

October 2, 2013

State of Wisconsin Department of Natural Resources Bureau of Endangered Resources ATTN: Ms. Melissa Tumbleson P.O. Box 7921 Madison, WI 53707-7921

Subject: Endangered Resources Review Request for the Dairyland Power Cooperative Q-1 Marshland Substation to Briggs Road Substation 161 kV Transmission Line Rebuild Project located in Trempealeau and La Crosse Counties, Wisconsin

Dear Ms. Tumbleson:

Dairyland Power Cooperative (DPC), a not-for-profit generation and transmission cooperative headquartered in La Crosse, Wisconsin, intends to rebuild approximately 13 miles of their Q-1 161 kilovolt (kV) transmission line (Q-1) from the Marshland Substation located in Trempealeau County, Wisconsin to the Briggs Road Substation located in La Crosse County, Wisconsin (the Project). The north end of the Project begins approximately 1.6 miles southeast of the Marshland Substation, located approximately 1 mile southeast of the unincorporated community of Marshland, Wisconsin, and traverses generally southeast to the Briggs Road Substation located approximately 0.1 mile southwest of the Village of Holmen, Wisconsin.

The Q-1 transmission line was constructed in the 1950's; it is now in poor condition and reaching the end of its service life. The Project consists of rebuilding 13 miles of transmission along the existing corridor to address condition and service life concerns.

The first phase of the Project requires exploratory activities (site reconnaissance, preliminary staking of structure locations, and soil borings) will result in temporary impacts for 21 soil borings. Soil borings (estimated to be up to a 6 inch diameter) will be advanced to a depth of up to 100 feet below ground surface at each proposed structure location. Existing access routes will be used to perform the exploratory activities. Detailed sheet maps showing proposed access routes, structure locations, and wetlands/waterways are provided in **Appendix B**.

As noted on the "Endangered Resources Review Request Form 1700-047 (R2/11)", an application package, comprised of the materials listed below, is enclosed:

Completed signed form: A completed signed form is enclosed.

Project Narrative: The Project Narrative includes additional information that would not fit in the space allowed on the Endangered Resources Review Request Form.

Maps: Sheet maps delineating the Project Area are provided in Appendix B of the Project Narrative.



Funding for the rebuilding of the Project may be provided by the U.S. Department of Agriculture Rural Utilities Service (RUS). Consequently, the RUS has determined the Project constitutes a federal undertaking and is subject to the National Environmental Policy Act (NEPA) of 1969 as-well as other federal laws and regulations, including, but not limited to the National Historic Preservation Act (NHPA, 16 USC 470) and its implementing regulations ("Protection of Historic Properties," 36 CFR 800). Environmental review documents will be prepared for the rebuilding construction activities.

AECOM respectfully requests that the WDNR review the enclosed maps and identify any issues with preconstruction activities associated with the Project. Upon your review, we ask that the WDNR please send a written response to the address below, stating specific findings, concerns or further requirements. If you require any further information, please do not hesitate to contact us.

Should you have any questions or require additional information, please do not hesitate to contact Mark Rothfork at (612) 376-2450 (<u>mark.rothfork@aecom.com</u>) or Leslie Knapp at (612) 376-2437 (<u>leslie.knapp@aecom.com</u>).

Sincerely,

AECOM, Inc.

Mark Rothfork Associate

Enclosures:

Endangered Resources Review Request Form Project Narrative

CC:

Chuck Thompson – DPC Joleen Trussoni – DPC Emily Orler – RUS



Leslie H. Knapp, PG Project Manager



State of Wisconsin Department of Natural Resources Bureau of Endangered Resources Attn: Endangered Resources Review Program PO Box 7921, Madison WI 53707-7921 dnr.wi.gov

Form 1700-047 (R 2/11)

Notice: An Endangered Resources (ER) Review of a proposed land development, management, planning, or similar type of project provides the requester with information from Wisconsin's Natural Heritage Inventory (NHI) database and other sources on rare plants and animals, high quality natural communities, and other endangered resources that may be impacted by the proposed project. The ER Review will also include specific recommendations to help projects comply with Wisconsin's Endangered Species Law (s. 29.604, Wis. Stats.) and other laws and regulations protecting endangered resources. Personal information collected will be used for administrative purposes and may be provided to requesters to the extent required by Wisconsin's Open Records Law (ss. 19.31-19.39, Wis. Stats.).

Instructions: The following materials are required to process this request. Submit all materials by mail to the address above or by fax (608-266-2925) or email (DNRERReview@wisconsin.gov). Do not include payment with this form.

Completed, signed form

Map(s) delineating the project area, preferably a topographic map and digital orthophoto (aerial photo)

Submission of the following materials are strongly encouraged and will facilitate review of your project:

- Photographs that clearly show the project area, including natural features and vegetation present on site
- Additional relevant information and reports (e.g., detailed project and habitat descriptions, wetland delineation, and site plans)

Section	1: Reque	ster Inforn	nation (E	R Revi	ew, correspond	ence and inv	oice will be	sent to	this person)		
Name					Organization							
Chuck Thompson					Dairyland Power Cooperative							
Mailing Address					City	<u>_</u>			State	ZIP Code		
3200 East	Avenue S	outh				La Crosse		WI 5460				
Telephone	e Number		FAX Nur	nber		Email Address						
(608) 787	-1432		(608) 78	7-1420		cat@dairyn	cat@dairynet.com					
Section I	2: Lando	wner Infor	mation (i	fdiffere	ent than Sectior	1)						
						Organizatio	n					
SEE ATT	ACHED N	ARRATIV	E			0.1			···			
wanng Au	Juless					City				State	ZIP Code	
Telephone	Numbor				<u> </u>	Care all Andatas						
relephone				iber		Email Addre	Email Address					
Section	3. Project	Elnformati	0.0									
Project Na	ame	t miormati	UII			Project Address (if applicable)						
DPC O-1 Marshland to Briggs Road 161 kV Rebuild Project				NOT APPLICABLE								
Project Ty	pes: OR	esidential	O Com	mercia								
		other:		incrua			\bigcirc ha	insport	auon (roaus,	ranroad	is, traiis)	
Start Data (an aite diaturbanas)									4 - 1 - 4 -			
Start Date	(on-site un	sturbance)			zna Date (on-sit	e disturbance))	l otal Acreage			reage	
County	Octo	ber 1, 2013			anuary 1, 2014			125 acres				
City O Town) Village of: SEE ATTACHED NARRATIVE								
Township	Range	Direction	Section	Qu	arter Section	Quarter- Sec	Quarter tion	Addi (atta	Additional Comments on TRS Location (attach additional information if necessary)			
Ν		□ E □ W			1W NE SW SE	□ NW □ SW		SEE A	TTACHED	NARR	ATIVE	
N		E				□ NW □ SW				<u> </u>		
Provide a g	letailed des	scription of t	he propos	ed proje	ect and associate	ed disturbance	e, includina i	acres to	be disturbed	d Attac	h additional	

Provide a <u>detailed</u> description of the proposed project and associated disturbance, including acres to be disturbed. Attach additional pages as needed.

SEE ATTACHED NARRATIVE

Form 1700-047 (R 2/11)

Page 2 of 2

Section 3: Project Information, continued

Provide a <u>detailed</u> description of the habitat types and current land use within the project area (e.g., 50% in active agriculture-currently corn, 20% floodplain forest, 15% industrial area, 10% hardwood swamp dominated by black ash, 5% fallow field - in active agriculture until one year ago). Attach additional pages as needed.

SEE ATTACHED NARRATIVE

List all wetlands and waterbodies (e.g., rivers, intermittent streams, lakes, marshes) within one mile of the project area. List any known or suspected impacts of the proposed project to these wetlands and waterbodies. Indicate the location(s) of any point source discharge(s) into wetlands or waterbodies.

See Appendix A of the attached narrative for wetlands and waterbodies (e.g., rivers, intermittent streams, lakes, marshes) identified for the Project.

List any reports that have been prepared to describe habitat that may be impacted by the proposed project (e.g., wetland delineation, habitat assessments, and rare species surveys). Attach copies if available.

Rare Species and Natural Communities Analysis and Survey Summary Report CapX2020 - Hampton - Rochester - La Crosse 345kV Transmission Project PSCW Docket #: 5-CE-136 PSC Reference Numbers: 143484, 143485, 143486, 143488, 143489, 143515, and 143516

List any other project reports or correspondence concerning endangered resources. Include endangered resources reviews conducted by this or another agency (list log # and/or date issued) for this or a different phase of or alternative to the proposed project. Attach copies if available. Not Applicable.

Section 4: Related Permi	ts, Licenses or Regulatory Approvals		The strength of the second second
Permit, License or Approval	Issuing Agency, Program or Municipality	Contact Person	Status
Special Use Permit	US Fish and Wildlife Service	Jim Nissen	 will be applying for have applied for have received
Individual Permit	Wisconsin DNR	Cheryl Laatsch	will be applying for have applied for have received
			 will be applying for have applied for have received

Section 5: Certification by Requester

I am the owner, authorized representative of the owner, or utility representative of the property for which I am requesting an Endangered Resources (ER) Review. To the best of my knowledge, the information I have provided is complete and accurate.

I understand that the requested ER Review may contain NHI data and information (including specific locations of endangered resources) which are considered sensitive and are not subject to Wisconsin's Open Records Law (per s. 23.27, Wis. Stats.). I agree to use the information contained in the ER Review solely for planning and implementation of the proposed project. As such, I agree to share information contained in the ER Review only with individuals who need this information to carry out specific locations of endangered resources contained in the ER Review to any other parties or individuals without prior written permission from the Bureau of Endangered Resources. (Please contact the Endangered Resources Review Program at 608-264-6057 if you have any questions about sharing information contained in the ER Review.)

I agree to pay, within 30 days of receipt of an invoice, the fee charged by the Department for this ER Review (see Page 1 for details).

Signature of Requester	Date Signed	Name of Requester (Please Print)	-
Chuch Thompson	9/26/13	Chuck Thomason	
0			-

Endangered Resource Review Request Project Narrative

Dairyland Q-1 Marshland-Briggs Rd 161 kV Rebuild Project-Exploratory Preconstruction Activities

Section 2: Landowner Information

2.1 Landowner List

A list of landowners within the right-of-way (ROW) of the Project is provided in Appendix A.

