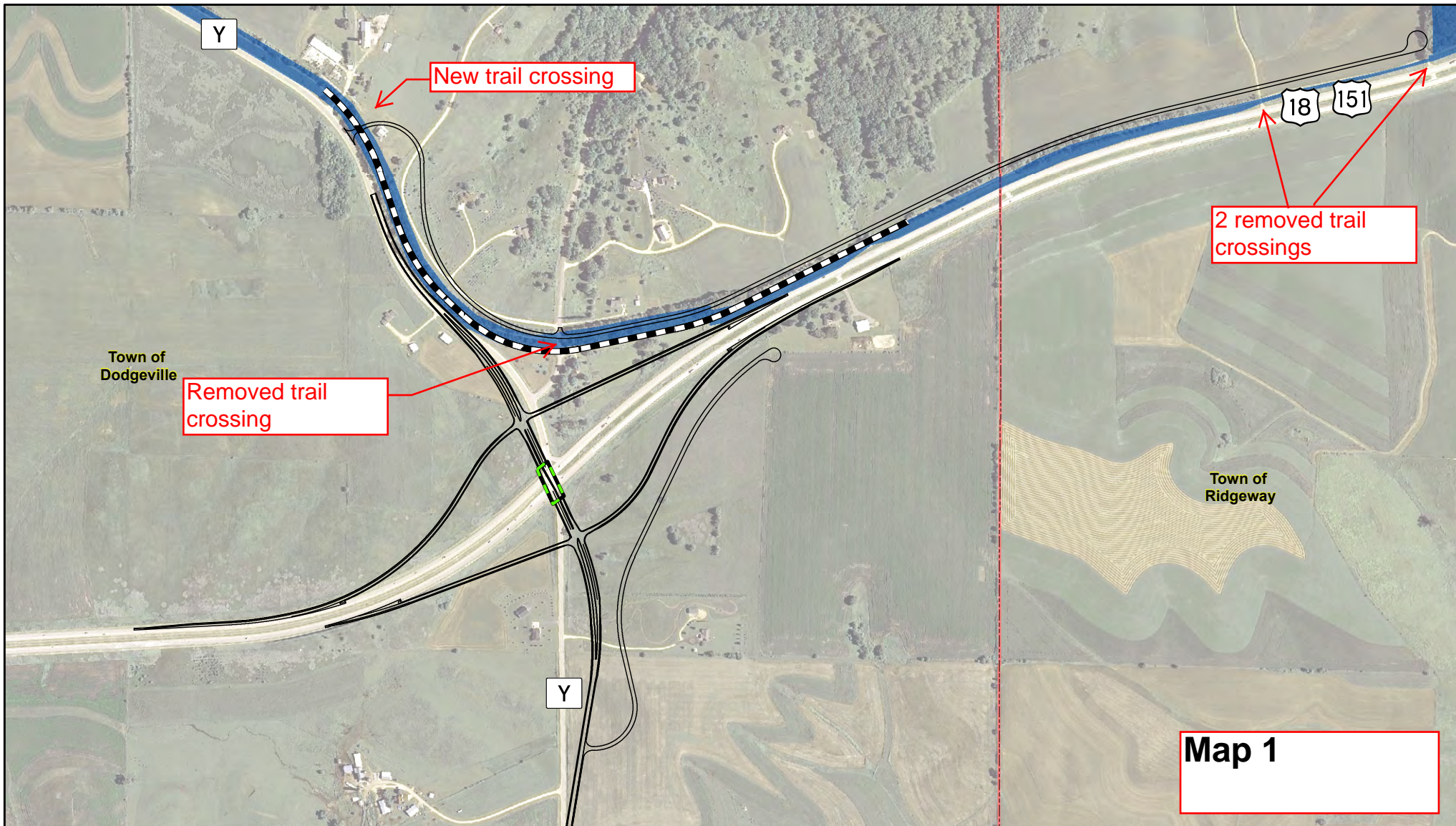
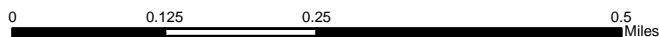


