehicles that service the surrounding areas. This alternative would require changes or additions to the location where emergency vehicles are stored in order for Lone Rock Fire and Emergency Services to maintain service to the town of Clyde and the Village of Avoca on the south side of the bridge.

New Alignment- Alternative 1K

Alternative 1K would shift the alignment with new structures approximately 50 feet west of the existing alignment. The existing three structures and roadway would be removed. The bridges and roadway would be built with two 12-foot wide travel lanes and six-foot-wide shoulders which meet current standards. The three new structures with approximate lengths of 730 feet, 650 feet, and 320 feet would be built adjacent to the existing structures so the residents of Lone Rock and the surrounding area would only be inconvenienced for a limited time during the approach reconstruction. This allows the Lone Rock Fire and Emergency Services to maintain service to the town of Clyde and the Village of Avoca. Access to Long Island and Bakken Ponds would remain. This alternative would have impacts to wetlands, and use of the existing historic resources, and Section 4(f) resources.

The widening of the bridges would increase the size of the intersection which would address the concerns of trucks hitting the beam guard when trying to maneuver through the intersection. The intersection approach would incorporate beam guard on the both sides of WIS 130 and WIS 133 to minimize impacts to the bluff and the bank.

The alternative would have a total capital cost of \$46 million. WIS 130 would still connect at approximately the same location with WIS 133 and the bluff. It includes an option to move the intersection onto structure which would pull the intersection slightly further away from the bluff. This additional structure configuration and length increases the cost of this alternative. Alternative 1K does meet the purpose and need but is not preferred as there are other options that have similar impacts, lower costs, and move the intersection further away from the bluff.

Figure 4. Alternative 1R & 1K Rendering



New Alignment- Alternative 1P (Preferred)

Alternative 1P would shift the WIS 130 alignment approximately 1,000 feet west from the existing alignment. The existing three structures and roadway would be removed. The new alignment would begin approximately 600 feet south of Porter Road on WIS 130 and would terminate at WIS 133 approximately 1,000 feet to the west of the existing intersection. This alternative includes approximately 2,000 feet of roadway rehabilitation along WIS 133 to provide adequate sight distance for the intersection. The WIS 130 bridges and roadway would be built with two 12-foot wide travel lanes and six-foot-wide shoulders which meet current standards. This alternative would include the construction of two new structures, each approximately 1,100 feet long to cross the Wisconsin River and a 1,000-foot roadway embankment on the west side of Long Island. The new structures would address the poor condition ratings and the substandard horizontal and vertical clearances of the bridges.

This alternative would allow access to Long Island however there would be no access to Bakken Pond Woods. There would be use of the existing historic/Section 4(f) structures, wetlands, and Section 4(f) lands. The existing roadway fill would be removed, and the land could eventually revert to wetlands.

The alternative would have a total capital cost of \$35 million. Alternative 1P does meet the purpose and need because it will maintain a WIS 130 crossing over the Wisconsin River, meet current design standards with bridge widths and roadway shoulders, provide a safer connection with WIS 130/133 past the existing bluff, and allow continued access to Long Island recreational areas.

[New Alignment-Alternative 1Q](#)

Alternative 1Q would shift the WIS 130 alignment approximately 1,000 feet west from the existing alignment. The existing three structures and roadway would be removed. The new alignment would begin approximately 600 feet south of Porter Road on WIS 130 and would terminate at WIS 133 approximately 1,000 feet to the west of the existing intersection. This alternative includes approximately 2,000 feet of roadway rehabilitation along WIS 133 to provide adequate sight distance for the intersection. The WIS 130 bridge and roadway would be built with two 12-foot wide travel lanes and six-foot-wide shoulders which meet current standards. Alternative 1Q includes a single bridge approximately 3,300 feet long. The longer bridge would span wetlands on Long Island and Bakken Pond Woods, which would limit wetland fill. There would be use of the existing historic/Section 4(f) structures, wetlands, and Section 4(f) lands. The existing roadway fill would be removed, and the land could eventually revert to wetlands. This alternative would not have access to Long Island or Bakken Pond Woods. A short-term detour route would be required during construction of the new pavement tie-ins at each end of the project.

The alternative would have a total capital cost of \$56 million. This alternative would maintain a WIS 130 crossing over the Wisconsin River, meet current design standards with bridge widths and roadway shoulders, and provide a safer connection with WIS 130/133 past the existing bluff. Alternative 1Q meets the purpose and need but is not the preferred alternative as there are other options with lower costs and continue to provide access to Long Island.

[New Alignment- Alternative 1S](#)

Alternative 1S would shift the alignment with new structures approximately 50 feet west of the existing alignment. The existing three structures and roadway would be removed. The bridges and roadway would be built with two 12-foot wide travel lanes and six-foot-wide shoulders which meet current standards. The three new structures with approximate lengths of 730 feet, 650 feet, and 320 feet would be built

adjacent to the existing structures so the residents of Lone Rock and the surrounding area would only be inconvenienced for a limited time during the approach reconstruction. This allows the Lone Rock Fire and Emergency Services to maintain service to the town of Clyde and the Village of Avoca. Access to Long Island and Bakken Ponds would remain. This alternative impacts wetlands, and use of the existing historic resources, and Section 4(f) resources.

The widening of the bridges would increase the size of the intersection which would address the concerns of trucks hitting the beam guard when trying to maneuver through the intersection. The intersection approach would incorporate beam guard on the both sides of WIS 130 and WIS 133 to minimize impacts to the bluff and the bank.

The alternative would have a total capital cost of \$38 million. This alternative would have WIS 130 still connect at approximately the same location with WIS 133 with the bluff. It includes excavation of several hundred feet of the bluff to provide a flatter area on the south side of the intersection. Alternative 1S does meet the purpose and need but is not preferred as there are other options that do not include excavation into the bluff.

Alternative 5: Planned Elimination

The Planned Elimination alternative would leave the roadway and structures exactly as they exist today for up to 10 years at which time the crossing would be removed, and traffic would use the local crossings in Spring Green and Muscoda, resulting in 29 mile and 31 mile-long travel routes. The length of time in advance of the crossing elimination would provide an opportunity for the local community to plan for future emergency services.

The Planned Elimination alternative would have a total initial capital cost of \$2 - \$5M. This alternative would not result in the relocation of businesses or residences and would not impact any waterways or wetlands. This alternative would use the Section 4(f) land because it eliminates access to recreational activities on Long Island and Bakken Pond Woods. It would also use the historic, Section 4(f) resources since they would be removed. The eventual closing of the structures would result in permanently using other longer traveled routes to cross the Wisconsin River which would negatively impact residents and emergency services in the Village of Lone Rock and the surrounding area. It could potentially require additional vehicle storage location or facilities on the south side of the river. The Planned Elimination alternative does not meet the purpose and need for this project.

Do Nothing

The No-Build (Preserve and Maintain) does not correct the situation that causes the bridge to be considered structurally deficient or deteriorated. These deficiencies can lead to sudden collapse and potential injury or loss of life. Normal maintenance is not considered adequate to cope with the situation. It does not meet the purpose and need of the Project and therefore, was not chosen to move forward. Additionally, it determined not to be feasible nor prudent due to the reasons listed above.

Structure at a Different Location

A New Location Alternative Without Demolition of the Existing Bridge would meet the purpose and need of the project, but would not be reasonable or prudent due to construction cost, the ongoing cost of

maintaining two facilities, the necessity to include costly repair and maintenance of the existing bridge and the impacts upon navigation and fleeting operations.

Rehabilitate Existing Historic Bridge

Rehabilitation would not meet the purpose and need and is so structurally deficient that it cannot be rehabilitated to meet minimum acceptable load requirements without affecting the historic integrity of the bridge. It is determined not to be feasible nor prudent.

Other Alternatives Considered

All of the Build Alternatives meet the purpose and the need, however, all would have an adverse effect upon the NRHP eligible resources and use of the Section 4(f) resources, B-25-0081, B-52-856, and B-52-857. Avoidance and minimization measures were not possible in order to address current design standards. Therefore, there are no feasible and prudent alternatives to using the Section 4(f) resource.

Measures to Minimize Harm

The preferred alternative, Alternative 1P, will remove the existing Section 4(f) resources and build two new bridges; therefore, mitigation will be required. A Memorandum of Agreement (MOA) between FHWA, WisDOT, and the State Historic Preservation Officer has been prepared and identifies the mitigation strategies for the project. These measures include and are outlined in the MOA as follows:

BRIDGE RELOCATION PLAN

A. WisDOT's relocation effort shall include the following items to be executed concurrently and within one (1) year of MOA execution:

1. Due to Wisconsin River Trail's previously expressed interest in accepting and relocating the Lone Rock Bridge and Lone Rock North Channel Bridges, WisDOT or its agent will contact in writing Wisconsin River Trail to allow the organization first right of refusal to accept and relocate the three bridges. This first right of refusal will be limited to acceptance and relocation of all three bridges rather than acceptance of only one or two bridges to allow for potential proposals from other organizations that may allow for the acceptance and relocation of all three bridges as a group. If Wisconsin River Trail refuses acceptance of all three bridges at this time, the organization will be afforded the opportunity to submit a proposal for the acquisition and relocation of individual bridges as outlined below.

2. WisDOT or its agent will publish a press release announcing the bridges' availability and placing an advertisement in the local newspapers, *Home News* and the *Richland Observer*. The press release shall be distributed to the following groups:

- Town of Buena Vista (Richland County)
- Town of Spring Green (Sauk County)
- Town of Clyde (Iowa County)
- Richland County
- Sauk County
- Iowa County

- Village of Lone Rock
- Richland County Historical Society
- Iowa County Historical Society
- Sauk County Historical Society
- Wisconsin River Trail

B. Potential applicants shall be afforded sixty (60) days from the date of the written contact/press release to express interest. Interested individuals and parties will be provided an information packet that includes the following:

- Information about the bridges' historic and engineering significance
- Photographs of the bridges
- Estimated cost associated with relocating and maintaining the bridges
- Sample acceptance and maintenance agreement
- Secretary of the Interior's Standards for Rehabilitation (see Item C below)
- Schedule for receiving and reviewing offers
- Construction schedule

C. Interested individuals and parties shall have thirty (30) days from receipt of the information packet to submit a written proposal for acquiring the bridges, which must demonstrate the following:

- A feasible new location and use in which the applicable Secretary of the Interior's Standards for Rehabilitation are applied (with the understanding that the structures' original spatial relationships with the landscape and each other will not be maintained and with the understanding that the structures may be rehabilitated for non-vehicular use)
- A specific work plan for dismantling, removal, and relocation
- Necessary funding
- Ability to meet WisDOT's construction schedule
- Agreement to maintain the structures at their new location

D. All proposals for acquiring the bridges shall be reviewed by WisDOT in consultation with the SHPO within forty-five (45) days of receipt. Thereafter, the SHPO shall have an additional thirty (30) days to offer comments. Preference will be given to an individual or organization who can demonstrate they have the feasible ability to relocate and maintain all three bridges, followed by those who could demonstrate their feasible ability to relocate and maintain two of bridges, followed by those who could demonstrate feasible ability to relocate and maintain one bridge. Consideration of proposals that include only the acquisition of one element of a bridge (for example, one span) will only be considered if no other proposals for the acquisition of one or more complete bridges have been received or if such proposals have been received but are not considered feasible. If no feasible proposals to relocate all three bridges are received, the acceptance of multiple proposals to relocate individual bridges will be considered.

E. After authorization of the acceptance agreement, the selected new owner(s) shall coordinate with WisDOT to schedule relocation of the bridges.

