

WisDOT ID#5300-05-00, US 12 From Parmenter Street to WIS 19 West, Dane County - Environmental Assessment (EA)

Statement of Purpose

The Wisconsin Department of Transportation (WisDOT), on behalf of the Federal Highway Administration (FHWA), is responsible for conducting an environmental review for proposed transportation projects. Transportation projects vary in type, size and complexity, and their potential to affect the environment. Transportation project effects can vary from very minor to significant impacts to the natural and built environment. To account for the variability of project impacts, three basic "classes of action" are allowed for compliance as a part of the National Environmental Policy Act (NEPA) and Wisconsin Environmental Policy Act (WEPA) processes to fulfill requirements of 42 USC 4332, Wis. Stat. 1.12 and Trans 400.

1. An *Environmental Impact Statement (EIS)* is prepared for projects where it is known that the action will have a significant effect on the environment.
2. An *Environmental Assessment (EA)* is prepared for actions in which the significance of the environmental impact is not clearly established.
3. *Categorical Exclusions (CEs)* are issued for actions that do not individually or cumulatively have a significant effect on the environment.

Following an appropriate level of agency review and public involvement to solicit input from all affected public, WisDOT proposes that this project will not have significant environmental impacts, and has prepared an Environmental Assessment (EA) to document the NEPA process.

For Environmental Assessment (EA) Documents, a Finding of No Significant Impact (FONSI) is issued by FHWA when environmental analysis and interagency review during the EA process find a project to have no significant impacts on the quality of the environment. Significance is determined by context (area and setting of the project) and intensity (degree of impact or effect on a resource). If it is determined that there will be no significant impacts, FHWA will approve the Final EA and issue a FONSI statement to conclude the process and document the decision.

Organization and Content of this Document

WisDOT uses a series of worksheets to investigate, evaluate, and report the environmental effects of proposed transportation actions. The worksheets are comprised of Basic Sheets and Factor Sheets as a framework for preparing the EA. All Basic Sheets must be completed, while Factor Sheets are completed only if the specific resource they address is affected by the project in a way that warrants further discussion, whether negatively or positively.

The environmental document needs to be considered in its entirety. In other words, to completely understand the reasons that one alternative is chosen over another, the entire document must be considered.

The environmental document represents a process of consideration of potential impacts related to potential final design and construction. It is used to help decide the best option for final design and construction that has the least impacts on the environment while considering cost and engineering issues. Only preliminary engineering, or a level of engineering necessary to complete the environmental document, is allowed to occur during the NEPA phase of project development. Final engineering and construction can only occur after an environmental document has been completed.

BASIC SHEETS DEFINED

This section of the Environmental Assessment (EA) is called the "Basic Sheets." It contains background information for the study, defines the purpose and need and describes all of the alternatives that were studied to address the purpose and need. This section also provides information on public involvement, environmental factors, a summary of impacts, and other information pertinent to the EA.

Purpose and Need – Basic Sheet 2

1. Purpose and Need

Study Background:

This US 12 Freeway Conversion Plan and Environmental Assessment (EA) is a *planning* action with no associated final design or construction funding. The study was conducted such that the EA is fully compliant with the National Environmental Policy Act (NEPA) and is intended to only serve as the environmental document of record for the official mapping, and not the design and construction, of the Preferred Alternative identified within it. At a future time WisDOT potentially would fund and construct the Preferred Alternative in multiple sections. As each section is programmed, WisDOT and FHWA would need to update the environmental documents to assure NEPA requirements for selection of a probable preferred alternative, proposed design, and evaluation of anticipated impacts are fulfilled before advancing to construction. The Preferred Alternative identified within this study, as identified to determine the area to be mapped, may not necessarily be the appropriate alternative for future actions that lead to construction in this area. Full consideration of alternatives is required as a part of the NEPA process when pursuing future improvements actions.

Following the issuance of the EA-FONSI, WisDOT would determine the extent to which right-of-way is needed to convert the un-programmed section of the Preferred Alternative to a freeway. This right-of-way would be officially mapped under Wisconsin Statutes §84.295(10). This statute provides WisDOT 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. Necessary right-of-way impacts related to the Preferred Alternative are considered in this environmental document. There are no final design or construction funds associated with this planning action for corridor preservation,

Construction of the Proposed Action would eventually result in designating this portion of US 12 as a freeway. This study would involve mapping under Wisconsin Statutes §84.295(10) for corridor preservation. Prior to construction or re-designation to a freeway, under Wisconsin Statutes §84.295(10), WisDOT would hold a public hearing.

A corridor study has been completed titled US 12 Freeway Conversion Study (Middleton to Springfield) – Dane County – WisDOT ID: 5300-05-00. This study conceptualized the conversion of US 12 to a freeway. Extensive effort was involved in gathering and cataloguing the pertinent land use and planning documents. Discussions with local officials and the public were also involved. This study encouraged input from intergovernmental agencies and the public in an extensive consultation process.

Also, a value planning study titled Value Planning Report – US 12 Freeway Conversion Project dated October 8, 2010 was completed to evaluate additional alternatives.

Purpose:

The purpose of this study, consistent with Wisconsin Statutes §84.295(10), is to explore the impacts of mapping and corridor preservation for conversion of US 12 from an expressway to a freeway.

An expressway is defined as a four lane divided highway with at-grade intersections and access to private driveways versus a freeway for which access is allowed only via grade separated interchanges. Wisconsin Statutes §84.295(10) is a long-term official mapping and planning tool available to the WisDOT to help protect and preserve right-of-way for future transportation needs.

The study includes the section of US 12 starting at the intersection with WIS 19 West and extending southward to the northern boundary of the city of Middleton at the Parmenter Street interchange. The length of the study is approximately six miles (See Exhibit 1). US 12 is currently a four lane divided roadway and is termed an "expressway", indicating that it is a divided highway with at-grade roadway crossings and a number of permitted private access points (e.g., private driveways, farm entrances, etc.). There are 11 at-grade roadway intersections and 20 private access points. The study corridor is entirely within the boundaries of the town of Springfield. (See Exhibit 2)

Needs:

- Corridor Preservation
- Safety, Operation, and Mobility
- Land Use/Transportation Planning Coordination

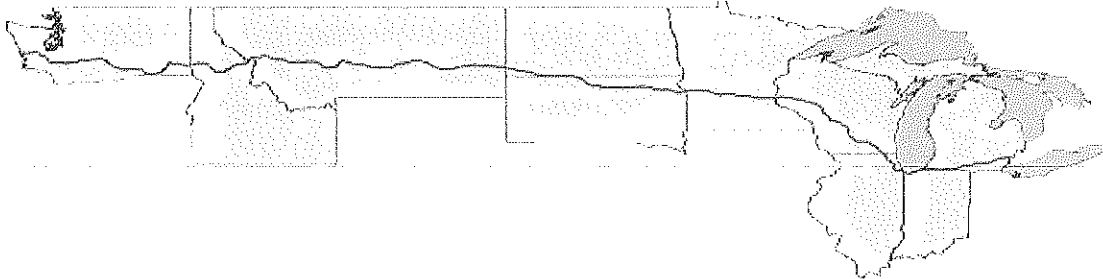
Corridor Preservation: The surrounding area of Dane County has experienced growth rates exceeding the statewide average. As such there is a need to prevent development from occurring within areas necessary for conversion of US 12 to freeway standards in order to avoid costly future acquisitions. Implementing Wisconsin Statutes §84.295(10) would officially map the highway corridor as a freeway which would then be used as a proactive long term mapping and planning tool.

Dane County has experienced growth rates over 33% from 1990 to 2010. By comparison the statewide average for this period is 16%. However, growth rates within the town of Springfield have been about 3% or much lower than statewide average of 16% for this same time period according to data from the US Census Bureau. The majority of the land use is agricultural. There are a variety of other land uses including, a quarry operation just north of Parmenter Street, a commercial development at County K, a manufactured housing community near Fisher Road, a small tavern and two rural residential developments near Kickaboo and Meffert Roads, and the hamlet of Springfield Corners at County P.

Safety, Operation, and Mobility: The planned conversion of US 12 to a freeway would limit access. This would improve safety, operation and mobility by eliminating at-grade crossings and reducing vehicular conflict points.

Expected safety improvement for a freeway conversion is reduction of total crashes on average by more than 30%, injury crashes by more than 40%, and fatal crashes are cut in half. This is based on crash rates generated by WisDOT's Regional System Planning and Operations Section. Crash rates are based on average crashes for 100 million vehicle miles traveled. Crash data for the project area from 2002 to 2013 indicated a total of 256 crashes with 2 fatalities. This data is from the Wisconsin Traffic Operations and Safety Laboratory or "TOPS".

US 12 is an east-west highway running from the Pacific coast in Washington to Detroit, MI. It is an important route for local and regional travel, while parallel interstate travel occurs largely on Interstate Highway I-90 and I-94. Within Wisconsin, US 12 runs from the west to the southeast part of the state, linking many communities from Hudson, WI to Genoa City, WI. For the majority of its length, US 12 is a two lane highway facility, but becomes a four lane expressway as it enters Dane County.



In the Madison area, US 12 joins with US 14, US 18, and US 151 as the "Madison Beltline Highway" to the south of this study corridor. US 12 serves regional truck and auto traffic, in addition to providing access to local communities and important connections to other major roadways such as WIS 19, US 14, and the Madison Beltline Highway. As development occurs both within and outside the corridor, the potential travel demands on the corridor would increase.

This section is a regional connection from one of the state's top employment centers, the Madison Metropolitan area, to the state's largest tourist region, Wisconsin Dells, and is a backup alternate route parallel to I-90/94. Improvements were done for this section of US 12 to convert from a two lane facility in 2005.

Level of service (LOS) characterizes traffic conditions on a roadway and indicates how well the roadway system functions. LOS ratings range from LOS A representing low density, high speed conditions to LOS F representing high density, stop-and-go conditions. WisDOT identifies LOS C or better as acceptable operations on a freeway. The current four lane divided expressway corridor is expected to maintain an acceptable level of service for the foreseeable future based on daily traffic volumes under freeflow condition. However, there are three signalized intersections that operate at LOS D or worse at peak traffic volume which is generally considered unacceptable. The projected increase in traffic on the intersecting roadways would cause continued deterioration in both the intersection level of service along the corridor and the overall safety of the at-grade crossings.

Land Use/Transportation Planning Coordination: Coordinating land use plans with transportation plans is needed to achieve the goals both locally and regionally. There are a few other transportation projects that impact the study and involve coordination. Local and regional land use plans need to be considered when developing alternatives. Preservation and planning for enhancements of bicycle and pedestrian facilities in the conceptualized conversion design is also important.

All land within the US 12 study corridor is zoned under the Dane County Code of Ordinances. The majority of zoned land use within the section is agricultural preservation. Several meetings were held with local officials with the town of Springfield and Dane County officials. Land use maps were reviewed. Discussions confirmed the agricultural preservation as an important component of the maps.

The section of US 12 within this study is part of the "Badger State Corridor" that connects Eau Claire to Madison and is a key "Connector Route" in the state's *WisDOT Connections 2030 Long Range Multi-Modal Plan*. This plan was adopted in 2009 and was developed to encourage regional and statewide economic development by providing connections between communities for the movement of goods and services. The plan also identifies statewide multimodal corridors that serve as critical economic and population centers.

This section of US 12 has become a Tier 1 Freeway according to WisDOT's *SAMP-Statewide Access Management Plan* that was adopted as part of *Connections 2030*. The objectives of the *SAMP* are to protect safety, capacity, traffic flow and public investment in the State Trunk Highway system and to work with local governments and the public to provide access where possible, with minimal conflicts. The goal of Tier 1 access management is to maximize interstate/statewide traffic movement which is a designation generally reserved for *Connections 2030* backbone and connector highways.

A plan was developed by Dane County titled The North Mendota Parkway Plan. The recommendations were adopted by the Dane County Board of Supervisors on May 6, 2010. The North Mendota Parkway is a planned four lane roadway linking US 12 to I-39/90/94 to the east along the north side of Lake Mendota. The local communities including the town of Springfield, town of Westport, village of Waunakee, city of Middleton and the city of Madison have recognized and adopted the plan for this roadway. Capital funds to construct the planned roadway have not been identified.

A paved multi use trail runs along the east side of the facility, and is used frequently by commuter and recreational bicyclists, walkers, and runners. In addition there are two park and ride lots in the project area, one near the existing intersection with WIS 19 East and one near the Parmenter Street interchange. Dane County Highway Garage is located west of US 12 and north of County P. The unincorporated hamlet of Springfield Corners is located along County P just northeasterly of US 12.

A portion of the study corridor is within the Madison Metropolitan Planning Organization's (MPO) planning area boundary. The Transportation Improvement Program (TIP), which is updated annually, is a coordinated listing of short-range transportation improvement projects anticipated to be undertaken in the next five year period. The TIP is the mechanism by which the long-range transportation plan is implemented, and represents the transportation improvement priorities of the region. The 2017-2021 TIP listed the US 12 Freeway conversion as an ongoing study.

2. Summary of Alternatives

No Build:

Under this alternative there would be no plans for the conversion of US 12 into a controlled access freeway. Regularly scheduled maintenance would be continued. Access to US 12 would not be restricted and existing intersections would not be modified. There would be no changes to the bicycle and pedestrian path that currently exists along the east side of US 12. The No Build alternative does not address the needs that exist in the study corridor related to the freeway conversion. While the No Build alternative does not meet the purpose and need, it does serve as a baseline for comparison of impacts related to the Preferred Alternative.

Build Alternatives:

The study is split in three sections;

- North Section: From Woodland Drive to the north end of the study corridor (includes WIS 19 West and East and County P intersections).
- Central Section: From Fischer Road to Woodland Drive (includes Kickaboo Road and Meffert Road intersections).

- South Section: From south end of the study to Fischer Road (includes County K intersection).

The corridor study developed five alternatives in the northern section, two alternatives in the central section, and two alternatives in the southern section. WisDOT recognizes the need for the prudent use of resources while delivering a quality transportation program therefore a value planning study was completed for this project. A value planning study is accomplished through a workshop, during which a multidisciplinary panel of peers led by a qualified leader reviews a project and recommends changes to increase value. The value planning study developed five additional alternatives to require less land and better access. Three were selected for further evaluation, one in each section. Two were eliminated due to concerns in operational feasibility and lack of support from local officials.

The alternatives evaluated for each section are summarized as follows (see Exhibit 2):

North Section:

- North 1A: Continuous split diamond interchange with WIS 19 and County P is an overpass. A split diamond interchange involves exit and entrance ramps to connect to the minor roadway with conventional intersections. A continuous interchange services multiple minor roadways with a single exit and entrance ramp in each direction.
- North 1B: Continuous split diamond interchange with WIS 19 and County P is rerouted and the overpass eliminated.
- North 2A: Split diamond interchange with County P and WIS 19 East. County P is an overpass on the same alignment. WIS 19 West is routed to County P.
- North 2B: Split diamond interchange with County P and WIS 19 East. County P is an overpass on new alignment to the north. WIS 19 West is routed to County P.
- North 2C: Split diamond interchange with County P and WIS 19 East. County P is an overpass on new alignment further to the north of the previous Alternative North 2B. WIS 19 West is routed to County P.
- North 3A: Split diamond interchange with WIS 19 East. County P is an overpass on same alignment. WIS 19 West is routed to WIS 19 East interchange.

Central Section:

- Central 1A: Diamond interchange at Meffert Road. No overpass at Kickaboo Road.
- Central 2A: Diamond interchange at Meffert Road with overpass at Kickaboo Road.
- Central 3A: Continuous split diamond interchange with Kickaboo Road and Meffert Road.

South Section:

- South 1A: Diamond interchange with County K shifted to the north of current alignment.
- South 2A: Collector distributor interchange with Parmenter Street and County K shifted to the south of the current alignment. A collector distributor interchange includes a roadway that parallels the highway and connects the two main roads and entrance ramps.
- South 3A: Partial clover leaf interchange with County K shifted to the north of current alignment.

Alternatives eliminated without Detail Study:

Two alternatives, North 2C and North 3A were eliminated from further consideration. These alternatives resulted in more impact to agricultural lands than the other alternatives which was a primary concern of the local officials, the public and does **not meet the purpose and need of the study**; specifically does not meet the need of land use/transportation planning coordination.

Alternatives for Detailed Study:

The remaining build alternatives underwent detailed study and **all meet the purpose and need of the study** of preserving the corridor; improving safety, operation, and mobility within the section of US 12; and coordinating land use with transportation planning to achieve local and regional goals. The Preferred Alternative is chosen based on assessment of the environmental impacts which are listed on Basic Sheet 5, Alternatives Comparison Matrix.

North Section: (WIS 19 and County P Interchange Area)

There are currently three at-grade intersections in this section of the study which are located at WIS 19 West, County P, and WIS 19 East. A common element of all the alternatives for the North Section is that these three at-grade intersections would be combined to provide one grade separated interchange. None of the alternatives require relocation of the Dane County Maintenance Garage and none would provide direct access to the park and ride Lot. Due to the varying terrain at the interchange of WIS 19 East and Baltes Road a large cut section is required in order to be located under US 12.

Alternative North 1A

Continuous Split Diamond Interchange WIS 19 with County P Overpass (See Exhibit 3): This alternative consists of one continuous split diamond interchange from WIS 19 West to WIS 19 East, with access to and from the north at WIS 19 West and with access to and from the south at WIS 19 East. The ramps are connected with one way frontage roads that run on both sides of US 12, separated by concrete barrier walls on each roadway. These one way frontage roads also provide access to the residences along US 12. This alternative eliminates direct access to US 12 from the high traffic volume County P. The interchange at WIS 19 East and Baltes Road is realigned to the south of the existing intersection to allow for better alignment of the ramps and frontage roads. It also provides better sight distance at the intersections. Existing WIS 19 East and Baltes Road are reconnected to the new alignment and access to US 12 is terminated. County P is realigned to the west with an overpass over US 12. This would avoid relocating buildings at Springfield Corners. Existing County P would be terminated on the north side of US 12 with a cul-de-sac and removed on the south side since there are no access points. WIS 19 West would remain on its original alignment, but would cross US 12 with an overpass to connect with the frontage road. The overpass would impact several buildings as a result. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 3.

Considerations include (refer to Basic Sheet 5):

- Minimal relocations along County P. – 3 housing units required along County P
- County P traffic doesn't run directly through Springfield Corners. – Medium Local Road Connectivity
- WIS 19 West remains on existing alignment. – Low Complexity of Routes
- Lowest length of roadway. – 8.23 miles
- Low impact to Emergency Medical Services (EMS) service routes. – Lowest Response Time impact
- Private accesses are provided via one way frontage roads or on/off ramps. - High/Medium impact Access to US 12 by Existing Residences
- County P doesn't have direct access to US 12. - High/Medium impact Access to US 12 by Existing Residences
- Impacts to wetland and floodplain north of Springfield Corners. – Approximately 0.5 acres of Wetlands

Summary of Considerations:

This alternative has a higher level of impact to local road connectivity and the one way frontage roads are less desirable for private access. This alternative does not provide for local road connectivity which is part of the land use/transportation planning coordination need. Therefore this alternative has not been identified as the Preferred Alternative.

Alternative North 1B (Preferred):

Continuous Split Diamond Interchange WIS 19 – Re-route County P to WIS 19 East (See Exhibit 4): This alternate is similar to Alternative North 1A in that it is a continuous split diamond interchange from WIS 19 West to WIS 19 East and access would be provided to and from the north at WIS 19 West and to and from the south at WIS 19 East. However, the ramps would be connected with two way frontage roads instead of one way frontage roads and run on both sides of US 12. County P is re-aligned prior to entering Springfield Corners to connect to WIS 19 East by following the existing Lodi-Springfield Road. This would eliminate the need for an overpass of County P at US 12. The existing County P through Springfield Corners would be reclassified and maintained as a local road and would connect to the frontage road north of US 12. The interchange at WIS 19 East and Baltes Road is realigned to the south of the existing intersection and would cross US 12 with an underpass. The interchange at WIS 19 West is also realigned to the south of the existing intersection and would cross US 12 with an overpass. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 4.

