

General Project (Peter Fasbender -US Fish and Wildlife)

Regarding the US-12 Conversion Study, I have reviewed what you have provided. Regarding protecting species protected by the Endangered Species Act, there are no known records of listed species within the corridor, therefore we have no comments specific to other rare species not listed.

Wetlands are important for a variety of migratory birds for nesting, feeding, and roosting. In general terms, projects that avoid natural wetlands directly, or indirectly, would be preferred over those that either fill or disturb wetlands.

Based on what has been provided, it appears there is no lands protected or managed by the US Fish and Wildlife Service as part of the National Wildlife Refuge System, Waterfowl Protection Area, or private lands protected by a federal easement.

General Project

Peter Nauth (Department of Agriculture, Trade and Consumer Protection):

- In many cases there appears to be a tradeoff between more convenient access and the number of acres affected. I am not clear which is more important to the affected farm operations.
- I have only identified access concerns for the parcels that show one ownership. However, access to rented land would also be a concern. [Loren](#)
- The proposed project would not affect a drainage district in Dane County. I have attached a map showing the closest drainage district. (Attachment 1)
- The proposed project would not affect any Dane County conservation easements funded in part from the previous USH 12 project. I have attached a map showing the location of the easements (Attachment 2)
- The map of prime soils that provided at the bus tour was not accurate. We had just received a new GIS soils layer that included soils that are prime, soils that are prime where drained, and soils of statewide importance in one layer. I have attached a map of just the prime soils. (Attachment 3)
- Many of the proposed alignments include construction of roundabouts. It is important these are constructed such that farm implements and large trucks can safely and conveniently proceed through them. *Traffic Engineer confirmed that all appropriate design vehicles will be reviewed as part of any final roundabout design.*
- Much of the affected farmland is zoned for exclusive agricultural use. In addition, the Town of Springfield will be implementing a transfer-of-development rights program to further protect their farmland and to direct development in the town.
See: http://www.thewheelerreport.com/wheeler_docs/files/1213parisi.pdf [Andrew Bremer](#)

Northern Section

Peter Nauth (Department of Agriculture, Trade and Consumer Protection): The treatment of CTH P seems to be what distinguishes the North alternatives from one another. The frontage roads connecting Highway 19 east and west appear in general to have comparable impacts in terms of farm acreage and soils.

Central Section

Laufenberg Brothers, LLC

The Laufenberg Brothers, LLC own parcels in section 15, section 23, and section 22. Their farm buildings are located in section 22 on both sides of Riles Road adjacent to Highway 12. Riles Road also provides direct access to Highway 12 from their main farm buildings.

In section 22, they own parcels on both sides of Highway 12 and have direct access across Highway 12 to their parcels to the east. Under all of three of the alternatives, access to Highway 12 would be provided by construction of a new frontage road connecting Riles Road to Meffert Road, which would overpass Highway 12. In order to reach their fields east of Highway 12 in section 22, they would need to travel from the overpass, southward along the proposed frontage road, a distance of about six-tenths of a mile. Their fields located north of Meffert Road in section 15 could also be accessed from Meffert Road.

Proposed Improvement: Provide field access from Meffert Road to the South East parcel.

Walter Laufenberg

The Walter Laufenberg parcels in section 22 south of Meiffert Road are located on both sides Highway 12. These parcels currently have access at the crossing that connects Meiffert Road and Meiffert Court. It appears that a field access point is also located across Highway 12 from Kalscheur Drive.

The farm buildings associated with Walter Laufenberg property are located north of Kick-A-Boo Road and east of Highway 12 in section 15. Access to the Highway 12 from these buildings is on Kick-A-Boo which connects to the highway. At this location, Alternative Central 2A would provide the best access to fields and Highway 12, but would also require the greatest number of acres.

Kenneth Hellenbrand

I don't know whether Kenneth Hellenbrand rents additional land that would be affected by the proposed project. If rental land were also impacted, I would likely have additional observations.