SALVAGE OF BRIDGE ID PLATES AND INSTALLATION OF INTERPRETIVE SIGN

A. WisDOT or its agent will make a good faith effort to salvage the Wisconsin Highway Commission ID plates from the Lone Rock Bridge (B-25-0081) and the Lone Rock North Channel Bridges (B-52-0856 and B-52-0857; the ID plate for these structures is located on B-52-0856) bearing the bridge construction dates and identifying information, located on the diagonal end chords of both bridges. The ID plates will only be salvaged from bridge segments that are slated for demolition (not relocation). The Village of Lone Rock will be responsible for storing the salvaged ID plates until they are reinstalled in their new location. If, during removal, a structural engineer with experience in historic structures determines that salvage of the ID plates is not feasible or if the bridges are relocated, the interpretive sign will be installed without the salvaged ID plates.

B. WisDOT or its agent will develop content for an interpretive sign to be placed near the salvaged bridge ID plates. The sign and ID plates will either be incorporated into a single pedestal-mount (or similar) installation or will be mounted individually and installed less than six feet apart. The sign will include a combination of text and images with content focusing on the construction of the bridges as well as their significance within the context of overhead truss bridges in Wisconsin. WisDOT or its agent will facilitate production of the interpretive sign utilizing high pressure laminate or a similarly durable and weather proof material to a size of 24 x 36 inches. The sign panel and stand will be permanent and maintenance-free.

C. Following review of the sign content by a technical editor, WisDOT or its agent will submit a draft of the sign to the Village of Lone Rock. The Village will be provided thirty (30) days for review and comment on the sign's content. Following the Village of Lone Rock's review and/or comment, the draft sign will be submitted to WisDOT, who will be provided with thirty (30) days for review and comment. Following review by WisDOT, the draft sign will be submitted to SHPO, who will be provided with thirty (30) days for review and comment. If any revisions are required, the Village of Lone Rock, WisDOT, and SHPO will all be provided thirty (30) days for review following the revisions and before production of the finished sign.

D. Within one (1) year of construction completion and within 6 months of receipt of the interpretive sign from the manufacturer, the salvaged ID plates and interpretive sign will be placed on public display within Brace Memorial Park or another location with appropriate public visibility.

E. This stipulation will be considered closed when photo(s) of the salvaged ID plates and interpretive sign in their new location are provided to WisDOT CRT.

SUBMISSION OF ARTICLES FOR PUBLICATION IN *WISCONSIN MAGAZINE OF HISTORY AND HOME NEWS*

A. WisDOT or its agent will write two original, research-based articles outlining the history and significance of the Lone Rock Bridge and Lone Rock North Channel Bridges. The article prepared for the *Wisconsin Magazine of History* will place the bridges within a statewide and national context with focus on the difficulty in completing the construction of both structures during the Great Depression and World War II. The article prepared for *Home News* will place the bridges within a local and regional context with focus on the local economic and community impact of the bridges' construction.

B. The article prepared for the *Wisconsin Magazine of History* will be 3,500 to 4,500 words in length and will include a combination of text and images with formatting, including citations, meeting the requirements specified by the *Wisconsin Magazine of History*.

C. The article prepared for *Home News* will be 1,000 to 2,000 words in length and will include a combination of text and images with formatting meeting the requirements specified by *Home News*.

D. The article prepared for the *Wisconsin Magazine of History* will be submitted to the magazine, along with the magazine's required Article Submission Form, within one (1) year of construction completion. The article prepared for *Home News* will be submitted to the newspaper within one (1) year of construction completion.

E. Any edits requested by the editorial staff of the *Wisconsin Magazine of History* and/or *Home News* will be completed by WisDOT or its agent within the time frame specified by these organizations.

F. Publication of the articles will be at the discretion of the editorial staff of the *Wisconsin Magazine of History* and *Home News*.

G. This stipulation will be considered closed when proof of the articles' submission to the *Wisconsin Magazine of History* and *Home News* (such as a confirmation of receipt) is provided to WisDOT CRT.

COMPLETION OF PHOTOGRAMMETRIC IMAGING OF BRIDGES

A. WisDOT or its agent will complete photogrammetric imaging of the Lone Rock Bridge and Lone Rock North Channel Bridges prior to any bridge demolition or relocation activity.

B. The photogrammetric documentation will result in one (1) or more high quality 3-D digital images of each structure as well as one (1) or more high quality 3-D digital images showing the spatial relationship between all three structures. All digital images will be manipulatable by users for viewing the structures in the round. All digital files will conform to the standards outlined by the Library of Congress for archival storage of 3-D digital images.

C. Within six (6) months of project letting, the digital images will be made viewable by the public on the STH 130 Bridges project website hosted by WisDOT. This website and digital content will be maintained by WisDOT through construction completion (anticipated Fall 2028).

D. Prior to or within six (6) months of project completion, the digital content will be submitted to SHPO on CDs/DVDs or on SHPO's preferred digital storage format for permanent storage.

E. Prior to or within six (6) months of project completion, the digital content will be submitted to the Platteville Area Research Center (Southwest Wisconsin Archives at University of Wisconsin-Platteville) on CDs/DVDs or on the organization's preferred digital storage format for permanent storage within its publicly accessible archives.

F. This stipulation will be considered closed when the following items have been submitted to WisDOT CRT:

- Proof that the digital images have been made available on the WisDOT project page (such as a live link to the website)
- Proof that the 3-D digital images have been submitted to SHPO and the Platteville Area Research Center (such as a confirmation of receipt)

Coordination

Coordination activities conducted during the development of the ER for the Project are summarized within that document and detailed information contained within its appendices. This includes coordination conducted with the SHPO, along with other consulting parties, as part of the Section 106 process.

Approval

The information included in this document is sufficient to document the project in accordance with the Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges: there are no feasible and prudent alternatives to the use of the historic bridge and the proposed project includes all possible planning to minimize harm resulting from such use. This approval is made consistent with 23 U.S.C. 138, 49 U.S.C. 303, and 23 CFR 774.

This Section 4(f) Programmatic Evaluation documentation was prepared by

Signature *Sue Barker* Date June 17, 2021

Print Name & Title Sue Barker, Consultant Project Manager
(Consultant or Region Project Staff)

This Section 4(f) Programmatic Evaluation documentation was reviewed by

Signature *Steve Vetsch* Date 6/22/2021

Print Name Steve Vetsch
(Region Environmental Coordinator)

Signature *Jonquil Johnston* Date July 9, 2021

Print Name & Title Jonquil Johnston, EPDS liaison
(BTS-EPDS Liaison or Section Manager)

This Section 4(f) Programmatic Evaluation was reviewed and approved by

Signature _____ Date _____

Print Name & Title _____
(Federal Highway Administration)

Appendix 11

Section 4(f) Finding of *de minimis* Impact

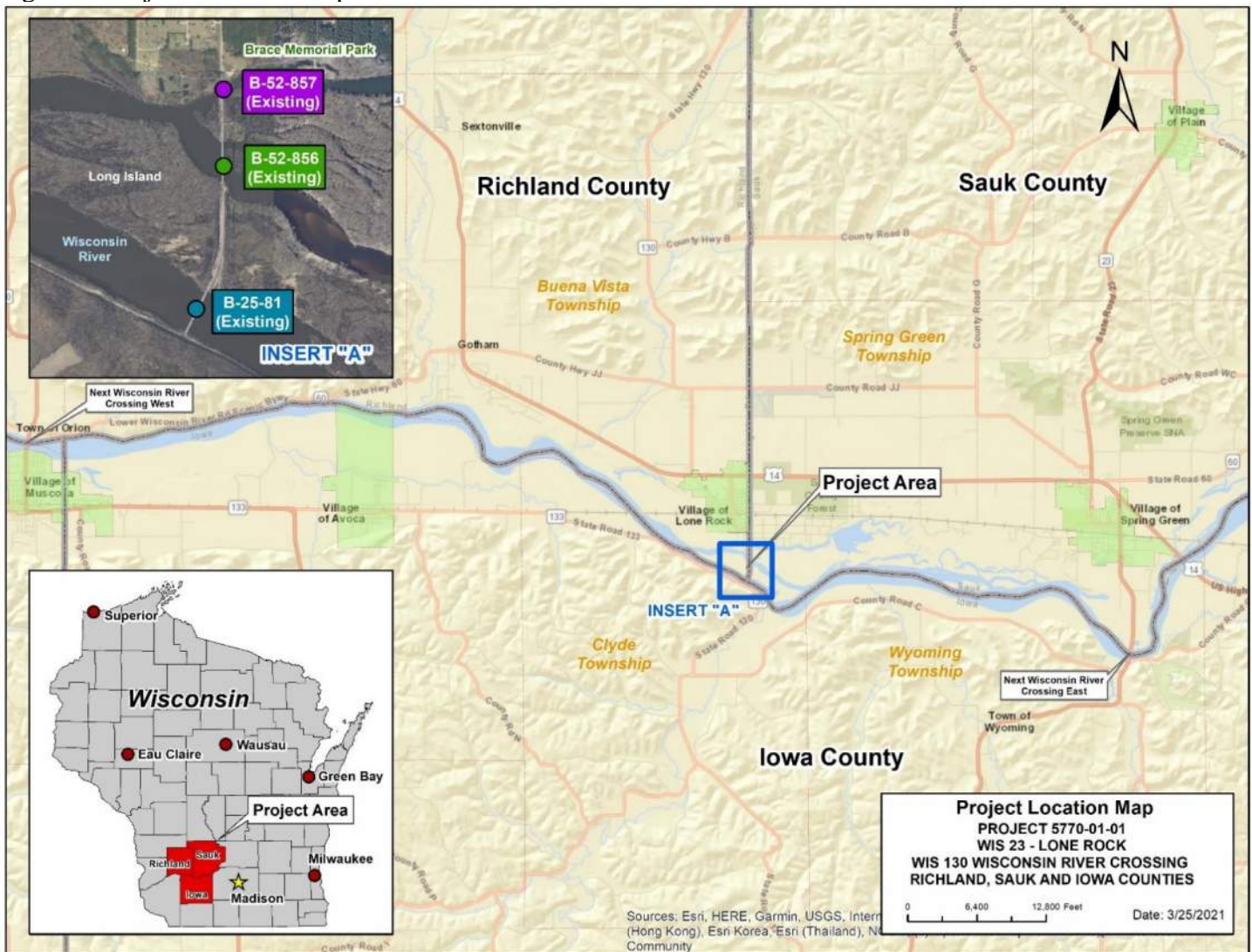
Wisconsin Federal Highway Administration
Finding of *De Minimis* Impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges (Updated 7/25/2017)

1. Project Description

WISDOT ID: 5770-01-00, 5770-01-01, 5770-01-02, 5770-01-71
Route: WIS 130
Termini: WIS 23 – Lone Rock
City/County: Richland County
Project Description: WIS 130 Wisconsin River Crossing

The project is not an enhancement project and includes the reconstruction of the WIS 130 Wisconsin River Crossing located at the junction of Iowa, Sauk and Richland Counties, with the majority of the project being located in Richland County. The project is approximately 0.11 mile south of Lone Rock with the northern terminus starting at approximately 600 feet south of Porter Road and ending at the southern terminus WIS 133. The current crossing is approximately 0.7 miles on WIS 130 and comprised of roadway and three bridges: B-25-0081, B-52-856, and B-52-857. The south end of the crossing ties into WIS 133 at the base of a large bluff rock formation with a 200-foot tall vertical rock face. Figure 1.