Considerations include (refer to Basic Sheet 5):

- Less number of housing units required than Alternatives North 1A and 2A. - 5
- Avoids impact to wetlands and floodplain area north of Springfield Corners by rerouting County P on Lodi-Springfield Road. - No floodplain or wetlands fill
- Minimizing the roadway right-of-way need for County P by using Lodi-Springfield Road. Results in lowest total area in right-of-way conversion. - 91.2 acres
- Reduces truck travel through Springfield Corners residential areas. - Low Local Road Connectivity impact
- The two way frontage roads and crossings at each end provide better flow of traffic. - Medium Complexity of Routes
- Right-of-way impacts to farms are kept to a minimum and are the lowest of other alternatives. - 66.4 acres

- WIS 19 West bridge location reduces impacts to surrounding residents and farmstead. - 1 less housing unit required than Alternative North 1A at WIS 19 West bridge location
- Lowest construction cost of the other alternatives. - \$12.2 Million
- Springfield Corners has access to the frontage road without relocations. The farms on the north and south ends of the alternative have long driveways. - High/Medium Access to US 12 by Existing Residences
- Minimizes impact to EMS service routes. - Low impact

Summary of Considerations:

This alternative has the lowest area impacting agricultural lands. It has the lowest construction cost and minimizes right-of-way impacts. It has a lower number of housing units and avoids floodplain and wetland fill. Based on these factors, but primarily due to the lowest area of impacting agricultural lands, this alternative best meets the purpose and need of the study in the north section and has been identified as the Preferred Alternative.

Alternative North 2A:

Split Diamond Interchange with County P on same alignment (See Exhibit 5): This alternative consists of one split diamond interchange between WIS 19 East and County P. One way frontage roads between WIS 19 East and County P would connect the ramps and provide access to the residences along US 12. The one way frontage roads are separated from US 12 by a concrete barrier wall on each roadway, in order to keep the frontage roads as close as possible to US 12 to minimize the right-of-way needed. WIS 19 East and Baltes Road would be realigned to the south to allow for better alignment for the ramps and better sight distance at the intersections. Existing WIS 19 East and Baltes Road would then connect to the new alignment and access would be terminated at US 12 with cul-de-sacs. County P would stay close to the existing alignment but several structures near US 12 in Springfield Corners would be impacted due to the change in grade for the overpass required. WIS 19 West is realigned south of US 12 to connect to County P. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 5.

Considerations include (refer to Basic Sheet 5):

- County P remains near existing alignment.
- County P has direct access to US 12 in all directions.
- No overpass at WIS 19 West and avoids farm relocation. - No farm relocations
- Impact to wetland and floodplain area north of Springfield Corners is avoided.
- Greater farmland acquisition compared to Alternatives North 1A and 1B. - 91.6 acres
- County P has a large impact to structures near US 12 due to high fill section and has the most relocations of the other alternatives. - 10 Total housing units required
- High proportional cost of frontage roads. - \$5.2 million
- Highest total cost. - \$44.8 million
- Medium level of impact to EMS Response Time.
- High level of impact to Local Comprehensive Plans.

Summary of Considerations:

Due to the higher level of agricultural impacts with respect to farmland acquisition, this alternative does not meet the land use/transportation planning coordination need. It has the highest overall cost and most relocations. Primarily due to these factors this alternative has not been identified as the Preferred Alternative.

Alternative North 2B:

Split Diamond Interchange with County P north of current alignment (See Exhibit 6):

This alternative would consist of one split diamond interchange between WIS 19 East and County P with slip ramps off of the one way frontage roads that connect WIS 19 East and County P. This alternative would provide for access in all directions from County P and access to and from the south at WIS 19 East. The one way frontage roads would be separated from US 12 by a concrete barrier wall on each roadway, in order to keep the frontage roads as close to US 12 as possible to reduce the amount of right-of-way needed. The space between the concrete barrier walls also provides room for snow storage from US 12. The frontage roads also would provide access for those residents on US 12 between WIS 19 East and County P. WIS 19 East and Baltes Road would be realigned south of their current location to allow better alignment of the ramps and frontage roads, and for better sight distance at the intersections. Existing WIS 19 East and Baltes Road would be connected to the new aligned roadway and access would be terminated at US 12 with cul-de-sacs. County P would be realigned from its existing alignment to run north of the existing Springfield Corners and connects back to the existing alignment north of Lodi-Springfield Road. Hyer Road would be then realigned to connect to Lodi-Springfield Road at the

intersection of existing County P. This alternative route requires new right-of-way but avoids any relocation of structures in Springfield Corners. Existing County P would be terminated on the north side of US 12 with a cul-de-sac, reclassified as a local road, and obliterated on the south side. WIS 19 West is relocated behind the Dane County Maintenance Garage to connect to County P. The Dane County Maintenance Garage driveway is relocated to WIS 19 West. The residences north of County P and US 12 would have access to a frontage road. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 6.

Considerations include (refer to Basic Sheet 5):

- County P is routed away from residential area.
- Lowest relocations of the other alternatives.- 6 total buildings
- Existing County P buildings near US 12 don't have direct access to US 12.
- Impact to wetland and floodplain area north of Springfield Corners. - Approximately 0.5 acres wetlands filled
- Longest length of roadway and highest construction cost. - 10.03 miles and \$24.9 million
- Most area of acquisitions from farms.- 120.0 acres

Summary of Considerations:

This alternative has impacts to floodplains and wetlands similar to Alternative North 1A. The construction cost is the highest among the north alternatives. Also because it has the most area of the farmland acquisitions, this alternative does not meet the land use/transportation planning coordination need. Primarily due to these factors this alternative has not been identified as the Preferred Alternative.

Central Section (Kickaboo Road and Meffert Road area)

A common element of all the alternatives for the Central Section is that two access points to US 12 (Kickaboo Road, Meffert Road) are reduced to one access. All alternatives involve some amount of wetland impacts. All alternatives have a low or medium impact to the EMS response time and low impact to comprehensive land plans.

Alternative Central 1A:

Diamond Interchange at Meffert Road, No Overpass at Kickaboo Road (See Exhibit 7):

This alternative consists of one full diamond interchange at Meffert Road with access to US 12 in all directions. Riles Road access to US 12 would be terminated with a cul-de-sac, but has a frontage road that runs north to connect with Meffert Road. Meffert Road would remain close to its original alignment with some changes in grade on the east side of US 12 to allow for the overpass of US 12. Some relocations would be necessary to allow room for the north or westbound ramps and fill for the overpass of Meffert Road. A frontage road would run along and parallel the west side of US 12 from Meffert Road to Kickaboo Road. Hickory Run residential development access to Kickaboo Road would be maintained and another access to the proposed frontage road would be provided to the subdivision by way of Town and Country Lane. Kickaboo Road is terminated at US 12. A frontage road along the east side of US 12 would provide access to adjacent land owners. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 7.

Considerations include (refer to Basic Sheet 5):

- Meffert Road has direct access to US 12 in all directions.
- Meffert Road remains close to the existing alignment.
- West frontage road bypasses the Hickory Run development at Kickaboo Road. Residents of the Hickory Run development have to travel south in order to go north on US 12. - Medium impact for Access to US 12 by Existing Residences
- Kickaboo Road is serviced by frontage roads on both sides of US 12.
- Large cut section on north or westbound on ramp at Meffert Road Interchange.
- High level of building relocations. - 6 total buildings
- Highest real estate costs of the other alternatives. - \$11.4 million
- High level of farmland acquisition. - 44.8 acres
- High proportional cost for frontage roads and impacted farm lands. - \$13.8 million

Summary of Considerations:

This alternative has not been identified as the Preferred Alternative. Due to the higher level of agricultural impacts, this alternative does not meet the land use/transportation planning coordination need. This alternative also has a high level of real estate costs and building relocations.

Alternative Central 2A:

Diamond Interchange at Meffert Road with Overpass at Kickaboo Road (See Exhibit 8):

Alternative Central 2A is similar to 1A except there is an overpass at Kickaboo Road and Meffert Road is shifted to the south of the current alignment to avoid impacts to the structures near US 12. The overpass at Kickaboo Road would eliminate the need for the frontage road on the east side of US 12 from Meffert Road for the few land owners. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 8.

Considerations include (refer to Basic Sheet 5):

- Kickaboo Road has its own overpass.
- Minimal relocations at Meffert Road Interchange.
- Highest impact to farm area compared to the other alternatives. - 46.7 acres
- Kickaboo Road requires a large fill on the east side of US 12.
- Residents of the Hickory Run development have to travel south in order to go north on US 12. - Medium/Low impact Access to US 12 by Existing Residences
- Highest total cost. - \$25.0 million

Summary of Considerations:

This alternative has not been identified as the Preferred Alternative primarily due to the total cost because of the agricultural impacts. This alternative does not meet the land use/transportation planning coordination need.

Alternative Central 3A (Preferred):

Continuous Split Diamond Interchange Kickaboo Road to Meffert Road (See Exhibit 9):

This alternate consists of a continuous split diamond interchange from Meffert Road to Kickaboo Road, with access to and from the south at Meffert Road and access to and from the north at Kickaboo Road. The ramps are connected with a two way frontage road that would run on the west side of US 12. At Meffert Road there would be an overpass of US 12 slightly north of the current road alignment. There would be an overpass of US 12 provided at Kickaboo Road. Hickory Run development access to Kickaboo Road would be maintained and another access to the proposed frontage road provided to the subdivision by way of Town and Country Lane. Kickaboo Road is terminated at US 12. Access to the residential properties on the west side of US 12 would be provided from the frontage road. The frontage road would also need to be extended from Meffert Road to connect to Riles Road on the west side of US 12. Access to the residential properties on the east side of US 12 would be provided from local roads terminating in cul-de-sacs that would extend west from Meffert Road and extend south from the new overpass/northbound ramp. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 9.

Considerations include (refer to Basic Sheet 5):

- Meffert Road remains close to existing alignment.
- A two way frontage road serves the west side of US 12 between Meffert Road and Kickaboo Road. Local roads would serve the east side of US 12 between Meffert Road and Kickaboo Road.
- Lowest area of farmland acquisition. - 44.5 acres
- Much lower proportional cost of frontage roads as compared to the other alternatives. - \$2.4 million
- Lowest total cost. - \$18.6 million
- Good access to US 12 for the Hickory Run development. - Low impact to Local Road Connectivity
- A resident on the west side of US 12 north of Kickaboo Road would have a long driveway.
- Low level of building relocations. - 2 total buildings required

Summary of Considerations:

This alternative has the lowest level of impact to agricultural land. It has the lowest overall cost and low impact to local road connectivity. Primarily due to these factors this alternative best meets the purpose and need of the study in the central section and has been identified as the Preferred Alternative.

South Section (County K Interchange area)

A common element of all the alternatives for the South Section is that two access points to US 12 (Fisher Road,

County K) are reduced down to one access. The North Mendota Parkway is a planned four lane urban parkway divided roadway linking US 12 to I-39/90/94 to the east along the north side of Lake Mendota. A plan was developed by Dane County, titled The North Mendota Parkway Plan. The natural resource area boundaries depicted in the plan were incorporated into the 2012-2017 Dane County Parks and Open Space Plan. The plan concepts are not funded or programmed for any construction currently. The North Mendota Parkway is projected to connect to US 12 near County K. All of the alternatives below include an interchange at County K that can accommodate connection to the North Mendota Parkway as formally requested by Dane County. There is no wetland or floodplain impact with any of the alternatives.

Alternative South 1A:

Diamond Interchange north County K (See Exhibit 10):

This alternative consists of a full diamond interchange. County K would be shifted to the north about 1,500 feet. Existing County K would be terminated with cul-de-sacs on both side of US 12 and converted to a local street. A new roadway connection from the new County K to Fisher Road would be provided on the east side of US 12. A new roadway with cul-de-sac would be provided to extend north of the new County K on the west side of US 12 to access an existing farmstead. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 10.

Considerations include (refer to Basic Sheet 5):

- County K has direct access to US 12 in all directions.
- County K interchange is centrally located between Meffert Road and Parmenter Street.
- Fisher Road has direct access to County K.
- Lowest length and total cost of the other alternatives. - \$18.4 million
- Lowest Complexity of Routes as compared to the other alternatives.
- County K passes through a large hill on the east side of US 12.
- County K bisects multiple agricultural fields.
- Most area of farmland acquisition. - 63.0 acres
- High proportional cost of frontage roads. - \$3.2 million
- No building relocations.

Summary of Considerations:

This alternative has not been identified as the Preferred Alternative primarily because this alternative does not meet the land use/transportation planning coordination need due to the impact to agricultural lands.

Alternative South 2A:

Collector/Distributor with Parmenter Street (See Exhibit 11):

This alternative consists of a collector distributor type interchange using the existing Parmenter Street interchange and County K which would be shifted about 1,100 feet south of its' current alignment. Existing County K would terminate with a cul-de-sac on both sides of US 12 and be converted to a local street. Collector distributor lanes would be provided between the existing Parmenter Street interchange and the proposed County K. A roadway with cul-de-sac would be provided to extend to the north of County K on the west side of US 12 to access an existing farmstead. Existing cul-de-sacs for local roads on both sides on US 12 south of Schneider Road would need to be adjusted slightly. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 11.

Considerations include:

- County K and existing Parmenter Street Interchanges are combined into one Interchange.
- County K stays as close to its existing alignment without relocating businesses and homes near US 12.
- The use of collector distributor lanes keeps right-of-way needs to a minimum between County K and Parmenter Street.
- Lowest proportional cost of frontage roads. - \$1.0 million
- Lowest impact to farm area. - 41.2 acres
- Highest length of roadway and highest total cost. - 9.38 miles and \$46.2 million
- The south or eastbound Parmenter Street off ramp encroaches on an already tight driveway.
- The north or westbound collector distributor lane encroaches on already steep slopes and would expose the quarry to the view of the public.
- There is minimal weave distance between the Parmenter Street and Airport Road ramps.

Summary of Considerations:

This alternative is not feasible since there is not enough separation between the roadways to allow for the collector distributor roadways according to WisDOT or FHWA standards. The detailed assessment was done as a result of local comments. The length of roadway and total cost is about double the other alternatives. Therefore this alternative has not been identified as the Preferred Alternative.

Alternative South 3A (Preferred):

Partial Cloverleaf/Jug Handle Interchange (See Exhibit 12):

This alternative consists of a partial cloverleaf and jug handle type interchange at County K with County K alignment shifted slightly to the north of the existing location. Existing County K would terminate with cul-de-sacs on both sides of US 12 and be converted to a local street. A new roadway would be constructed on the east side of US 12 connecting the new County K and Fisher Road. A roadway with cul-de-sac would be provided to extend to the north of County K on the west side of US 12 to access an existing farmstead. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 12.

Considerations include (refer to Basic Sheet 5):

- Lowest construction costs or same as Alternative South 1A. - \$11.3 Million
- Relocations kept to a minimum. County K Interchange avoids most of the existing residents and businesses along existing County K. - 2 buildings required
- County K Interchange allows for free flow ramps from west to south and north to east.
- County K ramps are designed to allow for possible future expansion of US 12 and possible connection to the North Mendota Parkway.
- Less potential for impact to known springs/aquifer.
- Least impact to EMS Response Time.
- Lower impact to farmland area than Alternative South 1A. - 54.8 acres
- Adds about a mile of town road to connect County K and Fisher Road.
- High proportional frontage road costs. - \$3.4 million

Summary of Considerations:

This alternative requires two building relocations, but has about eight acres less impact to agricultural lands than the other feasible Alternative Central 1A. Therefore, since this alternative best meets the purpose and need of the study in the south section and has been identified as the Preferred Alternative.

3. Description of Proposed Action

The purpose of this study, consistent with Wisconsin Statutes §84.295(10), is to explore the impacts of mapping and corridor preservation for conversion of US 12, which is a part of the National Highway System (NHS) Route, from an expressway to a freeway. The Preferred Alternative would convert US 12 from an expressway to a freeway by combining alternatives North 1B, Central 3A, and South 3A. See Exhibit 13 (A&B). As discussed with the residents and officials of the town of Springfield and Dane County, minimizing impacts related to access and land use primarily agricultural preservation were factors in selecting the Preferred Alternative. Options to the alternatives Central 3A and South 3A that reduced agricultural impacts and building relocations, but provided less roadway connectivity received positive public feedback. As a result these options have been incorporated into the alternatives. The Preferred Alternative meets the purpose and need of the study of preserving the corridor; improving safety, operation, and mobility; and coordinating land use with transportation planning to achieve local and regional goals. The Preferred Alternative is chosen based on assessment of the environmental impacts which are listed on Basic Sheet 5, Alternatives Comparison Matrix. The Preferred Alternative is referred to as the Proposed Action throughout the remainder of this document.

The proposed improvements would be officially mapped under the process established in Wisconsin Statutes §84.295(10) to preserve right-of-way for future transportation needs.

This Environmental Assessment (EA) is being completed for the purpose of preserving and officially mapping future right-of-way. It serves as a link between the planning and preservation process and the final design process. Due to the long term nature of any future potential design and/or construction, additional environmental approvals and/or environmental documentation updates would be required when warranted and/or funding becomes available to construct the Proposed Action.

The interchange in the north section (Exhibit 13A) would be a continuous split diamond interchange between WIS 19 East and WIS 19 West. Intersection control at interchange ramp terminals will be determined during future phases of the project. County P would be re-aligned to follow Lodi-Springfield Road prior to entering Springfield Corners from the east. This would avoid impacts to Springfield Corners and the environmentally sensitive areas to the north. Lodi-Springfield Road would need to be reconstructed to meet county highway standards and the roadway classification would need to be changed accordingly. There are several residential structures and a planned subdivision that would be potentially impacted as a result. A portion of the Waunakee Marsh State Wildlife Area is adjacent to all quadrants of the intersection of WIS 19 East and Lodi-Springfield Road. A roundabout is planned at this intersection and would be designed to minimize impact to this wildlife area. An overpass would be provided at WIS 19 West. A few buildings would be impacted as a result of the overpass. Two way frontage roads on both sides of US 12 would be constructed. This would provide access to any adjacent properties some of which currently have access to US 12. Also, the two way frontage roads would accommodate WIS 19 traffic traveling across US 12. An underpass at WIS 19 East and an overpass at WIS 19 West would be constructed. The current County P crossing of US 12 would be eliminated and the roadway to the east converted to a local road. County P west of US 12 would be maintained. County P traffic crossing US 12 would be accommodated by the two way frontage roads and re-aligned County P via Lodi-Springfield Road. A total of ten access points to US 12 would be eliminated. The other affected local road would be Baltes Road which would be connected to the two way frontage roads and underpass of WIS 19 East.

The interchange in the central section (Exhibit 13B) would be a continuous split diamond interchange between Meffert Road and Kickaboo Road. Intersection control at interchange ramp terminals will be determined during future phases of the project. Agricultural area impacts are kept to a minimum. An overpass would be provided at both Kickaboo Road and Meffert Road. A two way frontage road on the west side of US 12 and local roads on the east side of US 12 would provide access for the adjacent parcels. Riles Road would be re-aligned to connect with the overpass at Meffert Road. A total of six access points to US 12 would be eliminated.

The interchange in the south section (Exhibit 13B) would be a partial cloverleaf and jug handle interchange at County K. In this design the majority of the ramps would be located on the north side with County K being adjusted slightly to the north of the current alignment. Intersection control at interchange ramp terminals will be determined during future phases of the project. A few structures would be impacted at the northwest corner of the current intersection. The majority of the structures at this intersection would be avoided. This option provides the least amount of environmental impacts while minimizing the impact to agricultural lands. An overpass would be provided at County K. A two way frontage road would be constructed on the east side of US 12 which would provide access to adjacent parcels and a connection between County K and Fischer Road. This roadway would be located along US 12 as closely as feasible to minimize impact to agricultural lands and avoid severing the farm in the area. A local road terminating in a cul-de-sac would be constructed from County K west of US 12 to provide access to two parcels which currently have direct access to US 12. A total of five access points to US 12 would be eliminated.

With the removal of the three existing signalized intersections the unacceptable LOS which occurred will be eliminated. A 2015 US 12 Corridor Study Intersection Control Evaluations (ICE) and an updated supplement analysis has been completed that projects out to the year 2050. This analysis evaluated the intersections at all of the interchanges, side roads, frontage roads, and freeway ramp merge/diverge areas to confirm the proposed actions are appropriate and that sufficient right-of-way is planned for. In addition it determined that the proposed action will function at an acceptable level for the foreseeable future and that no adjustments to existing proposed actions were necessary at this time.

The need for detours and detour routes is not a part of this study. These would be determined during the final design phase of the Proposed Action.

4. Construction and Operational Energy Requirements

Construction energy requirements would be higher for the Proposed Action as compared to the No Build alternative. Operational energy which includes maintenance, safety, and traffic factors involving reduction in traffic congestion and removing of at-grade intersections would be less for the Proposed Action. Over the life of the facility the savings in operational energy are anticipated to be greater than the construction energy required to construct the facility.

