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AGRICULTURAL IMPACT STATEMENT

Morey Airport
Dane County
The Wisconsin Department of Transportation
Project ID#: 3-55-0116-03

I. INTRODUCTION

The Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) has prepared this agricultural impact statement (AIS) in accordance with §32.035, *Wisconsin Statutes*. The AIS is an informational and advisory document that describes and analyzes the potential effects of the project on farm operations and agricultural resources, but cannot stop a project.

The DATCP is required to prepare an AIS when the actual or potential exercise of eminent domain powers involves an acquisition of interest in more than 5 acres of land from any farm operation[1]. The DATCP may choose to prepare an AIS if an acquisition of 5 or fewer acres will have a significant impact on a farm operation. Significant impacts could include the acquisition of buildings, the acquisition of land used to grow high-value crops, or the severance of land. The DATCP should be notified of such projects regardless of whether the proposing agency intends to use its condemnation authority in the acquisition of project lands. The proposing agency may not negotiate with or make a jurisdictional offer to a landowner until 30 days after the AIS is published.

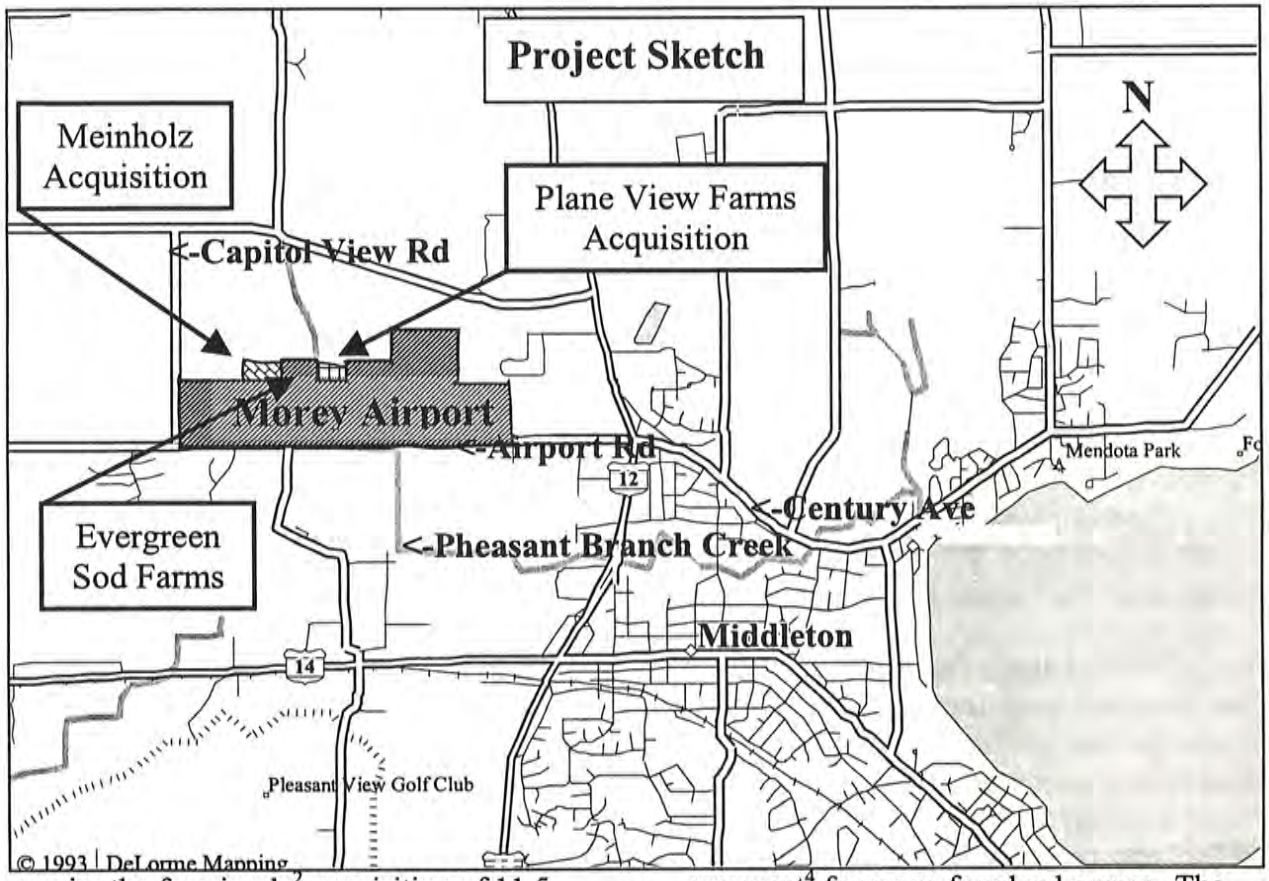
[1]The term *farm operation* includes all owned and rented parcels of land; buildings and equipment; livestock; and personnel used by an individual, partnership, or corporation under single management to produce agricultural commodities.

The DATCP is not involved in determining whether or not eminent domain powers will be used or the amount of compensation to be paid for the acquisition of any property. The AIS reflects the general objectives of the DATCP in its recognition of the importance of conserving important agricultural resources and maintaining a healthy rural economy.

Sources of information used to prepare this statement include the *Wisconsin 2000 Agricultural Statistics* and other yearly issues; the *1997 Census of Agriculture*; the *Dane County Farmland Preservation Plan*; the *Soil Survey of Dane County*; the Wisconsin Department of Transportation; and the owners and operators of the affected farmland.

II. DESCRIPTION OF THE PROJECT

The Wisconsin Department of Transportation's Bureau of Aeronautics (BOA) and the city of Middleton propose to acquire land in order to construct a new runway, provide additional aircraft parking, and provide the necessary safety areas adjacent to airport facilities at Morey Airport. The proposed acquisition and most of the existing airport are located in sections 3 and 4 of the town of Middleton T7N-R8E in Dane County. Refer to the Project Sketch on the next page. The proposed project will



require the fee-simple[2] acquisition of 11.5 acres of land from two farmland owners, 16.9 acres of clear zone easement[3] from one farmland owner and 1.6 acres of avigation easement[4] from one farmland owner. The city of Middleton already owns a 120-acre parcel from which 22.6 acres of farmland will be converted to airport use. The acquisitions are expected to be made in spring or summer of 2001 and construction is expected to start in 2002.

The proposed project will include the construction of a new runway (Runway 10/28). This runway will be paved and will be 4,000 feet long by 75 to 100 feet wide.

[2]A fee-simple acquisition means that the buyer purchases exclusive rights to the property. This is in contrast to an easement where a buyer purchases partial rights to property.

[3] A clear zone easement grants the owner of the easement the right to keep the property free from structures, trees, and any other use of the land that would be hazardous to aircraft that are taking off or landing. This is in addition to the "right of flight" avigation easement. Compensation for a clear zone easement is generally higher than that for an avigation easement because the clear zone easement is more restrictive.

[4] An avigation easement grants the owner of the easement the "right of flight" over the affected property. The easement provides the owners of the property compensation for noise and other noxious effects of aircraft operations.

The project will also include the construction of hangars and parking areas for aircraft. Some of the fee-simple acquisition will be used to improve Pheasant Branch Creek and the adjacent flood plain.

Existing Facilities

Morey Airport is located on 167 acres of land about one mile northwest of the city of Middleton. It has three runways, two of which are turf and the other is asphalt. Runway 12/30 measures 40 by 2,970 feet, is paved, and has low intensity lighting that can be activated remotely by aircraft radios. This runway also has runway end identifier lights on the Runway 12 end. The turf strips are: Runway 9/27, which measures 150 by 2,240 feet, and Runway 18/36, which measures 110 by 2,175 feet. Two runways (Runway 12/30 and Runway 9/27) will no longer be used after the new runway is constructed.

Project Need

According to the BOA, the size of the existing runways and the lack of safety areas detract from the level of safety that should be provided at the airport. A shortage of paved aircraft parking, taxiways, and hangars significantly reduces the airport's utility. The airport currently serves and is expected to continue serving aircraft with approach speeds that are less than 121 knots and wing spans of less than 79 feet.

Alternatives

The BOA and the city of Middleton considered and rejected the following alternatives.

Do nothing: The BOA and the city of Middleton rejected this alternative because it would not improve the safety areas around the runways nor would it provide for hangar and parking space for aircraft.

East/west alignment: This alternative was rejected because it would have impacted more land that is projected for development by the city and it would have created greater negative social impacts due to altered flight patterns.

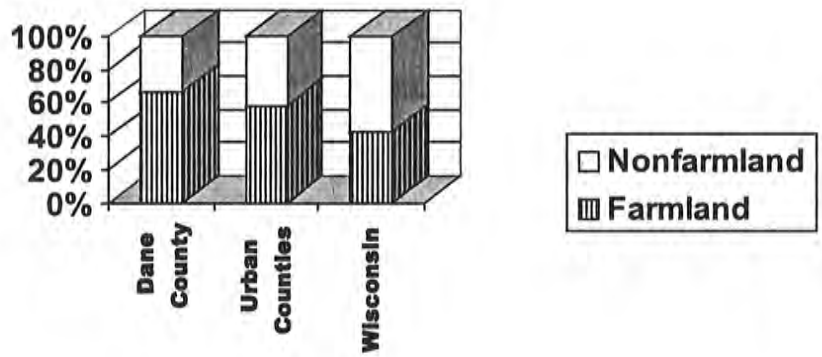
III. AGRICULTURAL SETTING

Agricultural Productivity[5]

In 1999, Dane County ranked first out of Wisconsin's 72 counties in the production of corn for grain and in tobacco, second in corn for silage and in soybeans, third in milk, and fifth in forage. In that same year, farmers in the county harvested 170,100 acres of corn for grain, 94,500 acres of forage, 77,700 acres of soybeans, 28,700 acres of corn for silage, and 4,900 acres of oats. They also raised 129,000 head of cattle and calves, and 36,000 hogs and pigs. Fifteen years earlier,

[5] *Wisconsin 2000 Agricultural Statistics*, Wisconsin Agricultural Statistics Service, National Agricultural Statistics Service USDA, Wisconsin Department of Agriculture, Trade and Consumer Protection, August, 2000, pp. 20 through 67.

Chart 1
Land in Farms, 1997



Dane County farmers harvested 209,000 acres of corn for grain, 111,600 acres of hay, 25,000 acres of corn for silage, 19,000 acres of soybeans, and 18,800 acres of oats. They also raised 160,000 head of cattle and calves, and 98,000 hogs and pigs.

Land in Farms, Number of Farms, and Average Size of Farms

Dane County is classified as an urban county, which is defined as having an average of 100 or more residents per square mile. According to the *1997 Census of Agriculture*, Dane County has 512,971 acres of land in farms,[6] which represents 66.7 percent of the total land area. The average for urban counties is 195,565 acres of land in farms or 58.4 percent of the total land area. These can be compared to the average of 206,947 acres or 42.9 percent of land in farms among all Wisconsin counties. Refer to Chart 1 for a graphic comparison of the percentage of land in farms in Dane County, urban counties, and all Wisconsin counties.

According to the *Census of Agriculture*, Dane County lost 254 farms (an 8.9% loss) between 1987 and 1997 as the total number dropped from 2,849 to 2,595 during this period. Wisconsin as a whole lost 9,521 farms (12.7%) as the total number of farms in the state dropped from 75,131 to 65,602 during the same period. The amount of land in farms declined from 569,937 to 512,971 acres (a 10.0% loss) in Dane County and from 16.6 to 14.9 million acres (a 10.3% loss) statewide during this ten-year period. In contrast to the statewide trend, the average size of Dane County farms fell from 200 to 198 acres. Statewide, the average size of farms rose from 221 to 227 acres during the same period.

[6]Land in farms consists primarily of agricultural land used for crops, pasture, or grazing. It also includes woodland and wasteland not actually under cultivation or used for pasture or grazing, providing it was part of the farm operator's total operation.

Size Distribution of Farms[7]

Table 1 shows the percentage of farms in each size category for Dane County, urban counties, and all Wisconsin counties. Proportionately, Dane County has more farms that are less than 50 acres compared to the averages for all urban counties and all Wisconsin counties.

Table 1
Percent of Farms per Size Classification

Size Range in Acres	0-49	50-179	180-500	more than 500
% of Dane County Farms	30.1%	36.5%	25.3%	8.1%
% of Farms Among Urban Counties	28.1%	36.6%	26.8%	8.5%
% of Farms among All Wisconsin Counties	19.5%	37.4%	33.9%	9.2%

Property Taxes and Values[8]

Table 2 lists the average property taxes and values per acre of farmland in Dane County, urban counties, and all Wisconsin counties. In 1998/99, average property taxes on Dane County farmland were 6.3 percent lower than the average for urban counties and 30.0 percent higher than the average for all counties.

Table 2
Property Values and Taxes

	1998/99 Dollars per Acre of Farmland	
	Average Taxes	**Average Value**
Dane County	$17.73	$ 966
Urban Counties	18.92	1,048
All Counties	13.64	626

On average, the value of farmland in Dane County was 7.8 percent lower than the average for all urban counties and 54.3 percent higher than the average for all Wisconsin counties. These values do not include land sold for nonfarm purposes. In addition, the values of farmland reflect the phase-in of "use value."

[7] *1997 Census of Agriculture*, U.S. Department of Agriculture, Wisconsin Agricultural Statistics Service, 1999.

[8] Wisconsin Department of Revenue, Division of Research and Analysis, Bureau of Local Fiscal Policy.

Soils[9]

Most of the soils that will be affected by the proposed project are Wacousta silty clay loam. There is also a small area of Granby loamy sand that will be affected.

Wacousta silty clay loam is deep, poorly drained, and has slopes of 0 to 2 percent. It is found on low benches in old lake basins. This soil has low fertility, high available water capacity, moderately slow permeability, and slow runoff. The seasonal high water table is at a depth of one foot or less. If this soil is drained, it is suited to row crops, small grains, and hay. This soil is prime farmland and is included in capability class IIIw-3. Refer to Appendix II for a definition of prime farmland and Appendix III for descriptions of capability classes.

Granby loamy sand is deep, poorly drained, and nearly level soil. It is found on low benches in stream valleys and on old lakebeds. This soil has low fertility, low to very low available water capacity, and rapid permeability. The water table is at a depth of less than one foot during some parts of the year. Even if drained, this soil is not well suited to cultivated crops. This soil is included in capability class IVw-5.

[9] *Soil Survey of Dane County*, USDA Soil Conservation Service in cooperation with the Research Division of the College of Agricultural and Life Sciences, University of Wisconsin, January, 1978, sheet 76, pp. 33, 34, and 70.

Farmland Preservation

The Dane County Farmland Preservation Plan was certified in 1981. The plan identifies farmland preservation areas in the county and provides tax credit eligibility to farmers who wish to participate in the Farmland Preservation program. The purposes of the program are to encourage local governments to develop farmland preservation policies through land use planning and zoning, provide tax relief in the form of tax credits to eligible farmers, and to conserve soil and water resources. The tax credit is provided to owners of farmland protected by a preservation agreement or an exclusive agricultural zoning ordinance.

The town of Middleton has not adopted any exclusive agricultural zoning ordinances. Therefore, eligible farmland owners in this town can only receive 80 percent of the available tax credit if they have valid agreements. Since Dane County is an urban county (one with 100 or more residents per square mile) farmland owners must have signed their agreements between July 1, 1988 and June 30, 1991. Any agreement signed within that window of time can be considered for renewal if the owner applies for renewal before the agreement expires. The Emma Meinholz property is covered by a Farmland Preservation agreement that will expire on October 1, 2001.

If airport officials do purchase Meinholz property, they would need to allow the agreement to expire or pay back the appropriate tax credits before this land could

be converted from agricultural to airport use. The loss of any farmland enrolled in the federal government's Production Flexibility program could affect a farmer's base acreage resulting in lower revenue from the program. The Production Flexibility program was established in the 1996 Farm Bill and is a seven-year transition from various "Feed Grain" programs to the free market.

IV. AGRICULTURAL IMPACTS

An Agricultural Impact Statement (AIS) is required by law when more than 5 acres from any farm operation will be acquired for a public project. Thirty days after the publication date of the AIS, the purchasing agency may begin negotiating with the affected farmland owners.

The following table lists the farmland owners who will be affected by the proposed project as well as the amount of land to be acquired from each of them.

