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US 18/151 Freeway Conversion Study

US 18 to West Verona Avenue Exit Iowa and Dane Counties

WisDOT Project I.D. 1200-08-00

Conceptual Stage Relocation Plan

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Wisconsin Department of Transportation – Southwest Region

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Section 1: Introduction

1.1 Purpose

This Conceptual Stage Relocation Plan provides details about the potential impacts and relocations that may occur as a result of improvements to US 18/151 from the City of Dodgeville to the Town of Verona in the counties of Iowa and Dane. This report is also included in the project's Environmental Assessment (EA) document.

This Conceptual Stage Relocation Plan presents:

1. The approximate number of households and businesses that may be relocated by the project.
2. The probable availability of decent, safe, and sanitary replacement housing and comparable commercial facilities within the financial means of the households and businesses that may be affected by the project.
3. An estimate of the possible total relocation assistance costs.

This report has been prepared in accordance with the requirements of the U.S. Department of Transportation, Federal Highway Administration (FHWA) *Environmental Impact and Related Procedures Final Rule* (23 CFR 771), the FHWA Technical Advisory for environmental document preparation (T 6640.8A, October 30, 1987), and the State of Wisconsin Department of Transportation – Division of Highways and Transportation Services *Relocation Assistance Manual*.

1.2 Project Description

The Proposed Action would affect US 18/151 from the US 18 interchange at Dodgeville in Iowa County to the West Verona Road interchange in the City of Verona in Dane County. This 29 mile long portion of US 18/151 is a rural four-lane divided highway with both at-grade and interchange access. See Project Location Map on the following page.

**US 18/151 FREEWAY CONVERSION STUDY
DODGEVILLE TO VERONA
PROJECT LOCATION MAP**



September 6, 2007

US 18/151 functions as the primary east/west route connecting the Madison metropolitan area to Iowa and points beyond. It is classified as a principle arterial highway with the primary purpose of providing interstate and interregional mobility and is designated as a backbone route in the state's long range multi-modal plan Connections 2030. The Connections 2030 plan includes a network of existing and improved roadways that consists of a backbone network and connector highways. The backbone network consists of divided highways that connect each region of the state and major economic centers. The connector highways tie economic and tourism centers to that backbone. The plan achieves its objectives by striving to ensure that these routes have adequate capacity and service.

Backbone routes are envisioned to be freeways in order to achieve the highest level of service and safety, while carrying relatively high volumes of traffic. The 29-mile study segment of US 18/151 currently has approximately 65 access points, including driveways and public roads. This condition is contrary to the vision for the state's backbone routes to be limited access freeways.

The purpose of the Proposed Action is to improve the level of service and safety of the project portion of US 18/151 to that which is consistent with its function as backbone route on the Connections 2030 network. To achieve this purpose, the Proposed Action would eliminate all public and private at-grade access on US 18/151. New access by interchange and grade-separated crossings of most intersection side roads plus additions and alterations to the local road network are necessary to provide suitable routes for traveling to and accessing US 18/151.

These alternate routes must provide for safe travel without unreasonable indirection and ensure that an adequate response time for emergency services is maintained.

Construction of the Proposed Action will eventually result in designating this portion US 18/151 as a Freeway under Wisconsin State Statute §84.295. This designation is a Planning Action to identify the requisite improvements. Prior to the funding of the construction, the right-of-way needed to convert this facility to a freeway may be Officially Mapped, under Wisconsin State Statute §84.295(10). This statute provides the Department the authority to purchase Officially Mapped lands as right-of-way and serves as a link between the planning and preservation process and the final project design. Prior to either action under 84.295, WisDOT would hold a public hearing.

Three primary needs for the Proposed Action have been identified for this portion of US 18/151.

- Long-term highway corridor preservation
- Emerging operational and safety concerns
- Land use/transportation planning and coordination

Long-term highway corridor preservation

Between 2000 and 2010 most of the corridor communities have experienced population growth. (See details in Factor Sheet B-1). Though the growth rate varies among the communities, population forecasts predict growth trends to continue for most of the communities along the corridor. As populations grow, there are increased demands for housing, education, and employment. Traffic volumes are predicted to increase as populations increase within the local communities and the larger cities in the area, increasing the importance of this portion of US 18/151 as a safe and efficient backbone corridor.

Developing a proactive plan to limit access points along the highway and preserve the investment the public has already made in this facility ensures that the best preservation solutions are not precluded by past or future development decisions. Lands needed for grade separation structures (interchanges and over/underpasses) and local connecting roads can be preserved.

Emerging operational and safety concerns

Operational and safety needs for US 18/151 are expected to grow as traffic volumes and development along the corridor increases. In 2009 and 2010, traffic volumes along this section of US 18/151 ranged from 14,500 vehicles per day (vpd) to 20,400 vpd. Future traffic volumes are anticipated to increase to 19,100 to 33,600 by the year 2037. See Traffic Forecast Reports in Appendix B. Note that forecasts are included for the existing expressway facility and connecting county roads and for the future freeway facility when the conversion is completely constructed..

The table below shows the number of crashes with injuries and fatalities, and the total number of crashes for sections of US 18/151. The statewide average crash rate for rural expressways is 55 crashes per hundred million vehicles miles (HMVM). Five of the 11 sections shown exceed the statewide crash rate.

Crashes and Crash Rates On US 18/151: US 18 Interchange to County G Interchange Years 2007 – 2011							
	Section	Property Damage Only	Injuries	Fatalities	Total	Distance	Crash Rate (crashes/HMVM)
1	US 18 to County Y/County YZ	11	10	1	22	3.0	23.78
2	County Y/YZ to County BB	3	1	0	4	1.4	10.51
3	County BB to County H underpass *	47	29	1	77	2.8	90.23
4	County H underpass to Pikes Peak Road	13	9	1	23	1.7	43.35
5	Pikes Peak Rd to County K*	46	27	1	74	3.9	60.45
6	County K to East Brigham Road	16	2	0	18	1.9	35.8
7	East Brigham Road to County F	3	4	0	7	1.0	26.45
8	County F to County JG (underpass) *	65	33	1	99	5.1	57.81
9	County JG (underpass) to County PD *	56	25	0	81	3.4	56.51
10	County PD to County J *	48	48	1	97	2.4	117.18
11	County J to County G/Dairy Ridge Rd	23	17	0	40	2.3	46.71
	Totals	331	205	6	542		
*Section exceeds statewide crash rate for four-lane rural expressways of 55 crashes per hundred million miles							

As mainline and side road traffic volumes increase along this high-speed rural facility, the ability to get on, off or across US 18/151 will become more difficult because the frequency and duration of gaps in US 18/151 traffic will decrease. If all other conditions remain unchanged, this may increase the frequency of drivers using smaller than desirable gaps when accessing the highway from side roads and driveways. This may result in more crashes overall and of particular concern, an increase in the number of severe crashes, given the significant speed differential between vehicles on the four-lane highway compared to those entering. Input from members of the public indicates a common and growing concern with the increasing difficulty in safely accessing the highway, and the risk associated with making these movements.

The capacity of highways with at-grade access is lower than for freeways with access provided at interchanges only. Conversion to freeway would therefore extend the operational service life of US 18/151 as a four lane highway, increasing the value of the new investment in the corridor to the traveling public.

Local land use/transportation planning and coordination

Land use changes in the area are contributing to increases in traffic on US 18/151. Identifying future changes in access can help communities ensure that development plans are compatible with the planned transportation system. Joint efforts on the part of WisDOT and local communities to plan and develop in ways that are compatible with the eventual building of alternative access and safe crossings will ease the conversion of US 18/151 to a freeway facility, reducing negative impacts on communities and property owners. Another principal benefit of the planning process is to provide certainty to land owners and local communities as

to the location and amount the right of way needed for changes to the highway system. This will avoid potentially costly relocations and disruptions for property owners in the future as the corridor is converted to a freeway.

1.3 Alternatives

Due to the length of the project area, the project has been divided into six sections. No improvements are proposed for Section 5, which is a freeway bypass around Mount Horeb. Two or more alternatives were developed for the other five sections.

No Action Alternative

The No Action Alternative would include performing routine maintenance only on all of the sections. This alternative would not address safety and operational issues at intersections within the project area. The No Action Alternative would not provide highest level of service and safety envisioned for a Connections 2030 backbone route. For this reason, the No Action Alternative does not fulfill the project purpose and need and is dismissed from further consideration.

BUILD ALTERNATIVES

All build alternatives described below would close all existing at-grade public and private access to US 18/151 and construct new and alter existing local roads as needed to provide reasonable alternate access to one or more existing or proposed new interchanges.

All build alternatives would retain the existing two lanes of traffic in each direction and the grass median separating them. All would include closing every at-grade public and private access to US 18/151 and replacing existing right and left turn lanes with normal width shoulders. Median openings would be removed except as needed to accommodate maintenance and emergency vehicles. All would construct new and alter existing local roads as needed to provide reasonable alternate access to one or more existing or proposed new interchanges.

All build alternatives were developed to satisfy the purpose and need while avoiding significant environmental resources if possible and minimizing impacts to those that could not be avoided. All were developed to be compatible with the conversion alternatives on either side and the conversion of the entire corridor in general. Extensive coordination with local government and property owners was conducted as alternatives were developed and compared to ensure local preferences were known and accommodated to the extent possible. None of the alternatives were found to have fatal flaws, so all are considered to be reasonable alternatives.

The capacity of existing four-lane US 18/151 is predicted to remain above LOS D well beyond 2030. For this reason, relocation or capacity expansion of US 18/151 were not considered when build alternatives were developed. Neither was the maintenance, rehabilitation or replacement of US 18/151 bridges, mainline, shoulders, or interchanges. These needs will continue to be monitored, prioritized and programmed independently of prioritizing and programming individual sections of the preferred build alternative. But construction of both should be scheduled to occur concurrently if this would result in cost savings and time efficiencies that would benefit the general public.

Each build alternative was designed to a level of detail sufficient to allow a fair comparison of significant impacts within each section. Primary considerations for selecting the Preferred

Alternative in each section included impacts to land, property improvements and the Military Ridge State Trail (MRST), affects on the circulation of local traffic, the extent to which local preferences were accommodated and cost.

Section 1: US 18 to East of County Y/YZ

The alternatives for this section considered the location for an interchange at or near the existing County Y/YZ intersection, described as follows:

- **Alternative 1A:** Interchange shifted approximately 775 feet west of existing County Y (partial cloverleaf or diamond interchange)
- **Alternative 1B (Preferred Alternative):** Diamond interchange at existing County Y (partially east of existing Y)
- **Alternative 1C:** Interchange shifted approximately 880 feet west of existing County Y (partial cloverleaf or diamond interchange)

An overpass with no access to US 18/151 for County Y was briefly discussed and dismissed from further consideration because the community felt access to US 18/151 at this location was critical.

All three alternatives include dead-ended frontage roads near the interchange and in the vicinity of County Z in order to remove direct driveway access to the highway. Alternative 1 B was selected because it was preferred by the Town of Dodgeville and would have a significantly lower severance impact. Alternative 1B would require shifting a portion of the Military Ridge State Trail (MRST) slightly to accommodate a frontage road near the proposed interchange. The impact of Alternatives 1A and 1C on the MRST would be similar to Alternative 1B.

Section 2: County BB to west of County HHH (west)

The alternatives considered for this section involved the location for an interchange on the west side of the Village of Ridgeway.

- **Alternative 2A:** Interchange east of the existing connection of County HHH to US 18/151 within the Village of Ridgeway, the extension of County BB to the new interchange and a new local road to connect Ridgevue Road to the Village of Ridgeway.
- **Alternative 2B (Preferred Alternative):** Interchange east of County BB in the Town of Ridgeway and an overpass and extension west to the interchange for existing County HHH (on the west side of Ridgeway). This alternative requires that a portion of the MRST be relocated in order to accommodate the interchange.

Alternative 2B was selected as the Preferred Alternative because Alternative 2A would consume land within the village limits of Ridgeway and have noise impacts on developed areas within the village. In addition, Alternative 2B provided a more direct connection of County BB to US 18/151 and was strongly preferred by the Village and Town of Ridgeway.

Section 3: County H to Mounds View Road

The alternatives for this section considered the placement of an interchange on or near the east side of the Village of Ridgeway and the closure of the County K intersection east of the Village of Barneveld.

- **Alternative 3A:** Diamond interchange at West Brigham Road/Pikes Peak Road and overpasses at County HHH/Hi-Point Road and County K
- **Alternative 3B (Preferred Alternative):** Partial cloverleaf interchange at County HHH/Hi-Point Road, underpass at Pikes Peak Road, relocation of County K to the County ID interchange

Alternative 3B was selected as the Preferred Alternative based upon community preferences to have the interchange serve the Village of Ridgeway and adjacent development more directly than would occur with Alternative 3A. The combination of Alternative 2B and 3B was nearly unanimously preferred by the Village, nearby towns and Iowa County. County H, which currently runs south-north under US 18/151 into the Village of Ridgeway, would be relocated to connect to the interchange at County HHH.

Two options were considered for removing the existing intersection of County K with US 18/151 east of the Village of Barneveld. Alternate 3A included a grade-separated crossing at the existing intersection location. Alternative 3B would relocate County K to connect to the existing County ID interchange at the west end of the village. The relocation option was preferred by the Village of Barneveld to have County K traffic connect more directly to the interchange.

County K could be connected to the interchange by moving County K on to existing local roads, East Industrial Drive and South Jones Street. A second option would be to relocate County K to head in the northwesterly direction to the County ID interchange. The second option was selected because it would serve future development planned just south of the interchange and is more direct. Additionally, the South Jones Road alignment was not viewed as optimal for a county road.

Alternative 3B includes a continuous local road connection between the County HHH interchange in Ridgeway and the Village of Barneveld. The Iowa County Transportation Committee requested that it be designed as a county highway because the county currently lacks a continuous west-east facility; the existing county road network consists of many shorter sections of county highway that run predominantly south-north. Alternative 3A, had it been selected, likely would have included a similar facility.

Alternatives 3A and 3B would have similar effects to the MRST, but in different locations.

Section 4: Mounds View Road to WIS 78

The alternatives for this section considered the placement of an interchange to serve the Village and Town of Blue Mounds in the vicinity of existing County F.

- **Alternative 4A (Preferred Alternative):** Interchange would be constructed at County F.

Alternatives for locating the interchange either east or west of the existing County F intersection were also analyzed. These alternatives would result in significantly greater impacts to existing and planned business development (west of County F) or to existing residences (east of County F). Both would relocate a considerable length of County F, requiring significantly more real estate than Alternative 4A. Alternative 4A was selected for these reasons and because it is believed by the Village of Blue Mounds to best serve existing development. There are no effects to the MRST in the area of the interchange

Section 5: WIS 78 to County PD

No changes are proposed for this segment.

Section 6: County PD to County G

The analysis for this section considered the need for an interchange at County J.

- **Alternative 6A:** Diamond interchange at County J
- **Alternative 6B (Preferred Alternative):** No Interchange at County J

Alternative 6B was selected as it was determined that adequate access will be provided for this area by the combination of existing interchanges at County P/PD and County G and new local roads.

Both alternatives include a new continuous frontage road on the south side of 18/151 to ensure adequate response time for emergency services and avoid unreasonable additions to local trip lengths. Both alternatives also include auxiliary lanes on both sides of US 18/151 from the County G interchange to the West Verona Avenue interchange. Construction of the auxiliary lanes would require lengthening the box culvert that carries the MRST in this area under US 18/151 in this area and expansion of the bridge over the Sugar River. No portions of the MRST would be relocated in Section 6.

Section 2: Summary of Impacts

2.1 Neighborhood and Area Characteristics

The project area is located in Dane and Iowa counties and includes the following communities: Cities of Dodgeville and Verona; Villages of Ridgeway, Barneveld, Blue Mounds, Mount Horeb; and the Towns of Dodgeville, Ridgeway, Brigham, Blue Mounds, Springdale, Verona.

The project corridor consists of a large amount of agricultural and open space. Commercial districts and businesses, along with residential developments, are concentrated near communities located along the corridor. Other residences are scattered throughout the corridor, usually in connection with farming operations. The area is also home to a variety of recreational trails and parks including the Military Ridge State Trail which runs from the City of Fitchburg in Dane County to the City of Dodgeville in Iowa County, and is used for hiking, biking, snowmobile and ATV use.

Demographic Comparison Chart

Table 2, below, shows a comparison of racial/ethnic demographics using Census 2010 data for communities in the project area located in Iowa County. Overall, the communities in Iowa County have similar demographic profiles. It should be noted that the Village of Ridgeway has the highest percentage of Hispanic/Latino residents at 5.1 percent.

Table 2: Demographic Comparison, Iowa County						
	City of Dodgeville	Town of Brigham	Town of Dodgeville	Town of Ridgeway	Village of Barneveld	Village of Ridgeway
	% of Population					
<i>White</i>	97.3	97.6	97.4	97.5	98.2	98.8
<i>Black/African American</i>	0.5	0.2	0.3	0.7	0.7	0
<i>Amer. Indian/ Alaska Native</i>	0.3	0.1	0.1	0.4	0.1	0
<i>Asian</i>	1	0.6	1.2	0	0.2	0
<i>Native Hawaiian/Other Pacific Islander</i>	0.2	0	0	0	0	0
<i>Some other race</i>	0.8	0.8	0.4	0.5	0	0.9
<i>Two or more races</i>	0.8	0.8	0.6	0.9	0.7	0.3
<i>Hispanic/Latino (of any race)</i>	1.8	2.1	1.1	1.1	0.2	5.1

Source: Census 2010

Table 3 shows a comparison of racial/ethnic demographics using Census 2010 data for communities in the project area located in Dane County. Like Iowa County, many of the communities in Dane County had similar demographic profiles. Of the communities, the Town of Verona appears to be the most racially diverse.

Table 3: Demographic Comparison, Dane County				
	Town of Springdale	Town of Verona	Village of Blue Mounds	Town of Blue Mounds
	% Population			
<i>White</i>	97.4	96.3	97.8	96.8
<i>Black/African American</i>	0.5	0.8	0.1	0.8
<i>Amer. Indian/Alaska Native</i>	0.2	0.2	0.4	0.4
<i>Asian</i>	0.4	0.9	0.5	0.7
<i>Native Hawaiian/Other Pacific Islander</i>	0	0	0	0
<i>Some other race</i>	0.7	0.9	0.5	0.6
<i>Two or more races</i>	0.7	0.8	0.8	0
<i>Hispanic/Latino (of any race)</i>	1.5	1.5	1.3	2.4

Source: Census 2010

2.2 Neighborhood and Area Impacts

Three of the proposed residential relocations are located on farms and the residences could potentially be relocated on the same farm parcels. In general, as discussed later in this document, residential properties are available for potential relocation sites and land is likely available for new residential construction sites. These relocations would not have any substantial impacts on nearby areas as they located in more rural areas and are not within established neighborhoods.

There would be two business/community building acquisitions and relocations associated with the Proposed Action. One business functions as a membership club/community building and is located near Erbe Road. In addition to the main building, a shelter, and a storage shed, there is also a mobile home on the property that is currently rented. The other business is located near Spring Rose Road and functions as an auto/truck repair shop.

Due to the wide availability of vacant land in the corridor, it is likely the business/community buildings could be relocated in the community. Community members and customers may experience some short-term inconvenience as they would have to become acquainted with a new location.

2.3 Divisive or Disruptive Effects

There would be no anticipated divisive or disruptive effects related to the acquisition and relocation of the seven (7) properties related to the Preferred Alternative. Most of the residential relocations are in rural areas and not in established neighborhoods so there would be no risk of

community or neighborhood separation. Any disruptions would be short term since most would likely be relocated in the corridor or surrounding communities. Users of the community facility and customers of the auto/truck repair shop may experience some short-term inconvenience as they would have to become acquainted with a new location of the buildings. During construction there would be disruptive effects as with any highway project. Construction staging would be used to minimize effects to residences for the Preferred Alternative.

2.4 Relocation Assistance Information

The acquisition and relocation procedures WisDOT must follow are established by the Uniform Relocation Act of 1972. These statutes are in place to ensure landowners and tenants are treated fairly when the public interest requires the purchase and relocation of homes and businesses.

Relocation assistance includes providing payment of just compensation for property acquired for a federal-aid project. In addition to acquisition price, the relocation program covers supplemental replacement costs, moving expenses, increased rental or mortgage payments, closing costs, and other valid relocation costs. No person will be displaced unless a comparable replacement dwelling or business location, or other compensation where a suitable replacement business location is not practicable, is provided. All the above resources are available to all displacees without discrimination.

Before the initiation of any property acquisition activities, members of the WisDOT Real Estate Section will contact the property owners and tenants to explain the details of the acquisition process and Wisconsin's Eminent Domain Law under Wisconsin Statutes 32.05 and 32.19. Each relocatee will be interviewed by the relocation agent for the purpose of determining their needs, desires, and possible problems. One or more professional appraisers will inspect any property acquired. Property owners may accompany the appraiser during the inspection. There are provisions for an independent appraisal if requested by the property owner.. Based on the appraisal(s) mad, the value of the property would be determined and that amount offered to the owner.

2.5 Actions to Remedy Insufficient Relocation

At this time there in is no indication that any unusual relocation problems exist on this project that would require special relocation advisory services. Should a problem develop, those special services would be provided.

WisDOT would work with affected property owners to find suitable relocation sites or to mitigate effects on the homeowners or businesses if comparable sites are not available.

Section 3: Residential Relocations

3.1 Estimate of Displaced Residential Households

Alternatives Not Selected

All of the alternatives not selected would require the same acquisitions as the Preferred Alternative.

Preferred Alternative

The Preferred Alternative includes the following alternatives: 1B, 2B, 3B, 4A and 6B. As shown in Table 4 below, there would be six residential relocations associated with the Preferred Alternative. Estimates, based on property searches and photographs, indicate that the residential relocation properties are likely two or three bedroom homes. Locations of the relocations are shown in Attachment 1 and photographs of the relocations are in Attachment 2.

Table 4 – Preferred Alternative, Summary of <u>Residential</u> Relocations						
Section	# of Relocations	Alternative	Relocation Property Description	Estimated # of Bedrooms	Unit	Attachment 1
Section 1						
	1	Alt. 1B (Preferred)	Residence, garage, outbuilding	2-3	Unit 1	Attach. 1 - Map 1
Section 2						
	1	Alt. 2B (Preferred)	Residence, outbuildings	2-3	Unit 2	Attach. 1 - Map 2
Section 3						
	2	Alt. 3B (Preferred)	Residence, barn	3-4	Unit 3	Attach. 1 - Map 3
			Residence, barn	2	Unit 4	
Section 4						
	2	Alt. 4A (Preferred)	Residence, barn, outbuildings	2-3	Unit 5	Attach. 1 - Map 48
			Mobile home (part of the business property)	2	Unit 6	Attach. 1 - Map 4
Section 5						
	0	N/A	N/A	N/A	N/A	
Section 6						
	1	Alt. 6B (Preferred)	Residence	2-3	Unit 7	Attach. 1 - Map 6
TOTAL	7					

3.2 Cost Estimate of Residential Relocations

In addition to fair market value for the displaced residence, eligible relocation costs for owners/tenants would include:

- A *replacement housing payment* of up to \$31,000 for home owners and \$7,250 for tenants.
- An *interest and closing payment* of up to \$5,000 for home owners and \$1,000 for tenants.
- A *moving expense* payment of up to \$2,500 for home owners and \$1,500 for tenants.

The estimated acquisition costs for each parcel includes the current assessed value of the improvements and an estimate of the value of land to be acquired (\$25,000 per acre for

residential land acquisition, \$10,000 per acre for agricultural/other land near an interchange and \$5,000 per acre for agricultural/other land that would not be located in an interchange area).

An estimate of the residential relocation costs that would be paid to the potential relocates are provided in Table 5, below.

Table 5: Estimate of <u>Residential</u> Relocation Costs Paid to Relocates (Preferred Alternative)						
Property	Owner/Tenant Occupied	Estimated Acquisition Costs	Replacement Housing	Interest and Closing	Moving	Total
Unit 1	Owner	\$ 151,550	\$31,000	\$5,000	\$2,500	\$ 190,050
Unit 2	Tenant	\$ 121,900	\$7,200	\$1,000	\$1,500	\$ 131,600
Unit 3	Tenant	\$ 237,900	\$7,200	\$1,000	\$1,500	\$ 247,600
Unit 4	Tenant	\$ 150,700	\$7,200	\$1,000	\$1,500	\$ 160,400
Unit 5	Tenant	\$ 355,887	\$7,200	\$1,000	\$1,500	\$ 365,587
Unit 6	Tenant	N/A**	\$7,200	\$1,000	\$1,500	\$ 9,700
Unit 7	Owner	\$ 195,893	\$31,000	\$5,000	\$2,500	\$ 237,393
TOTAL	-	\$1,213,830	\$98,000	\$ 15,000	\$12,500	\$1,339,330

*Property is part of business relocation parcel discussed in Section 4.1; acquisition price included in business relocation estimate in Table 11.

Table 5, above, includes those costs that would potentially be paid to the owners/tenants of the residential properties that would be relocated. Those costs estimates do not include the fees and expenses that would be absorbed by WisDOT in order to acquire the properties. An estimate of those fees and expenses is included in Table 6, below.

Table 6: Estimate of Residential Relocation Fees and Expenses						
Property	Estimated Acquisition Costs	Admin. Rev. 25%	Litigation 12%	Appraisals	Site Clearance	Sub-Total Fees/Expenses
Unit 1	\$151,550	\$37,888	\$22,733	\$8,000	\$10,000	\$78,620
Unit 2	\$121,900	\$30,475	\$18,285	\$8,000	\$10,000	\$66,760
Unit 3	\$237,900	\$59,475	\$35,685	\$8,000	\$10,000	\$113,160
Unit 4	\$150,700	\$37,675	\$22,605	\$8,000	\$10,000	\$78,280
Unit 5	\$355,887	\$88,972	\$53,383	\$8,000	\$10,000	\$160,355
Unit 6*	N/A	N/A	N/A	N/A	N/A	N/A
Unit 7	\$195,893	\$48,973	\$29,384	\$8,000	\$10,000	\$96,357
Total	\$ 1,213,830	\$ 303,458	\$ 182,075	\$ 48,000	\$ 60,000	\$ 593,532

*Property is part of business relocation parcel discussed in Section 4.1; fees and expenses are included in business fee and expenses estimate in Table 12.

3.3 Discussion of Potential Problems and Solutions

In most cases, the residences and associated buildings would be able to relocate on the current property. Several of the relocation properties are associated with farms. In these cases, if the residence is relocated on the current property, there may be a loss of usable farmland. If these residences are moved off-site, it may be less convenient for the property owners to tend to their farm.

Unit 6 is a mobile home that sits on the same parcel as Unit 8, the membership club/business which is described in Section 4.1. The business owner indicated that the tenant in the mobile receives reduced rent in exchange for some maintenance to the property. Options for relocating the tenant to a residence on or near the business relocation should be considered.

3.4 Residential Market Availability Analysis

A search of available residential properties was conducted using information from local realtor websites including www.realtor.com and www.coldwellbankeronline.com. A search of available rental properties was also conducted. Search results indicate that adequate replacement housing is available for residential relocations, as shown in the tables below.

Given the length of the project area, a separate search was conducted for available homes and rental properties for the relocations in Iowa County and Dane County. For the properties in Iowa County, a search was conducted for two-to-three bedroom homes and rental units within 20 miles of the Dodgeville/Ridgeway area. For properties and rental units in Dane County, a search was conducted for homes within 20 miles of the Blue Mounds/Mount Horeb area.

Table 7, below, provides the number of two-to-three bedroom single-family homes that are for sale. The middle price range (\$150,000 - \$300,000) reflects the current estimated value of the proposed relocation properties.

Table 7: Available (For Sale) Residential Properties		
Price Range	# Available	# Bedrooms
Iowa County		
\$0-\$150,000	12	2-3
\$150,000 – \$300,000	17	2-3
\$300,00 - \$500,000	3	2-3
Dane County		
\$0-\$150,000	13	2-3
\$150,000 – \$300,000	56	2-3
\$300,000 - \$500,000	23	2-3
Source: www.realtor.com; www.coldwellbankeronline.com		

Table 8: Available Rental Properties		
Rental Price Range (monthly)	# Available	# Bedrooms
Iowa County		
Under \$400	9	2-3
\$400 and Over	15	2-3
Dane County		
Under \$400	19	2-3
\$400 and Over	35	2-3
Source: Local apartment rental websites		

Section 4: Business Relocations

4.1 Estimate of Business Relocations

There would be two (2) business relocations associated with the Preferred Alternative, as shown in the table below and in Attachment 1. All of the other Alternatives would require the same business relocations.

	Relocations	Alternative	Relocation Property Description	Attachment
Section 1	0	N/A	N/A	
Section 2	0	N/A	N/A	
Section 3	0	N/A	N/A	
Section 4	1	Alt. 4A (Preferred)	Membership club - includes main building, mobile home, shed, shelter	Attach. 1 –Map 4 (Unit 8)
Section 5	0	N/A	N/A	
Section 6	1	Alt. 6B (Preferred)	Truck/auto repair shop	Attach. 1 – Map 6 (Unit 9)
TOTAL	1			

Through public meetings and Census data analysis, it has been determined that no racial minority, disabled, low-income or elderly employees would be disproportionately affected by the potential relocation. The table below includes a summary of potentially displaced employees for the Preferred Alternative.

Business Type	Part-time Employees	Full-time Employees	Total Employees
Membership club	1*	0	1
Truck/auto repair shop	2-3	3-5	5-8
*The part-time employee works approximately 10 hours per month. The organization is mostly volunteer-led.			

4.2 Cost Estimate of Business Relocations

In addition to fair market value for the displaced businesses, eligible relocation costs would include:

- A *relocation payment* of up to \$50,000 for businesses .The relocation payment is based on the difference, if any, between the acquisition price and the reasonable cost to purchase a comparable replacement building/unit or the actual cost of the replacement building/unit, whichever is less.
- A *reestablishment payment* of up to \$25,000 for necessary improvements and changes to the replacement property.
- A *searching payment* of up to \$2,500 for time and mileage in looking at replacement sites.
- A *moving expense* payment for actual costs incurred in moving the business.

Estimates of the business relocation costs are included below.

Table 11: Cost Estimate - Business Relocations						
Property	Estimated Acquisition Cost	Replacement Business Payment	Reestablishment Costs	Searching Payment	Moving Payment	Total
Membership Club	\$ 141,000*	\$ 50,000	\$25,000	\$ 2,500	\$ 40,000	\$258,500
Truck/auto repair shop	\$ 317,533	\$ 50,000	\$25,000	\$ 2,500	\$ 40,000	\$435,033
TOTAL						\$ 693,533
*The business/organization is tax exempt and no assessment value is provided. The estimated acquisition cost was calculated by analyzing the average cost per square foot of commercial properties that were for sale in the general area which was approximately \$88/square foot. The acquisition cost for the truck/auto repair shop is the current assessed value.						

Table 11, above, includes those costs that would potentially be paid to the owners of the business properties that would be relocated. Those costs estimates do not include the fees and expenses that would be absorbed by WisDOT in order to acquire the properties. An estimate of those fees and expenses is included in Table 12.

Table 12: Estimate of Business Relocation Fees and Expenses

Unit #	Sub-Total Acquisition Cost	Admin. Rev. 25%	Litigation 12%	Appraisals	Site Clearance	Sub-Total Fees/Expenses
8	\$141,000	\$35,250	\$21,150	\$8,000	\$10,000	\$74,400
9	\$317,533	\$79,383	\$47,630	\$8,000	\$15,000	\$150,013
Total	\$ 458,533	\$ 114,633	\$68,780	\$16,000	\$25,000	\$224,413

4.3 Discussion of Potential Problems and Solutions

The membership club offers a variety of community events and acts as a community gathering place. Due to site constraints it is not likely the facility would be relocated on the existing property. It would be important for this business to be relocated in the general community, as it serves veterans and other community members in the general area. Other sites are available within the corridor and in the surrounding areas, as discussed below. See also Section 3.3 for a discussion of the relocation of the mobile home.

