

Appendix C: Environmental Consultation

In order to meet the requirements of SAFETEA-LU and facilitate the environmental review of the proposed projects in the LRTP, the MPO reviewed the recommended new roadway and expansion projects against key environmental features. Key environmental features examined were:

- Public and Managed Lands
- Scenic Features
- Hydrology
- Watersheds
- Floodplains
- Steep Slopes
- Soil Capability
- Cemeteries
- Archeological Sites
- Wetlands
- Forested Wetlands
- Woodlands
- Endangered Species

The MPO mapped the recommended roadway projects against key environmental features and sent them to interested environmental agencies and asked them to respond regarding the potential impacts of the projects on significant environmental features. The following groups were sent environmental consultation packets and invited to respond.

Group	Point of Contact
City of Janesville City Council	Kathy Voskuil, President
City of Milton	Tom Chesmore, Mayor
DATCP	Peter Nauth, AIS Program, Land Resources Bureau
FHWA	Stephanie Hickmann, Environmental Coordinator
Historic Preservation - Public History Rm: 308	Michael Stevens, SHPO
National Park Service	Mary Tano, Manager
Rock County	Al Sweeney, County Supervisor
Rock County	Craig Knutson, County Administrator
Rock County Land Conservation, USDA Service Center	Thomas Sweeney, County Land Conservationist
Rock County Land Conservation, USDA Service Center	Roger Allan, County Natural Resource Conservationist
Town of Harmony	Roger Fanning, Chair
Town of Janesville	Edward Marshall, Chair
Town of La Prairie	Michael Saunders, Chair
Town of Milton	Bryan Meyer, Chair
Town of Rock	Mark Gunn, Chair
US Army Corps of Engineers	Stacy Marshall, Regulatory Project Manager
US Environmental Protection Agency	Newton Ellens, Environmental Review Branch
US Fish and Wildlife	Louise Clemency, Fish and Wildlife Biologist
WisDOT - Southwest Region	Jenny Grimes, Environmental Coordinator
DNR South Central Region	Russ Anderson, Wisconsin DNR
USDA- Natural Resourc Conservation Service	Patricia Leavenworth
Bad River Band of Lake Superior Chippewa Indians	Edith Leoso
Forest County Potawatomi Community	Mike Alloway
Ho-Chunk Nation	William Quackenbush
Lac Vieux Desert Band of Lake Superior Chippewa Indians	giiwegiizhigookway Martin
Menominee Indian tribe of Wisconsin	Dave Grignon
Prairie Band Potawatomi Nation	Joseph Hale Jr.
Red Cliff band of lake Superior Chippewa Indians of Wisconsin	Larry Babler
Sac and Fox Nation of Missouri in Kansas and Nebraska	Jane Nioce
Sac and Fox Nation of Oklahoma	Sandra Massey
Sac and Fox of the Mississippi in Iowa	Honathan Buffalo
City of Janesville	Duane Cherek, Planning Services Manager
City of Janesville	Carl Weber, Director of Public Works
City of Janesville	Tom Presny, Parks Director
City of Janesville	Eric Levitt, City Manger
City of Milton	Jerry Schuetz, City Administrator
Rock County Planning and Development	Paul Benjamin, Director
WisDOT - Southwest Region	Franklin Marcos
FHWA	Dave Jolicoeur, Planning Liaison

All comments received via email or mail were compiled and delivered to the Technical Advisory Committee as part of the agenda packet for the January 4, 2011 meeting. Members of the Technical Advisory Committee were also sent the environmental consultation packet. Minutes from the January 4th meeting are located in Appendix B.

December 9, 2010
2005-2035 Janesville MPO LRTP

Terry Nolan
18 N Jackson Street
PO Box 5005
Janesville, WI 53547-5005

Dear Terry Nolan:

Thank you for the opportunity to comment on the Janesville MPO Long Range Transportation Plan. There are two items specifically that have garnered my attention.

Firstly, map number 1 Road Projects Recommended or Committed indicates a committed East-West grade separation study under I-39/90 between Racine Street and Avalon Road. This study is indicated on the map only with no supporting text. Without supporting text it appears that the map is in error and must be corrected. If you have meeting minutes that indicate an omission in text, please forward them to me. Nothing in the LaPrairie long-range land use plan supports the need for any road additions at that location.

