



U.S. Department
of Transportation
**Federal Highway
Administration**

FHWA – WI Division

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Madison, WI 53717-2157
(City Center West, Johnson Bank Bldg)
Tel 608-829-7500, FAX 608-829-7526
Wisconsin.FHWA@dot.gov

In Reply Refer To:
HDA-WI

Date: May 13, 2014

FEDERAL HIGHWAY ADMINISTRATION FINDING OF NO SIGNIFICANT IMPACT

Project ID: 1200-08-00 & 02-75
Highway: USH 18/151 Fwy Conv
Termini: Dodgeville - Verona
County: Iowa & Dane

This finding of no significant impact is based on the attached environmental document, which has been independently evaluated and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project.

It provides sufficient evidence and analysis for determining that an environmental impact statement is not required.

Accordingly, it is concluded this project will not have any significant impact on the human environment.

Approved:



Name: Johnny M Gerbitz
Title: Field Operations Engineer

Attachment

Basic Sheet 1

Project ID 1200-08-00 (entire corridor) 1200-02-75 (Section 2 construction)	Project Termini From: US 18 Interchange at Dodgeville in Iowa County To: West Verona Avenue Interchange in Dane County	Funding Sources - Check all that apply <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local								
Route Designation (if applicable) US 18/151 National Highway System (NHS) Route <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Nearest Community Cities of Dodgeville and Verona; Villages of Ridgeway, Barneveld, Blue Mounds, Mount Horeb; Towns of Dodgeville, Ridgeway, Brigham, Blue Mounds, Springdale, Verona	Estimated Project Cost \$109.60 (million) - See Addendum A Real Estate Acquisition Portion of Estimated Cost \$8.16 (million) - See Addendum A								
Project Name: US 18/151 Freeway Conversion Plan		Right of Way Acquisition <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:70%;"></td> <td style="width:30%; text-align: center;">Acres</td> </tr> <tr> <td>Fee</td> <td style="text-align: center;">479.8</td> </tr> <tr> <td>TLE</td> <td style="text-align: center;">To be determined in final design</td> </tr> <tr> <td>PLE</td> <td style="text-align: center;">To be determined in final design</td> </tr> </table>		Acres	Fee	479.8	TLE	To be determined in final design	PLE	To be determined in final design
	Acres									
Fee	479.8									
TLE	To be determined in final design									
PLE	To be determined in final design									
County Iowa and Dane Counties	Section-Township-Range T6N, R3E: Section 25 T6N, R4E: Sections 11- 15, 21, 22, 29,30, T6N, R5E; Sections 7-12 T6N, R6E; Sections 7-10, 15 T6N, R7E; Sections 13- 16 T 6N, R8E; Sections 17, 19, 20,									
Bridge Number(s), if applicable B-13-0052 & b-13-0383 (Sugar River)	Scheduled start date (Kickoff Meeting) June 29, 2007									

Functional Classification of Existing Route	Urban	Rural
Freeway/Expressway	<input type="checkbox"/>	<input type="checkbox"/>
Principal Arterial	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Minor Arterial	<input type="checkbox"/>	<input type="checkbox"/>
Major Collector	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Minor Collector	<input type="checkbox"/>	<input type="checkbox"/>
Collector	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Local	<input type="checkbox"/>	<input type="checkbox"/>
No Functional Class	<input type="checkbox"/>	<input type="checkbox"/>

WISDOT Project Classification	
Resurfacing	<input type="checkbox"/>
Pavement Replacement	<input type="checkbox"/>
Reconditioning	<input type="checkbox"/>
Expansion	<input checked="" type="checkbox"/>
Bridge Rehabilitation	<input type="checkbox"/>
Bridge Replacement	<input type="checkbox"/>
A "Majors" Project	<input type="checkbox"/>
SHRM	<input type="checkbox"/>
Preventive Maintenance	<input type="checkbox"/>
Safety	<input type="checkbox"/>
Other, Describe	<input type="checkbox"/>

FHWA Categorical Exclusion, Type 2c
 FHWA Environmental Assessment. No significant impacts indicated by Initial Assessment.

John J. [Signature] 10-14-13 Project Manager Rebecca Paul 10/21/2013 (Title)
 (Signature) (Company/Org.) (Date) (Title) (Signature) (Date) (Title)
 (Director, Bureau of Technical Services)

Larry J. Banta 10-17-13 Proj. Manager Johnny M Gerbitz 11-15-2013 Field Ops Eng (Title)
 (Signature) (Date) (Title) (Signature) (Date) (Title)
 Region Aeronautics Rails & Harbors FHWA FAA FTA FRA
 Johnny M Gerbitz

After reviewing public comments and coordinating with other agencies, it is determined that this action:

A) Will not significantly affect the quality of the human environment. This document is a:
 Finding of No Significant Impact (FONSI)

B) Has potential to significantly affect the quality of the human environment:
 Environmental Impact Statement (EIS) Required (SEH)

John D. [Signature] 5/12/14 Senior Principal Rebecca Paul 5/12/14 (Title)
 (Signature) (Company/Org.) (Date) (Title) (Signature) (Date) (Title)
 (Director, Bureau of Equity & Environmental Services)

Larry J. Banta PE 5/14/14 Project Manager Johnny M Gerbitz 5-13-2014 Field Ops Eng (Title)
 (Signature) (Date) (Title) (Signature) (Date) (Title)
 Region Aeronautics Rails & Harbors FHWA FAA FTA FRA
 Johnny M Gerbitz

Basic Sheet 2

1. Purpose and need of proposed action:

The Proposed Action would affect US 18/151 from the US 18 interchange at Dodgeville in Iowa County to the West Verona Road interchange in the City of Verona in Dane County. This 29 mile long portion of US 18/151 is a rural four-lane divided highway with both at-grade and interchange access. See Exhibit 1, Project Location Map.

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

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

The purpose of the Proposed Action is to improve the level of safety and service of the project portion of US 18/151 to that which is consistent with its function as backbone route on the Connections 2030 network.

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

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

Long-term highway corridor preservation

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

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

Emerging safety and operational concerns

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

The table below shows the number of crashes with injuries and fatalities, and the total number of crashes for sections of US 18/151. The statewide average crash rate for rural expressways is 55 crashes per hundred million vehicles miles (HMVM). Five of the 11 sections shown exceed the statewide crash rate. The table also shows that five of the 11 sections exceed the statewide rate for injury crashes (18.4) and 6 of 11 sections exceed the statewide rate for fatality crashes (0.8).

As mainline and side road traffic volumes increase along this high-speed rural facility, the ability to get on, off or across US 18/151 will become more difficult because the frequency and duration of gaps in US 18/151 traffic will

decrease. If all other conditions remain unchanged, this may increase the frequency of drivers using smaller than desirable gaps when accessing the highway from side roads and driveways. This may result in more crashes overall and of particular concern, an increase in the number of severe crashes, given the significant speed differential between vehicles on the four-lane highway compared to those entering. Input from members of the public indicates a common and growing concern with the increasing difficulty in safely accessing the highway, and the risk associated with making these movements.

**Crashes and Crash Rates On US 18/151: US 18 Interchange to County G Interchange
Years 2007 – 2011**

	Section	Property Damage Only	Injury Crashes	Fatality Crashes	Total Crashes	Miles	Crash Rate (crashes/HMVM)	Crash Rate Exceeding Statewide Average	Injury Crashes Exceeding Statewide Average	Fatality Crashes Exceeding Statewide Average
1	US 18 to County Y/County YZ	11	10	1	22	3.0	23.78			X
2	County Y/YZ to County BB	3	1	0	4	1.4	10.51			
3	County BB to County H underpass *	47	29	1	77	2.8	90.23	X	X	X
4	County H underpass to Pikes Peak Road	13	9	1	23	1.7	43.35			X
5	Pikes Peak Rd to County K*	46	27	1	74	3.9	60.45	X	X	X
6	County K to East Brigham Road	16	2	0	18	1.9	35.8			
7	East Brigham Road to County F	3	4	0	7	1.0	26.45			
8	County F to County JG (underpass) *	65	33	1	99	5.1	57.81	X	X	X
9	County JG (underpass) to County PD *	56	25	0	81	3.4	56.51	X	X	
10	County PD to County J *	48	48	1	97	2.4	117.18	X	X	X
11	County J to County G/Dairy Ridge Rd	23	17	0	40	2.3	46.71			
	Totals	331	205	6	542					

Notes; Statewide crash rate for four-lane rural expressways of 55 crashes per hundred million miles, injury crash rate is 18.4 (for A, B, & C injury type crashes) and fatality crash rate is 0.8.

WisDOT will continue to monitor safety conditions along the corridor and if warranted, make improvements that focus on maintaining expressway safety, such as extending right and left turn lanes. The need to convert US 18/151 to a freeway due to increasing volumes would still remain, but the timing of construction could be delayed to some extent through these short-term actions.

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

Local land use/transportation planning and coordination

Land use changes in the area are contributing to increases in traffic on US 18/151. Identifying future changes in access can help communities ensure that development plans are compatible with the planned transportation system. Joint efforts on the part of WisDOT and local communities to plan and develop in ways that are compatible with the eventual building of alternative access and safe crossings would ease the conversion of US 18/151 to a freeway

facility, reducing negative impacts on communities and property owners. Another principal benefit of the planning and mapping process is to provide certainty to land owners and local communities as to the location and amount the right of way needed for changes to the highway system. This would avoid potentially costly relocations and disruptions for property owners in the future as the corridor is converted to a freeway.

Proposed Action Summary

To achieve the purpose and need, the Proposed Action would eliminate all public and private at-grade access on US 18/151. New access by interchange and grade-separated crossings of most intersection side roads plus additions and alterations to the local road network are necessary to provide suitable routes for traveling to and accessing US 18/151. These alternate routes must provide for safe travel without unreasonable indirection and ensure that an adequate response time for emergency services is maintained.

This US 18/151 Freeway Conversion Plan and Environmental Assessment (EA) was programmed as a *planning* action with no associated final design or construction funding¹. However, the study was conducted such that the EA is fully compliant with the National Environmental Policy Act (NEPA). It was intended to serve as the environmental document of record for the design and construction of as much of the Preferred Alternative identified within it as possible. WisDOT expects to fund and construct the Preferred Alternative in three or more separate pieces. As each segment is programmed, WisDOT and FHWA will need to determine if this EA can be used as is, with specific modifications, would need to be re-evaluated or not at all. This decision will be influenced by the amount of time that passes between each significant action related to the Preferred Alternative and the extent that significant changes to the setting, environmental laws, highway standards, etc.