4.4 Commercial Market Availability Analysis

A search for available commercial properties for sale was conducted. The search was conducted using a local commercial real estate website, www.propertydrive.com. Search results conducted at the time of this report production indicated there were three commercial properties available within approximately 20 miles of the subject properties, as shown in the table below.

Table 13: Available Commercial Properties

General Location	Approx. Sq. Ft.	Building Type	Price
Barneveld area	6,000	Office/Retail	\$ 99,000
Middleton area	2,000	Office/Retail	\$ 200,000
New Glarus area	1,000	Office/Retail	\$148,000
Mazomanie area	4,800	Industrial/Flex	\$ 189,000
Mount Horeb area	6,000	Office/Industrial	\$ 419,000
Cross Plains area	1,250	Industrial/Flex	\$ 97,000

Section 5: Summary of Costs

5.1 Summary of Relocations – Residential and Business

Table 14: Summary of Relocations, <u>Residential and Business</u>	
Alternative	Relocations
Preferred Alternative	9

Note that all other Alternatives would require the same number of relocations as the Preferred Alternative.

5.2 Relocation Cost Summaries

The table below indicates the total estimated costs associated with the proposed business relocations.

Table 15: <u>Business</u> Relocation Costs (Proffered Alternative)	
Business Relocation Costs	\$ 693,533
Business Fees/Expenses	\$ 224,413
Total:	\$ 917,946

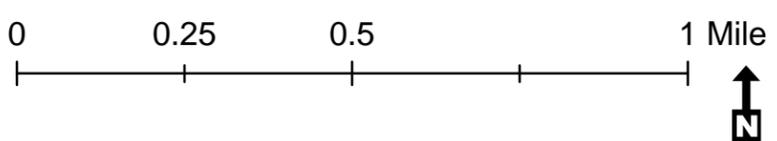
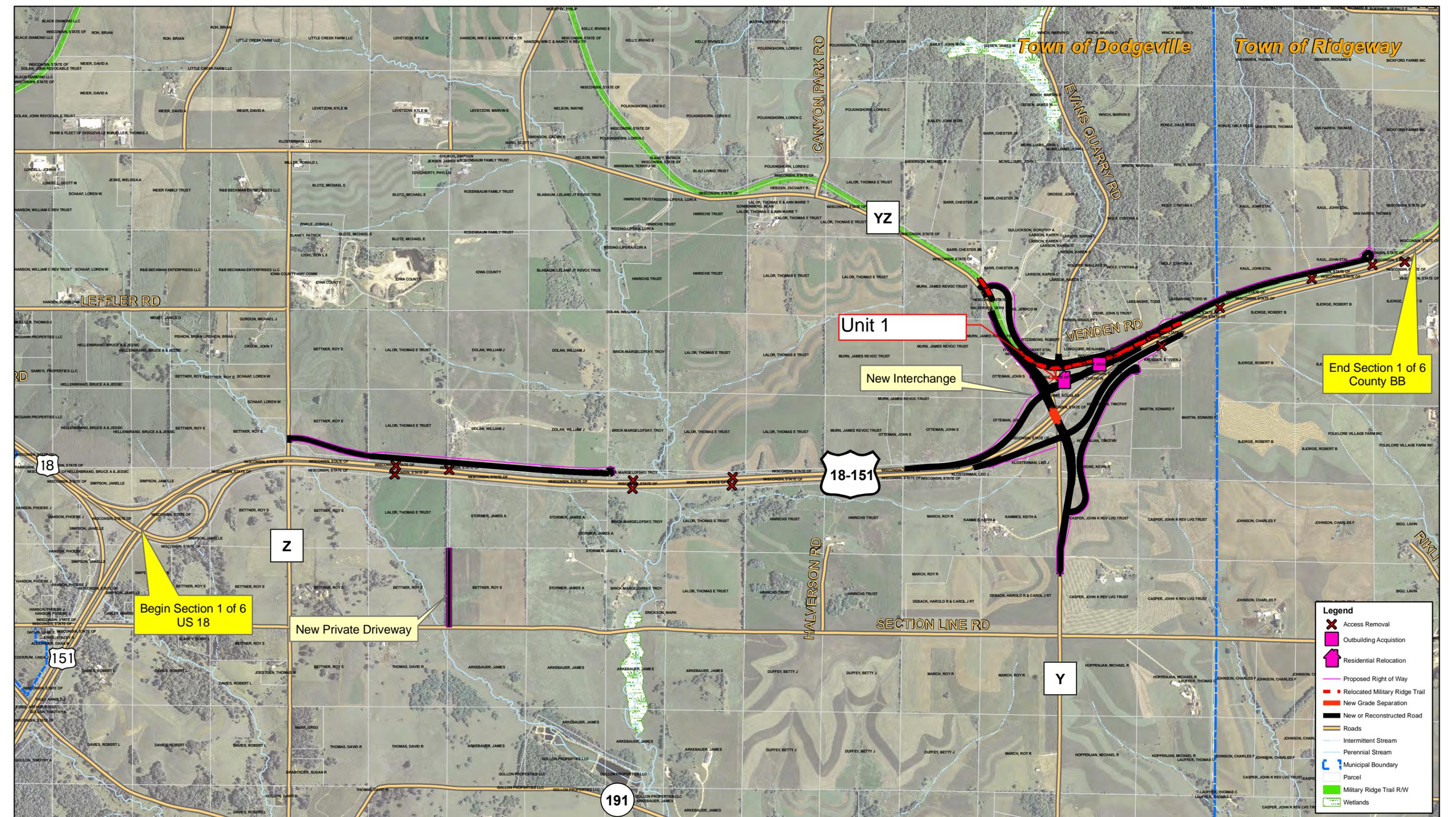
The table below indicates the total costs associated with potential residential relocations for the Preferred Alternative.

Table 16: <u>Residential</u> Relocation Costs (Proffered Alternative)	
Residential Relocation Costs	\$ 1,339,330
Residential Fees/Expenses	\$ 593,532
Total:	\$ 1,932,862

The table below indicates the total costs associated with potential residential and business relocations for the Preferred Alternative.

Table 17: Preferred Alternative Total Relocation Costs (Business and Residential)	
Business	\$ 917,946
Residential	\$ 1,932,862
Total:	\$ 2,850,808

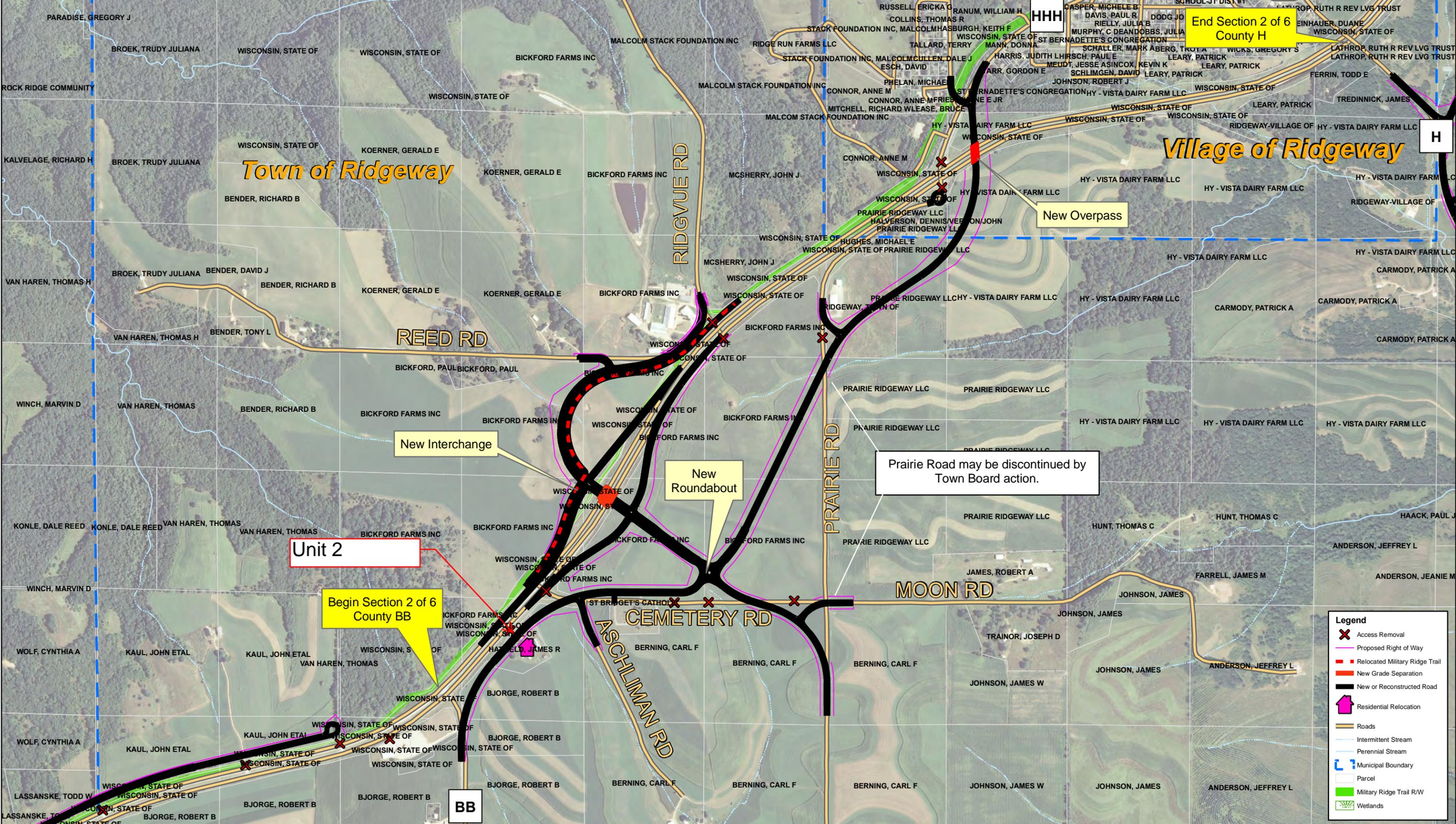
The total estimated cost of relocations for the Preferred Alternative would be \$ 2,850,808.



US 18/151 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WisDOT ID: 1200-08-00

PREFERRED ALTERNATIVE (DETAIL)
 1B
 US 18 TO COUNTY BB

CSRP - Attachment 1
 1 OF 6



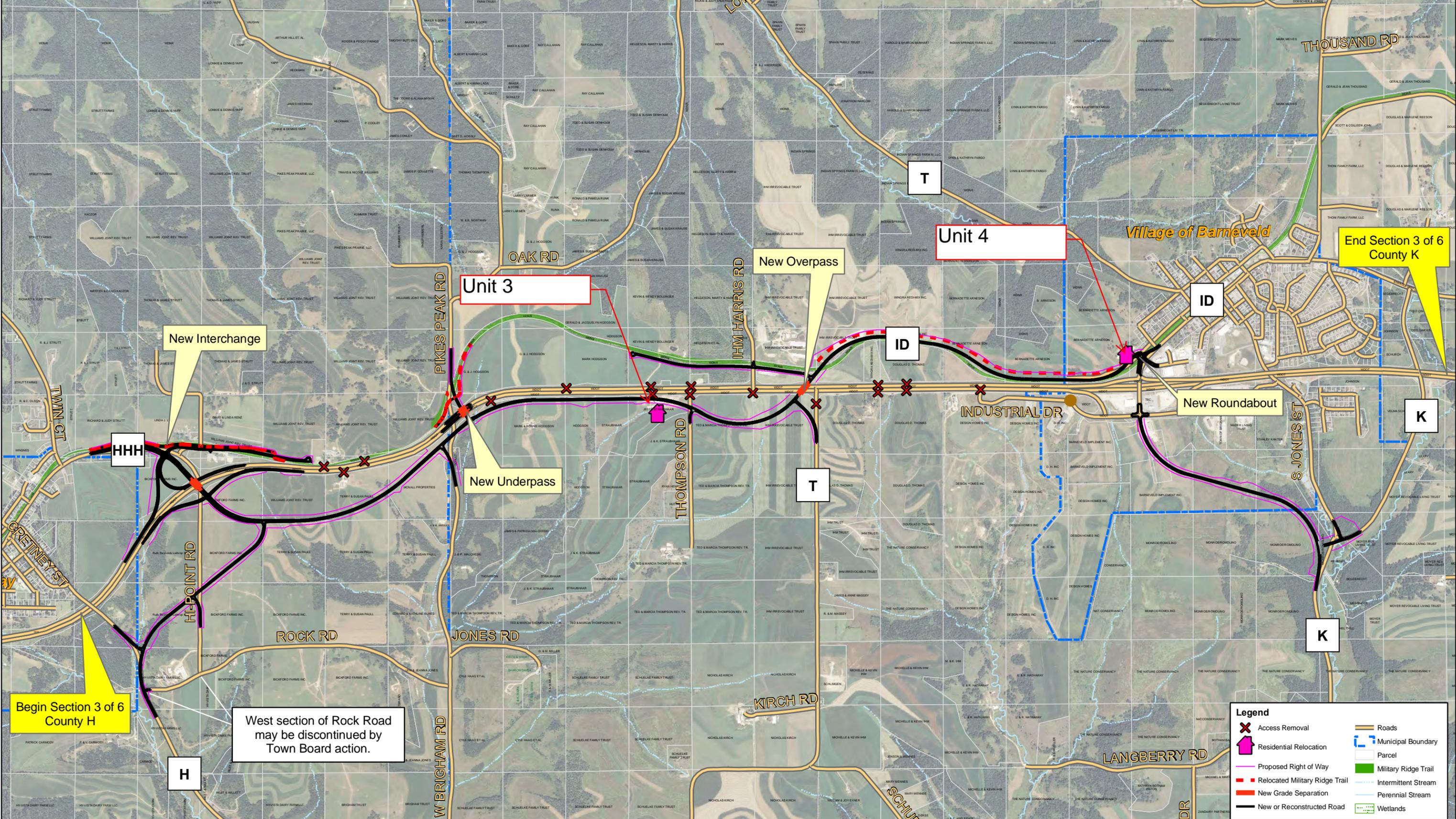

0 0.25 0.5 Mile



US 18/151 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WisDOT ID: 1200-08-00

PREFERRED ALTERNATIVE (DETAIL)
 2B
 COUNTY BB TO COUNTY H

CSRP - Attachment 1
 2 OF 6




0 0.5 1 Mile



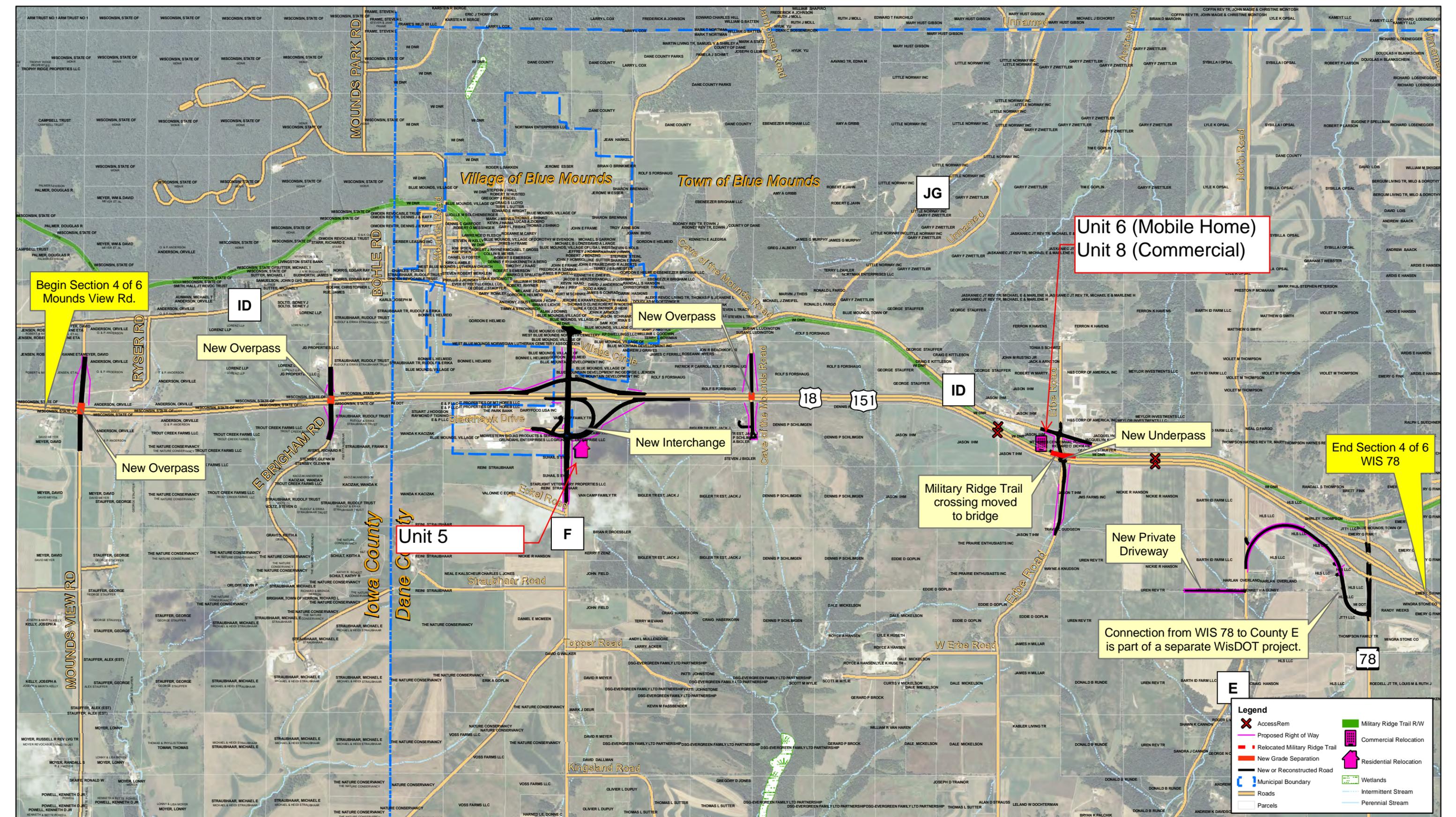
US 18/151 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WisDOT ID: 1200-08-00

PREFERRED ALTERNATIVE (DETAIL)
 3B
 COUNTY H TO COUNTY K

EXHIBIT 3
 3 OF 6

Legend

Access Removal	Municipal Boundary
Residential Relocation	Military Ridge Trail
Proposed Right of Way	Intermittent Stream
Relocated Military Ridge Trail	Perennial Stream
New Grade Separation	Wetlands
New or Reconstructed Road	Roads
	Parcel



Begin Section 4 of 6 Mounds View Rd.

Unit 6 (Mobile Home)
Unit 8 (Commercial)

End Section 4 of 6 WIS 78

Connection from WIS 78 to County E is part of a separate WisDOT project.



0 0.5 1 Mile

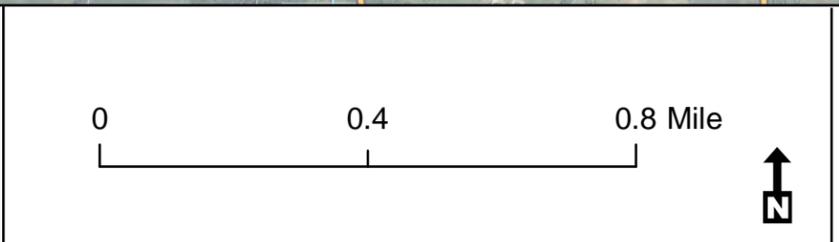
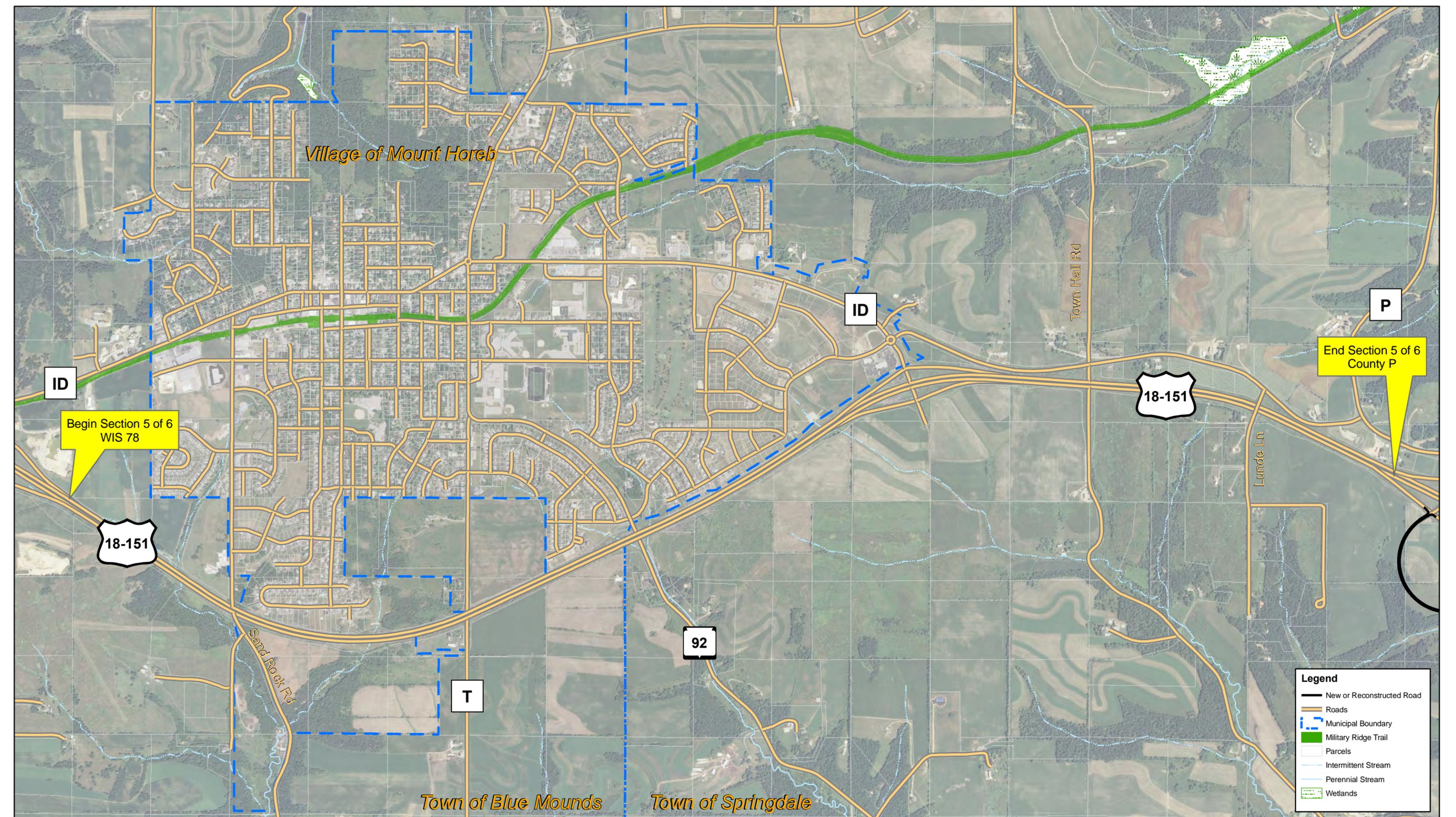


US 18/151 FREEWAY CONVERSION PLAN
DODGEVILLE TO VERONA
WisDOT ID: 1200-08-00

PREFERRED ALTERNATIVE (DETAIL)
4A
MOUNDS VIEW RD. TO WIS 78

CSRP - Attachment 1

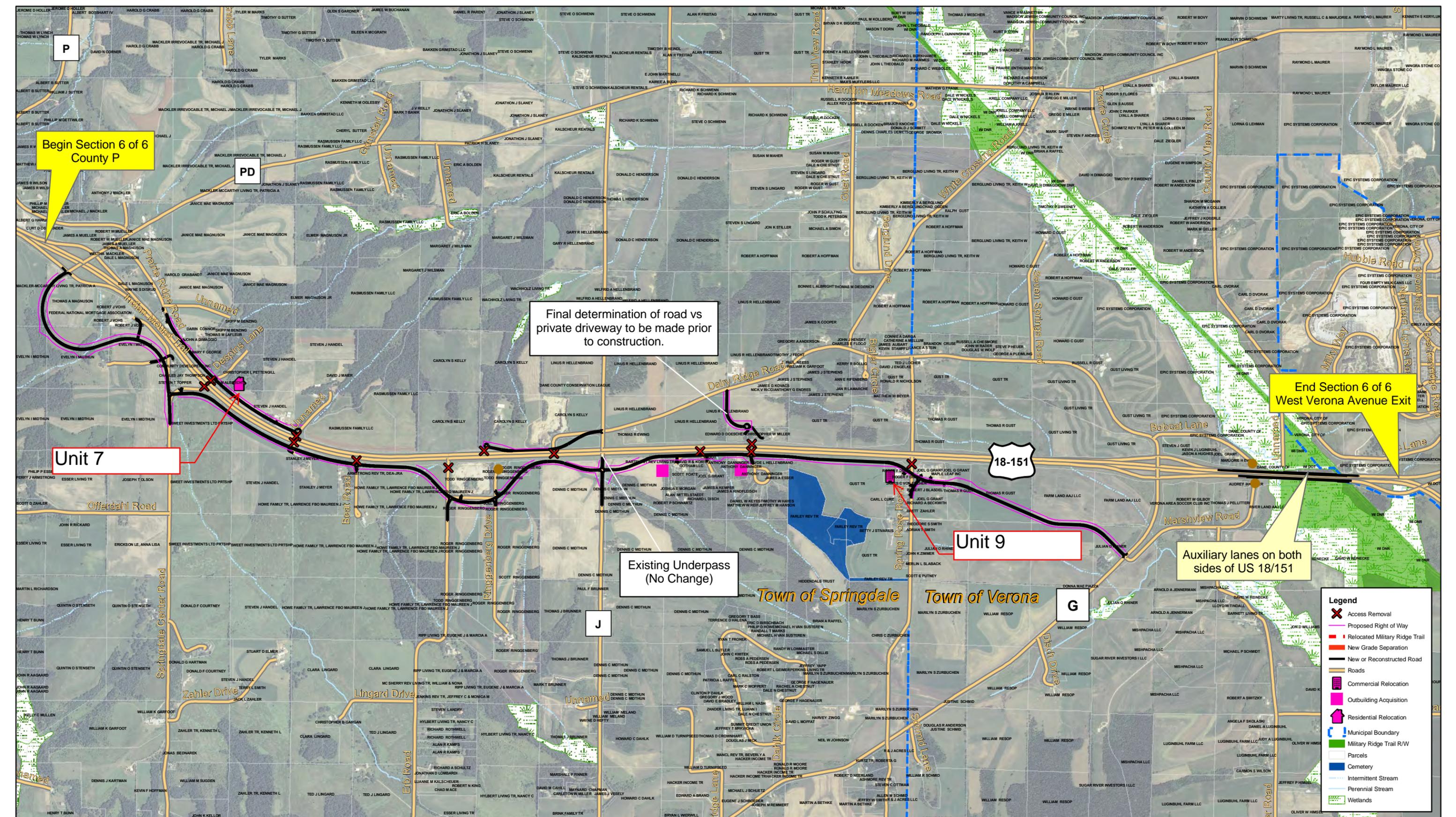
4 OF 6



US 18/151 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WisDOT ID: 1200-08-00

PREFERRED ALTERNATIVE (DETAIL)
 5 - NO CHANGE TO EXISTING CONDITIONS
 WIS 78 TO COUNTY P

CSRP - Attachment 1
 5 OF 6



US 18/151 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WisDOT ID: 1200-08-00

PREFERRED ALTERNATIVE (DETAIL)
 6B
 COUNTY P TO W. VERONA AVE. EXIT

CSRP - Attachment 1
 6 OF 6

Attachment 2 – Property Acquisition Photos

Unit: 1



Unit: 2



Unit: 3



Unit: 4



Unit: 5



Unit: 6

Notes: Residential mobile home



Unit: 7



Unit: 8

Notes: Membership Club



Unit: 9

Notes: Truck/auto repair shop



Pre-Screening for Indirect and Cumulative Effects

US 18/151

US 18 to West Verona Avenue Exit

Iowa and Dane Counties

WisDOT Project I.D. 1200-08-00

Pre-Screening for Indirect and Cumulative Effects

Introduction

In November of 2007, WisDOT issued two new publications: *Guidance for Conducting an Indirect Effects Analysis* and *Guidance for Conducting a Cumulative Effects Analysis*. The new documents provide guidance for analyzing potential indirect and cumulative effects of proposed transportation projects, as required by the National Environmental Policy Act (NEPA).

The Council on Environmental Quality (CEQ) has defined indirect effects as “caused by the action and are later in time or farther removed in distance, but are still reasonable foreseeable.” (40 CFR §1508.8)

A cumulative effect/impact is defined as “The impact on the environment which results from the incremental impact of the action when added to other past, present and reasonable foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.” (40 CFR §1508.7)

The purpose of this pre-screening effort is to identify the level of indirect and cumulative effects which might be expected from the Proposed Action. This analysis examines each of the factors to be considered when determining if this project would have indirect and cumulative effects.

Factor 1: Project Purpose and Need

The Proposed Action would convert US 18/151 to a freeway from the US 18 interchange at Dodgeville in Iowa County to the West Verona Road interchange in Dane County. See Exhibit 1, Study Location Map.

US 18/151 functions as the primary east/west route connecting the Madison metropolitan area to Iowa and points beyond. It is classified as a principle arterial highway with the primary purpose of providing interstate and interregional mobility and is designated as a backbone route in the state’s long range multi-modal plan Connections 2030. The Connections 2030 plan includes a network of existing and improved roadways that consists of a backbone network and connector highways. The backbone network consists of divided highways that connect each region of the state and major economic centers. The connector highways tie economic and tourism centers to that backbone. The plan achieves its objectives by striving to ensure that these routes have adequate capacity and service.

Backbone routes are envisioned to be freeways in order to achieve the highest level of service and safety, while carrying relatively high volumes of traffic. The 28-mile study segment of US 18/151 currently has approximately 65 access points, including driveways and public roads. This condition is contrary to the vision for the state’s backbone routes to be limited access freeways.

The purpose of the Proposed Action is to develop a plan to convert this portion of US 18/151 to a freeway with a high level of service and safety that is consistent with its function as backbone route on the Connections 2030 network. To achieve this purpose, the Proposed Action would eliminate all public and private at-grade access on US 18/151. Additions and alterations to the local road network are necessary to provide suitable routes for traveling to interchanges accessing US 18/151. These alternate routes must provide for safe travel without unreasonable indirection and ensure that an adequate response time for emergency services is maintained.

The Proposed Action includes designating sections of US 18/151 as a freeway under Wisconsin State Statute §84.295. This designation is a *planning* action to identify the requisite improvements and associated right-of-way needs to convert this facility to a freeway. This designation is also a *preservation* action where Official Mapping, under Wisconsin State Statute §84.295(10), is used to preserve those right-of-way needs for the eventual actual conversion. This provides the Department the authority to purchase Officially Mapped lands as right-of-way and serves as a link between the planning and preservation process and the final project design. The analysis includes evaluation of alternatives to result in the selection of the Preferred Alternative.

Wis. Stat. 84.295 is a long-term official mapping and planning tool available to the Wisconsin Department of Transportation to help protect and preserve right-of-way for future transportation needs. This proactive tool allows WisDOT to address safety, operation, mobility, and capacity issues in advance of impending long-term needs. As part of the official designation process to be completed in the future, WisDOT would hold a public hearing.