Section 3: Project Information

3.1 Project Location

The Project is located in Trempealeau and La Crosse Counties, Wisconsin. **Table 3-1** presents the townships, ranges, and sections for the Project. The Project will follow the existing transmission corridor and utilize existing ROW.

State	County	Township	Range	Sections		
Wisconsin	La Crosse	17N	8W	3, 4, 10, 11, 12, 13		
Wisconsin	Trempealeau	18N	8W	29, 30, 32, 33		
Wisconsin	Trempealeau	18N	9W	7, 8, 15, 16, 17, 22, 23, 24, 25		

Table 3-1: Project Location

3.2 Project Description

Dairyland Power Cooperative (DPC), a not-for-profit generation and transmission cooperative headquartered in La Crosse, Wisconsin, intends to rebuild approximately 13 miles of their Q-1 161 kilovolt (kV) transmission line (Q-1) from the Marshland Substation located in Trempealeau County, Wisconsin to the Briggs Road Substation located in La Crosse County, Wisconsin (the Project). The north end of the Project begins approximately 1.6 miles southeast of the Marshland Substation, located approximately 1 mile southeast of the unincorporated community of Marshland, Wisconsin, and traverses generally southeast to the Briggs Road Substation located approximately 0.1 mile southwest of the Village of Holmen, Wisconsin.

The Q-1 transmission line was constructed in the 1950's; it is now in poor condition and reaching the end of its service life. The Project consists of rebuilding 13 miles of transmission along the existing corridor to address condition and service life concerns.

Exploratory activities (site reconnaissance, preliminary staking of structure locations, and soil borings) will result in temporary impacts for 21 soil borings (approximately 4 square feet). Soil borings (estimated to be up to a 6 inch borehole diameter) will be advanced to a depth of up to 100 feet below ground surface at each proposed structure location. For the majority of the Project, existing access routes will be used to perform the exploratory activities. Detailed sheet maps showing proposed access routes, structure locations, and wetlands/waterways are provided in **Appendix B**.

The equipment that will be used for the exploratory activities will be an ARGO (**Figure 1**) and a rubber tracked boring machine (**Figure 2**). The ARGO has a ground pressure rating of 1.5 pounds per square inch (psi) and the rubber tracked boring machine has a ground pressure rating of 3.5 psi.





Figure 2: Rubber Tracked Boring Machine

The areas of the Project that will use the H-frame steel transmission structures will utilize the existing 80foot right-of-way (ROW), 40 feet on either side of the 161 kV transmission centerline. Y-frame steel transmission structures will be used in the Black River floodplain area and will utilize 65 feet of the existing 80-foot ROW, 32.5 feet on either side of the 161 kV transmission centerline. The transmission structures will not be replaced at their current locations; rather, structure locations will be selected based on engineering and environmental factors including soil conditions, slope, and maximum span length between transmission structures, and terrain and landowner input.

The Project has been designed to avoid resources such as wetlands, surface waters, sensitive habitats, protected species and historic or cultural areas to the extent possible. Potential impacts to soil and surface water resources will be minimized and avoided by using erosion and sedimentation control best management practices (BMPs) during exploratory activities.

3.3 Land Use and Cover Types

The land use within the Project area consists of agricultural land with rural farmsteads, wetland areas, large privately-owned and state-owned forest tracts, and rural residential development. The Project crosses multiple local roadways and one State Trunk Highway (STH) 35. Rural farmsteads and residences are widely scattered within the vicinity of the Project corridor, with a heavier concentration of development near the Project's southern terminus (Holmen, Wisconsin).

The Project is located within the Driftless Area ecoregion. The Driftless Area ecoregion is characterized by pasture and cropland on flatter uplands, woodlands and forest on steeper slopes and ravines. Livestock and dairy farming are major land uses and have had a major impact on stream quality. Corn, soybeans, feed grains, and hay are principal crops (Omernik 1988).

The vegetation of the Driftless Area is transitional between the mixed forests of North Central Wisconsin and the oak savannas of Iowa). Upland hardwood forests consist primarily of red oak, white oak, bitternut hickory, shellbark hickory, sugar maple, and/or wild cherry. Low areas support forests dominated by elm, cottonwood, river birch, ash, silver maple, and willow. Savanna communities of bur oak and bluestem

grasses grow in some areas, particularly on sandy soils; however, the grasslands have largely been converted for cropland or invaded by forests (Omernik 1988).

Based on the land cover data that was collected and submitted in the CapX2020 Project Certificate of Public Convenience and Necessity (CPCN) (PSCW Docket No. 5-CE-136), the Project crosses cropland, commercial land cover, grassland, non-forested wetland, open water, residential land cover, road (pavement), and open water. A summary of the distribution of land cover types crossed by the Project is provided in **Table 3-2**.

CPCN Land Cover Type	161 kV Transmission Line ROW
Cropland	56.9%
Commercial	0.6%
Grassland	18.6%
Non-Forested Wetland	16.8%
Open Water	1.8%
Residential	4.3%
Road	1%
Total	100%

Table 3-2: Land Cover Types within ROW

3.4 Wetlands and Waterways

Wetland and waterway boundaries were identified for the Project as part of the CapX2020 Hampton-Rochester-La Crosse 345 kV Transmission Project (CapX Project). A description of the wetland and waterway identification methods that were used by CapX Project is provided below.

Field access was limited to the existing ROW (transmission line and public ROW) along the Q-1 Route (Project). For areas extending outside the existing ROW, the wetland boundaries were conservatively estimated by interpretation of aerial photography (2008 NAIP Orthophotography and aerial photography taken for the CapX Project in April 2008), soil survey, Wisconsin Wetland Inventory (WWI) maps where available, topographic contours, and field review. **Appendix C** identifies these wetlands. Field identified wetland boundaries are displayed in green on sheet maps included in **Appendix B**.

The identification of waterways was based on review of WDNR 24K Hydrography Layer, aerial photography, and field observations along accessible routes. Several waterways that did not appear on the WDNR 24K Hydrography Layer that were evident based on field and/or aerial photograph review were identified. **Appendix C** identifies these waterways. Waterways are displayed on the sheet maps included in **Appendix B**.

3.4 Eastern Massasauga Rattlesnake

Eastern massasaugas are found in a variety of habitats, including bogs, fens, marshes, upland old fields, prairies, sedge meadows and wet grasslands adjacent to bottomland forest, but this species tends to avoid heavily wooded areas. They use a combination of wetland and upland habitats throughout the year, with overwintering occurring in wetland areas and summer foraging occurring in upland or mesic grasslands. Hibernation occurs primarily in crayfish burrows. Highly suitable habitat includes moderate to large open canopy wetland habitats, such as wet meadow, sedge meadow, or wet prairie, with substantial adjacent open upland or wet/mesic meadows for foraging. Small wetland habitats of various

types, with little to no adjacent open canopy upland habitat for foraging, and areas that experience frequent winter/early spring flooding that may drown overwintering individuals are considered poor suitability/low potential.

Based on desktop review of recent aerial photography, discussions with USFWS staff, and observations made during other field studies, much of the existing ROW through the Black River floodplain is inundated during the late winter/early spring in most years, and potentially throughout much of the growing season in some years, thereby rendering the area unsuitable as massasauga winter habitat and low potential as summer habitat. In addition, landcover outside of the ROW is composed primarily of closed canopy floodplain forest, further limiting the potential of the area to provide suitable habitat.

Based on these factors, massasauga would be unlikely to be present in the ROW; however even in the event they were present the use of low pressure vehicles would be expected to avoid impacting the snakes.

Appendix A:

DPC Q-1 Marshland Substation to Briggs Road Substation 161 kV Rebuild Project Landowner List