Section 2 improvements (described in detail below) are programmed for construction in 2017. This EA will be the environmental document of record. For each subsequent programmed project, WisDOT and FHWA will determine if this EA can be used as is, needs specific modifications, needs to be formally re-evaluated or is no longer valid and a new document is needed. This includes Section 4 improvements (also described in detail below) that are expected to be programmed for 2020. The extent to which the EA is eventually used will be influenced by the amount of time that passes between each significant action related to the Preferred Alternative and the extent that significant changes to the setting, environmental laws, highway standards, etc. occur.

Following the issuance of the EA-FONSI, WisDOT will determine the extent to which the right-of-way needed to convert un-programmed sections of the Preferred Alternative to a freeway should be Officially Mapped under Wisconsin State Statute 84.295(10). This statute provides the Department the authority to purchase Officially Mapped lands as right-of-way and serves as a link between the planning and preservation process and the final project design.

Construction of the Proposed Action would eventually result in designating this portion US 18/151 as a Freeway under Wisconsin State Statute 84.295. Prior to either action under 84.295, WisDOT would hold a public hearing.

2. Summary of alternatives considered and if they are not proposed for adoption, why not:

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

Due to the length of the project area, the project has been divided into six sections. No improvements are proposed for Section 5, which is already a freeway bypass around Mount Horeb. Two or more alternatives were developed for the other five sections. See Exhibit 2 for an overview of the Preferred Alternative and Exhibit 3 for a more detailed view of the Preferred Alternative. Exhibit 4 shows the interchange location alternatives that were considered and not selected.

¹ As part of the EA process, Project Initiation Letters were sent to federal, state and local officials to notify them of the project and invite them to participate in the process (see Appendix 1). See Appendix A2 for the agency scoping letter and mailing list. Tribal officials were also notified about the study and invited to participate. See Appendix A3 for the tribal scoping letter and mailing list.

ENVIRONMENTAL ADDENDUM A

Wisconsin Department of Transportation

Alternative Preferred Alternative (1B, 2B, 3B, 4A, 6B)

Total Length of Center Line of Existing Roadway 28.8
Length of This Alternative 28.8

1. Date(s) of Public Notice:

The Notice of Availability (NOA) was published in the Verona Press, Mount Horeb Mail, and Dodgeville Chronicle on the following dates:

- November 28, 2013
- December 5, 2013
- December 12, 2013
- December 19, 2013

The NOA was published in the Wisconsin State Journal on the following dates:

- December 1, 2013
- December 8, 2013
- December 15, 2013
- December 22, 2013

2. In: (Name of Newspaper):

The NOA was published in the newspapers referenced above in #1. Copies of the affidavits of publication are included as Attachment 1.

3. Dates Environmental Assessment made available to public:

From: November 29, 2013

To: January 3, 2014

4. Public Hearing:

- Was not required, explain: _____
- Opportunity was given but no hearing was held.
- No requests for a public hearing were received.
- Requests for a public hearing were not substantial.
- Was held on _____

5. Summarize comments from the Public Hearing and Public Notice of Availability. Characterize public support or opposition to the project. Include a summary of the changes to the environmental document and the project resulting from comments: (Note: Alternatives proposed by the public and subsequently rejected should be identified and the reasons for rejecting them included.)

Public/Agency Comments:

Bill Dolan – Mr. Dolan owns land between County Z and County Y in the Town of Dodgeville (Section 1). Mr. Dolan called and inquired if WisDOT really intended to extend the frontage road to the property east of his property that would be landlocked. Mr. Dolan did not think it would be worth the cost and impact. WisDOT noted that the EA documented the worst case scenario from an impact standpoint but WisDOT would work with owner to determine the best solution at the time of final design. Mr. Dolan indicated he was satisfied with the answer.

John Moreth – Mr. Moreth contacted WisDOT to inquire about a potential roundabout near the Village of Ridgeway. WisDOT replied with additional information and project plans and Mr. Moreth indicated he was satisfied with the information provided.

The Nature Conservancy – The Conservancy requested information regarding lands that they currently own and have been acquiring near Barneveld and Brigham. WisDOT provided the Conservancy with response indicating that efforts were made to avoid Conservancy owned land and provided the EA Preferred Alternative maps for further information.

Town of Blue Mounds - During the EA review period, the Town of Blue Mounds Clerk initially requested a public hearing and requested that WisDOT attend a future Town of Blue Mounds Board Meeting to give residents an update/refreshers on proposed improvements in the Town of Blue Mounds. WisDOT explained to the Clerk that new public involvement efforts with local officials, property owners and other interested parties would begin when final design for each project/section begins. The Clerk indicated that this is what she was requesting and withdrew the public hearing request.

Commitment: During final design for projects/sections within the Town of Blue Mounds, WisDOT will provide a separate public meeting for the Town of Blue Mounds Board if one is requested, in addition to a general one for the entire project area.

Steve Books – Mr. Books, a resident in the Village of Mount Horeb, called WisDOT and asked if a hearing was requested and if not, given the cost of the Preferred Alternative, is it too late to request one. WisDOT explained the difference between a hearing and a public information meeting and indicated that each section would have a new round of public outreach when funds are committed for design and construction. Mr. Books noted this was not clear in the NOA, and was satisfied that future public meetings would address his concern.

Andrew Davidson – Mr. Davidson contacted WisDOT to request a copy of the EA be emailed to him. WisDOT responded and directed Mr. Davidson to the project website which contained a copy of the EA for download and review.

Town of Verona – The Town of Verona submitted a letter on December 18, 2013 (Attachment 2). The letter requests the elimination of a future frontage road just south of US 18/151 from Spring Rose Road to County G. As proposed, this east-west frontage road would connect the interchanges at County PD and County G.

WisDOT responded to the letter on January 30, 2014. WisDOT explained the reasoning for including the frontage road and noted that there is a commitment in the EA that to re-evaluate the frontage road closer to the time of final design/construction for this section. At that time, WisDOT would again seek out the views of the town board, emergency service providers and area residents and businesses.

Wisconsin Department of Natural Resources (WDNR) - During the EA review period, WDNR submitted a comment letter to WisDOT on December 17, 2013. WisDOT responded to the letter on January 28, 2014. See Attachment 3.

As a result of reviewing the WDNR letter, the following commitments have been added:

Commitment: At the start of final design for any project WisDOT would begin coordination with WDNR to allow sufficient time to check the NHI list of Threatened and Endangered Species and make a plan to avoid or relocate any Threatened and Endangered Species if applicable.

Commitment: To the extent practical, WisDOT would work with WDNR to use a native prairie seed mix as revegetation occurs.

Archaeological/Historic Resources (Section 106)

The State Historic Preservation Office (SHPO) noted that the Evan D. Evans Farmhouse Factor Sheet was not included in the of the EA. It was inadvertently left out. It is now included in the FONSI materials as Attachment 4.

Additional archeological/history survey was conducted for Ternes Court and County BB where construction could occur. The proposed improvements in these areas were not previously examined during the original Section 106 review process. The additional archeological/history survey resulted in an amended Section 106 document. The Section 106 document was signed by SHPO on February 11, 2014 (Attachment 5).

Commitment: WisDOT would confirm that the final footprint for ground to be disturbed by construction is compared to the limits of the field investigations that have occurred. WisDOT would complete supplemental investigations for any areas that were not covered or are outside of those limits prior to ground disturbance.

Military Ridge State Trail (MRST)

In Section 2, the public road and private driveway on the west side of Ridgeway that will be affected by the new County HHH overpass (north side of US 18/151) was not addressed in the EA. This has now been addressed. The public road connection (Ternes Court) will be moved to square up with the reconstructed end of County HHH. This will result in the reconstruction of the portion of the MRST that Ternes Court will cross, and reconstruction of the private driveway crossing of the trail. The trail itself will not be moved. WNDR was made aware of this and sent a response indicating they did not have concerns (Attachment 6). WNDR did indicate that the following commitment should be added:

Commitment: In addition to minimizing the impacts to existing vegetation, additional vegetation screening will be added in the area of the MRST reconstruction near Ternes Court.

Preliminary Cost Estimates

The overall project cost has been revised to reflect updated construction costs due to revisions to borrow quantities. This reduced the overall total project cost from \$109.6 million to \$108.48 million. In addition, Sections 2, 3, and 4 costs have also been updated to reflect the correct improvements/elements that would be included in each section. The project costs have been updated and included in the revised Basic Sheet 5 which is included as Attachment 7.

Driveways

Commitment: At the time of final design, property owners would be consulted regarding the proposed relocation of their driveway, if applicable, to finalize design details for all reconstructed or added driveways.

Section 4(f) de minimis (Military Ridge State Trail (MRST))

The final signed copy of the Section 4(f) de minimis document for the MRST is included as Attachment 8.

6. Describe selected alternative:

- Selected alternative is the same as that described on form DT2094, Environmental Evaluation of Facilities Development Actions.
- Selected alternative is different from that described on form DT2094, Environmental Evaluation of Facilities Development Actions. Explain changes and why another alternative was selected.

LIST OF ATTACHMENTS

Attachment 1 – NOA Affidavits of Publication

Attachment 2 – Town of Verona Letter

Attachment 3 – WDNR EA Comment Letter

Attachment 4 – Evans Farmhouse Factor Sheet

Attachment 5 – Section 106

Attachment 6 – WDNR Military Ridge State Trail Email

Attachment 7 – Costs Revisions (Basic Sheet 5)

Attachment 8 – Final Section 4(f) de minimis for Military Ridge State Trail

STATEMENT

The Dodgeville Chronicle

www.thedodgevillechronicle.com
106 WEST MERRIMAC ST. DODGEVILLE, WI 53533
(608) 935-2331

DATE 11/28/13
ACCOUNT NUMBER 5174 0

DATE
ACCOUNT NUMBER 5174 0

Wisconsin DOT
Michael Die
2101 Wright Street
Madison WI 53704

Copy No. 1
Overdue accounts are subject
to a late payment fee of 1½%
per month or to the extent
allowed by law.

