

# Hearing Handout Packet



## Public Hearing For Environmental Report (ER)

**WIS 19**

**WIS 78 – US 12**

**WisDOT Project: 5145-00-01**

**Town of Berry Town Hall**

**December 10, 2019**

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## Welcome

Thank you for attending today’s public hearing for the WIS 19 (WIS 78 to US 12) project. This public hearing provides you the opportunity to give testimony on the Draft Environmental Report (ER) that contains information regarding proposed transportation improvements that affect both near-term and long-term changes to the corridor.

## Public Hearing Agenda

Time	Item
6:00 PM	Sign in, pick up handout, review exhibits, visit with project staff and ask questions about the proposed improvements.
	<b>Important!</b> – Determine if you will be providing testimony. If so, determine which option(s) and follow the instructions*.
	Availability to provide <b>Private Verbal Testimony*</b> and <b>Written Testimony*</b>
6:30 PM	Project presentation in Town of Berry – Town Hall; <b>Private Verbal Testimony*</b> pauses
7:30 PM	<b>Public Verbal Testimony*</b> option begins upon completion of project presentation followed by resuming <b>Private Verbal Testimony*</b>
	Opportunity to review exhibits and visit with project staff continues.
8:30 PM	Public Hearing ends.
	<b>Written (mail in [and email if applicable]) testimony</b> available until December 15, 2019

\*See the following “Options and Instructions for Providing Testimony”

## Options and Instructions for Providing Testimony

There are several options for providing testimony as described below. Your testimony will be reviewed and considered by WisDOT and FHWA as part of the process for choosing the preferred alternative. **Testimony should be limited to tonight's public hearing aspects and statements or opinions about the project.** Provide comments on the alternative(s) you support or oppose and your reasons. Questions related to the project can be directed to project staff during the informal discussions, but will not be recorded by the court reporter or included in the public hearing record.

### Private Verbal Testimony

This option may be preferred if you wish to make your statement privately to the court reporter rather than in front of an audience. This option is available before and after the presentation of Public Verbal Testimony. Follow the signs or ask for directions to the location for providing private verbal testimony. Wait for an opening with your completed "Registration Slip for Verbal Testimony" (included in this handout packet) when asked you will state your name, address, and if applicable, the group, organization or business you are representing. Then give the court reporter your testimony.

### Public Verbal Testimony

Following the project presentation public verbal testimony will be accepted. Complete a "Registration Slip for Verbal Testimony". Give it to designated project staff anytime before, during or immediately following the project presentation. Your name will be called in the order the registration slips are received. When you are called to the microphone to provide testimony, please state your name, address, and if applicable, the group, organization or business you are representing. Please limit your testimony to approximately 3 minutes to allow time for others to provide their testimony in public. You can testify again as part of the public verbal testimony after others wishing to testify have done so. Public verbal testimony will continue until everyone interested in providing testimony has had the opportunity to do so or until the public hearing ends at 8:30 PM, whichever comes first.

### Written Testimony

You may provide written testimony in addition to, or in place of, verbal testimony anytime during the public hearing. Complete the "Written Testimony Form" (included in this handout packet). You may also use your own stationary. Include your name, address, and if applicable, the group, organization or business you are representing. If you prepared written testimony prior to the public hearing, you may submit that also. There are two options for submitting your written testimony as described below.

**Submit Tonight:** Complete the Written Testimony Form and place the form along with any other supporting documentation in the box located on the table.

**OR,**

**Mail In:** You may prefer this option if you would like additional time to organize your thoughts/testimony. The Written Testimony Form is pre-addressed (obtain a pre-addressed sticker at the registration table) and does not require postage. You may also send written testimony via e-mail. See "WisDOT Contact Information" of this handout. Mailed or e-mailed testimony must be postmarked or received no later than December 15, 2019 to be included in the official public hearing record.

## Purpose of the Public Hearing

The objective of the public hearing and environmental document availability period is to get the most complete expression of public opinion regarding the project aspects listed in this handout on the record. Testimony provided during this public hearing and during the environmental document availability period will be considered along with all other judgments and opinions received before further decisions are made on the proposed project alternatives. This public hearing includes a project presentation and opportunities to provide public/private verbal testimony to a court reporter and/or written testimony. All testimony will be entered into the public hearing record along with other public hearing presentations, exhibits and materials

This public hearing will focus on the following aspects of the proposed WIS 19 – WIS 78 to US 12 project:

- The location and design features of the proposed improvements and alternatives being considered.
- The National and Wisconsin Environmental Policy Act public hearing process, as applicable, on projects which include preparation of an environmental document. The final environmental document prepared following this public hearing will be the decision document for the proposed improvements. Copies of the environmental document are available for review at this public hearing.
- Project activities that require authorization from the U.S. Army Corps of Engineers under the Clean Water Act for placing fill into waters of the United States including wetlands. (Note: Use this sentence only if applicable)

## Environmental Document Process

The environmental documentation process includes development of a project purpose and need, range of alternatives, evaluation and screening of alternatives and selection of a preferred alternative. Numerous factors are considered throughout the environmental document development process including safety, mobility, compatibility with state/regional/local plans, engineering design standards, impacts to the socio-economic, natural and physical environment, cost, and input from the public and state/federal review agencies.

The Wisconsin State Highway (WIS) 19 project between WIS 78 and United States Highway (US) 12 is currently at the Draft Environmental Report (ER) stage. The Draft ER documents the project purpose and need for the proposed improvements, alternatives considered, environmental impacts of the alternatives retained for detailed study, and public involvement and agency coordination during the development of the purpose and need and refinement of alternatives. The final environmental document will identify the preferred alternative, reasons for its selection and summarize the results of public testimony provided during the public hearing and document availability period along with agency comments on the Draft ER.