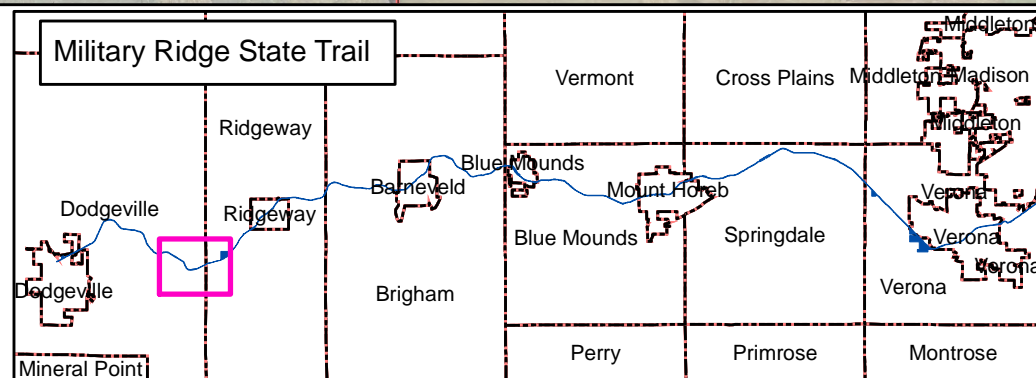
Exhibit 4 MRST Proposed Relocations

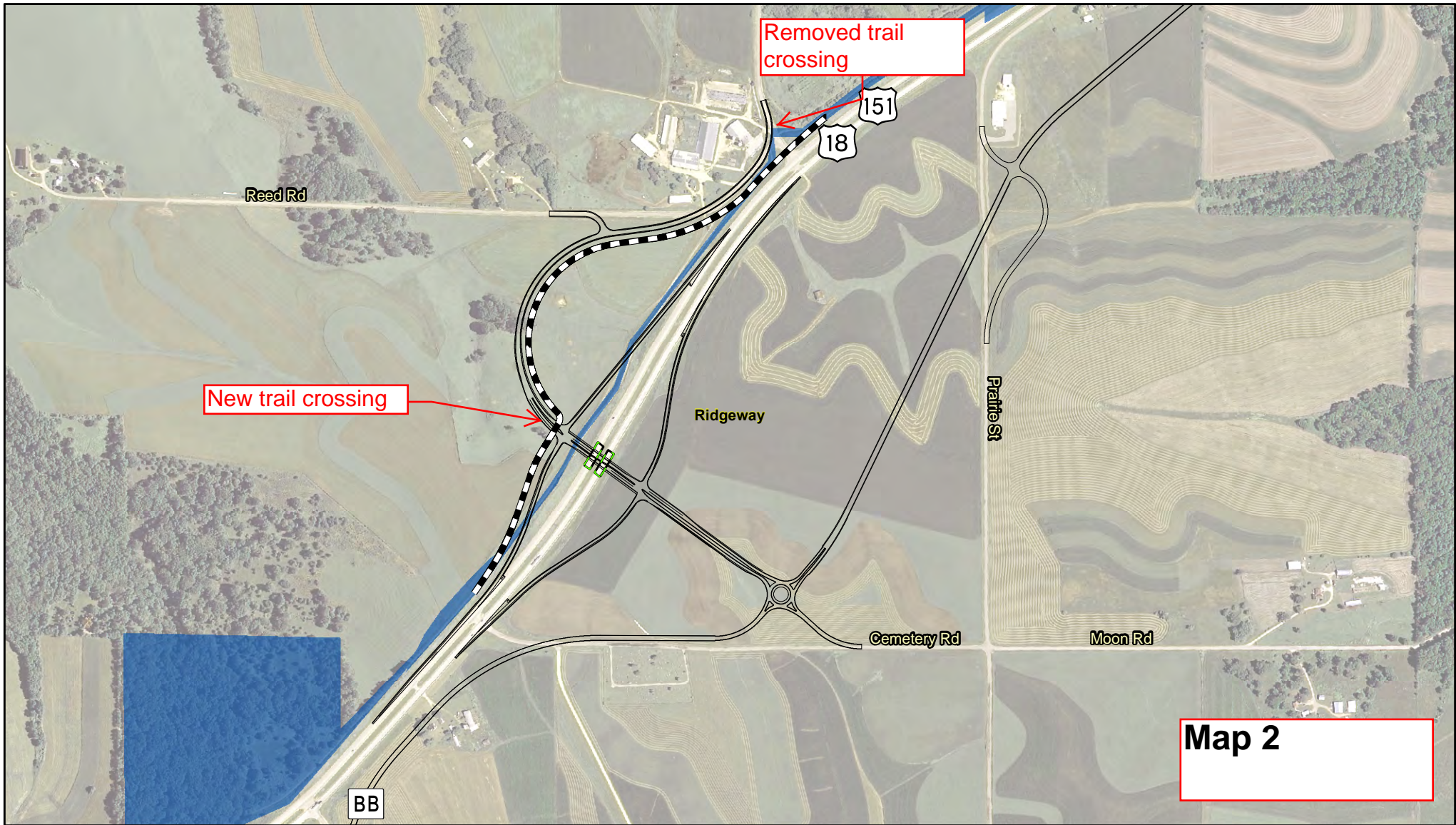


US 18/151 Freeway Conversion Study
 Military Ridge Trail - Section 4(f)/6(f) Evaluation
 WisDOT ID: 1200-08-00
 Map 1 of 6

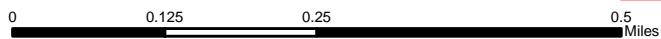


- MRT Right-of-Way
- Realigned MRT
- Proposed Road
- Proposed Grade Separation
- Municipal Boundary