5. Land use

All land within the US 12 study corridor is zoned under the Dane County Code of Ordinances. The majority of zoned land use within the section is agricultural preservation which is considered an important component by local officials with the town of Springfield and Dane County. Farmland is preserved through policies and regulations limiting residential densities and commercial development in agricultural areas. In general, the town of Springfield prefers to have development occur where planned in unincorporated hamlet of Springfield Corners.

There is a variety of land uses along the study corridor. There are several small wooded areas along the study corridor and farmsteads associated with the predominant agricultural land use. The entire study corridor is within the town of Springfield. Existing land uses are shown in Exhibit 14 and in the table below. This section of the corridor has experienced below average growth rates.

Existing Land Use, US 12 Project Area

Existing Land Use	Acres	Percentage
Agriculture	935.6	58.7%
Farmstead	44.1	2.8%
Single Family Residential	77.7	4.9%
Manufactured Housing Community	12.4	0.8%
Commercial	26.3	1.6%
Institutional	17.5	1.1%
Open Space	53.9	3.4%
Woodland	37.2	2.3%
Quarry	28.6	1.8%
Water	6.9	0.4%
Transportation	353.4	22.2%
Total	1,593.6	100.0%

Source: US-12 Freeway Conversion Study, May 14, 2009.

a. Land use of properties that adjoin the project:

North Section:

The unincorporated hamlet of Springfield Corners is located near the County P intersection and is considered the town's community center. There are a few businesses as well as a town hall and several residences in Springfield Corners. The Dane County Maintenance Garage is located in this section along with a park and ride lot which is owned and maintained by WisDOT.

Central Section:

Includes a residential development, a tavern, and a manufactured housing community.

South Section:

There are a few businesses at County K, a stone quarry, and a park and ride lot which is owned and maintained by WisDOT.

b. Land use of surrounding project area:

The surrounding area is primarily agricultural. See Exhibits 14 and 17 for other land uses and environmental features in the area.

The unincorporated hamlet of Ashton is located approximately one mile west of US 12 along County K. Ashton includes the St. Peter's Roman Catholic Church which is listed on the National Register of Historic Places.

The village of Waunakee is located to the east about four miles along WIS 19. The villages of Sauk City and Prairie Du Sac are located to the north approximately eight miles along US 12. The city of Middleton and Madison Metropolitan area are located just to the south along US 12.

The Waunakee Marsh State Wildlife area is located east of US 12 on both sides of WIS 19 East. This area is a 470 acre recreational property owned by the WisDNR. It was established in 1958 with the intent to protect the extensive wetlands associated with the upper reach of Six Mile Creek and its springheads, and to provide for public hunting.

The Empire Prairies State Natural Area is located west of US 12 and north of County K. This area has prairie remnants and a small oak opening and contains many native plant species.

There is a proposed natural resource area located east of US 12 and south of Meffert Road associated with an existing drainage way. This area is designated by Dane County as an existing or proposed natural resource area. The area boundaries include a mixture of private and publically owned lands.

6. Planning and Zoning

The study corridor overlaps the planning area for recently adopted plans in three municipal jurisdictions, including the town of Springfield, the city of Middleton, and Dane County. The following plans were reviewed:

- Town of Springfield Comprehensive Plan, 2016
- City of Middleton Comprehensive Plan, 2006
- Dane County Comprehensive Plan, 2007
- Dane County Farmland Preservation Plan, 2012
- City of Middleton and town of Springfield Intergovernmental Agreement (and associated Land Use Map), 2004
- Dane County Parks and Open Space Plan, 2012-2017
- Dane County Land and Water Resource Management Plan, 2008
- Dane County Code of Ordinances, 2014
- City of Middleton Wellhead Protection Plan and Ordinance, 2015
- North Mendota Parkway Alternatives Study 2003
- Connections 2030, 2009
- WisDOT Beltline Study, 2014
- Madison Metropolitan Planning Organization Transportation Improvement Program, 2017-21
- Dane County Official Snowmobile Map, 2015-16
- The table below summarizes the plans reviewed. A summary of each plan is provided after the table and includes internet link to the full plan.

Municipality/ Agency	Adopted Plans	Planned Land Use on US 12 Corridor	Is Proposed Action Compatible?	Reference
Town of Springfield	Comprehensive Plan (rev. 2016)	Agriculture Preservation	Yes	https://www.dropbox.com/sh/t633nourmyzphuf/AABj1OFoCKjci-Ul-AbKagvN_a/Town%20of%20Springfield%20Comprehensive%20Plan Adopted 1.4.16 with%20maps%20reduced.pdf?dl=0
City of Middleton	Comprehensive Plan (rev. 2006)	Transportation	Yes	http://www.ci.middleton.wi.us/index.aspx?NID=167
Dane County	Comprehensive Plan (rev. 2007)	Agriculture Preservation Areas and Rural Development/ Transitional	Yes	http://www.daneplan.org/plan.shtml
Dane County	Farmland Preservation Plan (rev. 2012)	Agriculture Preservation	Yes	https://www.countyofdane.com/plandev/planning/farm_preservation.aspx

City of Middleton/ Town of Springfield	Intergovernmental Agreement (and associated Land Use Map), (2004)	Development/ Transitional	N/A	http://www.town.springfield.wi.us/images-docs/land-use/2012/Sping_Mid_IGA_325042.pdf
Dane County	Parks and Open Space Plan (2012-2017)	Not Applicable	Yes	https://www.countyofdane.com/wrd/parks/planning.aspx#open_space_plans
Dane County	Land and Water Resource Management Plan (2008)	Soil and water conservation areas	Yes	https://www.countyofdane.com/wrd/landconservation/papers/lwrm08/LWRM_Plan_2008_with_Maps.pdf
Dane County	Code of Ordinances	Zoning	Yes	https://www.countyofdane.com/ordinances/#zoning
City of Middleton	Wellhead Protection Plan and Ordinance	Wellhead Protection	Yes	http://www.ci.middleton.wi.us/DocumentCenter/View/20
Dane County	North Mendota Parkway Alternatives Study 2003	Long-range planning for interchange	Yes	http://danedocs.countyofdane.com/webdocs/PDF/execCommittees/nmpac_final_report.pdf
WisDOT	Connections 2030	Statewide corridor management approach	Yes	http://www.dot.state.wi.us/projects/state/2030-background.htm
WisDOT	Beltline Study	Identify and evaluate alternatives for Beltline that address long-term transportation needs	N/A	http://www.dot.wi.gov/projects/sregion/madisonbeltline/schedule.htm
Madison Area MPO	Transportation Improvement Program (TIP)	The study corridor is identified as an ongoing study.	N/A	http://madisonareampo.org/planning/improvementprogram.cfm
Dane County	Official Snowmobile Map	Snowmobile routes and locations of crossing of the US 12.	Yes	https://www.countyofdane.com/wrd/parks/pdf/Snowmobile_Trail_Map.pdf

Town of Springfield, Dane County, and City of Middleton Comprehensive Plan

US 12 overlaps these planning areas. Between 2002 and 2016 all three entities adopted comprehensive land use plans, or "smart growth" plans. Exhibit 15 includes a composite planned land use map which combines the land use recommendations for these entities.

The majority of the study corridor is planned for "Agricultural Preservation" consistent with a future density of one home per 35 acres. The stated purpose of this district is to preserve productive agricultural lands in the long-term, protect existing farm operations from encroachments by incompatible uses, promote further investments in farming, and maintain farmer eligibility for incentive programs. The conversion of agricultural lands to transportation purposes that is involved with the conversion of US 12 from an expressway to a freeway is not consistent with the goals of the plan. However, the Proposed Action was identified through coordination with town, city, and county officials. The Proposed Action minimizes impacts to agricultural lands to the extent practicable and has the support of town, city and county officials.

The town of Springfield's comprehensive plan includes a conceptual plan for *Springfield Corners*, which is the town's "community center" and is near the corners of County P and WIS 19 East. (See Exhibit 16). It includes civic, commercial, contractor, storage, and light assembly uses, along with two residential subdivisions and other homesites. This Plan advises the continued and enhanced role of Springfield Corners as the town's center of activity. While the project would impact the Town Center Plan impacts would be kept to a minimum which is compatible with the plan. In addition, the Proposed Action is supported by town officials, included in the Comprehensive Plan, and does not preclude the plan's goal to promote Springfield Corners as the town's community gathering place.

Dane County Farmland Preservation Plan

The plan serves as the basis for farmland preservation zoning, conservation easement, grant and special designation application support and other policy decisions related to farmland preservation in Dane County. The conversion of agricultural lands to transportation purposes that is involved with the conversion of US 12 from an expressway to a freeway is not consistent with the goals of the plan. However, the Proposed Action was identified through coordination with town, city, and county officials. The Proposed Action minimizes impacts to agricultural lands to the extent practicable and has the support of town, city and county officials.

City of Middleton/Town of Springfield Intergovernmental Agreement (and associated Land Use Map)

The city of Middleton and town of Springfield entered into this agreement which was established to define growth areas at these municipal boundaries. This agreement between the city and town is intended to implement the preliminary framework to enable the parties to determine their respective boundaries and to guide and accomplish a coordinated, well-planned and harmonious development of the territory covered by the Plan. Three joint planning areas were adopted and are illustrated on Exhibit 15. While the project would impact these areas it does not preclude the ability to achieve the terms of this agreement.

Dane County Parks and Open Space Plan

The plan identifies several areas of interest as it relates to recreation and open space use. Included is an inventory of potential grasslands and prairie management areas compiled by the Southwest Wisconsin Prairie Enthusiasts. See Exhibit 17. Three areas are located in the US 12 and County K areas. The county's role is to work on funding the acquisition and preservation of the areas. These areas are not along the study and corridor and the project does not preclude the recommendations of this plan.

Dane County Land and Water Resource Management Plan

This plan outlines a comprehensive strategy for the implementation of soil and water conservation in the county. One of the critical goals is to maintain agricultural lands for long term production. Another goal is to protect groundwater quality. The Frederick Springs Recharge area is within the study corridor. The Proposed Action was chosen to minimize impact to this recharge area. The project design would consider impacts and identify any necessary mitigation strategies needed as a result.

Dane County Code of Ordinances

The code establishes zoning uses and regulations with Dane County. All land within the US 12 study corridor is zoned under Chapter 10 of the Dane County Code of Ordinances. Existing land uses within the study corridor are depicted on Exhibit 14. While the majority of the study corridor is still in agricultural use, there is a variety of unique land uses within this six-mile stretch of highway. The code includes provisions for transfer development rights which has been discussed locally related to protecting the agricultural lands along the study corridor. The project does not preclude the provisions of the zoning code.

City of Middleton Wellhead Protection Plan and Ordinance

Residents in the city of Middleton depend exclusively on groundwater for a safe drinking water supply. Certain land use practices and activities can seriously threaten or degrade groundwater quality. The purpose of this plan and ordinance is to institute land use regulations and restrictions to protect the city's drinking water and well fields, and to promote the health, safety and general welfare of the residents of the city of Middleton. The plan identifies protection areas associated with municipal well sites. The project area is outside of the protection areas of the Middleton Wellhead Protection Plan and Ordinance and therefore does not conflict with this plan.

North Mendota Parkway Study/Plan

The report included 10 recommendations to be carried out by a combination of local and county agencies. Chief among these recommendations was to proceed with intergovernmental agreements that placed a moratorium on all new land divisions, subdivisions, rezoning, and conditional use permits that could potentially harm potential routes for the parkway. Another important recommendation was to proceed with an environmental study of the North Mendota area, the results of which would be used to identify and officially map an appropriate location for the parkway.

During the completion of this study, an exact location for the North Mendota Parkway interchange along US 12 had yet to be determined by the Implementation Oversight Committee. However, the Proposed Action interchange at County K was selected to allow for future expansion for connection to the North Mendota Parkway.

WisDOT has acknowledged a 2010 resolution (Res. 313.09-10) between the town of Springfield, town of Westport, village of Waunakee, cities of Middleton and Waunakee, and Dane County. This resolution indicates that WisDOT

would assist and incorporate the North Mendota Parkway Study results into the US 12 Freeway Conversion Study.

Connections 2030

The plan would guide the State of Wisconsin as it meets the challenge to provide a high quality transportation network. Connections 2030 has adopted a corridor management approach and identified the main corridors throughout the state, and then developed a plan for the corridor that includes contextual factors such as surrounding land uses, access, etc. Each corridor plan integrates all appropriate modes of transportation. The portion of US 12 in the study corridor is part of the Badger State Corridor (linking Eau Claire to Madison). Each corridor includes a list of Short Term (2008-2013), Mid Term (2014-2019), Long Term (2020-2030) studies or projects. The freeway conversion for this portion of US 12 is listed as an activity in the Badger State Corridor Planning Area plan.

Madison Metropolitan Planning Organization (MPO)

A portion of the study corridor is within the MPO's planning area boundary. The MPO is the policy body responsible for cooperative, comprehensive regional transportation planning and decision making for the Madison Metropolitan Planning Area. The goal of the MPO planning process is to build regional agreement on transportation investments that balance roadway, public transit, bicycle, pedestrian, and other transportation needs and support regional land use, economic, and environmental goals. The Transportation Improvement Program (TIP), which is updated annually, is a coordinated listing of short-range transportation improvement projects anticipated to be undertaken in the next five year period. The TIP is the mechanism by which the long-range transportation plan is implemented, and represents the transportation improvement priorities of the region. The 2017-2021 (current) TIP listed the US 12 Freeway conversion as an ongoing study.

WisDOT Beltline Study

WisDOT is in the process of completing an approved majors program expansion study of the Madison Beltline Highway. The study corridor begins about at the southern limits of this study and continues to the east. The project is currently in the Planning and Environmental Linkages (PEL) stage to determine broad strategies of improvements. The Proposed Action does not preclude the development improvement strategies for the Madison Beltline Highway. WisDOT would continue close coordination with the Beltline Study and the US 12 corridor improvements.

Dane County Official Snowmobile Map

The map shows current snowmobile trails throughout Dane County. Trails are designated as state corridor or local club trails. There are three crossings in the project area. Two are state funded corridors and one is a club trail. The project would adhere to all reasonable accommodations laws outlined for snowmobilers related to the crossing of highway right-of-way.

7. Environmental Justice

How was information obtained about the presence of populations covered by EO 12898?	
<input checked="" type="checkbox"/> Windshield Survey	<input type="checkbox"/> Official Plan
<input checked="" type="checkbox"/> US Census Data	<input type="checkbox"/> Survey Questionnaire
<input type="checkbox"/> Real Estate Company	<input type="checkbox"/> WisDOT Real Estate
<input checked="" type="checkbox"/> Public Information Meeting	<input type="checkbox"/> Local Government
<input type="checkbox"/> Human Resources Agency Identify agency Identify plan, approval authority and date of approval	
<input type="checkbox"/> Other (Identify)	

- a. No
- b. Yes Factor Sheet B-4 must be completed

Town of Springfield

U.S. Census Bureau data for 2010 Tract 109.04 and Tract 112, indicates the following population characteristics for the town of Springfield.

- Total Populations: 2,734
- White: 94%
- Black or African American: 0%
- Native American: 1%
- Asian: 1%
- Hispanic or Latino: 4%

The document is in compliance with U.S. DOT and FHWA policies to determine whether a proposed project would have induced socioeconomic impacts or any adverse impacts on minority or low income populations; and it meets the requirements of Executive Order on Environmental Justice 12898 – “Federal Actions to Address Environmental Justice on Minority and Low-Income Populations”. Neither minority nor low-income populations would receive disproportionately high or adverse impacts as a result of the Proposed Action.

- 8. Title VI of the 1964 Civil Rights Act, the Americans with Disabilities Act or the Age Discrimination Act**
Indicate whether or not individuals covered by Title VI have been identified. Title VI prohibits discrimination on the basis of race, color, or country of origin. Based on data obtained from the methods above, are populations covered by Executive Order 12898 present in the project area?
- a. No - Individuals covered by the above laws were not identified.
 - b. Yes - Individuals covered by the above laws were identified.
 - Civil Rights issues were not identified.
 - Civil Rights issues were identified. Explain: There is a manufactured housing community located off of Fisher Road in the center section of the study corridor. Based on an interview with the owner of the housing community, there are elderly residents, but none of low income. No impacts were identified.

9. Public Involvement

A. Public Meetings

A local officials meeting was held for town of Springfield, Dane County and WisDOT officials, after developing a series of alternatives. In addition to introducing the study and providing background information, a major goal of the meeting was to gather input from local officials who live, work, or travel within the official mapping area. Information gathered were used to refine the alternatives.

Two public involvement meetings (PIM) have been held. Alternatives were presented to obtain comments from the public. In order to garner increased awareness of the project, meeting announcements were sent to addresses within the town of Springfield based on available tax parcel data obtained from Dane County.

Meetings were held at ADA compliant facility and appropriate accommodations for the hearing impaired were provided.

Date	Meeting Sponsor (WisDOT, RPC, MPO, etc.)	Type of Meeting (PIM, Public Hearings, etc.)	Location	Approx. # Attendees
9/23/2008	WisDOT	Local Officials Meeting	Town Hall, Town of Springfield	14
10/28/2008	WisDOT	PIM	Middleton High School Student Center	65-70
6/4/2015	WisDOT	PIM	Middleton High School Student Center	20-25

B. Other methods:

Project information is provided on the WisDOT web-site;
<http://wisconsindot.gov/Pages/projects/by-region/sw/12freeway/default.aspx>

Press releases have been and would be issued for the public involvement meetings.

Project information has been provided as necessary in the town of Springfield quarterly newsletter.

Individual property owner meetings have been held with owners upon their request. These owners are impacted by the project or expressed concerns during the public involvement meetings. Comments received related to alternatives, topsoil retention, stormwater concerns, real estate process and mapping process/schedule. All owners were satisfied by the responses provided by the project team.

C. Identify groups that participated in the public involvement process. Include any organizations and special interest groups including but not limited to:

Association of Wisconsin Snowmobile Clubs (AWSC) currently has one crossing near Kickaboo Road. There are two other state corridor trail crossings, one near County P and the other near Fischer Road. AWSC is concerned that the freeway conversion would eliminate snowmobile crossings. See Exhibit 18. A separate underpass or overpass is preferred over combining snowmobile accommodations at vehicle interchanges. A meeting was held on June 6, 2008. Roadway overpasses near the three current trail crossings of US 12 would be wide enough to allow for snowmobile use.

WisDOT would adhere to all reasonable accommodation laws outlined for snowmobiles related to the crossing of highway right-of-way.

D. Indicate plans for additional public involvement, if applicable.

A notice of opportunity would be advertised to allow the public to request a public hearing upon completion of this environmental document.

A public hearing would be held during the mapping process of this project.

Subsequent public involvement meetings would be held as necessary during the final design phase and to facilitate construction.

Project information would be included in future town of Springfield newsletters.

10. Briefly summarize the results of public involvement:

A. Describe the issues, if any, identified by individuals or groups during the public involvement process.

Approximately 95 comments were received at the PIMs.

- Comments received were primarily related to access and land use concerns. This included access to residential areas, frontage road configuration, and roundabouts as intersections.
- Preservation of agricultural lands was the primary land use concern.
- There were several comments regarding access to Meffert Road and Kickaboo Road in the central section of the project.
- American Transmission Company (ATC) is planning a transmission line in the area known as the Badger Coulee Transmission Line Project. The transmission line would run from north of the city of La Crosse to northern Dane County. It is anticipated the construction of this transmission line would occur before the US 12 Freeway conversion construction is completed. This raises the concern that ATC facilities are constructed in areas that would interfere with the Proposed Action. (Update May 2016 - Approval to construct the Badger Coulee Transmission Line Project was given in April 2015. Construction on Segment 1 which crosses US 12 approximately 1,400 feet north of existing County P is anticipated to begin as early as January 2016 and be completed by March 2017. The whole project is planned to be in service in 2018.)

- The concern of traffic noise was raised.
- The potential to increase stormwater runoff and impact of the increase of water to properties was raised.
- At the 2nd PIM two options to the alternative Central 3A and South 3A were presented. These options provide for less impacts to agricultural land and building relocations, but provide for less roadway connectivity.