PIN	Owner Name	Address	City	State	ZipCode	County
8-472-0	USA					La Crosse
8-476-0	JEROME D PEDRETTI	COUNTY ROAD XX	HOLMEN	WI	54636	La Crosse
8-797-2	THOMAS J DUMMER	N6775 COUNTY ROAD XX	HOLMEN	WI	54636	La Crosse
8-806-0	RICHARD S GRAY	N6642 COUNTY BOAD XX	HOLMEN	WI	54636	La Crosse
10-1/35-1		N6430 BBIGGS BD	HOLMEN	W/I	54636	La Crosse
10-1440-1			MADISON	\\/I	52707	La Crosse
0-1440-1				VV1	55707	La Crosse
8-850-0		N6503 BRIGGS RD	HOLMEN	WI	54636	La Crosse
8-805-0		N6673 COUNTY ROAD XX	HOLMEN	WI	54636	La Crosse
8-794-6	BABCOCK SWINE INC	3755 25TH ST SE	ROCHESTER	WI	55904	La Crosse
8-809-0	SHIRLEY DUMMER	N6595 COUNTY ROAD XX	HOLMEN	WI	54636	La Crosse
008005430005	ERIC D WILBER	W22710 PRAIRIE WOOD DR	TREMPEALEAU	WI	54661	Trempealeau
008004270000	PHILIP D & DARLEEN M LUNDE REVOCABLE TRUST	W20868 SOUTH ST	GALESVILLE	WI	54630	Trempealeau
008004550000	STATE OF WISCONSIN	101 S WEBSTER ST	MADISON	WI	53707	Trempealeau
008004520000	JACK M JR & KEITH F BEMIS	W23299 STATE RD 35	TREMPEALEAU	WI	54661	Trempealeau
008004530000	TODD & KRISTI SMITH	W14776 COUNTY RD CC	ETTRICK	WI	54627	Trempealeau
008004290000	RICHARD H RYDER	P O BOX 206	TREMPEALEAU	wi	54661	Trempealeau
008004240000	RICHARD H & WINSTON LRYDER &	W4045 BOSTWICK LN	WEST SALEM	WI	54669	Trempealeau
008003860000	STEVEN I & PATRICIA C MCDONAH	W21205 SOUTH ST	TREMPEALEAU	WI	54661	Trempealeau
008003830005	WILLIAM T & CYNTHIA A TOWNER	W21498 SOUTH ST	TREMPEALEAU	WI	54661	Trempealeau
008003730000	GARY D & ANITA M STETZER	W23082 STATE RD 35	TREMPEALEAU	WI	54661	Trempealeau
008003720000	TROY A & EVA M WOYCZIK	W21860 STATE BD 35	TREMPEALEAU	wi	54661	Trempealeau
008003740000	GARY A & KERRY M TOWNER	W20074 SOUTH ST	GALESVILLE	w/i	54630	Trempealeau
008005740000	TREMPLO SAND & CRAVELINC	W22092 STATE PD 25	TREMREALEALL	\A/I	54661	Trempealeau
008003830000		W23062 STATE ND 55		VVI	54661	Trempealeau
008003710015	FRANK S & PAULA J ALLEN	W22001 111H ST		VVI	54661	Trempealeau
008003710000		24464 51H SI	TREMPEALEAU	WI	54661	Trempealeau
008005470000	MRC TELECOMMUNICATIONS	918 N 4TH ST	MILWAUKEE	WI	53203	Trempealeau
008005410000	JOHN C MARTLAND	24118 THIRD ST	TREMPEALEAU	WI	54661	Trempealeau
028013470000	CHARLES A RACIC	609 REVERE RD	GLENVIEW	IL	60025	Trempealeau
028013310000	KENNETH & DORIS SCHINDLER	N12580 COUNTY RD K	TREMPEALEAU	WI	54661	Trempealeau
028013310005	TREMPEALEAU COUNTY	P O BOX 67	WHITEHALL	WI	54773	Trempealeau
028013310010	CHARLES A & LINDA L GLOWCHESKI	N12674 COUNTY RD K	TREMPEALEAU	WI	54661	Trempealeau
028010040000	STATE OF WISCONSIN	3550 MORMON COULEE RD	LA CROSSE	WI	54601	Trempealeau
028010030000	JAMES COREY & GAIL JANSEN	N13007 STATE RD 35	TREMPEALEAU	WI	54661	Trempealeau
028010020000	BEATRICE M STELLPFLUG	N12949 STELLPFLUG LN	TREMPEALEAU	WI	54661	Trempealeau
028010820007	JEFF VERNON	W25133 WILLIAMSON LN	TREMPEALEAU	wi	54661	Trempealeau
028010610000	GARY L COOPER	W25004 WILLIAMSON LN	TREMPEALEAU	WI	54661	Trempealeau
028010610005	TOWN OF TREMPEALEAU	W25042 STATE RD 54/35	TREMPEALEAU	wi	54661	Trempealeau
028010630000	DOLIGI AS W WERSTER	N13281 MEMMER IN	TREMPEALEAU	WI	54661	Trempealeau
028010580000		W25132 WILLIAMSON I N	TREMPEALEAU	wi	54661	Trempealeau
028010520010		N133/3 GRANA IN		w/i	54661	Trempealeau
028010020010				14/1	54661	Trempealeau
028010010000					54001	Trempealeau
028010560000					55331	Trempealeau
028010880000	SIEVEN M & MARY J SHEFFER	N13816 WEST PRAIRIE RD	TREMIPEALEAU	WI	54661	i rempealeau
028010840000	RICHARD LEHMANN	P O BOX 681	COLUMBUS	MI	59019	Irempealeau
028008080000	ROBERT P & PATRICE A BORK	N15146 WEST PRAIRIE RD	TREMPEALEAU	WI	54661	Trempealeau
028008100000	ELMARO FARMS INC	N15836 STATE RD 35	TREMPEALEAU	WI	54661	Trempealeau
028008070000	SCHUH FARMS INC	W26928 SCHUH RD	TREMPEALEAU	WI	54661	Trempealeau
028010870000	NEAL & SUSAN WILBER	W26276 WILBER LN	TREMPEALEAU	WI	54661	Trempealeau
008003750000	TROY A & EVA M WOYCZIK	W21860 STATE RD 35	TREMPEALEAU	WI	54661	Trempealeau
008005430020	RICHARD T HEROLD	24118 3RD ST	TREMPEALEAU	WI	54661	Trempealeau
028013410000	BRENENGEN TRUST	N11794 FREMONT ST	TREMPEALEAU	WI	54661	Trempealeau
028010660000	MICHAEL A HIRNER	19360 MCKINGLEY CT	SHOREWOOD	MN	55331	Trempealeau
028010090000	JAMES A SENTY	853 COUNTRY CLUB LN	ONALASKA	WI	54650	Trempealeau
028011950000	EARL ADAMS	24328 CARDINAL CT	TREMPEALEAU	WI	54661	Trempealeau
028010680000	COLLIN J & EDYTHE L HIRNER	N13472 CANAB RD	TREMPEALEAU	wi	54661	Trempealeau
028010670000	PATRICK M & MARGARET C KEARNS	N13422 CANAB BD	TREMPEALEAU	WI	54661	Trempealeau
028013380000	BRIAN D BRENENGEN	W22456 COX RD	GALESVILLE	WI	54630	Trempealeau
028011040000			TREMOLALEAL	14/1	54050	Trempealeau
028011940000		W22091 STATE RD 35		WI	54461	Trempealeau
028013300000		P 0 B0X 366		vvi	54661	Trempealeau
028010330000	DAVID LEONARD SCHRENKLER	N13505 CANAR RD	TREMPEALEAU	WI	54661	Irempealeau
008005430015	COREY J FEYEN	W22658 PRAIRIE WOOD DR	TREMPEALEAU	WI	54661	Trempealeau
028013340000	LESLIE STELLPFLUG	W22949 WAGNER RD	TREMPEALEAU	WI	54661	Trempealeau
028010280013	RONALD H SEVERSON	W26014 STATE RD 54/35	TREMPEALEAU	WI	54661	Trempealeau
028010280001	ROBERT D NELSON	N13448 W PRAIRIE RD	TREMPEALEAU	WI	54661	Trempealeau
028010280002	RANDALL W & DAWN M THOMPSON	23857 WESTWOOD RD	TREMPEALEAU	WI	54661	Trempealeau
008005430010	JOHN A HEPP	W22670 PRAIRIE WOOD DR	TREMPEALEAU	WI	54661	Trempealeau
008004260000	COLLEEN ROSEMEYER	W20577 SOUTH ST	GALESVILLE	WI	54630	Trempealeau
008003580000	PHILIP D & DARLEEN M LUNDE REVOCABLE TRUST	W20868 SOUTH ST	GALESVILLE	WI	54630	Trempealeau
028013350000	BEATRICE M STELLPFLUG	N12949 STELLPFLUG LN	TREMPEALEAU	WI	54661	Trempealeau
028010320000	OLGA A MISSELL	110 S HENDERSON ST APT 107	HOUSTON	MN	55943	Trempealeau
008005400000		W22949 WAGNER RD	TREMPEALEAU	wi	54661	Trempealeau
008005460000			GALESVILLE	14/2	51620	Tromposicou
008005400000				VV1	54650	Tromposizer
008005400001	LAIVINE TREE FARIVIS LLC	1335 IVIEDART LN	UNALASKA	VVI	J405U	rrempealeau

Appendix B:

DPC Q-1 Marshland Substation to Briggs Road Substation 161 kV Rebuild Project Sheet Maps







Q-1 Marshland Substation to Briggs Road Substation 161 kV Rebuild Project



A Touchstone Energy* Cooperative

September 2013



A Touchstone Energy® Cooperative 😥

September 2013



DAIRYLAND POWER A Touchstone Energy* Cooperative K

Dairyland Q-1 Marshland Substation to Briggs Road Substation 161 kV Rebuild Project September 2013

WI





Q-1 Marshland Substation to Briggs Road Substation 161 kV Rebuild Project





Q-1 Marshland Substation to Briggs Road Substation 161 kV Rebuild Project

Dairyland Power Cooperative







Sheet Map 8





COOPERATIVE A Touchstone Energy* Cooperative K

September 2013



COOPERATIVE

A Touchstone Energy® Cooperative 🖈

Road Substation 161 kV Rebuild Project September 2013


Road Substation 161 kV Rebuild Project



Appendix C:

DPC Q-1 Marshland Substation to Briggs Road Substation 161 kV Rebuild Project Wetland and Waterway List

Feature ID ¹	Feature Type, Name and Designation	Resource Description ^{2, 3}	Sheet Map Index	Latitude	Longitude	Waterway Characteristics	Estimated Waterway Access Route Crossing Length (feet)	Temp Wetland / Stream Crossing Method
Trempealeau	u County							
5B-W1	Wetland	Shrub Carr/ Alder Thicket/ Emergent Aquatic/ Wet Meadow/Sedge Meadow; Existing transmission corridor is cleared (80 - 100 foot width).	7	-91.3661616685	43.9970575005	NA	NA	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-WW1	Waterway	UNT to Tank Creek	7	-91.3663864671	43.9971989555	Shown on WDNR 24K hydro layer; water width = 2-3 ft; water depth = 2 ft; top of bank width 2-3 ft, approach slope is 1:10	Exempt under Wis. Stat. § 30.29 (3a)	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-W2	Wetland - ASNRI and PNW associated with Tank Creek and 5B- WW2	Emergent Aquatic/ Sedge Meadow/ Wet Meadow/ Shrub Carr; Existing transmission corridor is cleared (80 - 100 foot width).	8	-91.3565795641	43.9921780911	NA	NA	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-WW2	Waterway - PNW (lakes less than 50 acres)	UNT to Tank Creek	8	-91.3632951344	43.9959418395	Shown on WDNR 24K hydro layer; water width = 10 ft; water depth = 3 ft; top of bank width10 ft, approach slope is 1:10	Exempt under Wis. Stat. § 30.29 (3a)	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-WW3	Waterway	UNT to Tank Creek	8	-91.3572568186	43.9925106431	Not shown on WDNR 24K hydro layer; water width = 24 ft; water depth = 4+ ft; bank height = 2 ft; top of bank width 25 ft, approach slope is 1:3	Exempt under Wis. Stat. § 30.29 (3a)	Will not be crossed
5B-WW4	Waterway	UNT to Tank Creek	8	-91.3568722972	43.9922316663	Not shown on WDNR 24K hydro layer; water width = 25 ft; water depth = 4+ ft; bank height = 2 ft; top of bank width 30 ft, approach slope is 2:1	Exempt under Wis. Stat. § 30.29 (3a)	Will not be crossed
5B-WW5	Waterway - ASNRI (NHI)	Tank Creek	8	-91.3561374921	43.9919819773	Shown on WDNR 24K hydro layer; water width = 59 ft; water depth = 6+ ft; bank height = 1 ft; top of bank width 60 ft, approach slope is 2:1	NA	Will not be crossed
5B-WW6	Waterway	UNT to Tank Creek	8	-91.3531195687	43.9903300980	Not shown on WDNR 24K hydro layer; water width = 2-3 ft; water depth = 2 ft; top of bank width 2-3 ft, approach slope is 1:10	Exempt under Wis. Stat. § 30.29 (3a)	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-WW7	Waterway	UNT to Tank Creek	8	-91.3524817783	43.9901737895	Shown on WDNR 24K hydro layer; area of inundation and open water	Exempt under Wis. Stat. § 30.29 (3a)	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-WW8	Waterway	UNT to Tank Creek	8	-91.3520192827	43.9898352065	Shown on WDNR 24K hydro layer; area of inundation and open water	Exempt under Wis. Stat. § 30.29 (3a)	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig. Lightweight mats may be used at banks to prevent erosion.
5B-WW9	Waterway	UNT to Tank Creek	8	-91.3510357998	43.9891715661	Shown on WDNR 24K hydro layer; area of inundation and open water	Exempt under Wis. Stat. § 30.29 (3a)	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig. Mats may be used at banks to prevent erosion.
5B-WW10	Waterway	UNT to Tank Creek	8	-91.3502320750	43.9889033628	Shown on WDNR 24K hydro layer; area of inundation and open water	Exempt under Wis. Stat. § 30.29 (3a)	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-W3	Wetland - ASNRI (WisDNR Van Loon Wildlife Area)	Shrub Carr/ Alder Thicket/ Wet Meadow; Existing transmission corridor is cleared (80 - 100 foot width).	9	-91.3480516001	43.9878574826	NA	NA	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-WW11	Waterway	UNT to Tank Creek	8, 9	-91.3490287956	43.9883277791	Not shown on WDNR 24K hydro layer; water width = 4 ft; water depth = 1/2 ft; bank height = 4 ft; top of bank width 15 ft, approach slope is 1:1	Exempt under Wis. Stat. § 30.29 (3a)	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-W4	Wetland - ASNRI (Van Loon Wildlife Area and contains PNW lake less than 50 acres)	Emergent Aquatic/ Sedge Meadow/ Wet Meadow / Shrub Carr; Existing transmission corridor is cleared (80 - 100 foot width).	9	-91.3450482660	43.9863087532	NA	NA	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.