The farm buildings associated with the Kenneth Hellenbrand parcels are located south of Woodland Drive in the NW portion of section 15. It is not clear to me how Mr. Hellenbrand would access Hwy 12 if this access point were eliminated. There is no access road on the map of the three alternatives that shows how access to the parcel with buildings south of Woodland Road would connect with Highway 12. The frontage road alternatives east of Highway 12 do not extend to the north beyond Kick-a-Boo Road. The frontage road alternatives west of Highway 12 cannot be reached without access across Highway 12. Accessing his southern parcels by following Woodland, Kingsley and Meiffert would require driving about five miles. Currently the distance between his building and his southern parcels along Highway 12 is about six-tenths of a mile.

The Kenneth Hellenbrand parcels in the SW portion section 15 appear to have existing access across Highway 12 via Kalscheur Drive. This parcel has direct access to Highway 12 and a crossing median is located at this point. It is likely that existing access between the north and south parcels currently is along Highway 12. The southern parcels are likely accessed from Kalscheur Drive via Hwy 12 on the west and directly off of Hwy 12 on the east.

Proposed Solution : Provided a frontage road from parcel to Kick - A - Boo Road.

Southern Section

KTC Farms

It appears that the ownership has changed on the D&S Roth parcel. It is now listed under KTC Farms. Alternative South 1A would have a significant impact on the KTC Farms. The relocated Hwy K would sever several KTC parcels, creating smaller, misshapen fields that would be difficult to farm. It would also remove a significant number of acres from the KTC Farms operation. Construction of Alternative South 1A would be difficult through the steep slope on the H&E Assets parcel in section 26.

Alternative South 2A appears to have least impact on farm operations. It has the fewest acres affected, the least number of parcels severed, and access across Highway 12 via Highway K would be preserved.

Roger Acker

Directly north of the KTC parcel in section 22, the Roger Acker parcel has field access on both sides of Highway 12 as well as a crossing median. The buildings are located on the west side of Highway 12. All three of the alternatives would require construction of a new road that connects the Roger Acker buildings with Highway K to the south in order access Highway 12. He would need to use the overpass at Highway K to reach his fields east of the Highway 12. Mr. Acker would need to travel about 1.4 miles in order reach his fields east of Highway 12 which are now reached by simply crossing Highway 12.

Proposed Solution: Show Frontage Road from West Parcel to CTH K.



State of Wisconsin
Governor Scott Walker

Department of Agriculture, Trade and Consumer Protection

Ben Brancel, Secretary

December 13, 2012

Tom Koprowski, Jr.
Planner/Project Manager
Wisconsin DOT-SW Region
2101 Wright Street
Madison, WI 53704

Michael J. Statz, PE
Transportation Team Leader
MSA Professional Services, Inc.
2901 International Lane, Suite 300
Madison, WI 53704-3133

Re: Project I.D. 5300-05-00
USH 12 Freeway Conversion Study
WIS 19 – Parmenter Street
Dane County

Gentlemen:

Thank you for the opportunity to comment on the USH 12 Freeway Conversion Study. Let me first acknowledge the impressive amount of work you have put into this project in terms of collecting and presenting data as well as working with the landowners to determine their concerns. My comments will address agricultural issues only. Most of my comments concern the farm operations that appear to be affected the most. I have included some parcel maps to show the areas that I am discussing.

General Observations

- In many cases there appears to be a tradeoff between more convenient access and the number of acres affected. I am not clear which is more important to the affected farm operations.
- I have only identified access concerns for the parcels that show one ownership. However, access to rented land would also be a concern.
- The proposed project would not affect a drainage district in Dane County. I have attached a map showing the closest drainage district. (Attachment 1)