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

- Minimizing impacts related to access and land use primarily agricultural preservation were factors in selecting the Preferred Alternative. Frontage road alignments were developed to minimize impacts. Access to residential areas were considered. Intersections traffic control such as roundabouts, signals, or stop signs would be determined during the design process. Generally roundabouts are shown in this study since they have the largest impact of right-of-way.
- Additional alternatives were developed to require less land and to provide a better access near Meffert Road and Kickaboo Road in the central section of the project.
- Additional alternatives were developed to decrease impact of access south of Fisher Road to agricultural lands in the south section of the project.
- Current coordination with WisDOT related to the ATC transmission line project includes an agreement and letter of understanding to coordinate constructability concerns. Furthermore, mapping of the Proposed Action would preserve the corridor needed and could help avoid costly relocation of the ATC facilities. (Update May 2016: WisDOT continues to coordinate with ATC prior to mapping being completed to preserve the corridor. The planned crossing of the ATC transmission line is in a location that is outside the ramp areas of the County P interchange.)
- A traffic noise study has been done. In general traffic noise is expected to be reduced due to elimination of at-grade and signal controlled intersections. A few locations would see an increase, but all levels would stay below thresholds that would require any sort of mitigation.
- Drainage has been considered in the study. More detailed analysis of this would be done as part of the design process. This would involve treatment of stormwater runoff to an acceptable outlet off the project and may include the need for retention ponds.
- The options to the alternatives Central 3A and South 3A that reduced agricultural impacts and building relocations, but provided less roadway connectivity received positive public feedback. As a result these options have been incorporated into the Proposed Action.

11. Local/regional/tribal/federal government coordination

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

Unit of Government	Coordination Attached Y/N	Coordination Initiation Date	Coordination Completion Date	Comments
MPO, RPC, City, County, Village, Town, etc.	Correspondence Attached Y/N			
Town of Springfield	N	10/24/2007	Ongoing	Identified other Springfield officials, School, Fire and EMS to be involved. Reviewed land use plans and maps. Follow up meetings were held on 1/16/2008, 6/4/2008, 7/18/2008.
City of Middleton	N	11/19/2007	Ongoing	Discussed developments and plans in the city that could impact the project.
Dane County Highway Department	N	12/6/2007	Ongoing	Discussed North Mendota Parkway plans. Also, discussed access concerns at County P, WIS 19 to the north and farm access along the project corridor. Identified other County officials to be involved.
Dane County Planning Department	N	1/31/2008	Ongoing	Confirmed land use maps developed from input by the town of Springfield and city of Middleton. Reviewed traffic projections. Discussed North Mendota Parkway and farm access is a concern. Also, utilizing Transfer Development Rights (TDR) may be a way to help preserve agricultural lands. A follow up meeting was held on 12/10/2008.
Madison Area Metropolitan Planning Organization (MPO)	N	1/31/2008	Ongoing	Confirmed land use maps that have been developed. Reviewed traffic projections and determined they are consistent with MPO's traffic projection.
Middleton Cross Plains School District (MCPSD)	N	2/14/2008	Ongoing	Special meetings held due to impact of project to the school district. Removing direct access to US 12 would improve safety at bus stops.

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

Town:

- Protect the floodplain north of Springfield Corners.
- Access and local road impacts.
- Review the interchange near Meffert Road to provide better access for farm machinery, emergency vehicles, school buses, snowmobiles, bicyclists, etc.
- Town board members proposed modifications to Alternative South 2A to include a split diamond interchange between Parmenter Street and County K with a flyover ramp from westbound County K to southbound US 12.

County:

- Compare traffic projections to North Mendota Parkway projections.
- Access for farmers with lands on both sides of US 12.
- Preservation of farm properties.
- Review truck traffic access for quarry located in the north section of the project.

MCPSD:

- Supports use of frontage road systems to allow for efficient pickup and drop off of students.
- Maintain direct routes to and from interchanges.

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

Town:

- Avoiding flood plain impacts and minimizing impacts for access to local roads were factors in selecting the Preferred Alternative. See Basic Sheet 5 for a listing of these factors.
- Additional alternatives were developed to require less land and to provide a better access near Meffert Road and Kickaboo Road in the central section of the project.
- Additional analysis of design modifications proposed by the town board members were completed for Alternative South 2A and compared to the preferred Alternative South 3A. Due to considerations of vehicle maneuvers, impacts to property owners, and real estate and construction costs Alternative South 3A remains the Preferred Alternative.

County:

- Latest traffic projections were provided based on data from the Beltline study and revisions to the regional traffic model based on traffic data. The data utilized is the most current and is the source of traffic projections for all studies in the Dane County area.
- The Preferred Alternative provides frontage roads providing access to farms with lands on both sides of US 12. The removal of direct access to US 12 would be safer for farm machinery that currently needs to travel along US 12.
- Minimizing impacts to farm properties or agricultural preservation was a factor in selecting the Preferred Alternative. See Basic Sheet 5. Removing direct access points along US 12 would inhibit development.
- Trucks would have access to the quarry identified. Specific intersection designs, including roundabouts would take large trucks into consideration.

MCPSD:

- The Preferred Alternative provides frontage roads to accommodate pick up and drop off of students.
- Minimizing impact to local road connectivity was a factor in selecting the Preferred Alternative. See Basic Sheet 5 for a listing of these factors.

D. Indicate any unresolved issues or ongoing discussion.

None.

Agency and Tribal Coordination - Basic Sheet 3

	Coordination Required? Y = yes/N = no	Correspondence Attached? Y = yes/N = no	
WisDOT			
Regional Real Estate Section	Y	Y	Relocations are required. To accommodate the Proposed Action seven housing units, one farm unit and two businesses are anticipated to be relocated. There appear to be no unusual circumstances regarding the potential relocations. This project would have very minimal effect on the communities that remain after the relocation process. WisDOT's acquisition and relocation program would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act.
Bureau of Aeronautics	Y	Y	The Middleton Municipal Airport (Morey Field) is located approximately 1 mile to the southwest of the southern limit of this project. BOA has no objections to the project concept. The project design should consider the FAA's guidance for <i>Hazardous Wildlife Attractants on or near Airports</i> . This includes surface water features that may occur in borrow pits and stormwater management ponds that could present a wildlife hazard to aircraft. In addition coordination is needed with FAA for construction equipment being used at the southern limit of the project due to the proximity with the turf runway at the airport. See Attachment A1 for agency comments.
Bureau of Rails & Harbors	N	N	No railroads or harbors within the project limits.

	Coordination Required? Y = yes/N = no	Correspondence Attached? Y = yes/N = no	
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STATE AGENCY

<p>Natural Resources (WisDNR)</p>	<p align="center">Y</p>	<p align="center">Y</p>	<p>Attended Agency Van Tour held October 12, 2012. Comments were received for each of the alternatives evaluated in this document and were considered when choosing the Proposed Action. Further coordination would be completed during the design phase of the project. See Attachment B.</p> <p>Initial Comment letter received June 19, 2015. See Attachment A2. The following concerns were listed:</p> <ul style="list-style-type: none"> • Two public lands are near the project. The Waunakee Marsh State Wildlife Area and Empire Prairies State Natural Area. Wetland areas are within the project areas. A wetland delineation is needed and would be done as part of the design process. • The Six-Mile Creek is located east of US 12 outside the project area and is an outstanding water resource area. It would be protected from impacts to any upstream waterways by limited time periods of any instream disturbances. • Endangered resources are known to occur in the project area. Further coordination would be done as part of the design process. <p>To the extent practicable, the Proposed Action would avoid, minimize and mitigate impacts to sensitive natural resources, waterways, and endangered resource. This is accomplished through a cooperative agreement between WisDNR and WisDOT. The cooperative agreement was established between these state agencies regarding transportation projects that could have potential impacts on the environment. The WisDOT and the WisDNR agree to consult and cooperate with each other such that each can accomplish its assigned statutory responsibilities while assuring at the same time that adverse effects on Wisconsin's land, water, fish, and wildlife resources are minimized to the fullest extent practicable under law.</p> <p>The WisDNR/WisDOT Cooperative agreement would be followed during future design phases of the project.</p>
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<p>State Historic Preservation Office (SHPO)</p>	<p>Y</p>	<p>Y</p>	<p>Archaeological and History surveys have been completed and are documented in the Section 106 form and Determination of No Adverse Effect (DNAE).</p> <p>Eight historic properties were surveyed. Of these 7 were recommended not to be eligible. The 8th site, the Jacques Grosse Store/Farmstead located in the north section along County P in Springfield Corners was previously determined eligible. The Proposed Action would have no project activities occurring adjacent to or within the historic boundary of this site.</p> <p>A Phase I archaeological survey was conducted for 7 sites. None were determined to be eligible for the National Register. An 8th site, identified by SHPO as 47DA1297, is located within the central section at the northeast corner of US 12 and Meffert Road. All alternatives evaluated determined that no project activities are necessary within this site area. However, retaining walls may be necessary to keep the grading out this site.</p> <p>The Murphy Site, 47DA 736, was identified on the Section 106 form by SHPO. This site was previously determined to be eligible. It is located east of US 12 and south of Schneider Road. This site is outside the project area.</p> <p>According to the DNAE there are no adverse effects to historic properties.</p> <p>The Section 106 form and DNAE have been approved by SHPO on July 1, 2014. See Attachment C.</p>
<p>Agriculture (DATCP)</p>	<p>Y</p>	<p>Y</p>	<p>Attended Agency Van Tour held October 12, 2012. Comments were received for each of the alternatives evaluated in this document and were considered when choosing the Proposed Action. See Attachment B.</p> <p>It was determined that an agricultural impact statement (AIS) would not be done for this project at this time, but would be done during the final design phase of the project. See Attachment A3.</p>
<p>Other</p>			

	Coordination Required? Y = yes/N = no	Correspondence Attached? Y = yes/N = no	
FEDERAL AGENCY			
Federal Highway Administration (FHWA)	Y	Y	As required by the National Environmental Policy Act (NEPA) process an Initiation Letter was sent on March 16, 2009 to FHWA. See Attachment A4.
U.S. Corps of Engineers (USACE)	Y	Y	Attended Agency Van Tour held October 12, 2012. Comments were received for each of the alternatives evaluated in this document and were considered when choosing the Proposed Action. See Attachment B. Further coordination would be completed during the design phase of the project. It is expected that wetland impacts would be permitted under a General Permit established through the state of Wisconsin.
U.S. Fish & Wildlife Serv. (USFWS)	Y	Y	Attended Agency Van Tour held October 12, 2012. No known species protected by the Endangered Species Act. There are no known lands protected or managed by the US Fish and Wildlife Service. See Attachment B. No further coordination necessary.
Natural Resources Conservation Service (NRCS)	Y	Y	NRCS was invited to the Agency Van Tour held on October 12, 2012, but did not attend. Farmland Conversion Impact Rating forms (NRCS-CPA-106) have been completed by the NRCS on August 4, 2014. Alternatives in the Central and South Sections have scores above 160, but below 200. As a result there is a potential adverse impact and the project is subject to the Farmland Protection Policy Act (FPPA). Assessment of the selected alternative was performed and is in compliance with the FPPA. See Attachment A5.
U.S. National Park Service (NPS)	N	N	Coordination is not necessary, lands administered by the National Park Service are not present within the project area.
U.S. Coast Guard (USCG)	N	N	Coordination is not necessary. No waterways under the jurisdiction of the US Coast Guard in the project area.
U.S. Environmental Protection Agency (EPA)	Y	Y	Attended Agency Van Tour held October 12, 2012. Comments were received for each of the alternatives evaluated in this document and were considered when choosing the Proposed Action. No further coordination is necessary. See Attachment B.
Advisory Council on Historic Preservation (ACHP)	N	N	Coordination is not required. The effects of the project are predominantly the acquisition of agricultural/undeveloped lands for interchanges and local road connections.
Other (identify)			
SOVEREIGN NATIONS			
American Indian Tribes	Y	Y	Notification letters sent August 23, 2013. No response letters have been received to date. See Attachment C.

Environmental Factors Matrix - Basic Sheet 4

FACTORS	EFFECTS				
	Adverse	Benefit	None Identified	Factor Sheet Attached	
A. ECONOMIC FACTORS					
A-1 General Economics	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The Proposed Action would provide a safe and efficient transportation corridor while ensuring economic viability in the official mapping study corridor.</p> <p>The Proposed Action would require a major capital investment related to mainly construction costs. The Proposed Action would require agricultural land for right-of-way, relocate two businesses and cause temporary disruptions during construction.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>
A-2 Business	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The conversion to a freeway facility involves access to and from US 12 only at interchange locations. Two businesses (a landscape business and a construction company) would be relocated as a result of the Proposed Action. A Conceptual Stage Relocation Plan was done to determine the impacts to businesses being displaced. Based on this, no divisive or disruptive effects and other impacts are anticipated as a result.</p> <p>The Proposed Action would increase safety and efficiency of the transportation corridor which may enhance access to businesses in the area.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>
A-3 Agriculture	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The Proposed Action would provide safe and efficient movement of farm equipment. The Proposed Action would require approximately 165.7 acres of agricultural land from 18 different farm operations. The final area and any additional area needed for easements would be determined during the design process. The Proposed Action was chosen to minimize the impact to agricultural lands.</p> <p>DATCP has determined that an Agricultural Impact Statement (AIS) which describes and analyzes the potential effects of the project on farm operations would not be prepared at this time. DATCP would be notified during the design process so that the necessary AIS can be prepared, if necessary.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>

B. SOCIAL/CULTURAL FACTORS

<p>B-1 Community or Residential</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The Proposed Action would involve changes in access for property owners along and near the official mapping study corridor. This would include a slight increase in travel times for some residents and cause temporary disruptions during construction. Safety of access points would be improved by eliminating cross traffic on the transportation corridor.</p> <p>To accommodate the Proposed Action seven housing units and two businesses are anticipated to be relocated.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>
<p>B-2 Indirect Effects</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Proposed Action would not have the likelihood to result in <i>significant</i> indirect effects as defined by NEPA. This conclusion was based on the evaluation for ten pre-screening factors including: planning study design concepts and scope; planning study purpose and need; planning study type; facility function (current and planned); planning study 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 attached. Therefore, further evaluation of indirect effects in a detailed analysis is not warranted.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p> <p>See Attachment D for the pre-screening worksheets.</p>
<p>B-3 Cumulative Effects</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The cumulative effect of the Proposed Action and other actions would be the incremental loss of agricultural land and other natural resources in the area. The Proposed Action, when considered within the context of other past and reasonably foreseeable actions, is not likely to contribute to significant population growth or development in the project area. For this reason, further cumulative effects analysis is not warranted.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p> <p>See Attachment E for the cumulative effects analysis.</p>
<p>B-4 Environmental Justice</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The document is in compliance with U.S. DOT and FHWA policies to determine whether a proposed project would have induced socioeconomic impacts or any adverse impacts on minority or low income populations; and it meets the requirements of Executive Order on Environmental Justice 12898 – “Federal Actions to Address Environmental Justice on Minority and Low-Income Populations”. Neither minority nor low-income populations would receive disproportionately high or adverse impacts as a result of the Proposed Action.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>

For B-5 through B-7, if any of these resources are present on the project, contact your REC.

B-5 Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Eight sites were surveyed. The one site that was determined eligible would be avoided with the Proposed Action. There are no effects to historical resources.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p> <p>See approved Section 106 form, Attachment C.</p>
B-6 Archaeological/burial Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Eight sites were identified during the Phase I archaeological review. None of the sites would be affected. The slope intercepts would not overlap the archaeological site, 47DA1297, in the central section near the interchange with Meffert Road. Retaining walls may be necessary as a result.</p> <p>Another site known as the Murphy Site, 47DA 736, was identified by SHPO as a result of the Section 106 assessment. This site was previously determined to be eligible. It is located east of US 12 and south of Schneider Road. This site is outside the project area.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p> <p>See approved Section 106 form, Attachment C.</p>
B-7 Tribal Coordination/Consultation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Notification letters of the project have been sent to the Native American Tribes with documented interest in the county. No concerns have been received. Additional coordination would occur if any Tribal resources are found during the design process or construction.</p> <p>See Attachment C for the notification letter and mailing list.</p>
B-8 Section 4(f) and 6(f) or Other Unique Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>There are two resource areas near the project area that were identified as potential for protection under Section 4(f).</p> <p>The Waunakee Marsh State Wildlife Area is located at the corner of Lodi-Springfield Road and WIS 19 East. No right-of-way acquisitions would be made from the Waunakee Marsh State Wildlife Area as part of this official mapping study. Therefore, the mapping study will not result in a use of the Waunakee Marsh State Wildlife Area. Preliminary conversations with DNR have resulted in DNR indicating that they would likely be willing to provide concurrence that future impacts (as described at this time) would be de minimis in nature and not affect the activities, features, or attributes that qualify the Waunakee Marsh State Wildlife Area for protection under Section 4(f). During future project design phases, public input will be sought related to the use of the Waunakee Marsh State Wildlife Area.</p> <p>The Empire Prairies State Natural Area is located in the south section, west of US 12 and north of County K. The Proposed Action would avoid impact to this area.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>
B-9 Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The mapping of the corridor would not affect the landscaping or aesthetics of the area.</p>

The Proposed Action would require mass grading involving deep cuts for the underpass at WIS 19 East. Rock excavation is anticipated as a result. The wooded hillside west of US 12 near County P would be preserved for the most part.

Mass grading would be necessary at the other proposed interchanges and frontage roads. These changes in the adjacent topography which are mainly at new interchanges would be apparent to current users. However, over time the overall aesthetic value of the project area would not be affected by the Proposed Action since the improvement would be appropriate for this type of transportation facility.

The need for aesthetic features for the structures in the project would be evaluated during the design process.

Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.

C. NATURAL RESOURCE FACTORS

C-1 Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Based on the Wisconsin Wetland Inventory (WWI) maps wetlands exist in the north section and central section. WWI maps show graphic representations of the type, size and location of wetlands in Wisconsin. These maps have been prepared from the analysis of high altitude imagery in conjunction with soil surveys, topographic maps, previous wetland inventories and field work. The Proposed Action avoids the wetlands in the north section.</p> <p>Approximately 0.8 acres of unavoidable wetlands would be impacted in the central section located west of US 12 and near Meffert Road. A wetland delineation in accordance with WisDNR standards would be done during the design process. Mitigation would be provided as per the WisDOT/WisDNR cooperative agreement.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p> <p>See Exhibit 19 – Wetland Location Map</p>
C-2 Rivers, Streams and Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No floodplains would be impacted.
C-3 Lakes or Other Open Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	None identified.
C-4 Groundwater, Wells, and Springs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Frederick Springs recharge area is in the south section. The spring outlets to the Pheasant Branch Creek to the east of US 12 and the project area. Potential impacts and any mitigation necessary can be determined according to the Dane County Land and Water Resource Management Plan. The final design would follow TRANS 401 and the WisDNR/WisDOT cooperative agreement. Any impacts to the springs or mitigation measures needed for the recharge area in the project area would be assessed during the design process.</p> <p>The city of Middleton has a wellhead protection plan and ordinance. This plan was reviewed and no impacts are</p>

					<p>anticipated since the project area would be outside of the protection areas.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>
C-5 Upland Wildlife and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No known significant or sensitive wildlife areas or habitats are impacted by the Proposed Action.
C-6 Coastal Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Not applicable.
C-7 Threatened and Endangered Species	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>An official species list was generated from USFWS website for this project on 11/17/2015. The official species list identified one endangered species and four threatened species and determined that there are no critical habitats within the study corridor. Since the result of this study will result in an official map with no construction activity, it was determined no effect on any federally-listed threatened or endangered species will occur.</p> <p>Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records, one endangered resource, one threatened resource, and three special concern species have the possibility to occur within the study corridor. Since the result of this study will result in an official map with no construction activity, it was determined no effect on any state-listed threatened or endangered species will occur.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>

D. PHYSICAL FACTORS

D-1 Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The official mapping study is exempt from permit requirements under Wisconsin Administrative Code – Chapter NR 411. No substantial impacts to air quality are expected.</p>
D-2 Construction Stage Sound Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>WisDOT Standard Specifications 107.8(6) and 108.7.1 would apply for future construction projects. Persons that could be affected primarily include residents in nearby households and agricultural operators. Any potential effects are anticipated to be localized, temporary, and transient in nature.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>

