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**Wisconsin Department of Transportation**

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8-14-2007

Matthew Hake, Acting 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. Hake;

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

**Project ID:** 1200-08-00

**Route:** USH 18/151

**Initial Study Termini:** US 18/151, from County G (Dairy Ridge Road) in Dane County to US 18/151 interchange (Iowa County)

**Length:** 28 miles

**County:** Dane and Iowa

**Location:** Towns of Verona, Springdale, Blue Mounds, Brigham, Ridgeway, and Dodgeville. Villages of Barneveld, Mount Horeb, Blue Mounds, and Ridgeway For further detail see location map attached.

**Description:** US 18/151 Freeway Conversion Study of the existing 4-lane expressway in Dane and Iowa Counties. Study will include: designation conversion study, Environmental Assessment (EA), and preliminary engineering.

**Anticipated Timeframe to Begin Environmental Review Process:** Late Summer 2007

**Proposed Environmental Document Type:**


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**

This is a mapping project. No federal approvals other than those required for proposed interchanges anticipated during the mapping process.

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

Sincerely,

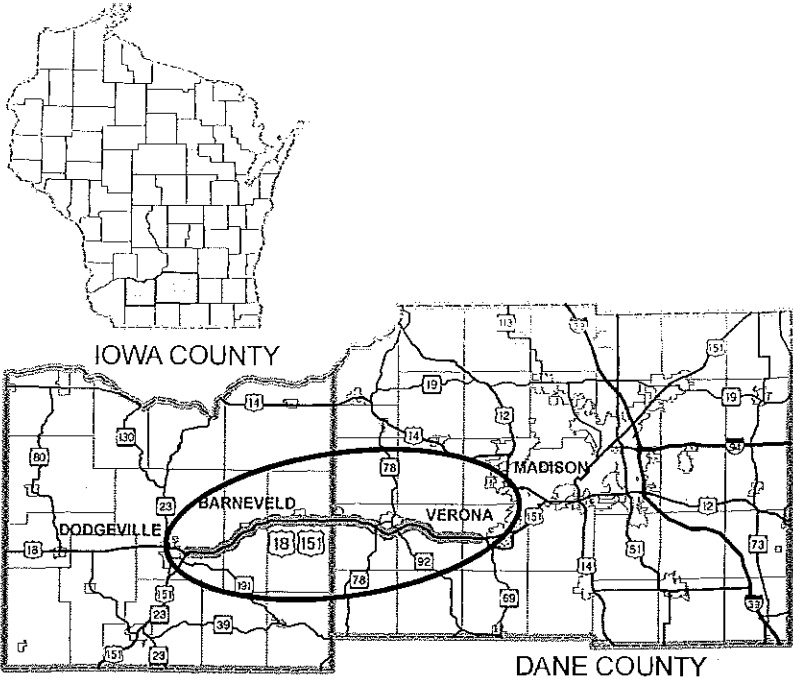


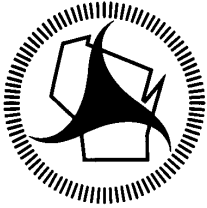
Eugene Johnson, Director

cc: Stephanie Hickman, Community Planner – FHWA Wisconsin Division Office  
Regional Environmental Coordinator Jennifer Grimes  
Bureau of Project Development Regional Liaison/C.O. Files Robert Reukema  
Larry Barta, SWR Project Manager  
Darren Fortney, Short Elliott Hendrickson Project Manager

Enclosure

Figure 1 – Study Location Map





## Wisconsin Department of Transportation

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**Division of Transportation Systems  
Development**

Southwest Region  
2101 Wright Street  
Madison, WI 53704

October 10, 2007

Telephone: (608) 246-3884  
Facsimile (FAX): (608) 246-3819

<<First Name>> <<Last Name>>, <<Title>>  
<<Division>>  
<<Agency>>  
<<Address>>  
<<City>>, <<State>> <<Zip Code>>

Dear <<First Name>> <<Last Name>>:

The Wisconsin Department of Transportation, Southwest Region (WisDOT) is initiating Phases 2 and 3 of the US 18/51 Freeway Conversion Study between the City of Dodgeville and the City of Verona (WisDOT ID: 1200-08-03). The actual roadway limits are the US 18 exit at Dodgeville to CTH G/Dairy Ridge Rd (Verona). Phases 2 and 3 are anticipated to take about three years.

At the end of Phase 1 in 2006, WisDOT issued a corridor study report that outlined existing and future conditions on the corridor and made conceptual recommendations for elimination of existing at-grade intersections in the future. Phase 2 of the study will refine and finalize those concepts and develop estimates of costs and right-of-way needs. Phase 3 is an environmental assessment (EA) of the impacts of the refined design and new right-of-way footprint. In the future, when construction is substantially funded, WisDOT will officially designate this section of US 18/151 a freeway using Wis. Stats. 84.295.

US 18/151 is a Backbone route in the WisDOT Corridors 2020 Plan and is a vital transportation corridor from both a local and regional perspective. The primary focus of the project is the conversion of this segment of US 18/151 from an expressway to a freeway. As such, long-term alternatives will consist of multiple spot improvements to convert at-grade intersections and driveways to cul-de-sacs, over/underpasses, and interchanges. In addition, potential new local roadway segments could be planned to address access and local circulation needs. The US 18/151 Freeway Conversion Study will not result in plans for capacity expansion of the existing 4-lane facility.

WisDOT is conducting the study now to ensure long-term improvement options are not precluded as land uses change along the corridor over time, and to help the communities plan development in a way that will be compatible with future access changes. Coordination has been ongoing with affected area governments, planning agencies, residents, school districts and fire and EMS services. During Phases 2 and 3, this effort will expand to include federal, state, and local agencies as well.

Construction funding has not been programmed, but is expected to be done in pieces over a 10 to 20 or more year period based on prioritized recommendations included in the study and programmed as deteriorating conditions and funding availability dictate.

We are seeking your comments specific to needs and issues that should be considered as part of the study. Your input is vital in avoiding, minimizing, or mitigating negative impacts to the environment, as well as maximizing benefits for the public and users of the highway.

Our review will include considering impacts of the proposed project on the following:

- Land and water resources
- Parks
- Fish and wildlife, and their habitats
- Forests
- Air quality
- Noise
- Floodplains
- Erosion control
- Aesthetics
- Hazardous substances
- Farmland and farm operations
- Human communities
- Utilities
- Archeological and historic resources

To assist you in providing comments, we have developed a scoping package that includes the following items:

- 1) Project location map
- 2) Frequently asked questions (FAQ) and project contacts
- 3) Project Environmental Review Initiation Letter
- 4) Project Summary and Timeline
- 5) List of coordinating/cooperating agencies/utilities
- 6) Business reply envelope

The area of potential impact could include anything within the study area shown on the project location map included in this packet. Please review the enclosed exhibits and submit any comments you may have in writing by November 16, 2007.

WisDOT has determined that SAFETEA-LU requirements do not apply to this project, as documented in the September 14, 2007 Project Environmental Review Initiation Letter. WisDOT is performing an Environmental Analysis for this access plan that will meet both NEPA and WEPA requirements. Individual improvements defined during Phases 2 and 3 will be reanalyzed and documented based upon their environmental effects in the future, as they are programmed for final design and construction.

An agency coordination meeting has been scheduled for Monday, December 3<sup>rd</sup>, 2007 at 10:00 AM at the WisDOT Southwest Region office in Madison. An agenda for the December 3 meeting will be sent out in November. If further coordination is needed prior to the agency coordination meeting, please provide us with the appropriate contact person and outline the necessary procedures to follow. If you feel we should be seeking comment from other agencies/utilities not included on the list included with this packet, please let us know and we would be happy to contact them.

Please do not hesitate to contact me at (608)246-3884 with any questions, or if you wish to discuss this project in further detail. We have provided a business reply envelope for your convenience in submitting comments. Thank you in advance for your cooperation.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry Barta". The signature is written in a cursive, flowing style.

Larry Barta, PE  
WisDOT Project Manager

# Agency and Utility Formal Coordination List

## US 18/151 Freeway Conversion Study

### Federal Agencies

- USDA - Natural Resource Conservation Service - Wisconsin State Office
- USDA - Natural Resource Conservation Service - Milwaukee County
- US Army Corps of Engineers (Stacy Marshall)
- US Fish and Wildlife Service (Janet Smith)

### Native American Tribes

- Great Lakes Inter-Tribal Council (Michael Allen)

WI – Native American Tribes:

- Bad River Band of Lake Superior Chippewa Indians of Wisconsin
- Forest County Potawatomi Community of Wisconsin
- Ho-Chunk Nation
- Iowa Tribe of Oklahoma
- LacVieux Desert Band of the Lake Superior Chippewa
- Menominee Indian Tribe of Wisconsin
- Prairie Band Potawatomi Nation
- Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin
- Sac and Fox Nation of Oklahoma
- Sac and Fox Nation of Missouri
- Sac and Fox Nation of the Mississippi in Iowa

### State Agencies

- WisDOT Bureau of Aeronautics (Mark Pfundheller)
- State Patrol, SE District (Captain Lee F. McMenamain Commander)
- Wisconsin Department of Natural Resources (Russ Anderson, Amanda Cushman)
- Wisconsin Public Service Commission (Lori Butry)
- Department of Agriculture, Trade and Consumer Protection (Peter Nauth)
- State of Wisconsin Historic Preservation Office (SHPO) (Michael Stevens)

### Regional/Local Agencies

- Dane County UW Extension (Lee Cunningham)
- Dane County Department of Emergency Management (Kathy Krusiec)

- Dane County Sheriff (Dave Mahoney)
- Dane County Highway Commissioner (Gerald Mandli)
- Dane County Planning (Todd Violante, Director)
- Dane County Historical Society
- Dane County Airport
- Dane County Board of Supervisors (Scott McDonnell)
- Iowa County Airport
- Tri-County Regional Airport
- Iowa County UW Extension (Debra Ivey)
- Iowa County Department of Emergency Management (Ken Palzkill)
- Iowa County Sheriff (Steve Michek)
- Iowa County Highway Commissioner (Leo Klosterman)
- Iowa County Historical Society
- Iowa County Planning (Scott Godfrey)

### **Utilities/Infrastructure/School Districts**

- Charter Communications
- Mount Horeb Telephone Company
- Verizon Communications
- Alliant Energy Corporation
- City of Dodgeville
- TDS Telecom
- Village of Ridgeway
- Madison Gas and Electric
- City of Verona
- Madison Metro Sewage District
- Mount Horeb Utilities
- Village of Blue Mounds
- Village of Barneveld

### **Local Government Officials**

- Barneveld School District – Joe Bertone, District Administrator
- Mount Horeb School District – Wayne Anderson, Superintendent
- Verona School District – Dean Gorrell, Superintendent
- Dodgeville School District – Diane Messer
- Southwestern Wisconsin Regional Planning Commission Transportation Planner (Joni Herren Graves)
- Barneveld Area Rescue Squad (Chief Al Wright)
- Fitch-Rona EMS
- Dodgeville EMS



- Barneveld Police Department, Chief Brian Schneider
- Villages: Blue Mounds, Barneveld, Mt Horeb, Ridgeway
- Towns : Ridgeway, Blue Mounds, Brigham, Springdale, Dodgeville
- Cities: Dodgeville, Verona

**Agencies Not Formally Coordinated With**

- US Forest Service
- US Coast Guard
- Federal Energy Regulatory Commission
- Federal Highway Administration
- US Bureau of Indian Affairs
- National Park Service – Dept of Interior
- US Environmental Protection Agency



**Division of Transportation  
System Development**  
Southwest Region  
2101 Wright Street  
Madison, WI 53704-2583

**Appendix A3 - Tribal  
Scoping Letter**

Internet: [www1.wisconsindot.gov](http://www1.wisconsindot.gov)

Telephone: 608-246-3884  
Teletypewriter (TTY): 608-246-5385  
Facsimile (FAX): 608-246-3843  
E-mail: [larry.barta@dot.state.wi.us](mailto:larry.barta@dot.state.wi.us)

October 11, 2007

<<FIRST NAME>> <<LAST NAME>>, <<TITLE>>  
<<DIVISION>>  
<<AGENCY>>  
<<ADDRESS>>  
<<CITY>>. <<STATE>> <<ZIP CODE>>

Dear <<First Name>> <<Last Name>>:

**INITIAL NOTIFICATION BY WISDOT  
TO**

**NATIVE AMERICAN TRIBAL GROUPS**

**US 18/51 Freeway Conversion Study: US 18 (Dodgeville) - CTH G/Dairy Ridge Rd (Verona)  
WisDOT ID: 1200-08-03**

The Wisconsin Department of Transportation, Southwest Region (WisDOT) is initiating Phases 2 and 3 of the US 18/51 Freeway Conversion Study between the City of Dodgeville and the City of Verona. The actual roadway limits are the US 18 exit at Dodgeville and CTH G/Dairy Ridge Rd (Verona). Phases 2 and 3 are anticipated to take about three years.

At the end of Phase 1 in 2006, WisDOT issued a corridor study report that outlined existing and future conditions on the corridor. The report also made conceptual recommendations for elimination of all existing at-grade intersections in the future. Phase 2 of the study will refine and finalize those concepts and develop estimates of costs and right-of-way needs. Phase 3 is an environmental assessment (EA) of the impacts of the refined design and new right-of-way footprint. In the future, when construction is substantially funded, WisDOT will officially designate this section of US 18/151 a freeway using Wis. Stats. 84.295.

US 18/151 is a Backbone route in the WisDOT Corridors 2020 Plan and is a vital transportation corridor from both a local and regional perspective. The primary focus of the project is the conversion of this segment of US 18/151 from an expressway to a freeway. As such, long-term alternatives will consist of multiple spot improvements to convert at-grade public road intersections and driveways to cul-de-sacs, over/underpasses, and interchanges. In addition, potential new local roadway segments could be planned in order to address access and local circulation needs. The US 18/151 Freeway Conversion Study will not result in plans for capacity expansion of the existing 4-lane facility.

Two public information meetings will be held, on November 28 (Iowa County) and November 29 (Dane County), to familiarize interested parties with the project. In the near future, cultural resource investigation studies will be conducted for the above project. These investigations will enable WisDOT to determine whether historical properties as defined in 36 CFR 800 are located in the project area. Other environmental studies will also be conducted and include; endangered species survey, contaminated material investigations, soil testing and right-of-way surveys.

Information obtained from these studies will assist the engineers in the roadway design to avoid, minimize or mitigate the proposed project's effect upon cultural and natural resources.

WisDOT would be pleased to receive any comments regarding this project or any information you wish to share pertaining to cultural resources located in the area. If your tribal organization wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please contact me at:

Larry Barta, PE  
Project Manager  
WisDOT, Southwest Region  
2101 Wright Street  
Madison, WI 53704-2583  
608.246.3884

Sincerely,

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

Larry Barta, PE  
Project Manager

cc: Eugene S. Johnson, Bureau of Equity and Environmental Services

GIWEGIIZHIGOOKWAY MARTIN  
TRIBAL HISTORIC PRESERVATION OFFICER  
LAC VIEUX DESERT BAND OF LAKE  
SUPERIOR CHIPPEWA INDIANS -  
KETEGITIGAANING OJIBWE NATION  
E23857 POPLAR CIRCLE  
WATERSMEET WI 49969

JONATHAN BUFFALO  
NAGPRA REPRESENTATIVE  
SAC AND FOX OF THE MISSISSIPPI IN IOWA  
349 MESKWAKI ROAD  
TAMA IA 52339-9629

DAVID GRIGNON  
TRIBAL HISTORIC PRESERVATION OFFICER  
MENOMINEE INDIAN TRIBE OF WISCONSIN  
PO BOX 910  
KESHENA WI 54135

MIKE ALLOWAY  
FOREST COUNTY POTAWATOMI  
COMMUNITY OF WISCONSIN  
TRIBAL OFFICE  
PO BOX 340  
CRANDON WI 54520

MICHAEL ALLEN  
EXECUTIVE DIRECTOR  
GREAT LAKES INTER-TRIBAL COUNCIL, INC.  
PO BOX 9  
LAC DU FLAMBEAU WI 54538

WILLIAM QUACKENBUSH  
TRIBAL HISTORIC PRESERVATION OFFICER  
HO-CHUNK NATION  
EXECUTIVE OFFICES  
PO BOX 667, 405 AIRPORT ROAD  
BLACK RIVER FALLS WI 54615

LISA BRESSETTE  
TRIBAL HISTORIC PRESERVATION OFFICER  
RED CLIFF BAND OF LAKE SUPERIOR  
CHIPPEWA INDIANS OF WISCONSIN  
88385 PIKE ROAD, HIGHWAY 13  
BAYFIELD WI 54814

EDITH LEOSO  
TRIBAL HISTORIC PRESERVATION OFFICER  
BAD RIVER BAND OF LAKE SUPERIOR  
CHIPPEWA INDIANS OF WISCONSIN  
PO BOX 39  
ODANAH WI 54861

DEANNE BAHR  
MUSEUM DIRECTOR  
SAC AND FOX NATION OF MISSOURI IN  
KANSAS AND NEBRASKA  
305 N. MAIN  
RESERVE KS 66434

ZACH PAHMAHMIE  
HISTORIC PRESERVATION OFFICER  
PRAIRIE BAND POTAWATOMI NATION  
16281 Q ROAD  
MAYETTA KS 66509

TRIBAL HISTORIC PRESERVATION OFFICER  
IOWA TRIBE OF OKLAHOMA  
RR 1, BOX 721  
PERKINS OK 74059

BERNADETTE HUBER  
CHAIRPERSON  
IOWA TRIBE OF OKLAHOMA  
RR 1, BOX 721  
PERKINS OK 74059

SANDRA MASSEY  
NAGPRA REPRESENTATIVE  
SAC AND FOX NATION OF OKLAHOMA  
RR 2, BOX 246  
STROUD OK 74079

Appendix B - Traffic Forecasts

**TRAFFIC FORECAST REPORT**

PROJECT ID(S): 1200-08-00

ROUTE(S): USH 18/151

Region/COUNTY(IES): SW / Iowa

LOCATION: Ridgeway to Dodgeville

COMPLETED: 10/18/2012

No-Build

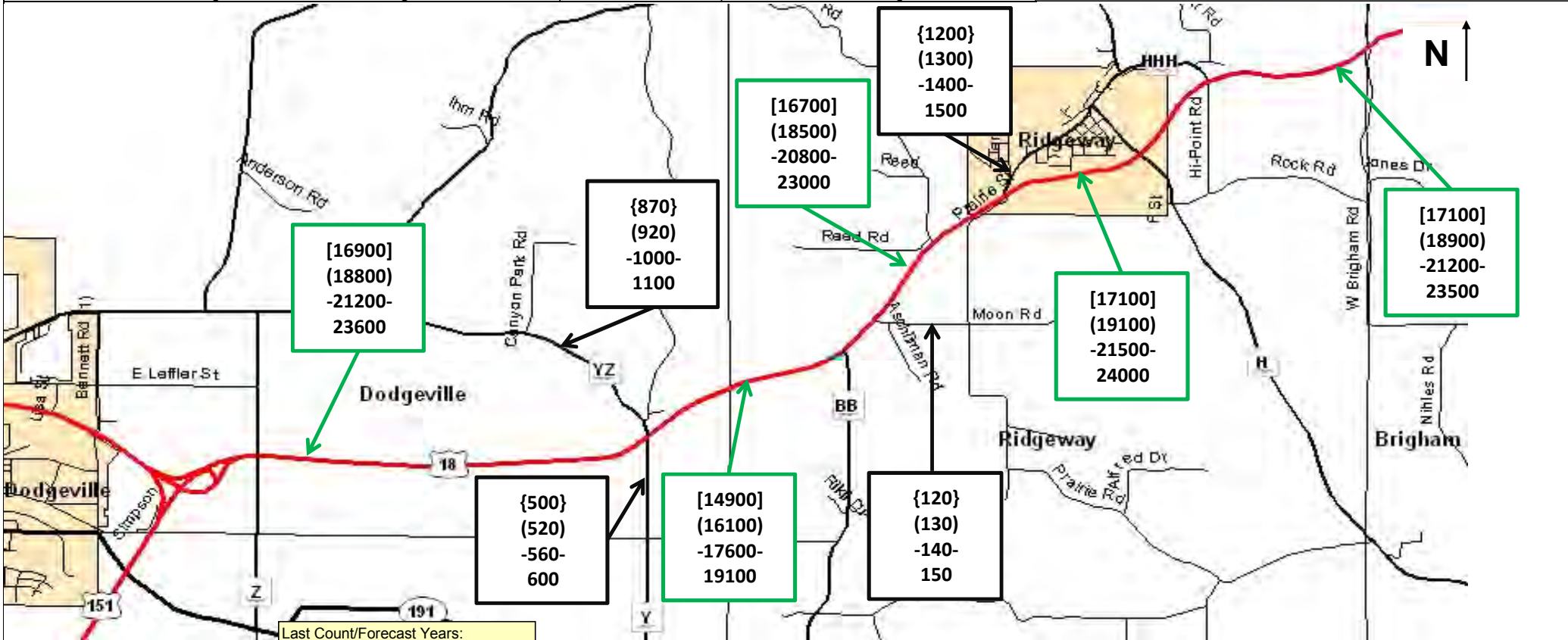
Developed by: Mike Sillence

Phone : (608) 266-3322

FAX #: (608) 267-1856

E-Mail ID:mike.sillence@dot.wi.gov

Traffic Forecasting Section; Bureau of Planning and Economic Development; Division of Transportation Investment Management



Last Count/Forecast Years:

{000}	2012 Count
{000}	2009 Count
{000}	2017 AADT
-000-	2027 AADT
000	2037 AADT

Truck Class %'s

Class	Seg. 1	Seg. 2	Seg. 3
2D	3.0	--	--
3AX	1.3	--	--
2S1+2S2	1.2	--	--
3-S2	3.5	--	--
DBL-BTM	0.2	--	--
TOTAL	9.2%	--	--

**NOTES ON THE FORECAST:**

1. This projection assumes that no major new traffic generators will be added to the development already included in the travel demand model.
2. Truck classification percentages were taken from a table representative of similar facilities and locations throughout the state of Wisconsin.

**MORE NOTES ON THE FORECAST:**

3. USH 151 is a factor group IV (rural-other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a rural principal arterial (2) for count purposes.

Design Values (%)

Routes	USH		
18/151			
Design Volume(s):	38000	--	--
K250	9.5	--	--
K100	9.9	--	--
K30	10.8	--	--
T(DHV)	6.6	--	--
D(Dsgn. Hr.)	60/40	--	--
K8(ADT)	--	--	--
T(A8HV)	--	--	--

**TRAFFIC FORECAST REPORT**

PROJECT ID(S): 1200-08-00

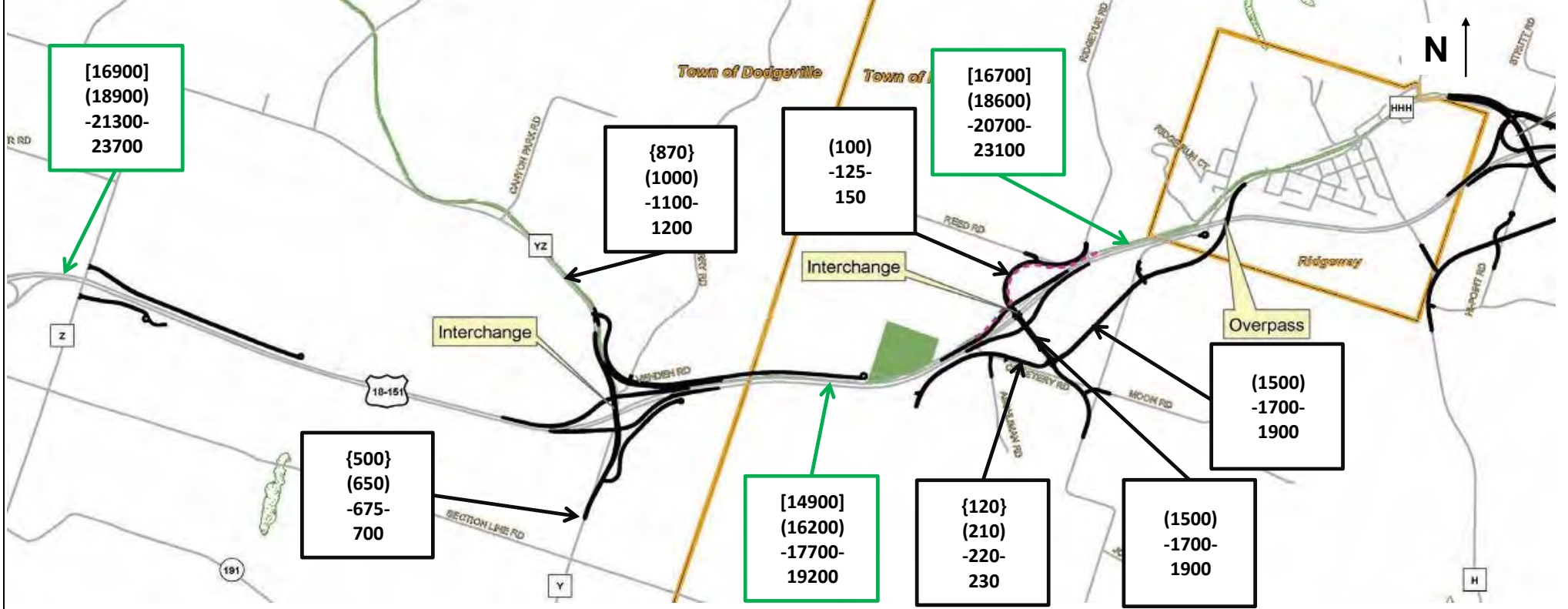
ROUTE(S): USH 18/151

Region/COUNTY(IES): SW / Iowa  
 LOCATION: Ridgeway to Dodgeville  
 COMPLETED: 10/18/2012

Build

Developed by: Mike Sillence  
 Phone : (608) 266-3322  
 FAX #: (608) 267-1856  
 E-Mail ID:mike.sillence@dot.wi.gov

Traffic Forecasting Section; Bureau of Planning and Economic Development; Division of Transportation Investment Management



Design Values (%)			
Routes	USH		
Design	18/151		
Volume(s):		--	--
K250	9.5	--	--
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K30	10.8	--	--
T(DHV)	6.6	--	--
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T(A8HV)	--	--	--

Last Count/Forecast Years:			
{000}	2012	Count	
[000]	2009	Count	
(000)	2017	AADT	
-000-	2027	AADT	
000	2037	AADT	
Truck Class %'s			
Class	Seg. 1	Seg. 2	Seg. 3
2D	3.0	--	--
3AX	0.0	--	--
2S1+2S2	0.0	--	--
3-S2	3.5	--	--
DBL-BTM	0.0	--	--
TOTAL	9.2%	--	--

**NOTES ON THE FORECAST:**

1. This projection assumes that the service roads depicted above in black will be built in 2017.
2. Truck classification percentages were taken from a table representative of similar facilities and locations throughout the state of Wisconsin.

**MORE NOTES ON THE FORECAST:**

3. USH 151 is a factor group IV (rural-other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a rural principal arterial (2) for count purposes.

**TRAFFIC FORECAST REPORT**

PROJECT ID(S): 1200-08-00

ROUTE(S): USH 18/151

Region/COUNTY(IES): SW / Iowa

LOCATION: County Line to Ridgeway

COMPLETED: 10/31/2012

Build

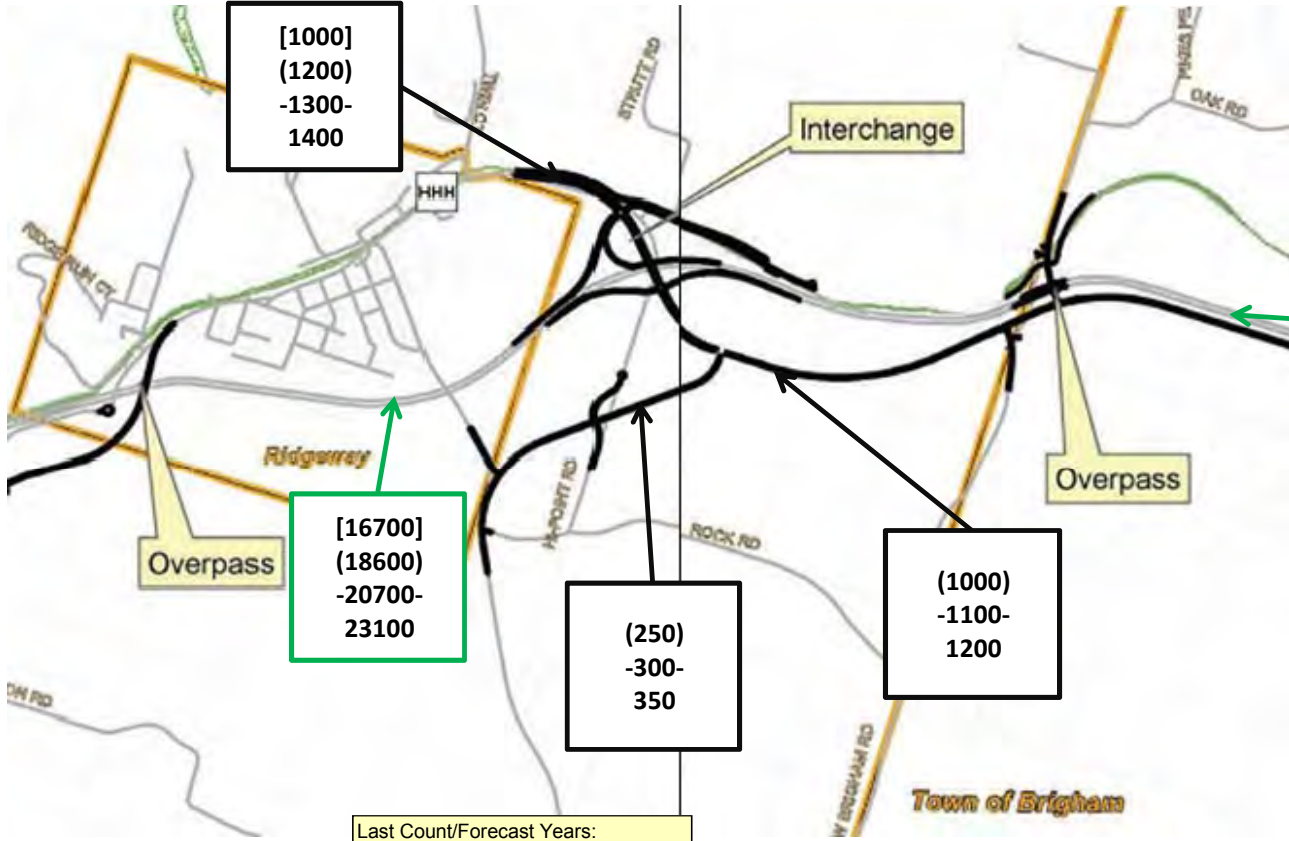
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Traffic Forecasting Section; Bureau of Planning and Economic Development; Division of Transportation Investment Management



Design Values (%)			
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Last Count/Forecast Years:			
[000]	2009	Count	
(000)	2017	AAAT	
-000-	2027	AAAT	
000	2037	AAAT	

Truck Class %'s			
Class	Seg. 1	Seg. 2	Seg. 3
2D	3.0	--	--
3AX	1.3	--	--
2S1+2S2	1.2	--	--
3-S2	3.5	--	--
DBL-BTM	0.2	--	--
TOTAL	9.2%	--	--

**NOTES ON THE FORECAST:**

- This projection assumes that the service roads depicted above in black will be built in 2017.
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**MORE NOTES ON THE FORECAST:**

- USH 151 is a factor group IV (rural-other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a rural principal arterial (2) for count purposes.



