



Coordination Plan for Agency and Public Involvement

As part of the Environmental Review Process for

I-39/90/94 Study

Dane & Columbia Counties, WI

WisDOT Project I.D 1010-10-00

Prepared for:

Wisconsin Department of Transportation
Southwest Region Madison Office
2101 Wright Street
Madison, WI 53704



U.S. Department of Transportation
Federal Highway Administration



Wisconsin Department of Transportation

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I-39/90/94 Study Coordination Plan

I.D. 1010-10-00
I-39/90/94
Madison – Portage
US 12/18 Interchange – I-90/94
Dane & Columbia Counties

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Revision History

This Coordination Plan for Agency and Public Involvement (“Coordination Plan” or “Plan”) for the project is intended to be a dynamic document that will be available to stakeholders and updated as appropriate throughout the duration of the project. Below is a record of substantive changes made to this document.

The Lead Agencies, Federal Highway Administration (FHWA) and Wisconsin Department of Transportation (WisDOT), will make the Coordination Plan available to other agencies and the public in the ways identified in Section 1.1. The Coordination Plan will be revised when important agency contact information changes (Table 2-1), when important coordination activities or actions described in the Plan change, or when the project schedule significantly changes (Table 4-1). Revisions and changes to the Plan will be communicated to agencies in a timely manner and shared with the public in ways identified in Section 1.1. Revisions or changes that impact Plan commitments made by other agencies must be agreeable to the affected agency(ies). Revisions and changes to the Plan that do not affect commitments made by other agencies will be forwarded to Cooperating and Participating Agencies for their acknowledgement and comment.

Coordination Plan Version	Date of change	Revision Description
v2	8/2/16	Updated Indirect Effects Tier 2 study area in Appendix A: Project Specific Impact Analysis Methodology

Section 1

1.0 Introduction

1.1 Purpose of this Coordination Plan

The environmental review process for the project must ensure that environmental information is available to public officials and citizens before decisions are made and before actions are taken. The purpose of this Plan is to communicate how and when the FHWA and WisDOT, as lead agencies, will coordinate public and agency participation and comment in the environmental review process for the I-39/90/94 Study.

This Plan outlines how the Lead Agencies have divided responsibilities for compliance with various aspects of the environmental review process, such as the issuance of invitation letters, and how the Lead Agencies will provide opportunities for input from the public and other agencies. The Plan also identifies concurrence points and project milestones, and establishes a schedule of meetings and timeframes for input and review by the Participating and Cooperating Agencies, as well as by the public, Indian Tribes of Wisconsin and other interested Tribal communities.

Per 23 CFR 771.111 (Early Coordination, Public Involvement, and Project Development), this Plan will be shared with the Federal, State, and local agencies, local units of government, and Indian Tribes who may have interest in the proposed project. A copy of the completed Coordination Plan will be shared with the public through the project website, at public involvement meetings, and by request. The Plan will be updated as necessary to reflect significant changes to information contained in the Plan. Any substantive changes will be documented in the Plan, agencies will have updated copies sent to them, and the public will be notified through the project website, at public involvement meetings, or by request.

This Plan is prepared in compliance with Section 139 of Title 23 of the United States Code (USC) to describe the steps in the project's environmental review process. The environmental review process is described in FHWA's environmental regulations, 23 CFR 771 (Environmental Impact and Related Procedures), and is in conformance with the requirements of the National Environmental Policy Act (NEPA)¹.

1.2 Project Background

I-94 runs east–west through the western, central, and southeastern portions of Wisconsin for approximately 350 miles, linking Milwaukee, Madison, and Eau Claire to the Twin Cities metro area to the west and Chicago to the south. WisDOT conducted a study of the I-94 corridor in 2011². The study identified traffic trends, traffic safety and operations, geometric deficiencies for the mainline, bridges, and interchange geometry.

Substandard traffic levels of service in one or both directions were identified in the rural area between Madison (WIS 19) and Portage (WIS 78) by 2050, and several bottleneck locations were identified in the urban area between US 12/18 and WIS 19. One system interchange in the study area (I-94/WIS 30) has left exit and entrance ramps. See Figure 1, Project Location Map.

In response to these findings, WisDOT determined to move forward and to begin the corridor study process to identify potential future improvements along the interstate to address the

¹ National Environmental Policy Act (42 U.S.C. 4321 et seq.). <http://www.epa.gov/compliance/nepa/>

² *IH-94 Operational and Safety Needs Study, 2011*. <ftp://ftp.dot.wi.gov/dtsd/sw-region/Ayres/IH94/94-study-report.pdf>

deficiencies identified in the previous needs and operations study. On November 20, 2014 FHWA published a Notice of Intent (NOI) to prepare an EIS. FHWA's decision to prepare an EIS was based on the initial environmental assessment that indicates the proposed action is likely to have significant impacts on the environment, including wetlands. The study began preparing a Draft Environmental Impact Statement (DEIS) for the corridor.

During the initial stages of the EIS, it was determined that the project had the potential to not meet FHWA's fiscal constraint requirements. Due to statewide priorities, it was unclear whether funding for construction of the entire project will be available at the conclusion of the environmental process. Because this has the potential to conflict with FHWA's fiscal constraint requirements, and because of the complexity of the project, WisDOT proposed to develop this project using the tiered NEPA approach. The tiered approach would allow WisDOT to bring forward portions of the project as needs dictate and as funding becomes available.

The process begins with a Tier 1 EIS document that will analyze the project on a broad scale and identify a preferred corridor location for potential future improvements. An updated Notice of Intent to prepare a Tier 1 EIS was published on September 23, 2015. The Tier 1 EIS will evaluate the social, economic, and environmental impacts for a range of alternatives within the existing I-39/90/94 corridor and other full build improvements along new highway corridors.

The Tier 1 EIS will include a project purpose and need, an evaluation of, or description of the existing conditions, alternatives and corridors considered, description of the affected environment, and the results of coordination with agencies and the public. The Tier 1 EIS will also be made available for review by agencies and the public. The EIS process includes a Notice of Intent to prepare the EIS, Draft EIS, Final EIS, and Record of Decision (ROD). The proposed timeframe for the Tier 1 EIS activities is provided in Table 4.1.

The tiered approach would allow WisDOT to bring forward portions of the project as needs dictate and as funding becomes available. In addition to using the tiered approach, WisDOT proposes to analyze a portion of the project at a higher level of detail beyond that contained in a normal Tier 1 EIS. This analysis could be completed within the Tier 1 EIS, as a separate Tier 2 NEPA document, or with an environmental document outside of the tiered process, subject to further discussion with the FHWA Wisconsin Division.

The Tier 1 EIS will primarily consist of the following aspects:

- The project's purpose and need
- Description and analysis results of a range of alternative corridors and representative impact alignments.
- Inventory of environmental resources and a broad, general evaluation of environmental impacts of the identified corridors or representative impact alignments.
- Strategies for minimizing or mitigating unavoidable impacts
- Identification of a preferred corridor alternative

The portion of the corridor proposed for more detailed analysis is approximately 6.6 miles from Columbia County Highway CS to the I-39/WIS 78 interchange (see attached Project Location Map). The purpose of the more detailed analysis is to address bridge structural needs at the Wisconsin River crossing due to current bridge condition. The analysis would examine the impacts of construction and identify a preferred alternative; this analysis would ensure that bridge replacement could occur within the necessary time frame (by 2025).

1.3 Agency Coordination Prior to the Coordination Plan

On November 10, 2014, WisDOT held an EIS meeting for the project team with both the Wisconsin Department of Natural Resources (WDNR) and FHWA in attendance. Discussions during this meeting included summarizing the study's limits and schedule, the traffic impact analysis findings, and the anticipated alternatives analysis and public involvement plan. This meeting with WisDOT, WDNR and FHWA initiated the EIS coordination between the agencies. On July 13, 2015, WisDOT held an I-39/90/94 study progress meeting with WDNR and FHWA. It was announced at this meeting that the I-39/90/94 Study is transitioning from a standard EIS to a Tiered EIS in an effort to:

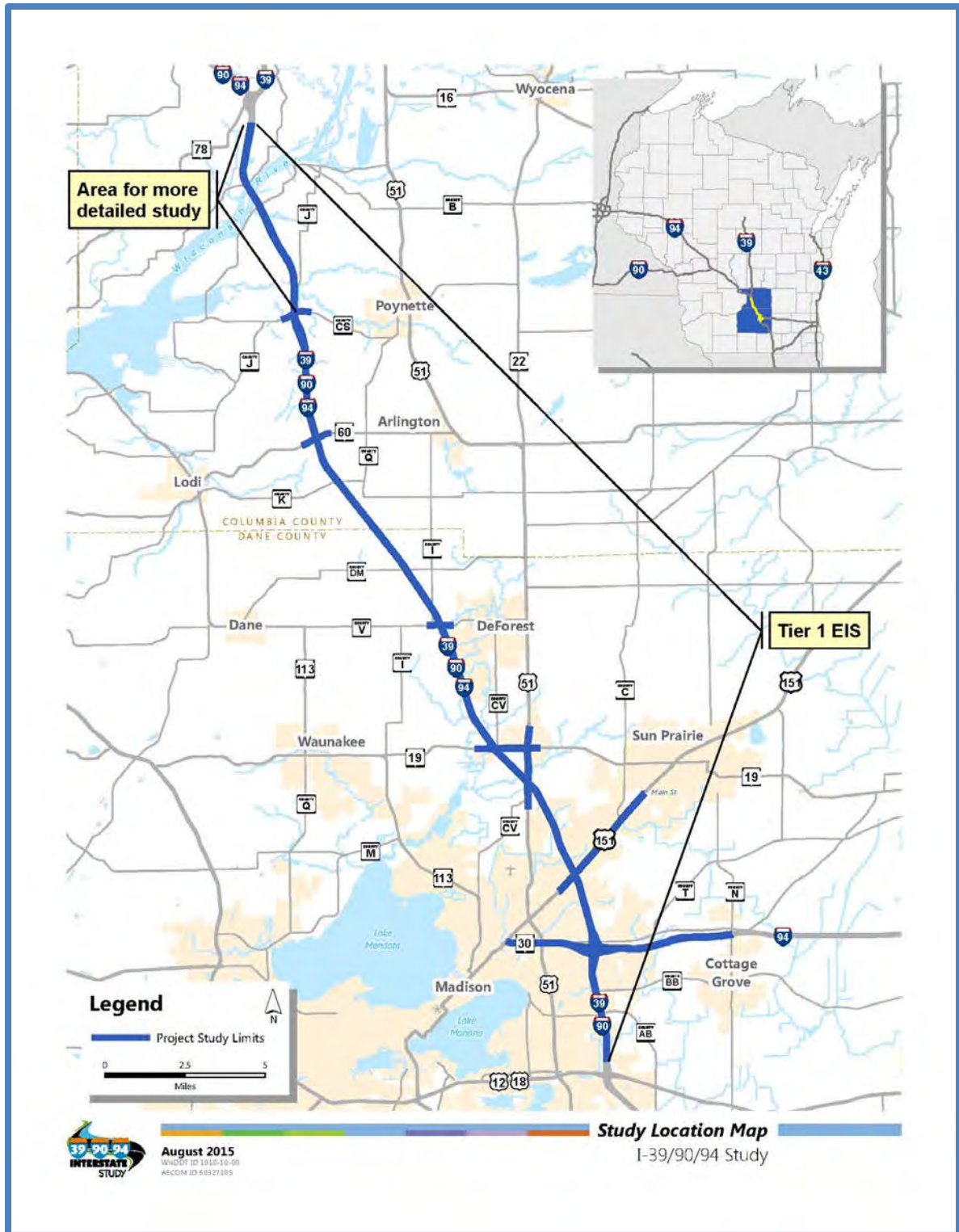
- a. Aid in managing complex National Environmental Policy Act requirements.
- b. Allow for the possibility of corridor preservation.
- c. Provide flexibility in funding proposed improvements along various sections of the corridor, rather than having to fund 34 miles all at once.

