



Division of Transportation
Investment Management
PO Box 7914
Madison, WI 53707-7914

Attachment A1

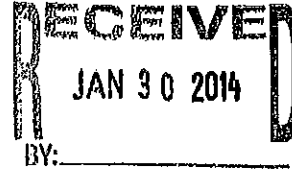
Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet: www.dot.wisconsin.gov

Telephone: 608-266-3351

Facsimile (FAX): 608-267-8748

January 29, 2014

MR. WILLIAM N. BIESMANN, P.E.
KJOHNSON ENGINEERS INC.
701 DEMING WAY
SUITE 110
MADISON, WISCONSIN 53717



ID 5300-05-00, US 12 Freeway Conversion

Dear Mr. Biesmann:

The WisDOT Bureau of Aeronautics (BOA) appreciates the opportunity to comment on the proposed above-named project. As you pointed out in your letter dated January 22, 2014, the project area includes lands within 1 mile of the Middleton Municipal Airport (Morey Field), a public use airport that supports turbine-powered aircraft.

FAA's Advisory Circular AC 150/5200-33B: *Hazardous Wildlife Attractants on or near Airports* requires that a minimum separation distance be maintained between public use airports and potential wildlife hazards to aviation. These separation distances are as follows:

- 5,000 feet for any hazardous wildlife attractant for an airport serving piston-powered aircraft;
- 10,000 feet for any hazardous wildlife attractant for an airport serving turbine-powered aircraft;
- 5 statute miles for all airports between the edge of the airport's Air Operations Area and attractants that could cause hazardous wildlife movement into or across the approach or departure airspace.

The FAA has determined that surface water features, including borrow pits and stormwater management ponds, present a wildlife hazard to aircraft, and that the minimum separation distances apply. Middleton Municipal Airport provides services to both piston- and turbine-powered. Much of the US 12 Freeway Conversion project area (from Parmenter Street to Wis 19 entering from the east) lies within that distance. BOA opposes the development of potential projects that would increase the wildlife hazards to airports.

BOA does not have objections to this project concept. As further plans develop to address potential needs for stormwater management, or possibly borrow pit locations, BOA would appreciate the opportunity to express its concerns and work with the project design team to minimize the potential for providing habitat to wildlife hazardous to aircraft using Middleton Municipal Airport.

Another point for consideration as the project progresses through design is that the northern end of the turf runway at Middleton Municipal Airport is approximately 3,700 feet from the southern terminus of the project. Coordination with the Federal Aviation Administration for the use of tall structures (e.g., construction cranes) may be necessary.

Again, thank you for the opportunity for BOA to comment on the initial concept for the US 12 Freeway Conversion project. If you have any questions, or wish additional information, please contact Mr. Chris Egger of BOA. He can be reached at (608) 266-2934 or Christopher.Egger@dot.wi.gov.

Sincerely,

Jerry Kelly
Environmental Analysis & Review Specialist

Bureau of Aeronautics, 4802 Sheboygan Ave., Room 701, Madison, WI 53705

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

Attachment A2

Scott Walker, Governor
Cathy Stepp, Secretary
Mark Aquino, Regional Director
Telephone 608-275-3266
FAX 608-275-3338



June 19, 2015

Tom Koprowski
WisDOT
2101 Wright Street
Madison, WI 53704

Subject: DNR Initial Project Review
Project I.D. 5300-05-00
USH 12 Freeway Conversion
(Middleton – STH 19 West)
Dane County

Dear Mr. Koprowski:

The Wisconsin Department of Natural Resources (DNR) has received the information regarding the proposed above-referenced project. According to your proposal, the purpose of the project is to reconstruct USH 12 from a four lane expressway to a freeway. The project starts near the northern boundary of Middleton near CTH K through STH 19 West, a distance of approximately 5.5 miles. The project would limit access to USH 12 to grade-separated interchanges. Local frontage and access roads would be built to replace direct access to properties from existing USH 12.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) Cooperative Agreement. Initial comments on the project as proposed are included below, and assume that additional information will be provided that addresses all resource concerns identified. In addition to the project specific resource concerns highlighted below, it is DNR's expectation that the full range of DOT roadway standards will be applied throughout the design process.