Wisconsin DOT
To insure proper credit
please check those items
being paid in the "✓"
column and return this
portion of the statement
with your payment.

PAGE NO. 1

REFERENCE	DATE	CODE	DESCRIPTION	AMOUNT	BALANCE	REFERENCE	CODE	AMOUNT
240780	11/28/13	LN	4c-NoticeOfOpportuni	797.76	797.76	240780	LN	797.76
240781	11/28/13	PP	PROOF P&H	2.00	799.76	240781	PP	2.00

CODES	C-CR MEMO D-DR MEMO	P-PAYMENT I-INVOICE	A-DISCOUNT ALLOWED	F-FINANCE CHARGE	PLEASE PAY	799.76	TOTAL	799.76
30 DAYS		60 DAYS		90 DAYS		120 DAYS		
.00		.00		.00		.00		

The Dodgeville Chronicle

Chronicle PUBLIC NOTICES

NOTICE OF OPPORTUNITY TO REQUEST A PUBLIC HEARING ON THE LOCATION AND PRELIMINARY DESIGN ASPECTS AND

NOTICE OF AVAILABILITY OF THE ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED FREEWAY CONVERSION PLAN ON US HIGHWAY 18/151 BETWEEN THE US HIGHWAY 18 INTERCHANGE IN THE CITY OF DODGEVILLE AND THE WEST VERONA ROAD INTERCHANGE IN THE CITY OF VERONA IOWA AND DANE COUNTIES

ALL INTERESTED PERSONS are advised of an opportunity to request a public hearing by the Wisconsin Department of Transportation to consider the proposed highway improvements.

The Proposed Action includes the following:

The purpose of the Proposed Action is to improve the level of safety and service of the project portion of US 18/151 to that which is consistent with its function as backbone route on the Wisconsin Department of Transportation's (WisDOT) Connections 2030 network.

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

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

Long-term highway corridor preservation

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

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

Emerging safety and operational concerns

Operational and safety needs for US 18/151 are expected to grow as traffic volumes and development along the corridor increases. In 2009 and 2010, traffic volumes along this section of US 18/151

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

The Proposed Action (Preferred Alternative) would add a total of four new interchanges, seven grade-separated crossings (two underpasses and five overpasses), 21 miles of new and altered local roads and one pair of auxiliary lanes approximately ½ mile in length. Approximately 70 at-grade crossing would be eliminated along the corridor, including 34 at-grade intersections, one commercial driveway, 19 residential driveways, and 16 field entrances.

The changes/additions to county and town roads would be constructed in accordance with the volume and classification-based standards in WisDOT's Facilities Development Manual (FDM) for new construction or reconstruction. The two-lane county roads would have a traveled way width of 20 to 24 feet and shoulder width of three to six feet. Town roads would have a traveled way width of 20 to 22 feet and a shoulder width of three to six feet.

The Preferred Alternative will have an access control element for all interchanges. In general, no new access will be allowed between ramps and the nearest side road intersections. Access control will be extended along all legs of those nearest side road intersections. The access control distance will generally be the larger of the functional area of the intersection or county minimum distance from intersection to nearest access point. These controls will be added at existing interchanges to the extent they do not already exist. Existing access points within the access control limits will be evaluated as to their effect on safety and capacity on a section by section basis as part of the final design.

The total amount of real estate required to construct the Proposed Action is estimated to be 479.8 acres.

Further information concerning the proposed improvement is available at the Department's Southwest Region in Madison, Wisconsin at the address given below. A public hearing may be requested by individuals to whom the proposed project is of significant concern. The hearing request should indicate the concerns and reasons why a hearing is requested. A public hearing may be held if it is determined that there is substantial public interest to warrant a hearing.

Before making a request for a public hearing, persons are encouraged to contact the Department's Project Manager, Larry Barta, P.E. at (608) 246-3884 to express their views and discuss those

(608) 437-5311

• Town of Springdale, 2379 Town P Road, Mount Horeb, WI; Phone: (608) 437-6230

• Town of Verona, 335 North N Mound Road, Verona, WI; Phone: (608) 845-7187

An electronic copy of the document also available on the WisDOT Project Website: www.dot.wisconsin.gov/projects/us18151study/index.htm.

Comments regarding the environmental impacts and effects of the proposed improvement are invited to be submitted to the Department of Transportation prior to or on or before Friday, January 2014. Mail to Larry Barta, Project Manager, WisDOT Southwest Region, 2101 Wright Street, Madison, WI, 53701-2583. Comments can also be submitted via email on or before Friday, January 2014 at Larry.Barta@dot.wi.gov.

Persons with an interest in or knowledge about historical and archeological resources in the project are invited to include such information as part of a comment submitted or contact Larry Barta at (608) 246-3884.

Note: The Southwest Region Office is handicap accessible and the hearing impaired can contact the District through the Wisconsin Telecommunication Relay System phone number 711.

Wisconsin Department of Transportation
Division of Transportation System Development
Project ID # 1200-08-00
11-28-4c-PR WNAXLP

NOTICE OF FORECLOSURE SALE

Case No. 12-CV-195

STATE OF WISCONSIN
CIRCUIT COURT
IOWA COUNTY

James B. Nutter & Co., Plaintiff,
Beverly A. Pearce and Iowa County Clerk of Circuit Court, Defendants.

PLEASE TAKE NOTICE that by virtue of a judgment of foreclosure entered June 18, 2013 in the amount \$145,104.74 the Sheriff will sell the described premises at public auction follows:

TIME: January 8, 2014 at 10:00 a.m.

TERMS: Pursuant to said judgment 10% of the successful bid must be paid to the sheriff at the sale in cash, cashier's check or certified funds, payable to the clerk of courts (personal checks cannot and will not be accepted). The balance of the successful bid must be paid to the clerk of courts in cash, cashier's check or certified funds no later than ten days after the court's confirmation of the sale else the 10% down payment is forfeited to the plaintiff. The property is sold 'as is' and subject to all liens and encumbrances.

PLACE: Sheriff's Office, 1205 Bequette Street, Dodgeville, WI 53530

DESCRIPTION: Lot 12, Block 2, Meir Subdivision, Town of Arena, Iowa County



A Division of
Woodward Communications, Inc.

A DYNAMIC, EMPLOYEE OWNED MEDIA COMPANY
GOOD PEOPLE, REAL SOLUTIONS, SHARED RESULTS

ADVERTISING INVOICE/STATEMENT

Invoice No. 167398-1312 Page 1 of 1

133 Enterprise Drive * PO Box 930427 * Verona, WI 53593 * (608) 845-9559
Fitchburg Star * Oregon Observer * Stoughton Courier Hub
Verona Press * The Great Dane Shopping News

BILL DATE
12/31/2013

BILLING PERIOD
12/1/2013 - 12/31/2013

**PLEASE SEND PAYMENTS TO:
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DUBUQUE IA 52004-0446**

**WISDOT
ATTN MICHAEL BIE
2101 WRIGHT STREET
MADISON WI 53704**

SALES REPRESENTATIVE Carolyn Schultz	
TERMS OF PAYMENT NET 15	BILLED ACCOUNT # 167398
ADVERTISER WISDOT	ADVERTISER NO. 167398

OVER 30 DAYS	OVER 60 DAYS	OVER 90 DAYS	CURRENT AMOUNT	PAY THIS AMOUNT	TOTAL AMOUNT DUE
\$ 0.00	\$ 0.00	\$ 0.00	\$ 962.11	→	\$ 962.11

DATE	REFERENCE NO.	PO#/DESCRIPTION	RATE/UNIT	PRODUCT/LOCATION	SIZE (COL. X DEPTH)	AMOUNT
11/30/13		BALANCE FORWARD				\$0.00
12/19/13	327531	PUBLIC HRG FREEWAY CONVERSION I	\$2.21	Verona Press Newspaper/Li	1.00 x 436 Li	\$962.11

TO AVOID A 1.5% MONTHLY SERVICE CHARGE, PAYMENT MUST BE RECEIVED BY THE 25TH OF THE MONTH FOLLOWING BILLING DATE.

TOTAL DUE: \$962.11

PLEASE DETACH AND RETURN LOWER PORTION WITH YOUR REMITTANCE

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\$ 0.00	\$ 0.00	\$ 0.00	\$ 962.11	→	\$ 962.11

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167398

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AMOUNT PAID

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Thank You!

STATE OF WISCONSIN
DANE COUNTY

) SS.

Carolyn Schultz, being duly sworn, deposeth and says

that she is an associate, of the *Verona Press*, a weekly newspaper published in the city of Verona,

in said county, and that a notice, a copy of which

is hereunto annexed, was published in said paper,

once each week, for 4 successive weeks,

first publication being on the 28TH day of

NOVEMBER A.D. 20 13, the second

publication being on the 5TH day of

DECEMBER A.D. 20 13, the third publication

being on the 12TH day of DECEMBER A.D.

20 13, and the last publication being on the 19TH

day of DECEMBER A.D. 20 13.

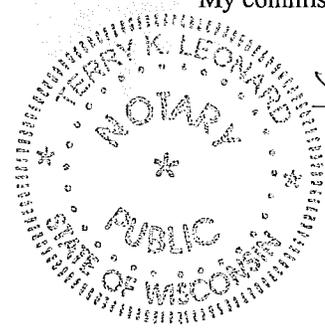
Carolyn Schultz

Subscribed and sworn before me this 20th day

of Dec A.D. 20 13.

My commission expires 10/19/14.

Terry K Leonard
Notary Public, Dane Co. Wis.



NOTICE OF OPPORTUNITY TO REQUEST A PUBLIC HEARING ON THE LOCATION AND PRELIMINARY DESIGN ASPECTS AND

NOTICE OF AVAILABILITY OF THE ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED FREEWAY CONVERSION PLAN ON US HIGHWAY 18/151 BETWEEN THE US HIGHWAY 18 INTERCHANGE IN THE CITY OF DODGEVILLE AND THE WEST VERONA ROAD INTERCHANGE IN THE CITY OF VERONA

IOWA AND DANE COUNTIES

ALL INTERESTED PERSONS are advised of an opportunity to request a public hearing by the Wisconsin Department of Transportation to consider the proposed highway improvements.

