GENERAL ECONOMICS IMPACT EVALUATION

Wisconsin Department of Transportation

DT2078 2004

Alternative	Preferred
System Alternative 1 - 26th Avenue to 30th Avenue (Barron/Washburn)	☒ Yes ☐ No

Portion of Project This Sheet is Evaluating

26th Avenue to 30th Avenue (Barron/Washburn Counties, a distance of approximately 4.2 miles)

1) Describe, briefly, the existing economic characteristics of the area around the project. This could include type(s) of farming, retail or wholesale businesses, manufacturing, tourism, or other elements contributing to the area's economy and potentially affected by the project.

The Proposed Action is located in Barron and Washburn Counties in northwest Wisconsin.

Barron County is bordered by several counties including Burnett County (northwest), Washburn County (north), Sawyer County (northeast), Rusk County (east), Chippewa County (southeast), Dunn County (south), St. Croix County (southwest), and Polk County (west). The county has a total land area of 862.8 square miles representing 1.3 percent of the total land area of the state. The county had a year 2000 population of 44,963. See Table 1, Demographic Comparison Chart (see the last page of this factor sheet) for a comparison of population among communities within the project limits.

Washburn County is bordered by Douglas County to the north, Bayfield County to the northeast, Sawyer County to the east, Rusk County to the south east, Barron County to the south and Burnett County to the west. The county has a total land area of 809.7 square miles that represents 1.2 percent of the total state land area. The county's population in 2000 was 16,036.

As Table 2, Economic Characteristics of the Project Area shows, the top three employers by industry for the two counties are generally consistent. Manufacturing, education and social services, and retail trades were the top employers for the two counties in 2000. Median household income was also relatively similar for the two counties.

Table 2, Economic Characteristics of the Project Area

Year 2000	Barron County	Washburn County
Total number of people employed	23,720	7,618
Top 3 employers by industry	1) Manufacturing	1) Educational, health, and social services
	2) Educational, health, and social services	2) Manufacturing
	3) Retail Trade	3) Retail Trade
Median household income	$37,275	$33,716

In Barron County there were 1,647 farms on 351,930 acres of land in 1997. In Washburn County there were 471 farms on 105,432 acres of land. Though agriculture in the two counties accounted for only 27 to 30 percent of the labor force in 2005, the amount of resources dedicated to agriculture makes it important to the two economies.

Agriculture in Barron County

Barron County had 64 percent of its land area in farms in 2002 compared to the State of Wisconsin as a whole which had 38 percent in 2002. The market value of agricultural products sold by Barron County producers totaled $149 million. Barron County's principle commodities include milk, turkeys, corn, soybeans, and vegetable production.

Agriculture in Washburn County

Farmland covered 20 percent of Washburn County in 2002 compared to the state of Wisconsin as a whole which had 38 percent of land in farms statewide for the same year. The market value of agricultural products sold by Washburn County producers totaled $17 million. Washburn provides a diverse range of agricultural commodities including beef, dairy cows, sheep, and a number of varying crops contained in both small and large farm operations. Top commodities in the county include milk, grain, and cranberries.

2) Discuss the economic advantages and disadvantages of the proposed action. Indicate how the project would affect the characteristics described in item 1 above.

The Proposed Action would have numerous economic benefits over the existing conditions:

- Assist in ensuring the economic viability of the region by promoting safe and efficient travel on the US highway system.
- Promote the efficient transportation of raw materials, goods, and services between markets.
- Provide safe and efficient access to the Village of Haugen and surrounding areas.
- Accommodate the current and planned economic growth/development for the area.
- Assist in ensuring safe and efficient access of police, fire, and emergency services to the area.
- Provide safe access to and across US 53 for agricultural equipment and other slow moving vehicles.
- Provide safe access to businesses and commercial operations along US 53.

The Proposed Action's disadvantages include:

- Require the relocation of some current private and agricultural access to US 53 causing slight indirection for vehicles accessing some of the property along the corridor.
- Require acquisitions to accommodate local connections, interchange and grade separation footprints in some locations.
- Increased travel time to/from some locations along the US 53 corridor.
- Require a major capital investment by WisDOT that could not be expended elsewhere.
- Cause temporary disruptions during construction.

3) In general, will the proposed action increase or decrease the potential for economic development in the area influenced by the project?

The Proposed Action is consistent with the goals of Corridors 2020 and development trends in the area. It is anticipated that the Proposed Action will support planned economic development in the area.

Changes in access along the US 53 corridor may initially influence the location of certain types of development such as highway-dependent businesses. Existing businesses and commercial operations in the project area would benefit from safe access to/from their operations. The separation of traffic destined to local commercial areas from regional traffic would improve mobility and circulation for customers destined to these locations.

The majority of the corridor could be classified as agricultural in nature. The Proposed Action could ultimately benefit local farming efforts by relocating competing land uses (highway-dependent) to safe access points along US 53 where they would not be in conflict with current agricultural land uses near existing at-grade intersections.

COMMUNITY OR RESIDENTIAL IMPACT EVALUATION

Wisconsin Department of Transportation

DT2075 2004

Alternative	Preferred
System Alternative 1 - 26th Avenue to 30th Avenue (Barron/Washburn)	☒ Yes ☐ No

Portion of Project This Sheet is Evaluating if Different From First Basic Sheet

Village of Haugen

1) Give a brief description of the community or neighborhood affected by the Proposed Action.

Community/Neighborhood Name

Village of Haugen

Community/Neighborhood Population	Community is Unincorporated
287	☒ Yes ☒ No

Community/Neighborhood Characteristics

The Village of Haugen is located in northern Barron County approximately 2 miles south of the Washburn County line and 6 miles north of the City of Rice Lake. Between 2000 and 2005 the village population increased by roughly 1.4 percent (287 to 291).

The village can be characterized as a rural communtiy that is 100 percent white. The prominent ancestry is German (35.7 percent) followed by Czech, French, and Norwegian. Of the total population in 2000, 18.8 percent were aged 65 or older. The median household income in 2000 was $30,714 with manufacturing as the leading industry. The village has a defined business district and neighborhood residential densities.

Land use in the Village of Haugen is predominately residential in nature with a few areas of commercial development. The village has scattered forested upland areas, however it has no major wetlands.

2) Identify and discuss the existing modes of transportation and their traffic within the community or neighborhood.

The primary mode of transportation within the community includes automobile and truck traffic. This traffic includes both local and regional trips on US 53 as well as county and local roadways. US 53 primarily serves local/regional trips for a variety of purposes, and recreational, business and long-haul truck trips for travelers from more distant locations. Average Annual Daily Traffic (AADT) on US 53 is roughly 10,000 on this segment.

Railroad facilities do not directly serve communities within the project area, however connections to the Canadian National Railroad (CNR) exist via the Wisconsin Great Northern Railroad (Spooner, WI) and Progressive Rail, Inc. (Rice Lake, WI). The CNR passes through Washburn County east of the project area and connects Superior, WI with Green Bay, WI and other rail junctions across the state.

Airports with controlled airspace within the study area include Shell Lake and Rice Lake. Shell Lake Municipal Airport is a basic utility airport located 12 miles northwest of the village of Haugen, and Rice Lake Regional Airport is a Transport/Corporate airport providing commercial cargo service and located approximately 9 miles southeast of the project area. Shell Lake serves roughly 34 flights a day, primarily consisting of local and recreational use. Rice Lake airport serves roughly 76 flights a day of which roughly ten percent include air taxi services.

Transit services are not present within the project area. In addition, pedestrian facilities are not present outside of the Village of Haugen because of the rural nature of the community. The Ice Age Trail enters the project area southwest of the Village of Haugen and follows a portion of the Tuscobia State Trail.

