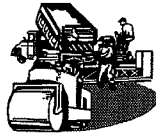


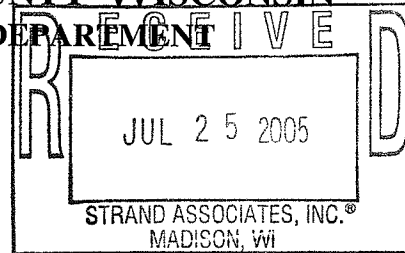
P.O. Box 108  
1150 Davis Street  
Hammond, Wisconsin 54015



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**ST. CROIX COUNTY WISCONSIN**  
**HIGHWAY DEPARTMENT**

July 22, 2005



Jeffrey S. Held, P.E.  
Strand Associates, Inc.  
910 West Wingra Drive  
Madison, WI 53715

Re: STH 64 Local Access Issues

Dear Mr. Held:

Thank you for your letter of May 10, 2005. After review of the maps and discussion of the alternatives provided, the Highway and Planning and Zoning Departments would like to provide the following comments and suggestions:

- A minimum of interchanges on STH 64 is the best approach, however the location of each is very important. The County Trunk Highway system, specifically CTH "T", serves a very important collector function and carries a high volume of traffic. Not providing an access at "T" and creating an interchange on a local road instead creates a disconnect in our county system and we feel that should be reconsidered.

If the eventual solution is a freeway-type facility, then the plan should call for an interchange at the junction of STH 64 and CTH "T". This fits with the "feeder system" concept of town roads feeding the county trunk system that in turn feeds the state highway system. Too, as we see how the County has developed in recent years and review the projections, it seems clear to us that the bulk of the development will involve people making trips more regional in nature, rather than local. Therefore, access to a high volume facility such as is under consideration for STH 64 from the county trunk highway system becomes even more important to the efficient flow of traffic.

- Regarding access via the local (town) road system, it is apparent to us that, at least at this point, there is no desire on the part of the town to construct new roads on their system. However, they would probably be open to taking over what may become an abandoned portion of the current STH 64, for example. The basic concern as we see it is one of taking existing property for new roads.

Access to individual properties is more problematic and we did not feel comfortable endorsing any of the specific alternatives provided. Rather we felt there were some benefits to each so we have provided general comments instead.

- The least miles of road built the better to serve these homes.
- From a planning perspective, it is preferable to purchase commercial establishments rather than provide long, indirect access.
- Another bridge across the Willow River is problematic.

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## ST. CROIX COUNTY WISCONSIN HIGHWAY DEPARTMENT

October 24, 2005

Jim Koenig, P.E.  
WisDOT - NW Regional Planning  
718 W. Clairemont Avenue  
Eau Claire, WI 54701

Re: WIS 64 EA Alternative Improvements

Dear Jim,

We have received the September 23, 2005 letter from Jeff Held of Strand Associates regarding the WIS 64 EA Alternative Improvements. Thank you. I did not make it over to the Public Information Meeting in New Richmond on October 5, 2005, but would like to just touch base with you that we have looked it over and just have a few notes for you.

We again realize the challenges this project presents. The improvement stages proposed seem to be logical and workable from the county perspective as long as access remains at CTH "T". The type of access is not as important at this time as knowing there will be access at CTH "T". We also take this to be a preliminary look at a proposed design and are looking forward to working with WisDOT as plans move along as we see not definite timeframe noted for each proposed stage.

We understand that the construction of passing lanes at CTH "O" also look to be most proper to accommodate that access in the intermediate improvement stage, while it also looks to remain an at-grade access with turning lanes after the last phase is complete also.

Since it is noted that there are no improvements to WIS 64 anticipated from US 63 north to CTH "D" at this time, the current accesses to CTH "H" and CTH "Q" will remain and be adequate as is.

Also, from a funding perspective, we are anticipating that construction of the interchanges, as well as, the turning and passing lanes along with any associated local road alterations will be part of this project and as such included in WisDOT's budget for the improvements with state funds.