## Information for the Public Hearing Record

In addition to the testimony provided at this public hearing, all exhibits, handouts, audio/visual presentations and displays available for viewing at the public hearing will be included in the official public hearing record. Other materials, along with other written testimony received after the public hearing, will be added to the official public hearing record provided they are postmarked or received no later than December 15, 2019.

## Project Statement

The Wisconsin Department of Transportation (WisDOT) is in the process of developing plans for a proposed project on Wisconsin State Highway (WIS) 19 that is located in Dane County. The project begins at the intersection with WIS 78 and extends east approximately 9.56 miles to the intersection with United States Highway (US) 12. WIS 19 provides an east/west connection between WIS 78 and US 12 that both travel north/south.

Although not a highly traveled road, projected Average Annual Daily Traffic (AADT) of 3000 vehicles per day in the 2042 design year, the scenic roadway is frequently used by bicycles as well as daily users of the multi-use 483-acre Indian Lake Park and Stone Farmstead Ruins/Halfway Prairie owned by Dane County Parks located on either side of WIS 19 near Matz Road. In addition, the National Ice Age Trail (IAT) traverses through the Dane County lands crossing WIS 19 near Matz road as well.

### Purpose

The purpose of the project is to address the existing roadway deficiencies and safety issues as well as address bridge structures that have exceeded their service life.

### Need

#### Roadway Deficiencies

The original pavement structure is still in place and ranges in depth from 4 ¼-inches to 7 ¾-inches with its age unknown. An overlay was completed in 1989 ranging in depth from 3-inches to 4 ½-inches. Due to the deteriorated roadway condition, in 2016, an emergency project milled and overlaid the outside 4-feet of pavement in both directions.

In addition, other substandard roadway features exist such as:

- Cross-section
  - Shoulder Width: 2-feet (0-feet paved) compared to standard 6-feet
  - Ditch Foreslope: Up to 2:1 slopes compared to standard 4:1 slopes max
  - Ditch Backslope: Up to 1:1 slopes compared to 4:1 slopes max within clear zone
- Horizontal and vertical alignments
  - 22 horizontal curves do not meet 55 mph design speed standards (curve radius is too small)
  - 109 vertical curves do not meet 55 mph design speed standards (too small of K-value which takes into account the grade into the curve, grade out of the curve, and curve length)
  - 30 locations where maximum grade of 3.5% roadway slope is exceeded.
- Beam guard
  - Substandard beam guard exist throughout the project limits. The current turn down end beam guard could act as a ramp and launch an errant vehicle.
- Superelevation
  - 23 locations where superelevation does not meet standard for its curve radius.

- Project Statement continued on page 7 -

### Safety

Due in large part to roadway deficiencies, from 2010 to 2014 there were 60 crashes on WIS 19 within the project limits resulting in an average crash rate of 172 crashes per million vehicle miles traveled, which is much higher than the 5- year statewide average crash rate of 101 for the same five years.

Of the 60 crashes, 14 resulted in an injury. Most of the crashes occurred at the substandard horizontal and vertical alignments/curves. See Attachment B: 2010-2014 Crash Diagram.

### Bridge Structures

Bridge B-13-077 was constructed in 1958 and B-13-593 was constructed in 1939. Both bridges are experiencing cracking and spalling leading to the deterioration of the structures. Additional safety concerns on the bridges include substandard horizontal widths.

The existing widths of B-13-077 and B-13-593 are 28-feet and 32-feet respectively as compared to the 36-foot minimum requirement for a roadway of this capacity. The existing guardrail sections at the bridges are substandard turn down ends which could launch and errant vehicle.

### Modal Interrelationships

This section of WIS 19 is used frequently by bicycles and users of lands owned by Dane County Parks. In addition, the IAT traverses through both of the Dane County lands crossing near Matz Road. As identified in the design deficiencies section, WIS 19 currently has a shoulder width of 2-feet, with none of that shoulder being paved. This configuration creates a dangerous environment for those biking on WIS 19. In addition, the substandard vertical and horizontal near Matz Road also makes a dangerous condition for the public wishing to cross to access either Dane County parcels or the IAT.

## Property Acquisition and Benefits

Before any property acquisition activities are initiated, members of the Region Real Estate staff will contact the property owner personally, telephone or mail to explain the details of the acquisition process and Wisconsin's Eminent Domain Law. Any properties to be acquired will be inspected and appraised by one or more professional appraisers. The property owner will be asked to accompany the appraiser during inspection of the property to be acquired, to assure that its value is recognized in the appraisal. Based upon the appraisal or appraisals made, the fair market value of the property to be acquired will be determined, and that amount will be offered to the owner. Every parcel owner of property to be acquired is entitled to an appraisal if they request.

It is not anticipated that any homes or businesses will need to be acquired as a result of this project. The acquisition of necessary rights-of-way for this project is scheduled to begin in late summer 2020. Depending upon the availability of funding, construction could begin in spring 2023 if a build alternative is selected.

Note: The foregoing paragraphs are considered to provide the minimum level of information necessary to adequately inform the public of project aspects involving property acquisition and relocation assistance.

## Next Steps/Project Schedule

At the end of the document availability period, the project team will review and consider all public hearing testimony received on the Draft ER. This input will assist the project team in selecting the preferred alternative.

### Project Schedule

- December 10, 2019 – Hold Public Hearing
  - Located at Town of Berry Town Hall (9046 Wisconsin highway 19, Mazomanie, WI 53560)
  - 6 – 8:30 p.m.
- February 2020 - Final Environmental Report signed
- May 2020 - Plat Approval
- Late Summer 2020 - Real Estate Acquisition Begins
- May 2022 - Final Plans Complete
- Spring 2023 - Begin Construction

## Description of Public Hearing Exhibits

- Project Powerpoint Presentation
- Hearing Handout Packet
- Poster Boards
  - 1 through 7 – Planview of project
  - Typical Cross Section of Existing Conditions and Proposed Cross Section
  - Construction Detour Route
- Wisconsin's Eminent Domain Law
- Environmental Report

## Contact Information

### Submittal of Written testimony or general project questions

Additional written public hearing testimony on the Draft ER after this public hearing should be sent to the WisDOT project manager at the address or email address given below. Additional testimony will be added to the official public hearing record and considered in the final environmental document provided it is postmarked or received no later than December 19, 2019.