Bike facilities include marked county routes along 26th Avenue and 18th Street in Barron County and state recreation trails including the Tuscobia State Trail and the Wild Rivers State Trail. The Tuscobia State Trail is a 74 mile trail connecting Rice Lake to Park Falls and located in the southern portion of the project area. The Wild Rivers State Trail is a 40-mile rails-to-trails facility located between Rice Lake and Superior and roughly parallel to US 53. Both trails are open to snowmobile use during the winter season.

Several snowmobile trails are located within the project area with snowmobiling a major recreational activity in the area during winter months. Connections between local trails, Rice Lake, Haugen, and Spooner are provided via the Wild Rivers State Trail and the Tuscobia State Trail.

3) Identify and discuss the probable changes resulting from the Proposed Action to the modes of transportation and their traffic within the community or neighborhood.

The implementation of the Proposed Action would not likely to cause changes in the mode of travel used. There would likely be some minor changes in automobile and truck traffic patterns on the local road system, and some added indirection and changes in travel times to and from some locations in the study area, due to the fact that US 53 would only be accessed from the interchange proposed at County V/28th Avenue. The enhanced safety of having several grade separated crossing of US 53 may have the effect of encouraging more bicycling in the area.

4) Briefly discuss the Proposed Action's effect(s) on existing and planned land use in the community or neighborhood.

The Proposed Action is located in the Towns of Oak Grove, Bear Lake, Long Lake, and Sarona, and is located adjacent to the Village of Haugen. Existing land uses in the project corridor consist primarily of rural wooded, wetland, and agricultural uses. Area lakes support large numbers of recreational lakefront homes. Low concentrations of commercial and industrial activities exist within the Village of Haugen, surrounded by higher density housing. Area housing densities reflect the use of on site septic systems and wells. The Village of Haugen provides wastewater treatment supporting higher housing and commercial densities.

The Proposed Action is consistent with planned land uses for the communities along the US 53 corridor. The traffic patterns could change as a result of the Proposed Action within and near the Village of Haugen. Improved and safer access to businesses located within the Village of Haugen is a goal of the Proposed Action.

The Proposed Action may have some effect on where new development occurs. At the present time, development could be placed adjacent to any one of the numerous at-grade intersection on US 53. The Proposed Action would remove most of the existing access points to US 53. In the vicinity of the Village of Haugen, the effect will be most pronounced at the intersection of US 53 and County V/28th Avenue, which would become an interchange. New development that would benefit from being adjacent to US 53 and requires access may gravitate towards the proposed interchange.

5) Address any changes to emergency services or other public services during and after construction of the proposed project.

Changes to emergency services include indirection (altered travel routes/distance) during construction, and after access changes have been completed. Additional safe crossings of US 53 balance the safety and efficiency of emergency service responses with the potential indirection caused by those access changes.

6) Describe any physical or access changes and their effects to lot frontages, driveways, or sidewalks. This could include effects on side slopes or driveways (steeper or flatter), reduced terraces, tree removal, vision corners, sidewalk removal, etc.

The Proposed Action includes changes in direct access onto US 53 for all existing intersections in the study area, including local roads, driveways and agricultural accesses. In a few locations, access to property will change to be located onto local roads that do not access US 53. Because of the rural nature of the area, there are no sidewalks or terraces to be affected.

7) Indicate whether a community/neighborhood facility will be affected by the Proposed Action and indicate what effect(s) this will have, overall, on the community/neighborhood. Also include and identify any minority population or low-income population that may be affected by the proposed action.

Community facilities and minority/low income populations are not affected by implementation of the Proposed Action.

8) Place an “X” in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the Proposed Action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low-income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, form DT2093, Environmental Justice Impact Evaluation, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements.

a) Is disabled population affected?
☒ No
☐ Yes - See form DT2093, Environmental Justice Impact Evaluation.

b) Is elderly population affected?
☒ No
☐ Yes - See form DT2093, Environmental Justice Impact Evaluation.

c) Are minority populations affected?
☒ No
☐ Yes - See form DT2093, Environmental Justice Impact Evaluation.

d) Are low-income populations affected?
☒ No
☐ Yes - See form DT2093, Environmental Justice Impact Evaluation.

9) Identify and discuss, in general terms, factors that residents have indicated to be important or controversial.

The existing County V intersection has been identified in need of improvement to address perceived safety issues by local residents. The Proposed Action will remove the existing at-grade intersection. Access to US 53 would be provided via a new interchange at County V/28th Avenue.

10) Indicate the number and type of any residential buildings which would be removed because of the Proposed Action. If either item a) or b) is checked, items 11 through 18 do not need to be addressed or included in the environmental document.

a) ☒None
b) ☐ No occupied residential building will be acquired as a result of this project.
c) ☐ Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc. If item c) is checked, you must complete items 11 through 18.

COMMUNITY OR RESIDENTIAL IMPACT EVALUATION

Wisconsin Department of Transportation

DT2075 2004

Alternative	Preferred
System Alternative 1 - 26th Avenue to 30th Avenue (Barron/Washburn)	☒ Yes ☐ No

Portion of Project This Sheet is Evaluating if Different From First Basic Sheet

Towns of Bear Lake, Long Lake, Oak Grove, Sarona

1) Give a brief description of the community or neighborhood affected by the proposed action.

Community/Neighborhood

Towns of Bear Lake, Long Lake, Oak Grove, Sarona

Community/Neighborhood Population	Community is Unincorporated
2,617	☒ Yes ☐ No

Community/Neighborhood Characteristics

These towns in Barron and Washburn Counties can be characterized as predominantly rural communities with a racial makeup that is over 97 percent white. The prominent ancestry is German (35 - 39 percent). Of the total population in 2000, 10 to 17 percent were aged 65 or older. The median household income in 2000 in each of towns ranges from $30,357 (Sarona) to $44,271 (Bear Lake) with manufacturing as the leading industry. Land use in these areas is predominately agricultural with small pockets of residential development.

2) Identify and discuss the existing modes of transportation and their traffic within the community or neighborhood.

The primary mode of transportation within the communities includes automobile and truck travel for local and regional trips on US 53 as well as county and local roadways. US 53 serves local/regional trips for a variety of purposes, and recreational, business and long-haul truck trips for travelers from more distant locations. Average Annual Daily Traffic (AADT) on US 53 is roughly 10,000 on this segment.

Railroad facilities do not directly serve communities within the project area, however connections to the Canadian National Railroad (CNR) exist via the Wisconsin Great Northern Railroad (Spooner, WI) and Progressive Rail, Inc. (Rice Lake, WI). The CNR passes through Washburn County east of the project area and connects Superior, WI with Green Bay, WI and other rail junctions across the state.

Airports with controlled airspace within the study area include Shell Lake and Rice Lake. Shell Lake Municipal Airport is a basic utility airport located 12 miles northwest of the village of Haugen, and Rice Lake Regional Airport is a Transport/Corporate airport providing commercial cargo service and located approximately 9 miles southeast of the project area. Shell Lake serves roughly 34 flights a day, primarily consisting of local and recreational use. Rice Lake airport serves roughly 76 flights a day of which roughly ten percent include air taxi services.

Transit services are not present within the project area. In addition, pedestrian facilities are not present outside of the Village of Haugen because of the rural nature of the community. The Ice Age Trail enters the project area southwest of the Village of Haugen and follows a portion of the Tuscobia State Trail.