Three needs have been identified that would be addressed by the freeway designation, official mapping, and eventual construction:

- Long-term highway corridor preservation
- Resolve emerging operational and safety concerns
- Land use/transportation planning and coordination

Long-term highway corridor preservation

Between 2000 and 2010 most of the corridor communities have experienced population growth. (See details in EA Factor Sheet B-1). The exceptions to this were the Town and Village of Ridgeway, and the Town of Verona (in the case of the latter, the population loss was due to annexation). Population is discussed under Factor 8. Though the growth rate varies among the communities, population forecasts predict growth trends to continue for many of the communities along the corridor. As populations grow, there would be increased demands for housing, education, and employment. These demands would likely be met through state and local decisions affecting land use and transportation. Traffic volumes on US 18/151 are likely to increase as populations increase within the local communities and the larger cities connected by US 18/151.

Developing a plan to limit access points along the highway preserves the investment the public has already made in this facility and insures that the best access solutions have not been precluded by earlier development decisions. By planning ahead, lands needed for grade separation structures (interchanges and over/underpasses) and local connecting roads can be preserved. The Proposed Action would help protect and preserve US 18/151 through a proactive rather than a reactive corridor management approach.

Resolve emerging operational and safety concerns

Operational and safety needs for US 18/151 are linked to existing and future traffic and the type, density, and location of land use along the corridor. In 2009 and 2010, traffic volumes along this section of US 18/151 ranged from 14,500 vehicles per day (vpd) to 20,400 vpd. Future traffic volumes are anticipated to increase to 19,100 to 33,600 vpd by the year 2037.

There is a direct relationship between increased traffic volumes and vehicle conflicts when direct access exists on a facility. Thus, as traffic volumes increase vehicle conflicts would also increase. The table below shows the number of crashes with injuries and fatalities, and the total number of crashes for

sections of US 18/151. The statewide average crash rate for rural expressways is 55 crashes per hundred million vehicles miles (HMVM). Five of the 11 sections shown exceed the statewide crash rate.

Table 1

Crashes and Crash Rates On US 18/151: US 18 Interchange to County G Interchange						
Years 2007 – 2011						
Section	Property Damage Only	Injuries	Fatalities	Total	Distance	Crash Rate (crashes/HMVM)
US 18 to County Y/County YZ	11	10	1	22	3.0	23.78
County Y/YZ to County BB	3	1	0	4	1.4	10.51
County BB to County H underpass *	47	29	1	77	2.8	90.23
County H underpass to Pikes Peak Road	13	9	1	23	1.7	43.35
Pikes Peak Rd to County K*	46	27	1	74	3.9	60.45
County K to East Brigham Road	16	2	0	18	1.9	35.8
East Brigham Rd to County F	3	4	0	7	1.0	26.45
County F to County JG (underpass) *	65	33	1	99	5.1	57.81
County JG (underpass) to County PD *	56	25	0	81	3.4	56.51
County PD to County J *	48	48	1	97	2.4	117.18
County J to County G/Dairy Ridge Rd	23	17	0	40	2.3	46.71
Totals	331	205	6	542		
* Section exceeds statewide crash rate for four-lane rural expressways of 55 crashes per hundred million miles						

As mainline and side road traffic volumes increase along this predominantly rural facility, the ability to access or cross US 18/151 from connecting roads would become more difficult because the frequency and duration of gaps in US 18/151 traffic would decrease. If all other conditions remain unchanged, this may increase the incidence and overall rate of crashes as drivers using at-grade intersections make use of smaller than desirable gaps when accessing the highway from side roads and driveways. The severity

of crashes may also increase, given the significant speed differential between vehicles on the four-lane highway compared to those entering the highway from side roads. Public input indicates a common and growing concern with the increasing difficulty in safely accessing the highway, and the risk associated with making these movements.

Local land use/transportation planning and coordination.

Land use changes in the area are contributing to increases in traffic on US 18/151. Identifying future changes in access can help communities insure that development plans are compatible with the planned transportation system. Joint efforts on the part of WisDOT and local communities to plan for the eventual building of safe access and crossings would ease the conversion of US 18/151 to a freeway facility, reducing negative impacts on communities and property owners. A principal benefit of the planning process is to provide certainty to land owners and local communities as to the location of access in the future and the right of way that would be needed for changes to the highway system. This would avoid potentially costly relocations and disruptions for property owners in the future as the corridor would eventually be converted to a freeway.

Factor 2: Project Design Concepts and Scope

The length of the study is 28.8 miles. Following is a description of the alternatives considered.

In 2006, WisDOT completed the *US 18/151 Highway Access Study*. This preliminary study gathered background information about the corridor and developed high-level conceptual alternatives for removing access to US 18/151, largely focusing on the possible placement of interchanges. This study included a substantial public involvement element. The US 18/151 Freeway Conversion Study used the concepts developed in this study as a starting point for developing study alternatives.

Due to the length of the study area, the study has been divided into six sections. Alternatives were developed for five of the six sections. Section 5 includes the existing freeway bypass around Mount Horeb where no improvements are proposed. A map of this section is included in the exhibits for the purpose of showing connectivity to the other sections. See Exhibit 2 for an overview of the Preferred Alternative and Exhibit 3 for a more detailed view of the Preferred Alternative. Exhibit 4 shows the interchange location alternatives that were considered and not selected.

No Action Alternative

The No Action Alternative would include performing routine maintenance only on all of the sections. This alternative would not address safety and operational issues at intersections within the study area. The No Action Alternative would not provide the level of service and safety envisioned for a Connections 2030 backbone route. For this reason, the No Action Alternative does not fulfill the study purpose and need.

BUILD ALTERNATIVES

All build alternatives described below would involve closure of all existing at-grade public and private access to US 18/151 and construction of local roads to provide access to one or more existing or proposed new interchanges.

Section 1: US 18 to County BB

The alternatives for this section considered the location for an interchange at the existing County Y/YZ intersection, described as follows:

- Alternative 1A: Interchange shifted approximately 775 feet west of existing County Y (partial cloverleaf or diamond interchange)
- Alternative 1B (Preferred Alternative): Diamond interchange at existing County Y (partially east of existing Y)
- Alternative 1C: Interchange shifted approximately 880 feet west of existing County Y (partial cloverleaf or diamond interchange)

An overpass for County Y was briefly discussed and dismissed from further consideration because the community was concerned about the loss of access to US 18/151 at this location.

All three alternatives include frontage roads near the interchange and in the vicinity of County Z in order to remove direct access. Alternative 1 B was selected because it was preferred by the Town of Dodgeville and has the least severe severance impacts. Alternative 1B would require shifting a portion of the Military Ridge State Trail (MRST) slightly to accommodate a frontage road near the proposed interchange. The impact of Alternatives 1A and 1C on the MRST would be similar to Alternative 1B.

Section 2: County BB to County H

The alternatives considered for this section involved the location for an interchange on the west side of the Village of Ridgeway.

- **Alternative 2A:** Interchange east of the existing connection of County HHH to US 18/151 within the Village of Ridgeway, the extension of County BB to the new interchange and a new local road to connect Ridgevue Road the Village of Ridgeway.
- **Alternative 2B (Preferred Alternative):** Interchange east of County BB in the Town of Ridgeway and an overpass and extension west to the interchange for existing County HHH (on the west side of Ridgeway). This alternative requires that a portion of the MRST be relocated in order to accommodate the interchange.

Alternative 2B was selected as the Preferred Alternative because Alternative 2A would consume land within the village limits of Ridgeway and have noise impacts on developed areas within the village. In addition, Alternative 2B provided a more direct connection of County BB to US 18/151 and was strongly preferred by the Village and Town of Ridgeway.

Section 3: County H to County K

The alternatives for this section considered the placement of an interchange on or near the east side of the Village of Ridgeway and the closure of the County K intersection east of the Village of Barneveld.

- **Alternative 3A:** Diamond interchange at West Brigham Road/Pikes Peak Road and overpasses at County HHH/High Point Road and County K
- **Alternative 3B (Preferred Alternative):** Partial cloverleaf interchange at County HHH/High Point Road, underpass at Pikes Peak Road, relocation of County K to the County ID interchange

Alternative 3B was selected as the Preferred Alternative based upon community preferences to have the interchange serve the Village of Ridgeway and adjacent development more directly than would occur with Alternative 3A. The combination of Alternative 2B and 3B was nearly unanimously preferred by the Village, nearby towns and Iowa County. County H, which currently runs south-north under US 18/151 into the Village of Ridgeway, would be relocated to connect to the interchange at County HHH.

Two options were considered for removing the existing intersection of County K with US 18/151 east of the Village of Barneveld. Alternate 3A included a grade separated crossing at the existing intersection

location. Alternative 3B would relocate County K to connect to the existing County ID interchange at the west end of the village. The relocation option was preferred by the Village of Barneveld to have County K traffic connect more directly to the interchange.

County K could be connected to the interchange by moving County K on to existing local roads, East Industrial Drive and South Jones Street. A second option would be to relocate County K to head in the northwesterly direction to the County ID interchange. The second option was selected because it would serve future development planned just south of the interchange and is more direct. Additionally, the South Jones Road alignment was not viewed as optimal for a county road.

Alternative 3B includes a continuous local road connection between the County HHH interchange and the Village of Barneveld. The Iowa County Transportation Committee requested that it be designed as a county highway because the county currently lacks a continuous west-east facility; the existing county road network consists of many shorter sections of county highway that run predominantly south-north. Alternative 3A, had it been selected, likely would have included a similar facility.

Alternatives 3A and 3B would have similar effects to the MRST, but in different locations.

Section 4: Mounds View Road to WIS 78

The alternatives for this section considered the placement of an interchange to serve the Village and Town of Blue Mounds in the vicinity of existing County F.

- **Alternative 4A (Preferred Alternative):** Partial cloverleaf interchange would be constructed at County F.

Alternatives for locating the interchange either east or west of the existing County F intersection were dismissed from further consideration as the existing County F alignment was believed by the Village of Blue Mounds to best serve existing development. There are no effects to the MRST in the area of the interchange

Section 5: WIS 78 to County P

No changes are proposed for this segment.

Section 6: County P to West Verona Avenue Exit

The alternatives for this section considered the need for an interchange at County J.

- **Alternative 6A:** Diamond interchange at County J
- **Alternative 6B (Preferred Alternative):** No Interchange at County J

Alternative 6B was selected as the Preferred Alternative as it was determined that adequate access would be provided for this area by the combination of existing interchanges at County P/PD and County G and new local roads.

Both alternatives include a new continuous frontage road on the south side of 18/151 to ensure adequate response time for emergency services and avoid unreasonable additions to local trip lengths. Both alternatives also include auxiliary lanes on both sides of US 18/151 from the County G interchange to the West Verona Avenue interchange. Construction of the auxiliary lanes would require lengthening the box culvert that carries the MRST in this area under US 18/151 in this area and expansion of the bridge over the Sugar River. No portions of the MRST would be relocated in Section 6.

Other Projects in the Area

In the immediate project area, as a separate, previously approved project, WisDOT is closing the existing County E access on the south side of US 18/151. County E would be re-routed to the WIS 78 exit.

To the east of the project area, WisDOT will be improving US 18/151 area near Verona Road in Madison. The Verona Road corridor includes improvements to US 18/151 to increase safety and efficiency of the roadway. The project will also include improvements to biking and walking accommodations in the area. The project is divided into two stages. Stage 1, scheduled for 2014-2016 will include:

- Single point interchange at Beltline and Verona Rd. (US 18/151)
- Jug-handle intersection at Verona Rd. (US 18/151) and Summit Rd.
- Ramp improvements at Whitney Way and Seminole Highway
- Improved pedestrian and bicycle accommodations
- Adding noise walls
- Expansion of the Beltline to three lanes to Whitney Way

Stage 2, schedule for 2017-2019 will include the follow improvements.

- Diamond interchange at Verona Rd. (US 18/151) and County PD with County PD underneath Verona Rd. (US 18/151)
- Improvements to Williamsburg Way intersection with Verona Rd. (US 18/151)
- Improved pedestrian and bicycle accommodations
- Expansion of Verona Rd. (US 18/151) to three lanes from County PD to Raymond Rd.

While these project will include improvements to the US 18/151 corridor, it is not likely to shift or alter travel patterns in the area. Current users of US 18/151 in the project area would likely still continue to use this route to commute to work, for example, or to reach the more urbanized of Madison.

Factor 3: Project Type

The project documentation for this project is an Environmental Assessment.

Factor 4: Facility Function

The existing US 18/151 is classified as a principal arterial and it is expected that with the Proposed Action, the classification would remain the same.

Factor 5: Project Location

The study is located in Iowa and Dane Counties.

Factor 6: Improved travel times to an area or region

Transportation is one of many factors that influence growth that occurs in a region. In this region, transportation has developed and expanded over time, improving travel times and travel options for residents in the area. Improved travel times can make an area more attractive for development.

The current location of US 18/151 is located on a ridge that was once the location of a military route connecting Green Bay to Prairie du Chien. This route was eventually used as a transportation route by early settlers. According to research done by Commonwealth Cultural Resource Group (CCRG) for this study, historic plats show the presence of post offices, churches and schools along the route as early as

1873. Around 1918, the military road became part of the original state trunk highway system in Wisconsin.

In 1881 Chicago and Northwestern Railway Company completed construction of a 60-mile standard gauge line from Madison to Lancaster. This line was used to carry commodities and passengers. In 1982, due to the deterioration of the railroad tracks and the increase of competition in the transportation industry the railway was abandoned. Portions of the rail corridor were later converted to a trail, the MRST.

Between 1980 and 1992, the 38 miles of US-18/151 from Dodgeville to Madison (except through Verona) were upgraded from two-lane highway to four-lane expressway standards, bypassing Ridgeway, Barneveld, Blue Mounds and Mount Horeb. Interchanges were added over time at County G, County P/PD, County ID and WIS 78 at Mount Horeb and County ID in Barneveld. In Dane County, the four-lane highway was built on new alignment and the existing US 18/151 became County ID. West of Barneveld, two lanes were added adjacent to the existing alignment. The final segment in this upgrade was finally completed in the fall of 1995 when Verona was bypassed by a limited-access freeway segment.

Between 2001 and 2005, the expansion of US 151 to four lanes from Dodgeville to Dickeyville was completed, including bypasses around Mineral Point, Belmont and Platteville. (Source: www.wisconsinhighways.org)

The four-lane highway between Madison and the southwestern corner of the state has resulted in a high level of mobility and has improved safety by the elimination of passing movements, and cross-traffic movements in the sections that were built to freeway standards.

The Proposed Action is intended to improve safety by converting the section of expressway between Verona and Dodgeville to freeway. The freeway conversion would result in the closure of existing local road access onto US 18/151, directing travelers to use existing or new proposed local roads to travel to interchanges in order to access the highway. For some travelers, this would result in some indirection but would also eliminate the delay they may currently experience while trying to enter the highway.

Factor 7: Land Use and Planning

When settlers arrived in western Dane County and eastern Iowa County, they were surrounded by native grasslands, much of it treeless. During the years following, much of the land in these areas was converted to agricultural uses, due to the presence of soil conditions that are highly favorable for growing crops. The discovery of lead and zinc deposits in Iowa and Grant Counties led to an influx of people into the region. At one time, most of the lead used in the US came from southwestern Wisconsin. Early historic settlements in western Iowa County were primarily associated with farming and with zinc and lead mining operations.

Despite the fact that much of the original grasslands area have been converted to agricultural use over the last two century, remnants of the grassland remain intact. The Southwest Wisconsin Grassland and Stream Conservation Area (SWGSCA) is a 50,000+ acre landscape in Dane and Iowa Counties which lies within the study area. The SWGSCA includes working farms and remnants of pre-settlement prairie that include rare plants, birds and herptiles. The agency/organizational partners involved with preservation of the SWGSA work with private landowners to preserve these remnants by purchasing easements so that the lands are not developed, or assisting the landowners to apply easements to their own property.

The immediate study area includes six unincorporated towns and four incorporated communities along the transportation route now known as US 18/151. This does not include the cities of Dodgeville, Verona

and Madison, which are all beyond the immediate study limits, although they influence the area as employment and commercial/retail centers.

Communities in the study area originally developed to serve the surrounding farming and mining industries. The incorporated communities in the study area are generally compact. Some pockets of rural residential development can be found but agriculture has remained strong and many large agricultural operations exist in the study area.

Despite the fact that existing at-grade access points remain between Verona and Dodgeville (Mount Horeb bypass area excluded), there are relatively few commercial establishments outside of the incorporated areas.

The study area surrounding US 18/151 can be characterized as rural in nature with agricultural fields and several small to medium-sized communities located along the highway. Residential development is scattered throughout the study area with pockets of small scale higher density development located in some of the communities located along the highway. Limited commercial development, largely consisting of service retail, restaurants, manufacturing, distribution centers, and low-density office parks are concentrated in or near the villages of Ridgeway, Barneveld, Blue Mounds and Mount Horeb and the City of Dodgeville

Community comprehensive plans that were available were reviewed to determine the potential for future land development and the type of development likely to occur within the study area. Many of the smaller communities within the study area have preservation growth strategies which are call for agricultural uses and allow low density rural residential uses. Some of the communities make provision for commercial or industrial development in specified areas.

Dane County Plans

Dane County Comprehensive Plan (Adopted in 2007)

The Proposed Action is consistent with this Comprehensive Plan which identifies US 18/151 as an important highway transportation system within Dane County and notes current planning to eliminate at-grade crossings along the highway.

Transportation Improvement Program for Madison Metropolitan Area and Dane County 2011-2015

The Proposed Action is consistent with the TIP, which describes ongoing planning efforts to improve access and safety along US 18/151 in Dane County.

Town of Blue Mounds Comprehensive Plan (2010): The Proposed Action is consistent with this plan which calls for supporting safe and efficient transportation systems throughout the town. The Proposed Action is also consistent with land use plans, which call for developed uses near the US 18/151/County F intersection. One of the goals of the plan is to concentrate industrial/commercial development into a business/industrial park, similar to the one in the Village of Blue Mounds located at the US 18/151/County F intersection

Town of Springdale Land Use Plan (Update 2009): The Proposed Action would not construct any interchanges in the town but would close at-grade access to the US 18/151. Proposed driveway and access closures would limit the potential for some highway dependent developments at intersections. Such development is not specifically planned for and thus the Proposed Action is consistent with the plan. In general, the plan calls for limited, controlled development of commercial and residential developments.

Town of Verona Comprehensive Plan (2006): The Proposed Action is consistent with this plan which calls for creating a safe and efficient transportation system. The plan calls for working with the City of Verona to review development that may occur in the eastern portion of the town near existing interchanges.

Village of Mount Horeb Comprehensive Plan (2005): The Proposed Action does not recommend any new interchanges in the Village of Mount Horeb, which is consistent with the Plan. The Plan does recognize that highway-dependent development may continue to occur at the US 18/151 interchange west of the Village. In this area, the Plan calls for office and business uses.

Village of Blue Mounds Comprehensive Plan (2008): The Proposed Action would include the construction of an interchange at County F in the southern portion of the Village of Blue Mounds. The Proposed Action is consistent with local plans. The area is designated for highway business use, which could include hotels/motels, restaurants and drive-in establishments, gas stations, and other high-intensity uses. Furthermore, the Village indicates that areas to the north of US/151 would be serviced by municipal sanitary sewer and water systems.

Iowa County Plans

Iowa County Comprehensive Plan (2005)

The Proposed Action is consistent with the Iowa County Comprehensive Plan which calls for improving the safety of US 18/151. It also calls for intersection improvements along US 18/151, including upgrading intersections to interchanges.

Comprehensive Economic Development Strategy 2009-2014 (Southwestern Wisconsin Regional Planning Commission, 2009): This plan is intended to promote economic development within southwestern Wisconsin, which includes Iowa County. The Proposed Action is consistent with the plan's transportation goals of upgrading the area's transportation system.

Iowa County Municipal Comprehensive Plans

Southwestern Wisconsin Regional Planning Commission produced a number of Comprehensive Plans for communities in Iowa County located along the study corridor. The transportation sections of these plans are all similar and describe the need to improve the safety of US 18/151 by making improvements to at-grade intersections throughout the corridor. Specific land use elements of these are described below.

Town of Dodgeville Comprehensive Plan (2005): Lands around the US 18/151/County Y intersection are designated for rural development.

Town of Ridgeway Comprehensive Plan (2005): The town's land use plans call for moderate development that fits within the current character of the town.

Village of Barneveld Comprehensive Plan (2003): The village does anticipate development to occur at the current County ID interchange. This development would be consistent with the Proposed Action to reroute County K to connect with the existing County ID interchange.

Village of Ridgeway Comprehensive Plan (2005): The Proposed Action is consistent with the village's land use plans, which call for moderate development that is compatible to the existing character of the village.

Town of Brigham Comprehensive Plan (2008): Town of Brigham future land use plans call for commercial development to be concentrated at access points on US 18/151. With the closure of

some existing local road connections, the potential for highway-dependent development would be limited in the vicinity of the highway.

Factor 8: Population/Demographic Changes

Both Dane and Iowa County have grown over the past several decades with Dane County leading the way. Dane County is one of the fastest growing counties in Wisconsin.

As shown in Table 2 below, Dane County’s population grew by 12 to 16 percent between 1970 and 2010.

Table 2

Dane County Population, 1970 - 2010					
Year	1970	1980	1990	2000	2010
Population	290,272	323,545	367,085	426,526	488,073
% Change	N/A	12%	14%	16%	14%
Source: Dane County Comprehensive Plan (2007); US Census					

Rural areas, including villages and small cities, have absorbed much of the population growth in Dane County over the past several decades. According to the Dane County Comprehensive Plan (2007), since 1970, villages have grown the fastest (140%) followed by small cities (109%). Since 1980, towns grew by 20%, while the City of Madison grew by 22%.

Iowa County has been growing at a smaller rate than Dane County. According to the Iowa County Comprehensive Plan (2005), the county’s population has increased by 4,381 people since 1970, an 18 percent increase overall. Between 1970 and 1980 population increased by 3 percent, between 1980 and 1990 by 2 percent, and from 1990 to 2000 population increased 13 percent. See Table 3 below.

Table 3

Iowa County Population, 1970 - 2010					
Year	1970	1980	1990	2000	2010
Population	19,306	19,802	20,150	22,780	23,687
% Change	N/A	3%	2%	13%	4%
Source: Iowa County Comprehensive Plan (2007); US Census					

As shown in Table 4, Percent Population Change, most of the communities along the corridor have experienced increases in population. The exceptions to this are the Town and Village of Ridgeway. The Town of Verona also declined in population, due to annexation of town lands by the City of Verona. Most of the communities in the study are projected to grow at rates of eight percent or more between 2010 and 2020. Again, the Town of Verona is the exception.

Table 4

Percent Population Change – Actual and Projected			
Community	Percent Change 1990-2000	Percent Change 2000-2010	Projected Percent Change 2010-2020
Wisconsin	10 %	6 %	9 %
Dane County	16 %	14 %	15 %
Iowa County	13 %	4 %	13 %
Communities in the Study Area			
Town of Blue Mounds	26 %	15 %	8 %
Town of Springdale	22 %	24 %	12 %
Town of Verona	3 %	-10 %	0 %
Town of Brigham	31 %	14 %	10 %
Town of Dodgeville	20 %	21 %	19 %
Town of Ridgeway	4 %	-2 %	22 %
Village of Barneveld	65 %	13 %	27 %
Village of Ridgeway	19 %	-5 %	17 %
Village of Blue Mounds	59 %	21 %	15 %
Source: US Census; Wisconsin Dept. of Administration Population Projections			

Factor 9: Rate of Urbanization

Past and present land use is discussed under Factor 7.

According to the Dane County Comprehensive Plan (2007) the percent of developed land in the county has been increasing since 1970 while the percent agricultural and undeveloped land has been decreasing. As shown in Table 5 below, the overall percent of developed land in Dane County in 1970 was 11 percent and increased to 16 percent in 2000. At the same time, agricultural and undeveloped land decreased from 89 percent in 1970 to 84 percent in 2000. The increase in developed land can be attributed to notable increases in residential, commercial and industrial land uses.

Table 5

Dane County Land Use 1970-2000								
Land Use	Total Acres				Percent			
	1970	1980	1990	2000	1970	1980	1990	2000
Residential	29,846	41,560	48,001	49,193	4%	5%	6%	6%
Industrial	1,507	4,084	5,190	7,361	0%	1%	1%	1%
Transportation	29,144	35,289	37,418	43,842	4%	4%	5%	6%
Utilities	5,248	1,323	1,515	1,777	1%	0%	0%	0%
Commercial-Retail	1,426	2,254	2,522	3,008	0%	0%	0%	0%
Commercial-Service	1,172	1,210	2,202	3,655	0%	0%	0%	0%
Institutions/Government	5,332	4,479	4,707	5,082	1%	1%	1%	1%
Outdoor Recreation	11,632	9,543	11,102	13,133	1%	1%	1%	2%
Total Developed Area	85,308	99,744	112,660	127,054	11%	13%	14%	16%
Agriculture & Undeveloped	701,367	687,077	674,160	666,280	89%	87%	86%	84%
Total Area	786,674	786,819	786,817	793,331	100%	100%	100%	100%

Most of the urbanization of Dane County is related to the expansion of the City of Madison and adjacent communities. The lands west of Verona have remained largely in agricultural or undeveloped uses, except for a portion of land on the very west end of Verona that has been converted to a large employment campus for a medical software firm. The incorporated communities west of Verona in the study area have remained relatively compact. The Proposed Action is not expected to change existing growth patterns or rates.

According to projections from Dane County's Comprehensive Plan (2007), the County's developed land use is expected to grow from 127,055 acres in 2000 to 189,513 acres in 2030, a 33 percent increase a rate similar to population growth. Residential land use, the largest component of developed land use, is expected to grow from 49,236 acres in 2000 to 66,528 acres in 2030.

Iowa County has remained a predominantly agricultural county with little commercial and manufacturing. As shown in Table 6 below, 93 percent of the county's lands are in agricultural and undeveloped uses.

Table 6

Iowa County Land Use 2003		
Land Use	Acres	Percent
Agricultural	326,915.8	68%
Production Forest	57,487.3	12%
DNR-MFL Forest	37,559.9	8.0%
Other and Exempt (Federal, State, County, School, Cemetery)	29,497.8	6.0%
Swamp/Waste	21,870.0	5.0%
Residential (Single- and Multi-Family)	7,327.6	2.0%
Commercial	1919.5	0.4%
Manufacturing	258.4	0.05%
Source: Iowa County Comprehensive Plan (2005)		

Factor 10 – Growth of Employment, Schools, and Services

Labor Force

According to the Dane County Comprehensive Plan (2007), since 1980, the employed labor force has increased 45 percent, while jobs created in the county increased by 70 percent. Since 1980, the number of jobs in Dane County has surpassed the size of its employed labor force, spurring an increase in inter-county commuting into Dane County. In 1990, nearly 4,400 more jobs (2 percent of the County's workforce) were located in the County than there were workers living in the County. By 2000, that number had grown to 24,800 (10 percent) creating an employee deficit worsened by the fact that an additional 16,700 workers (5.4 percent) worked outside Dane County.

According to Iowa County's Comprehensive Plan (2005), the county had 13,178 people in the labor force in 2000. By 2010, that number could reach between 14,138 and 15,491 people and by 2020 it is projected between 14,639 and 17,282 people could be in the work force. It should be noted that many residents of Iowa County commute to places of employment outside of the county. Therefore, these available workers would not necessarily find employment in Iowa County; many would work in neighboring counties.

Table 7, below, shows the top three employers by industry for both Dane and Iowa counties.

Table 7

Economic Characteristics of the Study Area			
2005-2009	Dane County		Iowa County
Percent of Individuals in Labor Force (age 16 and over)	74.2 %		74 %
Top 3 Employers by Industry	1	Educational services	Retail trade
	2	Retail trade	Educational services
	3	Manufacturing	Manufacturing
Median Household Income	\$ 57,546		\$54,298

Although the agricultural industry is not a top three employer in either Dane or Iowa County, it is important to the region. From 2002 to 2007 the number of farms in Dane County increased from 1,686 to 1,813 (8.0 percent). For the same period, the number of farms in Iowa increased from 2,887 to 3,331 (15 percent). The number of acres of land in farms decreased slightly in Dane County from 2002 to 2007, from 367,373 acres to 364,970 acres (-1.0 percent). During the same period, the number of acres of land in farms increased moderately in Iowa County, from 515,475 acres to 535,756 acres (4.0 percent).

Schools

The communities in the study area are served by the School Districts of Dodgeville, Barneveld, Mount Horeb and Verona. With the consolidation of school districts that has occurred over the last 30 to 40 years, even schools in relatively rural areas are able to provide a high quality educational experience. All schools district offer school bussing services, which accommodate families that live outside of the incorporated areas.

Other Services/Factors

Sewer and water services are available in the incorporated communities of Mount Horeb, Blue Mounds, Ridgeway and Barneveld. The expansion of these services tends to support population and employment growth. Some of the incorporated communities extend sewer and water utilities outside their boundaries to adjacent areas. To the degree that the existing sewer and water utilities have available capacity, these communities may attract new development.

Fiber optic lines have been available for sometime in the study area. The level of service has recently been improved with the installation of high-speed broadband cable by the University of Wisconsin-Extension between Madison and Platteville. High quality broadband would improve the ability of local communities in the study to compete for businesses and residents who require the availability of such services.

The cost of travel has and would continue to influence the amount of development that occurs in the study area. Lower travel costs may encourage some people to locate outside of the employment centers in Dane and Iowa Counties, with the expectation that commuting costs would not be excessive. Although

the price of gasoline has increased and would likely to continue to increase, these costs are offset to some extent by increases in vehicle fuel efficiency.

Summary of Findings of Indirect Effects

The information presented above suggests that the Proposed Action would not cause substantial indirect effects. The proposed freeway conversion would not change travel times. It is likely that communities in western Dane County are affected by their proximity to the employment opportunities based in Madison and some of these communities would continue to experience population growth, regardless of the implementation of the Proposed Action. Iowa County would likely feel this effect also, though to a lesser degree.

There are currently numerous locations along the corridor where access onto US 18/151 exists. Despite this, there has been little commercial or industrial development outside of the incorporated areas. In the years ahead, development interest may focus on the proposed interchange locations and away from other locations where access to US 18/151 is less direct. Many businesses require sewer and water services and the availability of such services is likely to be a factor is where development occurs. It is likely that the current pattern of business development occurring in or near incorporated areas would continue.

There are also numerous locations for residential growth to occur in and outside of the incorporated areas, and this can be expected to occur in areas where there are landowners willing to sell, and local land use regulations that permit residential uses. Potential residents are less likely to need immediate access to US 18/151 than businesses and may be willing to locate at some distance from the existing and proposed interchanges if good local road connections exist. Potential residents weigh many factors when choosing a location, including distance to employment sites and schools, the quality of local schools, and distance to shopping and other services.

Local officials and the public have not raised concerns about the possibility of indirect effects caused by the freeway conversion. Direct effects of the proposed changes have been the focus of input received on this study. Overall, support for the study is high because of safety issues related to the vehicle movements at the existing at-grade intersection.

Through this 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 study, its location and other conditions do not warrant further detailed analysis of the potential for indirect effects.

The project would not have the likelihood to result in *significant* indirect effects as defined by the National Environmental Policy Act. This conclusion was based on the evaluation for 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. The data and evaluation supporting this conclusion are presented above. Therefore, further detailed evaluation of indirect effects in a detailed analysis is not warranted. If changes are made to the project design or alternatives, this screening would be re-examined for sufficiency.