A. Project-Specific Resource Concerns

Public Lands

There are two Department of Natural Resources properties located near this project corridor: the Waunakee Wildlife Area and a unit of the Empire Prairie State Natural Area. The Waunakee Wildlife Area is located along both sides of STH 19 east of USH 12. This 470 acre recreational property is dominated by cattail marsh and includes smaller areas of sedge meadow, upland grasslands and upland hardwood forest. This area was established with the intent to protect the extensive wetlands around the upper reach of Six Mile Creek, a designated Exceptional Water Resource. The Empire Prairies State Natural Area unit is located north of CTH K and west of USH 12. The Empire Prairies State Natural Areas contain three dry to dry-mesic prairie remnants and a small oak opening that were once part of the extensive Empire Prairie stretching across southern Columbia and Dane Counties. These small but diverse prairies contain many native plant species including some State and Federally Endangered species.

Section 4(f) Requirement:

Public lands are present in the vicinity of this project. If there is potential for impacts to these lands, please begin coordination with us as soon as possible. First and foremost, every effort should be taken to avoid impacts to these lands.

There is a U.S. Dept. of Transportation "Section 4(f)" process for federally funded transportation projects that impact various types of public parks, wildlife refuges, and recreation areas. This requirement is coordinated by state and federal transportation departments. Please ensure the 4f process as described in DOT FDM Chapter 21-25-1 is followed.

Pittman-Robertson/Dingell-Johnson Funded Lands:

Lands acquired with funding from the U.S. Fish and Wildlife Service (USFWS) Pittman-Robertson Wildlife Restoration or Dingell-Johnson Sport Fish Restoration (PR-DJ) program that are taken by a highway project must be replaced or made whole, pending approval from appropriate agencies. This PR- DJ requirement may apply to the DNR properties near USH 12.

The entire transaction must be evaluated for compliance with 43 CFR 12.71 and approved by USFWS through the DNR Federal Aid Coordinator. *Note that the Department of Interior (DOI) asserts PR-DJ funded lands are 4(f) due to main purpose for funding source.*

Land and Water Conservation Fund (LWCF) Lands and 6(f) Requirement:

An additional "6(f)" requirement will likely apply to the Empire Prairie State Natural Area. Section 6(f) of the LWCF requires that special steps be taken when land acquired with LWCF funding is converted from a recreational use to any other use. These lands must be replaced with property of equal market value, as well as equivalent usefulness and location. DNR together with the National Park Service (NPS) administers this program. Please be aware that while both the 4(f) and 6(f) processes may be initiated concurrently, DNR must have final 4(f) approval from the Federal Highways Administration before we may send 6(f) materials to the National Park Service for their approval.

If it is determined that avoidance of this property is not practicable, then DNR will begin the 6(f) process with DOT and the NPS. This is a lengthy process, which can take up to one year or longer to complete, so adequate planning will be necessary. The process is coordinated by the DNR Transportation Liaison, working with the DNR State LWCF Grants Manager.

Stewardship Funded Lands:

An additional Stewardship Fund compensation requirement may apply to the DNR properties near this project corridor. Lands acquired and/or developed with the Knowles-Nelson Stewardship Funds from the DNR that are converted from their recreational or natural resources conservation utility to any other use must be replaced, or made whole by land replacement of equal or greater value, pending approval from the DNR Secretary. This requirement is coordinated with the Regional DNR Grant Staff and the Statewide Grant Managers.

Wetlands:

According to a review of the DNR Wisconsin Wetland Inventory map, there are wetland areas located within the project corridor. A wetland delineation will need to be completed for the project corridor and submitted to this office for review and concurrence. There is potential for wetland impacts to occur as a result of this project. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the DOT Wetland Mitigation Banking Technical Guideline. Per the Cooperative Agreement, mitigation banking is the preferred compensation option; however DOT and DNR agree that other practicable and ecologically valuable project

specific opportunities may be pursued on a case-by-case basis. DNR requests information regarding the amount and type of unavoidable wetland impacts.

Fisheries/Stream Work:

There are no named waterways crossings of USH 12 within the project corridor. There are several unnamed tributaries to Six-Mile Creek, Dorn Creek, and isolated ponds in the area. These waterways would be considered warm water systems. In order to protect developing fish eggs and substrate for aquatic organisms, all instream work that could adversely impact water quality should not be undertaken between March 1 and June 15.