The proposed project will not require the acquisition or relocation of any farm structures. However, some trees may need to be cleared. Height restrictions will be placed on the areas covered by easements, but these areas will still be available for crop production. These height restriction will not permit the construction of buildings on the easement areas. Some areas that are acquired in fee-simple and needed for safety areas may also be available for crop production. In such cases, they would be leased to the adjacent farmers. DATCP contacted the following farmland owners and operators either by phone or by mail in order to get information about their farms and the proposed project's potential impacts on them.

Farmland Owner: City of Middleton
Operator: Evergreen Sod Farm (Ralf Quisling)
Proposed Acquisition: Conversion of 22.6 acres that the city already owns to nonfarm use

The city currently owns a 120-acre parcel that includes 90 acres that are used by Evergreen Sod Farm for sod and nursery stock production. The proposed project will convert 25.1 percent of those 90 acres to airport use.

Since the city already owns this land, Evergreen Sod Farm will not receive any

Table 3
Proposed Acquisitions

Landowners	Acres of Each Type of Acquisition				Existing Land Use
	Fee-Simple	Clear Zone	Avigation	Other	
City of Middleton				22.6	sod farm
Plain View Farms	5.8		2.6		cropland & pasture
Emma Meinholz	5.7	16.9			cropland & pasture
TOTALS	11.5	16.9	2.6	22.6	

compensation for the loss of this land.

Ralf Quisling did not respond to DATCP's written request for information about the project's potential impacts on his operation.

Farm Owner/Operator:
Plane View Farms (Stanley, Wayne, & Kevin Wagner)
Proposed Acquisition: Fee-simple acquisition of 5.8 acres plus the acquisition of 2.6 acres of avigation easement

The proposed acquisitions are located at the southern end of Plain View Farms adjacent to Morey Airport. This land is needed to provide safety areas and clear side-slopes for the proposed new runway. In addition, some of the land may be used to accommodate improvements to Pheasant Branch Creek and the associated flood plain.

Wayne Wagner indicated that Plane View Farms consists of 291 acres of cropland, 6 acres of pasture, 10 to 12 acres of woodland, and 1 to 3 acres for the buildings and ditches. They also rent 85 acres of additional cropland. In an average year, they grow 250 acres of corn, 100 acres of hay, and 20 acres of soybeans. They also run a 120-cow dairy operation with 200 replacement dairy cattle and they raise about 900 pigs annually.

Wayne Wagner indicated that there is one drainage ditch on the land that is proposed to be acquired for the project. This ditch runs across the proposed alignment of the new runway. Mr. Wagner said that project officials told him that a culvert would be installed so that this drainage ditch could flow underneath the proposed runway. The runway itself will be raised slightly above the adjacent land. Mr. Wagner indicated that this is a satisfactory proposal as long as the adjacent cropland will still be workable and will not be too wet. He also indicated that there are some trees near the drainage ditch that need to be cleared in order to improve drainage in the ditch. Currently, the neighbor on the other side of this ditch does not want to have it cleaned out, which is impairing the drainage.

Wayne Wagner indicated that he would prefer not to lose any land. All of the Plain View Farms land is needed for crop production to support the farm's livestock. Finding replacement land is very difficult. There are two large livestock operations located near by. When farmland does become available, these operations are likely to bid up the price because they need land on which to spread manure. In addition, land prices may also be increased due to development pressures from the adjacent communities of Middleton and Madison. If replacement cropland cannot be found, the Wagners may need to purchase and transport feed from another source.

Farm Owner/Operator: Emma Meinholz
Proposed Acquisition: Fee-simple acquisition of 5.7 acres plus the acquisition of 16.9 acres of clear zone easement

These acquisitions are needed to provide clear aerial approaches for the proposed new runway. All of the easement will continue to be available for crop production and part

of the fee-simple acquisition may be leased back for crop production.

Ms. Meinholz owns 79 acres of land consisting of 77 acres of cropland and 2 acres for the buildings. In an average year, she grows 24 acres of corn, 10 acres of wheat, and 24 acres of soybeans. She does not raise any livestock. This farm is enrolled in the Farmland Preservation program. The cropland is also enrolled in the federal government's Production Flexibility program.

Ms. Meinholz's biggest concern is the proposed project's potential effects on the drainage of the rest of her property. She indicated that tiling drains about 45 acres of her property including all of the land to be acquired for the proposed project. This system was installed in the 1930s. This system has as outlet that drains into Pheasant Branch Creek. Ms. Meinholz is concerned that construction of the proposed runway will destroy the outlet from the drainage tiles to the creek.

She also indicated that the affected cropland has better productivity than the rest of her cropland and there is no replacement cropland available in the area. In addition, a neighboring dairy farm spreads manure on the Meinholz cropland. This benefits both operations since Ms. Meinholz gets fertilizer for her cropland and the dairy farm has a near-by place (within one half mile) to dispose of some of their excess manure.

Drainage

The proposed acquisitions and the existing airport are located within Dane County Drainage District #6. Therefore, airport officials and the BOA must coordinate the project with the Dane County Drainage Board. The project will affect a drainage ditch on the Plane View Farms property. There is a system of drainage tiling on the Emma Meinholz property as well as an outlet that allows water from this system to flow into Pheasant Branch Creek. The outlet may be destroyed by construction of the proposed runway.

Proper field drainage is vital to a successful farm operation. Construction of buildings and paved surfaces can disrupt improvements such as drainage tiles, grassed waterways, drainage ditches, and culvert pipes, which regulate the drainage of farm fields. If drainage is impaired, water can settle in fields and cause substantial damage, such as harming or killing crops and other vegetation, concentrating mineral salts, flooding farm buildings, or causing hoof rot and other diseases that affect livestock. In addition, where salt is used on road and parking surfaces, runoff water can increase the content of salt in nearby soils.

Appraisal Process

The BOA will provide an appraisal of the affected property to the landowners. This will be the basis for their offer. The landowners have the right to obtain their own appraisal of their property. They will

be compensated for the cost of this appraisal if the following conditions are met.

1. The appraisal must be submitted to the BOA within 60 days after the landowners receive the BOA's appraisal.

2. The appraisal fee must be reasonable.

3. The appraisal must be complete.

The amount of compensation is based on these appraisals and is established during the negotiation process between the BOA and the individual landowners. An appraisal is an estimate of fair market value. The BOA is required to provide landowners with information about their rights in this process before negotiations begin.

V. RECOMMENDATIONS

The DATCP recommends the following as ways to mitigate the potential adverse impacts associated with the proposed project.

1. DATCP supports the BOA's plans to lease any land that can be used for cropland to the adjacent farm operators.

2. In order to adequately address possible drainage problems that may occur as a result of the project, DATCP recommends that airport officials discuss construction plans with representatives of the Dane County Land Conservation Department during the design process.

3. The county conservationist should be consulted to ensure that construction proceeds in a manner that minimizes crop damage, soil compaction, and soil erosion on adjacent farmland.

4. All farmers and farmland owners should be given advance notice of acquisition and construction schedules so that farm activities can be adjusted accordingly. To the extent feasible, the timing of the acquisitions and construction should be coordinated with them to minimize crop damage and disruption of farm operations.

APPENDICES

The information provided in this section summarizes and is an interpretation of some of the statutes associated with the acquisition of farmland for public projects. It serves as a reference and should not be considered an exhaustive summary of the statutes or your rights. It is not a substitute for legal advice. In the event of any conflict between the information summarized below and the statutes, the statutes are controlling.

Appendix I: Agricultural Impact Statements

The Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) is required to prepare an Agricultural Impact Statement (AIS) whenever five or more acres of land from at least one farm operation will be acquired for a public project if the agency acquiring the land has the authority to use eminent domain for the acquisition(s). The DATCP has the option to prepare an AIS for projects affecting less than five acres of each farmland owner's property. An AIS would be prepared in such a case if the proposed project would have significant effects on a farm operation. The agency proposing the acquisition(s) is required to provide the DATCP with the details of the project and acquisition(s). After receiving the needed information, DATCP has 60 days to analyze the project's effects on farm operations, make recommendations about it and publish the AIS. DATCP will provide copies of the AIS to various state and local officials, local media and libraries, and any other individual or group who requests a copy. Thirty days after the date of publication, the proposing agency may begin negotiating with the landowner(s) for the property.

Section 32.035 of the *Wisconsin Statutes:* Agricultural impact statement.

(1) Definitions. In this section:
(a) "Department" means department of agriculture, trade and consumer protection.
(b) "Farm operation" means any activity conducted solely or primarily for the production of one or more agricultural commodities resulting from an agricultural use, as defined in s. 91.01 (1), for sale and home use, and customarily producing the commodities in sufficient quantity to be capable of contributing materially to the operator's support.
(2) EXCEPTION. This section shall not apply if an environmental impact statement under s. 1.11 is prepared for the proposed project and if the department submits the information required under this section as part of such statement or if the condemnation is for an easement for the purpose of constructing or operating an electric transmission line, except a high voltage transmission line as defined in s. 196.491(1)(f).
(3) PROCEDURE. The condemnor shall notify the department of any project involving the actual or potential exercise of the powers of eminent domain affecting a farm operation. If the condemnor is the department of natural resources, the notice required by this subsection shall be given at the time that permission of the senate and assembly committees on natural resources is sought under s. 23.09(2)(d) or 27.01(2)(a). To prepare an agricultural impact statement under this section, the department may require the condemnor to compile and submit information about an affected farm operation. The department shall charge the condemnor a fee approximating the actual cost of preparing the statement. The department may not publish the statement if the fee is not paid.
(4) IMPACT STATEMENT. (a) When an impact statement is required; permitted. The department shall prepare an agricultural impact statement for each project, except a project under ch. 81 or a project located entirely within the boundaries of a city or village, if the project

involves the actual or potential exercise of the powers of eminent domain and if any interest in more than 5 acres from any farm operation may be taken. The department may prepare an agricultural impact statement on a project located entirely within the boundaries of a city or village or involving any interest in 5 or fewer acres of any farm operation if the condemnation would have a significant effect on any farm operation as a whole.

(b) *Contents*. The agricultural impact statement shall include:

1. A list of the acreage and description of all land lost to agricultural production and all other land with reduced productive capacity, whether or not the land is taken.

2. The department's analyses, conclusions and recommendations concerning the agricultural impact of the project.

(c) *Preparation time; publicatio*n. The department shall prepare the impact statement within 60 days of receiving the information requested from the condemnor under sub. (3). The department shall publish the statement upon receipt of the fee required under sub. (3).

(d) *Waiting period*. The condemnor may not negotiate with an owner or make a jurisdictional offer under this subchapter until 30 days after the impact statement is published.

(5) PUBLICATION. Upon completing the impact statement, the department shall distribute the impact statement to the following:

(a) The governor's office.

(b) The senate and assembly committees on agriculture and transportation.

(c) All local and regional units of government which have jurisdiction over the area affected by the project. The department shall request that each unit post the statement at the place normally used for public notice.

(d) Local and regional news media in the area affected.

(e) Public libraries in the area affected.

(f) Any individual, group, club or committee which has demonstrated an interest and has requested receipt of such information.

(g) The condemnor.

Appendix II: General Criteria for the Classification of Important Farmlands

The following discussion summarizes the USDA Natural Resources Conservation Service's written criteria for classifying farmlands, greater detail can be obtained from the Natural Resouces Conservation Service office located at 6515 Watts Road, Suite 200, Madison, WI 53719-2726.

Prime Farmland

Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is also available for these uses (the land could be cropland, pastureland, rangeland, forest land, or other land, but not urban built-up land or water). It has the soil quality, growing season, and moisture supply needed to economically produce sustained high yields of crops when treated and managed, including water management, according to acceptable farming methods. In general, prime farmlands have an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, acceptable salt and sodium content, and few or no rocks. They are permeable to water and air. Prime farmlands are not excessively erodible or saturated with water for a long period of time, and they either do not flood frequently or are protected from flooding.

Unique Farmland

Unique farmland is land other than prime farmland that is used for the production of specific high value food and fiber crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to economically produce sustained high quality and/or high yields of a specific crop when treated and managed according to acceptable farming methods. Examples of such crops are citrus, tree nuts, olives, cranberries, fruit, and vegetables.

Additional Farmland of Statewide Importance

This is land, in addition to prime and unique farmland, that is of statewide importance for the production of food, feed, fiber, forage, and oilseed crops. Criteria for defining and delineating this land are to be determined by the appropriate state agency or agencies. Generally, additional farmlands of statewide importance include those that are nearly prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some may produce as high a yield as prime farmlands if conditions are favorable. In some states, additional farmlands of statewide importance may include tracts of land that have been designated for agriculture by state law.

Additional Farmland of Local Importance

In some local areas there is concern for certain additional farmland for the production of food, feed, fiber, forage, and oilseed crops, even though these lands are not identified as having national or statewide importance. Where appropriate, these lands are to be identified by the local agency or agencies concerned. In places, additional farmlands of local importance may include tracts of land that have been designated for agriculture by local ordinance.

Appendix III: NRCS Soil Capability Classes

The following discussion summarizes the USDA Natural Resources Conservation Service's written criteria for land capability classification, greater detail can be obtained from the Natural Resources Conservation Service office located at 6515 Watts Road, Suite 200, Madison, WI 53719-2726.

Land suited to Cultivation and Other Uses:

Class I soils have few limitations that restrict their use.

Class II soils have some limitations that reduce the choice of plants or require moderate conservation practices.

Class III soils have severe limitations that reduce the choice of plants or require special conservation practices, or both.

Class IV soils have very severe limitations that restrict the choice of plants , require very careful management, or both.

Land Limited in Use-Generally Not Suited to Cultivation

Class V soils have little or no erosion hazard but have other limitations impractical to remove that limit their use largely to pasture, range, woodland, or wildlife food and cover.

Class VI soils have severe limitations that make them generally unsuited to cultivation and limit their use largely to pasture or range, woodland, or wildlife food and cover.

Class VII soils have very severe limitations that make them unsuited to cultivation and that restrict their use largely to grazing, woodland, or wildlife.

Class VIII soils and landforms have limitations that preclude their use for commercial plant production.

Soil Capability Subclasses

A subclass is a group of capability units within a class which has the dominant soil or climatic limitations for agricultural use. Capability Class I has no subclasses. There are four subclasses, designated by letter symbols and defined as follows:

e Erosion susceptibility is the dominant problem or hazard. Both erosion susceptibility and past erosion damage are major soil factors for placement in this subclass.

s Soil limitations within the rooting zone, such as shallowness of rooting zones, stones, low moisture-holding capacity, low fertility that is difficult to correct, and salinity or sodium, are dominant.

w Excess water is the dominant hazard or limitation. Poor soil drainage, wetness, high water table, and overflow are the criteria for placing soils in this subclass.

c Climate (temperature or lack of moisture) is the only major hazard or limitation.

