

# ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation  
DT2094 1/2008

Project ID 1197-22-00	Funding Source <input type="checkbox"/> State Only <input checked="" type="checkbox"/> Federal	Federal Number 33PE008
Project Name (Highway, Airport, Rail Line) US 53 Haugen Interchange Location and Freeway/Expressway Conversion		Project Termini 26 <sup>th</sup> Avenue in Barron County to 30 <sup>th</sup> Avenue at the Barron/Washburn County Line, a distance of approximately 4.2 miles
Section 26 <sup>th</sup> Avenue to 30 <sup>th</sup> Avenue	County Barron/Washburn Counties	Estimated Project Cost (Include R/W Acquisition) \$15.08 Million
National Highway System (NHS) Route <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Functional Classification of Existing Route <input type="checkbox"/> Urban Freeway/Expressway <input type="checkbox"/> Urban Principal Arterial <input type="checkbox"/> Urban Minor Arterial <input type="checkbox"/> Urban Collector <input type="checkbox"/> Urban Local <input type="checkbox"/> Urban No Functional Class	<input checked="" type="checkbox"/> Rural Freeway/Expressway <input checked="" type="checkbox"/> Rural Principal Arterial <input type="checkbox"/> Rural Minor Arterial <input type="checkbox"/> Rural Major Collector <input type="checkbox"/> Rural Minor Collector <input type="checkbox"/> Rural Local <input type="checkbox"/> Rural No Functional Class

It is determined, after review of the comments from the public, and coordination with other agencies, that this action would not significantly affect the quality of the human environment. This document is a

Finding of No Significant Impact (FONSI).

- Environmental Assessment (EA) No Significant Impacts Indicated by Initial Assessment
- Environmental Assessment (EA) EIS Required
- Environmental Report (2-ER)

(Signature)	(Date)
(Title)	
(Signature)	(Date)
(Title)	
(Signature)	(Date)
( <input type="checkbox"/> District, <input type="checkbox"/> Aeronautics, <input type="checkbox"/> Rails & Harbors)	
(Director, Bureau of Equity & Environmental Services)	(Date)
( <input type="checkbox"/> FHWA, <input type="checkbox"/> FAA, <input type="checkbox"/> FTA, <input type="checkbox"/> FRA)	(Date)

(Signature)	(Date)
SEH Project Manager	
(Title)	
(Signature)	(Date)
WisDOT Project Manager	
(Title)	
(Signature)	(Date)
( <input type="checkbox"/> District, <input type="checkbox"/> Aeronautics, <input type="checkbox"/> Rails & Harbors)	
(Director, Bureau of Equity & Environmental Services)	(Date)
( <input checked="" type="checkbox"/> FHWA, <input type="checkbox"/> FAA, <input type="checkbox"/> FTA, <input type="checkbox"/> FRA)	(Date)

1. Description of Proposed Action (Attach project location map and other appropriate graphics).

The Proposed Action consists of a plan and follow-up actions for the conversion of the current expressway for US 53 between 26<sup>th</sup> Avenue and 30<sup>th</sup> Avenue (Barron and Washburn Counties) to a freeway. (See Exhibit 1A, Project Location Map). The proposed improvements resulting in freeway conversion would be officially mapped under the process established in Wisconsin Statutes. 84.295 to help preserve right of way (ROW) for future transportation needs. This portion of US 53 would officially be designated as a freeway. Thus, the short-term aspect of the Proposed Action is official mapping and freeway designation, while the long-term aspect is the plan for eventual conversion and construction of a freeway. The statute includes long-term planning, official mapping, and preservation tools available to the Wisconsin Department of Transportation (WisDOT) to help protect and preserve right of way (ROW) for future transportation needs. The proactive tool allows WisDOT to address safety, operation, and mobility/capacity issues in advance of impending long-term needs, thereby preserving the existing roadway investment.

The Proposed Action and the actual steps of right of way purchase, final design, or construction would result in the ultimate conversion of the existing four-lane divided expressway to a freeway facility by removing existing at-grade public and private intersections from the facility in this section of US 53. The existing intersections would be reconstructed as cul-de-sacs or grade separations. One interchange would be constructed at County V/28<sup>th</sup> Avenue. In addition, several sections of the existing local roadway system would be reconstructed or altered to insure internal local road system continuity and access to the freeway system.

The Proposed Action does not include immediate programming of construction funds but is designed in such a way to allow incremental construction and funding over time. The long-term vision and management strategy used by this Proposed Action allows incremental improvements and funding strategies to ultimately achieve the final singular comprehensive system goal of a freeway facility. The direct impacts presented in this EA were examined as if the improvements were being constructed in the near future. The mapping and freeway designation actions do not have direct effects. However, they could have some minor indirect effects, which are discussed in the Pre-Screening Analysis for Indirect and Cumulative Effects Analysis (Appendix J).

2. Purpose and need of Proposed Action. Include description of existing facilities, abutting facilities, and how the action links into the overall transportation system. When appropriate, show that commitment for future work is not being made without evaluation, and that viable alternatives in a larger framework are not being unduly foreclosed.

US 53 is classified as a principle arterial highway with the primary purpose of providing interstate and interregional mobility and is designated as a backbone route in the WisDOT Corridors 2020 Plan. (See Exhibit 1B – Corridors 2020 Routes – Backbones and Collectors) This plan includes a network of existing and improved roadways that consists of a backbone network and connector highways. The backbone network consists of divided highways that connect each region of the state and major economic centers. The connector highways tie economic and tourism centers to that backbone. The plan achieves its objectives by striving to ensure that these routes have adequate capacity and provide an adequate Level of Service (LOS).

US 53 functions as the primary north/south route on the western side of the state connecting the cities to the west and south to northern Wisconsin. US 53 is the only facility on the western side of the state that provides four-lane access to northern Wisconsin.

Current traffic volumes and truck volumes along US 53 demonstrate its importance to the state industry, business, and tourism. As such, it is a priority transportation corridor for WisDOT. The current US 53 facility between 26<sup>th</sup> Avenue and 30<sup>th</sup> Avenue was converted from two lanes to a four-lane expressway with construction completed in 1987. The Wisconsin Department of Tourism estimates that visitors spend \$1.4 billion in what it designates as the “Northwoods” region. US 53 is an extremely important facility in helping to support the tourism economy of northern Wisconsin.

The purpose of the Proposed Action is to develop a long-term highway access plan and officially designate this section of US 53 as a freeway in order to address three needs:

- Long-term highway planning and corridor preservation
- Emerging operational and existing safety concerns
- Land use/transportation planning and coordination

**Long-term highway planning and corridor preservation.** For decades, US 53 has been seen as the key high-speed, high-volume transportation connector between the entire northwest portions of Wisconsin and the other major metropolitan areas of the state. Over the decade, traffic has continued to grow at a steady rate on US 53 due to population increases in the corridor communities, increases in tourism, and expanding commerce using this route as a critical link. Traffic volumes are projected to continue to increase as population, tourism, and commerce continue to expand along this section of US 53.

As a rural principal arterial route, the primary function of US 53 is to provide state and regional mobility. The mobility role of arterials is preserved by having limited and well managed access points along the route. Developing a plan to limit closely spaced access points along the highway preserves the investment the public has already made in this facility and insures that the best access solutions have not been precluded by earlier development decisions. By planning ahead, lands needed for grade separation structures (interchanges and overpasses) and associated local road alterations can be preserved.

