

# APPENDICES

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**Appendix 10:  
Tribal Coordination**

**WisDOT Division of Transportation Systems  
Development**

Southwest Region  
2101 Wright Street  
Madison, WI 53704

**Scott Walker, Governor**  
**Dave Ross, Secretary**  
[wisconsindot.gov](http://wisconsindot.gov)  
Telephone: (608) 246-5444  
FAX: (608) 246-7996  
Email: [robert.knorr@dot.state.wi.us](mailto:robert.knorr@dot.state.wi.us)



August 13, 2018

Name  
Credentials  
Company/Tribe  
Office Building  
Address

Re: notice of federal undertaking and request for comments under 36 CFR 800  
WisDOT ID 1010-10-01  
I-39/90/94  
Madison – Portage  
Wisconsin River Bridges B-11-22/23 & Approaches  
Columbia County

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Highway Administration, is considering an undertaking located at the Wisconsin River along I-39/90/94 in Columbia County. The project limits extend approximately 1.8 miles north and 2.1 miles south of the Wisconsin River. The proposed undertaking will consist of a study to explore the future replacement of the I-39/90/94 Wisconsin River Bridges. Columbia County V and County U bridges over I-39/90/94 will also be evaluated for potential replacement. Roadway approach work will be necessary for the bridge replacements along I-39/90/94, County U, and County V. A tentative date of 2025 has been set for construction.

Your tribe has requested to be notified of undertakings in this area of Wisconsin. Attached is information regarding the proposed undertaking to assist you in providing comments regarding the determination of the area of potential effect (APE) and potential impacts to historic properties and/or burial sites.

WisDOT would be pleased to receive any comments your tribe wishes to share regarding the proposed area of potential effects (APE) or potential impacts to historic properties and/or burials in this undertaking. Also, other environmental studies may be conducted to include endangered species survey, hydraulic surveys, contaminated material investigations, soil testing, and right-of-way surveys. Results of these studies will assist the engineers in the design to avoid, minimize or mitigate the proposed project's effect upon cultural and natural resources. To ensure your comments are considered during this early phase of project development, WisDOT requests a response within 30 days of receipt of this letter.

If your tribe 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 WisDOT Project Manager Robert Knorr at 2101 Wright Street, Madison, WI 53704; [robert.knorr@dot.wi.gov](mailto:robert.knorr@dot.wi.gov); 608-246-5444.

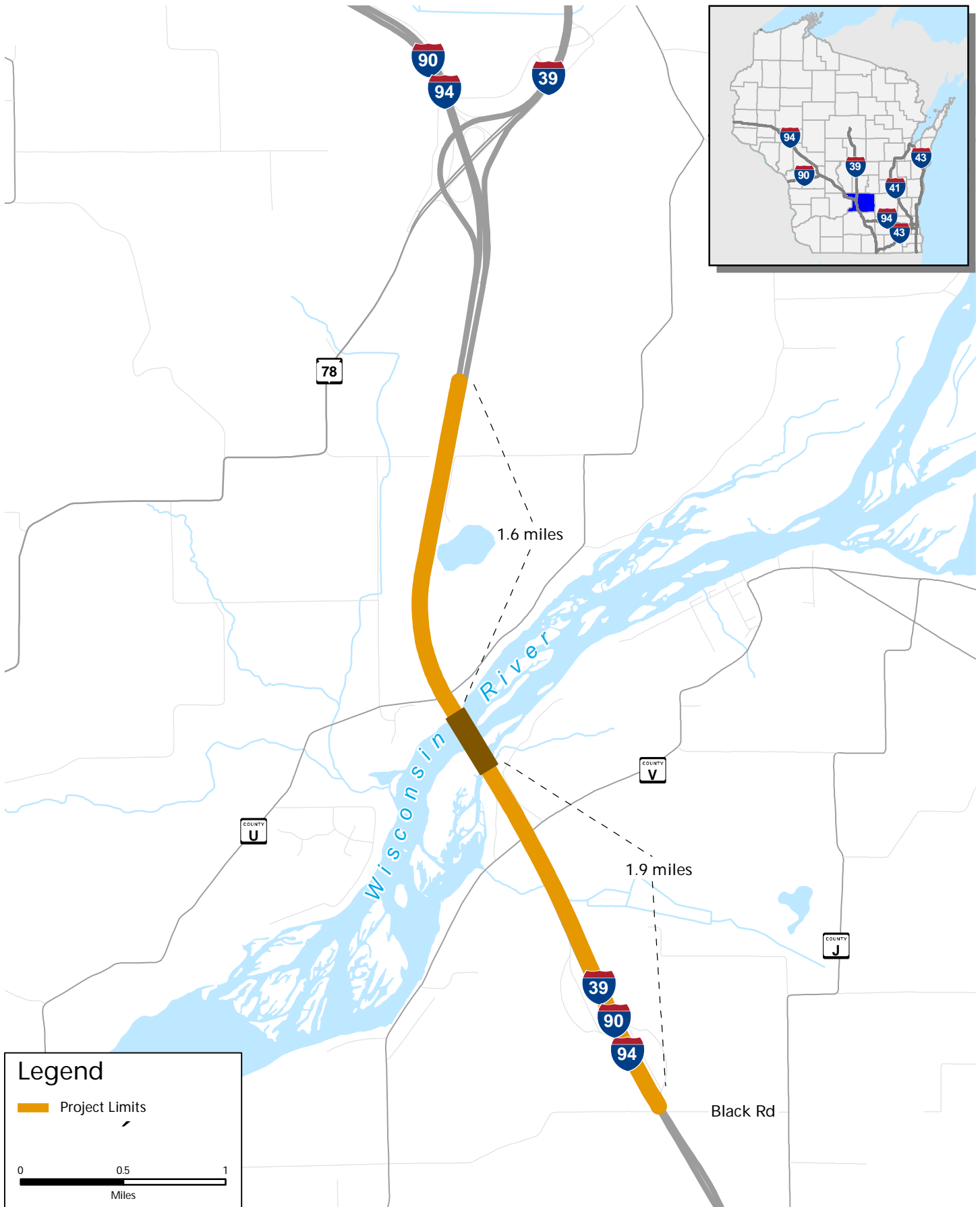
Sincerely,

A handwritten signature in black ink, appearing to read 'R. Knorr', with a stylized, cursive script.

Rob Knorr, P.E.  
Project Manager

CC: bees.cr@dot.wi.gov  
Franco Marcos, WisDOT  
Joel Brown, WisDOT  
Jennifer Grimes, WisDOT  
Project File

Attachments: Project Location Map  
Proposed Area of Potential Effect Map



**Legend**

— Project Limits

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Miles

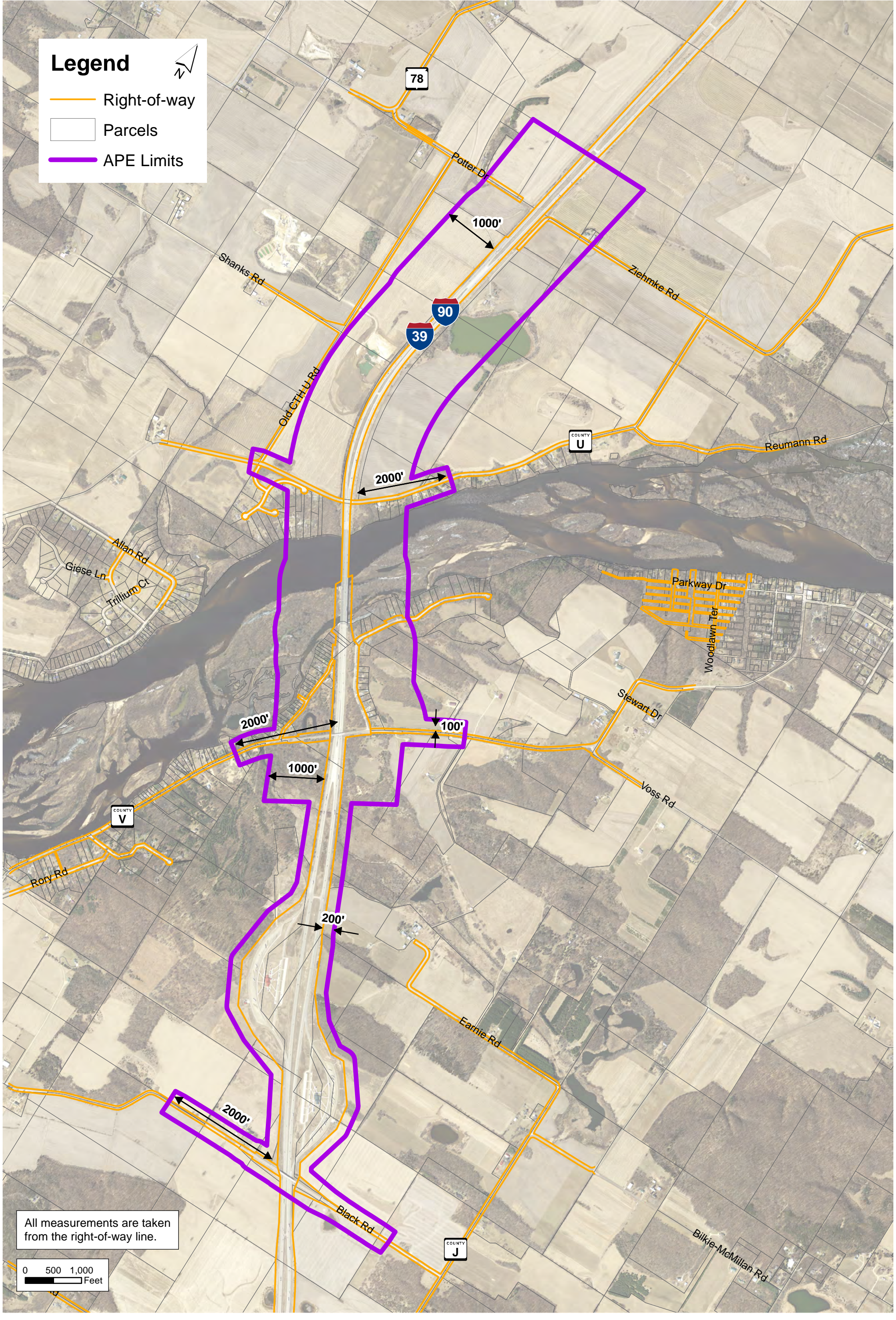


March 2018  
 WisDOT ID 1010-10-01  
 AECOM ID 60568182

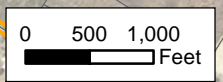
Project Location Map  
 I-39/90/94 Wisconsin River Bridge

**Legend**

- Right-of-way
- Parcels
- APE Limits



All measurements are taken from the right-of-way line.



	Bad River Band of Lake Superior Chippewa Indians of Wisconsin	Forest County Potawatomi Community of Wisconsin	Fond du Lac Band of Lake Superior Chippewa	Ho-Chunk Nation	Iowa Tribe of Oklahoma	Lac Courte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin	Lac du Flambeau Band of Lake Superior Chippewa Indians of Wisconsin	Lac Vieux Desert Band of Lake Superior Chippewa Indians	Menominee Indian Tribe of Wisconsin	Oneida Tribe of Indians of Wisconsin	Prairie Band Potawatomi Nation	Prairie Minnesota Mdewakan Indian Community	Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Sac and Fox Nation of Missouri in Kansas and Nebraska	Sac and Fox Nation of Oklahoma	Sac and Fox of the Mississippi in Iowa	Sokaogon Chippewa Community Mole Lake Band	St. Croix Band Chippewa Indians of Wisconsin	Stockbridge Munsee Community of Wisconsin
Adams	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Ashland	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Barron	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Bayfield	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Brown	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Buffalo	Yes	Yes	No	Yes	Yes	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Burnett	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Calumet	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Chippewa	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Clark	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Columbia	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Crawford	Yes	Yes	No	Yes	Yes	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Dane	Yes	Yes	No	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Dodge	Yes	Yes	No	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Door	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Douglas	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Dunn	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Eau Claire	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Florence	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Fond du Lac	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Forest	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Grant	Yes	Yes	No	Yes	Yes	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Green	Yes	Yes	No	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Green Lake	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Iowa	Yes	Yes	No	Yes	Yes	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Iron	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Jackson	Yes	Yes	No	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Jefferson	Yes	Yes	No	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Juneau	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Kenosha	Yes	Yes	No	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Kewaunee	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
LaCrosse	Yes	Yes	No	Yes	Yes	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Lafayette	Yes	Yes	No	Yes	Yes	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Langlade	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Lincoln	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Manitowoc	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Marathon	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Marinette	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Marquette	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Menominee	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Milwaukee	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Monroe	Yes	Yes	No	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Oconto	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Oneida	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Outagamie	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Ozaukee	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Pepin	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No

### Tribal Initial Coordination Letter Distribution List

Company	Title	First Name	Last Name	Credentials	Office Building	Address 1	City	State	Postal Code
Bad River Band of Lake Superior Chippewa Indians of Wisconsin	Ms.	Edith	Leoso	THPO		P.O. Box 39	Odanah	WI	54861
Forest County Potawatomi Community of Wisconsin	Mr.	Michael	LaRonge	THPO	Tribal Office	5320 Wensaut Lane, P.O. Box 340	Crandon	WI	54520
Ho-Chunk Nation	Mr.	William	Quackenbush	THPO	Executive Offices	P.O. Box 667	Black River Falls	WI	54615
Lac Vieux Desert Band of Lake Superior Chippewa Indians	Ms.	Daisy	McGeshick	THPO	Ketegitigaanig Ojibwe Nation	P.O. Box 249	Watersmeet	MI	49969
Menominee Indian Tribe of Wisconsin	Mr.	David	Grignon	THPO		P.O. Box 910	Keshena	WI	54135
Prairie Band Potawatomi Nation	Ms.	Hattie	Mitchell	THPO		16281 Q Road	Mayetta	KS	66509
Prairie Island Indian Community	Mr.	Noah	White	THPO		5636 Sturgeon Lake Road	Welch	MN	55089
Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Mr.	Marvin	DeFoe	THPO	Red Cliff Band of Lake Superior Chippewa Indians	88385 Pike Road, Highway 13	Bayfield	WI	54814
Sac and Fox Nation of Missouri in Kansas and Nebraska	Mr.	Gary	Bahr			305 North Main	Reserve	KS	66434
Sac and Fox Nation of Oklahoma	Ms.	Sandra	Massey	Historic Preservation Officer		920883 S Hwy 99 Bldg A, RR 2, Box 246	Stroud	OK	74079
Sac and Fox of the Mississippi in Iowa	Mr.	Jonathan	Buffalo	NAGPRA Representative		349 Meskwaki Road	Tama	IA	52339

The Upper Sioux Community was later added to the coordination list based upon information provided by the USACE. Their contact information is listed below:

Upper Sioux Community; Samantha Odegard; THPO; 5722 Travers Lane; P.O. Box 147; Granite Falls, MN 56241.



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

Governor Tony Evers  
Secretary Craig Thompson  
[wisconsin.gov](http://wisconsin.gov)  
Telephone: (608) 246-3251  
FAX: (608) 246-7996  
Email: [daniel.schave@dot.state.wi.us](mailto:daniel.schave@dot.state.wi.us)



February 20, 2020

Samantha Odegard, THPO

Upper Sioux Community  
5722 Travers Lane  
P.O. Box 147  
Granite Falls, MN 56241

Re: Request for comments  
WisDOT ID 1010-10-01  
I-39/90/94  
Madison – Portage  
Wisconsin River Bridges B-11-22/23 & Approaches  
Columbia County









The Wisconsin Department of Transportation (WisDOT) Southwest Region, in cooperation with the Federal Highway Administration (FHWA), is evaluating the aging I-39/90/94 bridge over the Wisconsin River in Columbia County, Wisconsin. The project area extends 1.6 miles north of the Wisconsin River and 1.9 miles south (see attached Project Location map). The I-39/90/94 Wisconsin River bridge has been repaired seven times since it was constructed in 1961. Even with the past repair work, deficiencies remain within the existing bridge.