Lalitha Balachandran, P.E.  
Wisconsin Dept. of Transportation – Southwest Region Office  
2101 Wright Street  
Madison WI, 53704  
lalitha.balachandran@dot.wi.gov  
(608) 243-3382

### Property acquisition/relocation questions

Questions specific to property acquisition can be most efficiently answered by real estate staff:

John Fandrich  
Wisconsin Dept. of Transportation – Southwest Region Office  
2101 Wright Street  
Madison WI, 53704  
john.fandrich@dot.wi.gov  
(608) 245-2676

### Project website (project information, schedule and updates)

Information regarding the project can be located on the project website:

<https://wisconsindot.gov/Pages/projects/by-region/sw/197812/default.aspx>



## Registration Slip for Verbal Testimony

WIS 19 – WIS 78 to US 12

Public Hearing

Town of Berry – Town Hall

December 10, 2019



This registration slip may be used for providing public or private verbal testimony. Following the project presentation, public verbal testimony will take place. Complete this registration slip and submit it to a project team representative during or immediately following the presentation. Your name will be called in the order registration slips are received. When you are called to the microphone to provide testimony, please state your name, address, and who you represent if applicable (for example a business). Please speak slowly and clearly. A court reporter will record your testimony. Please limit your testimony to comments and/or opinions regarding the proposed project aspects for which this public hearing is being held. To allow everyone a chance to speak, please limit your testimony to approximately 3 minutes.

The same process applies for providing private verbal testimony, but this registration slip should be presented directly to the court reporter when a spot is available to provide your private verbal testimony.

If you do not wish to speak, but would like to use this registration slip to record your position on the alternatives being considered at the public hearing, please check the applicable boxes below.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

If applicable - group, organization, or business you are representing:

\_\_\_\_\_

**Wishing to speak**

**Not wishing to speak, but please record my position on the alternatives being considered at the public hearing:**

Support, describe: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Do Not Support, describe: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



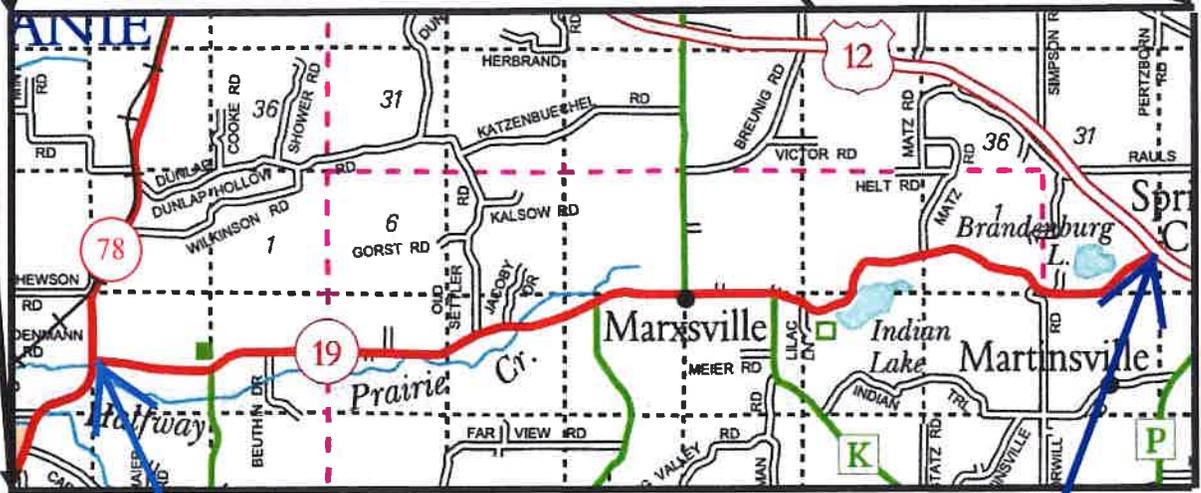
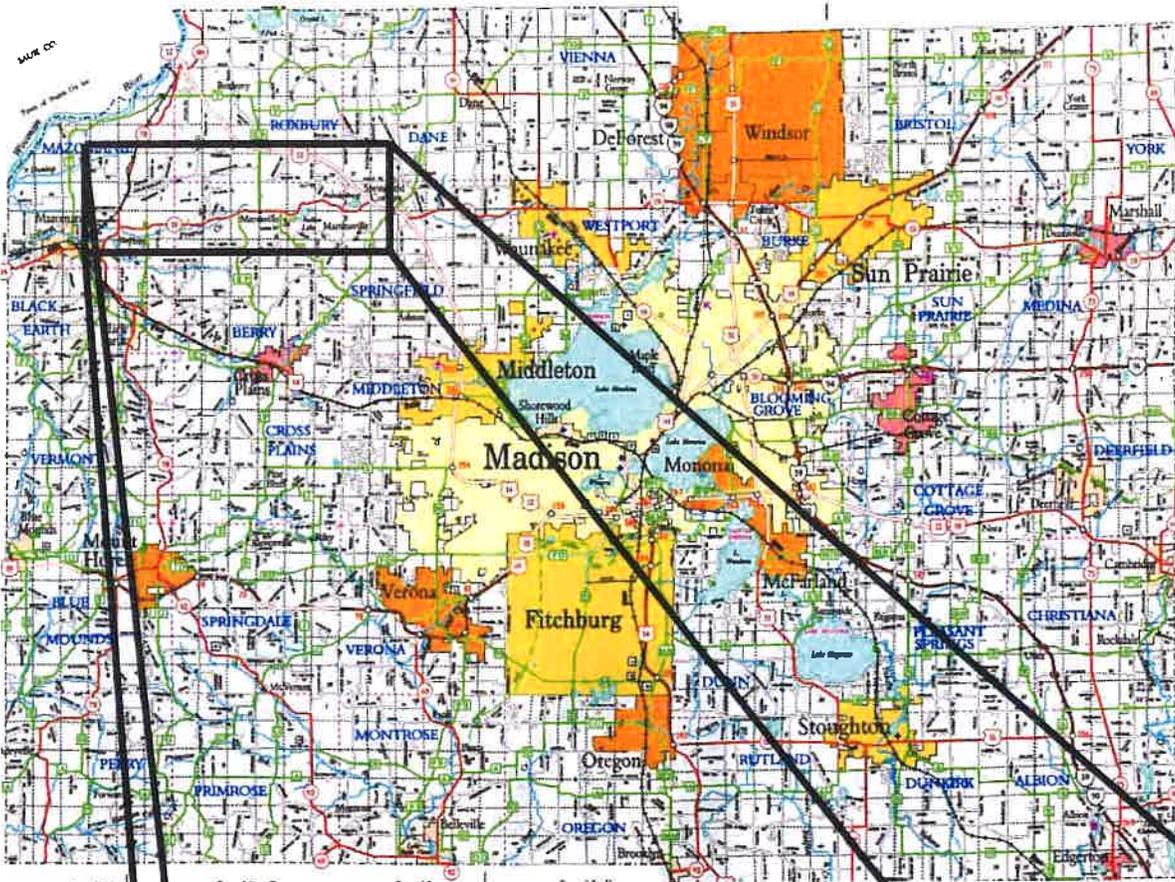
# Project Location Map