The study section of US 53 currently has numerous access points, including several intersecting roads (County V/28<sup>th</sup> Avenue, County SS, 26<sup>th</sup> Avenue, 27<sup>th</sup> Avenue, and 30<sup>th</sup> Avenue). Under the Proposed Action, direct access to US 53 would only occur at interchanges. If access to US 53 is not effectively managed, the long-term result would likely be a degradation of safety and the level of service currently provided by this four-lane highway. Limiting access only to interchanges would maintain the corridor investment by providing a safer facility for both regional and local traffic and improving mobility on the study section. If the safety and/or level of service on the section decline, the result would be a diminishing return of the investment already made in the corridor. Through the implementation of WIS Stats. 84.295, the Proposed Action would help protect and preserve US 53 through a proactive rather than a reactive corridor management plan.

**Emerging operational and safety concerns.** Operational and safety needs for US 53 can be tied to existing and future traffic, the type, density, and location of land use along the corridor, and the number and severity of crashes. In 2003, traffic volumes along US 53 range were 10,000 vehicles per day (vpd) on this section of the highway. Future traffic volumes are anticipated to increase by 35 to 45 percent by the year 2040 with traffic volumes reaching between 13,500 and 14,300 vpd.

As traffic volumes increase along this predominantly rural facility, the ability to access or cross US 53 from connecting roads will likely become more difficult because the frequency and duration of gaps in US 53 traffic will decrease. At-grade intersections are already providing challenges and conflicts as drivers are forced to take higher risks to access the highway from side roads and driveways.

There is a direct relationship between increased traffic volumes and vehicle conflicts when direct access exists on a facility. These conflicts increase on four-lane, divided facilities such as US 53, when mainline traffic reaches 10,000 ADT and side road volumes reach 1,000 ADT. Crash statistics on US 53 are showing that several locations, including County V/28<sup>th</sup> Avenue within the limits of this study, are experiencing this increase in crashes and fatalities.

Within the project area, US 53 currently has 16 at-grade access points including intersecting county highways, local roads, and private driveways. This is roughly the equivalent of four at-grade access points per mile. If access to US 53 is not effectively managed, the long-term result will be a continued degradation of safety and operational efficiency.

As shown in the table below, the overall rate of crashes occurring on this section of US 53 is slightly lower than other rural state highways across the state. However, the injury and fatality crash rate is higher than other state highways, on average.

**Crash Rates 2003-2005  
US 53 Study Section Compared to Statewide Average**

	US 53 Study Section	Statewide
<b>Overall Crash Rate (includes deer)</b>	130 per 100 MVM*	179 per 100 MVM
<b>Crash Rate with Injury</b>	57 per 100 MVM	47 per 100 MVM
<b>Crash Rate with Fatality</b>	6.4 per 100 MVM	1.8 per 100 MVM

\*Million Vehicle Miles

From 2003 to 2005, the US 53/County V/28<sup>th</sup> Avenue intersection had ten injury crashes, and three crashes resulting in fatalities. As traffic volumes increase along the corridor, it is likely that the rate and severity of crashes will also increase, especially at intersections.

**Local land use/transportation planning and coordination.** Land use changes in the area are contributing to increases in traffic on US 53. Conversely, the presence of a four-lane highway can affect development patterns. Identifying future changes in access can help communities insure that development plans are compatible with the planned transportation system. A principal benefit of the planning process is to provide certainty to land owners and local communities as to the location of access in the future and the right of way that would be needed for changes to the highway system. This would avoid potentially costly relocations and disruptions for property owners in the future as the corridor is eventually converted to a freeway.

- Summary of the alternatives considered and whether they meet the purpose and need. If they are not proposed for adoption, specify why not. Identify which, if any, of the alternatives is the preferred alternative. Provide the proposed LOS and the Acceptable LOS on the traffic summary page. If the design year proposed LOS is worse than the acceptable LOS, include a statement indicating why the proposed LOS is the best achievable. Include a list of probable effects associated with obtaining an acceptable LOS, or indicate if and when a study to determine how to achieve the acceptable LOS is planned.

## **No Action Alternative**

The No Action Alternative would include performing routine maintenance. Traffic management tools such as additional signage, flashing lights, rumble strips etc., have been implemented in the past at some of the existing intersections within the project and have not proven to be effective in the reduction of crashes. This alternative would not adequately address safety and operational issues at intersections within the project area. At-grade access along expressway corridors can lead to increased safety issues as traffic volumes increase over time. As gaps in traffic for entering and crossing vehicles decrease, the incidence of high risk driver behavior can increase.

The No Action Alternative does not support the function of a Corridors 2020 backbone route to provide safe and efficient regional mobility and economic vitality and is not consistent with other improvements to other US 53 highway system sections. For this reason, the Proposed Action does not fulfill the project purpose and need.

## **Action Alternatives**

Three corridor alternatives were developed for comment and input in the first stage of the project. The alternatives include:

- System Alternative 1 – One interchange located just slightly north of the existing County V/28<sup>th</sup> Avenue intersection with US 53
- System Alternative 2 – One interchange located approximately ¾ mile north of the existing County V/28<sup>th</sup> Avenue intersection with US 53
- System Alternative 3 – One interchange located at 27<sup>th</sup> Avenue intersection with US 53

**See the Environmental Cost Matrix in this section for a comparison summary of the effects of the No Action alternative and the three Action alternatives.**

**See Exhibit 2 for a conceptual diagram of all of the Action alternatives.**

### System Alternative 1 – (Preferred Alternative – Exhibits 2 and 3)

This alternative would provide access to US 53 via a partial cloverleaf (parclo) interchange located on a modified County V/28<sup>th</sup> Avenue alignment located just north of the existing US 53/County V/28<sup>th</sup> Street alignment. Exhibit 3 shows the alternative in detail.

The interchange would require a shift in alignment further north of the existing at-grade intersection to avoid the need for extensive fill caused by a depression located in the southeastern quadrant of the intersection. The parclo design avoids the southwest quadrant of the intersection where a small manufacturing business is located. In addition, 19<sup>th</sup> Street would be realigned to provide greater separation of the 19<sup>th</sup> Street/28<sup>th</sup> Avenue intersection from the new interchange ramps. The realignment would also create intersection geometry with four perpendicular legs and avoid intersection skew and associated sightline issues.

This alternative would include the following elements:

- Local road connecting 19<sup>th</sup> Street to 18 ¾ Street/29 ¾ Avenue
- Local road connecting 29 ¾ Avenue and 30<sup>th</sup> Avenue
- Cul-de-sac at the north intersection of US 53/County SS
- Cul-de-sac on the west side of the US 53/27<sup>th</sup> Avenue intersection; on the east side a local connection constructed north to 19<sup>th</sup> Street
- Grade separated crossing of US 53 at 26<sup>th</sup> Avenue
- Grade separated crossing of US 53 at 30<sup>th</sup> Avenue

Local connections and access to US 53 for locations north of 30<sup>th</sup> Avenue would be determined in a future study. System Alternative 1 is proposed for adoption and has been selected as the Preferred Alternative.

It is noted again that many of these improvements can occur incrementally over a period of years, allowing for phased construction and funding, and only implementing solutions when the actual need arises.

### System Alternative 2 (Exhibit 2)

This alternative would provide access to US 53 via a diamond interchange connecting 28 ¾ Avenue on the east side

of US 53 to a new local road on the west side of the highway that connects to County SS. This interchange would be approximately ¾ mile north of the existing US 53/County V/28<sup>th</sup> Avenue intersection.