WisDOT is evaluating alternatives to repair or replace the existing I-39/90/94 Wisconsin River Bridge. Roadway approach work would be necessary if the bridge is replaced. The County V and County U bridges over I-39/90/94 will be evaluated for potential replacement to accommodate realignment of I-39/90/94. Construction is anticipated to occur in the mid-2020's.

WisDOT considered four preliminary alternatives to address the needs of the structure (see attached Preliminary Alternatives exhibit):

- **No-Build Alternative:** This alternative would do nothing to the existing bridge
  - o Carried forward to serve as a baseline for comparing alternatives
- **Rehabilitation Alternative:** This alternative would repair the existing bridge in its current location
  - o Dismissed because multiple rehabilitation projects would be required over a 20-year period, each with significant delays to the travelling public.
- **East Alternative:** This alternative would construct a new bridge just east of existing bridge
  - o Carried forward for further evaluation
- **West Alternative:** This alternative would construct a new bridge just west of existing bridge
  - o Carried forward for further evaluation

Alternatives carried forward underwent detailed evaluation. Detailed evaluation identified the East Alternative as the WisDOT recommended alternative because it has less impacts than the West Alternative (see table below).

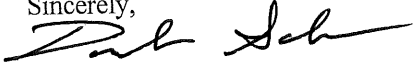
Item of Anticipated Impact	No Build	West Alternative	East Alternative (WisDOT Recommended)
 <b>Alternative Length</b>	N/A	2.0 miles	1.8 miles
 <b>Bridge Length</b>	1,690 feet	1,840 feet	1,760 feet
 <b>ATC Pole Impacts</b>	No	No	Avoided
 <b>Historic Properties</b>	0	1	0
 Likely to Affect <b>Fox-Wisconsin Heritage Water Trail</b>	No	Yes	Yes
 Likely to Affect <b>Threatened or Endangered Species</b>	No	Yes	Yes
 <b>Relocations</b>	0	8	0
 <b>Right-of-Way Required</b>	0 acres	15.7 acres	10.4 acres
 Agricultural Land	0 acres	4.1 acres	4.1 acres
 Protected Public Land	0 acres	1.2 acres	0.1 acres
 <b>Water Crossings</b>	N/A	2	2
 <b>Wetlands</b>	0 acres	5.8 acres	5.6 acres
 <b>Planning Level Cost Estimate (million)</b>	\$0	\$140-190	\$140-190

An overview of the WisDOT recommended alternative is attached. WisDOT is currently drafting an Environmental Assessment that will identify the East Alternative as the Preferred Alternative. The Environmental Assessment is anticipated to be signed in spring 2020.

During agency coordination with the United States Army Corps of Engineers (USACE) in January 2020, the USACE stated the Upper Sioux Community may have an area of tribal significance within the utility right-of-way east of I-39/90/94. USACE indicated the area of tribal significance was identified during the Badger-Coulee ATC transmission line project and impacts to the site were avoided.

WisDOT would be pleased to receive any comments your tribe wishes to share regarding potential impacts to historic properties and/or burials within the area of potential effects (see attached Area of Potential Effects map). If you have comments, would like to become a consulting party under Section 106 of the National Historic Preservation Act, or would like to receive additional information regarding the project, please contact WisDOT Project Manager Daniel Schave at 2101 Wright Street, Madison, WI 53704; [daniel.schave@dot.wi.gov](mailto:daniel.schave@dot.wi.gov); 608-246-3251, within thirty days of receipt of this letter to ensure information is incorporated into the project.

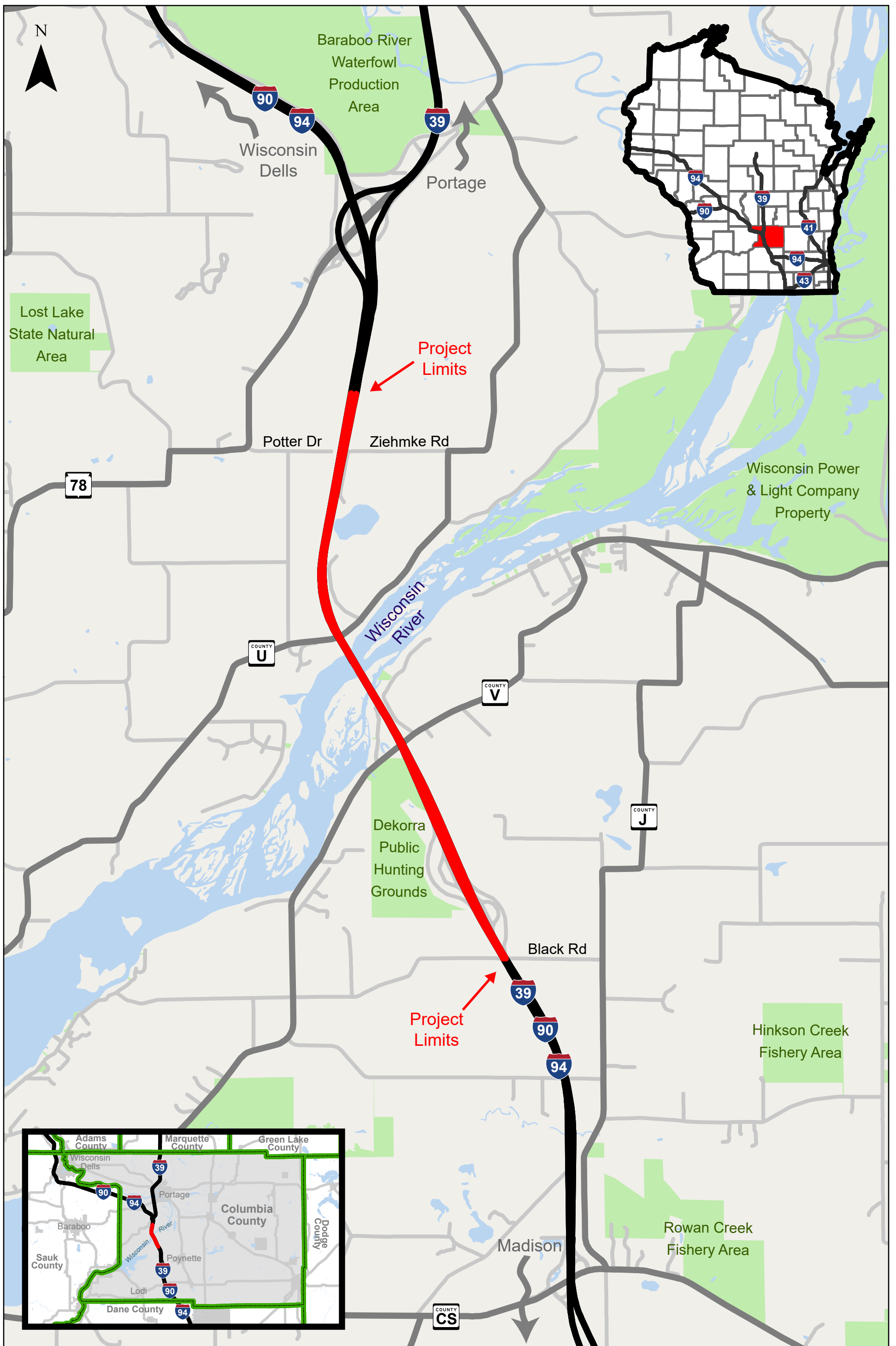
Sincerely,

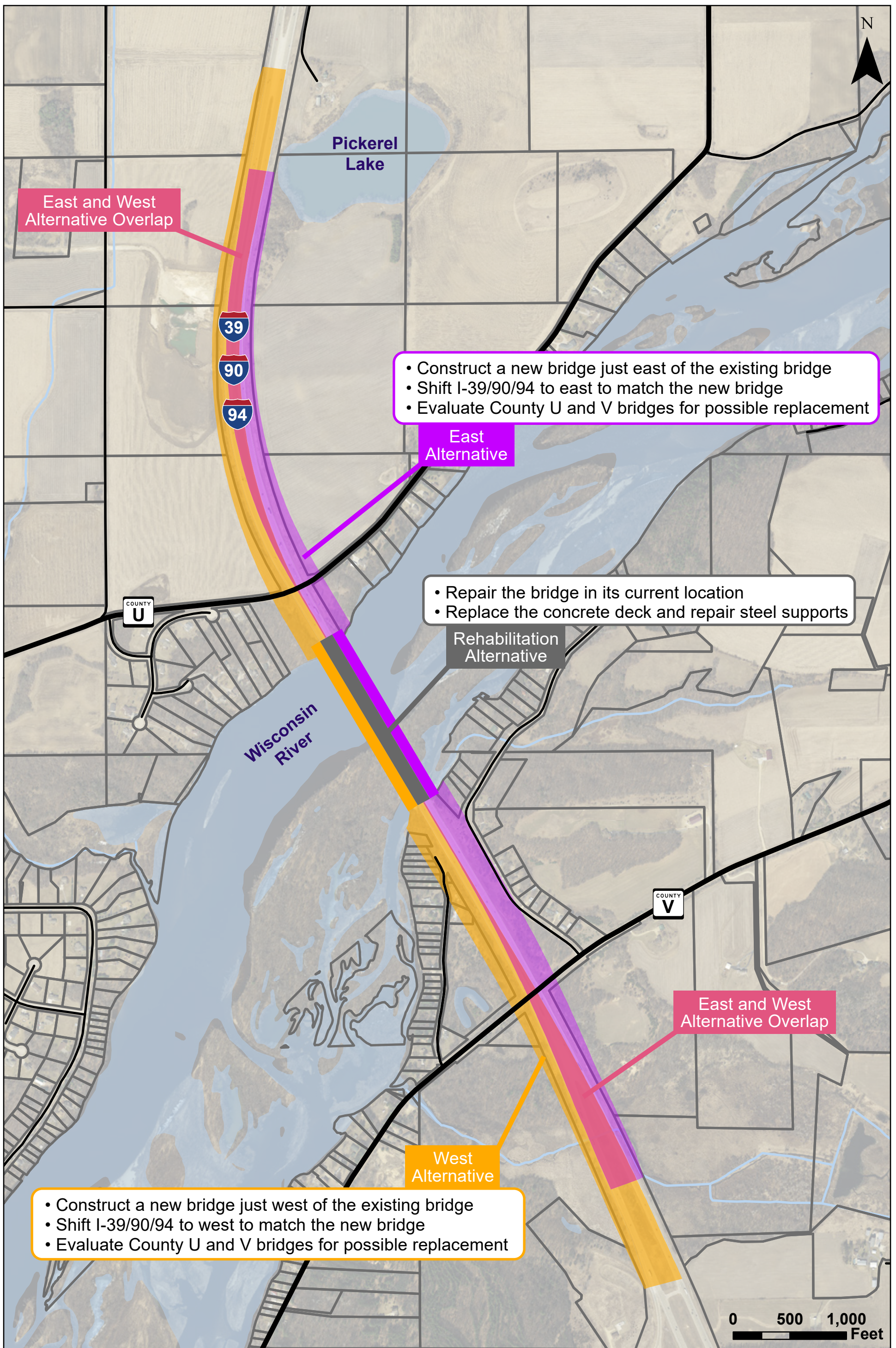


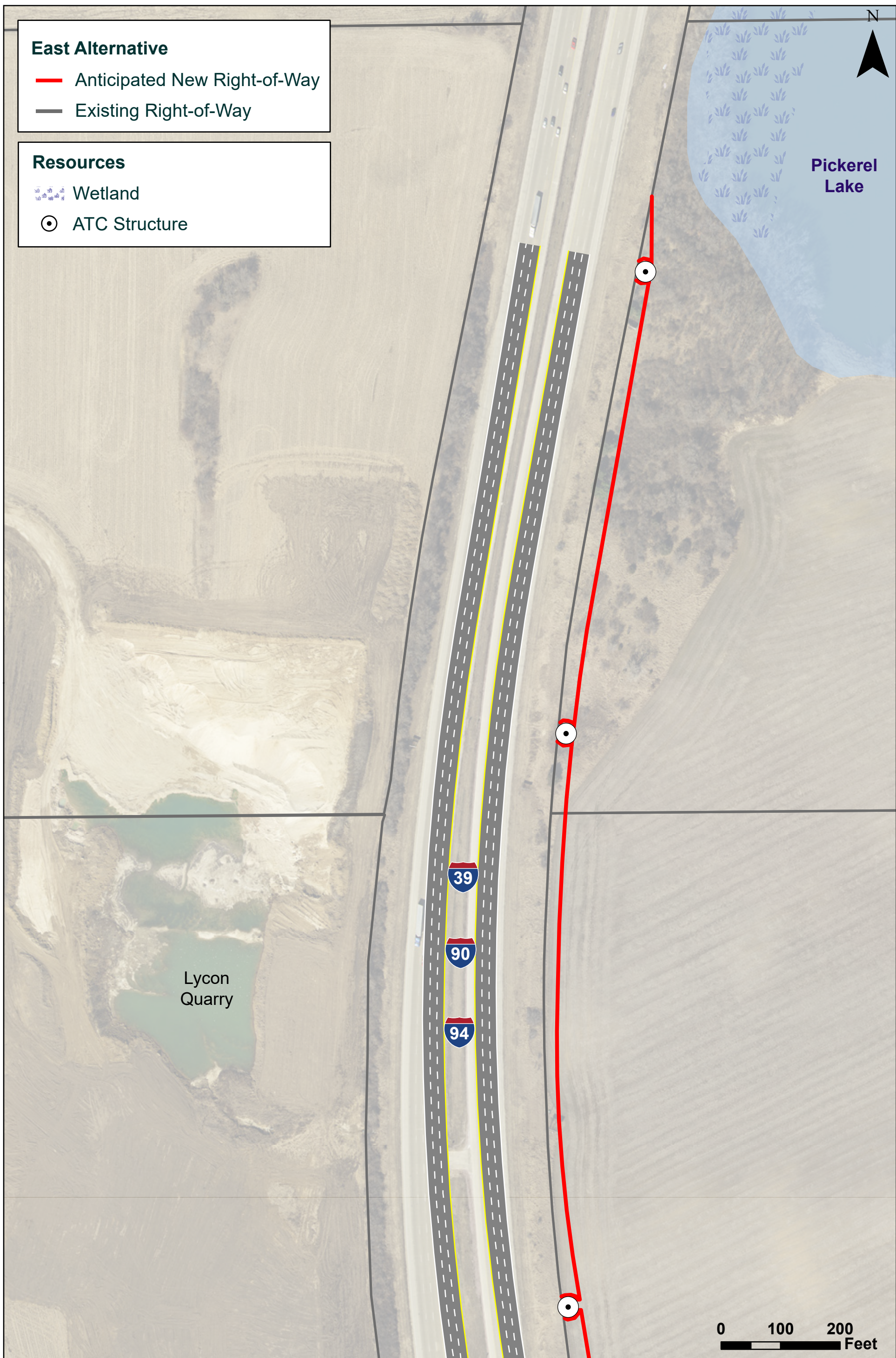
Daniel Schave, P.E.  
WisDOT Project Manager