On August 11, 2015, WisDOT held an agency meeting with agency supervisors to discuss the Tier 1 EIS process. Representatives from the Environmental Protection Agency (EPA), US Army Corps of Engineers (USACE), and WDNR attended.

The Tiered EIS will involve two tiers, a Tier 1 analysis and a Tier 2 analysis. Tier 1 will be a broad general analysis of the entire corridor and will focus on evaluating multiple corridors for I-39/90/94 both on and off alignment, possible transportation demand and interchange studies. The goals of Tier 1 are to identify a preferred mode of transportation, a preferred corridor alternative, and to identify appropriate sections of the 34-mile project corridor for subsequent Tier 2 analysis. Appropriate environmental document type for subsequent Tier 2 documents will be identified in the Tier 1 EIS as well. Tier 2 will then focus on evaluating specific alternatives and completing NEPA requirements.

1.4 Project Location Map

Figure 1 – Location Map



Section 2

2.0 Agency Roles – Lead/Cooperating/Participating

2.1 Agency Definitions and Responsibilities

The standard responsibilities for each Lead, Cooperating, and Participating Agency invited to participate in the environmental review process for this project are as follows:

Lead Agency: USDOT-FHWA is the Federal Lead Agency and WisDOT is the State Lead Agency for this project. As “Joint Lead Agencies” their responsibilities include managing the environmental review and documentation process; preparing the Tier 1 EIS, and providing opportunities for the public and the involvement of federal, state and local agencies.

As the Federal Lead Agency, FHWA will invite other affected or interested federal agencies and Indian Tribes to participate in the project’s environmental review process.

The State Lead Agency, WisDOT, will invite other affected or interested state and local agencies to participate in the process. WisDOT is responsible for investigating project corridors and alternatives, implementing the environmental review process and preparing the Tier 1 EIS.

FHWA must oversee the environmental review process and concur that the process, as implemented by WisDOT, satisfies applicable federal laws and guidance.

Cooperating Agency: A Cooperating Agency is any federal agency, other than a Lead Agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. A state or local agency of similar qualifications or, when the effects are on lands of tribal interest, a Indian Tribe may, by agreement with the lead agencies, also become a Cooperating Agency.

Cooperating Agencies shall use their knowledge and expertise to assist the Lead Agencies in identifying issues of concern regarding the project’s potential impacts, and provide meaningful and timely input throughout the environmental review process. A Cooperating Agency’s failure to respond in a timely manner will be indication that the Lead Agencies have fulfilled the coordination point with the agency for that issue. Cooperating Agencies that decline to participate in the development of the purpose and need and range of alternatives for a project shall be required to comply with the schedule outlined in this Coordination Plan. Agencies anticipated to be Cooperating Agencies are shown in Table 2-1.

Participating Agency: Participating Agencies include federal, state or local agencies that have an interest in the project. These agencies agree to identify issues of concern regarding the project’s potential impacts, and provide meaningful and timely input on purpose and need, corridors and alternatives analysis methodologies, and the range of corridors/ alternatives to be studied. For the I-39/90/94 Study several agencies were invited to be Participating Agencies as shown in Table 2-1.

2.2 WisDOT-WDNR Cooperative Agreement

Chapter 30 of the Wisconsin Statutes (Navigable Waters, Harbors and Navigation) establish an alternative process for WisDOT and the WDNR to interact on State transportation projects. State transportation projects are coordinated with and reviewed by the WDNR through interdepartmental liaison procedures known as the WisDOT-WDNR Cooperative Agreement. This process engages both agencies in progressive discussions and reviews

throughout the transportation development process, and culminates in a “concurrence letter” from the WDNR at the conclusion of final design activities. Coordination with and concurrence from the WDNR during this project’s environmental review process precedes and supplements the WDNR’s review and concurrence role during the final design process. WisDOT will not commence construction activities until WDNR concurrence on final design is received.

Nothing in this Coordination Plan, or in FHWA’s environmental coordination process (23 U.S.C. 139), is designed or intended to replace or supplant the steps, activities or expectations expressed in the WisDOT-WDNR Cooperative Agreement, nor does participation in this environmental review process in any way affect the WDNR’s need or ability to perform review and provide concurrence during final design activities.

2.3 List of Agencies, Contacts, and Roles

The intent of coordination with federal, state, and local agencies as well as interested Indian Tribes is to cooperatively identify important environmental or cultural resources and potential impacts, and to resolve issues that could delay the environmental process or result in denial of approvals required to implement the proposed project. A more complete list of agency expectations is included in Section 3.1.

The agencies listed in Table 2-1 have been identified as Lead, Cooperating, and/or Participating Agencies or potentially interested Tribes. All the agencies and Tribes noted in the table have been invited by FHWA or WisDOT to be Participating or Cooperating Agencies. Additional agencies can be invited and added to the list of participants at any time, as appropriate.

Table 2-1
Agency Contact List

Agency Name	Contact Person Name/Address/Phone Number	Project Role
Federal Agencies		
Federal Highway Administration (FHWA)	Anna Varney Federal Highway Administration 525 Junction Road, Suite 8000 Madison, WI 53717 (608) 829-7514 Anna.Varney@dot.gov Bethaney Bacher-Gresock Federal Highway Administration 525 Junction Road, Suite 8000 Madison, WI 53717 (608) 662-2119 Bethaney.Bacher-Gresock@dot.gov	Federal Lead Agency

Table 2-1 (Continued)
Agency Contact List

Agency Name	Contact Person Name/Address/Phone Number	Project Role
U.S. Army Corps of Engineers (USACE)	<p>Kyle Zibung US Army Corps of Engineers, Stevens Point Field Office 1314 Contractors Blvd. Plover, WI 54467 (651) 290-5877 kyle.d.zibung@usace.army.mil</p> <p>Rebecca Graser US Army Corps of Engineers, St. Paul District 250 N. Sunnyslope Road, Suite 296 Brookfield, WI 53005 (651) 290-5877 rebecca.m.graser@usace.army.mil</p>	<p>Invited Cooperating Agency 1/21/16</p> <p>Accepted on 2/12/16</p>
U.S. Fish and Wildlife Service (USFWS)	<p>Peter Fasbender Area Supervisor U.S. Fish & Wildlife Service 4101 American Boulevard East Bloomington, MN 55425 (612) 725-3548 Peter_Fasbender@fws.gov</p>	<p>Invited Participating Agency 1/21/16</p>
U.S. Environmental Protection Agency (USEPA)	<p>Kenneth Westlake Environmental Protection Agency Region 5 NEPA Implementation Section (Mail Code E-19J) 77 W. Jackson Blvd. Chicago, IL 60604 (312) 886-2910 Westlake.kenneth@epa.gov</p> <p>Michael Sedlacek Environmental Protection Agency Region 5 NEPA Implementation Section (Mail Code E-19J) 77 W. Jackson Blvd. Chicago, IL 60604 (312) 886-1765 sedlacek.michael@epa.gov</p>	<p>Invited Cooperating Agency 1/21/16</p> <p>Accepted on 2/3/16</p>
U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS)	<p>Jimmy Bramblett State Resource Conservationist Madison State Office 8030 Excelsior Drive, Suite 200 Madison, WI 53717-2906 (608) 662-4422, Ext. 258 jimmy.bramblett@wi.usda.gov</p>	<p>Invited Participating Agency 1/21/16</p> <p>Declined on 2/17/16</p>

Table 2-1 (Continued)
Agency Contact List

Agency Name	Contact Person Name/Address/Phone Number	Project Role
State Agencies		
Wisconsin Department of Transportation (WisDOT)	<p>Rob Knorr WisDOT Project Manager 2101 Wright Street Madison, WI 53704-2583 (608) 246-5444 robert.knorr@dot.wi.gov</p> <p>Joel Brown WisDOT Environmental Coordinator 2101 Wright Street Madison, WI 53704-2583 (608) 516-6511 joel.brown@dot.wi.gov</p>	State Lead Agency
Wisconsin Department of Natural Resources (WDNR)	<p>Andy Barta Transportation Liaison Wisconsin Department of Natural Resources – South Central Region 3911 Fish Hatchery Road Fitchburg, WI 53711 (608) 275-3467 andrew.barta@wisconsin.gov</p> <p>David Siebert Director, Bureau of Environmental Analysis and Sustainability Wisconsin Department of Natural Resources – South Central Region 101S Webster Street, OE/7 Madison, WI 53703 (608) 264-6048 David.Siebert@wisconsin.gov</p>	<p>Invited Cooperating and Participating Agency 1/21/16</p> <p>Accepted on 2/18/16</p>
Wisconsin State Historic Preservation Office/Wisconsin Historical Society (WHS)	<p>Kimberly Cook Historic Preservation Specialist Wisconsin Historical Society Division of Historic Preservation and Public Room 300 816 State Street Madison, WI 53706 (608) 264-6493 Kimberly.Cook@wisconsinhistory.org</p>	<p>Invited Participating Agency 1/21/16</p> <p>Accepted on 2/5/16</p>

Table 2-1 (Continued)
Agency Contact List

Agency Name	Contact Person Name/Address/Phone Number	Project Role
Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP)	Alice Halpin DATCP – Agricultural Impact Program 2811 Agriculture Drive, PO Box 8911 Madison, WI 53708-8911 (608) 224-4646 Alice.Halpin@wisconsin.gov	Invited Participating Agency 1/21/16 Accepted on 4/1/16
Indian Tribes		
Bad River Band of Lake Superior Chippewa Indians of Wisconsin	Robert Blanchard, Chair Bad River Band of Lake Superior Chippewa Indians of Wisconsin PO Box 39 Odanah, WI 54861 (715) 682-7111	Invited Participating Agency 1/21/16
Forest County Potawatomi Community of Wisconsin	Harold “Gus” Frank, Chair Forest County Potawatomi Community PO Box 340 Crandon, WI 54520 (715) 478-7200	Invited Participating Agency 1/21/16
Ho-Chunk Nation	Wilfred Cleveland, President Ho-Chunk Nation W9814 Airport Rd Black River Falls, WI 54615 (715) 284-9343	Invited Participating Agency 1/21/16
Menominee Indian Tribe of Wisconsin	Joan Delabreau, Chairperson Menominee Indian Tribe of Wisconsin W2908 Tribal Office Loop Keshena, WI 54135 (715) 799-5114	Invited Participating Agency 1/21/16
Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Bryan Bainbridge, Chair Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin 88385 Pike Road Bayfield, WI 54814 (715) 779-3700	Invited Participating Agency 1/21/16