This alternative would include the following elements:

- Local road connecting 19<sup>th</sup> Street to 18 ¾ Street/29 ¾ Avenue
- Local road connecting 29 ¾ Avenue and 30<sup>th</sup> Avenue
- Cul-de-sac at the north intersection of US 53/County SS
- Cul-de-sac on the west side of the US 53/ 27<sup>th</sup> Avenue intersection; on the east side a local connection constructed north to 19<sup>th</sup> Street
- Grade separated crossing of US 53 at 26<sup>th</sup> Avenue
- Grade separated crossing of US 53 at 30<sup>th</sup> Avenue
- Closing of the existing US 53/County V/28<sup>th</sup> Avenue intersection and creation of a T intersection for County V/28<sup>th</sup> Avenue and 19<sup>th</sup> Street intersection

Local connections and access to US 53 for locations north of 30<sup>th</sup> Avenue would be determined in a future study.

System Alternative 2 is not proposed for adoption.

#### System Alternative 3 (Exhibit 2)

This alternative would provide access to US 53 via an interchange at 27<sup>th</sup> Avenue. The interchange would provide a southern access to the Village of Haugen and surrounding areas. The interchange would be constructed as a parclo type interchange to provide adequate spacing between the ramps and the curve along US 53 south of 27<sup>th</sup> Avenue.

This alternative would include the following elements:

- Local road connecting 19<sup>th</sup> Street to 18 ¾ Street/29 ¾ Avenue
- Local road connecting 29 ¾ Avenue and 30<sup>th</sup> Avenue.
- Cul-de-sac at the north intersection of US 53/County SS
- Grade separated crossing of US 53 at 26<sup>th</sup> Avenue
- Grade separated crossing of US 53 at County V/28<sup>th</sup> Avenue
- Grade separated crossing of US 53 at 30<sup>th</sup> Avenue

Local connections and access to US 53 for locations north of 30<sup>th</sup> Avenue would be determined in a future study.  
System Alternative 3 is not proposed for adoption.

4. In general terms, briefly discuss the construction and operational energy requirements and conservation potential of the various alternatives under consideration. Indicate whether the savings in operational energy are greater than the energy required to construct the facility.

#### No Action Alternative

This alternative would require minimal construction energy (minor improvements and maintenance). Because the existing at-grade intersections would remain with this alternative, traffic operational characteristics would likely erode over time as volumes increase and gaps in traffic decrease. The erosion in operational characteristics would likely be due to increased cross traffic conflicts. Operational characteristics could include congestion and/or rapid acceleration/deceleration of traffic resulting in a higher consumption of energy.

#### Proposed Action (Preferred Alternative)

The Preferred Alternative would require the consumption of a large amount of energy during construction. However, the Proposed Action would remove the existing at-grade intersections and greatly reduce the potential for conflicts with cross traffic. The result would be greater operational efficiency and lower energy needs over the No-Action alternative.

Energy requirements for the construction of the Preferred Alternative would be greater than those required for the No Action Alternative. However, the No Action Alternative would result in the use of an inefficient transportation system, leading to more congestion, loss of travelers' time, higher consumption of energy, and increased crashes and safety issues. Over the design life of the facility, savings in operational energy would be greater than the energy required to construct the facility and thus in the long-term would result in net savings in energy usage.

The energy requirements and conservation potential of all of the action alternatives considered are essentially the same – any differences among them would be negligible.

5. Describe existing land use (Attach land use maps if available).

a. Land use in immediate area.

The 4.24 mile corridor lies in the Village of Haugen and the Towns of Bear Lake and Oak Grove in Barron County and the Towns of Saronia and Long Lake in Washburn County. Existing land uses surrounding the US 53 corridor include rural wooded uplands and wetlands, agriculture, low density residential, and limited commercial/industrial development. The Village of Haugen has higher density residential and commercial uses in comparison to the other communities in the study area. See Exhibit 4, Preferred Alternative with Aerial.

Residential

The majority of residential land uses can be classified as widely distributed, low density uses with on-site septic systems typical of wooded and agricultural areas. Higher concentrations of residential development include recreational homes located along shoreland lake areas and higher density suburban style housing in the Village of Haugen.

Commercial/Industrial

Commercial activities within the study area include services such as gas stations and restaurants, and industrial activities in rural areas primarily consisting of large quarry operations or managed forest lands. Other commercial/industrial activities include a pool cue manufacturing business and a landscaping business.

Agricultural

A significant portion of the land uses in the rural portions of the study area include forested lands. Aside from these lands, agricultural activities are also a significant land use activity that occurs within the area. Agricultural activities are located both east and west of US 53.

Parks and Recreation

Bear Lake Sedge Meadow State Natural Area is located west of the Village of Haugen. Bear Lake is located in the northwest portion of the study area and is a destination for boating, fishing, and other recreational activities.

Local recreational trails in the study area are used for hiking, biking, snowmobile and ATV use and include:

- Tuscobia State Trail – Connects Rice Lake and Park Falls for a total length of 74 miles and is open to hiking, mountain biking, snowmobile, and ATV use. ATV use is not allowed along the portion that runs concurrent with the Ice Age Trail. This trail is not affected by the Proposed Action.
- Ice Age Trail – This footpath will include nearly 1,000 miles within Wisconsin upon completion. A nine mile section of the trail runs concurrently with the Tuscobia Trail. A gap in the trail is located between County SS at the Tuscobia Trail and the Phillips Scout Ranch where it continues westward from the Haugen area. All motorized vehicles with the exception of snowmobiles are not allowed on the trail. The Proposed Action would not affect the Ice Age Trail (IAT).

A portion of the Tuscobia Trail outside of the study area currently allows ATV's and therefore cannot be designated as part of the Ice Age Trail. ATV users would like to use the nine-mile segment currently designated as Ice Age Trail, to close the gap in their trail system. The National Park Service is open to the idea of shifting the IAT off the Tuscobia Trail if an alternate corridor can be found. Specific design issues relating to the accommodation of multi-modal needs would be determined closer to the time of final design or construction if/when the desired changes to the IAT are determined. WisDOT has not committed to funding any improvements related to the relocation of the IAT.

- Wild Rivers State Trail – This 64 mile state managed rails-to-trails facility is open to hiking, mountain biking, and snowmobile use and connects Rice Lake to Solon Springs. The trail would be spanned by the overpass that would be built at 30<sup>th</sup> Avenue to go over US 53. This would remove the at-grade crossing of 30<sup>th</sup> Avenue and be a benefit to trail users.

The Department of Transportation Act (DOT Act) of 1966 included a special provision - Section 4(f) - which regulates the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites. Per FHWA, the Wild Rivers State Trail property is designated as an active

rail line and the bike trail is considered a temporary recreational use. Thus Section 4(f) regulations do not apply. (See Appendix D, Recreation Trail Maps)

The trails are shown relative to US 53 in Exhibits 2 and 3, and more detailed information about the trails can be found in Appendix D.

b. Land use in area surrounding project area.

The land uses surrounding the project area are similar to that of the immediate area. Land uses vary among agriculture, residential, and recreational land uses. Residential uses include homes along lake shoreland areas as well as widely dispersed farmsteads and other rural residential land uses.

Urban areas surrounding the project limits include the City of Rice Lake located approximately 5 miles south of the project area which is a regional employment and retail hub with significant commercial and industrial development, and the City of Spooner located approximately 15 miles north of the project area.

6. Briefly identify adopted plans for the area and discuss whether the proposed action is compatible with the plan. (For example, the following may be considered: Regional Planning Commission Plans, Transportation Improvement Program, State Transportation Improvement Plan, Local zoning and land use plans, DOT Storm Water Management Plans, others.)

