

# ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation  
DT2094 12/2013

## BASIC SHEET 1 - PROJECT SUMMARY

Project ID 3080-10-01	Project Termini From 1-39/90 To County N	Funding Sources (check all that apply) <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local								
Construction ID NA (no construction programmed)		Estimated Project Cost and Funding Source (state and/or federal). Year of Expenditure (YOE) dollars include delivery cost. \$74 million								
Route Designation (if applicable) US 12/18	Nearest Community Madison, Cottage Grove, McFarland	Real Estate Acquisition Portion of Estimated Cost (YOE) \$10 million								
National Highway System (NHS) Route <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Utility Relocation Portion of Estimated Cost (YOE) To be determined during final design								
Project Title US 12/18 Freeway Conversion Study	Section / Township / Range 24,29,30,31,32/T7N/R10E 19,29,30,31/T7N/R11E									
County Dane		<table border="1"> <tr> <th>Right of Way Acquisition</th> <th>Acres</th> </tr> <tr> <td>Fee</td> <td>117.49</td> </tr> <tr> <td>TLE</td> <td>To be determined</td> </tr> <tr> <td>PLE</td> <td>To be determined</td> </tr> </table>	Right of Way Acquisition	Acres	Fee	117.49	TLE	To be determined	PLE	To be determined
Right of Way Acquisition	Acres									
Fee	117.49									
TLE	To be determined									
PLE	To be determined									
Bridge Number(s) (if applicable) B-13-197, C-13-59, C-13-123, C-13-102, B-13-496	Scheduled start date - m/d/yyyy (Operational Planning Meeting (OPM) or Scoping Meeting) June 18, 2012									

Functional Classification of Existing Route (FDM 3-5-2)	Urban	Rural
Freeway/Expressway	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Principal Arterial	<input type="checkbox"/>	<input type="checkbox"/>
Minor Arterial	<input type="checkbox"/>	<input type="checkbox"/>
Major Collector	<input type="checkbox"/>	<input type="checkbox"/>
Minor Collector	<input type="checkbox"/>	<input type="checkbox"/>
Collector	<input type="checkbox"/>	<input type="checkbox"/>
Local	<input type="checkbox"/>	<input type="checkbox"/>
No Functional Class	<input type="checkbox"/>	<input type="checkbox"/>

WisDOT Project Classification (FDM 3-5-2)	
Resurfacing	<input type="checkbox"/>
Pavement Replacement	<input type="checkbox"/>
Reconditioning	<input type="checkbox"/>
Expansion	<input type="checkbox"/>
Bridge Rehabilitation	<input type="checkbox"/>
Bridge Replacement	<input type="checkbox"/>
"Majors" Project (there are both state and federal majors)	<input type="checkbox"/>
SHRM	<input type="checkbox"/>
Reconstruction	<input type="checkbox"/>
Preventive Maintenance	<input type="checkbox"/>
Safety	<input type="checkbox"/>
Other - Describe: Corridor Study/Freeway Conversion	<input checked="" type="checkbox"/>

- FHWA Draft Categorical Exclusion (CE), Draft Type 2cWisDOT Draft Environmental Report (ER). No significant impacts indicated by initial assessment.
- FHWA Final Categorical Exclusion (CE), Type 2cWisDOT Final Environmental Report (ER). No significant impacts will occur.
- FHWA Environmental Assessment (EA), Type 3WisDOT Environmental Assessment (EA). No significant impacts indicated by initial assessment.

*Matthew Dan Dane Partners* 11/9/15 Supervisor (Signature - Company/Organization) (Date - m/d/yy) (Title)  
*John W. Hubbs* 11/10/15 (Signature - Director, Bureau of Technical Services) (Date - m/d/yy)  
*Vincent A. P. WisDOT* 11/11/15 Project Manager (Signature - Company/Organization) (Date - m/d/yy) (Title)  
*John W. Hubbs* 11/10/15 Field OPS Eng (Signature) (Date - m/d/yy) (Title)  
 Region  Aeronautics  Rails & Harbors  FHWA  FAA  FTA  FRA

After reviewing and addressing substantive public comments, updating the Environmental Assessment (EA) and coordinating with other agencies, it is determined this action:

- Will NOT significantly affect the quality of the human environment. This document is a Final Categorical Exclusion / Final Environmental Report.
- Will NOT significantly affect the quality of the human environment. This document is a Finding of No Significant Impact (FONSI).
- Has potential to significantly affect the quality of the human environment. Draft Environmental Impact Statement (EIS) required.

PREPARER

*Matthew Dan Dane Partners* 5/9/16 Supervisor (Signature - Company/Organization) (Date - m/d/yy) (Title)  
*John W. Hubbs* 5/18/16 (Signature - Director, Bureau of Technical Services) (Date - m/d/yy)  
*Vincent A. P. WisDOT* 5/12/16 Project Manager (Signature - Company/Organization) (Date - m/d/yy) (Title)  
*John W. Hubbs* 5/18/16 Field OPS Eng (Signature) (Date - m/d/yy) (Title)  
 Region  Aeronautics  Rails & Harbors  FHWA  FAA  FTA  FRA

*John W. Hubbs*

Alternative US 12/18 Corridor – West Alt 4 & East Alt 3	Total Length of Center Line of Existing Roadway 3.5 miles Length of This Alternative 3.5 miles
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**1. Date(s) of Public Notice:** December 7, 2015 to January 10, 2016

The Notice of Availability (NOA) was published in the Wisconsin State Journal, The Herald-Independent (Cottage Grove), The McFarland Thistle on the following respective dates:

- December 7, 2015
- December 10, 2015
- December 10, 2015

**2. In: (Name of Newspaper):** The NOA was published in the newspapers as referenced in #1 above. Copies of the NOA publications are included as Attachment 1.

**3. Dates Environmental Assessment made available to public:**

**From:** December 10, 2015

**To:** January 10, 2016

**4. Public Hearing:**

- Was not required, explain: \_\_\_\_\_
- Opportunity was given but no hearing was held.
  - No requests for a public hearing were received.
  - Requests for a public hearing were not substantial.
- Was held on \_\_\_\_\_

**5. Summarize comments from the Public Hearing and Public Notice of Availability. Characterize public support or opposition to the project. Include a summary of the changes to the environmental document and the project resulting from comments:** (Note: Alternatives proposed by the public and subsequently rejected should be identified and the reasons for rejecting them included.)

US Environmental Protection Agency (EPA)

During the EA public review period, US EPA submitted a letter on 1/6/16. See Attachment 2. Below is a summary of comments and responses.

*Comment #1:* US EPA recommends that the final EA state whether or not the proposed stormwater infrastructure capacity is capable of managing the stormwater volume associated with 100-year and 500-year storm events.

*Response #1:* No construction activities are proposed in conjunction with this study. A future environmental document will address this comment at that time.

*Comment #2:* US EPA recommends emissions from internal combustion construction equipment and vehicles be reduced to the maximum extent possible during the construction phase of the project. US EPA included a checklist of diesel reduction best management practices.

*Response #2:* No construction activities are proposed in conjunction with this study. A future environmental document will address this comment at that time. Additionally, as stated on Basic Sheet 4 of this Environmental Assessment, WisDOT Standard Specifications 107.8(6), which includes compliance language for adhering to local ordinances governing the hours for operation of construction equipment, and 108.7.1, which includes language ensuring that the construction

equipment does not harm the roadway, pavements, structures, adjacent property owners, workers or the public, will be applied for any future construction phase.

### City of Madison

During the EA public review period, the City of Madison submitted a letter from Mayor Paul Soglin on 1/6/16. See Attachment 3. Below is a summary of comments and responses.

*Comment #1:* The City of Madison strongly supports the recommended West Section Alternative 4 for the following reasons: minimizes impacts to Yahara Hills Golf Course, maintains a two-way frontage road for accessibility to the Parks Division property and other development, provides adequate traffic infrastructure capacity to accommodate high volumes of traffic projected in the future with growth and development in this area.

*Response #1:* West Section Alternative 4 is the recommended west section alternative.

*Comment #2:* The City of Madison would also like to explore a range of additional transportation system improvements in the area that will improve safety, access and circulation to ensure orderly growth and development throughout the southeast side of the City. The following are a list of plans/proposals that the City has indicated will impact the transportation system in this area:

- Yahara Hills Neighborhood Development Plan
- Ho-Chunk Nation development proposal
- City Parks Division changes in use

*Response #2:* The proposed concepts of the recommended alternative meet current design standards and are based on traffic volumes and future plans available at the time of the study. A future environmental document will utilize updated traffic volumes at that time which could include the Environmental Impact Statement (EIS) being prepared for the adjacent I-39 Beltline Interchange project. Coordination with both the Ho-Chunk Nation and the City of Madison will be continued with future projects.

*Comment #3:* The City supports the Meier Road extension and overpass.

*Response #3:* The Meier Road Extension and Overpass project (WisDOT ID 5992-10-02) is a separate project with a separate environmental document and is not included in this study. This letter and comments will be included in the Meier Road environmental document.

*Comment #4:* Related to the Meier Road crossing, the City urges WisDOT to consider a roundabout at the four-way intersection of Millpond Road and Savannah Road.

*Response #4:* This comment is related to Comment #3. The Meier Road Extension and Overpass project (WisDOT ID 5992-10-02) is a separate project and is not included in this study. This letter and comments will be included in the Meier Road environmental document.

### Dane County (Rodefild Landfill)

During the EA public review period, Dane County contacted WisDOT and scheduled a follow-up meeting. See Attachment 4. Below is a summary of comments and responses.

John Welch (Dane County) telephone conversation with Craig Pringle (WisDOT) – 1/8/16

John Welch (Dane County) spoke with Craig Pringle on 1/8/16. John was concerned that this study does not contain any language specific to the future access to the Dane County Rodefild Landfill. Craig and John had agreed that this future access would come via new Meier Road on the west end of their landfill as part of that future project (WisDOT ID 5992-10-02).

WisDOT meeting with Dane County (Rodefild Landfill Access) - 3/18/2016

*Comment #1:* Approximately 90% of traffic coming into the landfill comes from Madison so it is important to Dane County that the eastbound left turn into the landfill is maintained as long as possible.

*Response #1:* WisDOT is looking at near and mid-term alternatives along US 12/18 between I-39 and County AB. These safety improvement alternatives could potentially be implemented prior to the freeway conversion and may or may not impact access to the landfill. Coordination with Dane County regarding access will be required for any future near or mid-term alternatives on US 12/18.

*Comment #2:* Previously, Dane County has said they wanted to maintain access at the west end of the landfill; however, they believe that the proposed alternatives would negatively impact their customers' access and travel times to the site if the entrance remains on the west end. Because of these impacts, Dane County prefers direct access to and from County AB over the alternatives currently being proposed. Dane County has indicated that they cannot lose full access to the entrance that they currently have along US 12/18 without having a new full access entrance at County AB.

*Response #2:* The recommended alternative included with this study provides access to County AB from the area to the west along Femrite Drive and Luds Lane. Access to the Dane County property could be tied into one or both of those roads. However, no construction activities are proposed in conjunction with this study. A future environmental document will address this comment at that time.

*Comment #3:* Dane County believes it will be less expensive for WisDOT to relocate their scales and provide a new scale house off of County AB than to build a long access road from the proposed new Meier Road extension (WisDOT ID 5992-10-02). In their current location, trucks need to approach the scales from the southeast in order to be properly aligned. A new long access road would need to be designed to accommodate this approach and a high volume of heavy truck traffic. The parking lot area of the former Bill Kettle Park (now owned by Dane County) would likely be their preferred side to relocate the scales.

*Response #3:* The Meier Road Extension and Overpass project (WisDOT ID 5992-10-02) is a separate project with a separate environmental document and is not included in this study. This letter and comments will be included in the Meier Road environmental document.

*Comment #4:* Dane County has an agreement with the local municipalities that their garbage trucks cannot use Femrite Drive or County AB to access the landfill unless WisDOT changes their access location.

*Response #4:* With the recommended alternative included in this study, Dane County's access location would be changed. The Meier Road Extension and Overpass project (WisDOT ID 5992-10-02) may include some new access to the Dane County property. These comments will be included in the Meier Road environmental document.