MAILING LIST

*GOVERNOR SCOTT McCALLUM
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*SEN ROGER BRESKE
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UW STEENBOCK LIBRARY

*SHIRLEY STATHAS
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MIDDLETON WI 53562

*SEN DAVID HANSEN
AGRICULTURE COMMITTEE
19 S CAPITOL

*REP AL OTT
AGRICULTURE COMMITTEE
318 N CAPITOL

*LEGISLATIVE REFERENCE BUREAU
100 NORTH HAMILTON

*STATE REFERENCE & (15)
LOAN LIBRARY
2109 SOUTH STOUGHTON ROAD

STATE DOCUMENTS SECTION
THE LIBRARY OF CONGRESS
10 FIRST ST S E
WASHINGTON DC 20540-0001

NINA BERKANI
5113 HOLIDAY DR
MADISON WI 53711

EAU CLAIRE-
LEADER TELEGRAM
PO BOX 570
EAU CLAIRE WI 54702-0570

SERIALS SECTION
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MILWAUKEE WI 53233-2385

JOSEPH T PARISI
DANE COUNTY CLERK
210 MARTIN LUTHER KING JR BLVD
MADISON WI 53709

GREGORY LAFOND
MIDDLETON TOWN CLERK
4559 HACKBERRY CT
MIDDLETON WI 53562

MAILING LIST

DAN A RAMSEY
MAYOR OF MIDDLETON
7426 HUBBARD AVE
MIDDLETON WI 53562

KEVIN CONNORS
DANE COUNTY CONSERVATIONIST
1 FEN OAK CT RM 208
MADISON WI 53718-8812

THOMAS FAVOUR
DANE COUNTY REGIONAL PLANNING CMSN
217 S HAMILTON SUITE 403
MADISON WI 53703

MADISON PUBLIC LIBRARY
201W MIFFLIN ST
MADISON WI 53703-2597

WISCONSIN STATE JOURNAL
1901 FISH HATCHERY RD
PO BOX 8058
MADISON WI 53708-8058

EVERGREEN SOD FARM
RALF QUISLING
8333 AIRPORT RD
MIDDLETON WI 53562

EMMA MEINHOLZ
4772 CAPITOL VIEW RD
MIDDLETON WI 53562

ROBERT BRIGHAM ATTORNEY
DANE COUNTY DRAINAGE BOARD
2628 MILWAUKEE ST
MADISON WI 53704

TIMOTHY R STUDER
MIDDLETON CITY CLERK
7426 HUBBARD AVE
MIDDLETON WI 53562

DANE COUNTY UWEX AG AGENT
1 FEN OAK CT
MADISON WI 53704

MIDDLETON PUBLIC LIBRARY
7425 HUBBARD AVE
MIDDLETON WI 53562-3196

MIDDLETON TIMES-TRIBUNE
1918 PARMENTER ST
PO BOX 6
MIDDLETON WI 53562

MARK A ARNOLD PE (3)
WisDOT BOA
PO BOX 7914
MADISON WI 53707-7914

PLANE VIEW FARMS
WAYNE WAGNER
7046 SCHNEIDER RD
MIDDLETON WI 53562

EUGENE SKAAR
DANE COUNTY DRAINAGE BOARD CHAIR
3287 FIELD VIEW LN
COTTAGE GROVE WI 53527

State of Wisconsin
Department of Agriculture,
Trade & Consumer Protection

Agricultural Resource Management

For additional copies, contact:

DATCP
Agricultural Impact Program
P.O. Box 8911
Madison, WI 53708-8911

Phone: 608/224-4650
608/224-4646
Fax: 608/224-4615

Appendix C

USDA Form AD-1006

U.S. DEPARTMENT OF AGRICULTURE

Form AD-1006

FARMLAND CONVERSION IMPACT RATING

PART 1 *(To be completed by Federal Agency)*	1. Date of Land Evaluation Request 2/28/01	2. Sheet _1___ of __1___
3. Name of Project Morey Airport Expansion	4. Federal Agency Involved Federal Aviation Administration	
5. Proposed Land Use Airport-Related Facilities	6. County and State Dane County, Wisconsin	7. Type of Project: Corridor ☐ Other X
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS 02/28/01	2. Person Completing the NRCS parts of this form David C. Roberts
3. Does the site or corridor contain prime, unique ,statewide or local important farmland? Yes X No ☐ (If no, the FPPA does not apply - Do not complete additional parts of this form)		4. Acres Irrigated / 5. Average Farm Size 220
6. Major Crop(s) corn, soybeans	7. Farmable Land in Government Jurisdiction Acres: 629707 %	8. Amount of Farmland As Defined in FPPA Acres: 550082 %
9. Name of Land Evaluation System Used LESA	10. Name of Local Site Assessment System	11. Date Land Evaluation Returned by NRCS 03/02/01

PART III *(To be completed by Federal Agency)*			Alternative Site Rating			
			Alternate 3G	Alternate 3F		
A. Total Acres To Be Converted Directly			42.9	37.3		
B. Total Acres To Be Converted Indirectly, Or To Receive Services			56.5	56.5		
C. Total Acres in Site			99.4	93.8		
PART IV *(To be completed by NRCS) Land Evaluation Information*						
A. Total Acres Prime and Unique Farmland			45	65		
B. Total Acres Statewide and Local Important Farmland						
C. Percentage of Farmland in County or Local Govt. Unit to be Converted			.001	.001		
D. Percentage of Farmland in Govt. Jurisdiction with Same or Higher Relative Value			94	80		
PART V *(To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland to be Serviced or Converted (Scale of 0 - 100 Points)*			43	54		
PART VI *(To be completed by Federal Agency) Corridor or Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b & c))*	Max. Points Corridor	Other				
1. Area in Nonurban Use	15	15	10	10		
2. Perimeter in Nonurban Use	10	10	8	8		
3. Percent of Site Being Farmed	20	20	16	16		
4. Protection Provided by State and Local Government	20	20	7	7		
5. Distance from Urban Built-up area	0	15	0	0		
6. Distance to Urban Support Services	0	15	0	0		
7. Size of Present Farm Unit Compared to Average	10	10	4	4		
8. Creation of Non-Farmable Farmland	25	10	0	0		
9. Availability of Farm Support Services	5	5	4	4		
10. On-Farm Investments	20	20	14	14		
11. Effects of Conversion on Farm Support Services	25	10	0	0		
12. Compatibility with Existing Agricultural Use	10	10	0	0		
TOTAL CORRIDOR OR SITE ASSESSMENT POINTS	160		63	63		
PART VII *(To be completed by Federal Agency)*						
Relative Value of Farmland (from Part V above)	100		43	54		
Total Corridor or Site Assessment (From Part VI above or a local site assessment)	160		63	63		
TOTAL POINTS *(Total of above 2 lines)*	260		106	117		

PART VIII *(To be completed by Federal Agency after final alternative is chosen)*

1. Corridor or Site Selected:	2. Date of Selection:	3. Was A Local Site Assessment Used? Yes ☐ No X

4. Reason For Selection:

Signature of person completing the Federal Agency parts of this form:	DATE

Appendix D
Agency Correspondence

Wisconsin Department of Natural Resources

State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Tommy G. Thompson, Governor
George E. Meyer, Secretary

Box 7921
101 South Webster Street
Madison, Wisconsin 53707-7921
TELEPHONE 608-266-2621
FAX 608-267-3579
TDD 608-267-6897

Post-it Fax Note R7673 | Date 9/15 | # of pages 1
To Bill Bjoke/URS
Fax# 608-244-1779
From Lisie Kitchel DNR
Phone# 608-266-5248

August 14, 2000

IN REPLY REFER TO: 1650

Mr. James W. Ihrig
URS - Suite 1
5250 E. Terrace Dr.
Madison, WI 53718

SUBJECT: Endangered Resources Information Review (Log Number 00-111)

Dear Mr. Ihrig:

The Bureau of Endangered Resources has reviewed the project area described in your letter for the proposed improvements to the Morey Airport in the City of Middleton. This project involves a new paved runway, with clear zones, lighting and taxiway, and abandonment of both the SE/NW runway and E/W grass runway, as well as the development of additional airport facilities. The location of the existing airport and project area occur in Section 3 of T7N R8E, Dane County.

Our Natural Heritage Inventory data files contain records for a five listed species and a number of sensitive communities associated with the large wetland complex of Pheasant Branch Marsh and Creek, which is downstream from the reach of Pheasant Branch Creek which flows through the project area. The reach of Pheasant Branch Creek which occurs in proximity to the airport has been channelized and it is doubtful that it is suitable habitat for any of the listed species occurring downstream. Due to its disturbed nature, this section of the creek is also not likely to support any of the high quality communities such as the southern sedge meadow, shrub-carr, emergent aquatic, springs and spring runs that occur in the lower reaches. It is therefore unlikely that any Endangered, Threatened, or Special Concern species, natural communities, or State Natural Areas would be impacted by the project as currently proposed.

Comprehensive endangered resource surveys have not been completed for the project area. As a result, our data files may be incomplete. However, given your description of the project site and the nature of the proposed project I do not believe that further endangered resource surveys are warranted.

This letter is for informational purposes and only addresses endangered resource issues. This letter does not constitute Department of Natural Resources authorization of the project and does not exempt the project from securing necessary permits and approvals from the Department. Please give me a call at (608) 266-5248 if you have any questions about this information.

Sincerely,

Helen Kitchel

Helen Elise Kitchel
Bureau of Endangered Resources

cc: Russ Anderson - SCR/Fitchburg
HEK/erir.w/trapmorey.doc

RECORD OF TELEPHONE CONVERSATION

DATE: 3/13/01 TIME: p.m. JOB NO.: 11035-315

RECORDED BY: Bill Poole

TALKED WITH: Sue Josheff OF WDNR

NATURE OF CALL: OUTGOING PHONE # (608) 275-3305

MAIN SUBJECT OF CALL: To solicate an opinion on how to properly address and proceed with floodplain issues related to proposed improvements at Morey Airport.

ITEMS DISCUSSED: I explained the proposed improvements to Morey Airport and the fact that these improvements would result in placing fill within the existing Pheasant Branch Creek (PBC) floodplain. I also indicated that the City of Middleton intended to mitigate for this floodplain impact by creating compensatory flood storage, with adequate conveyance, either north of the new runway or within the corridor of a new PBC alignment.

Sue indicated that she was familiar with the floodplain issues associated with the Airport development and was also familiar with previous floodplain modeling efforts for the airport property. Sue mentioned that Middleton has officially adopted an existing floodplain model (XP-Swim) for the PBC area. She agreed with the approach we are taking at this time and said she would inform Cathy Bleser of our conversation.

State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Scott McCallum, Governor
Darrell Bazzell, Secretary
Ruthe E. Badger, Regional Director

South Central Region Headquarters
3911 Fish Hatchery Road
Fitchburg, Wisconsin 53711-5397
Telephone 608-275-3266
FAX 608-275-3338
TTY 608-275-3231

April 4, 2001

APR 07 2001

Elizabeth Day
URS Corporation
5250 E. Terrace Drive, Suite 1
Madison, WI 53718

Subject: Morey Airport, Middleton

Dear Betsey:

Thank you for your letter of March 15, 2001 requesting our comments on the proposed improvements to Morey Airport in Dane County. We apologize for the delay in providing you with our comments; the transition of this project from Russ Anderson to me resulted in some apparent oversights. Thank you for your patience.

Our internal staff have reviewed the project summary you provided, especially Alternative 3G, which has been endorsed by the City of Middleton Airport Commission as the currently preferred alternative. We have evaluated the alternatives for impacts to the floodplain and channel of Pheasant Branch Creek, and to associated wetlands on the property.

I understand from our phone conversation earlier this week that certain FAA restrictions apply regarding presence of wetlands and waterbodies on and adjoining airports, for safety reasons. However, I also understand that an on-site detention pond is planned. We will work with you and your client to best accommodate both the environmental and the safety issues with this project.

Our comments are as follows:

1. **Pheasant Branch Creek:** Your letter states that you are considering piping a segment of the creek under the runway, rather than relocating it around the end of the safety zone. We would consider this option for this upper channelized segment of Pheasant Branch Creek. However, we are very interested in improving stormwater detention in this area. I understand that a new stormwater detention pond will be constructed north of the proposed project area. Current high runoff rates, and erosion problems east of the airport are adversely impacting Pheasant Branch Creek further downstream, where the stream is of much higher quality. We are most concerned with avoiding any further adverse water quality impacts to the stream east of Highway 12.

2. **Wetland Impacts:** Alternative 3G would result in 9 acres of wetland fill, according to "Table 1, Comparison of Impacts," provided with your letter. (This figure is consistent across all alternatives except 3B which has 10 acres of impact.) If this wetland loss is unavoidable, then mitigation should occur. We are interested in exploring possibilities for on-site restoration and mitigation. Based on "Exhibit 7" for Alternative 3F, which you provided with your letter, it appears there are clear opportunities to restore wetlands that were bisected by the existing turf runways, which will be

abandoned. I understand there are concerns about wildlife use of such areas and potential hazards, however we are interested in evaluating various possibilities.

3. **Chemical infiltration:** The extensive area of Granby soils at the site is highly permeable; infiltration rates appear to be approximately 19 inches per hour. I understand from our phone conversation that de-icing chemicals will not be used at this facility at all. We recommend measures be put in place to prevent other potentially harmful substances from entering the ground- or surface waters. I understand that standard containment measures are required at the fueling sites. We ask that additional containment be considered along the runways and other areas where fuel, oils, etc. may leak or spill. Perhaps lined, bermed trenches alongside of the runways would be adequate.

4. **Drainage impacts:** We are in contact with the Dane County Land Conservation Dept. to determine whether this region may be in or near a drainage district. Perhaps you have already obtained that information. I'll send you an e-mail once I have that information.

We look forward to reviewing the preliminary Environmental Assessment for this project. Please feel free to contact me if you have any further questions or issues to discuss.

Sincerely,

Cathy Bleser

Cathy A. Bleser
Environmental Analysis & Review Specialist

C: Sue Josheff – Fitchburg
Cami Peterson – Fitchburg
Ron Grasshoff – Fitchburg
Mike Sorge - Fitchburg

U.S. Fish and Wildlife Service

Bett -
FYI

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Green Bay ES Field Office
1015 Challenger Court
Green Bay, Wisconsin 54311-8331
Telephone 920/465-7440
FAX 920/465-7410

June 26, 2000

Mr. James W. Ihrig
Senior Scientist
URS Greiner Woodward Clyde
5250 East Terrace Drive, Suite J
Madison, Wisconsin 53718

re: WDOT Project # SAP51
Proposed Improvement to Morey Airport
City of Middleton
Section 3, T7N, R8E
Dane County, Wisconsin

Dear Mr. Ihrig:

The U.S. Fish and Wildlife Service has received your letter dated June 7, 2000, requesting comments on the subject project. Due to staff time constraints and priority work activities, we are able to only review your project for potential impacts to federally-listed threatened and endangered species or those proposed for listing. Be advised that other environmental concerns may be associated with this project such as wetland and stream impacts, erosion control needs, and effects on state-listed threatened or endangered species. State or federal permits may be needed, as well, if stream or wetland impacts will occur. If resource impacts are expected to occur, we recommend that you forward this project to the appropriate Wisconsin Department of Natural Resources office for their review.

Please provide us copies of any future review documents that may be associated with this project or of future projects you may be planning that would require Service review. This will allow us to keep our files current. We will provide comments as time and work priorities allow.

Federally-Listed Threatened and Endangered Species

A review of information in our files indicates that the following federally-listed threatened or endangered species occur in Dane County:

Classification	Common Name	Scientific Name	Habitat
threatened	bald eagle	Haliaeetus leucocephalus	wintering

threatened	prairie bush-clover	Lespedeza leptostachva	dry to mesic prairies with gravelly soil
threatened	eastern prairie fringed orchid	Platanthera leucophaea	wet grasslands
endangered	Higgins' eye pearly mussel	Lampsilis higginsi	lower Wisconsin River

Due to the nature and location of the proposed activities, we conclude that the above listed species will not be affected. This precludes the need for further action on this project as required by the 1973 Endangered Species Act, as amended. Should the project be modified or new information become available that indicates listed or proposed species may be affected, consultation should be initiated.

We appreciate the opportunity to respond. Questions pertaining to these comments can be directed to Mr. Ronald Spry by calling 920-465-7420.

Sincerely,

Janet M. Smith

Janet M. Smith
Field Supervisor

U.S. Army Corps of Engineers

DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
ARMY CORPS OF ENGINEERS CENTRE
190 FIFTH STREET EAST
ST. PAUL, MN 55101-1638

REPLY TO
ATTENTION OF

October 17, 2000

Construction-Operations
Regulatory (00-05402-WMS)

Ms. Elizabeth Day
URS Corporation
5250 E. Terrace Drive, Suite I
Madison, Wisconsin 53718

Dear Ms. Day:

This concerns your request for concurrence on a wetland delineation on the Morey Airport site located in the N 1/2 of Section 3, T. 7N., R. 8E., Dane County, Wisconsin.

Mr. William Sande from our Waukesha field office visited the site on October 12, 2000, and concurs that the wetland boundaries at the site have been established in accordance with the Corps of Engineers Wetlands Delineation Manual (1987). However, the small isolated depression identified as wetland C, would not be considered a jurisdictonal wetland area. We recommend that the delineated wetland boundary be located by a plat of survey and be identified on any development plans that are forwarded to our office for review. This wetland delineation shall remain valid for a period of five years from the date of this letter, unless new information warrants revision of the delineation before the expiration date.

The delineated wetlands are regulated by the U.S. Army Corps of Engineers pursuant to Section 10 of the Rivers and Harbors Act of 1899 and/or Section 404 of the Clean Water Act of 1977. Any construction activities in these areas may require Department of the Army authorization. Other Federal, State, or local permits may also be required.

Please caution your client that work, or the discharge of dredged or fill material into waters of the United States, including wetlands, may require a Department of the Army permit. Other federal, state, or local permits may also be required.

If you disagree with this jurisdictional determination, you may provide new information or appeal the jurisdictional determination. Please follow the directions in Section D of the enclosed Notification of Administrative Appeal Options and Process and Request for Appeal.

Printed on Recycled Paper

If you have any questions, contact William M. Sande in our Waukesha office at (262) 547-1876. In any correspondence or inquiries, please refer to the file number shown above.