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Environmental Evaluation of Facilities Development Actions  
Design ID: 5145-00-01

5145-00-01/71  
STH 19  
Mazomanie - USH 12  
Dane County



BEGIN PROJECT

END PROJECT

# Summary of Alternatives

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Environmental Evaluation of Facilities Development Actions

Design ID: 5145-00-01

## Summary of Alternatives

### Overall Corridor

**No Build Alternative:** Under this alternative there would be no improvements to the roadway other than routine maintenance. There would be no disturbance to the adjacent environment and no real estate would need to be purchased.

This alternative is included to serve as a baseline to which the other alternatives are compared to. It does not address the deteriorating pavement, safety, geometric deficiencies, and modal interrelationships, and therefore does not meet the purpose and need of the project. This is not the preferred alternative.

**Alternative A – Resurfacing:** In this alternative, the top 4-inches of pavement would be milled off and replaced with 4-inches of hot mix asphalt (HMA).

This alternative would extend the life of the pavement by removing the deteriorated surface and replacing it with a new surface. There would be minimal disturbance to the adjacent environment and no real estate would need to be purchased. However, this alternative does not address the safety, geometric deficiencies, and modal interrelationships of the roadway. This alternative does not meet the purpose and need of the project and is not the preferred alternative.

**Alternative B – Reconstruction:** In this alternative, WIS 19 would be reconstructed. This includes complete removal and replacement of the pavement structure. The reconstruction alternative would:

- Improve geometric deficiencies throughout the project corridor such as the cross section, vertical, and horizontal alignments to address safety as it would eliminate the poor geometrics of the curves that contribute to many of the crashes
- Improve grading of the foreslopes and ditches to standards, along with an appropriate clear zone distance, will also address safety of the roadway as it will provide an area for a driver to recover should they leave the roadway
- Enhance modal interrelationships as it widens the total shoulder and paved shoulder for the entire project route
- Replace bridges B-13-077 and B-13-593 and widen them to meet horizontal clearance standards.

Beam guard, culverts, signing, and pavement marking would also be replaced along the entire project length.

Under this alternative, there would be disturbance to the adjacent environment and real estate would need to be purchased especially in the area of Dane County lands where up to three acres will be impacted.

- To mitigate the impacts this alternative would have on the Dane County Park lands and the IAT that are protected under the Land and Water Conservation Act (LAWCON), a WIS 19 underpass is proposed near Matz Road for users of the Dane County lands and the IAT to safely traverse.

This alternative meets the purpose and need of the project. However, given the low AADT, reconstructing the entire length is not cost effective. See Basic Sheet 6 - Alternative Comparison Matrix.

### **Alternative C – Recondition/Reconstruction – Preferred Alternative:**

#### Overall Corridor

This project follows the procedure described in WisDOT Facility Development Manual (FDM) 11-1-5 – Asset Management by Practical Design System Preservation Approach. This procedure discusses upgrading the roadway where there are problems such as safety issues and using the most cost-effective solutions to address the issues.

Cross sectional improvements will be made for the length of the project including enhancing modal interrelationships as it widens the total shoulder and paved shoulder for the entire project route from approximately 2-feet to 6-feet (3-feet paved from WIS 78 to County Trunk Highway (County) K and 5-feet paved from County K to US 12. Clear zone improvements will also be made, making the ditches traversable allowing errant vehicles that leave the roadway to be able to recover safely. Additional improvements would include adding or replacing signs in reconstruct areas,

pavement markings, culverts, and beam guard. Bridges B-13-077 and B-13-593 would be replaced and widened to meet horizontal clearance standards.

The proposed scope of this project consists of reconditioning 60% of WIS 19 and reconstructing 40%.

#### Recondition

The recondition areas would consist of milling 4-inches of existing pavement and relaying 4-inches of Hot Mix Asphalt (HMA) over the milled surface. The cross section in the resurface regions would consist of 11-foot driving lanes with the total shoulder being widened to 6-feet. From WIS 78 to County K, the total paved shoulder width is proposed at 3-feet. In the recondition section from Sutfey Circle to US 12 the paved shoulder width is proposed at 5-feet. The widened shoulders will be built of 4-inches of HMA pavement over 6-inches of Base Aggregate Dense (BAD) over 12-inches select crushed material.