#### Ho-Chunk Nation

After the EA public review period, Ho-Chunk Nation submitted a letter on 2/10/16. See Attachment 5. Below is a summary of comments and responses.

*Comment #1:* The Ho-Chunk Nation has plans to expand their existing gaming facility within the next 1-3 years. Additional development may also include a heritage center, multiuse sports fields, gaming, lodging and retail. They are concerned that insufficient access from US 12/18 could present a major barrier to realizing this development potential.

*Response #1:* Safe and efficient access has been analyzed as part of this study. The recommended West Section Alternative 4 includes a proposed interchange at County AB with an associated two-way frontage to provide access for all residents and business owners in the area, including Ho-Chunk Gaming Madison.

*Comment #2:* The Ho-Chunk Nation has concerns about the current access to their property via Millpond Road. The intersection of US 12/18 and Millpond Road is currently the only access and is considered unsafe. The Ho-Chunk Nation is concerned about the number of crashes cited in this study and they feel with future additional traffic, severe safety concerns would continue to be an issue.

*Response #2:* A Highway Safety Improvement Program (HSIP) project was completed at this intersection in 2015 as an effort to reduce the crash rate. The recommended West Section Alternative 4 of this EA includes access to the Ho-Chunk Gaming Madison property via an interchange at County AB and a two-way frontage road which would remove direct access to US 12/18 from Millpond Road. A second access point would be provided with the Meier Road Extension and Overpass project as discussed above. Any additional interim modifications to this intersection are not part of this study.

*Comment #3:* The Ho-Chunk Nation has concerns regarding the current traffic projections and that they do not adequately account for the future development of the property.

*Response #3:* The proposed concepts of the recommended alternative meet current design standards and are based on the traffic projections and future plans available at the time of this study. A future environmental document will utilize updated traffic volumes at that time, which could include the EIS being prepared for the adjacent I-39 Beltline Interchange project. Coordination with the Ho-Chunk Nation will be continued with future projects.

*Comment #4:* The Ho-Chunk Nation supports the recommended West Section Alternative 4 of US 12/18, however, they have concerns over the amount of traffic that the two-way frontage road between the proposed County AB interchange and their property can handle.

*Response #4:* The proposed concepts of the recommended alternative that include the two-way frontage road meet current design standards and are based on traffic projections and future plans available at the time of this study. A future environmental document will utilize updated traffic volumes for this area which could include the EIS being prepared for the adjacent I-39 Beltline Interchange project. Coordination with the Ho-Chunk Nation will be continued with future projects.

**6. Describe selected alternative:**

- Selected alternative is the same as that described on form DT2094, Environmental Evaluation of Facilities Development Actions.
- Selected alternative is different from that described on form DT2094, Environmental Evaluation of Facilities Development Actions. Explain changes and why another alternative was selected.

## **LIST OF ATTACHMENTS**

### Attachment 1: NOA Publications

Public Notice – Wisconsin State Journal

Public Notice – The Herald Independent

Public Notice – The McFarland Thistle

### Attachment 2: US EPA Letter

### Attachment 3: City of Madison Letter

### Attachment 4: Dane County (Rodefild Landfill) Correspondence

### Attachment 5: Ho-Chunk Nation Letter

# **ATTACHMENT 1**





Since January, holiday cards – and all other mail – sent from Madison no longer carry a Madison cancellation stamp.

# Stamp

Continued from Page A1

82 nationwide.

That means it won't say "Madison" or "Stoughton" or "Pardeeville" on the envelopes that arrive with holiday greetings over the next few weeks, confirmed Robert Sheehan, USPS spokesman in Madison.

"We've gotten some calls from customers expressing their concern," said Sheehan.

"We still do parcels. It's

just that first-class stamp cancellation goes to Milwaukee," he said.

On a normal mailing day, 300,000 stamped, first-class letters are shipped to Milwaukee for cancellation, Sheehan said, but during the holidays that number can range from 400,000 to 900,000.

The only post office in Wisconsin that uses its own cancellation on first-class mail during the holidays is, appropriately, in Rudolph, population 439, in Wood County. That village has

had Rudolph (the Red-Nosed Reindeer) on its cancellation stamp since 1945.

The USPS now allows the post office there, which normally sends its mail to Green Bay to be sorted, to use the special stamp cancellation from Dec. 1 through the holidays, said Rudolph postmaster Becky Trzebiatowski.

"We have to use our old-time canceling machine," she said.

Charles Shoemaker, president of the Badger Stamp Club, said collectors today are more interested in items from the 1850s to the 1940s, "though 50 years from now, anyone looking for a Madison cancellation is going to have a hard time

finding one."

Like many stamp clubs, the Badger Stamp Club is allowed its own stamp imprint, a commemorative cancel, for one day at its annual show, April 10.

Rudolph is the only post office in Wisconsin to get special stamp privileges in connection with the holidays, but there are several in the United States. There is even another Rudolph, in Ohio, that has a special "Reindeer Station" cancellation through Dec. 24.

Ten post offices are allowed to use a "Charlie Brown Christmas" imprint, and the post office in Angelica, New York, is allowed to use an angel cancellation on one day, Dec. 4.

## State of Wisconsin Legal Notices

Reasonable accommodation, including the provision of informational material in an alternate format, will be provided for qualified individuals with disabilities upon request. <http://www.madison.com>

**Regular Meeting of the Board of Trustees**  
**Wednesday, December 9, 2015**  
**STATE OF WISCONSIN INVESTMENT BOARD**  
**Offices of the Wisconsin Investment Board**  
 121 East Wilson Street  
 Madison, Wisconsin  
**Board Room**  
**(Conclusion of Strategic Planning and Corporate Governance Meeting, approximately 11:30 a.m.)**  
**OPEN SESSION**  
**1. Open Session Minutes of November 18, 2015**  
**2. Committee Reports and Recommended Action for Committee Agendas - Open Session Items**  
 A. Compensation Committee  
 B. Audit Committee  
 C. Strategic Planning and Corporate Governance Committee  
**3. Executive Director's Report**  
**4. Annual Presentation on Performance and Cost Benchmarking**  
 A. Callan Quarterly Report  
 B. 2014 Cost Effectiveness  
 C. Staff Presentation  
**5. Investment Performance**  
 A. Preliminary Asset Allocation Summary and Portfolio Performance Evaluation Update (November 30, 2015)  
 B. Asset Allocation Summary and Portfolio Performance Evaluation (October 31, 2015)  
**6. Investment Committee Open Session Business**  
 A. Approved Open Session Minutes of October 30, 2015 Meeting  
 B. Final Open Session Agendas for November 24, 2015 Meeting and Draft Open Session Agendas for December 18, 2015 and January 26, 2016 Meetings  
**7. In the Absence of Questions, the Following Report will be Filed Without Comment:**  
 A. Quarterly Report of Charges to Funds - Quarter Ending September 30, 2015  
**8. Asset Allocation Update and Recommendations for 2016**  
**CLOSED SESSION**  
**RECONVENE IN OPEN SESSION**  
**9. Announcements of Board Actions Relating to Items Taken up in Closed Session**  
**10. Asset Allocation Approval for 2016**  
**11. Future Items for Discussion**  
**12. Motion to Adjourn**  
 NOTES: Items may be taken in order other than listed.  
 The meeting site is physically accessible. Upon prior request, reasonable accommodations will be provided.  
 A meeting to go into closed session at this meeting is authorized pursuant to § 19.36 (5) and § 19.85 (1) (c), (e) and (f) of the Wisconsin Statutes to approve closed session minutes; to consider confidential information relating to strategies for the investment of public funds; to hear a report on financial data of specific persons; and to consider performance evaluation and compensation data of individual SWIB employees. The Board may convene in additional closed sessions or announce additional closed session items at the meeting in accordance with the procedure outlined in the Attorney General's Opinion reported at 66 OAG 106 (1977). Whenever a closed session is held, the Board will subsequently reconvene in open session to cover remaining agenda items.  
 PUB. WSJ: December 7, 8, 2015  
 #2383273 WNAJPL

systems (241007690-P25).  
 Minor Source Air Pollution Control Construction Permit No.: 15-RSG-005  
 Significant Air Pollution Control Operation Permit Revision No.: 241007690-P22  
 Significant Air Pollution Control Operation Permit Revision No.: 241007690-P24  
 Air Pollution Control Construction Permit Revision No.: 03-RV-166-R6-P24  
 Significant Air Pollution Control Operation Permit Revision No.: 241007690-P25  
 The Wisconsin Department of Natural Resources issues Air Pollution Control Operation Permits for sources of emissions, as required by chapter NR 407, Wis. Adm. Code, and Title V of the Clean Air Act (Act). The draft operation permit also contains revisions to Title conditions in sections 1.A., 1.B., and 1.C. of the draft permit.  
**Application Review.**  
 DNR has made a preliminary determination that the application(s) meets state and federal air pollution control requirements and that the permit should be approved. You can review the permit application(s), the DNR's analysis and draft permit(s) prepared by the DNR at the Department of Natural Resources Bureau of Air Management Headquarters, Seventh Floor, 101 South Webster Street, Madison, Wisconsin, 53703; Southeast Region Headquarters, 2300 North Dr. Martin Luther King Jr. Drive, Milwaukee, WI 53212-3128, tel. (414) 263-8554; or contact Tom Zelinski at (414) 263-8577 or by e-mail at tom.zelinski@dnr.wisconsin.gov. This information is also available for downloading from the Internet at <http://dnr.wi.gov/topic/AirPermits/Search.html>.  
 This is a preliminary determination and does not constitute a final approval from the Air Management Program or any other DNR services which may also require review of the project.  
**Public Comments.**  
 Interested persons wishing to submit written comments on the application or DNR's review of it or wishing to request a public hearing should do so within 30 days of publication of this notice. Posting and Public Comment Deadlines dates can also be found on "Air permit public notices" web page located at [http://dnr.wi.gov/class/am/amexternal/public\\_notices.aspx](http://dnr.wi.gov/class/am/amexternal/public_notices.aspx). Comments or request for hearing should be sent to:

Wisconsin Department of Natural Resources, Southeast Region Headquarters, 2300 North Dr. Martin Luther King Jr. Drive, Milwaukee, WI 53212-3128. Attn: Tom Zelinski.  
 If a hearing is requested, the requester shall indicate their interest in the permit and the reasons why a hearing is warranted. Information on the public commenting and hearing process is available at <http://dnr.wi.gov/topic/AirPermits/Process.html>.  
 All comments received by the DNR at the public hearing, and prior to the close of the comment period, will be considered prior to making a final decision regarding the proposed project. After the close of the public comment period, a final decision will be made on whether to issue or deny the air pollution control permit. Information on the public commenting and hearing process is available at <http://dnr.wi.gov/topic/AirPermits/Process.html>.  
 Reasonable accommodation, including the provision of informational material in an alternate format, will be provided for qualified individuals with disabilities upon request.  
 For part 70 sources, the revised operation permit(s) will not be issued until the United States Environmental Protection Agency (US EPA) has an opportunity for review. After all comments received during the public comment period have been considered, a proposed revised operation permit(s) will be drafted and sent to the US EPA for review. DNR will post the start date of the US EPA review on the Internet at <http://dnr.wi.gov/air/permits/permsearch.html>. Any person may petition the US EPA under 40 CFR §70.8(d) within 60 days after the expiration of US EPA's 45-day review period to make an objection to the operation permit revision. DNR will post the deadline for this petition on the Internet at the above address. Unless the US EPA objects in writing to the issuance of the operation permit revision as proposed within US EPA's 45-day review period, DNR will issue the final operation permit revision(s) as proposed.  
 STATE OF WISCONSIN  
 DEPARTMENT OF NATURAL RESOURCES  
 By: Daniel Schramm /s/ 12/01/2015  
 Daniel Schramm  
 Air Management Supervisor  
 Milwaukee Service Center  
 PUB. WSJ: December 7, 2015  
 #2382938 WNAJPL