D-3 Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>A traffic noise impact analysis has been completed. The Federal Highway Administration's Traffic Noise Model (TNM) was used. It was determined that the Noise Level Criteria (NLC) would not be not exceeded for sensitive receptors, i.e. primarily rural residences, as a result of the Proposed Action. As a result, noise abatement measures such as noise barriers, are not needed.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p> <p>See Factor Sheet and Attachment F.</p>
D-4 Hazardous Substances or Contamination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>A Phase 1 Hazardous Materials Assessment (HMA) has been done.</p> <p>There are several known closed Leaking Underground Storage Tanks (LUST) and Emergency Repair Program (ERP) sites that are in the current US 12 right-of-way. These include the former Dane County Garage near WIS 19 in the north section. The Quick Stop site near County P and the American Technology site at County K are located in the south section. These sites were previously identified during expansion of the roadway from two lanes to four lanes.</p> <p>Other adjacent sites were identified. Two sites have underground or aboveground tanks. The addresses of these sites are 6236 US 12 and 7306 WIS 19. Both are in the north section near WIS 19. An Underground Storage Tank (UST) removal and closure assessment would be done on these sites.</p> <p>Phase 2 investigations were not recommended to be necessary for any of the sites identified in the project area for the Proposed Action.</p> <p>Asbestos investigations have not been done. These investigations would occur prior to construction for any impacted structures.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>
D-5 Stormwater	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>A stormwater study will be completed for the transportation corridor to determine if additional measures are needed to alleviate potential increase in stormwater runoff and any impacts to properties.</p> <p>No construction activities are proposed in conjunction with this study. However, for any future construction, a Stormwater Management Plan would be developed with coordination from WisDNR to reduce or minimize runoff effects to surrounding properties as a result of the construction of the Proposed Action. Stormwater management would be part of the project's design and construction as set forth in TRANS 401 Wis. Adm. Code and the WisDOT/DNR Cooperative Agreement.</p> <p>WisDOT would make every effort to design the interchanges so that any runoff from the interchange would be contained within the interchange area through runoff basins and directed ditching.</p> <p>If feasible WisDOT could make design decisions which would allow the interchange to serve as a drainage retention</p>

					<p>and filter area for runoff from adjacent agricultural lands which could improve the overall water quality. The final determination of the stormwater measures to be taken would be made during the design process and implemented in the construction.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>
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D-6 Erosion Control and Sediment Control	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>No construction activities are proposed in conjunction with this study. However, for any future construction, standard procedures and practices for erosion control and minimization of adverse effects would follow the WisDOT Facilities Development Manual, Chapter 10, Erosion Control and Storm Water Quality; TRANS 401, Construction Site Erosion Control and Storm Water Management Procedures for Department Actions, and the WisDOT/DNR Cooperative Agreement, Memorandum of Understanding on Erosion Control and Storm Water Management.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>
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E. OTHER FACTORS

E-1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
E-2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Alternatives Comparison Matrix - Basic Sheet 5

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

ENVIRONMENTAL ISSUES/IMPACTS	UNIT of MEASURE	North Section ALTERNATIVES					
		No Build	1A	1B (Preferred)	2A	2B	
Project Length (includes frontage and local roads)	Miles	0	8.23	8.84	9.02	10.03	
Preliminary Cost Estimate (YOE-unknown)							
Construction	Million \$	0	18.5	12.2	24.1	24.9	
Real Estate	Million \$	0	20.5	19.9	20.7	18.5	
Total	Million \$	0	39.0	32.1	44.8	43.4	
Land Conversions							
Wetland Area Converted to ROW	Acres	0	0.5	0	0	0.5	
Upland Habitat Area Converted to ROW – Farm Area	Acres	0	87.3	66.4	91.6	120.0	
Other Area Converted to ROW – Non Farm	Acres	0	20.1	24.8	18.9	9.4	
Total Area Converted to ROW	Acres	0	107.9	91.2	110.5	129.9	
Real Estate							
Number of Farms Affected	Number	0	10	7	9	12	
Total Area Required From Farm Operations	Acres	0	87.3	66.4	91.6	120.0	
AIS Required*	Yes/No	No	Yes	Yes	Yes	Yes	
Farmland Rating	Score	N/A	147	143	155	156	
Total Buildings Required	Number	0	11	11	13	6	
Housing Units Required	Number	0	8	5	10	4	
Commercial Units Required	Number	0	0	1	2	0	
Other Buildings or Structures Required- Farm and (Outbuildings)	Number and Type	0	1 (2)	1 (4)	0 (1)	0 (2)	
Environmental Issues/Impacts							
Indirect Effects	Yes/No	No	No	No	No	No	
Cumulative Effects	Yes/No	No	No	No	No	No	
Environmental Justice Populations	Yes/No	No	No	No	No	No	
Historic Properties	Number	0	1	0	0	0	
Archeological Sites	Number	0	0	0	0	0	
Burial Site Protection (authorization required)	Yes/No	No	No	No	No	No	
106 MOA Required	Yes/No	No	No	No	No	No	
4(f) Evaluation Required	Yes/No	No	No	No	No	No	
6(f) Land Conversion Required	Yes/No	No	No	No	No	No	
Flood Plain	Yes/No	No	Yes	No	No	Yes	
Total Wetlands Filled	Acres	0	0.5	0	0	0.5	
Stream Crossings	Number	1	1	1	1	1	
Endangered Species	Yes/No	No	No	No	No	No	
Air Quality Permit Required	Yes/No	No	No	No	No	No	
Design Year Noise							
Sensitive Receptors: No Impact	Number	5	5	5	5	5	
Impacted	Number			0**			
Contaminated Sites	Number	0	2	2	2	2	
Other Factors							
Proportional Cost of Access/Frontage Roads	Million \$	0	0.0	0.0	5.2	3.5	
EMS Response Time	H/M/L***	-	L	L	M	M	
Access to US 12 by Existing Residents	H/M/L	-	H/M	H/M	M	M/L	
Complexity of Routes	H/M/L	-	L	M	M	H	
Grading	H/M/L	-	H	L	M	H	
Local Road Connectivity	H/M/L	-	M	L	M	H/M	
Impact to Local Comprehensive Plans	H/M/L	-	H	L	H	H	

* AIS would be completed at a later time prior to the final design phase of the project.
 ** FHWA's Traffic Noise Model was used to assess impacts for only Proposed Action.
 *** H/M/L refers to High/Medium/Low impacts.

ENVIRONMENTAL ISSUES/IMPACTS	UNIT of MEASURE	Central ALTERNATIVES					
		No Build	1A	2A	3A (Preferred)		
Project Length (includes frontage and local roads)	Miles	0	4.47	4.46	3.67		
Preliminary Cost Estimate (YOE-unknown)							
Construction	Million \$	0	9.9	14.2	10.3		
Real Estate	Million \$	0	11.4	10.8	8.3		
Total	Million \$	0	21.3	25.0	18.6		
Land Conversions							
Wetland Area Converted to ROW	Acres	0	1.5	1.0	0.8		
Upland Habitat Area Converted to ROW – Farm Area	Acres	0	44.8	46.7	44.5		
Other Area Converted to ROW – Non Farm	Acres	0	12.1	11.3	6.9		
Total Area Converted to ROW	Acres	0	58.4	59.0	52.2		
Real Estate							
Number of Farms Affected	Number	0	7	6	6		
Total Area Required From Farm Operations	Acres	0	44.8	46.7	44.5		
AIS Required*	Yes/No	No	Yes	Yes	Yes		
Farmland Rating	Score	N/A	153	147	175		
Total Buildings Required	Number	0	6	4	2		
Housing Units Required	Number	0	5	2	1		
Commercial Units Required	Number	0	0	0	0		
Other Buildings or Structures Required-Farm and (Outbuildings)	Number and Type	0	0 (1)	0 (2)	0 (1)		
Environmental Issues/Impacts							
Indirect Effects	Yes/No	No	No	No	No		
Cumulative Effects	Yes/No	No	No	No	No		
Environmental Justice Populations	Yes/No	No	No	No	No		
Historic Properties	Number	0	0	0	0		
Archeological Sites	Number	0	0	0	0		
Burial Site Protection (authorization required)	Yes/No	No	No	No	No		
106 MOA Required	Yes/No	No	No	No	No		
4(f) Evaluation Required	Yes/No	No	No	No	No		
6(f) Land Conversion Required	Yes/No	No	No	No	No		
Flood Plain	Yes/No	No	Yes	Yes	Yes		
Total Wetlands Filled	Acres	0	1.5	1.0	0.8		
Stream Crossings	Number	1	1	1	1		
Endangered Species	Yes/No	No	No	No	No		
Air Quality Permit Required	Yes/No	No	No	No	No		
Design Year Noise							
Sensitive Receptors:							
No Impact	Number	4	4	4	4		
Impacted	Number				0**		
Contaminated Sites	Number	0	0	0	0		
Other Factors							
Proportional Cost of Access/Frontage Roads	Million \$	0	13.8	10.7	2.4		
EMS Response Time	H/M/L***	-	L	M	L		
Access to US 12 by Existing Residents	H/M/L	-	M	M/L	M		
Complexity of Routes	H/M/L	-	M/L	H/M	M		
Grading	H/M/L	-	M	L	L		
Local Road Connectivity	H/M/L	-	M	H	L		
Impact to Local Comprehensive Plans	H/M/L	-	L	L	L		

* An AIS would be done at a later time prior to the final design phase of the project.
** FHWA's Traffic Noise Model was used to assess impacts for only Proposed Action.
*** H/M/L refers to High/Medium/Low impacts.

ENVIRONMENTAL ISSUES/IMPACTS	UNIT of MEASURE	South ALTERNATIVES						
		No Build	1A	2A	3A (Preferred)			
Project Length (includes frontage and local roads)	Miles	0	4.50	9.38	4.80			
Preliminary Cost Estimate (YOE-unknown)								
Construction	Million \$	0	11.3	38.0	11.3			
Real Estate	Million \$	0	7.1	8.2	8.6			
Total	Million \$	0	18.4	46.2	19.9			
Land Conversions								
Wetland Area Converted to ROW	Acres	0	0	0	0			
Upland Habitat Area Converted to ROW – Farm Area	Acres	0	63.0	41.2	54.8			
Other Area Converted to ROW – Non Farm	Acres	0	0.0	7.3	4.7			
Total Area Converted to ROW	Acres	0	63.0	48.5	59.5			
Real Estate								
Number of Farms Affected	Number	0	5	6	5			
Total Area Required From Farm Operations	Acres	0	63.0	41.2	54.8			
AIS Required	Yes/No	No	Yes	Yes	Yes			
Farmland Rating	Score	N/A	163	169	166			
Total Buildings Required	Number	0	0	3	2			
Housing Units Required	Number	0	0	2	1			
Commercial Units Required	Number	0	0	0	1			
Other Buildings or Structures Required- Farm and (Outbuildings)	Number and Type	0	0 (0)	1 (0)	0 (0)			
Environmental Issues/Impacts								
Indirect Effects	Yes/No	No	No	No	No			
Cumulative Effects	Yes/No	No	No	No	No			
Environmental Justice Populations	Yes/No	No	No	No	No			
Historic Properties	Number	0	0	0	0			
Archeological Sites	Number	0	0	0	0			
Burial Site Protection (authorization required)	Yes/No	No	No	No	No			
106 MOA Required	Yes/No	No	No	No	No			
4(f) Evaluation Required	Yes/No	No	No	No	No			
6(f) Land Conversion Required	Yes/No	No	No	No	No			
Flood Plain	Yes/No	No	No	No	No			
Total Wetlands Filled	Acres	0	0.0	0.0	0.0			
Stream Crossings	Number	0	0	0	0			
Endangered Species	Yes/No	No	No	No	No			
Air Quality Permit Required	Yes/No	No	No	No	No			
Design Year Noise								
Sensitive Receptors: No Impact Impacted	Number	5	5	5	5			
Contaminated Sites	Number	0	0	0	0			
Other Factors								
Proportional Cost of Access/Frontage Roads	Million \$	0	3.2	1.0	3.4			
EMS Response Time	H/M/L***	-	M	M	L			
Access to US 12 by Existing Residents	H/M/L	-	M	M/L	H/M			
Complexity of Routes	H/M/L	-	L	M	M			
Grading	H/M/L	-	H	H	L			
Local Road Connectivity	H/M/L	-	M	M	M			
Impact to Local Comprehensive Plans	H/M/L	-	H	M	M			

* An AIS would be done at a later time prior to the final design phase of the project.

** FHWA's Traffic Noise Model was used to assess impacts for only Proposed Action.

*** H/M/L refers to High/Medium/Low impacts.

Traffic Summary Matrix - Basic Sheet 6

	ALTERNATIVES/SECTIONS					
	No Build	All Alternates				
TRAFFIC VOLUMES*						
Existing ADT Yr. 2012	20,900/18,900/29,100	20,900/18,900/29,100				
Const. Yr. ADT** Yr. Unknown	N/A	N/A				
Const. Plus 10 Yr. ADT** Yr. ____	N/A	N/A				
Design Yr. ADT Yr. 2040	29,900/27,100/38,900	29,900/27,100/38,900				
DHV Yr. 2040	--	--				
TRAFFIC FACTORS						
K [30] (%)	10.1%	10.1%				
D (%)	60%	60%				
Design Year T (% of ADT)	9.2%	9.2%				
T (% of DHV)	7.7%	7.7%				
Level of Service	Corridor: LOS C or better Intersection: LOS D or worse	Corridor: LOS C or better Intersection: Not Applicable				
SPEEDS						
Existing Posted	55 mph	55 mph				
Future Posted	55 mph	65 mph				
Design Year Project Design Speed	60 mph	70 mph				
OTHER (Specify)						
P (% of ADT)						
K (% OF ADT)						

ADT = Average Daily Traffic
 K [30/100/200] : K₃₀ = Interstate, K₁₀₀ = Rural, K₂₀₀ = Urban, % = ADT in DHV
 T = Trucks
 K₈ = % ADT occurring in the average of the 8 highest consecutive hours of traffic on an average day (required only if CO analysis required per NR 411.)

DHV = Design Hourly Volume
 D = % DHV in predominate direction of travel
 P = % ADT in peak hour

* North Section/Central Section/South Section. Traffic forecasts are the same for all alternatives since all convert US 12 from an expressway to a freeway.
 ** No construction has been scheduled or programmed.

Note: Traffic volume forecasting was provided by WisDOT traffic section. Volumes were generated based on available historic traffic count data along the corridor and using computer modeling as per written procedures.

EIS Significance Criteria - Basic Sheet 7

In determining whether a Proposed Action is a "major action significantly affecting the quality of the human environment", the Proposed Action must be assessed in light of the following criteria (1) if significant impact(s) will result, the preparation of an environmental impact statement (EIS) should commence immediately. Indicate whether the issue listed below is a concern for the Proposed Action or alternative and (2) if the issue is a concern, explain how it is to be addressed or where it is addressed in the environmental document.

1 Will the proposed action stimulate substantial indirect environmental effects?

- No
 Yes – Explain or indicate where addressed.

2 Will the proposed action contribute to cumulative effects of repeated actions?

- No
 Yes – Explain or indicate where addressed.

3 Will the creation of a new environmental effect result from this proposed action?

- No
 Yes – Explain or indicate where addressed.

4 Will the proposed action impact geographically scarce resources?

- No
 Yes – Explain or indicate where addressed.

5 Will the proposed action have a precedent-setting nature?

- No
 Yes – Explain or indicate where addressed.

6 Is the degree of controversy associated with the proposed action high?

- No
 Yes – Explain or indicate where addressed.

7 Will the proposed action be in conflict with official agency plans or local, state, tribal, or national policies, including conflicts resulting from potential effects of transportation on land use and transportation demand?

- No
 Yes – Explain or indicate where addressed.

Environmental Commitments - Basic Sheet 8

ATTACH A COPY OF THIS PAGE TO THE DESIGN STUDY REPORT AND THE PSE SUBMITTAL PACKAGE

Factor Sheet	
<p>A-1 General Economics</p>	<p>During any future construction, access to businesses, residences and recreation areas along the official mapping study corridor shall be maintained to the extent possible. Provisions will be incorporated into the plans and special provisions by the design staff and implemented in the field by the contractor and overseen by WisDOT's construction engineer.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
<p>A-2 Business</p>	<p>A Conceptual Stage Relocation Plan has been prepared to address the relocations of existing businesses. Acquisitions and relocations would be in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) as amended. WisDOT design staff will be responsible for fulfilling this commitment.</p> <p>During any future construction activities, access to businesses along the official mapping study corridor shall be maintained. Provisions will be incorporated into the plans and special provisions by the design staff and implemented in the field by the contractor and overseen by WisDOT's construction engineer.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
<p>A-3 Agriculture</p>	<p>Commitments made: At the time that any part of this project moves into the design phase, DATCP will be notified. If more than five acres of property will be acquired from any agricultural operation, an Agricultural Impact Statement (AIS) will be prepared by DATCP. If five acres or less is involved, DATCP has discretion whether to prepare an AIS. WisDOT will not begin negotiation with a property owner until 30 days after the AIS has been published. WisDOT design staff will be responsible for coordinating with DATCP to fulfill this commitment.</p> <p>Any topsoil from the farms on the east side of US 12 between Woodland Dr. and Meffert Rd (5666 and 5830 US 12) should not be removed and should remain on the properties.</p> <p>The contractor will be required to provide access to residences and farming operations during any future construction activities. WisDOT will consult with landowners where access is altered to ensure that farmland remains accessible by farm machinery.</p> <p>The WisDOT Project Manager or Construction Supervisor will assure fulfillment of these commitments.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>

<p>B-1 Community or Residential</p>	<p>Commitments made: A Conceptual Stage Relocation Plan has been prepared to address the relocations of existing homes. Acquisitions and relocations will be in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) as amended. WisDOT design staff will be responsible for fulfilling this commitment.</p> <p>During any future construction activities, access to residences along the official mapping study corridor shall be maintained. Provisions will be incorporated into the plans and special provisions by the design staff, implemented in the field by the contractor and overseen by WisDOT's construction engineer.</p> <p>WisDOT will adhere to all reasonable accommodation laws outlined for snowmobiles related to the crossing of highway right-of-way and to the parallel running along WisDOT right-of-way for all future snowmobile planning and design within Wisconsin State Statutes §350. The final design will have sufficient width to provide for snowmobile users for the overpasses near the current trail crossings or at WIS 19 West, Kickaboo Road, and County K.</p> <p>The WisDOT Project Manager or Construction Supervisor will assure fulfillment of these commitments.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
<p>B-2 Indirect Effects</p>	<p>No commitments needed.</p>
<p>B-3 Cumulative Effects</p>	<p>No commitments needed.</p>
<p>B-4 Environmental Justice</p>	<p>No commitments needed.</p>
<p>B-5 Historic Resources</p>	<p>No commitments needed.</p>
<p>B-6 Archaeological Sites</p>	<p>Commitments made: The final design will avoid the archeological site, 47DA1297, in the central section near Meffert Road. Retaining walls may be necessary.</p> <p>The Murphy Site, 47DA736, is outside the project area and will not be affected by the project. If during the design process this changes, notification to WisDOT Cultural Resources Team one year prior to construction is needed and protective fencing as necessary to avoid disturbance to the site will need to be provided.</p> <p>The WisDOT Project Manager or Construction Supervisor will assure fulfillment of this commitment.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
<p>B-7 Tribal Coordination/Consultation</p>	<p>No commitments needed.</p>

B-8 Section 4(f) and 6(f) or Other Unique Areas	<p>Commitments made: No right-of-way acquisitions would be made from the Waunakee Marsh State Wildlife Area located at the corner of Lodi-Springfield Road and WIS 19 East as part of this official mapping study. Preliminary conversations with DNR have resulted in DNR indicating that they would likely be willing to provide concurrence that future impacts (as described at this time) would be de minimis in nature and not affect the activities, features, or attributes that qualify the Waunakee Marsh State Wildlife Area for protection under Section 4(f). The de minimis effect finding will indicate the current project area boundary will not have any detrimental effect on the use of the property. Plans for future construction will be prepared to stay within the boundaries of the identified project area. No right-of-way will be acquired from the Waunakee Marsh State Wildlife Area until additional environmental documentation is completed and a Section 4(f) determination is made. The final design will avoid the Empire Prairies State Natural Area located west of US 12 and north of County K. The WisDOT Project Manager and Regional Environmental Coordinator will be responsible for fulfilling this commitment.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
B-9 Aesthetics	<p>Commitments made: WisDOT will consider aesthetic treatment to bridges during the design process subject to WisDOT policies during the later design stages of the project.</p> <p>The WisDOT Project Manager or Construction Supervisor will assure fulfillment of this commitment.</p>
C-1 Wetlands	<p>Commitments made: As part of any future design phase, wetlands will be delineated to identify the limits at that time. The design will be prepared to avoid, to the extent practical, impacts to existing wetlands. Wetlands impacted by any future construction activities will be mitigated in accordance with WisDOT's Wetland Mitigation Banking Technical Guideline developed as part of the WisDOT – DNR Cooperative Agreement on Compensatory Wetland Mitigation, or any other future agreement that may supersede this document. WisDOT design staff will be responsible for fulfilling this commitment.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
C-2 Rivers, Streams & Floodplains	<p>Commitments made: No impacts to floodplain are anticipated. The WisDNR's floodplain regulations NR 116 will be followed during the design process for any floodplain impacts.</p> <p>During any future design activities, a hydraulic and hydrologic analysis shall be completed in accordance with NR 116 for the 100-year flood event associated with any new culverts or extension of existing culverts for the stream crossings within the official mapping study limits. WisDOT design staff will be responsible for fulfilling this commitment.</p> <p>Any equipment coming in contact with surface waters must be properly cleaned and disinfected to address spread of invasive species and viruses. Contractors should follow Standardized Special Provision 107-055 <i>Environmental Protection, Aquatic Exotic Species Control</i>.</p> <p>The WisDOT Project Manager or Construction Supervisor will assure fulfillment of this commitment.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
C-3 Lakes or other Open Water	<p>No commitments needed.</p>

C-4 Groundwater, Wells and springs	<p>Commitments made: A portion of the south section of the project is within the Frederick Springs recharge area. Impacts to this area will be assessed and mitigation measures will be developed if necessary during the design process. Standards for the recharge requirements to be developed in coordination with WisDNR and the Dane County Land and Water Resource department.</p> <p>The WisDOT Project Manager or Construction Supervisor will assure fulfillment of this commitment.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
C-5 Upland Wildlife and Habitat	No commitments needed.
C-6 Coastal Zones	N/A
C-7 Threatened and Endangered Species	<p>Threatened and Endangered (TE) Species lists are updated regularly. No TE Species would be impacted as part of this official mapping study. During any future design activities, the list shall be reviewed and coordination with USFWS and WisDNR will occur. The WisDOT Regional Environmental Coordinator will be responsible for fulfilling this commitment.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
D-1 Air Quality	No commitments needed.
D-2 Construction Stage Sound Quality	<p>Commitments made: No construction activities are proposed in conjunction with this study. WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply for any future construction projects. WisDOT's construction engineer will be responsible for fulfilling this commitment.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
D-3 Traffic Noise	<p>Commitments made: Notify the zoning authority for the town of Springfield to restrict construction of buildings within 125 feet of the centerline of the nearest traffic lane of US 12 to avoid noise levels exceeding FHWA residential criteria.</p> <p>The WisDOT Project Manager or Construction Supervisor will assure fulfillment of this commitment. Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>

D-4 Hazardous Substances or Contamination

Commitments made: Precaution should be taken during any future roadway construction activities. WisDOT design staff shall investigate sites identified in the HMA if/when construction activities occur. If contamination is discovered during the course of roadway work, DNR will be notified and any contaminated media should be contained.