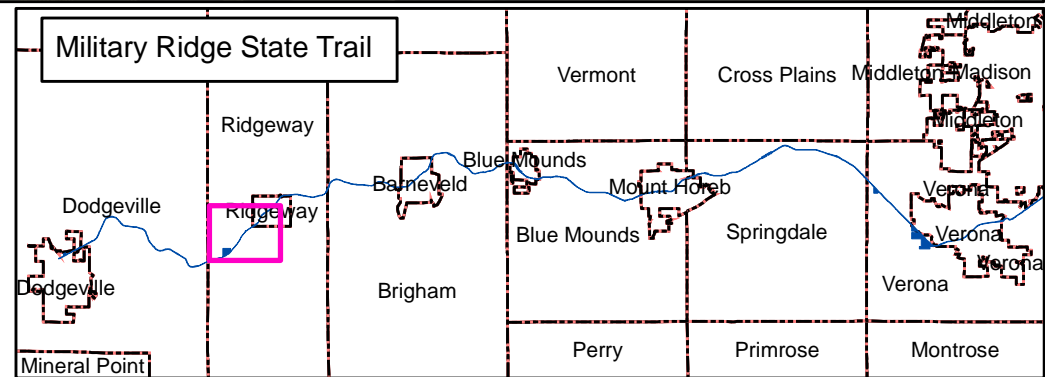




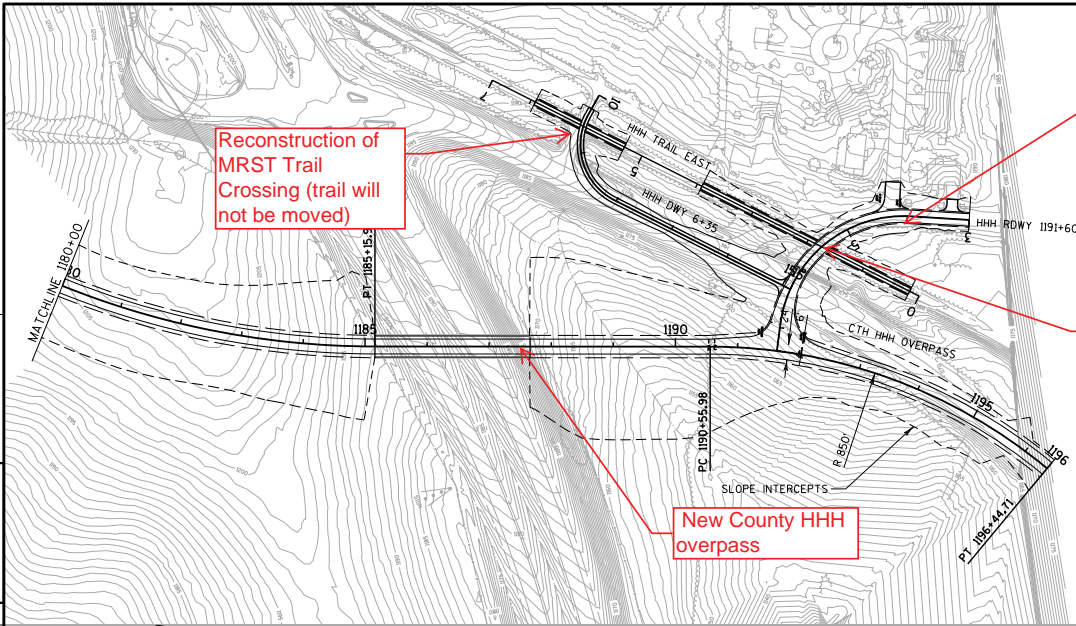
US 18/151 Freeway Conversion Study
 Military Ridge Trail - Section 4(f)/6(f) Evaluation
 WisDOT ID: 1200-08-00
 Map 2 of 6



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



**MAP 2 B -
County HHH and
Ternes Court**



Reconstruction of
MRST Trail
Crossing (trail will
not be moved)