Appendix C - Wetlands and Waterways Q-1 161 kV Transmission Line Rebuild (North Route) - Exploratory Preconstruction Actitivities

Feature ID ¹	Feature Type, Name and Designation	Resource Description ^{2, 3}	Sheet Map Index	Latitude	Longitude	Waterway Characteristics	Estimated Waterway Access Route Crossing Length (feet)	Temp Wetland / Stream Crossing Method
5B-W5	Wetland - ASNRI (Van Loon Wildlife Area and Upper Mississippi River Wildlife and Fish Refuge, associated with Shingle Creek and Black River)	Shrub Carr/ Alder Thicket/ Wet Meadow; Existing transmission corridor is cleared (80 - 100 foot width).	9	-91.3405944400	43.9840467331	NA	NA	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
LaCrosse Co	ounty							
5B-WW12	Waterway - ASNRI (NHI and in Van Loon Wildlife Area)	Shingle Creek	9	-91.3421636397	43.9848847821	Shown on WDNR 24K hydro layer; water width = 60 ft; water depth = 2 ft; bank height = 1 ft; top of bank width 66 ft, approach slope is 1:1	Exempt under Wis. Stat. § 30.29 (3a)	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-WW13	Waterway - ASNRI (Upper Mississippi River Wildlife and Fish Refuge)	UNT to Black River	9	-91.3402962027	43.9839361619	Not shown on WDNR 24K hydro layer; water width = 14 ft; water depth = 0.5 ft; bank height = 1 ft; top of bank width 16 ft, approach slope is 1:1	Exempt under Wis. Stat. § 30.29 (3a)	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-WW14	Waterway - ASNRI (Upper Mississippi River Wildlife and Fish Refuge)	UNT to Black River	9	-91.3400288442	43.9838570978	Not shown on WDNR 24K hydro layer; water width = 35 ft; water depth = 1.5 ft; bank height = 1 ft; top of bank width 45 ft, approach slope is 1:1	Exempt under Wis. Stat. § 30.29 (3a)	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-WW15	Waterway - ASNRI (Upper Mississippi River Wildlife and Fish Refuge)	UNT to Black River	9	-91.3396460722	43.9835566384	Not shown on WDNR 24K hydro layer; water width = 33 ft; water depth = 1.3 ft; bank height = 1.5 ft; top of bank width 38 ft, approach slope is 1:1	Exempt under Wis. Stat. § 30.29 (3a)	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-WW16	Waterway - ASNRI (Upper Mississippi River Wildlife and Fish Refuge)	UNT to Black River	9	-91.3389826538	43.9832067424	Not shown on WDNR 24K hydro layer; water width = 70 ft; water depth = 1.5 ft; bank height = 1.5 ft; top of bank width 80 ft, approach slope is 2:1	Exempt under Wis. Stat. § 30.29 (3a)	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-W6	Wetland - ASNRI (Upper Mississippi River Wildlife and Fish Refuge)	Degraded Wet Meadow	9	-91.3363964356	43.9818773466	NA	NA	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-WW17	Waterway - ASNRI (Upper Mississippi River Wildlife and Fish Refuge)	UNT to Black River	9	-91.3378597163	43.9826723738	Shown on WDNR 24K hydro layer; water width = 66 ft; water depth = 2 ft; bank height = 1.5 ft; top of bank width 70 ft, approach slope is 1:1	Exempt under Wis. Stat. § 30.29 (3a)	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-WW18	Waterway - ASNRI (Upper Mississippi River Wildlife and Fish Refuge)	UNT to Black River	9	-91.3348842866	43.9811684228	Not shown on WDNR 24K hydro layer, water width = 55 ft; water depth = 2.5 ft; bank height = 2 ft; top of bank width 62 ft, approach slope is 1:1	Exempt under Wis. Stat. § 30.29 (3a)	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-WW19	Waterway - ASNRI (Upper Mississippi River Wildlife and Fish Refuge)	UNT to Black River	9	-91.3339034147	43.9807139109	Not shown on WDNR 24K hydro layer; water width = 7 ft; water depth = 2 inches; bank height = 1.75 ft; approach slope is 1:1	Exempt under Wis. Stat. § 30.29 (3a)	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-WW20	Waterway - ASNRI (NHI, and Upper Mississippi River Wildlife and Fish Refuge)	UNT to Black River	9	-91.3319523622	43.9796691685	Shown on WDNR 24K hydro layer; water width = 85 ft; water depth = 1 ft; bank height = 3.5 ft; top of bank width 105 ft, approach slope is 1:1	116	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig. Lightweight mats may be used at banks to prevent erosion. Vehicles may need to travel approxiamtely 50 - 60 feet along a sandbar and stream channel to reach surmountable bank.
5B-W7	Wetland - ASNRI associated with Black River and in Upper Mississippi River Wildlife and Fish Refuge	Shrub Carr/ Alder Thicket (Van Loon); Existing transmission corridor is cleared (80 - 100 foot width).	9, 10	-91.3287602561	43.9780271538	NA	NA	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-WW21	Waterway - ASNRI (Upper Mississippi River Wildlife and Fish Refuge)	UNT to Black River	9	-91.3294441420	43.9783734480	Not shown on WDNR 24K hydro layer; water width = 60 ft; water depth = 1.75 ft; bank height = 3.5 ft; top of bank width 65 ft, approach slope is 1:1	Exempt under Wis. Stat. § 30.29 (3a)	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.

Feature ID ¹	Feature Type, Name and Designation	Resource Description ^{2, 3}	Sheet Map Index	Latitude	Longitude	Waterway Characteristics	Estimated Waterway Access Route Crossing Length (feet)	Temp Wetland / Stream Crossing Method
5B-WW22	Waterway - ASNRI (Upper Mississippi River Wildlife and Fish Refuge)	UNT to Black River	9	-91.3291001958	43.9782082386	Not shown on WDNR 24K hydro layer; water width = 65 ft; water depth = 2.2 ft; bank height = 3 ft; top of bank width 73 ft, approach slope is 1:1	34	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-WW23	Waterway - ASNRI (Upper Mississippi River Wildlife and Fish Refuge)	UNT to Black River	10	-91.3284310881	43.9778441326	Not shown on WDNR 24K hydro layer; no water in channel at survey time; bank height = 1.75 ft; top of bank width 17 ft, approach slope is 2:1	25	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-WW24	Waterway - ASNRI (Upper Mississippi River Wildlife and Fish Refuge)	UNT to Black River	10	-91.3273941164	43.9773225726	Not shown on WDNR 24K hydro layer; water width = 125 ft; water depth = 2 ft; bank height = 3.5 ft; top of bank width 145 ft, approach slope is 1:1	NA	Wil not be crossed.
5B-WW25	Waterway - ASNRI (PNW Sturgeon Areas, NHI, and Upper Mississippi River Wildlife and Fish Refuge)	Black River	10	-91.3261013934	43.9766797115	Shown on WDNR 24K hydro layer; water width = 300 ft; water depth = 2 ft; bank height = 6.5 ft; top of bank width 330 ft, approach slope is 1:1 Black River is an Impaired Water (EPA 303(d) List) for total phosphorous, mercury and polychlorinated biphenyls.	NA	Will not be crossed
5B-WW26	Waterway - ASNRI (Upper Mississippi River Wildlife and Fish Refuge)	UNT to Black River	10	-91.3239529520	43.9756007816	Not shown on WDNR 24K hydro layer; water width = 60-70 ft; water depth = 0.5-1 ft; bank height = 1 ft; top of bank width 60-70 ft, approach slope is 3:1	Exempt under Wis. Stat. § 30.29 (3a)	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5B-W8	Wetland - ASNRI associated with Black River and in Upper Mississippi River Wildlife and Fish Refuge	Floodplain	10	-91.3220402904	43.9746757767	NA	NA	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5C-W1	Wetland - ASNRI (Upper Mississippi River Wildlife and Fish Refuge)	Floodplain	10	-91.3188106803	43.9730542968	NA	NA	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.
5C-WW1	Waterway - ASNRI (Upper Mississippi River Wildlife and Fish Refuge)	UNT to Black River	10	-91.3186018678	43.9729095866	Not shown on WDNR 24K hydro layer; water width = 18-20 ft; water depth = 0.5-1 ft; bank height = 2 ft; top of bank width 25 ft, approach slope is 4:1	Exempt under Wis. Stat. § 30.29 (3a)	On foot, via Argo (amphibious tracked vehicle) and rubber-tracked drill rig.