**Public Notice of an Air Pollution Permit Application Review**  
**Facility Description.**  
 Wisconsin Electric Power Company DB/A We Energies - Oak Creek Site, located at 11060 S. Chicago Road, Oak Creek, Milwaukee County, Wisconsin, FID 241007690, submitted to the Department of Natural Resources (DNR) a permit application, including plans and specifications for the incorporation of the Consent Decree ("U.S. and MDEQ v Wisconsin Electric Power Company, Civil Action No. 03-C-0371") requirements into a construction permit (15-RSG-005), the revision of an existing construction permit condition (03-RV-166-R6-P24) and the significant revisions of operation permit 241007690-P22 for an existing Electric Power Generation Facility located in Oak Creek, Wisconsin to incorporate the conditions established in construction permit 15-RSG-005 (241007690-P22), to incorporate construction permit revision 03-RV-166-R6-P24 and to implement stand and other requested permit changes (241007690-P24), and to established flowrate parameters (Processes P41 and P43) and to address the operation of the CaBr2 injection

Wisconsin Department of Natural Resources, Southeast Region Headquarters, 2300 North Dr. Martin Luther King Jr. Drive, Milwaukee, WI 53212-3128. Attn: Tom Zelinski.  
 If a hearing is requested, the requester shall indicate their interest in the permit and the reasons why a hearing is warranted. Information on the public commenting and hearing process is available at <http://dnr.wi.gov/topic/AirPermits/Process.html>.  
 All comments received by the DNR at the public hearing, and prior to the close of the comment period, will be considered prior to making a final decision regarding the proposed project. After the close of the public comment period, a final decision will be made on whether to issue or deny the air pollution control permit. Information on the public commenting and hearing process is available at <http://dnr.wi.gov/topic/AirPermits/Process.html>.  
 Reasonable accommodation, including the provision of informational material in an alternate format, will be provided for qualified individuals with disabilities upon request.  
 For part 70 sources, the revised operation permit(s) will not be issued until the United States Environmental Protection Agency (US EPA) has an opportunity for review. After all comments received during the public comment period have been considered, a proposed revised operation permit(s) will be drafted and sent to the US EPA for review. DNR will post the start date of the US EPA review on the Internet at <http://dnr.wi.gov/air/permits/permsearch.html>. Any person may petition the US EPA under 40 CFR §70.8(d) within 60 days after the expiration of US EPA's 45-day review period to make an objection to the operation permit revision. DNR will post the deadline for this petition on the Internet at the above address. Unless the US EPA objects in writing to the issuance of the operation permit revision as proposed within US EPA's 45-day review period, DNR will issue the final operation permit revision(s) as proposed.  
 STATE OF WISCONSIN  
 DEPARTMENT OF NATURAL RESOURCES  
 By: Daniel Schramm /s/ 12/01/2015  
 Daniel Schramm  
 Air Management Supervisor  
 Milwaukee Service Center  
 PUB. WSJ: December 7, 2015  
 #2382938 WNAJPL

**Public Notice of an Air Pollution Permit Application Review**  
**Facility Description.**  
 Wisconsin Electric Power Company DB/A We Energies - Oak Creek Site, located at 11060 S. Chicago Road, Oak Creek, Milwaukee County, Wisconsin, FID 241007690, submitted to the Department of Natural Resources (DNR) a permit application, including plans and specifications for the incorporation of the Consent Decree ("U.S. and MDEQ v Wisconsin Electric Power Company, Civil Action No. 03-C-0371") requirements into a construction permit (15-RSG-005), the revision of an existing construction permit condition (03-RV-166-R6-P24) and the significant revisions of operation permit 241007690-P22 for an existing Electric Power Generation Facility located in Oak Creek, Wisconsin to incorporate the conditions established in construction permit 15-RSG-005 (241007690-P22), to incorporate construction permit revision 03-RV-166-R6-P24 and to implement stand and other requested permit changes (241007690-P24), and to established flowrate parameters (Processes P41 and P43) and to address the operation of the CaBr2 injection

Wisconsin Department of Natural Resources, Southeast Region Headquarters, 2300 North Dr. Martin Luther King Jr. Drive, Milwaukee, WI 53212-3128. Attn: Tom Zelinski.  
 If a hearing is requested, the requester shall indicate their interest in the permit and the reasons why a hearing is warranted. Information on the public commenting and hearing process is available at <http://dnr.wi.gov/topic/AirPermits/Process.html>.  
 All comments received by the DNR at the public hearing, and prior to the close of the comment period, will be considered prior to making a final decision regarding the proposed project. After the close of the public comment period, a final decision will be made on whether to issue or deny the air pollution control permit. Information on the public commenting and hearing process is available at <http://dnr.wi.gov/topic/AirPermits/Process.html>.  
 Reasonable accommodation, including the provision of informational material in an alternate format, will be provided for qualified individuals with disabilities upon request.  
 For part 70 sources, the revised operation permit(s) will not be issued until the United States Environmental Protection Agency (US EPA) has an opportunity for review. After all comments received during the public comment period have been considered, a proposed revised operation permit(s) will be drafted and sent to the US EPA for review. DNR will post the start date of the US EPA review on the Internet at <http://dnr.wi.gov/air/permits/permsearch.html>. Any person may petition the US EPA under 40 CFR §70.8(d) within 60 days after the expiration of US EPA's 45-day review period to make an objection to the operation permit revision. DNR will post the deadline for this petition on the Internet at the above address. Unless the US EPA objects in writing to the issuance of the operation permit revision as proposed within US EPA's 45-day review period, DNR will issue the final operation permit revision(s) as proposed.  
 STATE OF WISCONSIN  
 DEPARTMENT OF NATURAL RESOURCES  
 By: Daniel Schramm /s/ 12/01/2015  
 Daniel Schramm  
 Air Management Supervisor  
 Milwaukee Service Center  
 PUB. WSJ: December 7, 2015  
 #2382938 WNAJPL



## Sports. Now.



**NOTICE OF OPPORTUNITY TO REQUEST A PUBLIC HEARING AND NOTICE OF AVAILABILITY OF THE ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED FREEWAY CONVERSION OF US 12/18 BETWEEN I-39/90 AND COUNTY N DANE COUNTY**

ALL INTERESTED PERSONS are advised of an opportunity to request a public hearing by the Wisconsin Department of Transportation to consider the Environmental Assessment prepared for the freeway conversion of US 12/18 between I-39/90 and County N in Dane County.

The purpose of the Proposed Action is to provide recommendations for the future US 12/18 freeway facility, including potential locations for a new interchange and grade separated crossings, frontage roads, relocated driveway access, and modifications to the local road network. Conversion to a freeway would eliminate direct access to US 12/18.

The need for transportation improvements along US 12/18 is demonstrated through a combination of factors that include:

- Corridor Preservation
- Safety
- Transportation Demand and Capacity
- Relationship to Other Projects
- Roadway Deficiencies

**Corridor Preservation:** Identifying the corridor and roadway network needed for a future freeway facility will help prevent future development from occurring in areas where roadway improvements would occur. Development has already begun to occur east of I-39/90 (especially to the north near Cottage Grove Road (County BB) and Buckeye Road (County AB) and additional development to the east of Madison is likely to occur at some point in the future.

**Safety:** Crash rates were analyzed for the five-year period from January 2007 to December 2011. The crash rate on the mainline of US 12/18 between I-39/90 and County AB is well above the statewide average for similar roadways. The crash rate at the US 12/18 and Millpond Road intersection also exceeds the statewide average for all three categories. Exceeding statewide average crash rates indicates a need for safety improvements.

**Transportation Demand and Capacity:** US 12/18 is a designated connector route in the Wisconsin Department of Transportation (WisDOT) Connections 2030 plan and connects the communities of southeastern Wisconsin and the interstate system. Current traffic volumes along US 12/18 are 16,900 vehicles per day (vpd) west of County AB and 15,000 vpd east of County AB. By the year 2040, traffic volumes are projected to increase to 38,000 vpd west of County AB and 21,400 vpd east of County AB. Roadways with interchanges and no-at-grade access can improve safety and accommodate higher traffic volumes. While the US 12/18 mainline and adjacent side roads are expected to handle increased traffic in the future, the intersections at Millpond Road, County AB, Siggekow Road/Ferrite Drive, and Vilas Road often experience high volumes of traffic which can result in lengthy delays and backups.

Relationship to other projects: This freeway conversion study is adjacent to several other projects and studies in the area. Planned improvements need to be coordinated so that future improvement options are neither precluded nor foreclosed. Adjacent projects and studies include the I-39/90 Expansion Project from the Illinois state line to Madison, the I-39/90 and US 12/18 (Bellini) interchange, the Meier Road extension and overpass of US 12/18 to the east of I-39/90, and the Madison Bellini Study from US 14 in Middleton to County N near Cottage Grove.

**Roadway Deficiencies:** While the current roadway deficiencies are not a driving force for the Preferred Alternative, the roadway profile and intersection geometry must be addressed with any future construction. The current roadway meets standards for a 55 mph posted speed limit with the exception of two vertical curves at the east end of the study limits that are slightly below minimum standards. The US 12/18 and County AB intersection is at an angle that is considered less than desirable and the turn lanes at the Vilas Road intersection have been identified as a potential safety concern.

The Preferred Alternative would construct a full diamond interchange approximately 1,000 feet east of the existing US 12/18 and County AB intersection. A new two-lane frontage road would be constructed on the south side of US 12/18 between Millpond Road and County AB. County AB would be reconstructed on new alignment from approximately Hope Hollow Trail to Ferrite Drive.

The Preferred Alternative also recommends that new bridges be constructed over US 12/18 at Siggekow Road/Ferrite Drive and at Vilas Road. Access to US 12/18 would be removed at both locations. A frontage road network would connect residents, businesses, and agricultural properties to US 12/18. Approximately ten access points would be eliminated along the corridor, including four intersections, four commercial driveways, and two residential driveways.

Study recommendations would allow local development decisions and local plan updates to be consistent with future roadway needs and preserve the ability to upgrade the system and provide connectivity in the future. The Preferred Alternative will also accommodate the development planned by the area municipalities in the planning study area.

**SUPREME COURT OF WISCONSIN**  
 No. 15-03  
**In the Matter of Petition for Amendments to Rules of Professional Conduct for Attorneys**

On June 30, 2015, the State Bar of Wisconsin, by then-President Robert Gagan, filed a rule petition on behalf of the State Bar's Standing Committee on Professional Ethics, seeking to amend to various aspects of Supreme Court Rules Chapter 20, the Rules of Professional Conduct for Attorneys. The petition explains that the proposed amendments primarily reflect American Bar Association ("ABA") Ethics 20/20 amendments to the Model Rules of Professional Conduct that will "assist Wisconsin lawyers with guidance that takes account of the realities of contemporary legal practice," as well as certain other proposed amendments that the petitioners believe would provide enhanced guidance for Wisconsin lawyers.

In view of the scope of the proposed changes and their importance to the practice of law, the court will conduct two public hearings on this petition.

On January 22, 2016, the court will conduct a public hearing on proposed amendments derived from the ABA Model Rules. These include proposed changes to the following rules: SCR 20:1.6 (Confidentiality) (proposed rule requiring that lawyers must make reasonable efforts to safeguard information relating to the representation of clients); SCR 20:1.8 (Duties to prospective client) (proposed amendments to clarify the definition of prospective client and the duties owed to prospective clients); SCR 20:4.4 (Respect for rights of 3rd persons) (proposed amendments to include inadvertently sent electronic information as also requiring prompt notification of sender upon receipt); SCR 20:5.5 (Unauthorized practice of law, multijurisdictional practice of law) (proposed amendments to clarify that lawyers who are not admitted in Wisconsin but who practice for the federal government or practice federal law are not prohibited from establishing a systematic and continuous presence in Wisconsin); and adoption of SCR 20:5.8 (Responsibilities regarding law-related services).

These also include proposed changes to comments to the following rules: SCR 1:0 (Terminology); SCR 20:1.1 (Competence); SCR 20:1.4 (Communication); 20:1.6 (Confidentiality); SCR 20:1.7 (Sale of a law practice); SCR 20:1.18 (Duties to prospective client); SCR 20:4.4 (Respect for rights of 3rd persons); SCR 20:5.3 (Responsibilities regarding nonlawyer assistants); SCR 20:7.1 (Communications concerning a lawyer's services); SCR 20:7.2 (Advertising); and SCR 20:7.3 (Direct contact with prospective clients).