Summary of Findings of Cumulative Effects

As discussed in this report, there are a number of past, present and planned projects, activities and outside influences that affect the study area. These projects, activities and influences have cumulative effects on resources in the study area. These projects and activities include, but are not limited to:

- Past expansion of US 18/151 to a four-lane freeway/expressway
- Development and expansion of public sewer and water utilities in incorporated communities with some availability of these services to adjacent areas in unincorporated municipalities
- Development and expansion of consolidated school districts with an adequate or better level of educational services
- Installation and expansion of fiber optic infrastructure
- Fluctuating costs of travel

Over the decades, the elements listed above have had and would continue to have cumulative effects on the following resources: uplands, agricultural lands, wetlands, streams, and threatened and endangered species. These resources are discussed in more detail below.

Uplands

Uplands are defined as undeveloped areas that are not used for agriculture and are not considered wetlands. As discussed above, there are unique uplands in the study area that are the focus of preservation efforts by the SWGSCA partnership.

From a quantity standpoint, the cumulative impacts to uplands as a result of the Proposed Action would not be significant. The Proposed Action would incrementally contribute 32 acres of upland conversion to transportation uses. Incremental development in the area and the continued conversion of uplands to agricultural uses could affect the overall amount of remaining upland areas, with or without the implementation of the Proposed Action.

Agricultural Lands

As discussed in Factor 7 and Factor 9, agriculture remains the dominant industry in the study area. The Proposed Action would require the acquisition of 437 acres of agricultural lands. This is not expected to affect the current level of investment in agriculture in the area. In general, the communities along the corridor prefer to have development occur in or adjacent to the incorporated areas. Development activity may be drawn towards the areas where interchanges are planned but, as noted above, areas that currently have access, either at existing interchanges or at existing-at-grade intersections have not attracted any significant amount of development.

In summary, some cumulative impacts to agricultural lands have occurred and would continue to occur in the study area, with or without the implementation of the Proposed Action.

Wetlands

Because of the topography of the area, there are few wetlands in the study area. The 1.5 acres of wetlands impacted by the Proposed Action are in the area where auxiliary lanes are proposed on the east end of the study area. The addition of auxiliary lanes would occur on existing WisDOT right of way. The

wetlands adjacent to US 18/151 in this area are in the 110-acre Sugar River Wetlands Natural Area. Thus, the immediate area would remain in wetland use.

Water Resources

The Proposed Action would have a very limited effect on rivers/streams in the area where existing culverts would be replaced. Some additional runoff may occur from the addition of more impervious surfaces resulting from the construction of interchanges and new local roads. There are already impacts on rivers and streams from runoff from agricultural operations and existing roads. The additional runoff caused by the new road surfaces is not significant relative to the existing conditions.

Threatened and Endangered

As noted earlier, the study area includes remnants of prairie/grassland, which would provide habitat for threatened and endangered species. One threatened species, the yellow gentian, exists in the vicinity of the proposed interchange at County Y/YZ and would be relocated prior to construction if it is within the construction footprint. If development is attracted to this area, this species of plants could be affected but as has been noted earlier, there is already good access to US 18/151 in this area. Residences and farm operations currently exist here.

Summary

In summary, there are many factors that, cumulatively, are shaping growth patterns in the area. These factors include transportation improvements that have occurred over decades, community development plans, the extension of utilities, and the presence of schools that would attract new residents. These factors could affect the same resources that are potentially affected by the Proposed Action, including uplands, agricultural lands, wetlands, and threatened and endangered species.

Communities have and can continue to exert control over the location and timing of development by enacting comprehensive plans and zoning ordinances, and considering the impacts of utility expansion.

Wisconsin
Federal Highway Administration
**Finding of *De Minimis* Impact on Parks, Recreation Areas and Wildlife and
Waterfowl Refuges**

WISDOT ID: 1200-08-00 (entire corridor) 1200-02-75 (Section 2 Construction)
Route: US 18/151
Termini: US 18 interchange in Dodgeville (Iowa County) to West Verona Avenue
Interchange (Dane County)
City/County: Iowa and Dane Counties

Name of 4(f) Resource: Military Ridge State Trail (MRST)

Project Description

An Environmental Assessment (EA) has been prepared for the US 18/151 Freeway Conversion Plan. The EA describes the Proposed Action, which would affect US 18/151 from the US 18 interchange at Dodgeville in Iowa County to the West Verona Road interchange in the City of Verona in Dane County. This 29 mile long portion of US 18/151 is a rural four-lane divided highway with both at-grade and interchange access. See Exhibit 1 - Project Location Map.

The purpose of the Proposed Action is to improve the level of safety and service of the project portion of US 18/151 to that which is consistent with its function as backbone route on the Connections 2030 network. To achieve this purpose, the Proposed Action would eliminate all public and private at-grade access on US 18/151. New access by interchange and grade-separated crossings of most intersection side roads plus additions and alterations to the local road network are necessary to provide suitable routes for traveling to and accessing US 18/151. These alternate routes must provide for safe travel without unreasonable indirection and ensure that an adequate response time for emergency services is maintained.

Construction of the Proposed Action would eventually result in designating this portion US 18/151 as a Freeway under Wisconsin State Statute §84.295. This designation is a *planning* action to identify the requisite improvements. Prior to the funding of the construction, the right-of-way needed to convert this facility to a freeway may be Officially Mapped, under Wisconsin State Statute §84.295(10). This statute provides the Department the authority to purchase Officially Mapped lands as right-of-way and serves as a link between the planning and preservation process and the final project design.

Three primary needs for the Proposed Action have been identified for this portion of US 18/151, including:

- Emerging safety and operational concerns
- Long-term highway corridor preservation
- Land use/transportation planning and coordination

Effects to MRST

The Section 4(f) resource discussed in this document is the MRST. An overview map of the MRST is shown in Exhibit 2.

The Proposed Action would require the relocation of 4.15 miles of the MRST in five separate locations in the Towns of Dodgeville, Ridgeway, Brigham and Blue Mounds and the Village of Barneveld.

The relocations are necessary in order to implement the Preferred Alternative which would make safety and other improvements to US 18/151 and result in the eventual construction of over/underpasses, interchanges and local roads to provide connectivity along the corridor. See Exhibit 3 – Preferred Alternative, Sections 1-6.

The following is a summary of the proposed MRST relocations as shown in Exhibit 4.

Map 1: The trail would be shifted south to accommodate a new frontage road that is needed to remove direct access to US 18/151 in this area. The amount of traffic at the new crossing is expected to be similar to that experienced at the existing crossing points in this area.

Map 2: An existing crossing at Ridgevue Road will be removed and the trail would be constructed to run parallel to the new road connecting to the interchange in this area. There would be a trail crossing near the ramp terminals. The traffic at the existing crossing point would be moved to the new trail crossing.

Map 3: The trail would be shifted north to accommodate a new frontage road that is needed to remove direct access to US 18/151 in this area. The traffic at the existing crossing point would be moved to the new trail crossing. No additional traffic would be expected.

Map 4: At Pikes Peak Road, the trail crossing point would be relocated to provide improved visibility for trail riders to cross the road. The traffic at the existing crossing point would be moved to the new trail crossing. No additional traffic would be expected.

Map 5: Between the existing US 18/151 and County T intersection and County ID in the Village of Barneveld, the trail would be relocated to run on the north side of the proposed extension of County ID. In this location, WisDOT would visually screen new County ID from the trail with an earth berm or vegetation. To the extent overall staging allows, WisDOT will construct the relocated trail and screening features prior to the road construction to lessen the initial impact on trail users. There will be two new low traffic trail crossings in this section of the trail to accommodate two properties which currently have access points onto Jenniton Road but do not currently cross the trail.

Map 6: The trail crossing currently at Erbe Road would be relocated to the new bridge to be constructed over Erbe Road to improve safety for trail users. This will provide a grade separation for the trail users, who will no longer cross Erbe Road at grade.

Mitigation Measures

At the time of final design, WisDOT will consult with WDNR and accommodate WDNR preferences to the extent possible, including the use of berms and/or vegetative buffers along trail segments where new local roads are constructed.

In addition, WisDOT would follow the mitigation measures, as agreed upon with WDNR, for impacts to the MRST in Section 2, the first section to be constructed. These include:

- The trail would be constructed to meet or exceed the Wisconsin Bicycle Facility Design Handbook.
- The newly developed surface materials would be the same as the segment it is replacing.
- All trail intersections would be paved with bituminous asphalt 15 feet back from the road surface. This would help avoid erosion from occurring on the trail surface.
- All signage would be placed according to FDM and WDNR Snowmobile Signing Handbook.
- Berms and native vegetated landscaping as a visual buffer in selected locations would be implemented. These would be especially important in areas where the trail would be adjacent to a new frontage road.

The MRST would remain open during construction, using temporary paths as needed to insure connectivity is maintained.

WisDOT would consult with WDNR prior to the final design and construction of the remaining sections that would impact the MRST. At that time, specific mitigation measures would be developed for each impacted section of MRST.

The mitigation measures have been included in the EA commitments section for this project.

The attached documentation shows the following:

1. A. *What the activities, features, and attributes are that qualify MRST for protection under Section 4(f).*

The approximately 40-mile MRST is located in southwestern Wisconsin in Iowa and Dane counties. The route connects the City of Fitchburg and the City of Dodgeville. The trail serves the incorporated communities of Dodgeville, Ridgeway, Barneveld, Blue Mounds, Mount Horeb, Verona and Fitchburg, and unincorporated communities of Dodgeville, Ridgeway, Brigham, Blue Mounds, Springdale and Verona.

The fairly level grade and smooth limestone and asphalt surfaces make the trail suitable for bicyclists, walkers and joggers. The 2.5-mile section between Fitchburg and Verona has been paved with asphalt suitable for in-line skating. In the winter months, the trail can be used by snowmobiles and cross country skiers.

The MRST is owned and managed by the Wisconsin Department of Natural Resources (WDNR). Friends of the MRST a volunteer-led group, assists in promoting trail usage.

- B. *What the transportation use of the Section 4(f) resource is.*

The Proposed Action would require that portions of the MRST would be relocated which would affect a total of 4.15 miles in length and 39 acres in area. The trail would be relocated in five separate locations in the Towns of Dodgeville, Ridgeway, Brigham and Blue Mounds and the Village of Barneveld. The proposed relocation would result in a new trail length totaling 4.1 miles and the total area acquired for new trail right of way would be 45 acres. The relocations are necessary to make safety and other improvements to US 18/151 which would result in the construction of over/underpasses, interchanges and local road to provide connectivity along the corridor.

- C. *How this use does not adversely affect the activities, features, and attributes listed in 1.A., above. In making this determination, consideration may be given to any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project.*

The proposed relocation of the MRST would not adversely affect the activities, features, or attributes of the trail as the relocated trail portions will be replaced in kind and with reasonable grades and alignments such that the existing use is not being altered.

WisDOT's goal throughout the freeway conversion study, in consultation with the WDNR, was to decrease the overall number of at-grade MRST crossings of public roads. The reduction in the number of at-grade trail crossings would increase safety and efficiency for trail users. It was determined in the early planning stages that a net decrease in the number of MRST crossings could serve as a mitigation measure to relocating the trail in some locations. Overall, six (6) at-grade trail crossings of public roads or driveways would be removed

and five (5) new at-grade trail crossings would be created as a result of the Proposed Action. The result would be a net decrease in one (1) at-grade trail crossing.

WDNR stated in its March 20, 2013 letter an overall decrease in the number of at-grade MRST crossings of public roads which would serve as a mitigation measure as it relates to effects on the MRST. See Exhibit 5 – WDNR Letter, March 20, 2013.

Other mitigation and enhancement measures include:

- WisDOT will construct new segments/alignments and open them before closing the existing trail segment being replaced so trail use is not interrupted.
 - WisDOT will construct berms and/or vegetation where a new road is added near a trail to provide screening between proposed local roads and the trail.
 - Enhanced safety for snowmobiles and bicyclists going to and from trail via grade separated crossings of 18/151.
 - Snowmobile users who currently cross US 18/151 at grade to access the MRST will benefit from having grade separated locations to cross.
 - Trail users who wish to cross US 18/151 to access local routes south of US 18/151 will have options for grade separated crossings.
2. The WDNR has/have been informed that FHWA may make a *de minimis* finding under 4(f) and may use the WDNR's written concurrence that the project does not adversely affect the activities, features, and attributes listed in 1.A., above that qualify the property for protection under Section 4(f) in making that finding.
 3. The public has been 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. The proposed relocation of portions of the trail were presented as part of WisDOT's Freeway Conversion Preferred Alternative at Public Information Meetings on July 17, 2012 and July 26, 2012. The MRST was identified on exhibits shown at the PIMs. No objections to the proposal to relocate portions of the trail were received at those meetings or at earlier meetings.
 4. A federal encumbrance, Section 6(f), was identified on MRST. All requirements relating to Section 6(f) will be satisfied independent of this 4(f) determination.

This *de minimis* documentation was prepared by

10/7/2013
Date

Colin Long (SEH)
(Consultant of Region)

This *de minimis* documentation was reviewed and approved by

10/11/2013
Date

Jennifer Fredrickson
WisDOT (Regional Environmental Coordinator or
Region Local Program Manager)

Date

WisDOT TSS Bureau Director or EPDS or ESS Manager

Date

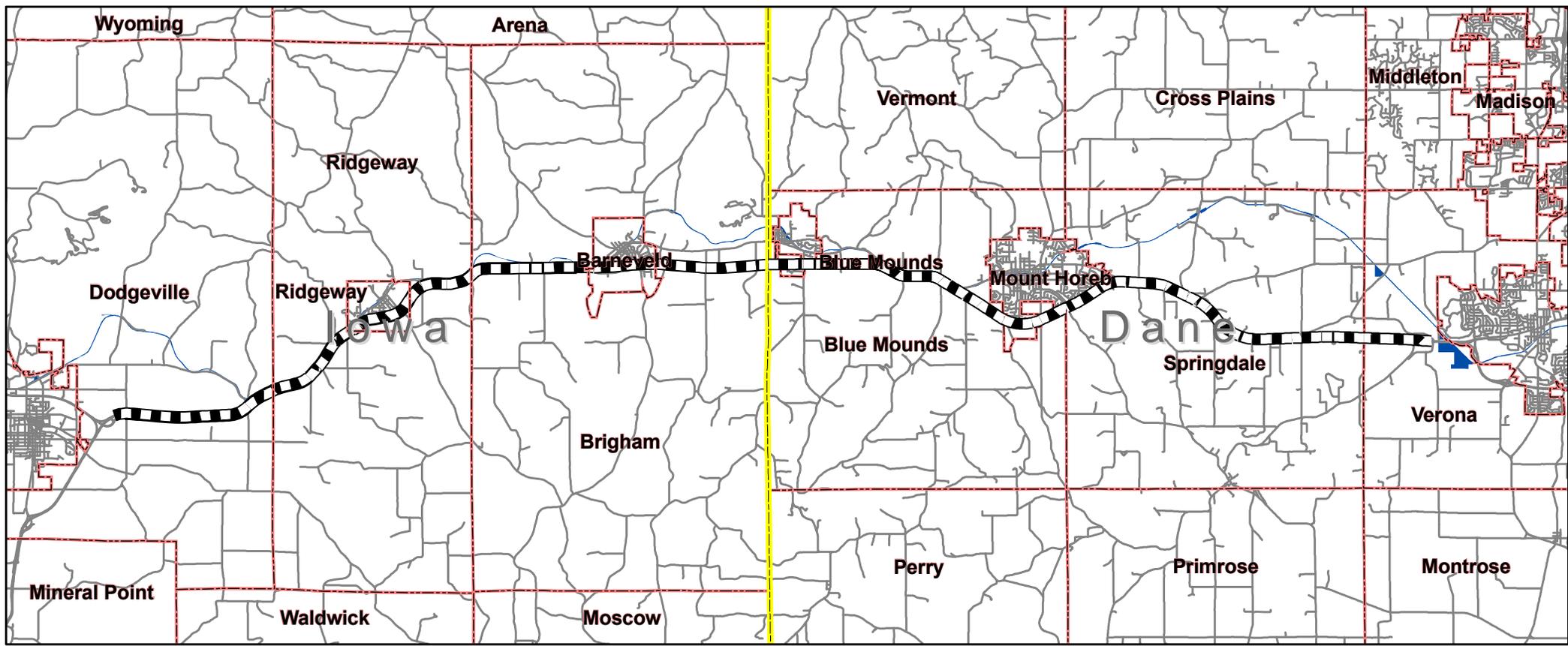
Federal Highway Administration

Cc: WISDOT Bureau of Technical Services / Environmental Services Section
WISDOT Region

List of Exhibits

- Exhibit 1 Project Location Map**
- Exhibit 2 MRST Overview Map**
- Exhibit 3 Preferred Alternatives, Section 1-6**
- Exhibit 4 MRST Proposed Relocations**
- Exhibit 5 WDNR Letter, March 20, 2013**

Exhibit 1 Project Location Map



Study Location

Legend

-  US 18/151 Study Corridor
-  Roads
-  Dane/Iowa County Boundary
-  Municipal Boundary
-  Military Ridge Trail Right-of-Way



N
 US 18/151 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WisDOT ID: 1200-08-00
 0 5 10 Miles

STUDY LOCATION MAP

EXHIBIT 1

Exhibit 2 MRST Overview Map

Military Ridge State Trail

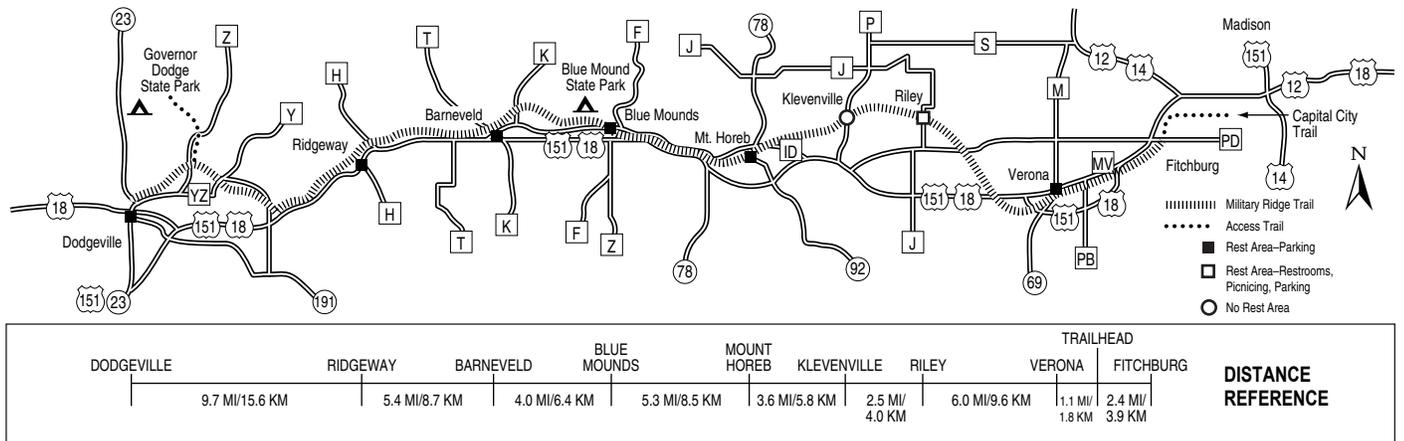
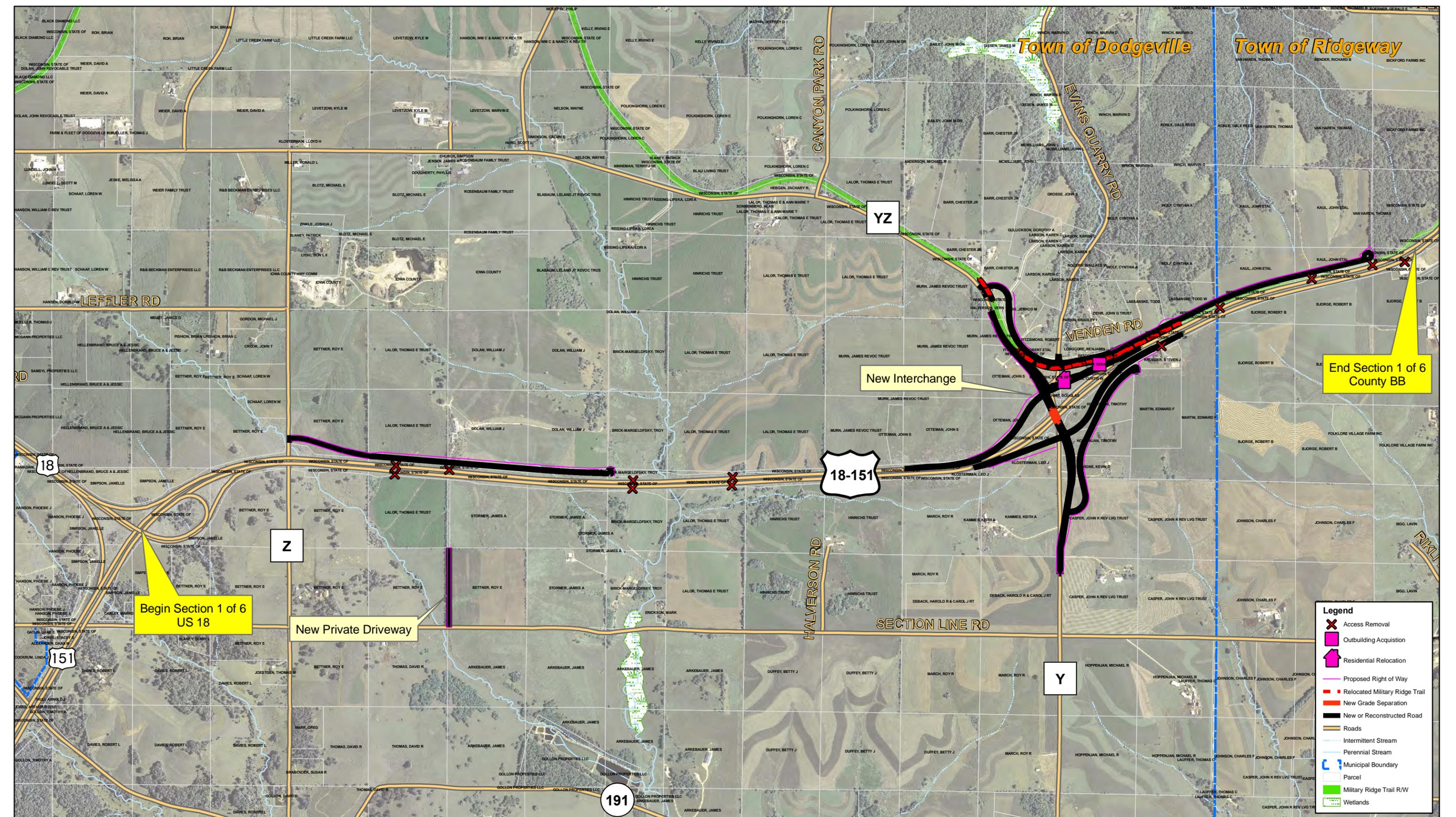


Exhibit 3 Preferred Alternatives, Section 1-6



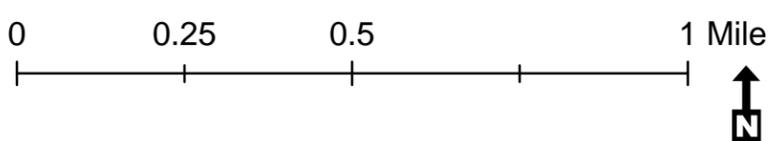
End Section 1 of 6 County BB

Begin Section 1 of 6 US 18

New Interchange

New Private Driveway

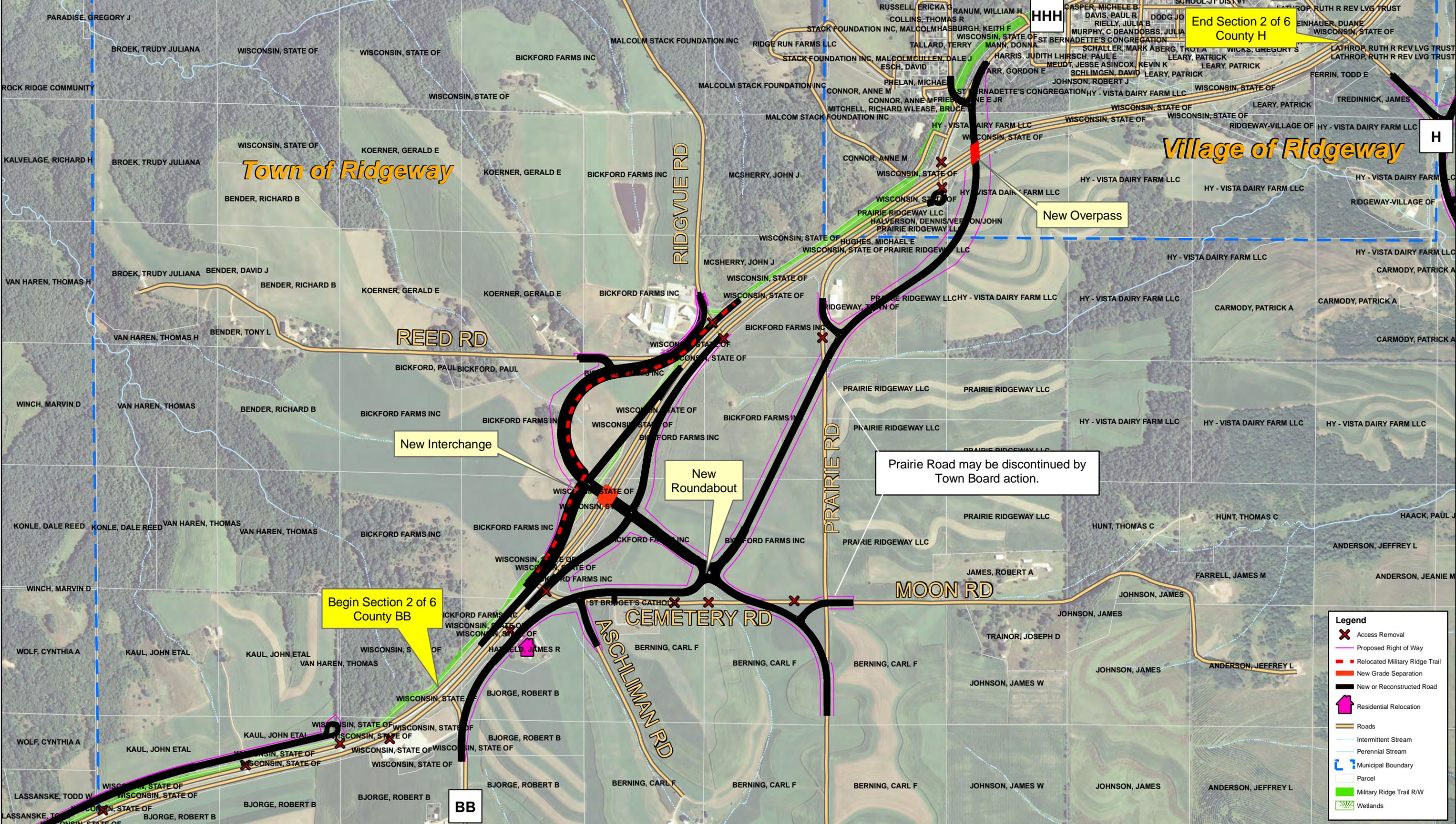
- Legend**
- Access Removal
 - Outbuilding Acquisition
 - Residential Relocation
 - Proposed Right of Way
 - Relocated Military Ridge Trail
 - New Grade Separation
 - New or Reconstructed Road
 - Roads
 - Intermittent Stream
 - Perennial Stream
 - Municipal Boundary
 - Parcel
 - Military Ridge Trail R/W
 - Wetlands



US 18/151 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WisDOT ID: 1200-08-00
 Map Date: December 2012

PREFERRED ALTERNATIVE (DETAIL)
 1B
 US 18 TO COUNTY BB

EXHIBIT 3
 1 OF 6



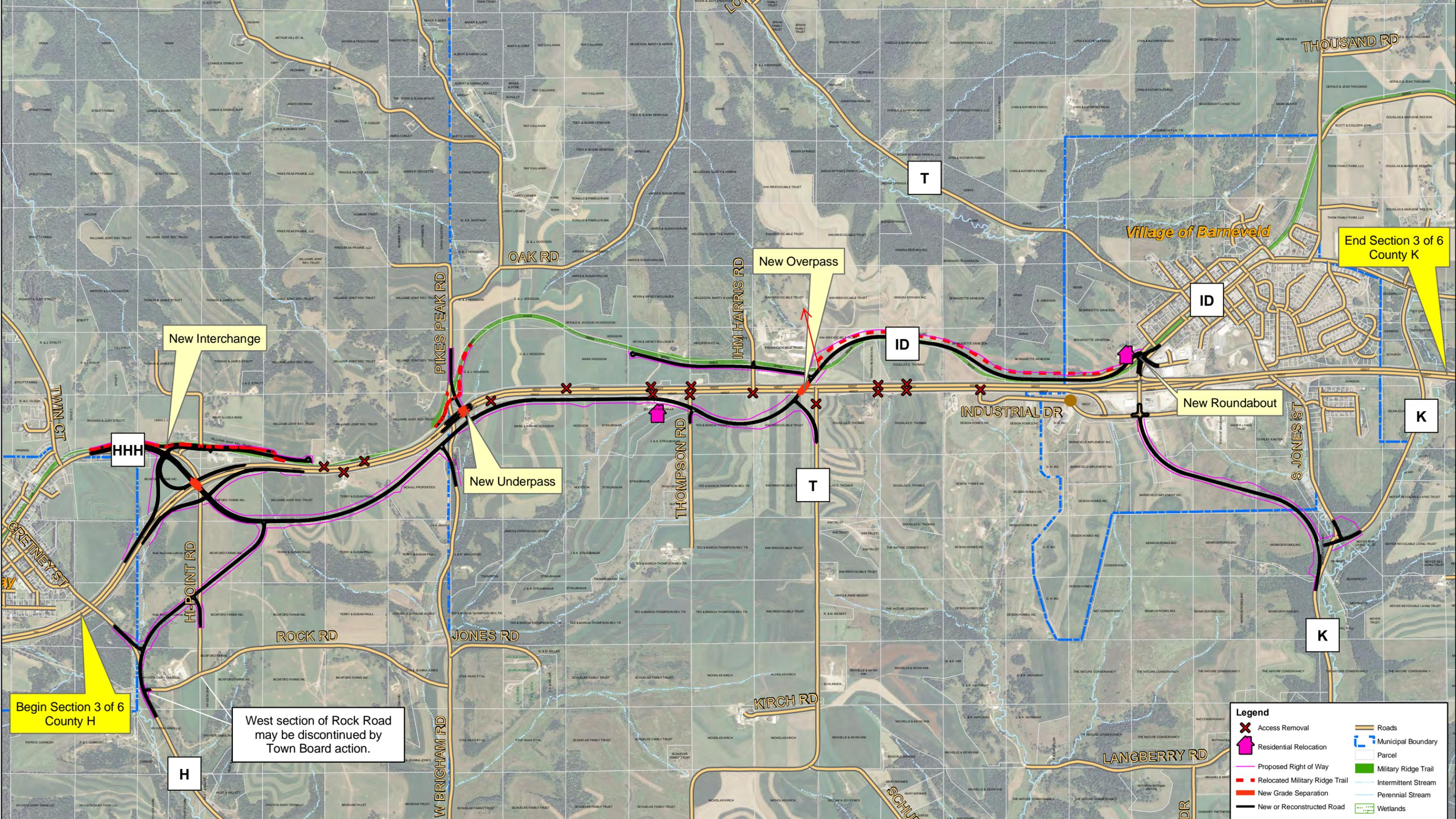

0 0.25 0.5 Mile



US 18/151 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WisDOT ID: 1200-08-00
 Map Date: December 2012