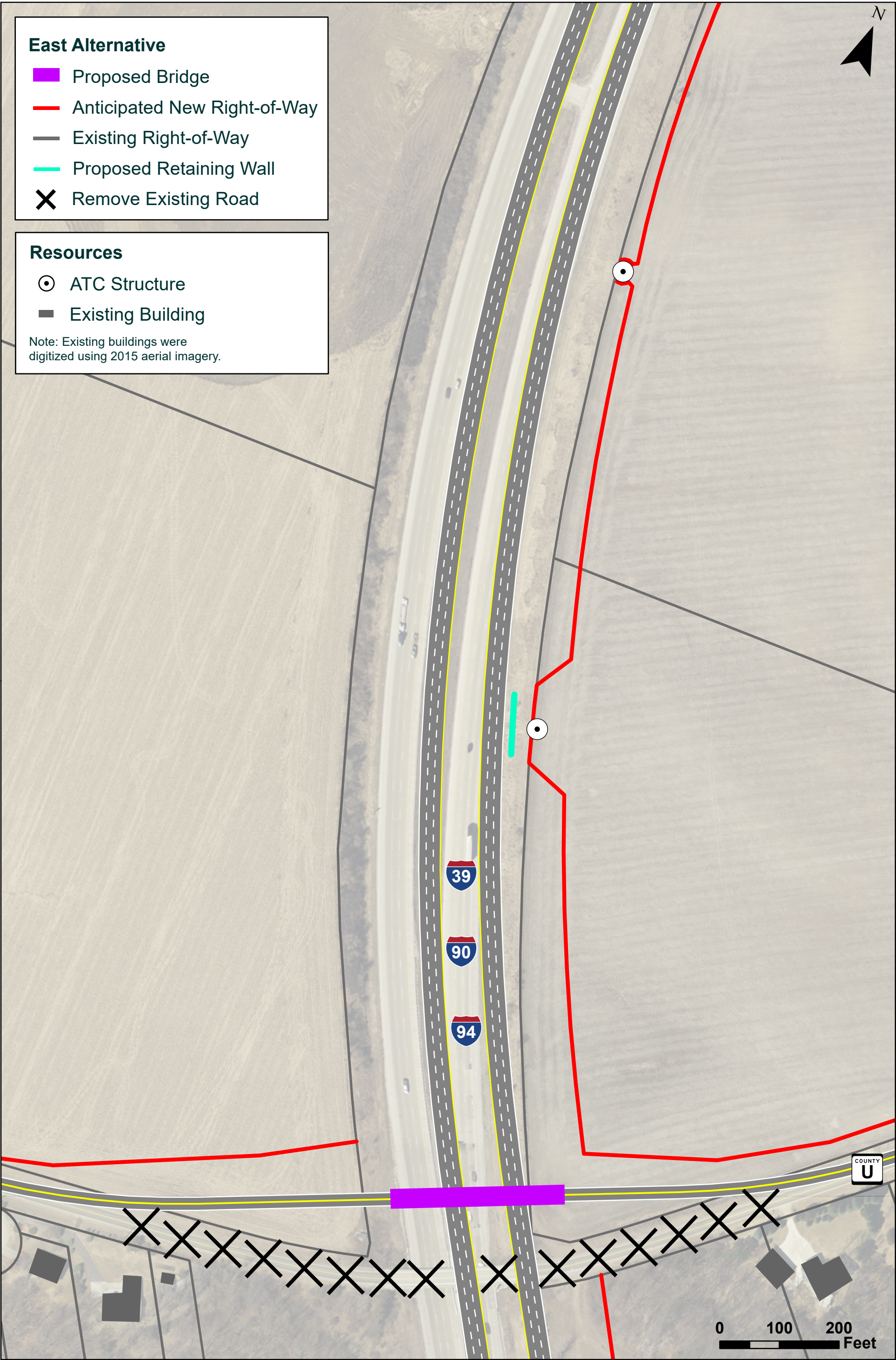
CC: [bees.cr@dot.wi.gov](mailto:bees.cr@dot.wi.gov)  
Ian Chidister, FHWA  
Kyle Zibung, USACE  
Joel Brown, WisDOT  
Jennifer Grimes, WisDOT  
Amy Coughlin, WisDOT

Attachments: Project Location  
Preliminary Alternatives  
WisDOT Recommended Alternative  
Area of Potential Effect



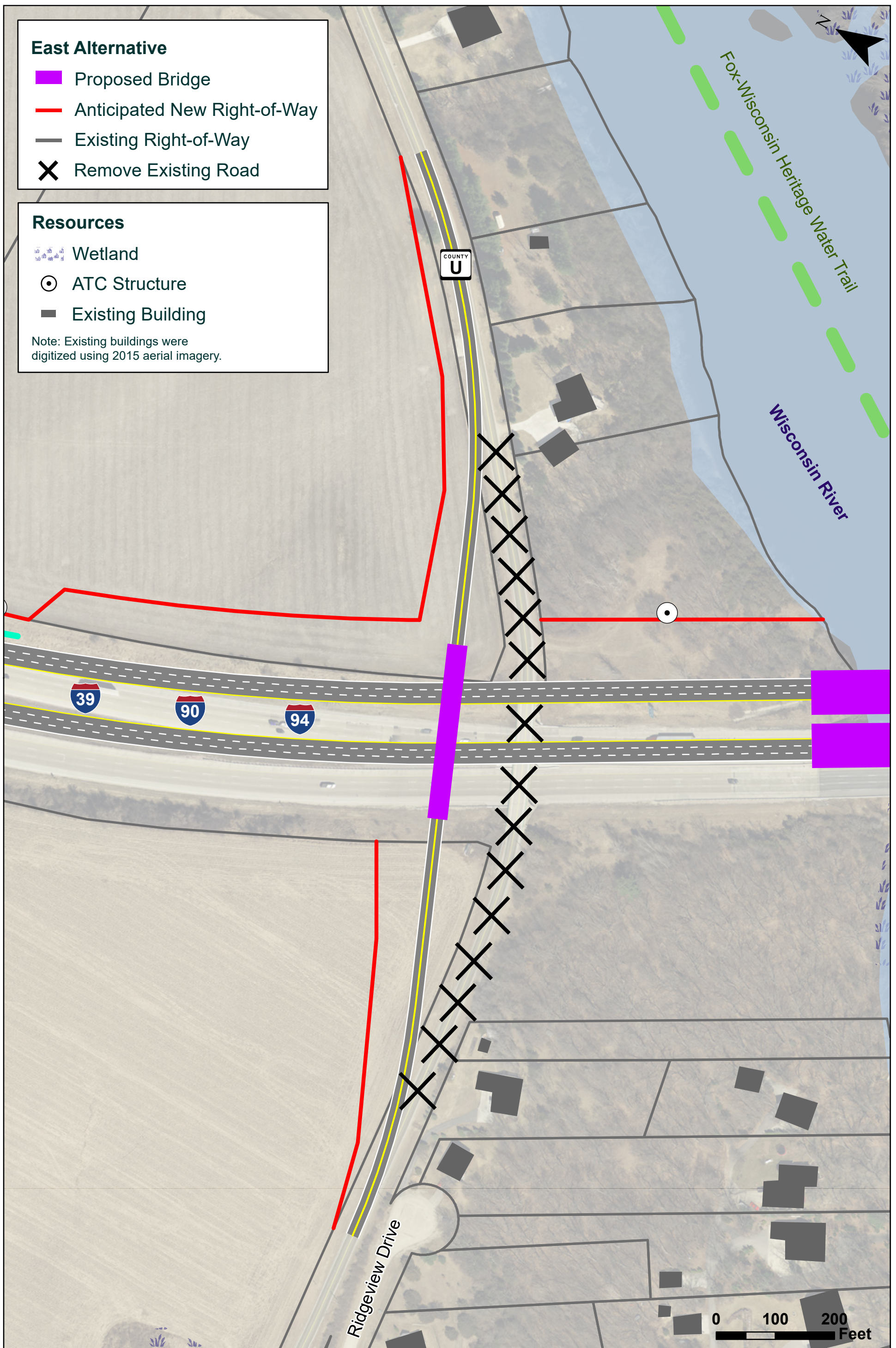






- East Alternative**
- █ Proposed Bridge
  - █ Anticipated New Right-of-Way
  - █ Existing Right-of-Way
  - █ Proposed Retaining Wall
  - ✕ Remove Existing Road

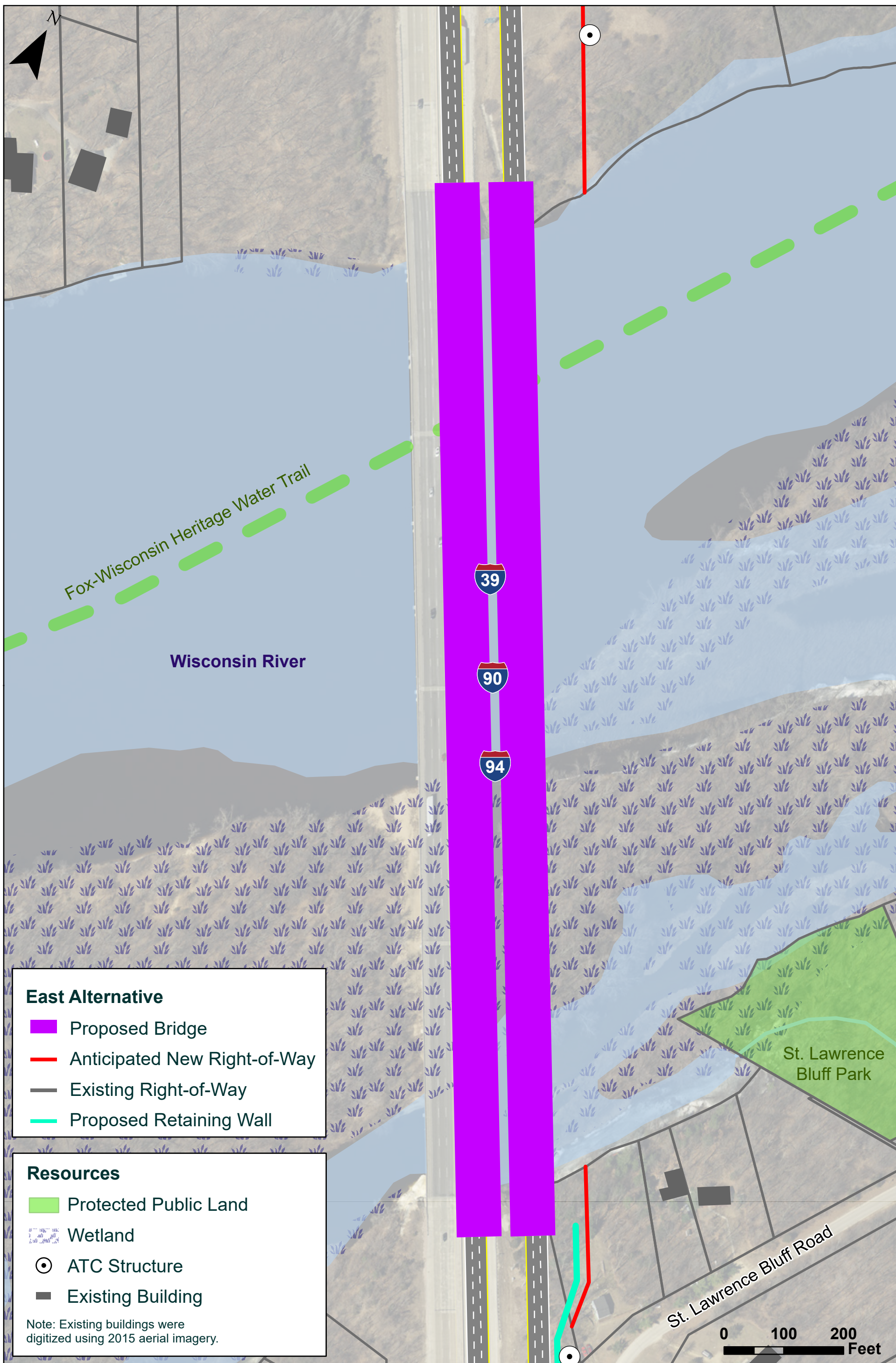
- Resources**
- ⊙ ATC Structure
  - Existing Building
- Note: Existing buildings were digitized using 2015 aerial imagery.



- East Alternative**
- █ Proposed Bridge
  - Anticipated New Right-of-Way
  - Existing Right-of-Way
  - ✕ Remove Existing Road

- Resources**
- ~ Wetland
  - ATC Structure
  - Existing Building
- Note: Existing buildings were digitized using 2015 aerial imagery.





**East Alternative**

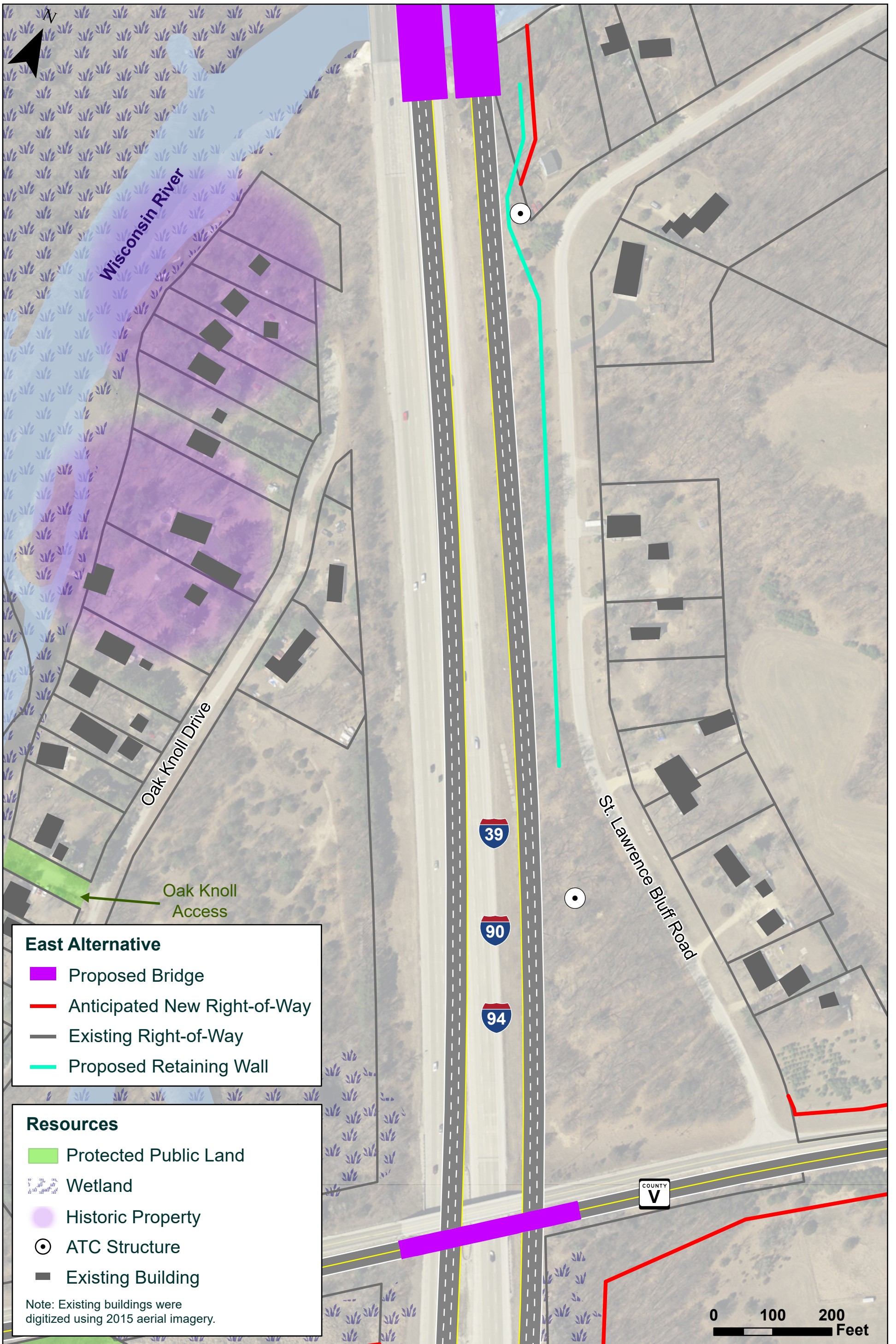
- Proposed Bridge
- Anticipated New Right-of-Way
- Existing Right-of-Way
- Proposed Retaining Wall