Thank you for the opportunity to comment and note our understanding of the document for clarification. We feel that the positive communication between affecting agencies can do a great deal in assisting with dealing with the transportation challenges we all face.

Sincerely,

Tim Ramberg  
St. Croix County Highway Commissioner

May 31, 2006

«FirstName» «LastName»

«Position»

«Representing»

«Address 1»

«CSZ»

Re: Wisconsin Department of Transportation (WisDOT)  
WIS 64 Environmental Assessment (I.D. 1559-01-03)–Noise Information Program

Dear «MM» «LastName»:

In recent years, a great deal of effort has been put forth to control highway generated noise and its effects on the human environment. Various agencies of the federal government have been striving to reach this goal by reducing the noise emitted by motor vehicles and by improving highway designs.

The WisDOT endorses the use of all practical design and traffic control measures in the development of highway projects to minimize noise impacts. We are applying on our own projects and monitoring on federally funded projects of local agencies all feasible and prudent measures aimed at enhancing compatibility of highway location and design with existing and planned land use.

To be truly effective, these efforts must be supplemented by those of local governmental agencies. Local governments have traditionally been responsible for exercising land development controls and zoning within their jurisdictions. Through its authority in these areas, local governments can do much to ensure that future land uses and developments are compatible with the noise environment of major arterial highways as well as local streets and roads.

It is the WisDOT's policy that a maximum effort should be made to obtain this compatibility. Accordingly, this department will produce approximate generalized future noise levels for both developed and undeveloped lands or properties in the immediate vicinity of projects improving the State Trunk Highway System. This information will be turned over to local governmental agencies with jurisdiction over land use on abutting properties. In processing their federal-aid projects, the WisDOT will expect transportation officials at local units of government to also develop generalized future noise levels and to provide it to their sister agencies having development control and zoning responsibilities.

Noise information for the WIS 64 (New Richmond to Polk County Line) improvement project is enclosed. Your agency constitutes a logical recipient and user of this information in fulfilling the purpose stated above.

How can you use this noise information to ensure that the desired compatibility between future development and anticipated highway noise levels is achieved? There are several types of

«FirstName» «LastName»  
«Representing»  
Page 2  
May 31, 2006

administrative controls available, including the use of exclusive zoning, public ownership, financial incentives, advisory services, and various forms of legal controls such as building codes, subdivision regulations, and health codes. These and others are described in a publication produced by the Federal Highway Administration entitled "The Audible Landscape: A Manual for Highway Noise and Lane Use." The sole purpose of this manual is to assist local governmental officials, developers, and designers in dealing with noise-sensitive land uses near highways.

The Wisconsin Division of Highways, in December 1975, distributed copies of this booklet to nearly every municipality within the state. If you do not have a copy, it can be ordered from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402. The price is \$1.55. The stock number is 5000-00079. The publication date is November 1974.

You may be asking yourself, "Why should my agency bother with all of this?" The answer is simple: it is needed. Noise becomes more and more of a problem every year. Our population continues to increase, causing more highways, more vehicles, and more residences near highways. Good, strong administrative action is needed. It can only be applied at the local level because that is where the responsibility lies. The efforts you expend can be used to prevent noise problems along local streets and roads as well as those on the State Trunk Highway System.

As a final incentive, the Federal Highway Administration has provided that, in certain instances, they will apply matching funds to projects aimed at reducing noise levels along existing roadways. However, these noise abatement projects will not be approved for any activities or land uses unless local authorities have taken measures to exercise land use control over the remaining undeveloped lands adjacent to highways within their jurisdiction so as to prevent further development of incompatible activities.

In summary, we urge you to use the enclosed noise information to the greatest extent possible in the interest of ensuring a less noisy environment for all.

Sincerely,

STRAND ASSOCIATES, INC.

Jeffrey S. Held, P.E.