**TRAFFIC FORECAST REPORT**

PROJECT ID(S): 1200-08-00

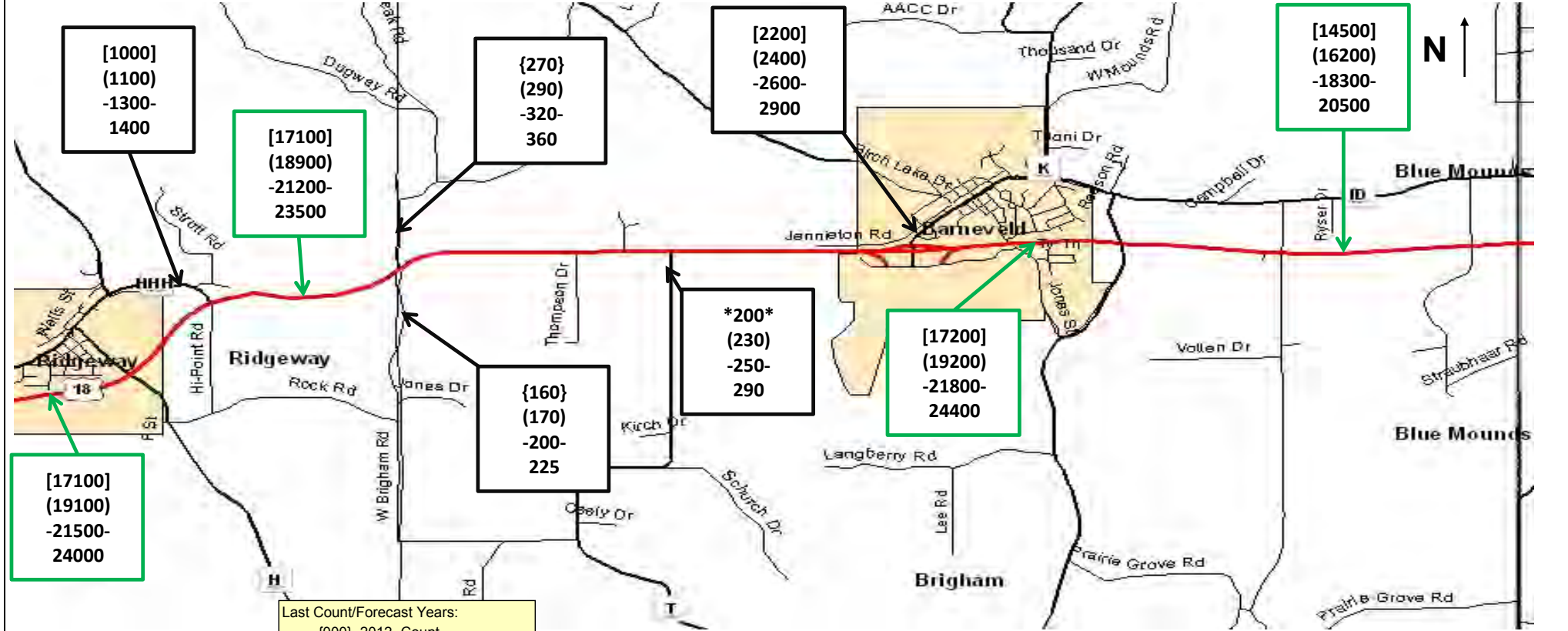
ROUTE(S): USH 18/151

Region/COUNTY(IES): SW / Iowa  
 LOCATION: County Line to Ridgeway  
 COMPLETED: 10/17/2012

No-Build

Developed by: Mike Sillence  
 Phone : (608) 266-3322  
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 E-Mail ID:mike.sillence@dot.wi.gov

Traffic Forecasting Section; Bureau of Planning and Economic Development; Division of Transportation Investment Management



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 {000} 2012 Count  
 \*000\* 2008 Count  
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DBL-BTM	0.2	--	--
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MORE NOTES ON THE FORECAST:  
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**TRAFFIC FORECAST REPORT**

PROJECT ID(S): 1200-08-00

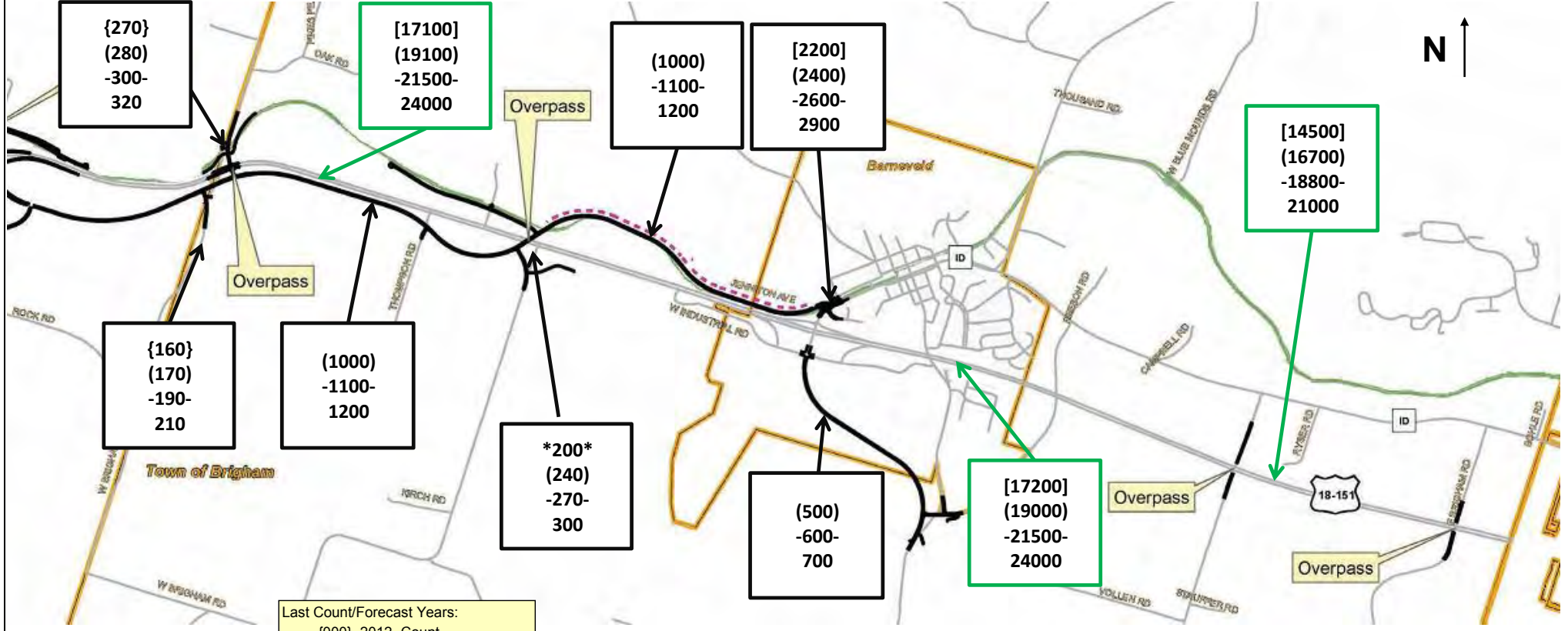
ROUTE(S): USH 18/151

Region/COUNTY(IES): SW / Iowa  
 LOCATION: County Line to Ridgeway  
 COMPLETED: 10/17/2012

Build

Developed by: Mike Sillence  
 Phone : (608) 266-3322  
 FAX #: (608) 267-1856  
 E-Mail ID:mike.sillence@dot.wi.gov

Traffic Forecasting Section; Bureau of Planning and Economic Development; Division of Transportation Investment Management



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Routes →	USH		
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T(A8HV)	--	--	--

Last Count/Forecast Years:			
{000}	2012	Count	
*000*	2008	Count	
[000]	2009	Count	
(000)	2017	AAADT	
-000-	2027	AAADT	
000	2037	AAADT	

Truck Class %'s			
Class	Seg. 1	Seg. 2	Seg. 3
2D	3.0	--	--
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3-S2	3.5	--	--
--DBL-BTM	0.2	--	--
TOTAL	9.2%	--	--

**NOTES ON THE FORECAST:**

1. This projection assumes that the service roads depicted above in black will be built in 2017.
2. Truck classification percentages were taken from a table representative of similar facilities and locations throughout the state of Wisconsin.

**MORE NOTES ON THE FORECAST:**

3. USH 151 is a factor group IV (rural-other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a rural principal arterial (2) for count purposes.

**TRAFFIC FORECAST REPORT**

PROJECT ID(S): 1200-08-00

ROUTE(S): USH 18/151

Region/COUNTY(IES): SW / Dane

LOCATION: Mt Horeb to Iowa County

COMPLETED: 10/08/2012

No-Build

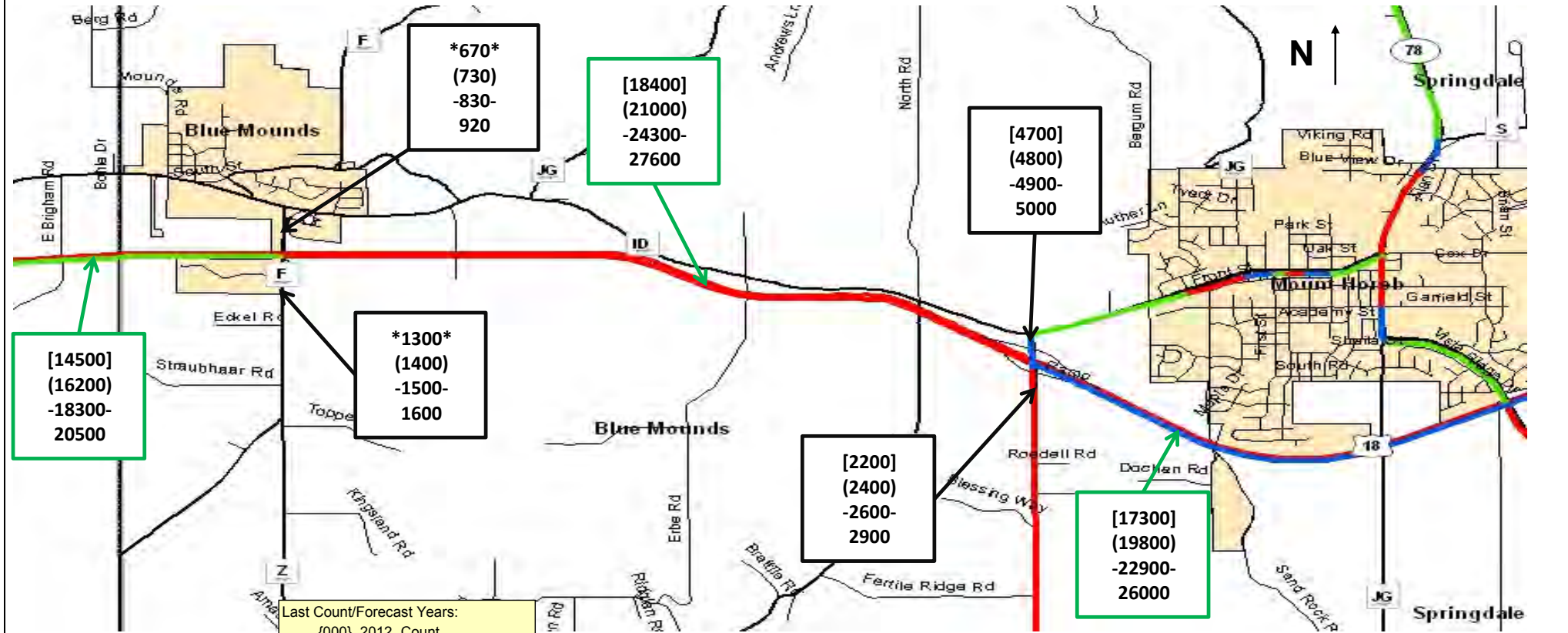
Developed by: Mike Sillence

Phone : (608) 266-3322

FAX #: (608) 267-1856

E-Mail ID:mike.sillence@dot.wi.gov

Traffic Forecasting Section; Bureau of Planning and Economic Development; Division of Transportation Investment Management



Design Values (%)			
Routes	→	USH	
Design		18/151	
Volume(s):		38000	--
K250		9.5	--
K100		9.9	--
K30		10.8	--
T(DHV)		6.6	--
D(Dsgn. Hr.)		60/40	--
K8(ADT)		--	--
T(A8HV)		--	--

Last Count/Forecast Years:  
 {000} 2012 Count  
 \*000\* 2010 Count  
 [000] 2009 Count  
 (000) 2017 AADT  
 -000- 2027 AADT  
 000 2037 AADT

Truck Class %'s			
Class	Seg. 1	Seg. 2	Seg. 3
2D	3.0	--	--
3AX	1.3	--	--
2S1+2S2	1.2	--	--
3-S2	3.5	--	--
DBL-BTM	0.2	--	--
TOTAL	9.2%	--	--

**NOTES ON THE FORECAST:**

1. This projection assumes that no major new traffic generators will be added to the development already included in the travel demand model.
2. Truck classification percentages were taken from a table representative of similar facilities and locations throughout the state of Wisconsin.

**MORE NOTES ON THE FORECAST:**

3. USH 151 is a factor group IV (rural-other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a rural principal arterial (2) for count purposes.
4. The Dane County Travel Demand Model was used to complete this forecast. The Traffic Analysis Forecasting Information System output was used as a comparison tool to check against the model output. Adjustments were made as needed.

**TRAFFIC FORECAST REPORT**

PROJECT ID(S): 1200-08-00

ROUTE(S): USH 18/151

Region/COUNTY(IES): SW / Dane

LOCATION: Mt Horeb to Iowa County

COMPLETED: 10/08/2012

Build

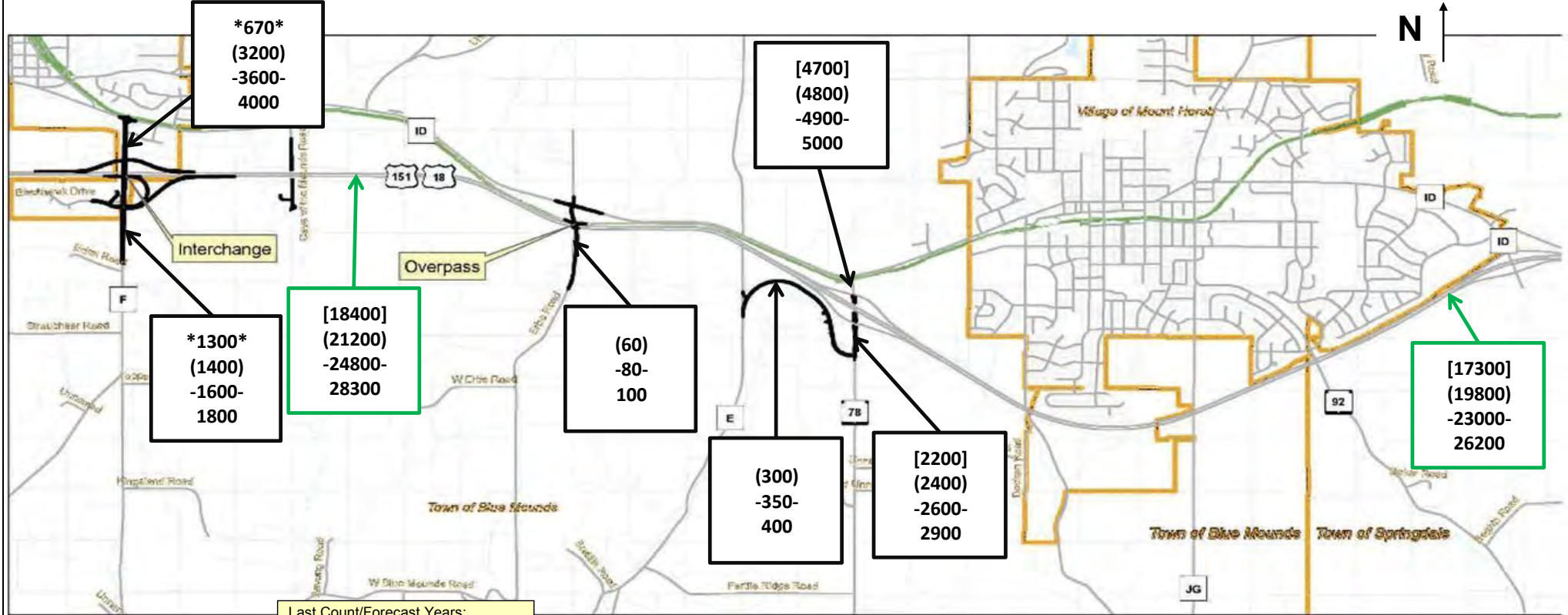
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Traffic Forecasting Section; Bureau of Planning and Economic Development; Division of Transportation Investment Management



Design Values (%)			
Routes	USH		
Design	18/151		
Volume(s):	38000	--	--
K250	9.5	--	--
K100	9.9	--	--
K30	10.8	--	--
T(DHV)	6.6	--	--
D(Dsgn. Hr.)	60/40	--	--
K8(ADT)	--	--	--
T(A8HV)	--	--	--

Last Count/Forecast Years:			
{000}	2012 Count		
*000*	2010 Count		
[000]	2009 Count		
(000)	2017 AADT		
-000-	2027 AADT		
000	2037 AADT		
Truck Class %'s			
Class	Seg. 1	Seg. 2	Seg. 3
2D	3.0	--	--
3AX	1.3	--	--
2S1+2S2	1.2	--	--
3-S2	3.5	--	--
--DBL-BTM	0.2	--	--
TOTAL	9.2%	--	--

**NOTES ON THE FORECAST:**

1. This projection assumes that the service roads depicted above in black will be built in 2017.
2. Truck classification percentages were taken from a table representative of similar facilities and locations throughout the state of Wisconsin.

**MORE NOTES ON THE FORECAST:**

3. USH 151 is a factor group IV (rural-other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a rural principal arterial (2) for count purposes.
4. The Dane County Travel Demand Model was used to complete this forecast. The Traffic Analysis Forecasting Information System output was used as a comparison tool to check against the model output. Adjustments were made as needed.



**TRAFFIC FORECAST REPORT**

PROJECT ID(S): 1200-08-00

ROUTE(S): USH 18/151

Region/COUNTY(IES): SW / Dane

LOCATION: Verona to Mt Horeb

COMPLETED: 10/08/2012

No-Build

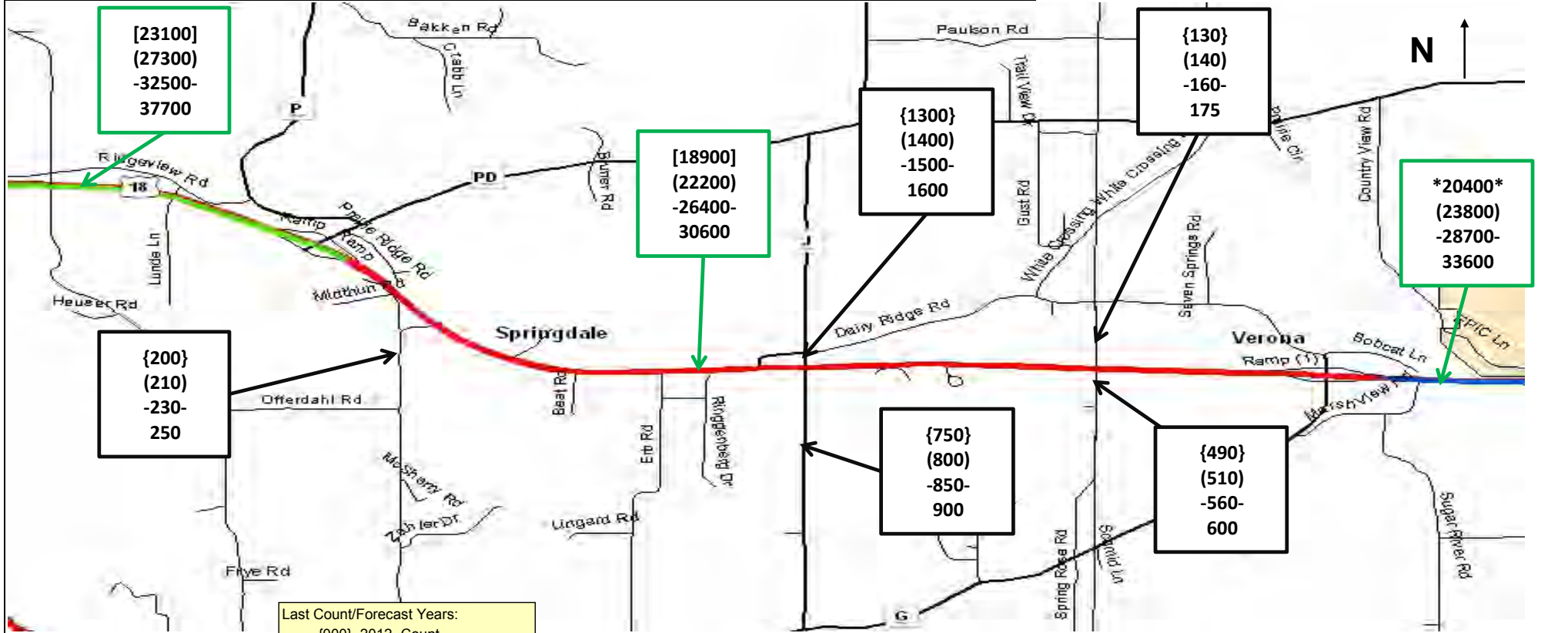
Developed by: Mike Sillence

Phone : (608) 266-3322

FAX #: (608) 267-1856

E-Mail ID:mike.sillence@dot.wi.gov

Traffic Forecasting Section; Bureau of Planning and Economic Development; Division of Transportation Investment Management



Design Values (%)			
Routes	USH		
Design	18/151		
Volume(s):	38000	--	--
K250	9.5	--	--
K100	9.9	--	--
K30	10.8	--	--
T(DHV)	6.6	--	--
D(Dsgn. Hr.)	60/40	--	--
K8(ADT)	--	--	--
T(A8HV)	--	--	--

Last Count/Forecast Years:			
{000}	2012 Count		
*000*	2010 Count		
[000]	2009 Count		
(000)	2017 AADT		
-000-	2027 AADT		
000	2037 AADT		

Truck Class %'s			
Class	Seg. 1	Seg. 2	Seg. 3
2D	3.0	--	--
3AX	1.3	--	--
2S1+2S2	1.2	--	--
3-S2	3.5	--	--
DBL-BTM	0.2	--	--
TOTAL	9.2%	--	--

**NOTES ON THE FORECAST:**

1. This projection assumes that no major new traffic generators will be added to the development already included in the travel demand model.
2. Truck classification percentages were taken from a table representative of similar facilities and locations throughout the state of Wisconsin.

**MORE NOTES ON THE FORECAST:**

3. USH 151 is a factor group IV (rural-other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a rural principal arterial (2) for count purposes.
4. The Dane County Travel Demand Model was used to complete this forecast. The Traffic Analysis Forecasting Information System output was used as a comparison tool to check against the model output. Adjustments were made as needed.

**TRAFFIC FORECAST REPORT**

PROJECT ID(S): 1200-08-00

ROUTE(S): USH 18/151

Region/COUNTY(IES): SW / Dane

LOCATION: Verona to Mt Horeb

COMPLETED: 2/21/2013

No-Build

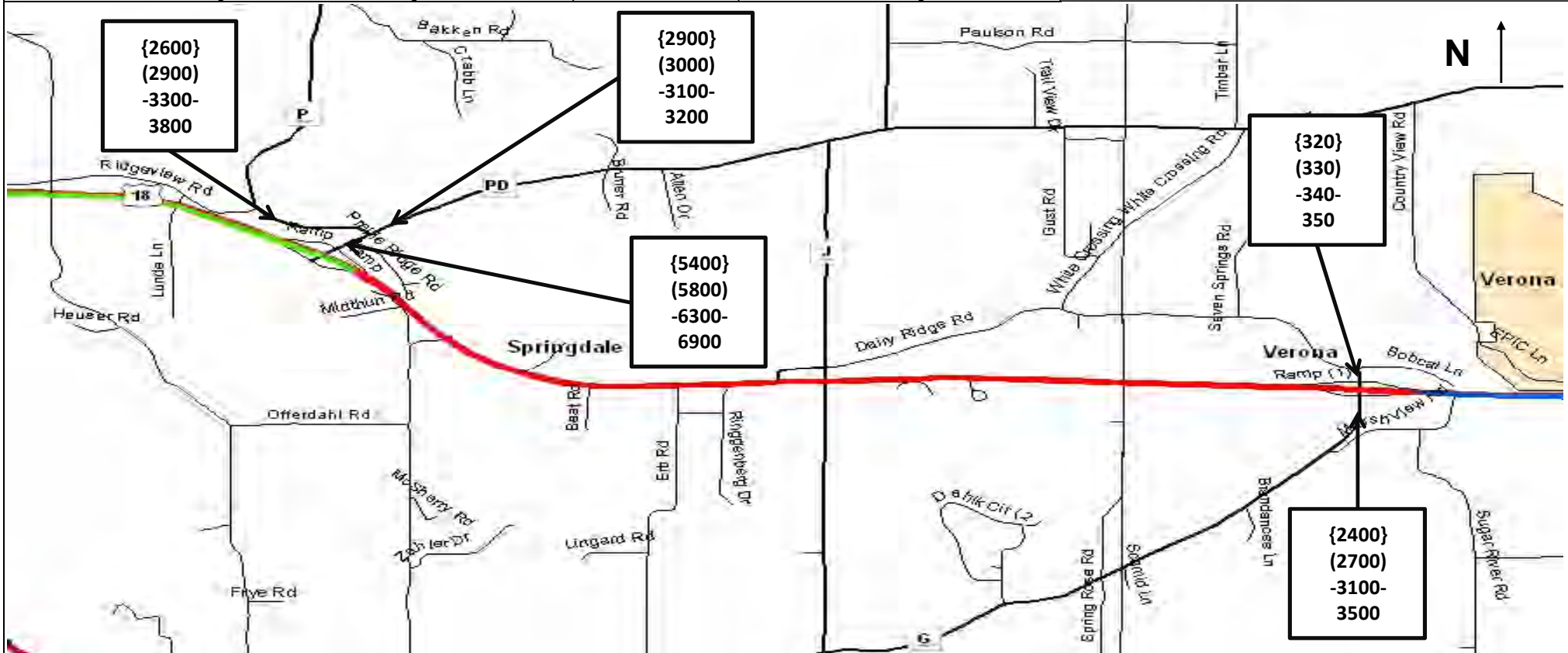
Developed by: Mike Sillence

Phone : (608) 266-3322

FAX #: (608) 267-1856

E-Mail ID:mike.sillence@dot.wi.gov

Traffic Forecasting Section; Bureau of Planning and Economic Development; Division of Transportation Investment Management



Design Values (%)			
Routes →	USH		
18/151			
Design Volume(s):	38000	--	--
K250	9.5	--	--
K100	9.9	--	--
K30	10.8	--	--
T(DHV)	6.6	--	--
D(Dsgn. Hr.)	60/40	--	--
K8(ADT)	--	--	--
T(A8HV)	--	--	--

Last Count/Forecast Years:			
	{000}	2009 Count	
	(000)	2017 AADT	
	-000-	2027 AADT	
	000	2037 AADT	
Truck Class %'s			
Class	Seg. 1	Seg. 2	Seg. 3
2D	3.0	--	--
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2S1+2S2	1.2	--	--
3-S2	3.5	--	--
DBL-BTM	0.2	--	--
TOTAL	9.2%	--	--

**NOTES ON THE FORECAST:**

1. This projection assumes that no major new traffic generators will be added to the development already included in the travel demand model.
2. Truck classification percentages were taken from a table representative of similar facilities and locations throughout the state of Wisconsin.

**MORE NOTES ON THE FORECAST:**

3. USH 18 is a factor group IV (rural-other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a rural principal arterial (2) for count purposes.
4. The Dane County Travel Demand Model was used to complete this forecast. The Traffic Analysis Forecasting Information System output was used as a comparison tool to check against the model output. Adjustments were made as needed.

**TRAFFIC FORECAST REPORT**

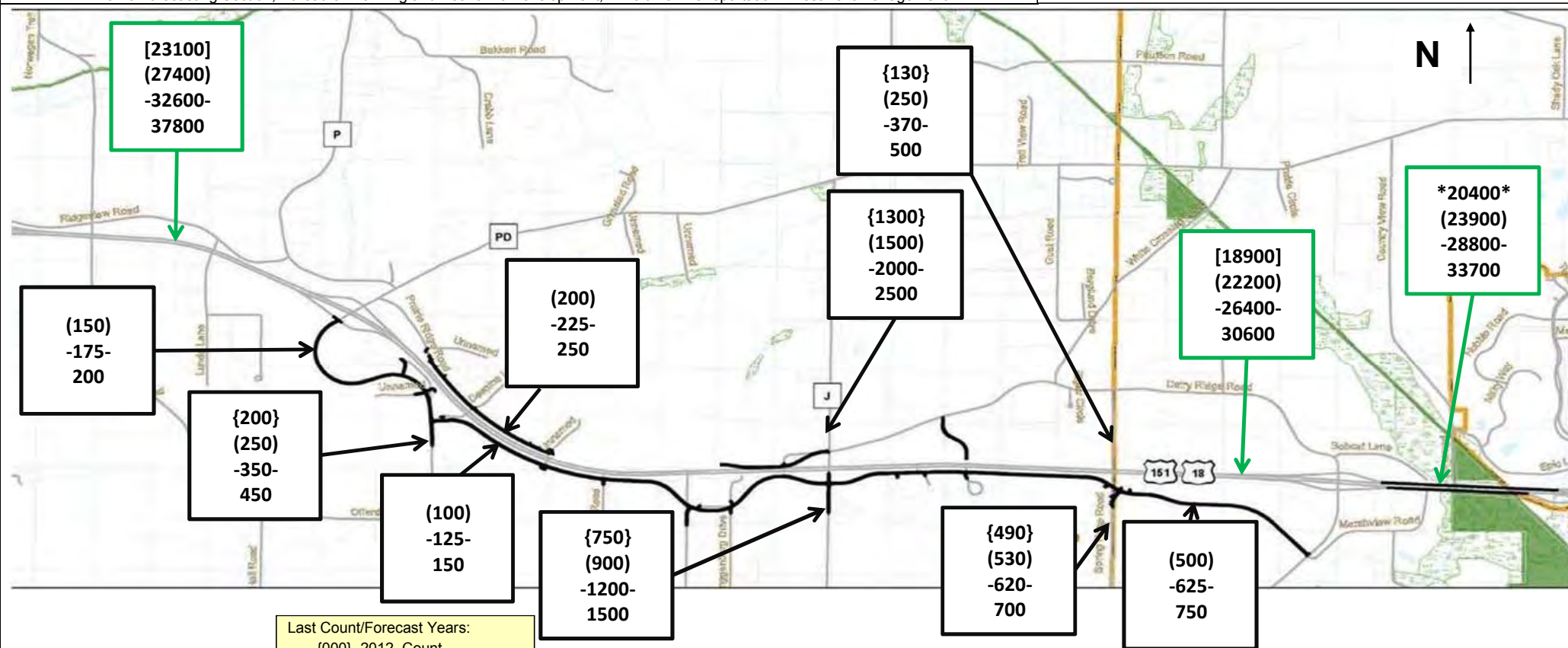
PROJECT ID(S): 1200-08-00  
 ROUTE(S): USH 18/151

Region/COUNTY(IES): SW / Dane  
 LOCATION: Verona to Mt Horeb  
 COMPLETED: 10/08/2012

Build

Developed by: Mike Sillence  
 Phone : (608) 266-3322  
 FAX #: (608) 267-1856  
 E-Mail ID:mike.sillence@dot.wi.gov

Traffic Forecasting Section; Bureau of Planning and Economic Development; Division of Transportation Investment Management



Last Count/Forecast Years:

{000}	2012 Count
*000*	2010 Count
[000]	2009 Count
(000)	2017 AADT
-000-	2027 AADT
000	2037 AADT

Design Values (%)			
Routes →	USH		
Design Volume(s):	18/151		
	38000	--	--
K250	9.5	--	--
K100	9.9	--	--
K30	10.8	--	--
T(DHV)	6.6	--	--
D(Dsgn. Hr.)	60/40	--	--
K8(ADT)	--	--	--
T(A8HV)	--	--	--

Truck Class %'s			
Class	Seg. 1	Seg. 2	Seg. 3
2D	3.0	--	--
3AX	1.3	--	--
2S1+2S2	1.2	--	--
3-S2	3.5	--	--
DBL-BTM	0.2	--	--
TOTAL	9.2%	--	--

NOTES ON THE FORECAST:

1. This projection assumes that the service roads depicted above in black will be built in 2017.
2. Truck classification percentages were taken from a table representative of similar facilities and locations throughout the state of Wisconsin.

MORE NOTES ON THE FORECAST:

3. USH 151 is a factor group IV (rural-other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a rural principal arterial (2) for count purposes.
4. The Dane County Travel Demand Model was used to complete this forecast. The Traffic Analysis Forecasting Information System output was used as a comparison tool to check against the model output. Adjustments were made as needed.



"Barta, Larry - DOT"  
<Larry.Barta@dot.wi.gov>  
09/01/2009 02:06 PM

To 'Barbara Feeney' <bfeeney@sehinc.com>  
cc  
bcc

Subject MGE RSVP: US 18/151 Freeway Conversion Agency Mtg

History: This message has been replied to.

fyi

-----Original Message-----  
From: GFrosch@mge.com [mailto:GFrosch@mge.com]  
Sent: Tuesday, September 01, 2009 1:59 PM  
To: Barta, Larry - DOT  
Subject: RE: US 18/151 Freeway Conversion

Thanks Larry,

After taking a look at this I find that Madison Gas and Electric Company does not have any electric facilities in the area. I will not be attending meeting.

Thanks  
Butch

"Barta, Larry - DOT"  
<Larry.Barta@dot.wi.gov>  
09/01/2009 01:52 PM  
To "'GFrosch@mge.com'" <GFrosch@mge.com>  
cc  
Subject RE: US 18/151 Freeway Conversion

Hello, Butch: Please go to the web address below for information on what and where this study is. One of the links is for a series of maps from west to east (Dodgeville to Verona). Then either e-mail or call me at 608-246-3884 with any questions, comments, etc. Thanks!

<http://www.dot.wisconsin.gov/projects/us18151study/index.htm>

-----Original Message-----  
From: GFrosch@mge.com [mailto:GFrosch@mge.com]  
Sent: Tuesday, September 01, 2009 12:38 PM  
To: Barta, Larry - DOT  
Subject: US 18/151 Freeway Conversion



Barbara A. Feeney, AICP  
Senior Planner  
Short Elliott Hendrickson Inc.  
6808 Odana Road, Suite 200  
Madison, WI 53719

April 5, 2010

Subject: MH Telecom, LLC & Mount Horeb Telephone Company (MHTC)  
Buried Telephone Cable Conflicts – US 18/151 Freeway Conversion

Dear Barbara:

This letter is a follow-up regarding the US 18/151 Freeway Conversion Plans that SEH prepared on 11/05/09. We have reviewed these conceptual Plans and compared these with MHTC's current underground telephone facility maps along the USH 18/151 corridor. Listed below are our comments regarding probable or potential MHTC telephone cable conflicts for planning/design purposes, as requested.

Areas of Concern:

Section 1 (Alternative 1B) Iowa County

- CTH Y / Evans Quarry Rd local road tie-in crossing Military Ridge Trail north of proposed interchange will likely require fiber cable adjustment. The fiber cable is buried in 2" dia. orange innerduct (~36" depth typical) along the bike trail east to Barneveld.
- Construction of new access Road & elimination of driveways/ highway access will be in close proximity of fiber (along bike trail) but not expected to have significant impact to existing fiber based upon the 11/05/09 conceptual plan.

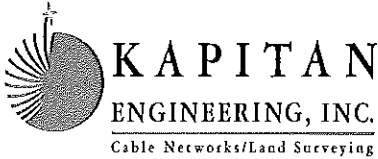
Section 2 (Alternative 2B) Iowa County

- Military Ridge Trail realignment for proposed interchange between Cemetery Rd and Ridgevue Road will require total fiber cable replacement ~3200 ft segment. New cable cannot be placed until new ROW is acquired from Bickford Farms for new trail alignment.
- Military Ridge Trail realignment for proposed CTH HHH interchange will require total fiber cable replacement ~3900 ft segment. New cable cannot be placed until new ROW is acquired from R.Strutt, L.Lynch and Williams Joint Rev Trust for new trail alignment.
- Military Ridge Trail realignment for proposed Pikes Peak Rd interchange will require total fiber cable replacement- ~3150 ft segment. New cable cannot be placed until new ROW is acquired from Williams Joint Rev Trust and G. & J. Hodgson for new trail alignment.
- New local access road/ cul-de-sac property entrances near IHM Harris Road will likely require fiber depth adjustments to accommodate new driveway entrances crossing trail (3 locations).

Section 3 (Alternative 3B) Iowa County

- Outlined above – new local access road/ cul-de-sac property entrances near IHM Harris Road may affect fiber facility (3 locations).
- Possible pedestal adjustments to accommodate overpass structure at Mounds View Rd
- Possible cable adjustments to accommodate cul-de-sac & local road tie-in (Blackhawk Dr) with E. Brigham Rd on south side of highway.





Section 4 (Alternative 4A) Dane County

- Various copper & fiber cable conflicts at CTH F interchange will require fiber cable replacement along USH 18/151 and fiber/copper replacement north/south along CTH F.
- Proposed Cave of the Mounds Road overpass may require fiber optic adjustment, pedestal adjustments, and copper cable replacement.
- Proposed USH 18/151 highway overpass at Erbe Road may require fiber optic cable adjustment along north side of highway and copper cable replacement north/south along Erbe Road.
- Proposed CTH E / STH 78 tie may require fiber optic cable and copper cable adjustments along CTH E south of USH 18/151.

Section 5 (no changes) Dane County

- No telephone cable facility conflicts this section.