Table 2-1 (Continued)
Agency Contact List

Agency Name	Contact Person Name/Address/Phone Number	Project Role
Local Jurisdictions		
Columbia County	Chris Hardy Commissioner Columbia County Highway and Transportation Department PO Box 875 Wyocena, WI 53969-0875 (608) 429-2136 Chris.hardy@co.columbia.wi.us	Invited Participating Agency 1/21/16 Accepted on 2/24/16
Dane County	Pam Dunphy Deputy Commissioner Department of Public Works, Highway and Transportation 2320 Fish Hatchery Road Madison, WI 53713 (608) 266-4036 dunphy@countyofdane.com	Invited Participating Agency 1/21/16 Accepted on 1/26/26
City of Lodi	Mayor Paul Fisk 130 S. Main Street Lodi, WI 53555 (608) 592-3247 ext. 300 pfisk@wppienergy.org Kennan Buhr Director of Operations 130 S. Main Street Lodi, WI 53555 (608) 592-3247 kbuhr@wppienergy.org	Invited Participating Agency 1/21/16 Accepted on 2/17/16
City of Madison	David Trowbridge Madison Municipal Building, Suite LL-100 Madison, WI 53701-2985 (608) 267-1148 dtrowbirdge@cityofmadison.com	Invited Participating Agency 1/21/16 Accepted on 1/26/16
City of Monona	Mayor Bob Miller 5211 Schluter Road Monona, WI 53716 (608) 222-2525 bmiller@ci.monona.wi.us	Invited Participating Agency 1/21/16

Table 2-1 (Continued)
Agency Contact List

Agency Name	Contact Person Name/Address/Phone Number	Project Role
City of Portage	<p>Mayor W.F. "Bill" Tierney 115 West Pleasant Street Portage, WI 53901 (608) 742-2176 bill.tierney@portagewi.gov</p> <p>Aaron J. Jahncke Director of Public Works/City Engineer 115 West Pleasant Street Portage, WI 53901 (608) 742-2176 Aaron.jahncke@portagewi.gov</p>	<p>Invited Participating Agency 1/21/16</p> <p>Accepted on 1/25/16</p>
City of Sun Prairie	<p>Mayor Paul Esser 300 East Main Street Sun Prairie, WI 53590 (608) 608-825-1170 pesser@cityofsunprairie.com</p> <p>Daryl Severson City Engineer 300 East Main Street Sun Prairie, WI 53590 (608) 608-825-1170 dseverson@cityofsunprairie.com</p>	<p>Invited Participating Agency 1/21/16</p> <p>Accepted on 2/1/16</p>
Village of Arlington	<p>Bryan Bjorge Village President PO Box 207 Arlington, WI 53911 (608) 209-6081 Email not provided</p>	<p>Invited Participating Agency 1/21/16</p>
Village of Dane	<p>Steve Clemens Village President PO Box 168 Dane, WI 53529 (608) 850-9275 sclemens@villageofdane.org</p>	<p>Invited Participating Agency 1/21/16</p>
Village of DeForest	<p>Deane Baker Director of Public Services 306 DeForest Street DeForest, WI 53532 (608) 846-6751 bakerd@vi.deforest.wi.us</p>	<p>Invited Participating Agency 1/21/16</p> <p>Accepted on 1/26/16</p>

Table 2-1 (Continued)
Agency Contact List

Agency Name	Contact Person Name/Address/Phone Number	Project Role
Village of Cottage Grove	Erin Ruth Director of Planning and Development 221 E. Cottage Grove Road Cottage Grove, WI 53527 (608) 839-4704 eruth@village.cottage-grove.wi.us	Invited Participating Agency 1/21/16 Accepted on 2/8/16
Village of McFarland	Brad Czebotar Village President PO Box 110 McFarland, WI 53558 (608) 838-9458 brad.czebotar@mcfarland.wi.us	Invited Participating Agency 1/21/16 Accepted on 2/18/16
Village of Poynette	David Hutchinson Board of Trustees President 215 W. Mill Street Poynette, WI 53955 dhutchinson@poynette-wi.gov	Invited Participating Agency 1/21/16
Village of Waunakee	Kevin Even Village Engineer/Public Works Director 500 W. Main Street Waunakee, WI 53597 (608) 849-6276 keven@waunakee.com	Invited Participating Agency 1/21/16 Accepted on 1/26/16
Town of Blooming Grove	Dwight Johnson Town Chair 1880 South Stoughton Road Madison, WI 53716 (608) 223-1104 djbloominggrove@yahoo.com	Invited Participating Agency 1/21/16 Declined on 1/26/16
Town of Caledonia	Paula Pagel Town Board Chairperson E9181 State Rd 96 PO Box 190 Readfield, WI 54969 (608) 982-6149 Email not provided	Invited Participating Agency 1/21/16

Table 2-1 (Continued)
Agency Contact List

Agency Name	Contact Person Name/Address/Phone Number	Project Role
Town of Cottage Grove	<p>Mike DuPlayee Town Supervisor 4 2712 Nightingale Way Cottage Grove, WI 53527 (608) 839-4216 mduplayee@towncg.net</p> <p>Kim Banigan Town Clerk 4058 County Road N Cottage Grove, WI 53527 (608) 839-5021 clerk@towncg.net</p>	<p>Invited Participating Agency 1/21/16</p> <p>Accepted on 2/5/16</p>
Town of Dekorra	<p>Rick Schmidt Town Chairman N4044 Keebaugh Road Poynette, WI 53955 (608) 635-5555 rasdekorra@gmail.com</p>	<p>Invited Participating Agency 1/21/16</p>
Town of Lodi	<p>Tom Marx Town Board Chairperson W10919 County Road V P.O. Box 310 Lodi, WI 53555 (608) 592-4868 twnlodi@twnlodi.com</p>	<p>Invited Participating Agency 1/21/16</p> <p>Accepted on 2/18/16</p>
Town of Sun Prairie	<p>Lyle Updike Town Chairperson 5556 Twin Lane Road Marshall, WI 53559 (608) 837-6688 Email not provided</p>	<p>Invited Participating Agency 1/21/16</p>
Town of Burke	<p>Kevin Viney Town Chair 5365 Reiner Road Madison, WI 53718 (608) 825-8420 townofburkechair@frontier.com</p>	<p>Invited Participating Agency 1/21/16</p>

Table 2-1 (Continued)
Agency Contact List

Agency Name	Contact Person Name/Address/Phone Number	Project Role
Town of Westport	<p>Tom Wilson Town Attorney/Administrator/Clerk-Treasurer Kennedy Administration Building 5387 Mary Lake Road Waunakee, WI 53597 (608) 849-4372 mkumar@townofwestport.org</p> <p>Terry Enge Town Board Supervisor Kennedy Administration Building 5387 Mary Lake Road Waunakee, WI 53597 Jtenge2@gmail.com</p>	<p>Invited Participating Agency 1/21/16</p> <p>Accepted on 1/29/16</p>
Village of Windsor	<p>Kevin Richardson Village Engineer 4084 Mueller Road DeForest, WI 53532 (608) 846-3854 kevin@windsorwi.gov</p>	<p>Invited Participating Agency 1/21/16</p> <p>Accepted on 1/27/16</p>
Town of Vienna	<p>Lonnie Breggeman Town Chairman 5710 County Road V DeForest, WI 53532 (608) 846-2286 lbreggeman@gmail.com</p>	<p>Invited Participating Agency 1/21/16</p>
Capital Area Regional Planning Commission	<p>Tony Vandermuss, Env. Engineer Capital Area Regional Planning Commission City County Building Room 362 210 Martin Luther King Jr. Blvd. Madison WI 53703 (608) 261-1573 tonyv@capitalarearpc.org</p>	<p>Invited Participating Agency 1/21/16</p> <p>Accepted on 2/25/16</p>
Madison Area Transportation Planning Board	<p>William Schaefer Transportation Planning Manager 121 S. Pinckney St., Suite 400 Madison, WI 53703 (608) 266-9115 wschaefer@cityofmadison.com</p>	<p>Invited Participating Agency 1/21/16</p> <p>Accepted on 2/4/16</p>

Table 2-1 (Continued)
Agency Contact List

Agency Name	Contact Person Name/Address/Phone Number	Project Role
Madison Metro	Chuck Kamp General Manager 1245 E. Washington Ave., Suite 201 Madison, WI 53703 (608) 266-4904 mymetrobus@cityofmadison.com	Invited Participating Agency 1/21/16
State Patrol	Captain Jason Zeeh Commander, DeForest Post 911 W. North Street DeForest, WI 53532 (608) 416-9444 Jason.zeeh@dot.wi.gov	Invited Participating Agency 1/21/16 Accepted on 1/26/16

Section 3

3.0 Concurrence points and Agency Responsibilities

3.1 Agency Expectations

The expectations for Lead Agencies are:

- Manage and coordinate the environmental review process, insuring that environmental information is available to public officials and citizens before decisions are made and before actions are taken.
- Prepare the environmental document in accordance with 23 CFR part 771 (FHWA Environmental Impact and Related Procedures) and 40 CFR parts 1500-1508 (Council on Environmental Quality Regulations for Implementing NEPA) and other applicable laws regulations and guidance.
- Provide, as early as practicable, but no later than the appropriate project milestone, accurate and complete project information on purpose and need, environmental resources, corridors/alternatives and proposed methodologies.
- Identify and involve Cooperating and Participating Agencies.
- Develop the Coordination Plan.
- Provide the opportunity for public and agency involvement in defining the purpose and need, corridors to be evaluated, and identification of the Preferred Corridor Alternative.
- Consult with and involve tribal governments in compliance with NEPA and Section 106 of the National Historic Preservation Act (NHPA) and other applicable laws regulations and guidance.
- Manage and facilitate the process of resolving issues.

The expectations for Cooperating Agencies are:

- Assist the lead agencies in identifying environmental or cultural resources of concern.
- Identify as early as practicable any issue or concern regarding the project's environmental, cultural or socioeconomic impacts.
- Identify as early as practicable any issues that could substantially delay or prevent the granting of a permit or other approval needed for the project.
- Share information that may be useful to the joint lead agencies, cooperating, and participating agencies.
- Participate in meetings and field reviews.
- Provide timely comments on purpose and need, corridors to be evaluated, and identification of the Preferred Corridor Alternative; as well as the Coordination Plan, Impact Analysis Methodologies, and potential project impacts as agreed to and reflected in Section 4 of this Plan.
- Review and comment on the Draft Tier 1 EIS (DEIS) and Final Tier 1 EIS (FEIS).
- Participate as needed in issues resolution activities.

The expectations for Participating Agencies are:

- Assist the lead agencies in identifying environmental or cultural resources of concern.
- Identify as early as practicable any issue or concern regarding the project's environmental, cultural or socioeconomic impacts.
- Share information that may be useful to the joint lead agencies, cooperating and participating agencies.
- Participate in meetings and field reviews as appropriate and invited.
- Provide timely comments on purpose and need, corridors to be evaluated, and identification of the Preferred Corridor Alternative; as well as the Coordination Plan,

Impact Analysis Methodologies, and potential project impacts as agreed to and reflected in Section 4 of this Plan.

- Review and comment on the Tier 1 DEIS and FEIS.
- Participate as needed in issues resolution activities.

3.2 Concurrence and Coordination Points, Information Requirements, and Responsibilities

To facilitate public and agency involvement in the environmental review process for the project, a number of coordination and concurrence points have been established. Coordination points (“check-in” points for a set of activities) occur when project review activities or milestones will eventually result in important decisions affecting the environmental review process and its outcomes.

Coordination points will involve exchanges of information and opinions between the Lead, Cooperating and Participating Agencies and the public. This information exchange will often be accomplished by mail or email, but may also occur during face-to-face or public involvement meetings. Coordination points with agencies are typically established for the following activities:

- Project scoping activities
- Development of purpose and need statement
- Identification of the range of corridors for evaluation
- Collaboration on methodologies for analysis of corridors and/or reasonable impact alternatives
- Identification of the preferred corridor and/or reasonable impact alternative
- Completion of the Tier 1 DEIS
- Mitigation strategies
- Completion of Tier 1 FEIS
- Completion of the record of decision (ROD) finalizing selection of the Preferred Corridor and/or Reasonable Impact Alternative and identification of subsequent Tier 2 environmental document(s).