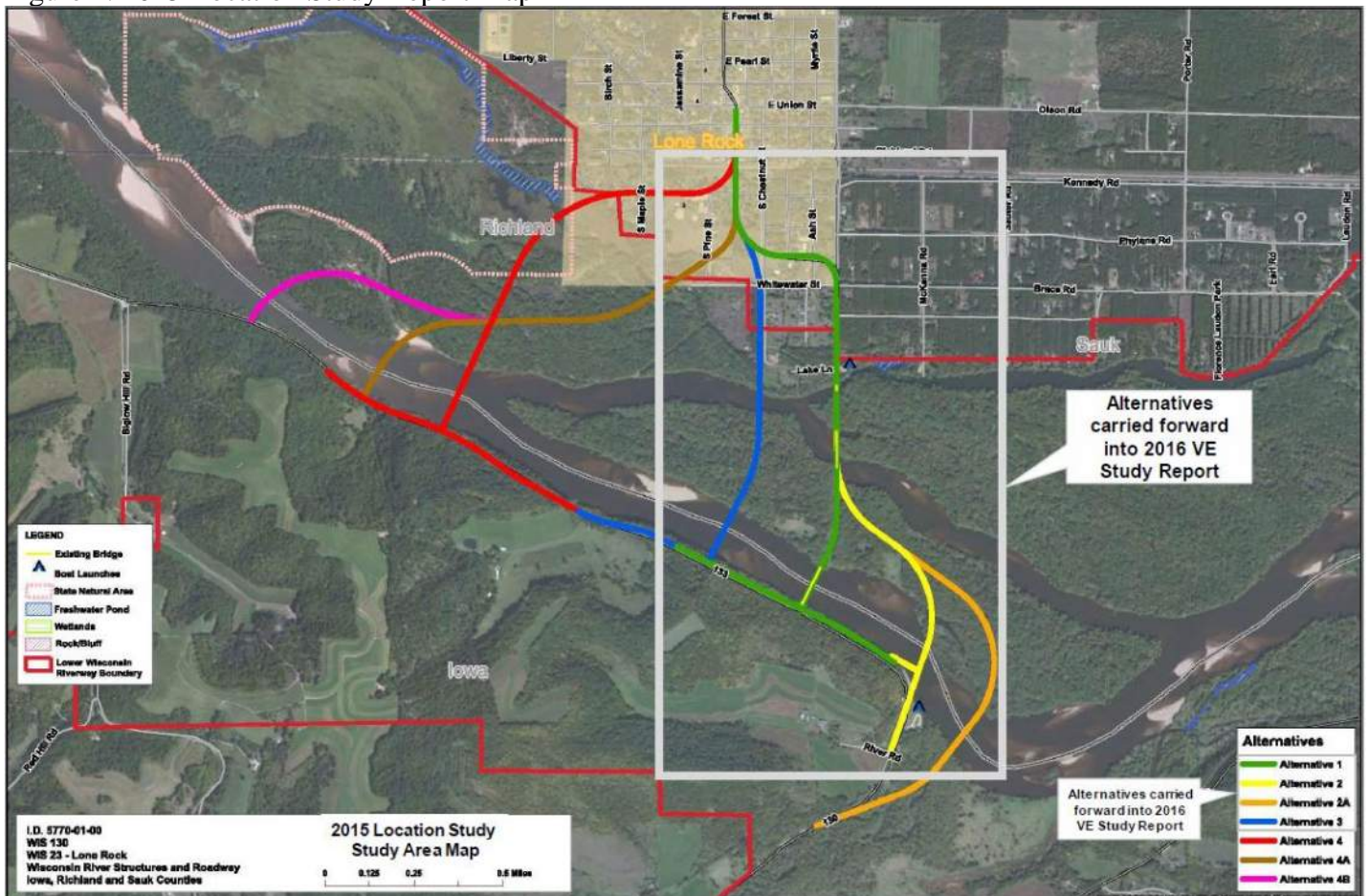
Figure 1. Project Location Map



The Wisconsin Department of Transportation (WisDOT) identified the WIS 130 Wisconsin River Crossing as a crossing to study because the three existing bridges, B-25-0081, B-52-856, and B-52-857, which comprise the majority of the crossing are nearing the end of their service life. The roadway elements of the crossing are also deteriorating, and gravel shoulders are lower than the adjacent travel lanes.

In 2015, a Location Study Report (2015 Location Study) was completed to consider alternatives to address technical issues and community concerns associated with the current crossing. The 2015 Location Study was broad in scope to provide a framework for assessing community issues, travel patterns and connectivity and environmental resources. The 2015 Location Study also developed, evaluated, and summarized concepts and location alternatives. The findings of the 2015 Location Study Report serve as the basis for subsequent value engineering analysis, an Origin-Destination Study, an in-depth evaluation of structural members on the bridges, and the identification of alternatives to carry forward for detailed analysis in the environmental document to satisfy the requirement of the National Environmental Policy Action (NEPA). The 2015 Location Study considered factors affecting the selection of the bridge crossing’s location; suggest methodologies for determining final location/design details; and bridge location concepts and recommendations. Activities included in the 2015 Location Study identified the number of possible location options for the WIS 130 crossing of the Wisconsin River; evaluated reasonable crossing options and their respective approaches and local roadway alignments; determined the appropriate environmental documentation for the project development; conducted early coordination and project scoping with appropriate review agencies and local officials; and developed a comprehensive public involvement program. Some preliminary alternatives were dismissed from further consideration due to greater environmental and socioeconomic impacts than the alternatives carried forward for Value Engineering (VE). Figure 2. The full alternative analysis is documented in the 2015 Location Study Report, available at the WisDOT Southwest Region La Crosse office.

Figure 2. 2015 Location Study Report Map



In 2016, a VE Study was conducted in accordance with the guidelines of the WisDOT, the Federal Highway Administration (FHWA), and the American Association of Highway and Transportation Officials (AASHTO). The 2016 VE Study Report further identified the project needs and constraints, along with feasible alternatives to be evaluated under the NEPA and was completed on July 29, 2016 (2016 VE Study Report). The alternatives carried forward are further evaluated in the Environmental Report (ER).

In 2017, an Origin-Destination Study (2017 O/D Study) was conducted using Streetlight Data® to better understand traffic patterns in the vicinity of the WIS 130 Wisconsin River Crossing and the importance of the crossing to the area relative to linkage and regional mobility. The 2017 O/D Study reported that approximately 45 percent of the traffic that uses the crossing is related to local destinations. Without the WIS 130 Wisconsin River Crossing, increased travel distances would be more significant for local traffic heading to the opposite side of the bridge than for regional traffic. For example, travelers from the Town of Clyde on the south of bridge heading to Lone Rock on the north side of the bridge would currently have a two-mile trip. Without the WIS 130 Wisconsin River Crossing, the trip would be 21 miles and use the WIS 23 crossing near Spring Green. Figure 1.

In 2018, an in-depth evaluation of structural members on the bridges was conducted to consider whether the bridges could remain in place with maintenance and rehabilitation. WisDOT's Bureau of Structures assessed how current and projected future deterioration affect overall structure capacity and documented time estimates to reach various levels of deterioration. Then cost-effective options for addressing structure deficiencies were identified. The evaluation noted that truck loads that the bridges were originally built for are far less than the truck loads present on today's highways.

The existing WIS 130 Wisconsin River Crossing is a "connecting link" for residents of Lone Rock, as well as a regional connection for through traffic and freight. Local officials in Lone Rock and the surrounding areas have expressed that the WIS 130 crossing over the Wisconsin River is important for residents, school buses, and especially emergency services vehicles. Lone Rock Fire and Emergency Services serve the town of Clyde located approximately 3.5 miles south of the WIS 130/133 intersection as well as the Village of Avoca, located approximately 8 miles southwest of Lone Rock. Additionally, the River Valley School District buses use the WIS 130 Wisconsin River Crossing. Local officials also highlighted the important connection for farm equipment that residents transport across the bridges from Lone Rock on the north side of the crossing to agricultural land in Iowa County on the south side of the crossing.

In addition to this connecting link between communities, WIS 130 provides access to surrounding recreational areas within the statewide and national resource Lower Wisconsin State Riverway (LWSR). The LWSR extends 92.3 miles along the lower Wisconsin River in southwestern Wisconsin, beginning at the Prairie du Sac dam and ending with the Wisconsin River's confluence with the Mississippi River. Figure 3. The LWSR within the project area includes islands, Long Island and Bakken Pond Woods, which comprise of natural habitat areas with access areas for fishing, boating, and other recreational activities. Figure 4. Brace Park and Otter Creek Boat Landing (located southeast of the project) are also popular recreational spots which have public boat launches.

Figure 3. LWSR

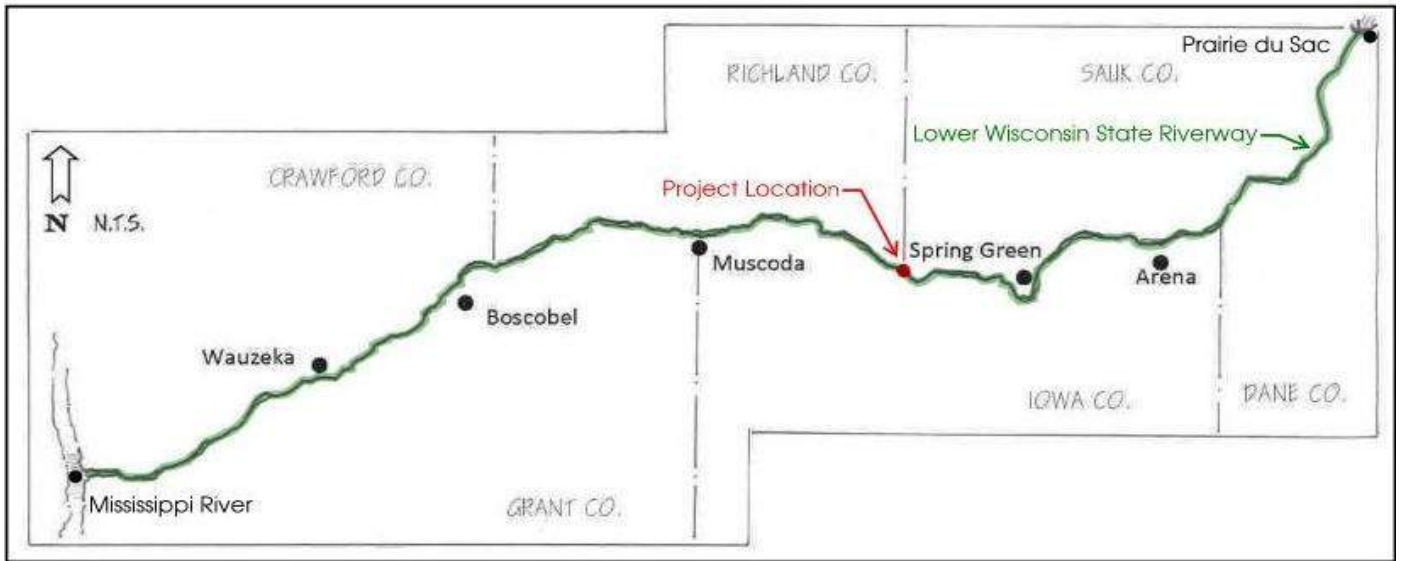
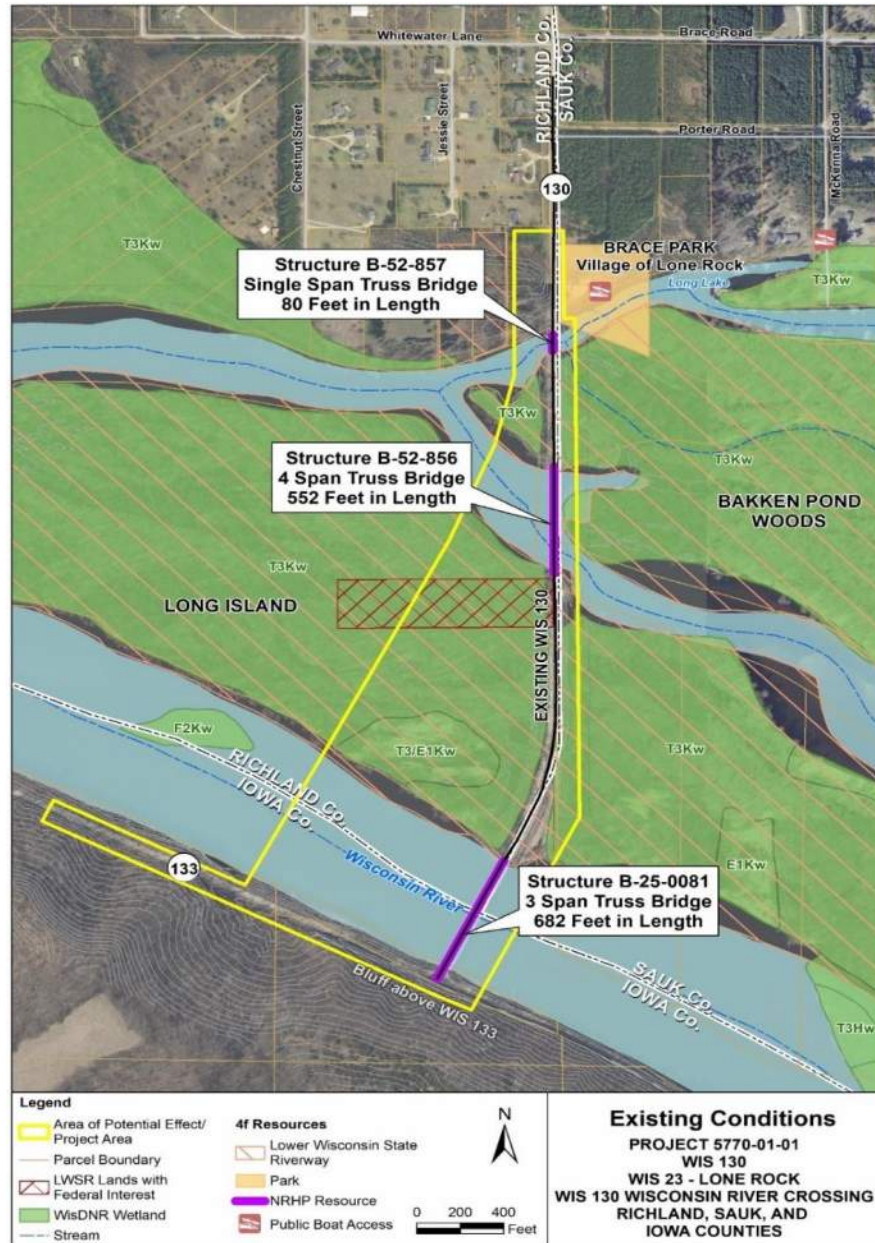