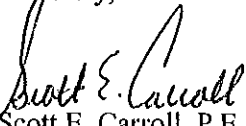
Section 6 (Alternative 6B) Dane County

- Copper telephone cable and pedestal adjustments along Ridge Road north of highway corridor. Copper and fiber optic cable conflicts likely along proposed CTH PD / Springdale Center local road connection south of USH 18/151.

Note: Any fiber optic cable *replacement* for the above Sections will entail coordination with a number of interconnecting companies. This will require a 30-day minimum lead-time before circuits can be transferred over to new fiber segment(s).

Feel free to call with any questions regarding our findings. We appreciate this opportunity to comment on the proposed freeway improvements during this preliminary design stage. As additional detailed construction plans become available, please forward these to Kevin Mayne, Plant Maintenance Manager at Mount Horeb Telephone Company. I would also like to receive a copy of any issued plans. Thank you.

Sincerely,

  
Scott E. Carroll, P.E.  
Consultant for MHTC

Enclosure - Map CD

Cc: John Klarer – Mount Horeb Telephone Co.  
Kevin Mayne – Mount Horeb Telephone Co.  
John Dunbar – MH Telecom, LLC

## Driftless Area Land Conservancy

338 N Iowa Street  
Dodgeville, WI 53533

Ph. 608.930.3252

[www.driftlesslandtrust.org](http://www.driftlesslandtrust.org)



Board of Directors

Mark Mittelstadt  
President  
Dodgeville

Anne Bachner  
Vice President  
Dodgeville

Doug Booth  
Treasurer  
Milwaukee

David Kopitzke  
Secretary  
Richland Center

Tim Freeman  
Mineral Point

Brad Glass  
Spring Green

Dave Lowe  
Dodgeville

Jim O'Brien  
Middleton

**VIA EMAIL AND US MAIL**

October 26, 2007

Barbara A. Feeney, AICP  
Senior Planner  
SEH  
6418 Normandy Lane Suite 100  
Madison, WI 53719-1149

Subject: Thomas Conservation and Historic Preservation Easement

Dear Barb Feeney,

Thank you for sending your email with your meeting notes regarding the Thomas Farm. The Driftless Area Land Conservancy holds a conservation and historic preservation easement over the entire Thomas Farm located at State Highway 18/151 and County T in rural Brigham Township. The purpose of the easement is to protect the extraordinary natural, agricultural, and historic conservation values found at the Thomas Farm. State Highway 18/151 bisects the historic Thomas Farm.

While we are sensitive to the safety concerns of the current State Highway 18/151 design, we would generally object to any additional changes, taking, or conversion of the Thomas lands. The Conservancy has an obligation to defend against any loss of the conservation values on these unique lands, including, but not limited to, any loss or conversion of the natural and historic qualities and the agricultural use of the property.

Please submit any plans or other correspondence regarding any proposed activity on the Thomas lands to our Conservancy and to the list of parties below that also have an interest in the Thomas lands. After we have consulted the landowner, easement co-holders, and the other interested and affected parties, the Conservancy will be able to comment on any proposed activity on the Thomas lands.

Barbara A. Feeney  
October 26, 2007  
Page 2

Doug Thomas, Landowner  
7777 STH 18/151  
Barneveld, WI 53507

Carl Wacker, Program Manager  
Farm and Ranchland Protection Program  
USDA/NRCS  
8030 Excelsior Drive, Suite 200  
Madison, WI 53717

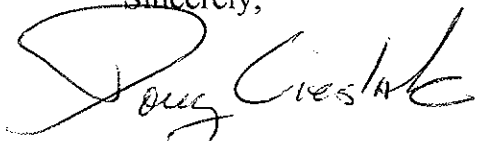
Stefanie Brower, Stewardship Manager  
Wisconsin Department of Natural Resources  
3911 Fish Hatchery Rd  
Fitchburg, WI 53711

Thompson Mayes  
National Trust for Historic Preservation  
1785 Massachusetts Avenue, NW  
Washington, DC 20036

Sherman Banker  
Wisconsin Historical Society  
816 State St  
Madison, WI 53706

We look forward to receiving and commenting on your plans and documents. If you have any questions regarding our historic preservation and conservation easement, please contact me directly.

Sincerely,

A handwritten signature in black ink that reads "Doug Cieslak". The signature is fluid and cursive, with a large loop at the beginning of the first name.

Doug Cieslak  
Executive Director

c. Doug Thomas, Carl Wacker, Stefanie Brower, NHTP, Thompson Mayes,  
Sherman Banker

Sara J. Olson, Clerk-Treasurer  
David Gollon, Supervisor  
Greg Jewell, Supervisor  
David Thomas, Supervisor  
Charles Price, Supervisor

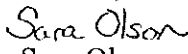
# Town of Dodgeville

---

TO: Larry Barta  
FROM: Sara J. Olson, Clerk-Treasurer, Town of Dodgeville  
RE: Initial Comments on the two alternatives for County Y Interchange  
DATE: November 11, 2008

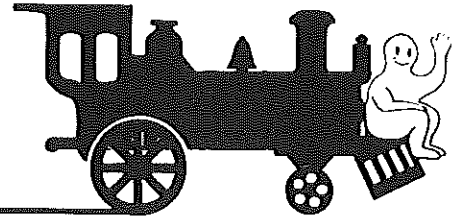
Greetings to you from the Town of Dodgeville! We are writing this letter to let you know our initial comments on the two proposed alternatives for the County Y Interchange. After reviewing the two proposed alternatives at the November 6<sup>th</sup>, 2008 Town Board meeting the Board is not in favor of either proposed alternative. Some of the reasons the Board is not in favor of these proposed alternatives are there is excessive use of farmland, taking of buildings, excessive side roads, and excessive costs to the township. The Town Board of Dodgeville feels a different alternative is needed as these two alternatives cause excessive burden on the tax payers and the township.

Thank you for your time and if you have any questions feel free to contact me at (608)935-5808 or via e-mail to [twnclerk@mhtc.net](mailto:twnclerk@mhtc.net).

Thanks,  
  
Sara Olson  
Clerk/Treasurer  
Town of Dodgeville

# TOWN OF RIDGEWAY

6300 Prairie Road  
Ridgeway, Wisconsin 53582  
Telephone - 608-924-2247  
Fax - 608-924-3127



July 20, 2009

Larry Barta, PE  
US 18/151 Freeway Conversion Study Project Manager  
Division of Transportation  
2101 Wright Street  
Madison, WI 53704-2583

Larry:

In response to your June 5, 2009 letter regarding the US 18/151 Freeway Conversion study.

At our July Board Meeting we discussed the alternatives. The Townships preference is still the partial cloverleaf interchange with the overpass at West Brigham Road, per our resolution dated March 4, 2009.

A handwritten signature in cursive script that reads "Bob Thomas" with a small mark below it.

Robert Thomas, Chairman  
Town of Ridgeway

RT:n

RESOLUTION

U. S. 18/151 Highway Access

WHEREAS: The Wisconsin Department of Transportation is initiating a study  
To develop a long-term plan to convert the existing expressway into a  
Freeway

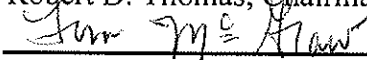
WHEREAS: Public meetings were held covering general issues regarding WisDot's  
Approach to interchange siting, and issues specific to the locations  
Under consideration for interchanges in the Barneveld to Dodgeville section  
Of US 18/151

WHEREAS participants reviewed the maps of the corridor and proposed two  
Alternatives for locating two interchanges.

NOW THEREFORE be it hereby resolved that the Town Board of the Town of  
Ridgeway is in favor of the Alternative Plan B – One interchange at HHH/Hi Point  
Road and one slightly west of Ridgevue Road. This interchange would provide  
Direct access from Ridgeway or from Dodgeville and it would encourage  
Economic development close to the Village on the east side.



Robert D. Thomas, Chairman



Tom McGraw, Supervisor



Rich Strutt, Supervisor

**VILLAGE OF RIDGEWAY  
P.O BOX 128  
RIDGEWAY, WISCONSIN 53582  
JOE SALAVA PRESIDENT**

**608-924-5881**

**Doreen Nichols, Clerk  
Dale Cullen, Public Works  
Jeff Brindley, Streets Department**

**To:  
Larry Barta  
WisDOT SW Region  
2101 Wright Street  
Madison, WI 53704**

**This letter is to inform you that at the June 6<sup>th</sup> 2006 Board of Trustee meeting the Village Board of Ridgeway made the decision on where to place the interchange.**

**After much thought and consideration, the board did decide to request that the placement should be at location A (west end). Our number one reasoning for this is for the safety of our children that travel west for school. We felt that during the winter months we did not feel comfortable sending our kids thru the rock cutouts that are currently in between the entrances to the village. These cutouts are notorious for accidents during the winter months as they tend to ice up even when the other areas of the highway are dry. Unless the DOT is willing to improve these cutouts then the only safe location for the interchange is the west end. I hope that the DOT will work closely with the Village and Township to insure that we maintain adequate access to all local roads.**

**Sincerely Yours;**

**Joe Salava  
Ridgeway Village President**

**Village of Ridgeway  
Resolution # RD4-07  
US 18/151 Highway Interchange Site Preference**

**WHEREAS**, the Village of Ridgeway Officials and Residents of the Village have participated in several presentations and discussions regarding the specifics of possible locations under consideration for the interchanges affecting the Village of Ridgeway on US 18/151;

**WHEREAS**, Village Officials and Residents of the Village have reviewed maps of the corridor and have reviewed the two alternatives for locating the interchanges that would affect the Village of Ridgeway;

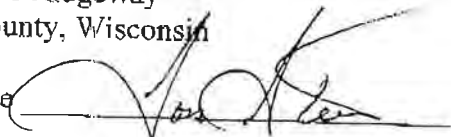
**WHEREAS**, Village Officials and Residents of the Village have reviewed the pros and cons for the two alternatives;

**BE IT THEREFORE RESOLVED** by the Board of Trustees for the Village of Ridgeway that the D.O.T. Proposed Option "B" has been chosen as the best choice for the installation for location of two interchanges to be located on US highway 18/151 due to the encouragement of economic development close to the Village on the east side and the direct access for EMS to/from Ridgeway. D.O.T. Proposed Option "B" is the first choice for installation of one interchange at HHH/High Point Road and the second slightly west of Ridgevue Road, with an access road to the Village.

Adopted the 11<sup>th</sup> of December, 2007

Village of Ridgeway  
Iowa County, Wisconsin

Signature



Official Title

Village President

Sharon L. Walters, Treasurer/Clerk





# *TOWN OF BRIGHAM*

*407 E. CTY HWY 1D*

*BARNEVELD WI 53507*

*PHONE # 608-924-1013*

*FAX # 608-924-1345*

**brighamclerk@charterinternet.com**

December 31, 2008

Wisconsin Department of Transportation  
Attn: Larry Barta, PE  
2101 Wright Street  
Madison WI 53704-2583

Dear Mr. Barta,

The Town of Brigham Town Board has met and discussed your recent proposal for the intersection of Hwy 18-151 and East Brigham Road.

The Board has recommended that you seriously consider the following idea:

Build the frontage road off East Brigham Road, heading west as much as possible. Go about ¼ mile or so, south of Hwy 18-151 all the way to Mounds View Road.

The Board states their reason for this plan is consideration of all town services especially emergency services.

We hope you'll consider this idea. Please don't hesitate to contact us if you have any questions or want to discuss this further.

Thank You for providing us the opportunity to comment and respond.

Sincerely,

Otis Nelson, Town Chair

### RESOLUTION 2010-003

#### LOCAL RESOLUTION FOR THE TOWN OF BRIGHAM APPROVING CHANGES TO THE TOWN ROAD SYSTEM RESULTING FROM THE CONVERSION OF US HIGHWAY 151 TO A FREEWAY

**WHEREAS**, the Wisconsin Department of Transportation is planning the conversion of US Highway 18/151 from an expressway to a freeway between the City of Dodgeville and the City of Verona such that direct access to US 18/151 from East Brigham Road will be removed; and

**WHEREAS**, several options for altering East Brigham Road have been developed by the Wisconsin Department of Transportation and considered by the TOWN OF BRIGHAM, with input from the Village of Blue Mounds; and

**WHEREAS**, the TOWN OF BRIGHAM is the proper jurisdiction for determining the most appropriate alteration option; and

**WHEREAS**, the Wisconsin Department of Transportation will rebuild or improve all portions of existing East Brigham Road, including the intersection with County Highway ID, that are affected by said alteration as needed to meet current capacity and safety standards.

**NOW, THEREFORE, BE IT RESOLVED**, by the TOWN OF BRIGHAM Town Board that the following alteration of East Brigham Road be incorporated into the Wisconsin Department of Transportation freeway conversion plan:

Eliminating the existing at-grade intersection between US Highway 18/151 and East Brigham Road by building a bridge to carry said town road over said US Highway. The current intersection between East Brigham Road and County Highway ID will be analyzed and improvements made to the extent necessary to maintain the appropriate level of safety and operations.

**BE IT FURTHER RESOLVED**, that the effective date of this action will be the date the East Brigham Road, altered as described above, is opened to traffic. Official Mapping of the Right of Way needed for said alteration is anticipated to be completed by 2012. Funds for construction of said improvement are not currently allocated by the Wisconsin Department of Transportation.

**SIGNED:** TOWN OF BRIGHAM

Olis Nelson June 1, 2010  
Town Chairman Date

Audrey Lee June 1, 2010  
Town Clerk Date

**ATTEST:**

## IOWA COUNTY – PARK AND RIDE LOT CORRESPONDENCE

**From: Barta, Larry**

Hi, Barb and Craig - Mary answered promptly and addressed Craig's questions to the degree possible in the attached e-mail. I just failed to get it read and pass on with comments. Bottom line is if Iowa County wishes to propose adding one w/ the BB/HHH project, they should let Mary and Kris Sommers know and they will take it from there. If they meet the criteria set up by the Backbone committee, WisDOT funds would pay for the construction and local funds would pay for basic maintenance - usually mowing, plowing, electricity and painting. WisDOT would work on determining how much need exists and obtaining a convenient and cost-effective site.

Barb - For our EA purposes, you should paraphrase the highlights of Mary's details for the corridor in general, basically to say WisDOT will consider adding facilities at locations based on need and determined in cooperation with the local governments as construction projects are funded. And if the County requests one as part of the BB/HHH section, we should at least note we and they are working on the justification and location. Give me a call if needed as your draft EA progresses. Thanks!

Mary - thanks for the input!

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

**From: Craig Hardy [mailto:Craig.Hardy@iowacounty.org]**

Sent: Tuesday, August 02, 2011 8:49 AM

To: Barta, Larry - DOT

Cc: Barbara Feeney

Subject: Park-N-Rides

Larry,

From the current study information being performed/available; can a determination be made related to the percent of usership or ridership which may benefit from the strategic locationing of one or two Park-N-Ride lots within the Iowa County corridor study portion (IE does a need exist, what is the amount of need in users)?

If the County were to request placement of two Park-N-Ride lots within the vicinity of most likely Ridgeway east of the village, and somewhere near CTH ID/K interchange, what cost(s) would be borne by the fed-state-county for construction and/or maintenance?

Is trip information related to the traffic counts available to assist in determining the sizing of those facilities and what percentage of use they may see?

If so, what then would be an estimate of the costs for construction (obviously dependent on size of lots to build) and annual maintenance?

Craig E Hardy, PE/RLS  
Iowa County Highway Commissioner

Iowa County Highway Commission  
1215 N Bequette St.  
Dodgeville, Wis. 53533  
PH (608) 935-3381 X605  
CELL (608) 574-2935

----- Message from "Pamperin-Volk, Mary - DOT" <Mary.PamperinVolk@dot.wi.gov> on Tue, 2 Aug 2011 15:42:34 -0500 -----

From the current study information being performed/available; can a determination be made related to the percent of usership or ridership which may benefit from the strategic locating of one or two Park-N-Ride lots within the Iowa County corridor study portion (IE does a need exist, what is the amount of need in users)?

Larry, I don't know the extent of the "study information being performed" .... but here is a possible answer.

The 1999 WisDOT D1 region plan used data from the Southwestern and the Dane County RPC's to present regional travel information. It included data and a map of "Work Trip Commuting Between the City of Madison and Adjacent Counties". I would assume similar up to date data could be obtained from those same RPC's and more current census data.

The 1999 study also identified the need for a park and ride lots in Dodgeville and Barneveld.

Other data indicating the need for a park and ride lot may be derived from the State Van Pool and Rideshare websites or other sponsors. Intercity bus route data will provide indicators also.

-----  
If the County were to request placement of two Park-N-Ride lots within the vicinity of most likely Ridgeway east of the village, and somewhere near CTH ID/K interchange, what cost(s) would be borne by the fed-state-county for construction and/or maintenance?

The Backbone committee has a set of criteria that must be met for the funding of a park and ride lot as part of a backbone project. We would need to refer to that criteria before committing to any funding for a project.

WisDOT will not build a park and ride lot until a signed maintenance agreement, with a community or a county is in place. Typical maintenance work involves mowing, plowing and routine trash pick-up. For a small (50 space) lot, various communities have indicated that the costs range around \$3000/year. A large, daily filled to capacity lot, (Dutch Mill in Madison) has maintenance costs of \$30,000/year.

-----  
Is trip information related to the traffic counts available to assist in determining the sizing of those facilities and what percentage of use they may see?

Not to my knowledge... For Iowa County locations, I would plan for a future 100 space lot, and build a 50 space lot at this time.

-----  
If so, what then would be an estimate of the costs for construction (obviously dependent on size of lots to build) and annual maintenance?

A recent 100 space lot construction costs are estimated at \$800,000 for a standalone project. We can gather the construction costs for the recent Cottage Grove park and ride lot for another comparison for a lot that was part of a larger highway project.

For a small (50 space) lot, various communities have indicated that the maintenance costs range around \$3000/year. A large, daily filled to capacity lot, (Dutch Mill in Madison) has maintenance costs of \$30,000/year.

**TOWN OF BLUE MOUNDS  
RESOLUTION 2008-1**

**RESOLUTION TO REQUEST PREFERRED  
U.S. 18/151 HIGHWAY ACCESS**

**WHEREAS**, The Wisconsin Department of Transportation is initiating a study to develop a long-term plan to convert the existing expressway into a freeway.


**WHEREAS**, Public meetings were held covering general issues regarding WisDot's approach to interchange siting, and issues specific to the locations under consideration for interchanges between Verona and Dodgeville section of U.S. 18/151.

**WHEREAS**, Participants reviewed the maps of the corridor and proposed three alternatives for location of one interchange;

**NOW, THEREFORE, IT IS HEREBY RESOLVED**, by the Town Board of the Town of Blue Mounds, Wisconsin, is in favor of the CTH F Option - Located at existing CTH F, which would go over the top of US 18/151. There would be a standard diamond ramps for both West Bound on and off movements and for the East Bound on. A loop ramp would be used for EB off movement. This interchange would provide direct access to the Industrial and Commercial Parks already developed and is in the best interest for the Town.

**ADOPTED** this 14 day of April, 2008.

  
\_\_\_\_\_  
Dennis Jelle, Chairman

ATTEST:  
  
\_\_\_\_\_  
Helen Kahl, Clerk



11011 BRIGHAM AVENUE / P.O. BOX 189  
BLUE MOUNDS, WI 53517-0189  
TELEPHONE (608) 437-5197  
FAX (608) 437-4198  
WEB PAGE <http://www.bluemoundswi.govoffice2.com>

May 14, 2009

Larry Barta, PE  
US 18/151/ Freeway Conversion Study, Project Manager  
Division of Transportation System Development  
Southwest Region  
2101 Wright Street  
Madison, WI 53604-2583

RE: County F and East Brigham Road frontage road

The Blue Mounds Village Board met on Wednesday, May 13, 2009 and reviewed the information and maps you provided in regards to the frontage road. The Village board indicated that they did not have a problem or any changes to the new alternative of the frontage road that you proposed to be located between County F and East Brigham Road.

Thank you for keeping us in the communication loop on these issues.

Sincerely,

DaNean Naeger, WCMC  
Village Clerk/Treasurer

**Blue Mounds**  
A VILLAGE FOR ALL SEASONS!

**RESOLUTION #R08-06**

**RESOLUTION TO REQUEST PREFERRED  
U.S. 18/151 HIGHWAY ACCESS**

**WHEREAS**, The Wisconsin Department of Transportation is initiating a study to develop a long-term plan to convert the existing expressway into a freeway.

**WHEREAS**, Public meetings were held covering general issues regarding WisDot's approach to interchange siting, and issues specific to the locations under consideration for interchanges between Verona and Dodgeville section of U.S. 18/151.

**WHEREAS**, Participants reviewed the maps of the corridor and proposed three alternatives for location of one interchange;

**NOW, THEREFORE, IT IS HEREBY RESOLVED**, by the Village Board of the Village of Blue Mounds, Wisconsin, is in favor of the CTH F Option – Located at existing CTH F, which would go over the top of US 18/151. There would be a standard diamond ramps for both West Bound on and off movements and for the East Bound on. A loop ramp would be used for EB off movement. This interchange would provide direct access to the Industrial and Commercial Parks already developed and is in the best interest for the Village.

**ADOPTED** this 9<sup>th</sup> day of April, 2008.

Terry J. Baumeister  
Terry J. Baumeister, Village President

ATTEST:

DaNean Naeger  
DaNean Naeger, Village Clerk/Treasurer

## **Blue Mounds Area Historical Society**

***Our Mission Statement: "To protect, preserve, interpret, and increase the public awareness of the natural, social, and architectural history of the Blue Mounds Area."***

*Blue Mounds Area Historical Society  
Cindy Downs, President  
2915 Dolomite Springs Circle  
Blue Mounds, WI 53517*

*Mr. Robert Newberry  
Wisconsin Department of Transportation  
Bureau of Equity and Environmental Services  
4802 Sheboygan Avenue, Room 451  
Madison, WI 53707-7965*

*May 7, 2010*

*Mr. Newberry:*

*It has come to our attention that there are plans by the DOT to put a bridge over 18-151 at East Brigham Road in the Blue Mounds area, thereby routing traffic up to Cty ID in an area which has some homes and the area of what was formerly known as Pokerville.*

*As the area contains some places with historical significance, we are asking that we be included on the list of interested parties as the project progresses. We have been in contact with Kimberly Cook of the Wisconsin Historical Society and received information regarding this project from Alan Downs, Blue Mounds village president.*

*We ask that you inform us of any pertinent meetings and further plans for this intersection or immediate area so that we may attend and follow through with any historic places designations.*

*Sincerely,*



*Cindy L. Downs  
President  
Blue Mounds Area Historical Society  
608-437-4688*

*cc: Lynn Cloud*



TOWN OF SPRINGDALE  
2379 Town Hall Road  
Mt. Horeb, WI 53572-2454  
Telephone & Fax: (608) 437-6230  
November 16, 2010

Larry Barta  
State of Wisconsin  
Division of Transportation  
Southwest Region  
2101 Wright Street  
Madison, WI 53704-2583

Dear Larry:

Thank you for taking the time to attend the Springdale Town Board meeting on Oct. 18, 2010. The meeting was worthwhile; it gave concerned citizens another opportunity to express questions and concerns about the proposed highway conversion and it allowed the Town Board another view of the proposed frontage road.

It is the proposed frontage road, which will become the property and responsibility of the Town, which is the subject of this letter. It is vital that all town roads adhere to the goals of the Town of Springdale Land Use Plan (Plan).

As proposed now, the plan for the frontage road in some areas contradicts two important goals of the Plan:

- Goal (B) Preserve the agricultural land, open spaces and other natural resources of a rural Town, and
- Goal (C) Protect agricultural uses of the land.

To achieve these goals, the Plan strives to minimize the breakup of contiguous tracts of agricultural lands. The Plan states that if agricultural fields are going to be broken up, lot lines (The term 'frontage road' could be inserted here.) shall be located to follow previously existing natural or man-made boundaries, such as roads, fence rows, woods, waterways, streams, or similar boundaries. The Plan stresses that if lot lines (frontage roads) must cross agricultural fields because other boundaries are not possible, it is desirable to locate them in such a way so as to maintain the maximum size agricultural fields in one contiguous parcel.

In addition, the proposed frontage road in some areas wedges agricultural land between the interstate highway and the frontage road. This creates agricultural land made difficult to farm, undesirable for residential development and inappropriate for commercial development according to the Plan. The Plan states the following:

- Commercial strip development shall be prohibited on roads or highways in order to prevent roads or highways from becoming lined with commercial properties.
- Minimal productive agricultural land shall be used to accommodate the agricultural businesses.
- No productive agricultural land shall be used to accommodate the non-agricultural businesses.

In conclusion, the Town would like to continue to work with the US 18/151 Freeway Conversion Study team to plan for a frontage road which meets both the standards of road construction and the Town of Springdale Land Use Plan. Please call me at 437-4692 to discuss the next steps in this process.

Sincerely,

Ed Eloranta  
Town Chairman

TOWN OF SPRINGDALE  
2379 Town Hall Road  
Mt. Horeb, WI 53572-2454  
Phone: (608)437-6230, Fax: (608)437-6231  
June 18, 2012

Mr. Larry Barta  
Project Manager  
Division of Transportation System Development  
Southwest Region  
2101 Wright Street  
Madison, WI 53704-2583

Re: Changes to US Highway 18/151

Dear Mr. Barta:

Please find below comments from the Town of Springdale Town Board regarding the proposed changes to town roads with the US Highway 18/151 conversion project.

Background: In considering the proposed changes, the Town Board views the proposed new town roads for conformity with the goals of the Town of Springdale Land Use Plan (Plan.)

Two important goals of the Plan are:

1. Goal (B) Preserve the agricultural land, open spaces and other natural resources of a rural town, and
2. Goal (C) Protect agricultural uses of the land.

To achieve these goals, the Plan strives to minimize the breakup of contiguous tracts of agricultural lands. The Plan states that if agricultural fields are going to be broken up, lot lines (new roads) shall be located to follow previously existing natural or man-made boundaries, such as roads, fence rows, woods, waterways, streams, or similar boundaries. The Plan stresses that if lot lines (new roads) must cross agricultural fields because other boundaries are not possible, it is desirable to locate them in such a way so as to maintain the maximum size agricultural fields in one contiguous parcel.

In addition, when the proposed new roads wedge agricultural land between the interstate highway and the frontage road, this creates agricultural land made difficult to farm, undesirable for residential development and inappropriate for commercial development according to the Plan. The Plan states the following:

1. Commercial strip development shall be prohibited on roads or highways in order to prevent roads or highways from becoming lined with commercial properties.
2. Minimal productive agricultural land shall be used to accommodate the agricultural businesses.

3. No productive agricultural land shall be used to accommodate the non-agricultural businesses.

Comments:

1. All new roads constructed in the town shall be restricted to 45 m.p.h. and designed for that slower speed.

The road design for a slower speed could decrease the radius of turns and allow for the construction of the proposed frontage road as close to the existing highway as possible. At the western edge of the proposed frontage road on the south side of the highway, as County Highway PD crosses over US Hwy. 18/151, the town would prefer that this portion of the new frontage road remain close to the existing highway, rather than looping onto farmland.

2. No new town roads, or portions thereof, shall be built as a town road when the residential property can be served by single or shared private driveways. (Doescher and Miller properties)

3. No interchange shall be built at CTH J. At the time of construction of the proposed changes to US Highway 18/151, the Town Board may consider permitting heavier trucks on town roads.

4. All new frontage roads and new roads constructed in the town shall be constructed to the heavy-duty standards in case truck traffic from the two quarries must travel on any of the new town roads after the at-grade access points are terminated.

5. When new town roads are required, the new town roads shall be routed the shortest distance possible, as close to the existing highway as possible, with the minimum negative impacts on farmland, residential properties and other natural resources. When the layout of the road does not contradict the town policies, the town wishes to honor the preferences of the town landowners impacted by the proposed new roads.

For the Disch and VonEschen properties, the residents seemed to prefer the new town road to travel on the northern edge of the Disch property and to angle southeasterly towards Verona with the road angled in such a way that the lights from the vehicles traveling east to west will not shine directly onto the VonEschen property.

6. Route the new town road between the existing highway and the northern edge of the Ringgenberg quarry.

7. Build the proposed frontage road on the north side of the US Hwy. 18/151 from CTH PD to the Handel property only. Build a town road on the north side of US Hwy. 18/151 from CTH J westerly to the Kelly Davis property to heavy-duty standards due to the quarry located on the property.

Sincerely,

Ed Eloranta  
Town Chair



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

November 9, 2012

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

Dear Mr. Barta,

As a follow up to your letter dated October 31<sup>st</sup>, last night the Town of Verona Board of Supervisors discussed the two alternative alignments you provided for the proposed frontage road between Spring Rose Road and County Road G.

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

It would be the Town Board's preference that the frontage road be terminated at Spring Rose Road. This would allow for the preservation of farmland and would avoid any additional secondary impacts of the road construction. If an alignment must be chosen for this area, the Board reluctantly supports Alternative B.

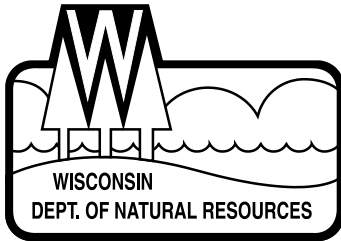
The Town would welcome the opportunity to discuss the concept of not having frontage road in this area with you. Please let me know if you'd like to set up a meeting.

Sincerely,

A handwritten signature in black ink, appearing to read 'Amanda Arnold', written in a cursive style.

Amanda Arnold, AICP  
Planner/Administrator

Cc: Thomas and Kari Gust  
Farmland AAJ LLC  
Julian and Ann May Rhiner



State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor  
Matthew J. Frank, Secretary  
Lloyd L. Eagan, Regional Director

South Central Region Headquarters  
3911 Fish Hatchery Road  
Fitchburg, Wisconsin 53711-5397  
Telephone 608-275-3266  
FAX 608-275-3338  
TTY Access via relay - 711

June 3, 2008

Larry Barta, P.E.  
Division of Transportation Systems Development  
Southwest Region  
2101 Wright Street  
Madison, WI 53704

SUBJECT: US 18/151 Freeway Conversion Study and Thomas Property

Dear Larry Barta, P.E.,

We are in receipt of your letter dated May 14, 2008 regarding Phase 2 and 3 of the US 18/151 Freeway Conversion Study. The roadway limits are the USH 18 exit at Dodgeville to CTH G / Dairy Ridge Road (Verona). Phase 2 of this study will refine and finalize the concepts identified in the Phase 1 Corridor Study Report and develop cost estimates and right-of-way needs. Phase 3 is an environmental assessment (EA) of the impact of the refined design and new right of way footprint.

WisDOT proposes to make improvements to County T such that it can be used to access the south side property, including the fields, historic barn and home. The south side driveway directly accessing US 18/151 would then be closed. This driveway should be constructed with minimal disruption to the prairie restoration previous performed on the Thomas Property. Consideration should be given to the conservation easement status of this property and WisDNR supports maintaining as much property for conservation as possible.

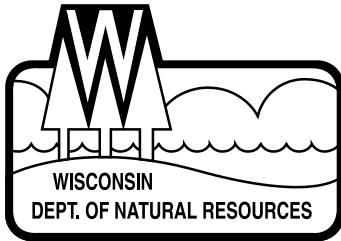
The property owner indicated an interest in having a second driveway that would parallel US 18/151 and heads east towards Barneveld. WisDOT has determined that this second driveway has unacceptable costs and impacts. We concur with the WisDOT determination. Construction of this option would convert 3 acres of conservancy to private drive. It would also require crossing a natural drainage way, which flows directly to the Barneveld Prairie, a State Natural Area, which supports a wide array prairie remnant plants and bird species.

The proposed at-grade access to USH 18/151 County T would be eliminated as part of the freeway conversion. Revised County T would be carried over 18/151 on a bridge and a north side frontage road would be built between the new crossing and the Village of Barneveld. The Military Ridge Trail runs parallel proposed frontage road north of US 18/151. The construction of this additional frontage road will have both aesthetic & environmental impacts to this trail system. We would like to be assured that WisDOT will address any additional concerns that arise as the design of this eastbound frontage road comes to being. All trees and other natural features along this section of trail should remain intact unless otherwise agreed upon.

The US 18/151 Corridor has been the recipient of grant money for invasive species control due to an overwhelming infestation of Crown Vetch (*Coronilla varia*) and Wild Parsnip (*Pastinaca sativa*). Many dollars and work hours have gone into controlling the current problem and preventing further spread of these invasives. Any additional soil disturbance has potential to exasperate this problem by disrupting the dormant seed stock still present beneath the top layer of soil. We believe an Invasive Species Control Plan will play an important role for any further work in and around this corridor.

In conclusion, we appreciate the opportunity to add our comments to the Phase 2 and Phase 3 Freeway Conversion Study. Please do not hesitate to contact me to discuss these comments further. We look forward to working with you as the process continues.

Regards,  
Amanda A. Cushman  
Environmental Analysis and Review Specialist  
Wisconsin DNR



## State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor  
Matthew J. Frank, Secretary  
Lloyd L. Eagan, Regional Director

South Central Region Headquarters  
3911 Fish Hatchery Road  
Fitchburg, Wisconsin 53711-5397  
Telephone 608-275-3266  
FAX 608-275-3338  
TTY Access via relay - 711

October 28, 2009

Larry Barta, P.E.  
Division of Transportation Systems Development  
WisDOT Southwest Region  
2101 Wright Street  
Madison, Wisconsin 53704

SUBJECT: USH 18/151 Freeway Conversion, Dodgeville to Verona, Study Finalized  
Alternatives Comments

Dear Mr. Barta,

We have reviewed the finalized alternatives for the USH 18/151 Freeway Conversion Study (referred to as Study in this letter) presented at the September 17, 2009, Agency Coordination Meeting. At this meeting, the alternatives for each of the six segments were discussed and a matrix of impacts was presented for each alternative. The Wisconsin Department of Natural Resources (WDNR) is participating in Phase 2 of the Study for the USH 18/151 Freeway Conversion Study, which refines and finalizes the concepts identified in Phase 1. The Environmental Assessment (EA) will occur in Phase 3 to better define the impacts of these refined designs, and the new right-of-way footprint. We have been coordinating over the past couple of years to become involved early in the process and identify key environmental resources during the planning stages.

Some of our concerns have already been addressed. One area that needs further discussion is the Military Ridge State Trail relocation. There are multiple locations along the Freeway Conversion Study area where the trail will need to be re-routed to accommodate new frontage roads. We checked to see if 6(f) applies to the trail, and it does. There is a property that had Land and Water Conservation (LAWCON) monies used, which then means the whole trail is 6(f). This means that the National Park Service, with WDNR assistance, needs to approve of replacement land; as the use of money to mitigate impacts is not allowed. As we work to identify the location of the trail with respect to these frontage roads, we will help identify future impacts to the environment; including endangered resources, aesthetic concerns, agricultural, and stream crossings / wetland impacts. There may be additional concerns regarding acquisition of property, construction constraints, and safety of the trail users, which are not identified in the frontage road alternatives proposed.