On February 23, 2016, the court will conduct a public hearing on proposed changes that were not part of or differ from the ABA Model Rule changes. These include proposed amendments to the following rules: SCR 20:1.6 (Confidentiality) (reconformation of a rule to permit disclosure of limited information about the identities of clients and matters to detect and resolve conflicts without limitation as to circumstance); SCR 20:4.4 (Respect for rights of 3rd persons) (proposed rule to impose a duty to cease review and abide by sender's instructions when a lawyer receives an inadvertently sent document that is subject to lawyer-client privilege or work product protection); and SCR 20:5.7 (Limited liability legal practice) (proposed amendments to clarify that lawyers who are otherwise authorized to practice in Wisconsin may practice in firms organized under SCR 20:5.7). These also include proposed changes to the comments to the following rules: SCR 20:1.8 (Conflict of interest; prohibited transactions); and SCR 20:5.5 (Unauthorized practice of law; multijurisdictional practice of law).

IT IS ORDERED that a public hearing on the petition shall be held in the Supreme Court Room in the State Capitol, Madison, Wisconsin, on Friday, January 22, 2016, at 9:30 a.m.

IT IS FURTHER ORDERED that a second public hearing on the petition shall be held in the Supreme Court Room in the State Capitol, Madison, Wisconsin, on Tuesday, February 23, 2016, at 9:30 a.m.

IT IS FURTHER ORDERED that the court's conferences in the matter may be held promptly following the public hearings.

IT IS FURTHER ORDERED that notice of the hearings be given by a publication of a copy of the order together with the petition in the official state newspaper once each week for three consecutive weeks, and in an official publication of the State Bar of Wisconsin not more than 60 days nor less than 30 days before the date of the hearings, respectively.

IT IS FURTHER ORDERED that the full text of the proposed rules, including changes, if any, in existing rules, shall be placed on the Internet site maintained by the director of state courts for the supreme court. See [www.wicourts.gov](http://www.wicourts.gov).

Dated at Madison, Wisconsin, this 20th day of November, 2015.

BY THE COURT:  
 /s/ Diane M. Fremgen  
 Clerk of Supreme Court

STATE OF WISCONSIN  
 SUPREME COURT OF WISCONSIN

**In the Matter of Petition For Amendments to Rules of Professional Conduct for Attorneys**

TO: Chief Justice Patience D. Roggensack  
 Justice Shirley S. Abrahamson  
 Justice Ann Walsh Bradley  
 Justice N. Patrick Crooks  
 Justice David T. Prosser, Jr.  
 Justice Annette Kingsland Ziegler  
 Justice Michael J. Gableman

Filed with the Clerk of Court Diane Fremgen Clerk of Supreme Court  
 110 E. Main Street Suite 215 Madison, WI 53703

The State Bar of Wisconsin hereby petitions the Supreme Court of Wisconsin for an order establishing and amending the following rules and comments in Supreme Court Rules Chapter 20:

1. SCR 20:1.0(g) and ABA Comment [9] to SCR 20:1.0;
2. ABA Comment [6], [7] and [8] to SCR 20:1.1;
3. ABA Comment [4] to SCR 20:1.4;
4. SCR 20:1.6, Wisconsin Committee Comment, and ABA Comment to [13]-[20] to SCR 20:1.6;
5. Wisconsin Committee Comment to SCR 20:1.8;
6. ABA Comment [7] to SCR 20:1.17;
7. SCR 20:1.18 and ABA Comment [1], [2], [4] and [5] to SCR 20:1.18;
8. SCR 20:4.4, Wisconsin Committee Comment, and ABA Comment [2] and [3] to SCR 20:4.4;
9. SCR 20:5.3 and ABA Comment [1], [2], [3] and [4] to SCR 20:5.3;
10. SCR 20:5.5 and ABA Comment [1], [4], [18] and [21] to SCR 20:5.5;
11. SCR 20:5.7 (a)(1) and (d);
12. SCR 20:5.8;
13. ABA Comment [3] to SCR 20:7.1;
14. ABA Comment [1], [2], [3], [5], [6] and [7] to SCR 20:7.2; and
15. SCR 20:7.3 and ABA Comment [1]-[9] to SCR 20:7.3.

Petitioner submits Appendix A, Supporting Memorandum, and Cover Sheet in support of this request.

Respectfully submitted this 23 day of June, 2015.

/s/ Robert R. Gagan  
 President  
 State Bar of Wisconsin  
 State Bar No. 1034106

PUB. WSJ: December 7, 14 and 21, 2015  
 #2382887 WNAJPL

The US 12/18 Freeway Conversion Plan and Environmental Assessment is a planning action to identify the required improvements. No construction activities are planned at this time and no property will be acquired. However, because of the higher traffic volumes and potential development, the section between I-39/90 and County AB would likely see improvements before the section between County AB and County N.

Further information concerning the proposed improvement is available at the department's Southwest Region Office in Madison, Wisconsin, at the address below. Information can also be viewed online at <http://wisconsindot.gov/Pages/projects/by-region/sw1218conv/default.aspx>.

A public hearing pertaining to the Environmental Assessment prepared for the Proposed Action may be requested by individuals to whom the proposed project is of significant concern. The hearing request should indicate the concerns and reasons why a hearing is requested.

Before making a request for a public hearing, persons are encouraged to contact the WisDOT Project Manager listed below to express their views and discuss those aspects of the proposal that are of concern.

A request for a public hearing may be made by submitting a written request via U.S. mail to the WisDOT Project Manager on or before January 10, 2016.

If a hearing is held, it will consider the general location and design aspects of the proposed freeway conversion of US 12/18 along with associated social, economic, and environmental impacts and effects; and whether the improvement is or is not in the public interest and consistent with the goals and objectives of area planning.

If a hearing is held, notice of the time and place of the hearing will be published in area newspapers.

It is anticipated that the relocation of one (1) residence and one (1) business would occur as a result of the Proposed Action. Any person who feels that they may be thus affected by the Proposed Action may obtain relocation assistance information at the WisDOT Southwest Region Office, (608) 246-3800.

ALL INTERESTED PERSONS are further notified of the availability of an Environmental Assessment of the proposal's impacts and effects which has been prepared and filed according to the State and National Environmental Policy Acts. This document indicates that no significant environmental impacts are anticipated to occur as a result of the Proposed Action. The Environmental Assessment is available for inspection and copying at the following locations:

**Wisconsin Department of Transportation  
 Southwest Region Office**  
 2101 Wright Street  
 Madison, WI 53704-2583

**Cottage Grove Town Hall/Office**  
 4058 County Road N  
 Cottage Grove, WI 53527

**Wisconsin Department of Transportation  
 Bureau of Technical Services**  
 4802 Sheboygan Avenue, Room 100A  
 Madison, Wisconsin 53707-7910  
**Appointment required at this location!**  
 Call (608) 264-8142  
 or email [library@dot.wi.gov](mailto:library@dot.wi.gov) to schedule.

There may be a charge for copying service. An online copy can be viewed at the study website at <http://wisconsindot.gov/Pages/projects/by-region/sw1218conv/default.aspx>.

Note: The WisDOT Southwest Region Office is wheelchair accessible. Hearing impaired persons needing assistance should contact the Wisconsin Telecommunications Relay System (dial 711).

Comments regarding the environmental impacts and effects of the Proposed Action will be addressed in the final environmental document if postmarked no later than January 10, 2016. Written comments on the Environmental Assessment should be sent via U.S. mail or email to the contact person listed below.

Craig Pringle, P.E. Project Manager  
 WisDOT Southwest Region Project Field Office  
 111 Interstate Boulevard  
 Edgemoor, WI 53534  
 (608) 884-7132  
[craig.pringle@dot.wi.gov](mailto:craig.pringle@dot.wi.gov)

Wisconsin Department of Transportation  
 Division of Transportation System Development  
 Project ID 3080-10-1

PUB. WSJ: December 7, 2015  
 #2382110 WNAJPL



## State of Wisconsin Legal Notices

Reasonable accommodation, including the provision of informational material in an alternate format, will be provided for qualified individuals with disabilities upon request. <http://www.madison.com>

**PUBLIC MEETING NOTICE**  
 Meetings of the University of Wisconsin System Board of Regents to be held at Gordon Dining and Event Center, 770 W. Dayton Street, Madison, Wisconsin on December 10-11, 2015