Figure 4. Existing Conditions



As part of the NEPA process, a purpose and need was developed for the project and documented in the Environmental Report. The purpose of the project is to address the deterioration of the crossing specifically, bridges/structures, B-25-0081, B-52-0856, and B-52-0857.

Through the Location Study, Value Engineering Study, and Origin-Destination Study, Preliminary Alternatives 2, 3, and 4 were identified as not meeting the purpose and need and were dismissed from further consideration. An alternative analysis was conducted for seven alternatives to see if they meet the purpose and need. The alternatives were also evaluated for the potential to impact existing resources. Figure 5.

- Alternative 0 -No Build (also referred to as the Preserve and Maintain)
- Alternative 1 -Build
 - Existing Alignment
 - Alternative 1R
 - New Alignments
 - Alternative 1K
 - Alternative 1S
 - Alternative 1P (Preferred)
 - Alternative 1Q
- Alternative 5-Planned Elimination

Figure 5. WIS 130 Wisconsin River Crossing Alternatives



Alternative 0 (No Build) and Alternative 5 (Planned Elimination) were identified as not meeting the purpose and the need because they would eventually result in permanent closure of the crossing. Table 2. Therefore, the build alternatives under Alternative 1, 1R, 1K, 1S, 1P, and 1Q, were carried forward for further evaluation and comparison to one another, including anticipated resource impacts. Table 1. Each alternative is described in further detail below.

Table 1. WIS 130 Wisconsin River Crossing Alternative (Alt) Comparison

Screening Criteria	Alt 0	Alt 1R	Alt 1K	Alt 1S	Alt 1P	Alt 1Q	Alt 5
Purpose and Need							
Meets Current Design Standards	No	Yes	Yes	Yes	Yes	Yes	No
Addresses deteriorating structures	No	Yes	Yes	Yes	Yes	Yes	No
Additional Considerations							
Provides a reliable crossing	No	Yes	Yes	Yes	Yes	Yes	No
Provide mobility and crossing access	No	Yes	Yes	Yes	Yes	Yes	No
Maintains access to Long Island long-term	No	Yes	Yes	Yes	Yes	No	No
Maintains access to Bakken Pond Woods long-term	No	Yes	Yes	Yes	No	No	No
Address intersection safety concerns	No	Yes	Yes	Yes	Yes	Yes	No
Address community concern with bluff at 130/133	No	No	Yes	Yes	Yes	Yes	No
Maintain traffic during majority of construction	N/A*	No**	Yes	Yes	Yes	Yes	N/A***

*would not require construction closure but would require closures for repairs and would eventually be closed permanently

**would require 2-year closure

***would eventually be closed permanently

Table 2. WIS 130 Wisconsin Build Alternatives Comparison

	Alignment Description	Offset from Existing Road (feet)	# of Proposed Bridges/ Total length (feet)	Community Concern at Bluff	Socio-Economic Impacts	Removal of Existing Historic/ Section 4(f) Bridges	Section 4(f) Land Use	Approx. Permanent Wetland Impacts (acres)	Total Permanent Right of Way Needed (acres)	Estimated Cost
Alt 1R	Existing alignment	0	3/1325	N/A	Yes (2-year construction closure)	Yes	Yes	<1	2	\$35M
Alt 1K	Adjacent to existing alignment	50	3/1700	Move intersection onto structure, slightly further away from bluff	No	Yes	Yes	4	4	\$46M
Alt 1P	Near alignment	Up to 1000	2/2150	Shift alignment away from bluff	No	Yes	Yes	6*	9**	\$35M
Alt 1Q	Near alignment	Up to 1000	1/3300	Shift alignment away from bluff	Yes (completely cut off access to public recreational island land)	Yes	Yes	6*	9**	\$56M
Alt 1S	Adjacent with bluff excavation	50	3/1700	Cut several hundred feet into bluff	No	Yes	Yes	4	4	\$38M

* Approximately 5 acres of roadway embankment along existing WIS 130 is planned to be removed and eventually converted to wetland

** Approximately 10 acres of existing right of way along existing WIS 130 that is planned to be transferred to WDNR

Alternative 1P, was identified as the Preferred Alternative. Alternative 1P would shift the WIS 130 alignment approximately 1,000 feet west from the existing alignment. The existing three structures and roadway would be removed. The new alignment would begin approximately 600 feet south of Porter Road on WIS 130 and would terminate at WIS 133 approximately 1,000 feet to the west of the existing intersection. This alternative includes approximately 2,000 feet of roadway rehabilitation along WIS 133 to provide adequate sight distance for the intersection. The WIS 130 bridges and roadway would be built with two 12-foot wide travel lanes and six-foot-wide shoulders which meet current standards. This alternative would include the construction of two new structures, each approximately 1,100 feet long to cross the Wisconsin River and a 1,000-foot roadway embankment on the west side of Long Island. The new structures would address the poor condition ratings and the substandard horizontal and vertical clearances of the bridges.

This alternative would allow access to Long Island however there would be no access to Bakken Pond Woods. There would be impacts to the existing historic/Section 4(f) structures, wetlands, and approximately 6.42 acres of impacts to the Section 4(f) lands converting to a transportation facility. Approximately 10.29 acres of the existing roadway and right of way would be transferred to DNR. In addition, the existing roadway fill would be removed, and approximately 5 acres of land could eventually revert to wetlands.

The alternative would have a total capital cost of \$35 million. Alternative 1P does meet the purpose and need because it will maintain a WIS 130 crossing over the Wisconsin River, meet current design standards with bridge widths and roadway shoulders, provide a safer connection with WIS 130/133 past the existing bluff, and allow continued access to Long Island recreational areas.

2. **Name of Section 4(f) resource:** (If the resource is a park and a historic property please indicate the historic property name and the park name if different.)

Wisconsin Department of Natural Resources (WDNR also referred to as DNR) Managed Lands, part of the LWSR, river islands: Long Island and Bakken Pond Woods.

3. **Description of Section 4(f) resource** (Include a map and/or photos of the property in relation to the proposed project):

Overall, the LWSR is largely undeveloped and has natural scenic beauty, particularly those areas visible from the river. The LWSR provides opportunities for high-quality, nature-based open-space recreational uses that are compatible with the property's capabilities and the ecological and habitat management goals. Nature based activities are uses like; hunting, trapping, and wildlife viewing, fishing, paddling, picnicking, camping, hiking, equestrian use, and environmental interpretation and education. Another goal of the LWSR is to manage forest lands using principles of sustainable forestry to support habitat and scenic management goals and to provide a variety of renewable forest products.

The project area includes two river islands: Long Island and Bakken Pond Woods that are a part of the LWSR. Beyond the scenic beauty of the natural habitats of these river islands, they also provide access areas for fishing, boating, and other recreational activities. See Figure 4.

4. Description of impacts:

The preferred alternative will require approximately 8.44 acres of *de minimis* use, including 6.42 acres of fee acquisition. The project will also require 2.02 acres of temporary easements. Table 3.

Table 3. Preferred Alternative Section 4(f) ROW Use

Land Resource	Right of Way Amounts	
	Permanent (acres)	Temporary (acres)
Long Island	6.05	2.02
<i>Federal Interest Parcel (within Long Island)</i>	1.29*	
Bakken Pond Woods	0.37	-
Section 4(f) Total:	6.42	2.02

*1.29 acres are included within the 6.05 acres of Long Island

No relocation of businesses or residences is necessary for the preferred alternative. Effects to the Village of Lone Rock residents and the surrounding area would be limited during construction. The proposed alignment is not in conflict with the existing alignment so the existing roadway would be able to remain open during the majority of construction with the exception of a month or two to complete the tie ins at each end of the WIS 130 corridor. This would minimize the construction impacts on motorist.

The proposed improvement will include standard width shoulders which will improve access to the Riverway to bicyclists. Pedestrians on Long Island will have greater access to more area on Long Island as the result of removal of the existing WIS 130 roadway embankment which currently acts as a barrier between the east and west portions of Long Island. Additionally, the proposed WIS 130 bridge over a portion of Long Island will allow greater movement under the bridge to access both the eastern and western portions of Long Island.

Direct access to Bakken Pond Woods from WIS 130 is not recognized in the existing condition and would remain so in the proposed condition. Pedestrians access the land through a gated entrance on the west side of Lone Rock. DNR staff has indicated they would conduct forestry and logging activities prior to the project construction. Bakken Pond Woods would be fully reverted to recreational lands again due to the proposed new alignment and bridging of Bakken Pond Woods.

Overall, this project will most likely improve access to the recreational lands for multiple modes of transportation (vehicles, bicycles, and pedestrians).