Section 1 of the USH 18/151 Freeway Conversion Study, identifies three alternatives to address the segment of the project from USH 18 to CTH BB. Under all three scenarios, impacts to the threatened plant species, *Gentiana alba*, yellow gentian are unavoidable. Special consideration



will need to be given to the construction of any alternative chosen at this location in order to best avoid the yellow gentian. We will need to work with you on the timing for the removal and relocation of this plant species. DOT should take the lead in finding a willing and appropriate property for the species to be placed for future protection. We can help in identifying appropriate areas to look. As the project becomes imminent, we can help to facilitate the relocation of the plant species.

There are two cold water crossings which occur in the first segment of the Freeway Conversion Project Study area. Neither will require a new separation structure on the USH 18/151 Freeway. There are potential impacts due to the associated local roads connections; we would like to see bridges used on any local road to bridge the water resources in the corridor. This is the best way to ensure the aquatic organism habitat remains unaffected by the addition of frontage roads throughout the USH 18/151 corridor. We will review and comment on the design for each connector route individually as they are developed.

Section 2, Alternative 2A, has a road connection far south of the freeway that would connect West Brigham Road on the Schuelke property. Although it was mentioned that WisDOT is no longer considering this as an option; the document should reflect that WDNR would have concerns to this alternative due to the existence of some very high quality prairie on this property. Alternative 2B at the CTH HHH interchange has an option for both north and south frontage roads with no overpass, or an overpass option including only a southern frontage road. We support the overpass option at this location to lessen the impacts on the surrounding land and avoid the prairie north of the freeway.

Section 3, West Brigham Road to Mounds View Road, has two alternatives with benefits and disadvantages to both. Alternative 3A, indicates possible impacts to Trout Creek. Upon further review, the Draft Concept Map submitted by SEH incorrectly identifies the stream impacts. The crossing at this location is the East Branch of the Pecatonica River, not Trout Creek. The East Branch of the Pecatonica has its headwaters between Barneveld and Blue Mounds. The river flows thirty-two miles downstream and is navigable for most of its length. The river has four miles of classified trout waters, including the segment near Alternative 3A. Alternative 3B, the re-routing of CTH K, would require a new road corridor dividing up properties and impacting some rare prairie remnants. Both alternatives include sub-issues: either an overpass at East Brigham Road or local roads connecting to CTH F. We support the East Brigham Road Overpass concept because the new local frontage road would go directly through known prairie remnants. Prairie remnants are very different from restored prairies. These are original pieces of the now extinct expansive prairie systems, of which only a few remain. It is very difficult to mitigate for the losses of these rare resources.

An additional issue with section 3 is the access changes at the Thomas Historical Barn. The driveway at this location is being relocated to an original access point along CTH T. The driveway should be constructed to have the least impact on this important historical feature. Aesthetic changes to this property should be reviewed to lessen visual changes to the site by State Historic Preservation Office (SHPO). A WisDOT funded historical marker could be included near the new access point, if SHPO concurs.

Section 4, Mounds View Road to Wisconsin STH 78, involves an interchange at CTH F. This involves a possible frontage road option to Cave of the Mounds Road. The adjacent Bigler property has had considerable federal money placed into prairie plantings on this restoration effort. This property contains many endangered, threatened, or special concern species. As noted in the summary of input and concerns, WDNR favors an overpass at Cave of the Mounds Road, which will avoid impacts to the Bigler property. Section 4 includes improvements to multiple local road connectors. There are a few prairie remnants located near Erbe Road that should be avoided. If any construction has the potential to impact these prairie remnants, please work with us so that we can avoid impacts if at all possible.

Section 6 involves the segment of USH 18/151 from CTH P to CTH G. The two alternatives for this section are: 6A, Interchange at CTH J; or 6B, No Interchange at CTH J. This segment contains the only wetlands within the entire USH 18/151 Study Area, and the only proposed USH 18/151 auxiliary lanes within the corridor are proposed in these wetlands. This is a big concern for us. The WDNR 2001 State of the Basin Report states, The Upper Sugar River Watershed contains good quality wetlands, particularly in areas adjacent and north of USH 18/151. In addition, placing a major interchange in a deep valley will drastically change the visual element and topography in this area. We are not convinced the interchange is necessary, and are concerned it could promote growth to the sensitive Upper Sugar River Watershed. The entire length of the Sugar River is listed as an exceptional resource water, and will require strict adherence to the sequencing process (i.e., avoid, minimize, mitigate). We request formal wetland delineation be conducted to identify the exact quality and quantity of the proposed impacts.

The USH 18/151 Corridor has been the recipient of significant grant dollars for invasive species control, which our two agencies have partnered on. There is an overwhelming infestation of crown vetch (*Cornonilla varia*) and wild parsnip (*Pastinaca sativa*) throughout the corridor. The current problem spills onto adjacent properties and affects not only the main corridor but, abutting landowners. Many hours have been allocated to curtailing the current problem. New soil disturbance associated with the freeway conversion may exasperate the problem by disrupting the dormant seed stock of these two species still present in the top soil layer. We would like to see that a long-term Invasive Species Control Plan be developed for the corridor, and implemented in conjunction with the construction of any of the preferred alternatives. This Integrated Management Plan should include guidelines for mowing, which would be specific to the species. Late spring mowing for several successive years can help control crown vetch. Another technique is to mow twice every year, in June and late August, which corresponds with the leaf-out period. We would like to work with you to develop the management plan, and could facilitate partnerships with willing participants to implement the work.

As you know, the Dane and Iowa County areas are part of a significant area of restorable grassland. In fact, the WDNR is joining with a diverse and dedicated group of conservation partners, local governments, and landowners in Southwestern Wisconsin to establish a new Habitat Conservation Area, called the “**Southwest Wisconsin Grassland and Stream Conservation Area.**” **As the Southwest Grassland study states:**

The northern most boundary of this conservation area is formed by the USH 18/151 route. Southwestern Wisconsin has been recognized for many years as one of the best

grassland conservation opportunities in the Upper Midwest. The area stands out for its distinct combination of resources: exceptional populations of grassland birds, which are in serious decline across their range; many scattered remnants of the area's original prairie sod; concentrations of rare plants and animals, and spring-fed streams, all set within this expansive rural farming region of open fields, croplands, oak groves and pastures. The Department proposes to protect 12,000 acres (through fee title and easement) across the 473,900-acre project area.

WisDOT and WDNR should work together to avoid negatively impacting the grasslands within our project boundary. It is important to use native seeding throughout the corridor; especially in areas where prairie restoration has occurred, where exceptional grassland habitat is present or trail beautification should occur.

Thank you for the opportunity to review and comment on this project in its planning stages. We look forward to working with you on the issues we have raised in this letter. If you have any questions or comments on this letter, please let me know.

Sincerely,

*Amanda A. Cushman*

Amanda A. Cushman  
Environmental Analysis & Review Specialist  
Telephone: (608) 275-3485

Cc: Lloyd Eagan, SCR  
Russ Anderson, SCR  
Dana White-Quam, SCR  
Jennifer Grimes, Southwest WisDOT  
Cathy Bleser, SCR  
Barb Feeney, SEH  
Mark Dudzik, GEF 2  
Amy Bradley, GEF 2



**Division of Transportation  
System Development**  
Southwest Region  
2101 Wright Street  
Madison, WI 53704-2583

**Jim Doyle, Governor**  
**Frank J. Busalacchi, Secretary**  
Internet: [www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)

Telephone: 608-246-3884  
Teletypewriter (TTY): 608-246-5380  
Facsimile (FAX): 608-246-3843  
E-mail: [larry.barta@dot.state.wi.us](mailto:larry.barta@dot.state.wi.us)

---

Amanda A. Cushman  
Wisconsin Department of Natural Resources  
South Central Region Headquarters  
3911 Fish Hatchery Road  
Fitchburg, WI 53711-5397

June 16, 2010

Dear Amanda,

I am writing in response to your letter of October 20, 2009 regarding the US 18/151 Freeway Conversion Study. In November we held Public Information Meetings to present the recommended alternatives and offer property owners and local officials another opportunity to give input on the recommendations. No substantial changes have been made as a result of those meetings but some issues were raised regarding proposed local road connections. Most of those issues have been resolved.

One concern you raise is the likely effects on the Military Ridge Trail. We understand that because LAWCON funds were used for the trail, 6(f) provisions will apply. The Department recognizes its obligation to mitigate any adverse effects that the project may have on the trail system and that mitigation, if needed, must be acceptable to the National Park Service. We plan to conduct the required evaluations and work closely with WDNR on trail issues.

The preliminary design has not advanced to the point where we have alternative configurations to review with DNR but hope to be at that point in the next few months. We believe it will be most efficient if we meet with you and others when we have the full picture of the trail impacts that can be expected. We will have that meeting before decisions advance too far, so there will be opportunity to make adjustments based upon input from your agency.

Also, we want you to be aware that one suggestion that came out of the Public Information Meetings is that the project should plan for a bicycle trail connection between Bobcat Lane and the Military Ridge Trail. That possibility will be discussed with WDNR when we meet to discuss other trail-related issues.

Regarding the need to relocate *Gentiana alba*, (yellow gentian) in Section 1: the Environmental Analysis (EA) will include a commitment to work with WDNR to develop an acceptable relocation approach, should any plants be found in the project area.

You commented about the likely need for two cold water crossings in Section 1 and WDNR's preference for bridges. We have not gotten to the point of looking at these crossing points in detail. If bridges are not hydraulically justified, we will work with you to design box culverts that are consistent with the goal of having barrier-free structures.

You state WDNR's preference in Section 2 for an overpass at West Brigham Road, assuming Alternative 2B is selected. WisDOT has selected Alternative 2B. The overpass with a south frontage

road is preferred by the local community, and WisDOT is proceeding with that. A partial frontage road would be needed on the north side of the highway to provide access for the Williams property.

Thank you for the additional information regarding the East Branch of the Pecatonica River in Section 3. Alternative 3B is the recommended alternative. It is likely that WisDOT will recommend mapping both of the options for rerouting County K to the County ID interchange. The in-town route on Jones Street would be the least costly and have the fewest impacts. The local community is interested in the route that heads to the northwest on new alignment. If this re-route is ultimately constructed because it accommodates local community development plans, the construction cost would be shared by the local community. At this time, it appears a route could be mapped that avoids special plant species that have been mapped by WDNR in the vicinity of this connection.

Our archeological/historic resources consultant is preparing a Determination of Effects to address the potential effects of the proposed US 18/151 project on the National Register of Historic Places (NRHP)-listed Thomas Barn.

In Section 4, WDNR has indicated a preference for the overpass at Cave of the Mounds Road, instead of a frontage road crossing the Bigler property. WisDOT has conducted a preliminary cost analysis and finds the two alternatives are fairly similar in cost. Given that and the preferences of WDNR and the Bigler family for an overpass, WisDOT is intending to select the overpass option. At this time, WisDOT plans to select the underpass option at Erbe Road. It appears that a short local road connection will be needed to connect the Hanson property to Erbe Road. We will likely keep that connection as close to the existing US 18/151 right of way as possible to minimize impacts on the affected properties.

WisDOT has selected Alternative 6B (no interchange at County J). Frontage roads will be needed in Section 6 to remove driveway and local road access points off of US 18/151. We will be coordinating with the local communities and property owners to minimize impacts while providing safe access.

It will not be possible to totally avoid wetland impacts related to the proposed construction of the auxiliary lanes west of County G. We have determined that wetland delineation should be postponed until closer to the time of construction. The information available from wetland maps is sufficient for determining impacts for the purpose of the EA. The preliminary design work will take measures to minimize impacts on wetlands in this area.

Finally, you raise the issue of incorporating invasive species control measures into the freeway conversion plan. WisDOT will comply with Chapter NR 40 to prevent the spread or introduction of wild parsnip and all other invasive species listed in NR 40. We don't think it is appropriate to commit to a specific long-term Invasive Species Control Plan for the whole corridor simply at this time though. Different activities are likely to be needed at different locations on such a long corridor at this. Also, the region expects WisDOT Maintenance and WDNR will be working on the implementation of NR 40. We think that waiting for the formal guidance produced from that collaboration is better than attempting to create an individual plan for just this corridor.

I have attached a draft of best management practices for invasives control to give you an idea of the kinds of activities we agree could be included when construction of freeway conversion components begins in the future. Between these BMPs and future guidance on implementation of NR 40, I am sure we will end up with mutually satisfactory language and bid items in all corridor contracts.

The EA will represent the importance of the Southwest Wisconsin Grassland and Stream Conservation Area. We will strive to avoid them and work with you on possible mitigation measures should any be impacted.

Thank you for your interest in this study. We want to continue to work with you to address your concerns.

Sincerely,

A handwritten signature in black ink that reads "Larry / Barta". The signature is written in a cursive style with a diagonal slash between the first and last names.

Larry J. Barta, PE  
Project Manager  
WisDOT Planning Section – SW Region, Madison Office

## **Presentation to Utility Conference**

**Feb. 11, 2009**

**Robert Swartz**

**SW Region Environmental Coordinator**

### **Best Management Practices**

WisDOT in **DRAFT** form:

WisDOT is working with WisDNR to develop Best Management Practices for invasive species. The following **DRAFT** ten BMPs are being discussed within WisDOT. I present them for informational purposes in the hope they may provide ideas for invasives control for others.

### **DRAFT BMPS**

#### **BMP SD 1: Prior to implementing management activities scout for and locate invasive species infestations, consistent with the scale and intensity of operations.**

##### Considerations:

Knowing which invasive species are present, and where is the first piece of information needed to evaluate threats. These are some steps to consider in scouting for invasive species.

- a. Integrate scouting of invasive species into normal inventory and monitoring.
- b. The extent and intensity of scouting should be appropriate to the threat posed by invasive species in or likely in the area, and by the potential effect of activities on the further spread, release, or management of those species.
- c. Scouting can occur both within and around the activity area.
- d. Scouting for invasive plants should occur at likely introduction sites such as access points, easements, lay-down areas, and staging areas.
- e. Scouting for invasive insects and diseases should also occur at high-priority introduction sites where new plantings and stands of dead/dying/stressed trees and vegetation are found.
- f. Scouting may also include consulting with urban ecologists, and resource managers to identify treats from invasive plants, insects, or disease within the corridors.

#### **BMP SD 2: Consider the need for action based on: 1) the degree of invasiveness; 2) severity of the current infestation; 3) amount of additional habitat or hosts at risk for invasion; 4) potential impacts; and, 5) feasibility of control with available methods and resources.**

##### Considerations:

A threat assessment is the next step in identifying and mapping the invasive species present on the corridors, and operations and management modified to address further spread.

- a. Degree of invasiveness.
- b. Severity of current infestation - review adjacent areas and modify project plans to limit movement of soil and equipment from infested to non-infested project areas.
- c. Assess additional habitat or hosts at risk from invasive species.
- d. Address impacts of invasive species on corridor management objectives.
- e. Feasibility of control - options, costs, and long-term consequences.
- f. Monitor recent work on corridor sites for the emergence of invasive species for a minimum of two years after a project is completed.

#### **BMP SD 3: Plan management activities to limit the potential introduction and spread of invasive species.**

##### Considerations:

Activity planning may include developing budgets, schedules, and management prescriptions. The planning phase allows for consideration and precautions to be taken if invasive species are present.

- a. Consider the likely response of invasive species or target species when prescribing activities that result in soil disturbance or increased sunlight.
- b. Timing
  - Consider the need for invasive species control efforts; determine whether planned control efforts should occur prior to, after or concurrent with the activity.
  - Consider pre-treatment of invasive species, and postpone activity until an infestation can be treated. Effective pre-treatment may need to occur one or two years prior to soil disturbance.
  - Consider seasonal timing that will minimize introduction and movement of invasive species.
  - Opt out of activities where the spread of invasive species will likely jeopardize sensitive habitat.
- c. Cleaning
  - Plan for appropriate cleaning of equipment to limit the introduction and spread of invasive species. Make prior arrangements for cleaning that may be needed in conjunction with corridor activities. Consider the risks different types of equipment pose for the introduction and spread of invasive species.
- d. Boundaries
  - Position activity boundaries that exclude areas infested with invasive species.
- e. Scheduling
  - Consider the sequence of operations within an activity area. When feasible, plan to enter areas infested with invasive species last.
- f. Ground Disturbance
  - Where feasible, avoid creating soil and site conditions that promote invasive plant germination and establishment. Minimize soil disturbance to no more than needed to meet corridor project objectives.
  - Consider the impacts of different types of equipment where feasible. Plan to use equipment that minimizes soil and vegetation disturbance.
  - Retain soil and native vegetation in and around the activity area to the greatest extent possible.
- g. Transport
  - Plan a transportation system within the activity area that will limit travel through areas infested with invasive species.
  - Consider the transportation of soil and products away from the activity area by limiting their movement from off-site.

**BMP SD 4: To the extent practical, use existing roads, skid trails and landings to reduce and minimize soil disturbance.**

Considerations:

Invasive plants could rapidly colonize areas of disturbed soil.

- a. Minimize construction footprint.
- b. Use existing access, lay-down areas and staging areas when possible.
- c. Determine the amount based on scale and intensity.

**BMP SD 5: Transport of water for dust, etc.**

Considerations



Sprinkling the ground surface with water until it is moist is an effective dust control method for rights-of-ways and other access roads. Though this practice can be applied almost anywhere. In areas where evaporation rates are high, water application to exposed soils may require near constant attention. If water is applied in excess, irrigation may create unwanted excess runoff from the site and possibly create conditions where vehicles could track mud onto public roads.

- Transport of water on Rights-of-ways to control fugitive dust is a common practice.

**BMP SD 6: Prior to moving equipment onto and off of an activity area, clean soil and debris from exterior surfaces, to the extent practical, to minimize the risk of transporting propagules.**

**BMP SD 7: Take steps to minimize the movement of invasive plants, insects and diseases to non-infested areas, during corridor maintenance activities.**

Considerations:

- a. Excavated material from areas containing invasive plants may be reused within the exact limits of the infestation.
- b. Excavated material that contains invasive plant material and is not reused within the limits of the infestation must be stockpiled until the remaining invasive plant material is destroyed.
- c. Berm top soils: rather than importing topsoil's with potential seed banks, berm existing topsoil's along the perimeter of the project for later use.

**BMP SD 8: Stabilize disturbed soils as soon as possible.**

Considerations:

- a. Return disturbed soil to its original layers
- b. Seeds of native species should be used whenever possible.
- c. Use weed-free mulch where available.
- d. Certify mulching materials.
- e. Certify sand and gravel, prior to use sand and gravel may be certified there by reducing costly invasive species invasions in the future.

**BMP SD 9: If seeding or planting is necessary to minimize the threat of invasive species from spreading, use native seed or non-invasive cover crops for revegetation.**

Considerations:

- a. Use a non-persistent cover crop, such as annual rye or oats that can be used to temporarily stabilize the soil, and discourage the establishment of invasive species.
- b. Use weed-free locally appropriate seed mixes where available.
- c. Use weed-free mulch where available.
- d. Do not plant invasive species (See Table 1.)

Table 1: Do not plant these commonly used invasive species for roadside plantings.

Many previously recommended species are now presenting invasive problems.

Common Name	Latin Name
creeping bent grass	<i>Agrostis palustris</i>
smooth brome grass	<i>Bromus inermis</i>
crown vetch	<i>Coronilla varia</i>
quack grass	<i>Elytrigia repens</i>
tall fescue	<i>Festuca arundinacea</i>

flat pea	<i>Lathyrus sylvestris</i>
chinese lespedeza	<i>Lespedeza cuneata</i>
bird's foot trefoil	<i>Lotus corniculatus</i>
big leaf lupine	<i>Lupinus polyphyllus</i>
reed canary grass	<i>Phalaris arundinacea</i>

**BMP SD 10: Provide training/knowledgeable people/resources/awareness in identification of known invasive species and pests for corridor workers.**

Considerations

The land adjacent to roadways tends to be ideal habitat for invasive plants because of its high level of disturbance and abundant sunlight. Once established, invasive plants can affect the safety and maintenance of transportation infrastructure and wreak havoc on the natural environment.

- a. Provide training and identification
- b. Encourage corridor workers to report invasive species findings.



**Division of Transportation  
System Development**  
Southwest Region  
2101 Wright Street  
Madison, WI 53704-2583

**Jim Doyle, Governor**  
**Frank J. Busalacchi, Secretary**  
Internet: [www1.wisconsin.gov](http://www1.wisconsin.gov)

Telephone: 608-246-3884  
Teletypewriter (TTY): 608-246-5380  
Facsimile (FAX): 608-246-3843  
E-mail: [larry.barta@dot.state.wi.us](mailto:larry.barta@dot.state.wi.us)

---

Amanda A. Cushman  
Wisconsin Department of Natural Resources  
South Central Region Headquarters  
3911 Fish Hatchery Road  
Fitchburg, WI 53711-5397

October 4, 2010

Dear Amanda,

In August we sent you a letter about the two options considered for the re-routing of County K proposed for the US 18/151 Freeway Conversion Study. It was noted recently that the letter contained an error. This letter is intended to make a correction (the highlighted numbers below have been changed).

At this time, WisDOT plans to include both options in the Environmental Assessment, and to officially map both options upon completion of the study.

The closure of the current connection of County K to US 18/151 is likely many years away. As WisDOT moves closer to that time, the two options will be re-evaluated. The current estimates for the cost of construction of the alternatives show that Option 2 is considerably less expensive than Option 1. We intend to officially map both options. A local cost share may be needed for Option 1, but that would not be determined until the work is funded and WisDOT assesses changes in local community, infrastructure and traffic conditions, etc., and the effect they have on costs.

Please note that Option 1 appears to avoid special plant species in the area, based on the data we obtained from WDNR.

Thank you for your interest in this study. We want to continue to work with you to address your concerns.

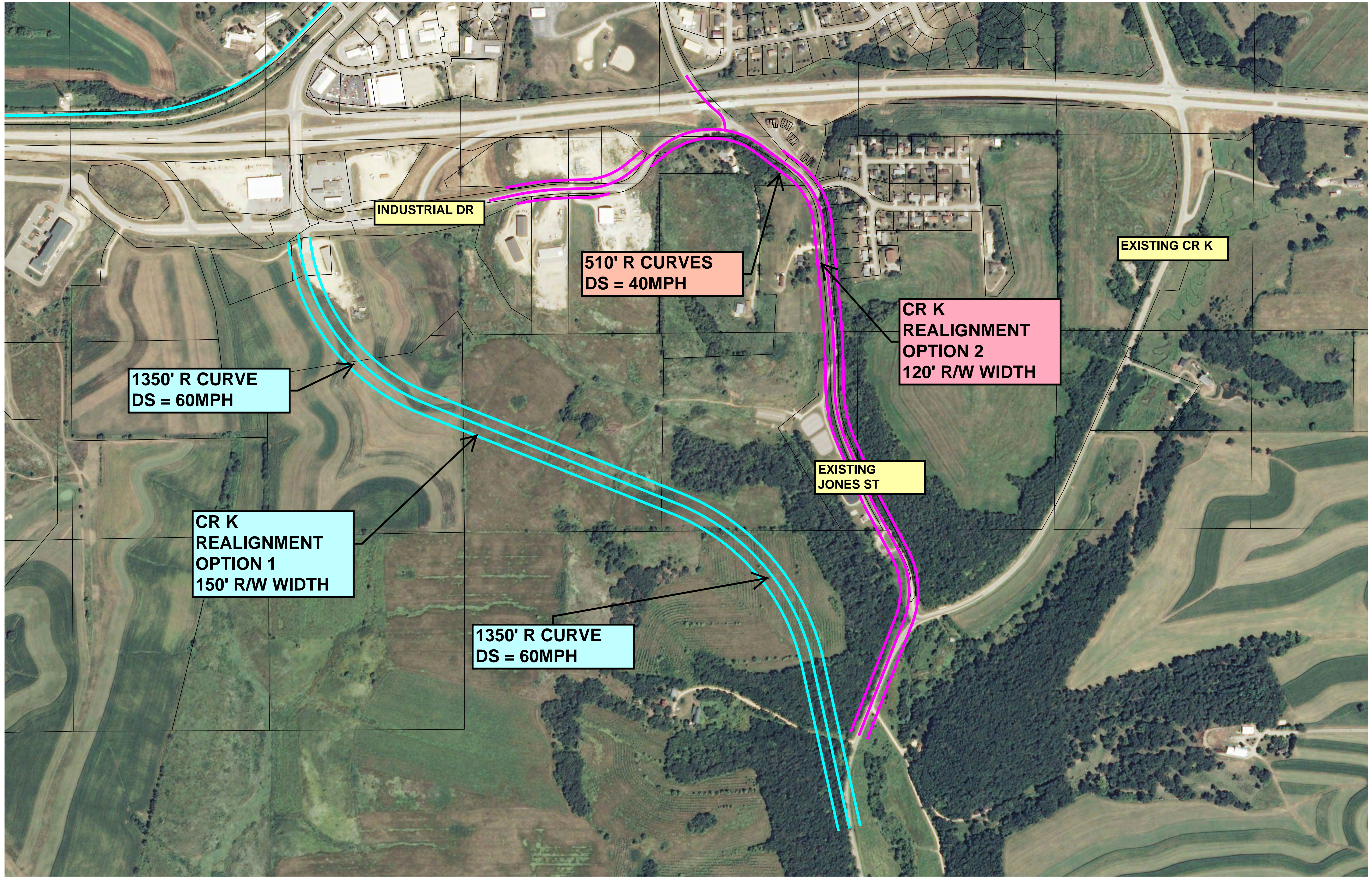
Sincerely,

A handwritten signature in black ink that reads "Larry J. Barta".

Larry J. Barta, PE  
Project Manager  
WisDOT Planning Section – SW Region, Madison Office

c: Russ Anderson, WDNR





INDUSTRIAL DR

510' R CURVES  
DS = 40MPH

EXISTING CR K

CR K  
REALIGNMENT  
OPTION 2  
120' R/W WIDTH

1350' R CURVE  
DS = 60MPH

EXISTING  
JONES ST

CR K  
REALIGNMENT  
OPTION 1  
150' R/W WIDTH

1350' R CURVE  
DS = 60MPH



**From:** [Cushman, Amanda A - DNR](#)  
**To:** [White-Quam, Dana M - DNR](#); [Barbara Feeney](#)  
**Cc:** [Fredrickson, Jennifer - DOT](#); [Barta, Larry - DOT](#); [Anderson, Russell A - DNR](#); [Nate Day](#)  
**Subject:** RE: US 18/151 and MRT Realignment: Pikes Peak Road  
**Date:** 02/24/2012 08:46 AM

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I concur with Dana. Thanks for allowing us to review this Barb.

>P Amanda A. Cushman  
Environmental Analysis and Review Specialist  
South Central Region  
>Wisconsin Department of Natural Resources  
>(\*) phone: (608) 275-3485  
>(\*) fax: (608) 275-3338  
>(\*) e-mail: [Amanda.Cushman@Wisconsin.gov](mailto:Amanda.Cushman@Wisconsin.gov)  
Website: [dnr.wi.gov](http://dnr.wi.gov)  
Find us on Facebook: [www.facebook.com/WIDNR](http://www.facebook.com/WIDNR)

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

From: White-Quam, Dana M - DNR  
Sent: Wednesday, February 22, 2012 10:30 AM  
To: 'Barbara Feeney'; Cushman, Amanda A - DNR  
Cc: Fredrickson, Jennifer - DOT; Barta, Larry - DOT; Anderson, Russell A - DNR; Nate Day  
Subject: RE: US 18/151 and MRT Realignment: Pikes Peak Road

I believe this is what we agreed upon and the format looks fine.

Thank you  
Dana

Dana White Quam  
District Park Specialist  
3911 Fish Hatchery Road  
Fitchburg, WI 53711  
(608) 275-3302  
(608) 275-3338 fax  
e-mail - [Dana.White-Quam@dnr.state.wi.us](mailto:Dana.White-Quam@dnr.state.wi.us) Find us on Facebook: [www.facebook.com/WIDNR](http://www.facebook.com/WIDNR)

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

From: Barbara Feeney [<mailto:bfeeney@sehinc.com>]  
Sent: Tuesday, February 21, 2012 7:42 AM  
To: Cushman, Amanda A - DNR; White-Quam, Dana M - DNR  
Cc: Fredrickson, Jennifer - DOT; Barta, Larry - DOT; Anderson, Russell A - DNR; Nate Day  
Subject: US 18/151 and MRT Realignment: Pikes Peak Road

Amanda and Dana-

Attached please find a map that shows the realigned MRT crossing of Pikes Peak Road. This is the display format we will use in the 4(f) document. Please let me know if this format looks OK to you and also if the proposed crossing alignment is what you were expecting to see.

(See attached file: 4 - Pikes Peak Rd.pdf)

Barbara A. Feeney, AICP  
SEH | 6808 Odana Road, Suite 200 | Madison, WI 53719-1137 608.620.6190 direct |  
608.620.6199 main | 888.908.8166 fax [www.sehinc.com](http://www.sehinc.com) SEH--Building a Better World for All of  
Us(tm)

From: "Cushman, Amanda A - DNR" <[Amanda.Cushman@Wisconsin.gov](mailto:Amanda.Cushman@Wisconsin.gov)>  
To: Barbara Feeney <[bfeeney@sehinc.com](mailto:bfeeney@sehinc.com)>,  
Cc: "Fredrickson, Jennifer - DOT" <[Jennifer.Fredrickson@dot.wi.gov](mailto:Jennifer.Fredrickson@dot.wi.gov)>, "White-Quam, Dana M - DNR" <[Dana.WhiteQuam@wisconsin.gov](mailto:Dana.WhiteQuam@wisconsin.gov)>, "Anderson, Russell A - DNR" <[Russell.Anderson@Wisconsin.gov](mailto:Russell.Anderson@Wisconsin.gov)>, "Barta, Larry - DOT" <[Larry.Barta@dot.wi.gov](mailto:Larry.Barta@dot.wi.gov)>  
Date: 02/08/2012 11:17 AM  
Subject: RE: US 18/151 and MRT Realignment near Ridgeway

Hi Barb-

Dana and I reviewed this trail realignment for the CTH HHH EAST Interchange. It looks fine as proposed.

One question for you, why is it being called HHH frontage road trail when there is no frontage road here? We were just curious about the name.

Thanks and let me know if you have any other questions.

Amanda A. Cushman  
Environmental Analysis and Review Specialist South Central Region  
>Wisconsin Department of Natural Resources  
>(\*) phone: (608) 275-3485  
>(\*) fax: (608) 275-3338  
>(\*) e-mail: [Amanda.Cushman@Wisconsin.gov](mailto:Amanda.Cushman@Wisconsin.gov)  
Website: [dnr.wi.gov](http://dnr.wi.gov)  
Find us on Facebook: [www.facebook.com/WIDNR](http://www.facebook.com/WIDNR)

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

From: Barbara Feeney [mailto:bfeeney@sehinc.com]  
Sent: Tuesday, February 07, 2012 11:34 AM  
To: White-Quam, Dana M - DNR; Cushman, Amanda A - DNR  
Cc: Barta, Larry - DOT; Jill Fehrman  
Subject: US 18/151 and MRT Realignment near Ridgeway

HI Dana and Amanda,

Attached is the trail realignment for the MRT along the CTH HHH North Frontage Road. I am sending the PE drawing to you so you can look in particular of the crossing of the trail near the end of the cul de sac on the north side of the interchange. This is the interchange on the east side of Ridgeway.

We are getting the 4(f) evaluation document ready but would like you to look at this one before we go ahead and put this realignment in the document.

(See attached file: HHH NFR Trail 2-7-12.pdf)



Division of Transportation System Development  
Southwest Region  
2101 Wright St  
Madison, WI 53704-2583

Scott Walker, Governor  
Mark Gottlieb, P.E., Secretary  
Internet: [www1.wisconsin.gov](http://www1.wisconsin.gov)

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

December 6, 2012

Dana White Quam  
Wisconsin Department of Natural Resources  
3911 Fish Hatchery Road  
Fitchburg, WI 53711

Subject: Mitigation of proposed highway impacts  
Section 6(f) recreational lands  
Project ID 1200-08-00  
U.S. Highway 18/151  
Dodgeville to Verona  
(US 18 exit to West Verona Road)

Dear Ms. White Quam,

The proposed freeway conversion of US 18/151 in Iowa and Dane County will unavoidably affect the Military Ridge Trail (MRT) by relocating 4.2 miles of the trail. Attachment 1 shows the MRT, which extends from the west side of Dodgeville connecting to the Capitol City Trail in the City of Fitchburg. Attachment 2 shows the portions of the trail that would be relocated.

#### **SECTION 6(f)**

The MRT is owned by the Wisconsin Department of Natural Resources (WDNR) and portions of the trail were purchased with federal Land and Water Conservation (LWCF) funds. The use of LWCF funds for the acquisition of this regionally significant resource property meets Section 6(f) criteria.

A Section 6(f) conversion requires coordination with the agency granting the LWCF funds, National Park Service (NPS), and mitigation that replaces the area of the property converted to transportation uses. The property proposed for replacement must be of reasonably equivalent usefulness and location as that being converted. The agency with authority over the resource, WDNR, must concur with the impacts to the resource and the proposed mitigation measures in writing. Prior to completing preliminary engineering, the WisDOT design team shared the proposed relocations with WDNR staff and obtained their preliminary concurrence. Attached are meeting notes from a meeting held on June 9, 2011 at which DNR and WisDOT agreed upon the conceptual plans for the relocations.

#### **SECTION 4(f)**

The Military Ridge Trail is a regionally-significant resource that meets Federal Highway Administration (FHWA) Section 4(f) criteria. FHWA Section 4(f) criteria applies to significant publicly owned public parks and recreational areas that are open to the public. Due to the impacts to the recreational area, FHWA intend(s) to make a Section 4(f) *de minimis* finding.

#### **PUBLIC OUTREACH**

The proposed relocation of portions of the trail were most recently presented as part of WisDOT's Freeway Conversion Preferred Alternative at July 17<sup>th</sup> and July 26<sup>th</sup> Public Information Meetings (PIMs) in Mount Horeb and Dodgeville. The MRT was identified on exhibits shown at the PIMs.

No objections to the proposal to relocate portions of the trail were received at those meetings or at earlier meetings.

### **MINIMIZATION, MITIGATION AND ENHANCEMENT**

The portions of the trail to be relocated for highway purposes total 4.2 miles in length and 39 acres in area. The total length of the new trail sections will be 4.1 miles, and the total area acquired for new trail right of way is 45 acres.