Six-Mile Creek is located to the east of USH 12 in the northern portion of this project corridor. This feature is considered an exceptional resource waterway, a designation that the waterway provides outstanding recreational opportunities, supports valuable fisheries and wildlife habitat, has good water quality, and is not significantly impacted by human activities. Waterways with this designation warrant additional protection from the effects of pollution, including measures to protect water quality from storm water runoff.

Aquatic Connectivity and Culvert Work:

Waterway culverts replaced as part of this project should be set and sized in such a manner to avoid or minimize impacts to stream morphology, aquatic organism passage, and water quality. This requires that water flow characteristics and streambed sediment in the culvert should closely match the characteristics of the streambed sediment in the natural channel. The invert elevations of the existing and proposed structure(s), the water surface elevations, and the natural streambed elevations upstream and downstream should be specified in the plans. The natural streambed elevations should extend well beyond the zone of influence of the culvert. The invert elevation of the new culvert(s) should be set an adequate distance below the natural streambed elevation, to allow for a natural and continuous streambed condition to occur.

The Department can provide a review of waterway crossings to determine if it is appropriate to design structure replacements for aquatic connectivity, bank-full width and/or fish passage once it is known which structures will be replaced as part of this project.

Endangered Resources:

Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated June 17, 2015, Endangered Resources have known to occur in the project area or its vicinity and could be impacted by this project:

Aflexia rubranura, Red-tailed Prairie Leafhopper, Endangered. This endangered insect inhabits dry to wet-mesic prairies with the host plant, prairie dropseed.

Cirsium hillii, Hill's Thistle, Threatened. Hill's Thistle is found in dry prairies and oak barrens and blooming occurs mid-June through August.

Emydoidea blandingii, Blanding's Turtle, Special Concern. The Blanding's turtle utilize a variety of aquatic habitats including marshes, lakes and impoundments, rivers and drainage ditches. This species is semi-terrestrial and individuals will move between wetlands during the active season of March through mid-October.

Prairiana cinerea, A Leafhopper, Special Concern. This yellow brown insect prefers sand prairie habitat.

Thamnophis radix, Plains Gartersnake, Special Concern. The plains gartersnake prefer almost any open-canopy wetland type and adjacent open to semi-open canopy upland, including prairies, old fields and weedy vacant lots. This species can be active from mid-March through early November.

The DNR Transportation Liaison will initiate coordination with Lisie Kitchel, of the Bureau of Natural Heritage Conservation (NHC).

Migratory Birds:

Planning for the project should include a review of all culverts located within the corridor to determine if there is evidence of migratory bird nesting. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service (USFWS). Therefore, the project should either occur only between August 30 and May 1 (non-nesting season) or utilize measures to prevent nesting (*e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1*). If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable then the USFWS must be contacted to apply for a depredation permit.

Invasive Species and Viral Hemorrhagic Septicemia (VHS):

Any equipment coming into contact with surface waters must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions must require contractors to implement the following measures before and after mobilizing in-water equipment to prevent the spread of VHS, Zebra Mussel, and other invasive species. Contractors should follow *STSP 107-055 Environmental Protection, Aquatic Exotic Species Control*, or protocol found here: http://dnr.wi.gov/topic/fishing/documents/vhs/disinfection_protocols.pdf.

Additional information on invasive species and infested waters can be found at:

<http://dnr.wi.gov/lakes/invasives/AISByWaterbody.aspx>

Floodplains:

A determination must be made as to whether or not the project lies within a mapped/zoned floodplain. Floodplain impacts should be assessed and/or quantified and appropriate coordination must be carried out in accordance with the DOT/DNR Cooperative Agreement. Coordination must also occur with the Dane County Zoning Program.

Burning:

If burning of brush will occur as part of this project, the contractor should be informed that it is illegal to burn materials other than clean wood. It is also illegal to start or maintain fires using oily substances, or other materials prohibited under chapter NR 429, Wis. Adm. Code. All necessary burning permits must be obtained prior to construction, as required under local and state fire protection regulations, in order to comply with NR 429 (Malodorous Emissions & Open Burning) http://docs.legis.wisconsin.gov/code/admin_code/nr/400/429.pdf.