Agriculture generates \$59 billion for Wisconsin

2811 Agriculture Drive • PO Box 8911 • Madison, WI 53708-8911 • Wisconsin.gov

An equal opportunity employer

- The proposed project would not affect any Dane County conservation easements funded in part from the previous USH 12 project. I have attached a map showing the location of the easements (Attachment 2)
- The map of prime soils that provided at the bus tour was not accurate. We had just received a new GIS soils layer that included soils that are prime, soils that are prime where drained, and soils of statewide importance in one layer. I have attached a map of just the prime soils. (Attachment 3)
- Many of the proposed alignments include construction of roundabouts. It is important these are constructed such that farm implements and large trucks can safely and conveniently proceed through them.
- Much of the affected farmland is zoned for exclusive agricultural use. In addition, the Town of Springfield will be implementing a transfer-of-development rights program to further protect their farmland and to direct development in the town.
(See: http://www.thewheelerreport.com/wheeler_docs/files/1213parisi.pdf)

North Alternatives

The treatment of CTH P seems to be what distinguishes the North alternatives from one another. The frontage roads connecting Highway 19 east and west appear in general to have comparable impacts in terms of farm acreage and soils.

When viewed strictly from an agricultural perspective, Alternative North 1B is the best alternative. Relocating CTH P to follow existing Springfield Lodi road would not create a new severance of farmland and would impact the fewest acres (66.4 acres) of farmland. It does, however, require drivers along CTH P crossing Highway 12 to follow a rather circuitous route.

The least preferred alternative is Alternative North 2B. Under this alignment, CTH P is shifted west on a new alignment through farmland. It impacts the greatest acres of farmland (120 acres) and severs several farm fields at a diagonal. Irregularly shaped fields are difficult to farm. It is likely that field drainage would be affected by this alignment. Most of the soils in this area are prime where drained.

Central Alternatives

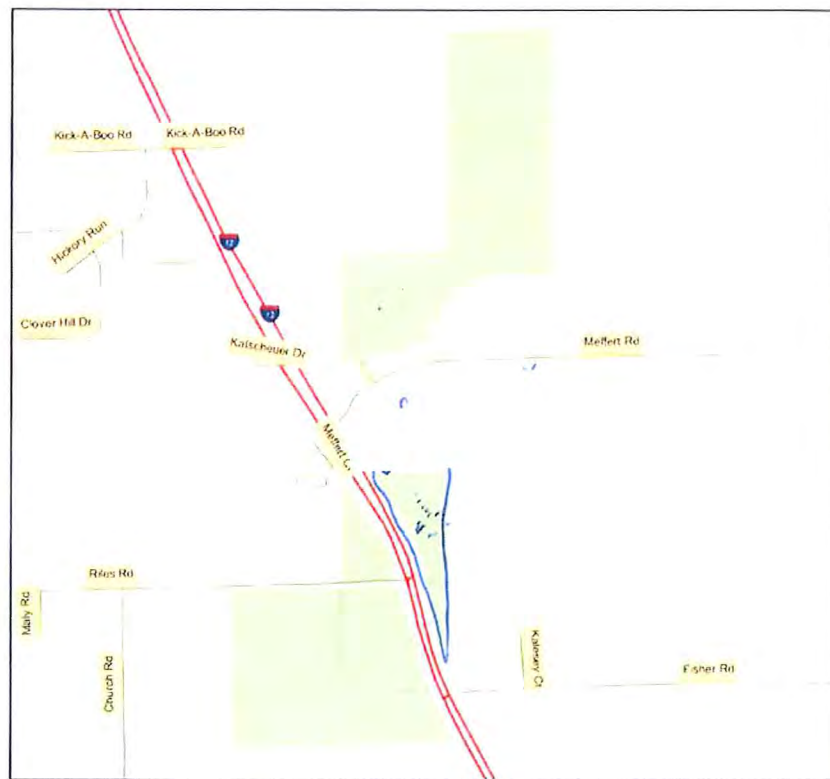
The Impact Matrix shows a 14.6-acre difference between Alternative 1A and Alternative 2A.

Laufenberg Brothers, LLC

The Laufenberg Brothers, LLC own parcels in section 15, section 23, and section 22. Their farm buildings are located in section 22 on both sides of Riles Road adjacent to Highway 12. Riles Road also provides direct access to Highway 12 from their main farm buildings.