Following is a summary of the proposed changes as shown in Attachment 2:

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

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

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

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

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

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

WisDOT's goal throughout the freeway conversion study was to decrease the overall number of at-grade MRT crossings of public roads. The reduction in the number of at-grade trail crossings would increase safety and efficiency for trail users. It was determined in the early planning stages that a net decrease in the number of MRT crossings could serve as a mitigation measure to relocating the trail in some locations. Overall, six (6) at-grade trail crossings of public roads or driveways would be removed and five (5) new at-grade trail crossings would be created as a result of the Proposed Action. The result would be a net decrease in one (1) at-grade trail crossings. The maps in Attachment 2 show new and removed trail crossing points.

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



## REQUEST FOR CONCURRENCE

WisDOT is requesting that the agency with jurisdiction, WDNR, agree in writing with the proposed measures to minimize harm to the Section 6(f) resource and the proposed property replacement for land converted to highway use.

Please also concur in writing that WDNR is in agreement with the mitigation and measures provided by WisDOT and impacts will not adversely affect the activities, features or attributes which make the recreational area eligible for Section 4(f) protection.

Your written concurrence regarding the impacts to the Section 6(f) and Section 4(f) resource would be greatly appreciated so that we may continue to move forward in our cooperation on this project. Thank you for your timely consideration of our request.

Sincerely,

A handwritten signature in black ink that reads "Larry Barta". The signature is written in a cursive style with a large, sweeping "L" and a distinct "Barta" ending.

Larry Barta, Project Manager  
Wisconsin Department of Transportation

cc: Amanda Cushman, DNR  
Cathy Bleser, DNR  
Russell Anderson, DNR  
Lavane Hessler, DNR  
Bethaney Bacher-Gresock, FHWA  
Johnny Gerbitz, FHWA  
Shar Te Beest, WisDOT Central Office  
Jennifer Fredrickson, WisDOT SW Region  
Brian Taylor, WisDOT SW Region

Enclosures:  
Attachments 1 and 2



March 20, 2013

Larry Barta, Project Manager  
Wisconsin Department of Transportation  
Southwest Region  
2101 Wright Street  
Madison WI 53704-2583

Subject: Mitigation of Proposed Highway Impacts - Recreational Lands  
Project ID 1200-08-00  
USH 18/151 (Dodgeville to Verona)  
County BB Interchange Area Military Ridge Trail Relocation

Dear Mr. Barta,

We have received Wisconsin Department of Transportation's (WisDOT) request for review of the proposed impact to the Military Ridge State Trail (MRT) and associated proposed mitigation measures. MRT is owned and managed by the Wisconsin Department of Natural Resources (WDNR). Portions of the trail were purchased using federal money, specifically Land and Water Conservation Funds (LWCF), therefore the entire facility is encumbered by Section 6(f) requirements. The relocation of any portion of the trail must go through the Section 6(f) conversion process. This requires coordination with the WDNR, the National Park Service (NPS) and a detailed justification that there are no other alternatives to impacting the facility. The LWCF program requires that the property being converted be replaced with property of at least equal value, size and recreational utility to the public.

The proposed transportation project will require that portions of the trail be relocated which will impact a total 4.2 miles in length and 39 acres in area. The proposed relocation will result in a new trail length totaling 4.1 miles, and the total area acquired for the new trail right-of-way is 45 acres. Due to the unknown and expected extended timeframe of the future trail relocations, this letter specifically addresses the CTH BB minimization and mitigation proposal, or Map 2, of your submittal. Each subsequent relocation will need separate approval as it has the funding allocated to it. We will need to evaluate additional submittals on a case-by-case basis.

Specific changes to the CTH BB trail relocation include removing the existing crossing at Ridgeview Road and the trail would be constructed to run parallel to the new road connecting the interchange to this new area. The new trail crossing would be located near the ramp terminals. All traffic at the existing crossing point would be moved to the new trail crossing. WisDOT's goal throughout the freeway conversion study was to decrease the overall number of at-grade MRT crossings of public roads. This reduction should increase safety and efficiency for trail users. A net decrease in at-grade crossings can serve as a mitigation measure for 6(f) compliance.

Mandatory mitigation measures for all trail relocations include;

1. The trail shall be constructed to meet or exceed the *Wisconsin Bicycle Facility Design Manual* (FDM).
2. The newly developed surface material shall be the same as the segment it is replacing. (ie. Existing surface is seal coated, replacement surface shall be seal coated.)
3. All trail intersections shall be paved with bituminous asphalt 15 feet back from the road surface. This will help avoid erosion from occurring on the trail surface.
4. All signage shall be placed according to the FDM and WDNR Snowmobile Signing Handbook.
5. Berms and native vegetated landscaping as a visual buffer in selected locations will be implemented. These will be especially important in areas where the trail will be adjacent to a new frontage road.

Our Department Park and Trail staff will recommend the above proposed mitigation for CTH BB as adequate 6(f) mitigation. Upon submittals of all required documents and approvals to the Department, the proposal will be submitted to NPS for approval.

We thank you for your effort in coordinating these changes with our Department. We look forward to receiving future submittals for trail relocations as they become fundable. Please contact me at 608-275-3485 if you have any questions.

Sincerely,



Amanda A. Cushman  
EA specialist

# Minutes

## US 18/151 Freeway Conversion Study

### WisDOT/WDNR Coordination Meeting

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WisDOT Project ID 1200-08-00  
June 9, 2011

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#### Attending:

- WisDOT: Larry Barta, Franco Marcos, Jenny Fredrickson
- SEH: Barbara Feeney, Dean Stodola
- Wisconsin Department of Natural Resources (WDNR): Amanda Cushman, Dana White-Quam

The main purpose of this meeting was to review the proposed relocations of portions of the Military Ridge Trail (MRT) to accommodate the freeway conversion of US 81/151. SEH brought drawings that show the proposed relocated sections of trail for review that were developed based upon comments from DNR after the meeting held in December 2010. Proposed new trail crossing and existing crossings proposed for closure on the relocated sections were noted. There are likely some additional changes that will result from removing some driveway access to US 18/151 onto new local roads in locations where the trail will not be moved.

#### Location specific comments and details included:

**County Y/YZ interchange area:** The relocated trail section looks good as shown. SEH will check to make sure there is only one residence that would be acquired to accommodate the road and trail relocation as shown.

**County BB/HHH interchange area:** WisDOT has determined that there will be an underpass of US 18/151 here, not an overpass as once thought. As a result, DNR does not have the same level of concern about sight distance at the crossing – sight distance should be good at this low-volume crossing. DNR agrees that an at-grade crossing will be acceptable. Two options for the relocated trail are possible – one follows the Ridgevue/Reed Road connection on the north side of the interchange and the other parallels US 18/151. DNR prefers the first option that parallels Reed Road. A 10-foot median for the crossing is desired to give room for median refuge near the ramps.

The County HHH overpass will be an option for bicyclists who want to cross the highway to access County BB. There will be a short connection from the trail to County HHH.

**County HHH/High Point Road interchange area:** On the east end, the trail relocation will begin on the Williams property that will be connected to the interchange via a frontage road. The trail will be located on the north side of the frontage road and the interchange, reconnecting with existing trail at the location where the reconstruction of County HHH ends. There is currently a field access road that parallels the trail and does not appear to cross it. DNR prefers that a crossing is not created but would consider a crossing that is restricted to field use only.

**Pikes Peak/West Brigham Road:** An underpass will be constructed here. The trail crossing will be moved somewhat further south from its existing location to provide improved sight distance. Pikes

Peak Road has low traffic volumes. WisDOT will commit using single span bridges to provide a better view of oncoming traffic from West Brigham Road.

**County ID Extension:** County ID in Barneveld will be extended to the east interchange in Ridgeway, crossing US 18/151 in the vicinity of County T. There will be a roundabout constructed to connect existing County ID to the extension on the west side of Barneveld near the County ID interchange. The trail will be located on the north side of the roundabout and stay on the north side of the county road, reconnecting to existing trail just west of the County T crossing point. There are currently three crossings on the Ihm farm; DNR would like to consolidate these crossings to the greatest extent possible.

**Erbe Road:** Erbe Road will become an underpass. WisDOT will cost out a grade separated crossing and the at-grade crossing; if costs are similar, the grade separation will be constructed. Note: The costs were determined to be similar so the WB 18/151 bridge over Erbe Road will be widened enough to accommodate the bike path.

**Bike path extension from Bobcat Lane to MRT:** The current plan is to provide a connection from Bobcat Lane to the trail, using existing north-south right of way.

### **Other points of discussion:**

**What signing and marking requirements does WisDOT have for trail crossings? An exhibit of these should be included in the (4)(f)/(6)(f) document.**

Follow up: The *Wisconsin Bicycle Facility Design Manual* (Section 4.14) should be used as a reference for signing/marketing the trail crossings.

**Should maintenance of those crossing markings be included in local agreements?**

To be determined.

**DNR would like to have base material treated. Is this included in WisDOT specs?**

Follow up: The *Wisconsin Bicycle Facility Design Manual* (Section 4.11.2) recommends treatment of base material for control of vegetation.

**Are WisDOT specs sufficient for maintenance vehicle requirements?**

Follow up: The *Wisconsin Bicycle Facility Design Manual* (Section 4.11.1) recommends trail construction to handle maintenance vehicle use.

**There are currently recorded easements for crossings dating back to the railroad ownership. Can WisDOT get these easements eliminated because new access is provided and the crossing of the trail is no longer needed?**

More research needed.

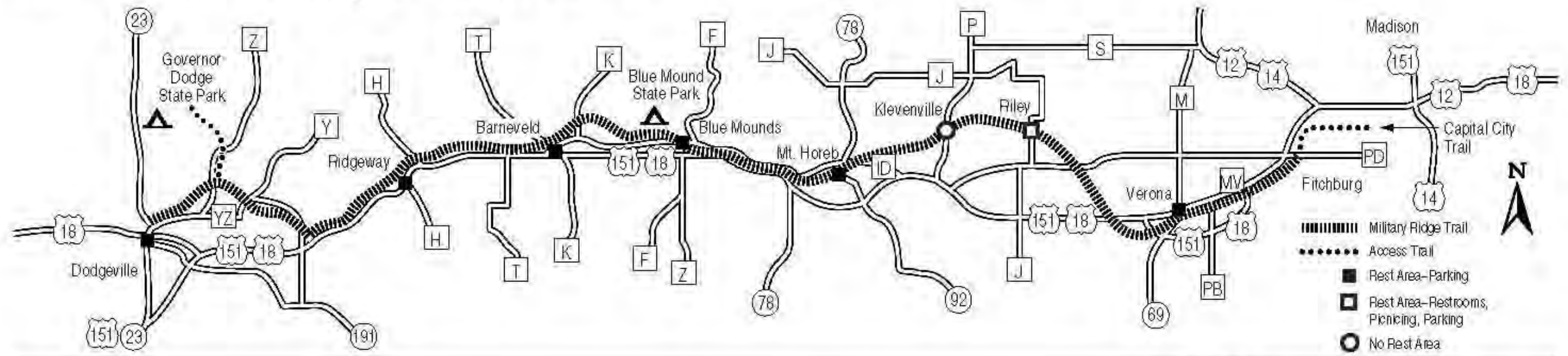
### **Follow-up Notes**

- The existing at-grade intersection of US 18/151 and County E will be closed, and County E will be relocated to connect to WIS 78. Bicyclists will be able to use the WIS 78 overpass. Three feet of the shoulders will be paved to the intersection of WIS 78 and relocated County E
- Will need a future meeting to discuss mitigation elements. The starting point is that relocated portions of trail will be same r/w width as currently exists. Berms and landscaping as visual buffer in select locations have been discussed so far.

- Relocation sections should have similar grade line as portions replaced, which are fairly flat in general.
- The trail typical section will meet the WisDOT standard, which accommodates DNR trail maintenance vehicles, including small dump trucks.

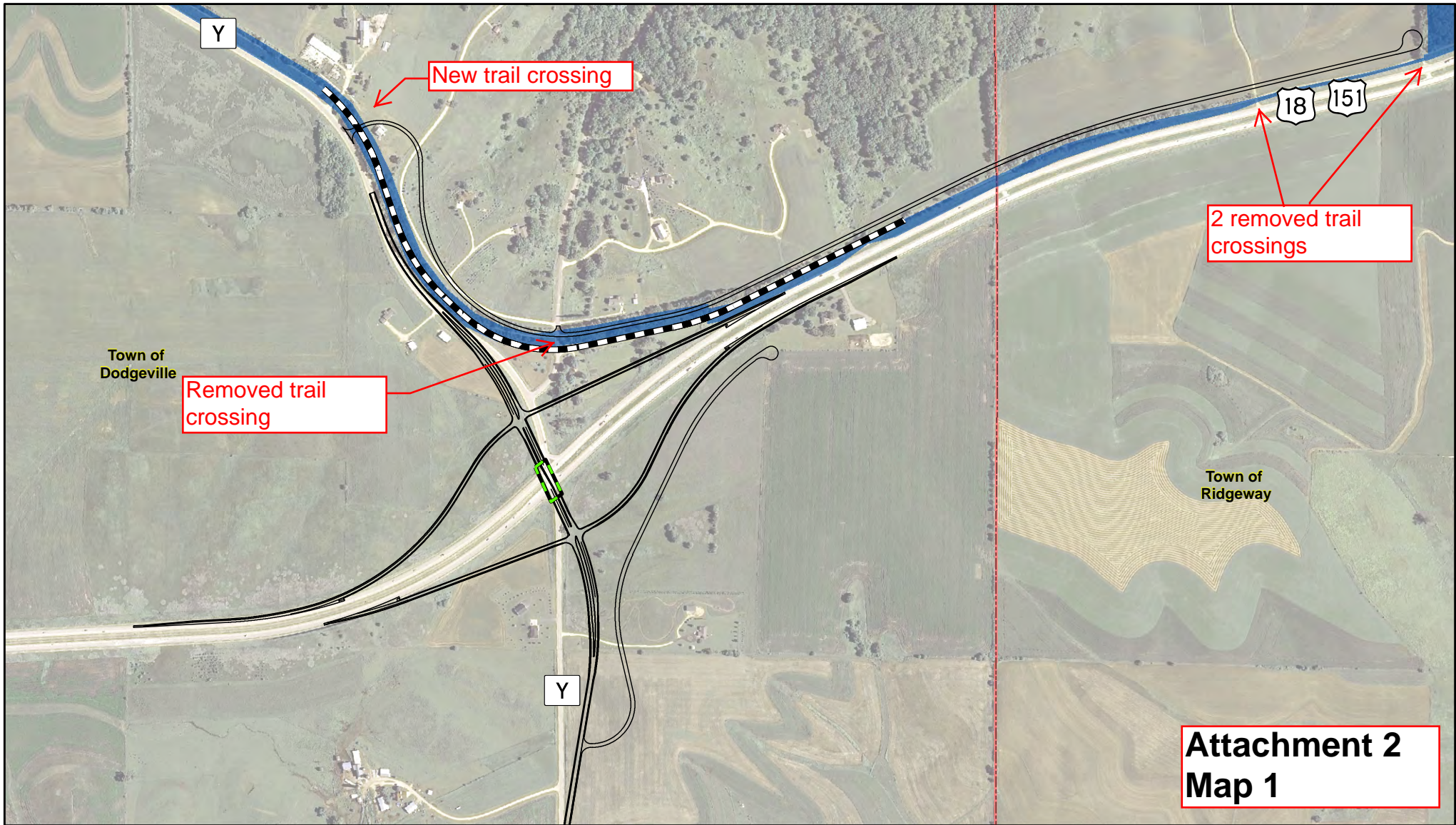
**ATTACHMENT 1  
MRT MAP**

# Military Ridge State Trail

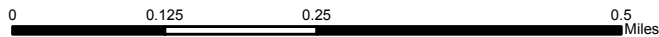


DODGEVILLE		RIDGEWAY		BARNEVELD		BLUE MOUNDS		MOUNT HOREB		KLEVENVILLE		RILEY		VERONA		FITCHBURG		DISTANCE REFERENCE
9.7 MI/15.6 KM		5.4 MI/8.7 KM		4.0 MI/6.4 KM		5.3 MI/8.5 KM		3.6 MI/5.8 KM		2.5 MI/4.0 KM		6.0 MI/9.6 KM		1.1 MI/1.8 KM		2.4 MI/3.9 KM		

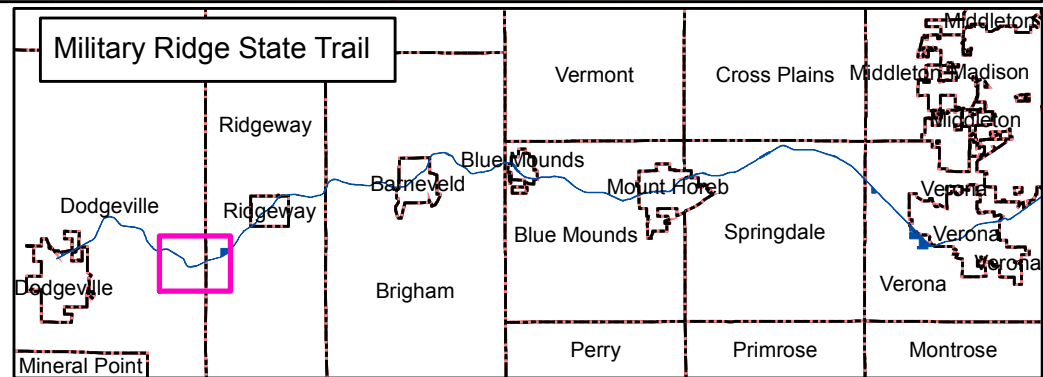




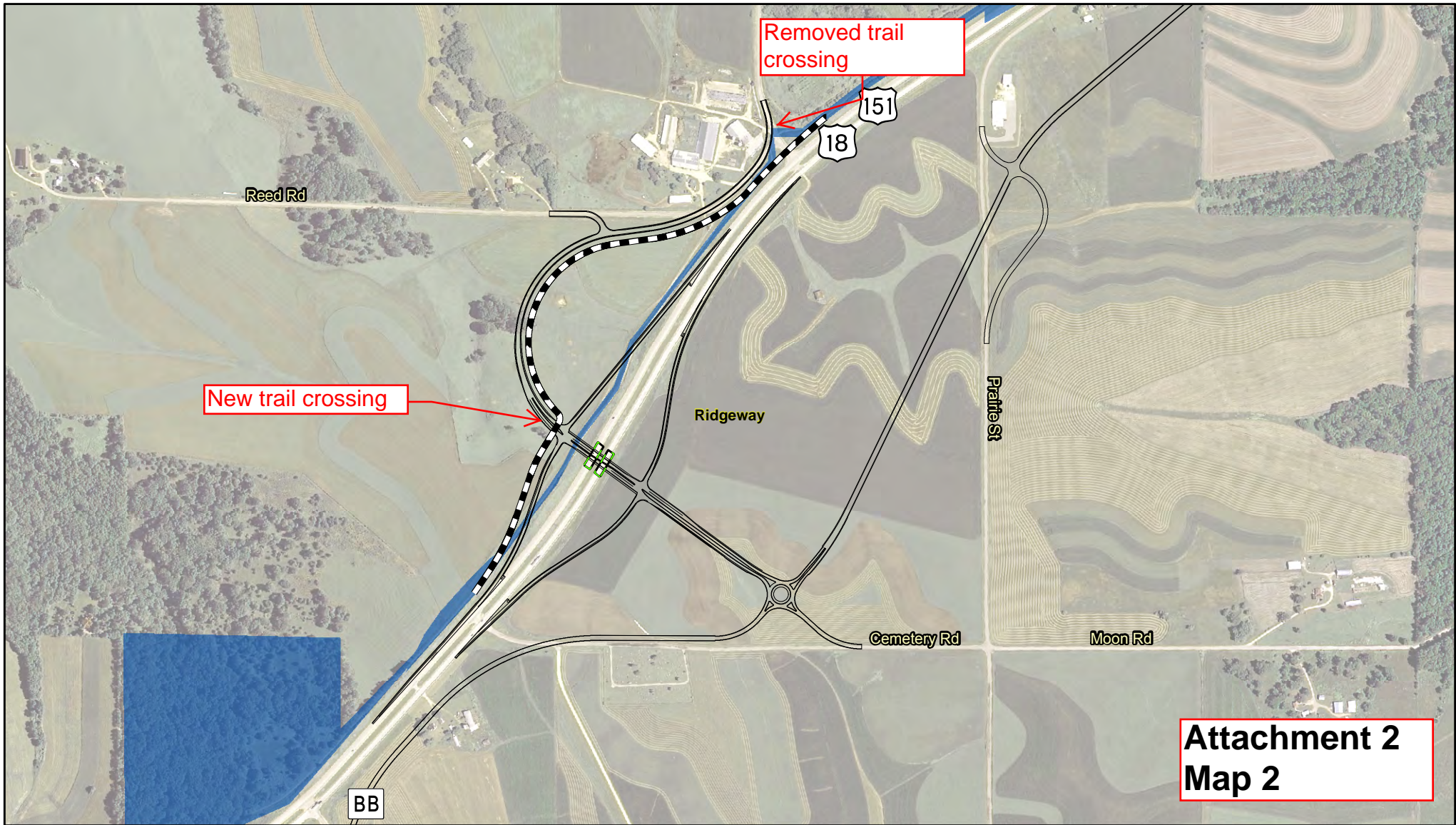
US 18/151 Freeway Conversion Study  
 Military Ridge Trail - Section 4(f)/6(f) Evaluation  
 WisDOT ID: 1200-08-00  
 Map 1 of 6



- MRT Right-of-Way
- Realigned MRT
- Proposed Road
- Proposed Grade Separation
- Municipal Boundary

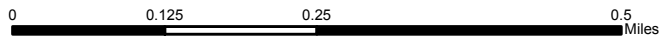




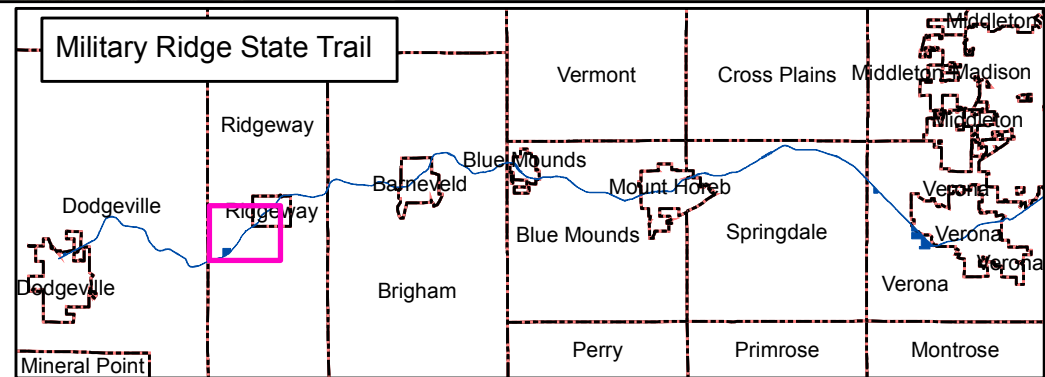


**Attachment 2  
Map 2**

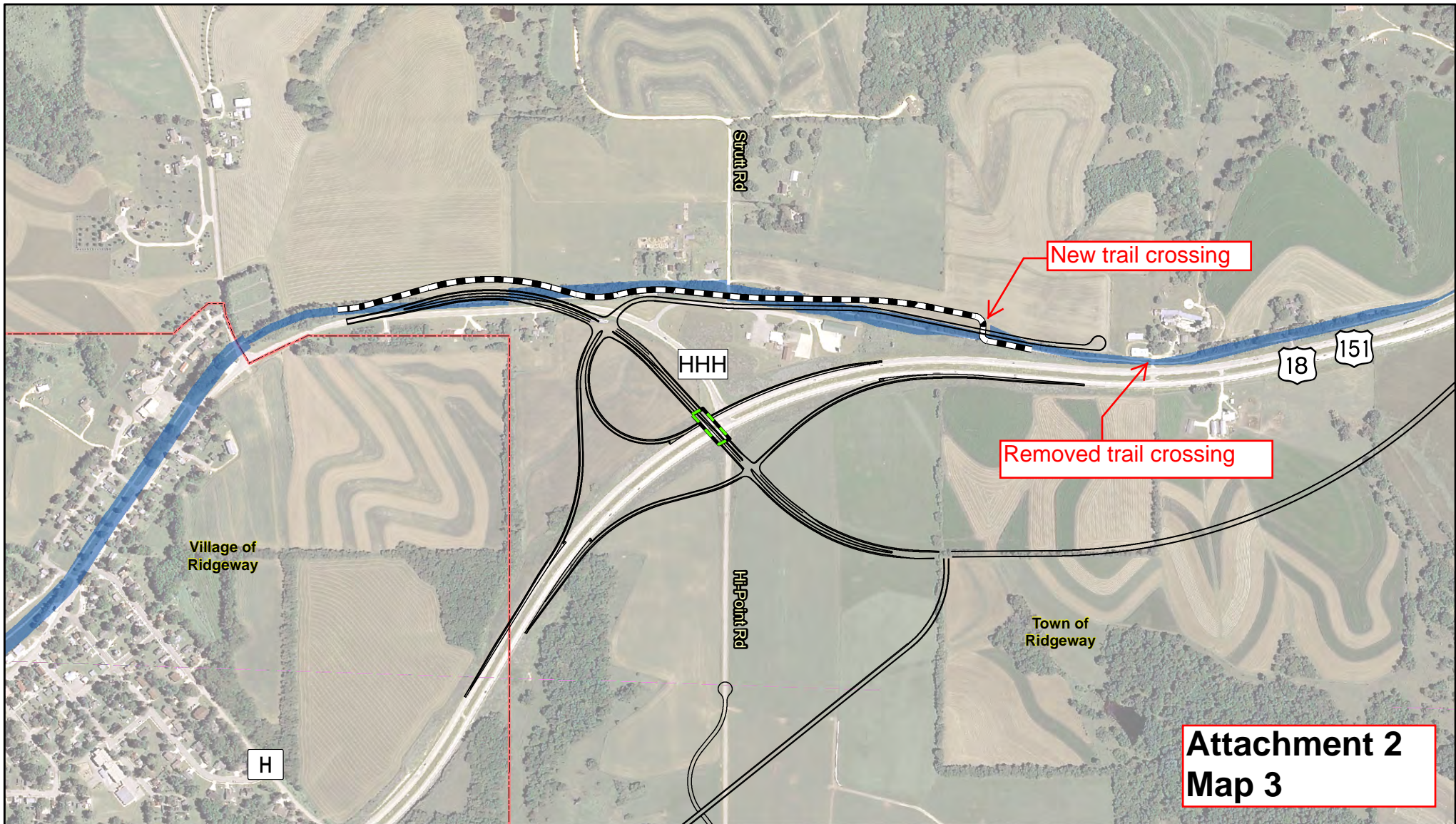
US 18/151 Freeway Conversion Study  
 Military Ridge Trail - Section 4(f)/6(f) Evaluation  
 WisDOT ID: 1200-08-00  
 Map 2 of 6



- MRT Right-of-Way
- Realigned MRT
- Proposed Road
- Proposed Grade Separation
- Municipal Boundary







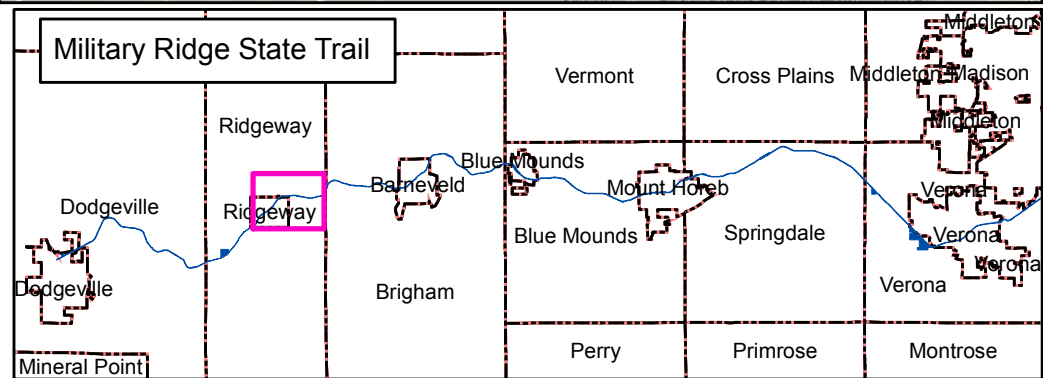
**Attachment 2  
Map 3**

US 18/151 Freeway Conversion Study  
 Military Ridge Trail - Section 4(f)/6(f) Evaluation  
 WisDOT ID: 1200-08-00  
 Map 3 of 6

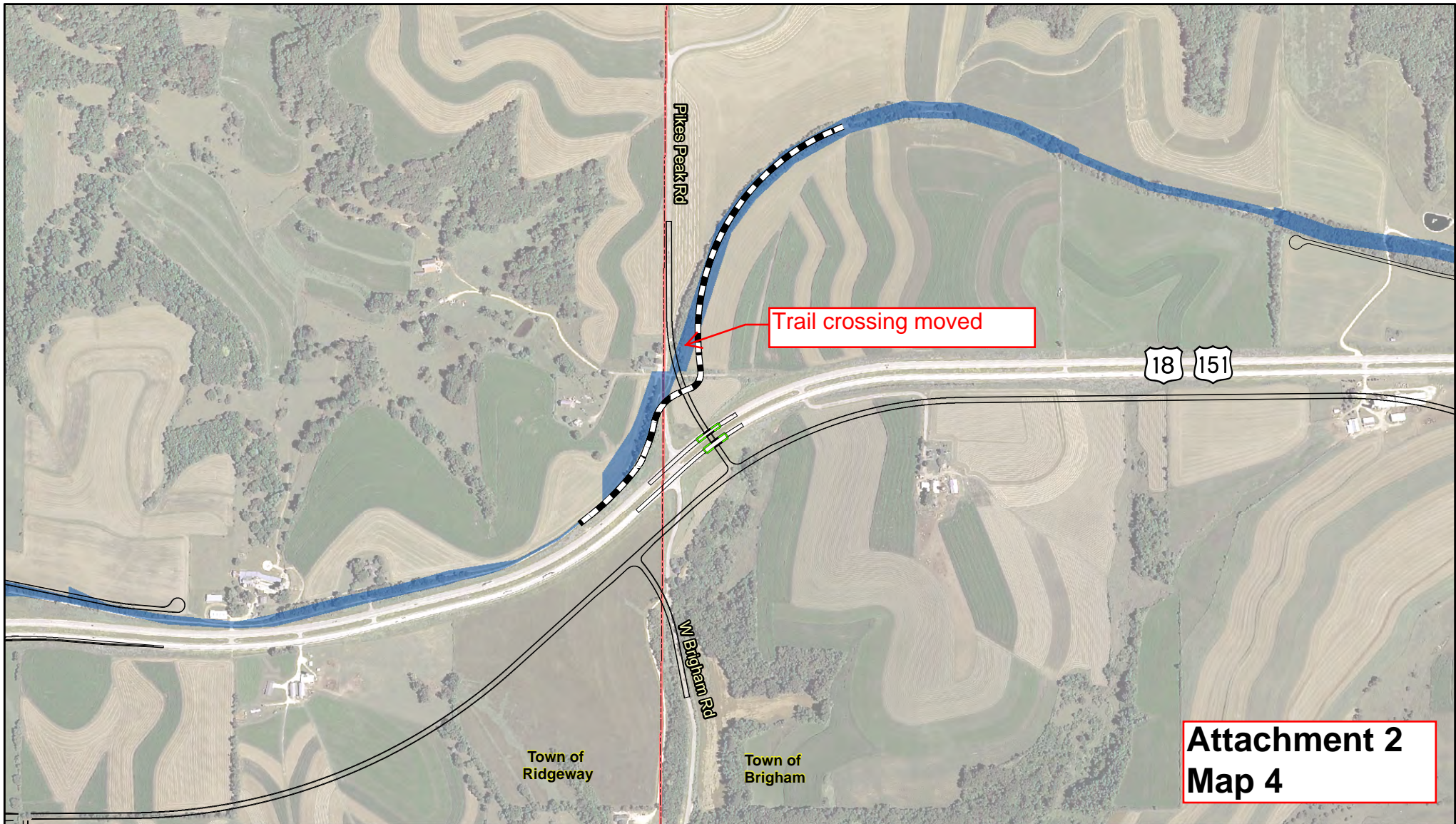


0 0.125 0.25 0.5 Miles

- MRT Right-of-Way
- Realigned MRT
- Proposed Grade Separation
- Proposed Road
- Municipal Boundary