Concurrence is a written determination by an agency participating in the NEPA/Section 404 Merger Agreement process that the information provided to-date is adequate to agree that the project can be advanced to the next stage of project development. Agencies agree not to revisit the previous process steps unless conditions change. Concurrence by an agency at a concurrence point does not imply that the project has been approved by that agency, nor that it has released its obligation to determine whether the fully developed project meets statutory review criteria. There are five formal concurrence points in the process. The formal concurrence points occur at the following junctures:

Tier 1

- Concurrence Point #1: Final Purpose and Need statement for the project
- Concurrence Point #2: Range of Alternative Corridors to be carried forward for preliminary study
- Concurrence Point #3: Identification of the Preferred Corridor Alternative for addressing project purpose and need

Area for More Detailed Study

- Concurrence Point #4: Range of Alternatives within the Preferred Corridor from County CS to I-90/94 / I-39/WIS 78
- Concurrence Point #5: Identification of Preferred Alternative within the Preferred Corridor Alternative from County CS to I-90/94 / I-39/WIS 78

3.3 Agencies Declining Invitation to Participate

Pursuant to 23 USC 139, a federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project.
- Has no expertise or information relevant to the project.
- Does not intend to submit comments on the project.

The non-federal agencies must formally accept the invitation in order to be considered as a participating agency. If an agency declines to be a participating agency, their response should state the reason for declining the invitation. Cooperating or Participating Agencies that declines to participate in the development of the purpose and need and range of alternatives for the study shall be required to comply with the schedule outlined in this coordination plan. If they choose not to be a participating agency, their comments regarding the process may be recorded through available public involvement venues (e.g. Policy Advisory Committees or Technical Advisory Committees). Non-federal agencies that do not respond to the invitation will not be considered a participating agency.

3.4 Impact Analysis Methodology

Section 139 of Title 23 of the United States Code (USC) requires Lead Agencies for proposed federally funded transportation projects to determine the appropriate methodology and level of detail for analyzing impacts of these proposed transportation projects in collaboration with other state and local agencies. The purpose of the IAM Report is to communicate and document the Joint Lead Agencies' structured approach to analyzing impacts of the proposed transportation project and its alternatives. Collaboration on the impact analysis methodology is intended to promote an efficient and streamlined process and early resolution of concerns or issues.

Impact Analysis Methodology for the I-39/90/94 Study is described in two reports, a General Impact Analysis Methodology Report, which is housed on the project's website (www.i399094@dot.wi.gov), and a Project Specific Impact Analysis Report is included as Appendix A in this Coordination Plan for Agency and Public Involvement.

The General Impact Analysis Methodology Report contains two sections: the first section, laws, regulations and guidelines; and the second section, general methodologies commonly used on proposed WisDOT transportation projects to define, identify, and determine potential impacts to the resource.

The Project Specific Impact Analysis Methodology Report, includes project specific methodologies.

3.5 Issues Resolution Process

23 U.S.C. 139(h) identifies issue identification and resolution with three distinct processes: 1) a process to accelerate interim decision making prior to the Record of Decision; 2) to provide a revised issue resolution and referral process; and 3) a process to prescribe penalties to federal agencies for not making decisions within prescribed timelines. FHWA will develop guidance to address the implementation of these processes and make any necessary changes to the Coordination Plan.

The Lead, Cooperating, and Participating Agencies will work cooperatively to identify and resolve issues that could delay completion of the environmental review process or that could result in denial of any approvals required for the project under applicable laws.

Based on information received from the Lead Agencies, the Cooperating, and Participating Agencies shall identify, as early as practicable, any issues of concern regarding the project's potential environmental, cultural or socioeconomic impacts. Issues of concern include any issues that could substantially delay or prevent concurrence, the granting of a permit or other approval that is needed for the project.

Each agency shall make its best effort to resolve disputes. Within 30 days of an agency(ies) identifying non-agreement a critical decision point, a "dispute resolution" meeting of designated agency representatives would be convened.

Dispute resolution meetings will be convened at an agreed upon location and time. At this meeting, an attempt will be made to resolve the concerns of the agency(ies) through consensus. This may include providing information or detail not previously provided. If the concerns are resolved at this meeting, the process is ended. If a resolution cannot be achieved within 30 days following the dispute resolution meeting, and the lead agencies determine that all information necessary to resolve the issue has been obtained and distributed, the lead agencies shall notify the heads of all participating parties, the project sponsor, the Governor, the Committee on Environment and Public Works of the Senate, the Committee on Transportation and Infrastructure of the House of Representatives and the Council on Environmental Quality, and shall publish such notification in the Federal Register.

The environmental review and documentation process may continue whether or not attempts to reach agreement are successful. However, if the dispute remains unresolved, the agency(ies) in non-agreement retains its options to elevate its concerns through existing, formalized dispute elevation procedures at the appropriate point in the environmental review or permitting process.

See Appendix B for graphic representation of the issues resolution process.

Section 4

4.0 Project Schedule

4.1 Project Schedule and Negotiated Timeframes

The major milestones, coordination and concurrence points in the project's environmental review process are listed in table 4-1 that follows, along with the timeframes in which they are anticipated to occur. The timeframes listed in the table must be discussed and negotiated with Cooperating and Participating agencies, and should not appear in this table as "final" until affected agencies agree they are appropriate and achievable. By agreeing to the timeframes listed below, agencies accept their responsibility to provide appropriate outputs and feedback within the allotted time.

Table 4-1
Project Schedule and Negotiated Timeframes

Step No.	Milestone or Concurrence Point	Information Provided or Action Taken	Contact/ Participant	Information or Action Requested	Number of Days to Complete Activity	Estimated Date of Completion
1	Notice of Intent (NOI) and proposed project scope	NOI and proposed project scope	State and Federal review agencies through Federal Register Notice	NOI to prepare Tier 1 EIS and proposed project scope published in Federal Register	7 calendar days	September 23, 2015 (revised) November 20, 2014 (original)
2	Cooperating and Participating Agencies Identified	Letters of invitation sent to potential Cooperating and Participating Agencies	Potential Cooperating and Participating Agencies	Written acceptance or written reason for non-acceptance	30 calendar days	Winter 2015/ Spring 2016
3	Draft Coordination Plan (CP) with Project Specific Impact Analysis Methodologies (IAM) Distribution Consensus on "Negotiated Timeframes" for agency reviews and project schedule	Draft CP circulated for review Timeframes for agency reviews and project schedule	Cooperating and Participating Agencies	Provide comments on Draft CP	30 calendar days	Spring 2016
5	Concurrence Point #1: Purpose and Need statement Agency Coordination (Agency Meeting or other contact)	"draft final" Purpose and Need Statement	Cooperating Agencies, and as deemed appropriate, Participating Agencies	Written comments or response on issues to be resolved	30 calendar days	Spring/Summer 2016

Step No.	Milestone or Concurrence Point	Information Provided or Action Taken	Contact/ Participant	Information or Action Requested	Number of Days to Complete Activity	Estimated Date of Completion
6	Public Involvement Meeting (PIM) #1	Information on project purpose and need, alternative corridors and impacts; CP and IAM also made available	Public, local officials, Cooperating and Participating Agencies, Indian Tribes and other stakeholders	Provide comments on purpose and need, preliminary alternatives and impacts, and CP and IAM	14 calendar days after PIM (typical)	Spring 2016
7	Concurrence Point #2: Range of Alternative Corridors and Corridor widths to be carried forward for study Agency Coordination (Agency Meeting or other contact)	Description of corridor alternatives to be carried forward for study	Cooperating Agencies (and as deemed appropriate, Participating Agencies)	Written comments or response on issues to be resolved	30 calendar days	Summer 2016
8	Finalize corridor alternatives to be included in Draft Tier 1 EIS and identify Preferred Corridor Alternative (if deemed appropriate by FHWA and WisDOT at this point in the environmental process)	Final alternatives for Draft Tier 1 EIS Potentially determine Preferred Corridor Alternative for Draft Tier 1 EIS Discuss subsequent Tier 2 level environmental documents related to Preferred Corridor Alternative	Cooperating Agencies (and as deemed appropriate, Participating Agencies, local officials, and the public)	Provide comments on final alternatives for Draft Tier 1 EIS	30 calendar days	Summer 2016
9	Public Involvement Meeting (PIM) #2	Information on Identification of Preferred Corridor Alternative	Public, local officials, Cooperating and Participating Agencies, Indian Tribes and other stakeholders	Provide comments on Identification of Preferred Corridor Alternative	14 calendar days after PIM (typical)	Summer 2016
10	Concurrence Point #3: Identification of Preferred Corridor Alternative Agency Coordination (Agency Meeting or other contact)	Identification of Preferred Corridor Alternative	Cooperating Agencies	Written comments on Preferred Corridor Alternative and range of impacts	30 calendar days	Summer/Fall 2016

Step No.	Milestone or Concurrence Point	Information Provided or Action Taken	Contact/ Participant	Information or Action Requested	Number of Days to Complete Activity	Estimated Date of Completion
11	Public Involvement Meeting (PIM) #3	Information on range of alternatives identified for detailed study	Public, local officials, Cooperating and Participating Agencies, Indian Tribes and other stakeholders	Comments on alternatives, including Preferred Alternative	14 calendar days after PIM (typical)	Fall 2016
12	Concurrence Point #4: Range of alternatives within the Preferred Corridor Alternative from County CS to I-90/94 / I-39/WIS 78	Description of alternatives to be carried forward for detailed study within the Preferred Corridor Alternative from County CS to I-90/94 / I-39/WIS 78	Cooperating Agencies (and as deemed appropriate, Participating Agencies)	Written comments or response on issues to be resolved	30 calendar days	Fall 2016
13	Public Involvement Meeting (PIM) #4	Information on alternatives including Preferred Corridor Alternative and Preferred Alternative within the Preferred Corridor Alternative from County CS to I-90/94 / I-39/WIS 78 to be included in Draft Tier 1 EIS	Public, local officials, Cooperating and Participating Agencies, Indian Tribes and other stakeholders	Comments on alternatives, including Preferred Alternative	14 calendar days after PIM (typical)	Fall 2016
14	Concurrence Point #5: Identification of Preferred Alternative within the Preferred Corridor from County CS to I-90/94 / I-39/WIS 78 Agency Coordination (Agency Meeting or other contact)	Selection of Preferred Alternative within the Preferred Corridor from County CS to I-90/94 / I-39/WIS 78	Cooperating Agencies	Written Comments	30 calendar days	Fall 2016
15	Draft Tier 1 EIS approval	Final Draft Tier 1 EIS	FHWA	Document approval	30 calendar days anticipated	Spring 2017

Step No.	Milestone or Concurrence Point	Information Provided or Action Taken	Contact/ Participant	Information or Action Requested	Number of Days to Complete Activity	Estimated Date of Completion
16	Draft Environmental Impact Statement (DEIS) filed with EPA, availability notice published in Federal Register	Draft EIS	EPA filing section	Availability of Draft Tier 1 EIS published in Federal Register	7 calendar days	Spring 2017
17	Conduct Public Hearing	Information from Draft Tier 1 EIS on purpose and need, alternatives, Preferred Corridor Alternative (if identified), anticipated impacts and proposed mitigation measures	Public, local officials, Cooperating and Participating Agencies, Indian Tribes and other stakeholders	Provide comments on purpose and need, alternatives, recommended alternative (if identified), anticipated impacts and proposed mitigation measures	45 calendar days ³	Spring 2017
18	Final Tier 1 EIS/ROD approval ⁴	Final Tier 1 EIS/ROD	FHWA	Document approval	30 calendar days anticipated	Summer/Fall 2018
19	FEIS filed with EPA; Availability Notice published in Federal Register	Final Tier 1 EIS	EPA filing section	Availability of Final Tier 1 EIS published in Federal Register	7 calendar days	Summer/Fall 2018
20	Completion of the Record of Decision (ROD) Follow up on substantive comments received on Final Tier 1 EIS (only if substantive comments received)	Distribution of responses to substantive comments received on Final Tier 1 EIS (final comment responses will be included in ROD)	Cooperating Agencies (and as deemed appropriate Participating Agencies, local officials, and the public)	Resolution of all significant unresolved issues	30 Calendar days anticipated	Summer/Fall 2018

³ Public Hearing to occur during the 45-day comment period.