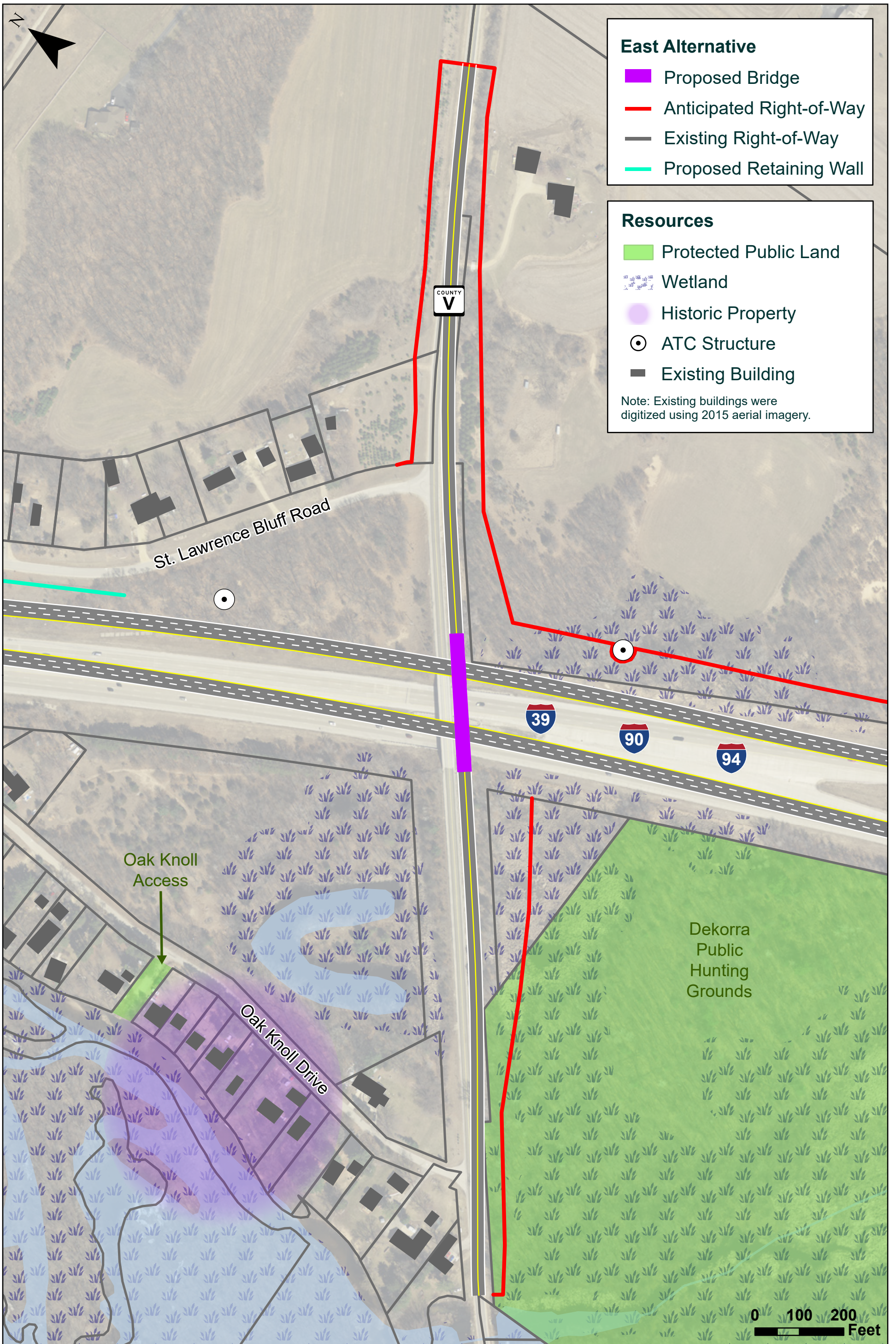
**Resources**

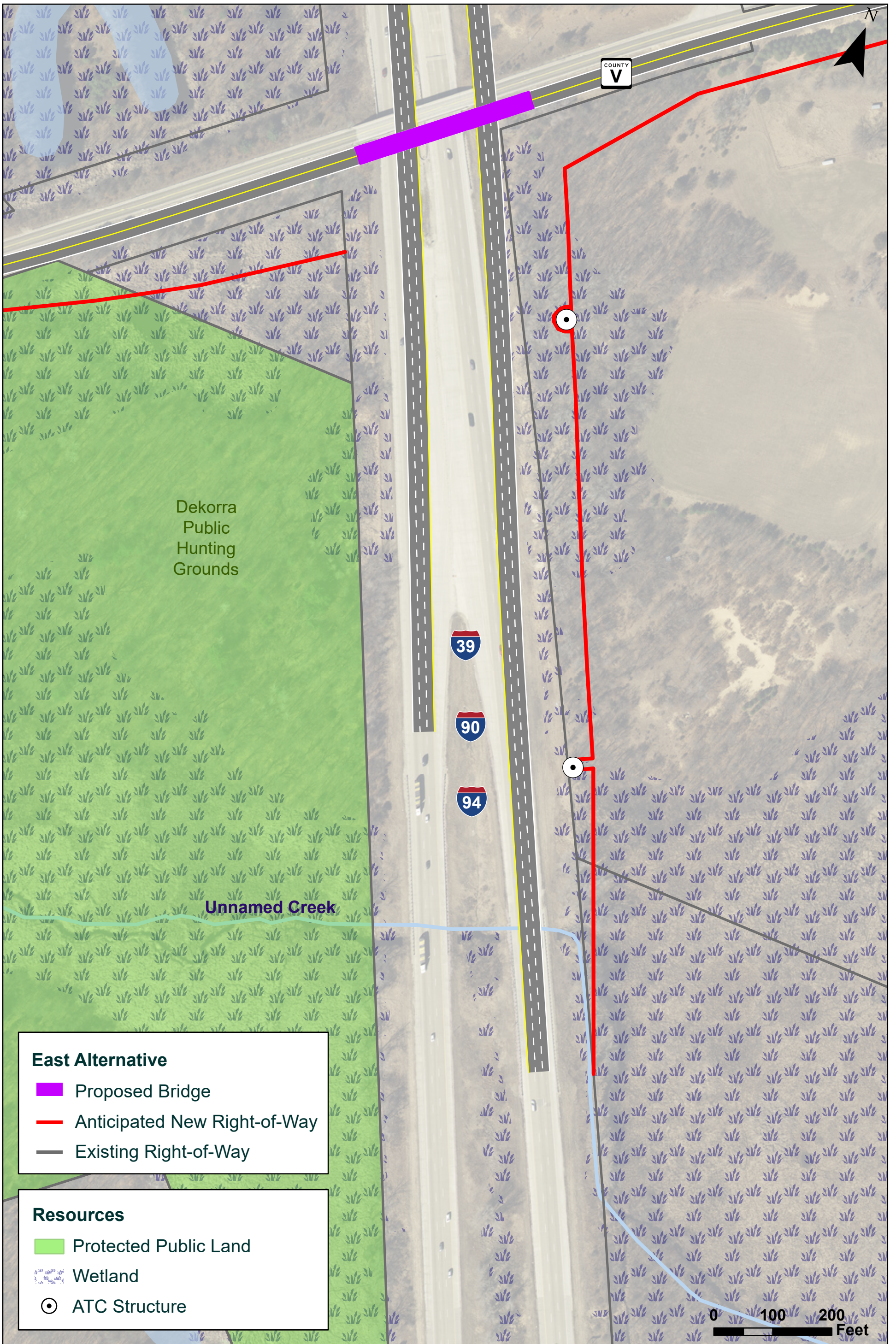
- Protected Public Land
- Wetland
- ATC Structure
- Existing Building

Note: Existing buildings were digitized using 2015 aerial imagery.









**East Alternative**

- Proposed Bridge
- Anticipated New Right-of-Way
- Existing Right-of-Way

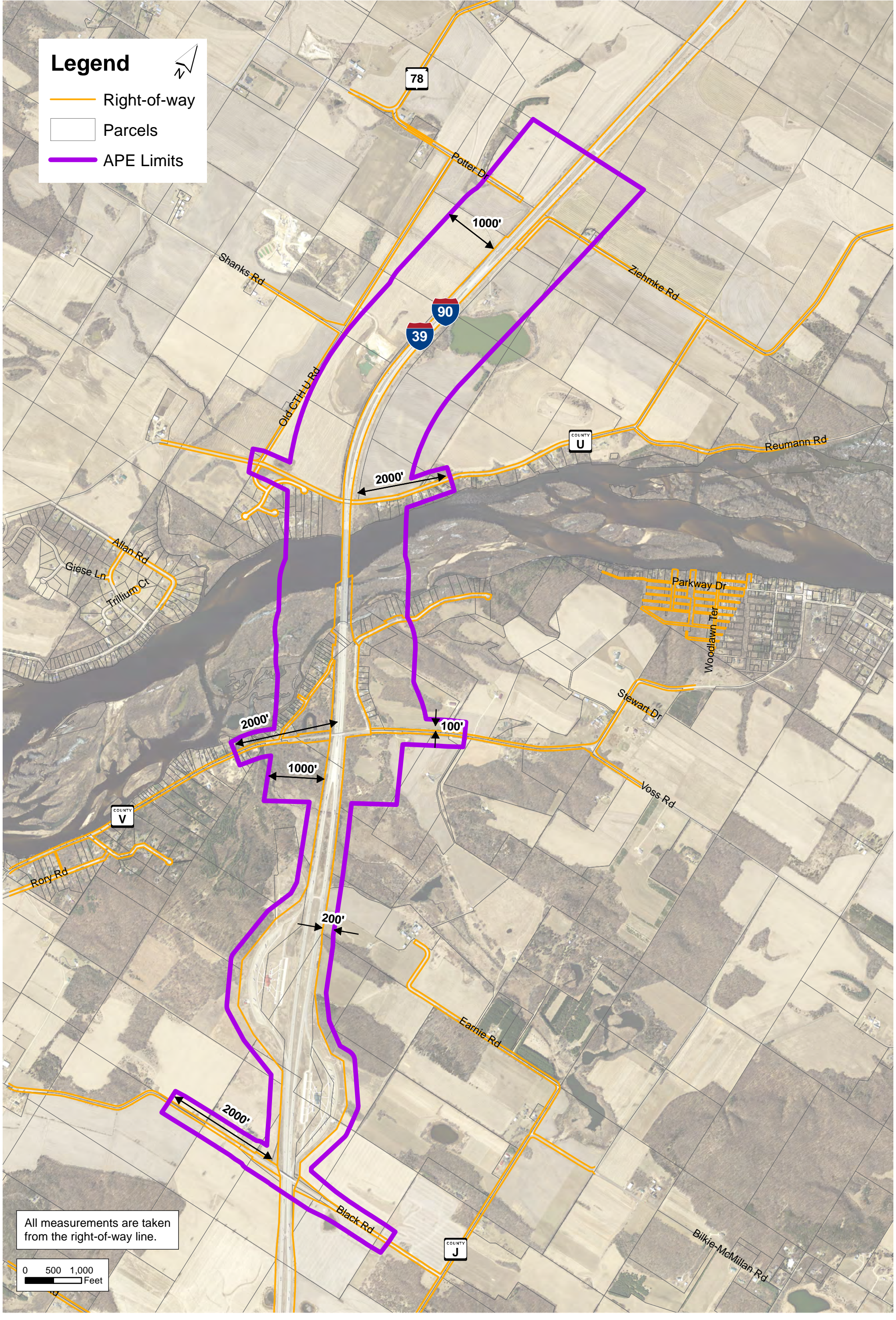
**Resources**

- Protected Public Land
- Wetland
- ATC Structure

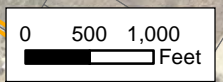


**Legend**

- Right-of-way
- Parcels
- APE Limits



All measurements are taken from the right-of-way line.



Tribal Historic Preservation Office  
Upper Sioux Community  
5722 Travers Lane  
Post Office Box 147  
Granite Falls, MN 56241  
320.564.3853  
[thpo@uppersiouxcommunity-nsn.gov](mailto:thpo@uppersiouxcommunity-nsn.gov)

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3/30/2020

WisDOT Division of Transportation System Development  
Southwest Region Office  
2101 Write Street  
Madison, WI 53704-2583

**RE:** Request for comments WisDOT ID 1010-10-01 I-39/90/94 Madison – Portage Wisconsin River Bridges B-11-22/23 & Approaches Columbia County

My office received your e-mail on February 20, 2020 regarding proposed work for Wisconsin River Bridges B-11-22/23 in Columbia County. As was stated in your letter, while consulting on the Badger-Coulee ATC transmission line our field crew of Tribal Cultural Specialist did identify a Traditional Cultural Property, or TCP, within the APE for that specific project. The steps being considered to protect that site are appreciated.

Regarding the current proposed project, the Upper Sioux Community would like to become a consulting party. At this time, based on the information provided, I feel there is a potential for additional sites within the project area. This is due to the TCP previously identified within the limits of the Badger-Coulee APE and because the project crosses a waterway.

It would be our recommendation that additional work be required to identify cultural resources for the recommended East Alternative and for the West Alternative if there is a chance that will move forward at all. This additional work should include a TCP survey by the Upper Sioux Community and/or other consulting tribes.

Thank you for following the Federal guidelines for 106 consultations.

Sincerely,

Tribal Historic Preservation Officer  
[samanthao@uppersiouxcommunity-nsn.gov](mailto:samanthao@uppersiouxcommunity-nsn.gov)

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

**Governor Tony Evers**  
**Secretary Craig Thompson**  
[wisconsin.gov](http://wisconsin.gov)  
Telephone: (608) 246-3251  
FAX: (608) 246-7996  
Email: [daniel.schave@dot.state.wi.us](mailto:daniel.schave@dot.state.wi.us)



April 6, 2020

Samantha Odegard, THPO  
Upper Sioux Community  
5722 Travers Lane  
P.O. Box 147  
Granite Falls, MN 56241

Re: Consulting Party Acceptance and Additional Cultural Resource Surveys  
WisDOT ID 1010-10-01  
I-39/90/94  
Wisconsin River Bridges B-11-22/23 & Approaches  
Columbia County

The Wisconsin Department of Transportation (WisDOT) Southwest Region, and the Federal Highway Administration (FHWA), accept your request to become a Consulting Party under Section 106 of the National Historic Protection Act for the I-39/90/94 bridge project over the Wisconsin River in Columbia County, Wisconsin.

The US Army Corps of Engineers (USACE) indicated an area of tribal significance was identified within the utility right-of-way east of I-39/90/94 during the Badger-Coulee ATC transmission line project and impacts to the site were avoided. In your response dated March 30, 2020, the Upper Sioux Community indicated the potential for additional sites within the project area that have tribal significance.

For your convenience, the phase 1 archaeological field surveys that were conducted for this project are included in the following link:

<https://wisdot.box.com/s/k60ytzoi23xygsuzbtkmssidwoalpoa>

Also, included with this letter is a map showing the I-39/90/94 Wisconsin River Bridge Area of Potential Effect (APE), including the Badger-Coulee ATC line project location.

WisDOT is currently drafting an Environmental Assessment that will identify the East Alternative as the Preferred Alternative. The Environmental Assessment is anticipated to be approved and made available to the public and agencies late spring 2020.

- **East Alternative:** This alternative would construct a new bridge just east of existing bridge
  - Carried forward for further evaluation
- **West Alternative:** This alternative would construct a new bridge just west of existing bridge
  - Dismissed from further evaluation

WisDOT would be pleased to receive any information your tribe wishes to share regarding potential impacts to historic properties, TCP(s) and/or burials within the area of potential effect (see Area of Potential Effect map).

In your March 30, 2020 letter, you identified a TCP Survey should be conducted by the Upper Sioux Community for the project. WisDOT would like to coordinate that survey effort with you. In response to this letter please provide availability for a meeting.