Burning permits are available through the local DNR ranger or fire warden, however other local burning permits maybe required.

B. Project Specific Construction Site Considerations

The following issues should be addressed in the Special Provisions, and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP). An adequate ECIP for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference. Erosion control and stormwater measures must adhere to the DNR/DOT Cooperative Agreement, Trans 401, and applicable federal laws.

Erosion Control and Storm Water Management:

- Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.
- If erosion mat is used along stream banks, DNR recommends that biodegradable non-netted mat be used (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.
- If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. Do not house any dewatering technique in a wetland.
- The contractor should restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils should take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, the site must be properly winterized.
- All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Do not stockpile materials in wetlands, waterways, or floodplains.

Navigation Concerns During Construction:

There are no waterways within the project corridor that are regularly used by recreational watercraft. It will not be necessary to place navigational aids during construction.

- **Oak Wilt:** This project involves work that may involve cutting or wounding of oak trees. To prevent the spread of oak wilt disease, please avoid cutting or pruning of oaks from April through September. See the DNR webpage at: <http://dnr.wi.gov/topic/foresthealth/oakwilt.html> .
- **Emerald Ash Borer:** This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. It is illegal to move or transport ash material, the emerald ash borer, and hardwood debris (i.e. firewood) from EAB quarantined areas to a non-quarantined area without a compliance agreement issued by WI Department of Agriculture, Trade and Consumer Protection. Regulated items include cut hardwood (non-coniferous) firewood, ash logs, ash mulch or bark fragments larger than one inch in diameter, or ash nursery stock (DATCP statute 21).
 - For more information regarding the EAB and quarantine areas please click on the following link: <http://datcpservices.wisconsin.gov/eab/article.jsp?topicid=20>
 - Recommendations to reduce the spread of EAB in potentially infested Ash wood: <http://datcpservices.wisconsin.gov/eab/articleassets/Recommendations%20to%20reduce%20the%20spread%20of%20EAB.pdf>

This project may require a permit from the U.S. Army Corps of Engineers (ACOE). For further details you will need to contact Simone Kolb of the ACOE located in the Waukesha office, at (651) 290-5730. All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, and additional consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 608-275-3301, or email at eric.heggelund@wisconsin.gov.

Sincerely,

Eric Heggelund

Eric Heggelund
Environmental Analysis & Review Specialist

cc: Brian Taylor, WisDOT
Bill Biesmann, KJohnson
Russ Anderson WDNR
Lisie Kitchel, WDNR

From: [Heggelund, Eric P - DNR](#)
To: [Brown, Joel R - DOT](#)
Cc: [Koprowski, Thomas - DOT](#)
Subject: 5300-05-00 US 12 Parmenter Street to WIS 19 Freeway Conversion Study
Date: Tuesday, August 16, 2016 2:32:11 PM

Good afternoon,

DNR understands that the purpose of the above referenced project is to conceptualize the conversion of the road into a freeway with access limited to interchanges. The study will result in developing roadway concepts, assessing environmental impacts and preparing an environmental document. The study will take into account impacts on the existing and future land uses and access to the local transportation network. The study will not result in immediate construction.

Let me know if you need anything else.

Thanks,

Eric

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Eric Heggelund
Phone: 608-275-3301
Eric.heggelund@wisconsin.gov

From: Brown, Joel R - DOT
Sent: Tuesday, August 16, 2016 2:25 PM
To: Heggelund, Eric P - DNR
Cc: Koprowski, Thomas - DOT
Subject: 5300-05-00 US 12 Parmenter Street to WIS 19

Eric,

As we discussed please send an e-mail identifying that WisDOT discussed this project in detail with you and you have a clear understanding that is it a study which will result in an official map, construction activities will not occur. I have attached the US 151 freeway/expressway conversation preliminary review letter for reference.

Thank you.