NOTES:

¹ Feature ID: W# = wetland, WW# = waterway (DPC Q-1 segment number precedes community designation).

² Resource description follows the Wisconsin DNR Natural Heritage Inventory's (NHI) 2002 Natural Community Classification when applicable. Additional community type classifications may be included to capture communities not covered in the NHI Natural Community Classification (e.g. disturbed grasslands): fresh (wet) meadow, wet to wet-mesic prairie, calcareous fen, open bog, coniferous bog, shrub-carr, alder thicket, hardwood swamp, coniferous swamp, floodplain

forest, [mixed hardwood/coniferous swamp], seasonally flooded basin. Waterways are named using the mapped river or creek name, or by naming the discharge point of an unnamed tributary if known [e.g. Unnamed Tributary (UNT) to Black River).

³ Limited Wisconsin Wetland Inventory data (shapefiles) were available at the time of field review; available information was digitized and augmented with aerial photography review and field checks.

From:	Rothfork, Mark
To:	Knapp, Leslie; Peter, Carole
Subject:	Fwd: Dairyland Q-1 Marshland-Briggs Rd 161 kV Rebuild Project- Endangered Resource Review Request
Date:	Friday, October 04, 2013 2:22:25 PM
Attachments:	image001.gif image002.png image003.gif image004.png image005.png

FYI

Sent from my iPhone

Begin forwarded message:

From: "Tumbleson, Melissa J - DNR" <<u>Melissa.Tumbleson@wisconsin.gov</u>> Date: October 4, 2013 at 2:09:05 PM CDT To: "Rothfork, Mark" <<u>Mark.Rothfork@aecom.com</u>> Subject: RE: Dairyland Q-1 Marshland-Briggs Rd 161 kV Rebuild Project-Endangered Resource Review Request

Hi Mark,

On October 3, 2013, the Bureau of Natural Heritage Conservation received your request for an Endangered Resources Review for the proposed Dairyland Q-1 Marshland-Briggs Rd 161 kV Rebuild Project in Trempealeau and La Crosse Counties, WI.

Our response to you will entail a letter listing any rare species, high-quality natural communities, and other significant natural resources that have been found at or near the proposed project area. The review will also detail any specific measures required for the project to be in compliance with Wisconsin Endangered Species Laws, as well as recommendations to further enhance potential conservation measures.

We recommend that you include a copy of this review letter with any applications for permits or formal approvals for the project that you submit to other DNR programs.

Your project has been assigned an ERR Log **#**13-542. Please reference this log number in any correspondence or inquiries to us regarding this project. Please contact me with any questions.

Thanks,

Melissa

Melissa Tumbleson

Endangered Resources Review Specialist Bureau of Natural Heritage Conservation

Wisconsin Department of Natural Resources 608-267-0862 | melissa.tumbleson@Wisconsin.gov



"Take a moment to enjoy Wisconsin's outdoors."

Customer service is important to us. Please tell us how we're doing.

Land Division Customer Service Survey

http://www.surveymonkey.com/s/LandDivision

NOTICE: This email may contain confidential data on endangered resources (including NHI data) and other information for the sole use of the intended recipient. Any distribution to others is strictly prohibited without permission from the original sender. If you are not the intended recipient, please contact the sender immediately and delete all copies.

From: Rothfork, Mark [mailto:Mark.Rothfork@aecom.com]
Sent: Thursday, October 03, 2013 7:33 AM
To: Tumbleson, Melissa J - DNR
Cc: Knapp, Leslie; Thompson, Chuck DPC; Joleen K Trussoni (jkt@dairynet.com); Peter, Carole; Terry VanDeWalle; Laatsch, Cheryl - DNR
Subject: Dairyland Q-1 Marshland-Briggs Rd 161 kV Rebuild Project- Endangered Resource Review Request

Melissa,

Please find attached an Endangered Resource Review Request for the Dairyland Q-1 Marshland-Briggs Rd 161 kV Rebuild Project. Please let me know if you need further information. Thank you.

~Mark

Mark Rothfork Associate D 612.376.2450 M 763.257.6821 Mark.Rothfork@aecom.com

AECOM

800 LaSalle Avenue, Suite 110 Minneapolis, MN 55402 T 612.376.2000 F 612.376.2271 www.aecom.com

From: To:	Tumbleson, Melissa J - DNR Thompson, Chuck DPC
Cc:	<u>Bartz, Armund D - DNR; Brown, Joshua A - DNR; james nissen@tws.gov; kendra niemec@tws.gov;</u> wendy woyczik@fws.gov; Rheude, Margaret (margaret rheude@fws.gov); Knapp, Leslie; Peter, Carole; <u>Rothfork, Mark</u>
Subject:	Endangered Resources Review #13-542
Date:	Friday, November 08, 2013 11:49:15 AM
Attachments:	image002.png image004.png image005.png uttn 13-542.pdf

Hi Chuck,

I am attaching an Endangered Resources Review for the proposed Dairyland Power Cooperative Q-1 Marshland to Briggs Road Substation 161 kV Transmission Line Rebuild Project—Phase 1 in Trempealeau and La Crosse Counties, WI.

The attached ER Review may contain NHI data and information (including specific locations of endangered resources) which are considered sensitive and are not subject to Wisconsin's Open Records Law (per s. 23.27, Wis. Stats.). As a result, please remember that you are authorized to share information contained in this ER Review letter only with individuals who need this information in order to carry out project specific actions in terms of planning and/or implementation of the proposed project.

Please also be aware that to ensure coordination on endangered resources issues for the proposed project, we are copying the results of the ER Review to individuals listed on the ER Review Request Form, as well as other Department staff involved in permitting, licensing, or approval of the proposed project. Individuals copied on this email are authorized to use the information provided in the ER Review only in reference to permitting, licensing, or approval of this specific proposed project. Individuals copied on this email are not authorized to share the ER Review or information contained in it with anyone else not directly involved in these activities.

If you need paper copies of the attached document, please let me know. If you have any questions regarding the content of this review please contact me.

Thanks, Melissa

Melissa Tumbleson

Endangered Resources Review Specialist Bureau of Natural Heritage Conservation Wisconsin Department of Natural Resources 608-267-0862 | melissa.tumbleson@Wisconsin.gov



"Take a moment to enjoy Wisconsin's outdoors."

Customer service is important to us. Please tell us how we're doing.

Land Division Customer Service Survey

http://www.surveymonkey.com/s/LandDivision

NOTICE: This email may contain confidential data on endangered resources (including NHI data) and other information for the sole use of the intended recipient. Any distribution to others is strictly prohibited without permission from the original sender. If you are not the intended recipient, please contact the sender immediately and delete all copies.



Notice Criteria Tool

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference CFR Title 14 Part 77.9.

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio
- your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b) your structure will emit frequencies, and does not meet the conditions of the FAA Co-location Policy
- your structure will be in an instrument approach area and might exceed part 77 Subpart C your proposed structure will be in proximity to a navigation facility and may impact the assurance of
- navigation signal reception your structure will be on an airport or heliport
- filing has been requested by the FAA

If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the Air Traffic Areas of Responsibility map for Off Airport construction, or contact the FAA Airports Region / District Office for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

Latitude:	43 Deg 58 M 4.57 S N
Longitude:	91 Deg 18 M 31.03 S W
Horizontal Datum:	NAD83
Site Elevation (SE):	670 (nearest foot)
Structure Height (AGL):	65 (nearest foot)
Traverseway:	No Traverseway (Additional height is added to certain structures under 77.9(c))
Is structure on airport:	NoYes

Results

You exceed the following Notice Criteria:

Your proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception. The FAA, in accordance with 77.9, requests that you file.

The FAA requests that you file



Phase 1 Structure 30 Steel Deadend



Notice Criteria Tool

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference CFR Title 14 Part 77.9.

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio
- your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b) your structure will emit frequencies, and does not meet the conditions of the FAA Co-location Policy
- your structure will be in an instrument approach area and might exceed part 77 Subpart C your proposed structure will be in proximity to a navigation facility and may impact the assurance of
- navigation signal reception your structure will be on an airport or heliport
- filing has been requested by the FAA

If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the Air Traffic Areas of Responsibility map for Off Airport construction, or contact the FAA Airports Region / District Office for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

Latitude:	43 Deg 58 M 0.20 S N
Longitude:	91 Deg 18 M 22.67 S W
Horizontal Datum:	NAD83
Site Elevation (SE):	672 (nearest foot)
Structure Height (AGL):	70 (nearest foot)
Traverseway:	No Traverseway (Additional height is added to certain structures under 77.9(c))
Is structure on airport:	 No Yes

Results

You exceed the following Notice Criteria:

Your proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception. The FAA, in accordance with 77.9, requests that you file.

The FAA requests that you file



Phase 2 Structure 286 H-Frame Steel



Notice Criteria Tool

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference CFR Title 14 Part 77.9.

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio
- your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b) your structure will emit frequencies, and does not meet the conditions of the FAA Co-location Policy
- your structure will be in an instrument approach area and might exceed part 77 Subpart C your proposed structure will be in proximity to a navigation facility and may impact the assurance of
- navigation signal reception your structure will be on an airport or heliport
- filing has been requested by the FAA

If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the Air Traffic Areas of Responsibility map for Off Airport construction, or contact the FAA Airports Region / District Office for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

Latitude:	43 Deg 57 M 56.07 S N
Longitude:	91 Deg 18 M 14.23 S W
Horizontal Datum:	NAD83
Site Elevation (SE):	671 (nearest foot)
Structure Height (AGL):	70 (nearest foot)
Traverseway:	No Traverseway (Additional height is added to certain structures under 77.9(c))
Is structure on airport:	NoYes

Results

You exceed the following Notice Criteria:

Your proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception. The FAA, in accordance with 77.9, requests that you file.

The FAA requests that you file



Phase 2 Structure 287 H-Frame Steel



Notice Criteria Tool

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a
number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For
more details, please reference CFR Title 14 Part 77.9.