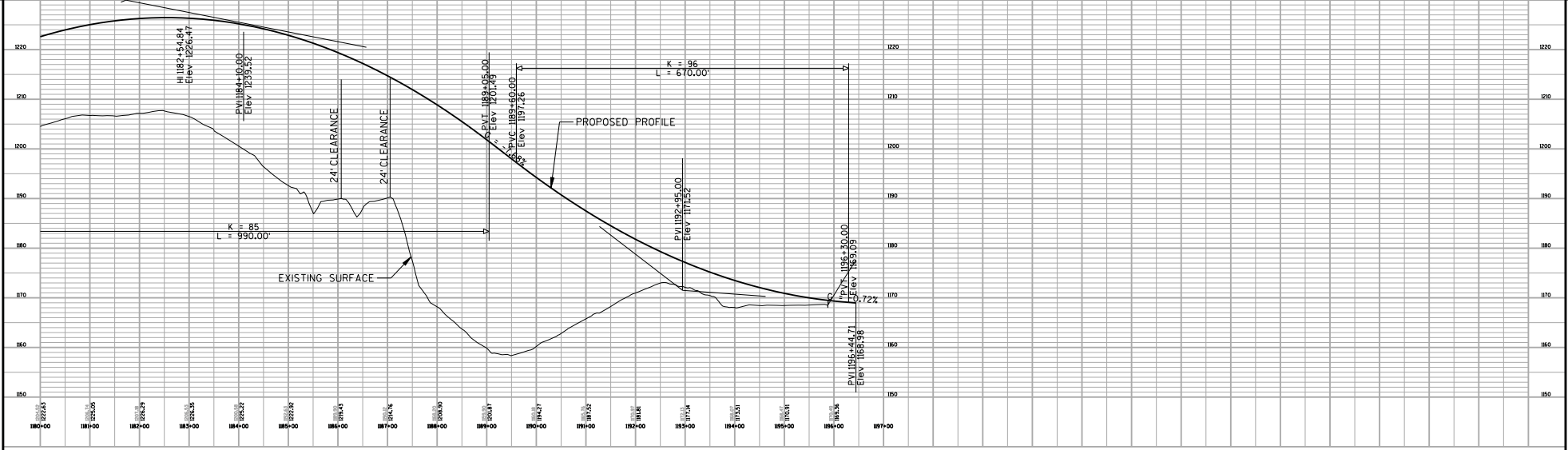
New Ternes Court
connection to
County HHH

Reconstruction of
MRST Trail
Crossing (trail will
not be moved)