- Discuss avoidance, minimization, and compensation efforts and how the impacts after avoidance, minimization, and compensation do not adversely affect the activities, features, and attributes listed in Number 3 above:

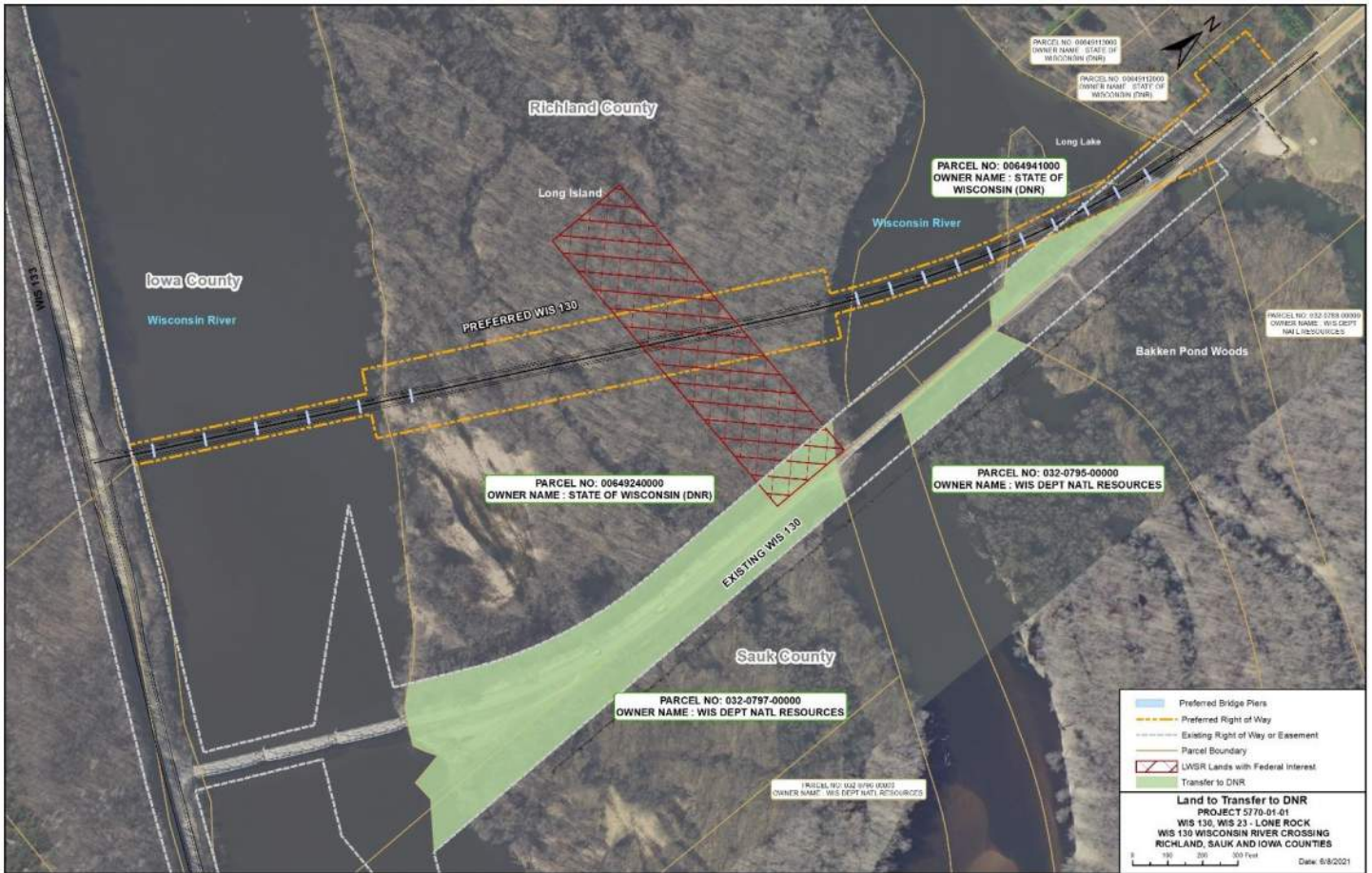
Many of the alternatives in the 2015 Location Study Report included significantly greater impacts to the habitat, activities, features and attributes of the recreational land. By dismissing these alternatives early in the study, impacts associated with these alternatives were avoided. Additionally, the “Preserve and Maintain” and “Planned Elimination” alternatives listed above were considered to avoid direct impact to the WIS 130 Wisconsin River Crossing. However, these alternatives would affect access to recreational lands. The WIS 130 Wisconsin River Crossing provides access to the river islands, both of which are used for boating, fishing and other recreational activities. Closing the bridges would limit access to these recreational activities and would remove vehicular access to Long Island and Bakken Pond.

Efforts to minimize impacts include installing beam guard at the edge of the proposed WIS 130 shoulders to accommodate steeper slopes along the proposed roadway embankment. The build alternatives originally included a 44-foot clear width on the bridges, which was reduced to a 36-foot width based on recommendations in the VE Study.

Compensation includes transferring approximately 10.29 acres of the existing transportation facility ROW to WDNR. In addition, approximately 5 acres of the embankment fill along existing WIS 130 across Long Island and Bakken Pond Woods would be removed, allowing the land to be used for recreational uses.

Approximately 10.29 acres of existing right of way associated with the existing alignment will be transferred to DNR. Figure 6.

Figure 6. Preferred Alternative Existing ROW Land Transfer to WDNR



6. Describe the public involvement process and results:

Public Involvement Meetings were held on May 4, 2016, November 17, 2016, and May 31, 2019 where the public was afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource. Table 5 below summarizes public comment and responses.

Table 5. Public Involvement Comment Response

Comment	Response
A few public involvement meeting attendees expressed the desire to keep the roadway in the current alignment to minimize the impacts on the surrounding area.	The current alignment option was evaluated during the alternatives phase of the study and is not the preferred alternative due to the need for a detour route during the two-year construction duration.
A question was asked regarding the impacts on the existing Otter Creek Boat Landing. Several requests to keep Otter Creek Boat landing.	The preserve and Maintain alternative and Planned elimination alternative would affect access to the boat landing; however, the preferred alternative would have no effect on the Otter Creek Boat Landing.
A question was asked about whether access would be provided to Bakken Pond Woods from the proposed alignment and a request that pedestrian access be maintained	The existing access to Bakken Pond Woods is not a WDNR regulated access point. The preferred alternative does not provide access to Bakken Pond Woods from the proposed alignment; however pedestrian access is provided via access at Laudon Road, approximately 1.4 mile east of Lone Rock

7. Name of and notification to the official(s) with jurisdiction over the property:

Andy Barta, Environmental Analysis and Review Specialist
 Wisconsin Department of Natural Resources
 101 S. Webster Street PO Box 7921
 Madison, WI 53707-7921
 888-936-7463

Officials were informed via a phone call meeting with WisDOT and DNR 2/19/2021

8. Describe the results of coordination with the official(s) with jurisdiction over the property following public involvement (attach correspondence from the official(s)):

Coordination with the DNR after public involvement included an agency coordination meeting on May 28, 2019. In addition, DNR provided correspondence on March 24, 2021. Written comments included:

The U.S. Dept. of Transportation “Section 4(f)” process applies to federally funded transportation projects that impact specific properties (e.g. public parks, wildlife refuges, and recreation areas) as well as properties where Pittman-Robertson or Dingle-Johnson funds have been expended. There is property within the project limits that is a specific type of property and/or where federal funds have been expended and is owned by DNR, the Lower Wisconsin State Riverway. If it is determined the project will affect certain portions of this property, early coordination with WDNR will be necessary under the Section 4(f) review process to evaluate the significance of potential impacts on the uses and management of this property.

Currently there is a small gravel parking lot that can be accessed from a low maintenance gravel road just north of the southernmost bridge crossing. This lot sees moderate usage by the public as a riverway overlook and to some extent to access the waterway itself, however this is not a designated access point in the Lower Wisconsin State Riverway property masterplan nor is it maintained as such.

DNR would like to explore options during design to recreate a similar opportunity to access the waterway off the new alignment. We understand there are certain design constraints that must be balanced with additional impacts, but we feel it's worthwhile to investigate the possibilities to recreate similar recreational opportunities with the new bridge crossing.

9. Are there federal and/or state special funding encumbrances such as Land and Water Conservation funds or Knowles-Nelson Stewardship Program grants on the Section 4(f) resource? If "Yes", indicate the type of encumbrance and discuss how all requirements relating to the encumbrance will be satisfied independent of this 4(f) determination. This should be addressed in Factor Sheet # in the Environmental Document.

There is a parcel of land with federal-aid interest on Long Island (referred to as Federal Interest Parcel on figures) that is associated with the Sport Fish Restoration Act (Dingell-Johnson Act) and the Wildlife Restoration Act (Pittman-Robertson Act). Approximately 1.29 acres of this federal interest parcel will be acquired as part of the preferred alternative. This is addressed in Factor Sheet #4: Section 6(f) or Other Unique Properties.

This *de minimis* determination documentation was prepared by

Signature *Sue Barker* Date June 17, 2021

Print Name & Title Sue Barker, Michael Baker International, Consultant Project Manager
(*Consultant or Region Project Staff*)

This *de minimis* determination documentation was reviewed by

Signature *Stephan Vetsch* Date June, 22, 2021

Print Name & Title Stephan Vetsch, Regional Environmental Coordinator
(*Regional Environmental Coordinator or Region Local Program Manager*)

Signature *Jonquil Johnston* Date July 9, 2021

Print Name & Title Jonquil Johnston, EPDS Liaison
(*EPDS Liaison or Section Manager*)

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

Signature _____ Date _____

Print Name & Title Bethaney Bacher-Gresock, Environmental Protection Specialist, Wisconsin Division FHWA for Glenn Fulkerson, P.E. Division Administrator, Wisconsin Division FHWA
(*Federal Highway Administration*)

cc: WISDOT Bureau of Technical Service /EPDS
WISDOT Region



RECEIVED

By Andrew at 8:11 am, Apr 22, 2021

Sue Barker
 Michael Baker International
 1255 Fourier Drive
 Suite 100, Madison, WI 53717

Subject: 4(f) De Minimus

Project I.D. 5770-01-01
 STH 130 Over Wisconsin River
 Lone Rock

Dear Ms. Barker:

This letter is to satisfy the requirement of *de minimus agreement* required by the Wisconsin Department of Transportation (WisDOT) for acquiring Section 4(f) Parks, Recreation Areas and Wildlife and Waterfowl Refuges lands within the Lower Wisconsin State Riverway near Lone Rock. The Wisconsin Department of Natural Resources (DNR) understands the Wisconsin Department of Transportation (DOT) is proposing to reconstruct the STH 130 crossing of the Wisconsin River on a new alignment to address safety concerns and elevated crash rates at the bluff face on the south end of the current bridge.

According to preliminary impact data provided by DOT, the sum total of lands impacted by the project and lands that will be transferred to DNR as a result of this project are as follows in the below table:

Parcel Information	Right of Way to Acquire From DNR		Right of Way or Easement to Transfer To DNR
	Permanent (acres)	Temporary (acres)	Permanent (acres)
Parcel 00649240000 State of WI DNR (Long Island, Richland Co) *	6.05	2.02	4.81
Parcel 032-0797-0000 State of WI DNR (Long Island, Sauk Co)	-	-	3.75
Parcel 00649411000 State of WI DNR (Bakken Pond, Richland Co)	0.37	-	0.90
Parcel 032-0795-0000 State of WI DNR (Bakken Pond, Sauk Co)	-	-	0.83
Total:	6.42	2.02	10.29

* 6.05 Acres of proposed Permanent Right of Way on Long Island Includes 1.29 acres of Lands with Federal Interest

Based on these impact totals and previous coordination, property reviews, and habitat assessments, The Wisconsin Department of Transportation agrees that the impacts on the features, functions and attributes of the recreational areas and wildlife and waterfowl refuges are not diminished as a result of WisDOT's purchase and conversion of parklands to highway right-of-way.