In section 22, they own parcels on both sides of Highway 12 and have direct access across Highway 12 to their parcels to the east. Under all of three of the alternatives, access to Highway 12 would be provided by construction of a new frontage road connecting Riles Road to Meiffert Road, which would overpass Highway 12. In order to reach their fields east of Highway 12 in section 22, they would need to travel from the overpass, southward along the proposed frontage road, a distance of about six-tenths of a mile. Their fields located north of Meiffert Road in section 15 could also be accessed from Meiffert Road.

Laufenberg Brothers, LLC Parcels



Walter Laufenberg

The Walter Laufenberg parcels in section 22 south of Meiffert Road are located on both sides Highway 12. These parcels currently have access at the crossing that connects Meiffert Road and Meiffert Court. It appears that a field access point is also located across Highway 12 from Kalscheur Drive.

The farm buildings associated with Walter Laufenberg property are located north of Kick-A-Boo Road and east of Highway 12 in section 15. Access to the Highway 12 from these buildings is on Kick-A-Boo which connects to the highway. At this location, Alternative Central 2A would provide the best access to fields and Highway 12, but would also require the greatest number of acres.

Walter Laufenberg Parcels



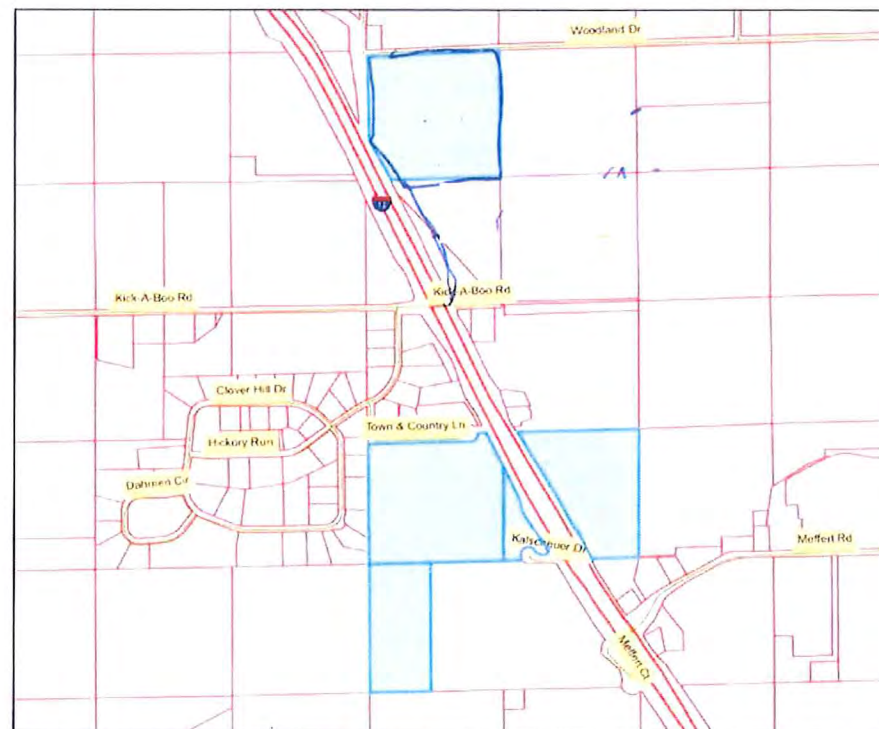
Kenneth Hellenbrand

I don't know whether Kenneth Hellenbrand rents additional land that would be affected by the proposed project. If rental land were also impacted, I would likely have additional observations.

The farm buildings associated with the Kenneth Hellenbrand parcels are located south of Woodland Drive in the NW portion of section 15. It is not clear to me how Mr. Hellenbrand would access Hwy 12 if this access point were eliminated. There is no access road on the map of the three alternatives that shows how access to the parcel with buildings south of Woodland Road would connect with Highway 12. The frontage road alternatives east of Highway 12 do not extend to the north beyond Kick-a-Boo Road. The frontage road alternatives west of Highway 12 cannot be reached without access across Highway 12. Accessing his southern parcels by following Woodland, Kingsley and Meiffert would require driving about five miles. Currently the distance between his building and his southern parcels along Highway 12 is about six-tenths of a mile.