#### Reconstruct

The reconstruct areas focus on locations where crash flags have been raised which coincide with substandard horizontal and vertical curves that contribute to many of the crashes as well as areas of concern brought up during the Public Involvement Meeting (PIM) regarding sight distance. The reconstruction section will provide 11-foot driving lanes with 5-foot paved shoulders and an outside 1-foot gravel shoulder. In this section the existing roadbed will be removed and replaced with approximately 4.5-inches HMA Pavement over 12-inches Base Dense Aggregate (BAD) over 16-inches of Select Crushed Material.

The adjacent environment will be impacted, and real estate will need to be purchased throughout the project. Dane County Park Land is estimated to have 2.5 acres of FEE and 0.5 acres of TLE impacts with this project.

- To mitigate the impacts the proposed action would have on the Dane County Park lands and the IAT that are protected under the Land and Water Conservation Act (LAWCON), a WIS 19 underpass is proposed near Matz Road for users of the Dane County lands and the IAT to safely traverse. For this crossing to be feasible, WIS 19 will need to be raised nearly 8 feet. This will require approximately 2.5 additional acres of TLE and 0.5 acres of FEE impacts to Dane County Park land. See Attachment T: De Minimis Dane County Parks Coordination and Signed Section 4(f)
- Total impacts to the park which includes raising the WIS 19 profile for the underpass are estimated at 3.25 acres of FEE and 3.00 acres of TLE

Proposed improvements of the Preferred Alternative (Alternative C – Recondition/Reconstruction):

#### Overall Corridor

This project follows the procedure described in WisDOT Facility Development Manual (FDM) 11-1-5 – Asset Management by Practical Design System Preservation Approach. This procedure discusses upgrading the roadway where there are problems such as safety issues and using the most cost-effective solutions to address the issues.

Cross sectional improvements will be made for the length of the project including enhancing modal interrelationships as it widens the total shoulder and paved shoulder for the entire project route from approximately 2-feet to 6-feet (3-feet paved from WIS 78 to County Trunk Highway (County) K and 5-feet paved from County K to US 12. Clear zone improvements will also be made, making the ditches traversable allowing errant vehicles that leave the roadway to be able to recover safely. Additional improvements would include adding or replacing signs in reconstruct areas, pavement markings, culverts, and beam guard. Bridges B-13-077 and B-13-593 would be replaced and widened to meet horizontal clearance standards.

#### Recondition Section

Grading of the foreslopes and ditches to standards, along with an appropriate clear zone distance, will increase the safety of the roadway as it will provide a safe area for a driver to recover should they leave the roadway