Bike facilities include marked county routes along 26th Avenue and 18th Street in Barron County and state recreation trails including the Tuscobia State Trail and the Wild Rivers State Trail. The Tuscobia State Trail is a 74 mile trail connecting Rice Lake to Park Falls and located in the southern portion of the project area. The Wild Rivers State Trail is a 40 mile rails-to-trails facility located between Rice Lake and Superior and roughly parallel to US 53. Both trails are open to snowmobile use during the winter season.

Several snowmobile trails are located within the project area with snowmobiling a major recreational activity in the area during winter months. Connections between local trails, Rice Lake, Haugen, and Spooner are provided via the Wild Rivers State Trail and the Tuscobia State Trail.

3) Identify and discuss the probable changes resulting from the Proposed Action to the modes of transportation and their traffic within the community or neighborhood.

The implementation of the Proposed Action would not be likely to cause changes in the mode of travel used. There would likely be some minor changes in automobile and truck traffic patterns on the local road system, and some added indirection and changes in travel times to and from some locations in the study area, due to the fact that US 53 would only be accessed from the interchange proposed at County V/28th Avenue. The enhanced safety of having several grade separated crossing of US 53 may have the effect of encouraging more bicycling in the area.

4) Briefly discuss the proposed action's effect(s) on existing and planned land use in the community or neighborhood.

The project study area is located in the Towns of Oak Grove, Bear Lake in Barron County, and the Towns of Long Lake and Sarona in Washington County, and includes the Village of Haugen. (See Exhibit 4, Preferred Alternative with Aerial) shows the town boundaries. Existing land uses in the project corridor consist primarily of rural wooded, wetland, and agricultural uses. Area lakes support large numbers of recreational lakefront homes. Area housing densities reflect the use of on site septic systems and wells in the unincorporated areas. Low concentrations of commercial and industrial activities exist within the Village of Haugen, surrounded by higher density housing. The Village of Haugen provides wastewater treatment, supporting higher housing and commercial densities.

The Town of Bear Lake is in the process of adopting its comprehensive plan. The Town of Long Lake and the Town of Sarona have completed comprehensive plans. The Proposed Action is consistent with planned land uses for the communities along the US 53 corridor. The Town of Oak Grove does not have a comprehensive plan. The traffic patterns could change somewhat as a result of the Proposed Action but the rural towns are not expected to be greatly affected.

The Proposed Action may have some effect on where new development occurs. At the present time, development could be placed adjacent to any one of the numerous at-grade intersection on US 53. The Proposed Action would remove most of the existing access points to US 53. New development that would benefit from being adjacent to US 53 and requires access may gravitate towards the proposed interchange locations at County V/28th Avenue in the Town of Oak Grove. In the Towns of Sarona, Bear Lake and Long Lake, effects will be most pronounced at 30th Avenue, which will be come an overpass over US 53.

5) Address any changes to emergency services or other public services during and after construction of the proposed project.

Changes to emergency services include indirection (altered travel routes/distance) during construction, and after access changes have been completed. Additional safe crossings of US 53 balance the safety and efficiency of emergency service responses with the potential indirection caused by those access changes.

6) Describe any physical or access changes and their effects to lot frontages, driveways, or sidewalks. This could include effects on side slopes or driveways (steeper or flatter), reduced terraces, tree removal, vision corners, sidewalk removal, etc.

The Proposed Action includes changes in direct access onto US 53 for all existing intersections in the study area, including local roads, driveways and agricultural accesses. In a few locations, access to property will change to be located onto local roads that do not access US 53. Because of the rural nature of the area, there are no sidewalks or terraces to be affected.

7) Indicate whether a community/neighborhood facility will be affected by the Proposed Action and indicate what effect(s) this will have, overall, on the community/neighborhood. Also include and identify any minority population or low-income population that may be affected by the proposed action.

Community facilities and minority/low income populations are not affected by implementation of the Proposed Action.

8) Place an “X” in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the Proposed Action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low-income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, form DT2093, Environmental Justice Impact Evaluation, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements.

a) Is disabled population affected?
☒ No
☐ Yes - See form DT2093, Environmental Justice Impact Evaluation.

b) Is elderly population affected?
☒ No

☐ Yes - See form DT2093, Environmental Justice Impact Evaluation.

c) Are minority populations affected?
☒ No
☐ Yes - See form DT2093, Environmental Justice Impact Evaluation.

d) Are low-income populations affected?
☒ No
☐ Yes - See form DT2093, Environmental Justice Impact Evaluation.

9) Identify and discuss, in general terms, factors that residents have indicated to be important or controversial.

The existing County V intersection has been identified in need of improvement to address perceived safety issues by local residents. The Proposed Action will remove the existing at-grade intersection. Access to US 53 would be provided via a new interchange at County V/28th Avenue.

10) Indicate the number and type of any residential buildings which would be removed because of the proposed action. If either item a) or b) is checked, items 11 through 18 do not need to be addressed or included in the environmental document.

a) ☐ None
b) ☐ No occupied residential building will be acquired as a result of this project.
c) ☒ Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc. If item c) is checked, you must complete items 11 through 18.

11) Estimate the number of households that would be displaced from the Occupied residential buildings identified in item 10c) above.

Total Number of Households to be Relocated
1 in Town of Oak Grove

(Note that this number may be greater than the number shown in 10c) above because an occupied apartment building may have many households.)

a) Number by Ownership

Number of Households Living in Owner Occupied Building	Number of Households Living in Rented Quarters
1	

b) Number of households to be relocated that have

1 Bedroom	2 Bedroom	3 Bedroom	4 or More Bedrooms
			1

c) Number of relocated households by type and price range of dwelling

Number of Single Family Dwellings	Price Range
1	$100,000 - $120,000
Number of Multi-Family Dwellings	Price Range
Number of Apartments	Price Range

12) Describe the relocation potential in the community.

a) Number of Available Dwellings

1 Bedroom	2 Bedrooms	3 Bedrooms	4 or More Bedrooms
		6+	3+

b) Number of Available and Comparable Dwellings by Location

4 within 10	9 within 30
6 within 20	within

c) Number of Available and Comparable Dwellings by Type and Price. (Include dwellings in price ranges comparable to those being dislocated, if any.)

Single Family Dwellings	Price Range
4	$75,000 - $99,999
5	$100,000 - $120,000

Multi-Family Dwellings

Apartments

13) Identify all the sources of information used to obtain the data in item 12.

☐ WisDOT Real Estate
☐ Newspaper Listing(s)
x Multiple Listing Service (MLS)
☐ Other – Identify

14) Indicate the number of households to be relocated that have the following special characteristics.

Number of Minority Households	Number of Elderly Households
Number of Households with Disabled Residents	Number of Low-Income Households
Number of Households Made up of a Large Family (5 or more individuals)	Number of Households with no Special Characteristics

Number of Households for Which it is not Known Whether They Have Special Characteristics
1

15) Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24.

In addition to the acquisition price, additional costs for the replacement dwelling, moving expenses, increased mortgage payments, addition of handicapped alterations, closing costs, and other valid relocation costs would be covered by the relocation program. No person would be displaced unless a comparable dwelling is provided. All the available resources are provided without discrimination. Before the initiation of any property acquisition activities, WisDOT real estate staff would contact the property owner to explain the details of the acquisition process, the Uniform Relocation Assistance and Real Estate Property Acquisition Policies of 1970, and Wisconsin's Eminent Domain Law under Section 32.05 of the Wisconsin Statutes.

16) Identify any difficulties or unusual conditions for relocating households displaced by the Proposed Action.

None identified

17) Indicate whether Special Relocation Assistance Service will be needed. Describe any special services or housing programs needed to remedy identified difficulties or unusual conditions noted in item #14 above.