In addition, if you have additional comments as a consulting party under Section 106 of the National Historic Preservation please contact me, [daniel.schave@dot.wi.gov](mailto:daniel.schave@dot.wi.gov); 608-246-3251.

Sincerely,

Daniel Schave, P.E.  
WisDOT Project Manager

CC:

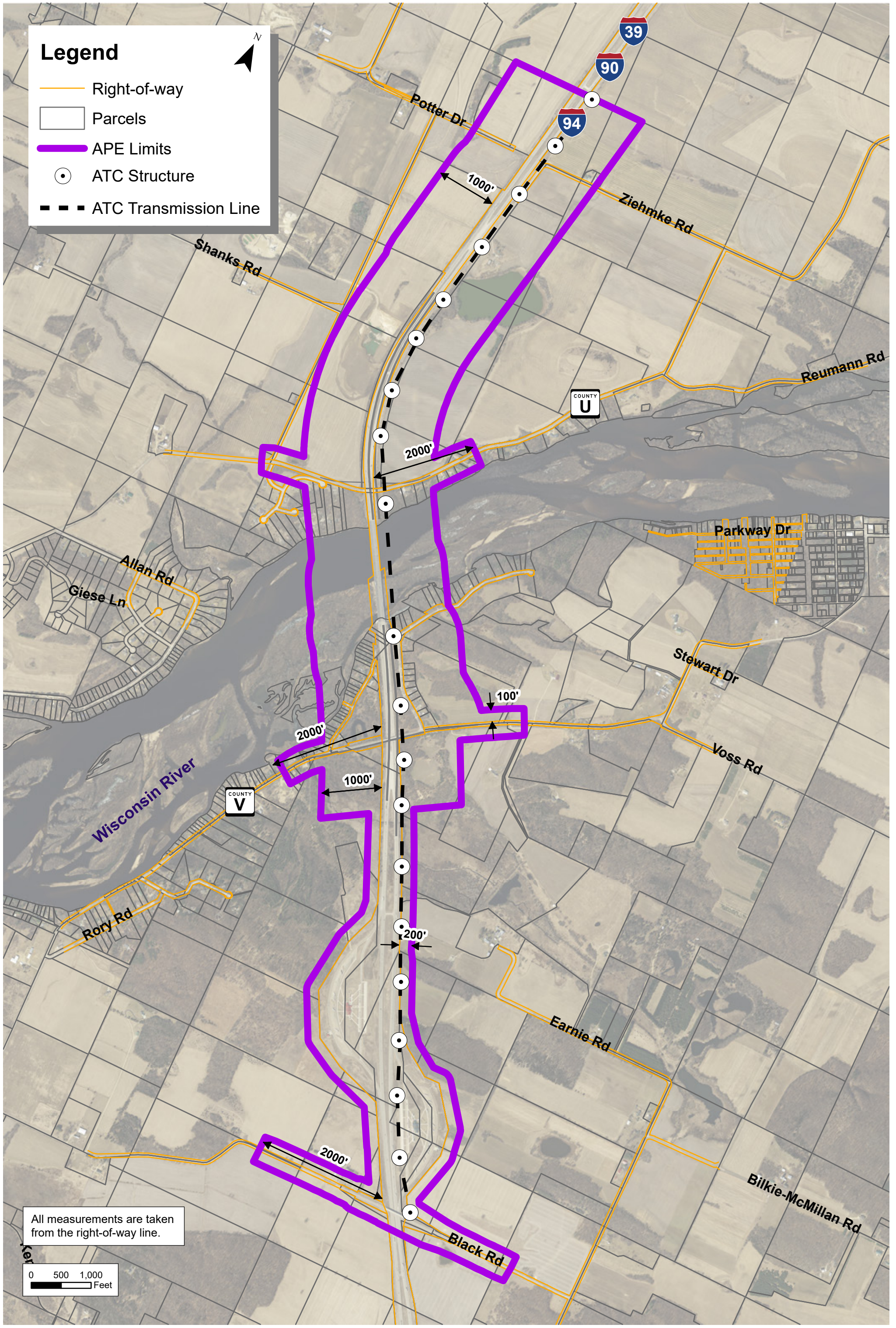
Ian Chidister, FHWA  
Kyle Zibung, USACE  
Joel Brown, WisDOT  
Jennifer Grimes, WisDOT  
Lynn Cloud, WisDOT  
[bees.cr@dot.wi.gov](mailto:bees.cr@dot.wi.gov)  
Amy Coughlin, WisDOT

Attachments:   Link for Archaeology Field Survey Report  
                  Area of Potential Effect Map

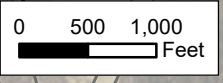


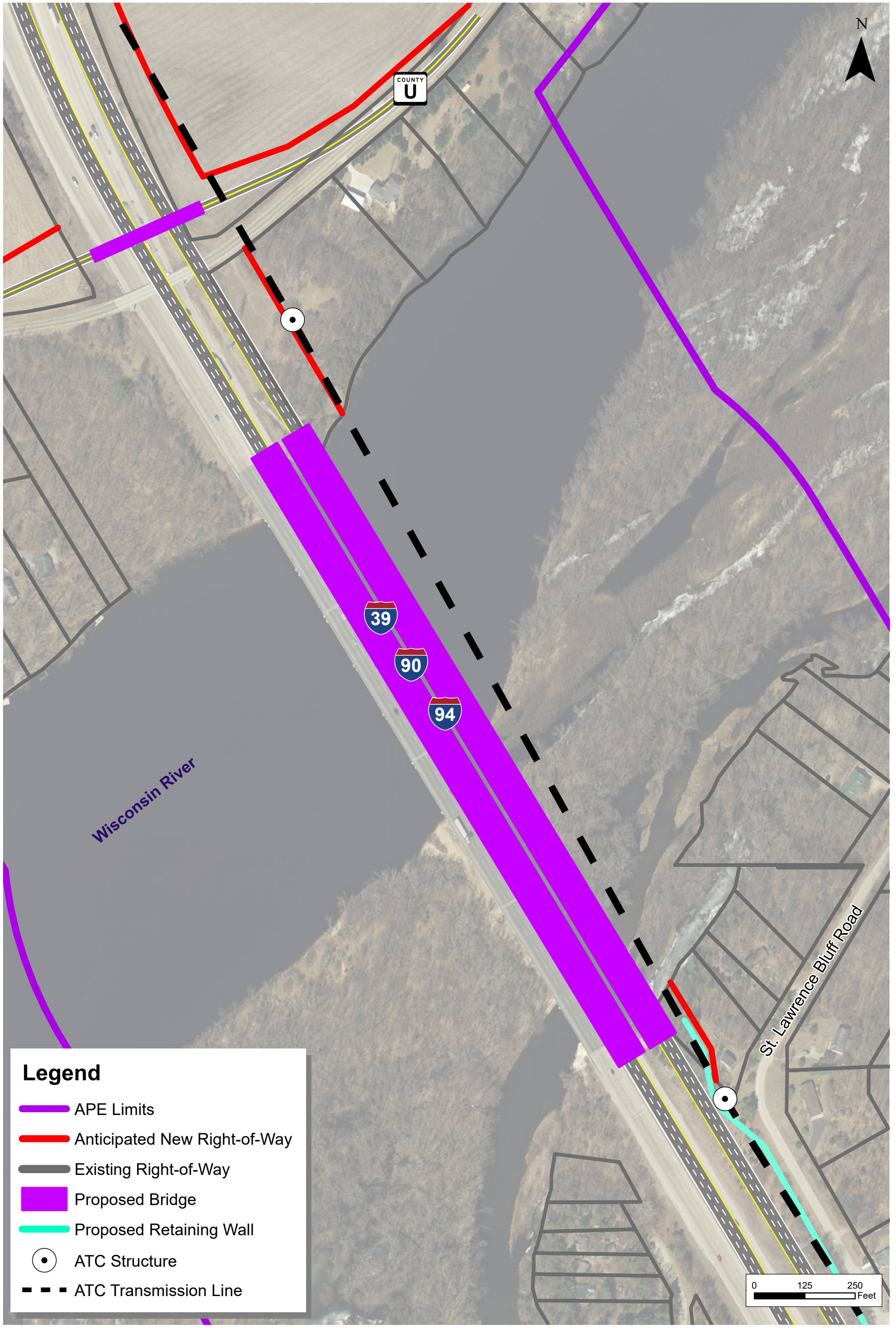
# Legend

- Right-of-way
- Parcels
- APE Limits
- ATC Structure
- ATC Transmission Line



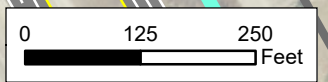
All measurements are taken from the right-of-way line.





**Legend**

- APE Limits
- Anticipated New Right-of-Way
- Existing Right-of-Way
- Proposed Bridge
- Proposed Retaining Wall
- ● ATC Structure
- - - ATC Transmission Line



Tribal Historic Preservation Office  
Upper Sioux Community  
5722 Travers Lane  
Post Office Box 147  
Granite Falls, MN 56241  
320.564.3853  
[thpo@uppersiouxcommunity-nsn.gov](mailto:thpo@uppersiouxcommunity-nsn.gov)

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6/23/2020

Daniel Schave, P.E.  
Project Manager – Major Studies  
WisDOT -SW Region

**RE: I 39/90/94 Wisconsin River Bridge Project**

My office has reviewed the proposed I 39/90/94 Wisconsin River Bridge Project and attended a site visit on May 29<sup>th</sup>, 2020 in Columbia County WI. I appreciate the time and consideration giving to us during the consultation process. The site visit and the additional information gained from it has been extremely helpful in determining that there will be no adverse effects to cultural sites significant to the Upper Sioux Community. Due to the information gained during the visit I could see that main areas of concern had been previously altered or will be avoided.

As there are no longer immediate concerns with this project, we can forgo continued consultation unless one of the following takes place: changes are made to the APE or an inadvertent discovery takes place. If ground disturbance from this project inadvertently uncovers any human remains, funerary objects or artifacts established laws and regulations need to be followed and we should be notified immediately.

Thank you for following the Federal guidelines for Section 106 and inviting our consultation.

Sincerely,

Tribal Historic Preservation Officer  
[samanthao@uppersiouxcommunity-nsn.gov](mailto:samanthao@uppersiouxcommunity-nsn.gov)

**Appendix 11:**  
**American Transmission Company Coordination**

## Dredske, Logan

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**From:** Schulze, Ashley  
**Sent:** Thursday, February 06, 2020 11:21 AM  
**To:** Dredske, Logan  
**Subject:** FW: WisDOT & ATC Coordination for WI River Bridge Project

---

**From:** Knorr, Robert - DOT <[Robert.Knorr@dot.wi.gov](mailto:Robert.Knorr@dot.wi.gov)>  
**Sent:** Tuesday, June 11, 2019 7:43 AM  
**To:** Schulze, Ashley <[Ashley.Schulze@aecom.com](mailto:Ashley.Schulze@aecom.com)>; Billmeyer, Jess <[Jess.Billmeyer@aecom.com](mailto:Jess.Billmeyer@aecom.com)>; Grimes, Jennifer - DOT <[Jennifer.Grimes@dot.wi.gov](mailto:Jennifer.Grimes@dot.wi.gov)>; Brown, Joel R - DOT <[Joel.Brown@dot.wi.gov](mailto:Joel.Brown@dot.wi.gov)>; Lamers, Brandon - DOT <[Brandon.Lamers@dot.wi.gov](mailto:Brandon.Lamers@dot.wi.gov)>  
**Cc:** Hoelker, Michael - DOT <[Michael.Hoelker@dot.wi.gov](mailto:Michael.Hoelker@dot.wi.gov)>; DOT I 39-90-94 WI River Bridges <[DOTI39-90-94WIRiverBridges@dot.wi.gov](mailto:DOTI39-90-94WIRiverBridges@dot.wi.gov)>  
**Subject:** FW: WisDOT & ATC Coordination for WI River Bridge Project

FYI. Response from ATC regarding the preliminary east alternative at the bridge.

---

**From:** Lillegard, Mark <[mlillegard@atcllc.com](mailto:mlillegard@atcllc.com)>  
**Sent:** Monday, June 10, 2019 3:53 PM  
**To:** Knorr, Robert - DOT <[Robert.Knorr@dot.wi.gov](mailto:Robert.Knorr@dot.wi.gov)>; Hollenberger, David <[dhollenberger@atcllc.com](mailto:dhollenberger@atcllc.com)>  
**Subject:** RE: WisDOT & ATC Coordination for WI River Bridge Project

I met with our Maintenance lead last week and there are no concerns on their part regarding the proposed offset of the wall from the transmission structure. I believe that all of the other questions were getting more into design detail, and those are issues we can work through as design progresses.

ATC is comfortable that the proposed design will not impede our ability to access and maintain the structure.

On a side note – it occurred to me that many of our major winter storms come at us with winds from the E and NE. Have you contemplated the snow management implications of a 30-foot wall in what is effectively a wind tunnel?

*Mark Lillegard*

Team Lead – T-line Services  
American Transmission Co.  
5303 Fen Oak Drive  
Madison, WI 53718  
Office: 608-877-3692  
Cell: 608-279-9048

-----Original Appointment-----

**From:** Knorr, Robert - DOT <[Robert.Knorr@dot.wi.gov](mailto:Robert.Knorr@dot.wi.gov)>  
**Sent:** Thursday, March 14, 2019 4:01 PM  
**To:** Knorr, Robert - DOT; Lillegard, Mark; Bradley, Michael; Valentine, Jacob; Baneck, John  
**Subject:** FW: WisDOT & ATC Coordination for WI River Bridge Project  
**When:** Monday, June 3, 2019 8:00 AM-9:00 AM (UTC-06:00) Central Time (US & Canada).  
**Where:** DOT CR DTSD Truax Lab Antigo w/SMART Board; DOT TEL DTSD SWB TConf2 877-848-7030 Access 3596862

**External Email - Use Caution - Report if Suspicious**

Mark, invite for the DOT/ATC Coordination meeting concerning the I90/94 Wisconsin River Bridge Project.

Mike

-----Original Appointment-----

**From:** Knorr, Robert - DOT <[Robert.Knorr@dot.wi.gov](mailto:Robert.Knorr@dot.wi.gov)>

**Sent:** Friday, March 15, 2019 3:40 PM

**To:** Knorr, Robert - DOT; Bradley, Michael; Valentine, Jacob; Baneck, John

**Subject:** FW: WisDOT & ATC Coordination for WI River Bridge Project

**When:** Occurs the first Monday of every 1 month(s) effective 4/1/2019 until 4/6/2020 from 8:00 AM to 9:00 AM Central Standard Time.

**Where:** DOT CR DTSD Truax Lab Antigo w/SMART Board; DOT TEL DTSD SWB TConf2 877-848-7030 Access 3596862

**External Email - Use Caution - Report if Suspicious**

Looks like David Hollenberger received this reoccurring meeting invitation from WisDOT, but I thought that I should forward it to the both of you as well.



**John Baneck, PE**

Transportation Engineer

**Ayres Associates**

5201 E. Terrace Drive, Suite 200 • Madison, WI 53718

Office: 608.443.1200 • Direct: 608.443.1284

[BaneckJ@AyresAssociates.com](mailto:BaneckJ@AyresAssociates.com)

[www.AyresAssociates.com](http://www.AyresAssociates.com)

-----Original Appointment-----

**From:** Knorr, Robert - DOT <[Robert.Knorr@dot.wi.gov](mailto:Robert.Knorr@dot.wi.gov)>

**Sent:** Friday, March 15, 2019 11:44 AM

**To:** Knorr, Robert - DOT; Baneck, John

**Subject:** FW: WisDOT & ATC Coordination for WI River Bridge Project

**When:** Occurs the first Monday of every 1 month(s) effective 4/1/2019 until 4/6/2020 from 8:00 AM to 9:00 AM Central Standard Time.