PREFERRED ALTERNATIVE (DETAIL)
 2B
 COUNTY BB TO COUNTY H

EXHIBIT 3
 2 OF 6




0 0.5 1 Mile



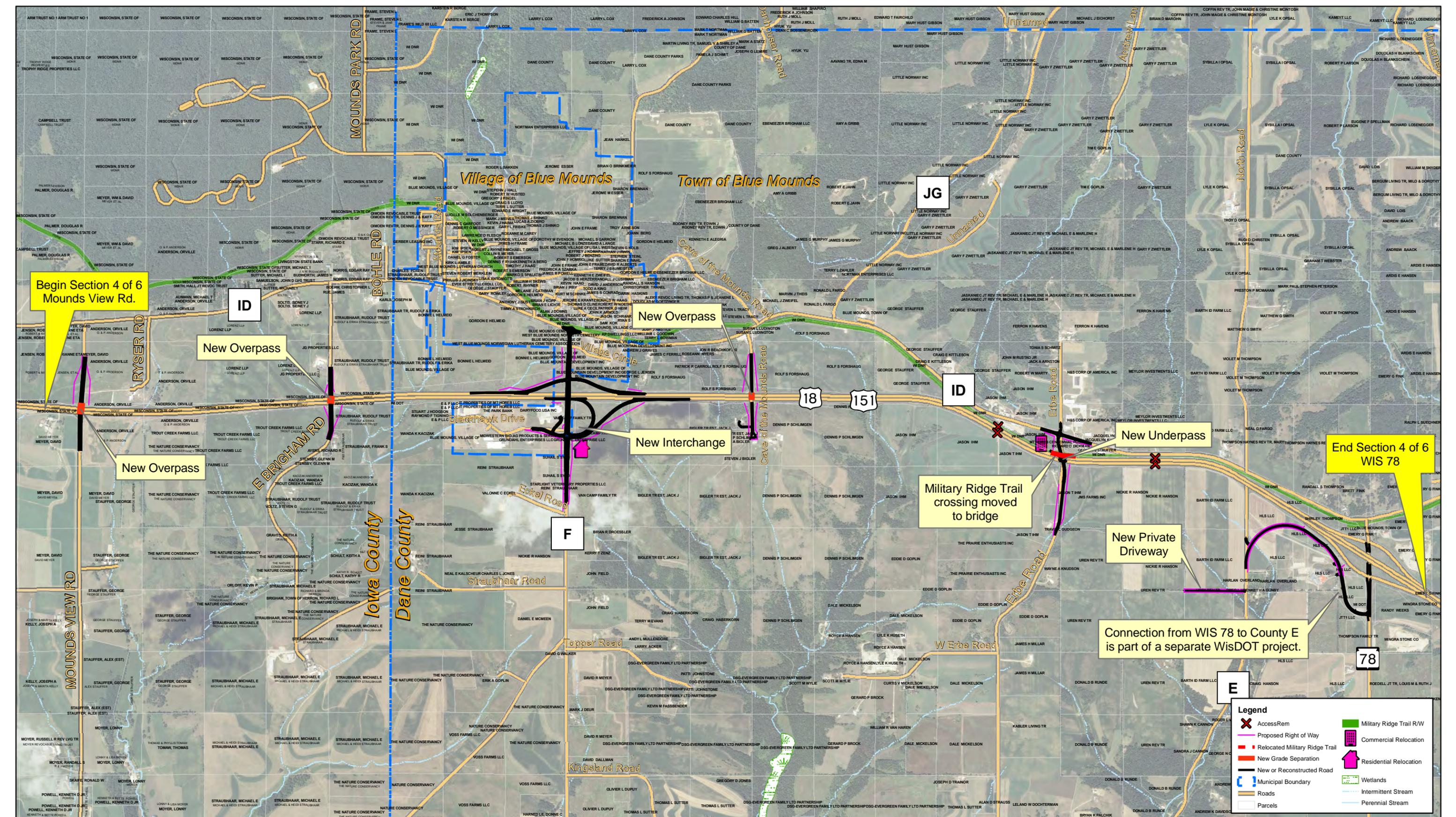
US 18/151 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WisDOT ID: 1200-08-00
 Map Date: December 2012

PREFERRED ALTERNATIVE (DETAIL)
 3B
 COUNTY H TO COUNTY K

EXHIBIT 3
 3 OF 6

Legend

-  Access Removal
-  Residential Relocation
-  Proposed Right of Way
-  Relocated Military Ridge Trail
-  New Grade Separation
-  New or Reconstructed Road
-  Roads
-  Municipal Boundary
-  Parcel
-  Military Ridge Trail
-  Intermittent Stream
-  Perennial Stream
-  Wetlands



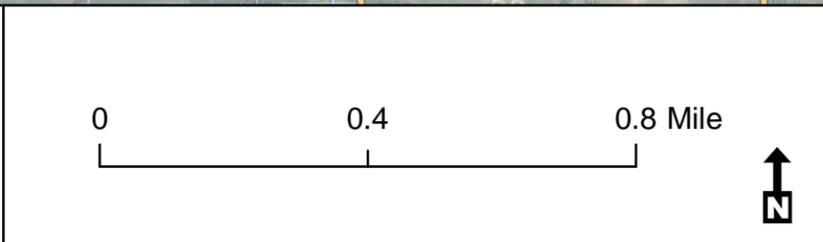
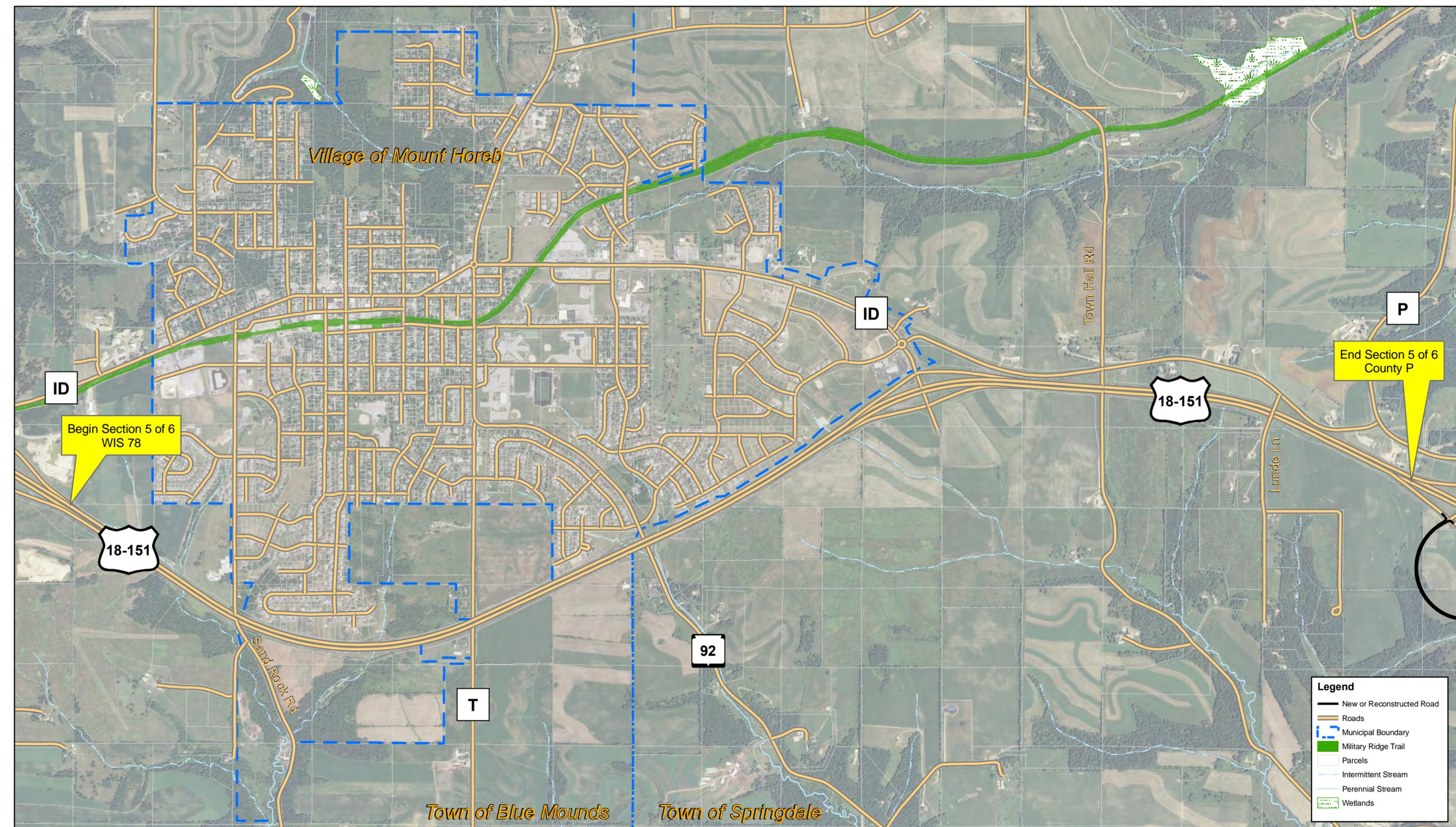
0 0.5 1 Mile



US 18/151 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WisDOT ID: 1200-08-00
 Map Date: December 2012

PREFERRED ALTERNATIVE (DETAIL)
 4A
 MOUNDS VIEW RD. TO WIS 78

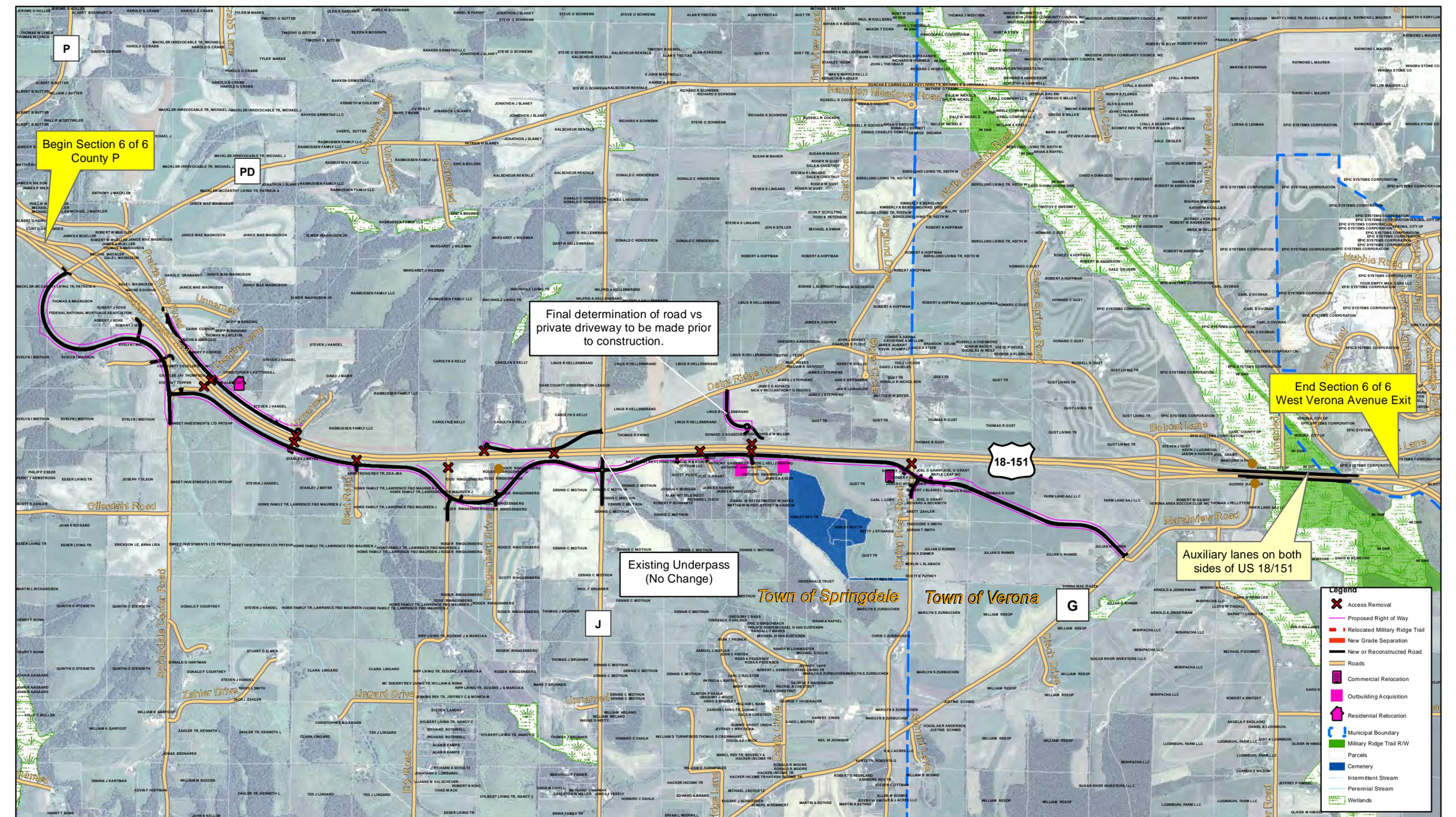
EXHIBIT 3
 4 OF 6



US 18/151 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WisDOT ID: 1200-08-00
 Map Date: December 2012

PREFERRED ALTERNATIVE (DETAIL)
 5 - NO CHANGE TO EXISTING CONDITIONS
 WIS 78 TO COUNTY P

EXHIBIT 3
 5 OF 6

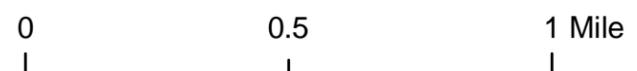


End Section 6 of 6 West Verona Avenue Exit

Final determination of road vs private driveway to be made prior to construction.

Existing Underpass (No Change)

Auxiliary lanes on both sides of US 18/151

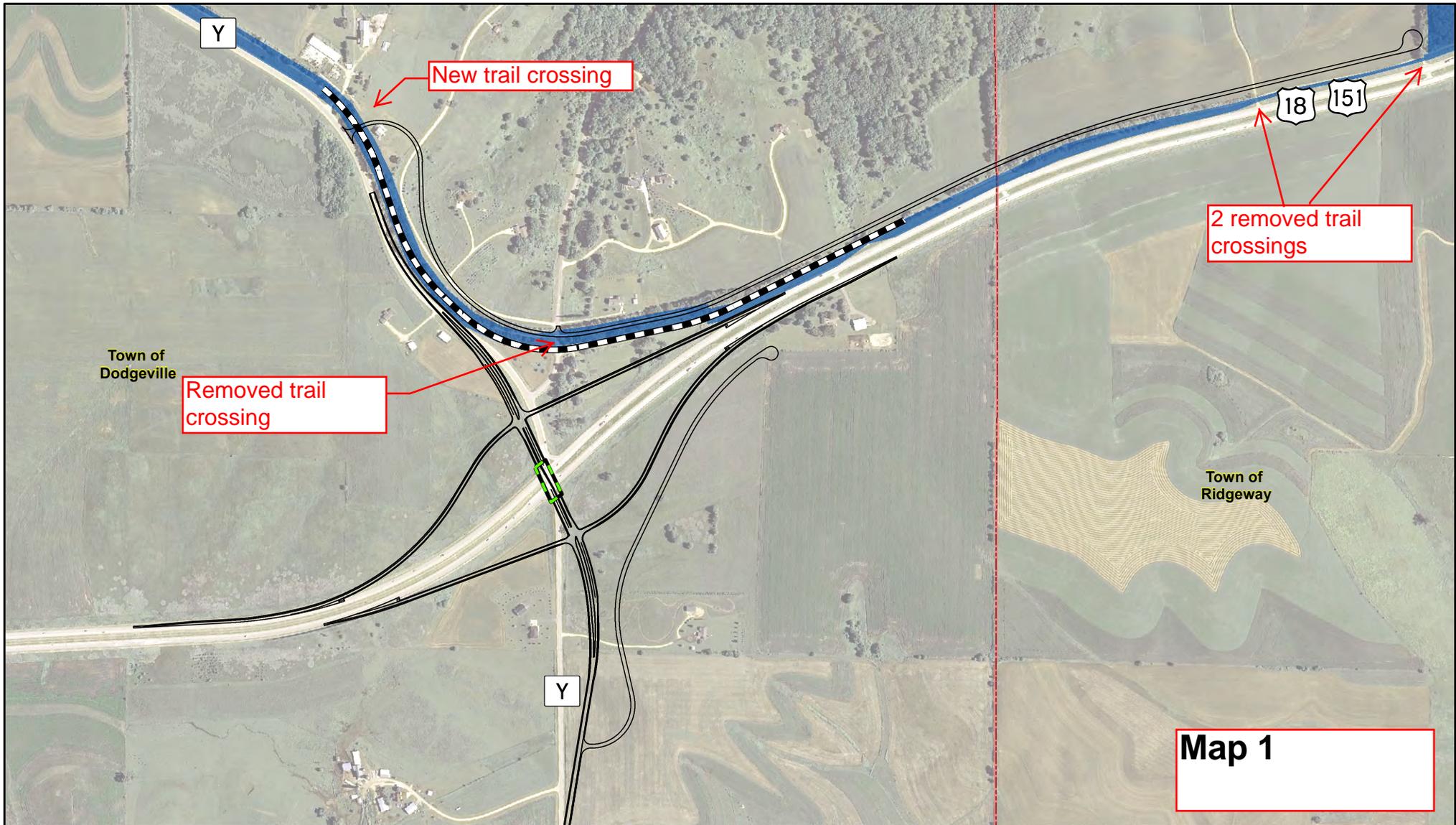


US 18/151 FREEWAY CONVERSION PLAN
 DODGEVILLE TO VERONA
 WisDOT ID: 1200-08-00
 Map Date: December 2012

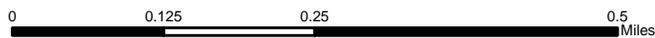
PREFERRED ALTERNATIVE (DETAIL)
 6B
 COUNTY P TO W. VERONA AVE. EXIT

EXHIBIT 3
 6 OF 6

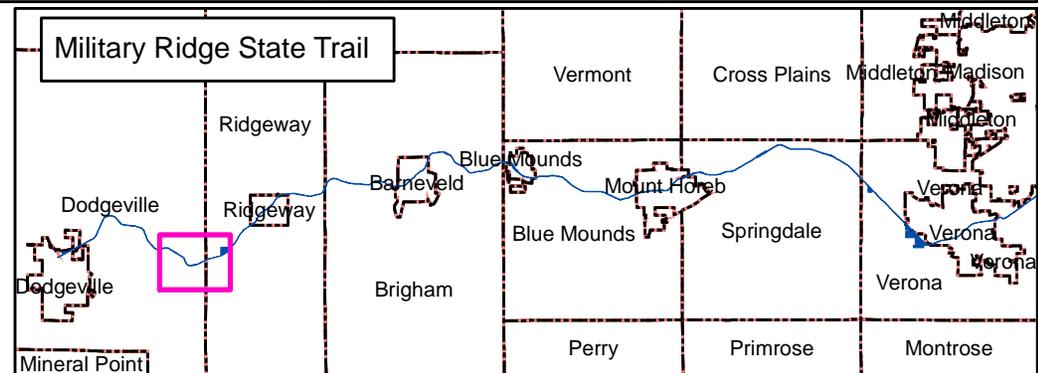
Exhibit 4 MRST Proposed Relocations

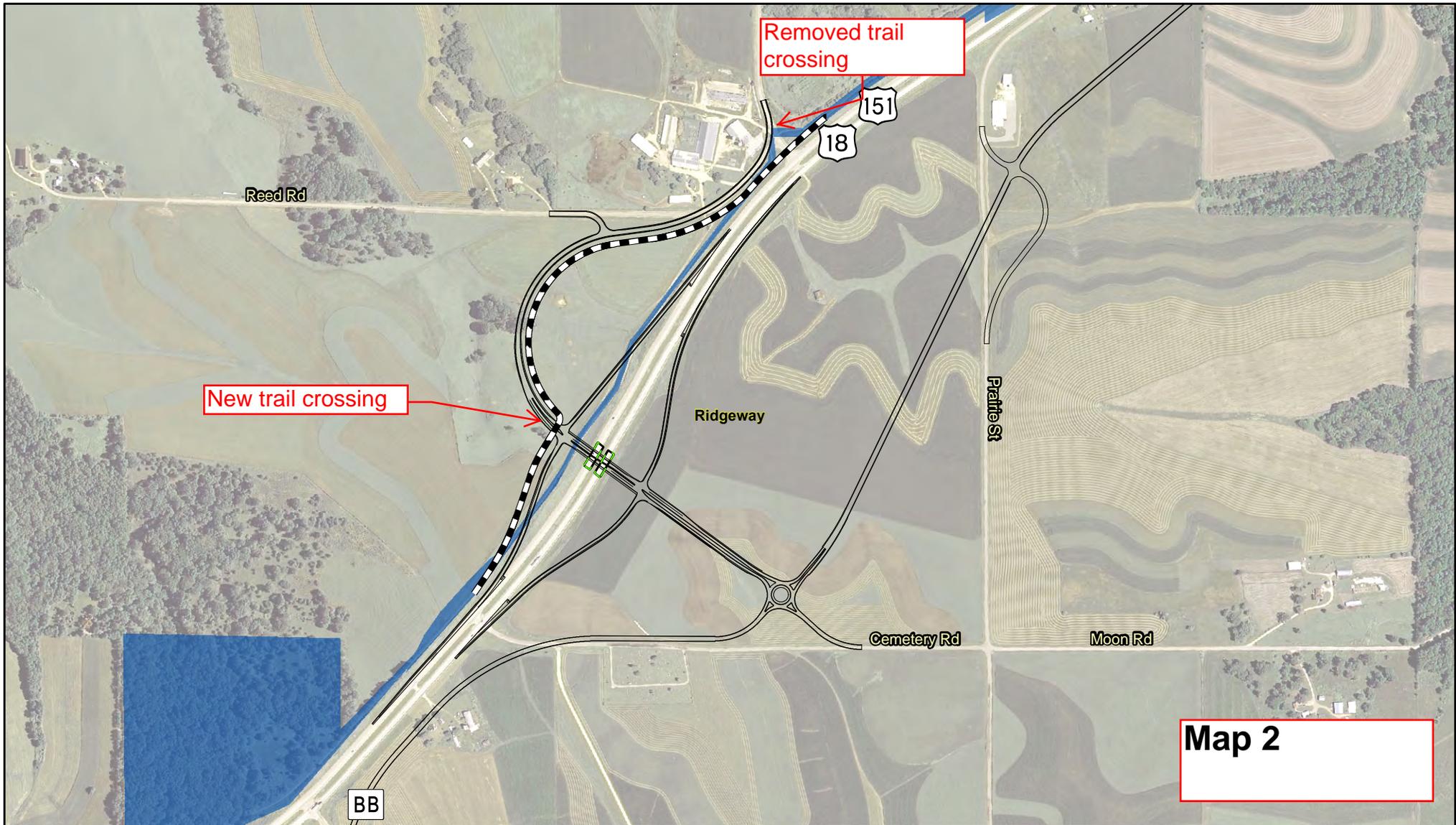


US 18/151 Freeway Conversion Study
 Military Ridge Trail - Section 4(f)/6(f) Evaluation
 WisDOT ID: 1200-08-00
 Map 1 of 6

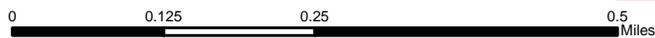


- MRT Right-of-Way
- Realigned MRT
- Proposed Road
- Proposed Grade Separation
- Municipal Boundary

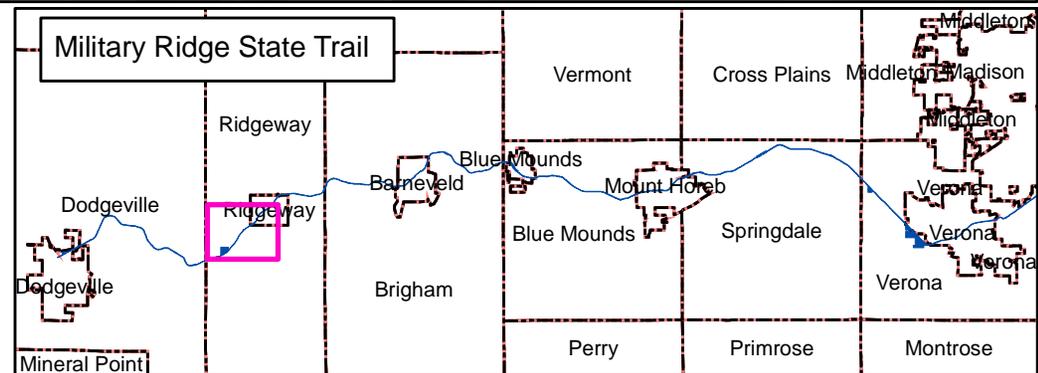


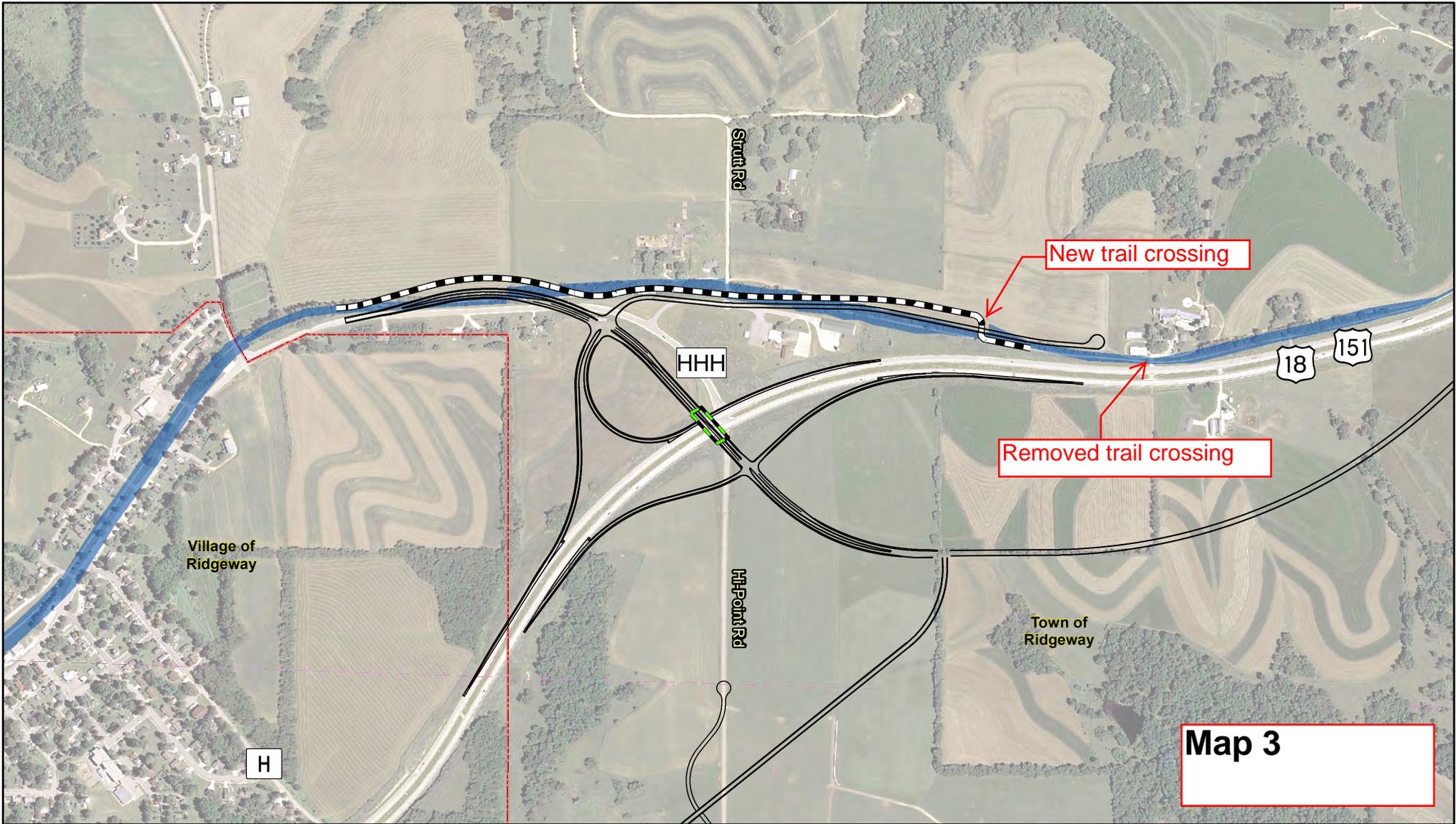


US 18/151 Freeway Conversion Study
 Military Ridge Trail - Section 4(f)/6(f) Evaluation
 WisDOT ID: 1200-08-00
 Map 2 of 6

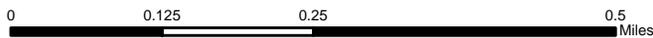


- MRT Right-of-Way
- Realigned MRT
- Proposed Road
- Proposed Grade Separation
- Municipal Boundary

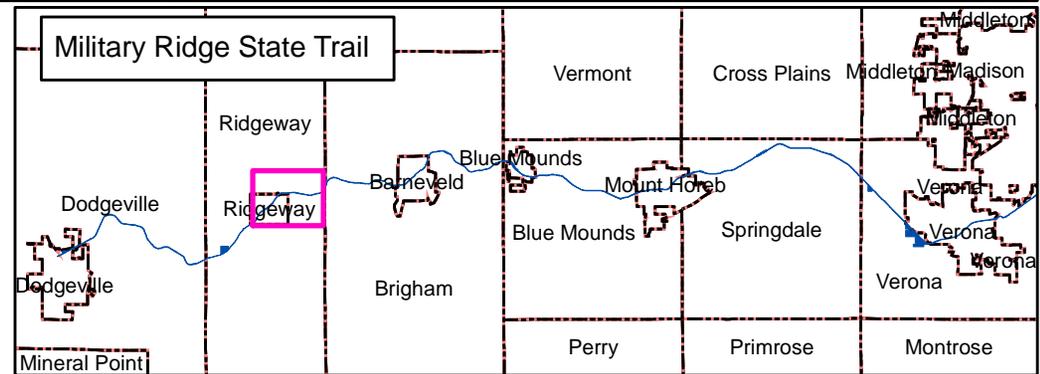


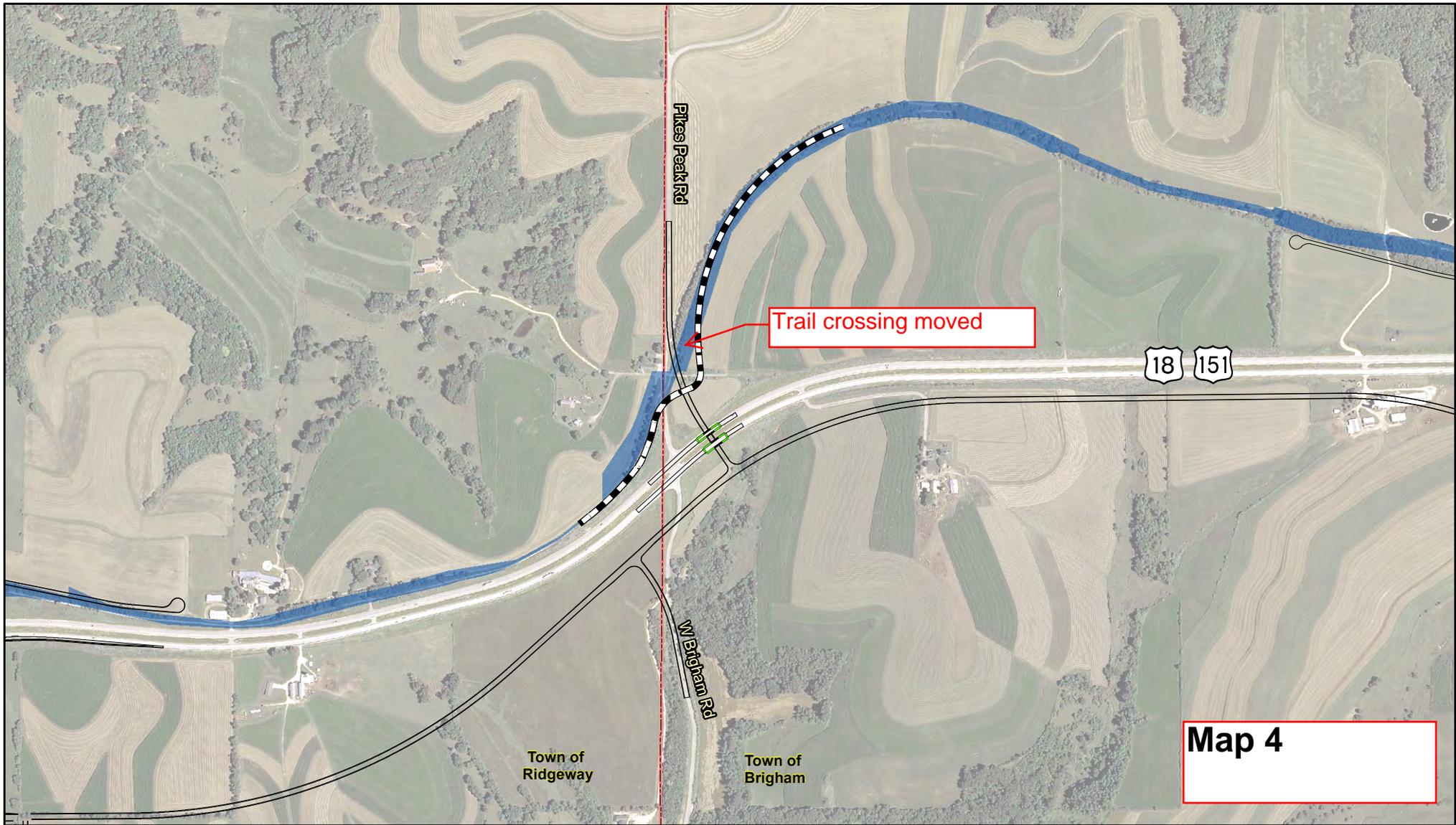


US 18/151 Freeway Conversion Study
 Military Ridge Trail - Section 4(f)/6(f) Evaluation
 WisDOT ID: 1200-08-00
 Map 3 of 6