For sites identified in the current US 12 right-of-way with previously identified contamination, special provisions to notify the contractor that contamination may be present will be included in the final plans.

For the two parcels, 6236 US 12 and 7306 WIS 19, perform UST removal and closure assessment prior to acquisition.

Perform asbestos investigation for any impacted structures prior to construction.

Additionally, a "Notice to Contractor" will be placed into the special provisions indicating that if monitoring wells are encountered during construction activities, the wells will be abandoned in accordance with Wisconsin State Statute NR 141 regulations and DNR notified accordingly.

The WisDOT Project Manager or Construction Supervisor will assure fulfillment of these commitments.

Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.

D-5 Stormwater

Commitments made: A stormwater study will be completed to determine if additional measures are needed to alleviate potential increase in stormwater runoff and any impacts to properties.

During any future design activities, the project shall follow the guidance in the FDM for Stormwater and Drainage documentation. Coordination will take place with DNR throughout the design process and will continue through construction in compliance with TRANS 401 and the WisDOT/DNR Cooperative Agreement. WisDOT design staff will be responsible for fulfilling this commitment.

Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.

D-6 Erosion Control

Commitments made: During any future design activities, erosion control plans and measures will be implemented according to the Wis. Adm. Code TRANS 401 and the WisDOT/DNR Cooperative Agreement.

An Erosion Control Implementation Plan (ECIP) will be completed in accordance with Chapter 10 of the Facilities Development Manual (FDM) prior to any future construction activities.

These commitments will be incorporated into the plans and special provisions by WisDOT design staff, implemented in the field by the contractor, and overseen by WisDOT's construction engineer.

Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.

E - Other

Follow standard provisions to avoid cutting or pruning of oak trees from April through September.

The WisDOT Project Manager or Construction Supervisor will assure fulfillment of this commitment.

Ash trees will not be transported from an Emerald Ash Borer (EAB) quarantined zone to a non-quarantined zone without agreement from DATCP. The WisDOT Construction Project Manager will assure fulfillment of this commitment.

Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.

FACTOR SHEETS DEFINED

This section of the Environmental Assessment (EA) is called the "Factor Sheets." Individual Factor Sheets correspond with specific environmental factors identified in the Environmental Factors Matrix of the Basic Sheets (pg. 28). The Factor Sheets are used to provide more detailed information on environmental factors and issues that may be substantial and require more of an in-depth discussion than is provided in the Basic Sheets. If there is no substantial impact to a specific environmental factor, a Factor Sheet was not completed.

Factor Sheets (to follow Basic Sheets)

- A-1 General Economics
- A-2 Business
- A-3 Agriculture
- B-1 Community and Residential
- B-8 Section 4(f) and 6(f) or Other Unique Areas
- C-1 Wetlands
- C-7 Threatened and Endangered Species
- D-2 Construction Stage Sound Quality
- D-3 Traffic Noise Evaluation
- D-5 Stormwater
- D-6 Erosion Control and Sediment Control

Appendices

- Exhibits 1-19
 - 1 Project Location Map
 - 2 Project Overview Map
 - 3 Alternative North 1A
 - 4 Alternative North 1B (Preferred Alternative)
 - 5 Alternative North 2A
 - 6 Alternative North 2B
 - 7 Alternative Central 1A
 - 8 Alternative Central 2A
 - 9 Alternative Central 3A (Preferred Alternative)
 - 10 Alternative South 1A
 - 11 Alternative South 2A
 - 12 Alternative South 3A (Preferred Alternative)
 - 13A Preferred Alternative Overall (North Section)
 - 13B Preferred Alternative Overall (Central and South Section)
 - 14 Existing Land Use
 - 15 Planned Land Use
 - 16 Springfield Corners Conceptual Neighborhood Plan
 - 17 Environmental Features Map
 - 18 Dane County Snowmobile Trails
 - 19 Wetland Location Map
- Attachments
 - "A" Agency Correspondence
 - "B" Agency Comments
 - "C" Section 106
 - "D" Indirect Effects Prescreening Worksheet
 - "E" Cumulative Effects Analysis
 - "F" Noise Study Evaluation

GENERAL ECONOMICS EVALUATION

Wisconsin Department of Transportation

Factor Sheet A-1

Alternative North 1B, Central 3A, South 3A	Total Length of Center Line of Existing Roadway 6 miles Length of This Alternative 6 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

1. Briefly describe the existing economic characteristics of the area around the project:

Economic Activity	Description
a. Agriculture	The majority of the project area and surrounding area is agricultural. Agriculture is an important industry to the area. Production includes a variety of commodities such as dairy, alfalfa, corn, and soybeans.
b. Retail business	There are a few businesses in the unincorporated hamlet of Springfield Corners located in the north section. There is one business, a tavern, in the central section. There are a few businesses in the south section near County K including a gas station. To the south of the project limits is the city of Middleton with various small to large retail businesses including the Greenway Station shopping center and several car dealerships near the intersection with Airport Road.
c. Wholesale business	There are no known wholesale businesses in the project area. The Middleton Business Center and Corporate Park are located to the south of the project.
d. Heavy industry	There are no known heavy industries in the area around the project area.
e. Light industry	There is a nonmetallic material quarry in the project area. There is a small wind power farm to the west of the project area near Kickaboo Road. It is privately owned by Epic Systems and is known as the Galactic Wind project. Built in 2012 there are six turbines with tower heights of 262 feet. The power is being sold to Madison Gas & Electric to offset energy costs for Epic's Verona campus. Epic is studying alternatives which involve installing underground lines directly to the Verona campus. None of these routes are within the Proposed Action project area. There is a landscape business and construction business in the project area. Both would need to be relocated as a result of construction of the Proposed Action. To the south of the project limits is the city of Middleton which includes a few light industries.
f. Tourism	There are no known tourism areas in the project area. Vehicular traffic accessing several tourism areas to the north including the Wisconsin Dells utilize US 12 corridor.
g. Recreation	The Waunakee Marsh State Wildlife Area is located near the north section of the project area.
h. Forestry	No known forestry activities in the project area or the surrounding project area.
i. Aviation	Morey Field or the Middleton Municipal Airport is located to the southwest of the project area. The airport services small private and commercial flights and includes a publically operated general aviation facility.

2. Discuss the economic advantages and disadvantages of the proposed action and whether advantages would outweigh disadvantages. Indicate how the project would affect the characteristics described in item 1 above:

The Proposed Action would maintain the economic viability of the area by providing a safe and more efficient transportation corridor. Direct access points and at-grade crossings would be eliminated to avoid dangerous cross and merging traffic. Mainline traffic to and from US 12 would be controlled to direct traffic onto major roadways and away from local streets.

Many existing access points would be eliminated which would impact several agricultural and other businesses in the project area. This would create in many instances longer travel times for impacted businesses to and from US 12. Some farms which are bisected by US 12 would require longer travel times to access fields on either side of US 12. The Proposed Action would provide grade separated interchanges which would improve the safety for agricultural equipment crossing US 12.

The efficiencies for vehicles traveling through the project area would be improved. At-grade intersections would be replaced with grade separated interchanges. Some of the current at-grade intersections include traffic signals. Relocation of two businesses, one farm, and seven residences would occur. Approximately 165.7 acres of agricultural land would need to be acquired which would result in a loss of productivity and local property tax revenue. There would be localized, temporary disruption of traffic flow during construction that would be transient in nature.

Overall the economic advantages of the Proposed Action outweigh the disadvantages by increasing safety and efficiency of traffic through the project area.

3. What effect will the proposed action have on the potential for economic development in the project area?

The proposed project will have no effect on economic development.

The Proposed Action would likely not affect the potential for economic development in the area. The existing expressway provides excellent regional mobility at this time and is not a barrier to development.

The proposed project will have an effect on economic development.

Increase, describe: _____

Decrease, describe: _____

BUSINESS EVALUATION

Wisconsin Department of Transportation

Factor Sheet A-2

Alternative North 1B, Central 3A, South 3A		Total Length of Center Line of Existing Roadway 6 miles Length of This Alternative 6 miles
	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Is a Conceptual Stage Relocation Plan attached to this document?

Yes -

No - (Explain) Since no construction is currently scheduled, the Conceptual Stage Relocation Plan (CSR) does not need to be included in this EA.

2. Describe the economic development or existing business areas affected by the proposed action:

Two business relocations are anticipated as a result of the Proposed Action; a construction company and a landscape business. The businesses are located in the north and south sections. Active listings for improved commercial properties near the project area found 38 properties; three in the town of Springfield, two in the town of Middleton, 33 in the city of Middleton. It is expected that two or more commercial replacement properties would be available for each displaced commercial unit on the market at the time of displacement.

Businesses located in the south section near County K currently have access to County K just west of US 12. The Proposed Action would realign County K to the north. The existing County K would be converted to local street and cul-de-sac added at US 12. This would impact access to these businesses creating a slightly longer route to US 12.

3. Identify and discuss existing modes of transportation and their traffic within the economic development or existing business area:

Transportation in the area is primarily vehicular with a mix of mostly automobile and some truck traffic. A bicycle and pedestrian path exists along the east side of US 12 for the entire length of the project area. There are no rail connections, local bus routes, or other modal links on US 12.

The Middleton Municipal Airport is located to the south of the project area.

There are two park and ride facilities near the project area. One in the north section at WIS 19 East and one just to the south of the south section near Parmenter Street interchange.

Two State funded snowmobile crossings exist along the corridor that include crossings of US 12. See Exhibit 18. 1). Trail #36 is just north of County P and travels to Iowa County west, and Columbia County east. 2). Trail #21 is south of Fischer Road and travels south to Green County and north to Sauk County and beyond. These state funded crossings of US 12 need reasonable crossing accommodations near the existing locations with future WisDOT design plans.

State funded trail #36 would be accommodated through the split diamond/frontage road system in the Proposed Action for Alternative North 1B. Details will be worked out with future design and AWSC involvement.

State funded trail #21 would be either accommodated through the new interchange north of County K or through a grade separated opportunity with a reasonable distance from the current location if topography makes this a possibility. Any grade separation structure would be analyzed during subsequent design projects related to this Freeway Conversion Mapping Study. Details would be worked out with future design and AWSC involvement.

There is a Club Trail north of Kickaboo Road and this is duly noted.

WisDOT will adhere to all reasonable accommodation laws outlined for snowmobiles related to the crossing of highway right-of-way and to the parallel running along WisDOT right-of-way for all future snowmobile planning and design within Wisconsin State Statutes §350.

The Proposed Action would increase safety and efficiency in movement of vehicular traffic. This will be an improved conditions for vehicular modes of transportation in the area. Impact to other modes of transportation are not anticipated.

4. Identify and discuss effects on the economic development potential and existing businesses that are dependent upon the transportation facility for continued economic viability:

- The proposed project will have no effect on a transportation-dependent business or industry.
- The proposed action may change the conditions for a business that is dependent upon the transportation facility. Identify effects, including effects which may occur during construction.
The Proposed Action will increase vehicular safety and efficiency, however, vehicular traffic will be impacted temporarily during construction. This will be primarily limited to vehicles accessing US 12 in the project area. Only slight delays are anticipated for vehicles travelling through the project area.

Changes in access due to the removal of all at grade crossings (driveways, and local road intersections) would affect how customers and employees access some places of business. In general, indirection is anticipated to be fairly minor and would likely not discourage customers from traveling to the business destinations in the area.

The Proposed Action would increase vehicular safety and efficiency which would enhance businesses using the transportation facility.

5. Describe both beneficial and adverse effects on:

- A. The existing business area affected by the proposed action. Include any factors identified by business people that they feel are important or controversial.
Generally concerns from the businesses were related to access. Currently access to the businesses is primarily at signalized intersections which have a poor level of service and experience backups during peak hours. The Proposed Action would replace the intersections with interchanges improving level of service and eliminating the backups which would be beneficial to businesses. After review of the design the businesses expressing concern were comfortable with the Proposed Action.

The increased safety and efficiency provided to vehicular traffic would enhance the businesses in the area.

There would be minor inconveniences to vehicular traffic during construction. This would include travel delays due to staging of construction such as lane closures and local road closures.

- B. The existing employees in businesses affected by the proposal. Include, as appropriate, a discussion of effects on minority populations or low-income populations.
There are only a few businesses in the project area. Impacts to employees is expected to be negligible. Potential impacts to employees for the two businesses that will be relocated as part of the Proposed Action would be temporary reduction of work hours and/or a change in their commuting times.

No employees were identified that are part of a minority or low-income population group.

6. Estimated number of businesses and jobs that would be created or displaced because of the project:

Business/Job Type	Businesses			Jobs	
	Created	Displaced	Value	Created	Displaced
Retail	0	0	N/A	N/A	N/A
Service	0	2	\$445600	Unknown	Unknown
Wholesale	0	0	N/A	N/A	N/A
Manufacturing	0	0	N/A	N/A	N/A
Other (List)	--	--	--	--	--

7. Are any owners or employees of created or displaced businesses elderly, disabled, low-income or members of a minority group?

- No*
- Yes – If yes, complete Factor Sheet B-4, Environmental Justice Evaluation.

*Note: Business owners were not interviewed as part of this study. The response is based on existing knowledge, discussions at local officials meetings, and public involvement meetings. Interviews of the businesses that would be relocated as a result of the Proposed Action would be completed prior to acquisition.

8. Is Special Relocation Assistance Needed?

- No
 Yes -- Describe special relocation needs.

9. Identify all sources of information used to obtain data in item 8:

- WisDOT Real Estate Conceptual Stage Relocation Plan Multiple Listing Service (MLS)
 Newspaper listing(s) Other - Identify:

10. Describe the business relocation potential in the community:

A. Total number of available business buildings in the community. 162

B. Number of available and comparable business buildings by type and price (Include business buildings in price ranges comparable to those being dislocated, if any).

38 Number of available and comparable type business buildings in the price range of \$300,434 (median)

162 Number of available and comparable type business buildings in the price range of \$383,857 (median)

11. Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24. Check all that apply:

Business acquisitions and relocations will be completed in accordance with the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended." In addition to providing for payment of "Just Compensation" for property acquired, additional benefits are available to eligible displaced persons forced to relocate from their business. Some available benefits include relocation advisory services, reimbursement of moving expenses and replacement of business payments. In compliance with State law, no person would be displaced unless a comparable replacement business would be provided.

Compensation is available to all displaced persons without discrimination. Before initiating property acquisition activities, property owners will be contacted and given an explanation of the details of the acquisition process and Wisconsin's Eminent Domain Law under Section 32.05, Wisconsin Statutes. Any property to be acquired will be inspected by one or more professional appraisers. The property owner will be invited to accompany the appraiser during the inspection to ensure the appraiser is informed of every aspect of the property. Property owners will be given the opportunity to obtain an appraisal by a qualified appraiser that will be considered by WisDOT in establishing just compensation. Reasonable cost of an owner's appraisal will be reimbursed to the owner if received within 60 days of initiation of negotiations. Based on the appraisal(s) made, the value of the property will be determined, and that amount offered to the owner.

Describe other relocation assistance requirements, not identified above.

12. Identify any difficulties relocating a business displaced by the proposed action and describe any special services needed to remedy identified unusual conditions:

No difficulties for relocating businesses are anticipated.

13. Describe any additional measures that will be used to minimize adverse effects or provide benefits to those relocated. Also discuss accommodations made to minimize adverse effects to businesses that may be affected by the project, but not relocated:

No additional measures to minimize adverse effects are anticipated.

AGRICULTURE EVALUATION

Wisconsin Department of Transportation

Factor Sheet A-3

Alternative North 1B, Central 3A, South 3A	Total Length of Center Line of Existing Roadway 6 miles Length of This Alternative 6 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Total acquisition interest, by type of agricultural land use:

Type of Land Acquired From Farm Operations	Type of Acquisition (acres)		Total Area Acquired (acres)
	Fee Simple	Easement	
Crop land and pasture	165.7	TBD - final design	165.7
Woodland	--	--	--
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)	--	--	--
Totals	165.7	TBD	165.7

2. Indicate number of farm operations from which land will be acquired:

Acreage to be Acquired	Number of Farm Operations
Less than 1 acre	11
1 acre to 5 acres	12
More than 5 acres	7

3. Is land to be converted to highway use covered by the Farmland Protection Policy Act?

- No
- The land was purchased prior to August 6, 1984 for the purpose of conversion.
 - The acquisition does not directly or indirectly convert farmland.
 - The land is clearly not farmland
 - The land is already in, or committed to urban use or water storage.
- Yes (This determination is made by the Natural Resources Conservation Service (NRCS) via the completion of the Farmland Impact Conversion Rating Form, NRCS Form AD-1006)
- The land is prime farmland which is not already committed to urban development or water storage.
 - The land is unique farmland.
 - The land is farmland which is of statewide or local importance as determined by the appropriate state or local government agency.

4. Has the Farmland Impact Conversion Rating Form (AD-1006) been submitted to NRCS?

- No - Explain.
- Yes
- The Site Assessment Criteria Score (Part VI of the form) is less than 60 points for this project alternative.
Date Form AD-1006 completed. _____
 - The Site Assessment Criteria Score is 60 points or greater.
Date Form AD-1006 completed. August 4, 2014. See Attachment A5.

5. Is an Agricultural Impact Statement (AIS) Required?

- No
- Eminent Domain will not be used for this acquisition
 - The project is a "Town Highway" project
 - The acquisition is less than 1 acre
 - The acquisition is 1-5 acres and DATCP chooses not to do an AIS.
 - Other. Describe _____
- Yes
- Eminent Domain may be used for this acquisition.
 - The project is not a "Town Highway" project
 - The acquisition is 1-5 acres and DATCP chooses to do an AIS.
 - The acquisition is greater than 5 acres

Note: DATCP has determined that an AIS will not be prepared for this project at this time. It would not be productive for DATCP to contact affected farmland owners regarding the project's impact given that there is no known timeline for construction. During future environmental documentation for this project DATCP will be contacted to prepare an AIS. See Attachment A for DATCP letter.

6. Is an Agricultural Impact Notice (AIN) Required?

- No, the project is not a State Trunk Highway Project - AIN not required but complete questions 7-16.
- Yes, the project is a State Trunk Highway Project - AIN may be required.

Note: DATCP has determined that an AIS will not be prepared for this project at this time. It would not be productive for DATCP to contact affected farmland owners regarding the project's impact given that there is no known timeline for construction. During future environmental documentation for this project DATCP will be contacted to prepare an AIS. See Attachment A for DATCP letter.

Is the land acquired "non-significant"?