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b) your structure will emit frequencies, and does not meet the conditions of the FAA Co-location Policy way structure will be in an instrument represent and and a structure will exceed a standard of 77.9(a) or (b)
- your structure will be in an instrument approach area and might exceed part 77 Subpart C your proposed structure will be in proximity to a navigation facility and may impact the assurance of
- navigation signal reception your structure will be on an airport or heliport
- . filing has been requested by the FAA

If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the Air Traffic Areas of Responsibility map for Off Airport construction, or contact the FAA Airports Region / District Office for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

Latitude:	43 Deg 57 M 52.31 S N
Longitude:	91 Deg 18 M 6.72 S W
Horizontal Datum:	NAD83
Site Elevation (SE):	670 (nearest foot)
Structure Height (AGL):	70 (nearest foot)
Traverseway:	No Traverseway (Additional height is added to certain structures under 77.9(c))
Is structure on airport:	 No Yes

Results

You exceed the following Notice Criteria:

Your proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception. The FAA, in accordance with 77.9, requests that you file.

The FAA requests that you file



Phase 2 Structure 288 H-Frame Steel



Notice Criteria Tool

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a
number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For
more details, please reference CFR Title 14 Part 77.9.

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b) your structure will emit frequencies, and does not meet the conditions of the FAA Co-location Policy way structure will be in an instrument represent and and a structure will exceed a standard of 77.9(a) or (b)
- your structure will be in an instrument approach area and might exceed part 77 Subpart C your proposed structure will be in proximity to a navigation facility and may impact the assurance of
- navigation signal reception your structure will be on an airport or heliport
- . filing has been requested by the FAA

If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the Air Traffic Areas of Responsibility map for Off Airport construction, or contact the FAA Airports Region / District Office for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

Latitude:	43 Deg 57 M 49.01 S N
Longitude:	91 Deg 18 M 0.15 S W
Horizontal Datum:	NAD83
Site Elevation (SE):	672 (nearest foot)
Structure Height (AGL):	70 (nearest foot)
Traverseway:	Public Roadway (Additional height is added to certain structures under 77.9(c))
Is structure on airport:	No
	U Yes

Results

You exceed the following Notice Criteria:

Your proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception. The FAA, in accordance with 77.9, requests that you file.

The FAA requests that you file



Phase 2 Structure 289 H-Frame Steel



Notice Criteria Tool

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference CFR Title 14 Part 77.9.

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio
- your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b) your structure will emit frequencies, and does not meet the conditions of the FAA Co-location Policy
- your structure will be in an instrument approach area and might exceed part 77 Subpart C your proposed structure will be in proximity to a navigation facility and may impact the assurance of
- navigation signal reception your structure will be on an airport or heliport
- filing has been requested by the FAA

If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the Air Traffic Areas of Responsibility map for Off Airport construction, or contact the FAA Airports Region / District Office for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

Latitude:	43 Deg 57 M 45.51 S N
Longitude:	91 Deg 17 M 53.10 S W
Horizontal Datum:	NAD83
Site Elevation (SE):	669 (nearest foot)
Structure Height (AGL):	70 (nearest foot)
Traverseway:	Public Roadway (Additional height is added to certain structures under 77.9(c))
Is structure on airport:	NoYes

Results

You exceed the following Notice Criteria:

Your proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception. The FAA, in accordance with 77.9, requests that you file.

The FAA requests that you file



Phase 2 Structure 290 H-Frame Steel



Notice Criteria Tool

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference CFR Title 14 Part 77.9.

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio
- your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b) your structure will emit frequencies, and does not meet the conditions of the FAA Co-location Policy
- your structure will be in an instrument approach area and might exceed part 77 Subpart C your proposed structure will be in proximity to a navigation facility and may impact the assurance of
- navigation signal reception your structure will be on an airport or heliport
- filing has been requested by the FAA

If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the Air Traffic Areas of Responsibility map for Off Airport construction, or contact the FAA Airports Region / District Office for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

Latitude:	43 Deg 57 M 41.92 S N
Longitude:	91 Deg 17 M 45.98 S W
Horizontal Datum:	NAD83
Site Elevation (SE):	669 (nearest foot)
Structure Height (AGL):	70 (nearest foot)
Traverseway:	No Traverseway (Additional height is added to certain structures under 77.9(c))
Is structure on airport:	NoYes

Results

You exceed the following Notice Criteria:

Your proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception. The FAA, in accordance with 77.9, requests that you file.

The FAA requests that you file



Phase 2 Structure 291 H-Frame Steel



Notice Criteria Tool

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference CFR Title 14 Part 77.9.

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio
- your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b) your structure will emit frequencies, and does not meet the conditions of the FAA Co-location Policy
- your structure will be in an instrument approach area and might exceed part 77 Subpart C your proposed structure will be in proximity to a navigation facility and may impact the assurance of
- navigation signal reception your structure will be on an airport or heliport
- filing has been requested by the FAA

If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the Air Traffic Areas of Responsibility map for Off Airport construction, or contact the FAA Airports Region / District Office for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

Latitude:	43 Deg 57 M 38.05 S N
Longitude:	91 Deg 17 M 38.29 S W
Horizontal Datum:	NAD83
Site Elevation (SE):	667 (nearest foot)
Structure Height (AGL):	70 (nearest foot)
Traverseway:	No Traverseway (Additional height is added to certain structures under 77.9(c))
Is structure on airport:	NoYes

Results

You exceed the following Notice Criteria:

Your proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception. The FAA, in accordance with 77.9, requests that you file.

The FAA requests that you file



Phase 2 Structure 292 H-Frame Steel



Notice Criteria Tool

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference CFR Title 14 Part 77.9.

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio
- your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b) your structure will emit frequencies, and does not meet the conditions of the FAA Co-location Policy
- your structure will be in an instrument approach area and might exceed part 77 Subpart C your proposed structure will be in proximity to a navigation facility and may impact the assurance of
- navigation signal reception your structure will be on an airport or heliport
- filing has been requested by the FAA

If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the Air Traffic Areas of Responsibility map for Off Airport construction, or contact the FAA Airports Region / District Office for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

Latitude:	43 Deg 57 M 33.67 S N
Longitude:	91 Deg 17 M 29.45 S W
Horizontal Datum:	NAD83
Site Elevation (SE):	682 (nearest foot)
Structure Height (AGL):	70 (nearest foot)
Traverseway:	No Traverseway (Additional height is added to certain structures under 77.9(c))
Is structure on airport:	NoYes

Results

You exceed the following Notice Criteria:

Your proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception. The FAA, in accordance with 77.9, requests that you file.

The FAA requests that you file



Phase 2 Structure 293 H-Frame Steel



Notice Criteria Tool

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference CFR Title 14 Part 77.9.

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio
- your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b) your structure will emit frequencies, and does not meet the conditions of the FAA Co-location Policy
- your structure will be in an instrument approach area and might exceed part 77 Subpart C your proposed structure will be in proximity to a navigation facility and may impact the assurance of
- navigation signal reception your structure will be on an airport or heliport
- filing has been requested by the FAA

If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the Air Traffic Areas of Responsibility map for Off Airport construction, or contact the FAA Airports Region / District Office for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

Latitude:	43 Deg 57 M 29.88 S N
Longitude:	91 Deg 17 M 21.90 S W
Horizontal Datum:	NAD83
Site Elevation (SE):	718 (nearest foot)
Structure Height (AGL):	70 (nearest foot)
Traverseway:	No Traverseway (Additional height is added to certain structures under 77.9(c))
Is structure on airport:	NoYes

Results

You exceed the following Notice Criteria:

Your proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception. The FAA, in accordance with 77.9, requests that you file.

The FAA requests that you file



Phase 2 Structure 294 H-Frame Steel



Notice Criteria Tool

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference CFR Title 14 Part 77.9.

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio
- your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b) your structure will emit frequencies, and does not meet the conditions of the FAA Co-location Policy
- your structure will be in an instrument approach area and might exceed part 77 Subpart C your proposed structure will be in proximity to a navigation facility and may impact the assurance of
- navigation signal reception your structure will be on an airport or heliport
- filing has been requested by the FAA

If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the Air Traffic Areas of Responsibility map for Off Airport construction, or contact the FAA Airports Region / District Office for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

Latitude:	43 Deg 57 M 26.34 S N
Longitude:	91 Deg 17 M 14.87 S W
Horizontal Datum:	NAD83
Site Elevation (SE):	725 (nearest foot)
Structure Height (AGL):	70 (nearest foot)
Traverseway:	No Traverseway (Additional height is added to certain structures under 77.9(c))
Is structure on airport:	NoYes

Results

You exceed the following Notice Criteria:

Your proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception. The FAA, in accordance with 77.9, requests that you file.

The FAA requests that you file


Phase 2 Structure 295 H-Frame Steel



Notice Criteria Tool

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference CFR Title 14 Part 77.9.

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio
- your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b) your structure will emit frequencies, and does not meet the conditions of the FAA Co-location Policy
- your structure will be in an instrument approach area and might exceed part 77 Subpart C your proposed structure will be in proximity to a navigation facility and may impact the assurance of
- navigation signal reception your structure will be on an airport or heliport
- filing has been requested by the FAA

If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the Air Traffic Areas of Responsibility map for Off Airport construction, or contact the FAA Airports Region / District Office for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

Latitude:	43 Deg 57 M 22.26 S N
Longitude:	91 Deg 17 M 6.75 S W
Horizontal Datum:	NAD83
Site Elevation (SE):	715 (nearest foot)
Structure Height (AGL):	70 (nearest foot)
Traverseway:	No Traverseway (Additional height is added to certain structures under 77.9(c))
Is structure on airport:	NoYes

Results

You exceed the following Notice Criteria:

Your proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception. The FAA, in accordance with 77.9, requests that you file.

The FAA requests that you file

« OE/AAA



Phase 2 Structure 296 H-Frame Steel



Notice Criteria Tool

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference CFR Title 14 Part 77.9.

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio
- your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b) your structure will emit frequencies, and does not meet the conditions of the FAA Co-location Policy
- your structure will be in an instrument approach area and might exceed part 77 Subpart C your proposed structure will be in proximity to a navigation facility and may impact the assurance of
- navigation signal reception your structure will be on an airport or heliport
- filing has been requested by the FAA

If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the Air Traffic Areas of Responsibility map for Off Airport construction, or contact the FAA Airports Region / District Office for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

Latitude:	43 Deg 57 M 18.69 S N
Longitude:	91 Deg 16 M 59.47 S W
Horizontal Datum:	NAD83
Site Elevation (SE):	713 (nearest foot)
Structure Height (AGL):	70 (nearest foot)
Traverseway:	No Traverseway (Additional height is added to certain structures under 77.9(c))
Is structure on airport:	NoYes

Results

You exceed the following Notice Criteria:

Your proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception. The FAA, in accordance with 77.9, requests that you file.