**Where:** DOT CR DTSD Truax Lab Antigo w/SMART Board; DOT TEL DTSD SWB TConf2 877-848-7030 Access 3596862

Hi John,

My apologies, I didn't review my distribution list close enough. Here's the recurring meeting invite. Let me know if you have any questions. Thanks!

Rob

-----Original Appointment-----

**From:** Knorr, Robert - DOT

**Sent:** Wednesday, March 13, 2019 3:17 PM

**To:** Knorr, Robert - DOT; Schulze, Ashley; Billmeyer, Jess; Brown, Joel R - DOT; Grimes, Jennifer - DOT; Lamers, Brandon - DOT; Shadewald, Laura - DOT; Bechle, Dominique - DOT; Horsfall, Jeffrey - DOT; [dhollenberger@atcllc.com](mailto:dhollenberger@atcllc.com)

**Subject:** WisDOT & ATC Coordination for WI River Bridge Project

**When:** Occurs the first Monday of every 1 month(s) effective 4/1/2019 until 4/6/2020 from 8:00 AM to 9:00 AM (UTC-06:00) Central Time (US & Canada).

**Where:** DOT CR DTSD Truax Lab Antigo w/SMART Board; DOT TEL DTSD SWB TConf2 877-848-7030 Access 3596862

This is a recurring meeting invite for project coordination between WisDOT and ATC in regards to the WI River Bridge project and the 345kV Badger Coulee line in Columbia County

Please forward this meeting invite to the pertinent staff in your office.

Meetings will be held in the Antigo Silt room, in the Truax lab building directly south of the main SWR building.

Update 3/15/19 - Teleconference line now added.

**Appendix 12:**  
**Section 4(f) Finding of *de minimis* Impact**  
**Updated 12-4**



**Wisconsin Federal Highway Administration**  
**Finding of *De Minimis* Impact on Parks, Recreation Areas and Wildlife and Waterfowl**  
**Refuges (Updated 7/25/2017)**

1. Project Description

WISDOT ID: 1010-10-01

Route: I-39/90/94 Wisconsin River Crossing

Termini: Northern Terminus: end of the southbound taper from the I-90/94 & I-39/WIS 78 interchange.

Southern Terminus: Black Road.

City/County: Town of Dekorra and Town of Caledonia / Columbia County

Project Description:

The project is focused on the I-39/90/94 crossing of the Wisconsin River in Columbia County, and extends approximately 1.6 miles to the north and approximately 1.9 miles to the south. The southern terminus for the project is Black Road. The northern terminus for the project is the end of the southbound taper from the I-90/94 & I-39/WIS 78 interchange. An Environmental Assessment was prepared for the project.

The purpose of the I-39/90/94 Wisconsin River Bridge Project is to address the needs of the aging I-39/90/94 structures and maintain vehicular traffic across the Wisconsin River in the towns of Dekorra and Caledonia located in Columbia County. Addressing the existing condition of the structures is needed to ensure that the bridge remains operational for vehicular traffic. Throughout the project, additional items such as traffic demands and roadway geometrics were considered for improvement.

The I-39/90/94 Wisconsin River Bridge project evaluated four preliminary alternatives:

- **No-Build Alternative:** Do nothing to the existing bridge
- **Rehabilitation Alternative:** Repair existing bridge in its current location
- **East Alternative:** Construct a new bridge just east of existing bridge
- **West Alternative:** Construct a new bridge just west of existing bridge

The No-Build Alternative did not meet the purpose and need, but was used as a baseline for comparison amongst the other alternatives. The Rehabilitation Alternative addresses the structural needs of the bridge through the year 2045 when the bridge would need to be replaced. The Rehabilitation Alternative was dismissed because lane closures during construction would cause traffic queues that on average would be 8 miles long and last for 7 hours. Although the East and West Alternatives both addressed the purpose and need of the project, the East Alternative was selected as the Preferred Alternative because it had less impacts than the West Alternative.

The Preferred Alternative would include:

- Replacement of the existing I-39/90/94 Wisconsin River bridge with a new bridge that could accommodate construction staging, future maintenance work, and future traffic needs
- Replacement of the County U and County V bridges over I-39/90/94

- Construction of retaining walls to avoid impacts to existing transmission structures  
The estimated cost for the Preferred Alternative is \$146 million in Year of Expenditure (YOE) dollars. It consists of 1.8 miles of reconstruction of I-39/90/94, 0.8 miles north of the Wisconsin River and 0.7 miles south. The Preferred Alternative would impact 0.7 acres of the Dekorra Public Hunting Grounds, a Section 4(f) resource owned by the Wisconsin Department of Natural Resources.

2. Name of Section 4(f) resource: (If the resource is a park and a historic property please indicate the historic property name and the park name if different.)

Dekorrra Public Hunting Grounds

3. Description of Section 4(f) resource (Include a map and/or photos of the property in relation to the proposed project):

The Dekorrra Public Hunting Grounds is located west of I-39/90/94 and south of County V and is owned by the Wisconsin Department of Natural Resources (Figure 1). The property is 226 acres and consists of approximately 15 acres of wetland, 46 acres of upland, and 165 wooded acres. This public hunting grounds was established to provide the public with additional hunting and recreating opportunity. The Dekorrra Public Hunting Grounds offers many recreational opportunities: birding, cross country skiing (no designated trail), fishing, hiking (no designated trail), hunting, trapping, wild edibles/gathering, and wildlife viewing.

Figure 1. Location of Dekorra Public Hunting Grounds



4. Description of impacts:

Attachment 1 displays the permanent impact to the Dekorra Public Hunting Grounds. Reconstructing the County V bridge just south of its existing location requires a slight realignment to County V, which causes the impact to the Dekorra Public Hunting Grounds. The impact would consist of acquisition of approximately 0.7 acres, clearing of vegetation, and fill. The project will not cause impacts to the parking area or existing trails.

5. Discuss avoidance, minimization, and compensation efforts and how the impacts after avoidance, minimization, and compensation do not adversely affect the activities, features, and attributes listed in Number 3 above:

Impacts to the Dekorra Public Hunting Grounds were minimized by reducing the spacing between the existing and proposed County V bridges and tying into existing County V as soon as possible. The impact could potentially be further minimized during design by tightening side slopes.

The impact occurs in a location of the property that is difficult to access due to Unnamed Creek. Recreational opportunities such as birding, cross country skiing, fishing, hiking, hunting, trapping, wild edibles/gathering, and wildlife viewing are not anticipated to be altered by the proposed impacts.

6. Describe the public involvement process and results:

A public involvement meeting and a local officials meeting were held on April 18, 2019 in Poynette, Wisconsin to introduce the project to the public and gather input on the Purpose and Need and Preliminary Alternatives. No comments were received specific to the impacts to the Dekorra Public Hunting Grounds.

A second public involvement meeting and local officials meeting were held on September 12, 2019 in Poynette, Wisconsin to present the range of alternatives and gather input on the WisDOT recommended alternative. Attachment 2 shows the WisDOT recommended alternative that was presented at both meetings. At the local officials meeting, comments were received requesting that County V bridge remain open during construction. Local officials indicated that it is important to keep the County V bridge open because it is the only access point for residents west of I-39/90/94 when flooding occurs along County V, approximately a one mile west of the bridge.

Due to comments received at the local officials meeting, modifications to the WisDOT recommended alternative were made to replace the County V bridge over I-39/90/94 just south of the existing bridge. As a result, the impact to the Dekorra Public Hunting Grounds increased from 0.1 to 0.7 acres. The public ~~will be~~ ~~was~~ made aware of these modifications when the Environmental Assessment ~~is~~ ~~was~~ made available for public comment ~~on~~ ~~November 12, 2021~~.

During the Environment Assessment availability period, a public hearing was requested by a member of the public. The public hearing consisted of a virtual component and an in-person component. The virtual public hearing component was held on March 30, 2021 via YouTube Live. The in-person public hearing component was held on March 31, 2021 in Poynette, Wisconsin. The modifications to the County V bridge and resulting impacts to the Dekorra Public Hunting Grounds were explained during the virtual and in-person public hearings via a presentation and exhibit boards. No comments were received specific to the impacts to the Dekorra Public Hunting Grounds.

7. Name of and notification to the official(s) with jurisdiction over the property:

Andy Barta  
Transportation Liaison  
Wisconsin Department of Natural Resources (WDNR)

Mr. Barta first became involved with the project in August 2018 when WisDOT asked WDNR to complete an initial review of the project. On December 10, 2018 Mr. Barta's initial review of the project identified the Dekorra Public Hunting Grounds as a potential Section 4(f) property (see Attachment 3). Mr. Barta was also offered the opportunity to comment of the project at major milestones such as the purpose and need, and alternative evaluation. Mr. Barta attended a meeting with the Wisconsin Department of Transportation on October 24, 2019 to discuss the changes to the County V design and associated impacts to the Dekorra Public Hunting Grounds (see Attachment 3).

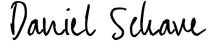
8. Describe the results of coordination with the official(s) with jurisdiction over the property following public involvement (attach correspondence from the official(s)):

Mr. Barta indicated via letter dated January 9, 2020 that the proposed action would not adversely affect the activities, features, or attributes that make the Dekorra Public Hunting Grounds eligible for Section 4(f) protection (see Attachment 4).

9. Are there federal and/or state special funding encumbrances such as Land and Water Conservation funds or Knowles-Nelson Stewardship Program grants on the Section 4(f) resource? If “Yes”, indicate the type of encumbrance and discuss how all requirements relating to the encumbrance will be satisfied independent of this 4(f) determination. This should be addressed in Factor Sheet # in the Environmental Document.


No LAWCON, Stewardship, USFWS, PR-DJ Sportfish Restoration, or NAWCA funds were used to purchase the Dekorra Public Hunting Grounds.

**This *de minimis* determination documentation was prepared by**


DocuSigned by:  
Signature  Date 24 June 2021  
E0F21833410041D...

Print Name & Title Dan Schave, WisDOT Project Manager  
(Consultant or Region Project Staff)

**This *de minimis* determination documentation was reviewed by**

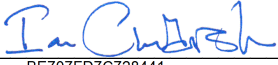
DocuSigned by:  
Signature  Date 24 June 2021  
C2982106389C471...

Print Name & Title Jennifer Grimes, Regional Environmental Coordinator  
(Regional Environmental Coordinator or Region Local Program Manager)

DocuSigned by:  
Signature  Date 24 June 2021  
1E5AFFE96A3C404...

Print Name & Title Joel Brown, EPDS Liaison  
(EPDS Liaison or Section Manager)

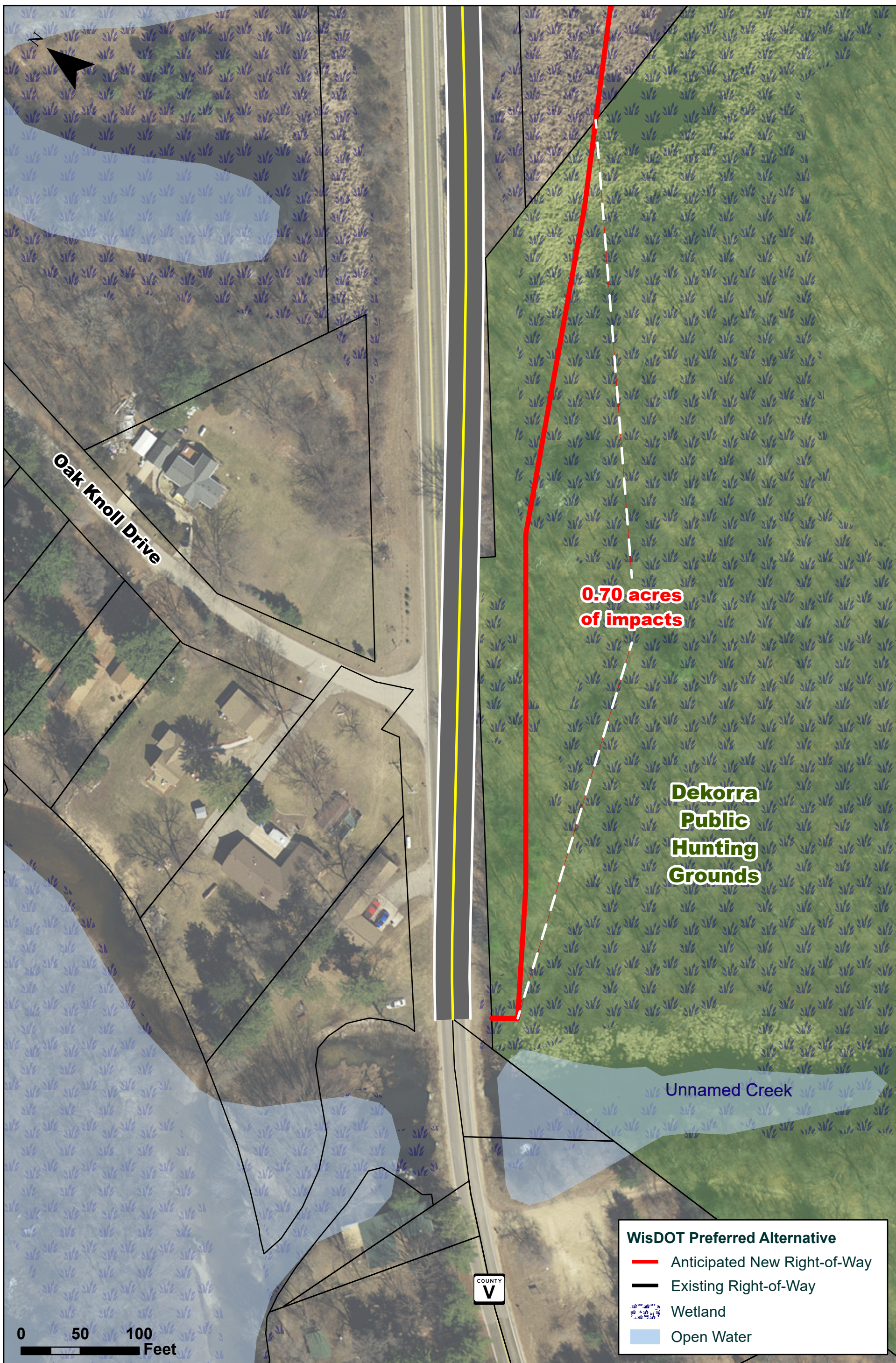
**This *de minimis* determination documentation was reviewed and approved by**

DocuSigned by:  
Signature  Date 24 June 2021  
BE707FD7C728441...