Enclosures: Traffic Noise Impact Evaluation from the WIS 64 Environmental Assessment  
Traffic Summary Basic Sheet  
Graphic Illustrating Distance to 67 dBA

# TRAFFIC NOISE IMPACT EVALUATION

DT2092 2005

Wisconsin Department of Transportation

Alternative Preferred

Preferred  
 Yes  No

Portion of Project This Sheet is Evaluating  
 Segments 1 and 2 (WIS 64, from WIS 65 to US 63 North)

## Need for Noise Analysis

1) Is the proposed action considered a Type I project? (A type I project is defined as a project that involves construction of a roadway on new location or the physical alteration of an existing highway which substantially changes either the horizontal or vertical alignment or increases the number of through-traffic lanes.)

- No – Complete only form DT2074, Construction Stage Sound Quality Impact Evaluation.
- Yes – Complete form DT2074, Construction Stage Sound Quality Impact Evaluation and the rest of this sheet.

## Traffic Data

2) Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on DT2094, Environmental Evaluation of Facilities Development Action, Traffic Summary Basic Sheet.

- No
- Yes – Indicate volumes and explain why they were used.

Automobiles Veh/hr  
 Trucks Veh/hr  
 Or Percentage (T) %

The traffic volumes used in the traffic noise model are shown below in Figure N-2.1. The 2002 traffic volumes used for the traffic noise analysis were taken from actual traffic counts over the PM peak hour in 2002. These counts were used because they provided accurate turning movement numbers and more precise peak hour volumes. The 2032 design hourly volumes were calculated by applying the K% and D% factors to the 2032 projections based on historic volumes. The K, D, and T% traffic factors listed in the Traffic Summary Basic Sheet were used in the traffic noise analysis.

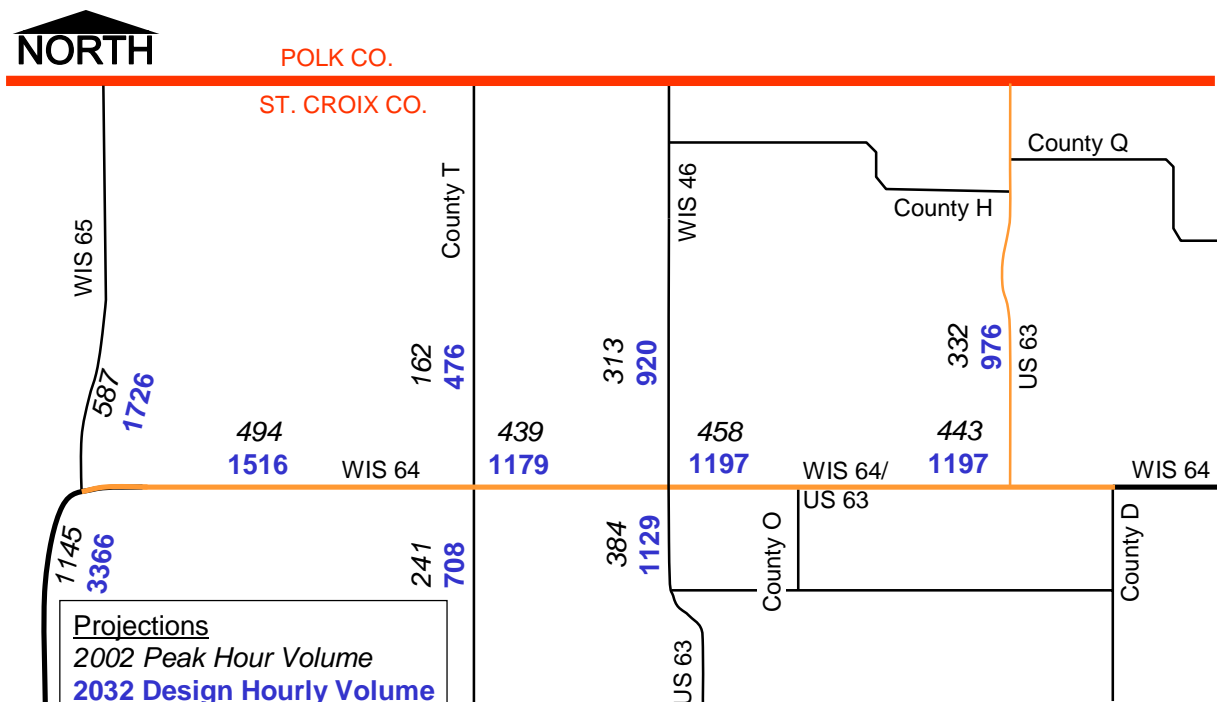


Figure N-2.1 Traffic Noise Analysis – Hourly Traffic Volumes

- 3) Identify and describe the noise analysis technique or program used to identify existing and future sound levels. (See attached receptor location map as Exhibit N.3-1 through N.3-12.) A receptor location map shall be included with this document.