The Proposed Action includes the following:

The purpose of the Proposed Action is to provide the necessary right-of-way needed to convert this roadway to a freeway. This project is mapped under Wisconsin State Statute 34.295(10). This statute provides the Department the authority to purchase certain mapped lands as right-of-way and serves as a link between the planning and preservation process and the final project design. Construction of the Proposed Action would eventually result in designating this portion of US 18/151 as a freeway under Wisconsin State Statute 34.295. Prior to either action under 34.295, WisDOT will hold a public hearing.

The Proposed Action (Preferred Alternative) would add a total of four new interchanges, seven grade-separated overpasses, 21 miles of new and altered roads and one pair of auxiliary roads, approximately 7 miles in length. The project would eliminate crossing 34 at-grade intersections, one residential driveway, 19 residential driveways, and 16 field entrances.

Changes/additions to county roads would be constructed in accordance with the volume and classification-based standards in WisDOT's Roadway Development Manual (FDM). Construction or reconstruction of county roads would have a travel way width of 20 to 24 feet and a shoulder width of three to six feet and would have a traveled way width of 24 feet and a shoulder width of 4 feet.

The Preferred Alternative will have a control element for all Interchanges. In general, no new access roads will be added between ramps and the mainline road of an interchange.

Due to continued growth, Wisconsin's transportation system requires maintenance.

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Affidavit _____ 1.00 \$1.00

TOTAL _____ \$ 962.11

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WISCONSIN DEPT OF TRANSPORTATION
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MADISON, WI 53704-2583

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Phone: 608-246-5355
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Ad #: 00242164
Salesperson: 30 Ad Taker: DB

Class:

Ad Notes:

Sort Line: OPP TO REQ HRG, HWY 18/151

Description	Start	Stop	Ins.	Cost/Day	Amount
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AFF Affidavit					1.00

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Payment Reference:

Total: 797.04
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Sandi Garfoot

being duly sworn, doth depose and say that he/she is an authorized representative of the:

- NEWS-SICKLE-ARROW
- SAUK PRAIRIE STAR
- MIDDLETON TIMES-TRIBUNE
- MOUNT HOREB MAIL
- POST MESSENGER RECORDER
- MARQUETTE COUNTY TRIBUNE
- REEDSBURG INDEPENDENT
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Mt Horeb

in Dane County, Wisconsin

and that an advertisement of which the annexed is a true copy, taken from said paper, was published therein on

Nov 28, 2013
Dec 5, 2013
Dec 12, 2013
Dec 19, 2013

See attached

SIGNED

Sandi Garfoot

DATED

12-19-13

Diane Baumgartner

Notary Public, State of Wisconsin

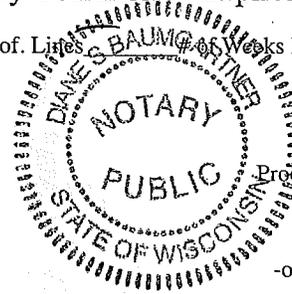
My Commission Expires

9/21/14

of Lines

of Weeks Published

4



Printers Fee \$

796.04

Proof of Publication \$

1.00

Total \$

797.04

-or-

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TO REQUEST A PUBLIC HEARING
ON THE LOCATION AND PRELIMINARY DESIGN ASPECTS
AND
NOTICE OF AVAILABILITY OF THE ENVIRONMENTAL ASSESSMENT
FOR THE PROPOSED FREEWAY CONVERSION PLAN
ON US HIGHWAY 18/151 BETWEEN THE
US HIGHWAY 18 INTERCHANGE IN THE CITY OF DODGEVILLE
AND THE
WEST VERONA ROAD INTERCHANGE IN THE CITY OF VERONA
IOWA AND DANE COUNTIES

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The purpose of the Proposed Action is to improve the level of safety and service of the project portion of US 18/151 to that which is consistent with its function as backbone route on the Wisconsin Department of Transportation's (WisDOT) Connections 2030 network.

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

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

Long-term highway corridor preservation

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

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

Operational and safety needs for US 18/151 are expected to grow as traffic volumes and development along the corridor increases. In 2009 and 2010, traffic volumes along this section of US 18/151 ranged from 14,500 vehicles per day (vpd) to 20,400 vpd. Future traffic volumes are anticipated to increase to 19,100 to 33,600 by the year 2037.

The statewide average crash rate for rural expressways is 55 crashes per hundred million vehicles miles (HMVM). Five of the 11 sections along this corridor exceed the statewide crash rate. Additionally, five of the 11 sections exceed the statewide rate for injury crashes (18.4) and 6 of 11 sections exceed the statewide rate for fatality crashes (0.8).

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

Local land use/transportation planning and coordination

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

Proposed Action Summary

To achieve the purpose and need, the Proposed Action would eliminate all public and private at-grade access on US 18/151. New access by interchange and grade-separated crossings of most intersection side roads plus additions and alterations to the local road network are necessary to provide suitable routes for traveling to and accessing US 18/151. These alternate routes must provide for safe travel without unreasonable delay and ensure that an adequate response time for emergency services is maintained.

This US 18/151 Freeway Conversion Plan and Environmental Assessment (EA) is a planning action to identify the requisite improvements. Prior to the funding for the construction of the improvements identified in the EA, the right-of-way needed to convert this facility to a freeway may be Officially Mapped under Wisconsin State Statute §84.295(10). This statute provides the Department the authority to purchase Officially Mapped lands as right-of-way and serves as a link between the planning and preservation process and the final project design. Construction of the Proposed Action would eventually result in designating this portion US 18/151 as a Freeway under Wisconsin State Statute §84.295. Prior to either action under §4.295, WisDOT will hold a public hearing.

The Proposed Action (Preferred Alternative) would add a total of four new interchanges, seven grade-separated crossings (two underpasses and five overpasses), 21 miles of new and altered local

roads and one pair of auxiliary roads approximately 1 mile in length, approximately 10 miles of existing right-of-way would be eliminated along the corridor, including 34 at-grade intersections, one commercial driveway, 19 residential driveways, and 16 field entrances.

The changes/additions to county and town roads would be constructed in accordance with the volume and classification-based standards in WisDOT's Facilities Development Manual (FDM) for new construction or reconstruction. The two-lane county roads would have a traveled way width of 20 to 24 feet and shoulder width of three to six feet. Town roads would have a traveled way width of 20 to 22 feet and a shoulder width of three to six feet.

The Preferred Alternative will have an access control element for all interchanges. In general, no new access will be allowed between ramps and the nearest side road intersections. Access control will be extended along all legs of those nearest side road intersections. The access control distance will generally be the larger of the functional area of the intersection or county minimum distance from intersection to nearest access point. These controls will be added at existing interchanges to the extent they do not already exist. Existing access points within the access control limits will be evaluated as to their effect on safety and capacity on a section by section basis as part of the final design.

The total amount of real estate required to construct the Proposed Action is estimated to be 479.8 acres.

Further information concerning the proposed improvement is available at the Department's Southwest Region in Madison, Wisconsin at the address given below. A public hearing may be requested by individuals to whom the proposed project is of significant concern. The hearing request should indicate the concerns and reasons why a hearing is requested. A public hearing may be held if it is determined that there is substantial public interest to warrant a hearing.

Before making a request for a public hearing, persons are encouraged to contact the Department's Project Manager, Larry Barta, P.E. at (608) 246-3884 to express their views and discuss those aspects of the proposal that are of concern. If a hearing is held, it will consider location and design aspects of the proposed improvement; the social, economic, and environmental impacts and effects of the proposed improvement (including those aspects that may require permit application to the U.S. Army Corps of Engineers pursuant to Section 404 of the Federal Clean Water Act); and whether the improvement is or is not in the public interest and consistent with the goals and objectives of area planning.

A request for a public hearing may be made by submitting a written request to Larry Barta, Project Manager, WisDOT Southwest Region, 2101 Wright Street, Madison, WI, 53704-2583, postmarked on or before Friday, January 3, 2014. If a hearing is held, notice of the time and place of the hearing will be published in area newspapers.

ALL INTERESTED PERSONS are further notified of the availability of an Environmental Assessment of the proposal's impacts and effects which has been prepared and filed according to the State and National Environmental Policy Acts. This document indicates that no significant environmental impacts are anticipated to occur as a result of this improvement.

Printed copies of the Environmental Assessment are available for inspection and copying at the following locations:

Wisconsin Dept. of Transportation
Southwest Region
Larry Barta, Project Manager
2101 Wright Street
Madison, WI, 53704-2583
(608) 246-3884
WI Telecommunications Relay System
(TTY): 711

Mount Horeb Public Library
105 Perimeter Road
Mount Horeb, WI 53572
Phone: (608) 437-5021

Wisconsin Dept. of Transportation
DTSD - Bureau of Technical Services
Rebecca Burkell, Director
4802 Sheboygan Avenue
Madison, Wisconsin 53707-7965
(608) 518-6336

Dodgeville Public Library
139 South Iowa Street
Dodgeville, WI 53533
Phone: (608) 935-3728

Electronic copies of the Environmental Assessment are available for review at the following municipal offices:

- Village of Ridgeway, 113 Dougherty Court, Ridgeway, WI; Phone: (608) 924-8881
- Village of Bameveld, 403 East County ID, Bameveld, WI; Phone: (608) 924-6861
- Village of Blue Mounds, 11011 Brigham Avenue, Blue Mounds, WI; Phone: (608) 437-5197
- Town of Dodgeville, 108 East Letter Street, Dodgeville, WI; Phone: (608) 935-5808
- Town of Ridgeway, 6300 Prairie Road, Ridgeway, WI; Phone: (608) 924-2247
- Town of Brigham, 407 East County ID, Bameveld, WI 53507; Phone: (608) 924-1013
- Town of Blue Mounds, 10566 Blue Vista Road, Blue Mounds, WI; Phone: (608) 437-5311
- Town of Springdale, 2379 Town Hall Road, Mount Horeb, WI; Phone: (608) 437-6230
- Town of Verona, 335 North Nine Mound Road, Verona, WI; Phone: (608) 845-7187

An electronic copy of the document is also available on the WisDOT Project Website: www.dot.wisconsin.gov/projects/us18151study/index.htm.

Comments regarding the environmental impacts and effects of the proposed improvement are invited to be submitted to the Department of Transportation postmarked on or before Friday, January 3, 2014. Mail to Larry Barta, Project Manager, WisDOT Southwest Region, 2101 Wright Street, Madison, WI, 53704-2583. Comments can also be submitted via email on or before Friday, January 3, 2014 at Larry.Barta@dot.wisconsin.gov.