Print Name & Title Ian Chidister, FHWA  
(Federal Highway Administration)

cc: WISDOT Bureau of Technical Service /EPDS  
WISDOT Region

## **Attachment 1**



**0.70 acres  
of impacts**

**Dekorra  
Public  
Hunting  
Grounds**

Unnamed Creek

COUNTY  
V

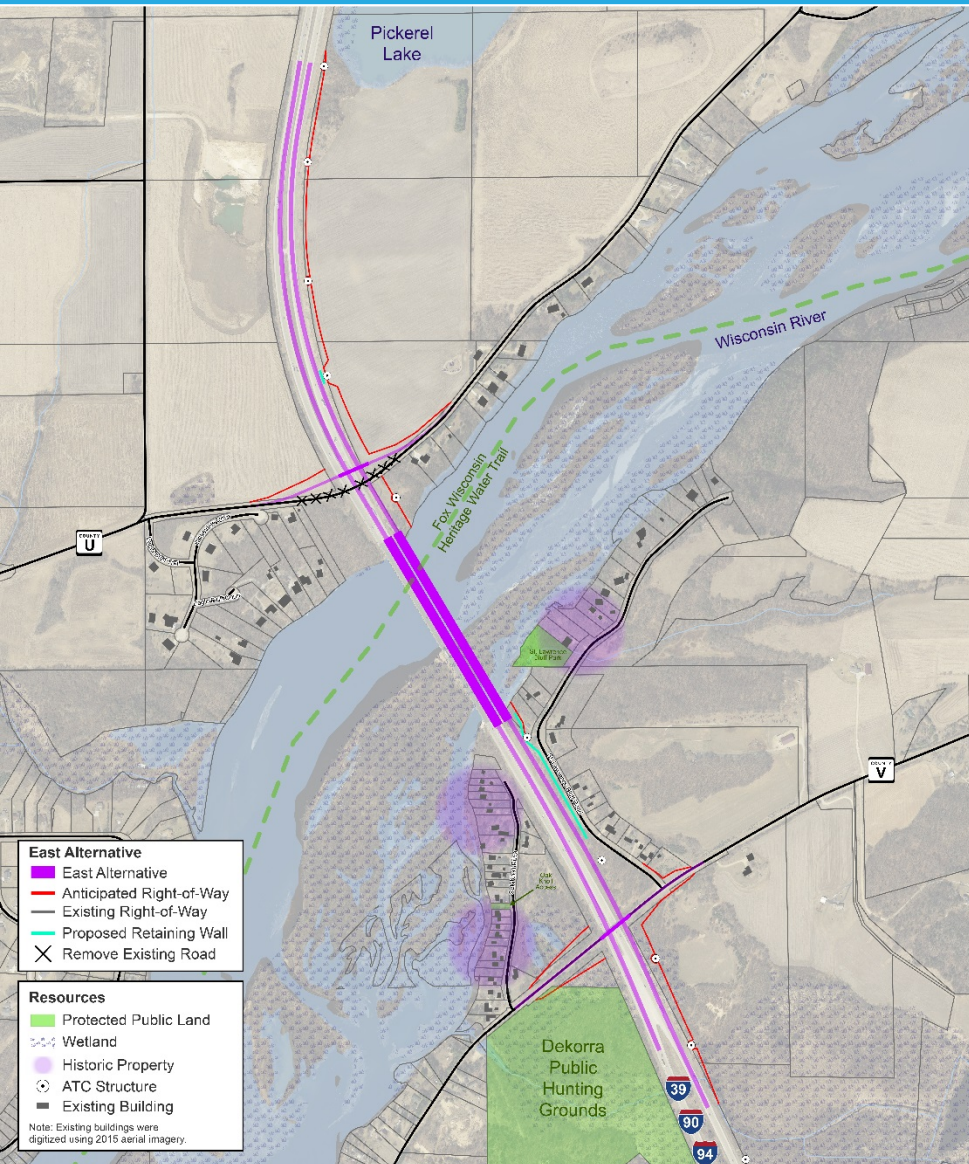
WisDOT Preferred Alternative	
	Anticipated New Right-of-Way
	Existing Right-of-Way
	Wetland
	Open Water

0 50 100 Feet



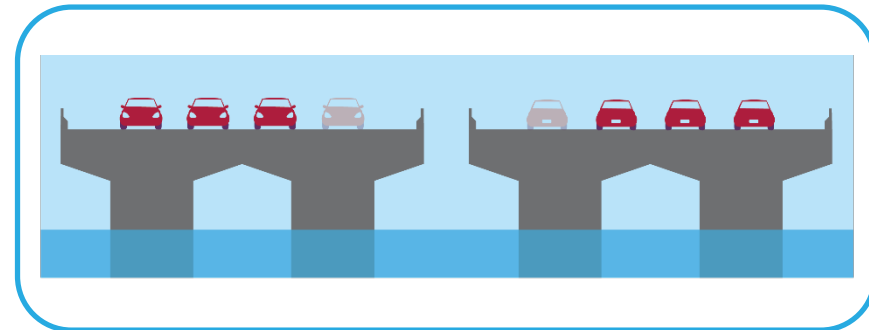
## **Attachment 2**

# WisDOT Recommended Alternative



## East Alternative

- ✓ No relocations
- ✓ Avoids ATC pole impacts
- ✓ Allows for future fourth lane of traffic



**Attachment 3**



12-10-2018

Rob Knorr  
Wisconsin Department of Transportation  
Division of Transportation Systems Development  
Southwest Region  
2101 Wright Street  
Madison WI 53704

**Subject: DNR Initial Project Review**

Project I.D. 1010-10-01  
Wisconsin River Bridges: B-11-22/23 & Approaches  
Madison - Portage  
Columbia County  
Section 12, T11N, R8E

Dear Mr. Knorr:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the above-referenced project. According to your proposal, this project will explore replacement alternatives, associated impacts, and help identify the preferred location for replacing these bridges. Columbia County V and County U bridges over I-39/90/94, and box culverts C-11-10/11 at I-39/90/94 over Unnamed Tributary (south of County V) will also be evaluated for potential replacement. Roadway approach work will be necessary for the bridge replacements along I-39/90/94, County U, and County V. A tentative date of 2025 has been set for construction. The area to be studied extends approximately 1.8 miles north and 2.1 miles south of the Wisconsin River along I-39/90/94. Right of way acquisition is anticipated.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) Cooperative Agreement. Initial comments on the project as proposed are included below, and we assume that additional information will be provided that addresses all resource concerns identified. To ensure compliance with resource protections, we are recommending that Special Provisions be developed for specific resource protections described below. DNR expects that the full range of DOT roadway standards will be applied throughout the design and construction process.

**A. Project-Specific Resource Concerns**

**Section 4(f) Requirement:**

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

There is a U.S. Dept. of Transportation "Section 4(f)" process for federally funded transportation projects that impact various types of public parks, wildlife refuges, and recreation areas. This requirement is coordinated by state and federal transportation departments. Please ensure the 4f process is followed according to the DOT facilities development manual.

This requirement applies to the Scattered Wildlife Lands located South and West of the CTH V overpass. No LAWCON, Stewardship, USFWS, PR-DJ Sportfish Restoration, or NAWCA funds were used to purchase these properties

**Wetlands:**

There is potential for wetland impacts to occur as a result of this project. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the DOT Wetland Mitigation Banking Technical Guideline. DNR requests information regarding the amount and type of unavoidable wetland impacts.

**Fisheries/Stream Work:**

The Wisconsin River is a warm water sport fishery. There shall be no in-stream disturbance between March 1<sup>st</sup>- June 30<sup>th</sup>, with both dates inclusive of the timeout period. This construction BMP minimizes impacts to fish and other aquatic organisms during sensitive time periods such as spawning, and migration.

This stretch of the Wisconsin River is a Priority Navigable Waterway Sturgeon Area.

- ❖ *Disclaimer: Requests to modify the in-stream timeout dates may be made, if seasonal conditions and/or extra best management practices (BMPs) would allow it. These requests must be submitted to the DNR for review and will be handled on a case-by-case basis.*

If erosion control matting is to be used along stream banks, DNR recommends biodegradable non-netted matting (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animal entrapment. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.

**Aquatic Connectivity and Culvert Work:**

Box culverts C-11-10/11 approximately ¼ mile south of the CTH V overpass should be set and sized in such a manner to avoid or minimize impacts to stream morphology, aquatic organism passage, and water quality. The invert elevation of the new culvert(s) should be set an adequate distance below the natural streambed elevation, to allow for a natural and continuous streambed condition to occur. The invert elevations of the existing and proposed structure(s), the water surface elevations, and the natural streambed elevations upstream and downstream should be specified in the plans.

**Habitat Connectivity:**

The DNR has identified valuable wildlife habitat along the proposed project limits, and if not properly designed, this project will likely result in a disruption to wildlife passage. DNR requests that wildlife passage accommodations be incorporated at the Wisconsin River bridge, in order to maintain or improve habitat connectivity.

The Wisconsin River provides an important corridor for animal movement and migration. Given the size and nature of the river and this bridge crossing, most bridge designs will likely provide for adequate wildlife passage without specific accommodations being provided.

Additionally, there is a large wetland complex with an unnamed waterway crossing under the interstate approximately 0.24 miles southeast of the CTH V overpass at box culverts C-11-10/11. Wetland complexes and waterways often create natural corridors for wildlife movement and migration. When combined with the direct connection to the Wisconsin River corridor, this wetland complex has the potential to provide a migration corridor for many small mammals and several herpatile species. We ask that DOT consider incorporating 'dry land' passage to this crossing, especially if this structure is replaced during this project. One possibility is to include a raised ledge above the normal waterline running the length of the culvert, preferably with some type of connection to the stream bank, but other alternatives may be just as effective.

Please continue to work with your Transportation Liaison throughout the design process to evaluate and consider suitable solutions.

**Endangered Resources:**

Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated 9-18-2018, the following Endangered Resources are known to occur in the project area or its vicinity and could be impacted by this project.

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

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[Redacted text block]

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[Redacted text block]

The Transportation Liaison has initiated coordination with DNR Conservation Biologist, Stacy Rowe and will continue consultation through the design process.

- ❖ *NHI Disclaimer: This review letter may contain NHI data, including specific locations of endangered resources, which are considered sensitive and are not subject to Wisconsin's Open Records Law (s. 23.27 3(b), Wis. Stats.). As a result, endangered resources-related information contained in this review letter may be shared only with individuals or agencies that require this information in order to carry out specific roles in the permitting, planning and implementation of the proposed project. Endangered resources information must be redacted from this letter prior to inclusion in any publicly disseminated document*

**Migratory Birds:**

Based on the information provided/based on site review, there is evidence of past migratory bird nesting on the existing structure. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service (USFWS). Therefore, the project should either occur only between August 30<sup>th</sup> and May 1st (non-nesting season) or utilize measures to prevent nesting (e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1). If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable then the USFWS must be contacted to apply for a depredation permit.



To avoid impacts to nesting birds, removal of trees and shrubs which are likely to support active nests, or ground disturbance and vehicle traffic in grasslands with potential ground-nesting migratory birds should be completed between August 30<sup>th</sup> and May 1<sup>st</sup>.

### **Invasive Species and Viral Hemorrhagic Septicemia (VHS):**

All project equipment shall be decontaminated for removal of invasive species prior to and after each use on the project site by utilizing other best management practices to avoid the spread of invasive species as outlined in NR 40, Wis. Adm. Code. For more information, refer to <http://dnr.wi.gov/topic/Invasives/bmp.html>.

- **Emerald Ash Borer:** This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. It is illegal to move or transport ash material, the emerald ash borer, and hardwood debris (i.e. firewood) from EAB quarantined areas to a non-quarantined area without a compliance agreement issued by WI Department of Agriculture, Trade and Consumer Protection. Regulated items include cut hardwood (non-coniferous) firewood, ash logs, ash mulch or bark fragments larger than one inch in diameter, or ash nursery stock (DATCP statute 21).
  - For more information regarding the EAB and quarantine areas please click on the following link: <http://datcpservices.wisconsin.gov/eab/article.jsp?topicid=20>
  - Recommendations to reduce the spread of EAB in potentially infested Ash wood: <http://datcpservices.wisconsin.gov/eab/articleassets/Recommendations%20to%20reduce%20the%20spread%20of%20EAB.pdf>
- **Oak Wilt:** This project involves work that may involve cutting or wounding of oak trees. To prevent the spread of oak wilt disease, please avoid cutting or pruning of oaks from April 1 through September 30. For more information and guidance see the DNR webpage at: <http://dnr.wi.gov/topic/foresthealth/oakwilt.html>.
- **Pampas Grass:** There are established areas of what we believe to be Pampas Grass within the median and right of way near the CTH V overpass and south of the bridge. If work is to occur in these areas, we would like to work with DOT to remove this invasive grass. We will work with DOT environmental staff to properly identify if this species is present and develop an action plan to address its removal.

### **Floodplains:**

Floodplain impacts should be assessed, and/or quantified, and appropriate coordination must be carried out in accordance with the DOT/DNR Cooperative Agreement. Coordination must also occur with the appropriate Zoning authority.

- A preliminary review of the Surface Water Data Viewer (SWDV) indicates that floodplain conditions exist within the project limits.

### **FERC Coordination:**

This bridge project falls within the FERC project boundary for the dam at Prairie Du Sac owned by Alliant Energy. We strongly recommend WisDOT begin early coordination with Alliant to ensure construction activities do not conflict with the FERC license for the hydropower dam downstream.

Issues to be mindful of include pool elevations, flow regimes, and the bald eagle conservation plan. The most recent revision of the FERC Operating License has been provided to WisDOT environmental staff.

### **Storm Water Management & Erosion Control:**

- For projects disturbing an acre or more of land, erosion control and storm water measures must adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP) for Storm Water Discharges. Coverage under TCGP is required prior to construction. DOT should apply for permit coverage just before the project goes to final PS&E. Permit coverage will be issued by the DNR after design is complete and documentation shows that the project will meet construction and post-construction performance standards. For more information regarding the TCGP you can go to the following link, and click on the “Transportation” tab: <https://dnr.wi.gov/topic/Sectors/Transportation.html>.
- All projects require an Erosion Control Plan (ECP) that describes best management practices that will be implemented before, during and after construction to minimize pollution from storm water discharges. Additionally, the plan should address how post-construction storm water performance standards will be met for the specific site. The project design and Erosion Control Implementation Plan (ECIP) must comply with the TCGP in order to receive “permit-coverage” from the DNR.
- Once the project contract has been awarded, the contractor will be required to outline their construction methods in the ECIP. An adequate ECIP for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference. For projects regulated under the TCGP, submit the ECIP as an amendment to the ECP.

### **Selected Site & Commercial Non-Metallic Mines:**

- The DOT Select Site process must be adhered to for clean fill or any other material that leaves the work site. The DNR liaison will review all proposed select sites and a site visit may be required. Filling of wetlands, waterways or floodplain is not allowed under the select site process, unless the site owner obtains required permits. No new impermeable surfaces can be left at a select site (including gravel roads or pads), unless the site owner obtains required permits. Contaminated materials leaving the site need to adhere to the Hazardous Material Management Plan.
- Use of Commercial Non-Metallic Mines must accompany documentation that such mines have received all applicable local, state and federal permits before being used on the project, including local non-metallic mining reclamation permits and applicable WPDES permits as issued by the DNR.

### **Structure Removal/Bridge Demolition:**

Due to the characteristics of this section of the Wisconsin River, **STSP 203-020**, *Removing Old Structure Over Waterway With Minimal Debris*, will be adequate for this project. Please coordinate with DNR early in the design phase of the project if the bridge must be dropped into the waterway before removal.

**Temporary Structure:**

It appears a causeway or temporary bridge may be desired to [build, construct or reconstruct] this bridge. If usage of a causeway or temporary bridge is being considered for this project, please coordinate specific needs with DNR as soon as possible. The causeway should be clearly marked and lit for the navigational safety of any recreationist who may use the river at night, and a waterway marker permit maybe required.

**Temporary Stream Channel or Culvert:**

If a temporary channel is needed for culvert construction, the channel should be lined with plastic or other non-erodible material and weighted down with clean stone. A temporary channel or culvert should carry as much stream flow as possible and should must maintain a suitable depth and velocity to allow the passage of migrating fish and aquatic species. Fish that become stranded in dewatered areas or temporary channels should be captured and returned to the active channel immediately.

These requirements should be addressed in the special provisions and require the contractor to outline these construction methods in the ECIP.

**Asbestos:**

A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (chapters NR 406, 410, and 447 Wis. Adm. Code) may be required. Please refer to DOT FDM 21-35-45 and the DNR's notification requirements web page: <http://dnr.wi.gov/topic/Demo/Asbestos.html> for further guidance on asbestos inspections and notifications. Contact Mark Davis, Air Management Specialist 262-574-2118, with questions on the form. The notification must be submitted 10 working days in advance of demolition projects.