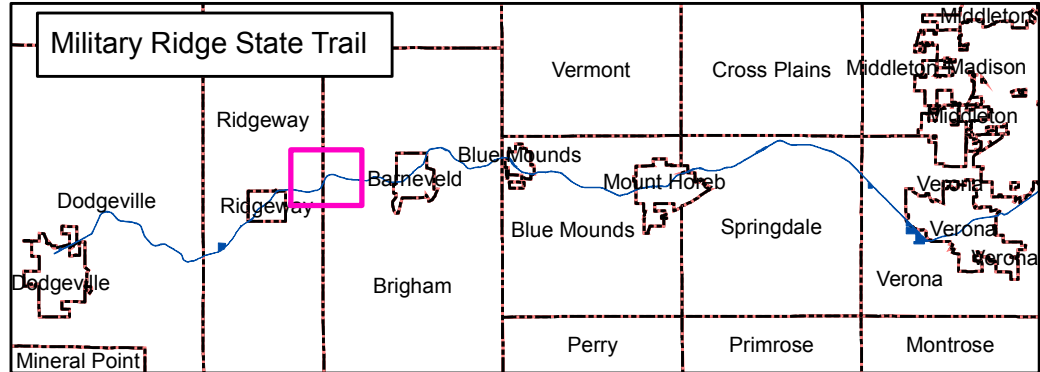




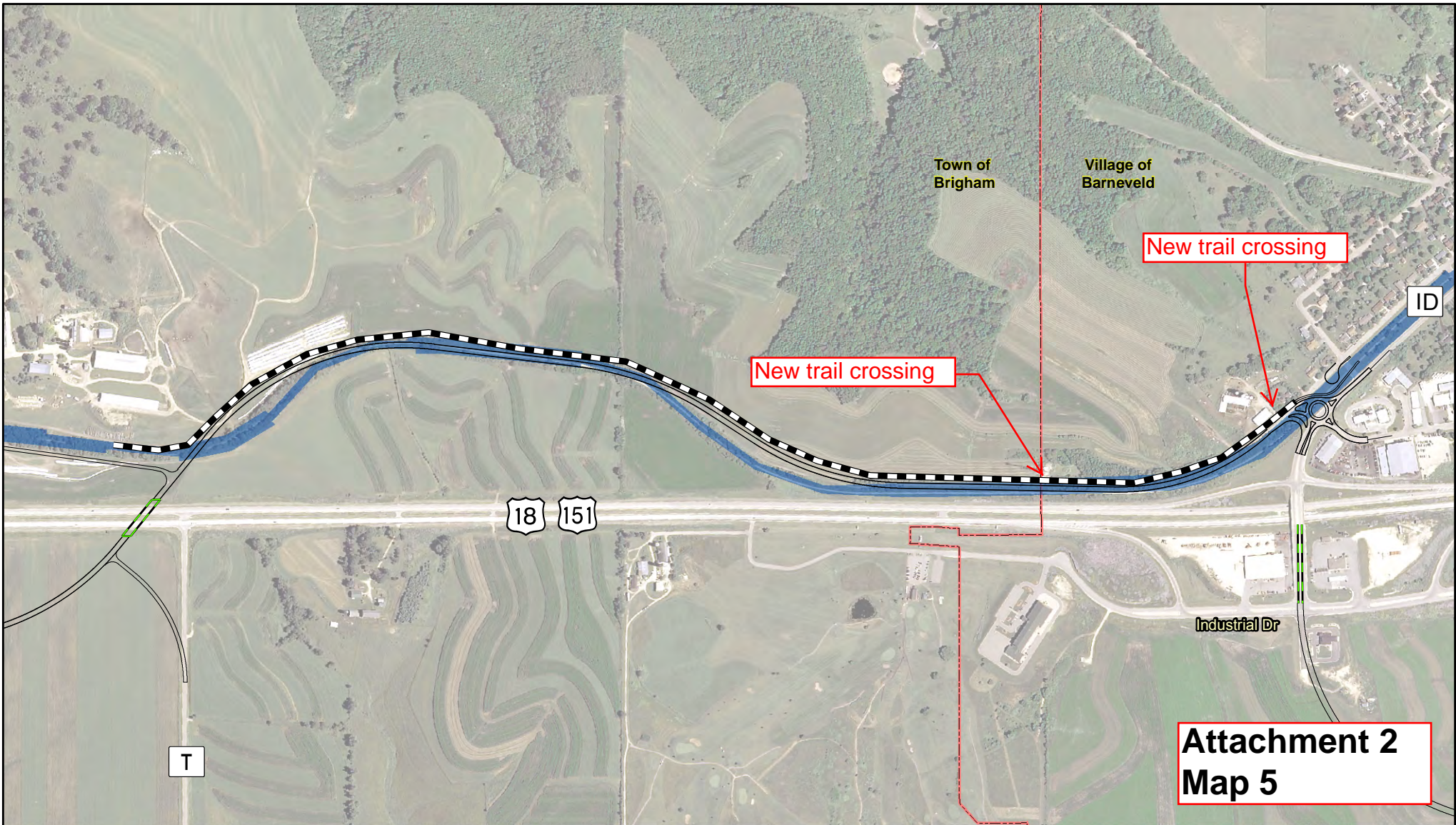


**Attachment 2**  
**Map 4**

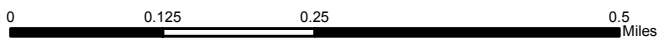
US 18/151 Freeway Conversion Study  
 Military Ridge Trail - Section 4(f)/6(f) Evaluation  
 WisDOT ID: 1200-08-00  
 Map 4 of 6



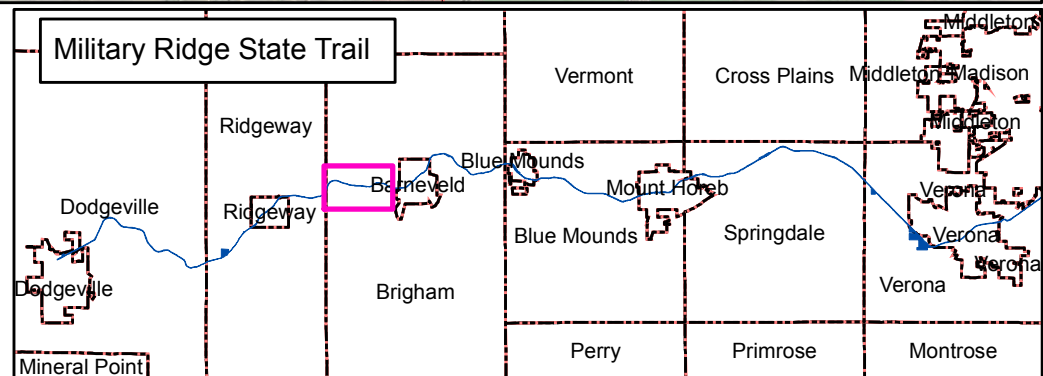




US 18/151 Freeway Conversion Study  
 Military Ridge Trail - Section 4(f)/6(f) Evaluation  
 WisDOT ID: 1200-08-00  
 Map 5 of 6



- MRT Right-of-Way
- Realigned MRT
- Proposed Grade Separation
- Proposed Road
- Municipal Boundary

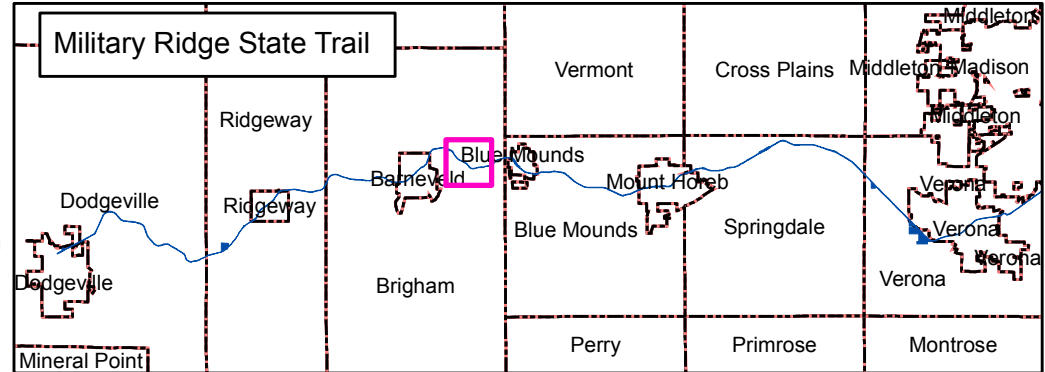
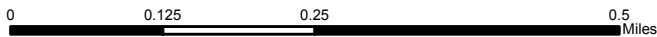






US 18/151 Freeway Conversion Study  
 Military Ridge Trail - Section 4(f)/6(f) Evaluation  
 WisDOT ID: 1200-08-00  
 Map 6 of 6

- MRT Right-of-Way
- Realigned MRT
- Proposed Road
- Proposed Grade Separation
- Municipal Boundary





State of Wisconsin  
Scott Walker, Governor

---

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

October 20, 2011

Ms. Barbara Feeney  
Short Elliot Hendrickson, Inc.  
2808 Odana Rd, Suite 200  
Madison, WI 53719-1137

Dear Ms. Feeney:

Re: US 18/151 Freeway Conversion Plan  
Dodgeville to Verona  
Iowa and Dane Counties  
ID# 1200-08-00

The Department of Agriculture, Trade, and Consumer Protection (DATCP) has reviewed the notification and any supplemental information you have provided concerning the potential need for an Agricultural Impact Statement (AIS) for the above 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 Assessment that is being prepared for this project. The commitment should 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"

We understand that one portion of the project, the proposed County BB interchange will be advanced for construction in the next few years. As noted above, an AIS must be published for this project at least 30 days prior to land acquisition negotiations.

Please call me with any questions at 608/224-4650.

Sincerely,

Peter Nauth  
Agricultural Impact Program  
(608) 224-4650

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Governor Scott Walker

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

December 17, 2012

Barbara Feeney  
SEH  
6808 Odana Road, Suite 200  
Madison, WI 53719-1137

Dear Barbara Feeney:

Re: Project ID: 1200-08-00  
Project Name USH 18/151 Freeway Conversion Plan  
County: Dane  
Iowa

The Department has received the notification you submitted concerning the potential need for an agricultural impact statement (AIS) for the above project. Based upon the information received, it appears that an AIS is required for this project.

The Department is reviewing the project to determine what, if any, additional information is needed to prepare the AIS. If no additional information is necessary, you will receive written notification that the AIS is being prepared. The AIS will be completed within 60 days of the date of that notification.

Upon completion of the AIS, the Department will charge a fee to cover preparation costs as stipulated in §32.035, Wisconsin Statutes. The potential condemnor may not negotiate with or make a jurisdictional offer to any landowner until 30 days after the AIS has been published. Please contact me if you have questions concerning the AIS.

Sincerely,

Peter Nauth  
Agricultural Impact Program

DATCP ID: #3880

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REPLY TO  
ATTENTION OF

**DEPARTMENT OF THE ARMY**  
ST. PAUL DISTRICT, CORPS OF ENGINEERS  
SIBLEY SQUARE AT MEARS PARK  
190 FIFTH STREET EAST, SUITE 401  
ST. PAUL MINNESOTA 55101-1638

Appendix C6 - Federal  
Agency Correspondence

Operations

Regulatory (2007-05670-SLM)

November 30, 2007

Short, Elliott, Hendrickson, Inc.  
6418 Normandy Lane, Suite 100  
Madison, WI 53719-1119

RE: US 18/151 Highway Access Study

To Whom It May Concern:

We are in receipt of the information regarding the proposed highway conversion project of US18/151 in Dane and Iowa counties.

Limited resources preclude the Corps from actively participating at this time and while we are unable to attend the meeting scheduled for December 3, 2007, we would like to comment on the proposed project. Comments are as follows:

The mission of the Corps of Engineers Regulatory Program is to protect the Nation's aquatic resources, while allowing reasonable development through fair, flexible and balanced permit decisions. The Corps evaluates permit applications for essentially all construction activities that occur in the Nation's waters, including wetlands. Corps permits are also necessary for any work, including construction and dredging, in the Nation's navigable waters. The Corps balances the reasonably foreseeable benefits and detriments of proposed projects, and makes permit decisions that recognize the essential values of the Nation's aquatic ecosystems to the general public, as well as the property rights of private citizens who want to use their land. During the permit process, the Corps considers the views of other Federal, state and local agencies, interest groups, and the general public. The results of this careful public interest review are fair and equitable decisions that allow reasonable use of private property, infrastructure development, and growth of the economy, while offsetting the authorized impacts to the waters of the US. The adverse impacts to the aquatic environment are offset by mitigation requirements, which may include restoring, enhancing, creating and preserving aquatic functions and values. The Corps strives to make its permit decisions in a timely manner that minimizes impacts to the regulated public.

Corps of Engineers Regulatory Programs include Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act. The St. Paul Districts regulatory jurisdiction covers the states of Minnesota and Wisconsin.

The basic premise of the program is that no discharge of dredged or fill material may be permitted if: (1) a practicable alternative exists that is less damaging to the



aquatic environment or (2) the nation's waters would be significantly degraded.

Under Section 10, a Corps permit is required to do any work in, over or under a Navigable Water of the United States. Waterbodies have been designated as Navigable Waters of the U.S. based on their past, present, or potential use for transportation for interstate commerce. These waters include many of the larger rivers and lakes, such as the Pecatonica and Mississippi rivers, Lake Michigan and the Mississippi headwaters lakes.

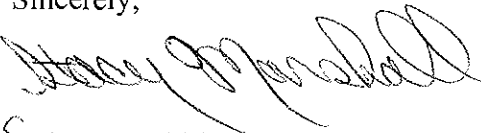
Under Section 404, a Corps permit is required for the discharge of dredged or fill material into waters of the U.S. Many waterbodies, such as other rivers, creeks, streams and wetlands in the nation are waters of the U.S. and are subject to the Corps Section 404 regulatory authority.

It appears that this proposed project would need to cross several waterways, such as the East Branch of the Pecatonica, Williams-Barneveld Creek, the West Branch of the Sugar River, Deer Creek, Fryes Feeder and other unnamed tributaries. Wetlands along the route would need to be field located and identified, including how the wetlands are associated with other waters within the project area.

Please consider these issues as part of your study; 1. Identifying the waters of the United States and the wetlands within the project area, 2. Identifying how the wetlands in the project area are associated with other waters of the United States (WOUS), 3. Identifying any impacts to WOUS, including wetlands and how those impacts would be avoided, 4. If complete avoidance is not possible, identify how the impacts to these aquatic resources would be minimized, 5. A compensation plan must be developed and approved for any aquatic resources that are impacted by this proposed project.

Please forward the minutes from the December 3, 2007 meeting to the attention of Stacy Marshall in the Corps Waukesha field office at 1617 E. Racine Avenue, Suite 101, Waukesha, WI 53186. In any correspondence regarding this project, please refer to the Regulatory number shown above.

Sincerely,

  
For Robert J. Whiting  
Chief, Regulatory Branch

Cc: Russell Anderson – WDNR  
Amanda Cushman - WDNR



# Sac and Fox Nation of Missouri in Kansas and Nebraska

305 North Main Street • Reserve, Kansas 66434  
Phone (785) 742-7471 • Fax (785) 742-3785

Appendix C7 - Tribal  
Correspondence

November 30, 2007

Larry Barta, PE  
Project Manager  
WisDOT, Southwest Region  
2101 Wright Street  
Madison, WI 53704-2583

Dear Mr. Barta:

Thank you for your letter, which is in compliance with Section 106 of the National Historic Preservation Act, and Section 110.

**Project:** 1200-08-03

The Sac and Fox Nation of Missouri in Kansas and Nebraska NAGPRA department have determined the above project as:

No objections. However, if human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, please stop immediately and notify NAGPRA representative, Deanne Bahr, at the address above.

There are two other bands of Sac and Fox that also need to be contacted, the Sac and Fox Nation of Oklahoma and the Sac and Fox of the Mississippi in Iowa.

Johnathan Buffalo, NAGPRA Representative  
Sac and Fox of the Mississippi in Iowa  
349 Meskwaki Rd.  
Tama, IA 52339-9629

Sandra Massey, NAGPRA Representative  
Sac and Fox Nation of Oklahoma  
Rt. 2, Box 246  
Stroud, OK 74079

If you have any questions, please contact me at the number or address above.

Sincerely,

Deanne Bahr  
Sac and Fox Nation of Missouri in Kansas and Nebraska  
NAGPRA Contact Representative

# **A**GRICULTURAL **I**MPACT **S**TATEMENT



## **USH 18/151 Freeway Conversion Plan: Dodgeville to Verona Iowa and Dane Counties**

**Published May 13, 2013**

**Wisconsin Department of Agriculture,  
Trade and Consumer Protection  
DATCP #3880**



---

# Agricultural Impact Statement

Wisconsin Department of Agriculture,  
Trade and Consumer Protection

---

Ben Brancel, Secretary

John Petty, Administrator  
Division of Agricultural Resource Management

Kathy F. Pielsticker, Director  
Bureau of Land and Water Resources

Sara Walling, Chief  
Resource Planning and Water Quality Section

Alice Halpin, Author

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MAILING LIST

## AGRICULTURAL IMPACT STATEMENT

### USH 18/151 Freeway Conversion Plan: Dodgeville to Verona Iowa and Dane Counties Wisconsin Department of Transportation Project ID#: 1200-08-00

#### I. INTRODUCTION

The Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) has prepared this agricultural impact statement (AIS) in accordance with §32.035, *Wisconsin Statutes*. The AIS is an informational and advisory document that describes and analyzes the potential effects of the project on farm operations and agricultural resources, but cannot stop a project.

The DATCP is required to prepare an AIS when the actual or potential exercise of eminent domain powers involves an acquisition of interest in more than 5 acres of land from any farm operation.<sup>1</sup> The DATCP may choose to prepare an AIS if an acquisition of 5 or fewer acres will have a significant impact on a farm operation. Significant impacts could include the acquisition of buildings, the acquisition of land used to grow high-value crops, or the severance of land. The DATCP should be notified of such projects regardless of whether the proposing agency intends to use its condemnation authority in the acquisition of project lands. The proposing agency may not negotiate with or make a jurisdictional offer to a landowner until 30 days after the AIS is published.

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<sup>1</sup>The term *farm operation* includes all owned and rented parcels of land; buildings and equipment; livestock; and personnel used by an individual, partnership, or corporation under single management to produce agricultural commodities.

The DATCP is not involved in determining whether or not eminent domain powers will be used or the amount of compensation to be paid for the acquisition of any property. The AIS reflects the general objectives of the DATCP in its recognition of the importance of conserving important agricultural resources and maintaining a healthy rural economy.

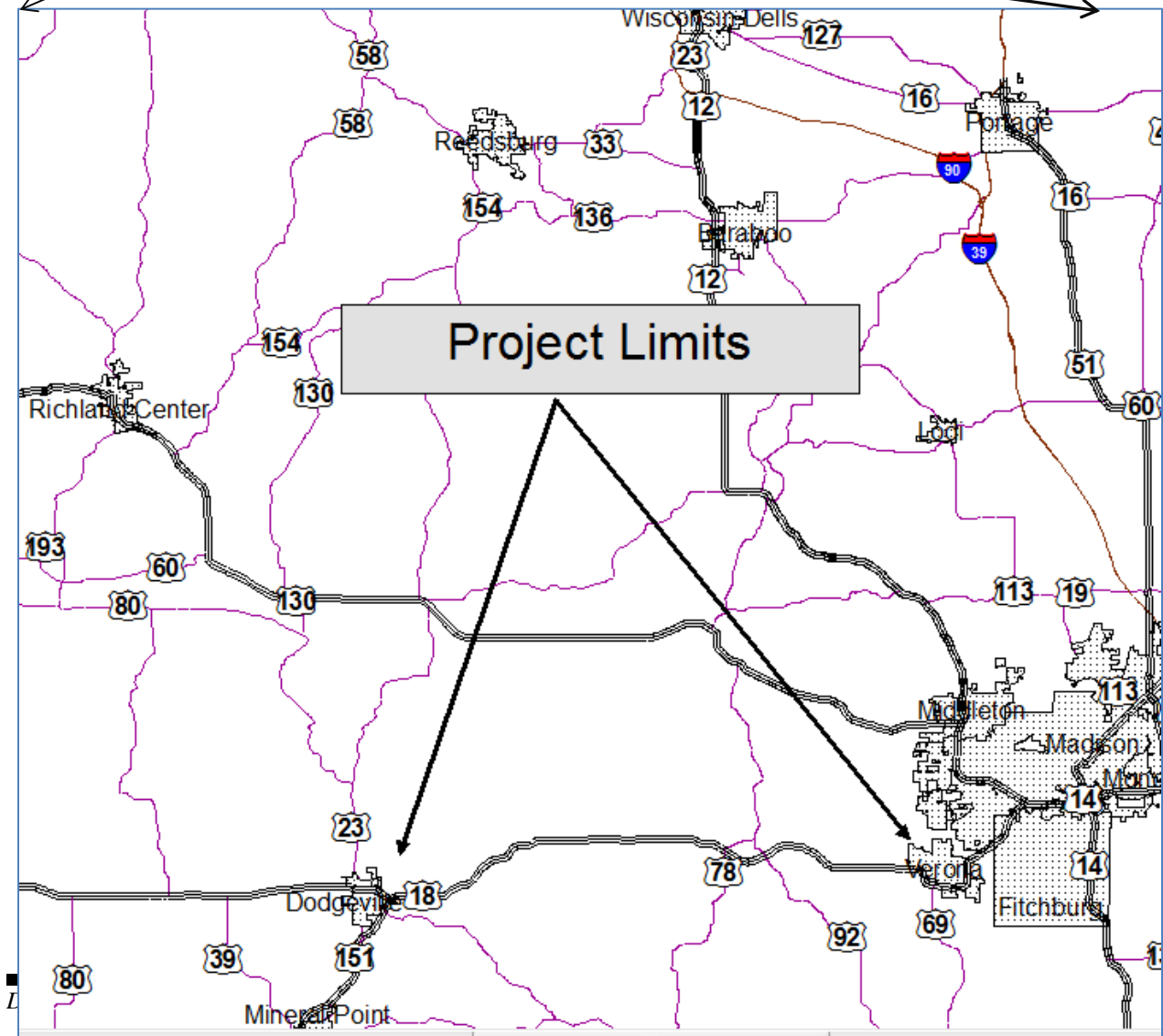
Sources of information used to prepare this statement include the *Wisconsin 2012 Agricultural Statistics* and other yearly issues; the *2007 Census of Agriculture*; the *Iowa County Farmland Preservation Plan*; the *Dane County Farmland Preservation Plan*; the Web Soil Survey, the *Soil Survey of Iowa County*; the *Soil Survey of Dane County*; Iowa County Extension; Dane County Extension; Short Elliott Hendrickson, Inc., the Wisconsin Department of Transportation's consulting firm for this project; and the owners and operators of the affected farmland.

#### II. DESCRIPTION OF THE PROJECT

The Wisconsin Department of Transportation (WisDOT) is proposing to convert 29 miles of U.S. Highway (USH) 18/151 to a freeway. A freeway is a divided, multi-lane highway for through traffic with full control of access, which means there will be no public or private at-grade access. Access will only be permitted via interchanges. The project runs between the USH 18/151 interchange east of Dodgeville in Iowa County to County Trunk Highway (CTH) "G" and Dairy Ridge Road



**Project Location Map**  
USH 18/151  
Freeway Conversion Plan  
Verona-Dodgeville  
Dane & Iowa Counties



in Dane County. The project passes through the towns of Dodgeville T6N-R3-4E, Ridgeway T6N-R4E, and Brigham T6N-R5E in Iowa County, and Blue Mounds T6N-R6E, Springdale T6N-R7E, and Verona T6N-R8E in Dane County. Refer to the Project Location Map on page 2.

The project will require the fee-simple<sup>2</sup> acquisition of 454.4 acres of land from 92 farmland owners. Construction of the proposed project will occur in stages as safety and operational issues arise. The first section to be constructed (Section 2) will be the interchange southwest of Ridgeway involving Prairie Road, Cemetery Road, Ridgevue Road, and Reed Road. This section will be constructed in 2017. The remaining segments will be constructed over a ten to twenty year period. Typically, WisDOT acquires needed property two years before construction starts.

The proposed project will include the removal and relocation of access between USH 18/151 and the existing at-grade public roads and private driveways. The public road intersections will be reconstructed as interchanges, overpasses, underpasses, or cul-de-sacs. There will be four new interchanges at CTH “Y/YZ,” relocated CTH “BB,” CTH “HHH”/High Point Road, and CTH “F,” and seven new overpasses or underpasses.

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<sup>2</sup>A fee-simple acquisition means that the buyer purchases exclusive rights to the property. This is in contrast to an easement where a buyer purchases partial rights to property.

A total of 23 miles of local roadways will also be constructed to provide access to residential, commercial, and agricultural property. Another 0.6 of a mile of auxiliary lanes will be added to the existing highway.

### Existing Highway

USH 18/151 is classified as a principal arterial.<sup>3</sup> It is the primary east/west route between Madison and Dubuque, Iowa. It is also designated as a backbone route in the state’s multimodal plan, *Connections 2030*.<sup>4</sup> The right-of-way varies from 188 to 800 feet wide. There are numerous at-grade intersections with public roads and private driveways. Currently, there are interchanges at CTH “G,” CTH “P/PD,” State Trunk Highway (STH) 78, and CTH “ID.”

### Project Need

WisDOT has indicated that the proposed project is needed to improve safety and traffic operations on the highway. The at-grade intersections along the highway are of greatest concern to WisDOT. As traffic increases over time, it will become more difficult to enter, exit, and/or cross the

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<sup>3</sup>An arterial is a principal roadway providing high speed, high volume travel between major points in both urban and rural areas.

<sup>4</sup>The Connections 2030 Plan (an updated version of the Corridors 2020 Plan) is a 3,750-mile network of integrated, high-quality highways across Wisconsin that puts all communities with a population of at least 5,000 within 5 miles of a Connections 2030 route. The system is made up of “backbone” and “connector” routes. Backbone highways connect each region of the state and economic centers. Connector highways tie economic and tourism centers to that backbone.



highway in a safe manner, and the potential for crashes will increase.

## Alternatives

Due to the length of the project, it has been divided into six sections to simplify the discussion of alternatives. Alternatives were developed for five of the six sections. Section 5 includes the existing freeway bypass around Mount Horeb where no improvements are proposed. WisDOT considered alternatives for the remaining sections and they are described below. The alternatives identified as “preferred” are the ones that WisDOT is proposing to construct.

*No action:* This alternative would only allow for routine maintenance of the highway. It would not address safety and operational issues. Therefore, WisDOT rejected this alternative because it would not meet the purpose and need of the proposed project.

All of the “build alternatives” include the closure of all existing at-grade public and private access to USH 18/151. In addition, portions of local roads may be relocated or extended to provide access to interchanges.

### Section 1: USH 18 to CTH “BB”

- Alternative 1A: Interchange would be shifted approximately 775 feet west of existing CTH “Y” (partial cloverleaf or diamond interchange)
- Alternative 1B (Preferred Alternative): Diamond interchange would be constructed at CTH “Y” and partially east of CTH “Y”

- Alternative 1C: Interchange would be shifted approximately 880 feet west of existing CTH “Y” (partial cloverleaf or diamond interchange)

All three alternatives include frontage roads near the interchange and in the vicinity of CTH “Z” in order to remove direct access. If it were constructed now, Section 1 would require the acquisition of 73.7 acres of land from 22 farmland owners. Alternative 1B was selected because it was preferred by the town of Dodgeville and it has the least severe severance impacts. Alternative 1B would require shifting a portion of the Military Ridge State Trail (MRST) slightly to accommodate a frontage road near the proposed interchange. The impacts to the MRST from Alternatives 1A and 1C would be similar to those from 1B.

### Section 2: CTH “BB” to CTH “H”

- Alternative 2A: Construct an interchange east of the existing CTH “HHH” and USH 18/151 connection in the village of Ridgeway, extend CTH “BB” to the new interchange, and connect a new local road to Ridgevue Road and the village of Ridgeway
- Alternative 2B (Preferred Alternative): Construct an interchange east of CTH “BB” in the town of Ridgeway, and an overpass and extension to the west for CTH “HHH” (on the west side of Ridgeway), a portion of the MRST will need to be relocated to accommodate the interchange

Alternative 2B was selected as the preferred alternative because Alternative 2A would consume land within the village limits of Ridgeway and cause noise impacts on developed areas in the village. Alternative

2B would also provide a more direct connection between CTH “BB” and USH 18/151, and was strongly preferred by the village and town of Ridgeway. Alternative 2B will require the fee-simple acquisition of 82.1 acres of land from 7 farmland owners.

#### Section 3: CTH “H” to CTH “K”

- Alternative 3A: A diamond interchange would be constructed at West Brigham Road and Pikes Peak Road, and overpasses at CTH “HHH”/Highpoint Road and at CTH “K”
- Alternative 3B (Preferred Alternative): Construct a partial cloverleaf interchange at CTH “HHH”/Highpoint Road, an underpass at Pikes Peak Road, and an interchange at CTH “ID,” CTH H” which currently runs under USH 18/151, will be relocated to connect to the interchange at CTH “HHH”

WisDOT selected Alternative 3B as the preferred alternative because of the community preference to have the interchange serve the village of Ridgeway and adjacent development more directly than Alternative 3A would. If it were constructed now, Alternative 3B would require the acquisition of 177.8 acres from 26 farmland owners.

#### Section 4: Mounds View Road to STH 78

- Alternative 4A (Preferred Alternative): An interchange would be constructed at CTH “F”
- Alternatives for constructing the interchange either east or west of CTH “F” were considered, but WisDOT selected Alternative 4A because it would best serve the village of Blue Mounds and existing development

If Alternative 4A were constructed today, it would require the acquisition of 36.7 acres of land from 20 farmland owners.

#### Section 5: STH 78 to CTH “P”

No changes are proposed for this segment.

#### Section 6: CTH “P” to West Verona Avenue Exit

- Alternative 6A: A diamond interchange would be constructed at CTH “J”
- Alternative 6B (Preferred Alternative): No interchange at CTH “J” This alternative is preferred because access can be provided in the vicinity of CTH “J” by a combination of existing interchanges at CTH “P/PD” and CTH “G,” and via new local roads.

Both alternatives include a new continuous frontage road on the south side of USH 18/151 that ensures adequate response times for emergency services and avoids unreasonable additions to local trip lengths. Both alternatives include auxiliary lanes on both sides of USH 18/151 from the CTH “G” interchange to the West Verona Avenue interchange. These auxiliary lanes would require lengthening the box culvert that carries the MRST in this area. If Alternative 6B were constructed now, it would require the acquisition of 84.1 acres of land from 19 farmland owners.

### **III. AGRICULTURAL SETTING**

In a 2011 report, the University of Wisconsin Extension describes agriculture’s contribution to the Iowa and Dane County<sup>5</sup>

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<sup>5</sup> *Iowa and Dane County Agriculture: Value and Economic Impact*, University of Wisconsin-Extension, Cooperative Extension, 2011,

economies. Researchers estimated that agriculture provides jobs for 2,765 people in Iowa County, which represent 18 percent of the county's 15,511-member workforce. Agriculture accounts for \$332.2 million in business sales or almost 15 percent of Iowa County's total business sales. Every dollar of sales from agricultural products generates an additional \$0.26 of business sales in other parts of Iowa County's economy. Agriculture also contributes \$107.5 million to county income, almost 9 percent of Iowa County's total income. Iowa County agriculture pays almost \$10 million in taxes. This does not include property taxes for local school districts.

In Dane County, agriculture accounts for 16,767 of the 385,426 jobs in the county, 4.4 percent of the total. It accounts for \$3.45 billion in business sales or about 7 percent of the total. Every dollar in sales of agricultural products generates an additional \$0.48 of business sales in other parts of Dane County's economy. Agriculture contributes \$1.21 billion to the county's income, or 4.2 percent of the total and it pays \$117 million in taxes (not including property taxes for schools).

### **Agricultural Productivity**

In 2011, Iowa County ranked seventh out of Wisconsin's 72 counties in the production of oats and also in alfalfa hay.<sup>6</sup> Dane County

<http://www.uwex.edu/ces/ag/wisag/>

<sup>6</sup>*Wisconsin 2012 Agricultural Statistics*, Wisconsin Agricultural Statistics Service, National Agricultural Statistics Service USDA, Wisconsin Department of Agriculture, Trade and Consumer Protection, 2012, pp. 18 through 54.

ranked first in the production of corn for grain, second in soybeans, fourth in alfalfa hay and in winter wheat, fifth in milk, and sixth in corn for silage.

In that same year, Iowa County farmers harvested 72,600 acres of corn for grain, 29,600 acres of alfalfa hay, 27,900 acres of soybeans, 13,100 acres of corn for silage, and 2,800 acres of oats. They also raised 90,000 head of cattle and calves.

Fifteen years earlier, Iowa County farmers harvested 64,000 acres of alfalfa hay, 56,700 acres of corn for grain, 18,500 acres of corn for silage, 10,000 acres of soybeans, and 4,900 acres of oats. They also raised 102,000 head of cattle and calves.

In 2011, Dane County farmers harvested 171,000 acres of corn for grain, 76,200 acres of soybeans, 29,200 acres of alfalfa hay, 27,000 acres of corn for silage, and 16,500 acres of winter wheat. They also raised 145,000 head of cattle and calves.

Fifteen years earlier, they harvested 181,400 acres of corn for grain, 83,000 acres of alfalfa hay, 44,500 acres of soybeans, 27,700 acres of corn for silage, and 5,800 acres of winter wheat. They also raised 144,000 head of cattle and calves.

### **Land in Farms, Number of Farms, and Average Size of Farms**

Iowa County is classified as a rural county (having an average of less than 100 residents per square mile), and Dane County is classified as an urban county (having an average of 100 or more residents per square

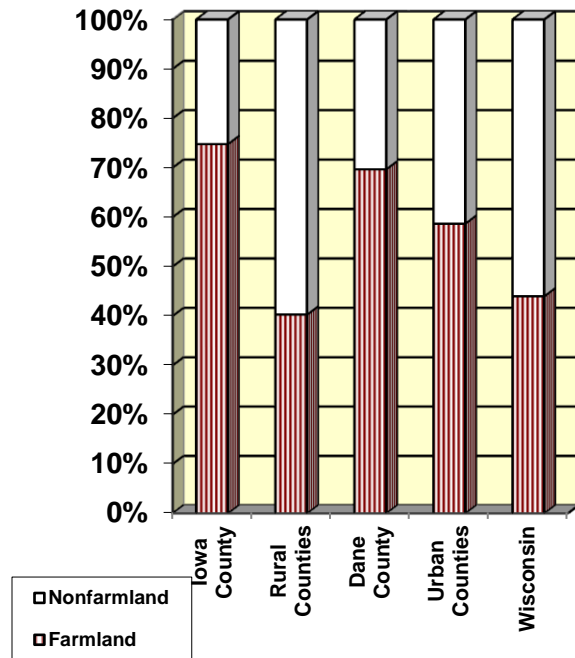
mile). According to the 2007 *Census of Agriculture*, Iowa County has 364,970 acres of land in farms,<sup>7</sup> which represents 74.8 percent of the total land area. The average for rural counties is 220,284 acres of land in farms, which represents 40.3 percent of the total land area for rural counties. Dane County has 535,756 acres of land in farms, which represents 69.7 percent of its total land area. The average for urban counties is 196,635 acres of land in farms or 58.7 percent of the total county land area. These can be compared to the average of 213,955 acres or 44.0 percent of land in farms among all Wisconsin counties. Refer to Chart 1 for a graphic comparison of the percentage of land in farms in Iowa County, rural counties, Dane County, urban counties, and Wisconsin.

According to the *Census of Agriculture*, Iowa County gained 485 farms (a 36.6 percent increase) between 1992 and 2007 as the total number rose from 1,328 to 1,813. Dane County gained 692 farms, a 26.2 percent increase during the same period. The number of Dane County farms increased from 2,639 to 3,331. Wisconsin as a whole gained 10,504 farms (a 15.5 percent increase) as the total number of farms in the state rose from 67,959 to 78,463 during the same period.

The amount of land in farms decreased from 163,145 to 142,757 acres (a 12.5 percent

<sup>7</sup>Land in farms consists primarily of agricultural land used for crops, pasture, or grazing. It also includes woodland and wasteland not actually under cultivation or used for pasture or grazing, providing it was part of the farm operator's total operation.

**Chart 1**  
**Land in Farms, 2007**



loss) in Iowa County. In Dane County, the amount of land in farms decreased from 538,582 to 535,756 acres, a 0.5 percent loss. In Wisconsin as a whole, the amount of land in farms declined from 15.5 to 15.2 million acres (a 1.8 percent loss) during this fifteen-year period.

The average size of farms fell from 273 to 201 acres in Iowa County, from 204 to 161 acres in Dane County, and from 228 to 194 acres in Wisconsin as a whole.

### Size Distribution of Farms

Table 1 shows the percentage of farms in each size category for Iowa County, rural counties, Dane County, urban counties, and

all Wisconsin counties.<sup>8</sup> Proportionately, Iowa County has more farms that are larger than 180 acres in size compared to the averages for rural counties and for all Wisconsin counties. Dane County has proportionately more farms that are smaller than 50 acres in size compared to the averages for urban counties and all Wisconsin counties.