We look forward to continued coordination through project design and construction. If you have any questions, please don't hesitate to contact Andy Barta and 608-235-2955 or andrew.barta@wisconsin.gov.

Sincerely,

Andy Barta

Environmental Analysis & Review Specialist

A handwritten signature in black ink that reads "Jesse Kellogg". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jesse Kellogg
Property Manager, Lower Wisconsin State Riverway



4/21/21

Sue Barker
 Michael Baker International
 1255 Fourier Drive
 Suite 100, Madison, WI 53717

Subject: 4(f) De Minimus
 Project I.D. 5770-01-01
 STH 130 Over Wisconsin River
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We look forward to continued coordination through project design and construction. If you have any questions, please don't hesitate to contact Andy Barta and 608-235-2955 or andrew.barta@wisconsin.gov.

Sincerely,

Andy Barta

Environmental Analysis & Review Specialist

Bradd Sims

Bradd Sims
Fisheries Manager, Lower Wisconsin State Riverway

Appendix 12
Tribal Coordination



January 16, 2019

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

Re: Notice of federal undertaking and request for comments under 36 CFR 800

Project ID: 5770-01-01
WIS 23 – Lone Rock
Wisconsin River Structures and Roadway
WIS 130, Richland County

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Highway Administration, is considering an undertaking consisting of a bridge replacement project on WIS 130 in the Town of Clyde in Iowa County, and Town of Buena Vista in Richland County. The proposed undertaking consists of replacing existing structures B-25-0081, B-52-0856, and B-52-00857 over the Wisconsin River. The project is located in Section 13 of T08N, R02E. See Attachment for a project location map. The proposed structures would accommodate one travel lane in each direction. The project would include removal of existing pavement and bridges, grading, marsh excavation, constructing embankments and bridges. Purchase of new right-of-way is anticipated for this project. Construction could occur as early as 2029.

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

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

If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this undertaking, please contact me at 3550 Mormon Coulee Road, La Crosse, WI 54601, (608) 785-9947.

Sincerely,

Francis Schelfhout

Project Manager

CC: Lynn Cloud- Cultural Resource Team
Ryan Greendeer- Tribal Liaison

Encl: Project Location Map

ID 5770-01-01

Distribution List

**Wisconsin River Bridges
WIS 130, Richland County**

Company	Title	First Name	Last Name	Credentials	Email	Phone Number	Office Building	Address 1	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@lvdtribal.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, B	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

Appendix 13

Lower Wisconsin State Riverway Board Coordination



**Lower Wisconsin
State Riverway Board**

202 N. Wisconsin Avenue · PO Box 187 · Muscoda, WI 53573
(608) 739-3188 · 1-800-221-3792 · FAX (608) 739-4263
Email to: mark.cupp@wisconsin.gov
Web site: <http://lwr.state.wi.us>

TO: Francis Schelfhout, Project Manager
Department of Transportation

FROM: Mark E. Cupp, Executive Director
Lower Wisconsin State Riverway Board

RE: STH 130 bridges at Lone Rock

DATE: June 10, 2016

The Lower Wisconsin State Riverway Board (LWSRB) adopted the following preliminary recommendations regarding the proposed replacement of the STH 130 bridges over the Wisconsin River at Lone Rock at the board's June 9, 2016, meeting. Please note these comments are made as "conceptual" based on the multiple options still under consideration for the project.

The LWSRB finds the westernmost option represented by the fuschia line on maps provided by the Department of Transportation (DOT) to be the least desirable option with the easternmost option depicted in orange on the map to be second least desirable option. The preferred option would be the adjacent alignment (green) with no preference indicated for either placement immediately upstream or downstream of the current structures. The blue option or near-adjacent option may have merit but warrants further review. At this time, the blue option is less preferred than the green option, which would locate the new structures immediately adjacent to the existing structures. The no-build or removal options were not considered by the board.

The fuschia option is the least desirable due to the additional impacts on wetlands and bottomland forests as well as creation of a new visual intrusion in the Riverway. While the impacts on landowners are not fully known, it appears this option would have adverse impacts on landowners on both the Iowa County side and Richland County side of the project. The orange option also is undesirable because of environmental impacts related to loss of wetlands and bottomland forest habitat type as well as elimination of the public access site at Otter Creek on the Iowa County side. To the best of my knowledge, a reasonable alternative to the Otter Creek landing has not been identified should that access site be lost.

For the green option, the board is opposed to disturbance of the rock face in any manner, including the possible notching or creation of a cavern at the end of the bridge. If additional distance between the end of the bridge, intersecting roadway and rock wall is necessary, the board prefers to extend the end of the bridge riverward to the extent of the existing riprap provided there is not wide scale disruption of natural beauty upstream and/or downstream to accommodate extending the end of the bridge riverward. The green option appears to have the fewest number of new adverse environmental impacts and relatively minor landowner impacts.

Schelfout/DOT/STH 130 bridges
June 10, 2016

As noted above, the blue option warrants further review by the LWSRB due to this option emerging recently. The potential adverse environmental impacts appear fewer than the fuschia or orange options assuming the rock wall on the riverside of STH 133 is not damaged. The blue option is adjacent to and/or near the existing bridge corridor so the visual intrusion is diminished. The potential height increase of the bridge(s) associated with this option is a possible concern. This option also addresses concerns expressed by the local populace regarding accidents at the rock wall on the Iowa County side but that consideration is beyond the board's purview and core mission.

Aesthetic treatments of the bridges are required and should reflect treatments implemented at the USH 14 bridge at Spring Green by incorporating stained concrete, striation of pilings and parapet designs. Obviously, a bridge over the river is impossible to render visually inconspicuous. However, the use of stained concrete and other special design features can assist in making the bridge harmonize with the natural surroundings better than a bridge without any aesthetic treatments. The board is open to discussion of parapets/railings to determine which is best to minimize visual impacts when viewed from the river and to provide opportunity to the travelling public to see the river while crossing the bridge. Both types have been used on Wisconsin River bridges. Vegetative removal should be minimized and replaced if damaged or destroyed to the greatest extent possible. Beamguards should be painted brown on the side facing the river. The board also supports the Department of Natural Resources efforts to assure wetlands and other unique habitats are protected or mitigated if damaged or destroyed as well as efforts to protect federal and state endangered, threatened or species of special concern. Retention of public access or development of additional public access sites to the river and state lands is encouraged.

The LWSRB authority and DOT requirements to consult with the board is found in Section 30.455, Stats. In addition to the requirement for LWSRB consultation, the law requires DOT to minimize the visual impact of the activity "to the extent technically and economically feasible." As the options are considered and designs are developed, please keep in mind the board's mission to protect the scenic beauty of the Riverway and the commitment to assuring there is no net degradation in the aesthetic integrity of the river corridor.

If you have any questions or comments, please feel free to contact me at (608) 739-3188 or 1-800-221-3792 or by e-mail at mark.cupp@wisconsin.gov. As always, I will be happy to assist in whatever manner possible.

Thank you for your time and consideration.

Cc: LWSRB members
Andrew Barta, DNR Environmental Liaison



**Lower Wisconsin
State Riverway Board**

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Web site: <http://lwr.state.wi.us>

TO: Francis Schelfhout, Project Manager
Department of Transportation

FROM: Mark E. Cupp, Executive Director
Lower Wisconsin State Riverway Board

RE: STH 130 bridges at Lone Rock

DATE: November 30, 2016

On November 10, 2016, the Lower Wisconsin State Riverway Board (LWSRB) adopted the following position regarding the board's preferred build option for potential replacement of the STH 130 bridges over the Wisconsin River at Lone Rock. The LWSRB finds Alternate 1P to be the preferred build option.

Alternative 1P is a cost-effective method for the river crossing utilizing two bridges while minimizing wetland impacts and continuing public access to Long Island, an important recreational area for hunters and anglers. In addition, Alternative 1P avoids the rock face at the terminus of the bridge on the Iowa County side of the river, which is a matter of great local concern. Furthermore, by avoiding the rock face, there would be no need to disturb the scenic beauty and natural character of the site as proposed by Alternative 1S. Excavation of the rock wall will be vigorously opposed by the LWSRB.

Additional mitigation for Alternative 1P is required. Use of design techniques similar to the recently completed USH 14 Bridge at Spring Green will be required by the LWSRB. My June 10, 2016, memorandum further details these recommendations and the board's statutory authority. A review of final tree removal and wetland impacts also will require review by the board. The LWSRB will coordinate questions or concerns on other natural resources issues affecting the Riverway after consultation with Department of Natural Resources staff.

If you have any questions or comments, please feel free to contact me at (608) 739-3188 or 1-800-221-3792 or by e-mail at mark.cupp@wisconsin.gov. As always, I will be happy to assist in whatever manner possible.

Thank you for your time and consideration.

Cc: LWSRB members
Andrew Barta, DNR Environmental Liaison

LOWER WISCONSIN STATE RIVERWAY BOARD

202 N. Wisconsin Avenue
P.O. Box 187
Muscodia, WI 53573
(608) 739-3188 or 1-800-221-3792

MINUTES OF THE MARCH 11, 2021, RIVERWAY BOARD MEETING

The Lower Wisconsin State Riverway Board (LWSRB) met on Thursday, March 11, 2021, via Zoom to conduct a regular monthly business meeting. The meeting was called to order at 5:00 p.m. by Chair Jerry Dorscheid. All members were present with the exceptions of Jim Czajkowski and Ritchie Brown. (NOTE: One vacancy exists.) Acknowledgment that the meeting was properly noticed was provided by Mark E. Cupp, Executive Director. A motion to approve the agenda was made by Richard McFarlane, seconded by Gigi LaBudde. **MOTION CARRIED.** A motion to approve the minutes of the February 11, 2021, meeting was made by Steve Wetter, seconded by McFarlane. **MOTION CARRIED.**

The Executive Committee report was presented by Chair Dorscheid who asked Cupp to report on correspondence. Cupp highlighted the response by Department of Natural Resources (DNR) Wildlife Biologist Travis Anderson to a local recreational user who had questions about the habitat work being done in the area, including at Goodweiler Lake. He said the timely and informative reply was appreciated and demonstrated excellent service to the public. Cupp reviewed guidance from the Department of Administration (DOA) regarding agency COVID-19 response. He said state agencies are encouraged to continue telecommuting as much as possible. In-person board meetings are not allowed. Cupp said he is hopeful that the restrictions on board meetings will be relaxed sometime this summer. He said the board will meet via Zoom until guidance from DOA dictates otherwise. Cupp said he had made initial contacts with Dane and Grant counties about their nominees for appointment to the board.

The guest speaker for the meeting was Nate Fayram, DNR Ecologist, who gave a presentation on LWSR State Natural Areas (SNA). Fayram provided an overall description of activities on SNA lands and noted the pandemic has limited some actions and eliminated DNR staff interaction with volunteers. As a result, a few locally led efforts continue such as at the Mazomanie Barrens and Blue River Sand Barrens. Fayram then described specific activities ongoing at SNA properties for which permit extensions have been requested.