**Thursday, December 10, 2015**  
 1:00 p.m. **Research, Economic Development and Innovation Committee - Symphony Room**  
 a. Approval of the Minutes of the October 8, 2015 Meeting of the Research, Economic Development, and Innovation Committee  
 b. UW System Vision for Creating Pathways to Fill Statewide Workforce Needs - Led by UW System President Ray Cross  
 c. WEDC Partnership Update - Led by Secretary and CEO Mark Hogan  
 d. WiSys -- The Momentum Continues - Led by WiSys Executive Director Arjun Sanga  
 e. Regent Scholar Program Status Report - Led by UW System Regents Tim Higgins and Mark Tyler  
 1:00 p.m. **Capital Planning and Budget Committee - Overture Room**  
 a. Approval of the Minutes of the October 8, 2015 Meeting of the Capital Planning and Budget Committee  
 b. UW-Madison: Authorization to Request Funding from the Vilas Trust in Support of the Music Performance Building Project [Resolution 1.3.b.]  
 c. UW System: Authority to Construct All Agency Maintenance and Repair Projects [Resolution 1.3.c.]  
 d. UW System: Review and Approval of Changes to Regent Policy Documents Related to Capital Planning and Budget  
 1. Removal of RPD 16-1, "Environmental Policy Act Implementation" [Resolution 1.3.d.1.]  
 2. Removal of RPD 19-9, "Long Range Plan for Addressing Physical Plant Needs" [Resolution 1.3.d.2.]  
 3. Revision of RPD 19-4, "Delegation of Approval Authority for small Building Project Requests" [Resolution 1.3.d.3.]  
 4. Revision of RPD 19-5, "Authorization to Remove Unneeded Structures" [Resolution 1.3.d.4.]  
 5. Revision of RPD 19-15, "Physical Planning Principles" [Resolution 1.3.d.5.]  
 f. Approval of New RPD on Building Program Planning and Approval [Resolution 1.3.e.]  
 e. UW System: Approval of the Criteria for Ranking Building Projects [Resolution 1.3.e.]  
 f. Report of the Associate Vice President  
 1. State Building Commission Actions  
 2. Other Updates  
 1:00 p.m. **Audit Committee - Concerto Room**  
 a. Approval of the minutes of the September 10, 2015 meeting of the Audit Committee  
 b. Discussion of Recently Issued Reports  
 • Compliance with University of Wisconsin Payroll and Leave Accounting Personnel Entry, New Hires and Terminations - UW-Madison  
 • Fiscal 2016 Audit Plan Progress  
 c. Discussion of Committee of Sponsoring Organizations of the Treadway Commission (COSO) Internal Control Model for Accountability - The Three Lines of Defense  
 e. Report of the Chief Audit Executive  
 • Hotline  
 • Staff Update  
 2:45 p.m. **Education Committee - Symphony Room**  
 a. Approval of the Minutes of the October 8, 2015 meeting of the Education Committee;  
 b. Report of the Vice President:  
 1. Update on the Vice President for Academic and Student Affairs search; and  
 2. Remedial Education.  
 c. UW-Madison: Approval of an Online Doctor of Occupational Therapy; [Resolution 1.1.c.]  
 d. UW-Milwaukee:  
 1. Approval of a Bachelor of Science in Engineering (B.S.E.) in Biomedical Engineering; [Resolution 1.1.d.(1)]  
 2. Approval of a Master of Science in Information Technology Management; [Resolution 1.1.d.(2)]  
 3. Approval of a Master of Science in Athletic Training; and [Resolution 1.1.d.(3)]  
 4. Approval of a Master of Fine Arts in Dance; [Resolution 1.1.d.(4)]  
 e. UW-River Falls: Approval of a Bachelor of Science in Neuroscience; [Resolution 1.1.e.]  
 f. UW-Green Bay: Approval of the institutional reorganization of the University by creating three Colleges and one stand-alone School:  
 The College of Health, Education and Social Welfare (formerly the College of Professional Studies);  
 The College of Science and Technology (created from the existing College of Liberal Arts and Sciences);  
 The College of Arts, Humanities and Social Sciences (created from the existing College of Liberal Arts and Sciences); and  
 The Austin E. Cofrin School of Business (formerly housed in the College of Professional Studies); [Resolution 1.1.f.]  
 g. UW-Stevens Point: Approval of a University College; [Resolution 1.1.g.]  
 h. Second Reading and Approval of the proposed UW-Stevens Point select mission change; [Resolution 1.1.h.]  
 i. Second Reading and Approval of the proposed UW-Extension select mission change; [Resolution 1.1.i.]  
 j. UW-Superior: Approval of changes to the Faculty Rules; and [Resolution 1.1.j.]  
 2:45 p.m. **Business and Finance Committee - Overture Room**  
 a. Approval of the Minutes of the October 8, 2015 Meeting of the Business and Finance Committee  
 b. Trust Funds: Investment Policy Statement Review/Affirmation [Resolution 1.2.b.]  
 c. Trust Funds: Proxy Voting Policy Review and Approval  
 1. Revision of Regent Policy Document 31-10, Proxy Voting [Resolution 1.2.c.1.]  
 2. Revision of Regent Policy Documents 31-13, Social Responsibility and Investment Considerations [Resolution 1.2.c.2.]  
 d. Review and Approval of Revisions to Regent Policy Document 13-1 General Contract Signature Authority, Approval, and Reporting [Resolution 1.2.d.]  
 e. UW-Stevens Point Differential Tuition Proposal [Resolution 1.2.e.]  
 f. UW-Eau Claire Alumni Tuition Proposal [Resolution 1.2.f.]  
 g. Madison: Approval of Changes to Regent Policy Documents Related to Information Systems and Technology  
 1. Removal of Regent Policy Document 25-1, Telecommunications Planning and Operations [Resolution 1.2.g.1.]  
 2. Removal of Regent Policy Document 25-2, Guide to Plan and Implement Management Information Systems [Resolution 1.2.g.1.]  
 3. Revision of Regent Policy Document 25-4, Policy for Large or Vital Information Technology Projects to be renamed "Strategic Planning and Large or High Risk Projects" [Resolution 1.2.g.3.]  
 i. UW-Madison Contractual Agreement - Novartis Pharmaceuticals Corporation [Resolution 1.2.h.]  
 j. UW-Madison Contractual Agreement - Idx, LLC [Resolution 1.2.i.]  
 k. UW System Collective Bargaining Agreement with The Building and Trades Council of South Central Wisconsin [Resolution 1.2.j.]  
 l. Report on Faculty and Staff Base Salary Adjustments and Lump Sum Payments for FY2015  
 1. Quarterly Report of Gifts, Grants, and Contracts (1<sup>st</sup> Quarter)  
 m. Report of the Vice Presidents  
 • Report on HRS Upgrade Plans  
 • Revised FY2015 Final Budget to Actual Report  
**Friday, December 11, 2015**  
 9:00 a.m. **All Regents - Symphony Room**  
 1. Calling of the roll  
 2. Approval of the minutes of the October 2015 meeting  
 3. Report of the President of the Board  
 4. Luther Educational Aids Board and Wisconsin Technical College System Board reports  
 b. Update on Tenure Policy Task Force  
 c. Update on Tuition-setting Policy Task Force  
 d. Update on administrative rulemaking  
 e. Additional items that the President may report to the Board  
 f. Regent spotlight - Regent Emeritus Milton Neshek  
 4. Report of the President of the System  
 a. Legislative and other updates  
 b. News from around the UW System  
 c. Faculty spotlight  
 5. Report and approval of actions taken by the Education Committee  
 6. Report and approval of actions taken by the Business and Finance Committee  
 7. Report and approval of actions taken by the Audit Committee  
 8. Report and approval of actions taken by the Capital Planning and Budget Committee  
 9. Report and approval of actions taken by the Research, Economic Development,



# Students take part in STEAM education, global citizenship

Edgewood Campus School has partnered with Level Up Village (LUV) to offer pioneering global STEAM (STEM plus arts) courses as part of an enrichment activity for students in grades four and five.

This fall, the school is offering global inventors/3D printing and global video game design classes. Throughout the courses, students are collaborating one-on-one with partners in a developing country via video message exchange. The ECS students are working with partners in Nicaragua and Ghana.

“We are delighted to bring Level Up Village courses to our school to help them develop 21st century skills through hands-on STEAM projects and global collaboration,” said Lynn Koresh, technology teacher and coordinator. “The global component of this program is especially exciting and will give students the extraordinary opportunity to work together with their partners, while simultaneously learning about their lives and daily life in the developing world.”

In global inventors, students learn to harness the power of 3D printing to engineer solutions to real-life problems. In this course, they learn how to use computer aided design (CAD) software to create, print and 3D print a toy, a backpack tag and a solar-powered light source in collaboration with their Nicaraguan partners.

In global video game designers, students use Scratch to create anima-

tions and build a series of video games, while learning logic, coding and presentation skills. Throughout the course, they learn about the Ghanaian’s daily lives and culture and incorporate that information into their video games.

Level Up Village empowers children to make a difference in the world with courses that promote design thinking and one-to-one collaboration on real-world problems between students in the U.S. and global partner students in 20 countries. U.S. school partners directly sponsor global STEAM education in developing countries through LUV’s “take a class, give a class” model: a portion of the tuition is used to deliver the same class to students at one of LUV’s global partners.

At Edgewood Campus School, information technology and computer science classes are taught to all students from kindergarten through grade eight. Students in kindergarten through second grade are taught to use iPads to reinforce content area knowledge, create original work and tablet proficiency skills. In grade three, students are taught to use Google Docs and keyboarding skills. In grades four through eight, students use Google Apps for Education and other various web 2.0 tools to learn digital citizenship, pre-coding skills, digital research, creation and presentation of digital media.

For more information about Edgewood Campus School’s technology program, contact Koresh, lynnkoresh@edgewood.edu.



Submitted photo

Fourth- and fifth-graders in the global inventors/3-D printing and global video game design at Edgewood Campus School include, front row, from left, Jocelyn Romadka, Frankie Bautista and Daniel McClimon. Middle row, from left, are Blake Nelson, William Harkin, Ari Qureshi, Aiden Wiedenbeck and Miller Solome; and back row, from left, Laura Anna Koskinen, Ayanna Vandewalle, Lake Hick, Nick Gehring (Monona), Henry Mae, Grace DeCroix, Zoe Qureshi, Alexandra McClure and Maggie Woods.

## LEGAL PUBLICATION

### CITY OF MONONA PUBLIC WORKS ADVERTISEMENT FOR EQUIPMENT PROPOSALS ONE (1) TRAILER MOUNTED ASPHALT HOT BOX

Sealed proposals will be received at Monona City Hall located at 5211 Schluter Road, Monona, Wisconsin 53716 on or before **12:00 p.m. CST, December 21, 2015** for the following equipment:

One (1) Trailer Mounted Asphalt Hot Box Specifications and Proposal Forms may be obtained at City Hall or at [www.mymonona.com/bids](http://www.mymonona.com/bids). Proposals shall be directed to Dan Stephany, Director of Public Works, and shall be submitted on forms supplied by the City of Monona, and placed in a sealed envelope marked “Trailer Mounted Asphalt Hot Box.”

Proposals will be read in private on December 21, 2015, with results posted on the City’s website, [www.mymonona.com](http://www.mymonona.com). Late proposals will not be accepted under any circumstances. Any proposals received after the scheduled time for closing will be returned to the proposing firm unopened.

The City of Monona reserves the right to accept or reject any or all proposals and to accept the proposal deemed most advantageous to the City. Joan Andrusz, City Clerk City of Monona 5211 Schluter Road Monona, WI 53716 PUB. Herald-Independent; December 10 & 17, 2015 WNAJLP

### NOTICE OF OPPORTUNITY TO REQUEST A PUBLIC HEARING AND NOTICE OF AVAILABILITY OF THE ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED FREEWAY CONVERSION OF US 12/18 BETWEEN I-39/90 AND COUNTY N DANE COUNTY

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prevent future development from occurring in areas where roadway improvements would occur. Development has already begun to occur east of I-39/90 especially to the north near Cottage Grove Road (County BB) and Buckeye Road (County AB) and additional development to the east of Madison is likely to occur at some point in the future.

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**Relationship to other projects:** This freeway conversion study is adjacent to several other projects and studies in the area. Planned improvements need to be coordinated so that future improvement options are neither precluded nor foreclosed. Adjacent projects and studies include the I-39/90 Expansion Project from the Illinois state line to Madison, the I-39/90 and US 12/18 (Bellline) interchange, the Meier Road extension and overpass of US 12/18 to the east of I-39/90, and the Madison Bellline Study from US 14 in Middleton to County N near Cottage Grove.

**Roadway Deficiencies:** While the current roadway deficiencies are not a driving force for the Preferred Alternative, the roadway profile and intersection geometry must be addressed with any future construction. The current roadway meets standards for a 55 mph posted speed limit with the exception of two vertical curves at the east end of the study limits that are slightly below minimum standards. The US 12/18 and County AB intersection is at an angle that is considered less than desirable and the turn lanes at the Vilas Road intersection

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The Preferred Alternative would construct a full diamond interchange approximately 1,000 feet east of the existing US 12/18 and County AB intersection. A two-way frontage road would be constructed on the south side of US 12/18 between Millpond Road and County AB. County AB would be reconstructed on new alignment from approximately Hope Hollow Trail to Femrite Drive.

The Preferred Alternative also recommends that new bridges be constructed over US 12/18 at Siggelkow Road/Femrite Drive and at Vilas Road. Access to US 12/18 would be removed at both locations. A frontage road network would connect residents, businesses, and agricultural properties to US 12/18. Approximately ten access points would be eliminated along the corridor, including four intersections, four commercial driveways, and two residential driveways. Study recommendations would allow local development decisions and local plan updates to be consistent with future roadway needs and preserve the ability to upgrade the system and provide connectivity in the future. The Preferred Alternative will also accommodate the development planned by the area municipalities in the planning study area.

The US 12/18 Freeway Conversion Plan and Environmental Assessment is a planning action to identify the required improvements. No construction activities are planned at this time and no property will be acquired. However, because of the higher traffic volumes and potential development, the section between I 39/90 and County AB would likely see improvements before the section between County AB and County N.

Further information concerning the proposed improvement is available at the department’s Southwest Region Office in Madison, Wisconsin, at the address below. Information can also be viewed online at <http://wisconsindot.gov/Pages/projects/by-region/sw/1218conv/default.aspx>.

A public hearing pertaining to the Environmental Assessment prepared for the Proposed Action may be requested by individuals to whom the proposed project is of significant concern. The hearing request should indicate the concerns and reasons why a hearing is requested.

Before making a request for a public hearing, persons are encouraged to contact the WisDOT Project Manager listed below to express their views and discuss those aspects of the proposal that are of concern.

A request for a public hearing may be made by submitting a written request via U.S. mail to the WisDOT Project Manager on or before January 10, 2016. If a hearing is held, it will consider the general location and design aspects of the proposed freeway conversion of US 12/18 along with associated social, economic, and environmental impacts and

effects; and whether the improvement is or is not in the public interest and consistent with the goals and objectives of area planning.

If a hearing is held, notice of the time and place of the hearing will be published in area newspapers.

It is anticipated that the relocation of one (1) residence and one (1) business would occur as a result of the Proposed Action. Any person who feels that they may be thus affected by the Proposed Action may obtain relocation assistance information at the WisDOT Southwest Region Office, (608) 246-3800.