**Public Waterway Navigation Issues:**

This reach of the Wisconsin River is regularly used by recreational watercraft. It will be necessary to place navigational aids around the construction area during construction. A Waterway Marker Application and Permit is required for both types of navigational markers (informational vs. control/restrictive) prior to construction. A local ordinance will also be required for buoys that control or restrict navigation. Adequate time should be allowed for the passage of an ordinance with the local municipality. A local ordinance is not required for informational navigational aids (a waterway marker permit is required). DNR will determine which type of navigational aids are needed in accordance with the project design and methods used during construction. The general steps for submission of a Waterway Marker Application and Permit are as follows:

1. Please fill out the Waterway Marker Application and Permit form: <http://dnr.wi.gov/files/PDF/forms/8700/8700-058.pdf>
2. The Wisconsin Department of Transportation should be listed as the applicant.
3. Be sure to include an aerial map-diagram or engineered-diagram of the work location and the placement of the waterway markers (buoys). If proposed GPS coordinates for each buoy are not provided, then markers placed on the diagram must show distance (in feet) from each marker location and from one permanent fixture as a benchmark.

4. Provide the completed application/permit to the local municipality having jurisdictional authority over the area in which the waterway markers will be placed. If an ordinance is required, consult with the local municipality regarding their ordinance process.
5. Forward the signed application/permit to myself as well as the Boating Program Specialist:

**Penny Kanable**  
**Wisconsin Dept. of Natural Resources**  
**101 S Webster Street - LE/8**  
**Madison WI 53703**

6. The Boating Program Specialist will communicate with the local Warden and Recreational Safety Warden in processing and finalizing the permit. If the permit application is incomplete or additional information is needed the Boating Program Specialist will work with DNR's Regional DOT Liaison to resolve.
7. Permanent Navigation Aids: The process outlined above will also apply to the placement of permanent navigational aids. This includes modifications, additions or temporary relocations of existing navigational aids. The locations of existing buoys (or other navigational aids) must be included in the permit application.

#### **Special Features:**

- **Seeding and Mulching Recommendation:**

- DNR is recommending that seed mix #80 (or other native mix deemed suitable for these sites) be used on this project in areas adjacent to DNR wildlife areas in order to help promote native vegetation on those properties.
- DNR is requesting that weed-free mulch be used for restoration of this project site in areas with native seeding. Some weed-free mulch suppliers can be found at:  
<http://wcia.wisc.edu/mulch.pdf>.

#### **Other Issues:**

This project may require a permit from the U.S. Army Corps of Engineers (USACE). For further permit details, you may contact Kyle Zibung of the USACE located in the Stevens Point office, at 651-290-5877. All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, and additional consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 608-275-3308, or email at [andrew.barta@wisconsin.gov](mailto:andrew.barta@wisconsin.gov).

Sincerely,

*Andy Barta*

Andy Barta  
Environmental Analysis & Review Specialist

cc: Jennifer Grimes – WisDOT REC  
Joel Brown- WisDOT BTS  
Kyle Zibung – ACOE  
Stacy Rowe – DNR  
Eric Heggelund- DNR  
Sara Kehrli- DNR

## Meeting with Wisconsin Department of Natural Resources

October 24, 2019

WisDOT SW Region

**Attendees:** Rob Knorr (WisDOT), Brandon Lamers (WisDOT), Joel Brown (WisDOT), Alyssa Barrette (WisDOT), Andy Barta (WDNR), Stacy Rowe (WDNR), Eric Heggelund (WDNR), Sara Kehrlí (WDNR), Jess Billmeyer (AECOM), Ashley Schulze (AECOM), Logan Dredske (AECOM)

### Project Overview

- WisDOT presented a summary of the presentation from the September 12<sup>th</sup> public involvement meeting which provided an overview of the project, alternatives considered, and WisDOT recommended alternative.
- The East Alternative (replacement of the I-39/90/94 Wisconsin River bridge east of the existing bridge) is the WisDOT recommended alternative.
  - The East Alternative includes the replacement of the County U and V bridges.
  - The County V bridge was planned to be closed during construction and rebuilt along the existing alignment. However, input from Columbia County at the locals official meeting identified that the County V bridge can't be closed due to flooding west of the bridge.
- WisDOT plans to identify the East Alternative as the preferred alternative in the Environmental Assessment after agency coordination is complete.
  - If funded, construction would begin in the mid-2020's.

### County V Refinements

- Rebuilding the County V bridge over I-39/90/94 along the existing alignment would require it be closed during construction.
  - County V often experiences flooding west of I-39/90/94 along the Wisconsin River.
  - Residents in this area use the County V bridge over I-39/90/94 as their only access point when the flooding occurs.
  - Closure of the County V bridge would create a loss of access for these residents when flooding occurs.
- WisDOT analyzed replacement of the County V bridge to the north and south.
  - Replacement to the north would cause two relocations and require a temporary road to provide access to St. Lawrence Bluff Road.
  - Replacement to the south impacts the Dekorra Public Hunting Grounds (DPHG).
- Replacement to the south is the WisDOT recommended option.
  - Worst case scenario is 0.70 acres of impact to the DPHG directly adjacent to County V.
- WDNR comments:
  - DPHG parking lot on County V has a road leading to WisDOT wastewater site and a trail leading to south end of the property. The road to the wastewater site usually floods in the spring. No trails are located northeast of the swale (Unnamed Creek).
  - The proposed impacts associated with the County V south option seem reasonable and would be a minimal take of WDNR property.
  - The proposed south option would not impact the parking area or trails.
- WDNR would like to work with WisDOT to install an access gate from the rest area allowing access to the southeast corner of the DPHG. This corner of the property is prairie which often undergoes prescribed burns.

- Ideal location for the gate would be behind the shed located at the south end of the truck parking area.
- Access for large equipment was lost when the rest area expanded and created a “dead-end” of the road from their parking lot.
- The gate would be approximately 16’ and used for tractors and fire equipment.
- The gate would be locked and not open to the public.
- The gate would be utilized a couple times a year.

██████████

- WDNR comments:

- ██████████ is a state threatened species that must be protected during the nesting season.
- A ██████████ has been on the bridge for about the last five years but has never successfully nested until this year.
- This spring there was a nest with three offspring. Only one offspring is believed to have survived.
- There are concerns about the rope swing and locals jumping into the water under the bridge, which is the same location as where the ██████████ were nesting.
- Bill Smith (retired WDNR biologist) has been very interested in this pair of ██████████ and was tracking the nesting progress this spring and summer. WDNR has talked to Bill to get his thoughts on accommodating the ██████████ on the new bridge. Bill suggested that if a nesting box is built, it should be located over the island so the offspring don’t fall in the river.
- Greg Septon ██████████ and Bill Smith could help design a nesting box for the new bridge.
- The ██████████ prefer flat ledges that protect them from the wind, give them a vantage to be able to look out over the river, but do not have to be covered.

- The new bridge will be constructed in with a different structure type than the existing. No flat ledges will exist on the new bridge.

- WisDOT prefers not to construct nesting boxes on their bridges due to maintenance issues and safety concerns related to the ██████████ harassing bridge inspectors. WisDOT would like to find a way to accommodate ██████████, even if a box cannot be placed on the bridge.

- The nesting box could be placed on a pole but would need to imitate the bridge or other surface as a background. The box needs to replicate a ledge and cannot be free standing.

- A pole on the island with a nesting box was discussed and may be an option. Private volunteers have offered to maintain the nesting box.

- WDNR comments:

- The WDNR can not legally require WisDOT to add the nesting box to the new bridge.
- Deterrents must be used to prevent the ██████████ from nesting on the bridge during construction. Spike strips and netting are two nesting deterrent options.
- If a nesting box were to be built, the ██████████ could be baited to the new location and would likely eliminate the need to install deterrents on the existing Bridge.
- Stacy Rowe volunteered to coordinate a meeting with WisDOT staff, DNR staff, Greg Septon and Bill Smith to discuss potential mitigation ideas to possibly accommodate the ██████████ with the project.

- WisDOT comments:

- WisDOT identified working with WDNR to explore opportunities to accommodate the ██████████ ██████████ with the project would be a good partnership opportunity for both agencies.

### Other Threatened and Endangered Species

- Federally listed mussels in the river
  - WisDOT has had discussions with USFWS about the timeline for formal consultation which will occur during final design.
  - USFWS accepted the 2015 surveys to assume presence of the mussel species.
  - WisDOT will prepare a biological assessment during final design.
  - Mussels will be relocated before designated construction stages occur.
- [REDACTED]
  - [REDACTED] have been found nesting on Pine Island in the Wisconsin River, but do not believe they have made it down to this project area.
  - Gene Jacobs did a survey in spring/summer 2019 and is finalizing a report. It is believed he did not find any nests.
  - Another raptor survey should be completed during final design.
- [REDACTED]
  - [REDACTED] habitat is located in the Dekorra Public Hunting Grounds, but not in the area that would be impacted by County V.
- [REDACTED]
  - Stacy Rowe indicated that [REDACTED] are present on the islands.
  - [REDACTED] are likely to be delisted in Wisconsin before construction. WisDOT should continue protecting them until changes are officially made.
  - Nesting habitat should be fenced off and avoided per the WDNR initial review letter.
- Threatened and endangered species will be surveyed for at various project milestones to determine their presence.

### Invasive Species

- Invasive species exist within the I-39/90/94 median south of the County V bridge.
  - Phragmites and pampas grass.
  - The Phragmites location is on the WisDOT management list and has been under management and currently controlled.
  - These species should be managed for if reconstruction of I-39/90/94 occurs in proximity to the plant species. Phragmites is located in the I-39/90/94 median south of the Wisconsin River Bridge and the digital message board in the median.

### Wisconsin River Islands

- BLM claimed ownership of two islands north of the I-39/90/94 bridge.
- The ownership of the island under the bridge is unknown.
  - WDNR has no documentation or record of island ownership.

### Next Steps

- WisDOT to send out Alternative Evaluation Summary Report for agency comment.
- WisDOT to send information regarding the proposed County V bridge replacement and associated impacts to the Dekorra Public Hunting Grounds. It will include a request for WDNR to send a letter to WisDOT assessing the proposed impacts to the Dekorra Public Hunting Ground and if the impacts will alter the use of the property.
  - WisDOT to provide a letter template.
- A meeting should be coordinated with Bill Smith and Greg Septon to discuss accommodation opportunities for the [REDACTED] following confirmation from WisDOT.
- WisDOT to have internal discussions related to WDNRs access gate request and coordinate further with DNR.



**Attachment 4**

State of Wisconsin  
DEPARTMENT OF NATURAL  
RESOURCES  
101 S. Webster Street  
Box 7921  
Madison, WI 53707-7921

Tony Evers, Governor  
Preston D. Cole, Secretary  
Telephone 608-266-2621  
Toll Free 1-888-936-7463



1-9-20

Jennifer Grimes  
Environmental Coordinator  
WisDOT Southwest Region - Edgerton  
111 Interstate Blvd  
Edgerton, WI 53534

**Subject: DNR Initial Review**  
Project I.D. 1010-10-01  
I-39/90/94 Bridges over Wisconsin River  
Columbia County

Dear Jennifer Grimes,

The Wisconsin Department of Transportation (WisDOT) and Federal Highway Administration (FHWA) have provided information to the Wisconsin Department of Natural Resources (WDNR) regarding the anticipated impacts to WDNR's Dekorra Public Hunting Ground resulting from the proposed I-39/90/94 Wisconsin River Bridge Project. It was further explained that potential impacts were identified at a public involvement meeting for the project held September 12, 2019. No comments related to impacts were received. The purpose of this letter is to document WDNR's position on the anticipated impacts to the Dekorra Public Hunting Ground.

It has been explained that as part of the I-39/90/94 Wisconsin River Bridge Project, the County V bridge over I-39/90/94 will be replaced just south of its existing location. This will result in the realignment of County V to connect to its new bridge over I-39/90/94. Based on information provided by WisDOT, it is WDNR's understanding that the proposed action will result in WisDOT acquiring approximately 0.70 acres of Dekorra Public Hunting Ground for right-of-way purposes. The land to be acquired is located along the south side of County V and east of Unnamed Creek.

WDNR has requested discussion related to a potential access gate at the rest area to provide access to the south side of the Dekorra Public Hunting Grounds. The project team has committed to facilitating a discussion with WisDOT Bureau of Highway Maintenance, Rob Knorr and others to further discuss the access gate.

WDNR has reviewed the anticipated impacts of the proposed action and have determined that impacts would be de minimis in nature and will not adversely affect the activities, features, or attributes that make the Dekorra Public Hunting Ground eligible for Section 4(f) protection. If design changes occur as project plans evolve, please contact WDNR to discuss the changes in impacts and we will re-evaluate our position.

If further information or action on WDNR's part is required, please do not hesitate to contact Andy Barta at 608-275-3308 or [Andrew.barta@wisconsin.gov](mailto:Andrew.barta@wisconsin.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Barta", with a long horizontal flourish extending to the right.

Andy Barta

cc: Sarah Kehlri – Dekorra Public Hunting Grounds Property Manager  
Andy Paulios – DNR Wildlife  
Mike LaBissoniere – DNR Real Estate  
Joel Brown – DOT  
Brandon Lamers – DOT  
Dan Shave – DOT  
Ryan Mayer - DOT

**Appendix 13:  
Columbia County Coordination**

## Dredske, Logan

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**From:** Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>  
**Sent:** Tuesday, July 07, 2020 2:49 PM  
**To:** Billmeyer, Jess; Dredske, Logan; Schulze, Ashley  
**Cc:** Joel Brown; Lamers, Brandon - DOT; DOT I 39-90-94 WI River Bridges; Grimes, Jennifer - DOT  
**Subject:** [EXTERNAL] FW: CTH V Speed Limit  
**Attachments:** WisDOT Project 1010-10-01: I-39/90/94 WI River Bridge, County V Speed Limit

FYI –

Columbia County Highway Committee has agreed to extend the speed limit as requested along CTH V.

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**From:** Hardy, Chris <Chris.Hardy@co.columbia.wi.us>  
**Sent:** Thursday, July 02, 2020 3:58 PM  
**To:** Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>  
**Subject:** CTH V Speed Limit

Daniel,

Highway Committee has agreed to extend the speed limit reduction (35 MPS posting) on CTH V to the east side of the bridge (East of St Lawrence Bluff Rd) per your request. We will act on the Ordinance revision at the next Highway ordinary meeting to finalize it. The actual speed change will not take place until such time as the signage gets changed. Any questions, please let me know.

I can send a copy of the Ordinance once that is final.

**Sincerely,**



Chris Hardy, P.E.  
Commissioner

Our Goal: Good, Safe Roads!

Columbia County  
Highway & Transportation Department  
P.O. Box 875  
Wyocena, WI 53969  
(608) 429-2136

Notice: This email is on a publicly owned system, subject to open records (sec. 19.21, et seq.) and archival (sec. 16.61, et seq.) requirements under Wisconsin State Law.

**Appendix 14:**  
**Village of Lake Delton**

**RESOLUTION NO. 20-024**

**A RESOLUTION IN SUPPORT OF IMPROVEMENTS TO  
INTERSTATE HIGHWAY 90/94/39 FROM MADISON to WISCONSIN DELLS**

**WHEREAS**, the State of Wisconsin Department of Transportation is resuming the previously approved study of improvements to Interstate Highway 90/94/39 from Madison to Wisconsin Dells and the Transportation Projects Commission is considering for approval the recommended replacement of the bridges over the Wisconsin River in Columbia County; and

**WHEREAS**, the Village Board of the Village of Lake Delton finds that Interstate Highway 90/94/39 from the Illinois border to Wisconsin Dells is vital to the economy of the village and the Wisconsin Dells Tourism Area; and

**WHEREAS**, the Village Board finds that the bridges over the Wisconsin River are outdated and in need of modernization in order to assure the continued success of the tourist industry and for the safety of the residents and the millions of visitors to the Midwest's leading tourism area,

**NOW THEREFORE BE IT RESOLVED**, that the Village Board supports the restart of the previously approved study of that section of Interstate Highway 90/94/39 from Madison to Wisconsin Dells and improved bridges over the Wisconsin River.

Dated: December 7, 2020

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John Webb  
Village President

Attest:

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Kay C. Mackesey  
Village Clerk-Treasurer-Coordinator