## ALTERNATIVES COMPARISON MATRIX

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

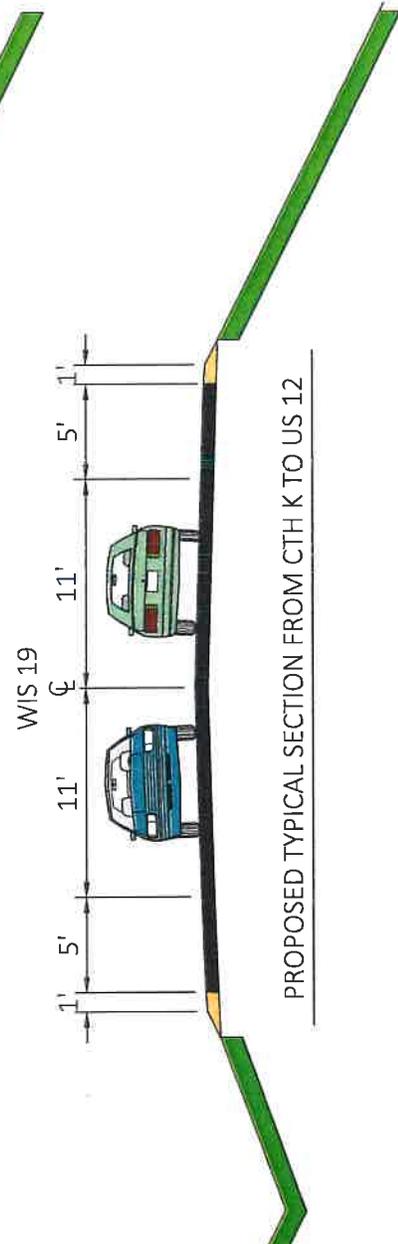
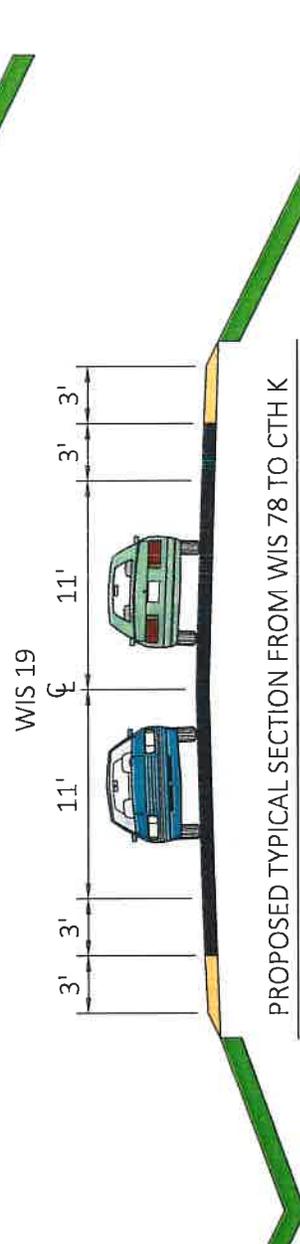
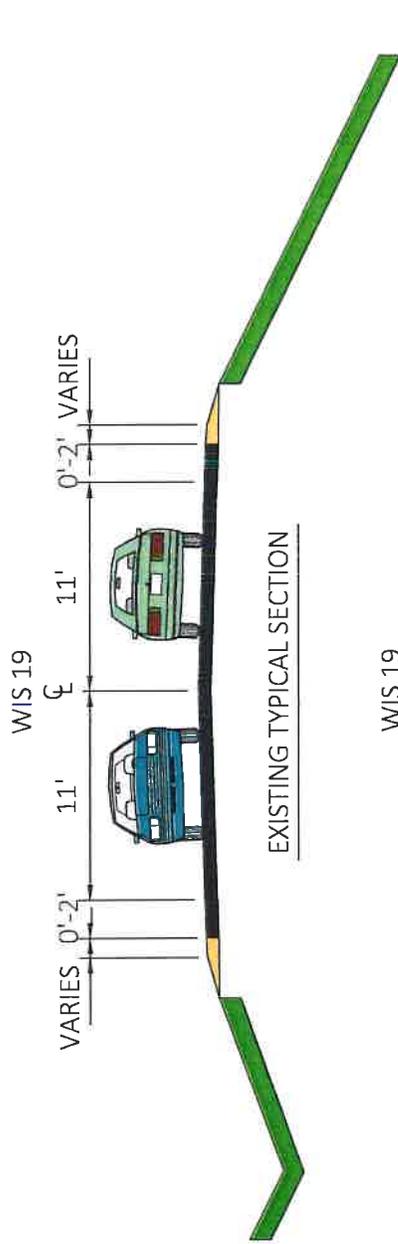
PROJECT PARAMETERS	Unit of Measure	Alternatives/Sections					
		No Build <sup>1</sup>	A	B	C (Preferred)		
Project Length	Miles	9.62	9.62	9.62	9.62		
<b>PRELIMINARY COST ESTIMATE (YOE)</b>							
Construction	Million \$	1	3.8	13.7	10.1		
Real Estate	Million \$	0	0	1.5	1		
<b>TOTAL</b>	Million \$	1	3.8	15.2	11.1		
<b>LAND CONVERSIONS</b>							
Total Area Converted to ROW	Acres	0	0	60	42		
<b>REAL ESTATE</b>							
Number of Farms Affected	Number	0	0	45	38		
Total Area Required From Farm Operations	Acres	0	0	35	23		
AIS Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Farmland Rating	Score	N/A	N/A	>60	<60		
Total Buildings Required	Number	0	0	0	0		
Housing Units Required	Number	0	0	0	0		
Commercial Units Required	Number	0	0	0	0		
Other Buildings or Structures Required	Number & Type	0	0	1	0		
<b>ENVIRONMENTAL FACTORS</b>							
Indirect Effects		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No			
Cumulative Effects		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No			
Environmental Justice Populations		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No			
National Register Eligible Historic Structures in the Area of Potential Effect	Number	0	0	6	6		
National Register Eligible Archeological Sites in the Area of Potential Effect	Number	0	0	8	8		
Burial Site Protection ( <i>authorization required</i> )		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
106 MOA Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Section 4(f) Evaluation Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Section 6(f) Land Conversion Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No			
Flood Plain		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Unique Upland Habitat Identified		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No			
Total Wetlands Filled	Acres	0	0	2	0.6		
Stream Crossings	Number	2	2	2	2		
Threatened/Endangered Species		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Noise Analysis Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No			
Receptors Impacted	Number	0	0	0	0		
Contaminated Sites	Number	0	0	0	0		

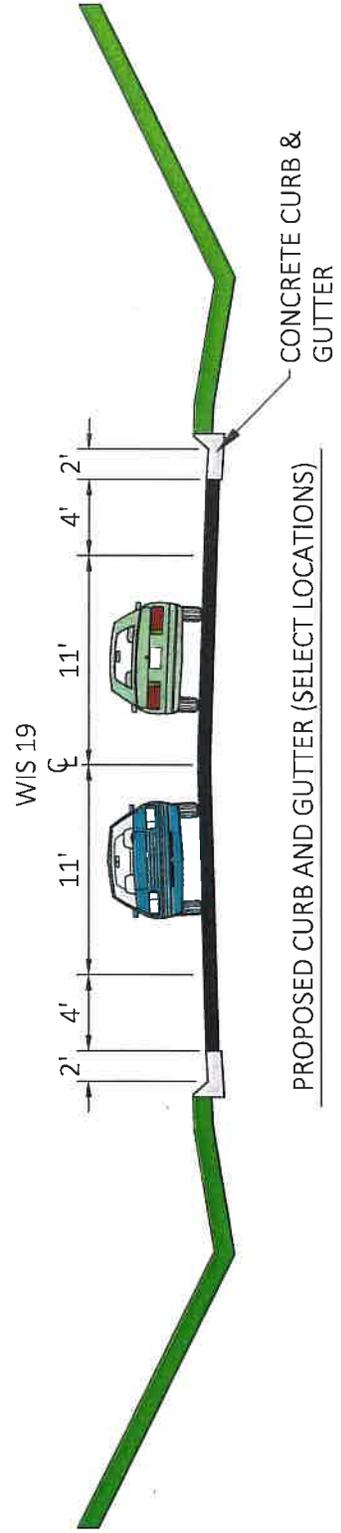
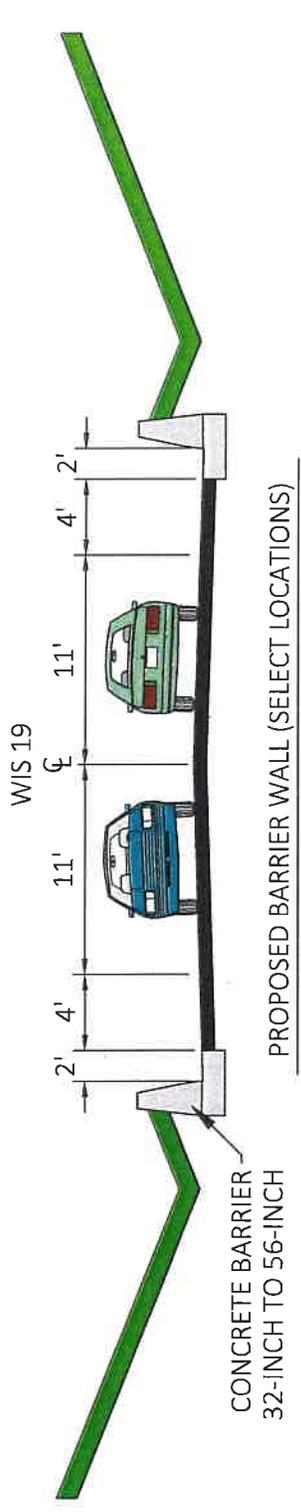
# Typical Sections/Project Planview