ALL INTERESTED PERSONS are further notified of the availability of an Environmental Assessment of the proposal’s impacts and effects which has been prepared and filed according to the State and National Environmental Policy Acts. This document indicates that no significant environmental impacts are anticipated to occur as a result of the Proposed Action. The Environmental Assessment is available for inspection and copying at the following locations:

**Wisconsin Department of Transportation Southwest Region Office**  
2101 Wright Street  
Madison, WI 53704-2583

**Wisconsin Department of Transportation Bureau of Technical Services**  
4802 Sheboygan Avenue,  
Room 100A  
Madison, Wisconsin 53707-7910

Appointment required at this location!  
Call (608) 264-8142 or email [library@dot.wi.gov](mailto:library@dot.wi.gov) to schedule.

**Cottage Grove Town Hall/Office**  
4058 County Road N  
Cottage Grove, WI 53527

There may be a charge for copying service. An online copy can be viewed at the study website at <http://wisconsindot.gov/Pages/projects/by-region/sw/1218conv/default.aspx>.

Note: The WisDOT Southwest Region Office is wheelchair accessible. Hearing impaired persons needing assistance should contact the Wisconsin Telecommunications Relay System (dial 711).

Comments regarding the environmental impacts and effects of the Proposed Action will be addressed in the final environmental document if postmarked no later than January 10, 2016. Written comments on the Environmental Assessment should be sent via U.S. mail or email to the contact person listed below.

Craig Pringle, P.E. Project Manager  
WisDOT Southwest Region Project Field Office  
111 Interstate Boulevard  
Edgerton, WI 53534  
(608) 884-7132  
[craig.pringle@dot.wi.gov](mailto:craig.pringle@dot.wi.gov)

Wisconsin Department of Transportation  
Division of Transportation System Development  
Project ID 3080-10-01  
PUB. The McFarland Thistle & Herald-Independent:  
December 10, 2015  
WNAJLP

# It’s time to renew health care coverage

It’s that time of year again, where people who either are uninsured or are curious about their health insurance options can go to the Health Insurance Marketplace, [healthcare.gov](http://healthcare.gov). This year’s open enrollment period is under way and will continue through Sunday, Jan. 31, 2016.

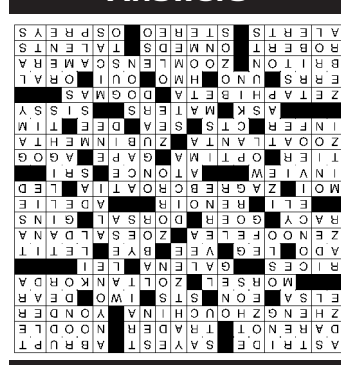
During this time, people with or without health insurance will be able to go online to compare and enroll in health insurance plans in their county. By filling out an application on [healthcare.gov](http://healthcare.gov), they can find out if they are eligible for BadgerCare+ (Wisconsin’s state health insurance program) or for financial assistance to help pay for a plan on [healthcare.gov](http://healthcare.gov).

Open enrollment will also allow people with 2015 Marketplace plans to switch plans for 2016 or update their information to see if more financial assistance is available to them. To make sure all personal informa-

tion is up-to-date, people should log into their [healthcare.gov](http://healthcare.gov) accounts to update their income, address, family information and any other facts that may have changed from last year’s application.

Anyone who may need help renewing their insurance or applying for the first time can start the process by visiting the website or calling the national call center at (800) 318-2596. People can also find in-person assistance by dialing 2-1-1 for a reference to a nearby community or health care organization for help with an application.

### Super Crossword Answers





# Dane County Board denies Enbridge's appeal

**By Jennifer Fetterly**  
Regional editor

A more than year-long battle between Dane County and a Canadian energy company over pipeline upgrades is likely to continue as the county board last week rejected its conditional use permit appeal.

Enbridge has been able to move forward on its plan to double the volume of tar sand oil being transported through the county on Line 61 thanks to a state law passed by legislature this July overturning county zoning's requirement that the company provide \$25 million in environmental impairment liability insurance to pay for spill clean-ups.

Construction began in September on the Town of Medina substation as part of the pipeline's upgrades.

But Enbridge officials said they appealed the conditional use permit as a point of law to have insurance requirements taken out because it was against the state law and overstepped the county's authority, as federal law mandates pipeline safety

Attorney Tom Pyper, representing Enbridge, said it wanted to exhaust all its options of appeal at the county level because it created uncertainty for the company if the state law changed, and the conditional use permit with the insurance requirement was still on the books.

"We are simply asking that these conditions be removed on the grounds that Wisconsin state law doesn't permit it," Pyper told county supervisors hearing the appeal on Dec. 3. "If you deny this appeal, you are saying that the county does not have to follow state law."

The company also wanted the condition that Enbridge list the county as an additional insurance on \$100 million of its general commercial liability policy taken out. County counsel had advised the zoning committee, prior to the state law, that the conditions were legal for the county to require.

Several supervisors told Pyper that Enbridge had the option to take the case to court if they wanted to challenge it further, including District 11 Supervisor Al Matano, who serves on the county's Zoning and Land Regulation (ZLR) Committee. He said the ZLR did nothing wrong in requiring the conditions, and was safeguarding residents and the environment.

"We did our due diligence and worked on this for many, many months," Matano said. "We should do Enbridge a favor and turn down the appeal and let them get it into circuit court."

After more than a three-hour hearing at the Dec. 3 County Board meeting where the company's attorney stated his case, the board voted of 27-2 to deny

the Enbridge's appeal arguing that they were sticking behind the ZLR's decision, even though the requirement was enforceable under the current state law.

Enbridge spokesperson Jennifer Smith said it was not a decision that the company expected.

"We are disappointed in the county board's action," Smith said. "We will need to evaluate what our next step will be, but it is likely there will be further action."

Applauding the county board decision were members of several environmentalist groups, who have opposed the pipeline expansion because of the company's track record on spills, including the July 2010 spill into the Kalamazoo River, which cost the company more than \$1 billion to clean up.

More than a dozen people spoke at the Dec. 3 meeting in opposition to Enbridge's appeal, urging county board members to keep the conditions even though they could not be legally enforced to make a point.

Some supervisors held out hope that maybe the state law would change in the future.

"This (appeal) has been a huge waste of our time. Enbridge has won and they want to rub our noses in it and kick us while we are down. I for one, hope the state law does change," said District 8 Supervisor Carousel Bayrd.

After the vote, 350 Madison spokesperson Peter Anderson said it was an important decision by the board.

"We are proud that we have a county board in Dane County willing to stand up for what is right, even though the \$42 million Canadian pipeline behemoth appears to be able to treat many legislators as a lapdog ravenous for campaign contributions, and willing to throw under the bus their constituents who will later have to pay higher taxes to bail out this Canadian firm's next disaster here," Anderson said.

A Town of Medina resident, who said he wasn't comfortable having Enbridge as a neighbor with plans to double pumping capacity and is likely to see his property values go down, was proud that the county was looking out for its residents by asking for the additional insurance.

A representative from the labor industry urged the county to approve the Enbridge's appeal, saying that Enbridge will bring good paying jobs to the region.

Enbridge officials estimate they will spend \$45 million on the upgrades at the Town of Medina plant, as part of the plan to increase pumping capacity from 560,000 barrels to 1.2 million per day, on Line 61 that runs from Superior to northern Illinois.

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### LEGAL NOTICES

**NOTICE OF OPPORTUNITY TO REQUEST A PUBLIC HEARING AND NOTICE OF AVAILABILITY OF THE ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED FREEWAY CONVERSION OF US 12/18 BETWEEN I-39/90 AND COUNTY N DANE COUNTY**

ALL INTERESTED PERSONS are advised of an opportunity to request a public hearing by the Wisconsin Department of Transportation to consider the Environmental Assessment prepared for the freeway conversion of US 12/18 between I-39/90 and County N in Dane County.

The purpose of the Proposed Action is to provide recommendations for the future US 12/18 freeway facility, including potential locations for a new interchange and grade separated crossings, frontage roads, relocated driveway access, and modifications to the local road network. Conversion to a freeway would eliminate direct access to US 12/18.

The need for transportation improvements along US 12/18 is demonstrated through a combination of factors that include:

- Corridor Preservation
- Safety
- Transportation Demand and Capacity
- Relationship to Other Projects
- Roadway Deficiencies

**Corridor Preservation:** Identifying the corridor and roadway network needed for a future freeway facility will help prevent future development from occurring in areas where roadway improvements would occur. Development has already begun to occur east of I-39/90 especially to the north near Cottage Grove Road (County BB) and Buckeye Road (County AB) and additional development to the east of Madison is likely to occur at some point in the future.

**Safety:** Crash rates were analyzed for the five-year period from January 2007 to December 2011. The crash rate on the mainline of US 12/18 between I 39/90 and County AB is well above the statewide average for similar roadways. The crash rate at the US 12/18 and Millpond Road intersection also exceeds the statewide average for all three categories. Exceeding statewide average crash rates indicates a need for safety improvements.

**Transportation Demand and Capacity:** US 12/18 is a designated connector route in the Wisconsin Department of Transportation (WisDOT) Connections 2030 plan and connects the communities of southeastern Wisconsin and the interstate system. Current traffic volumes along US 12/18 are 16,900 vehicles per day (vpd) west of County AB and 15,000 vpd east of County AB.

By the year 2040, traffic volumes are projected to increase to 38,000 vpd west of County AB and 21,400 vpd east of County AB. Roadways with interchanges and no at-grade access can improve safety and accommodate higher traffic volumes. While the US 12/18 mainline and adjacent side roads are expected to handle increased traffic in the future, the intersections at Millpond Road, County AB, Siggelkow Road/Femrite Drive, and Vilas Road often experience high

volumes of traffic which can result in lengthy delays and backups.

**Relationship to other projects:** This freeway conversion study is adjacent to several other projects and studies in the area. Planned improvements need to be coordinated so that future improvement options are neither precluded nor foreclosed. Adjacent projects and studies include the I-39/90 Expansion Project from the Illinois state line to Madison, the I-39/90 and US 12/18 (Beltline) interchange, the Meier Road extension and overpass of US 12/18 to the east of I-39/90, and the Madison Beltline Study from US 14 in Middleton to County N near Cottage Grove.

**Roadway Deficiencies:** While the current roadway deficiencies are not a driving force for the Preferred Alternative, the roadway profile and intersection geometry must be addressed with any future construction. The current roadway meets standards for a 55 mph posted speed limit with the exception of two vertical curves at the east end of the study limits that are slightly below minimum standards. The US 12/18 and County AB intersection is at an angle that is considered less than desirable and the turn lanes at the Vilas Road intersection have been identified a potential safety concern.

The Preferred Alternative would construct a full diamond interchange approximately 1,000 feet east of the existing US 12/18 and County AB intersection. A two-way frontage road would be constructed on the south side of US 12/18 between Millpond Road and County AB. County AB would be reconstructed on new alignment from approximately Hope Hollow Trail to Femrite Drive.

The Preferred Alternative also recommends that new bridges be constructed over US 12/18 at Siggelkow Road/Femrite Drive and at Vilas Road. Access to US 12/18 would be removed at both locations. A frontage road network would connect residents, businesses, and agricultural properties to US 12/18. Approximately ten access points would be eliminated along the corridor, including four intersections, four commercial driveways, and two residential driveways. Study recommendations would allow local development decisions and local plan updates to be consistent with future roadway needs and preserve the ability to upgrade the system and provide connectivity in the future. The Preferred Alternative will also accommodate the development planned by the area municipalities in the planning study area.

The US 12/18 Freeway Conversion Plan and Environmental Assessment is a planning action to identify the required improvements. No construction activities are planned at this time and no property will be acquired. However, because of the higher traffic volumes and potential development, the section between I 39/90 and County AB would likely see improvements before the section between County AB and County N. Further information concerning the proposed improvement is available at the department's Southwest Region Office in Madison, Wisconsin, at the address below. Information can

also be viewed online at <http://wisconsindot.gov/Pages/projects/by-region/sw/1218conv/default.aspx>.

A public hearing pertaining to the Environmental Assessment prepared for the Proposed Action may be requested by individuals to whom the proposed project is of significant concern. The hearing request should indicate the concerns and reasons why a hearing is requested.

Before making a request for a public hearing, persons are encouraged to contact the WisDOT Project Manager listed below to express their views and discuss those aspects of the proposal that are of concern.