Persons with an interest in or knowledge about historical and archeological resources in the project are invited to include such information as part of any comments submitted or contact Larry Barta at (608) 246-3884.

Note: The Southwest Region Office is handicap accessible and the hearing impaired can contact the District through the Wisconsin Telecommunication Relay System phone number 711.

Wisconsin Department of Transportation
Division of Transportation System Development
Project ID # 1200-08-00

Publish: 11/26/13, 12/5/13, 12/12/13, 12/19/13 WNAJLP

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12/08/13	2135985	PWSJ US HIGHWAY 18/151 PROPOSED PLAN CLASS CODE = 12 PO NUMBER = 18/151 Proposed Plan	244L 244.00	1	\$343.36	\$343.36
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Michael Bie
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Madison, WI 53704

STATE OF WISCONSIN

Dane County



ss.

PWSJ

SHARON SCALLON

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he (she) is an authorized representative of
Capital Newspapers, publishers of

Wisconsin State Journal

a newspaper, at Madison, the seat of government of said State,
and that an advertisement of which the annexed is a true
copy, taken from said paper, was published therein on

December 1st, 2013

December 8th, 2013

December 15th, 2013

December 22nd, 2013

ELLEN M. MORGAN
Notary Public
State of Wisconsin

(Signed)

Sharon Scallon

(Title)

Principal Clerk

Subscribed and sworn to before me on

Jan 28, 2014

Ellen M. Morgan

Notary Public, Dane County, Wisconsin

My Commission expires July 31st, 2017



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Reasonable accommodation, including the provision of informational material in an alternate format, will be provided for qualified individuals with disabilities upon request. <http://www.madison.com>

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The Preferred Alternative will have an access control element for all interchanges. In general, no new access will be allowed between ramps and the nearest side road intersections. Access control will be extended along all legs of those nearest side road intersections. The access control distance will generally be the larger of the functional area of the intersection or county minimum distance from intersection to nearest access point. These controls will be added at existing interchanges to the extent they do not already exist. Existing access points within the access control limits will be evaluated as to their effect on safety and capacity on a section by section basis as part of the final design.

The total amount of real estate required to construct the Proposed Action is estimated to be 479.8 acres.

Further information concerning the proposed improvement is available at the Department's Southwest Region in Madison, Wisconsin at the address given below. A public hearing may be requested by individuals to whom the proposed project is of significant concern. The hearing request should indicate the concerns and reasons why a hearing is requested. A public hearing may be held if it is determined that there is substantial public interest to warrant a hearing.

Before making a request for a public hearing, persons are encouraged to contact the Department's Project Manager, Larry Barta, P.E. at (608) 246-3884 to express their views and discuss those aspects of the proposal that are of concern. If a hearing is held, it will consider location and design aspects of the proposed improvement, the social, economic, and environmental impacts and effects of the proposed improvement (including those aspects that may require permit application to the U.S. Army Corps of Engineers pursuant to Section 404 of the Federal Clean Water Act); and whether the improvement is or is not in the public interest and consistent with the goals and objectives of area planning.

A request for a public hearing may be made by submitting a written request to Larry Barta, Project Manager, WisDOT Southwest Region, 2101 Wright Street, Madison, WI, 53704-2583, postmarked on or before Friday, January 3, 2014. If a hearing is held, notice of the time and place of the hearing will be published in area newspapers.

ALL INTERESTED PERSONS are further notified of the availability of an Environmental Assessment of the proposal's impacts and effects which has been prepared and filed according to the State and National Environmental Policy Acts. This document indicates that no significant environmental impacts are anticipated to occur as a result of this improvement.

Printed copies of the Environmental Assessment are available for inspection and copying at the following locations:

Wisconsin Dept. of Transportation

Southwest Region
Larry Barta, Project Manager
2101 Wright Street
Madison, WI, 53704-2583
(608) 246-3884

WI Telecommunications Relay System
(TTY): 711

Mount Horeb Public Library

105 Perimeter Road
Mount Horeb, WI 53572
Phone: (608) 437-5021

Verona Public Library

500 Silent Street
Verona, WI 53593
(608) 845-7180

Wisconsin Dept. of Transportation

DTSD - Bureau of Technical Services
Rebecca Burkell, Director
4802 Sheboygan Avenue
Madison, Wisconsin 53707-7965
(608) 516-6336

Dodgeville Public Library

139 South Iowa Street
Dodgeville, WI 53533
Phone: (608) 935-3728

Barneveld Public Library

107 W. Orbison Street
Barneveld, WI 53507
(608) 924-3711

Electronic copies of the Environmental Assessment are available for review at the following municipal offices:

- Village of Ridgeway, 113 Dougherty Court, Ridgeway, WI; Phone: (608) 924-5881
- Village of Barneveld, 403 East County ID, Barneveld, WI; Phone: (608) 924-6861
- Village of Blue Mounds, 11011 Brigham Avenue, Blue Mounds, WI; Phone: (608) 437-5197
- Town of Dodgeville, 108 East Leffler Street, Dodgeville, WI; Phone: (608) 935-5808
- Town of Ridgeway, 6300 Prairie Road, Ridgeway, WI; Phone: (608) 924-2247
- Town of Brigham, 407 East County ID, Barneveld, WI 53507; Phone: (608) 924-1013
- Town of Blue Mounds, 10566 Blue Vista Road, Blue Mounds, WI; Phone: (608) 437-5311
- Town of Springdale, 2379 Town Hall Road, Mount Horeb, WI; Phone: (608) 437-6230
- Town of Verona, 335 North Nine Mound Road, Verona, WI; Phone: (608) 845-7187
- City of Dodgeville, 100 E. Fountain St., Dodgeville, WI; Phone: (608) 930-5228

An electronic copy of the document is also available on the WisDOT Project Website: www.dot.wisconsin.gov/projects/us18151study/index.htm

Comments regarding the environmental impacts and effects of the proposed improvement are invited to be submitted to the Department of Transportation postmarked on or before Friday, January 3, 2014. Mail to Larry Barta, Project Manager, WisDOT Southwest Region, 2101 Wright Street, Madison, WI, 53704-2583. Comments can also be submitted via email on or before Friday, January 3, 2014 at Larry.Barta@dot.wi.gov. Persons with an interest in or knowledge about historical and archeological resources in the project are invited to include such information as part of any comments submitted or contact Larry Barta at (608) 246-3884.

Note: The Southwest Region Office is handicap accessible and the hearing impaired can contact the District through the Wisconsin Telecommunication Relay System phone number 711.

Wisconsin Department of Transportation
Division of Transportation System Development
Project ID # 1200-08-00

PUB. WSJ: December 1, 8, 15 and 22, 2013
#2135985

WNAXLP



- 335 N. Nine Mound Road . Verona WI 53593-1035. PH 845-7187. Fax 845-7143

December 18, 2013

Larry J. Barta, PE
Project Manager
WisDOT Planning Section
SW Region
2101 Wright Street
Madison, WI 53704

Dear Mr. Barta,

Thank you for notifying the Town of Verona that the Environmental Assessment for the US 18/151 Freeway Conversion project is available for public comment. As you may remember, in November 2012 the Town of Verona was asked to pick a preferred alignment for the proposed frontage road between Spring Rose Road and County Road G. The alignment selected by the Town was not endorsed; it was simply chosen to provide an alignment for study in the environmental document. The Board's feelings about the proposed alignment remain the same as those expressed a year ago, that we would prefer that the frontage road be terminated at Spring Rose Road

Initially the Town of Verona had seen the proposed frontage road as an opportunity to create new development. However, at this point existing land use policies supported by Dane County and the City of Verona would discourage development in this area. This has caused the Town Board to question the need for the investment in a frontage road between Spring Rose Road and County Road G.

Terminating the frontage road at Spring Rose Road would avoid unnecessary impacts to private property and would preserve active farmland. The Verona Town Board appreciates the acknowledgement of these ongoing conversations in the environmental document, and as the document indicates we hope the suggestion of terminating the frontage road at Spring Rose Road will be considered as the project moves forward into final design.

Sincerely,

A handwritten signature in dark ink, appearing to read 'David K. Combs', is written over a light blue horizontal line.

David K. Combs
Chair, Town of Verona Board of Supervisors

Cc: Thomas and Kari Gust
Farmland AAJ LLC
Julian and Ann May Rhiner
Gordon Grant, Maple Leaf Landscaping

WisDOT RESPONSE TO TOWN OF VERONA

EA COMMENTS

From: "Barta, Larry - DOT" <Larry.Barta@dot.wi.gov>
To: "David K. Combs" <DCombs@town.verona.wi.us>
Cc: "Amanda Arnold" <AArnold@town.verona.wi.us>, "Barbara Feeney" <bfeeney@sehinc.com>, "Fredrickson, Jennifer - DOT" <Jennifer.Fredrickson@dot.wi.gov>, "Marcos, Franklin - DOT" <Franklin.Marcos@dot.wi.gov>
Date: Thu, Jan 30, 2014 8:32 AM
Subject: WisDOT Response to T of Verona Comments_EA Public Review Period: USH 18/151 Freeway Conversion Study

Hi, David: Thank you for your December 18, 2013 letter attached below with comments on WisDOT's Environmental Assessment (EA) for USH 18/151 between Dodgeville and Verona. Your letter requests the elimination of the Spring Rose Road to County G portion of a future frontage road just south of USH 18/151. As proposed, this east-west frontage road would connect the interchanges at County PD and County G.

As your letter explains, the Town of Verona Board also made this request in a November 9, 2012 letter. Your reasons for the request are valid but the WisDOT study team believes they are outweighed by a number of benefits to area residents and businesses, including:

- limiting the increase in emergency service response time for properties between County J and Spring Rose Road.
- limiting the increase in travel distance and time for residents in the Towns of Springdale and Verona as well as for customers of the two businesses at the Spring Rose Road intersection with USH 18/151.
- avoiding increased local use of Dairy Ridge Road.
- maintaining or possibly reducing use of Spring Rose Road by Maple Leaf's landscaping and snow plowing vehicles early and late in the day, which residential owners on the Springdale side of Spring Rose Road have complained about in the past.