The study team used the Federal Highway Administration's (FHWA's) Traffic Noise Model Version 2.5 (TNM 2.5) to identify existing and future sound levels.

- 4) Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic sound. (See attached receptor location map – Exhibit N.3-1 through N.3-12.)

The City of New Richmond lies at the western end of the WIS 64 corridor. In this portion of segment 1, there are several single-family homes and commercial buildings. Traveling east along the corridor, the density decreases and there are occasional houses and farm buildings. Some buildings are used commercially, but still may have a residence on the property. At the intersection of US 63 S, WIS 64, and WIS 46 (Four Corners intersection), there are commercial uses in each quadrant. For the purposes of this traffic noise analysis, only the commercial buildings near New Richmond and those at the four corners intersection are considered Activity Category C (having a Noise Abatement Criteria of 72 dBA). The remaining buildings (mostly agricultural, ag-residential, and commercial) are considered Activity Category B (having a Noise Abatement Criteria of 67 dBA). The noise analysis did not extend along Segment 3 (US 63 N, between WIS 64 and the Polk County Line) because there will be no increase in the number of through lanes.

*Note pertaining to R37:* Noise model was originally created based on a diamond interchange at US 63N/WIS 64 as shown in this graphic. Since completion of the noise model, the interchange has been revised to a jug handle configuration, eliminating the diamond ramps. The jug handle configuration moves ramp traffic further from the only receiver in the area, R37. Therefore, noise levels at this receiver would decrease after this revision as compared to the diamond interchange. With the diamond interchange, R37 was projected to experience a decrease in noise levels of 4 dBA between 2002 and 2032 and therefore experience no noise impact. With the revision, R37 would experience a decrease at least as great and would also experience no noise impact.

- 5) If this proposal is implemented will future sound levels produce a noise impact?

- No  
 Yes, the impact will occur because  
 The Noise Abatement Criteria (NAC) is approached (1 dBA less than the NAC) or exceeded.  
 Existing sound levels will increase by 15 dBA or more.

- 6) Will traffic noise abatement measures be implemented?

- Not applicable – Traffic noise impacts will not occur.  
 No – Traffic noise abatement is not reasonable or feasible (explain why). In areas currently undeveloped, local units of government shall be notified of predicted sound levels for land use planning purposes. **A COPY OF THIS WRITTEN NOTIFICATION SHALL BE INCLUDED WITH THIS DOCUMENT.**  
 Yes – Traffic noise abatement has been determined to be feasible and reasonable. Describe any traffic noise abatement measures which are proposed to be implemented. Explain how it will be determined whether or not those measures will be implemented.

Noise abatement measures are not reasonable or feasible. The following abatement measures were considered.

- **Design Features:** This improvement is intended to be predominantly on-alignment so as to minimize environmental impacts. Therefore, we are limited in how we can shift the vertical and horizontal alignments. While the additional lanes of the improved roadway could be shifted away from some receptors, it typically requires shifting it closer to others.
- **Traffic Control:** Prohibition of trucks, or restrictions to certain time periods, is not feasible as this road is designated as a connector highway in the Corridors 2020 State Highway Plan. The purpose of connectors is to provide accessibility to cities and regions around the state and to support economic development.
- **Buffer Strips:** The purchase of real estate adjacent to the highway is an undesirable option as this increases the amount of real estate that WisDOT would need to purchase. WisDOT is trying to minimize the impacts of the

roadway by keeping it on alignment. Adjacent landowners are likely to want to keep as much of their property as they can. Additionally, in many cases, there would be residential and agricultural buildings in the buffer area that would become additional relocations if WisDOT were to pursue purchasing buffer strips.