A request for a public hearing may be made by submitting a written request via U.S. mail to the WisDOT Project Manager on or before January 10, 2016.

If a hearing is held, it will consider the general location and design aspects of the proposed freeway conversion of US 12/18 along with associated social, economic, and environmental impacts and effects; and whether the improvement is or is not in the public interest and consistent with the goals and objectives of area planning.

If a hearing is held, notice of the time and place of the hearing will be published in area newspapers.

It is anticipated that the relocation of one (1) residence and one (1) business would occur as a result of the Proposed Action. Any person who feels that they may be thus affected by the Proposed Action may obtain relocation assistance information at the WisDOT Southwest Region Office, (608) 246-3800.

ALL INTERESTED PERSONS are further notified of the availability of an Environmental Assessment of the proposal's impacts and effects which has been prepared and filed according to the State and National Environmental Policy Acts. This document indicates that no significant environmental impacts are anticipated to occur as a result of the Proposed Action. The Environmental Assessment is available for inspection and copying at the following locations:

**Wisconsin Department of Transportation Southwest Region Office**  
2101 Wright Street  
Madison, WI 53704-2583

**Wisconsin Department of Transportation Bureau of Technical Services**  
4802 Sheboygan Avenue,  
Room 100A  
Madison, Wisconsin 53707-7910  
Appointment required at this location!  
Call (608) 264-8142  
or email [library@dot.wi.gov](mailto:library@dot.wi.gov) to schedule.

**Cottage Grove Town Hall/Office**  
4058 County Road N  
Cottage Grove, WI 53527

There may be a charge for copying service. An online copy can be viewed at the study website at <http://wisconsindot.gov/Pages/projects/by-region/sw/1218conv/default.aspx>.

Note: The WisDOT Southwest Region Office is wheelchair accessible. Hearing impaired persons needing assistance should contact the Wisconsin Telecommunications Relay System (dial 711).

Comments regarding the environmental impacts and

effects of the Proposed Action will be addressed in the final environmental document if postmarked no later than January 10, 2016. Written comments on the Environmental Assessment should be sent via U.S. mail or email to the contact person listed below.

Craig Pringle, P.E. Project Manager  
WisDOT Southwest Region Project Field Office  
111 Interstate Boulevard  
Edgerton, WI 53534  
(608) 884-7132  
[craig.pringle@dot.wi.gov](mailto:craig.pringle@dot.wi.gov)

Wisconsin Department of Transportation  
Division of Transportation System Development  
Project ID 3080-10-01  
PUB. The McFarland Thistle & Herald-Independent:  
December 10, 2015  
WNAXLP

**STATE OF WISCONSIN, CIRCUIT COURT, DANE COUNTY IN THE MATTER OF THE ESTATE OF Junior Gordon Hale.**

**Notice to Creditors (Informal Administration)**

Case No. 15PR672

PLEASE TAKE NOTICE:

1. An application for informal administration was filed.
2. The decedent, with date of birth February 16, 1928 and date of death August 11, 2015 was domiciled in Dane County, State of Wisconsin with a mailing address of 2718 Tower Road, McFarland, WI 53558.
3. All interested persons waived notice.
4. The deadline for filing a claim against the decedent's estate is February 19, 2016.
5. A claim may be filed at the Dane County Courthouse, Madison, Wisconsin, Room 1000.

/s/ Lisa Chandler  
Probate Registrar  
November 11, 2015  
Attorney David M Houser  
318 S. Gjertson Street  
Stoughton, WI 53589  
608-873-7781  
Bar Number: 1013777  
PUB. McFarland Thistle;  
November 26, &  
December 3 & 10, 2015  
WNAXLP

**STATE OF WISCONSIN, CIRCUIT COURT, DANE COUNTY IN THE MATTER OF THE ESTATE OF Mary L. Dahlstrom.**

**Notice to Creditors (Informal Administration)**

Case No. 2015PR14

PLEASE TAKE NOTICE:

1. An application for informal administration was filed.
2. The decedent, with date of birth October 26, 1940 and date of death December 1, 2014 was domiciled in Dane County, State of Wisconsin with a mailing address of 4510 Lakeview Avenue, McFarland, WI 53558.
3. All interested persons waived notice.
4. The deadline for filing a claim against the decedent's estate is February 19, 2016.
5. A claim may be filed at the Dane County Courthouse, Madison, Wisconsin, Room 1000.

/s/ Lisa Chandler  
Probate Registrar  
November 11, 2015  
Attorney David M Houser  
318 S. Gjertson Street  
Stoughton, WI 53589  
608-873-7781  
Bar Number: 1013777  
PUB. McFarland Thistle;  
November 26, &  
December 3 & 10, 2015  
WNAXLP

## **ATTACHMENT 2**





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 5  
77 WEST JACKSON BOULEVARD  
CHICAGO, IL 60604-3590

JAN 06 2016

REPLY TO THE ATTENTION OF:

E-19J

Johnny Gerbitz  
Federal Highway Administration  
Wisconsin Division  
525 Junction Road, Suite 8000  
Madison, Wisconsin 53717

**Re: Draft Environmental Assessment for Proposed Freeway Conversion of U.S. 12/18  
Between I-39/90 and County N, Dane County, Wisconsin**

Dear Mr. Gerbitz:

The U.S. Environmental Protection Agency (EPA) has reviewed the referenced draft environmental assessment (EA), which was prepared by the Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA). We are providing comments pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

The proposed project includes converting the existing four-lane segment of Highway 12/18, between Interstate 39/90 and County Road N, to a limited access freeway. Several alternatives were analyzed and put forward for two segments, including:

West Segment (I-39/90 to County Road AB):

- No Build;
- Alternative 4 (Preferred Alternative) – County Road AB shifted east, with a standard diamond interchange;
- Alternative 2b – tight diamond interchange at County Road AB, with a two-way frontage road south of U.S. 12/18; and
- Alternative 3 – tight diamond interchange at County Road AB, with a north loop ramp and southern frontage road.

East Segment (County Road AB to County Road N):

- No Build; and
- Alternative 3 (Preferred Alternative) – Overpasses at Siggelkow Road/Femrite Drive and Vilas Road.

Based on our review, we have comments relating to stormwater management, and emissions reductions, as stated below.

Stormwater Management

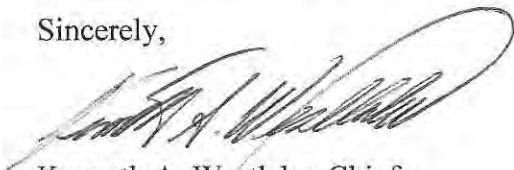
We are pleased to see stormwater management infrastructure included as part of the proposed action. We recommend the final EA state whether or not the proposed stormwater infrastructure capacity is capable of managing the stormwater volume associated with 100-year and 500-year storm events. If the proposed stormwater infrastructure is not designed to accommodate those storm events, we encourage FHWA and WisDOT to install additional stormwater management infrastructure. Use of green infrastructure, such as bioswales, may allow for more of the stormwater to infiltrate on site and reduce potential for erosion and downstream sedimentation.

Emissions Reductions

We recommend emissions from internal combustion construction equipment and vehicles be reduced to the maximum extent possible during the construction phase of this project. Such reductions would benefit local air quality for construction workers and neighboring residents. Specifically, we recommend several diesel reduction best management practices in the enclosed document *U.S. Environmental Protection Agency Diesel Emission Reduction Checklist*.

We are available to discuss these comments at your convenience. Please feel free to contact Mike Sedlacek of my staff at 312-886-1765, or by email at [sedlacek.michael@epa.gov](mailto:sedlacek.michael@epa.gov).

Sincerely,



Kenneth A. Westlake, Chief  
NEPA Implementation Section  
Office of Enforcement and Compliance Assurance

Encl: U.S. Environmental Protection Agency Diesel Emission Reduction Checklist

cc: Craig Pringle, Wisconsin Department of Transportation

## U.S. Environmental Protection Agency

### Diesel Emission Reduction Checklist

- Use low-sulfur diesel fuel (15 ppm sulfur maximum) in construction vehicles and equipment.
- Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use catalytic converters to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes. These devices must be used with low sulfur fuels.
- Use enclosed, climate-controlled cabs pressurized and equipped with high efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Regularly maintain diesel engines, which is essential to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance. For example, blue/black smoke indicates that an engine requires servicing or tuning.
- Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel-equipment operators to perform routine inspection, and maintaining filtration devices.
- Repower older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards. Purchase new vehicles that are equipped with the most advanced emission control systems available.
- Use electric starting aids such as block heaters with older vehicles to warm the engine reduces diesel emissions.
- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a NIOSH approval number.
- Per Executive Order 13045 on Children's Health<sup>1</sup>, EPA recommends operators and workers pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, daycare centers, and playgrounds. Diesel emission reduction measures should be strictly implemented near these locations in order to be protective of children's health.

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<sup>1</sup> Children may be more highly exposed to contaminants because they generally eat more food, drink more water, and have higher inhalation rates relative to their size. Also, children's normal activities, such as putting their hands in their mouths or playing on the ground, can result in higher exposures to contaminants as compared with adults. Children may be more vulnerable to the toxic effects of contaminants because their bodies and systems are not fully developed and their growing organs are more easily harmed. EPA views childhood as a sequence of lifestages, from conception through fetal development, infancy, and adolescence.

## **ATTACHMENT 3**





## Office of the Mayor

Paul R. Soglin, Mayor

City-County Building, Room 403  
210 Martin Luther King, Jr. Boulevard  
Madison, Wisconsin 53703  
Phone: (608) 266-4611  
Fax: (608) 267-8671  
mayor@cityofmadison.com  
www.cityofmadison.com

January 6, 2016

Mr. Craig Pringle  
Division of Transportation Systems Development  
Southwest Region  
Wisconsin Department of Transportation  
2101 Wright Street  
Madison, WI 53704-2583

**RE: USH 12/18 Freeway Conversion Study (I-39/90 to CTH N)**

Dear Mr. Pringle:

The City of Madison greatly appreciates the opportunity to comment on the Environmental Assessment (EA) for the USH 12/18 freeway conversion project. The City's comments are focused mainly on the western portion of the project area.

First, I would like to note that City staff has appreciated the opportunity to work with WisDOT planners and designers in efforts to develop alternatives and address impacts. We are confident that this working relationship will continue, as the USH 12/18 freeway conversion and other projects move forward.

As has been noted in previous correspondence, this project has the potential to impact the City in a number of ways – including regional and local traffic circulation (especially in light of future growth and development in southeastern Madison), area connectivity, business and park visibility and access, and direct impacts to real estate in the area.

### **West Alternative 4**

In reviewing West Alternative 4 (the Department's Recommended Alternative), City staff and I would like to commend the Department in its efforts to avoid and minimize impacts the project may have on important City properties and private development, as well as impacts on local traffic circulation in the area. West Alternative 4, which shifts the USH 12/18 and CTH AB interchange to the east, minimizes impacts to the Yahara Hills golf course and maintains a two-way frontage road for accessibility to the Parks Division property and other development. Alternative 4 also provides adequate traffic infrastructure capacity, which will be necessary to accommodate anticipated high volumes of traffic projected in the future, as a results of growth and development in this area. Therefore, **the City strongly supports West Alternative 4.**

**Additional Area Transportation System Improvements**

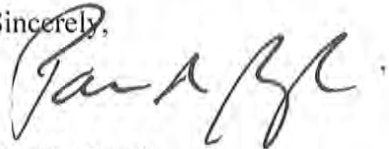
Although not directly included in West Alternative 4, **the City would also like to explore a range of additional transportation system improvements in the area** that will improve traffic safety, access and circulation. These additional improvements will be critical to ensure not only safe and convenient transportation functionality, but also to ensure orderly growth and development throughout the southeast side of the City. For example, the City is currently in the process of completing its Yahara Hills Neighborhood Development Plan, an area that is expected to add significant population and employment over the next several years. In addition, near-term growth and development proposals will impact the transportation system in this area, as the Ho-Chunk Nation and the City Parks Division are contemplating intensification and changes to their existing uses. We are hopeful that the Department will continue to work with the City to explore a variety of transportation system options.