Joel Brown
Major Studies Environmental Coordinator
Wisconsin Dept. of Transportation
Southwest Region
2101 Wright St.
Madison, WI 53704

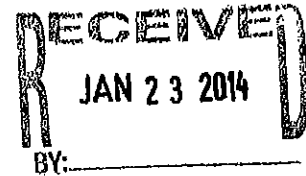
Office: 608-242-8014
Cell: 608-516-6511



State of Wisconsin
Governor Scott Walker

Department of Agriculture, Trade and Consumer Protection
Ben Brancel, Secretary

January 22, 2014



Mr. Bill Biesmann
K Johnson engineers
701 Demming Way, Suite 110
Madison, WI 53717

Dear Mr. Biesmann:

Re: USH 12 Freeway Conversion
Middleton to STH 19 West
WisDOT ID# 5300-05-00
Dane County

The Department of Agriculture, Trade, and Consumer Protection (DATCP) has been made aware of the proposed freeway conversion project for U.S. Highway 12 between Middleton and State Trunk Highway 19 and the potential need for an agricultural impact statement (AIS) for that project. We have determined that an AIS will not be prepared for this project at this time. It would not be productive for DATCP to contact the affected farmland owners regarding the project's impact on their farm when the actual project may not take place until the distant future. Landownership and land use may change significantly before WisDOT acquires the necessary property.

When WisDOT decides to move forward with the acquisition of farmland for the proposed project, DATCP should be re-notified. DATCP requests that you include this commitment in the environmental documents that will be prepared for this project. The commitment could state: "At the time that any part of this project moves into final design, DATCP should be notified. If more than five acres of property would be acquired from any agricultural operation, an Agricultural Impact Statement must be prepared. If five acres or less is involved, DATCP has discretion whether to prepare an AIS. WisDOT cannot begin negotiation with a property owner until 30 days after the AIS has been published, if an AIS will be prepared for the project"

Please call me with any questions at (608)224-4646.

Sincerely,

Alice Halpin
Agricultural Impact Analyst

Agriculture generates \$59 billion for Wisconsin

2811 Agriculture Drive • PO Box 8911 • Madison, WI 53708-8911 • 608-224-5012 • Wisconsin.gov

An equal opportunity employer



Wisconsin Department of Transportation

March 16, 2009

Allen Radliff, Division Administrator
ATTN: Johnny Gerbitz
Federal Highway Administration
City Center West
525 Junction Road, Suite 8000
Madison, WI 53717

Division of Transportation
Systems Development
Bureau of Equity and Environmental Services
4802 Sheboygan Avenue, Room 451
P.O. Box 7965
Madison, WI 53707-7965
Telephone: (608) 266-3761
Facsimile (FAX): (608) 266-7818

An Equal Opportunity Employer

Dear Mr. Radliff;

The Wisconsin Department of Transportation proposes to initiate the environmental review process for the following project:

Project ID: 5300-05-00

Route: US Highway 12

Initial Study Termini: Parmenter St. interchange to State Highway 19 West

Length: 6.1 miles

County: Dane

Location: Within the limits of the town of Springfield, WI. For further detail see location map attached.

Description: Freeway Conversion Study

Anticipated Timeframe to Begin Environmental Review Process: May to June of 2009. The study team is currently working to complete the first phase of data collection, data analysis, draft concepts, and the draft report. The EA process is considered the second study phase.

Proposed Environmental Document Type: EA

It has been determined that an Environmental Assessment (EA) will serve as the environmental documentation for this proposed project – previous coordination between the lead agencies for this proposed project has led to a determination that the environmental documentation process of Section 6002 of SAFETEA-LU will not be utilized in preparing the environmental document for this project.

Anticipated federal approvals necessary if a Build Alternative is selected:

There is no anticipated date currently estimated for construction for this study. We do plan to have an official Wis. SS 84.295 map recorded with the preferred alternative for each location throughout the corridor by the end of 2012. WisDOT can purchase right-of-way after the map is recorded.

Please provide confirmation of your receipt of this letter and supporting documentation. If you have questions, please call Sharlene TeBeest, BEES Regional Environmental Liaison at (608) 266-1476.