☒ No
☐ Yes - Describe services that will be required.

18) Describe any additional measures which would be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected.

See item # 15

ECONOMIC DEVELOPMENT AND BUSINESS IMPACT EVALUATION

Wisconsin Department of Transportation

DT2095 2005

Alternative	Preferred
System Alternative 1 - 26th Avenue to 30th Avenue (Barron County)	☒ Yes ☐ No

Length of Project This Sheet is Evaluating

26th Avenue to 30th Avenue, a distance of approximately 4.2 miles

1) Describe the economic development or existing business areas affected by the Proposed Action.

The Proposed Action will be constructed over time with the first step likely being the construction of the interchange at County V/28th Avenue. Other steps will be taken later in the future as safety concerns develop. This phasing-in of the plan will allow communities and property owners to make long-term planning decisions that are compatible with the future plans for the highway.

Based on meetings with the affected municipalities, the area of greatest development potential is near the Village of Haugen. Existing businesses located near and within the Village of Haugen that could be affected include a mini storage facility, a pool cue factory, and a manufacturing company. A campground with access via the US 53/29-3/4 Avenue intersection may be affected. Alternate access would be provided and indirection is anticipated to be minor. Generally speaking, the businesses near the highway are not highway-dependent, and are not expected to be seriously affected. Visibility from the highway of the existing businesses would be retained. Access to the landscaping business located on 30th Avenue would be more indirect if/when the overpass is constructed, and would likely be via the interchange at County V/28th Avenue. Construction of the overpass would occur well into the future, as 30th Avenue is currently not a high-crash location.

2) Identify and discuss the existing modes of transportation and their traffic within the economic development or existing business area.

The primary mode of transportation within the economic development area includes automobiles and truck traffic. Bike and pedestrian traffic is also present to a greater degree in the village, with snowmobile access available during winter months.

3) Place an "X" in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the proposed action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, DT2093, Environmental Justice Impact Evaluation, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements.

a) ☒ No - Disabled population is not affected.

☐ Yes - Disabled population is affected. See DT2093, Environmental Justice Impact Evaluation.

b) ☒ No - Elderly population is not affected.

☐ Yes - Elderly population is affected. See DT2093, Environmental Justice Impact Evaluation.

c) ☒ No - Minority population is not affected.

☐ Yes - Minority population is affected. See DT2093, Environmental Justice Impact Evaluation.

d) ☒ No - Low-income population is not affected.

☐ Yes - Low income population is affected. See DT2093, Environmental Justice Impact Evaluation.

4) Identify and discuss effects on the economic development potential and existing businesses that are dependent upon the transportation facility for continued economic viability.

☐ The proposed project will have no effect on a transportation-dependent business or industry.

☒ The proposed action will change the conditions for a business that is dependent upon the transportation facility. Identify effects, including effects which may occur during construction.

Changes in access at the US 53/29 3/4th Avenue intersection could affect traffic traveling to the campground located on 29 3/4 Avenue, and the landscaping business located on 30th Avenue. Alternative access would be provided via the interchange at County V/28th Avenue and local road connections. Indirection is anticipated to be minor, and would likely not discourage most potential customers from traveling to these destinations.

5) Estimate the number of businesses and jobs that would be created or displaced because of the project.

a) Total number created ☒ None

Number created by type including number of jobs.

Retail businesses created	Retail jobs created
Service businesses created	Service jobs created
Wholesale businesses created	Wholesale jobs created
Manufacturing businesses created	Manufacturing jobs created

b) Total number displaced. ☒ None

Number displaced by type and number of jobs.

Retail businesses displaced	Retail jobs displaced
Service businesses displaced	Service jobs displaced
Wholesale businesses displaced	Wholesale jobs displaced
Manufacturing businesses displaced	Manufacturing jobs displaced

6) Identify any special characteristics of the created or displaced businesses or their employees.

a) Number of created businesses by special characteristics ☒ None

Number of created businesses that will employ elderly
serve elderly
Number of created businesses that will employ disabled
serve disabled
Number of created businesses that will employ low income people
serve low income people
Number of created businesses that will employ a minority population
serve a minority

b) Number of displaced businesses by special characteristics ☒ None

Number of displaced businesses that will employ elderly
serve elderly
Number of displaced businesses that will employ disabled
serve disabled
Number of displaced businesses that will employ low income people
serve low income people
Number of displaced businesses that will employ a minority population
serve a minority

7) Is Special Relocation Assistance Needed?

☒ No

☐ Yes – Describe special relocation needs.

8) Describe the business relocation potential in the community.

   a) Total number of available business buildings in the community. N/A

   b) Number of available and comparable business buildings by location

      N/A

      Number of available and comparable business buildings within

         Number of available and comparable business buildings within

         Number of available and comparable business buildings within

   c) Number of available and comparable business buildings by type and price (Include business buildings in price ranges comparable to those being dislocated, if any.)

      Number of available and comparable single business buildings in the price range of

      Number of available and comparable single business buildings in the price range of

      Number of available and comparable single business buildings in the price range of

      Number of available and comparable multi- business buildings in the price range of

      Number of available and comparable multi-business buildings in the price range of

      Number of available and comparable multi- business buildings in the price range of

9) Identify all the sources of information used to obtain the data in item 8.

   ☐ WisDOT Real Estate
   ☐ Newspaper listing(s)
   ☐ Multiple Listing Service (MLS)
   ☐ Other - Identify:

10) Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24.
    N/A

11) Identify any difficulties for relocating a business displaced by the Proposed Action and describe any special services needed to remedy identified unusual conditions.
    N/A

12) Describe any additional measures which would be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected.
    N/A

13) Generally describe both the beneficial and adverse effects accruing to:

   a) The area's economic development potential or existing business area caused by the Proposed Action. Include any factors identified by business people that they feel are important or controversial.

      The Proposed Action is likely to support the existing and planned land uses along the US 53 corridor. The primary planned land use along US 53 is agricultural. Conversion of existing US 53 and local road intersections to overpasses and cul-de-sacs could reduce the likelihood of transportation dependent commercial land uses from locating along US 53 and competing with existing agricultural activities currently taking place in this area. The Proposed Action is consistent with planned land uses for the areas where such plans exist.

   b) The employment potential and existing employees in businesses affected by the proposal. Include, as appropriate, a discussion of effects accruing to minority populations or low-income populations.

The Proposed Action would benefit employees by providing a safer, more efficient transportation system for travel to/from their place of employment.

AGRICULTURAL IMPACT EVALUATION

Wisconsin Department of Transportation

DT2063 2003

Alternative	Length of Center line and termini this sheet is evaluating if different from Sheet 1.
System Alternative 1 - 26th Avenue to 30th Avenue (Barron County)	4.2 mi.

Preferred
Yes

Type of Land Acquired From Farm Operations	Type of Acquisition		Total Area Acquired
	Area Acquired In Fee Simple	Area Acquired By Easement	
Crop land and pasture	84.96 Acres	Acres	84.96 Acres
Woodland	11.22 Acres	Acres	11.22 Acres
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)	1.60 Acres	Acres	1.60 Acres
TOTAL	97.78 Acres	Acres	97.78 Acres

1. Indicate the number of farm operations from which land will be acquired.

   Total Number of Farm Operations from which land will be acquired [17]

   a) Number of Farm Operations from which 1 acre or less will be acquired. [5]

   b) Number of Farm Operations from which more than 1 acre but less than 5 acres will be acquired. [6]

   c) Number of Farm Operations from which more than 5 acres will be acquired. [6]

2. Identify and describe the effects to farm operations because of land lost due to the project.

   ☐ Does Not Apply

   Effects to farm operations would include strip acquisition of property near the existing at-grade intersections to accommodate interchange and grade-separated crossing footprints. Additional impacts from local road connections would also occur in some locations. In areas where more than five acres would be acquired, existing fields are of sufficient size that equipment would still be able to negotiate the remaining field area. Three of the farm operations would experince greater effects. Acquired acres would represent a small portion of the overall size of the farm affected in the majority of cases. See Appendix H, Agricultural Impact Notice.