US 53 is identified as a backbone route in the WisDOT Corridors 2020 Plan. Backbone routes are recognized for their importance to the state's transportation infrastructure and economic vitality, and are high priority corridors for determining improvement needs and maintaining safe and efficient travel on the statewide transportation system.

In Barron County, the Town of Bear Lake has recently completed its comprehensive plan as part of a joint planning effort. Barron County released the multi-jurisdictional Comprehensive Plan in May 2005. The Town of Oak Grove and the Village of Haugen did not participate in the county-sponsored effort and do not currently have local plans. Barron County has a land use ordinance for unincorporated and shoreland areas of the county. Currently the Town of Oak Grove follows county zoning. The Town of Bear Lake does not follow a comprehensive zoning ordinance. The Village of Haugen has adopted its own zoning ordinance.

In Washburn County the Town of Sarona and the Town of Long Lake have completed comprehensive plans with the assistance of Washburn County and North West Wisconsin Regional Planning Commission (NWRPC). The county zoning ordinance covers the unincorporated areas of the county. Both the Town of Long Lake and the Town of Sarona follow the county zoning ordinance.

Other plans within the project area include a recent corridor planning effort for the Ice Age Trail initiated by the Department of the Interior and National Park Service and coordination with WDNR. The location of a crossing of US 53 by the trail would be reevaluated closer to the time of final design/construction. If it is determined that the trail would require a crossing at a location other than one of the mapped crossings identified in the Preferred Alternative, funding for the crossing would be required by agencies/organizations other than WisDOT.

The US 53 Interchange Location and Freeway Conversion Study is compatible with county and local goals of providing a safe and efficient transportation system. The Proposed Action (Preferred Alternative) is consistent with (and/or does not conflict with) the following plans and land use controls/regulations for the communities within the project area. This conclusion was based on research of the following available plans:

<b><u>Plan/Ordinance Name</u></b>	<b><u>Agency/Year</u></b>
Barron County Ordinances Governing Land Use	Barron County/2006
Barron Area Multi-Jurisdictional Comprehensive Plan Existing Conditions Report	Barron County/2005
Town of Long Lake Comprehensive Plan 2020	NWRPC & Town of Long Lake/2005
Town of Bear Lake Comprehensive Plan	Barron County & Town of Bear Lake/2005
Washburn County Comprehensive Plan	Washburn County/2005
Town of Sarona Comprehensive Plan	NWRPC & Town of Sarona/2004
Barron County Land Use Plan	Barron County/2001
Washburn County Zoning Ordinance	Washburn County

7. Early coordination with Agencies.

a. Intra-Agency Coordination

i) Bureau of Aeronautics

No - Coordination is not required. Project is not located within 2 miles (3.22 kilometers) of a public or military use airport, nor would the project change the horizontal or vertical alignment of a transportation facility located within 6.44 kilometers (4 miles) of a public use or military airport.

Yes - Coordination has been completed and project effects have been addressed. Explain.

ii) District Office Real Estate Section

No - Coordination is not required because no inhabited houses or active businesses will be acquired.

Yes - Coordination has been completed. Project effects and relocation assistance have been addressed. Conceptual Stage Relocation Plan attached as Appendix A.

b. Interagency Coordination

STATE AGENCY	COORDINATION	COMMENTS
	Correspondence Attached Y/N	Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed.
Agriculture (DATCP)	Y	<p>Opportunity for review and comment was extended to DATCP as part of the formal scoping process. DATCP indicated that an Agricultural Impact Statement would not be required at this time. An Agricultural Impact Notice (AIN) was submitted to DATCP.</p> <p>See Appendix B2, Scoping Letter. See Appendix B5, DATCP Correspondence.. See Appendix H, Agricultural Impact Notice.</p>
Natural Resources (DNR)	Y	<p>The WDNR was invited to provide initial comments as well as attend all agency, local official and public meetings. A coordination meeting with the WDNR was held on January 29, 2007. At the meeting WDNR indicated the presence of high quality wetlands adjacent to US 53 and north of 30<sup>th</sup> Avenue in Washburn County. WDNR also identified several surface waters, wetlands, endangered/threatened/special concern species, and recreational trails in an initial review of the study area. Continued coordination with WDNR would occur to determine specific impacts to these resources from the Proposed Action. Of special concern is the potential for effects upon the water quality of Bear Creek. WDNR also expressed concerns about the potential for secondary impacts due to development that could be spurred by the changes.</p> <p>A meeting with WDNR pertaining to the Ice Age Trail and other state trails within the study area was held February 21, 2007. WDNR was also involved in field visits with members of the project team as part of the study.</p> <p>See Appendix B2, Scoping Letter. See Appendix B4, WDNR Correspondence.</p>
State Historical Society (SHS)	Y	<p>The SHS would be coordinated with as part of the project Section 106 process. The Section 106 document has been submitted. The Section 106 approval would be obtained prior to issuance of the FONSI.</p> <p>See Appendix B2, Scoping Letter. See Appendix F, Section 106 Form.</p>
Others: Wisconsin State Patrol	Y	<p>The Wisconsin State Patrol was invited to provide initial comments as well as attend all local official and public meetings.</p> <p>See Appendix B2, Scoping Letter.</p>
<b>FEDERAL AGENCY</b>		
Advisory Council on Historic Preservation (ACHP)	N	N/A
US Army Corps of Engineers (USACOE)	Y	<p>The USACOE has been given the opportunity to comment throughout all phases of the project.</p> <p>See Appendix B2, Scoping Letter.</p>
US Environmental Protection Agency (EPA)	N	The EPA was not invited to the agency scoping meeting due to the limited scope of this project.

National Park Service (NPS)	Y	<p>The NPS has jurisdiction over the Ice Age Trail within the project limits and has indicated a long-term goal of identifying an alternate trail location and trail crossing of US 53.</p> <p>A meeting with the NPS pertaining to the Ice Age Trail was held on February 21, 2007 and concurrence was reached regarding language to be included in the EA regarding the Ice Age Trail. The NPS requests on-going communication as WisDOT proceeds with its freeway conversion plans.</p> <p>See Appendix B2, Scoping Letter. See Appendix B3, NPS Correspondence</p>
Natural Resource Conservation Service (NRCS)	Y	<p>The NRCS was invited to the agency scoping meeting. Agency officials were invited to provide comments throughout all phases of the project.</p> <p>See Appendix B2, Scoping Letter. See Appendix C, NRCS Form AD-1006.</p>
US Coast Guard (USCG)	N	N/A
US Fish & Wildlife Service (FWS)	Y	<p>The FWS has identified federally listed species, wetlands, and fish and wildlife that could be potentially affected by the Proposed Action. Future coordination would occur closer to design/implementation to determine the presence of these species and habitats, the effect of the Proposed Action, and appropriate actions to be taken.</p> <p>If wetland disturbance or loss cannot be avoided, a wetland mitigation plan would be developed.</p> <p>See Appendix B2, Scoping Letter.</p>
Other(Identify) Federal Highway Administration	Y	<p>FHWA was coordinated with in regards to the Wild Rivers Trail. FHWA determined that the corridor is designated as an active rail line and the trail is a temporary recreational use.</p> <p>See Appendix B1 for the copy of the e-mail with this determination.</p>
Various tribes and Great Lakes Inter-Tribal Council		<p>Tribes and the GLITC were notified, and requested further coordination in the event that discoveries are made prior to, and during construction.</p> <p>See Appendix E, Native American Correspondence.</p>

c. Local Government Coordination

LOCAL UNIT OF GOVERNMENT	COORDINATION	COMMENTS
	Correspondence Attached Y/N	Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed.
Northwest Regional Planning Commission (NWRPC)	Y	<p>The NWRPC was extended the opportunity to provide comments and attend all meetings throughout all phases of the project.</p> <p>See Appendix B2, Scoping Letter.</p>
North Central Wisconsin Regional Plan Commission	Y	<p>The NCWRPC was extended the opportunity to provide comments and attend all meetings throughout all phases of the project.</p> <p>See Appendix B2, Scoping Letter.</p>
Washburn County	Y	<p>Washburn County agencies were invited to provide initial comments as well as attend all local official and public meetings.</p> <p>See Appendix B2, Scoping Letter.</p>