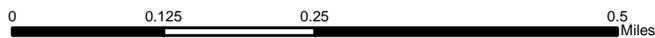


- MRT Right-of-Way
- Realigned MRT
- Proposed Grade Separation
- Proposed Road
- Municipal Boundary

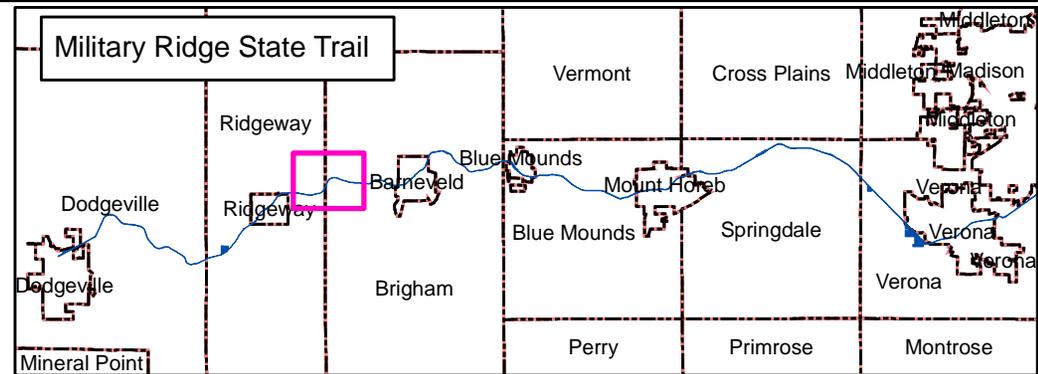


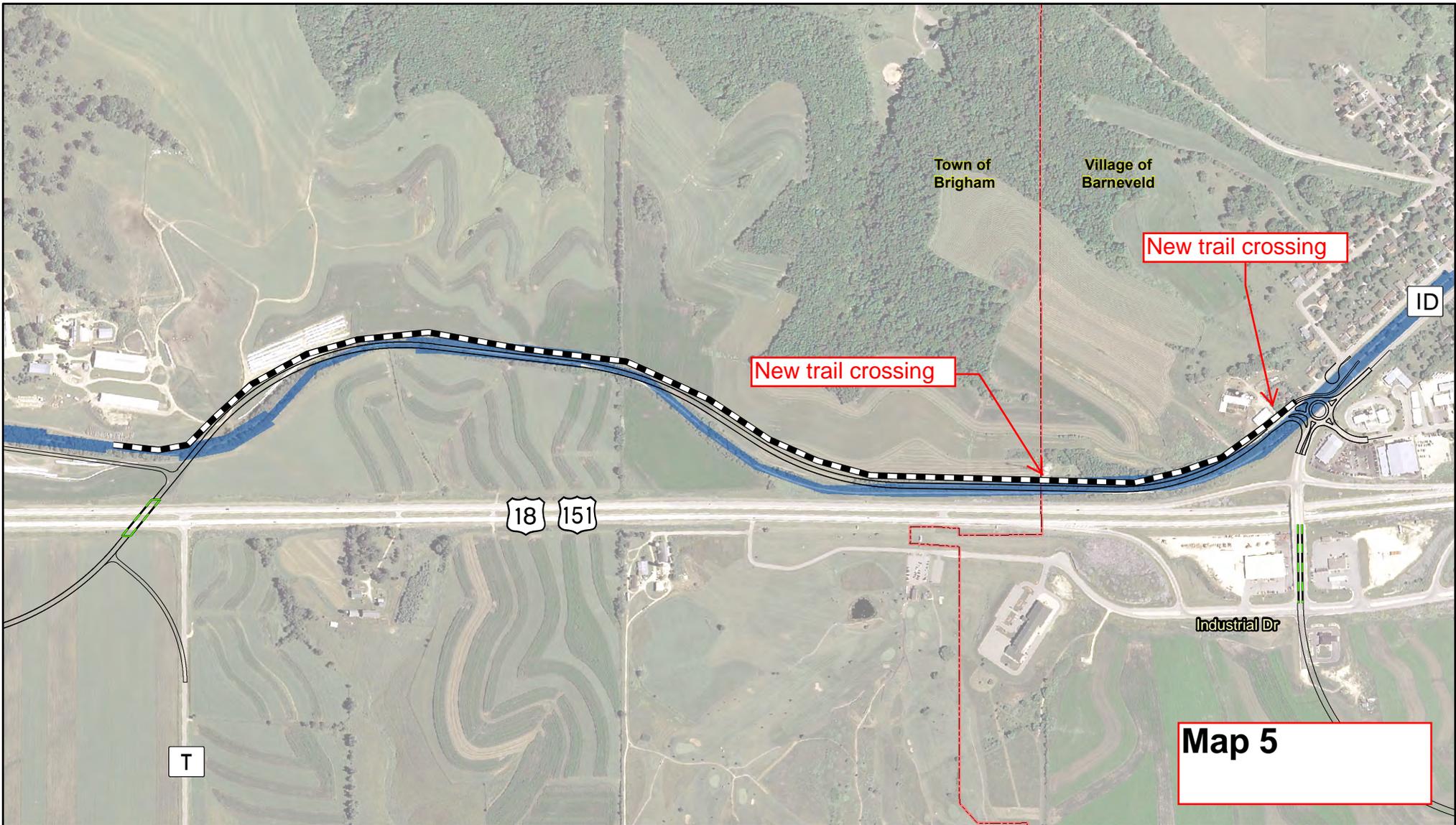


US 18/151 Freeway Conversion Study
 Military Ridge Trail - Section 4(f)/6(f) Evaluation
 WisDOT ID: 1200-08-00
 Map 4 of 6



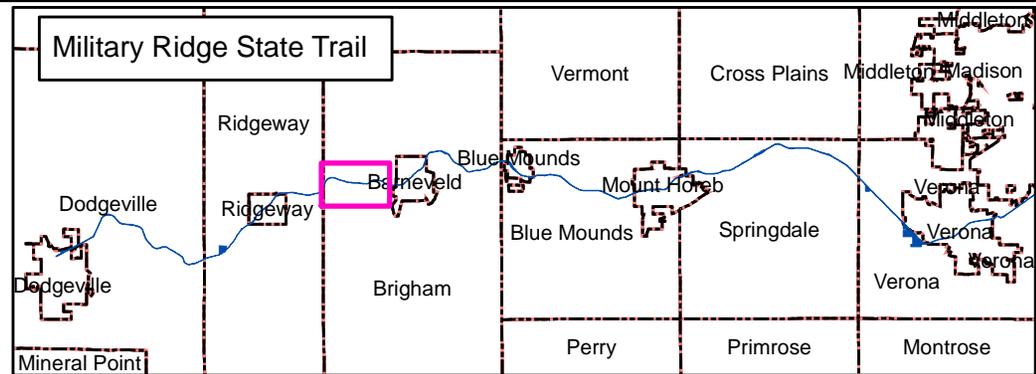
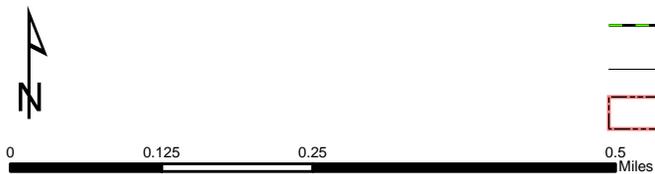
- MRT Right-of-Way
- Realigned MRT
- Proposed Road
- Proposed Grade Separation
- Municipal Boundary





US 18/151 Freeway Conversion Study
 Military Ridge Trail - Section 4(f)/6(f) Evaluation
 WisDOT ID: 1200-08-00
 Map 5 of 6

- MRT Right-of-Way
- Realigned MRT
- Proposed Grade Separation
- Proposed Road
- Municipal Boundary





US 18/151 Freeway Conversion Study
 Military Ridge Trail - Section 4(f)/6(f) Evaluation
 WisDOT ID: 1200-08-00
 Map 6 of 6

- MRT Right-of-Way
- Realigned MRT
- Proposed Road
- Proposed Grade Separation
- Municipal Boundary

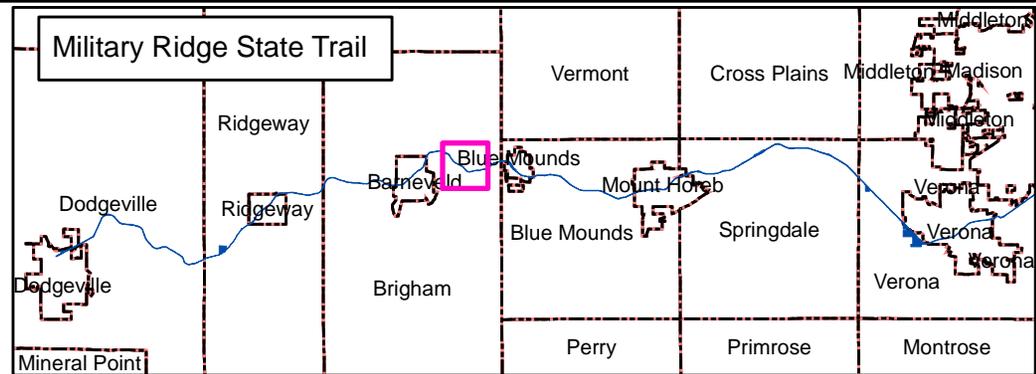
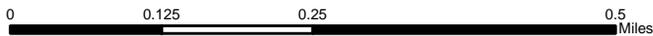


Exhibit 5 WDNR Letter, March 20, 2013



March 20, 2013

Larry Barta, Project Manager
Wisconsin Department of Transportation
Southwest Region
2101 Wright Street
Madison WI 53704-2583

Subject: Mitigation of Proposed Highway Impacts - Recreational Lands
Project ID 1200-08-00
USH 18/151 (Dodgeville to Verona)
County BB Interchange Area Military Ridge Trail Relocation

Dear Mr. Barta,

We have received Wisconsin Department of Transportation's (WisDOT) request for review of the proposed impact to the Military Ridge State Trail (MRT) and associated proposed mitigation measures. MRT is owned and managed by the Wisconsin Department of Natural Resources (WDNR). Portions of the trail were purchased using federal money, specifically Land and Water Conservation Funds (LWCF), therefore the entire facility is encumbered by Section 6(f) requirements. The relocation of any portion of the trail must go through the Section 6(f) conversion process. This requires coordination with the WDNR, the National Park Service (NPS) and a detailed justification that there are no other alternatives to impacting the facility. The LWCF program requires that the property being converted be replaced with property of at least equal value, size and recreational utility to the public.

The proposed transportation project will require that portions of the trail be relocated which will impact a total 4.2 miles in length and 39 acres in area. The proposed relocation will result in a new trail length totaling 4.1 miles, and the total area acquired for the new trail right-of-way is 45 acres. Due to the unknown and expected extended timeframe of the future trail relocations, this letter specifically addresses the CTH BB minimization and mitigation proposal, or Map 2, of your submittal. Each subsequent relocation will need separate approval as it has the funding allocated to it. We will need to evaluate additional submittals on a case-by-case basis.

Specific changes to the CTH BB trail relocation include removing the existing crossing at Ridgeview Road and the trail would be constructed to run parallel to the new road connecting the interchange to this new area. The new trail crossing would be located near the ramp terminals. All traffic at the existing crossing point would be moved to the new trail crossing. WisDOT's goal throughout the freeway conversion study was to decrease the overall number of at-grade MRT crossings of public roads. This reduction should increase safety and efficiency for trail users. A net decrease in at-grade crossings can serve as a mitigation measure for 6(f) compliance.

Mandatory mitigation measures for all trail relocations include;

1. The trail shall be constructed to meet or exceed the *Wisconsin Bicycle Facility Design Manual* (FDM).
2. The newly developed surface material shall be the same as the segment it is replacing. (ie. Existing surface is seal coated, replacement surface shall be seal coated.)
3. All trail intersections shall be paved with bituminous asphalt 15 feet back from the road surface. This will help avoid erosion from occurring on the trail surface.
4. All signage shall be placed according to the FDM and WDNR Snowmobile Signing Handbook.
5. Berms and native vegetated landscaping as a visual buffer in selected locations will be implemented. These will be especially important in areas where the trail will be adjacent to a new frontage road.

Our Department Park and Trail staff will recommend the above proposed mitigation for CTH BB as adequate 6(f) mitigation. Upon submittals of all required documents and approvals to the Department, the proposal will be submitted to NPS for approval.

We thank you for your effort in coordinating these changes with our Department. We look forward to receiving future submittals for trail relocations as they become fundable. Please contact me at 608-275-3485 if you have any questions.

Sincerely,



Amanda A. Cushman
EA specialist



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

Scott Walker, Governor
Mark Gottlieb, P.E., I
Internet: www1.wisconsindot.gov

Telephone: 608-246-3884
Facsimile (FAX): 608-246-7996
E-mail: Larry.barta@dot.wi.gov

December 10, 2012

RE: US 18/151 Freeway Conversion Study
Noise Evaluation
Iowa and Dane County, Wisconsin
WisDOT Project ID # 1200-08-00
SEH Project No. WISDOT0066100

Mr. Curt Peterson
108 E Leffler Street
Dodgeville, WI 53533-2114

Dear Mr. Peterson,

As you are aware, a freeway preservation plan is being developed for US 18/151 between Dodgeville and Verona. As part of the study process, we have evaluated likely sound levels at locations where road improvements are proposed to determine the future noise levels at nearby properties.

Local governments have traditionally been responsible for exercising land development controls and zoning within their jurisdictions. Through their authority in these areas, local governments can do much to ensure that future land uses and development are compatible with the noise environment near a new or expanded roadway.

We are providing you with the results of the noise analysis to assist you in making future land use decisions for the lands near the areas where road improvements are proposed. We have included with this letter a map that shows where we analyzed future noise levels after the freeway conversion is complete. The "receptors" shown on the maps are actual or hypothetical locations for residences in the vicinity of some of the areas where road improvements are planned. The enclosed table shows the results of the noise analysis for all the locations studied.

The enclosed graph shows future sound levels near the interchange at County Y/YZ. It was chosen to represent a "worst case" prediction in the project area. To predict these sound levels, we used traffic volumes at a Level of Service C for the proposed typical section. The Level of Service C operational conditions produce "worst case" sound levels for a given typical section. These distances are approximated from the pavement edge of the future improvements.

The Wisconsin Department of Transportation (WisDOT) has adopted a sound level of 67 dBA Leq for residential areas and 72 dBA Leq for commercial/industrial areas as its noise abatement criteria. Any location along a highway capacity or new interchange project with a noise level which approaches or exceeds this threshold due to traffic noise must be investigated for feasible and reasonable noise abatement measures in the development of the project.

The enclosed graph shows that the noise levels that could be expected in the vicinity of the proposed **County Y/YZ interchange** will be below the 67 dBA leq level. Nevertheless, it may be prudent to avoid permitting noise-sensitive uses in close proximity to the highway and interchange. In the event that more development and related traffic levels occur in this area than currently planned, noise levels could be higher than represented on this graph. Keep in mind that the predicted levels of noise on the enclosed

graph **only represent traffic noise**. Future ambient noise from the community is **not** included in the prediction. On undeveloped land, we recommend that no future noise sensitive development be constructed within the areas that will approach or exceed the criteria.

There are several types of administrative controls available, including the use of exclusive zoning, public ownership, and various forms of legal controls such as building codes, subdivision regulations, health codes, etc. These and others are described in a publication produced by the Federal Highway Administration (FHWA) entitled "Entering the Quiet Zone." The purpose of this publication is to assist local government officials, developers, and designers in dealing with noise-sensitive land uses near highways.

For your convenience, we have included a copy of this booklet with this letter. It is an excellent tool to assist local government officials by indicating ways in which they can guide the development of undeveloped land in the vicinity of existing highways. More detailed information about noise-compatible planning can be found at the FHWA website: <http://www.fhwa.dot.gov/environment/noise/>.

In summary, we urge you to use the enclosed sound level information to the greatest extent possible in the interest of ensuring a less noisy environment for all.

If you have any further questions in regard to this subject or regarding this project in general, please feel free to contact me at (608)246.3884

Sincerely,

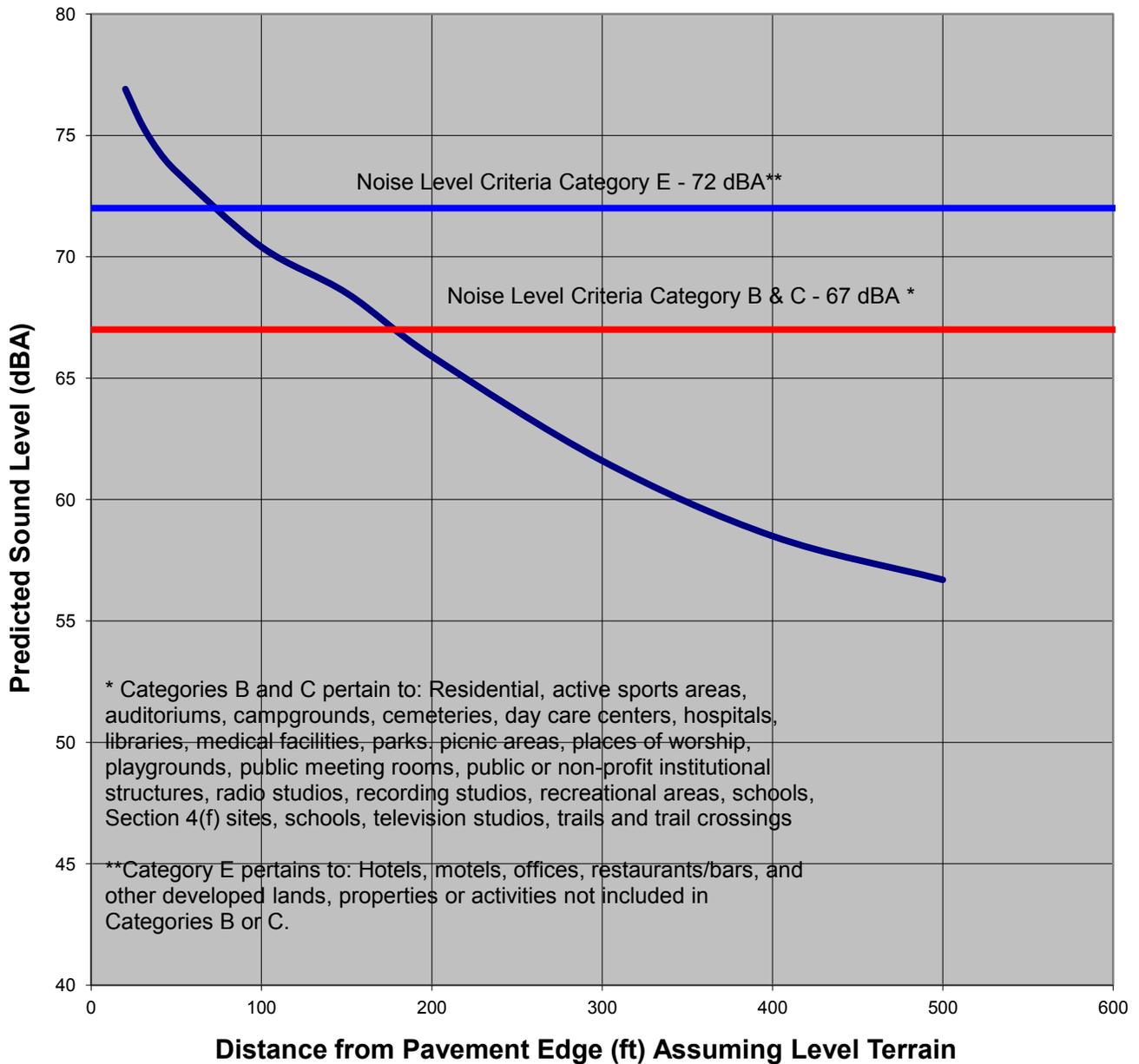
A handwritten signature in cursive script that reads "Larry / Barta". The signature is written in black ink and is positioned to the left of the typed name.

Larry J Barta, P.E.
WisDOT Project Manager

Enclosure

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**PREDICTED SOUND LEVEL (dBA)
SURROUNDING IOWA CTH Y/YZ
INTERCHANGE AREA
US 18/151 FREEWAY CONVERSION PROJECT
WISDOT I.D. 1200-08-00**





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

Scott Walker, Governor
Mark Gottlieb, P.E., I
Internet: www1.wisconsin.gov
Telephone: 608-246-3884
Facsimile (FAX): 608-246-7996
E-mail: Larry.barta@dot.wi.gov

December 7, 2012

RE: US 18/151 Freeway Conversion Study
Noise Evaluation
Iowa County and Dane County, Wisconsin
WisDOT Project ID # 1200-08-00
SEH Project No. WISDOT0066100

Joe Thomas
Town of Ridgeway
6300 Prairie Rd
Ridgeway, WI 53582

Dear Mr. Thomas,

As you are aware, a freeway preservation plan is being developed for US 18/151 between Dodgeville and Verona. As part of the study process, we have evaluated likely sound levels at locations where road improvements are proposed to determine the future noise levels at nearby properties.

Local governments have traditionally been responsible for exercising land development controls and zoning within their jurisdictions. Through their authority in these areas, local governments can do much to ensure that future land uses and development are compatible with the noise environment near a new or expanded roadway.

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The enclosed graphs show future sound levels near the proposed interchanges at County BB and County HHH. They represent a "worst case" prediction in the project area. To predict these sound levels, we used traffic volumes at a Level of Service C for the proposed typical section. The Level of Service C operational conditions produce "worst case" sound levels for a given typical section. These distances are approximated from the pavement edge of the future improvements.

The Wisconsin Department of Transportation (WisDOT) has adopted a sound level of 67 dBA Leq for residential areas and 72 dBA Leq for commercial/industrial areas as its noise abatement criteria. Any location along a highway capacity or new interchange project with a noise level which approaches or exceeds this threshold due to traffic noise must be investigated for feasible and reasonable noise abatement measures in the development of the project.

The enclosed graphs show that the noise levels that could be expected in the vicinity of the proposed **County BB and County HHH interchanges** will be below the 67 dBA leq level. Nevertheless, it may be prudent to avoid permitting noise-sensitive uses in close proximity to the highway and interchanges. In the event that more development and related traffic levels occur in this area than currently planned, noise levels could be higher than represented on these graphs. Keep in mind that the predicted levels of noise

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In summary, we urge you to use the enclosed sound level information to the greatest extent possible in the interest of ensuring a less noisy environment for all.

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Sincerely,

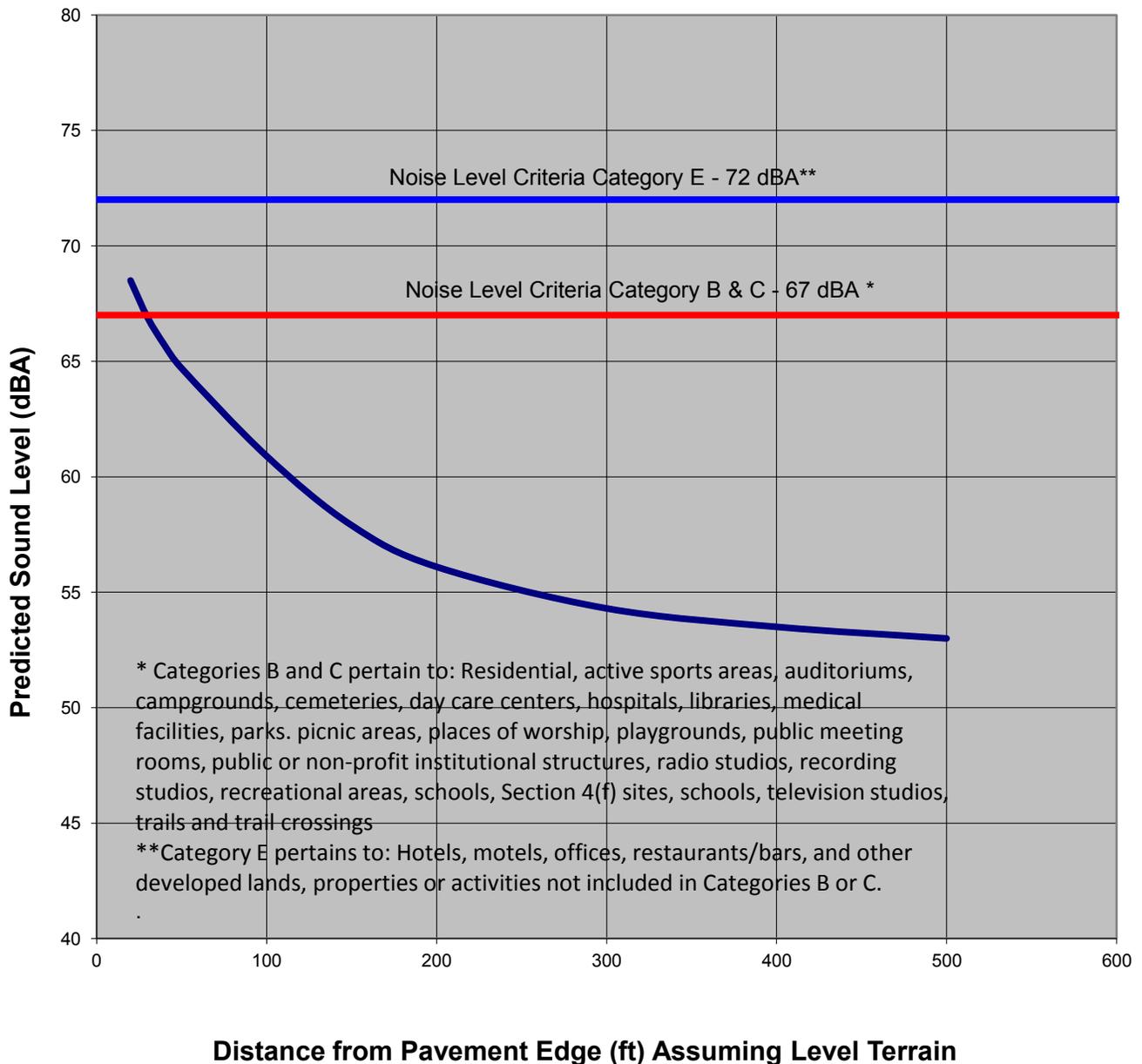
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Larry J Barta, P.E.
WisDOT Project Manager

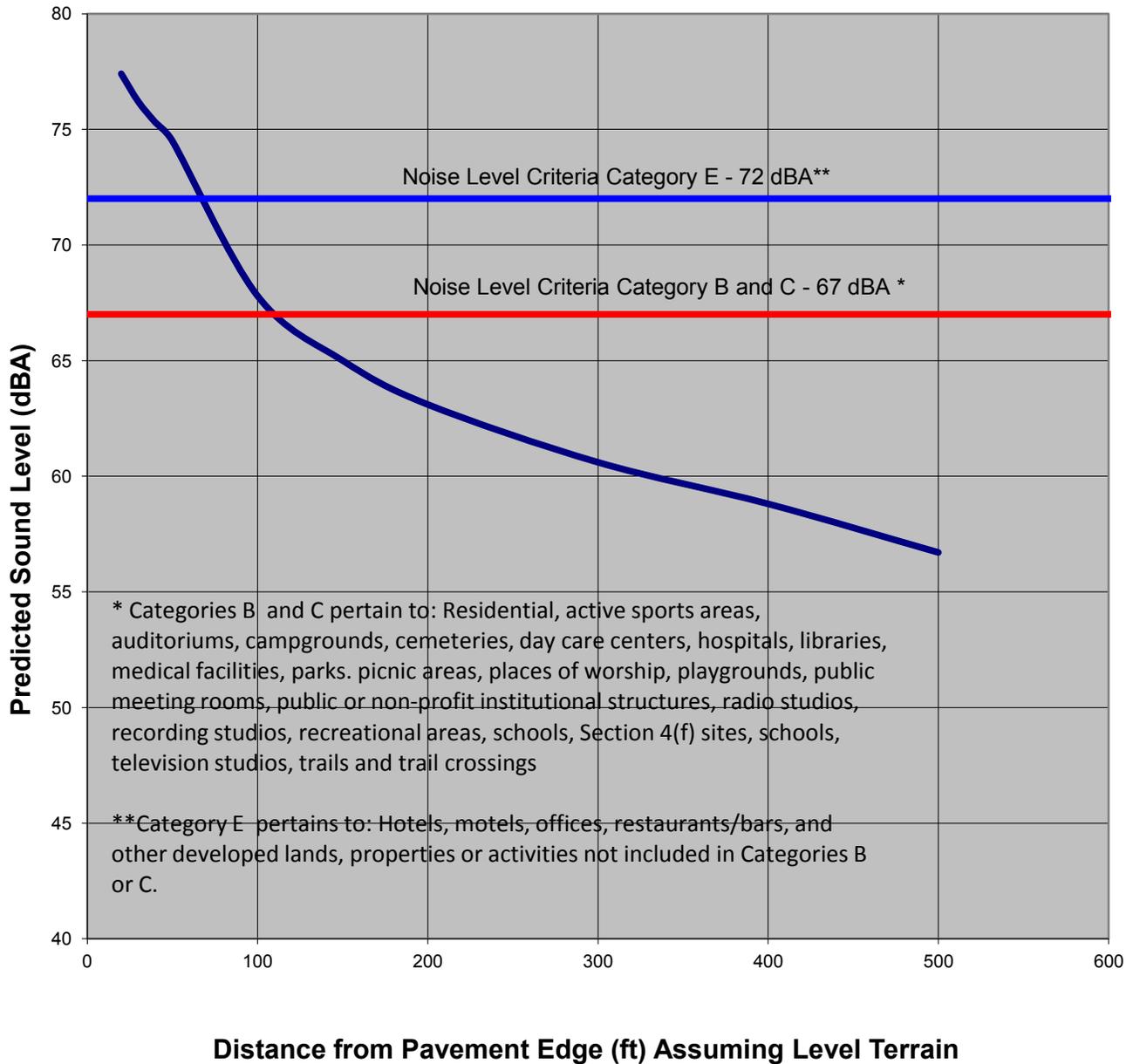
Enclosure

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**PREDICTED SOUND LEVEL (dBA)
SURROUNDING IOWA CTH BB
INTERCHANGE AREA
US 18/151 FREEWAY CONVERSION
PROJECT
WISDOT I.D. 1200-08-0**



**PREDICTED SOUND LEVEL (dBA)
SURROUNDING IOWA CTH HHH
INTERCHANGE AREA
US 18/151 FREEWAY CONVERSION
PROJECT
WISDOT I.D. 1200-08-0**





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

Scott Walker, Governor
Mark Gottlieb, P.E., S
Internet: www1.wisconsindot.gov
Telephone: 608-246-3884
Facsimile (FAX): 608-246-7996
E-mail: Larry.barta@dot.wi.gov

December 7, 2012

RE: US 18/151 Freeway Conversion Study
Noise Evaluation
Iowa and Dane County, Wisconsin
WisDOT Project ID # 1200-08-00
SEH Project No. WISDOT0066100

Mr. Jon Steen
Village of Ridgeway
P.O. Box 128
Ridgeway, WI 53582

Dear Mr. Steen,

As you are aware, a freeway preservation plan is being developed for US 18/151 between Dodgeville and Verona. As part of the study process, we have evaluated likely sound levels at locations where road improvements are proposed to determine the future noise levels at nearby properties.