Sincerely,

William M. Sande

for Char M. Hauger
Chief, Regulatory Branch

Copy furnished to: Ms. Cami Peterson, WDNR, Fitchburg

State Historical Society of Wisconsin

State Historical Society of Wisconsin
816 State Street ♦ Madison, Wisconsin 53706-1482 ♦ 608/264-6400 ♦ Fax: 264-6504

Division of Historic Preservation
608/264-6500

June 9, 2000

Mr. Jim Ihrig
URS
5250 East Terrace Dr., Ste J
Madison, WI 53718

IN REPLY PLEASE REFER TO
SHSW COMPLIANCE CASE #92-0354/DA

RE: Proposed Improvements To Morey Airport In Middleton
ID: AIP-01/ URS #11035.315

Dear Mr. Ihrig:

We are reviewing the above-referenced project as required for compliance with Section 106 of the National Historic Preservation Act and 36 CFR Part 800: Protection of Historic Properties, the regulations of the Advisory Council on Historic Preservation governing the Section 106 review process.

We recommend that all areas of proposed new ground disturbing activity be surveyed by a qualified archeologist due to the fact that there is a high density of known archeological sites in the vicinity of the project area. When the survey has been completed, please provide two copies of the archeologist's report for our review and comment. Please ensure that the archeologist's report is accompanied by the SHSW Compliance Case number (SHSW: #92-0354/DA).

There are no structures listed in the National Register of Historic Places located within the area of the proposed undertaking. Furthermore, we are not aware of any structures that may be eligible for the National Register in this area.

If there are any questions concerning this matter, please contact me at (608) 264-6508.

Sincerely,

Chip Harry L. Brown III, J.D.
Compliance Coordinator

CHLB/CMW/cmw

MEMORANDUM

State Historical Society of Wisconsin

Museum Archaeology Program, Jennifer L. Kolb, Director

DATE: 17 November 2000

TO: Mark Arnold, WisDOT Bureau of Aeronautics Project Manager

FROM: Kelly Hamilton

RECEIVED DOT
NOV 27 2000
Div. of Transp. Infrastructure Dev.

RE: WisDOT ID: 0713-54-03
Dane County
Morey Airport
SHSW: 00-5023

The *Museum Archaeology Program* has completed the archaeological investigations for the proposed airport expansion. No archaeological sites were identified. However, one Native American artifact was recovered. This artifact, an Early Archaic projectile point, is considered to be an isolated find and no additional archaeological investigation is recommended.

Enclosed are three copies of the *Archaeological Survey Field Report* form. This packet is to assist you in completing the *Section 106 Review* form for submittal to BOE for SHPO review. If you need any additional information, please contact me at 608-264-6562.

Please contact me at (608) 264-6562 if you need additional information.

Enclosures (3 sets)
CC: Shirley Stathas, WisDOT Archaeology Coordinator

Native American Tribes

Wisconsin Department of Transportation

July 2, 2001

Division of Transportation Infrastructure Development
Bureau of Aeronautics
4802 Sheboygan Avenue, Rm 701
P O Box 7914
Madison, WI 53707-7914

Telephone: (608) 266-3351
Facsimile (FAX): (608) 267-6748
TTY (Teletypewriter): (608) 266-3351

«address»

Morey Airport
Middleton, WI

The Wisconsin Department of Transportation, Bureau of Aeronautics, is preparing preliminary studies for a project to improve the Morey Airport. Information obtained from these studies will assist in the design stage to either avoid or minimize the project's effect upon environmental resources. A public hearing is planned to be held during the environmental assessment process. Plans for the project under consideration are:

- Construct a new runway (100'x4,000') with lighting to replace the existing paved runway
- Construct an aircraft parking apron, taxiways, entrance road, and auto parking
- Land acquisition associated with the above improvements

Enclosed are maps and drawings showing the area and project improvements.

The project may involve federal funds so WisDOT will proceed in accordance with Section 106 of the National Historic Preservation Act. Section 106 assures that an agency identify, evaluate and, if necessary, mitigate prehistoric and historic archaeological sites, burial areas or historic buildings in the project area. We believe your input would be valuable in the treatment of cultural resources associated with the project. If you have information regarding archaeological sites in the project area, or would like more project information, please contact me.

Sincerely,

Mark A. Arnold, P.E.
Airport Development Supervisor

MAA:404b
404bdev.dot/r.09/28/99

cc: Bill Poole, URS

address
Great Lakes Intertribal Council Joe Bressett, Executive Director P.O. Box 9 Lac du Flambeau, WI 54538
Bad River Band of Lake Superior Chippewa Indians of Wisconsin Tribal Office John Wilmer, Chairman Tribal Office, P.O. Box 39 Odanah, WI 54861*
Bad River Band of Lake Superior Chippewa Indians of Wisconsin Tribal Office Bob Powless, Historic Preservation Director Tribal Office, P.O. Box 39 Odanah, WI 54861
Forest County Potawatomi Community of Wisconsin Philip Shopodock, Chairman Tribal Office, P.O. Box 340 Crandon, WI 54520
Forest County Potawatomi Community of Wisconsin Clarice Werle/Jayme Van Zile, Historic Preservation Directors Tribal Office, P.O. Box 340 Crandon, WI 54520
LacCourte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin Gaiashkibos, Chairman Tribal Office Route 2, Box 2700 Hayward, WI 54843
LacCourte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin Dr. Eugene A. Begay, Sr., Historic Preservation Director Tribal Office 13394 West Trepania Road Hayward, WI 54843
Lac du Flambeau Band of Lake Superior Chippewa Indians of Wisconsin Thomas Maulson, President Tribal Office, P.O. Box 67 Lac du Flambeau, WI 54538
Lac du Flambeau Band of Lake Superior Chippewa Indians of Wisconsin Patricia Hrabik-Sebby, Historic Preservation Director Tribal Office, P.O. Box 67 Lac du Flambeau, WI 54538

Menominee Indian Tribe of Wisconsin Apesanahkwat Chairperson P.O. Box 910 Keshena, WI 54135
Menominee Indian Tribe of Wisconsin David Grignon, Historic Preservation Director P.O. Box 910 Keshena, WI 54135
Oneida Tribe of Indians of Wisconsin Deborah Doxtator, Chairman Tribal Officer, P.O. Box 365 Oneida, WI 54155-0365
Oneida Tribe of Indians of Wisconsin Dr. Carol Cornelius Tribal Officer, P.O. Box 365 Oneida, WI 54155-0365
Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin Red Cliff Tribal Council Rose Gurnoe, Chairperson P.O. Box 529 Bayfield, WI 54814
Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin Red Cliff Tribal Council Don Gurnoe, Historic Preservation Director P.O. Box 529 Bayfield, WI 54814
Sokaogon Chippewa (Mole Lake) Community of Wisconsin Charles Fox, Acting Chairman Tribal Office Route 1, Box 625 Crandon, WI 54520
Sokaogon Chippewa (Mole Lake) Community of Wisconsin Bill Koenen, Historic Preservation Director Tribal Office Route 1, Box 625 Crandon, WI 54520
St. Croix Chippewa Indians of Wisconsin Lewis Taylor, President Tribal Office P.O. Box 287 Hertel, WI 54845

St. Croix Chippewa Indians of Wisconsin Gene Connor, Historic Preservation Director Tribal Office P.O. Box 287 Hertel, WI 54845
Stockbridge Munsee Community of Wisconsin Virgil Murphy, Chairperson Tribal Office N8476 Mo He Con Nuck Road Bowler, WI 54416
Stockbridge Munsee Community of Wisconsin Arlee Davids/Dorothy Davids, Historic Preservation Directors Tribal Office N8476 Mo He Con Nuck Road Bowler, WI 54416
Ho-Chunk Nation Jacob H. Lonetree, President Executive Offices P.O. Box 667 Black River Falls, WI 54615
Ho-Chunk Nation Susette LaMere, Cultural Resource Division Manager Executive Offices P.O. Box 667 Black River Falls, WI 54615

x:\shell\404badd.doc/r.07/31/00

Appendix E

Governor's Air and Water Quality Certification

Governor's Air and Water Quality Certification

Morey Airport
City of Middleton
Project I.D. 0713-54-03

Morey Airport is located one mile northwest of the City of Middleton on approximately 167 acres. The airport has three runways, two are turf strips and one is asphalt. Infrastructure improvements to the airport include an improved runway, a parallel taxiway, hangar development area, aircraft parking apron, auto parking, land acquisition as required for the preceding, and other related improvements.

We are confident that the Air and Water Quality Certification (required by Section 16(e)(1) of the Airport and Airway Development Act of 1970) will be signed by Governor Scott McCallum of the State at the same time that the Governor executes the State Finding. This would occur after the FAA has issued a tentative allocation for the project. This is in accordance with Wisconsin Statute 114.33(3), and administrative procedures.

WISCONSIN DEPARTMENT OF TRANSPORTATION
BUREAU OF AERONAUTICS

8-7-01

James A. Jensen, P.E., Chief
Airport Engineering Section

Date

gms
416dev.dot/01/31/01

Appendix F
Hydrological Analysis

Existing				Alternative 3F Modified				Alternative 3G			
Total Area (ac)[1]= 300				Total Area (ac)[1]= 300				Total Area (ac)[1]= 300			
Land Use	Hydrologic Soil Group[2]	"C" Value[3]	Acreage	Land Use	Hydrologic Soil Group[2]	"C" Value[3]	Acreage	Land Use	Hydrologic Soil Group[2]	"C" Value[3]	Acreage
Open Space	D	0.19	295.26	Open Space	D	0.19	279.69	Open Space	D	0.19	278.98
Concrete	NA	0.88	4.74	Concrete	NA	0.88	20.31	Concrete	NA	0.88	21.02
Intensity[4] = 2.0 in/hr Weighted C = 0.20 Q[5] = 121				Intensity[4] = 2.0 in/hr Weighted C = 0.237 Q[5] = 142				Intensity[4] = 2.0 in/hr Weighted C = 0.238 Q[5] = 143			
% increase from existing = 0%				% increase from existing = 18%				% increase from existing = 19%			

Notes

[1] Total acreage represents the extents of the city property associated with the airport.

[2] Hydrologic soil groups for Granby and Wacousta soils were obtained from the NRCS.

[3] "C" values obtained from WisDOT Facilities Development Manual, Chapter 13, Section 10, Subject 5.

[4] Intensity value of 2 in/hr was assumed for the 10-year return period due to a limited amount of topographic data. Intensity values are based upon the Time of Concentration (Tc) for a site. Based upon the limited data available, a Tc of 60 min. was chosen.

[5] Q = CIA where:

Q = peak runoff rate (cubic feet per second)
C = the weighted runoff coefficient (dimensionless)
I = intensity of the rainfall for a duration equal to Tc (inches/hour)
A = drainage area (acres)

Stormwater runoff values are for comparison use purposes only and should not be used for design purposes.

Appendix G
Public Involvement

- The north/south turf runway should be realigned to the northeast/southwest in order to avoid the building located south of Airport Rd. and the silo located north of the runway.
- Alternative 3B would be better for the future of the airport because it would provide more space for additional hangars and a cross-wind runway if needed. This alternative also provides a convenient central location for terminal and hangar facilities as opposed to having the terminal and hangars placed in separate locations.
- The proposed proximity of hangars near Airport Rd. may be problematic once Airport Rd. is widened.

Noise

Several individuals expressed concern regarding potential noise-related impacts and provided comments such as:

- Encourage use of the "Alternative" flight path to keep air traffic to the north of Airport Rd. and west of the city.
- Post signs etc. informing pilots that this airport is located adjacent to residential areas.
- Restrict flight activity from occurring between 10:00 p.m. and 6:00 a.m.
- Use other airports for touch-and-go training to minimize repetitive noise.
- Efforts should be made to reduce air traffic over the city, especially as the popularity of Morey Airport increases.
- Believes the method of calculating noise contours associated with air traffic is outdated and not indicative of actual noise exposure to individual residences and doesn't correlate the effects of noise on people. Therefore, is staunchly opposed to the proposed project due to repeated exposure noise from aircraft using Morey Airport.

Other Categories

Other comments received include:

- Improvements should reflect the vision of potential for future business, education, and transportation.
- Improvement of the airport for general aviation purposes is a good use of the land.

Attachment

COMMENT FORM
MOREY AIRPORT IMPROVEMENT PROJECT
PUBLIC INFORMATIONAL MEETING

Middleton City Hall
January 9, 2001

To assist the Morey Airport Project Team in project planning and the assessment of potential environmental impacts related to the proposed improvements, please feel free to provide your comments. You may simply indicate ( ) your answers below, and/or provide specific comments. **Please return completed forms to the "Comment Form " box** or Mail to: URS Corporation, 5250 East Terrace Drive, Suite I, Madison, WI 53718, Attention: Morey Airport Team. **Thank you!**

Potential Impacts	***Very Concerned***	***Concerned***	***Not Concerned***	***N/A***
Wetlands	1	5	6	
Floodplains	2	7	3	
Water Quality	1	6		
Noise	3	3	6	
Agriculture		6	5	
Light Emissions		5	6	
Social Impacts	4	5	2	
Other Impacts (Please Specify) Buildings/Hangars/Terminal	1			
Air Traffic Over City	1			
Visual Impacts		1		

Please circle your preferred Alternative (see display boards):

Alternative	**1**	**2**	**3B**	**3D**	**3F**
	(1)		(2)	(5)	(5)

Comments:

_____

_____

_____

_____

_____

_____

_____

Continue on the reverse side if you require more space.

Name:

Address:

Telephone #/E-mail (optional):

NOTICE OF PUBLIC HEARING
IN THE MATTER OF STATE AND FEDERAL AID
FOR IMPROVEMENTS AT

MOREY AIRPORT
8300 AIRPORT RD., MIDDLETON, WI

A petition resolution requesting state and federal financial assistance has been filed by the City of Middleton with the Wisconsin Department of Transportation, Bureau of Aeronautics to help carry out the following development at Morey Airport, Middleton, Wisconsin:

To undertake the development of an Environmental Assessment and Airport Layout Plan for the proposed improvement and any necessary related work for Morey Airport.

All interested persons are notified of the availability of a Preliminary Environmental Assessment of the effects of the proposed improvements. The Preliminary Environmental Assessment is available for examination at Middleton City Hall, 7426 Hubbard Ave., Middleton, WI 53562. Further information regarding the proposed improvement is available for inspection at the Bureau of Aeronautics, 4802 Sheboygan Avenue, Room 701, Madison, Wisconsin.

Notice is hereby given that the City of Middleton will hold a public hearing on the report at 7:00 pm on Monday, August 27, 2001 in the Middleton Common Council Chambers. A public informational meeting will precede the hearing beginning at 5:00 pm.

Parking for people with disabilities and an accessible entrance are available at the Hubbard Street entrance to City Hall. Please call the City of Middleton at 608-827-1050 four (4) days in advance of the hearing to make specific accessibility requirements.