Barron County	Y	Barron County agencies were invited to provide initial comments as well as attend all local official and public meetings.  See Appendix B2, Scoping Letter.
Village of Haugen	Y	The Village of Haugen was invited to provide initial comments as well as attend all local official and public meetings.  See Appendix B2, Scoping Letter.
Town of Bear Lake	Y	The Town of Bear Lake was invited to provide initial comments as well as attend all local official and public meetings.  See Appendix B2, Scoping Letter.
Town of Oak Grove	Y	The Town of Oak Grove was invited to provide initial comments as well as attend all local official and public meetings.  See Appendix B2, Scoping Letter.
Town of Long Lake	Y	The Town of Long Lake was invited to provide initial comments as well as attend all local official and public meetings.  See Appendix B2, Scoping Letter.
Town of Sarona	Y	The Town of Sarona was invited to provide initial comments as well as attend all local official and public meetings.  See Appendix B2, Scoping Letter.

ENVIRONMENTAL FACTORS	EFFECTS				
	Adverse	Benefit	None	*N/A	Comments
<b>SOCIO-ECONOMIC FACTORS</b>					
General Economics	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<p>The Proposed Action would:</p> <p>Assist in ensuring the economic viability of the region by promoting safe and efficient travel on the US highway system.</p> <p>Promote the efficient movement of raw materials, goods, and services between markets.</p> <p>Provide safe and efficient access to the Village of Haugen and surrounding areas.</p> <p>Accommodate the current and planned economic growth/development for the area.</p> <p>Assist in ensuring safe and efficient access of police, fire, and emergency services to the area.</p> <p>Provide safe access to and across US 53 for agricultural equipment and other slow moving vehicles.</p> <p>Provide safe access to businesses and commercial operations along US 53.</p> <p>Require relocation of some current private and agricultural access to US 53 with the potential for slight indirection for vehicles to access some properties along the corridor.</p> <p>Require some land acquisitions and one residential acquisition to accommodate an interchange.</p> <p>Result in some increased travel time for rural residents who use the the US 53 corridor, due to the removal of direct access points. These residents may experience one to three miles of indirection to access US 53. The largest concentration of businesses and residences in the Village of Haugen would experience little or no indirection.</p> <p>Require a major capital investment by WisDOT that could not be expended elsewhere.</p> <p>Cause temporary disruptions during construction.</p> <p>See General Economics Factor Sheet.</p>
Community & Residential	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The Proposed Action would:</p> <p>Support local land use plans of communities along US 53.</p> <p>Have a minor effect on the character and traffic patterns of some county and local roadways.</p> <p>Balance indirection from access changes with additional safe crossings of US 53 for the provision of emergency response services.</p> <p>Cause minor changes for other transportation modes such as bicycle</p>

				<p>and snowmobile by changing the locations at which US 53 could be crossed.</p> <p>Require the acquisition of one private residence.</p> <p>See Community and Residential Factor Sheets.</p>	
Economic Development and Business	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The Proposed Action would:</p> <p>Support local economic development plans for communities along US 53.</p> <p>Provide safe and efficient access to businesses along the US 53 corridor.</p> <p>Require the removal of 2 private and 3 field access points to US 53.</p> <p>The largest concentration of businesses is in the Village of Haugen; these would experience little or no indirection. Effects would be most significant for a Greenhouse/Landscaping business located on 30<sup>th</sup> Avenue, which will become an overpass. One direction of us 53 traffic would have an additional travel distance of approximately 4.5 miles while the other direction would only be approximately 1/2 miles of additional travel.</p> <p>See Economic Development and Business Factor Sheet.</p>
Agriculture	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The Proposed Action would:</p> <p>Assist in ensuring safe and efficient access to farm operations currently bisected by US 53 . Access for operations with parcels on both sides of US 53 would be via grade seperated crossings rather than the current at-grade crossings.</p> <p>Require acquisition of agricultural land from 17 farm operations.</p> <p>DATCP indicated that an Agricultural Impact Statement would not be required at this time.</p> <p>See Agricultural Impact Evaluation Factor Sheet. See Appendix B5 for DATCP Correspondence.</p>
Environmental Justice	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>This document is in compliance with U.S. DOT and FHWA policies to determine whether a proposed project would have induced socioeconomic impacts or any adverse impacts on minority or low-income populations; and it meets the requirements of Executive Order on Environmental Justice 12898 - "Federal Actions to Address Environmental Justice on Minority and Low-Income Populations". Neither minority nor low-income populations would receive disproportionately high or adverse impacts as a result of the Proposed Action. The majority of the community and residential population are supportive of the Proposed Action.</p>

**NATURAL ENVIRONMENT FACTORS**

Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Approximately 4.3 acres of wetland could be affected. Wetlands would be delineated by WisDOT closer to design/construction to determine the exact amount and location of wetlands impacted by the Proposed Action. Following that determination, a wetland mitigation plan would be developed to document the following:</p> <ul style="list-style-type: none"> <li>• The impacted wetland acreage by wetland type</li> <li>• The plan for on-site restoration and anticipated compensation acreage.</li> </ul>
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				<ul style="list-style-type: none"> <li>The proposal for debiting the remaining compensation acreage to a WisDOT Wetland Mitigation Bank.</li> </ul> <p>The Proposed Action uses existing local roadway alignments for overpass crossings of US 53. Use of existing alignments minimizes impacts to wetlands and streams located within the project area that cross and/or run parallel to US 53. In some cases, wetlands are located on both sides of the existing alignment. Moving overpass locations to new alignments could impact a greater amount of wetland (and other natural and cultural) resources than staying on the existing local roadway alignments. In areas where frontage road alignments would need to be altered to accommodate the new overpasses, alignments were designed in such a manner as to avoid wetlands to the greatest extent possible and still maintain a safe design. In addition, wetland impacts were minimized to the extent possible by using the minimum possible slopes for overpasses allowed by WisDOT design standards.</p> <p>Coordination with WDNR and USFWS prior to and during construction to avoid nest disturbances of threatened species including: Bald Eagle, Le Conte's Sparrow, Osprey, Yellow Rail and Red-shouldered Hawk. Specific nesting seasons for these species occur from February to August each year.</p> <p>See Wetlands Impact Evaluation Factor Sheet.</p>
Streams & Floodplains	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The dominant land use within the project area and in the vicinity of Bear Creek is agricultural. Wetlands immediately adjacent to Bear Creek streambed include SS and RPE.</p> <p>The Proposed Action does not include crossings of Bear Creek itself. However, three existing crossings of intermittent streams would be widened to accommodate the new interchange right-of-way at County V/28<sup>th</sup> Avenue, and two new crossings of tributaries of Bear Creek would be built.</p> <p>Several threatened species could be directly impacted by the Proposed Action. The Bald Eagle (<i>Haliaeetus leucocephalus</i>), Le Conte's Sparrow (<i>Ammodramus leconteii</i>) and Osprey (<i>Pandion haliaetus</i>) are bird species whose habitat is located near bodies of water, and are known to exist in or near the US 53 Corridor. Banded Killifish (<i>Fundulus diaphanus</i>), Least Darter (<i>Etheostoma microperca</i>), Ozark Minnow (<i>Notropis numbilus</i>), Pugnose Shiner (<i>Notropis anogenus</i>), and Weed Shiner (<i>Notropis texanus</i>) are fish species that are threatened or of special concern in or near the project.</p> <p>Consultation would occur closer to design/construction to determine the presence of the species identified above and/or critical habitat in the area of influence of the Proposed Action. If the presence is determined, a Biological Assessment could be conducted to determine if the Proposed Action is likely to adversely affect species or critical habitat. If necessary, a formal consultation would be initiated to determine appropriate mitigation measures.</p> <p>WisDOT would make every effort to design the interchange so that any runoff from the interchange would be contained within the interchange area through runoff basins and directed ditching. If feasible WisDOT could make design decisions which would allow the interchange to serve a drainage, retention and filter area for runoff from adjacent agricultural lands and may improve the overall</p>