Secondly, project number 72, an east Janesville by-pass on Milton–Shopiere road would cause an increase in local- vs. through-traffic conflict in the Town of LaPrairie. Town residents have indicated repeatedly a desire to maintain our rural economic base and lifestyle. Mixing through traffic with local and agricultural traffic does not support that goal, nor does it promote the safety of our residents or the traveling public. A by-pass on that alignment would dump unwanted traffic into our community on our Town roads, affecting all of our residents who live and work in this immediate area and beyond. All Town roads are essential for farm-to-field and field-to-farm trips. Town roads that traverse the length of the Town, as does Milton-Shopiere, have added importance as farm-to-market routes. It is paramount to remember that agriculture works best and most efficiently with some degree of isolation.

I would ask that you enter these comments into your LRTP public record. Again, thank you for the opportunity to comment.

Sincerely,

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

Allan Arndt
TWN LaPrairie Supervisor

December 15, 2010

Terry Nolan
Janesville Area Metropolitan Planning Organization
18 N Jackson
Janesville WI

Terry,

I have a few concerns in regard to the Janesville Area Long Range Transportation Plan (LRTP). I hope you would consider my freight rail comments at the last MPO meeting as part of my opportunity to address areas of concern. Janesville has a collection of heavily used rail systems that will affect traffic flow and emergency response time within and outside the city. If we do not recognize and plan for these rail traffic delays then we have failed to completely plan our infrastructure needs and improvements. By completely omitting the mention of existing rail infrastructure and rail traffic patterns we send a message to future planners for this city that the rail does not exist.

As vice-chair for the Wisconsin River Rail Transit Commission and the Pecatonica Rail Transit Commission I would be happy to answer any question that you may have about the two publicly owned rail corridors that meet within the city of Janesville.

Sincerely

Alan Sweeney
Rock County Board

Town of La Prairie
Rock County
6215 E. Creek Rd
Janesville, WI 53546



Chairperson

Michael Saunders
5601 E. Elm Drive
PO Box 98
Avalon, WI 53505
608-756-2652

December 14, 2010

Supervisors

Allan Arndt
2525 E. Woodman Rd
Janesville, WI 53546
608-754-6350

Terry Nolan
MPO Coordinator
Janesville Area Metropolitan Planning Organization
Community Development Department
18 North Jackson Street
Janesville, WI 53545

John Lader
3909 Wyoming Ct.
Janesville, WI 53546
608-754-3474

RE: Preparation of the 2011-2016 Janesville Area MPO

Dear Miss Nolan:

Archie Morton, Jr
6337 E. Avalon Rd
Janesville, WI 53546
608-754-2012

As chair of the Town of LaPrairie, I feel the proposed bridge/underpass onto LaPrairie from the west under I-90 does not satisfy any needs nor goals in our 2030 Smart Growth Plan. Any farm land destroyed and roads built through our food-industry corridor only makes economic usage in the agriculture sector more complicated.

Jeff Waller
3136 Milton-Shopiere Rd
Janesville, WI 53546
608-755-1644

Likewise, any widening of Milton-Shopiere Road at a later date is not a long term plan but rather a misuse of a resource which can better be addressed by urban traffic flow patterns.

Clerk

LaGena Crawford
6215 East Creek Rd
Janesville, WI 53546
608-364-0142

The goal of any MPO improvement should be the maintaining of existing business to build upon rather than a pell mell building for ribbon cuttings/cuttings which bring about economic loss costs to our vegetable, mint, and fungible grain producers, and processors in both communities.

Treasurer

Scot Krebs
3909 E. County Rd. J
Beloit, WI 53511
608-754-9167

Building Inspector

Robert Buchanan
6324 East Avalon Rd
Janesville, WI 53546
608-758-5439

Assessor

Dan McHugh, Jr
2334 Butlin Dr
Beloit, WI 53511
608-364-1916

Sincerely,

Michael J. Saunders



DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
ARMY CORPS OF ENGINEERS CENTRE
180 FIFTH STREET EAST, SUITE 700
ST. PAUL MN 55101-1678

REPLY TO
ATTENTION

Operations

Regulatory (2010-04979-SLM)

November 24, 2010

Ms. Terry Nolan – MPO Coordinator
Janesville MPO, Municipal Building
18 N. Jackson Street
P.O. Box 5005
Janesville, Wisconsin 53547-5005

Dear Ms. Nolan:

This letter is in response to your request for comments on the proposed 2011 update to the Janesville Area Long Range Transportation Plan (LRTP). Consultation with the Corps of Engineers is requested as part of the MPO's compliance with SAFETEA-LU. It is our opinion that early consultation will streamline future efforts by linking transportation planning with subsequent National Environmental Policy Act (NEPA) processes.