The Kenneth Hellenbrand parcels in the SW portion section 15 appear to have existing access across Highway 12 via Kalscheur Drive. This parcel has direct access to Highway 12 and a crossing median is located at this point. It is likely that existing access between the north and south parcels currently is along Highway 12. The southern parcels are likely accessed from Kalscheur Drive via Hwy 12 on the west and directly off of Hwy 12 on the east.

Kenneth Hellenbrand Parcels



South Alternatives

KTC Farms

It appears that the ownership has changed on the D&S Roth parcel. It is now listed under KTC Farms. Alternative South 1A would have a significant impact on the KTC Farms. The relocated Hwy K would sever several KTC parcels, creating smaller, misshapen fields that would be difficult to farm. It would also remove a significant number of acres from the KTC Farms operation. Construction of Alternative South 1A would be difficult through the steep slope on the H&E Assets parcel in section 26.

Alternative South 2A appears to have least impact on farm operations. It has the fewest acres affected, the least number of parcels severed, and access across Highway 12 via Highway K would be preserved.

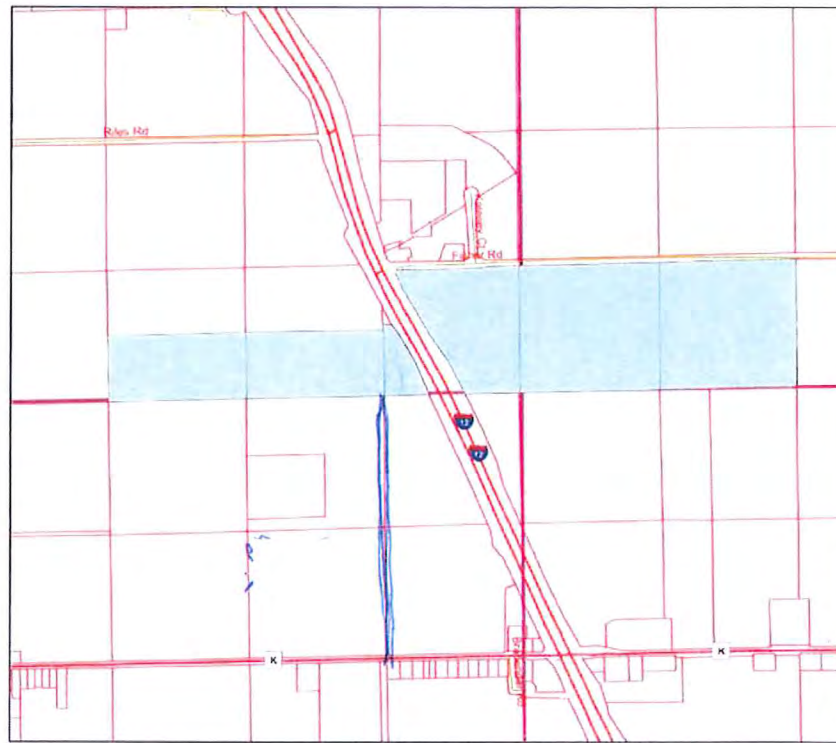
KTC Farms Parcels



Roger Acker

Directly north of the KTC parcel in section 22, the Roger Acker parcel has field access on both sides of Highway 12 as well as a crossing median. The buildings are located on the west side of Highway 12. All three of the alternatives would require construction of a new road that connects the Roger Acker buildings with Highway K to the south in order access Highway 12. He would need to use the overpass at Highway K to reach his fields east of the Highway 12. Mr. Acker would need to travel about 1.4 miles in order reach his fields east of Highway 12 which are now reached by simply crossing Highway 12.