Sincerely,

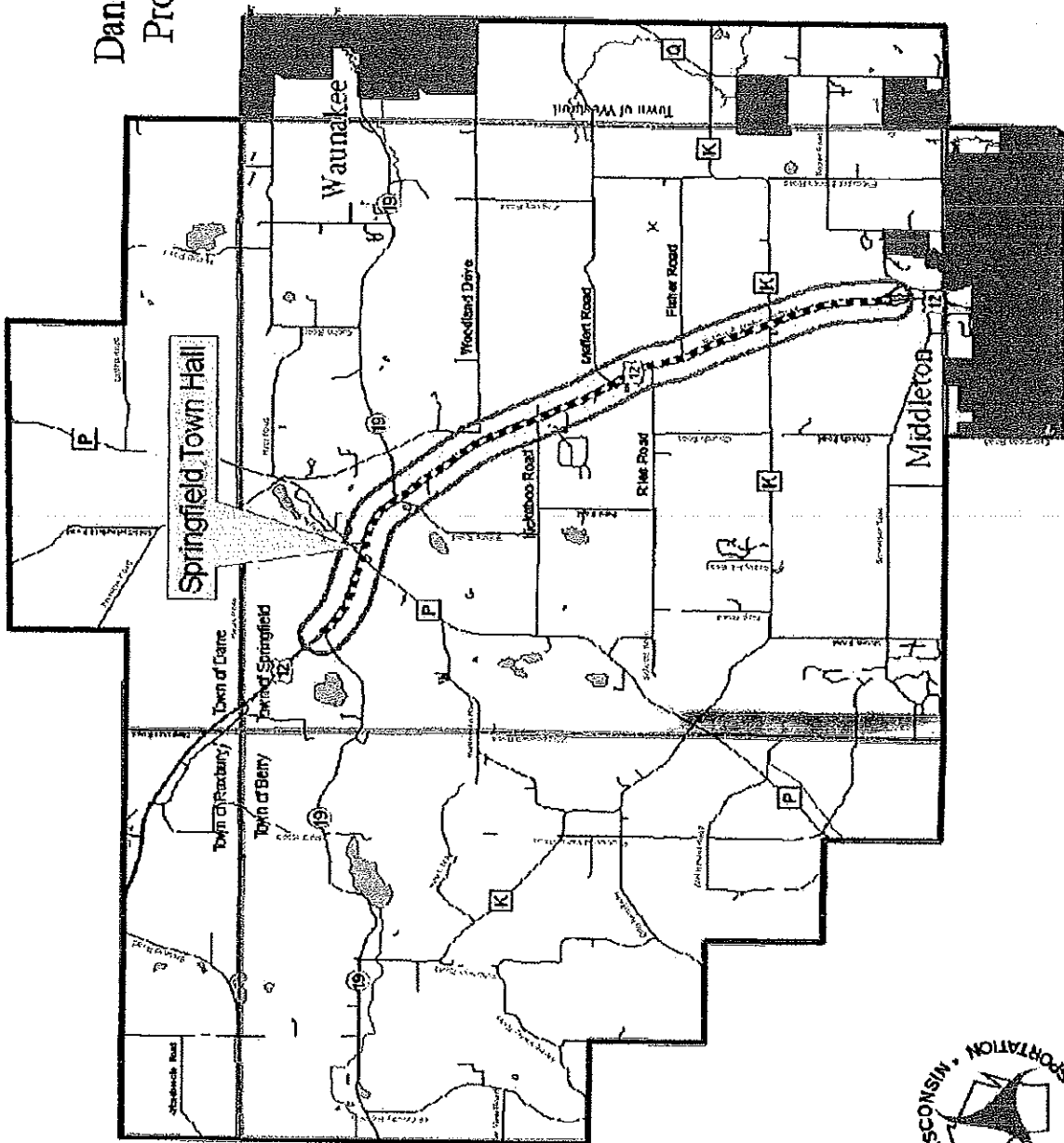
A handwritten signature in black ink, appearing to read "E. Johnson", written over a circular stamp or mark.

Eugene Johnson, Director

cc: Stephanie Hickman, Community Planner – FHWA Wisconsin Division Office
Jenny Grimes - WisDOT SW Region Environmental Coordinator
BEES File
CO Files

Enclosure

U.S.H. 12 Dane County, Wisconsin Project Location Map



Bill Biesmann

From: Ziegler, Jeremy - NRCS, Juneau, WI <Jeremy.Ziegler@wi.usda.gov>
Sent: Monday, August 04, 2014 3:28 PM
To: Bill Biesmann
Subject: US 12 STH 19 Parmenter Street Dane County
Attachments: 20140804150239352.pdf

Bill Biesmann P.E.
701 Deming Way, Suite 110
Madison, WI 53717

Re: US 12 STH 19 Dane County
Project ID 5300-05-00

Dear Mr. Biesmann,

The Natural Resource Conservation Service (NRCS) staff has reviewed the project description as well as the documentation regarding the proposed project to US 12 STH 19 in Dane County. The project is subject to Farmland Protection Policy Act. Attached you will find the completed NRCS-CPA-106 forms for the project. Thank you for the opportunity to comment on this project. Please contact me if you have any further questions.