We believe that implementation of a portion of the projects identified in the LRTP will require a Clean Water Act Section 404 (Section 404) permit for work in waters of the U.S. The Corps of Engineers administers Section 404 and as such will need to comply with the National Environmental Policy Act (NEPA) in processing the permit application for the proposed project. As you know, NEPA requires that Federal agencies consider the environmental consequences of an undertaking, including an analysis of direct, indirect, and cumulative effects.

If any proposed projects within the LRTP study area involve deposition of dredged or fill material into waters of the United States, including discharges associated with mechanical land clearing, they may be subject to the Corps of Engineers' jurisdiction under Section 404. Waters of the United States include navigable waters, their tributaries, and many wetlands (33 CFR § 328.3). We recommend that the wetland/waterway maps utilized in the LRTP be routinely updated to maintain the best information available.

Clean Water Act guidelines (40 CFR § 230) require the Corps to evaluate each proposal and authorize the alternative determined to be the least environmentally damaging practicable alternative (LEDPA). This evaluation incorporates demonstration of wetland avoidance, minimization, and compensation while limiting other significantly adverse environmental consequences. Information about the Corps permitting process can be obtained online at <http://www.mvp.usace.army.mil/regulatory>.

We request that subsequent evaluation and design of the proposed projects be coordinated with our agency so we may ensure that compliance with NEPA and the Section 404 guidelines are satisfactorily completed for our agencies needs. Thank you for the opportunity to review and

comment on the 2011 update to the LRTP. If you have any questions, please contact Stacy Marshall in our Waukesha office at (262) 547-3064. In any correspondence or inquiries, please refer to the Regulatory number shown above.

Sincerely,

A handwritten signature in black ink, appearing to read "Stacy Marshall", written in a cursive style.

For
Tamara E. Cameron
Chief, Regulatory Branch

Copy furnished via email: WDOT – Mark Vesperman
WDNR – Craig Webster

Response by Mark Vesperman to November 24, 2010 letter from Stacy Marshall, Army Corps of Engineers

Stacy,

The bike path project being proposed on the east side of Milton will be constructed with the highway 26 bypass and will be located within the highway 26 corridor. I reviewed the highway 26 corridor in this area and there are no waterways or wetlands(wetland investigation and delineation was done in 2009).

Mark Vesperman
Project Manager
WisDOT, SW Region/Madison office

12/15/2010 email from Russ Anderson, WI Department of Natural Resources

Terry, thank you for the opportunity to review the Long Range Transportation Plan that your agency has developed. We have no specific comments at this time. When plans are developed for designing these roadways, please contact us again and we will be happy to work with you on environmental matters that will arise.

Russ

* Russ Anderson
Environmental Analysis & Review Program Supervisor, South Central Region
Wisconsin Department of Natural Resources
3911 Fish Hatchery Road
Fitchburg, WI 53711
(*) phone: (608) 275-3467
(*) fax: (608) 275-3338

12/15/2010 email from Paul Benjamin, Rock County Planning Director

Terry,

Thank you for providing me with a copy of the 2005-2035 Long Range Transportation Plan Executive Summary and the accompanying maps. I have a few comments that I will submit now and look forward to discuss at them at the January 4, 2010 TAC meeting.

The first comment I have has to do with the complete absence of any discussion of rail transportation in the LRTP. It's a curious omission given the presence of both the Union Pacific and the Wisconsin Southern (WSOR) in Janesville and in Rock County. Rock County has more WSOR trackage than any county in Wisconsin, with the exception of Dane County.

I've asked our Economic Development Coordinator, James Otterstein, to review the LRTP. Here are his comments.

The LRTP approved / written by the MPO is intended to address the area's entire transportation system's efficiencies, effectiveness and safety related concerns. However, it appears as though the priority has been placed on roads and bicycle connections as they relate to growth sectors. Virtually no mention of railroads exists, except for the courtesy freight references.

Freight related issues extend well beyond the road network, which is why the WSOR has been investing millions of dollars to upgrade various track segments throughout SC WI - with a hefty bill tagged for Rock County improvements. The amount of freight volume, as well as its velocity, has changed dramatically and it will likely continue to increase as the demands for bulk commodities and other specialized raw materials rise.