The Operations Committee report was presented by Cupp. The permit extension requests of Fayram on behalf of DNR were considered. Each year, approximately half of the SNA permits for the DNR's SNAs are reviewed by the LWSRB. Work on the SNAs includes prescribed burning, brush removal and invasive species control. Wetter asked about frequency of burns. Fayram said it is determined on a site-by-site basis as well as weather. Timm Zumm, Friends of the Lower Wisconsin Riverway (FLOW) President, noted DNR employees Jared Urban works well with volunteer groups, such as at the Blue River Barrens. LaBudde asked if Japanese hedge parsley had been detected in the LWSR. Fayram said it had been detected along railroad tracks and some trails. LaBudde said additional installation of boot brushes and signage. A motion to approve two-year extensions for the following management permits was made by Randy Poelma, seconded by LaBudde :

- Adiantum Woods SNA (Town of Millville, Grant County)
- Avoca Prairie SNA (Town of Avoca, Iowa County)
- Blue River Sand Barrens SNA (Town of Watterstown, Grant County)
- Ferry Bluff SNA (Town of Prairie du Sac, Sauk County)
- Mazomanie Bottoms SNA (Town of Mazomanie, Dane County)
- Richwood Bottoms SNA (Town of Richwood, Richland County)
- Tower Hill Bottoms SNA (Town of Arena, Iowa County)
- Wauzeka Bottoms SNA (Town of Wauzeka, Crawford County)
- Woodman Sand Prairie SNA (Town of Woodman, Grant County)
- Wyalusing Hardwoods SNA (Town of Wyalusing, Grant County)
- Wyalusing Walnut SNA (Town of Wyalusing, Grant County).

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Conditions of the extended permits include:

- No existing structure(s) shall become visible from the river as a result of the activity;
- The LWSRB shall approve of any modification to the plans, as submitted; and,
- The landowner or his/her agent shall notify the LWSRB upon initiation and completion of the activity.

MOTION CARRIED.

The request of the Frank Lloyd Wright Foundation/Taliesin for an extension to a previously issued management permit in the Town of Wyoming, Iowa County, was considered. A field inspection was conducted by Cupp in conjunction with previous permit activity at the site. Plans call for removal of non-native invasive species throughout the Taliesin property with the exception of the area between CTH C and the river in the vicinity of the visitor center. The activity has been deemed appropriate for the site by former Department of Natural Resources (DNR) Riverway Forester Brad Hutnik. No new structures will become visible from the Wisconsin River as a result of the activity. Pursuant to the recent agreement between Taliesin Preservation, Inc. (TPI), and the LWSRB, TPI will provide specific information on the areas for which an activity(ies) will be targeted. Aerial photographs, topographic maps, sketches, or diagrams with the work areas indicated are acceptable.

Wetter made a motion, seconded by McFarlane, to approve issuance of a two-year extension. Conditions of the permit will be retained and will include the following:

- The activity shall not result in an existing structure becoming visible from the Wisconsin River during leaf-on conditions;
- The LWSRB shall approve any modifications to the plans as submitted; and,
- The applicant or his/her agent shall notify the LWSRB upon initiation and completion of the project.

MOTION CARRIED.

The permit request of Casey Schroeder for a nonmetallic mining permit in the Town of Prairie du Sac, Sauk County was considered. A field inspection was conducted by Cupp in conjunction with previous permit activity at the site. Plans call for removal of topsoil followed by deposition of the material elsewhere on the farm to enhance agricultural production. The site is not visible from the river during leaf-on conditions. The activity meets the definition of non-metallic mining under state law.

Wetter made a motion, seconded by Poelma, to approve issuance for a one-year nonmetallic mining permit. Conditions of the permit will include the following:

- The nonmetallic mining operations shall not be visible from the Wisconsin River;
- No stockpiled material or equipment shall be visible from the Wisconsin River; and,
- The activity shall comply with all other federal, state, and local ordinances.

MOTION CARRIED.

The permit request of Jesse Kellogg on behalf of the DNR for a public access permit at the Ferry Bluff Unit, Town of Prairie du Sac, Sauk County. A field inspection was conducted by Cupp in conjunction with previous permit activity at the site. Plans call for removal of the existing railroad tie stairs and replacement with natural stone stairs. The site is at the end of Ferry Bluff Road near the confluence of Honey Creek and the Wisconsin River. There will not be any adverse aesthetic impact as a result of the activity.

LaBudde made a motion, seconded by Wetter, to approve issuance of a public access permit. Conditions of the permit will include the following:

- All reasonable efforts, as determined by the board, shall be taken to minimize the visual impact of the public access site,
- The applicant shall notify the board upon completion of the activity; and,
- The activity shall comply with all other federal, state, and local regulations.

MOTION CARRIED.

The proposed reconstruction of the STH 130 bridges at Lone Rock was considered. Cupp provided background on the project and introduced Francis Schelfhout, DOT bridge section, to provide additional overview of the project. Schelfhout asked for the board's concurrence on the following items as committed to by DOT. (See excerpt below from document provided to board members for review at the meeting.)

Excerpt:

The environmental report will include all agency coordination and any commitments that have been agreed to during the development of the project. The commitments that WisDOT plans to incorporate into our Plans, Specifications and Estimates (PS&E), specifically on behalf of the LWSRB are as follows:

- **Stained concrete on exposed surfaces such as piers, exterior face of parapet, slab, and girders**
 - Bid item "Concrete Staining B-56-181, Item SPV.0165.01"
 - Specification example from US 14 bridge near Spring Green found on pages 10-12 of attachment
 - Two-coat concrete stain applied to the exposed concrete surfaces of the structure
 - Picture as applied to US 14 bridge near Spring Green found on page 4 of attachment
 - General note on the bridge plans show the concrete staining color is shades of Tan (Federal Standard Colors #30475 & 30318)
 - Plan sheet examples from US 14 bridge near Spring Green found on pages 17-18 of attachment
 - **WisDOT commits to submitting final PS&E documents to the LWSRB that exhibit final incorporation of the above commitments into the bridge replacement project**
- **Concrete rustication details are present on the back face (river-facing side) of parapets and on both faces of each bridge pier**
 - Bid item "Architectural Surface Treatment, Item SPV.0165.02"
 - Picture as applied to US 14 bridge near Spring Green found on page 4 of attachment
 - Specification example of US 14 bridge near Spring Green found on pages 12-13 of attachment
 - Plan sheet examples from US 14 bridge near Spring Green found on pages 17-18 of attachment
 - **WisDOT commits to submitting final PS&E documents to the LWSRB that exhibit final incorporation of the above commitments into the bridge replacement project**
- **Parapets that minimize impacts from view from the river**
 - Use rustication and stained concrete details noted above
 - Picture as applied to US 14 bridge near Spring Green found on page 4 of attachment
 - Specification example of US 14 bridge near Spring Green found on pages 12-13 of attachment
 - Plan sheet examples from US 14 bridge near Spring Green found on page 16 of attachment

- WisDOT commits to submitting final PS&E documents to the LWSRB that exhibit final incorporation of the above commitments into the bridge replacement project
- Pier designs (shapes) – Request to construct with vertical ends (not sloped) and curved nose (not pointed)
 - Trapezoidal shape piers with a pointed nose (observed in the plans for the US 14 bridge near Spring Green)
 - Picture as applied to US 14 bridge near Spring Green found on page 4 of attachment
 - Plan sheet examples from US 14 bridge near Spring Green found on pages 17-18 of attachment
 - WisDOT Bureau of Structures asked if the piers could be constructed with vertical faces and a curved nose at both ends (shown in red on pages 19-20 of attachment)
 - Mark you noted that the pointed noses was by recollection for ice breaks – if not a concern then ok with curved nose and vertical faces
 - LWSRB was ok with these adjustments, WisDOT commits to submitting final PS&E documents to the LWSRB that exhibit final incorporation of the above commitments into the bridge replacement project
- Minimize vegetation removal
 - Minimize to the extent possible
 - WisDOT commits to submitting final PS&E documents to the LWSRB. Efforts to avoid and minimize impacts along with mitigation measures for impacts will be documented in the environmental report and will be provided at the request of the LWSRB.
- Protection and mitigation of wetlands and other unique habitats
 - Minimize to the extent possible
 - WisDOT commits to submitting final PS&E documents to the LWSRB. Efforts to avoid and minimize impacts along with mitigation measures for impacts will be documented in the environmental report and will be provided at the request of the LWSRB.
- Protect federal and state endangered, threatened, or species of concern
 - Minimize to the extent possible
 - WisDOT commits to submitting final PS&E documents to the LWSRB. Efforts to avoid and minimize impacts along with mitigation measures for impacts will be documented in the environmental report and will be provided at the request of the LWSRB.
- Retention of public access or development of additional public access sites to the river and state lands
 - LWSRB is statutorily only advisory on this, but strongly feels that the replacement of the parking lot and near river proximity of that lot should be included with the project
 - WisDOT alignment and structure abutment locations will enhance access of Long Island by allowing for an under-bridge travel option that is not available due to fill sections and abutment placement currently
 - WisDOT will continue coordination with WisDNR and their property managers with regards to these access sites and will report final recommendations from WisDNR to the LWSRB when they are received
 - Early response from WisDNR regarding this is:
Currently there is a small gravel parking lot that can be accessed from a low maintenance gravel road just north of the southernmost bridge crossing. This lot sees moderate usage by the public as a riverway overlook and to some extent to access the waterway itself, however this is not a designated access point in the Lower Wisconsin State Riverway property masterplan nor is it maintained as such.

DNR would like to explore options during design to recreate a similar opportunity to access the waterway off the new alignment. We understand

there are certain design constraints that must be balanced with additional impacts, but we feel it's worthwhile to investigate the possibilities to recreate similar recreational opportunities with the new bridge crossing.

- **Painting Beam Guard**

- Back sides of beam guard painted "Brown"
 - Picture as applied to US 14 bridge near Spring Green found on page 4 of attachment
- Bid item "Painting Beam Guard, Item SPV.0090.01"
 - Specification example of US 14 bridge near Spring Green found on pages 8-9 of attachment

- **WisDOT commits to submitting final PS&E documents to the LWSRB that exhibit final incorporation of the above commitments into the bridge replacement project**

- **Opportunity to see river while crossing the bridge – Request to construct 42-inch high parapets (standard height)**

- The USH 14 Spring Green bridge has 32SS (2'-8" high) parapets, however standards have changed since then
 - WisDOT-Bureau of Structures has a preferred 42-inch standard
 - Bridge Manual 30-7: "The minimum height of a Pedestrian (and/or bicycle railing) shall be 42" measured from the top of the walkway or riding surface respectively
 - Exceptions to parapet heights less than 42-inches have been granted
 - Wisconsin Bicycle Facility Design Handbook: "...on bridges that are signed or marked as bikeways and bicyclists are operating right next to the railing, the preferred height of the railing is 54". The higher railing/parapet height is especially important and should be used on long bridges, high bridges, and bridges having high bicyclist volumes."
- For the safety of potential bicyclists and pedestrians using this Wisconsin River crossing combined with desire to keep an errant vehicle on the bridges, it would be WisDOT recommendation to install 42-inch high parapet walls on the new replacement bridges
 - **LWSRB was ok with this recommendation, WisDOT commits to submitting final PS&E documents to the LWSRB that exhibit final incorporation of the above commitments into the bridge replacement project**

New project schedule as reported at the meeting:

- **PS&E May 1, 2024**
- **Letting August 13, 2024**
- **Construction 2025-2026 (with the possibility of construction beginning in late 2024)**

Wetter asked about the age of the existing bridges. Schelfhout said the long span was constructed in 1942 during World War II and required special authorization to be built. The other two bridges preceded that date. Dorscheid asked about bridge closure during construction. Schelfhout said it will remain open except for short term closures. The board concurred with the information provided including aesthetic treatments related to colorizations and design, pier design and parapet height.