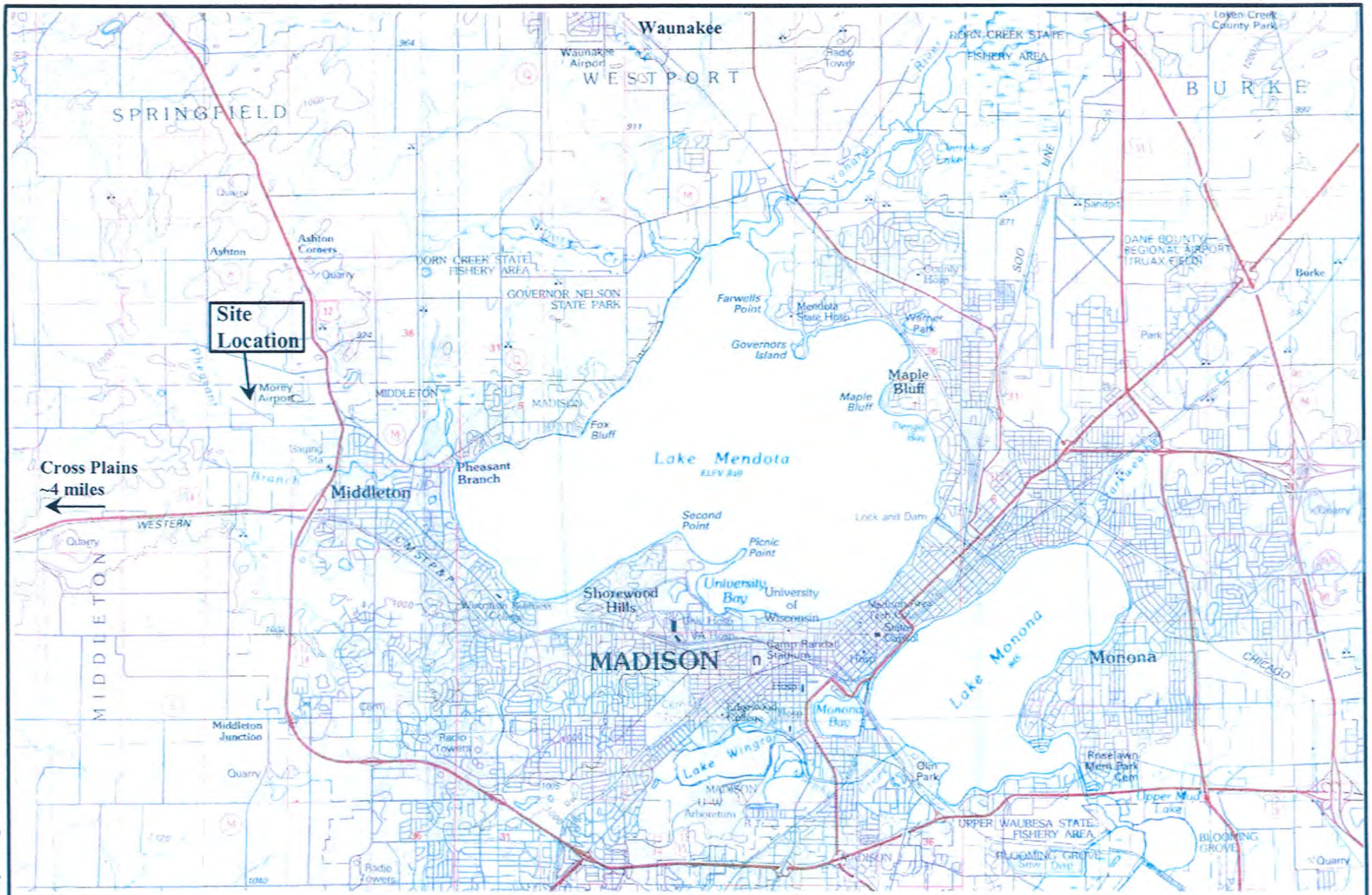
All interested persons are invited to attend and present concise, relevant oral and written statements concerning the economic, social and environmental effects of the proposed development and its consistency with the goals and objectives of such urban planning as has been carried out by the community. Persons with an interest in or knowledge about historical and archaeological resources in the project area developed under this Environmental Assessment are invited to present such information at the public hearing.

Additional written testimony may be filed with the Bureau of Aeronautics if received within ten calendar days after the date of the public hearing. Such testimony should be directed to the Airport Engineering Section Chief at the address given below.

WISCONSIN DEPARTMENT OF TRANSPORTATION
BUREAU OF AERONAUTICS
P. O. Box 7914
Madison, Wisconsin 53707

EXHIBIT 1

EXHIBIT 2



Adapted from the Dane County, WI 1:100 000-scale USGS topographic map (1986)

SCALE: 1 inch =~ 8,333 feet

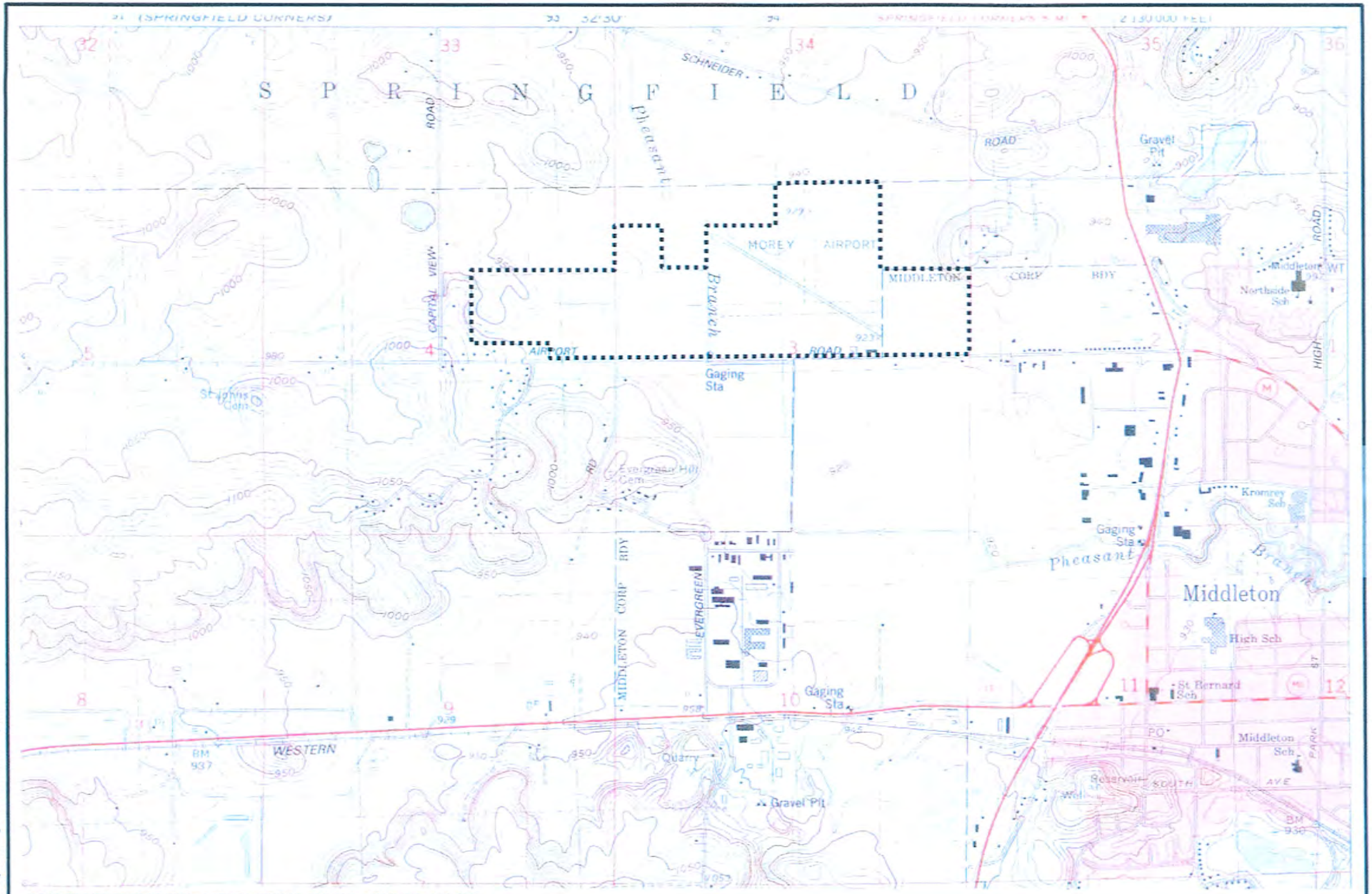
N

URS

SITE VICINITY MAP
MOREY AIRPORT, MIDDLETON, WI

DRAWN BY: JWI	CHECKED BY: JWI	PROJECT NUMBER: 11035-315	DATE: 12/28/00	EXHIBIT 1

h:mds2\scans\morey\EA figures\Exhibit 1.ppt



ADAPTED FROM THE MIDDLETON, WI 7.5-MINUTE USGS TOPOGRAPHIC MAP (1983) (Note: The Middleton Corporation boundary as shown on this map is outdated).

..... Approximate Project Area

SCALE: 1 inch = 2,000 feet

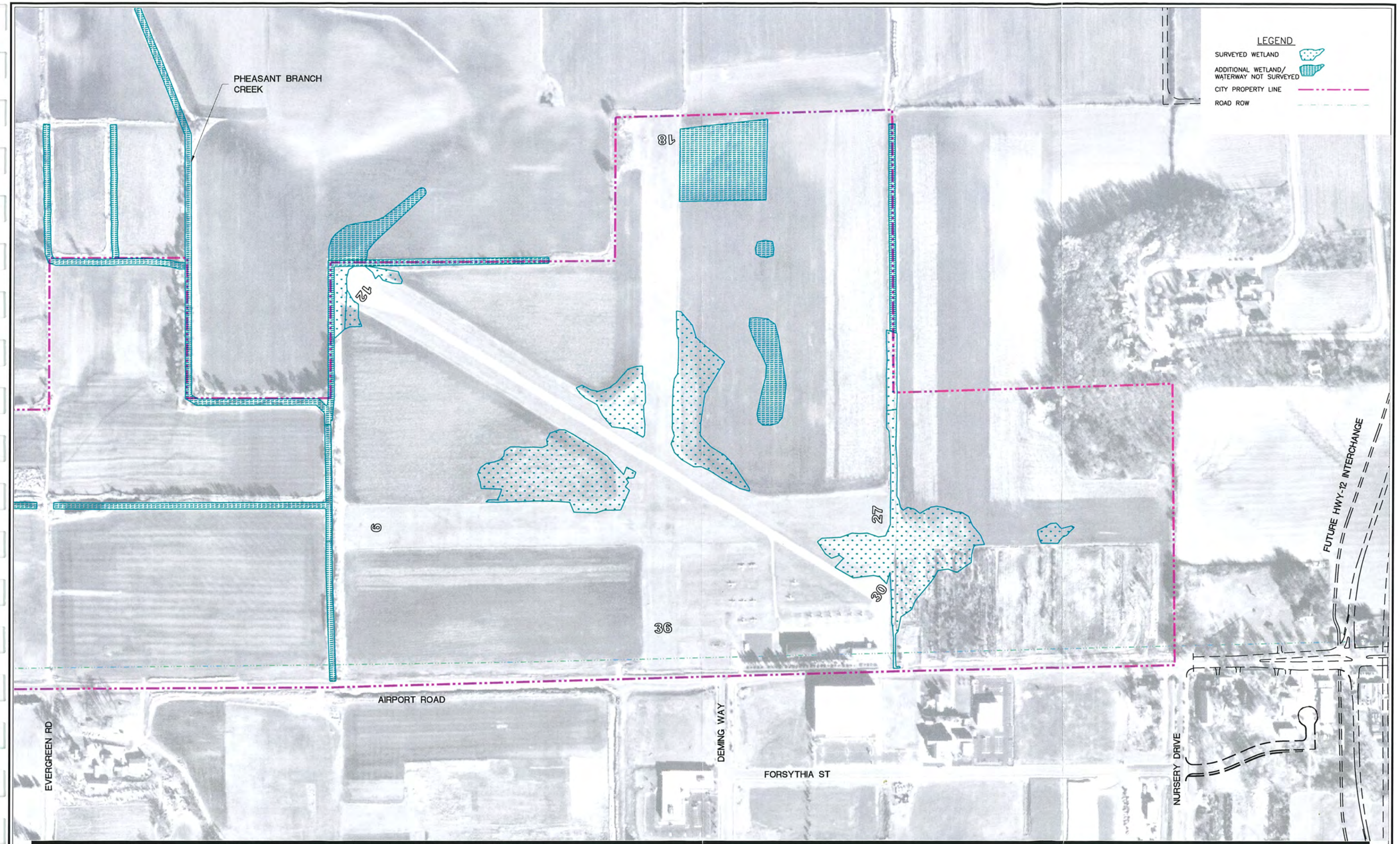
N

URS

SITE LOCATION MAP
MOREY AIRPORT, MIDDLETON, WI

DRAWN BY: JWI	CHECKED BY: JWI	PROJECT NUMBER: 11035-315	DATE: 12/27/00	EXHIBIT 2

h:mds2\scans\morey\EA figures\Exhibit 2.ppt



MOREY FIELD - EXISTING CONDITIONS - EXHIBIT 3

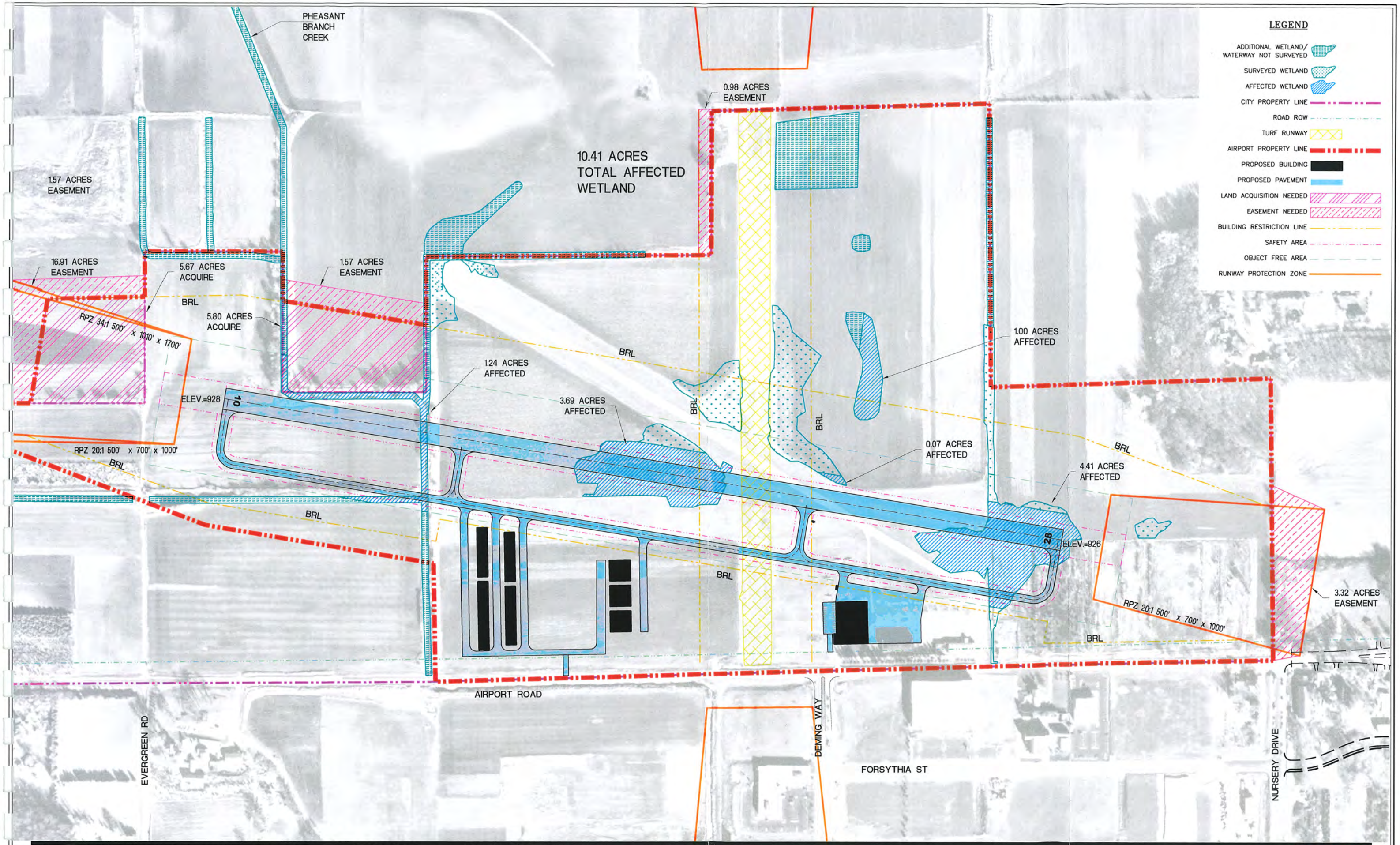
AIRPORT ENVIRONMENTAL ASSESSMENT
MIDDLETON, WISCONSIN

NORTH

GRAPHIC SCALE
250 0 125 250

URS

3950 Sparks Drive, SE Grand Rapids, MI 49546 Telephone: 616-574-8500 Fax: 616-574-8542
5250 East Terrace Drive, Suite J Madison, WI 53718 Telephone: 608-244-5656 Fax: 608-244-5656