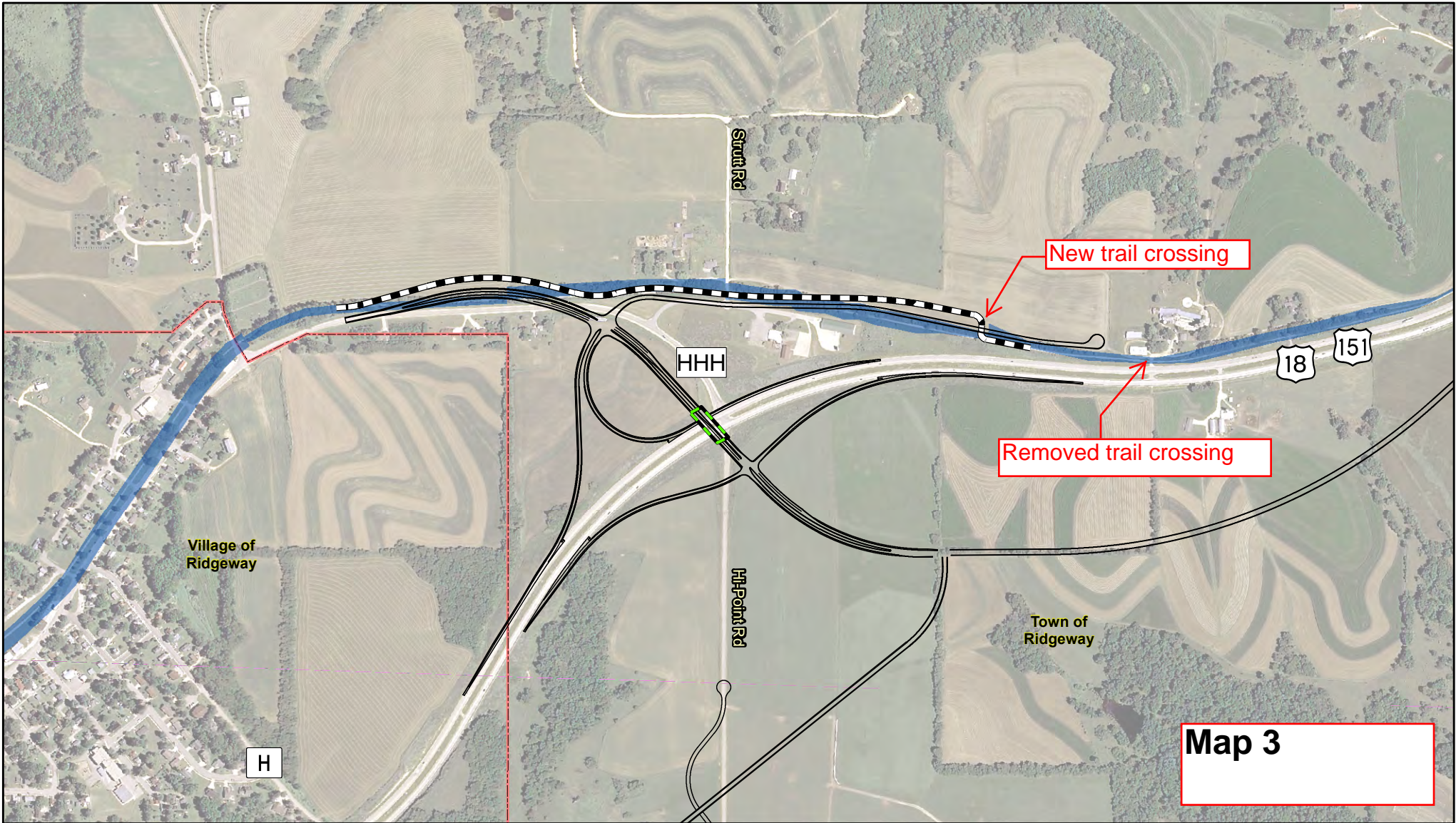
New County HHH
overpass

5

5

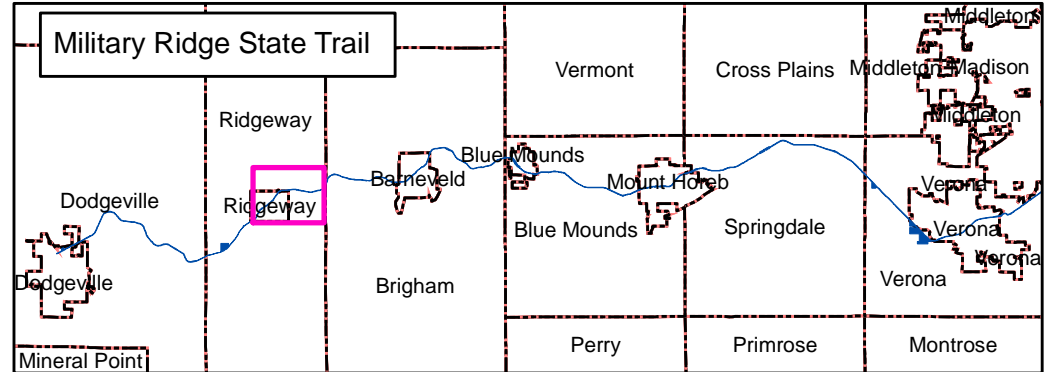


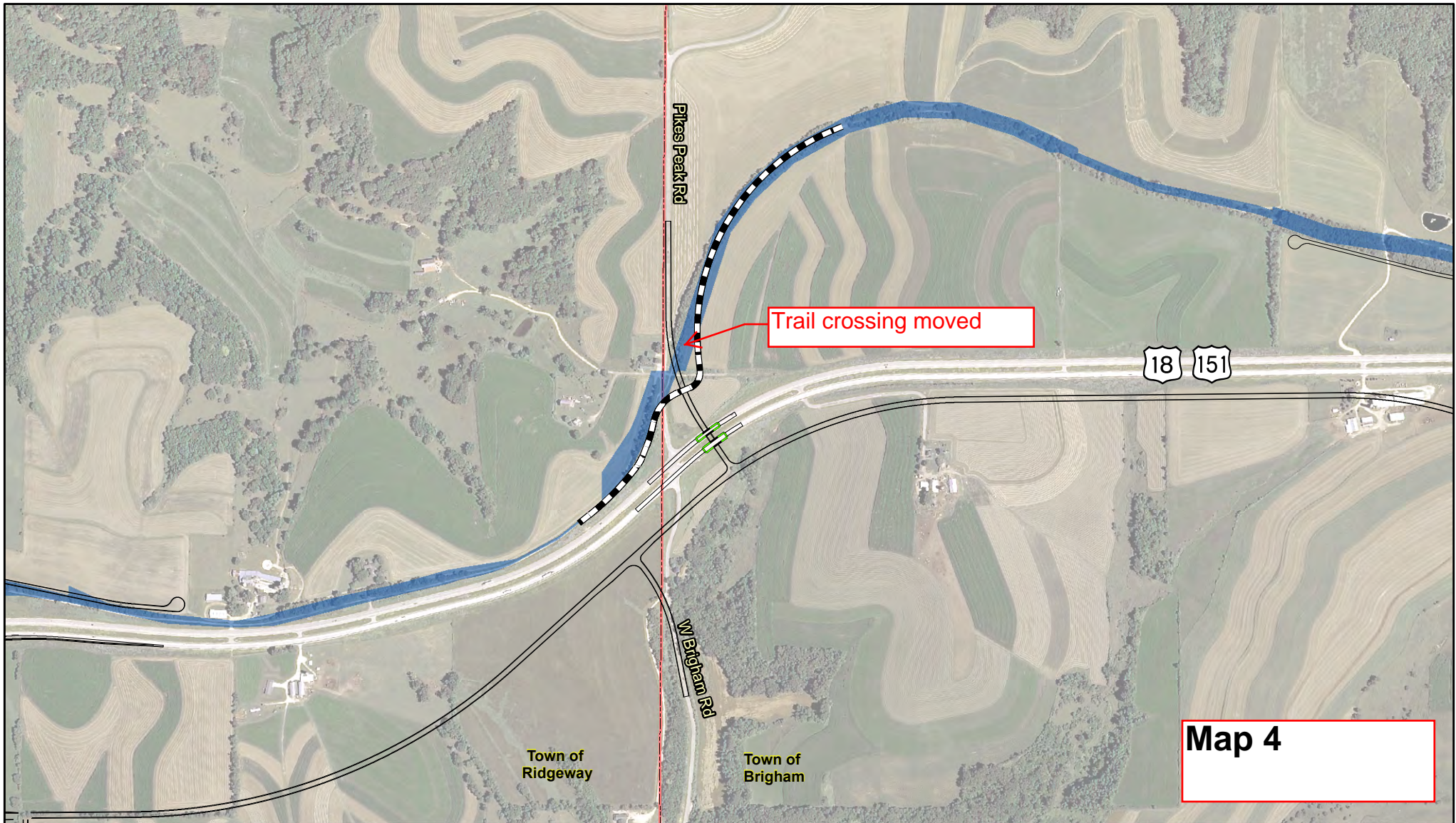
PROJECT NO:	HWY: 18/151	COUNTY: IOWA	PLAN & PROFILE- CTH BB & CTH HHH OVERPASS	SHEET	E
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US 18/151 Freeway Conversion Study
 Military Ridge Trail - Section 4(f)/6(f) Evaluation
 WisDOT ID: 1200-08-00
 Map 3 of 6