However, WisDOT acknowledges that conditions could significantly change by the time construction of the proposed changes in this section occurs. For this reason, we included a commitment in the EA to reanalyze the frontage road when final design is funded. This commitment is in the Basic Sheets section of the EA on page 39 of the 39. At that time, WisDOT will again seek out the views of the board, emergency service providers and area residents and businesses. We will also compare current and future travel and development patterns on and near this portion of the frontage road.

Per your EA comment letter, you agree this is an acceptable way to proceed. Thank you again for past and present input and WisDOT looks forward to working with your board and residents again when funding is obtained.

Sincerely,

Larry J. Barta
Project Manager - Planning Unit
Southwest Region - Madison Office
Work Phone = (608)246-3884

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

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

Attachment 3 - WDNR EA
Comment Letter

DEPT. OF NATURAL RESOURCES

December 17, 2013

Larry Barta
Project Manager, WisDOT SW Region
2101 Wright Street
Madison, WI 53704

Subject: **DNR Comments on Environmental Assessment for Project ID 1200-08-00, USH 18/151 Freeway Conversion Plan, Dane and Iowa Counties**

Dear Mr. Barta:

Thank you for the opportunity to provide comments on WisDOT's Environmental Assessment (EA) for the USH 18/151 Freeway Conversion Plan, from Dodgeville to Verona, Iowa and Dane Counties. The proposed plan would eliminate all public and private at-grade access on USH 18/151, add four new interchanges, seven grade-separated crossings and 21 miles of new and altered local roads, plus a pair of auxiliary lanes near the eastern terminus. We understand that this is a long-term project, and that the entire project will be built in stages over a period of time.

We appreciate the extensive coordination between our agencies over the years of plan development, and the ongoing public involvement and coordination among the many interests that WisDOT has provided. We will of course work with you on more focused coordination as individual stages or segments are constructed.

Overall, we are satisfied that WisDOT has met the concerns we have raised regarding natural resources and recreational use along the corridor. We concur with the commitments described overall on Basic Sheet 8. We will raise more detailed concerns as we enter construction phases and any permitting required. Our comments are as follows:

1. Public Lands

As you know, Section 6(f) of the federal Land and Water Conservation Act requires that special steps be taken when land acquired with funds using LWCF (*aka* LAWCON) funding is converted from a recreational use to any other use (e.g., highway right-of-way). These lands must be replaced with property of equal market value as well as equivalent usefulness and location. The Department, together with the National Park Service, administers this program. This "6(f)" requirement applies to the Military Ridge State Trail.

The proposed plan would require relocation of 4.15 miles of this trail in five separate locations. We are in concurrence with the final preferred alternatives for the relocations of the trail. Thank you for accommodating our concerns. The replacement of the impacted trail is being handled directly via the newly constructed trail at its new locations, where these relocations are to occur. We concur with Factor Sheet B-8 in the EA that trail impacts are adequately mitigated, with in fact a net benefit to the trail and its users through removal of at-grade road crossings, use of berms and vegetation to screen the trail visually and safety improvements.

Our 6f program coordinator, Lavane Hessler, has indicated to us that she will conduct necessary coordination and documentation with the National Park Service as you are nearer to the construction dates for the relevant

segments: please allow ample time for this coordination in advance. A period of eight months to one year would suffice. Contact our office at that time and we will help begin that process.

You have indicated that the additional U.S. Dept. of Transportation “Section 4(f)” process for federally funded transportation projects that impact various types of public parks, wildlife refuges, and recreation areas will apply, and that the Federal Highways Administration may make a *de minimus* finding for the reasons stated above and detailed in Appendix I of the EA. This requirement is coordinated by state and federal transportation departments. Please be aware that while both the 4(f) and 6(f) processes may be initiated concurrently, DNR must have final 4(f) approval from the Federal Highways Administration before we may send 6(f) materials to the National Park Service for their approval.

We will of course coordinate with you in further detail as segments of trail are moved.

2. Wetlands & Waterways

As discussed in Factor Sheet C-1 of the EA, the proposed addition of two auxiliary lanes from CTH G to the CTH MV interchange at Verona, will impact a portion of the Sugar River Wetlands. Approximately 1.5 acres of wetlands would be filled, along WisDOT right-of-way, including those within our Sugar River Wetlands State Natural Area on the south side of the existing highway. Impacts have been minimized by steepening side slopes and using beam guard.

As stated in the EA, compensatory mitigation will be required. Wetlands will be delineated closer to final design and construction, and a mitigation plan developed at that time.

The East Branch of the Pecatonica River near its headwaters south of Barneveld will be impacted by a new culvert crossing for the relocation of CTH K to the west. However, in the long term, the stream likely will benefit by moving the county highway further away from its floodplain and converting existing CTH K to a dead-end road, greatly reducing traffic and its secondary impacts to water quality. We will work with you on permitting at the appropriate time.

3. Endangered Resources (ER)

You have indicated your willingness to relocate listed plants such as cream gentian, as construction time nears. Please be aware that information on endangered resources is very dynamic, especially in this region where rare species are relatively abundant, and a number of interested partners are actively surveying and studying them. Please contact us to query NHI and our experts for the most current data on rare species occurrences, approximately two years prior to construction of a given segment. This gives us time to conduct necessary surveys, permits if needed, and relocations. We do not foresee the occurrence of any listed species within the project area that would preclude necessary activities, but legal and necessary measures should be taken.

4. Invasive species

As you’ve also noted in the document, crown vetch is a large problem along this corridor, and is an invasive species of concern on this landscape. Other typical invasives are wild parsnip and spotted knapweed. We appreciate WisDOT’s commitment to coordinate on the control of invasives and prevention of further spread, and also to plan for long-term control. This project finally provides an opportunity to eradicate this very tenacious invasives problem along the border of the SW Grasslands and Streams Conservation Area. We will work with you to help identify the most critical areas, and provide our invasives control expertise, at the appropriate time.

5. Seeding and mulching recommendations

This entire corridor passes through an historic prairie and oak savanna landscape. We request that to the extent practical, native prairie seed mix be used as revegetation occurs. This also will help replace the invasives and provide the native sod-forming grasses that exclude invasive forbs like crown vetch. The 70 mix would do well here and would be visually very evident and attractive.

The remaining issues are covered adequately in the document. We thank you again for your cooperation. Please contact Russ Anderson, 608-275-3467, with any comments or issues that should arise with the project in the future.

Sincerely,

Cathy Bleser

Cathy Bleser
Environmental Analysis & Review Specialist

CC: Jenny Frederickson – WisDOT LaCrosse
Russ Anderson – SCR EA Supervisor
Eric Heggelund – SCR EA program
Lavane Hessler – DNR Facilities and Lands



Division of Transportation System Development

Southwest Region
2101 Wright St
Madison, WI 53704-2583

Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet: www.dot.wisconsin.gov

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

January 28, 2014

Cathy Bleser
Wisconsin Department of Natural Resources
3911 Fish Hatchery Road
Fitchburg, WI 53711

Subject: Response to Comments -
Environmental Assessment
U.S. Highway 18/151 Freeway Conversion Plan
Dodgeville to Verona
Project ID 1200-08-00

Dear Ms. Cathy Bleser,

Thank you for you for providing comments regarding the Environmental Assessment (EA) for the US 18/151 Freeway Conversion Plan from Dodgeville to Verona in Iowa and Dane Counties. Responses to your comments are provided below.

1. WisDOT concurs and will coordinate with WDNR and the National Park Service (NPS) on the Military Ridge State Trail relocation on a section by section basis, as funding is committed. WisDOT will also forward a signed 4(f) approval letter from the Federal Highway Administration (FHWA) to WDNR when it is complete.
2. Per WisDOT's standard process, WisDOT's Project Development Section and WisDOT's Environmental Coordinator will work with WDNR regarding wetland delineation, funding and permitting when the project that includes the auxiliary lanes in Section 6 is funded for final design and construction.
3. The following commitment will be included in the EA-FONSI regarding Threatened and Endangered Resources: "At the start of final design for each section covered under the subject EA, WisDOT would begin coordination with WDNR to allow sufficient time to check the NHI list of Threatened and Endangered Species and make a plan to avoid or relocate any Threatened and Endangered Species if applicable."
4. WisDOT concurs and will coordinate with WDNR regarding the control of invasive species, as noted in the EA commitments.
5. The following commitment will be included in the EA-FONSI regarding Seeding: "To the extent practical, WisDOT would work with WDNR to use a native prairie seed mix as revegetation occurs."

Thank you again for your cooperation and assistance throughout the EA process.

Sincerely,

A handwritten signature in black ink that reads "Larry Barta". The signature is written in a cursive, flowing style.

Larry Barta, Project Manager
Wisconsin Department of Transportation

cc:
Jennifer Fredrickson, WisDOT SW Region
Barbara Feeney, SEH

HISTORIC RESOURCES EVALUATION

Factor Sheet B-5

Alternative Preferred Alternative	Total Length of Center Line of Existing Roadway 28.2 Length of This Alternative 28.2
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

Section 106 Form or other documentation, with all necessary approvals, must be attached to the Environmental Document for all projects.

1. Parties contacted:

Parties Contacted	Date Contacted	Comments Received		
		No	Yes	Check if Attached
Iowa County Historical Society	10//10/2007	X		<input type="checkbox"/>
Wisconsin State Historical Society	5/14/2008	X		<input type="checkbox"/>

2. Property Name: Evan D. Evans Farmhouse

3. Location: 4104 Ihm-Harris Road, Barneveld, WI 53507

4. Use: House

5. Property type:

- Bridge
- Building
- Historic District
- Other: _____

6. Property Designations:

- National Historic Landmark (NHL)
- National Register of Historic Places (NRHP) – Determined eligible for NRHP
- State Register of Historic Places
- Local Registry
- Tribal Registry

7. A Determination of Eligibility (DOE) has been prepared:

- No - Property is already on NRHP or NHL.
- Yes - DOE prepared.
- Other: _____

8. Describe the significance of the structures and/or buildings:

The Evan D. Evans Farmhouse was determined significant for its representation of an intact Italianate residence.

The Evans farmstead consists of an Italianate stone farmhouse, barn, outhouse, chicken coop, gabled garage, silo and windmill. The farmhouse does not appear to have changed in appearance since it was last surveyed in 1976.