3. Describe changes in access to farm operations caused by proposed action.

   ☐ Does Not Apply

   Changes in direct access to and across US 53 would occur resulting in some indirection for farm equipment travelling between fields. In addition, new local connections would be needed to provide access to one farm currently located along US 53.

4. Indicate whether a farm operation will be severed because of the project and describe the severance (include area of original farm and the size of any remnant parcels).

   ☐ Does Not Apply

   In one location, a 22-acre parcel would be divided from adjoining lands by a new local road to be built connecting 29 ¾ Avenue to 30th Avenue. The original size of the entire farm is 378 acres. The parcel to be split by the

roadway would still be farmable, and the level of traffic on the local road should be at a low enough volume that crossing the road with equipment would be feasible.

In a second location, a 6.5-acre parcel would be split off from a larger parcel in order to build a new local road connecting County V to 19th Avenue, at the location of the new interchange. The local road location was established in coordination with the property owner. The entire size of the farm is 295 acres.

5. Identify and describe effects generated by the acquisition or relocation of farm operation buildings, structures or improvements, e.g., barns, silos, stock watering ponds, irrigation wells, etc. As appropriate, address the location, type, condition and importance to the farm operation.

☐ Does Not Apply

The Proposed Action would acquire five buildings in one location, one of which is a residence. The acquisition of these structures would provide right of way for the construction of an interchange at County V/28th Avenue. The town assessor's records show only one residence and a pole shed on the property. The other buildings are not listed due to their present state of disrepair.

6. Describe effects caused by the elimination or relocation of a cattle/equipment pass or crossing. Attach plans, sketches, or other graphics as needed to clearly illustrate existing and proposed location of any cattle/equipment pass or crossing.

☐ Does Not Apply

☐ Replacement of an existing cattle/equipment pass or crossing is not planned. Explain.

☐ Cattle/equipment pass or crossing will be replaced.

☐ Replacement will occur at same location.

☒ Cattle/equipment pass or crossing will be relocated. Describe.

At one location, the existing agricultural crossing would be closed. The farmer would take a new local road connection to the interchange at County V/28th Avenue to reach the farm fields on the other side of the highway.

7. Describe the effects generated by the obliteration of the old roadway.

☐ Does Not Apply

The elimination of direct access to US 53 from the local road system would, in some cases, cause a farm operator to choose an alternate route to access farm fields where the farm operation is currently located on both sides of the existing US 53 corridor. However, implementation of the Proposed Action would enhance safe access to farm fields for this group as well. Farm equipment using the local road system to access fields would be able to safely cross US 53 at overpass locations without having to negotiate traffic using the US 53 facility. The majority of overpass locations within the Proposed Action are situated to provide the best feasible access to area farm operations for this purpose.

8. Identify and describe any proposed changes in the land use or secondary development that will affect farm operations and is related to the development of this project.

☐ Does Not Apply

Changes to land use as a result of implementation of the Proposed Action are anticipated to be minor because new traffic is not being generated by the Proposed Action. Changes in access at some locations could create shifts in traffic patterns on some county and local roads. Changes in travel patterns may slightly affect land use and development. It is not anticipated that current farm land would be in competition for these uses as a result of the Proposed Action. Eventually, commercial development could occur in the area surrounding the new interchange. Removal of direct access to the highway would discourage strip development along US 53.

9. Describe any other project-related effects identified by a farm operator or owner which may be adverse, beneficial or controversial.

☐ No effects indicated by farm operator or owner.

Access to farm lands from farm operations that are currently located on both sides of the US 53 corridor was identified as the major issue to be addressed by local farm operators. Farm operators were concerned that reduced access across US 53 would create more travel on local roads for farm equipment to access fields and result in more conflicts between farm equipment and vehicles on those roads.

One farm operator with land on both sides would use a new local road connection to cross at the interchange, which would result in one to two miles of indirection, compared to using the agricultural crossing. While inconvenient, this will ultimately provide a safer crossing.

10. Indicate whether minority population or low-income population farm owners, operators, or workers will be affected by the proposal. (Include migrant workers if appropriate.)

☒ No effects will accrue to farm owners, operators or workers from minority populations or low-income populations

☐ Yes – Discuss.

11. Describe measures to minimize adverse effects or enhance benefits.

Grade-separated crossings would be limited to those locations where the greatest benefit to local circualtion and access can be provided reducing the amount of land acquisition needed. Local connections, where needed, would follow existing property lines in order to limit the number of farm severances. Field access, to and across local connections would be provided to reduce the amount of indirection created for agricultural equipment.

WETLANDS IMPACT EVALUATION

Wisconsin Department of Transportation

DT2099 12/2005

Alternative	Preferred
System Alternative 1 - 26th Avenue to 30th Avenue (Barron County	☒ Yes ☐ No

Length of Center Line and Termini This Sheet is Evaluating

26th Avenue to 30th Avenue, a distance of approximately 4.2 miles

1) Describe proposed work in the wetland(s), e.g., excavation, fill, marsh disposal, other.

The Proposed Action would require work in wetlands in three areas. The work would involve excavation, placement of fill, installation of culverts, grading, and drainage work. Work would also include changes to base course, concrete/asphaltic pavements, and adjustments to utilities.
(See Exhibit 5, Preferred Alternative With Wetland Inventory)

2) Describe the location of wetland(s) affected by the proposal. Include wetland name(s), if available. (Use maps, sketches, or other graphic aids.)

There are two types of wetlands that would be affected by implementation of the Proposed Action:

S3K
Class "S" – Shrub/Scrub
Subclass "3" – Broad-leaved Deciduous
Hydrologic Modifier "K**"** – Wet-soil, Palustrine

And

E2H
Class "E" – Emergent
Subclass "2" – Narrow-leaved, Persistent
Hydrologic Modifier "H" – Standing water, Palustrine

The location of affected wetlands is as follows:

- A new overpass location at 26th Avenue/US 53 (E2H type wetland, non contiguous) – approximately 0.5 acre
- An interchange at County V/28th Avenue/US 53 (E2H type wetland, contiguous) – approximately 3.2 acres
- A local road connection from 29 ¾ Avenue to 19th Street (S3K type wetland, non contiguous) – approximately 0.6 acre

(See Exhibit 5, Preferred Alternative With Wisconsin Wetland Inventory)

These estimates of wetlands potentially affected are based on the Wisconsin Wetland Inventory maps, and wetlands verified in the field.

Three other types of wetlands are present near the US 53 Corridor: Northern Sedge Meadow, Northern Wet Forest, and Open Bog . These wetlands are not projected be altered with the Proposed Action. An in depth analysis of wetland types and impacts should be completed closer to design/construction.

3) This wetland is:

☒ Isolated from stream, lake or other surface water body.

☐ Not contiguous, but within 5-year floodplain.

☒ Contiguous (in contact) with a stream, lake, or other water body.

Some wetlands are contiguous, some are not. See 2), above.

Identify corresponding stream, lake, or other water body by name or town-range location: Bear Creek tributaries

NOTE: If wetland is contiguous or adjacent to a stream, complete form DT2097, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete form DT2071, Lake or Water Body Impact Evaluation.