					water quality reaching Bear Creek. See Streams & Floodplains Factor Sheet.
Lakes or Other Open Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A
Upland Habitat	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Wildlife associated with the project corridors land types include a variety of game and non-game species of birds, mammals, fish, reptiles and amphibians that typically live in Barron County.</p> <p>Several threatened species could be directly affected by the Proposed Action. The WDNR notes that the Bald Eagle (<i>Haliaeetus leucocephalus</i>), Le Conte's Sparrow (<i>Ammodramus leconteii</i>), Osprey (<i>Pandion haliaetus</i>), Red-shouldered Hawk (<i>Buteo lineatus</i>), and Yellow Rail (<i>Coturnicops noveboracensis</i>) are all bird species known to exist in or near the US 53 Corridor. An endangered and threatened species evaluation would likely be required at the time any improvements are implemented in the future.</p> <p>The Proposed Action would degrade small areas of habitat throughout the study area. The overall effect of the eventual implementation of the Proposed Action is expected to be minor.</p> <p>See Upland Habitat Factor Sheet.</p>
Erosion Control	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Standard WisDOT erosion control methods would be used during construction as per WisDOT Standards Specifications for highway and structure construction. Temporary and permanent erosion control methods would include minimizing the amount of land exposed at one time, erosion bales, temporary seeding, silt fencing, erosion mats, rip-rap (side channel and backwater complex), seeding and mulching, temporary sediment traps, dust abatement, and grass-line conveyance (parallel to flow). Additionally, WDNR would be coordinated with in order to ensure adequate vegetative cover is maintained on approach slopes.</p> <p>A Stormwater Management Plan would be developed and incorporated into the project's design to reduce or minimize runoff effects to surrounding waters of the State from construction of the Proposed Action. Construction site erosion and sediment control would be part of the project's design and construction as set forth in TRANS 401 Wis. Adm. Code and the WisDOT/WDNR Cooperative Agreement. An Erosion Control Implementation Plan (EICP) would be prepared by the contractor and approved by WisDOT prior to construction. WDNR would be given an opportunity to review the EICP and provide comments.</p> <p>See Erosion Control Factor Sheet.</p>
Storm Water Management	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>A Stormwater Management Plan would be developed with coordination from WDNR to reduce or minimize runoff effects to surrounding waters of the State from construction of the Proposed Action. Construction site erosion and sediment control would be part of the project's design and construction as set forth in TRANS 401 Wis. Adm. Code and the WisDOT/WDNR Cooperative Agreement.</p> <p>WisDOT would make every effort to design the interchange so that any runoff from the interchange would be contained within the interchange area through runoff basins and directed ditching.</p> <p>If feasible WisDOT could make design decisions which would allow the interchange to serve a drainage, retention and filter area for runoff from adjacent agricultural lands and may improve the overall water quality reaching Bear Creek. The final determination of the</p>

				<p>storm weather measures to be taken will be made closer to design and construction.</p> <p>See Storm Water Management Factor Sheet.</p>
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**PHYSICAL ENVIRONMENT FACTORS**

Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The project is exempt from permit requirements under Wisconsin Administrative Code - Chapter NR 411. No substantial impacts to air quality are expected.</p>
Construction Stage Sound Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>To reduce the potential impact of construction noise, the special provisions for this project would require that motorized equipment shall be operated in compliance with all applicable local, state, and federal laws and regulations relating to noise levels.</p> <p>See Construction Stage Sound Factor Sheet.</p>
Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>A traffic impact analysis was performed per Wisconsin Administrative Code - Chapter TRANS 405.</p> <p>The Traffic Noise Model (TNM) predicted that one residential receptors within the project corridor would exceed Noise Abatement Criteria (NAC) levels. This receptor (RCP 6) was located approximately .25 miles south of 27<sup>th</sup> Avenue, 272 feet from the road centerline of US 53. One residential receptor (RCP 4) located on the west side of US 53, approximately 350 feet from the road centerline between 26<sup>th</sup> and 27<sup>th</sup> Avenue was right at the 67 dBA Noise Level criteria specified in TRANS 405, Wisconsin Administrative Code. See Exhibit 6, Preferred Alternative With Noise Receptors</p> <p>See Traffic Noise Factor Sheet.</p>

**CULTURAL ENVIRONMENTAL FACTORS**

Section 4(f) and 6(f)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>A potentially historic school building was identified. The DOE determined that the building was not eligible for the National Register of Historic Places. The Section 106 Review form was signed by SHPO on 9-4-08.</p> <p>See Appendix F, Section 106 Form.</p>
Archaeological Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Hazardous Substances or USTs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>One site was identified as having the potential for environmental concerns within 0.25 miles of the proposed project. Various unlabeled and unidentified containers stored on the ground as well as several areas of surface stained soils, solid waste, and engine parts were observed during the site reconnaissance. The site is not listed on any databases of contaminated properties, however, based on observations noted during the site reconnaissance, additional assessment is recommended.</p> <p>A Phase II Subsurface Investigation or special standard provisions proposed for design/construction is recommended dependent upon final improvement design for the site identified with the potential to have an adverse environmental impact to the project. If contaminated soil is encountered during construction activities, it would need to be sampled and disposed of in accordance with applicable statutes and rules, and may be considered a solid or</p>

					hazardous waste. Removal of the hazardous materials and contaminated soil would be a net benefit. See the Hazardous Substances or Underground Storage Tank Factor Sheet.
Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The Proposed Action would not cause a substantial alteration to the visual character of the landscape as a whole. The Proposed Action would occur within and/or adjacent to the existing corridor, and though additional structures could be added over US 53, they would be similar to the existing structures along the corridor. See Aesthetics Factor Sheet.
Coastal Zone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Proposed Action is not located in a coastal zone.
Other – Unique Areas Wild Rivers State Trail	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	30 <sup>th</sup> Avenue would be grade-separated, removing a crossing of the trail. See the Unique Area Impact Evaluation Factor Sheet.
Other – Unique Areas Ice Age Trail	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The trail would not be affected but coordination between WisDOT and the National Park Service will continue. See the Unique Area Impact Evaluation Factor Sheet.

\* N/A – Blacked out cells in this column require a check in at least one of the other columns.