MOREY FIELD - ALTERNATE 3F MOD. - EXHIBIT 4

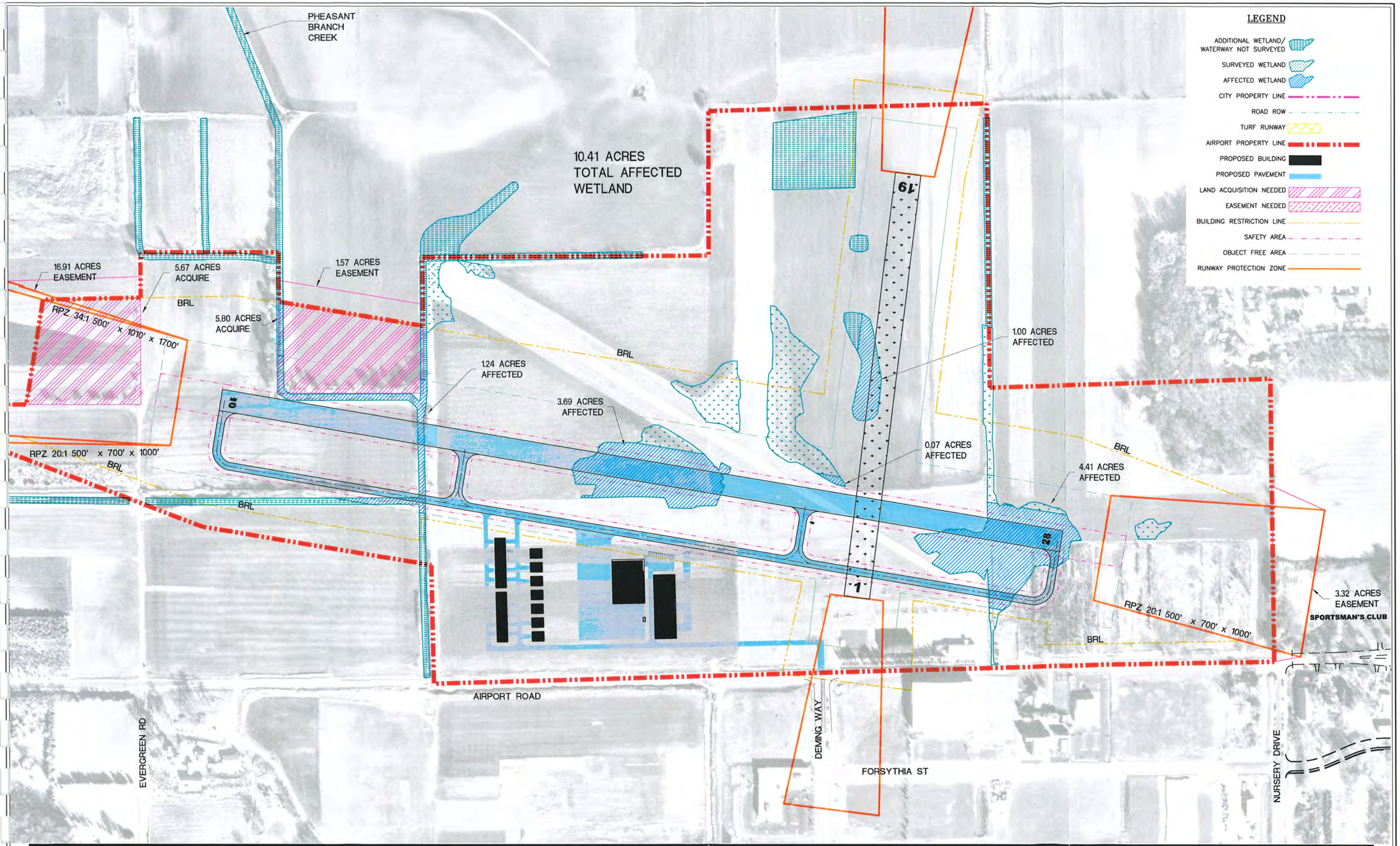
AIRPORT ENVIRONMENTAL ASSESSMENT
MIDDLETON, WISCONSIN

NORTH

GRAPHIC SCALE
250 0 125 250

URS

3950 Sparks Drive, SE Grand Rapids, MI 49546 Telephone: 616-574-8500 Fax: 616-574-8542
5250 East Terrace Drive, Suite J Madison, WI 53718 Telephone: 608-244-5656 Fax: 608-244-5656



MOREY FIELD - ALTERNATE 3G - EXHIBIT 5

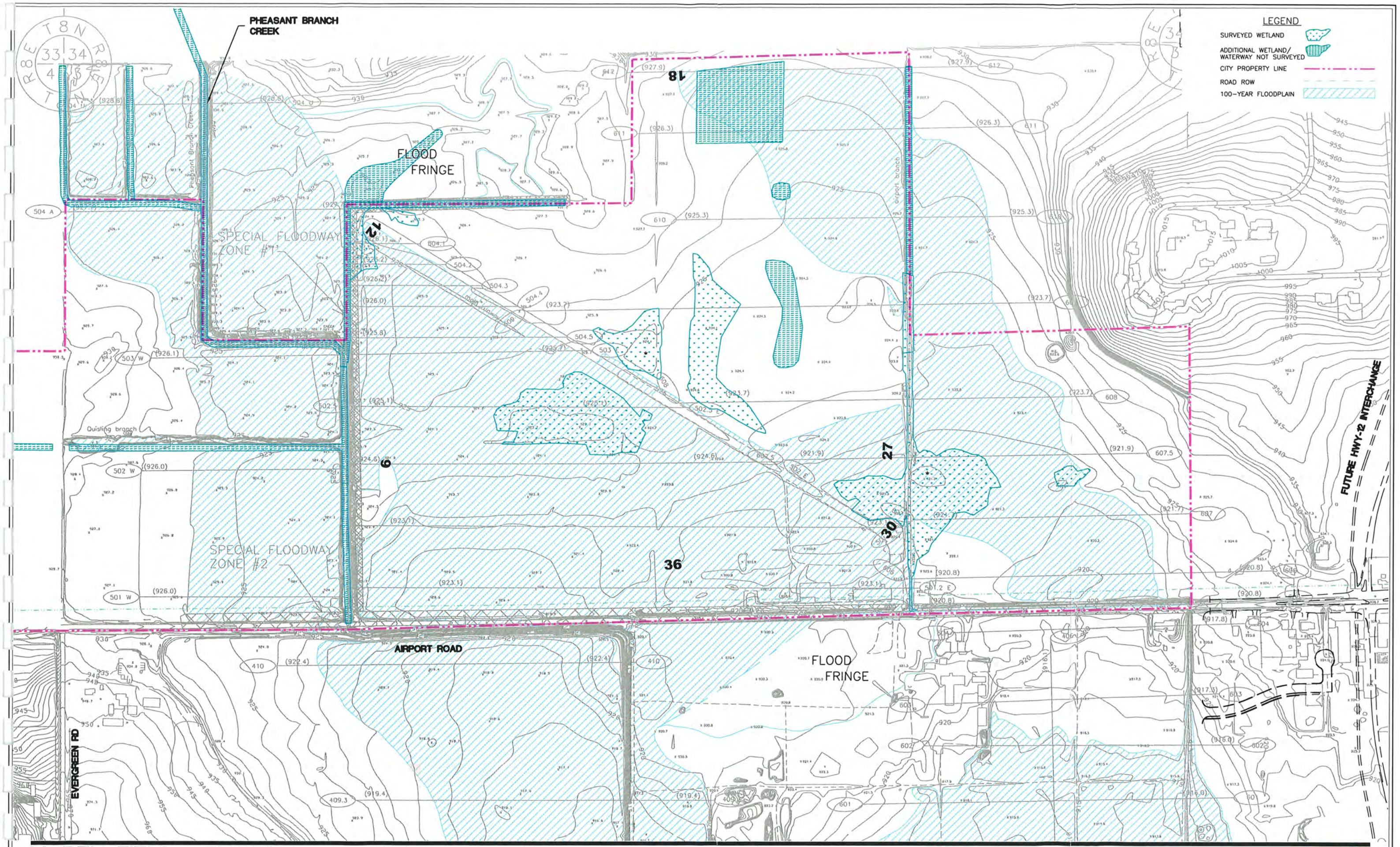
AIRPORT ENVIRONMENTAL ASSESSMENT
MIDDLETON, WISCONSIN

NORTH

GRAPHIC SCALE
250 0 125 250

URS

3950 Sparks Drive, SE Grand Rapids, MI 49546 Telephone: 616-574-8500 Fax: 616-574-8542
5250 East Terrace Drive, Suite J Madison, WI 53718 Telephone: 608-244-5656 Fax: 608-244-5656



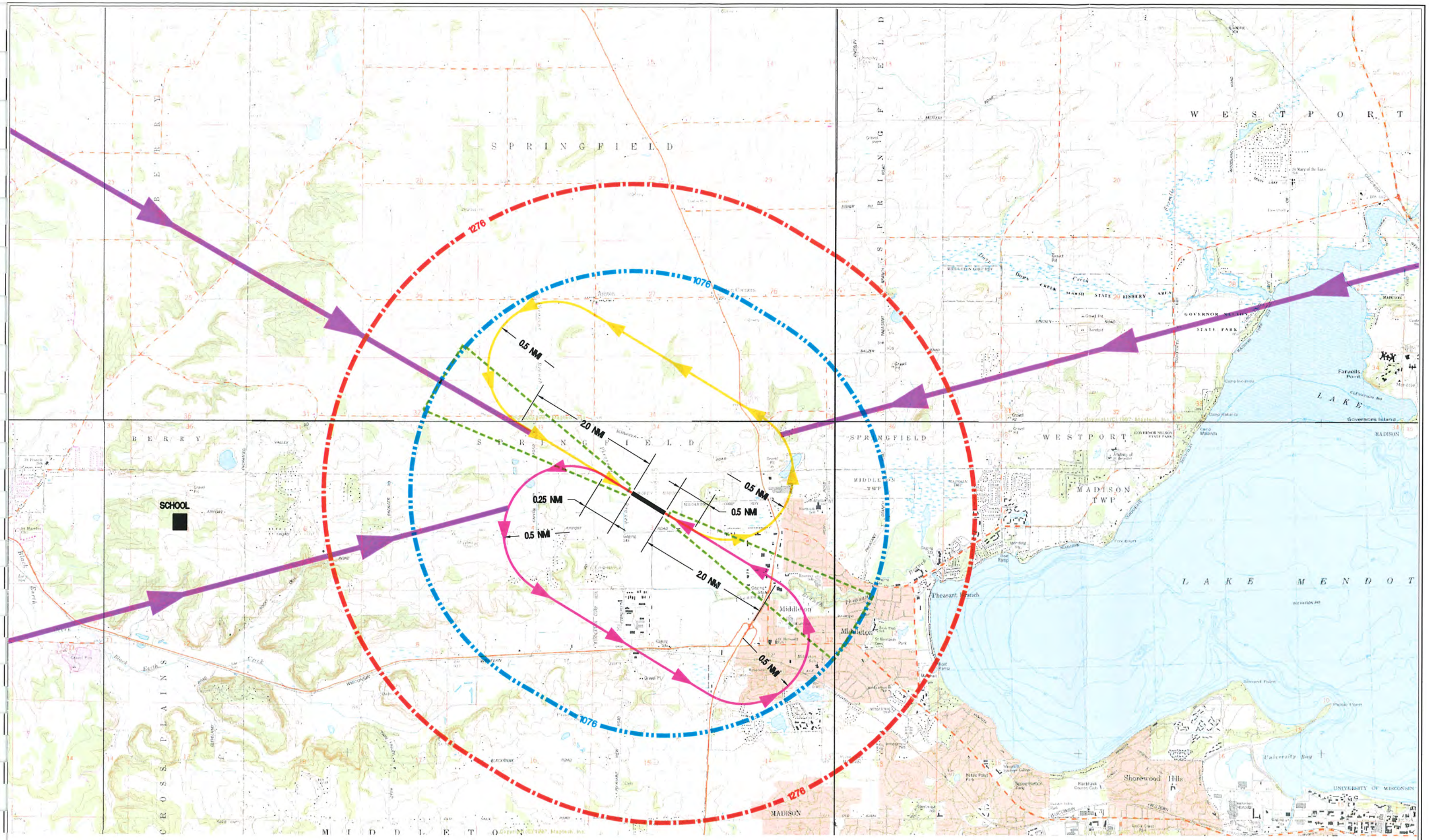
MOREY FIELD - EXISTING CONDITIONS FLOODPLAIN MAP - EXHIBIT 8

AIRPORT ENVIRONMENTAL ASSESSMENT
MIDDLETON, WISCONSIN

NORTH

GRAPHIC SCALE
250 0 125 250

URS
3950 Sparks Drive, SE Grand Rapids, MI 49546 Telephone: 616-574-8500 Fax: 616-574-8542
5250 East Terrace Drive, Suite J Madison, WI 53718 Telephone: 608-244-5656 Fax: 608-244-5656



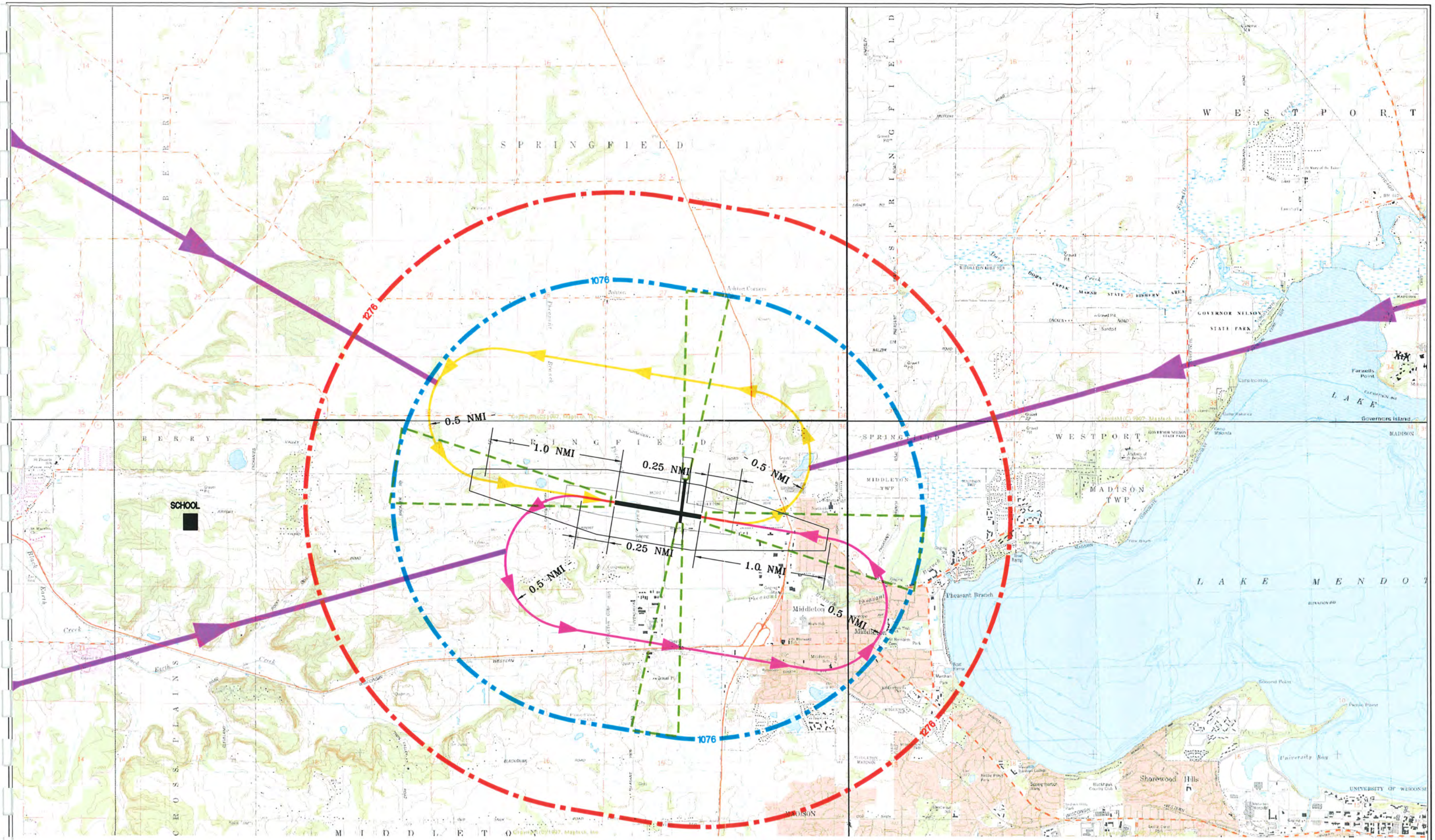
MOREY FIELD - EXISTING TYPICAL FLIGHT TRACKS - EXHIBIT 9