4) List any observed or expected waterfowl and wildlife inhabiting or dependent upon the wetland. (List should include both permanent and seasonal residents).

Expected wildlife and waterfowl in wetland areas near the Proposed Action include: white-tailed deer, cottontail rabbits, ruffed grouse, pheasant, grey squirrel, fox squirrel, muskrat, beaver, mink, weasel, raccoon, skunk, fox, coyote, woodcock, wood duck, mallard, and blue-winged teal. In addition, songbirds, badger, and woodchuck may also be present.

5) Are there any known endangered or threatened species affected by the project?

☐ No

☒ Yes - Identify the species and indicate whether it is on Federal or State lists.
The WDNR has identified the following special concern, threatened and/or endangered species from state inventories that have the potential to be present within the project study area:

Species on the state of Wisconsin Department of Natural Resources endangered species list include the Bald Eagle, Le Conte's Sparrow (Special Concern) and Osprey, Red-shouldered Hawk, Yellow Rail (Threatened).

☐ Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.

Consultation would occur closer to design/construction to determine the presence of the species identified in item # 5 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.

☒ Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.

Consultation would occur with WDNR during the design/construction phase of the project to determine the presence of the above listed species and associated habitat. If species and/or critical habitat are identified within the project limits, the following mitigation measures have been recommended by WDNR:

Bald Eagle – A survey to determine areas of large aspen or white pine trees as these are nesting grounds. If a nest is found, avoid disturbances such as land clearing and tree removal within 330 feet of the nest year round. Avoid nest disturbances within 330-660 feet during the February to August breeding and nesting season.

Additional coordination with the US Fish and Wildlife Service to ensure compliance with the Federal Endangered Species Act and the Bald and Golden Eagle Protection Act should be completed closer to design/construction.

Le Conte's Sparrow – Threats to and issues affecting this species include:

- Succession of sedge meadows, wet meadows, and upland grasslands to shrub lands or woods, due to lack of fire to suppress woody growth
- Flooding of wet meadows
- Conversion of grassland and former sedge or grass wetlands to row crops or tree plantations
- Loss of grassland habitat due to development
- Disturbance of grassland nesting cover during the breeding season
- Invasion by woody plants or aggressive herbaceous species including cattails, yellow parsnip, crown vetch, leafy spurge, thistles, reed canary grass, and some goldenrods can degrade habitat quality of grasslands for this species.

The Le Conte's Sparrow was identified as a Species of Greatest Conservation Need in the Wisconsin Wildlife Action Plan (2005). Coordination with U.S. Fish and Wildlife Service should be completed closer to design/construction.

Osprey – Because Ospreys next directly over or near water, following the Wisconsin Storm Water Management Technical Standards handbook will protect streamside or lakeside habitat. Avoid disturbances such as timber-cutting and road-building within 660 feet of an active Osprey nest during the May – August nesting season.

Red-shouldered Hawk – Cutting should not isolate an active nest tree and disturbances (including road construction and logging) should be minimized within 300 feet of a nest from March through July. The Wisconsin Storn Water Management Technical Standards handbook should be followed especially pertaining to the provision of a buffer zone along riparian corridors.

Yellow Rail – The Yellow Rail is recognized as a Species of Greatest Conservation Need in the Wisconsin Wildlife Action Plan. Threats to and issues affecting this species that may be relevant to road construction include:

- Drainage of flooding (altered hydrology) of large northern sedge meadows
- Conversion of drained sedge meadows to other land uses
- Succession of preferred wetland habitats to shrub carr, due to lack of fire or other management to suppress woody growth
- Habitat fragmentation may also be an issue for this species
- Invasion by exotic species such as reed canary grass and purple loosestrife can degrade habitat quality

Surveys of sedge meadow habitat are needed to monitor the Yellow Rail and find additional breeding sites. It is also necessary to preserve and maintain the healthy conditions of large expanses of northern sedge meadows. This includes allowing the natural fluctuation of water levels in sedge meadow habitat, burning to control woody shrubs and prevent encroachment, and preserving hummocky areas within wetlands.

6) FHWA Wetland Policy

☐ Not Applicable - Explain

☐ Individual Wetland Finding Required - Summarize why there are no practicable alternatives to the use of the wetland.

☒ Statewide Wetland Finding. **NOTE: All must be checked for the Statewide Wetland Finding to apply.**

☒ Project is either a bridge replacement or other reconstruction within 0.3 mile of the existing location.

☒ The project requires the use of 7.4 acres or less of wetlands.

☒ The project has been coordinated with the DNR and there have been no significant concerns expressed over the proposed use of the wetlands.

7) Erosion control or storm water management measures, which will be used to protect the wetland, are shown on form (either or both):

☒ DT2080, Erosion Control Impact Evaluation

☒ DT2076, Storm water Impact Evaluation

☐ Neither form - Briefly describe measures to be used

8) Section 404 Permit

☐ Not Applicable - No fill to be placed in wetlands

☒ Applicable - Fill will be placed in wetlands.
Indicate area of wetlands filled 4.3 Acres

☐ Individual Section 404 Permit required

☒ General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404 Compliance. Indicate which GP or LOP required.

☒ Non-Reporting GP ☐ Provisional GP
☐ Provisional LOP ☐ Programmatic GP

9) Section 10 Waters. For navigable waters of the United States (Section 10) indicate which Nationwide Permit is required.

N/A

Indicate whether Pre-Construction Notification (PCN) to the U.S. Corps of Engineers(USACE) is:

☐ Required
☐ Submitted on (Date)

Status of PCN
USACE has made the following determination on (Date)

USACE is in the process of review, anticipated date of determination is: (Date)

10) Identify wetland type(s) that will be filled or converted to another use. Use the DOT Wetland Bank System. (See FDM Procedure 24-5-10, Figure 2.) If the National Wetlands Inventory (NWI) or Wisconsin Wetlands Inventory (WWI) are used to identify the types of wetlands, translate them to the DOT Wetland Bank System, wetland types.

a) Approximate areas of wetlands filled or converted by type.

Wetland Type	Area of Wetland Type	Acres	Hectares
RPE	26th Avenue, County V/28th Avenue	3.7	1.5
SS	29 3/4 Avenue	0.60	0.25

11) Wetland Mitigation
(NOTE: Avoidance and minimization mitigation are required.)

a) Wetland Avoidance

i) Describe methods used to avoid the use of wetlands, such as using a lower level of improvement or placing the roadway on new location, etc.

The Proposed Action uses existing local roadway alignments to determine the locations of overpass crossings and interchanges. The 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.

System Alternative 2 was not selected as the Preferred Alternative, in part due to the impacts on wetlands at the proposed location for an interchange. At 26th Avenue, WDNR recommended constructing the proposed overpass slightly north to avoid impacts on the contiguous wetland to the south of the intersection. The Preferred Alternative reflects this recommendation.

ii) Indicate the total area of wetlands avoided

Impacts to approximately 15 acres of wetlands were avoided by the decisions described above for placement of the interchange at County V/28th Avenue, and the overpass at 26th Avenue.

b) Minimize the amount of wetlands affected

i) Describe methods used to minimize the use of wetlands, such as a steepening of side slopes or use of retaining walls, equalizer pipes, upland disposal of hydric soils, etc.

Wetland impacts were minimized to the extent possible by using the minimum possible slopes for overpasses allowed by WisDOT design standards.

ii) Indicate the total area of wetlands saved through minimization

3 Acres

c) Compensation for unavoidable loss

Is compensation of unavoidable wetland loss required?