Jeremy Ziegler
Area Resource Soil Scientist SE-WI
451 West North Street
Juneau, WI 53039
Phone: 920-386-9999 Ex 122
Gov Cell 920-210-9007

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**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 2/27/14	4. Sheet 1 of 1
1. Name of Project 5300-05-00, US 12, STH 19 - Parmenter St.		5. Federal Agency Involved FHWA	
2. Type of Project Freeway Conversion		6. County and State Town of Springfield, Dane County, WI.	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 2/28/14	2. Person Completing Form Jeremy Ziegler
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size	
5. Major Crop(s) Cash grain	6. Farmable Land in Government Jurisdiction Acres: 685,927 % 87.2	7. Amount of Farmland As Defined in FPPA Acres: 499,422 % 63	
8. Name Of Land Evaluation System Used LESA	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS 8/4/14	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment <u>North Section</u>			
	Alt 1A	Alt 1B	Alt 2A	Alt 2B
A. Total Acres To Be Converted Directly	87.3	66.4	91.6	120.0
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	0	0	0
C. Total Acres In Corridor	87.3	66.4	91.6	120.0

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	87.3	66.4	91.6	120
B. Total Acres Statewide And Local Important Farmland	0	0	0	0
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	.0010%	.009%	.001%	.0021%
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	58%	50%	68%	68%

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	70	66	78	79
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	11	11	11	11
2. Perimeter in Nonurban Use	10	5	5	5	5
3. Percent Of Corridor Being Farmed	20	9	9	9	9
4. Protection Provided By State And Local Government	20	20	20	20	20
5. Size of Present Farm Unit Compared To Average	10	10	10	10	10
6. Creation Of Nonfarmable Farmland	25	0	0	0	0
7. Availability Of Farm Support Services	5	5	5	5	5
8. On-Farm Investments	20	15	15	15	15
9. Effects Of Conversion On Farm Support Services	25	0	0	0	0
10. Compatibility With Existing Agricultural Use	10	2	2	2	2
TOTAL CORRIDOR ASSESSMENT POINTS	160	77	77	77	77

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	70	66	78	79
Total Corridor Assessment (From Part VI above or a local site assessment)	160	77	77	77	77
TOTAL POINTS (Total of above 2 lines)	260	147	143	155	156

1. Corridor Selected: North 1B	2. Total Acres of Farmlands to be Converted by Project: 66.4	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
--	--	-----------------------	--

5. Reason For Selection:
The total score for all alternatives in the north section are less than 160. Therefore assessing impacts to the farmland does not need to comply to the Farmland Protection Policy Act and no further action is required.

Signature of Person Completing this Part: **William N. Biesmann** DATE **12/5/14**

NOTE: Complete a form for each segment with more than one Alternate Corridor

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 2/27/14	4. Sheet 1 of 1
1. Name of Project 5300-05-00, US 12, STH 19 - Parmenter St.		5. Federal Agency Involved FHWA	
2. Type of Project Freeway Conversion		6. County and State Town of Springfield, Dane County, WI.	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 2/28/14	2. Person Completing Form Jeremy Ziegler
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size	
5. Major Crop(s) Cash Grain	6. Farmable Land in Government Jurisdiction Acres: 685,927 % 87.2	7. Amount of Farmland As Defined in FPPA Acres: 499,422 % 63	
8. Name Of Land Evaluation System Used LESA	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS 8/4/14	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment <u>Central</u>		
	Alt 1A	Alt 2A	Alt 3A
A. Total Acres To Be Converted Directly	44.8	46.7	30.2
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	0	0
C. Total Acres In Corridor	44.8	46.7	30.2

PART IV (To be completed by NRCS) Land Evaluation Information			
A. Total Acres Prime And Unique Farmland	44.8	46.7	30.2
B. Total Acres Statewide And Local Important Farmland	0	0	0
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	.0015	.0015	.0010
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	65%	60%	55%