- Yes - (All must be checked) An AIN is not required but complete questions 7-16.
 - Less than 1 acre in size
 - Results in no severances
 - Does not significantly alter or restrict access
 - Does not involve moving or demolishing any improvements necessary to the operation of the farm
 - Does not involve a high value crop
- No
 - Acquisition 1 to 5 acres - **AIN required.** Complete Pages 1 and 2, Form DT1999, (Pages 1 and 2, Figure 1, Procedure 21-25-30.)
 - Acquisition over 5 acres - **AIN required.** Complete Pages 1, 3 and 4, Form DT1999. (Pages 1, 3 and 4, Figure 1, Procedure 21-25-30)

If an AIN is completed, do not complete the following questions 7-16.

7. Identify and describe effects to farm operations because of land lost due to the project:

- Does Not Apply.
- Applies – Discuss. Required right-of-way would impact approximately 165.7 acres of farmland affecting 18 farms (seven in North Section, six in Central Section, and five in South Section) and five outbuildings (four in North Section and one in Central Section). Farm operations may be affected due to right-of-way takings that are not square with the farmed acreage. Point rows, caused by angular field ends, harvest losses because of excessive turning, and overlapping application of herbicides are consequences leading to waste, additional expense, increased field work time, and additional use of fuel.

8. Describe changes in access to farm operations caused by the proposed action:

- Does Not Apply.
- Applies – Discuss. The Proposed Action's freeway designation would allow access to US 12 via grade separated interchanges only which would be a change from existing conditions where farms have access directly to US 12. The change in access designation could cause adverse travel or additional travel distance if a farm operation has parcels on both sides of US 12 or if a farm operation currently has access only from US 12.

Five farms have parcels on both sides of US 12, three in the Central Section and two in the South Section. While existing direct access points and at-grade crossings would be eliminated to avoid dangerous cross and merging traffic, the adverse travel due to the Proposed Action would be between 0.1 and 1.4 miles for these five farms. The two-way frontage roads would have less traffic volume and slower speeds for farm machinery to encounter. The Proposed Action would provide a safe and more efficient transportation corridor. The Proposed Action would provide grade separated interchanges which would improve the safety for agricultural equipment crossing US 12.

9. Indicate whether a farm operation will be severed because of the project and describe the severance (include area of original farm and size of any remnant parcels):

- Does Not Apply.
- Applies – Discuss.

10. Identify and describe effects generated by the acquisition or relocation of farm operation buildings, structures or improvements (e.g., barns, silos, stock watering ponds, irrigation wells, etc.). Address the location, type, condition and importance to the farm operation as appropriate:

Does Not Apply.

Applies – Discuss. One farm and four outbuildings would be acquired or relocated in the North Section and one outbuilding would be acquired or relocated in the Central Section. Efforts would be made to relocate the buildings so there would not be any effect to farm operations.

11. Describe effects caused by the elimination or relocation of a cattle/equipment pass or crossing. Attach plans, sketches, or other graphics as needed to clearly illustrate existing and proposed location of any cattle/equipment pass or crossing:

Does Not Apply.

Replacement of an existing cattle/equipment pass or crossing is not planned. Explain.

Cattle/equipment pass or crossing will be replaced.

Replacement will occur at same location.

Cattle/equipment pass or crossing will be relocated. Describe.

12. Describe the effects generated by the obliteration of the old roadway:

Does Not Apply.

Applies – Discuss.

13. Identify and describe any proposed changes in land use or indirect development that will affect farm operations and are related to the development of this project:

Does Not Apply.

Applies – Discuss. The Proposed Action would cause farmland to change to a transportation use. Development pressure could be reduced along US 12 although near interchanges it could increase. However, existing zoning would not allow further development and would be controlled by local officials.

14. Describe any other project-related effects identified by a farm operator or owner that may be adverse, beneficial or controversial:

No effects indicated by farm operator or owner.

Applies – Discuss.

15. Indicate whether minority or low-income population farm owners, operators, or workers will be affected by the proposal: (Include migrant workers, if appropriate.)

No

Applies – Discuss.

16. Describe measures to minimize adverse effects or enhance benefits to agricultural operations:

Efforts have been made during the planning phase to avoid and minimize adverse effects including minimization of the amount of right-of-way required for the Proposed Action. Tight interchanges with two-way frontage roads would reduce right-of-way requirements but still provide access to farms located along US 12 and preserve as much acreage of farmland as possible. On the two-way frontage roads there would be less traffic volume and slower speeds for farm machinery to encounter.

At the request of the property owners any topsoil from the farms on the east side of US 12 between Woodland Dr. and Meffert Rd (5666 and 5830 US 12) should not be removed and should remain on the properties.

COMMUNITY OR RESIDENTIAL EVALUATION

Factor Sheet B-1

Alternative North 1B, Central 3A, South 3A	Total Length of Center Line of Existing Roadway 6 miles Length of This Alternative 6 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Give a brief description of the community or neighborhood affected by the proposed action:

Name of Community/Neighborhood Town of Springfield											
Incorporated <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No											
Total Population 2,734											
Demographic Characteristics											
	<table border="1"> <thead> <tr> <th>Census Year 2007-2011</th> <th>% of Population</th> </tr> </thead> <tbody> <tr> <td><i>White</i></td> <td>94%</td> </tr> <tr> <td><i>Black or African American</i></td> <td>0%</td> </tr> <tr> <td><i>Asian</i></td> <td>1%</td> </tr> <tr> <td><i>Hispanic or Latino</i></td> <td>4%</td> </tr> </tbody> </table>	Census Year 2007-2011	% of Population	<i>White</i>	94%	<i>Black or African American</i>	0%	<i>Asian</i>	1%	<i>Hispanic or Latino</i>	4%
Census Year 2007-2011	% of Population										
<i>White</i>	94%										
<i>Black or African American</i>	0%										
<i>Asian</i>	1%										
<i>Hispanic or Latino</i>	4%										

2. Identify and discuss existing modes of transportation and their importance within the community or Neighborhood:

Transportation in the area is primarily vehicular with a mix of mostly automobile and some truck traffic. There are no rail connections, local bus routes, or other modal links on US 12. Residents utilize primarily automobiles as a way to travel to destinations within and outside the project area.

A bicycle and pedestrian path exists along the east side of US 12 for the entire length of the project area. The path provides residents with a route to access the city of Middleton to the south.

The Middleton Municipal Airport is located to the south of the project area. The airport services small commercial flights.

There are two park and ride facilities near the project area, one in the north section at WIS 19 East and one just to the south of the south section near Parmenter Street interchange.

School buses use the project area as necessary to service the residents of the town.

There are two snowmobile routes within the project area which cross US 12.

3. Identify and discuss the probable changes resulting from the proposed action to the existing modes of transportation and their function within the community or neighborhood:

No changes to the existing modes of transportation in the corridor are expected as a result of the Proposed Action. The Proposed Action would increase safety and efficiency in movement of vehicular traffic. Other alternative modes of transportation such as for bicycles and snowmobiles would be maintained.

Access to residences in the project area may be affected. Slightly longer access routes to US 12 may occur. Traffic to and from US 12 would be directed to the main roadway and would help reduce traffic through local streets.

4. Briefly discuss the proposed action's direct and indirect effect(s) on existing and planned land use in the community or neighborhood:

In general the Proposed Action would have no direct effect on the existing and planned land use. The majority of the project area is undeveloped rural agricultural lands. Removing direct access to US 12 and creating limited interchanges would make lands in areas not near these interchanges less attractive for development. The Preferred Alternative was developed through coordination with local officials and consideration of local planning elements, Land use/transportation planning coordination is a primary need of the study and used as an alternatives screening criteria.

One of the primary needs of the project is to preserve agricultural use. Indirectly the Proposed Action would help accomplish this since commercial development of lands away from the limited interchanges would be discouraged.

5. Address any changes to emergency or other public services during and after construction of the proposed project:

Removing direct access to US 12 along the project corridor would create longer routes for school bus services and in some cases lengthen the EMS response times. Safety at school bus stops would be improved as a result of creating frontage roads for local traffic use at the interchanges. EMS agencies and school officials affected by the project were consulted and participated in coordination meetings. They support the Preferred Alternative.

The grade separated interchanges would provide a much safer condition for cross traffic and eliminate traffic signals which can experience congestion during peak travel times. This would enhance public services using US 12.

Construction traffic impact would exist primarily in areas of the proposed interchanges.

6. Describe any physical or access changes that will result. This could include effects on lot frontages, side slopes or driveways (steeper or flatter), sidewalks, reduced terraces, tree removals, vision corners, etc.:

As part of the freeway conversion, access to US 12 would be restricted to interchanges only. Frontage roads would be constructed to provide access to businesses and residences currently using at-grade intersections or private drives along US 12. The grade of US 12 would likely remain about the same, so there should not be significant grade changes along that corridor. There would likely be some minor strip acquisitions in some areas along US 12 for the re-grading of ditches and slope adjustments. The addition of overpasses at WIS 19 West, Kickaboo Road, Meffert Road, and County K would involve more significant grading with higher fills on each side of the new bridges which would result in physical changes adjacent to properties in those areas. County P would be re-aligned via Lodi-Springfield Road and Riles Road would be re-aligned to connect to Meffert Road.

7. Indicate whether a community/neighborhood facility will be affected by the proposed action and indicate what effect(s) this will have on the community/neighborhood:

The town of Springfield town hall is located in the north section along County P to the east of US 12. The Proposed Action would realign County P and the roadway in front of the town hall would be converted to a local street. It is not anticipated that this would negatively impact town residents wishing to access the town hall other than there would be a temporary impact due to the realignment of roadways and disruption of traffic flow typical during construction. After completion of the project and after residents become familiar with the realigned roadways there would be no permanent impact.

8. Identify and discuss factors that residents have indicated to be important or controversial:

Residents were concerned over the lack of access created by the project and preservation of agricultural land.

Questions 10 and 11 in Basic Sheet 2 include a list of issues identified by the general public along with how each issue is being addressed. Those issues include the following:

- Comments received were primarily related to access and land use concerns. This included access to residential areas, frontage road configuration, and roundabouts as intersections.
- Preservation of agricultural lands was the primary land use concern.
- There were several comments regarding access to Meffert Road and Kickaboo Road in the central section of the project.
- Comments were received from individual property owners relating to alternatives, topsoil retention, stormwater concerns, real estate process and mapping process/schedule.
- American Transmission Company (ATC) is planning a transmission line in the area known as the Badger Coulee Transmission Line Project. The transmission line would run from north of the city of La Crosse to northern Dane County. It is anticipated the construction of this transmission line would occur before the US 12 Freeway conversion construction is completed. This raises the concern that ATC facilities are constructed in areas that would interfere with the Proposed Action.
- The concern of traffic noise was raised.
- The potential to increase stormwater runoff and impact of the increase of water to properties was raised.

9. List any Community Sensitive Design considerations, such as design considerations and potential mitigation measures.

No community sensitive design considerations have been identified. This would be an element of the final design of the project.

10. Indicate the number and type of any residential buildings that will be acquired because of the proposed action. If either item a) or b) is checked, items 11 through 18 do not need to be addressed or included in the environmental document. If item c) is checked, complete items 11 through 18 and attach the Conceptual Stage Relocation Plan to the environmental document:

- a. None identified.
- b. No occupied residential building will be acquired as a result of this project. Provide number and description of non-occupied buildings to be acquired.
- c. Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc.

Seven single family residential properties would need to be acquired. All are owner occupied.

11. Anticipated number of households that will be relocated from the occupied residential buildings identified in item 10c, above:

Total Number of Households to be Relocated. 7
--

(Note that this number may be greater than the number shown in 10c) above because an occupied apartment building may have many households.)

a. Number by Ownership

Number of Households Living in Owner Occupied Building 7	Number of Households Living in Rented Quarters 0
---	---

b. Number of households to be relocated that have.

1 Bedroom 0	2 Bedroom 1	3 Bedroom 6	4 or More Bedrooms 0
----------------	----------------	----------------	-------------------------

c. Number of relocated households by type and price range of dwelling.

Number of Single Family Dwelling. 7	Price Rang. \$125,900 - \$337,700
Number of Multi-Family Dwellings 0	Price Range
Number of Apartment 0	Price Range

12. Describe the relocation potential in the community:

a. Number of Available Dwellings

1 Bedroom 0	2 Bedrooms 8	3 Bedrooms 72	4 or More Bedrooms 15
----------------	-----------------	------------------	--------------------------

b. Number of Available and Comparable Dwellings by Location

within within	within within
------------------	------------------

c. Number of Available and Comparable Dwellings by Type and Price. (Include dwellings in price ranges comparable to those being dislocated, if any.)

Single Family Dwellings	Price Range
8 two bedroom	\$140,000 - \$379,900
72 three bedroom	\$164,990 - \$949,500
15 five bedroom	\$319,900 - \$829,900
Multi-Family Dwellings	
N/A	
Apartments	
N/A	

13. Identify all the sources of information used to obtain the data in item 12:

- WisDOT Real Estate Conceptual Stage Relocation Plan Multiple Listing Service (MLS)
 Newspaper Listing(s) Other – Identify

14. Indicate the number of households to be relocated that have the following special characteristics:

- None identified.
 Yes - _____ total households to be relocated. Complete table below

Special Characteristics	Number of Households with Individuals with Special Characteristics
Elderly	
Disabled	
Low income	
Minority	
Household of large family (5 or more)	
Not Known	
No special characteristics	

*Note: Residents were not interviewed as part of this study. The response is based on existing knowledge, discussions at local officials meetings, and public involvement meetings. Interviews of the residents that would be relocated as a result of the Proposed Action would be completed prior to acquisition.

15. Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24:

Residential acquisitions and relocations would be completed in accordance with the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended." In addition to providing for payment of "Just Compensation" for property acquired, additional benefits are available to eligible displaced persons required to relocate from their residence. Some available benefits include relocation advisory services, reimbursement of moving expenses, replacement housing payments, and down payment assistance. In compliance with State law, no person would be displaced unless a comparable replacement dwelling would be provided. Federal law also requires that decent, safe, and sanitary replacement dwelling must be made available before any residential displacement can occur.

Compensation is available to all displaced persons without discrimination. Before initiating property acquisition activities, property owners would be contacted and given an explanation of the details of the acquisition process and Wisconsin's Eminent Domain Law under Section 32.05, Wisconsin Statutes. Any property to be acquired would be inspected by one or more professional appraisers. The property owner would be invited to accompany the appraiser during the inspection to ensure the appraiser is informed of every aspect of the property. Property owners would be given the opportunity to obtain an appraisal by a qualified appraiser that would be considered by WisDOT in establishing just compensation. Based on the appraisal(s) made, the value of the property would be determined, and that amount offered to the owner.

- Identify other relocation assistance requirements not identified above.

16. Identify any difficulties or unusual conditions for relocating households displaced by the proposed action:

There are no unusual circumstances regarding the relocations.

17. Indicate whether Special Relocation Assistance Service will be needed. Describe any special services or housing programs needed to remedy identified difficulties or unusual conditions noted in item #14 above:

None identified

Yes - Describe services that will be required

18. Describe any additional measures that will be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected:

No additional measures have been identified.

SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS

Wisconsin Department of Transportation

Factor Sheet B-8

Alternative (North 1B, Central 3A, South 3A)	Total Length of Center Line of Existing Roadway 6 Miles Length of This Alternative 6 Miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. **Property Name:** Waunakee Marsh State Wildlife Area (WMSWA)

2. **Location:** Dane County, town of Springfield. The WMSWA is located along both sides of WIS 19 east of US 12 and is separated into two areas.

3. **Ownership or Administration:** Wisconsin Department of Natural Resources (WisDNR)

4. **Type of Resource:**

- Public Park.
- Recreational lands.
- Ice Age National Scenic Trail.
- NRCS Wetland Reserve Program.
- Wildlife Refuge.
- Waterfowl Refuge.
- Historic/Archaeological Site eligible for the National Register of Historic Places (NRHP).
- Other – Identify:

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

No - Check all that apply:

- Project is not federally funded.
- No land will be acquired in fee or PLE and the alternative will not affect the use.
- Property is not on or eligible for the NRHP.
- Property is on or eligible for the NRHP however includes a *de minimus* effect finding.
- Interstate Highway System Exemption.
- Other - Explain: Preliminary conversations with DNR have resulted in DNR indicating that they would likely be

willing to provide concurrence that future impacts (as described at this time) would be de minimis in nature and not affect the activities, features, or attributes that qualify the Waunakee Marsh State Wildlife Area for protection under Section 4(f).

Yes - Check all that apply:

- Indicate which of the Programmatic/Negative Declaration 4(f) Evaluation(s) applies.
 - Historic Bridge.
 - Park minor involvement.
 - Historic site minor involvement.
 - Independent bikeway or walkway.
 - Great River Road.
 - Net Benefit to Section 4(f) Property. Explain: _____

Full 4(f) evaluation approved on _____.

6. **Was special funding used to acquire the land or to make improvements on the property?**

No - Special funding was not used for the acquisition of this portion of the property.

Yes:

- s.6(f) LWCF (Formerly LAWCON).
- Dingell-Johnson (D/J funds).
- Pittman-Robertson (P/R funds).
- Other – Describe:

7. **Describe the significance of the property:**

For other unique areas, include or attach statements of significance from officials having jurisdiction.

The Waunakee Marsh State Wildlife Area (WMSWA) is a 470 acre property owned and operated by the Wisconsin Department of Natural Resources (WisDNR). The WMSWA was established in 1958 with the intent to protect the extensive wetlands associated with the upper reach of Six Mile Creek and its springheads, and to provide for public hunting. The WMSWA offers many recreational opportunities including birding, cross country skiing (no designated trail), hiking (no designated trail), hunting, trapping, wild edibles/gathering, and wildlife viewing.

8. Describe the proposed alternative's effects on this property:

- a. Describe any effects on or uses of land from the property. For other areas, include or attach statements from officials having jurisdiction over the property which discusses the alternative's effects on the property: **(A map, sketch, plan, or other graphic which clearly illustrates use of the property and the project's use and effects on the property must be included.)**
- b. Discuss the following alternatives and describe whether they are feasible and prudent and why:
 1. Do nothing alternative.
 2. Improvement without using the 4(f) lands.
 3. Alternatives on new location.

9. Indicate which measures will be used to minimize adverse effects, mitigate for unavoidable adverse effects or enhance beneficial effects:

- Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.
- The Small Conversion Policy for Lands Subject to Section 6(f) will be used.
- Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.
- Restoration and landscaping of disturbed areas.
- Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property.
- Payment of the fair market value of the land and improvement taken.
- Improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.
- Such additional or alternative mitigation measures determined necessary based on consultation with officials having jurisdiction. The additional or alternative mitigation measures are listed or summarized below:
- Property is a historic property or an archeological site. The conditions or mitigation stipulations are listed or summarized below:
- Other – Describe: _____

10. Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the property:

(For historic and archeological sites, refer to Factor Sheet B-5 and/or B-6 for documentation. For other unique areas, attach correspondence from officials having jurisdiction that documents concurrence with impacts and mitigation measures.)

WETLANDS EVALUATION

(9/2013)

Wisconsin Department of Transportation

Factor Sheet C-1

Alternative North 1B, Central 3A, South 3A	Total Length of Center Line of Existing Roadway 6 miles Length of This Alternative 6 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Describe Wetlands:

	Wetland 1	Wetland 2	Wetland 3			
Name (if known) or wetland number ¹	In central section					
County	Dane					
Location (Section-Township-Range)	Central Section					
Location (Latitude)						
Location (Longitude)						
Location Map	See Exhibit 19	See Exhibit _____	See Exhibit _____			
Wetland Type(s) ²						
Wetland Loss ⁴	Acres: approx. 0.8	Acres _____	Acres _____			
Wetland is: (Check all that apply) ³	Yes	No	Yes	No	Yes	No
<ul style="list-style-type: none"> • Isolated from stream, lake or other surface water body 		X				
<ul style="list-style-type: none"> • Not contiguous (in contact with) a stream, lake, or other water body, but within 100-year floodplain 		X				
<ul style="list-style-type: none"> • If adjacent or contiguous, identify stream, lake or water body 	Pheasant Branch Creek					

¹Use wetland numbering from the project wetland delineation report.
²Use wetland types as specified in the "WisDOT FDM 24-5 Attachment 10.2 Wetland Type Correspondence Table"
³If wetland is contiguous to a stream, complete Factor Sheet C-2, Rivers, Streams and Floodplains Impact Evaluation.
 If wetland is contiguous to a lake or other water body, complete Factor Sheet C-3, Lake or Water Body Impact Evaluation.
⁴Wetland loss area determined by the Wisconsin Wetland Inventory (WWI) maps.