⁴ FHWA is required to produce a combined FEIS/ROD unless certain conditions are not met. After the publication of the DEIS, FHWA will evaluate the requirements for combining the FEIS and ROD and if they are not met, FHWA will produce a separate FEIS and ROD, illustrated by steps 16 and 18.

Step No.	Milestone or Concurrence Point	Information Provided or Action Taken	Contact/ Participant	Information or Action Requested	Number of Days to Complete Activity	Estimated Date of Completion
21	Issuance of Record of Decision (ROD)	ROD Notice publication	Cooperating and Participating Agencies through Federal Register Notice	Acknowledge receipt of ROD within 30 days	30 calendar days from notice of Final Tier 1 EIS in Federal Register or 45 calendar days from notice of Draft Tier 1 EIS in Federal Register (minimum)	Fall 2018
21	Statute of Limitations (SOL) notice published in Federal Register announcing final action has been taken (ROD) in NEPA phase	SOL notice	Federal Register	SOL published in Federal Register announcing final action taken (ROD) in NEPA phase	7 calendar days for SOL notice publication; 150 calendar days to file a claim	Fall 2018

Section 5

5.0 Public Involvement

5.1 Public Involvement Process

Public Involvement includes engaging key stakeholders, community members and the general public in the planning, design and development of proposed improvements. The general public involvement approach is based on the following objectives:

- Actively seek public input on the project's proposed purpose and need, corridors and/or reasonable impact alternatives, and recommended course of action.
- Solicit, consider, answer and document public inquiries, suggestions, ideas and concerns in the decision making process.
- Provide opportunities for the public to affect major decisions before those decisions are made.
- Publicize project activities through a variety of communication venues.
- Provide the public with efficient access to project information.

5.2 Identification of Environmental Justice Communities and Outreach

FHWA's 2015 guidance material⁵ on Environmental Justice will be referenced for this project. Identification of environmental justice communities in the project area will be based on income and race information from the 2010 U.S. Census and the most recent American Community Survey⁶. It will also be supplemented with information from local agencies/organizations and through public involvement activities. Special outreach, if needed, will be done through focus group meetings. Other opportunities to keep informed about the project include public involvement meetings, newsletters, and information posted on the project website.

5.3 Public Involvement Prior to the Coordination Plan

January 13, 2015 (Dane County) and January 15, 2015 (Columbia County) – Public Involvement Meetings (PIM) introduced the study details, provided a corridor overview, discussed traffic characteristics, and gathered information.

5.4 Public Involvement in document reviews

The Draft and Final Tier 1 EIS will be made available for public review. The updated Coordination Plan and Impact Analysis Methodology will also be made available at public involvement meetings and on the project website.

5.5 Additional Public Involvement Strategies

The Coordination Plan is a complementary document to the Public Involvement Plan (PIP), which is housed on the project's website ([www.i399094@dot.wi.gov](http://www.i399094.dot.wi.gov)), and describes the stakeholders and methods for disseminating project information and encouraging participation from interested individuals and organizations. The PIP will be the comprehensive "blueprint" of public involvement activities carried out during the environmental review process. The plan will be updated as needed if changes to the proposed process are made. The project will maintain two mailing lists: one consisting of potentially affected property owners of the study area, and a second list that consists of local

⁵ http://www.fhwa.dot.gov/environment/environmental_justice/resources/reference_guide_2015/section00.cfm

⁶ U.S. Census Bureau American Community Survey. <http://www.census.gov/acs/www/>

government officials, elected officials, key stakeholders, agency representatives, Indian Tribes, meeting attendees, those who request information, and other study team contacts.

Project newsletters will be distributed to both mailing lists to provide project information/updates and to announce PIMs and other study milestones. News releases will be provided to local media outlets to announce the meetings and availability of the Draft and Final Tier 1 EIS for public review.

Three public involvement meetings and a public hearing are proposed. Identical meetings will be held in two locations, one in Dane County and one in Columbia County. Other public outreach opportunities will include meetings with interest groups, neighborhood organizations, affected businesses and individual property owners as needed to resolve as many concerns as possible. The project website⁷ will contain information such as contacts, newsletters, reports, study schedule, upcoming meeting information, exhibits from public involvement meetings and other pertinent information.

5.6 Coordination with Local Officials

A *Policy Advisory Committee (PAC)*, comprising elected officials from the Local Public Agencies listed below in this section, will be formed to provide community input during the I-39/90/94 Study. The PAC will assist WisDOT in providing input on corridor conditions, issues, and proposed alternatives. It is anticipated that the PAC will meet multiple times to evaluate corridor alternatives.

A *Technical Advisory Committee (TAC)*, primarily made up of staff members from the local public agencies listed below, will be formed to provide technical input during the I-39/90/94 Study. Depending on the coordination activities with federal and state officials, the TAC may also include representatives from resource agencies. The TAC will meet multiple times during the study to provide input on corridor conditions, issues, and proposed alternatives.

Local Public Agencies

Columbia County	Village of Waunakee
Dane County	Town of Arlington
City of Lodi	Town of Blooming Grove
City of Madison	Town of Burke
City of Monona	Town of Caledonia
City of Portage	Town of Cottage Grove
Village of Poynette	Town of Dekorra
Village of Sun Prairie	Town of Lodi
Village of Arlington	Town of Sun Prairie
Village of Dane	Town of Westport
Village of DeForest	Village of Windsor
Village of Cottage Grove	Town of Vienna
Village of McFarland	

⁷ www.i399094.dot.wi.gov

5.7 Availability of Coordination Plan for Agency and Public Involvement

The Coordination Plan and the Impact Analysis Methodology Report will be sent to Cooperating and Participating Agencies and will be made available at the public involvement meetings and the public hearing. Any updates will also be circulated to the agencies and these documents will continue to be made available on the project website.

Section 6

6.0 Indian Tribe Involvement and Consultation

6.1 Tribal Notifications of Proposed Project

As part of the Tier 1 EIS activities, Indian Tribes will be notified about the project purpose and need, alternatives being considered, and planned cultural resource investigations. This coordination serves two purposes: to facilitate government-to-government coordination, and also to comply with requirements under Section 106 of the National Historic Preservation Act. Tribes will be asked to provide input on cultural resources (historic properties) to aid in determining the initial Area of Potential Effect (APE) and will be notified of the cultural resources investigation results, if requested. Tribal consultation regarding effects to historic properties will depend on whether any significant cultural resources (historic properties) identified in the APE are being adversely impacted by proposed project actions. The Tribes will also be provided an opportunity to become Participating Agencies in the study and will be notified about PIMs and the public hearing.

6.2 Tribal Consultation on Project Area of Potential Effect (APE)

Tribal consultation regarding the project APE will be done as part of the notification discussed above in Section 6.1.

6.3 Tribal Consultation on Cultural Resources

Interested tribes will be notified of the results of the cultural resources investigations.

6.4 Tribal Consultation on Effects

Tribal consultation regarding effects to historic properties under Section 106 of the National Historical Preservation Act will depend on whether any significant cultural resources (historic properties) identified in the APE are being adversely impacted by proposed project actions.

Section 7

7.0 Summary of Project Meetings to Date

7.1 List of Project Meetings with Agencies and the Public

During preparation of the Draft Tier 1 EIS, FHWA and WisDOT will coordinate with numerous federal, state, and local agencies, Indian Tribes, private agencies, and local officials. Meetings and workshops will be held throughout the study and the Technical Advisory Committee (TAC) and Policy Advisory Committee (PAC) will meet occasionally and be actively involved in the analysis and development of alternatives. Table 7-1 will be updated as meetings occur.

**Table 7.1
List of Project Meetings with Agencies or the Public**

Date	Meeting	Remarks
Technical Advisory Committee		
12-18-14	TAC/PAC Kick-Off Meeting	Kickoff Meeting
3-17-15	TAC/PAC Progress Meeting	Purpose and Need, Public Involvement, Identified Environmental Justice Groups
10-9-15	TAC/PAC Progress Meeting	Purpose and Need, Alternative Concepts, License Plate and Occupancy Study
Policy Advisory Committee		
12-18-14	TAC/PAC Kick-Off Meeting	Kickoff Meeting
3-17-15	TAC/PAC Progress Meeting	Purpose and Need, Public Involvement, Identified Environmental Justice Groups
10-9-15	TAC/PAC Progress Meeting	Purpose and Need, Alternative Concepts, License Plate and Occupancy Study
Miscellaneous Public Outreach		
11-12-15	Goodman Center Meeting	Presentation to neighborhood group on purpose and need for study
Public Involvement Meetings and Public Hearing		
1-13-15	Public Involvement Meeting	Kickoff Meeting
Local Officials		
State and Federal Agencies		
11-10-14	EIS Discussion meeting with FHWA and WDNR	Study limits and schedule were discussed
7-13-2015	Tiered EIS Discussion Meeting with WDNR	Meeting with WDNR to discuss transitioning to a Tier 1 EIS
8-11-15	Tiered EIS Agency Meeting	Meeting with Agency Supervisors to discuss Tier 1 EIS process

Appendix A: Project Specific Impact Analysis Methodology

I-39/90/94 Study Impact Analysis Methodology Report

I.D. 1010-10-00
I-39/90/94
Madison – Portage
US 12/18 Interchange – I-90/94
Dane & Columbia Counties

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1.0 Introduction

1.1 Purpose of Impact Analysis Methodology

Section 139 of Title 23 of the United States Code (USC) requires Lead Agencies for proposed federally funded transportation projects to determine the appropriate methodology and level of detail for analyzing impacts of these proposed transportation projects in collaboration with other state and local agencies. The Federal Highway Administration (FHWA) and the Wisconsin Department of Transportation (WisDOT) are Joint Lead Agencies for the Interstate 39/90/94 (I-39/90/94) Study, from United States Highway (US) 12/18 in Madison, WI to the I-90/94 & I-39 / Wisconsin State Highway (WIS) 78 interchange, just south of Portage, WI. Other federal, state and local agencies that are involved in the study process are designated as Cooperating or Participating Agencies.

Impact Analysis Methodology (IAM) for the I-39/90/94 Study is described in two reports, a General Impact Analysis Methodology Report, which is housed on the project's website, and this Project Specific Impact Analysis Report which is included as Appendix A in the Coordination Plan for Agency and Public Involvement.