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Environmental Evaluation of Facilities Development Actions  
Design ID: 5145-00-01





**PRELIMINARY PLANS  
PROJECT 5145-00-01/71  
WIS 19  
MAZOMANIE - USH 12  
DANE COUNTY**



- LEGEND**
- RESURFACE SEGMENT
  - RECONSTRUCT SEGMENT
  - EXISTING RIGHT OF WAY
  - TEMPORARILY LIMITED EASEMENT
  - PROPOSED RIGHT OF WAY
  - PROPOSED CURB AND GUTTER
  - PROPOSED USE OF DRIVE SHOULDER
  - EXISTING RIGHT OF WAY
  - CRASHES PROJECTS

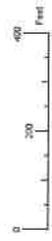


SEGMENT 1 OF 13



SEGMENT 2 OF 13

**PRELIMINARY PLANS  
PROJECT 5145-00-01/71  
WIS 19  
MAZOMANIE - USH 12  
DANE COUNTY**



- LEGEND**
- RESURFACE SEGMENT
  - TEMPORARY LIMITED EASEMENT
  - PROPOSED RIGHT OF WAY
  - RECONSTRUCTION SEGMENT
  - PROPOSED CURB AND GUTTER
  - EXISTING RIGHT OF WAY
  - PROPOSED EDGE OF GRAVEL
  - EXISTING RIGHT OF WAY
  - GRADING IMPACTS

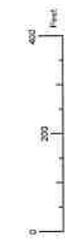


**SEGMENT 3 OF 13**



**SEGMENT 4 OF 13**

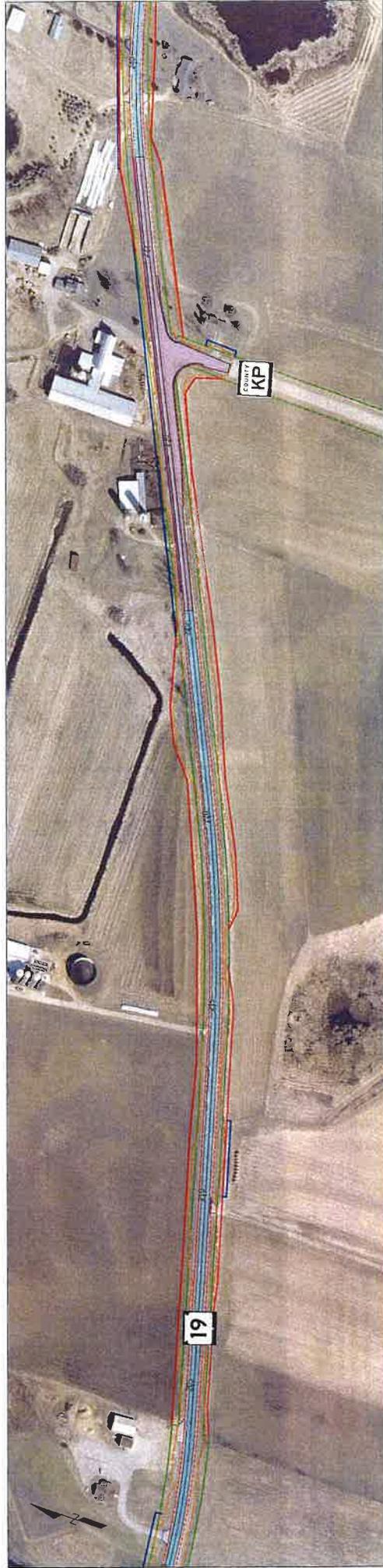
**PRELIMINARY PLANS**  
**PROJECT 5145-00-01/71**  
**WIS 19**  
**MAZOMANIE - USH 12**  
**DANE COUNTY**



- LEGEND**
- REMAINING ROADWAY
  - TEMPORARILY LIMITED CLEARANCE
  - PROPOSED RIGHT OF WAY
  - RECONSTRUCTION SUBJECT
  - PROPOSED CURB AND GUTTER
  - PROPOSED EDGE OF TRAVEL
  - EXISTING RIGHT OF WAY
  - EXISTING IMPACTS
  - GRADING IMPACTS



SEGMENT 5 OF 13



SEGMENT 6 OF 13

**PRELIMINARY PLANS  
PROJECT 5145-00-01/74  
WIS 19  
MAZOMANIE - USH 12  
DANE COUNTY**



**LEGEND**

- REFERENCE SEGMENT
- TEMPORARILY LIMITED EXHAUSTIVE
- PROPOSED CURB AND GUTTER
- PROPOSED EDGE OF GRAVEL
- EXISTING RIGHT OF WAY
- SHOULDER
- RECONSTRUCTION SEGMENT
- PROPOSED EDGE OF GRAVEL
- SHOULDER
- EXISTING RIGHT OF WAY
- GRADING IMPACTS