Cupp then reported that Wetter had been contacted by a Grant County constituent who had purchased a cabin visible from the river in the Town of Millville, Grant County. Wetter referred the landowner to Cupp. A meeting at the site to discuss landowner plans and the Riverway regulations will occur soon. Cupp said the re-decking project on the STH 23 bridge near Spring Green continues. The bridge will remain closed until June when it will open to one lane. The project is slated for completion by September. Navigation under the bridge will be limited during construction. Cupp said he had issued permits to Dave Degenhardt and to Cloverland Farms for timber harvests in the Town of Watterstown, Grant County, per LWSRB discussion in February. He also issued a two-year extension for a timber harvest on lands not visible from the river to Scott Yeomans for a parcel in the Town of Bridgeport, Crawford County.

MINUTES/MARCH 11, 2021

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The Budget Committee report was presented by McFarlane who reviewed the status of the FY 21 budget. Cupp reviewed the biennial budget process noting the Legislature's Joint Committee on Finance will review the LWSRB budget sometime in the spring.

There was no report from the Personnel Committee.

The Executive Director's report was given by Cupp who reviewed the materials in the board members' packets including activities/correspondence, river flow chart and articles of interest.

Under board members business, Dorscheid asked if the voyageur replica canoe trips will be held this year. Cupp said the canoes have been reserved but it is too soon to tell if the trips will be able to take place.

The DNR report was given by Kellogg who noted work on the erosion control project at the Dingman mound group in the Town of Richwood, Richland County, had begun. He said a management permit application will be forthcoming for native plant community restoration at the Black Hawk Unit/Battle of Wisconsin Heights site. Fayram said the intent is to restore prairie/oak savanna/oak habitat types. Cupp noted the historical importance of the site.

During public comment, Zumm asked Wetter if the improvements to the boat landing at Boscobel will include Dark Sky compliant lighting. Wetter said he thought so but would look into it. Zumm said Canoecopia in a virtual format will begin on March 12th.

A motion to adjourn was made by Wetter, seconded by McFarlane. **MOTION CARRIED.**

END

For further information, corrections, additions, or deletions to the minutes, contact Mark Cupp, Executive Director, at (608) 739-3188 or 1-800-221-3792.

Appendix 14

Section 4(f) Exception Letter

Village of Lone Rock
314 E Forest St PO Box 338
Lone Rock, WI 53556-0338
Phone (608) 583-0088

June 17, 2021

Francis Schelfhout
Wisconsin Department of Transportation
3550 Mormon Coulee Road
La Crosse, WI 54601

RE: ID 5770-01-01
WIS 23 – Lone Rock
Wisconsin River Crossing
WIS 130, Richland County

Dear Francis,

The existing bridges over the Wisconsin River (B-25-81, B-52-856, and B-52-857) have been deemed eligible for listing on the National Register of Historic Places. As part of the Memorandum of Agreement (MOA) for mitigation of removal of the existing historically-eligible bridges, WisDOT will fund the salvage of bridge identification plates from bridge segments that are slated for demolition and installation of an interpretive sign to be added to Brace Memorial Park.

The Village of Lone Rock will be responsible for placement and long-term maintenance of the salvaged identification plates and interpretive sign, either within Brace Memorial Park, located adjacent to the existing bridge crossing or in another location with appropriate public visibility. Since Brace Memorial Park is a public park, it is protected by Section 4(f) of the USDOT Act and I, as the Village of Lone Rock President, am the official with jurisdiction over Brace Memorial Park.

You noted that adding a monument to Brace Memorial Park qualifies for an exception to the requirement for Section 4(f) approval under 23 CFR 774.13(g), which lists the following:

- (g) Transportation enhancement activities, transportation alternatives projects, and mitigation activities, where:
 - (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and
 - (2) The official(s) with jurisdiction over the Section 4(f) resources agrees in writing to paragraph (g)(1) of this section.

After reviewing your criteria regarding the identification plates and interpretive sign for the WIS 130 bridges, I feel that this will be a benefit to the park and its users. I agree that the salvage of bridge identification plates and interpretive sign will qualify as a mitigation measure under Section 4(f) as well as an enhancement to Brace Memorial Park. I believe that the monument is a great opportunity to bring attention to the historically-eligible bridge while acting as an attraction to the park itself.

In closing, I feel that this is an excellent mitigation measure in regard to memorializing the historically-eligible WIS 130 bridges in a public setting.

Sincerely,



Dan Quinn
Village of Lone Rock President

Appendix 15

Pre-Screening for EA and ER Projects for Determining the Need to Conduct a Detailed Indirect Effects
Analysis

Pre-Screening for EA and ER Projects for Determining the Need to Conduct a *Detailed* Indirect Effects Analysis

Factors to Consider

1. Project Design Concepts and Scope
2. Project Purpose and Need
3. Project Type (Categorical Exclusions, etc.)
4. Facility Function (Current and Planned—principal arterial, rural arterial, etc.)
5. Project Location
6. Improved Travel Times to an Area
7. Local Land Use and Planning Considerations
8. Population and Demographic Considerations
9. Rate of Urbanization
10. Public Concerns

1. Project Design Concepts and Scope

Do the project design concepts include any one of the following?

- Additional thru travel lanes (expansion)
- New alignment
- New and/or improved interchanges and access
- Bypass alternatives

Answer: The project does not include expansion in number of travel lanes, new or improved interchanges or any bypass alternatives. The preferred alternative, Alternative 1P, would shift the WIS 130 alignment approximately 1,000 feet west from the existing alignment. The existing three structures and roadway would be removed and replaced with two structures on the new alignment. The new alignment would begin approximately 600 feet south of Porter Road on WIS 130 and would terminate at WIS 133 approximately 1,000 feet to the west of the existing intersection.

2. Project Purpose and Need

Does the project purpose and need include:

- Economic development—in part or full (i.e. improved access to a planned industrial park, new interchange for a new warehouse operation).

Answer: The project does not include economic development.

3. Project Type

- What is the project document “type”?
- EIS project—a detailed indirect effects analysis is warranted.
- Many EAs will require a detailed indirect effects analysis however, it also depends on the project design concepts and other factors noted here.
- If a Categorical Exclusion applies, a detailed assessment is not generally warranted, however documentation must be provided that addresses this determination including basic sheet information.

Answer: Environmental Report (ER).

4. Facility Function

What is the primary function of the existing facility? What is the proposed facility?

- Urban arterial
- Rural arterial

Answer: Based on WisDOT's functional classification maps, WIS 130 and WIS 133 are functionally classified as a Rural Major Collector. This route is primarily used to move goods and services within the Lone Rock/Richland Center/Dodgeville region. WIS 130 is a truck route that serves nearby cities of Dodgeville and Richland Center.

5. Project Location (Location can be a combination.)

- Urban (within an Metropolitan Planning Area)
- Suburban (part of larger metropolitan/regional area, may or may not be part of a metropolitan planning area)
- Small community (population under 5000)
- Rural with scattered development
- Rural, primarily farming/agricultural area

Answer: The project area is rural with scattered development. It is located on WIS 130 with the Village of Lone Rock to the north, recreational islands, Long Island and Bakken Pond Woods and the Wisconsin River within the project area, and forested and agricultural land to the south.

6. Improved travel times to an area or region

- Will the proposed project provide an improvement of 5 or more minutes? (Based on research, improvements in travel time can impact the attractiveness of an area for new development.)

Answer: The proposed project will not provide a 5 minute or more improvement in travel times. No travel time changes are anticipated.

7. Land Use and Planning

- What are the existing land use types in project area?
- What do the local plans, neighborhood plans, and regional plans, indicate for future changes in land use?
- What types of permitted uses are indicated in the local zoning?
- Would the project potentially conflict with plans in the project area? (e.g., capacity expansion in areas in which agricultural preservation is important to local government(s)?)

Answer: Existing land use in the area is characterized as residential and recreational lands. Iowa, Sauk, and Richland Counties and the townships in the project area have comprehensive land use plans indicating preservation and protection of natural resources while planning for orderly development that minimizes impact to natural resources. The goals of Iowa, Sauk, and Richland Counties' comprehensive plans are to protect and improve the health, safety, and welfare of residents, preserve, and enhance the quality of life for residents, and

protect and preserve the community character. The project will not conflict with local zoning plans in the project area. Coordination with local units of government will continue to occur during the project development.

The adjacent property is wetland and included in a Conservancy Zoning District. Permitted uses include public fish hatcheries, soil and water conservation programs, forest management programs, wildlife preserves, and telephone/power transmission towers.

This project will not conflict with plans in the project area.

8. Population/Demographic Changes

- Have the population changes over past 5, 10 and 20 years been high, medium, low growth rate vs. state average over same period? (i.e. USDA defines high growth in rural areas as greater than annual population growth of 1.4 %.)
- What are the projections for the future for population? (Use Wisconsin DOA projections.)
- Have there been considerable changes for population demographics and employment over the past 10 – 20 or more years?

Answer: The population in Lone Rock has stayed roughly the same since 2012 with a population of 899, some decreases between 2013-2018, and a current population of 896 according to the US Census Bureau American Community Survey (ACS) 5-Year Estimates. Looking at populations at the County level, there have been gradual increases in the population for Sauk County. Sauk County had a population of 61,953 in 2012 and 63,922 in 2019. Richland County and Iowa County have seen small decreases in population from 2012 to 2019. Richland County had a population of 18,020 in 2012 and 17,459 in 2019. Iowa County had a population of 23,712 in 2012 and 23,618 in 2019. The population for the state of Wisconsin was 5,687,219 in 2012 and has increased to 5,822,434 in 2019.

Per the Wisconsin Department of Administration (DOA) website, Wisconsin's population in 2040 is projected to be 6,500,000, a gain of more than 800,000 people, or 14 percent, from 2010. Sauk County is projected to be at 77,815 in 2040 which is a 25.6% change from 2010. Richland County is expected to have a 2% increase from 2010 to 2040 and Iowa a 14% increase from 2010 from 2040.

According to US Census Bureau 5-Year Estimates employment for Richland County was at 14,503 in 2010 and decreased to 14,086 in 2019. Sauk County increased from 48,173 in 2010 to 51,048 in 2019. Iowa County increased from 18,357 in 2010 to 18,839 in 2019.

9. Rate of Urbanization

- Does the project study area contain proposed new developments?
- What are the main changes in developed area vs. undeveloped areas over the past 5, 10 and 20 years?
- Have there been significant conversions of agricultural land uses to other land use types, such as residential or industrial?

The project study area does not contain proposed new developments that the Department is aware of. Over the past 20 years there have been very minor

changes in developed areas within the project limits. The changes have consisted of the addition of a few residential properties along the Wisconsin River. There has not been significant conversions of agricultural land uses to other land uses.

10. Public, State and/or Federal Agency Concerns

- Have local officials, federal and/or state agencies, property owners, stakeholders or others raised concerns related to potential indirect effects from the project? (e.g., land use changes, “sprawl”, increase traffic, loss of farmland, etc.)

Answer: There have been no comments provided regarding indirect effects from the project by any project stakeholders at this time. Coordination will continue with property owners, local units of government, and local planning officials.

11. Conclusion

Identify whether or not the results of this prescreening of potential indirect effects indicates a detailed indirect effects analysis is required.

Through screening analysis using WisDOT’s pre-screening for indirect effects procedure and FDM guidance on indirect effects, it is concluded that the factors of the project, its location and other conditions do not warrant further detailed analysis of the potential for indirect effects. The project will not have the likelihood to result in significant indirect effects as defined by NEPA. This conclusion was based on the evaluation of the preceding 10 pre-screening factors including project design concepts and scope; project purpose and need; project type; facility function (current and planned); project location; improved travel times to an area; local land use and planning considerations; population and demographic considerations; rate of urbanization; and public/agency concerns. Therefore, further evaluation of indirect effects in a detailed analysis is not warranted. If changes are made to the project design and alternatives, this screening will be re-examined for sufficiency.