In 2010/11, average property taxes<sup>9</sup> on Iowa County agricultural land were 6.8 percent higher than the average for rural counties and 1.8 percent higher than the average for all counties. Average property taxes on Dane County farmland were 14.9 percent higher than the average for urban counties and 27.8 percent higher than the average for all Wisconsin counties.

**Table 1**  
**Percent of Farms per Size Category**

Counties	0 to 49 Acres	50 to 179 Acres	180 to 500 Acres	More than 500 Acres
Rural Counties	28.1	39.8	24.3	7.8
Dane County	46.2	31.1	15.9	6.9
Urban Cos.	41.0	33.0	18.4	7.6
All Counties	31.6	37.9	22.7	7.8

**Property Taxes and Values**

Table 2 lists the average property tax, assessed value, and sale price per acre of agricultural land in Iowa County, rural counties, Dane County, urban counties, and all Wisconsin counties. The assessed values and property taxes are based on the “use value” of agricultural land. Wisconsin Statutes define agricultural land as “land, exclusive of buildings and improvements, that is devoted primarily to agricultural use.”

<sup>8</sup>2007 Census of Agriculture, U.S. Department of Agriculture, Wisconsin Agricultural Statistics, 2009.

**Table 2**  
**Farmland Taxes and Values**

	2010/11 Dollars per Acre of Farmland		
	Average Tax	Assessed Value	Sale Value
Iowa County	\$3.44	\$166	\$3,869
Rural Counties	3.22	178	3,407
Dane County	4.32	260	6,871
Urban Counties	3.76	221	5,901
All Counties	3.38	188	4,028

On average, the assessed value<sup>10</sup> of farmland in Iowa County was 6.7 percent lower than the average for all rural counties and 11.7 percent lower than the average for all Wisconsin counties. The assessed value of farmland in Dane County was 17.6 percent higher than the average for urban counties and 38.3 percent higher than the average for all Wisconsin counties.

The average sale price<sup>11</sup> of farmland in Iowa County was 13.6 percent higher than the

<sup>9</sup>Wisconsin Department of Revenue, Division of Research and Policy, Sales and Property Tax Policy Team.

<sup>10</sup> Ibid.

<sup>11</sup> Wisconsin 2011 Agricultural Statistics, Wisconsin Agricultural Statistics Service, National

average for rural counties and 3.9 percent lower than the average for all counties. Farmland in Dane County was sold on average for 16.4 percent more than the average for urban counties and 70.6 percent more than the average for all Wisconsin counties. These values do not include farmland sold and converted to nonfarm use.

## Soils

The soils that will be affected most by the proposed project include Dodgeville silt loam, Dubuque silt loam, Sogn-Dodgeville silt loams, Edmund silt loam, Huntsville silt loam, and Sogn silt loam.<sup>12</sup> The Dodgeville soils are found in the largest quantities and will be affected in both counties. The Dubuque and Sogn-Dodgeville soils will be affected more in Iowa County,<sup>13</sup> and the Edmund, Huntsville, and Sogn soils will be most affected in Dane County.<sup>14</sup> These soils are described below.

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Agricultural Statistics Service USDA, Wisconsin Department of Agriculture, Trade and Consumer Protection, 2011, pp. 10 and 11.

<sup>12</sup> Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at <http://websoilsurvey.nrcs.usda.gov/>. Accessed January 4 and 7, 2013.

<sup>13</sup> *Soil Survey of Iowa County*, USDA Soil Conservation Service in cooperation with the University of Wisconsin, Wisconsin Geological and Natural History Survey, Soils Survey Division, and the Wisconsin Agricultural Experiment Station, July 1962, pp. 61-85.

<sup>14</sup> *Soil Survey of Dane County*, USDA Soil Conservation Service in cooperation with the Research Division of the College of Agricultural and Life Sciences, University of Wisconsin, January 1978, pp. 23-67.

Dodgeville soils are well drained and are found on upland ridges. They are moderately permeable and their moisture-holding capacity is moderate to high. Their natural fertility is moderately high. The capability classes for these soils range from I-1 to VIe-2. Refer to Appendix VI for descriptions of capability units. Where the slopes are 6 percent or less, these soils are almost all classified as prime farmland. Refer to Appendix V for a definition of prime farmland.

Dubuque soils are well drained and found on rolling upland ridges. Permeability is moderate and moisture supplying capacity ranges from moderately low to high. Natural fertility is moderate to moderately high. The hazard of erosion is slight to very severe depending on the slope. The shallower soils are likely to be droughty during periods of lower rainfall. The depth to bedrock ranges from 2 to 3 feet in most places, but is deeper in some places. Where the slopes are 6 percent or less, these soils are classified as prime farmland. They are included in capability classes ranging from IIe-1 to VIIe-2.

Edmund silt loam is shallow, well drained soil that is found on uplands. Fractured dolomite is at a depth of 12 to 20 inches. This soil has low fertility. The available water capacity is low and permeability is moderately slow. The water table is at a depth of more than 5 feet. Capability classes for this soil range from IIIe-3 to VIe-3 depending on the slope.

Huntsville silt loam with 2 to 6 percent slopes is deep, and well drained to

moderately well drained. It is found in the valleys of larger streams and in small drainageways on uplands. It is subject to frequent and brief flooding. Fresh silt is added during these floods. Fertility is high. Available water capacity is very high and permeability is moderate. The water table is below a depth of 3 feet and is commonly below a depth of 5 feet. This soil is classified as prime farmland and it is included in capability class IIe-5.

Sogn silt loam is very shallow and excessively drained. It is found on dolomite controlled uplands. Fractured dolomite bedrock is at a depth of 4 to 12 inches. Fertility is very low. The available water capacity is very low and permeability is moderate. The water table is below a depth of 5 feet. This soil is better suited to pasture and wildlife habitat than to most other uses. Where the slopes are 2 to 20 percent, this soil is included in capability class IVs-5 and where they are 20 to 35 percent, it is included in capability class VIIs-5.

Because the areas of Sogn soils are small and too intricately mixed with Dodgeville soils, the Sogn soils are not mapped separately in Iowa County. The Sogn-Dodgeville silt loams in Iowa County are shallow and found on upland ridges. They have the characteristics described earlier for each individual soil. The slopes range from 2 to 30 percent and the capability classes range from IVe-3 to VIIe-3.

Section 2, the proposed interchange at CTH "BB" southwest of Ridgeway, is the only portion of the project that is scheduled for construction. Soils found in the largest

quantities in this section are Dodgeville silt loam-deep with 2 to 6 percent-moderately eroded slopes, Dodgeville silt loam-deep with 6 to 12 percent-moderately eroded slopes, and Dodgeville silt loam with 6 to 12 percent-moderately eroded slopes. Soils found in smaller quantities in this area include Dodgeville silt loam with 12 to 20 percent-moderately eroded slopes, Sogn and Dodgeville silt loams-shallow with 12 to 20 percent-moderately eroded slopes, and Dodgeville silt loam-shallow with 12 to 20 percent-moderately eroded slopes.

### **Farmland Preservation**

The Iowa and Dane County Farmland Preservation Plans were certified in 1980 and 1981 respectively. The plans identify farmland preservation areas in the counties and provide tax credit eligibility to farmers who wish to participate in the Farmland Preservation program.

The state of Wisconsin is transitioning from the old Farmland Preservation Program to the Working Lands Initiative that was included in the 2009/2011 state budget. As part of the transition, all 70 counties with Farmland Preservation Plans must update those plans within the next few years. The new initiative increases tax credits for farmland owners whose land is in the program.

The towns of Dodgeville, Ridgeway, and Brigham in Iowa County, and the towns of Blue Mounds and Verona in Dane County have adopted an exclusive agricultural zoning ordinance. The town of Springdale in Dane County has not adopted an

exclusive agricultural zoning ordinance. Under the Working Lands Initiative, landowners can receive \$7.50 per acre in tax credits on land zoned for exclusive agricultural use. Farmland owners in towns without an exclusive agriculture zoning ordinance can participate in the program if they have an agreement signed before July 1, 2009 or if their land is included in an Agricultural Enterprise Area. Currently, the proposed project does not pass through any Agricultural Enterprise Areas.

Farmland owners with land zoned for exclusive agricultural use or land covered by an agreement signed before the Working Lands Initiative do not have to pay back any of the tax credits they have received through the program on land that would be acquired for this project. However, the loss of any farmland enrolled in the federal government's various commodity programs could affect a farmer's base acreage resulting in lower revenue from these programs.

#### IV. AGRICULTURAL IMPACTS

An Agricultural Impact Statement (AIS) is required by law when more than 5 acres from any farm operation will be acquired for a public project. Thirty days after the publication date of the AIS, the purchasing agency may begin negotiating with the affected farmland owners.

Section 2 is the only portion of the proposed project that is scheduled for construction (2017). The remaining sections will be constructed as needed. By the time these sections are scheduled for construction, the

owners and land uses of the affected property may change. Therefore, this AIS will only focus on the individual impacts on farm operations in Section 2. As the remaining sections of the project are scheduled for construction, the AIS will be amended to include descriptions of impacts on the individual farmers and farmland owners affected by those sections.

The following table lists the farmland owners who will be affected by Section 2 of the proposed project and the amount of land to be acquired from each of them.

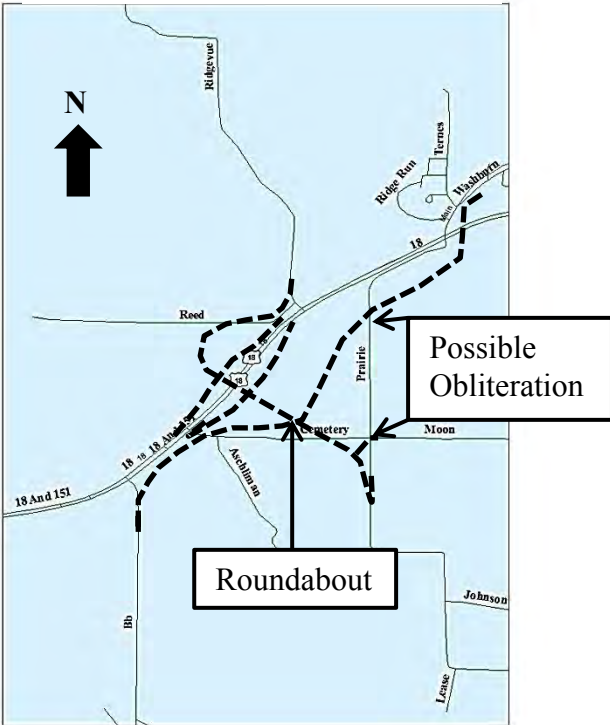
**Table 3**  
**Proposed Acquisitions of Farmland**

<b>Farmland Owners</b>	<b>Acres to be Acquired</b>
Robert & Christine Bjorge	2.2
James Hatfield	1.7
Carl F. & Mary E. Berning	8.7
Bickford Farms (also in Section 3)	56.4
Prairie Ridgeway LLC	3.9
Hy-Vista Dairy Farm LLC (also in Section 3)	9.0
1 acquisition less than 1 acre	0.2
<b>TOTAL</b>	<b>82.1</b>

The following farmland owners will lose more than one acre of land as a result of construction of the proposed project in Section 2. DATCP contacted all of them by phone to get additional information about their property and the project's potential impacts on their farm operations. Their responses are summarized below where provided.



### CTH "BB" Interchange Sketch



**Farm Owners/Operators:** Robert & Christine Bjorge

**Proposed Acquisition:** Fee-simple acquisition of 2.2 acres

The property will be affected by the relocation of CTH "BB."

Mr. and Mrs. Bjorge own 324 acres of land, which is all cropland. They grow corn and hay, and they have a dairy herd.

The proposed acquisition will sever a portion of the Bjorges' property and it may affect grassed waterways on this land.

Christine Bjorge indicated that they would prefer not to lose any land because they are

short of land for their livestock as it is. She also said that replacement land is not available in the area. The proposed changes to the local roads mean that it will take them much longer to access USH 18/151.

**Farmland Owner:** James Hatfield

**Proposed Acquisition:** Fee-simple acquisition of 1.7 acres

Mr. Hatfield declined to answer questions about the proposed project's potential impacts on his property. However, he did say that current access on and off the highway is dangerous especially when it is foggy.

**Farm Owners/Operators:** Carl F. and Mary E Berning

**Proposed Acquisition:** Fee-simple acquisition of 8.7 acres

This property is located south of Cemetery Road and east of Aschliman Road. The proposed acquisition will be used to provide an extension of Prairie Road to the new interchange.

The Bernings own 316 acres of land consisting of 272 acres of cropland and 44 acres of pasture. They grow corn, hay, and soybeans, and they raise beef cattle.

Carl Berning is most concerned about the proposed project's impacts on access. He owns land that is 15 miles away from his primary farm and he is concerned about the safety of driving large farm equipment on narrow frontage roads. He also indicated that it will take him longer to access USH 18/151.

Mr. Berning indicated that there are grassed waterways on his land that will be affected by the proposed project. A small amount of fencing may also be affected.

**Farm Owner/Operator:** Bickford Farms  
(Paul Bickford)

**Proposed Acquisition:** Fee-simple acquisition of 56.4 acres

In addition to the new CTH “BB” interchange, Bickford Farms will also be affected by the proposed CTH “H” interchange in Section 3 east of Ridgeway. WisDOT proposes to acquire 56.4 acres in Section 2 and 33.5 acres in Section 3. The following discussion will focus on the impacts from Section 2. Construction of Section 3 has not yet been scheduled.

Most of the proposed acquisition of Bickford Farms property will be south of USH 18/151, west of Prairie Road, and north of Cemetery Road. The relocation of CTH “BB” and Prairie Road will sever the Bickford property into several irregularly shaped parcels. North of the highway, the project will also sever Bickford Farms property between Reed Road and USH 18/151.

Bickford Farms owns about 750 acres of land that includes 600 acres of cropland. They rent additional land, but none of the rented land will be acquired for the proposed project. The crops they grow include corn, soybeans, hay, and small grains such as oats and wheat. Starting with the 2013 growing season, this farm will be certified organic. It takes three years of following organic

practices before land can be certified organic. They also raise beef cattle.

The proposed acquisition represents 7.5 percent of the Bickford Farms property. Combined with the proposed acquisition for Section 3, Bickford Farms will lose 11.9 percent of the property they own.

Paul Bickford indicated that the proposed changes will mean he will no longer have to drive his farm machinery on USH 18/151, which will make farming this land safer. He indicated that the project will likely affect grassed waterways on his land and may make it impossible to use contour strips on a small portion of this land. However, he will be able to continue farming the severed parcels. His biggest concern is that any new or relocated access points to his fields be located in places that will allow for the efficient farming of his remaining land.

**Farmland Owner:** Prairie Ridgeway LLC  
(Melvin W. Boldt)

**Proposed Acquisition:** Fee-simple acquisition of 3.9 acres

The affected property is currently rented out for cropland.

The proposed project will sever a portion of the Prairie Ridgeway property. Mr. Boldt indicated that the severed parcel will be too small for his renter to crop. He would like to see this land rezoned so that it can continue to have economic value. He has also requested that the village of Ridgeway extend its municipal water and sewer service to this land while the road construction is happening. He said that the village

indicated that someone would look into this possibility, but Mr. Boldt has not heard if expanded service would be approved.

**Farm Owner/Operator:** Hy-Vista Dairy Farm LLC

**Proposed Acquisition:** Fee-simple acquisition of 9.0 acres

This farm will be affected by Section 2 and Section 3 of the proposed project. Section 3 will require the acquisition of 3.8 acres of Hy-Vista Dairy Farm LLC property in addition to the 9 acres that will be acquired for Section 2.

Most of the Hy-Vista Dairy Farm property is located south of USH 18/151 between Prairie Road and CTH “H.” There is also a small parcel of Hy-Vista land north of the highway just east of the existing CTH “HHH.”

The Hy-Vista Dairy Farm currently owns 240 acres of land.

The Hy-Vista parcel north of USH 18/151 will be severed by the proposed extension of CTH “HHH.” These remnants will likely be too small to farm. Access to these parcels will be via CTH “HHH.”

A Hy-Vista parcel on the south side of and adjacent to USH 18/151 will also be severed. This will leave a remnant parcel that may be too small to farm. Access to this land will be via the CTH “HHH” extension.

## Loss of Farmland

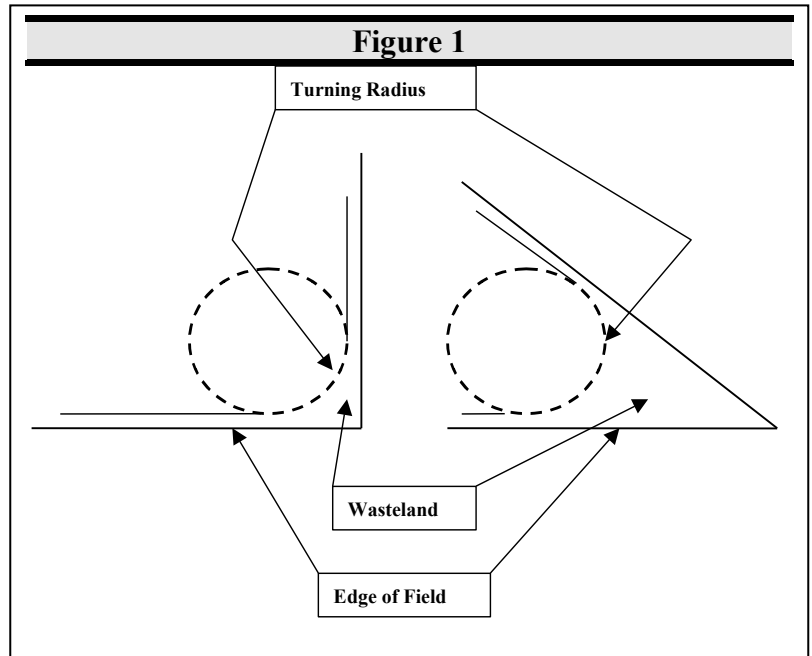
The loss of farmland, especially cropland or pasture, can reduce the productive capacity of a farm operation. Farmers with livestock also need to have an adequate amount of owned or rented land on which to spread manure. Many livestock farmers grow some or all of the feed they need for their animals. If they cannot find replacement land to make up for what is lost to a road project, they may be forced to cull some of their livestock. Farmers who lose land because of the proposed project may have difficulty finding comparable replacement acreage for a number of reasons including: (1) other area farmers will also be in the market, thereby increasing demand and perhaps price for farmland; (2) the supply of farmland will decrease because of right-of-way acquisitions; (3) the productive potential of available farmland may be less than the farmland taken; and (4) travel distances to available farmland may be cost prohibitive.

## Severances

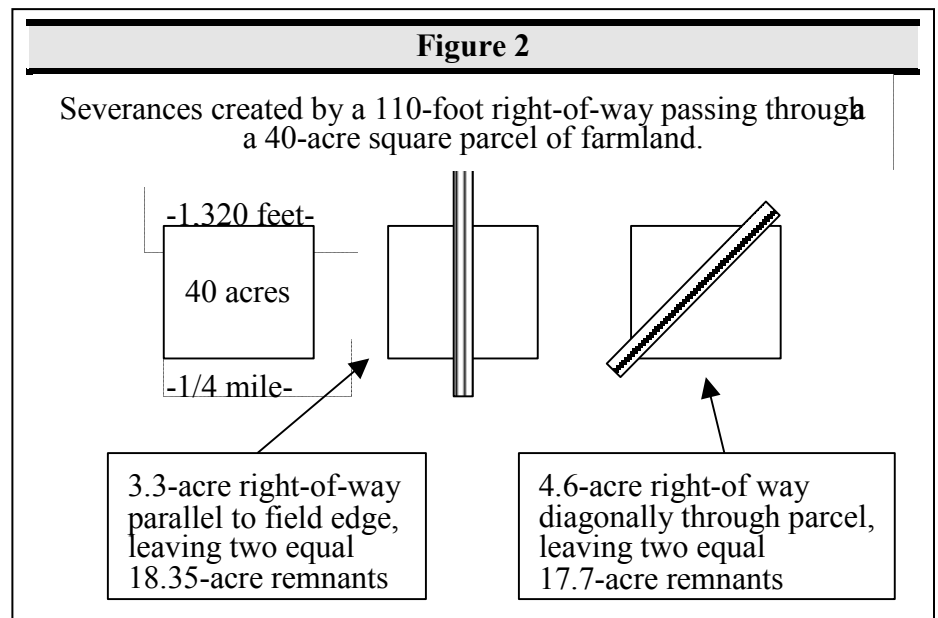
Several agricultural properties will be severed by the proposed project. They are owned by Bickford Farms, Prairie Ridgeway LLC, and Hy-Vista Dairy Farm LLC.

Acquisitions that sever farmland frequently create irregularly shaped fields, making equipment usage awkward and production more costly. This increased cost is due in part to the additional time, fuel, and equipment wear associated with maneuvering equipment in corners of fields that are not square or along sides of fields

that are not straight. Nonproductive time and labor costs associated with the frequent working of these fields may reduce the possibility of generating profits on these parcels. In addition, when fields are made smaller, an increased proportion of wasteland is created along the edges and in narrow corners of the fields reducing their productive capacity. Figure 1 shows the increased amount of wasteland in fields that have narrow corners. Compensation for the reduction in the value of parcels that are small and/or irregularly shaped will be addressed in the appraisal of each affected parcel.



Where a roadway is constructed on new right-of-way, it will create a barrier on farms with land on both sides of the road. Some farmland that is now contiguous and easily accessible from one area to another will be divided. If efficient access across a new road is not provided, farmers with land on both sides of it, whether owned or rented, may have to drive their machinery longer distances between parcels. This will increase the time spent and cost of farming these parcels. Refer to the discussion on access for additional information about this issue. Figure 2 shows examples of the impacts on a 40-acre parcel that is severed by a two-lane highway.



### Access

There are four existing interchanges within the project limits. They are at CTH "G," CTH "P/PD," STH 78, and at CTH "ID."

For the whole project, new interchanges will be constructed at CTH “Y/YZ,” relocated CTH “BB,” CTH “HHH”/High Point Road, and at CTH “F.” The only proposed interchange in Section 2 will be CTH “BB.”

There will be several other changes in access to USH 18/151 in Section 2. An overpass will be constructed where the relocated CTH “HHH” crosses the highway. Cul-de-sacs will be constructed at the existing CTH “BB” and Cemetery Road to eliminate direct access to USH 18/151 in these locations. Part of Prairie Road will be relocated to access the new CTH “BB” interchange.

Where access to a road is closed or relocated, farmers and others (such as milk haulers and veterinarians) will need to modify the routes they take to access farmland adjacent to this road. Depending on the individual circumstances, these routes could become long and circuitous, negatively affecting the farm’s efficiency. Some parcels may no longer be cost effective to farm if they require excessive travel. This could cause a farmer to sell or stop leasing those parcels. The resulting loss of cropland or pasture could have the same impacts as the loss of farmland that is acquired for highway construction. Refer to the previous section entitled “Loss of Farmland” for additional information about this topic.

*Wisconsin Statutes* §32.09 (6) (c) permit the compensation of landowners for longer travel between portions of their property caused by the construction of public projects. The statute says “The condemnor

may also consider costs of extra travel made necessary by the public improvement based on the increased distance after construction of the public improvement necessary to reach any point on the property from any other point on the property.” WisDOT compensates farmers when there are access changes to the property that impact operations and considers all damages to farmers’ property, including loss of acreage and circuity of travel impacts.

### **Drainage**

The proposed project is not located within any drainage districts. It will affect grassed waterways on the Bjorge, Berning, and Bickford Farms properties.

Proper field drainage is vital to a successful farm operation. Highway construction can disrupt improvements such as drainage tiling, grassed waterways, ditches, and culverts, which regulate the drainage of farm fields. In addition, construction of impervious surfaces can impede drainage and increase runoff. If drainage is impaired, water can settle in fields and cause substantial damage, such as harming or killing crops and other vegetation, concentrating mineral salts, flooding farm buildings, or causing hoof rot and other diseases that affect livestock. Where salt is used on road surfaces, runoff water can increase the content of salt in nearby soils.

Section 88.87 of the *Wisconsin Statutes* requires highways to be built with adequate ditches, culverts, and other facilities to prevent obstruction of drainage, protect property owners from damage to lands

caused by unreasonable diversion or retention of surface water, and maintain, as nearly as possible, the original drainage flow patterns. Refer to Appendix IV for the statutes pertaining to drainage rights. Landowners whose property is damaged by improper construction or maintenance of highway facilities and highway drainage structures may file a claim with WisDOT within three years after the damage occurs.

### **Obliterated Roadbed**

WisDOT has indicated that a portion of Prairie Road may be obliterated. This decision will be made by the town of Ridgeway.

According to WisDOT's *Standard Specifications for Highway and Structure Construction*,<sup>15</sup> when an old roadbed is obliterated, surfacing material shall be removed and disposed of, and ditches shall be filled in. The area will then be graded to a contour that will merge with the adjoining contour. After rough grading is completed, these areas shall be covered with topsoil, harrowed, smoothed, fertilized, and seeded in accordance with WisDOT guidelines. Topsoil is usually spread to a depth of four inches.

The agricultural value of any obliterated roadway depends on the use and quality of adjoining land and on the depth and quality of the restored area's subsoils and topsoil.

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<sup>15</sup>*Standard Specifications for Highway and Structure Construction*, State of Wisconsin Department of Transportation, 2013, sections 214 and 625.

Soils beneath the obliterated roadway have been compacted by roadway traffic. This may adversely affect plant growth for several years until plowing and the natural freezing and thawing process have loosened the compacted soil.

### **Fencing**

Compensation for fencing within the acquired right-of-way will be included in the appraisal. If fencing or other improvements are damaged outside of the right-of-way, the owner would receive damages, or the improvement will be repaired or replaced to a condition similar or equal to that existing before the damage was done.

### **Appraisal Process**

WisDOT will provide an appraisal of the affected property to the landowners. This will be the basis for their offer. Landowners have the right to obtain their own appraisal of their property. They will be compensated for the cost of this appraisal if the following conditions are met.

1. The appraisal must be submitted to WisDOT within 60 days after the landowner receives WisDOT's appraisal.
2. The appraisal fee must be reasonable.
3. The appraisal must be complete.

The amount of compensation is based on the appraisal(s) and is established during the negotiation process between WisDOT and the individual landowner. An appraisal is an estimate of fair market value. WisDOT is

required to provide landowners with information about their rights in this process before negotiations begin.<sup>16</sup>

## **V. RECOMMENDATIONS**

The DATCP recommends the following as ways to mitigate the potential adverse impacts associated with the proposed project:

1. Where access to farm property is relocated or new access is provided, WisDOT should consult with the affected landowner(s) to ensure that the new or altered access points are in safe locations for efficient farm use.
2. Where changes in access to the road system affect the route farmers take between parcels of their farmland, WisDOT should consider offering compensation for the longer or more circuitous routes.
3. Between the time that farmland is acquired for the project and construction begins, WisDOT should allow the current farmers to work the cropland as long as there is sufficient growing season remaining for crops to mature and be harvested.
4. In order to address potential drainage problems that may occur as a result of the project, WisDOT should discuss

design and construction plans with the Iowa and Dane County conservationists during the design process for this project.

5. The county conservationist should be consulted to ensure that construction proceeds in a manner that minimizes crop damage, soil compaction, and soil erosion on adjacent farmland.
6. Farmland owners and operators should be given advanced notice of acquisition and construction schedules so that farm activities can be adjusted accordingly. To the extent feasible, the timing of the acquisition and construction should be coordinated with them to minimize crop damage and disruption of farm operations.

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<sup>16</sup>For more information, contact the Relocation Unit, Bureau of Planning and Technical Assistance, Department of Administration, P.O. Box 7868, Madison WI 53707-7868, or call (608)267-0317.

## **APPENDICES**

The information provided in this section summarizes and is an interpretation of some of the statutes associated with the acquisition of farmland for public projects. It serves as a reference and should not be considered an exhaustive summary of the statutes or your rights. It is not a substitute for legal advice. In the event of any conflict between the information summarized below and the statutes, the statutes are controlling.



## Appendix I: Agricultural Impact Statements

*The Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) is required to prepare an Agricultural Impact Statement (AIS) whenever more than five acres of land from at least one farm operation will be acquired for a public project if the agency acquiring the land has the authority to use eminent domain for the acquisition(s). The DATCP has the option to prepare an AIS for projects affecting five or fewer acres from each farm. An AIS would be prepared in such a case if the proposed project would have significant effects on a farm operation. The agency proposing the acquisition(s) is required to provide the DATCP with the details of the project and acquisition(s). After receiving the needed information, DATCP has 60 days to analyze the project's effects on farm operations, make recommendations about it and publish the AIS. DATCP will provide copies of the AIS to affected farmland owners, various state and local officials, local media and libraries, and any other individual or group who requests a copy. Thirty days after the date of publication, the proposing agency may begin negotiating with the landowner(s) for the property.*

### **Section 32.035 of the Wisconsin Statutes: Agricultural impact statement.**

(1) Definitions. In this section:

(a) "Department" means department of agriculture, trade and consumer protection.

(b) "Farm operation" means any activity conducted solely or primarily for the production of one or more agricultural commodities resulting from an agricultural use, as defined in s. 91.01 (1), for sale and home use, and customarily producing the commodities in sufficient quantity to be capable of contributing materially to the operator's support.

(2) EXCEPTION. This section shall not apply if an environmental impact statement under s. 1.11 is prepared for the proposed project and if the department submits the information required under this section as part of such statement or if the condemnation is for an easement for the purpose of constructing or operating an electric transmission line, except a high voltage transmission line as defined in s. 196.491(1)(f).

(3) PROCEDURE. The condemnor shall notify the department of any project involving the actual or potential exercise of the powers of eminent domain affecting a farm operation. If the condemnor is the department of natural resources, the notice required by this subsection shall be given at the time that permission of the senate and assembly committees on natural resources is sought under s. 23.09(2)(d) or 27.01(2)(a). To prepare an agricultural impact statement under this section, the department may require the condemnor to compile and submit information about an affected farm operation. The department shall charge the condemnor a fee approximating the actual costs of preparing the statement. The department may not publish the statement if the fee is not paid.

(4) IMPACT STATEMENT. (a) When an impact statement is required; permitted. The department shall prepare an agricultural impact statement for each project, except a project under ch. 81 or a project located entirely within the boundaries of a city or village, if the project

involves the actual or potential exercise of the powers of eminent domain and if any interest in more than 5 acres from any farm operation may be taken. The department may prepare an agricultural impact statement on a project located entirely within the boundaries of a city or village or involving any interest in 5 or fewer acres of any farm operation if the condemnation would have a significant effect on any farm operation as a whole.

(b) *Contents.* The agricultural impact statement shall include:

1. A list of the acreage and description of all land lost to agricultural production and all other land with reduced productive capacity, whether or not the land is taken.
2. The department's analyses, conclusions and recommendations concerning the agricultural impact of the project.

(c) *Preparation time; publication.* The department shall prepare the impact statement within 60 days of receiving the information requested from the condemnor under sub. (3). The department shall publish the statement upon receipt of the fee required under sub. (3).

(d) *Waiting period.* The condemnor may not negotiate with an owner or make a jurisdictional offer under this subchapter until 30 days after the impact statement is published.

**(5) PUBLICATION.** Upon completing the impact statement, the department shall distribute the impact statement to the following:

- (a) The governor's office.
- (b) The senate and assembly committees on agriculture and transportation.
- (c) All local and regional units of government which have jurisdiction over the area affected by the project. The department shall request that each unit post the statement at the place normally used for public notice.
- (d) Local and regional news media in the area affected.
- (e) Public libraries in the area affected.
- (f) Any individual, group, club or committee which has demonstrated an interest and has requested receipt of such information.
- (g) The condemnor.

## Appendix II: Eminent Domain

*Fair compensation for a partial taking of property under eminent domain is the larger of two figures: (1) the fair market value of the acquired property or (2) the fair market value of the entire parcel before the acquisition minus the fair market value of the remaining parcel. Compensation will be paid for the land acquired, any improvements acquired (structures, fencing, etc.), loss of access, loss of a use of this property, and damages resulting from severance of the property (including land and improvements). The condemnor may provide compensation for increased travel distances.*

*In addition to other compensation, a condemnor is required to make a payment of \$50,000 or less to any displaced farm or business owner who has owned the property for at least one year and who purchases a comparable replacement farm or business within two years of the acquisition. The amount of this payment would include any additional amount of money needed to equal the reasonable cost of a replacement farm or business, any increased interest or debt service charges, and closing costs. Displaced renters may also receive compensation if they rent or lease a comparable replacement farm or business within two years of the acquisition. If the displaced tenant rents or leases a comparable farm or business, the payment would include the amount needed to rent the replacement property for four years. This payment would not exceed \$30,000. If the renter decides to purchase a comparable farm or business, the payment would be equal to the rental or lease of that property for four years plus closing fees.*

*If a project would displace any person, business, or farm operation, the condemnor must file and have approved a written relocation payment plan and a relocation assistance service plan with the Department of Commerce. The condemnor must determine the relocation payment, assist displaced persons, businesses and farm operations to find comparable replacement properties, provide information about any government assistance to displaced persons, and coordinate the displacement with other project activities in a timely manner to avoid causing hardship*

### **Section 32.09 of the Wisconsin Statutes describes the compensation provided for property acquisition and certain damages:**

(6) In the case of a partial taking of property other than an easement, the compensation to be paid by the condemnor shall be the greater of either the fair market value of the property taken as of the date of evaluation or the sum determined by deducting from the fair market value of the whole property immediately before the date of evaluation, the fair market value of the remainder immediately after the date of evaluation, assuming the completion of the public improvement and giving effect, without allowance of offset for general benefits, and without restriction because of enumeration but without duplication, to the following items of loss or damage to the property where shown to exist:

(a) Loss of land including improvements and fixtures actually taken.

(b) Deprivation or restriction of existing right of access to highway from abutting land, provided that nothing herein shall operate to restrict the power of the state or any of its subdivisions or any municipality to deprive or restrict such access without compensation under any duly authorized exercise of the police power.

(c) Loss of air rights.

(d) Loss of a legal nonconforming use.

(e) Damages resulting from actual severance of land including damages resulting from severance of improvements or fixtures and proximity damage to improvements remaining on condemnee's land. In determining severance damages under this paragraph, the condemnor may consider damages which may arise during construction of the public improvement, including damages from noise, dirt, temporary interference with vehicular or pedestrian access to the property and limitations on use of the property. The condemnor may also consider costs of extra travel made necessary by the public improvement based on the increased distance after construction of the public improvement necessary to reach any point on the property from any other point on the property.

(f) Damages to property abutting on a highway right-of-way due to change of grade where accompanied by a taking of land.