9. In compliance with the requirements of Section 106, of the National Historic Preservation Act, the proposed project's effects on the historic property, (e.g., structure or building) have been evaluated in the following report, a copy of which is:

- In the project file, or
- Attached to this document:
 - Documentation for determination of no historic properties affected (Reported on the Section 106 Review Form).
 - Documentation for determination of no adverse or conditional no adverse effect to historic properties.
 - Documentation for Consultation about adverse effect(s). A Memorandum of Agreement has been completed.
 - No. Consultation about effects is continuing.
 - Yes, a copy of the MOA is attached to this document. Summarize MOA stipulations below:

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

- No
 - Project is not federally funded.
 - No right-of-way or Permanent Limited Easements will be acquired from the property and the project will not substantially impair the characteristics that qualify the property for the NRHP.
 - Right-of-way will be acquired from the NRHP property but a *de minimus* finding has been proposed.
 - Other – Explain:
- Yes – Complete Factor Sheet B-8, Section 4(f) and 6(f) or other Unique Areas.



** Amended **
SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 9/2013

REC'D
SHPO
JAN 31 2014
DIV HIST PRES

For instructions, see FDM Chapter 26.

I. PROJECT INFORMATION

Project ID 1200-08-00 (entire corridor) 1200-02-75 (Section 2 construction)	Highway – Street US 18/151	County Iowa and Dane Counties
Project Termini From: US 18 Interchange at Dodgeville in Iowa County To: West Verona Avenue Interchange in Dane County	Region – Office Southwest	
Regional Project Engineer – Project Manager Larry Barta	(Area Code) Telephone Number	
Consultant Project Engineer – Project Manager Barbara Feeney, Short Elliot Hendrickson	(Area Code) Telephone Number 608-620-6190	
Archaeological Consultant Katie Egan-Bruhy, Commonwealth Cultural Resources Group (CCRG)	(Area Code) Telephone Number 414-446-4121	
Architecture/History Consultant Elizabeth Miller, subconsultant to Cultural Resources Group (CCRG)	(Area Code) Telephone Number 414-446-4121	
Date of Need	SHSW Number 11-0514 PA 11A	
Return a Signed Copy of This Form to Larry Barta		

II. PROJECT DESCRIPTION

Project Length 28.8 miles	Land to be Acquired: Fee Simple 554 acres	Land to be Acquired: Easement 0 acres
------------------------------	--	--

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	188'-800'	188'-800'	Terrace Width	N/A	N/A-rural
Shoulder	3'-9'	3'-9'	Sidewalk Width	N/A	N/A-rural
Slope Intercept	N/A	N/A	Number of Lanes	4	4
Edge of Pavement	12'-24'	12'-24'	Grade Separated Crossing	11	11 new
Back of Curb Line	N/A	N/A	Vision Triangle acres	N/A	N/A
Realignment	N/A	N/A	Temporary Bypass acres	N/A	N/A
Other – List:			Stream Channel Change	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Attach Map(s) that depict "maximum" impacts.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Tree topping and/or grubbing	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Brief Narrative Project Description – Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements.

The Proposed Action consists of a plan and follow-up actions for the conversion of the current US 18/151 expressway to a freeway between the US 18 interchange (Iowa County) and the West Verona Avenue interchange (Dane County). The proposed improvements resulting in this conversion would be official mapped under the process established in the Wisconsin Statutes 84.295 to help preserve right of way for future transportation needs. This portion of US 18/151 would officially be designated as a freeway. Four interchanges would be constructed at County Y/YZ, County BB, County HHH/Hi-Point Road and County F. Underpasses would be constructed at Pikes Peak Road and Erbe Road and five overpasses would be constructed at County HHH, County T, Mounds View Road, East Brigham Road and Cave of the Mounds Road. Some of the existing intersections would be reconstructed as culd-de-sacs. Local roads would be constructed or altered to insure internal local road system continuity and access to the freeway.

This 28.8 mile project corridor does not include expansion of the mainline route; it includes numerous locations where right of way will be acquired for the construction of interchanges and new local road connections.

This Section 106 form is to cover areas near the County BB interchange that were not previously covered, including near Ternes Court and Mounds Road and Prairie Road.

Add continuation sheet, if needed.

III. CONSULTATION

How has notification of the project been provided to:

- Property Owners
 - Public Information Meeting Notice
 - Letter - Required for Archaeology
 - Telephone Call
 - Other: PIM notification submitted with original 106

- Historical Societies/Organizations
 - Public Information Meeting Notice
 - Letter
 - Telephone Call
 - Other: Notified during initial 106

- Native American Tribes
 - Public Info. Mtg. Notice
 - Letter
 - Telephone Call
 - Other:

*Attach one copy of the base letter, list of addresses and comments received. For history include telephone memos as appropriate.

IV. AREA OF POTENTIAL EFFECTS – APE

ARCHAEOLOGY: Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.

HISTORY: Describe the area of potential effects for buildings/structures.

The APE includes all properties within and adjacent to the proposed project activities

V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY

- Archaeological survey is needed
- Archaeological survey is not needed - Provide justification
 - Screening list (date).

HISTORY

- Architecture/History survey is needed
- Architecture/History survey is not needed
 - No structures or buildings of any kind within APE
 - Screening list (date).

VI. SURVEY COMPLETED

ARCHAEOLOGY

- NO archaeological sites(s) identified – ASFR attached
- NO potentially eligible site(s) in project area – Phase I Report attached
- Potentially eligible site(s) identified-Phase I Report attached
 - Avoided through redesign
 - Phase II conducted – go to VII (Evaluation).
- Phase I Report attached – Cemetery/cataloged burial documentation

HISTORY

- NO buildings/structures identified – A/HSF attached
- Potentially eligible buildings/structures identified in the APE – A/HSF attached
- Potentially eligible buildings/structures avoided – documentation attached

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

- No arch site(s) eligible for NRHP – Phase II Report attached
- Arch site(s) eligible for NRHP – Phase II Report attached
- Site(s) eligible for NRHP – DOE attached

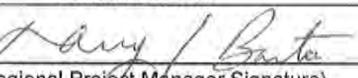
- No buildings/structure(s) eligible for NRHP – DOE attached
- Building/structure(s) eligible for NRHP – DOE attached

VIII. COMMITMENTS/SPECIAL PROVISIONS – must be included with special provisions language

IX. PROJECT DECISION

- No historic properties (historical or archaeological) in the APE.
- No historic properties (historical or archaeological) affected.
- Historic properties (historical and/or archaeological) may be affected by project;
 - Go to Step 4: Assess affects and begin consultation on affects
- Documentation for Determination of No Adverse Effects is included with this form. WisDOT has concluded that this project will have No Adverse Effect on historic properties. Signature by SHPO below indicates SHPO concurrence in the DNAE and concludes the Section 106 Review process for this project.

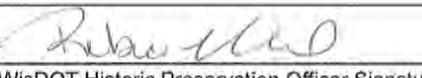
X. SIGNATURES

X 
(Regional Project Manager Signature)

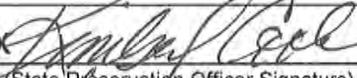
1/10/14
(Date – m/d/yyyy)

X 
(Consultant Project Manager Signature)

10/22/13
(Date – m/d/yyyy)

X 
(WisDOT Historic Preservation Officer Signature)

1/30/14
(Date – m/d/yyyy)

X 
(State Preservation Officer Signature)

Feb 11 2014
(Date – m/d/yyyy)

**EMAIL CORRESPONDENCE FROM WDNR
REGARDING MRST TRAIL AT TERNES COURT**

From: "Cushman, Amanda A - DNR" <Amanda.Cushman@wisconsin.gov>
To: Barbara Feeney <bfeeney@sehinc.com>,
Cc: "White-Quam, Dana M - DNR" <Dana.WhiteQuam@wisconsin.gov>, "Barta, Larry - DOT" <Larry.Barta@dot.wi.gov>
Date: 11/15/2013 08:57 AM
Subject: RE: US 18/151: Section 2 Design Details, MRST Impacts

Good Morning Barb-

We do not have concerns with this. Although, in addition to minimizing the impacts to existing vegetation, we would like to see language added that states that additional vegetation screening will be added in areas where reconstruction occurs.

Thanks Barb and let me know if you have concerns or questions. - Amanda

Amanda A. Cushman
Environmental Analysis and Review Specialist
South Central Region
Wisconsin Department of Natural Resources
(608) 275-3485 (608) 275-3338
Amanda.Cushman@Wisconsin.gov

-----Original Message-----

From: Barbara Feeney [mailto:bfeeney@sehinc.com]
Sent: Thursday, November 07, 2013 3:32 PM
To: Cushman, Amanda A - DNR; White-Quam, Dana M - DNR
Cc: Barta, Larry - DOT; Colin Fleming
Subject: US 18/151: Section 2 Design Details, MRST Impacts

Hi Amanda and Dana-

After we went to the public meetings last year, we realized that we hadn't addressed the public road and private driveway on the west side of Ridgeway that will be affected by the new County HHH overpass (north side of US 18/151).

We addressed that in the attached plan set, which shows that the public road connection (Ternes Court) will be moved to square it up with the reconstructed end of County HHH. This will result in the reconstruction of the portion of the MRST that Ternes Court will cross, and reconstruction of the private driveway crossing of the trail. The trail itself will not be moved.

We didn't include this in the 4(f) document (by mistake). We will address this in the EA FONSI and note that WisDOT will minimize the disturbance of vegetative screening that now exists.

This is the portion of the freeway conversion project for which final design will start as soon as the FONSI is signed. WisDOT will be coordinating with you on the details.

Please let me know if you have any concerns. I should have communicated with you about this (besides remembering to put in the EA doc!), so my apologies.