The FAA requests that you file

« OE/AAA





Notice of Proposed Construction or Alteration - Off Airport

Project Name: DAIRY-000262839-14

Project Summary : DAIRY-000262839-14

Structure	City, State	Lat/Long	Мар	Actions	7460-2 Received	Latest Letter
PH1_29 Accepted 2014-AGL-456-OE	Village of Holmen, WI	43° 58' 4.57" 91° 18' 31.03"	💕 Show Map	Clone Upload a PDF Add 7460-2		None
PH1_30 Accepted 2014-AGL-457-OE	Village of Holmen, WI	43° 58' 0.20" 91° 18' 22.67"	🥑 Show Map	Clone Upload a PDF Add 7460-2		None
PH2_286 Accepted 2014-AGL-458-OE	Village of Holmen, WI	43° 57' 56.07" 91° 18' 14.23"	🝼 Show Map	Clone Upload a PDF Add 7460-2		None
PH2_287 Accepted 2014-AGL-459-OE	Village of Holmen, WI	43° 57' 52.31" 91° 18' 6.72"	Show Map	Clone Upload a PDF Add 7460-2		None
PH2_288 Accepted 2014-AGL-460-OE	Village of Holmen, WI	43° 57' 49.01" 91° 18' 0.15"	😴 Show Map	Clone Upload a PDF Add 7460-2		None
PH2_289 Accepted 2014-AGL-461-OE	Village of Holmen, WI	43° 57' 45.51" 91° 17' 53.10"	💕 Show Map	Clone Upload a PDF Add 7460-2		None
PH2_290 Accepted 2014-AGL-462-OE	Village of Holmen, WI	43° 57' 41.92" 91° 17' 45.98"	🝼 Show Map	Clone Upload a PDF Add 7460-2		None
PH2_291 Accepted 2014-AGL-463-OE	Village of Holmen, WI	43° 57' 38.05" 91° 17' 38.29"	💕 Show Map	Clone Upload a PDF Add 7460-2		None
PH2_292 Accepted 2014-AGL-464-OE	Village of Holmen, WI	43° 57' 33.67" 91° 17' 29.45"	🔮 Show Map	Clone Upload a PDF Add 7460-2		None
PH2_293 Accepted 2014-AGL-465-OE	Village of Holmen, WI	43° 57' 29.88" 91° 17' 21.90"	🕑 Show Map	Clone Upload a PDF Add 7460-2		None
PH2_294 Accepted 2014-AGL-466-OE	Village of Holmen, WI	43° 57' 26.34" 91° 17' 14.87"	🝼 Show Map	Clone Upload a PDF Add 7460-2		None
PH2_295 Accepted 2014-AGL-467-OE	Village of Holmen, WI	43° 57' 22.26" 91° 17' 6.75"	💕 Show Map	Clone Upload a PDF Add 7460-2		None
PH2_296 Accepted 2014-AGL-468-OE	Village of Holmen, WI	43° 57' 18.69" 91° 16' 59.47"	💕 Show Map	Clone Upload a PDF Add 7460-2		None

Upload a PDF to the Project

Leslie,

I would consider the proposed 10 acre pole stockpile yard/staging area in La Crosse County to require approval of a conditional use permit by the La Crosse County Board of Supervisors for the following reasons:

Under s.91.44(1)(f) Wis. Stats, the staging/storage area is not required to be located in a specific place under state or federal law and is not authorized to be located in a specific place under state or federal law. The location of the staging area does not require a Certificate of Public Convenience or Certificate of Authority by the Public Service Commission. I cannot find where state or federal law would pre-empt the requirement of a conditional use permit for this use.

Under s.91.46(4) Wis. Stats. a utility use qualifies under s.91.46(1)(f) as a conditional use and the political subdivision (county) determines whether conditions under sub (4)(a) through sub (4)(e) apply, not staff. This determination is required for all rezones and CUPS within a farmland preservation district within La Crosse County. Since this specific use is not listed as an allowed (permitted) or conditional use in the Exclusive Agriculture District in Chapter 17 La <u>Crosse County</u> <u>Zoning Ordinance</u>, I defer to s.17.04(3)(a) which allows contemporary uses or uses of a special nature to be considered conditional uses.

Please e-mail or contact me with any questions.

Nathan Sampson

Zoning and Planning Director Zoning, Planning & Land Information Dept. 400 4th St. N., Room 3170 La Crosse, WI 54601-3200

Phone: 608-785-9722
Fax: 608-785-5922
e-mail: nsampson@lacrossecounty.org
County website: www.co.la-crosse.wi.us

From: Knapp, Leslie [mailto:Leslie.Knapp@aecom.com]
Sent: Tuesday, January 21, 2014 11:32 AM
To: Nathan Sampson
Cc: Peter, Carole; Rothfork, Mark
Subject: RE: Dairyland Power Cooperative Q-1 161 kV Line Rebuild Project

Nathan,

The PSC has indicated that they will not require a CPCN or CA for this project since it is a rebuild along an existing corridor.

The transmission line and staging areas have been included in an Environmental Assessment for the project led by the Department of Agriculture Rural Utilities Service. The draft EA should be released for comment in the near future. DATCP has determined that there is not a requirement for an Agricultural Impact Statement since there will not be any new permanent taking of agricultural land.

Again, the staging areas will be leased, used for storing and staging construction materials, and then revert back to agricultural use. The areas will not be graded.

Thanks, Leslie

From: Nathan Sampson [mailto:nsampson@lacrossecounty.org]
Sent: Tuesday, January 21, 2014 10:12 AM
To: Knapp, Leslie
Subject: RE: Dairyland Power Cooperative Q-1 161 kV Line Rebuild Project

Leslie,

Do you know if the location of this staging area is a situation that was addressed or could have been addressed by the PSC? Thanks in advance for your reply.

Nathan Sampson

Zoning and Planning Director Zoning, Planning & Land Information Dept. 400 4th St. N., Room 3170 La Crosse, WI 54601-3200

Phone: 608-785-9722
Fax: 608-785-5922
e-mail: nsampson@lacrossecounty.org
County website: www.co.la-crosse.wi.us

From: Knapp, Leslie [mailto:Leslie.Knapp@aecom.com]
Sent: Tuesday, January 14, 2014 2:29 PM
To: Nathan Sampson
Cc: Peter, Carole
Subject: FW: Dairyland Power Cooperative Q-1 161 kV Line Rebuild Project

Nathan,

I cannot locate your response to the e-mail below. I may have misplaced it. If so, could you please resend?

Thank you, Leslie

From:	Knapp, Leslie
To:	Nathan Sampson
Cc:	Peter, Carole; Rothfork, Mark
Subject:	RE: Dairyland Power Cooperative Q-1 161 kV Line Rebuild Project
Date:	Wednesday, January 15, 2014 1:03:37 PM

Thanks Nathan.

From: Nathan Sampson [mailto:nsampson@lacrossecounty.org]
Sent: Wednesday, January 15, 2014 11:43 AM
To: Knapp, Leslie
Subject: RE: Dairyland Power Cooperative Q-1 161 kV Line Rebuild Project

Leslie, we won't have permitting authority over the location in Trempealeau County (sheet 7). I'm waiting for an interpretation from our Corporation Counsel on the location shown on Sheet 10 (Jerome Pedretti site) I hope to have later today.

Nathan Sampson

Zoning and Planning Director Zoning, Planning & Land Information Dept. 400 4th St. N., Room 3170 La Crosse, WI 54601-3200

Phone: 608-785-9722
Fax: 608-785-5922
e-mail: nsampson@lacrossecounty.org
County website: www.co.la-crosse.wi.us

From: Knapp, Leslie [mailto:Leslie.Knapp@aecom.com]
Sent: Wednesday, January 15, 2014 8:53 AM
To: Nathan Sampson
Cc: Peter, Carole
Subject: RE: Dairyland Power Cooperative Q-1 161 kV Line Rebuild Project

Nathan,

Can you let us know if the staging areas require a conditional use permit or not. DPC is just leasing these areas and storing materials for construction.

Thanks for your help,

Leslie

Leslie H. Knapp, PG Associate Vice President D +1 612.376.2437 M +1 763.350.9442 Email: leslie.knapp@aecom.com

AECOM 800 LaSalle Avenue, Suite 110 Minneapolis, MN 55402 USA T +1 612.376.2000 F +1 612.376.2271 www.aecom.com

From: Nathan Sampson [mailto:nsampson@lacrossecounty.org] Sent: Tuesday, January 14, 2014 3:16 PM To: Knapp, Leslie Subject: RE: Dairyland Power Cooperative Q-1 161 kV Line Rebuild Project

Hello Leslie,

I did not reply.

Nathan Sampson

Zoning and Planning Director Zoning, Planning & Land Information Dept. 400 4th St. N., Room 3170 La Crosse, WI 54601-3200

Phone: 608-785-9722 Fax: 608-785-5922 e-mail: nsampson@lacrossecounty.org County website: www.co.la-crosse.wi.us

From: Knapp, Leslie [mailto:Leslie.Knapp@aecom.com]
Sent: Tuesday, January 14, 2014 2:29 PM
To: Nathan Sampson
Cc: Peter, Carole
Subject: FW: Dairyland Power Cooperative Q-1 161 kV Line Rebuild Project

Nathan,

I cannot locate your response to the e-mail below. I may have misplaced it. If so, could you please resend?

Thank you, Leslie

From: Knapp, Leslie
Sent: Friday, November 15, 2013 11:11 AM
To: 'Nathan Sampson'; Peter, Carole
Cc: Peter, Carole; Rothfork, Mark
Subject: RE: Dairyland Power Cooperative Q-1 161 kV Line Rebuild Project

Nathan,

Thank you for your response. Dairyland is proposing to use two staging areas for the Project. These

areas are shown on Sheet Maps 7 and 10 in the enclosures to the consultation letter you received. Each staging area will be about 10 acres in size.

Please let me know if you need any additional information.