Local governments have traditionally been responsible for exercising land development controls and zoning within their jurisdictions. Through their authority in these areas, local governments can do much to ensure that future land uses and development are compatible with the noise environment near a new or expanded roadway.

We are providing you with the results of the noise analysis to assist you in making future land use decisions for the lands near the areas where road improvements are proposed. We have included with this letter a map that shows where we analyzed future noise levels after the freeway conversion is complete. The "receptors" shown on the maps are actual or hypothetical locations for residences in the vicinity of some of the areas where road improvements are planned. The enclosed table shows the results of the noise analysis for all the locations studied.

The enclosed graph shows future sound levels near the interchange at County HHH. It was chosen to represent a "worst case" prediction in the project area. To predict these sound levels, we used traffic volumes at a Level of Service C for the proposed typical section. The Level of Service C operational conditions produce "worst case" sound levels for a given typical section. These distances are approximated from the pavement edge of the future improvements.

The Wisconsin Department of Transportation (WisDOT) has adopted a sound level of 67 dBA Leq for residential areas and 72 dBA Leq for commercial/industrial areas as its noise abatement criteria. Any location along a highway capacity or new interchange project with a noise level which approaches or exceeds this threshold due to traffic noise must be investigated for feasible and reasonable noise abatement measures in the development of the project.

The enclosed graph shows that the noise levels that could be expected in the vicinity of the proposed **County HHH interchange** will be below the 67 dBA leq level. Nevertheless, it may be prudent to avoid permitting noise-sensitive uses in close proximity to the highway and interchange. In the event that more development and related traffic levels occur in this area than currently planned, noise levels could be higher than represented on this graph. Keep in mind that the predicted levels of noise on the enclosed graph **only represent traffic noise**. Future ambient noise from the community is **not** included in the

prediction. On undeveloped land, we recommend that no future noise sensitive development be constructed within the areas that will approach or exceed the criteria.

There are several types of administrative controls available, including the use of exclusive zoning, public ownership, and various forms of legal controls such as building codes, subdivision regulations, health codes, etc. These and others are described in a publication produced by the Federal Highway Administration (FHWA) entitled "Entering the Quiet Zone." The purpose of this publication is to assist local government officials, developers, and designers in dealing with noise-sensitive land uses near highways.

For your convenience, we have included a copy of this booklet with this letter. It is an excellent tool to assist local government officials by indicating ways in which they can guide the development of undeveloped land in the vicinity of existing highways. More detailed information about noise-compatible planning can be found at the FHWA website: <http://www.fhwa.dot.gov/environment/noise/>.

In summary, we urge you to use the enclosed sound level information to the greatest extent possible in the interest of ensuring a less noisy environment for all.

If you have any further questions in regard to this subject or regarding this project in general, please feel free to contact me at (608)246.3884

Sincerely,

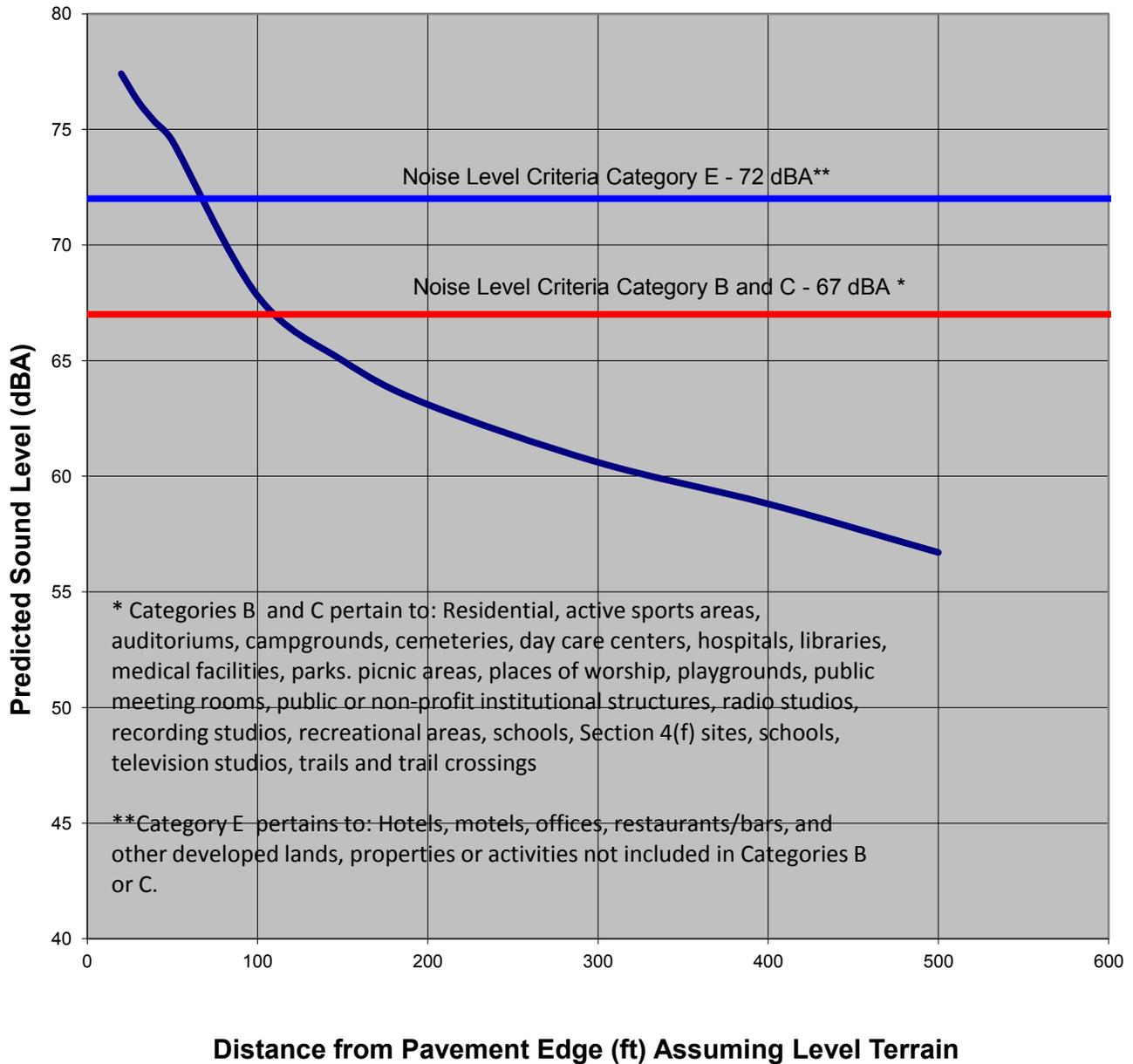
A handwritten signature in cursive script that reads "Larry J Barta". The signature is written in black ink and is positioned above the typed name.

Larry J Barta, P.E.
WisDOT Project Manager

Enclosure

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**PREDICTED SOUND LEVEL (dBA)
SURROUNDING IOWA CTH HHH
INTERCHANGE AREA
US 18/151 FREEWAY CONVERSION
PROJECT
WISDOT I.D. 1200-08-0**





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

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Mark Gottlieb, P.E., I
Internet: www1.wisconsindot.gov
Telephone: 608-246-3884
Facsimile (FAX): 608-246-7996
E-mail: Larry.barta@dot.wi.gov

December 7, 2012

RE: US 18/151 Freeway Conversion Study
Noise Evaluation
Iowa County and Dane County, Wisconsin
WisDOT Project ID # 1200-08-00
SEH Project No. WISDOT0066100

Mr. Doug Reeson
Town of Brigham
407 E. Cty Hwy ID
Barneveld, WI

Dear Mr. Thomas,

As you are aware, a freeway preservation plan is being developed for US 18/151 between Dodgeville and Verona. As part of the study process, we have evaluated likely sound levels at locations where road improvements are proposed to determine the future noise levels at nearby properties.

Local governments have traditionally been responsible for exercising land development controls and zoning within their jurisdictions. Through their authority in these areas, local governments can do much to ensure that future land uses and development are compatible with the noise environment near a new or expanded roadway.

We are providing you with the results of the noise analysis to assist you in making future land use decisions for the lands near the areas where road improvements are proposed. We have included with this letter a map that shows where we analyzed future noise levels after the freeway conversion is complete. The "receptors" shown on the maps are actual or hypothetical locations for residences in the vicinity of some of the areas where road improvements are planned. The enclosed table shows the results of the noise analysis for all the locations studied.

The enclosed graphs show future sound levels near the proposed extension of County ID (see "Rec 9" on the map) and the relocated County K (see "Rec 11" on the map). This represents a "worst case" prediction in the project area. To predict these sound levels, we used traffic volumes at a Level of Service C for the proposed typical section. The Level of Service C operational conditions produce "worst case" sound levels for a given typical section. These distances are approximated from the pavement edge of the future improvements.

The Wisconsin Department of Transportation (WisDOT) has adopted a sound level of 67 dBA Leq for residential areas and 72 dBA Leq for commercial/industrial areas as its noise abatement criteria. Any location along a highway capacity or new interchange project with a noise level which approaches or exceeds this threshold due to traffic noise must be investigated for feasible and reasonable noise abatement measures in the development of the project.

The enclosed graphs show that the noise levels that could be expected in the vicinity of the proposed **extension of County ID and relocated County K** will be below the 67 dBA leq level. In the event that more development and related traffic levels occur in this area than currently planned, noise levels could be higher than represented on these graphs. Keep in mind that the predicted levels of noise on the enclosed graphs **only represent traffic noise**. Future ambient noise from the community is **not** included

in the prediction. On undeveloped land, we recommend that no future noise sensitive development be constructed within the areas that will approach or exceed the criteria.

There are several types of administrative controls available, including the use of exclusive zoning, public ownership, and various forms of legal controls such as building codes, subdivision regulations, health codes, etc. These and others are described in a publication produced by the Federal Highway Administration (FHWA) entitled "Entering the Quiet Zone." The purpose of this publication is to assist local government officials, developers, and designers in dealing with noise-sensitive land uses near highways.

For your convenience, we have included a copy of this booklet with this letter. It is an excellent tool to assist local government officials by indicating ways in which they can guide the development of undeveloped land in the vicinity of existing highways. More detailed information about noise-compatible planning can be found at the FHWA website: <http://www.fhwa.dot.gov/environment/noise/>

In summary, we urge you to use the enclosed sound level information to the greatest extent possible in the interest of ensuring a less noisy environment for all.

If you have any further questions in regard to this subject or regarding this project in general, please feel free to contact me at (608)246.3884

Sincerely,

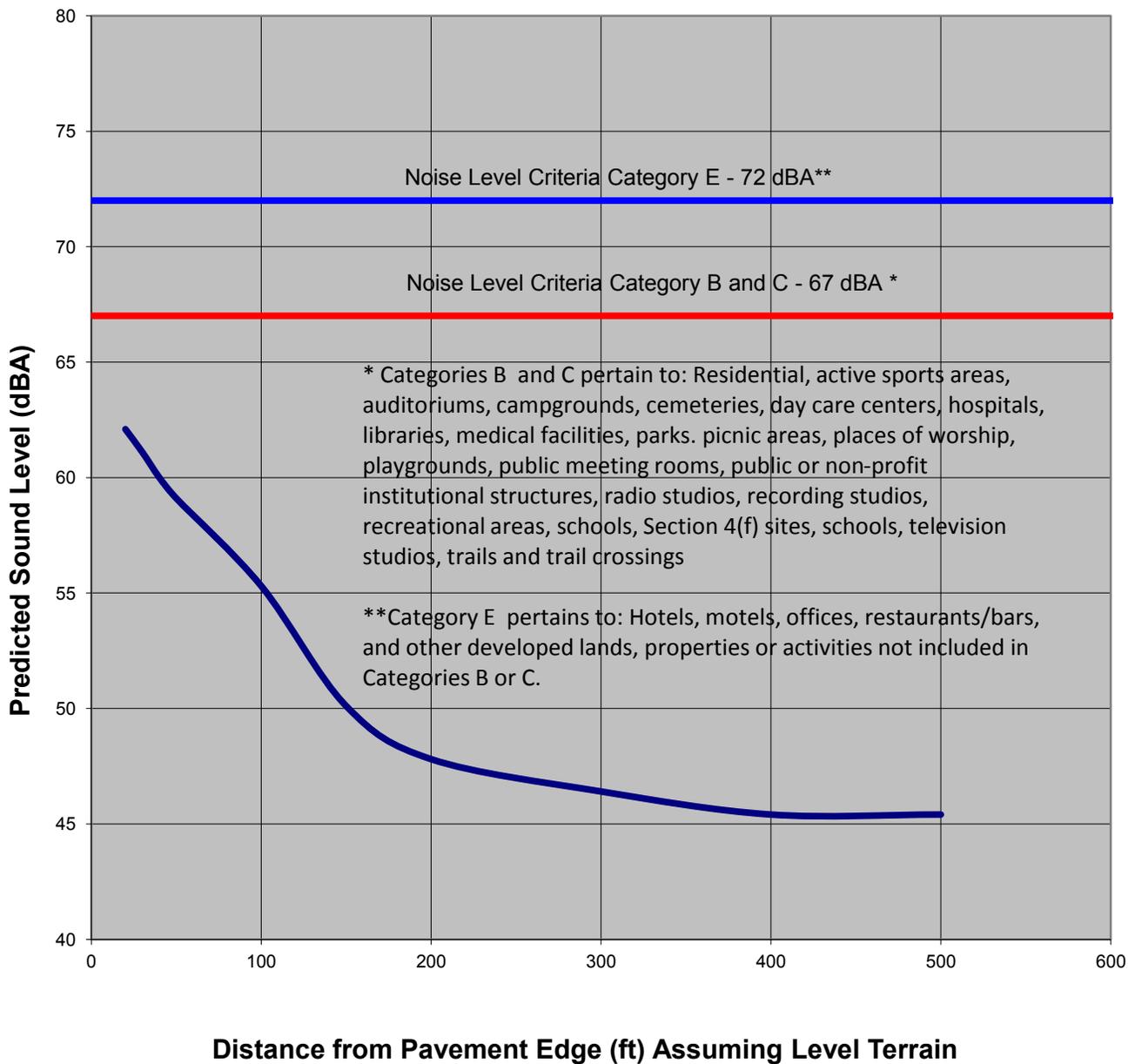
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Larry J Barta, P.E.
WisDOT Project Manager

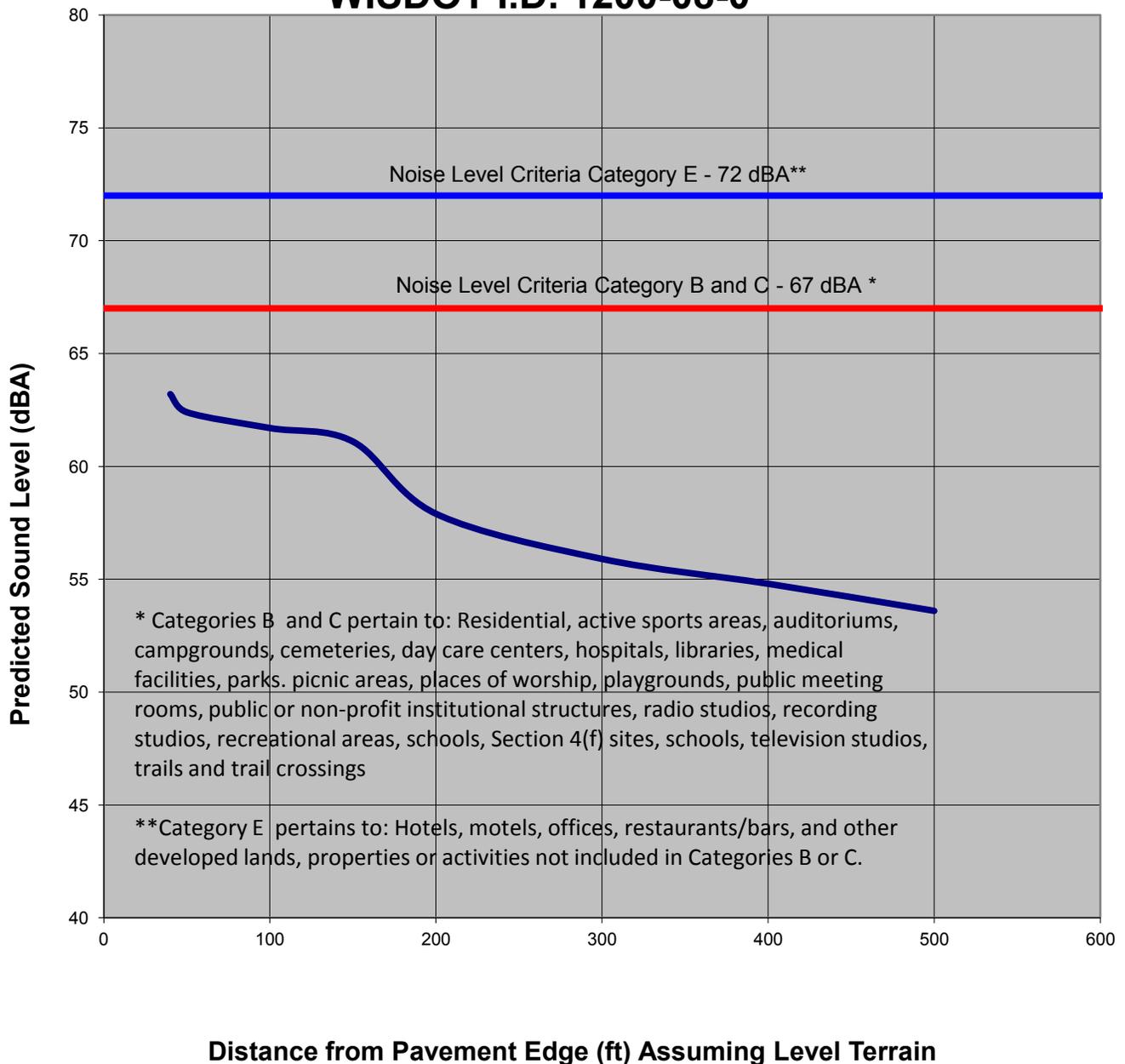
Enclosure

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**PREDICTED SOUND LEVEL (dBA)
SURROUNDING IOWA CTH K
RELOCATION AREA
US 18/151 FREEWAY CONVERSION
PROJECT
WISDOT I.D. 1200-08-0**



**PREDICTED SOUND LEVEL (dBA)
SURROUNDING IOWA CTH ID
EXTENSION AREA
US 18/151 FREEWAY CONVERSION
PROJECT
WISDOT I.D. 1200-08-0**





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

Scott Walker, Governor
Mark Gottlieb, P.E., I
Internet: www1.wisconsindot.gov
Telephone: 608-246-3884
Facsimile (FAX): 608-246-7996
E-mail: Larry.barta@dot.wi.gov

December 7, 2012

RE: US 18/151 Freeway Conversion Study
Noise Evaluation
Iowa County and Dane County, Wisconsin
WisDOT Project ID # 1200-08-00
SEH Project No. WISDOT0066100

Mr. Mike Peterson
Village of Barneveld
403 E. Cty Hwy ID
Barneveld, WI 53507

Dear Mr. Peterson,

As you are aware, a freeway preservation plan is being developed for US 18/151 between Dodgeville and Verona. As part of the study process, we have evaluated likely sound levels at locations where road improvements are proposed to determine the future noise levels at nearby properties.

Local governments have traditionally been responsible for exercising land development controls and zoning within their jurisdictions. Through their authority in these areas, local governments can do much to ensure that future land uses and development are compatible with the noise environment near a new or expanded roadway.

We are providing you with the results of the noise analysis to assist you in making future land use decisions for the lands near the areas where road improvements are proposed. We have included with this letter a map that shows where we analyzed future noise levels after the freeway conversion is complete. The "receptors" shown on the maps are actual or hypothetical locations for residences in the vicinity of some of the areas where road improvements are planned. The enclosed table shows the results of the noise analysis for all the locations studied.

The enclosed graph shows future sound levels near the relocated County K (see "Rec 10" and "Rec 11" on the enclosed map). This represents a "worst case" prediction in the project area. To predict these sound levels, we used traffic volumes at a Level of Service C for the proposed typical section. The Level of Service C operational conditions produce "worst case" sound levels for a given typical section. These distances are approximated from the pavement edge of the future improvements.

The Wisconsin Department of Transportation (WisDOT) has adopted a sound level of 67 dBA Leq for residential areas and 72 dBA Leq for commercial/industrial areas as its noise abatement criteria. Any location along a highway capacity or new interchange project with a noise level which approaches or exceeds this threshold due to traffic noise must be investigated for feasible and reasonable noise abatement measures in the development of the project.

The enclosed graph shows that the noise levels that could be expected in the vicinity of the proposed **relocated County K** will be below the 67 dBA leq level. Nevertheless, it may be prudent to avoid permitting noise-sensitive uses in close proximity to the highway and interchange. In the event that more development and related traffic levels occur in this area than currently planned, noise levels could be higher than represented on this graph. Keep in mind that the predicted levels of noise on the enclosed graph **only represents traffic noise**. Future ambient noise from the community is **not** included in the

prediction. On undeveloped land, we recommend that no future noise sensitive development be constructed within the areas that will approach or exceed the criteria.

There are several types of administrative controls available, including the use of exclusive zoning, public ownership, and various forms of legal controls such as building codes, subdivision regulations, health codes, etc. These and others are described in a publication produced by the Federal Highway Administration (FHWA) entitled "Entering the Quiet Zone." The purpose of this publication is to assist local government officials, developers, and designers in dealing with noise-sensitive land uses near highways.

For your convenience, we have included a copy of this booklet with this letter. It is an excellent tool to assist local government officials by indicating ways in which they can guide the development of undeveloped land in the vicinity of existing highways. More detailed information about noise-compatible planning can be found at the FHWA website: <http://www.fhwa.dot.gov/environment/noise/>.

In summary, we urge you to use the enclosed sound level information to the greatest extent possible in the interest of ensuring a less noisy environment for all.

If you have any further questions in regard to this subject or regarding this project in general, please feel free to contact me at (608)246.3884

Sincerely,

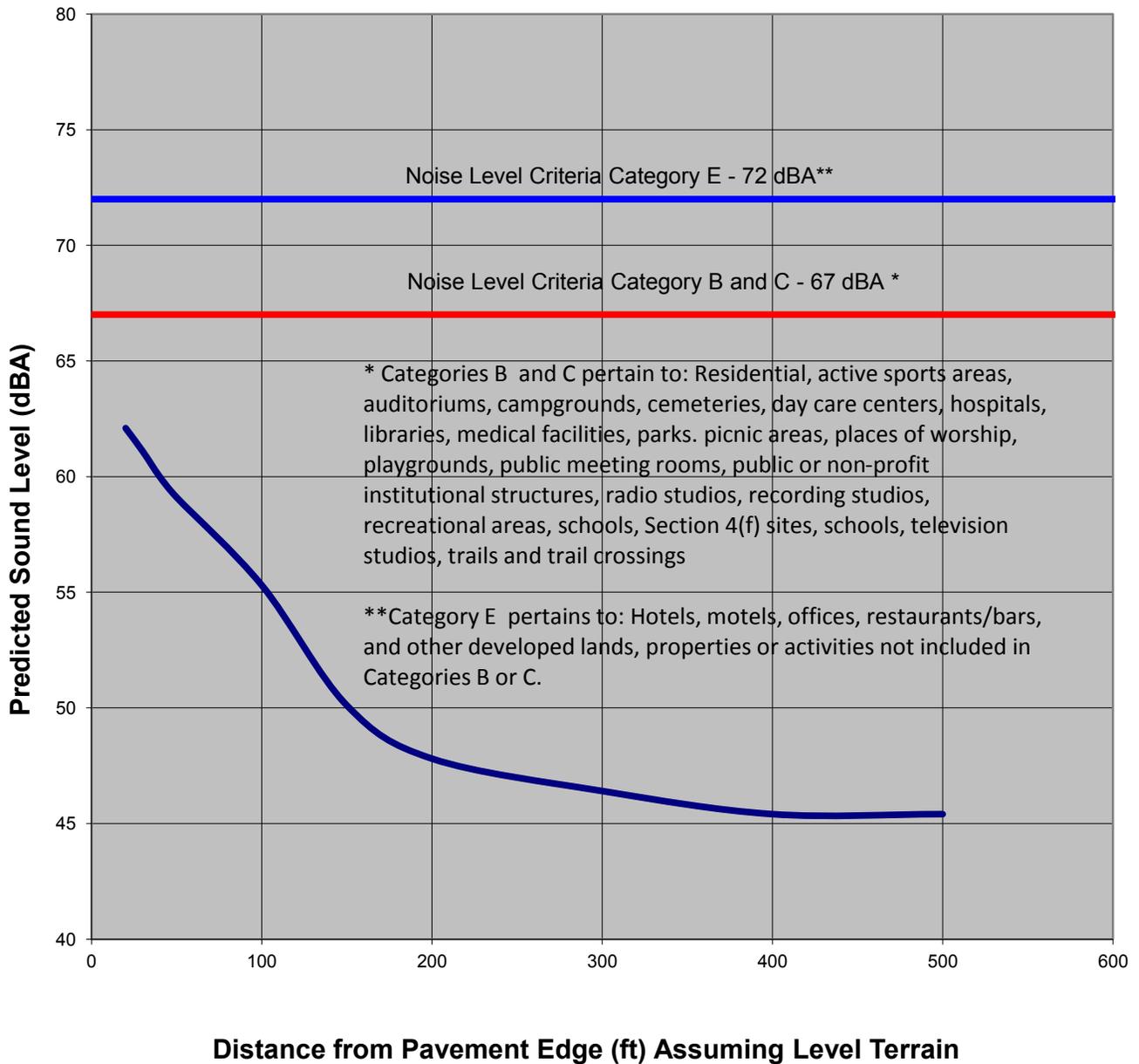
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Larry J Barta, P.E.
WisDOT Project Manager

Enclosure

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**PREDICTED SOUND LEVEL (dBA)
SURROUNDING IOWA CTH K
RELOCATION AREA
US 18/151 FREEWAY CONVERSION
PROJECT
WISDOT I.D. 1200-08-0**





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

Scott Walker, Governor
Mark Gottlieb, P.E., †
Internet: www1.wisconsin.gov
Telephone: 608-246-3884
Facsimile (FAX): 608-246-7996
E-mail: Larry.barta@dot.wi.gov

December 7, 2012

RE: US 18/151 Freeway Conversion Study
Noise Evaluation
Iowa County and Dane County, Wisconsin
WisDOT Project ID # 1200-08-00
SEH Project No. WISDOT0066100

Dennis Jelle
Town of Blue Mounds
10566 Blue Vista Rd,
Blue Mounds, WI 53517

Dear Mr. Jelle,

As you are aware, a freeway preservation plan is being developed for US 18/151 between Dodgeville and Verona. As part of the study process, we have evaluated likely sound levels at locations where road improvements are proposed to determine the future noise levels at nearby properties.

Local governments have traditionally been responsible for exercising land development controls and zoning within their jurisdictions. Through their authority in these areas, local governments can do much to ensure that future land uses and development are compatible with the noise environment near a new or expanded roadway.

We are providing you with the results of the noise analysis to assist you in making future land use decisions for the lands near the areas where road improvements are proposed. We have included with this letter a map that shows where we analyzed future noise levels after the freeway conversion is complete. The "receptors" shown on the maps are actual or hypothetical locations for residences in the vicinity of some of the areas where road improvements are planned. The enclosed table shows the results of the noise analysis for all the locations studied.

The enclosed graph shows future sound levels near the proposed interchange at County F. It represents a "worst case" prediction in the project area. To predict these sound levels, we used traffic volumes at a Level of Service C for the proposed typical section. The Level of Service C operational conditions produce "worst case" sound levels for a given typical section. These distances are approximated from the pavement edge of the future improvements.

The Wisconsin Department of Transportation (WisDOT) has adopted a sound level of 67 dBA Leq for residential areas and 72 dBA Leq for commercial/industrial areas as its noise abatement criteria. Any location along a highway capacity or new interchange project with a noise level which approaches or exceeds this threshold due to traffic noise must be investigated for feasible and reasonable noise abatement measures in the development of the project.

The enclosed graph shows the noise levels in the vicinity of the proposed **County F interchange**. There currently no residences or other noise-sensitive uses in areas that exceed the 67 dBA leq level. It may be prudent to avoid permitting noise-sensitive uses in close proximity to the highway and interchange. In the event that more development and related traffic levels occur in this area than currently planned, noise

levels could be higher than represented on this graph. Keep in mind that the predicted levels of noise on the enclosed graph **only represent traffic noise**. Future ambient noise from the community is **not** included in the prediction. On undeveloped land, we recommend that no future noise sensitive development be constructed within the areas that will approach or exceed the criteria.

There are several types of administrative controls available, including the use of exclusive zoning, public ownership, and various forms of legal controls such as building codes, subdivision regulations, health codes, etc. These and others are described in a publication produced by the Federal Highway Administration (FHWA) entitled "Entering the Quiet Zone." The purpose of this publication is to assist local government officials, developers, and designers in dealing with noise-sensitive land uses near highways.

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In summary, we urge you to use the enclosed sound level information to the greatest extent possible in the interest of ensuring a less noisy environment for all.