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	60	54	82
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	13	13	13	
2. Perimeter in Nonurban Use	10	9	9	9	
3. Percent Of Corridor Being Farmed	20	19	19	19	
4. Protection Provided By State And Local Government	20	20	20	20	
5. Size of Present Farm Unit Compared To Average	10	10	10	10	
6. Creation Of Nonfarmable Farmland	25	0	0	0	
7. Availability Of Farm Support Services	5	5	5	5	
8. On-Farm Investments	20	15	15	15	
9. Effects Of Conversion On Farm Support Services	25	0	0	0	
10. Compatibility With Existing Agricultural Use	10	2	2	2	
TOTAL CORRIDOR ASSESSMENT POINTS	160	93	93	93	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	60	54	82	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	93	93	93	0
TOTAL POINTS (Total of above 2 lines)	260	153	147	175	0

1. Corridor Selected: Alternative 3A	2. Total Acres of Farmlands to be Converted by Project: 30.2	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:
The selected alternative has a score greater than 160, but below 200 so there is a potential for an adverse impact. Other alternatives that would acquire farmland with scores of less than 160 would require more area of farmland. Since alternative 3A would require the least amount of farmland amongst the other alternatives it was selected and therefore is in compliance of the FPPA due to the conversion of fewer acres of farmland.

Signature of Person Completing this Part: **William N. Biesmann** DATE **12/5/14**

NOTE: Complete a form for each segment with more than one Alternate Corridor

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 2/27/14	4. Sheet 1 of 1
1. Name of Project 5300-05-00, US 12, STH 19-Parmenter St.		5. Federal Agency Involved FHWA	
2. Type of Project Freeway Conversion		6. County and State Town of Springfield, Dane County, WI.	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 2/28/14	2. Person Completing Form Jeremy Ziegler
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size	
5. Major Crop(s) Cash grain	6. Farmable Land in Government Jurisdiction Acres: 685,927 %	7. Amount of Farmland As Defined in FPPA Acres: 499,422 % 63	
8. Name Of Land Evaluation System Used LESA	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS 8/4/14	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment <u>South</u>		
	Alt 1A	Alt 2A	Alt 3A
A. Total Acres To Be Converted Directly	63.0	41.2	51.1
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	0	0
C. Total Acres In Corridor	63.0	41.2	51.1

PART IV (To be completed by NRCS) Land Evaluation Information			
A. Total Acres Prime And Unique Farmland	63	41.2	51.1
B. Total Acres Statewide And Local Important Farmland	0	0	0
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	.0013	.0011	.0012
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	55%	60%	61%

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	65	71	66

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points			
1. Area in Nonurban Use	15	15	15	15
2. Perimeter in Nonurban Use	10	10	10	10
3. Percent Of Corridor Being Farmed	20	20	20	20
4. Protection Provided By State And Local Government	20	20	20	20
5. Size of Present Farm Unit Compared To Average	10	10	10	10
6. Creation Of Nonfarmable Farmland	25	0	0	0
7. Availability Of Farm Support Services	5	5	5	5
8. On-Farm Investments	20	18	18	18
9. Effects Of Conversion On Farm Support Services	25	0	0	0
10. Compatibility With Existing Agricultural Use	10	8	8	2
TOTAL CORRIDOR ASSESSMENT POINTS	160	106	106	100

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	65	71	66	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	98	98	100	0
TOTAL POINTS (Total of above 2 lines)	260	163	169	166	0

1. Corridor Selected: Alternative 3A	2. Total Acres of Farmlands to be Converted by Project: 51.1	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:
All alternatives have scores greater than 160, but less than 200, therefore there is a potential adverse impact. Acquiring land that has a score of less than 160 or land that is not protected by the FPPA is not feasible. The selected alternative 3A requires more land than alternative 2A, but has a lower impact rating. Alternative 3A involves fewer acres of farmland conversion than the other alternative 1A. Since the selected alternative has a lower impact rating than alternative 2A and involves less area than alternative 1A it is in compliance with the FPPA.

Signature of Person Completing this Part: William N. Biesmann	DATE 12/5/14
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NOTE: Complete a form for each segment with more than one Alternate Corridor