SEGMENT 7 OF 13



SEGMENT 8 OF 13

**PRELIMINARY PLANS  
PROJECT 5145-00-01/71  
WIS 19  
MAZOMANIE - USH 12  
DANE COUNTY**



- LEGEND**
- RESURFACE SEGMENT
  - RECONSTRUCTION SEGMENT
  - EXISTING RIGHT OF WAY
  - GRADING IMPACTS
  - TEMPORARY LIMITED EASEMENT
  - PROPOSED RIGHT OF WAY
  - PROPOSED CURB AND GUTTER
  - PROPOSED EDGE OF GRAVEL SHOULDER



**LEGEND**

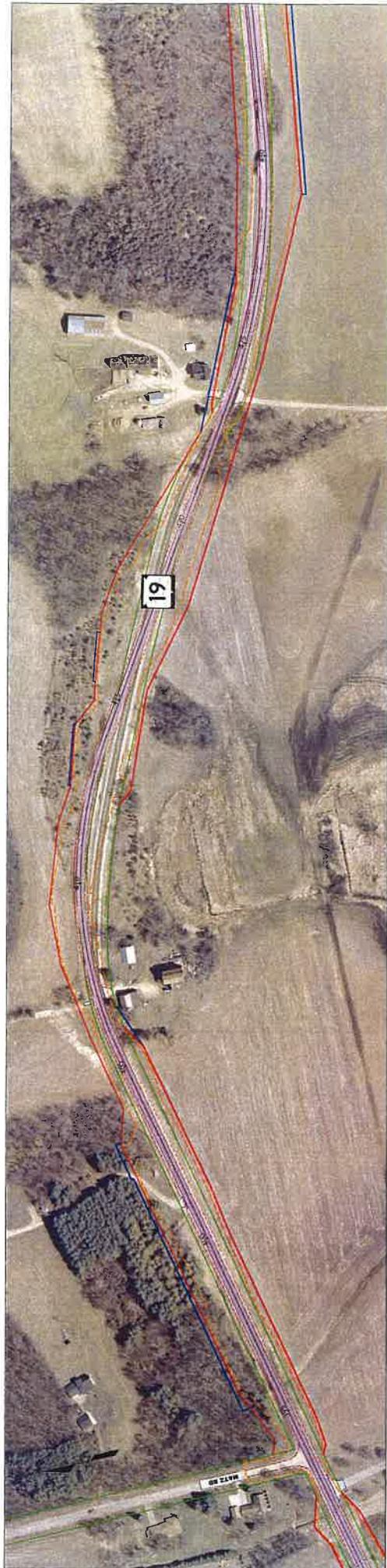
-  MEDIAN
-  RECONSTRUCTION
-  EXISTING RIGHT OF WAY
-  GRADING IMPACTS
-  TEMPORARY UNDEVELOPED
-  PROPOSED RIGHT OF WAY
-  PROPOSED CURB AND GUTTER
-  PROPOSED EDGE OF GRAVEL
-  PROPOSED



**PRELIMINARY PLANS  
PROJECT 5145-00-01/71  
WIS 19  
MAZOMANIE - USH 12  
DANE COUNTY**



SEGMENT 10 OF 13

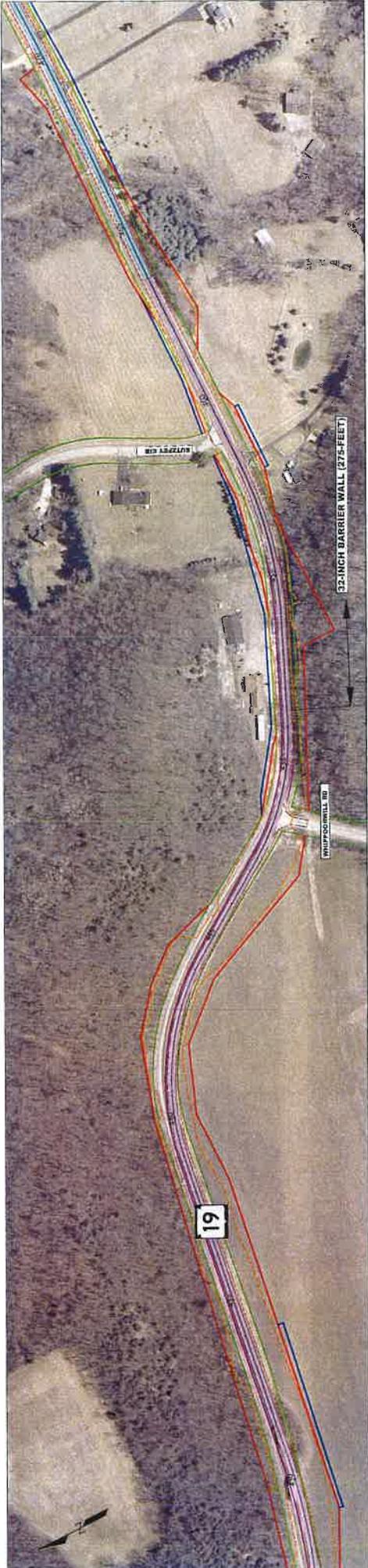


SEGMENT 11 OF 13

**PRELIMINARY PLANS**  
**PROJECT 5145-00-0171**  
**WIS 19**  
**MAZOMANIE - USH 12**  
**DANE COUNTY**



- LEGEND**
- RESURFACE SEGMENT
  - RECONSTRUCTION SEGMENT
  - EXISTING RIGHT OF WAY
  - TEMPORARILY LIMITED EXHAUSTION
  - PROPOSED RIGHT OF WAY
  - PROPOSED CURB AND GUTTER
  - PROPOSED EDGE OF GRAVEL SHOULDER
  - EXISTING RIGHT OF WAY
  - GRADING IMPACTS



SEGMENT 12 OF 13



SEGMENT 13 OF 13

# Detour Route

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Environmental Evaluation of Facilities Development Actions  
Design ID: 5145-00-01