If you have any further questions in regard to this subject or regarding this project in general, please feel free to contact me at (608)246.3884

Sincerely,

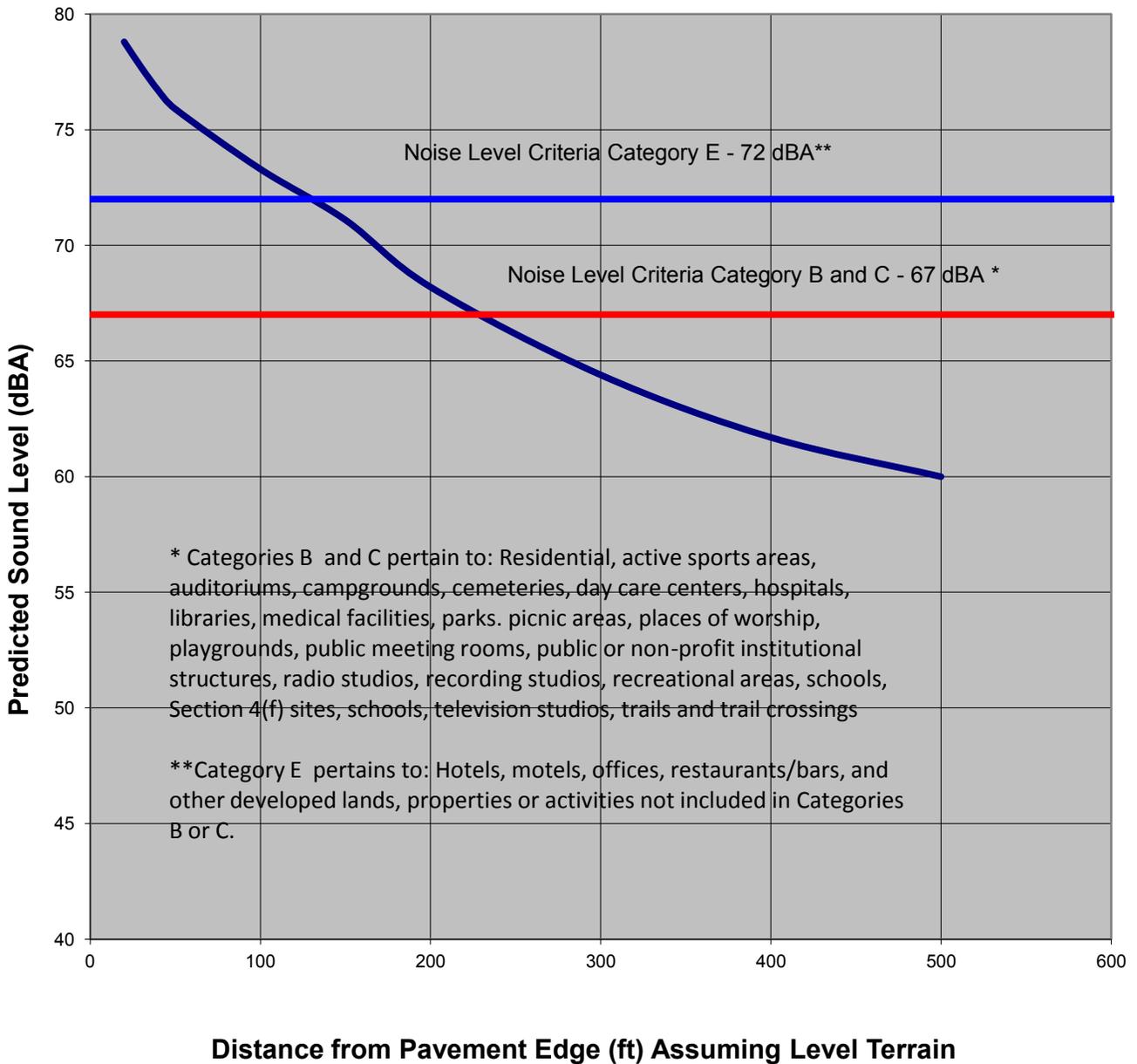
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Larry J Barta, P.E.
WisDOT Project Manager

Enclosure

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**PREDICTED SOUND LEVEL (dBA)
SURROUNDING DANE CTH F
INTERCHANGE AREA
US 18/151 FREEWAY CONVERSION
PROJECT
WISDOT I.D. 1200-08-0**





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

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Mark Gottlieb, P.E., S
Internet: www1.wisconsindot.gov
Telephone: 608-246-3884
Facsimile (FAX): 608-246-7996
E-mail: Larry.barta@dot.wi.gov

December 11, 2012

RE: US 18/151 Freeway Conversion Study
Noise Evaluation
Iowa County and Dane County, Wisconsin
WisDOT Project ID # 1200-08-00
SEH Project No. WISDOT0066100

Mr. Alan Downs
Village of Blue Mounds
11011 Brigham Ave.
Blue Mounds, WI 53517

Dear Mr. Downs,

As you are aware, a freeway preservation plan is being developed for US 18/151 between Dodgeville and Verona. As part of the study process, we have evaluated likely sound levels at locations where road improvements are proposed to determine the future noise levels at nearby properties.

Local governments have traditionally been responsible for exercising land development controls and zoning within their jurisdictions. Through their authority in these areas, local governments can do much to ensure that future land uses and development are compatible with the noise environment near a new or expanded roadway.

We are providing you with the results of the noise analysis to assist you in making future land use decisions for the lands near the areas where road improvements are proposed. We have included with this letter a map that shows where we analyzed future noise levels after the freeway conversion is complete. The "receptors" shown on the maps are actual or hypothetical locations for residences in the vicinity of some of the areas where road improvements are planned. The enclosed table shows the results of the noise analysis for all the locations studied.

The enclosed graph shows future sound levels near the proposed interchange at County F. It represents a "worst case" prediction in the project area. To predict these sound levels, we used traffic volumes at a Level of Service C for the proposed typical section. The Level of Service C operational conditions produce "worst case" sound levels for a given typical section. These distances are approximated from the pavement edge of the future improvements.

The Wisconsin Department of Transportation (WisDOT) has adopted a sound level of 67 dBA Leq for residential areas and 72 dBA Leq for commercial/industrial areas as its noise abatement criteria. Any location along a highway capacity or new interchange project with a noise level which approaches or exceeds this threshold due to traffic noise must be investigated for feasible and reasonable noise abatement measures in the development of the project.

The enclosed graph shows the noise levels in the vicinity of the proposed **County F interchange**. There currently no residences or other noise-sensitive uses in areas that exceed the 67 dBA leq level. It may be prudent to avoid permitting noise-sensitive uses in close proximity to the highway and interchange. In the event that more development and related traffic levels occur in this area than currently planned, noise

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For your convenience, we have included a copy of this booklet with this letter. It is an excellent tool to assist local government officials by indicating ways in which they can guide the development of undeveloped land in the vicinity of existing highways. More detailed information about noise-compatible planning can be found at the FHWA website: <http://www.fhwa.dot.gov/environment/noise/>.

In summary, we urge you to use the enclosed sound level information to the greatest extent possible in the interest of ensuring a less noisy environment for all.

If you have any further questions in regard to this subject or regarding this project in general, please feel free to contact me at (608)246.3884

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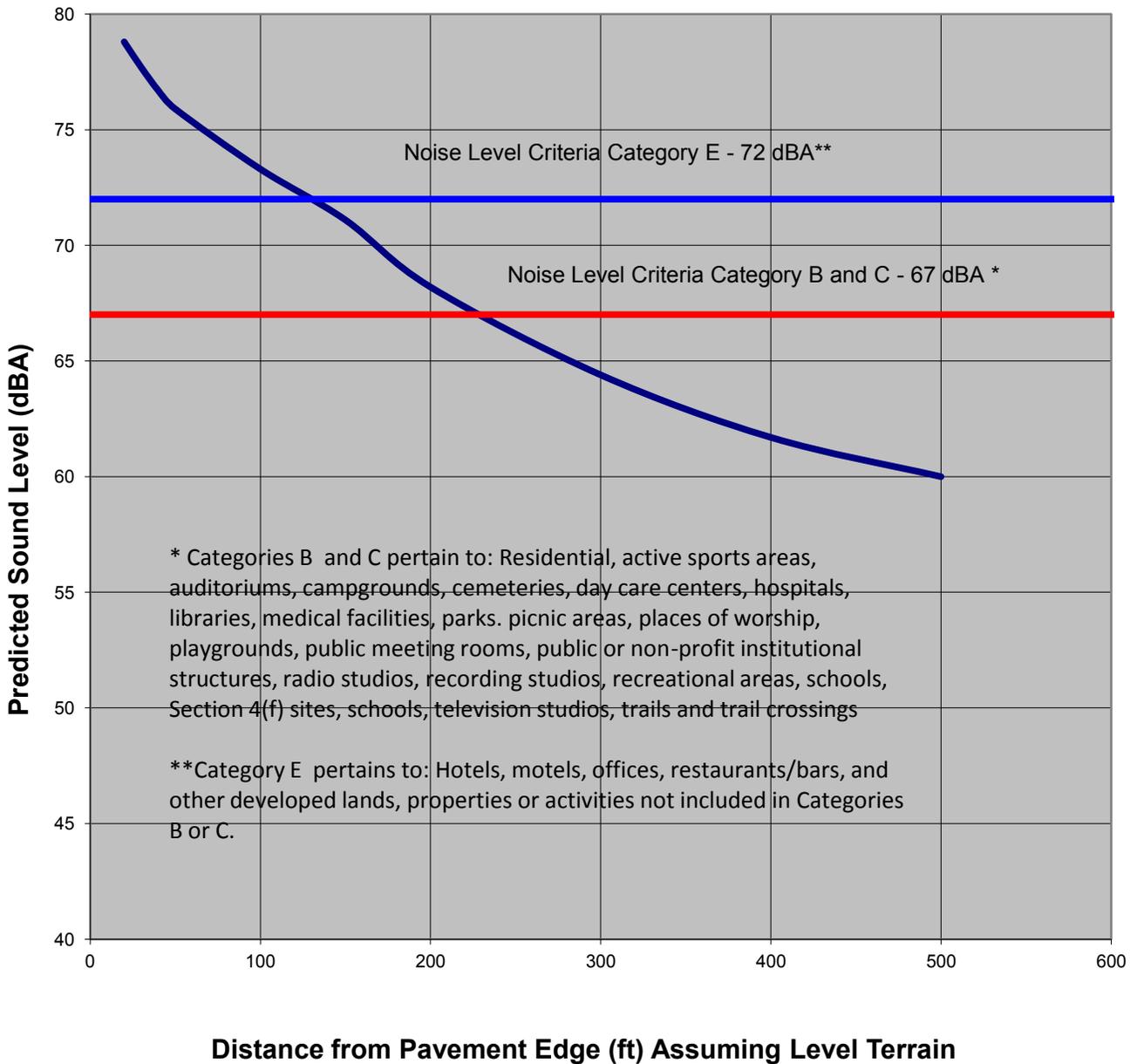
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Larry J Barta, P.E.
WisDOT Project Manager

Enclosure

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**PREDICTED SOUND LEVEL (dBA)
 SURROUNDING DANE CTH F
 INTERCHANGE AREA
 US 18/151 FREEWAY CONVERSION
 PROJECT
 WISDOT I.D. 1200-08-0**





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

Scott Walker, Governor
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Internet: www1.wisconsin.gov
Telephone: 608-246-3884
Facsimile (FAX): 608-246-7996
E-mail: Larry.barta@dot.wi.gov

December 11, 2012

RE: US 18/151 Freeway Conversion Study
Noise Evaluation
Dane County, Wisconsin
WisDOT Project ID # 1200-08-00
SEH Project No. WISDOT0066100

ED ELORANTA
TOWN CHAIR
TOWN OF SPRINGDALE
2379 TOWN HALL ROAD
MT HOREB WI

Dear Mr. Eloranta,

As you are aware, a freeway preservation plan is being developed for US 18/151 between Dodgeville and Verona. As part of the study process, we have evaluated likely sound levels at locations where road improvements are proposed to determine the future noise levels at nearby properties.

Local governments have traditionally been responsible for exercising land development controls and zoning within their jurisdictions. Through their authority in these areas, local governments can do much to ensure that future land uses and development are compatible with the noise environment near a new or expanded roadway.

We are providing you with the results of the noise analysis to assist you in making future land use decisions for the lands near the areas where road improvements are proposed. We have included with this letter a map that shows where we analyzed future noise levels after the freeway conversion is complete. The "receptors" shown on the maps are actual or hypothetical locations for residences in the vicinity of some of the areas where road improvements are planned.

The enclosed graph shows future sound levels near the interchange at the **County P/PD interchange**. It was chosen to represent a "worst case" prediction in the project area. To predict these sound levels, we used traffic volumes at a Level of Service C for the proposed typical section. The Level of Service C operational conditions produce "worst case" sound levels for a given typical section. These distances are approximated from the pavement edge of the future improvements.

The Wisconsin Department of Transportation (WisDOT) has adopted a sound level of 67 dBA Leq for residential areas and 72 dBA Leq for commercial/industrial areas as its noise abatement criteria. Any location along a highway capacity or new interchange project with a noise level which approaches or exceeds this threshold due to traffic noise must be investigated for feasible and reasonable noise abatement measures in the development of the project.

The enclosed graph shows that the noise levels that could be expected in the vicinity of the **County P/PD** will be below the 67 dBA leq level. Nevertheless, it may be prudent to avoid permitting noise-sensitive uses in close proximity to the highway and interchange. In the event that more development and related traffic levels occur in this area than currently planned, noise levels could be higher than represented on

this graph. Keep in mind that the predicted levels of noise on the enclosed graph **only represent traffic noise**. Future ambient noise from the community is **not** included in the prediction. On undeveloped land, we recommend that no future noise sensitive development be constructed within the areas that will approach or exceed the criteria.

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In summary, we urge you to use the enclosed sound level information to the greatest extent possible in the interest of ensuring a less noisy environment for all.

If you have any further questions in regard to this subject or regarding this project in general, please feel free to contact me at (608)246.3884

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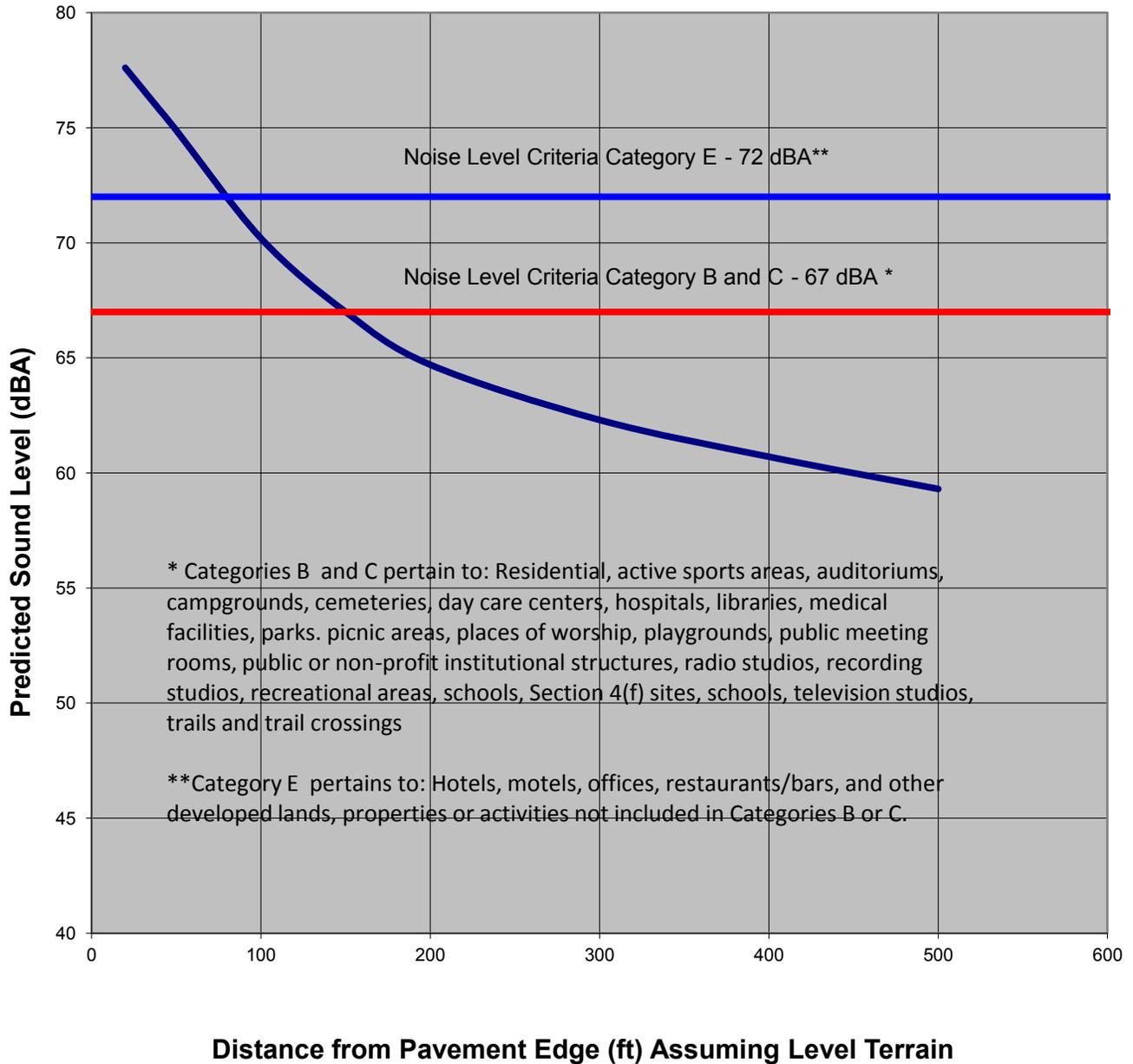
A handwritten signature in cursive script that reads "Larry / Barta". The signature is written in black ink and is positioned below the word "Sincerely,".

Larry J Barta, P.E.
WisDOT Project Manager

Enclosure

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**PREDICTED SOUND LEVEL (dBA)
SURROUNDING SPRINGDALE/VERONA
FRONTAGE ROAD AREA (WEST END)
US 18/151 FREEWAY CONVERSION
PROJECT
WISDOT I.D. 1200-08-0**





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

Scott Walker, Governor
Mark Gottlieb, P.E., S
Internet: www1.wisconsindot.gov
Telephone: 608-246-3884
Facsimile (FAX): 608-246-7996
E-mail: Larry.barta@dot.wi.gov

December 11, 2012

RE: US 18/151 Freeway Conversion Study
Noise Evaluation
Dane County, Wisconsin
WisDOT Project ID # 1200-08-00
SEH Project No. WISDOT0066100

David Combs
Town of Verona
335 North Nine Mound Road
Verona, WI 53593-

Dear Mr. Combs,

As you are aware, a freeway preservation plan is being developed for US 18/151 between Dodgeville and Verona. As part of the study process, we have evaluated likely sound levels at locations where road improvements are proposed to determine the future noise levels at nearby properties.

Local governments have traditionally been responsible for exercising land development controls and zoning within their jurisdictions. Through their authority in these areas, local governments can do much to ensure that future land uses and development are compatible with the noise environment near a new or expanded roadway.

We are providing you with the results of the noise analysis to assist you in making future land use decisions for the lands near the areas where road improvements are proposed. We have included with this letter a map that shows where we analyzed future noise levels after the freeway conversion is complete. The "receptors" shown on the maps are actual or hypothetical locations for residences in the vicinity of some of the areas where road improvements are planned.

The enclosed graphs show future sound levels near the new proposed frontage road and the proposed auxiliary lanes of US 18/151. These represent a "worst case" prediction in the project area. To predict these sound levels, we used traffic volumes at a Level of Service C for the proposed typical section. The Level of Service C operational conditions produce "worst case" sound levels for a given typical section. These distances are approximated from the pavement edge of the future improvements.

The Wisconsin Department of Transportation (WisDOT) has adopted a sound level of 67 dBA Leq for residential areas and 72 dBA Leq for commercial/industrial areas as its noise abatement criteria. Any location along a highway capacity or new interchange project with a noise level which approaches or exceeds this threshold due to traffic noise must be investigated for feasible and reasonable noise abatement measures in the development of the project.

The enclosed graphs show that the noise levels that could be expected in the vicinity of the proposed frontage road will be below the 67 dBA leq level, while noise levels near the proposed auxiliary lanes will exceed the 67 dBA leq. It may be prudent to avoid permitting noise-sensitive uses in close proximity to the highway and interchange. In the event that more development and related traffic levels occur in this area than currently planned, noise levels could be higher than represented on this graph. Keep in mind that the predicted levels of noise on the enclosed graph **only represent traffic noise**. Future ambient noise from the community is **not** included in the prediction. On undeveloped land, we recommend that no

future noise sensitive development be constructed within the areas that will approach or exceed the criteria.

There are several types of administrative controls available, including the use of exclusive zoning, public ownership, and various forms of legal controls such as building codes, subdivision regulations, health codes, etc. These and others are described in a publication produced by the Federal Highway Administration (FHWA) entitled "Entering the Quiet Zone." The purpose of this publication is to assist local government officials, developers, and designers in dealing with noise-sensitive land uses near highways.

For your convenience, we have included a copy of this booklet with this letter. It is an excellent tool to assist local government officials by indicating ways in which they can guide the development of undeveloped land in the vicinity of existing highways. More detailed information about noise-compatible planning can be found at the FHWA website: <http://www.fhwa.dot.gov/environment/noise/>

In summary, we urge you to use the enclosed sound level information to the greatest extent possible in the interest of ensuring a less noisy environment for all.

If you have any further questions in regard to this subject or regarding this project in general, please feel free to contact me at (608)246.3884

Sincerely,

A handwritten signature in cursive script that reads "Larry / Barta". The signature is written in black ink and is positioned below the word "Sincerely,".

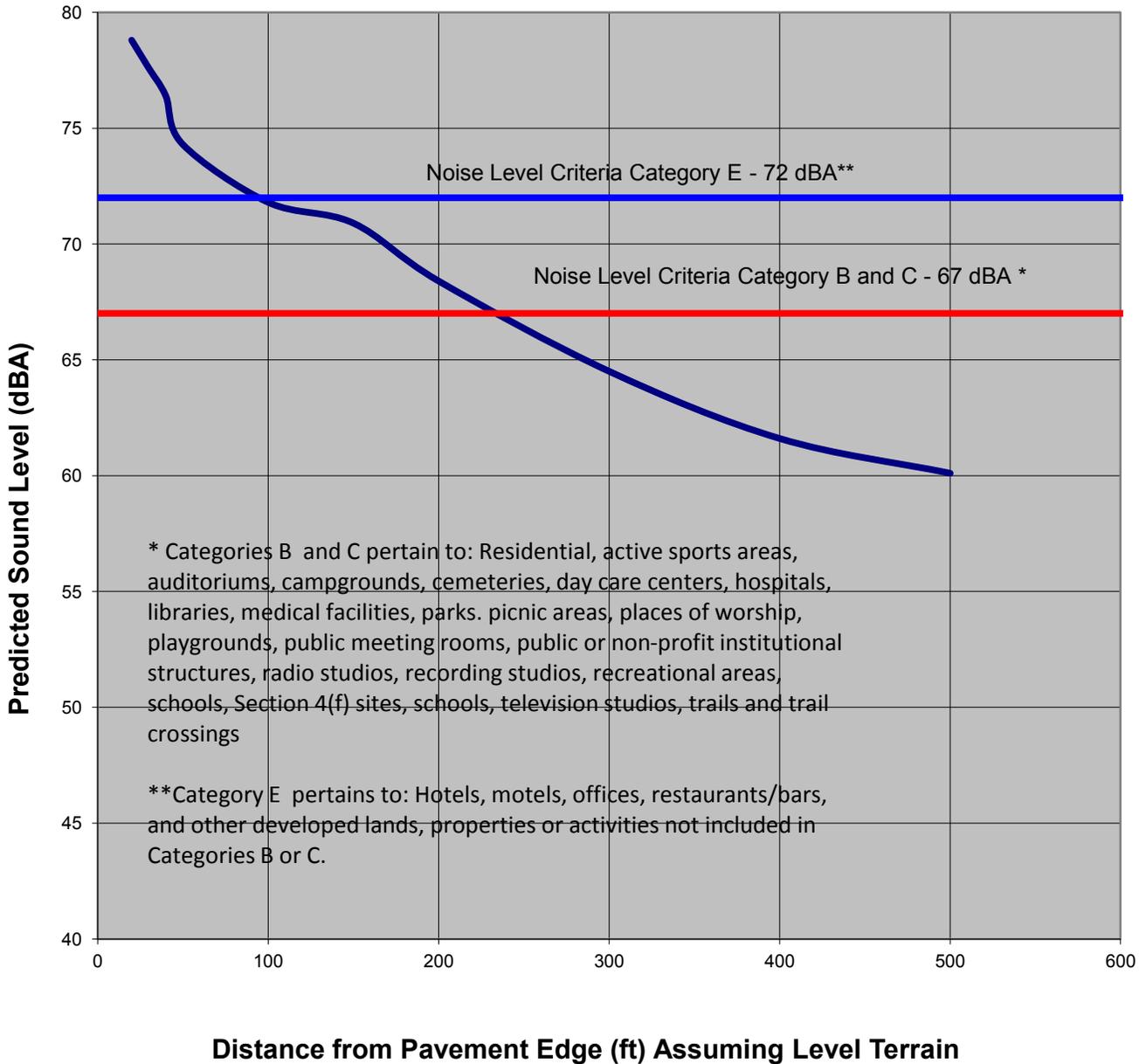
Larry J Barta, P.E.
WisDOT Project Manager

Enclosure

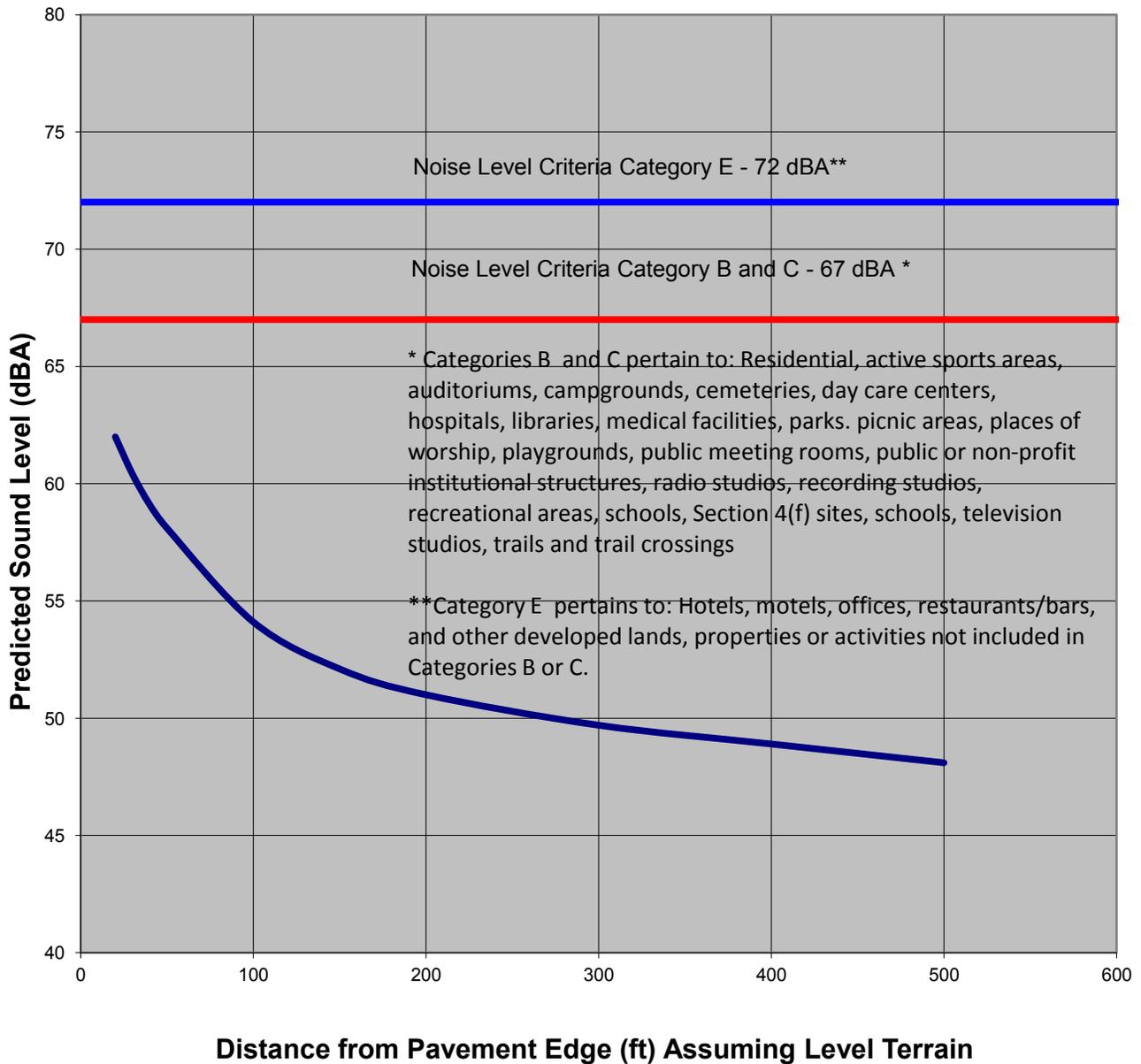
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Cc: Amanda Arnold, Administrator

**PREDICTED SOUND LEVEL (dBA)
SURROUNDING THE AUXILIARY
LANES AREA ON US 18/151
US 18/151 FREEWAY CONVERSION
PROJECT
WISDOT I.D. 1200-08-0**



**PREDICTED SOUND LEVEL (dBA)
SURROUNDING SPRINGDALE/VERONA
FRONTAGE ROAD AREA (EAST END)
US 18/151 FREEWAY CONVERSION
PROJECT
WISDOT I.D. 1200-08-0**



**US 18/151 Freeway Conversion Study
Predicted Noise Levels at Selected Sites**

Receptor Location or Site Identification (See attached map)	Distance from C/L of Near Lane to Receptor in feet (ft.)	Number of Families or People Typical of this Receptor Site (c)	Sound Level L_{eq}^1 (dBA)			Impact Evaluation		
			Noise Abatement Criteria ² (NAC)	Future Sound Level	Existing Sound Level	Difference in Future and Existing Sound Levels (Col. e minus Col. f)	Difference in Future Sound Levels and Noise Abatement Criteria (Col. e minus Col. d)	Impact ³ or No Impact
(a)	(b)		(d)	(e)	(f)	(g)	(h)	(i)
Iowa County Y/YZ Interchange Area								
REC 1	390	2 residences	67	60	59	1	-7	N
REC 2	410	5 residences	67	52	48	4	-15	N
Iowa County BB Interchange Area								
REC 3	260	2 residences 2 business	67 72	53	51	2	-14 -19	N N
REC 4	250	none	67	50	48	2	-17	N
REC 5	180	3 residences 1 business	67 72	58	56	2	-9 -14	N N
Iowa County HHH Interchange Area								
REC 6	75	4 residences 2 businesses	67 72	58	51	7	-9 -14	N N
REC 7	585	2 residences 2 businesses	67 72	53	46	7	-14 -19	N N
REC 8	385	1 residence 1 business	67 72	59	57	2	-8 -13	N N
Iowa County ID Extension								
REC 9	15	none	67	54	52	2	-7	N
Iowa County K Relocation								
REC 10	25	3 businesses	72	62	51	11	-10	N
REC 11	755	4 residences 1 businesses	67 72	44	42	2	-23 -28	N N
Dane County F Interchange								
REC 12	15	2 businesses	72	68	68	0	-4	N
REC 13	430	none	67	55	53	2	-12	N
Springdale/Verona Frontage Road Area								
REC 14	380	1 business	72	58	56	2	-14	N
REC 15	240	1 residence 1 business	67 72	51	47	4	-16 -21	N N
US 18/151 Auxiliary Lanes								
REC 16 - #53	180	2 businesses 2 residences	72 67	71	69	2 2	-1 +4	I I

¹ Use whole numbers only.

² Insert the actual Noise Abatement Criteria from Wisconsin Administrative Code, Chapter Trans. 405.04, Table 1.

Traffic Noise Evaluation Noise Receptor Maps