The General Impact Analysis Methodology Report contains two sections: the first section, laws, regulations and guidelines; and the second section, general methodologies commonly used on proposed WisDOT transportation projects to define, identify, and determine potential impacts to the resource.

This Project Specific Impact Analysis Methodology Report, includes project specific methodologies.

Consensus on the methodology¹ is not required, but the Joint Lead Agencies must consider the views of the Cooperating and Participating agencies with relevant interests before making a decision on a particular methodology. Well-documented, widely accepted methodologies, such as those for noise impact assessment and evaluation of impacts under Section 106 of the National Historic Preservation Act, would require minimal collaboration. If a Cooperating or Participating agency has concerns about the proposed methodology for a particular environmental factor, the agency should describe its preferred methodology and why it is recommended.

The purpose of the IAM Report is to communicate and document the Joint Lead Agencies' structured approach to analyzing impacts of the proposed transportation project and its alternatives. Collaboration on the impact analysis methodology is intended to promote an efficient and streamlined process and early resolution of concerns or issues.

1.2 Project Background

The segment of I-39/90/94 evaluated in this document begins at US 12/18 in the city of Madison and extends northward 34 miles to just south of the I-90/94 & I-39 / WIS 78 interchange, just south of Portage, WI. Included as part of the analysis is free flow system interchanges at I-94 / WIS 30 and US 151 in the Madison area and five other I-39/90/94 interchanges with local, state and federal routes.

¹ The methodology used by the lead agency must be consistent with any methodology established by statute or regulation under the authority of another federal agency.

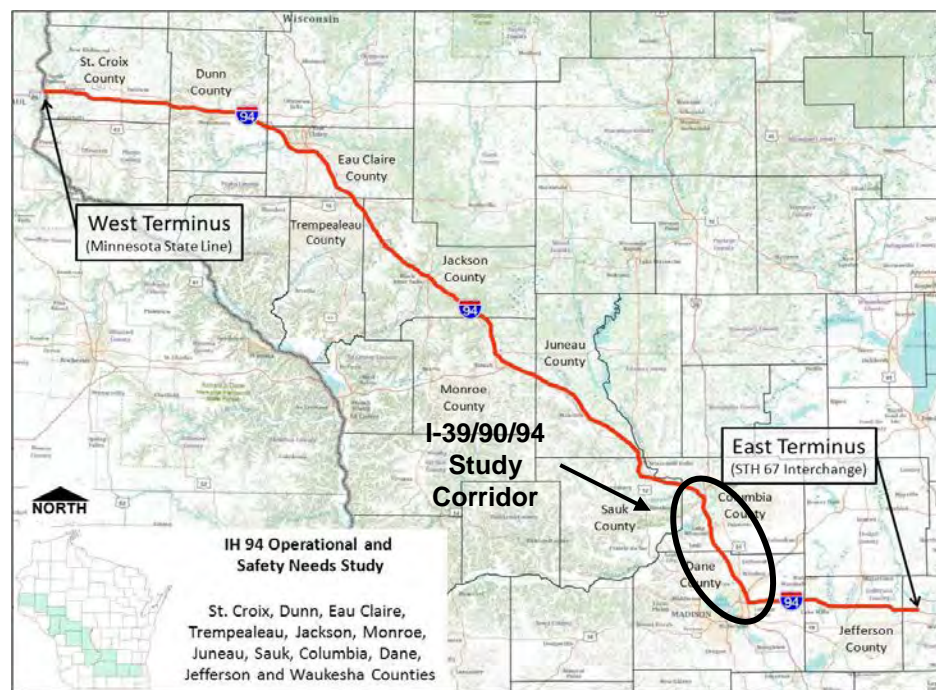
This proposed project is being undertaken to improve safety, route capacity, and overall mobility. A range of alternatives will be developed to meet the project needs, provide acceptable engineering standards, and avoid or minimize harm to natural resources, cultural resources, and adjacent development and land use to the extent practicable.

Previous planning studies and projects in the corridor included an operational and safety needs study and a traffic impact analysis that assessed the potential viability of additional access to I-39/90/94 and I-94 in the Madison urbanized area.

2009 - 2011: I-94 Operational and Safety Needs Study (Project ID 1010-01-09)

In 2009 WisDOT conducted a safety and operational needs study of I-94 from the Wisconsin/Minnesota state line in Hudson to WIS 67 in Waukesha County (See Figure 1). This study spanned 288 miles of freeway and traversed through twelve counties. The purpose of this study was to provide a detailed analysis of safety needs, roadway capacity, traffic operations, and geometric and physical conditions along the corridor.

Figure 1
I-94 Safety and Operational Needs Study Limits



As part of the study, the I-39/90/94 corridor from Madison to Portage was identified as having breakdown traffic conditions (LOS F) in the 2040 design year, along with safety and geometric deficiencies. The results of the study were used for Wisconsin's *Transportation Projects Commission (TPC)*² to recommend the enumeration of the corridor for environmental study to the Governor and Legislature.

² The Legislative Transportation Projects Commission (TPC) consists of the Governor who serves as Chair, 3 citizen members appointed by the Governor, 5 senators, 5 representatives, and the WisDOT Secretary (non-voting member). The TPC is responsible for evaluating the merits of candidate Major Projects and recommending them to the Governor and Legislature for statutory enumeration (authorization for construction).

2012 – 2014: I-39/90/94 Traffic Impact Analysis (Project ID 1010-10-00)

FHWA indicated a need to understand if any new access locations were potentially viable along I-39/90/94 and intersecting freeways in the Madison area and what cumulative affects to the highway and local system would result should any potentially viable locations be requested. The traffic impact analysis assessed the potential viability of additional access to I-39/90/94 between US 12/18 and WIS 60 and I-94 / WIS 30 between US 51 and WIS 73. WisDOT plans to use the study's findings as guidance in evaluating future requests for new access.

FHWA, in cooperation with the Wisconsin Department of Transportation (WisDOT), will prepare a Tier 1 Environmental Impact Statement (EIS) on proposed improvements in the I-39/90/94 corridor and adjacent local road systems from the US 12/18 interchange (Madison Beltline) to the I-39/WIS 78 interchange (south of Portage), approximately 35 miles. The project limits also include WIS 30 from East Washington Avenue to I-39/90/94, I-94 from I-39/90 to Dane County N, US 151 from I-39/90/94 to Main Street in Sun Prairie, and the I-39/90/94, US 51 & WIS 19 "triangle" in DeForest, including operational areas of influence at each interchange. The purpose of this project is to address infrastructure needs; highway safety issues and design deficiencies; accommodate existing and projected traffic volumes; and improve the transportation system's ability to support local and regional tourism economies.

FHWA's decision to prepare an EIS is based on the initial environmental investigation that indicates the proposed action is likely to have significant impacts on the environment, including wetlands. The study began preparing a Draft Environmental Impact Statement (DEIS) for the corridor, but was held from moving forward due to FHWA's fiscal constraint requirements. Due to statewide priorities, it is unclear at this time whether funding for construction of the entire project will be available at the conclusion of the environmental process. Because this has the potential to conflict with FHWA's fiscal constraint requirements, and because of the complexity of the project, WisDOT proposes to develop this project using the tiered NEPA approach. The tiered approach would allow WisDOT to bring forward portions of the project as needs dictate and as funding becomes available.

In addition to using the tiered approach, WisDOT proposes to analyze a portion of the project at a higher level of detail beyond that contained in a normal Tier 1 EIS. The Tier 1 EIS will primarily consist of the following aspects:

- The project's purpose and need
- Description and analysis results of a range of alternative corridors and representative impact alignments.
- Inventory of environmental resources and a broad, general evaluation of environmental impacts of the identified corridors or representative impact alignments.
- Strategies for minimizing or mitigating unavoidable impacts
- Identification of a preferred corridor alternative

The portion of the corridor proposed for more detailed analysis is approximately 6.6 miles from Columbia County Highway CS to the I-39/WIS 78 interchange (see attached Project Location Map). The purpose of the more detailed analysis is to address bridge structural needs at the Wisconsin River crossing due to the limited remaining operational life. The analysis would examine the impacts of construction and identify a preferred alternative; this analysis would ensure that bridge replacement could occur within the necessary time frame (by 2025). Impact Analysis Methodologies for the section proposed for more detailed analysis are referenced in this IAM as Tier 2 methodologies.

As funding becomes available, subsequent Tier 2 environmental documents will be prepared with a greater degree of engineering detail for specific improvements in the remainder of the

corridor. The alternative analysis in the Tier 2 documents will include, but is not limited to, the alternatives that have been developed as part of the previous EIS study.

The Tier 1 EIS will be prepared in accordance with 23 U.S.C. 139, 23 CFR 771, and 40 CFR parts 1500–1508. Completion of the Tier 1 EIS and the Record of Decision (ROD) is expected in 2018.

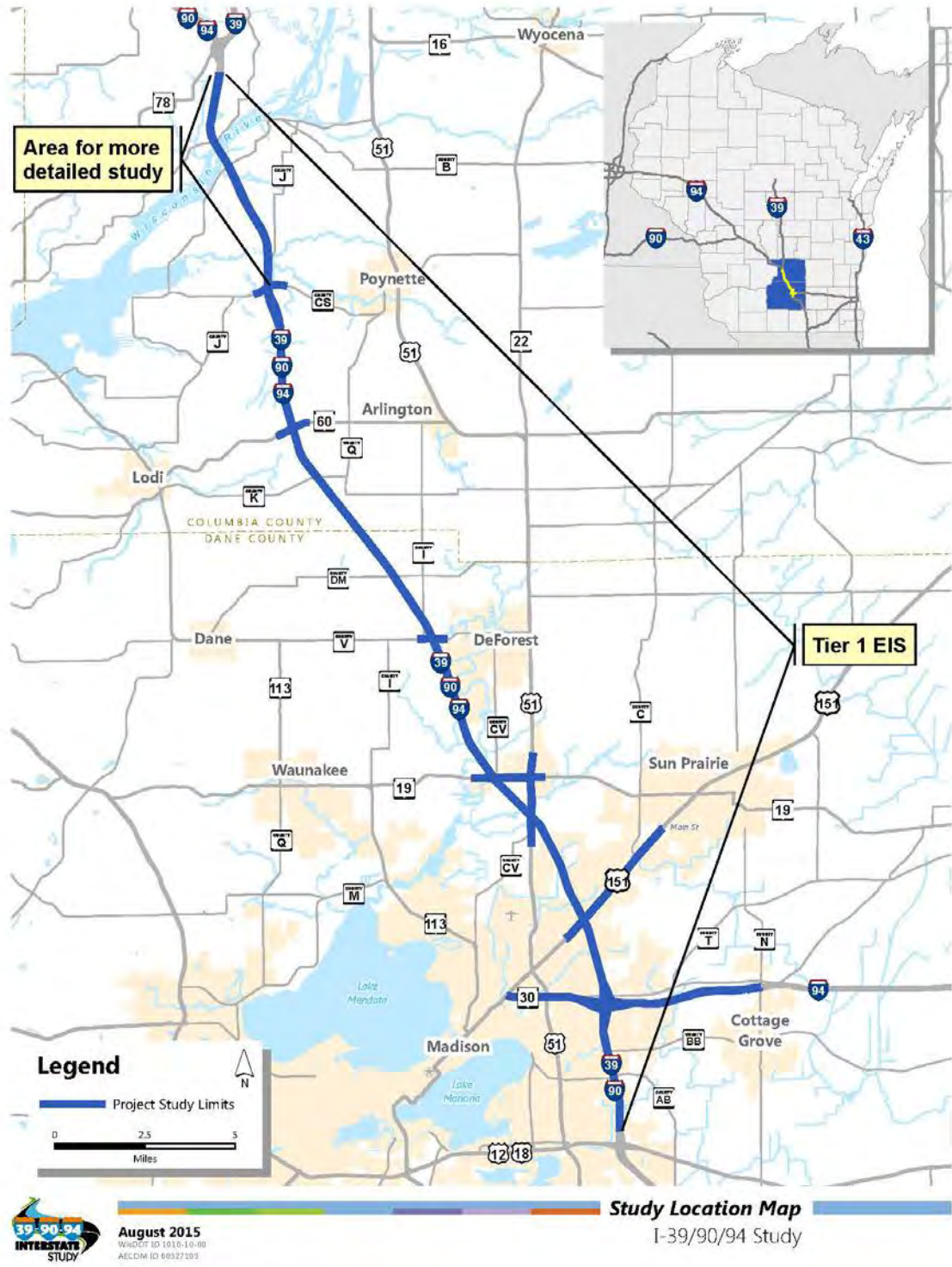
Public involvement is a critical component of the NEPA and will occur throughout the development of the draft and final Tier 1 EIS. All environmental documents will be made available for review by federal and state resource agencies and the public. Specific efforts to encourage involvement by, and solicit comments from, minority and low-income populations in the project study area will be made, with public involvement meetings held throughout the environmental document process. Public notice will be given as to the time and place of public involvement meetings. A public hearing will be held after the completion of the Draft Tier 1 EIS.