### ENVIRONMENTAL COST MATRIX

Transportation Improvements

ENVIRONMENTAL ISSUE	UNIT MEASURE	ALTERNATIVES/SECTIONS					
		No Build	System Concept 1	System Concept 2	System Concept 3		
Project Length	Mi (Km)	4.2 (6.8)	4.2 (6.8)	4.2 (6.8)	4.2 (6.8)		
<b>Cost \$</b>							
Construction	Million \$	\$0.00	\$14.80	\$13.60	\$16.70		
Real Estate	Million \$	\$0.00	\$0.28	\$0.11	\$0.25		
Total	Million \$	\$0.00	\$15.08	\$13.71	\$16.95		
<b>Land Conversions</b>							
Total Area Converted to R/W * Concept 2 estimates do not include ROW already owned by WisDOT	Acres (Hectares)	0.0 (0.0)	98.35	68.02*	84.43		
Wetland Area Converted to R/W	Acres (Hectares)	0.0 (0.0)	4.3	2.2*	1.3		
Upland Area Converted to R/W	Acres (Hectares)	0.0 (0.0)	92.27	64.93*	80.55		
Other Area Converted to R/W	Acres (Hectares)	0.0 (0.0)	1.78	0.89*	2.58		
<b>Real Estate</b>							
Number of Farms Affected	Number	0	17	17	17		
Total Area From Farm Operations Required	Acres (Hectares)	0.0 (0.0)	97.78	67.45	83.86		



Yes, a minority population is within the project's area of influence.

Yes, a low-income population is within project's area of influence.

c) How was information on the Proposed Action communicated to the minority and/or low- income population(s)?  
Check all that apply.

- |   |  |                                     |
|---|--|-------------------------------------|
| <input type="checkbox"/> Advertising                  | <input type="checkbox"/> Brochures             | <input type="checkbox"/> Newsletter |
| <input type="checkbox"/> Notices                      | <input type="checkbox"/> Utility Bill Stuffers | <input type="checkbox"/> E-mail     |
| <input type="checkbox"/> Public Service Announcements | <input type="checkbox"/> Direct Mailings       | <input type="checkbox"/> Key Person |
| <input type="checkbox"/> Other (Identify)             |  |                                     |

d) Identify how input from the minority population and/or low-income population was obtained. Check all that apply.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Mailed Survey                              | <input type="checkbox"/> Door-to-door interview | <input type="checkbox"/> Focus Group Research         |
| <input type="checkbox"/> Public Meeting                             | <input type="checkbox"/> Public Hearing         | <input type="checkbox"/> Key Person Interview         |
| <input type="checkbox"/> Targeted Small Group Informational Meeting |   | <input type="checkbox"/> Targeted Workshop/Conference |
| <input type="checkbox"/> Other (Identify)                           |   |   |

e) Indicate any special provisions which were made to encourage participation from the minority population and/or low-income population(s)

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Interpreter             | <input type="checkbox"/> Listening Aids      | <input type="checkbox"/> Accessibility for Elderly and Disabled |
| <input type="checkbox"/> Transportation Provided | <input type="checkbox"/> Child Care Provided | <input type="checkbox"/> Sign Language                          |
| <input type="checkbox"/> Other (Identify)        |  |   |

9) Briefly summarize the status and results of public involvement. Briefly describe how the public involvement process complied with EO 12898 on Environmental Justice.

The public involvement effort included public information meetings and local official meetings. In addition to letters mailed to property owners along the corridor, information pertaining to meetings was also released to area newspapers. A total of three public information meetings were held for the project. The first meeting was to identify local needs from members of the community. The second meeting was to gather public input on the range of alternatives developed for the project. The third meeting was to announce gather public input on the Preferred Alternative. In addition to the public information meetings, meetings with local officials and agencies with an interest in the project were held prior to the public meetings. A list of all meetings is listed below:

<u>Date</u>	<u>Meeting</u>	<u>Location</u>
August 29, 2006	Local Official Meeting	Haugen Elementary School
January 29, 2007	Progress Meeting	SEH – Rice Lake
February 12, 2007	Progress Meeting with WisDOT	Spooner
February 21, 2007	Ice Age Trail Meeting	SEH - Madison
February 22, 2007	Local Official Meeting	Village of Haugen Village Hall
March 15, 2007	Public Information Meeting	Haugen Elementary School
March 29, 2007	US 53 DNR Meeting	Haugen
April 30, 2007	Progress Meeting	SEH – Rice Lake
June 7, 2007	Progress Meeting	WisDOT – Eau Claire
October 4, 2007	Public Information Meeting	Haugen Elementary School

a) Identify groups (e.g., elderly, handicapped), minority populations and low-income populations that participated in the public involvement process. This would include any organizations and special interest groups.

N/A

b) Describe, briefly, the issues, if any, identified by any groups, minority populations and/or low-income populations during the public involvement process.

N/A

- c) Briefly describe how the issues identified above were addressed. Include a discussion of those that were avoided as well as those that were minimized and those that are to be mitigated. Include a brief discussion of proposed mitigation, if any.

N/A

**TRAFFIC SUMMARY**  
**Acceptable Levels of Service**

See: FDM Procedure 11-5-3

STH Sub-System	Rural & Small Urban Areas	Urbanized Areas with Population > 50,000	Indicate The Acceptable Level Of Service Established For This Project
C2020 Backbone Routes	LOS C (< = 4.0)	LOS C (< = 4.0)	LOS C (< = 4.0)
C2020 Connector Routes and NHS Routes (not including NHS Backbone Routes)	LOS C (< = 4.0)	Mid LOS D (< = 4.5)	LOS C (< = 4.0)
Other Principal Arterials	LOS D (< = 5.0)	Mid LOS E (< = 5.5)	LOS D (< = 5.0)
Minor Arterials	LOS D (< = 5.0)	Mid LOS E (< = 5.5)	LOS D (< = 5.0)
Collectors & Local Function Roads	LOS D (< = 5.0)	Mid LOS E (< = 5.5)	LOS D (< = 5.0)

**Traffic Analysis Summary**

Alternative	System Alternative 1 – System Alternative 2 System Alternative 1 (Preferred Alternative)			
	26 <sup>th</sup> Avenue to 30 <sup>th</sup> Avenue	26 <sup>th</sup> Avenue to 30 <sup>th</sup> Avenue	26 <sup>th</sup> Avenue to 30 <sup>th</sup> Avenue	
<b>Segment Termini</b>				
<b>Traffic Volumes</b>				
Existing AADT	Year 2003	10,000	10,000	10,000
Construction Year AADT	Year 2011	11,300	11,300	11,300
Const. Year + 10 Years AADT	Year 2021	12,900	12,900	12,900
Design Year AADT	Year 2031	14,300	14,300	14,300
Design Year DHV	Year 2031	1,959	1,959	1,959
<b>Traffic Factors in Design Year</b>				
K (30%)	Design Hour 4-5 p.m.	13.7	13.7	13.7
D (%)		63	63	63
Truck (% of AADT)		15.9	15.9	15.9
Truck (% of DHV)		10.7	10.7	10.7
Peak Hour Factor		0.92	0.92	0.92
<b>Level of Service in Design Year</b>				
LOS Letter Value (A – F)		B	B	B
LOS Numeric Values (1.0 – 6.01)				
LOS analysis methodology (e.g., HCS, Synchro, Paramics, other)		HCS+	HCS+	HCS+
<b>Posted Speeds and Facility Type</b>				
Existing Facility Type (e.g., Freeway, Expressway, Rural Two-Lane, Urban Arterial)		Principal Arterial/ Freeway	Principal Arterial/ Freeway	Principal Arterial/ Freeway
Design Year Facility Type		Freeway	Freeway	Freeway
Existing Year Posted Speed		65	65	65
Design Year Posted Speed		65	65	65

AADT = Average Annual Daily Traffic in Both Directions

DHV = Design Hourly Volume

K = The percent of AADT in the Design Hour (30th, 200th, or other)

K8 = % of AADT 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.)