2. Are any impacted wetlands considered "wetlands of special status" per WisDOT Wetland Mitigation Banking Technical Guideline, page 10 (6 categories)?

- No
 Yes:
 - Advanced Identification Program (ADID) Wetlands
 - Public or private expenditure has been made to restore, protect, or ecologically manage the wetland on either public or private land
 - Other – Describe: Unknown. To be determined during the design process. Wetland impacts were estimated utilizing WWI maps. A wetland delineation would be done during the final design phase.

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

This Environmental Assessment (EA) is being prepared for a corridor study for mapping purposes. Future proposed work in the wetland areas would be due to fill placed for the new continuous split diamond interchange from Meffert Road to Kickaboo Road and the addition of frontage roads along US 12.

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

None.

5. Federal Highway Administration (FHWA) Wetland Policy:

- Not Applicable - Explain

 Individual Wetland Finding Required - Summarize why there are no practicable alternatives to the use of the wetland.

Statewide Wetland Finding: **NOTE: All three boxes below must be checked for the Statewide Wetland Finding to apply.**

- Project is either a bridge replacement or other reconstruction within 0.3 mile of the existing location.
- The project requires the use of approximately 7.4 acres or less of wetlands.
- The project has been coordinated with the DNR and there have been no significant concerns expressed over the proposed use of the wetlands.

6. Erosion control or storm water management practices which will be used to protect the wetland are indicated on form: (Check all that apply)

- Factor Sheet D-6, Erosion Control Evaluation.
- Factor Sheet D-5, Stormwater Evaluation.
- Neither Factor Sheet - Briefly describe measures to be used

7. U S Army Corps of Engineers (USACE) Jurisdiction - Section 404 Permit (Clean Water Act)

- Not Applicable - No fill to be placed in wetlands or wetlands are not under USACE jurisdiction.
- Applicable - Fill will be placed in wetlands under the jurisdiction of the USACE.

Indicate area of wetlands filled: Acres; approx. 0.8

Type of 404 permit anticipated:

- Individual Section 404 Permit required.
- General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404 Compliance.

Indicate which GP or LOP is required:

- Non-Reporting GP [GP-002-WI (*expires 5/31/16*) or GP-004-WI (*expires 12/31/17*)]
- Reporting GP [GP-002-WI, GP-003-WI (*expires 12/31/17*), or GP-004-WI]
- Letter of Permission [LOP-06-WI (*in effect 4/17/06, no expiration date*)]
- Programmatic GP [Applies to projects not covered under the DOT/DNR Cooperative Agreement]

8. Wisconsin Department of Natural Resources Coordination - Section 401 Water Quality Certification

- DNR has provided concurrence on the project wetland delineation. Received on: (Date)
- Other- Explain
To be provided during final design phase and would occur during the COE section 404 permit application process.

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

- No Section 10 Waters
- Section 10 Waters
 - Reporting GP [GP-003-WI (*expires 12/31/17*)]
 - Reporting GP [GP-004-WI (*expires 12/31/17*)]

Indicate whether Pre-Construction Notification (PCN) to the USACE is:

- Not applicable.
- Required: Submitted on: (Date)

Status of PCN

USACE has made the following determination on: (Date)

USACE is in the process of review, anticipated date of determination is: (Date)

10. Wetland Avoidance and Impact Minimization: [Note: Required before compensation is acceptable]

A. Wetland Avoidance:

1. Describe methods used to avoid the use of wetlands, such as using a lower level of improvement or placing the roadway on new location, etc.: The Preferred Alternative involves the least amount of wetland impact compared to the other alternatives.
2. Indicate the total area of wetlands avoided:
Acres: approx. 0.7 acres between Alternatives Central 1A and 3A.

B. Minimize the amount of wetlands affected:

1. Describe methods used to minimize the use of wetlands, such as increasing side slopes or use of retaining

walls or beam guard, equalizer pipes, upland disposal of hydric soils, etc.: The steepest allowable side slopes would be used. Further details to be determined during final design phase.

2. Indicate the total area of wetlands saved through minimization:
Acres: N/A

11. Compensation for Unavoidable Wetland Loss:

According to Section 404(b)(1), of the Clean Water Act, wetland compensatory mitigation procedures and sequencing would conform to the U.S. Army Corps of Engineers (USACE) and U.S. Environmental Protection Agency (EPA) joint rule on Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332; and 40 CFR Part 230 - dated April 10, 2008). Compensatory mitigation would be consistent with amendments to the Cooperative Agreement between DNR and WisDOT on compensatory mitigation for unavoidable wetland losses (July 2012), and the WisDOT Interagency Coordination Agreement and Wetland Mitigation Banking Technical Guidelines with DNR, USACE, EPA, USFWS and FHWA (March 2002).

Type of wetland is unknown. Type and wetland mitigation would be determined during the final design phase and would be done in accordance with the WisDOT/WisDNR cooperative agreement and Trans 401.

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

D = Degraded
N = Non-degraded

12. If compensation is not possible within the drainage area and floristic province thru the use of the DOT mitigation bank, explain why and describe how a search for an on-site compensation site was conducted:

The determination of wetland compensation would be made at the time of final design/construction.

13. Summarize the coordination with other agencies regarding the compensation for unavoidable wetland losses. Attach appropriate correspondence.

Coordination with other agencies regarding the compensation for unavoidable wetland losses would be made at the time of final design/construction.

THREATENED AND ENDANGERED SPECIES EVALUATION

Wisconsin Department of Transportation

Factor Sheet C-7

Alternative (North 1B, Central 3A, South 3A)	Total Length of Center Line of Existing Roadway 6 miles Length of This Alternative 6 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Are there any known threatened or endangered species in the vicinity of the project?

- None identified
 Yes - Identify the species and indicate its status on Federal or State lists: An official species list was generated from USFWS iPAC website for this project on 11/17/2015. The official species list identified one endangered species and four threatened species, and no suitable habitat could be present within the study area.

Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records, one endangered resource, one threatened resource, and three special concern species have the possibility to occur within the study area. It should be noted that WisDNR stated that the species listed have been known to occur in the project area or its vicinity.

Species Common Name	Species Scientific Name	Federal Status	State Status	Affected by Project? Y/N
Plants				
Eastern Prairie Fringed Orchid	Platanthera leucophaea	Threatened		N
Mead's Milkweed	Asclepias meadii	Threatened		N
Prairie Bush-clover	Lespedeza leptostachya	Threatened		N
Hill's Thistle	Cirsium hillii		Threatened	N
Animals				
Higgins Eye (Clam)	Lampsilis higginsii	Endangered		N
Northern Long-eared Bat	Myotis septentrionalis	Threatened		N
Red-tailed Prairie Leafhopper	Aflexia rubranura		Endangered	N
Blanding's Turtle	Emydoidea blandingii		Special concern	N
A Leafhopper	Prairiana cinerea		Special concern	N
Plains Gartersnake	Thamnophis radix		Special concern	N
Other				

2. Explain How a Species Is or Is Not Affected by the Action:

- Species Not Affected:
 No effects would occur as part of this official mapping study.
 Species Affected:

3. Describe Coordination:

U.S. Fish & Wildlife Service:

- Has Section 7 coordination been completed?
 No
 Yes - Describe mitigation required to protect the federally listed endangered species:

Further coordination with USFWS would occur during the design process to avoid or mitigate impacts to these federally-listed endangered species, if necessary.

WDNR

- Has coordination with DNR been completed?
 No

Yes - Describe mitigation required to protect the state-listed species:

Coordination with the WisDNR would be done during the design process to avoid or mitigate impacts to these state-listed species, if necessary.

CONSTRUCTION STAGE SOUND QUALITY EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-2

Alternative North 1B, Central 3A, South 3A	Total Length of Center Line of Existing Roadway 6 miles Length of This Alternative 6 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

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

The area adjacent to the project is primarily agricultural with some residential areas.

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

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

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

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

TRAFFIC NOISE EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-3

Alternative (North 1B, Central 3A, South 3A)	Total Length of Center Line of Existing Roadway 6 Miles Length of This Alternative 6 Miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

1. Need for Sound Level Analysis:

Is the proposed action considered a Type I project or WisDOT Retrofit Project per FDM 23-10-1?

- No – Complete only Factor Sheet D-2, Construction Stage Sound Quality Evaluation.
 Yes – Complete Factor Sheet D-2, Construction Stage Sound Quality Evaluation, and the rest of this sheet.

2. Traffic Data:

Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on Basic Sheet 6, Traffic Summary Matrix:

- No
 Yes – Indicate volumes and explain why they were used: See paragraph below.

Automobiles	Veh/hr
Trucks	Veh/hr
Or Percentage (T)	%

Peak hour traffic forecasts approved by WisDOT for the specific alternatives, roadways and intersections analyzed were utilized within the noise model to determine noise impacts. These peak hour forecasts are consistent with the overall US 12 ADT forecasts developed for the corridor study. The peak hour forecasts are included in Attachment F.

3. Sound Level Analysis Technique

Identify and describe the noise analysis technique or program used to identify existing and future sound levels: (See receptor location map in Attachment F, as Exhibit A, B, C). A receptor location map must be included with this document.

The Federal Highway Administration's Traffic Noise Model (TNM), version 2.5 was used to predict sound levels in year 2040 using existing and proposed roadway conditions near interchanges, intersections and along select new roadways. The interchanges, intersections and roadways are in the US 12 corridor from County K to westbound WIS 19.

4. Sensitive Receptors

Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic sound: (See receptor location map in Attachment F, as Exhibit A, B, C).

The section of US 12 affected by this project is approximately 5.5 miles of rural corridor. The buildings located in the corridor are primarily rural residences located in low density rural subdivisions or are part of a farming operation or other business along the corridor. Representative receptors where noise levels were predicted are included in Attachment F on Exhibits A, B and C. There are no locations identified with the receptors that would be impacted by noise in the proposed corridor. One location along County K would be negatively impacted if the proposed improvements did not happen and traffic volumes continued to increase.

5. Noise Impacts

If this proposal is implemented will future sound levels produce a noise impact?

- No
 Yes - The impact will occur because:
 The Noise Level Criteria (NLC) is approached (1 dBA less than the NLC) or exceeded.
 Existing sound levels will increase by 15 dBA or more.

6. Abatement

Will traffic noise abatement measures be implemented?

Not applicable – Traffic noise impacts will not occur.

No – Traffic noise abatement is not reasonable or feasible (explain why). In areas currently undeveloped, local units of government shall be notified of predicted sound levels for land use planning purposes. **A COPY OF THIS WRITTEN NOTIFICATION SHALL BE INCLUDED WITH THE FINAL ENVIRONMENTAL DOCUMENT.**

Yes – Traffic noise abatement has been determined to be feasible and reasonable. Describe any traffic noise abatement measures which are proposed to be implemented. Explain how it will be determined whether or not those measures will be implemented:

Receptor Location or Site Identification (See attached map) (a)	Distance from C/L of Near Lane to Receptor in feet (ft.) (b)	Number of Families or People Typical of this Receptor Site (c)	Sound Level Leq ¹ (dBA)			Impact Evaluation		
			Noise Level Criteria ² (NLC) (d)	Future Sound Level (e)	Existing Sound Level (f)	Difference in Future and Existing Sound Levels (Col. e minus Col. f) (g)	Difference in Future Sound Levels and Noise Level Criteria (Col. e minus Col. d) (h)	Impact ³ or No Impact (i)
CTH K / USH 12 INTERSECTION AREA (ALT. S3A)								
REC A	90	4 Residence	67	57.8	64.8	-7	-9.2	N
REC B	85	1 Residence	67	61.7	62.6	-0.9	-5.3	N
REC C	190	1 Residence/ Commercial Business	67	63.8	66.5	-2.7	-3.2	N
REC D	300	1 Residence	67	61.0	71.2	-10.2	-6	N
REC E	250	1 Residence	67	61.8	64.8	-3	-5.2	N
MEFFERT ROAD / USH 12 INTERSECTION AREA (ALT. C3A)								
REC F	260	1 Residence	67	57.6	52.6	5	-9.4	N
REC G	215	1 Residence	67	58.4	50.8	7.6	-8.6	N
KICK-A-BOO ROAD / USH 12 INTERSECTION AREA (ALT. C3A)								
REC H	240	1 Residence	67	55.0	53.2	1.8	-12	N
REC I	175	1 Residence	67	58.2	54.4	3.8	-8.8	N
EASTBOUND STH 19 / USH 12 INTERSECTION AREA (ALT. N1B)								
REC J	70	1 Place of Worship/School	67	65.4	61.9	3.5	-1.6	N

¹ Use whole numbers only.

² Insert the actual Noise Level Criteria from FDM 23-30, Table 1.

³ An impact occurs when future sound levels exceed existing sound levels by 15 dB or more, or, future sound levels approach or exceed the Noise Level Criteria ("approach" is defined as 1 dB less than the Noise Level Criteria, therefore an impact occurs when Column (h) is -1 dB or greater). I = Impact, N = No Impact.

REC K	120	1 Residence	67	60.7	65.5	-4.8	-6.3	N
REC L	150	1 Residence	67	62.6	59.6	3	-4.4	N
PROPOSED CTH P / EXISTING CTH P INTERSECTION AREA (ALT. N1B)								
REC M	105	1 Residence	67	55.9	51.5	4.4	-11.1	N
REC N	100	None, Future Residences	67	59.1	48.9	10.2	-7.9	N
EXISTING CTH P / USH 12 INTERSECTION AREA (ALT. N1B)								
REC O	105	1 Residence, 1 Restaurant/Bar	67	63.8	63.7	0.1	-3.2	N
REC P	165	1 Residence	67	62.2	60.9	1.3	-4.8	N

STORMWATER EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-5

Alternative North 1B, Central 3A, South 3A	Total Length of Center Line of Existing Roadway 6 miles Length of This Alternative 6 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Indicate whether the affected area may cause a discharge or will discharge to the waters of the state (Trans 401.03).

Special consideration should be given to areas that are sensitive to water quality degradation. Provide specific recommendations on the level of protection needed.

- No water special natural resources are affected by the alternative.
- Yes - Water special natural resources exist in the project area.
 - River/stream
 - Wetland
 - Lake
 - Endangered species habitat
 - Other - Describe _____

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

- No additional or special circumstances are present.
- Yes - Additional or special circumstances exist. Indicate all that are present.
 - Areas of groundwater discharge
 - Stream relocations
 - Long or steep cut or fill slopes
 - Cold water stream
 - Large quantity flows
 - Increased backwater
 - Other - Describe any unique, innovative, or atypical stormwater management measures to be used to manage additional or special circumstances. _____
 - Areas of groundwater recharge
 - Overland flow/runoff
 - High velocity flows
 - Impaired waterway
 - Exceptional/outstanding resource waters

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

Stormwater management strategy and measures to be determined during the design process. Consideration to the recharge area for the Frederick Springs in the south portion of the project would be considered.

4. Indicate how the stormwater management plan will be compatible with fulfilling Trans 401 requirements.

TRANS 401 and the WisDOT/WisDNR cooperative agreement would be followed in the final plans.

5. Identify the stormwater management measures to be utilized.

- Swale treatment (parallel to flow) Trans 401.106(10)
 - Vegetated filter strips (perpendicular to flow)
 - Constructed storm water wetlands
 - Buffer areas - Trans 401.106(6)
 - In-line storm sewer treatment, such as catch basins, non-mechanical treatment systems.
 - Detention/retention basins - Trans 401.106(6)(3)
 - Distancing outfalls from waterway edge
 - Infiltration - Trans 401.106(5)
 - Other
- Describe - _____ To be determined during the final design phase

6. Indicate whether any Drainage District may be affected by the project.

- No - None identified
- Yes
 - Has initial coordination with a drainage board been completed?
 - No - Explain _____
 - Yes - Discuss results _____

7. Indicate whether the project is within WisDOT's Phase I or Phase II stormwater management areas.

Note: See Procedure 20-30-1, Figure 1, Attachment A4, the Cooperative Agreement between WisDOT and WisDNR. Contact Regional Stormwater/erosion Control Engineer if assistance is needed to complete the following:

- No - the project is outside of WisDOT's stormwater management area.
- Yes - The project affects one of the following and is regulated by a WPDES stormwater discharge permit, issued by the WisDNR:
 - A WisDOT storm sewer system, located within a municipality with a population greater than 100,000.
 - A WisDOT storm sewer system located within the area of a notified owner of a municipal separate storm sewer system.
 - An urbanized area, as defined by the U.S. Census Bureau, NR216.02(3).
 - A municipal separate storm sewer system serving a population less than 10,000.

8 Has the effect on downstream properties been considered?

- No
- Yes - Coordination to be done during the final design phase.

9. Are there any property acquisitions required for storm water management purposes?

- No
- Yes - Complete the following:
 - Safety measures, such as fencing are not needed for potential conflicts with existing and expected surrounding land use.
 - Safety measures are needed for potential conflicts with existing and expected surrounding land use.
Describe:

Unknown at this time. To be determined during the final design phase.

EROSION CONTROL EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-6

Alternative North 1B, Central 3A, South 3A	Total Length of Center Line of Existing Roadway 6 miles Length of This Alternative 6 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Give a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length, percent slope and soil types.

Generally slopes in the project area are gently rolling to relatively flat. There is an area of steep slopes just west of US 12 near County P and WIS 19 West.

The area adjacent to the project is mostly prime farmland with soils comprised of silt loam. There are three material quarries near the project indicating the presence of bedrock near the surface in some areas.

Proposed slopes in the project area would be determined during the design process and would conform to standards established by the WisDOT/WisDNR cooperative agreement.

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

- No - there are no sensitive resources affected by the proposal.
 Yes - Sensitive resources exist in or adjacent to the area affected by the project.
- River/stream
 - Lake
 - Wetland
 - Endangered species habitat
 - Other - Frederick Springs recharge area near the County K interchange in the south section.

3. Are there circumstances requiring additional or special consideration?

- No - Additional or special circumstances are not present.
 Yes - Additional or special circumstances exist. Indicate all that are present.
- Areas of groundwater discharge
 - Overland flow/runoff
 - Long or steep cut or fill slopes
 - Areas of groundwater recharge (fractured bedrock, wetlands, streams)
 - Other - Describe any unique or atypical erosion control measures to be used to manage additional or special circumstances _____

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

Erosion control measures to be developed during the final design phase and would be according to TRANS 401 and the WisDOT/WisDNR cooperative agreement.

5. Erosion control measures reached consensus with the appropriate authorities as indicated below:

- WisDNR
- County Land Conservation Department
- American Indian Tribe
- US Army Corps of Engineers

Consensus would be done during the design process and prior to construction according to the WisDNR/WisDOT cooperative agreement.

Note: All erosion control measures (i.e., the Control Plan. In addition, TRANS 401 requires the contractor to prepare an Erosion Control Implementation Plan (ECIP), which identifies timing and staging of the project's erosion control measures. The ECIP should be submitted to the WisDNR and to WisDOT 14 days prior to the preconstruction conference (Trans401.08(1)) and must be approved by WisDOT before implementation. On Tribal lands, coordination for 402 (erosion) concerns are either to be coordinated with the tribe affected or with the U.S. Environmental Protection Agency (EPA). EPA or the tribes have the 401 water quality responsibility on Trust lands. Describe how the Erosion Control/Stormwater Management Plan can be compatible.

6. Identify the temporary and permanent erosion control measures to be utilized on the project. Consult the FDM, Chapter 10, and the Products Acceptability List (PAL).

- | | |
|---|---|
| <input checked="" type="checkbox"/> Minimize the amount of land exposed at one time | <input type="checkbox"/> Detention basin |
| <input checked="" type="checkbox"/> Temporary seeding | <input type="checkbox"/> Vegetative swales |
| <input checked="" type="checkbox"/> Silt fence | <input type="checkbox"/> Pave haul roads |
| <input checked="" type="checkbox"/> Ditch checks | <input type="checkbox"/> Dust abatement |
| <input type="checkbox"/> Erosion or turf reinforcement mat | <input checked="" type="checkbox"/> Rip rap |
| <input type="checkbox"/> Ditch or slope sodding | <input type="checkbox"/> Buffer strips |
| <input type="checkbox"/> Soil stabilizer | <input type="checkbox"/> Dewatering – Describe method |
| <input type="checkbox"/> Inlet protection | <input type="checkbox"/> Silt screen |
| <input type="checkbox"/> Turbidity barriers | <input type="checkbox"/> Temporary diversion channel |
| <input type="checkbox"/> Temporary settling basin | <input checked="" type="checkbox"/> Permanent seeding |
| <input checked="" type="checkbox"/> Mulching | |
| <input type="checkbox"/> Other - Describe _____ | |