☒ Yes
☐ No. Explain.

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:

- The impacted wetland acreage by wetland type
- The plan for on-site restoration and anticipated compensation acreage
- The proposal for debiting the remaining compensation acreage to a WisDOT wetland mitigation bank site in accordance with provisions of the WisDOT Wetland Mitigation Banking Technical Guidelines.

d) Type and amount of compensation

☐ On-Site Replacement- Wetland replacement located in the general proximity of the project site within the same local watershed. These replacements are often contiguous to the project.

Wetland type of on-site replacement

To be determined closer to design/construction

Total area of on-site replacement
Acres

☒ Near-Site or Off-site Replacement - Replacement opportunity for wetland compensation within a 8.05 kilometers (5 mile) corridor centered over the highway alignment or a wetland replacement located away from the project site, generally outside the project's local watershed.

Wetland type of off-site replacement

To be determined closer to design/construction

Total area of off-site replacement

Acres

☐ No near or off-site replacement - Describe reasons no near or off-site opportunities were found.

☒ Wetland Mitigation Bank Site - A wetland compensation site containing wetland credit areas and wetland types from bank developed wetland restoration/creation projects or surplus areas from the wetland compensation projects of specific DOT facility development projects.

To be determined closer to design/construction

Indicate name or location of wetland mitigation bank site to be used for the replacement of unavoidable wetland loss.

Wetland type of bank-site replacement

Total area of bank-site replacement
Acres

Describe decision process used to determine the use of the bank-site and provide any coordination documentation with regulatory or resource agencies.

Wetlands would be delineated by WisDOT/WDNR 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:

- The impacted wetland acreage by wetland type
- The plan for on-site restoration and anticipated compensation acreage
- The proposal for debiting the remaining compensation acreage to a WisDOT wetland mitigation bank site in accordance with provisions of the WisDOT Wetland Mitigation Banking Technical Guidelines.

STREAMS AND FLOODPLAINS IMPACT EVALUATION

Wisconsin Department of Transportation

DT2097 2004

Alternative	Preferred
System Alternative 1 – 26th Avenue to 30th Avenue (Barron County)	☒ Yes ☐ No
Length of Project This Sheet is Evaluating: Approximately 4.2 miles	
1) Stream Name: Bear Creek	2) Stream Location: T.36N.-R.11.W Sections 7, 18, 19, and 30
3) Stream Type (Indicate Stream Class, if known): ☐ Unknown ☒ Warm water ☐ Trout-Class ☐ Wild and Scenic River	4) Size of Upstream Watershed Area: ☒ Permanent Flow (year-round) ☐ Temporary Flow (dry part of year)
5) Stream Characteristics: a) Substrate ☒ Sand ☒ Silt ☐ Clay ☒ Cobbles ☐ Other-describe:	
b) Average Water Depth: Approximately 2 feet (0.62 meters) at County SS	c) Vegetation in Stream: ☐ Absent ☐ Present - If known describe:
d) Identify Fish Species Present: Northern pike, walleye, perch, largemouth bass, bluegills, black crappies, rock bass, green sunfish, bullheads, white suckers, and a variety of minnows	e) If water quality data is available, include this information (e.g., DNR or local discharger might have such records).

6) Are there any known endangered or threatened species affected by the project?

☐ No

☒ Yes - Identify the species and indicate whether it is on Federal or State lists.

A review request with the Wisconsin Department of Natural Resources (WDNR) revealed no federally or state endangered species however, several threatened species could be directly affected by the Proposed Action. The WDNR notes that the Bald Eagle (Haliaeetus leucocephalus), Le Conte's Sparrow (Ammodramus leconteii), Osprey (Pandion haliaetus), Red-shouldered Hawk (Buteo lineatus), and Yellow Rail (Coturnicops noveboracensis) are all bird species known to exist in or near the US 53 Corridor. Banded Killifish (fundulus diaphanus), Least Darter (Etheostoma microperca), Ozark Minnow (Notropis numbilus), Pugnose Shiner (Notropis anogenus), and Weed Shiner (Notropis texanus) are fish species that are threatened or of special concern in or near the project.

United States Fish and Wildlife Service recognizes active bald eagles nests within the project area at two locations: north of the Village of Haugen and near the southern end of the study area.

The Wisconsin Department of Natural Resources and the U.S. Fish and Wildlife Service both note that an endangered and threatened species evaluation would likely be required at the time any improvements are implemented in the the future. In accordance with the Federal Highway Administration and the Endangered Species Act or 1973, a determination would be made in the closer to design/construction as to whether the selected project alternative may affect any federally listed or threatened endangered species.

☐ Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.

Consultation would occur closer to design/construction to determine the presence of the species identified in # 6 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.

☐ Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.

Consultation with WDNR would occur during both the design/construction phases of the project to avoid, minimize and mitigate effects to the listed species. If spawning habitat for the listed fish species occurs in the project area, time of year restrictions may be implemented to avoid effects to these species.

7) If bridge replacement, are migratory bird nests present?

☒ No

☐ Yes – Identify Bird Species present

Estimated number of nests is: N/A

8) Is a U.S. Fish & Wildlife Depredation Permit required to remove swallow nests?

☒ Not Applicable

☐ No - Describe mitigative measures.

☐ Yes

9) Describe land adjacent to stream. If wetland, give type.

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. These wetlands near the stream edge provide habitat for muskrats, nesting teal and wood ducks.

The Proposed Action does not include crossings of Bear Creek. However, three existing crossings of intermittent streams at County V/28th Avenue would be widened to accommodate the new interchange right-of-way just east of US 53, and two new crossings of intermittent streams would be built in the same vicinity as the existing crossings.

10) Identify upstream or downstream dischargers or receivers (if any) within 0.8 kilometers (1/2 mile) of the project site.

Little Bear Creek and an unnamed tributary.

11) Section 404 Permit

☐ Not Applicable - No fill to be placed in wetlands.

☒ Applicable - Fill will be placed in wetlands.
Indicate area of wetlands filled. 4.3 Acres (1.7 Hectares)

☐ Individual Section 404 Permit required

☒ General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404.
Indicate which GP or LOP is required.

☒ Non-Reporting GP ☐ Provisional GP
☐ Provisional LOP ☐ Programmatic GP

12) Section 10 Waters
For navigable waters of the United States (Section 10) indicate whether the U.S. Coast Guard has been notified?

☒ No

☐ Yes - Describe results of Notification.

Identify which Nationwide Section 10/404 Permit is required.

Indicate whether Pre-Construction Notification (PCN) to the U.S. Corps of Engineers(USACE) is:

☐ Required

☐ Submitted on (Date)

Status of PCN
USACE has made the following determination on (Date)

USACE is in the process of review, anticipated date of determination is: (Date)

13) Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment. (Note: U.S. Coast Guard must be notified when Section 10 waters are affected by a proposal.)

The Proposed Action includes acquiring right-of-way for interchange construction in the northwest quadrant of the County V/28th Avenue and US 53 intersection. The eventual construction of interchange ramps would occur adjacent to Bear Creek, with the construction of an overpass traversing US 53. The Proposed Action would occur adjacent to Bear Creek and would not cross the creek. Three existing crossings of intermittent streams would be widened and two new crossings of a tributary of Bear Creek would be constructed. Construction could include excavation and some fills, culverts, changes to subgrade, grade and drainage within wetland areas. Work would also include changes to base course, concrete/asphaltic pavements, and adjustment to utilities. The Proposed Action is located outside of the 100-year floodplain. Details of the design related to the crossings would be developed at a future time after further consultation with the Department of Natural Resources.