Barbara A. Feeney, AICP
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**Basic Sheet 5
Alternatives Comparison Matrix**

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

ENVIRONMENTAL ISSUE	UNIT MEASURE	ALTERNATIVES/SECTIONS					
		No Build	Alt 1A	Alt 1B (Preferred)	Alt 1C	Alt 2A	Alt 2B (Preferred)
Project Length	Miles	28.8					
Preliminary Cost Estimate							
Construction*	Million \$	0	15.24	13.55	15.58	42.39	16.70
Real Estate**	Million \$	0	1.34	1.34	1.34	0.98	1.33
Total	Million \$	0	16.58	14.89	16.92	43.37	18.03
Land Conversions							
Wetland Area Converted to ROW	Acres	0	0	0	0	0	0
Upland Habitat Area Converted to ROW	Acres	0	0	0	0	10.8	1.5
Other Area Converted to ROW	Acres	0	0.6	1.7	0.3	0	0
Total Area Converted to ROW	Acres	0	71.7	73.7	75.4	62.8	87.7
Real Estate							
Number of Farms Affected	Number	0	22	22	22	10	10
Total Area Required From Farm Operations	Acres	0	71.1	72	75.1	52	86.2
AIS Required	Yes/No	No	Yes	Yes	Yes	Yes	Yes
Farmland Rating	Score	N/A	126	131	125	131	140
Total Buildings Required	Number	0	1	4	0	1	3
Housing Units Required	Number	0	0	1	0	0	1
Commercial Units Required	Number	0	0	0	0	0	0
Other Buildings or Structures Required	Number (Type)	0	1	3	0	0	2
Environmental Issues							
Indirect Effects	Yes/No	No	No	No	No	No	No
Cumulative Effects	Yes/No	Yes	Yes	Yes	Yes	Yes	Yes
Environmental Justice Populations	Yes/No	No	No	No	No	No	No
Historic Properties	Number	0	None Affected	None Affected	None Affected	None Affected	None Affected
Archeological Sites	Number	0	None Affected	None Affected	None Affected	None Affected	None Affected
106 MOA Required	Yes/No	No	No	No	No	No	No
4(f) Evaluation Required	Yes/No	No	Yes	Yes	Yes	Yes	Yes
Flood Plain	Yes/No	No	No	No	No	No	No
Total Wetlands Filled	Acres	0	0	0	0	0	0
Stream Crossings	Number	0	0	0	0	0	0
Endangered Species	Yes/No	No	Yes	Yes	Yes	No	No
Air Quality Permit Required	Yes/No	No	No	No	No	No	No
Design Year Noise Sensitive Receptors							
	No Impact	0	NA	7	NA	NA	8
	Impacted			0			0
Contaminated Sites	Number	0	0	0	0	0	0

* Cost estimate includes final design and construction engineering, construction contingency and compensable utilities. Construction costs were developed using the Backbone Cost Estimator Spreadsheet Version 2.0

**Real estate costs include land acquisition (right of way) and commercial/residential relocations. The following costs were applied for land acquisition: \$10,000/acre for agricultural land located in an interchange area and \$5,000/acre for agricultural land not located in an interchange area. Commercial/residential relocation costs are from the CSRP.

Basic Sheet 5 (continued)
Alternatives Comparison Matrix

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

ENVIRONMENTAL ISSUE	UNIT MEASURE	ALTERNATIVES/SECTIONS					Total Preferred Alternative
		Alt 3A	Alt 3B (Preferred)	Alt 4A (Preferred)	Alt 6A	Alt 6B (Preferred)	
Project Length	Miles						28.8
Preliminary Cost Estimate							
Construction*	Million \$	9.92	32.70	24.14	23.16	12.88	99.97
Real Estate**	Million \$	2.47	2.47	1.33	2.04	2.04	8.51
Total	Million \$	12.39	35.17	25.47	25.20	14.92	108.48
Land Conversions							
Wetland Area Converted to ROW	Acres	0	0	0	1.5	1.5	1.5
Upland Habitat Area Converted to ROW	Acres	14.3	24.1	0.5	3.9	6	32.1
Other Area Converted to ROW	Acres	0	1	3	4.4	4.9	10.6
Total Area Converted to ROW	Acres	175.4	183.1	21.6	94	95.5	479.8
Real Estate							
Number of Farms Affected	Number	24	24	21	19	19	96
Total Area Required From Farm Operations	Acres	161.1	158	36.3	85.7	84.6	437.1
AIS Required	Yes/No	Yes	Yes	Yes	Yes	Yes	Yes
Farmland Rating	Score	125	125	N/A	N/A	N/A	NA
Total Buildings Required	Number	4	4	6	4	5	22
Housing Units Required	Number	2	2	2	1	1	7
Commercial Units Required	Number	0	0	1	1	1	2
Other Buildings or Structures Required	Number (Type)	2	2	3	3	3	13
Environmental Issues							
Indirect Effects	Yes/No	No	No	No	No	No	No
Cumulative Effects	Yes/No	Yes	Yes	Yes	Yes	Yes	Yes
Environmental Justice Populations	Yes/No	No	No	No	No	No	No
Historic Properties	Number	None Affected	None Affected	None Affected	None Affected	None Affected	None Affected
Archeological Sites	Number	None Affected	None Affected	None Affected	None Affected	None Affected	None Affected
106 MOA Required	Yes/No	No	No	No	No	No	No
4(f) Evaluation Required	Yes/No	No	Yes	Yes	Yes	Yes	Yes
Flood Plain	Yes/No	No	No	No	Yes	Yes	Yes
Total Wetlands Filled	Acres	0	0	0	1.5	1.5	1.5
Stream Crossings	Number	2	2	0	1	1	3
Endangered Species	Yes/No	No	No	No	No	No	Yes
Air Quality Permit Required	Yes/No	No	No	No	No	No	No
Design Year Noise Sensitive Receptors							
	No Impact						
	Impacted						
	Number	NA	20	2	3	3	40
	Number		0	0	4	4	4
Contaminated Sites	Number	0	0	0	0	0	0

* Cost estimate includes final design and construction engineering, construction contingency and compensable utilities. Construction costs were developed using the Backbone Cost Estimator Spreadsheet Version 2.0

**Real estate costs include land acquisition (right of way) and commercial/residential relocations. The following costs were applied for land acquisition: \$10,000/acre for agricultural land located in an interchange area and \$5,000/acre for agricultural land not located in an interchange area. Commercial/residential relocation costs are from the CSRP.

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

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

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

Project Description

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

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

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

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

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

Effects to MRST

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

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

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

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

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

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

Map 2B: The MRST will also be impacted by improvements to the public road and private driveway on the west side of Ridgeway that will be affected by the new County HHH overpass. The public road connection (Ternes Court) will be moved to square up with the reconstructed end of County HHH. This will result in the reconstruction of the portion of the MRST that Ternes Court will cross, and reconstruction of the private driveway crossing of the trail. The trail itself will not be moved.

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

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

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

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

Mitigation Measures

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

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

- The trail would be constructed to meet or exceed the Wisconsin Bicycle Facility Design Handbook.
- The newly developed surface materials would be the same as the segment it is replacing.
- All trail intersections would be paved with bituminous asphalt 15 feet back from the road surface. This would help avoid erosion from occurring on the trail surface.
- All signage would be placed according to FDM and WDNR Snowmobile Signing Handbook.
- Berms and native vegetated landscaping as a visual buffer in selected locations would be implemented. These would be especially important in areas where the trail would be adjacent to a new frontage road.
- In addition to minimizing the impacts to existing vegetation, additional vegetation screening will be added in the area of the MRST reconstruction near Ternes Court.

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

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

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

The attached documentation shows the following:

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

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

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

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

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

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

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

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

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

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

WDNR stated in its letters that an overall decrease in the number of at-grade MRST crossings of public roads would serve as a mitigation measure as it relates to effects on the MRST. See Exhibit 5 – WDNR Letters, March 20, 2013 and April 28, 2014.

Other mitigation and enhancement measures include:

- WisDOT will construct new segments/alignments and open them before closing the existing trail segment being replaced so trail use is not interrupted.
 - WisDOT will construct berms and/or vegetation where a new road is added near a trail to provide screening between proposed local roads and the trail.
 - Enhanced safety for snowmobiles and bicyclists going to and from trail via grade separated crossings of 18/151.
 - Snowmobile users who currently cross US 18/151 at grade to access the MRST will benefit from having grade separated locations to cross.
 - Trail users who wish to cross US 18/151 to access local routes south of US 18/151 will have options for grade separated crossings.
2. The WDNR has/have been informed that FHWA may make a *de minimis* finding under 4(f) and may use the WDNR's written concurrence that the project does not adversely affect the activities, features, and attributes listed in 1.A., above that qualify the property for protection under Section 4(f) in making that finding. See the letter from WDNR dated April 28, 2014 in Exhibit 5.
 3. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource. The proposed relocation of portions of the trail were presented as part of WisDOT's Freeway Conversion Preferred Alternative at Public Information Meetings on July 17, 2012 and July 26, 2012. The MRST was identified on exhibits shown at the PIMs. No objections to the proposal to relocate portions of the trail were received at those meetings or at earlier meetings.
 4. A federal encumbrance, Section 6(f), was identified on MRST. All requirements relating to Section 6(f) will be satisfied independent of this 4(f) determination.

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

Mitigation Measures

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

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

- The trail would be constructed to meet or exceed the Wisconsin Bicycle Facility Design Handbook.
- The newly developed surface materials would be the same as the segment it is replacing.
- All trail intersections would be paved with bituminous asphalt 15 feet back from the road surface. This would help avoid erosion from occurring on the trail surface.
- All signage would be placed according to FDM and WDNR Snowmobile Signing Handbook.
- Berms and native vegetated landscaping as a visual buffer in selected locations would be implemented. These would be especially important in areas where the trail would be adjacent to a new frontage road.
- In addition to minimizing the impacts to existing vegetation, additional vegetation screening will be added in the area of the MRST reconstruction near Ternes Court.

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

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

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

This *de minimis* documentation was prepared by

5/2/2014
Date

[Signature] (SEH)
(Consultant or Region)

This *de minimis* documentation was reviewed and approved by

5/2/2014
Date

[Signature]

WisDOT (Regional Environmental Coordinator or
Region Local Program Manager)

6/2/2014
Date

[Signature]

WisDOT TSS Bureau Director or EPDS or ESS Manager

5-13-2014
Date

[Signature] (XXX)
Federal Highway Administration
Johnny M. Gerbitz

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

XXX This Section 4(f) De Minimis Impact Determination is Conditionally Approved with the understanding documentation is submitted to FHWA for Final Approval prior to construction, regardless of funding used, that the Section 6(f) mitigation proposed for each section of Military Ridge State Trail (MRST) impacted has been approved by the WisDNR and US Nat Park Service /s/ jmg