- **Soundproofing:** The buildings with noise impacts are not public buildings and would not qualify for the use of federal funding.
- **Noise Barriers:** Wisconsin Administrative Code – Chapter Trans 405, “Siting Noise Barriers,” mandates noise wall siting criteria. To be considered reasonable, any noise wall protecting a receptor must reduce noise levels by 8 dBA or more and the total cost of a noise barrier may not exceed \$30,000 per abutting residence. Due to the rural nature of the corridor and the large distances between receptors, noise walls would be unreasonably expensive per benefiting receiver. Additionally, most of these receptors require access onto the WIS 64 highway, which would require breaks in the noise wall that would substantially diminish the effectiveness of the walls.

A letter will be sent to the City of New Richmond and the Townships of Stanton, Cylon, and Forest regarding the projected noise levels along WIS 64. A copy of this letter is included in Appendix B, Local Government Coordination. Table N.6-1 below shows typical noise levels for reference. Table N.6-2 shows the projected noise levels at each modeled receptor.

Sound Source	Sound Level (dBA)	Subjective Response
	140	Threshold of pain
Military jet takeoff with afterburner at 50 feet	130	
Rock and roll band	120	Uncomfortably loud
Jet fly-over at 1,000 feet	110	
Power lawn mower at operator	100	Very loud
Diesel truck (55 mph) at 50 feet	90	
High urban ambient sound automobile (55 mph) at 50 feet	80	Moderately loud
TV-audio, vacuum cleaner	70	
Normal conversation	60	
	50	Quiet
Lower limit urban ambient sound	40	
	30	Very quiet
Unoccupied broadcast studio	20	
	10	
	0	Threshold of hearing

**Table N.6-1 Comparative Sound Levels**

Receptor Location or Site Identification (See attached map)	Distance from C/L of Near Lane to Receptor in meter (m)	Number of Families of People Typical of this Receptor Site	Sound Level $L_{eq}^1$ (dBA)			Impact Evaluation		
			Noise Abatement Criteria <sup>2</sup> (NAC)	Future Sound Level	Existing Sound Level	Difference in Future and Existing Sound Levels (Col. e minus Col. f)	Difference in Future Sound Levels and Noise Abatement Criteria (Col. e minus Col. d)	Impact <sup>3</sup> or No Impact
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
R1	27	commercial	72	71	61	10	-1	I
R2	20	SF	67	72	61	11	5	I
R3	34	SF	67	69	62	7	2	I
R4	29	commercial	72	70	60	10	-2	N
R5	30	SF - Ag	67	69	56	13	2	I

<sup>1</sup> Use whole numbers only.

<sup>2</sup> Insert the actual Noise Abatement Criteria from Wisconsin Administrative Code, Chapter Trans. 405.04, Table 1.

<sup>3</sup> An impact occurs when future sound levels exceed existing sound levels by 15 dB or more, or, future sound levels approach or exceed the Noise Abatement Criteria (“approach” is defined as 1 dB less than the Noise Abatement Criteria, therefore an impact occurs when Column (h) is -1 db or greater). I = Impact, N = No Impact.