(g) Cost of fencing reasonably necessary to separate land taken from remainder of condemnee's land, less the amount allowed for fencing taken under par. (a), but no such damage shall be allowed where the public improvement includes fencing of right of way without cost to abutting lands.

**Section 32.19 of the Wisconsin Statutes outlines payments to be made to displaced tenant-occupied businesses and farm operations.**

**(4m) BUSINESS OR FARM REPLACEMENT PAYMENT.** (a) *Owner-occupied business or farm operation.* In addition to amounts otherwise authorized by this subchapter, the condemnor shall make a payment, not to exceed \$50,000, to any owner displaced person who has owned and occupied the business operation, or owned the farm operation, for not less than one year prior to the initiation of negotiations for the acquisition of the real property on which the business or farm operation lies, and who actually purchases a comparable replacement business or farm operation for the acquired property within two years after the date the person vacates the acquired property or receives payment from the condemnor, whichever is later. An owner displaced person who has owned and occupied the business operation, or owned the farm operation, for not less than one year prior to the initiation of negotiations for the acquisition of the real property on which the business or farm operation lies may elect to receive the payment under par. (b) 1. in lieu of the payment under this paragraph, but the amount of payment under par. (b) 1. to such an owner displaced person may not exceed the amount the owner displaced person is eligible to receive under this paragraph. The additional payment under this paragraph shall include the following amounts:

1. The amount, if any, which when added to the acquisition cost of the property, other than any dwelling on the property, equals the reasonable cost of a comparable replacement business or farm operation for the acquired property, as determined by the condemnor.

2. The amount, if any, which will compensate such owner displaced person for any increased interest and other debt service costs which such person is required to pay for financing the acquisitions of any replacement property, if the property acquired was encumbered by a bona fide mortgage or land contract which was a valid lien on the property for at least one year prior to the initiation of negotiations for its acquisition. The amount under this subdivision shall be determined according to rules promulgated by the department of commerce.

3. Reasonable expenses incurred by the displaced person for evidence of title, recording fees and other closing costs incident to the purchase of the replacement property, but not including prepaid expenses.

(b) *Tenant-occupied business or farm operation.* In addition to amounts otherwise authorized by this subchapter, the condemnor shall make a payment to any tenant displaced person who has owned and occupied the business operation, or owned the farm operation, for not less than one year prior to initiation of negotiations for the acquisition of the real property on which the business or operation lies or, if displacement is not a direct result of acquisition, such other event as determined by the department of commerce, and who actually rents or purchases a comparable replacement business or farm operation within 2 years after the date the person vacates the property. At the option of the tenant displaced person, such payment shall be either:

1. The amount, not to exceed \$30,000, which is necessary to lease or rent a comparable replacement business or farm operation for a period of 4 years. The payment shall be computed by determining the average monthly rent paid for the property from which the person was displaced for the 12 months prior to the initiation of negotiations or, if displacement is not a direct result of acquisition, such other event as determined by the department of commerce and the monthly rent of a comparable replacement business or farm operation and multiply the difference by 48; or

2. If the tenant displaced person elects to purchase a comparable replacement business or farm operation, the amount determined under subd. 1 plus expenses under par. (a) 3.

(5) EMINENT DOMAIN. Nothing in this section or ss. 32.25 to 32.27 shall be construed as creating in any condemnation proceedings brought under the power of eminent domain, any element of damages.

**Section 32.25 of the Wisconsin Statutes delineates steps to be followed when displacing persons, businesses, and farm operations.**

(1) Except as provided under sub.(3) and s. 85.09 (4m), no condemnor may proceed with any activity that may involve the displacement of persons, business concerns or farm operations until the condemnor has filed in writing a relocation payment plan and relocation assistance service plan and has had both plans approved in writing by the department of commerce.

**(2)** The relocation assistance service plan shall contain evidence that the condemnor has taken reasonable and appropriate steps to:

(a) Determine the cost of any relocation payments and services or the methods that are going to be used to determine such costs.

(b) Assist owners of displaced business concerns and farm operations in obtaining and becoming established in suitable business locations or replacement farms.

(c) Assist displaced owners or renters in the location of comparable dwellings.

(d) Supply information concerning programs of federal, state and local governments which offer assistance to displaced persons and business concerns.

(e) Assist in minimizing hardships to displaced persons in adjusting to relocation.

(f) Secure, to the greatest extent practicable, the coordination of relocation activities with other project activities and other planned or proposed governmental actions in the community or nearby areas which may affect the implementation of the relocation program.

(g) Determine the approximate number of persons, farms or businesses that will be displaced and the availability of decent, safe and sanitary replacement housing.

(h) Assure that, within a reasonable time prior to displacement, there will be available, to the extent that may reasonably be accomplished, housing meeting the standards established by the department of commerce for decent, safe and sanitary dwellings. The housing, so far as practicable, shall be in areas not generally less desirable in regard to public utilities, public and commercial facilities and at rents or prices within the financial means of the families and individuals displaced and equal in number to the number of such displaced families or individuals and reasonably accessible to their places of employment.

(i) Assure that a person shall not be required to move from a dwelling unless the person has had a reasonable opportunity to relocate to a comparable dwelling.

**(3)(a)** Subsection (1) does not apply to any of the following activities engaged in by a condemnor:

1. Obtaining an appraisal of property.

2. Obtaining an option to purchase property, regardless of whether the option specifies the purchase price, if the property is not part of a program or project receiving federal financial assistance.

### **Appendix III: Access**

*WisDOT must reconstruct any entrance to property abutting a highway if there is a change in the highway alignment affecting that entrance. If a new highway severs property, WisDOT must provide an entrance to both parcels of land. The landowner is responsible for the maintenance of these access points after construction is completed.*

*WisDOT has the authority to limit the number of access points to and from rural segments of the state trunk system serving more than 2,000 vehicles per day. Access to a road or private property may be taken away if WisDOT determines a need for access control. A controlled-access highway is one where the entrance to and departure from the highway is limited. Access controls can be placed on a new or existing highway and WisDOT can limit access by providing a grade separation, service roads or closing access to an intersecting road. Additional access to a controlled-access highway will not be provided without WisDOT's written permission. When a controlled-access highway severs a parcel, WisDOT may provide a crossover point for the owner to travel between the severed parcels. The access in these cases is removed when the parcels are no longer owned by the same party.*

#### **Section 86.05 of the Wisconsin Statutes states that access shall be provided to land which abuts a highway:**

Entrances to highway restored. Whenever it is necessary, in making any highway improvement to cut or fill or otherwise grade the highway in front of any entrance to abutting premises, a suitable entrance to the premises shall be constructed as a part of the improvements, and if the premises are divided by the highway, then one such entrance shall be constructed on each side of the highway. Thereafter, each entrance shall be maintained by the owner of the premises. During the time the highway is under construction, the state, county, city, village or town shall not be responsible for any damage that may be sustained through the absence of an entrance to any such premises.

#### **Section 84.25 of the Wisconsin Statutes describes access restrictions concerning a controlled-access highway:**

(3) CONSTRUCTION; OTHER POWERS OF DEPARTMENT. In order to provide for the public safety, convenience and the general welfare, the department may use an existing highway or provide new and additional facilities for a controlled-access highway and so design the same and its appurtenances, and so regulate, restrict or prohibit access to or departure from it as the department deems necessary or desirable. The department may eliminate intersections at grade of controlled-access highways with existing highways or streets, by grade separation or service road, or by closing off such roads and streets at the right-of-way boundary line of such controlled-access highway and may divide and separate any controlled-access highway into



separate roadways or lanes by raised curbsings, dividing sections or other physical separations or by signs, markers, stripes or other suitable devices, and may execute any construction necessary in the development of a controlled-access highway including service roads or separation of grade structures.

(4) CONNECTIONS BY OTHER HIGHWAYS. After the establishment of any controlled-access highway, no street or highway or private driveway, shall be opened into or connected with any controlled-access highway without the previous consent and approval of the department in writing, which shall be given only if the public interest shall be served thereby and shall specify the terms and conditions on which such consent and approval is given.

(5) USE OF HIGHWAY. No person shall have any right of entrance upon or departure from or travel across any controlled-access highway, or to or from abutting lands except at places designated and provided for such purposes, and on such terms and conditions as may be specified from time to time by the department.

(6) ABUTTING OWNERS. After the designation of a controlled-access highway, the owners or occupants of abutting lands shall have no right or easement of access, by reason of the fact that their property abuts on the controlled-access highway or for other reason, except only the controlled right of access and of light, air or view.

(7) SPECIAL CROSSING PERMITS. Whenever property held under one ownership is severed by a controlled-access highway, the department may permit a crossing at a designated location, to be used solely for travel between the severed parcels, and such use shall cease if such parcels pass into separate ownership.

#### **Appendix IV: Drainage**

*Roads and railroad grades must be constructed and maintained so they do not impede the general flow of surface water in an unreasonable manner. Roads and railroad grades must be constructed with adequate ditches, culverts and other facilities to maintain a practical drainage pattern.*

*The following specifications and statutes cited address some of the impacts which could potentially occur during and after the proposed highway project. The statutes cited can be found in full in the following: Wisconsin Statutes at*

*<https://docs.legis.wisconsin.gov/statutes/statutes/88/VIII/87>. WisDOT's specifications can be found in 2012 Standard Specifications, State of Wisconsin, Department of Transportation at [www.wisconsin.gov/dot](http://www.wisconsin.gov/dot). DATCP recommends that farmland owners concerned about drainage should consult these texts for further information.*

#### **Section 88.87(2) of the Wisconsin Statutes describes regulations concerning rights of drainage:**

(a) Whenever any county, town, city, village, railroad company or the department of

transportation has heretofore constructed and now maintains or hereafter constructs and maintains any highway or railroad grade in or across any marsh, lowland, natural depression, natural watercourse, natural or man-made channel or drainage course, it shall not impede the general flow of surface water or stream water in any unreasonable manner so as to cause either an unnecessary accumulation of waters flooding or water-soaking uplands or an unreasonable accumulation and discharge of surface water flooding or water-soaking lowlands. All such highways and railroad grades shall be constructed with adequate ditches, culverts, and other facilities as may be feasible, consonant with sound engineering practices, to the end of maintaining as far as practicable the original flow lines of drainage. This paragraph does not apply to highways or railroad grades used to hold and retain water for cranberry or conservation management purposes.

(b) Drainage rights and easements may be purchased or condemned by the public authority or railroad company having control of the highway or railroad grade to aid in the prevention of damage to property owners which might otherwise occur as a result of failure to comply with par. (a).

(c) If a city, village, town, county, or railroad company or the department of transportation constructs and maintains a highway or railroad grade not in accordance with par. (a), any property owner damaged by the highway or railroad grade may, within 3 years after the alleged damage occurred, file a claim with the appropriate governmental agency or railroad company. The claim shall consist of a sworn statement of the alleged faulty construction and a description, sufficient to determine the location of the lands, of the lands alleged to have been damaged by flooding or water-soaking. Within 90 days after the filing of that claim, the governmental agency or railroad company shall either correct the cause of the water damage, acquire rights to use the land for drainage or overflow purposes, or deny the claim. If the agency or company denies the claim or fails to take any action within 90 days after the filing of the claim, the property owner may bring an action in inverse condemnation under ch. 32 or sue for such other relief, other than damages, as may be just and equitable.

**WisDOT specification 205.3.3 further describes its policies concerning drainage:**

(1) During construction, maintain roadway, ditches, and channels in a well-drained condition at all times by keeping the excavation areas and embankments sloped to the approximate section of the ultimate earth grade. Perform blading or leveling operations when placing embankments and during the process of excavation except if the excavation is in ledge rock or areas where leveling is not practical or necessary. If it is necessary in the prosecution of the work to interrupt existing surface drainage, sewers, or under drainage, provide temporary drainage until completing permanent drainage work.

(2) If storing salvaged topsoil on the right-of-way during construction operations, stockpile it to preclude interference with or obstruction of surface drainage.

(3) Seal subgrade surfaces as specified for subgrade intermediate consolidation and trimming in 207.3.9.

(4) Preserve, protect, and maintain all existing tile drains, sewers, and other subsurface drains, or parts thereof, that the engineer judges should continue in service without change. Repair, at no expense to the department, all damage to these facilities resulting from negligence or carelessness of the contractor's operations.

## **Appendix V: General Criteria for the Classification of Important Farmlands**

The following discussion summarizes the USDA Natural Resources Conservation Service's written criteria for classifying farmlands, greater detail can be obtained from the Natural Resources Conservation Service office located at 6515 Watts Road, Suite 200, Madison, WI 53719-2726.

### **Prime Farmland**

Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is also available for these uses (the land could be cropland, pastureland, rangeland, forest land, or other land, but not urban built-up land or water). It has the soil quality, growing season, and moisture supply needed to economically produce sustained high yields of crops when treated and managed, including water management, according to acceptable farming methods. In general, prime farmlands have an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, acceptable salt and sodium content, and few or no rocks. They are permeable to water and air. Prime farmlands are not excessively erodible or saturated with water for a long period of time, and they either do not flood frequently or are protected from flooding.

### **Unique Farmland**

Unique farmland is land other than prime farmland that is used for the production of specific high value food and fiber crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to economically produce sustained high quality and/or high yields of a specific crop when treated and managed according to acceptable farming methods. Examples of such crops are citrus, tree nuts, olives, cranberries, fruit, and vegetables.

### **Additional Farmland of Statewide Importance**

This is land, in addition to prime and unique farmland, that is of statewide importance for the production of food, feed, fiber, forage, and oilseed crops. Criteria for defining and delineating this land are to be determined by the appropriate state agency or agencies. Generally, additional farmlands of statewide importance include those that are nearly prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some may produce as high a yield as prime farmlands if conditions are favorable. In some states, additional farmlands of statewide importance may include tracts of land that have been designated for agriculture by state law.

### **Additional Farmland of Local Importance**

In some local areas there is concern for certain additional farmland for the production of food, feed, fiber, forage, and oilseed crops, even though these lands are not identified as having national or statewide importance. Where appropriate, these lands are to be identified by the local agency or agencies concerned. In places, additional farmlands of local importance may include tracts of land that have been designated for agriculture by local ordinance.

## Appendix VI: NRCS Soil Capability Classes

The following discussion summarizes the USDA Natural Resources Conservation Service's written criteria for land capability classification, greater detail can be obtained from the Natural Resources Conservation Service office located at 6515 Watts Road, Suite 200, Madison, WI 53719-2726.

Land suited to Cultivation and Other Uses:

**Class I** soils have few limitations that restrict their use.

**Class II** soils have some limitations that reduce the choice of plants or require moderate conservation practices.

**Class III** soils have severe limitations that reduce the choice of plants or require special conservation practices, or both.

**Class IV** soils have very severe limitations that restrict the choice of plants, require very careful management, or both.

Land Limited in Use-Generally Not Suited to Cultivation

**Class V** soils have little or no erosion hazard but have other limitations impractical to remove that limit their use largely to pasture, range, woodland, or wildlife food and cover.

**Class VI** soils have severe limitations that make them generally unsuited to cultivation and limit their use largely to pasture or range, woodland, or wildlife food and cover.

**Class VII** soils have very severe limitations that make them unsuited to cultivation and that restrict their use largely to grazing, woodland, or wildlife.

**Class VIII** soils and landforms have limitations that preclude their use for commercial plant production.

### Soil Capability Subclasses

A subclass is a group of capability units within a class which has the dominant soil or climatic limitations for agricultural use. Capability Class I has no subclasses. There are four subclasses, designated by letter symbols and defined as follows:

- e** Erosion susceptibility is the dominant problem or hazard. Both erosion susceptibility and past erosion damage are major soil factors for placement in this subclass.
- s** Soil limitations within the rooting zone, such as shallowness of rooting zones, stones, low moisture-holding capacity, low fertility that is difficult to correct, and salinity or sodium, are dominant.
- w** Excess water is the dominant hazard or limitation. Poor soil drainage, wetness, high water table, and overflow are the criteria for placing soils in this subclass.
- c** Climate (temperature or lack of moisture) is the only major hazard or limitation.



## MAILING LIST

\*GOVERNOR SCOTT  
WALKER  
115 E CAPITOL

\*SEN TERRY MOULTON  
AGRICULTURE COMMITTEE  
306 S CAPITOL

\*SEN JERRY PETROWSKI  
TRANSPORTATION  
COMMITTEE  
123 S CAPITOL

\*REP LEE NERISON  
AGRICULTURE COMMITTEE  
310 N CAPITOL

\*REP KEITH RIPP  
TRANSPORTATION  
COMMITTEE  
223 N CAPITOL

\*DOCUMENTS DEPARTMENT  
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AGRI-VIEW  
4510 HERRICK LN  
MADISON WI 53711-1433

EAU CLAIRE-  
LEADER TELEGRAM  
PO BOX 570  
EAU CLAIRE WI 54702-0570

LRC DOCUMENTS DEPT  
UW-STEVENS POINT  
900 RESERVE ST  
STEVENS POINT WI 54481

BARBARA FEENEY (3)  
SEH  
6808 ODANA RD STE 200  
MADISON WI 53719-1137

LARRY BARTA (3)  
WisDOT SW REGION  
2101 WRIGHT ST  
MADISON WI 53704

ROBERT & CHRISTINE  
BJORGE  
3316 COUNTY ROAD BB  
DODGEVILLE WI 53533

JAMES HATFIELD  
5601 COUNTY ROAD H  
ARENA WI 53503

CARL & MARY BERNING  
3329 ASCHLIMAN RD  
RIDGWAY WI 53582

BICKFORD FARMS  
6346 REED RD  
RIDGWAY WI 53582

PRAIRIE RIDGWAY LLC  
C/O MELVIN W BOLDT  
3020 N BAYVIEW LN  
McHENRY IL 60051

HY-VISTA DAIRY FARM LLC  
6868 ROCK RD  
RIDGWAY WI 53582

GREG KLUSENDORF  
IOWA COUNTY CLERK  
222 N IOWA ST  
DODGEVILLE WI 53533

CURT PETERSON  
DODGEVILLE TOWN CHAIR  
4966 STATE HIGHWAY 23  
DODGEVILLE WI 53533

SARA OLSON  
DODGEVILLE TOWN CLERK  
108 E LEFFLER ST  
DODGEVILLE WI 53533

JOE THOMAS  
RIDGWAY TOWN CHAIR  
2751 COUNTY ROAD BB  
DODGEVILLE WI 53533

NANCY PARKOS  
RIDGWAY TOWN CLERD  
6330 PRAIRIE RD  
RIDGWAY WI 53582

DOUG RESSON  
BRIGHAM TOWN CHAIR  
4237 RESSON RD  
BARNEVELD WI 53507

AUDREY RUE  
BRIGHAM TOWN CLERK  
407 E COUNTY ROAD ID  
BARNEVELD WI 53507

KAREN PETERS  
DANE COUNTY CLERK  
210 MLK JR BLVD  
MADISON WI 53703-3342

DENNIS JELLE  
BLUE MOUNDS TOWN CHAIR  
2000 STATE HIGHWAY 78  
MT HOREB WI 53572

HELEN M KAHL  
BLUE MOUNDS TOWN CLERK  
10560 BLUE MOUNDS RD  
MT HOREB WI 53572

ED ELORANTA  
SPRINGDALE TOWN CHAIR  
2520 LUNDE LN  
MT HOREB WI 53572

VICKI ANDERSON  
SPRINGDALE TOWN CLERK  
2379 TOWN HALL RD  
MT HOREB WI 53572-2454

DAVID COMBS  
VERONA TOWN CHAIR  
335 N NINE MOUND RD  
VERONA WI 53593-1035

VERONA TOWN CLERK  
335 N NINE MOUND RD  
VERONA WI 53593-1035

JIM McCAULLEY  
IOWA CO CONSERVATIONIST  
138 S IOWA ST SUITE 3  
DODGEVILLE WI 53533

GENE SCHRIEFER  
IOWA COUNTY UWEX  
222 N IOWA ST  
DODGEVILLE WI 53533

PATRICK SUTTER  
DANE CO CONSERVATIONIST  
1 FEN OAK CT ROOM 208  
MADISON WI 53718-8812

LEE CUNNINGHAM  
DANE COUNTY UWEX  
1 FEN OAK CT ROOM 138  
MADISON WI 53718

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VERONA WI 53593

WISCONSIN STATE JOURNAL  
PO BOX 8058  
MADISON WI 53708-8058

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State of Wisconsin  
Department of Agriculture,  
Trade & Consumer Protection



*For additional copies, contact:*

DATCP  
Agricultural Impact Program  
P.O. Box 8911  
Madison, WI 53708-8911

Phone: 608/224-4650

608/224-4646

Fax: 608/224-4615

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## SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation  
DT1635 11/2006

For instructions, see FDM Chapter 26

### I. PROJECT INFORMATION

Project ID 1200-08-00	Highway - Street US 18/151 Freeway Conversion Study	County Dane And Iowa
Project Termini US 18 interchange ( Iowa County) to West Verona Avenue interchange ( Dane County)		Region - Office Southwest Region
Regional Project Engineer - Project Manager Larry Barta		Area Code - Telephone Number (715) 635-4975
Consultant Project Engineer - Project Manager Barbara Feeney, SEH		Area Code - Telephone Number (608) 620-6190
Archaeological Consultant Katie Egan-Bruhy, CCRG		Area Code - Telephone Number (414) 446-4121
Architecture/History Consultant Rachel Bankowitz, CCRG and Elizabeth Miller, Sub to CCRG		Area Code - Telephone Number (414) 446-4121
Date of Need		SHSW # 11-0514
Return a signed copy of this form to:		

### II. PROJECT DESCRIPTION

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

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

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

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

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

**III. CONSULTATION**

How has notification of the project been provided to:	<input checked="" type="checkbox"/> Historical Societies/Organizations	<input checked="" type="checkbox"/> Native American Tribes
<input checked="" type="checkbox"/> Property Owners	<input type="checkbox"/> Public Information Meeting Notice	<input type="checkbox"/> Public Info. Mtg. Notice
<input checked="" type="checkbox"/> Public Information Meeting Notice	<input checked="" type="checkbox"/> Letter	<input checked="" type="checkbox"/> Letter
<input checked="" type="checkbox"/> Letter - Required for Archaeology	<input type="checkbox"/> Telephone Call	<input type="checkbox"/> Telephone Call
<input type="checkbox"/> Telephone Call	<input type="checkbox"/> Other:	<input type="checkbox"/> Other:
<input checked="" type="checkbox"/> Other: calls and e-mails		

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

**IV. AREA OF POTENTIAL EFFECTS - APE**

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

**HISTORY:** Describe the area of potential effects for buildings/structures. The APE includes all properties adjacent to proposed project activities, and properties close to US 18/151 for which access to the highway would be altered by the proposed project.

**V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED**

<p align="center"><b>ARCHAEOLOGY</b></p> <input checked="" type="checkbox"/> Archaeological survey <b>is needed</b> <p><input type="checkbox"/> Archaeological survey <b>is not needed</b> - Provide justification  <input type="checkbox"/> Screening list (date).</p>	<p align="center"><b>HISTORY</b></p> <input checked="" type="checkbox"/> Architecture/History survey <b>is needed</b> <p><input type="checkbox"/> Architecture/History survey <b>is not needed</b>  <input type="checkbox"/> No structures or buildings of any kind within APE  <input type="checkbox"/> Screening list (date).</p>
---	---

**VI. SURVEY COMPLETED**

<p align="center"><b>ARCHAEOLOGY</b></p> <input type="checkbox"/> <b>NO</b> archaeological sites(s) identified - ASFR attached <input type="checkbox"/> <b>NO</b> potentially eligible site(s) in project area - Phase I Report attached <input checked="" type="checkbox"/> Potentially eligible site(s) identified-Phase I Report attached <input checked="" type="checkbox"/> Avoided through redesign <input type="checkbox"/> Phase II conducted – go to VII (Evaluation). <input type="checkbox"/> Phase I Report attached - Cemetery/cataloged burial documentation	<p align="center"><b>HISTORY</b></p> <input type="checkbox"/> <b>NO</b> buildings/structures identified - A/HSF attached <input checked="" type="checkbox"/> Potentially eligible buildings/structures identified in the APE - A/HSF attached <input type="checkbox"/> Potentially eligible buildings/structures avoided – documentation attached
---	---

**VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED**

<input type="checkbox"/> No arch site(s) eligible for NRHP - Phase II Report attached <input type="checkbox"/> Arch site(s) eligible for NRHP - Phase II Report attached <input type="checkbox"/> Site(s) eligible for NRHP - DOE attached	<input type="checkbox"/> No buildings/structure(s) eligible for NRHP - DOE attached <input checked="" type="checkbox"/> Building/structure(s) eligible for NRHP - DOE attached
--	---

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

Additional Section 106 obligations and consultation will be required if and when final design for the relocation of County K onto new alignment proceeds and fill would be placed over site 471A0505. (Construction of this part of the project may require some local cost-share funding, which the municipality is not able to guarantee at this time.)

The Region and the Environmental Coordinator will compare the final design to the Section 106 completed previously and will request survey of outstanding areas at that time.

**IX. PROJECT DECISION**

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

_____ (Regional Project Manager)	_____ (WIDOT Historic Preservation Officer)	_____ (State Historic Preservation Officer)
_____ (Date)	_____ (Date)	_____ (Date)
_____ (Consultant Project Manager)		
_____ (Date)		





Division of Transportation System Development  
Southwest Region  
2101 Wright St  
Madison, WI 53704-2583

Scott Walker, Governor  
Mark Gottlieb, P.E., Secretary  
Internet: [www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)

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

May 22, 2013

CRAIG HARDY, HIGHWAY COMMISSIONER  
IOWA COUNTY HIGHWAY DEPARTMENT  
1215 NORTH BEQUETTE STREET  
DODGEVILLE, WI 53533

Dear Mr. Hardy,

The US 18/151 Freeway Conversion Study team has completed the Section 106 review process of archeological and architectural resources.

In the course of completing archeological studies adjacent to County K, Commonwealth Cultural Resources Group (CCRG) has determined that there is an archeological resource site located in the area where County K would leave its existing alignment and be relocated in a northwesterly direction to connect to the existing interchange in Barneveld. Because of this, additional Section 106 consultation will be required if and when final design for the relocation of County K onto new alignment proceeds. The work would be completed by WisDOT but because it involves a county road, Iowa County needs to be aware that this additional step will be necessary if the archeological site cannot be avoided during final design of the proposed relocated route.

In order to complete the environmental process, we are asking you to sign at the bottom of this letter, indicating your understanding that the relocation of County K as proposed by the US Freeway Conversion Study would require additional consultation.

Sincerely,

Larry J. Barta, PE  
Project Manager  
WisDOT Planning Section – SW Region, Madison Office

I, Craig Hardy, understand that the relocation of County K as proposed by the US Freeway Conversion Study would require additional Section 106 consultation with the Wisconsin State Historic Preservation Officer.

5/23/2013

Name and Date.



USDA Ag Service Center  
1462 Strongs Avenue  
Stevens Point, WI 54481

Phone (715) 343-6200  
Fax (715) 345-5358  
jesse.turk@wi.usda.gov

October 5, 2009

Paul Chellevoid  
Planner  
SHE  
6808 Odana Road, Suite 200  
Madison, WI 53719

SUBJECT: Dodgeville to Verona – US 18/151 Freeway Conversion  
Highway Access Study  
Iowa County

The Natural Resources Conservation Service (NRCS) staff has reviewed the project description as well as the documentation regarding the proposed Freeway Conversion along US 18/151 in Iowa County.

As requested, part III, IV, V and V11 were completed on all of the submitted highway alternatives for sections 1, 2 and 3. We would please request a copy of the completed form after the final selection has been made.

Thank you for the opportunity to comment on this project. Please contact me if you have further questions.

Jesse Turk  
Assistant State Soil Scientist  
Phone: 715-343-6200

FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	7/21/09	4. Sheet 2 of 6
1. Name of Project	Dodgeville to Verona - US 18/151 Freeway Ct	5. Federal Agency Involved	FHWA	
2. Type of Project	Highway Access Study	6. County and State	Dane and Iowa Counties, Wisconsin	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS	2. Person Completing Form	
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. Major Crops	Corn + Soybeans	4. Acres Irrigated	Average Farm Size	
5. Name of Land Evaluation System Used	LESA	6. Farmable Land in Government Jurisdiction	7. Amount of Farmland As Defined in FPPA	
		Acres: 346,664	% 70.6	
			Acres: 1,248,661 % 25.4	
		8. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	
		LESA		

PART III (To be completed by Federal Agency)		Alternative Corridor For Segment 2			
		Alternative 2A	Alternative 2B		
A. Total Acres To Be Converted Directly		111	107		
B. Total Acres To Be Converted Indirectly, Or To Receive Services					
C. Total Acres In Corridor		111	107	0	0
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		25	42		
B. Total Acres Statewide And Local Important Farmland		44	50		
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		09%	09%		
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		100%	100%	98	107%
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)					
		55	63		
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	14	14	
2. Perimeter in Nonurban Use		10	9	9	
3. Percent Of Corridor Being Farmed		20	16	16	
4. Protection Provided By State And Local Government		20	5	5	
5. Size of Present Farm Unit Compared To Average		10	10	10	
6. Creation Of Nonfarmable Farmland		25	0	0	
7. Availability Of Farm Support Services		5	5	5	
8. On-Farm Investments		20	15	15	
9. Effects Of Conversion On Farm Support Services		25	0	0	
10. Compatibility With Existing Agricultural Use		10	2	3	
TOTAL CORRIDOR ASSESSMENT POINTS		160	76	77	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	55	63	
Total Corridor Assessment (From Part VI above or a local site assessment)		160	76	77	0
TOTAL POINTS (Total of above 2 lines)		260	131	140	0
1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?		
			YES <input type="checkbox"/> NO <input type="checkbox"/>		
5. Reason For Selection:					

Signature of Person Completing this Part:

DATE

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

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

<b>PART I (To be completed by Federal Agency)</b>		3. Date of Land Evaluation Request	7/21/09	4. Sheet 1 of _____
1. Name of Project <b>Dodgeville to Verona - US 18/151 Freeway Cc</b>		5. Federal Agency Involved <b>FHWA</b>		
2. Type of Project <b>Highway Access Study</b>		6. County and State <b>Dane and Iowa Counties, Wisconsin</b>		
<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS	2. Person Completing Form	
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) <b>Corn and Soybeans</b>	6. Farmable Land in Government Jurisdiction Acres: <b>346,664</b> % <b>71</b>		7. Amount of Farmland As Defined in FPPA Acres: <b>124861</b> % <b>71</b>	
8. Name Of Land Evaluation System Used <b>LESA</b>	9. Name of Local Site Assessment System <b>LESA</b>		10. Date Land Evaluation Returned by NRCS	

<b>PART III (To be completed by Federal Agency)</b>	<b>Alternative Corridor For Segment</b>			
	<b>Corridor A</b>	<b>Corridor B</b>	<b>Corridor C</b>	<b>Corridor D</b>
A. Total Acres To Be Converted Directly	46	40	52	
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	46	40	52	0

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>				
A. Total Acres Prime And Unique Farmland	9	14	9	
B. Total Acres Statewide And Local Important Farmland	8	6	9	
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0	0	0	
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	100	100	100	

<b>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)</b>	Corridor A	Corridor B	Corridor C	Corridor D
	47	52	46	

<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points	Corridor A	Corridor B	Corridor C	Corridor D
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	17	17	17	
4. Protection Provided By State And Local Government	20	5	5	5	
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	
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>79</b>	<b>79</b>	<b>79</b>	<b>0</b>

<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)	100	47	52	46	
Total Corridor Assessment (From Part VI above or a local site assessment)	160	79	79	79	0
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<del>79</del> <b>126</b>	<del>79</del> <b>131</b>	<del>79</del> <b>125</b>	<b>0</b>

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	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:

Signature of Person Completing this Part: \_\_\_\_\_ DATE \_\_\_\_\_

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

FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS

<b>PART I (To be completed by Federal Agency)</b>		3. Date of Land Evaluation Request	7/21/09	4. Sheet 3 of 6
1. Name of Project	Dodgeville to Verona - US 18/151 Freeway Ct	5. Federal Agency Involved	FHWA	
2. Type of Project	Highway Access Study	6. County and State	Dane and Iowa Counties, Wisconsin	

<b>PART II (To be completed by NRCS)</b>		1. Data Request Received by NRCS	2. Person Completing Form
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. Major Crops	6. Farmland Land In Government Jurisdiction Acres: 346,164 % 10.6	4. Acres Irrigated	Average Farm Size
5. Name of Land Evaluation System Used	7. Amount of Farmland As Defined in FPPA Acres: 124,861 % 25.4	8. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS
LESA	LESA		

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment 3			
	Alternative 3A	Alternative 3B		
A. Total Acres To Be Converted Directly	32	32		
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	32	32	0	0

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	8	5		
B. Total Acres Statewide And Local Important Farmland	13	18		
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.27%	0.27%		
D. Percentage Of Farmland In Govt Jurisdiction With Same Or Higher Relative Value	100%	100%		

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)				
	56	56		

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 (near County K)	15	10	10		
2. Perimeter in Nonurban Use	10	7	7		
3. Percent Of Corridor Being Farmed	20	15	15		
4. Protection Provided By State And Local Government	20	5	5		
5. Size of Present Farm Unit Compared To Average	10	10	10		
6. Creation Of Nonfarmable Farmland	25	0	0		
7. Availability Of Farm Support Services	5	5	5		
8. On-Farm Investments	20	15	15		
9. Effects Of Conversion On Farm Support Services	25	0	0		
10. Compatibility With Existing Agricultural Use	10	2	2		
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>180</b>	<b>69</b>	<b>69</b>	<b>0</b>	<b>0</b>

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	56	56		
Total Corridor Assessment (From Part VI above or a local site assessment)	160	69	69	0	0
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>125</b>	<b>125</b>	<b>0</b>	<b>0</b>

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	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:

Signature of Person Completing this Part: \_\_\_\_\_ DATE \_\_\_\_\_

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



United States Department of Agriculture  
**NRCS NATURAL RESOURCES  
CONSERVATION SERVICE**

MLRA Soil Survey  
451 West North Street  
Juneau, WI 53039

Phone: 920-386-9999  
Fax: 920-386-2507

Date: 9-22-09

To: Larry Barta

Subject: US 18/151 Freeway Conversion Project

Larry Barta  
Division of Transportation  
System Development  
Southwest Region  
2101 Wright Street  
Madison, WI 53704-2583

Dear Mr. Barta,

The Natural Resources Conservation Service received your request for the completion of the NRCS-CPA-106 forms for two sections of your project in Dane County. This letter is addressing alternative 4A, alternative 6A and alternative 6B. Under the FPPA rules all three of these alternatives are exempt from this process.

If I may clarify any issues please do not hesitate to contact me.

Sincerely,

Christopher S. Miller  
MLRA Leader

Cc. Terence Kelly District Conservationist NRCS Madison Wisconsin