1.3 Project Location

The project is located in Dane and Columbia counties in southern Wisconsin. The project extends from US 12/18 in Dane County (See Figure 2) to the interchange where I-39 splits off of I-90/94 (I-39 / WIS 78), just south of the city of Portage, WI. The project also includes highways that connect into I-39/90/94 that would be influenced by any improvement alternatives along the corridor. These highways include WIS 30 from Madison's East Washington Avenue to I-39/90/94; I-94 from I-39/90 eastward to County N in Cottage Grove; US 151 from I-39/90/94 to Sun Prairie's Main Street; and the US 51 and WIS 19 triangle in DeForest.

The project termini are consistent with the Federal Highway Administration's environmental regulations in 23 CFR 771. The proposed project is of sufficient length to ensure that environmental, social, and technical aspects are treated at a proper level of analysis; it allows for an analysis that has independence to all other projects; and it does not preclude future consideration of alternatives for other transportation improvements.

Figure 2
Project Location Map



2.0 Agricultural Impact Methodology

2.1 Tier 1

Agricultural lands will be inventoried using aerial photography and other secondary sources if available within the study area. No detailed Agricultural Impact Notice or Natural Resource Conservation Service (NRCS) CPA – 106 form will be prepared.

2.2 Tier 2

A detailed Agricultural Impact Notice will be prepared and submitted to the Department of Agricultural Trade and Consumer Protection (DATCP) if farm operations would be impacted. DATCP will determine whether an Agricultural Impact Statement is required. A CPA – 106 form will be completed and submitted to NRCS if farm operations would be impacted.

3.0 Upland Habitat Impact Methodology

3.1 Tier 1

Upland habitat will be inventoried using aerial photography, data from the Wisconsin Department of Natural Resources (WDNR) Natural Heritage Inventory (NHI) Database, and the community types identified by Curtis in *Vegetation of Wisconsin* (1959). Applicable information from those resources and the results of the project's habitat assessment within the project's area of effect will be summarized in a natural habitat assessment report. The natural habitat assessment report will also be made available to interested agencies.

3.2 Tier 2

Field reviews will be conducted in areas identified to determine quality and classification of wildlife habitat.

4.0 Threatened and Endangered Species Impact Methodology

4.1 Tier 1

A request will be made for WDNR to review the NHI database to identify if known species are located in the project area.

The United States Fish and Wildlife Service Midwest Region, Section 7(a)(2) Technical Assistance Website list will be reviewed periodically to identify any newly listed threatened or endangered species.

Natural habitats will be identified along the I-39/90/94 corridor and classified to vegetative community based on both WDNR Natural Heritage Inventory's Natural Communities and the community types identified by Curtis in *Vegetation of Wisconsin* (1959). The community types will be compared to the preferred habitat of state and federally-protected species that are known to be present within or near the project corridor. A natural habitat assessment report will summarize the results of the survey, comparison of identified habitat to preferred habitat by protected species, and an assessment of the likelihood of the presence of protected species within the project's area of effect. The natural habitat assessment report will also be made available to interested agencies.

Plants: Qualified biologists/ecologists will review available WDNR background data. WDNR species information is located at (<http://dnr.wi.gov/topic/endangeredresources/plants.asp>).

4.2 Tier 2

Most, if not, all of the steps identified in Tier 1 will be updated in Tier 2. As Tier 2 documents are being prepared, WisDOT will coordinate with the regulatory agencies to determine the appropriate amount of data collection necessary to meet NEPA requirements.

County CS – I-39/WIS 78 Interchange

Plant Surveys: The biologists/ecologists will review the existing habitat assessment maps and determine which areas along the project corridor have potential suitable habitat for threatened and endangered species. A field review search of the suitable habitat will be completed to determine if the species do exist in the proposed project corridor. If found, the area or each individual plant will be located using a handheld GPS. The approximate number of individual plants will be recorded.

Mussels Survey: A mussel survey will be performed by Helms and Associates, with oversight by the WDNR - Bureau of Natural Heritage Conservation in the Wisconsin River in the areas both west and east of the existing I-39/90/94 bridge. Coordination with WDNR and the USUSFWS has already occurred to develop methodology specifics for this survey.

Of particular significance at this site is the potential presence of federal and/or state (Wisconsin) threatened or endangered mussel species. Both the federally listed and several state listed species have been collected in the vicinity. Federally listed species include: Higgins eye pearly mussel (*Lampsilis higginsii*) and Sheepnose (*Plethobasus cyphus*)³.

Mussel sampling will be conducted within the bridge corridor in both the main channel and the side channel. Sampling locations within this area will include upstream, downstream, and beneath the bridge locations. Minimal sampling will be conducted in areas of shifting sand as this is not considered to be good mussel habitat. Additional samples will be concentrated around each bridge pier in order to determine potential presence of species that may inhabit boulder and rock scour protection. Some species such as the endangered Sheepnose are known to occur in that specific habitat. In the event mussel concentrations are found, sampling effort will be increased in order to determine the bed's density and perimeter.

Sampling protocol will be quantitative and qualitative, following that of Miller and Payne (1994). Helms & Associates have used this methodology in numerous other mussel surveys including surveys in the Mississippi River and other medium to large river/stream locations in the Midwest.

Each quantitative/qualitative sample will consist of a cluster of four quarter-meter whole substrate collections. The substrate will be removed to a depth of 4 to 6 inches and brought to the surface where the sample will be sieved through a series of screens, the smallest mesh of which will be 1/4 inch. Material retained on each screen will be examined for live mussels.

Substrate samples will be collected at approximately 100 locations throughout the entire survey area, including the side channel. With four quarter-meter samples being collected at each location, approximately 400 quarter-meter samples (100 locations x 4 samples per

³ <http://www.fws.gov/midwest/endangered/lists/wisc-cty.html>

location = 400 samples) could potentially be examined. These will be supplemented by additional sampling as needed to describe the perimeter of any found mussel concentrations.

Much of the river in this reach is shifting sand and is not good mussel habitat. In order to make sampling cost effective, minimizing the sampling effort within areas of shifting sand gives flexibility in being able to concentrate more effort in important areas. Sampling in sand is not time consuming, and documentation of mussel absence is also important.

Qualitative dive searches will be conducted to supplement substrate collections, particularly around the rip-rap bases of piers where substrate collections are difficult to collect, as necessary to determine boundaries of mussel beds, and to add to quantitative collections. Qualitative searches will consist of five or ten minute periods of searching with the diver instructed to collect as many mussels as he can find in the allotted time.

All mussels encountered will be identified, enumerated, and measured. Nomenclature will follow Turgeon, et al. (1998). Captured mussels will be kept in shaded ambient water during sample processing. Ancillary data will include substrate type, depth, stream velocity, temperature, water clarity, etc. Each location sampled will be identified by GPS coordinates.

Raptor Survey: Four raptor species, Red-shouldered Hawk (*Buteo lineatus*), Bald Eagle (*Haliaeetus leucocephalus*), Osprey (*Pandion haliaetus*), and Peregrine Falcon (*Falco peregrinus*), were identified as species that would utilize portions of habitat along the I-39/90/94 Corridor near the Wisconsin River.

- **Red-shouldered Hawk:** Broadcast call surveys will follow those methods described by Ryan Brady (WDNR 2011). From aerial maps, 23 broadcast calling stations were selected, with on-site verification to follow during the first survey round. Adjustments to the number of broadcast calling stations may be made after the on-site verification visit. Each calling station will be sampled twice on mornings with acceptable weather conditions during the above stated period, as outlined by Ryan Brady (WDNR 2011). If Red-shouldered Hawks are detected, a follow up nest search of the area (80 acres in size) will be completed. The adults and chicks at the nest will be banded using USGS aluminum bands.
- **Bald Eagle and Osprey:** An area 3,000 feet wide on each side of the Wisconsin River bridge will be searched for nesting Bald Eagles and Ospreys. This area will be examined twice: once during the incubation period (March/April) and again during the nestling period (May/June).
- **Peregrine Falcon:** These would be broadcast call surveys, conducted twice during the breeding season (March-June). Conspecific calls would be played with periods of silence to listen for responses for a period of 10 minutes at two to four locations. The I-39/90/94 bridge over the Wisconsin River would be investigated for visual evidence of Peregrine falcon activity (i.e. falcon droppings on bridge supports) during each visit. Results and discussion will be included in a summary of findings report.

Search Methods: The nest search area will be visually searched on foot, from an automobile or by boat. If adequate coverage from the ground is not possible, then an aerial survey may be the best alternative. An aerial survey would consist of flying ten transects spaced every 520 feet at an altitude of 500 feet. Bald Eagles in southern Wisconsin start laying eggs from mid to late February and young eaglets may be observed in nests from April through June (Eckstein 2006). Recently fledged chicks remain in the immediate area through July (pers. obs.). All observations obtained from the WDNR files and the Natural Heritage Inventory (NHI) will be surveyed as well.

Slender Glass Lizard Survey: Research will be completed prior to conducting the field surveys to determine the preferred habitat of *O. attenuates* and comparing it to the habitat mapping that was completed as part of the project in the summer of 2014. In addition, the optimum weather conditions when *O. attenuates* are most active and most observable in the field will be determined through the background research. The results of the background research task will be a more focused survey area and the required optimum weather conditions under which the surveys should be conducted.

Field surveys to verify *O. attenuates* habitat will be completed. To complete the survey, transects will be walked every 5 meters in a perpendicular direction to the roadway to the outside of the project study area in each area of preferred habitat.

South of County CS

If species or habitat areas are identified in the project area, WisDOT will consult with WDNR and/or USFWS to determine if specific field surveys are required. Timing of field investigations will vary depending on species or habitat areas identified and the future sequence of the Tier 2 segments being analyzed.

5.0 Water Resource and Floodplain Impact Methodology

5.1 Tier 1

Water resources and floodplains will be inventoried using aerial photography, WDNR's Surface Water Data Viewer, WDNR's Lakes Page, Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps and other secondary sources if available within the study area. The 100-year floodplain will be identified on project maps.