Thanks, Leslie

From: Nathan Sampson [mailto:nsampson@lacrossecounty.org]
Sent: Tuesday, November 12, 2013 10:50 AM
To: Peter, Carole; Knapp, Leslie
Subject: Dairyland Power Cooperative Q-1 161 kV Line Rebuild Project

Carole, Leslie;

This email is in reply to correspondence dated October 23, 2013 regarding the Dairyland Power Cooperative Q-1 Marshland Substation to Briggs Road Substation 161kV Transmission Line Rebuild Project. Any response to that correspondence was requested within 30 days.

Could you clarify where the H-structures to be replaced and the new H & Y-structures would be stockpiled, yarded, and/or staged prior to placement and after removal? Depending on the location of this area, a conditional use permit may be required if located within unincorporated La Crosse County. Thank you in advance for your reply.

Nathan Sampson

Zoning and Planning Director Zoning, Planning & Land Information Dept. 400 4th St. N., Room 3170 La Crosse, WI 54601-3200

Phone: 608-785-9722 Fax: 608-785-5922 e-mail: nsampson@lacrossecounty.org County website: www.co.la-crosse.wi.us

PRIVATE AND CONFIDENTIAL

This e-mail and attachments are intended for the addressed recipient only. If you are not the correct recipient please notify the sender of the delivery error and delete this message. Improper disclosure, copying, distribution, retransmission, or use of information from this e-mail is Prohibited, and may result in liability and damages for misuse of this information.

PRIVATE AND CONFIDENTIAL

This e-mail and attachments are intended for the addressed recipient only. If you are not the correct recipient please notify the sender of the delivery error and delete this message. Improper disclosure, copying, distribution, retransmission, or use of information from this e-mail is Prohibited, and may result in liability and damages for misuse of this information.

PRIVATE AND CONFIDENTIAL

This e-mail and attachments are intended for the addressed recipient only. If you are not the correct recipient please notify the sender of the delivery error and delete this message. Improper disclosure, copying, distribution, retransmission, or use of information from this e-mail is Prohibited, and may result in liability and damages for misuse of this information.

Thank you Mark.

From: CARLSON MARK [mailto:Jaxon@tremplocounty.com] Sent: Wednesday, October 30, 2013 11:36 AM To: Knapp, Leslie Subject: Transmission line

Leslie:

Thank you for the information in regards to proposed transmission line. Trempealeau County will not require any additional permits for this project.

Sincerely,

Mark Carlson Zoning & Sanitary Specialist Trempealeau County DLM



Telephone Call Summary

By:	Mark Rothfork	Date:	01/15/14
Talked with:	Mark Carlson	Project number:	60280210 (Q1)
From (company):	Trempealeau County Zoning	Project name:	Dairyland
Phone number:	715-538-2311 Ext 259	Subject:	County Permit Consult
Distribution: <u>L</u>	eslie Knapp Carole Peter		

Received a email response from Mark Carlson, Trempealeau County Department of Land Management, on Dairyland's initial Project Introduction consult letter for the Marshland - Briggs Road (Q-1D) 161 kV Rebuild Project (Project) on October 30, 2013 stating that no county permits were required for the Project.

I phoned Mark to discuss the Project and to specifically determine if either a floodplain permit or stormwater permit would be required. I began the call by briefly describing the proposed Project. He recalled the Project and remembered sending the email back on October 30, 2013. I asked him if a floodplain permit or a stormwater permit would be required. He stated that he had discussed both permits with Kevin Lien, Trempealeau County Director of the Department of Land Management, and they determined that the Project would not require either permit since it was a rebuild project.

I asked him if the proposed 10 acre laydown yard that was located in Trempealeau County would require a stormwater permit if the site didn't require grading. He said that a stormwater permit would be required if more than 1 acre of land was graded within the laydown area.

Mark Rothfork

Signature

Rothfork, Mark

From: Sent: To: Subject: Attachments: Knapp, Leslie Wednesday, March 19, 2014 2:59 PM Rothfork, Mark FW: DPC Q1 Rebuilding Consult_Letter_131023_WDOT_Fasick.pdf; WisDOT Access Review Comments.pdf

From: Fasick, Robert - DOT [mailto:Robert.Fasick@dot.wi.gov] Sent: Friday, March 07, 2014 11:14 AM To: Knapp, Leslie Subject: FW: DPC Q1 Rebuilding

Hi Leslie:

Sorry for not responding sooner. Attached are WisDOT's comments along with your original letter and a map of the access points. WisDOT's main concern is with temporary access needed. We have other questions below as well. Feel free to contact me if you need any additional information. Thanks. >>>Bob

Bob Fasick

State ROW Accommodation & Permits Engineer Bureau of Highway Maintenance (608) 266-3438 robert.fasick@dot.wi.gov



From: Riepl, Vicki - DOT
Sent: Monday, December 09, 2013 4:16 PM
To: Fasick, Robert - DOT
Cc: Vetsch, Nanette - DOT; Anderson, Daniel - DOT; Gingras, Paul - DOT; Piller, Michael - DOT
Subject: FW: DPC Q1 Rebuilding

Good Afternoon Bob,

After reviewing emails from Nanette in Real Estate, Dan in Access, and Paul in Maintenance, plus my concerns/questions, here is the NW-Region summary:

- 1. What type of poles are being installed and what is their respective height? What height will the line be above our highway when crossing?
- 2. What is the exact location/distance from the STH 35 centerline or edge of pavement to each structure that has access from the highway? (3 poles on Map 4 and 3 poles on Map 7.)
- 3. How close are the structures to our R/W?
- 4. How much traffic will be going in and out of each DPC temporary access route and the proposed lay-down area? State the percentage of traffic per access route by vehicle type (cars/pick-ups, dump trucks, semis, etc.).
- 5. Is the access road that parallels STH 35 on Map Sheet 4 off of the R/W? It is hard to tell from the map.
- 6. Temporary access permits will be needed at the locations indicated on the Maps 4 and 7.

- 7. All poles will need to located off the R/W to eliminate clear zone issues.
- 8. Temporary traffic stops will be needed to string wires across state highways. Appropriate advance work zone signing and flaggers will be required. In addition, law enforcement may be required to assist with the traffic stops. All stringing shall be done in good weather, with good visibility and dry pavement.
- 9. WisDOT has a 350-foot scenic easement on both sides of STH 35 with a total of 700 feet. DPC will need some type of release document from WisDOT to alter their structures within the scenic easement area. WisDOT is currently developing such a document for the CapX project, which will probably be the same legal instrument used by DPC.

From: Fasick, Robert - DOT Sent: Thursday, December 05, 2013 1:52 PM To: Vetsch, Nanette - DOT; Riepl, Vicki - DOT Subject: DPC Q1 Rebuilding

This goes along with the CapX project. DPC is rebuilding the remaining portion of its Q1 line that is not affected by the CapX project.

DPC needs our comments in order to secure a RDA loan. Please circulate this in the region and get back to me with any comments. I'm not expecting anything major – this project only involves two crossings of our highways.

Thanks for your help. >>>Bob







All access permits for the project would be temporary in nature.



All access permits for the project would be temporary in nature.



DATE/TIME	1:00 PM Thursday February 19, 2015
LOCATION	U.S. Fish and Wildlife Service Upper Mississippi River National Wildlife and Fish Refuge Brice Prairie Visitor Center Multipurpose Room N5727 County Road Z Onalaska, WI 54650
ATTENDEES	Kendra Niemec and Laural Kullerud – U.S. Fish and Wildlife Service (USFWS) Chuck Thompson and Joleen Trussoni – Dairyland Power Cooperative (DPC) Leslie Knapp - AECOM

RE: Meeting Review of USFWS Questions and Comments on the Q-1d North EA Prior to Finalization and Distribution

The USFWS had the following questions and comments:

1. Page 3-1 presents impacts are for 100-foot right-of-way (ROW) and the ROW has been reduced to 65 feet. This implies impacts not edited-why not?

The text added to page 3-1 at the request of the U.S. Army Corps of Engineers refers to the comparison of impacts for the alternatives evaluated as part of the CapX2020 EIS process. It was added to address the difference in wetland impacts between the alternative analysis conducted for the CapX EIS and the current proposal. No change to the EA text was requested.

2. What was the significance of adding Section 3.2 Regional Alternatives?

The text on Regional Alternatives was added to provide the basis for not evaluating regional alternatives in this EA, since the proposal is a local load-serving facility. No change to the EA text was requested.

3. Section 4.1.3 Formally Classified Land

The off-ROW access routes within the Refuge were reviewed. The USFWs will only grant off-ROW access through Special Use Permits (separate permits for construction and for future maintenance, when required). The EA should state that long term access will be coordinated with USFWS. Remove references in EA regarding ongoing use of these access routes for maintenance and modify EA as required to address these comments.





4. Why is the installation of bird diverters proposed for a year after construction? The biggest risk will be fall migrations immediately after the lines are installed.

DPC was originally planning for winter construction and had planned to install the diverters the following winter. They can be installed concurrently with construction. Change the EA to reflect concurrent installation of the bird diverters. DPC will send Kendra a link to the video of bird diverter installation using a helicopter.

5. Black River Bottoms cites USFWS 2006a management plan, is there anything more recent?

The referenced management plan is the most recent that AECOM could locate online. If there is a more recent one that you could provide we would cite that one.

6. Has the Wisconsin Department of Natural Resources (WDNR) reviewed the Vegetation Management Plan?

Not since the early drafts, but they will review the EA and appendices that include the Vegetation Management Plan. No change to the EA text was requested.

7. Will the helicopter construction use the laydown areas identified in the EA or will they need others.

DPC will use the laydown yards identified in the EA.

- 8. Kendra reminded us that the USFWS will require before and after photographs, including temporary off-ROW impacts.
- 9. DPC asked about the USFWS schedule for the Compatibility Determination (CD) and SUP.

Kendra said that she had begun preparation of a draft CD. The USFWS will handle the public comment period for the CD and will release it once comments are received on the draft EA.

10. DPC discussed the Erosion Control Plan for the Project and asked if the USFWS felt that there would be the need for erosion control within the wetland/floodplain since there will not be spoils generated. DPC will discuss with the WDNR, but wanted to get input from USFWS also. If DPC install s fiber roles or other erosion control materials in the wetland/floodplain they will need to go back in later and remove. Since already in the wetland/floodplain and not spoils are generated may be more of an impact to install and remove.

It was agreed that this would be discussed further prior to construction.