R6	53	SF - Ag	67	64	53	11	-3	N
R7	53	SF - Ag	67	64	55	9	-3	N
R8	40	SF - Ag	67	67	57	10	0	I
R9	43	SF - Ag/ commercial	67	66	61	5	-1	I
R10	30	SF - Ag/ commercial	67	70	61	9	3	I
R11	34	SF - Ag	67	69	60	9	2	I
R12	27	SF - Ag	67	70	56	14	3	I
R13	37	SF - Ag	67	69	59	10	2	I
R14	50	SF - Ag	67	65	57	8	-2	N
R15	85	SF - Ag	67	60	50	10	-7	N
R16	98	SF - Ag	67	59	52	7	-8	N
R17	23	SF - Ag/ commercial	67	70	56	14	3	I
R18	41	SF - Ag/ commercial	67	66	63	3	-1	I
R19	50	SF - Ag	67	63	53	10	-4	N
R20	114	SF - Ag	67	56	48	8	-11	N
R21	28	SF - Ag	67	69	61	8	2	I
R22	46	SF - Ag	67	65	54	11	-2	N
R23	27	commercial	72	70	61	9	-2	N
R24	26	commercial	72	70	62	8	-2	N
R25	47	commercial	72	68	61	7	-4	N
R26	49	commercial	72	66	59	7	-6	N
R27	50	SF - Ag	67	65	55	10	-2	N
R28	26	church	67	71	67	4	4	I
R29	43	SF - Ag	67	66	61	5	-1	I
R30	125	SF - Ag	67	57	49	8	-10	N
R31	23	SF - Ag	67	72	65	7	5	I
R32	64	SF - Ag	67	63	58	5	-4	N
R33	88	SF - Ag	67	60	52	8	-7	N
R34	50	SF - Ag	67	65	58	7	-2	N
R35	35	SF - Ag	67	68	60	8	1	I
R36	32	SF - Ag	67	69	60	9	2	I
R37*	154	SF - Ag	67	52	56	-4	-15	N
*See note above in question 4								

### TRAFFIC SUMMARY

	ALTERNATE	Segment 1 (WIS 64)	Segment 2 (WIS 64)	Segment 3 (US 63)
	<b>SEGMENT TERMINI</b>	WIS 65 to US 63 S	US 63 S to County D	WIS 64 to Polk Co. Line
<b>TRAFFIC VOLUMES*</b> Existing	ADT Yr. 2002	5,153 – 5,463	4,470 – 4,235	3,320 – 3,520
Exist. Plus 10 yr.	ADT Yr. 2012	6,121 – 8,195	5,340 – 6,353	3,940 – 5,280
Exist. Plus 20 yr.	ADT Yr. 2022	7,269 – 11,473	6,380 – 8,894	4,680 – 7,392
Design Year	ADT Yr. 2032	8,634 – 16,063	7,630 – 12,451	5,560 – 10,349
	DHV Yr. 2032	749 – 1,394	733 – 1,197	535 – 997
<b>TRAFFIC FACTORS</b>  Design Year	<b>K%</b> ( <sub>100/200</sub> or %)	8.7%	9.6%	9.6%
	<b>D (%)</b>	65.4% Eastbound	67.0% Eastbound	58.1% Northbound
	<b>T (% of ADT)†</b>	10.5%	13.1%	13.9%
	<b>T (% of DHV)</b>	6.3%	10.7%	8.2%
	<b>Level of Service††</b>	LOS A	LOS A	LOS A
<b>SPEEDS Existing</b>	Posted	55 mph	55 mph	55 mph
Design Year	Posted	55 mph	55 mph	55 mph
	Project Design Speed	70 mph	70 mph	70 mph
<b>OTHER</b> (specify)	<b>P (% of ADT)</b>	8.7%	9.6%	9.6%
	<b>K (% OF ADT)</b>	N/A	N/A	N/A
	<b>Level of Service</b>  Design Year – No Build	LOS C – LOS D	LOS C – LOS D	LOS C – LOS D

ADT = Average Daily Traffic

DHV = Design Hourly Volume

$K_{100/200}$  or % =  $K_{100}$  = Rural,  $K_{200}$  = Urban, % = ADT in DHV D = % DHV in predominate direction of travel