The project will identify locations of water supply, wells and springs within a ¼ mile of the highway to inform the assessment of impacts. The findings of the I-39/90/94/39 Flood Study will be considered in project planning.

5.2 Tier 2

For the segment between County CS and the I-39/WIS 78 interchange, a field review will be completed to identify water body characteristics for relevant waterway crossings; aquatic organism passage (AOP) issues will be assessed. A conceptual stormwater management plan will be developed within this segment. The conceptual plan will include the approximate type, size, and location of BMPs to control post-construction discharge rates, and a preliminary assessment of total suspended solids (TSS) removal in accordance with TRANS 401.

For project areas within the Lower Rock River Basin and Lower Wisconsin River Basin Total Maximum Daily Load (TMDL) study areas, a preliminary assessment of any required TMDL reductions will be completed. A final stormwater management plan will be developed in a future design phase when more detailed information is available with respect to drainage and other factors.

No new waterway crossing locations are anticipated; existing bridges and culverts may be lengthened, widened, and/or modified.

For relevant waterway crossings, AOP issues will be assessed using the draft WisDOT AOP guidelines. An assessment of existing culvert crossing locations will be completed for the corridor to address road crossing techniques that ensure aquatic organism passage, or the ability for fish and other aquatic creatures to move up or downstream under roadways.

If fill is placed into the 100-year floodplain, an analysis will be conducted to determine if changes to flood elevations have been made.

6.0 Wetland Impact Methodology

6.1 Tier 1

Approximate wetland boundaries will be established using the Wisconsin Wetland Inventory (WWI) data maintained by WDNR, county soil survey, and farmed wetland maps produced by the USDA-NRCS statewide, and field surveys. For the I-39/90/94 corridor, approximate wetland boundaries will be mapped both within the existing highway right of way and outside of the existing right of way based on field observations and available mapping. The wetland identification report will be used to present information on affected wetland types and functional values in the I-39/90/94 EIS. The wetland identification report will also be made available to interested agencies.

6.2 Tier 2

Wetland boundaries will be delineated in accordance with the US Army Corps of Engineers (USACE) Wetland Delineation Manual (1987 Manual), and appropriate regional subsequent guidance.

All unavoidable wetland losses will be compensated in terms of amount affected, type and functional value.

7.0 Air Quality Impact Methodology

7.1 Tier 1

Dane and Columbia counties are in attainment for 1-hour and 8-hour ozone standards and for particulate matter (PM_{2.5}) standards. Therefore neither an ozone analysis nor a (PM_{2.5}) hot-spot analysis is required for the I-39/90/94 project.

7.2 Tier 2

For the section of the corridor from County CS to the I-39 and WIS 78 interchange, a qualitative mobile source air toxics (MSAT) analysis will be prepared in accordance with FHWA's *Interim Guidance on Air Toxics Analysis in NEPA Documents*.

No additional evaluation is needed if the project meets the exemption criteria located in the general impact analysis methodology guidelines located on the project website. If some of the Tier 2 segments do not meet the exemption criteria, then a MSAT analysis may be required and additional coordination between WisDOT and the WDNR will occur to determine the need of this analysis.

8.0 Traffic Noise Impact Methodology

8.1 Tier 1

A determination would be made if the project qualifies as a Type 1 project per the guidelines in WisDOT's Facilities Development Manual (FDM) Chapter 23 (Noise).

If the project is determined to likely be a Type 1 project per the guidelines in FDM Chapter 23, field measurements will be taken at locations along the corridor representative of active land uses. Field measurements will be taken at various distances perpendicular to the roadway (100', 200', 300', 400, 500') at 3 or 4 sites throughout the corridor to get an idea of how sound level change as you move away from the roadway. Field measurements will include traffic data (numbers and vehicle types) and speeds so TNM 2.5 model validation can be completed at this time.

8.2 Tier 2

If the project or section of the project being evaluated in the Tier 2 environmental document was determined to be a Type 1 project in the Tier 1 EIS, existing and design year traffic noise levels will be modeled at residential, commercial, and other sensitive receptors along the project corridor using FHWA's Traffic Noise Prediction Model (TNM). Field measurements taken during the Tier 1 EIS will be utilized for model validation.

9.0 Construction Impact Methodology

9.1 Tier 1

No project specific methodology has been identified.

9.2 Tier 2

Constructability considerations in order to appropriately and safely maintain traffic and other issues during construction could dictate project impacts and shape the alternative development.

A preliminary transportation management plan (TMP) for work zones will be developed.

10.0 Visual and Aesthetic Impact Methodology

10.1 Tier 1

No project specific methodology has been identified.

10.2 Tier 2

Aesthetic features will be evaluated in subsequent Tier 2 environmental document(s) and be included in final design.

11.0 Section 4(f), 6(f), and Other Unique Lands Impact Methodology

11.1 Tier 1

A preliminary Section 4(f) discussion/evaluation report identifying possible Section 4(f) involvement and special consideration related to use of historic properties or publicly owned parks/facilities will be prepared toward the end of Tier 1.

The project team will request that WDNR identify Section 6(f) resources in the project area.

Consultation with resource agencies may identify other unique lands with special funding associated and/or unique protection.

11.2 Tier 2

A Section 4(f) evaluation will be completed and included in subsequent Tier 2 environmental document(s).

12.0 Historical Resources Impact Methodology

12.1 Tier 1

An archival literature search will be conducted for the project area.

Windshield surveys will be conducted following completion of the literature search, along the alternative corridors that may meet the purpose and need of the project. The surveys will follow the Wisconsin Historical Society (WHS) Survey Manual.

USACE has requested that they also be included in any Section 106 consultation because their regulations for processing permits also include procedures for protection of historic properties potentially affected by the permitted action (e.g. wetland excavation affecting an NRHP-eligible site).

In consultation with WisDOT, the State Historic Preservation Office (SHPO), and Indian Tribes, FHWA may develop and execute a Project Specific Programmatic Agreement (PSPA) for inclusion in the Tier 1 Final EIS to establish a framework for the Tier 2 Section 106 studies and consultation. The PSPA would describe the studies and consultation undertaken in Tier 1 and outline the Tier 2 Section 106 methodology. The PSPA would establish that all of the work will conform to Section 106 and the SHPO's reporting standards and formal NRHP determinations of eligibility will be submitted to SHPO for concurrence on any resources within the Area of Potential Effect (APE).

12.2 Tier 2

Historic investigations will be completed by qualified historians in accordance with established procedures developed jointly by WisDOT and the WHS. The investigations will include evaluation of the resources to determine eligibility to the NRHP, assessment of effects to determine whether an adverse effect will occur, consultation with the SHPO, Indian Tribes, and other parties indicating an interest in the historic resources, and implementation of agreements reached to account for unavoidable adverse effect.

An architecture/history survey form will be completed documenting the survey in the area of potential effects. If resources will be adversely impacted, as per 36 CFR 800.11(e), a Section 106 summary report will be completed to document the undertaking's effects on the historic properties, explain the applicable criteria of the adverse effect and to summarize the consulting parties and public views.

13.0 Archeological Resources Impact Methodology

13.1 Tier 1

An archival literature search will be conducted for all corridors considered as part of the study.

The USACE has requested that they also be included in any Section 106 consultation because their regulations for processing permits also include procedures for protection of historic properties potentially affected by the permitted action (e.g. wetland excavation affecting an NHRP-eligible site). Phase 2 investigations will be completed after SHPO concurs with the archaeologist's and historian's recommendations.

In consultation with WisDOT, SHPO, and Indian Tribes, the FHWA may develop and execute a PSPA for inclusion in the Tier 1 Final EIS to establish a framework for the Tier 2 Section 106 studies and consultation. The PSPA would describe the studies and consultation undertaken in Tier 1 and outline the Tier Two Section 106 methodology. The PSPA would establish that all of the work will conform to Section 106 and the SHPO's reporting standards and formal NRHP determinations of eligibility will be submitted to SHPO for concurrence on any resources within the APE.

13.2 Tier 2

Archaeological investigations will be completed by qualified archaeologists in accordance with established procedures developed jointly by WisDOT and the WHS. The investigations will include evaluation of the resources to determine eligibility to the NRHP, assessment of effects to determine whether an adverse effect will occur, consultation with the SHPO, Indian

Tribes, and other parties indicating an interest in the archaeological resources, and implementation of agreements reached to account for unavoidable adverse impacts.

The Archeological Survey Field Report Form or detailed technical report will be completed documenting the survey in the area of potential effects. If resources will be impacted subsequent documentation will be completed.

14.0 Business and Residential Relocation Impact Methodology

14.1 Tier 1

Businesses and residences will be identified using aerial photography and windshield surveys.

14.2 Tier 2

If businesses or residences would be displaced, a Conceptual Stage Relocation Plan (CSR) will be prepared as part of the subsequent Tier 2 environmental document(s). Impacts to businesses and homes due to changes in access during and after construction will also be evaluated.

15.0 Socioeconomic Impact Methodology

15.1 Tier 1

Data for the socioeconomic impact assessment will be obtained using most current US Census Data and American Community Survey (ACS) and available supplemental data. Supplemental data will be obtained from local and regional land use plans, development plans, and discussion with local officials.

Local bicycle / pedestrian plans will be examined to inform a discussion of needs for bicycle and pedestrian accommodations.

15.2 Tier 2

No project specific methodology has been identified.

16.0 Environmental Justice Impact Methodology

16.1 Tier 1

The analysis will be based on demographic information from the Wisconsin Demographic Services Center of the Department of Administration, the most current U.S. Census and the most recent American Community Survey. It will also be supplemented with information from local agencies/organizations and through public involvement and community outreach activities.

16.2 Tier 2

No project specific methodology has been identified.

17.0 Contaminated Sites Impact Methodology

17.1 Tier 1

No project specific analysis will be completed during Tier 1.

17.2 Tier 2

No project specific methodology has been identified.

18.0 Indirect Effects Impact Methodology

18.1 Tier 1

The Tier 1 effort will be a quantitative analysis for corridors under investigation. The effort will include public participation to inform the level and type of analysis performed. The study area will be limited to a reasonable distance from corridors under investigation and use readily available data from local governments and agencies.

18.2 Tier 2

The Tier 2 effort will be more refined than the Tier 1 effort and specific for the Preferred Alternative. The effort will include public and stakeholder participation to inform the level and type of analysis performed. **The study area will be determined at the beginning of the analysis** and use readily available data from local governments and agencies.

An expert panel will be assembled in consultation with WisDOT staff consisting of local planners, developers, finance agencies and others in related professions that are knowledgeable of growth and development activities in the study area. The expert panel will be asked to provide local insight related to anticipated growth and development patterns.

Information about the purpose and need of the project, an explanation of the alternatives, and a summary of the direct effects of each alternative will be provided to each participant in advance of the meeting. Participants will be asked to determine the areas within their community that will be likely to experience indirect effects, including the magnitude of the effect, the certainty with which they feel the effect will happen, the timing of the potential effect, and what might be done to avoid or minimize the effect.

19.0 Cumulative Effects Impact Methodology

19.1 Tier 1

The cumulative impacts assessment will include a geographic range no greater than the project area counties (Dane and Columbia) and a reasonable timeframe. "Other actions" and "past effects" to be considered in the analysis is limited to the public and private activities known by local governments or agencies to be "reasonably feasible".

19.2 Tier 2

No project specific methodology has been identified.

Appendix B: Formal Dispute Resolution Process