AIRPORT ENVIRONMENTAL ASSESSMENT
MIDDLETON, WISCONSIN

NORTH

GRAPHIC SCALE
2000 0 1000 2000

URS
3950 Sparks Drive, SE Grand Rapids, MI 49546 Telephone: 616-574-8500 Fax: 616-574-8542
5250 East Terrace Drive, Suite J Madison, WI 53718 Telephone: 608-244-5656 Fax: 608-244-5656



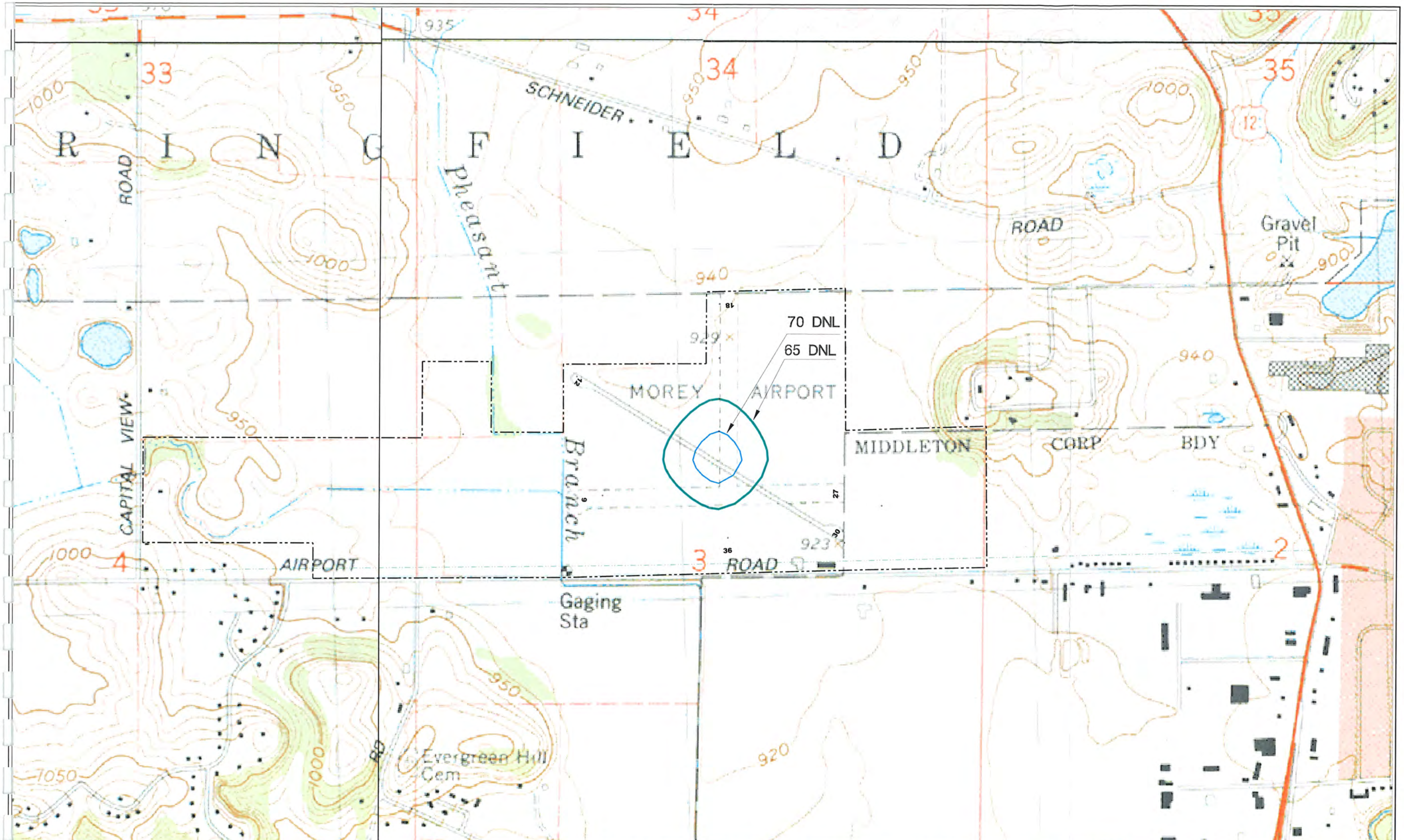
MOREY FIELD - POTENTIAL TYPICAL FLIGHT TRACKS - EXHIBIT 10

AIRPORT ENVIRONMENTAL ASSESSMENT
MIDDLETON, WISCONSIN

NORTH

GRAPHIC SCALE
2000 0 1000 2000

URS
3950 Sparks Drive, SE Grand Rapids, MI 49546 Telephone: 616-574-8500 Fax: 616-574-8542
5250 East Terrace Drive, Suite J Madison, WI 53718 Telephone: 608-244-5656 Fax: 608-244-5656



MOREY FIELD - EXISTING NOISE CONTOURS - 1999 - EXHIBIT 11

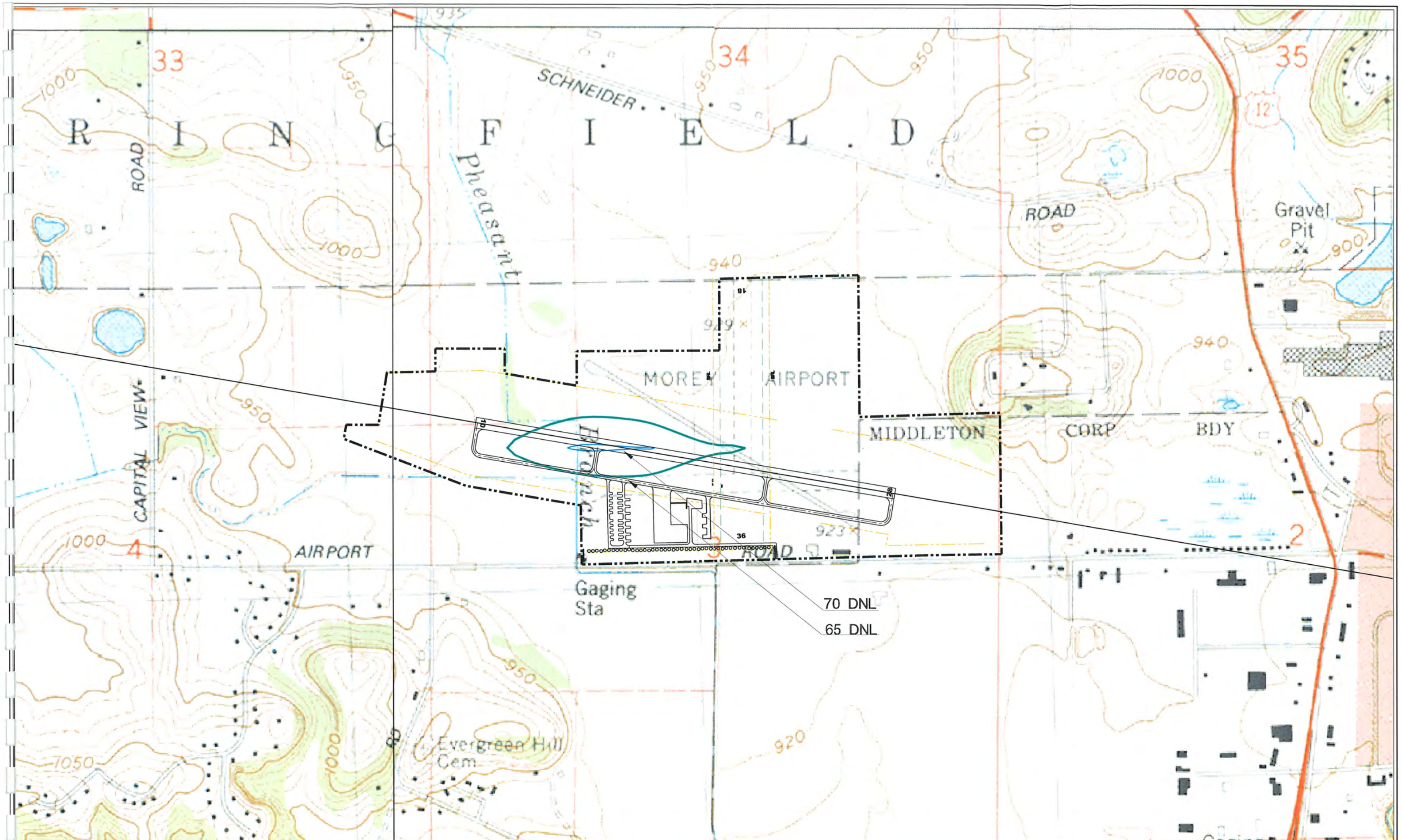
AIRPORT ENVIRONMENTAL ASSESSMENT
MIDDLETON, WISCONSIN

NORTH

GRAPHIC SCALE
400 0 200 400

URS

3950 Sparks Drive, SE Grand Rapids, MI 49546 Telephone: 616-574-8500 Fax: 616-574-8542
5250 East Terrace Drive, Suite J Madison, WI 53718 Telephone: 608-244-5656 Fax: 608-244-5656



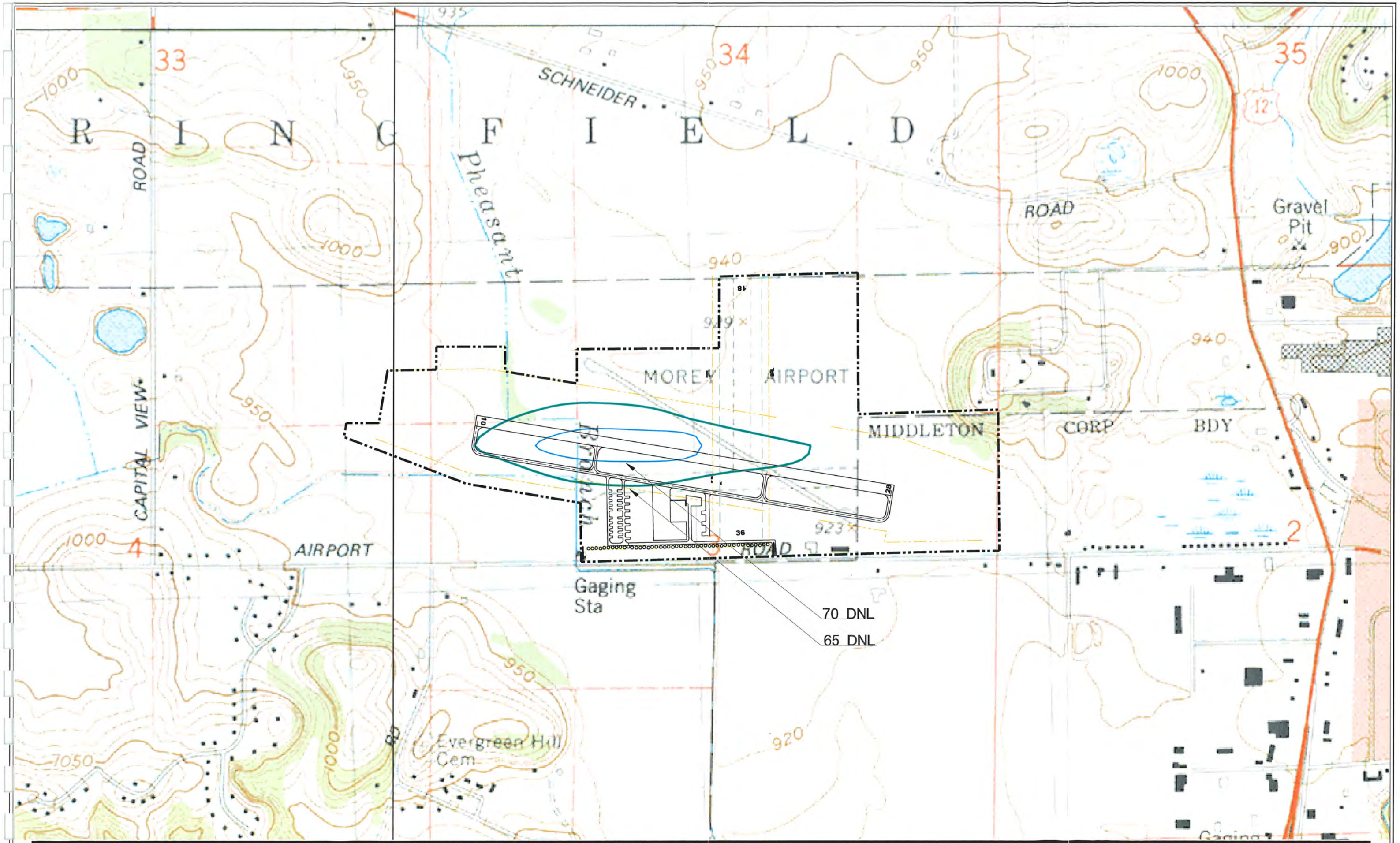
MOREY FIELD - ALTERNATIVES 3F MOD. & 3G NOISE CONTOURS
FUTURE (1999) - EXHIBIT 12

AIRPORT ENVIRONMENTAL ASSESSMENT
MIDDLETON, WISCONSIN

NORTH

GRAPHIC SCALE
400 0 200 400

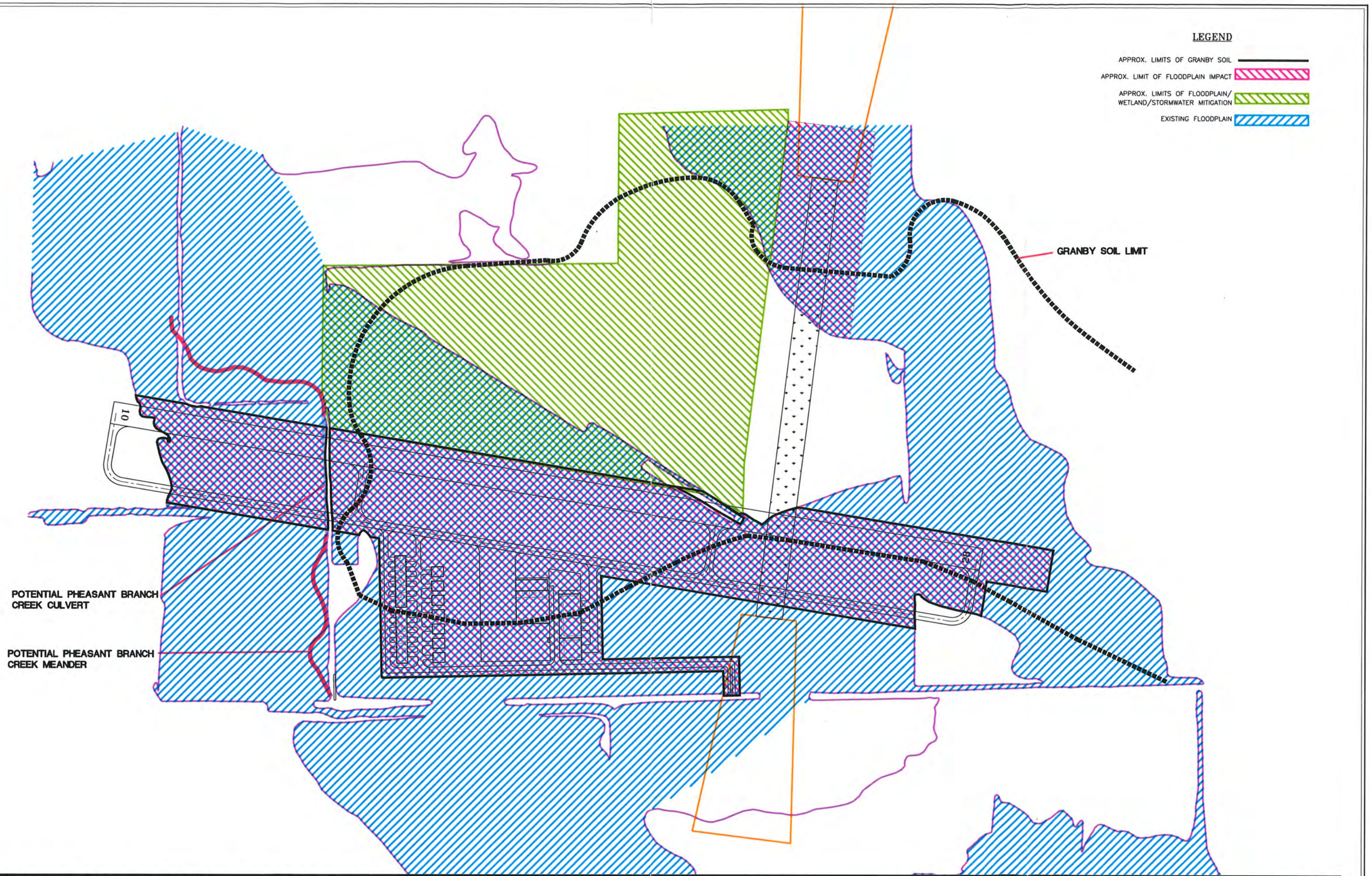
URS
3950 Sparks Drive, SE Grand Rapids, MI 49546 Telephone: 616-574-8500 Fax: 616-574-8542
5250 East Terrace Drive, Suite J Madison, WI 53718 Telephone: 608-244-5656 Fax: 608-244-5656