Approximately 25% of all the econ development projects that surface through my office have a rail component. While there are rail served properties available, many of these reside outside Janesville. Historically, the City's rail relationship was anchored and driven by GM. Today, that relationship no longer exists and Janesville has become known as a location with a very lean rail property portfolio. Whether by design or default, this is a trend that will continue unless the City actively makes rail corridor preservation a priority.

WSOR has longer term plans to extend its lines along unused track all the way to Gratiot in Lafayette County and then to Shullsburg, from Gratiot to Darlington, Calamine, Belmont and perhaps even to Mineral Point. This line of newly re-utilized track will come through Monroe and from there to Janesville. WSOR has been active in restoring track within its system including in the line between Milton and Madison. WSOR has reported that in the past five years, 24 new industries have located near or along Wisconsin's public railroad system and there are 11 other large-scale industries in the planning stages of becoming rail-served. Included in these new industries are Cargill Feeds and United Ethanol in Milton

and Elk Industries in Edgerton. Forty per cent of the Wisconsin Southern's tonnage comes from hauling grain. This facility to ship by rail benefits Rock County farmers and that in turn benefits Janesville.

To the northwest of Janesville, two communities, the Village of Oregon and the City of Fitchburg own 15 miles of rail line between the Dane County Regional Airport and Brooklyn. They see large economic benefits from the redevelopment of that rail line for rail transportation. That line connects with Evansville in Rock County and thence to Janesville over Union Pacific track. Important in their thinking is revitalizing the link to Janesville. We have a confluence of rails into Janesville. We ought to take advantage of it.

Given this enthusiastic expansion of freight-rail service in the region, it behooves the Janesville Area MPO to consider the economic benefits that this will bring to the city. Beyond that, our neighbor to the north, Dane County, has formed a Regional Transit Commission with interests in rail transit. Given the numbers of commuters plying highways US 14 and I-90 between Janesville and Madison, if we can restore track for freight purposes between Madison and Janesville, we might consider passenger rail again.

The other comments I have to do with proposed projects to the east through the T. of La Prairie. I do not understand the purpose of either the underpass (on Pearl, on think) into the T. of La Prairie nor do I understand an interest in widening Milton-Shopiere. The net effect of these activities plus a by-pass further east into the T. of La Prairie would serve to isolate agriculture in the town to an important ag related industry, Seneca Foods. Seneca Foods is one of the largest private employers in Janesville and they depend on the rich harvests off the land in the T. of La Prairie to sustain themselves as one of the most important locations in the company. They have optimal location for transportation of their products and they are able to reap additional economies through the irrigation of neighboring farmlands with the "wash water" they've used to wash the vegetables before they're canned and shipped. One would think it would be in the interests of the City of Janesville to protect these lands, Seneca Foods, and similar ag related industries.

If you have any questions, please do not hesitate to call me at 608-757-5583.

Sincerely,

Paul Benjamin



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Green Bay ES Field Office
2661 Scott Tower Drive
New Franken, Wisconsin 54229-9565
Telephone 920/866-1717
FAX 920/866-1710

December 16, 2010

Mr. Terry Nolan
City of Janesville
18 N. Jackson St., P.O. Box 5005
Janesville, Wisconsin 53547-5005

re: Janesville Area MPO LRTP
Rock County, Wisconsin

Dear Mr. Nolan:

The U.S. Fish and Wildlife Service (Service) has received your letter dated November 15, 2010, requesting comments on the subject plan. The project entails the update of the Janesville MPO Long Range Transportation Plan in Rock County, Wisconsin. Our comments follow.

Federally-Listed Species, Candidate Species, and Critical Habitat

Prairie bush clover, a federally threatened plant species occurs within the project area. Prairie bush clover is found within tall grass prairie habitat. Please consult with our office for more specific recommendations for any projects that occur near prairie habitat.

Wetland Mitigation

The MPO project area may include wetlands. In refining and selecting future project alternatives, efforts should be made to select an alternative that does not adversely impact wetlands. If no other alternative is feasible and it is clearly demonstrated that project construction resulting in wetland disturbance or loss cannot be avoided, a wetland mitigation plan should be developed that identifies measures proposed to minimize adverse impacts and replace lost wetland habitat values and other wetland functions and values. Any project that impacts wetlands or waterways, including seasonally ephemeral and intermittent streams, should include design features such as culverts to retain hydrological connection between areas fragmented by the project.

We appreciate the opportunity to respond. Questions pertaining to these comments can be directed to Ms. Jill Utrup at 920-866-1734.

Sincerely,

Petsy M. Galbraith

for

Louise Clemency
Field Supervisor