Roger Acker Parcels

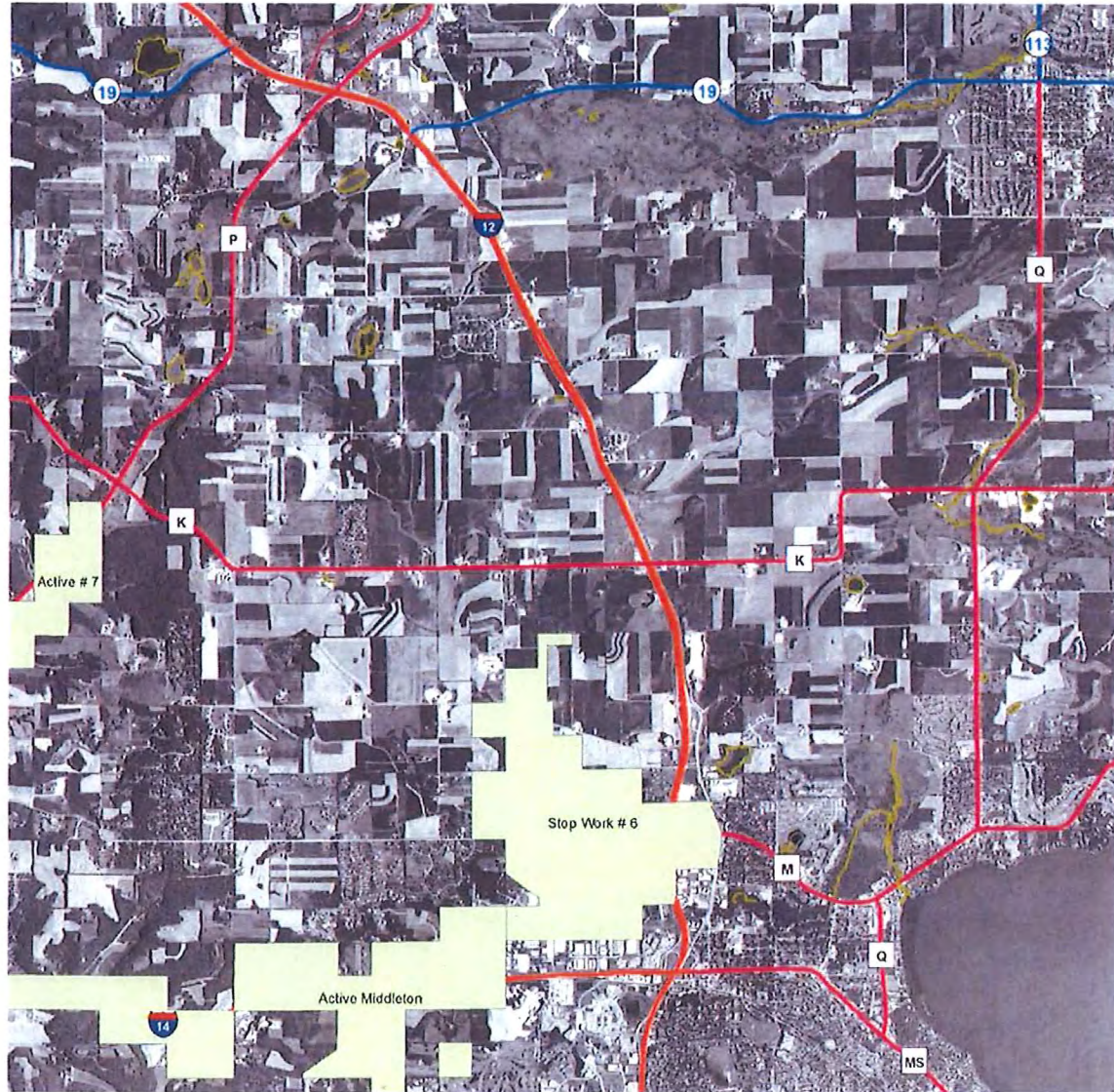


In summary, thanks again for the opportunity to comment on the proposed project. If you have any question regarding my comments, please contact me at 608.224.4650.