T = Trucks

P = % ADT in Peak hour

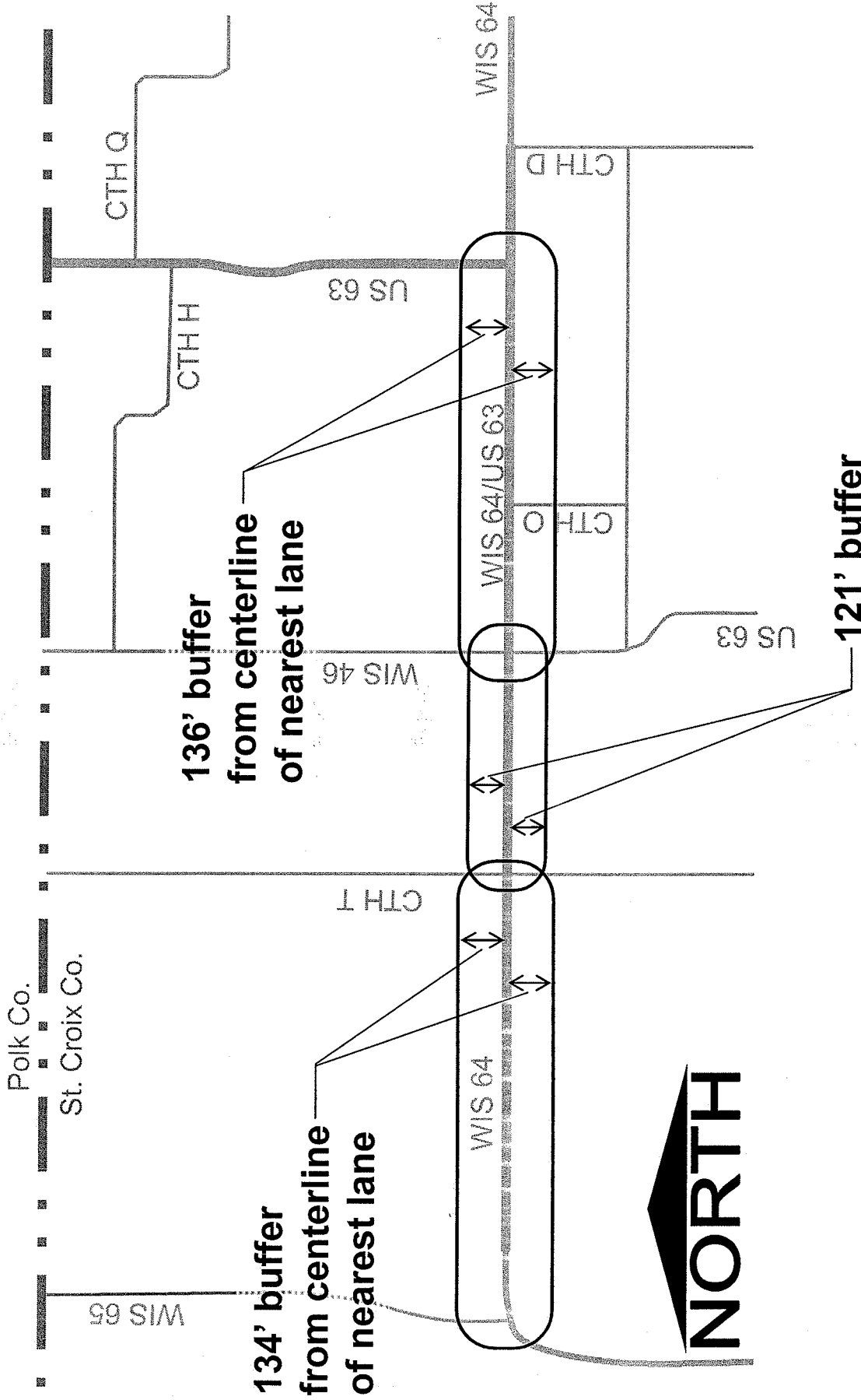
$K_8$  = % ADT occurring in the average of the 8 highest consecutive hours of traffic on an average day. (Only required when a carbon monoxide analysis must be performed per Wisconsin Administrative Code - Chapter NR 411.)

\* Ranges represent (WisDOT Central Office projections – historic traffic growth trends)

† T% of ADT based on 15-hour counts at US63S / WIS64 / WIS46N and US63N / WIS64 intersections from 5:00 AM to 8:00 PM

†† LOS of the Preferred Alternative in the design year

Distance from Centerline of Nearest Lane to Point Where  
 Sound Levels Are Projected to be 67 dBA\* in the Year 2032,  
 Assuming Full Build Out of Preferred Alternative



\* 67 dBA is the sound level above which residential and sensitive receptors are considered to experience a severe noise impact