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

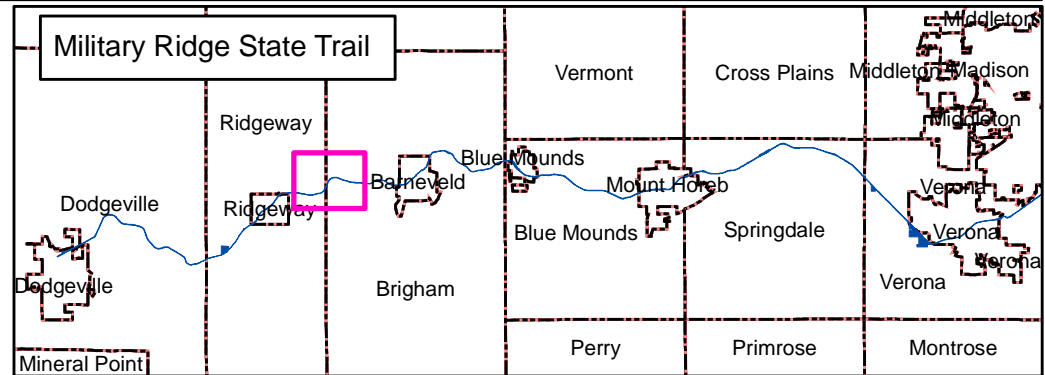
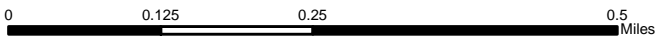