D = % of DHV occurring in the predominate direction of travel.

## ENVIRONMENTAL ISSUES

Indicate whether the issue listed below is a concern for the proposed action or alternative. If the issue is a concern, explain how it is to be addressed or where it is addressed in this environmental document.

1) Would the Proposed Action stimulate substantial secondary environmental effects?

No

Yes - Explain or indicate where addressed.

2) Would the creation of a new environmental effect result from this Proposed Action?

No

Yes - Explain or indicate where addressed.

3) Would the Proposed Action impact geographically scarce resources?

No

Yes - Explain or indicate where addressed.

4) Would the Proposed Action have a precedent-setting nature?

No

Yes - Explain or indicate where addressed.

5) Is the degree of controversy associated with the Proposed Action high?

No

Yes - Explain or indicate where addressed.

6) Would the Proposed Action have any conflicts with official agency plans or local, state, or national policies, including conflicts resulting from potential effects of transportation on land use and land use on transportation demand?

No

Yes - Explain or indicate where addressed.

7) Would the Proposed Action contribute to cumulative environmental impacts of repeated actions?

No

Yes - Explain or indicate where addressed.

## ENVIRONMENTAL COMMITMENTS

Identify and describe any commitments made to protect the environment. Indicate when the commitment should be implemented and who in WisDOT would have jurisdiction to assure fulfillment for each commitment.

### ATTACH THIS PAGE TO THE DESIGN STUDY REPORT

A. General Economics	Not Applicable	
B. Community & Residential	No Commitments Needed	
C. Commercial & Industrial	No Commitments Needed	
D. Agriculture	Commitments Made	<p>When this project moves into final design, DATCP should be notified. If more than five acres of property would be acquired from any agricultural operation, an Agricultural Impact Statement must be prepared. If five acres or less is involved, DATCP has discretion whether to prepare an AIS. WisDOT cannot begin negotiation with a property owner until 30 days after the AIS has been published, if an AIS will be prepared for the project. Future WisDOT Project Manager (PM) to fulfill.</p>
E. Environmental Justice	Not Applicable	
F. Wetlands	Commitments Made	<p>The potential for on-site wetland mitigation exists where small sections of the existing frontage road would be removed/relocated and where design/construction would acquire small areas of right-of-way. WisDOT could explore the potential for on-site wetland mitigation at the locations closer to design/construction of the Proposed Action. Section 10 and Section 404 coordination would need to occur with USACOE before construction. Section 7 coordination with USF&amp;W would need to occur before construction. Consultation with WDNR would occur during both the design and construction phases of the project to avoid, minimize and mitigate effects to state listed species.</p> <p>Coordination with WDNR and USF&amp;W prior to and during construction to avoid nest disturbances of threatened species including: Bald Eagle, Le Conte's Sparrow, Osprey, Yellow Rail and Red-shouldered Hawk.</p> <p>Future WisDOT PM to fulfill.</p>
G. Streams & Floodplains	Commitments Made	<p>An endangered and threatened species evaluation would be done at the time of implementation. If these are found, consultation with WDNR and USFWS would occur during both the design and construction phases of the project to avoid, minimize and mitigate effects to state listed species. During the design stage, WisDOT will work with WDNR to determine the</p>

H. Lakes or Other Open Water	Not Applicable	appropriate time period for limiting work in or near streams/lakes to avoid impacts to nests and fish. Future WisDOT PM to fulfill.
I. Upland Habitat	Commitments Made	The WDNR and USF&W both note that an endangered and threatened species evaluation would likely be required at the time any improvements are implemented in the future. In accordance with the Federal Highway Administration and the Endangered Species Act of 1973, a determination would be made closer to design/construction as to whether the selected project alternative may affect any federal listed or endangered species, and what actions would be taken to minimize impacts. Future WisDOT PM to fulfill.
J. Erosion Control	Commitments Made	Construction site erosion and sediment control would be part of the project's design and construction as set forth in TRANS 401 Wis. Adm. Code and the WisDOT/WDNR Cooperative Agreement. An Erosion Control Implementation Plan (EICP) would be prepared by the contractor and approved by WDNR prior to construction. Future WisDOT PM to fulfill.
K. Storm Water Management	Commitments Made	A Stormwater Management Plan would be developed and incorporated into the project's design to reduce or minimize runoff effects to surrounding waters of the state in coordination with WDNR. If feasible, WisDOT would make design decisions which would allow the interchange to serve as a drainage, retention and filter area for runoff from adjacent agricultural lands and may improve the overall water quality reaching Bear Creek. Future WisDOT PM to fulfill.
L. Air Quality		
		<input checked="" type="checkbox"/> The project is exempt from permit requirements per Wisconsin Administrative Code – Chapter NR 411 criteria. <input type="checkbox"/> A construction permit is required for this project and an application has been submitted to the Department of Natural Resources – Bureau of Air Management. Construction on the project will not begin until the Construction Permit has been issued. See the Air Quality Factor Sheet. <input type="checkbox"/> A construction permit is required for this project and has been issued by the Department of Natural Resources – Bureau of Air Management. The Construction Permit Number is . See the Air Quality Factor Sheet.
M. Construction Stage Sound Quality		
		<input type="checkbox"/> No receptors are located in the project area. No impacts are anticipated from construction noise.

To reduce the potential impact of Construction Noise, the special provisions for this project will require that motorized equipment shall be operated in compliance with all applicable local, state and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. At a minimum, the special provisions will require that motorized construction equipment shall not be operated between 10 PM and 6 AM without prior written approval of the project engineer. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good working order, free from leaks or holes. See Construction Stage Sound Quality Factor Sheet.

N. Traffic Noise	No Commitments Needed	
O. Section 4(f) and 6(f)	No Commitments Needed	
P. Historic Resources	No Commitments Needed	
Q. Archaeological Resources	Commitments Made	One property remains needing investigation; the property owner would not give permission for shovel testing. This investigation would be completed prior to the start of final design and acquisition. Future WisDOT PM to fulfill.
R. Hazardous Substances or USTs	Commitments Made	A Phase II Subsurface Investigation would be done on a hazardous material site found in the Phase I investigation. If contaminated soil is found, it would be sampled and removed. Future WisDOT PM to fulfill.
S. Aesthetics	No Commitments Needed	
T. Coastal Zone	Not Applicable	
U. Unique Areas	Commitments Made	<p>Although the Ice Age Trail is not impacted by the Proposed Action, WisDOT met with the National Park Service to discuss potential changes to the IAT in the future. Specific design issues relating to the accommodation of multi-modal needs would be determined closer to the time of final design or construction if/when changes to the Ice Age Trail corridor are determined. WisDOT has not committed to funding any improvements related to the relocation of the IAT.</p> <p>If/when 30<sup>th</sup> Avenue is grade-separated, the Wild Rivers Trail would be spanned by the overpass of US 53.</p> <p>The proposed cul-de-sac on County SS would provide access to the Wild Rivers Trail parking lot. Access to the lot would be maintained throughout the construction process. Future WisDOT PM to fulfill.</p>