MOREY FIELD - ALTERNATIVES 3F MOD. & 3G NOISE CONTOURS POTENTIAL (2020) - EXHIBIT 13

AIRPORT ENVIRONMENTAL ASSESSMENT
MIDDLETON, WISCONSIN

URS
3950 Sparks Drive, SE Grand Rapids, MI 49546 Telephone: 616-574-8500 Fax: 616-574-8542
5250 East Terrace Drive, Suite J Madison, WI 53718 Telephone: 608-244-5656 Fax: 608-244-5656



MOREY FIELD - POTENTIAL MITIGATION AREAS: WATER RESOURCES

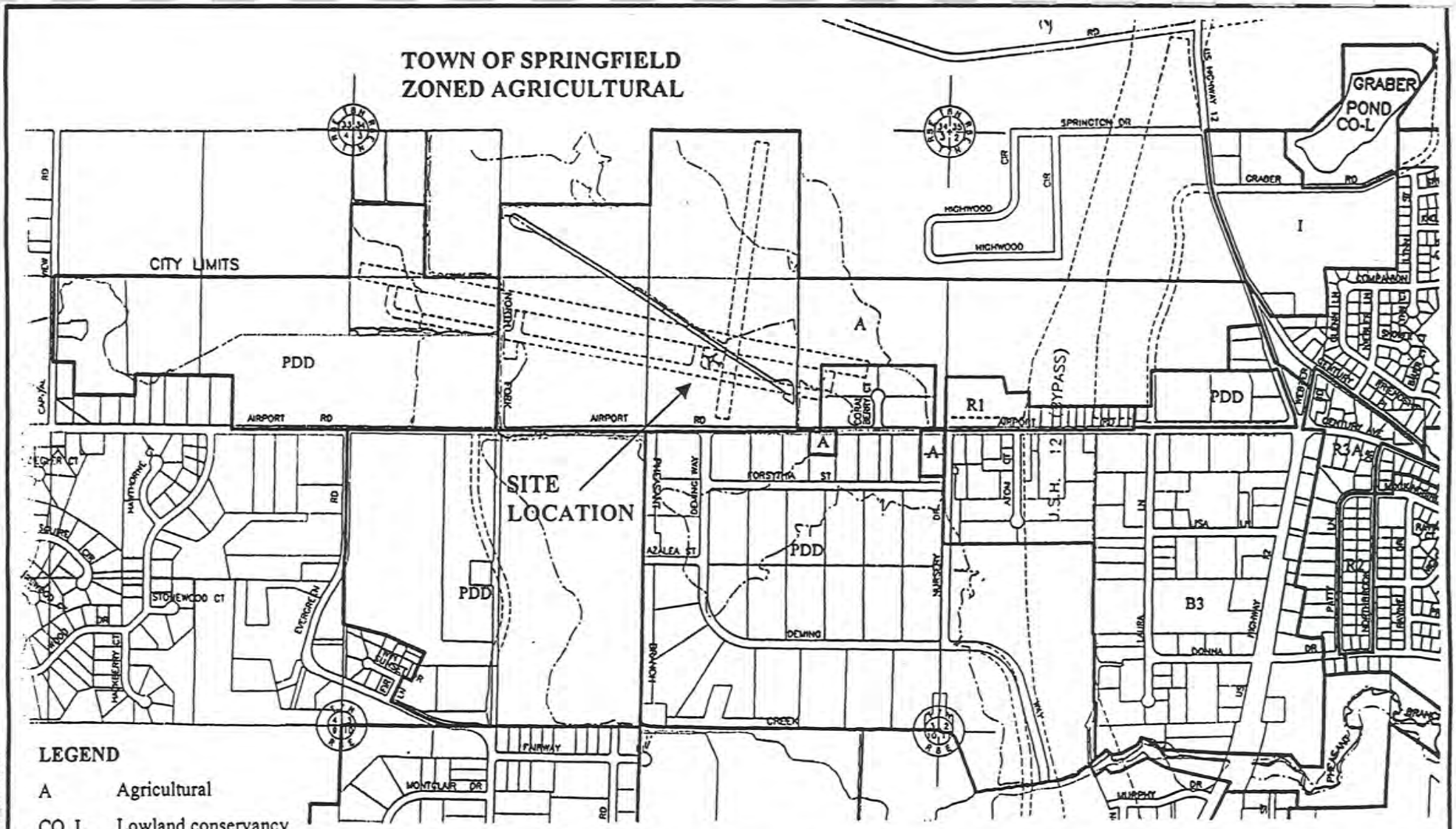
AIRPORT ENVIRONMENTAL ASSESSMENT
MIDDLETON, WISCONSIN

EXHIBIT 15

URS
3950 Sparks Drive, SE Grand Rapids, MI 49546 Telephone: 616-574-8500 Fax: 616-574-8542
5250 East Terrace Drive, Suite J Madison, WI 53718 Telephone: 608-244-5656 Fax: 608-244-5656

EXHIBIT 3

EXHIBIT 5



LEGEND

A	Agricultural
CO_L	Lowland conservancy
B3	Highway business
I	Industrial
PDD	Planned development
R1	Single family
R2	Single and two family
R3	Single, two & three & unit townhouses
R3A	Committed to previous R3 uses

Adopted from the City of Middleton *Zoning Districts* map (revised 5-15-01)

Not to scale

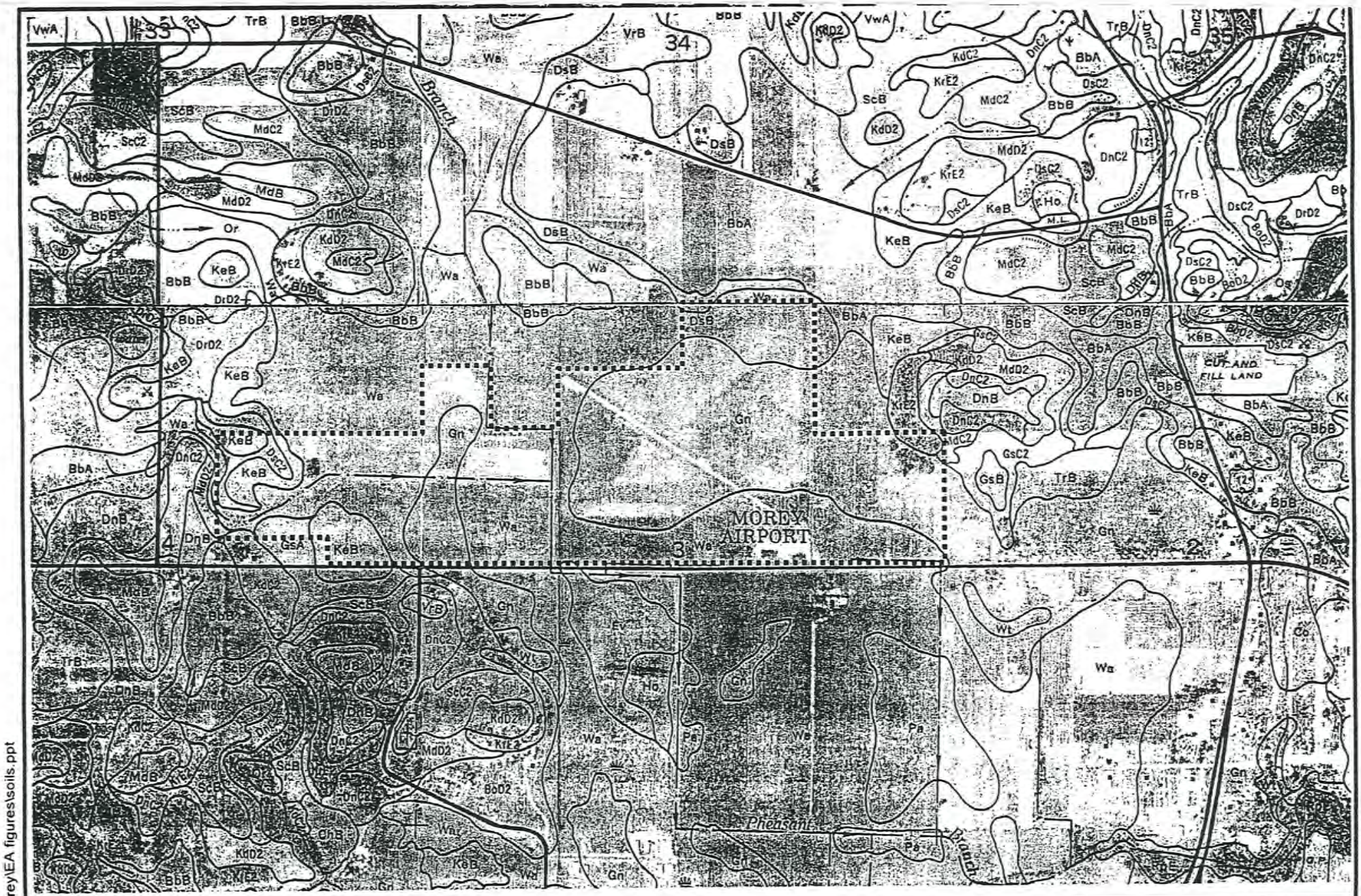
N

URS

AREA ZONING MAP
MOREY AIRPORT, MIDDLETON, WI

DRAWN BY: JWI	CHECKED BY: JWI	PROJECT NUMBER: 11035-315	DATE: 6/15/01	EXHIBIT 6

EXHIBIT 7



Adapted from soil sheets 64 and 76 of the Dane County, WI soil survey

..... Approximate Project Area

N

SCALE: 1 inch =~ 1,320 feet

URS

SOILS MAP
MOREY AIRPORT, MIDDLETON, WI

DRAWN BY: JWI	CHECKED BY: JWI	PROJECT NUMBER: 11035-315	DATE: 12/28/00	EXHIBIT 7

h:mds2\scans\morey\EA figures\soils.ppt

EXHIBIT 8

EXHIBIT 9

EXHIBIT 10

EXHIBIT 11

EXHIBIT 12

EXHIBIT 13

EXHIBIT 14

Exhibit 14 - Land Use Compatibility Matrix

Land Use	Yearly Day-Night Average Sound Level (DNL) in Decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N[1]	N[1]	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N[1]	N[1]	N[1]	N	N
Public Use						
Schools	Y	N[1]	N[1]	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y[2]	Y[3]	Y[4]	Y[4]
Parking	Y	Y	Y[2]	Y[3]	Y[4]	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail-building materials, hardware and farm equipment	Y	Y	Y[2]	Y[3]	Y[4]	N
Retail trade-general	Y	Y	25	30	N	N
Utilities	Y	Y	Y[2]	Y[3]	Y[4]	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y[2]	Y[3]	Y[4]	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock and forestry)	Y	Y[6]	Y[7]	Y[8]	Y[8]	Y[8]
Livestock farming and breeding	Y	Y[6]	Y[7]	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y5	Y5	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable under Federal, State, or local law. The responsibility for determining acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

See next page for notes and Key to table.

KEY

Y (Yes)	Land Use and related structures compatible without restrictions.
N (No)	Land Use and related structures are not compatible and should be prohibited.
NLR	**Noise Level Reduction** (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30, 35	Land Use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

NOTES

1 Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB; thus, the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

2 Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.

3 Measures to achieve NLR of 30 dB must be incorporated into the design and construction of these buildings where the public is received. Office areas, noise sensitive areas, or where the normal noise level is low.

4 Measures to achieve NLR of 35 dB must be incorporated into the design and construction of these buildings where the public is received. Office areas noise sensitive areas, or where the normal noise level is low.

5 Land use compatible provided special sound reinforcement systems are installed.

6 Residential buildings require a NLR of 25.

7 Residential buildings require a NLR of 30.

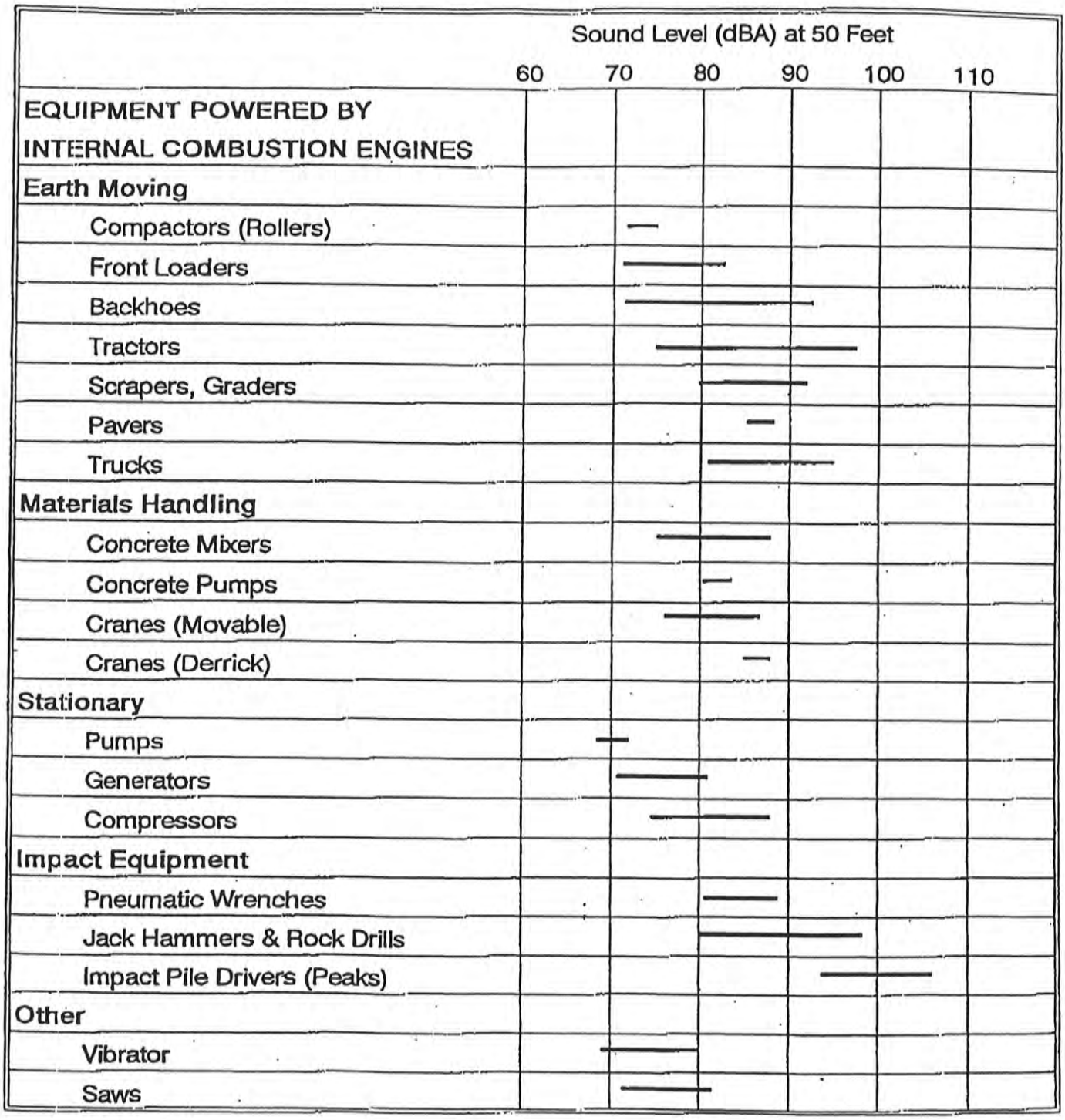
8 Residential buildings not permitted.

Source: **F.A.R. Part 150,** Appendix A, Table 1.

EXHIBIT 15

EXHIBIT 16

CONSTRUCTION EQUIPMENT SOUND LEVELS



SOURCE: Figure 2–36, Report to the President and Congress on Noise, Prepared by the U.S. EPA, Febuary 1972