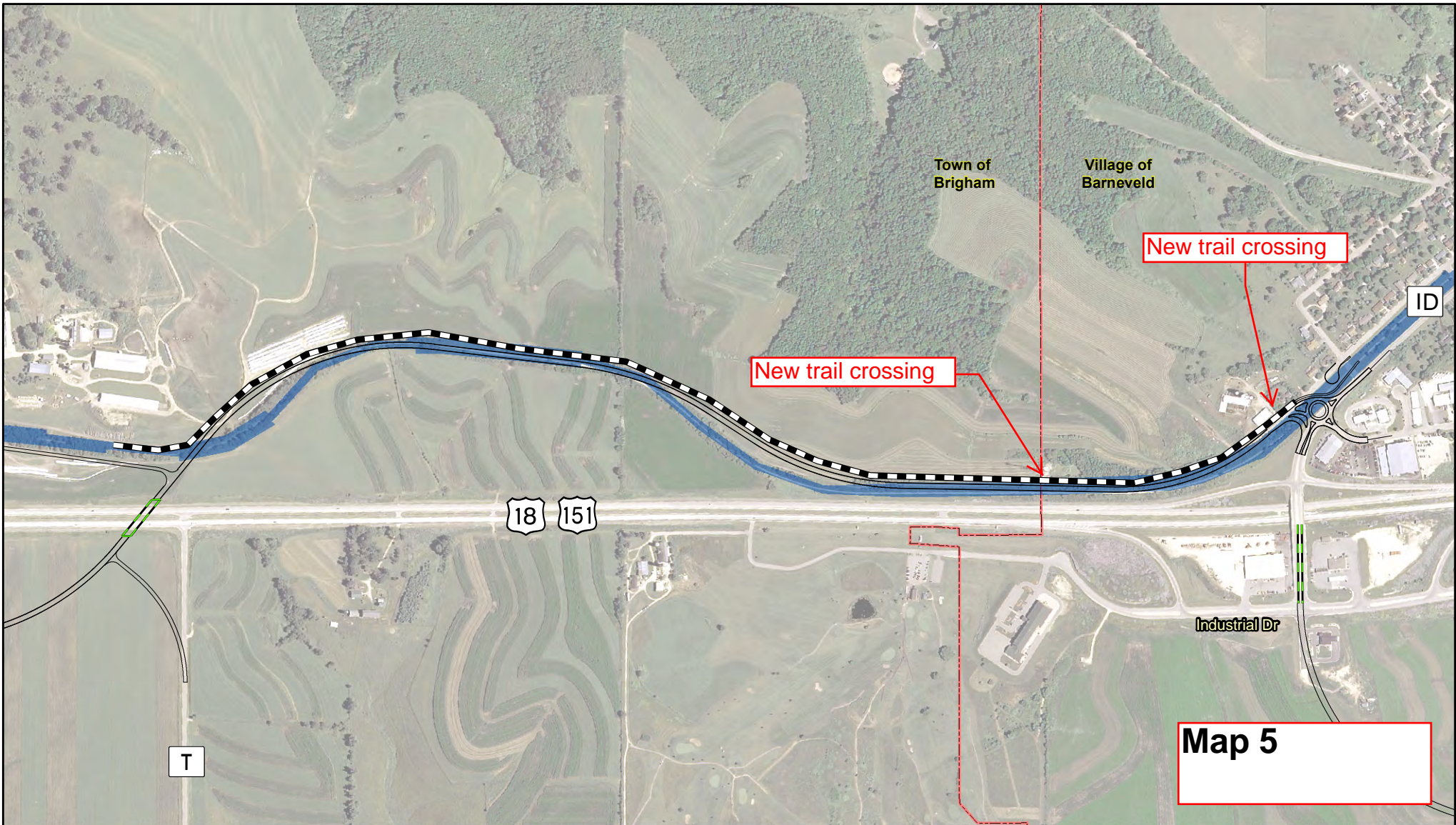


Map 4

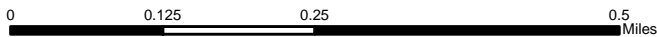
US 18/151 Freeway Conversion Study
 Military Ridge Trail - Section 4(f)/6(f) Evaluation
 WisDOT ID: 1200-08-00
 Map 4 of 6

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

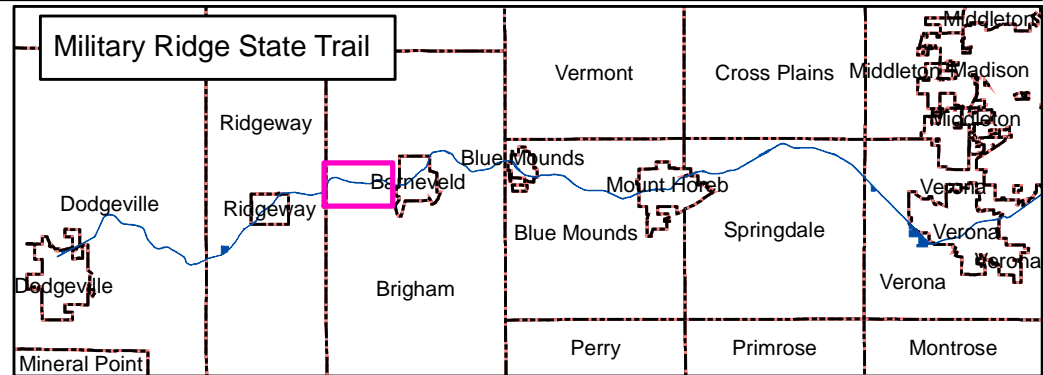




US 18/151 Freeway Conversion Study
 Military Ridge Trail - Section 4(f)/6(f) Evaluation
 WisDOT ID: 1200-08-00
 Map 5 of 6



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





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

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

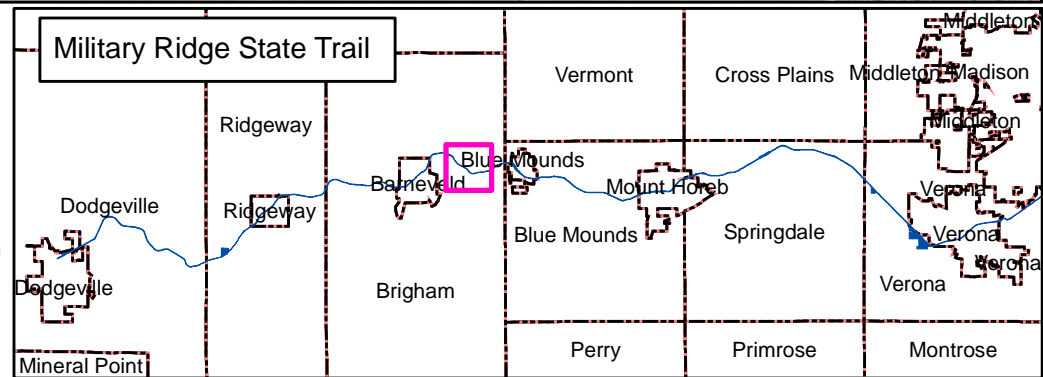
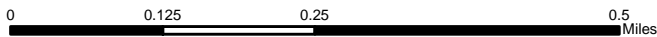