Sincerely,

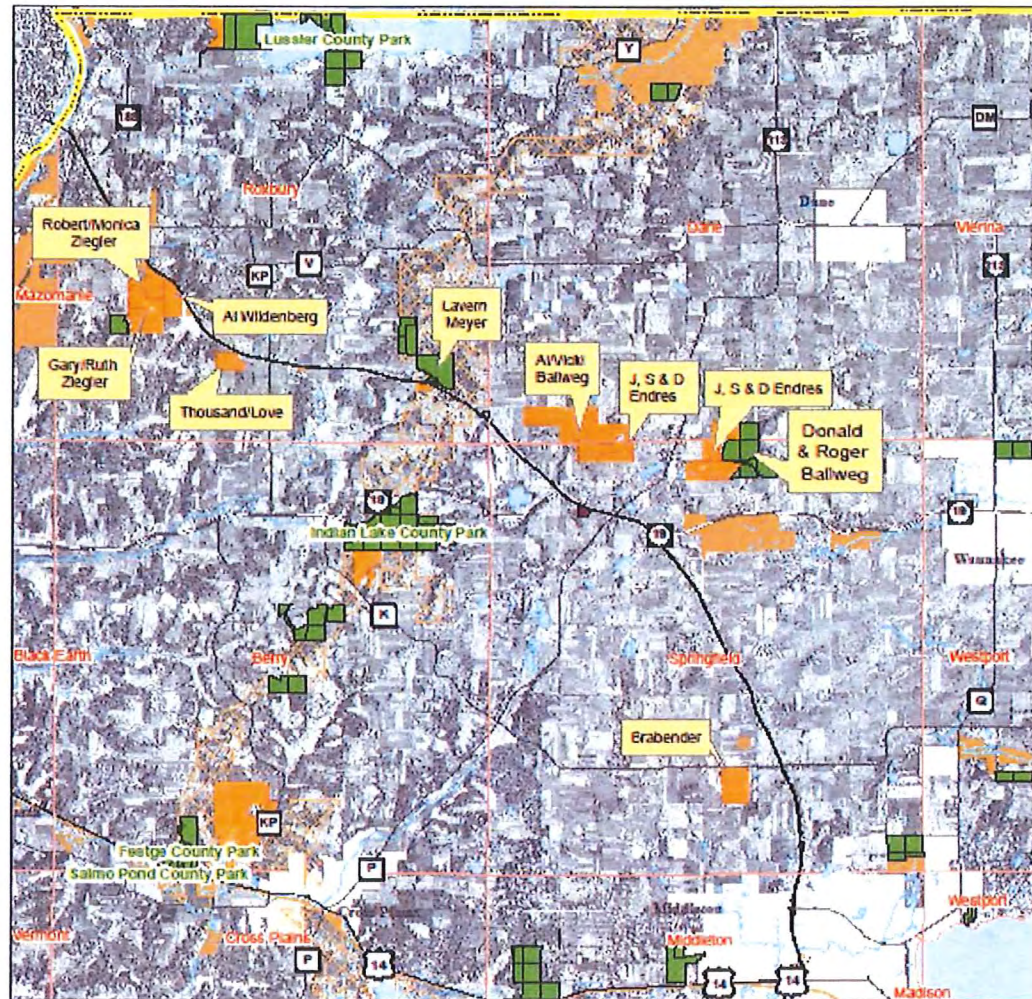
Peter Nauth
Agricultural Impact Program

Attachment 1
Drainage Districts in Project Area



Attachment 2

Conservation Easements & County Parklands



- Dane County Easements
- County Park
- County Natural Resource Area Property
- State/Federal Land
- Ice Age National Scenic Trail Corridor



Map created by Dane County Land Acquisition Division
Created on 07/15/2010
File path: H:\LandAcquisition\Acquisition\Projects\General\051125_11ay12AcquisitionMap.mxd

Attachment 3
Prime Soils (Beige) and Prime where drained Soils (Green)