As one example, at the far western portion of the USH 12/18 corridor, the City is highly supportive of a new crossing of USH 12/18, essentially an extension of Meier Road, with Meier Road shifted to the west. We support the proposed bridge that will connect the north and south sides of the USH 12/18 corridor, and feel it is critical for traffic safety and circulation in this area. However, we understand that consideration of this particular improvement may best be considered as part of the Beltline/Interstate 39-90 Interchange Environmental Impact Statement (EIS). Related to the potential Meier Road crossing, at the new 4-way intersection of Millpond Road and Savannah Road, the City urges WisDOT to consider a roundabout. We feel that a roundabout may be a desirable option given the projected traffic volumes in this area.

These are just a couple of local road improvement ideas that should be considered as components of future planning processes. City Planning, Parks, Engineering and Traffic Engineering Division staff are in the process of developing a range of local road and connectivity improvements that will help the USH 12/18 and Interstate 39-90 corridors function as best they can, and look forward to sharing these ideas with your design team.

In conclusion, we would like to thank the Department for considering our previous comments when developing West Alternative 4, the alternative which the City supports. My staff looks forward to continued collaboration with the Department as the plans progress. Thank you for the opportunity to comment at this time.

Sincerely,



Paul R. Soglin  
Mayor

- c: Rob Phillips, City Engineer
- David Dyer, City Traffic Engineer
- Natalie Erdman, Planning and Community and Economic Development Director
- Eric Knepp, Parks Superintendent
- David Trowbridge, Principal Planner, Planning Division

## **ATTACHMENT 4**

---

**From:** Pringle, Craig - DOT [<mailto:Craig.Pringle@dot.wi.gov>]  
**Sent:** Monday, January 11, 2016 4:28 PM  
**To:** Grimes, Jennifer - DOT; Lisa Dreifuerst  
**Subject:** Comment from the County regarding USH 12/18 FWC Study document

I got a call from John from the County on Friday regarding a comment on the freeway conversion study. I had also previously received an email and phone message from Pam Dunphy. John shared with me their concern that there was not anything specific to the future landfill access. I told him I thought we had agreed that their access would come from the new Meier Rd on the west end, and he confirmed that was still ok. They were just nervous that there wasn't anything in the document, and if years pass, and different people are around, there might not be the understanding on what access would be.

So I didn't think it would be a problem to add a paragraph on how we anticipate (and the County agreed it was a good location) the future access coming from Meier Rd.

Do either of you have a problem with adding language like that into the document, and if we did do that, does that mean we have to do anything special with the document as far as letting anyone know besides FHWA that we added that in?

*Craig Pringle, P.E.*

I 39/90 North Segment Project Manager  
Southwest Region - Edgerton Field Office  
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# Wisconsin Department of Transportation



## Progress Meeting with Dane County BIC, US 12/18 Freeway Conversion, Meier Road March 18, 2016; 9:00 AM Dane County Highway Department

### Attendees:

Katrina Feltes (WisDOT)  
Craig Pringle (WisDOT)

Pam Dunphy (Dane County)  
John Welch (Dane County)

Lisa Dreifuerst (Dane Partners)

### Meeting Goals and Objectives

To discuss the County's future landfill access needs when the US 12/18 freeway conversion is completed and direct access to and the highway is eliminated. A summary and/or exhibits from this meeting will be included in the US 12/18 Freeway Conversion study EA documentation (WisDOT ID 3080-10-01).

### Summary of Discussion Regarding Dane County Access Needs at Rodefild Landfill

- WisDOT is looking at near-term and mid-term alternatives along US 12/18 between I-39 and CTH AB. These safety improvement alternatives could potentially be implemented prior to the freeway conversion and may or may not impact access to the landfill.
- Previously the County has said they wanted to maintain access at the west end of the landfill; however, they believe that the proposed alternatives would negatively impact their customers' access and travel times to the site if the entrance remains on the west end. Because of these impacts, the County prefers direct access to and from CTH AB over the alternatives currently being proposed.
- The County believes it would be less expensive for WisDOT to relocate their scales and provide a new scale house off of CTH AB than to build a long access road from the proposed new Meier Road extension (WisDOT ID 5992-10-01) since the roadway would need to be designed to accommodate a high volume of heavy truck traffic. The parking lot area of the former Bill Kettle Park (now owned by the County) would likely be their preferred site to relocate the scales to.
- In their current location, trucks need to approach the scales from the southeast in order to be properly aligned.
- Dane County has an agreement with the local municipalities that their garbage trucks cannot use Femrite Drive or County AB to access the landfill unless WisDOT changes their access location; garbage trucks are only allowed on these roadways to collect garbage.
- Approximately 90% of traffic coming into the landfill comes from Madison so it is important to the County that the EB left turn into the landfill is maintained as long as possible.
- Three main traffic streams into and out of the landfill:
  - Clean Sweep: Drop-off location is on the west end of site and west side of main building. Traffic is primarily local traffic (small passenger vehicles).
  - Construction & Demolition (C&D) Recycling Center: Located in the main building. Traffic is primarily semis and roll-off dumpsters from construction sites.
  - Landfill: Expansion is along east end of site. Traffic is primarily large haul trucks.
- *Dane County has indicated that they cannot lose full access to the entrance that they currently have along US 12/18 without having a new full access entrance at CTH AB.*

### Upcoming Meetings/Follow Up

- A follow up meeting(s) will be held when the near-term and mid-term alternatives have been developed to further discuss the County's access needs.
- Additional meetings will be held during the design phase of future projects that would restrict or eliminate the County's current access location along US 12/18.

## **ATTACHMENT 5**



Ho-Chunk Gaming  
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February 10, 2016

Ho-Chunk Gaming  
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Craig Pringle, Project Manager  
WisDOT SW Region Project Field Office  
111 Interstate Blvd, Edgerton, WI 53534

Cc: Jennifer Grimes, WisDOT Environmental Coordinator

Dear Mr. Pringle,

Ho-Chunk Gaming  
Nekoosa  
949 County Rd G  
Nekoosa, WI 54457  
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F: 715.886.4551

We appreciate the opportunity to have our voices heard about the proposed changes to US 12/18 and opportunities to provide safer and better routes of travel for our guests. As previously discussed, we are seeking to expand Ho-Chunk Gaming Madison and develop the 47.75 acres surrounding our property into a destination entertainment district with a variety of retail and entertainment uses. As a result, we are anticipating significant increases in traffic to the area within the next eight years as phased development occurs. We are also contemplating the development of a regional sports complex, which would generate high volumes of event traffic.

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Our primary interest and concern as WisDOT plans for the future of US 12/18 and its associated roadways is that we achieve more and safer points of access that will accommodate traffic increases for future development on our site. We ask that WisDOT consider the following comments in determining its final plans:

**Purpose and Long-Term Need:** The expansion of our existing casino and development of the surrounding acreage into a destination entertainment district is currently being planned for and will begin within the next 1-3 years. As a near-, mid- and long-term phased development prospect that we believe to be feasible from a financing and entitlements perspective, we are concerned that insufficient access from US 12/18 could present a major barrier to realizing this development potential.

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As stated in the purpose of this EA, US 12/18 must be appropriately planned "to address safety, operation, mobility, and capacity issues in advance of impending long-term needs," such as this development. We believe that in order to achieve this purpose, US 12/18 must be adequately planned so as to facilitate future opportunities to develop this land. The access that currently exists from US 12/18 is already limited and unsafe, and precludes further development until conditions are improved.

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Ho-Chunk Gaming Madison's property is also adjacent to the future site of a City of Madison regional park at the Yahara Hills Golf Course, which further illustrates the importance of future access improvements in this area.

**Safety:** Ho-Chunk Gaming Madison's property is located in the west section of this study, and we are very aware of and concerned about the safety of this area. Traffic speeds are



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high and existing access to our property at Millpond Road—currently the only access—is extremely difficult and unsafe. Many drivers do not understand how to use the acceleration lane when turning left onto US 12/18, and especially at night, visibility is difficult. All northbound turns at Millpond Road are currently rated at level ‘F’ at all times of the day, as are all southbound turns at night. To address these issues, we hope to see both the quality and quantity of access points to our site improved.

As stated in the Draft EA, “The crash rate in the west section is 220 crashes per 100 MVM (million vehicle miles), which is well above the statewide average of 67 for similar roadways. The injury crash rate in the west section is 89 per 100 MVM, which is higher than the statewide average of 23.8 for similar roadways. The crash rate for incidents resulting in fatality on the west section is 7.7 per 100 MVM which greatly exceeds the statewide rate of 0.9 per 100 MVM.” These statistics are extremely concerning to us in their implications for safety around our property today, as well as with respect to planned future development.

We believe that as traffic volumes increase by any amount in this area, severe safety concerns will continue to be an issue. We urge WisDOT to make appropriate plans to ease this safety burden as soon as possible and to incorporate safety considerations related to planned development on our site into the long-term transportation planning outlook.

**Transportation Demand and Capacity:** We believe that current traffic projections do not adequately account for the future development of our property into a destination entertainment district, which will also leverage and contribute to development being planned by the City of Madison at the Yahara Hills Golf Course. We believe that this additional capacity must be considered when planning for the roadway and access improvements necessary to accommodate much larger future traffic volumes. We are currently pursuing feasibility studies that will help identify future traffic volumes for various phases of the development and we will share this information with WisDOT as we receive it.

**Alternatives:** Ho-Chunk Gaming Madison supports the recommended alternative for the west section of US 12-18, specifically the following recommendations:

- County AB Interchange – The recommended alternative creates a full diamond interchange approximately 1,000 feet east of the existing County AB intersection with US 12/18. The interchange ramp terminals could be controlled roundabouts.
  - We believe that a diamond interchange at County AB, in conjunction with the frontage road described below, is a critical component in accessing our property in a safe manner. Our concern is that the current frontage road would not allow additional higher-intensity land use to occur. If this diamond interchange and a properly sized frontage road are not created,



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we will lose significant economic development potential and continue to see major safety issues.

- Frontage Road – A two-way frontage road would be constructed along the south side of US 12/18 between Millpond Road and County AB.
  - The frontage road is a critical thoroughfare to our property. We need to make sure it is appropriately sized for current business demands and future development.
- Local Roads – County AB would be reconstructed on new alignment approximately 1,200 feet east of the existing alignment between Hope Hollow Trail and Femrite Drive. A new local road would be added to connect the old County AB to the new County AB. Femrite Drive would be realigned east of County AB to form a four-way intersection at County AB and the new local road.
  - We acknowledge the fact that this does address the safety issues; but it is not clearly addressed about the maximum volume it can handle.

We support this recommended alternative because it addresses the safety issues we are currently enduring and we believe that it would reduce the number of crashes on 12/18. We are concerned that the recommended alternative may not have thoroughly anticipated the future needs of the area. As the city of Mc Farland continues to grow the AB interchange has the potential to see an increase of traffic from Sigglekow neighborhoods as an alternative route from Hwy51. The city of Madison and Ho Chunk Gaming Madison are both interested in developing their lands into a Gateway to Madison.

The Ho Chunk Nation is working with the City of Madison to make this an entertainment district that includes a heritage center, multiuse sport fields, gaming, lodging and retail. We believe that this development will be an ecotourism engine that will draw local, regional and potential international travelers that will sustain a year round traffic flow.

It would be more convenient if our feasibility studies would have aligned with this feedback period so we could support our enthusiasm for the potential of this development. At this time, we are awaiting feasibility studies for the first phase of development on our property, which will provide accurate traffic projections and other impact data that we will be able to share with WisDOT.

We greatly appreciate the department’s interest in our plans and support in considering infrastructure improvements that will improve safety and maximize the economic development potential of this property. We look forward to continuing to work with WisDOT on this project and we will continue to share any information that would help this project be a success.


# HO-CHUNK GAMING

W I S C O N S I N

[www.ho-chunggaming.com](http://www.ho-chunggaming.com)

We would also like to refer to and express support for comments sent by former Ho-Chunk Nation Vice President on February 26, 2014.

Sincerely,



Daniel M Brown  
HCG-Madison Executive Manager

CC: File

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