Exhibit 5 WDNR Correspondence



March 20, 2013

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

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

Dear Mr. Barta,

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

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

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

Mandatory mitigation measures for all trail relocations include;

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

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

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

Sincerely,



Amanda A. Cushman
EA specialist

**EMAIL CORRESPONDENCE FROM WDNR
REGARDING MRST TRAIL AT TERNES COURT**

From: "Cushman, Amanda A - DNR" <Amanda.Cushman@wisconsin.gov>
To: Barbara Feeney <bfeeney@sehinc.com>,
Cc: "White-Quam, Dana M - DNR" <Dana.WhiteQuam@wisconsin.gov>, "Barta, Larry - DOT" <Larry.Barta@dot.wi.gov>
Date: 11/15/2013 08:57 AM
Subject: RE: US 18/151: Section 2 Design Details, MRST Impacts

Good Morning Barb-

We do not have concerns with this. Although, in addition to minimizing the impacts to existing vegetation, we would like to see language added that states that additional vegetation screening will be added in areas where reconstruction occurs.

Thanks Barb and let me know if you have concerns or questions. - Amanda

Amanda A. Cushman
Environmental Analysis and Review Specialist
South Central Region
Wisconsin Department of Natural Resources
(608) 275-3485 (608) 275-3338
Amanda.Cushman@Wisconsin.gov

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

From: Barbara Feeney [mailto:bfeeney@sehinc.com]
Sent: Thursday, November 07, 2013 3:32 PM
To: Cushman, Amanda A - DNR; White-Quam, Dana M - DNR
Cc: Barta, Larry - DOT; Colin Fleming
Subject: US 18/151: Section 2 Design Details, MRST Impacts

Hi Amanda and Dana-

After we went to the public meetings last year, we realized that we hadn't addressed the public road and private driveway on the west side of Ridgeway that will be affected by the new County HHH overpass (north side of US 18/151).

We addressed that in the attached plan set, which shows that the public road connection (Ternes Court) will be moved to square it up with the reconstructed end of County HHH. This will result in the reconstruction of the portion of the MRST that Ternes Court will cross, and reconstruction of the private driveway crossing of the trail. The trail itself will not be moved.

We didn't include this in the 4(f) document (by mistake). We will address this in the EA FONSI and note that WisDOT will minimize the disturbance of vegetative screening that now exists.

This is the portion of the freeway conversion project for which final design will start as soon as the FONSI is signed. WisDOT will be coordinating with you on the details.

Please let me know if you have any concerns. I should have communicated with you about this (besides remembering to put in the EA doc!), so my apologies.

Barbara A. Feeney, AICP
SEH | 6808 Odana Road, Suite 200 | Madison, WI 53719-1137
608.620.6190 direct | 608.620.6199 main | 888.908.8166 fax www.sehinc.com



DATE April 28, 2014

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

From: WDNR
Dana White Quam – District Parks & Recreation Specialist

Re: Military Ridge State Trail (MRST) - US 18/151 Freeway Conversion Study (WisDOT ID 1200-08-00)

Dear Mr. Larry Barta,

WDNR has reviewed the proposed improvement plans for the above project as it relates to the Military Ridge State Trail (MRST). The proposed US 18/151 improvements will require that portions of the trail be relocated which will impact a total of 4.2 miles in length and 39 acres in area. The project relocation will result in a new trail length totaling 4.1 miles and the total area acquired for the new trail right-of-way is 45 acres.

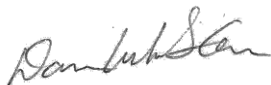
The proposed improvements also include reconstruction of a portion of the MRST that Ternes Court will cross in the Village of Ridgeway, and reconstruction of the private driveway crossing of the trail in this area. WDNR concurs with this improvement and previously sent a response on November 15, 2013 indicating there are no additional concerns.

WDNR is in concurrence with the final preferred alternatives for the relocations of the trail. WDNR concurs with Factor Sheet B-8 in the Environmental Assessment (EA) that trail impacts are adequately mitigated, with in fact a net benefit to the trail and its users through removal of at-grade road crossings, use of berms and vegetation to screen the trail visually and safety improvements.

WDNR concurs that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection, and understands that FHWA intends to finalize the de minimis impact determination.

WDNR understands that WisDOT will coordinate with WDNR and the National Park Service (NPS) on the MRST relocation on a section by section basis, as funding is committed.

Sincerely,



Dana White Quam

cc: Paul Zajackowski - SCR