14) Discuss the effects of any backwater which would be created by the proposed action. Indicate whether the proposed activities would be consistent with NR 116, the National Flood Insurance Program, and Governor's Executive Order #73.

New construction would comply with the National Flood Insurance Program, NR 116 and Executive Order #73. New construction would be planned and constructed in such a way as to comply with local floodplain development plans. The Proposed Action is located within Zone X (areas determined to be outside 500-year floodplain).

15) Describe and provide the results of coordination with any floodplain zoning authority.

Flood Insurance Rate Maps (FIRM maps) provided by the Federal Emergency Management Agency were used in reference to the project area. The Proposed Action is outside the 100-year floodplain and within Zone X (areas determined to be outside 500-year floodplain).

16) Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?

☒ No impacts would occur.

☐ Significant interruption or termination of emergency vehicle service or a community's only evacuation route.

☐ Significant flooding with a potential for property loss and a hazard to life.

☐ Significant impacts on natural floodplain values such as flood storage, fish or wildlife habitat, open space, aesthetics, etc.

17) Discuss existing or planned floodplain use and briefly summarize the project's effects on that use.

No impacts to floodplains are expected to occur.

18) Discuss probable direct impacts to water quality within the floodplain, both during and after construction. Include the probable effects on plants, animals, and fish inhabiting or dependent upon the stream.

Impacts to water quality could occur during construction in the form of erosion from exposed grades and slopes. After establishment of permanent vegetation, the primary impact to water quality will come from storm water runoff from the pavement surface. Deicing agents used on the pavement surface could have an effect on the vegetation in the immediate vicinity of the pavement surface.

19) Describe proposed measures to minimize adverse effects or to enhance beneficial effects.

WisDOT, through TRANS 401 and Cooperative Agreement, would comply with the substantive permit requirements of Chapter 147 Wis. Stats. Wisconsin Pollutant Discharge Elimination System. Additionally, erosion control measures implemented during construction would conform to the standard specifications listed in WisDOT's Standard Specifications for Road and Bridge Construction and the Wisconsin Storm Water Management Technical Standards.

Some of the construction Best Management Practices (BMP's) could include silt fence, bale checks, temporary sediment basins, rock construction driveways, inlet protection, and dust abatement. Grass swales, vegetated filter strips, buffer zones, and detention basins incorporating infiltration could be incorporated as BMP's into the design of the project to manage storm water runoff and maintain/improve water quality on a permanent basis. Salt resistant plants and vegetation could be used near the roadway alignment for final turf establishment but caution should be used to ensure those plants are not invasive species.

Specific measures also are discussed in Erosion Control and Stormwater Management Factor Sheets.

20) Erosion control or storm water management measures which will be used to protect the stream are shown on form DT2080, Erosion Control Impact Evaluation and form DT2076, Stormwater Impact Evaluation.

☒ Yes

☐ No - Briefly describe measures to be used such as sheet piling, cofferdam, turbidity barrier, barges, construction blackout window, etc.

UPLAND HABITAT IMPACT EVALUATION

Wisconsin Department of Transportation

DT2098 2004

Alternative	Preferred
System Alternative 1 - 26th Avenue to 30th Avenue (Barron County)	☒ Yes ☐ No

Length of Center Line and Termini This Sheet is Evaluating

26th Avenue in Barron County to 30th Avenue at the Barron/Washburn County Line, a distance of approximately 4.2 miles

1) Give a brief description of the upland habitat area. Include prominent plant community(ies) at the project site (list vegetation with a brief description of each community type if more than one present).

   General agricultural is the dominate land cover within the project area. Broad-leaved deciduous forest, and grassland as well as mixed deciduous-coniferous forest are also present. To a lesser degree, small pockets of shrub wetland and barren land can be found. The forested cover types are made up of a variety of size classes: regeneration, sapling-pole, and saw timber) and structure (canopy, layers, ground vegetation, dead and downed material, and inclusions). Forest cover types associated with project area: Aspen, northern hardwoods, Oak, swamp hardwoods, white and red pine, and fir-spruce.

2) Identify and describe any observed or expected wildlife associations with the plant community(ies).

   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. Common types of wildlife include whitetail deer, wild turkeys, wolf, raccoon, squirrels, songbirds, waterfowl and raptors. In addition, migrating birds use habitat in the corridor for food, shelter, and resting stops during seasonal migration.

3) Identify the dominant plant community(ies) and estimate existing and proposed area of each dominant plant community to be altered.

   The project area is a mosaic of farmland, fencerows, farmsteads, old fields, herbaceous and shrubby rights-of-way, northernmesic and wet-mesic forest, grassland, and some forested wetlands.

4) Are there any known endangered or threatened species affected by the project?
   ☐ No
   ☒ Yes - Identify the species and indicate whether it is on Federal or State lists.

   A review request with the Wisconsin Department of Natural Resources (WDNR) revealed no federally or state endangered species however, several threatened species could be directly affected by the Proposed Action. The WDNR notes that the Bald Eagle (Haliaeetus leucocephalus), Le Conte's Sparrow (Ammodramus leconteii), Osprey (Pandion haliaetus), Red-shouldered Hawk (Buteo lineatus), and Yellow Rail (Coturnicops noveboracensis) are all bird species known to exist in or near the US 53 Corridor.

   United States Fish and Wildlife Service recognizes active bald eagles nests within the project area at two locations: north of the Village of Haugen and near the southern end of the study area.

   The Wisconsin Department of Natural Resources and the U.S. Fish and Wildlife Service 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 or 1973, a determination will be made closer to design/construction as to whether the selected project alternative may affect any federally listed or threatened endangered species.

   ☐ Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.

   Consultation would occur closer to design/construction to determine the presence of the species identified in # 4 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.

☐ Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.

Consultation with WDNR would occur during both the design/construction phases of the project to avoid, minimize and mitigate effects to the listed species. If spawning habitat for the listed fish species occurs in the project area, time of year restrictions may be implemented to avoid effects to these species.

5) Describe the nature of proposed work in the upland habitat area (e.g., grading, clearing, grubbing, etc.).

The Proposed Action would see the permanent conversion of small portions of upland habitat to transportation facilities. The Proposed Action includes the acquisition of right of way for local access roads, overpasses, and a freeway interchange. Much of this conversion would take place on general agricultural land, however, some right of way in wooded areas would also be acquired.

Changes in grade at overpasses will likely affect plant communities in those immediate areas, however, since the upland habitat communities in the study corridor are already highly fragmented, and because the US 53 highway corridor is already a four-lane, high-speed facility, the overall effect of the eventual implementation of the Proposed Action is expected to be minor.

6) Identify and describe any known wildlife or waterfowl use areas or movement corridors that would be severed or eliminated by the proposed action. Include a discussion of the proposed action's effects upon the areas or corridors.

Wildlife and waterfowl critical habitats and movement corridors were not identified in the project area through field reconnaissance and agency correspondence. Waterfowl habitat (wetlands) and upland wildlife habitat (forest patches and farmland) are, however, present throughout the length of the corridor, with no definable areas of particular concentration. The Proposed Action will 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.

7) Discuss other direct impacts on wildlife and estimate significance.

Direct impacts to wildlife in the form of habitat loss are expected to be minor. Habitat fragmentation effects are also anticipated to be minimal as most habitat areas are already fragmented or converted to cropland. The degree of habitat loss would be greater in those areas where new facilities such as local roadways, overpasses, or interchanges are proposed to be constructed.

No significant wildlife movement corridors have been identified in the project area, which could be affected by the Proposed Action or that could benefit from wildlife protection design treatments. Wildlife movement takes place throughout the study corridor, and will likely continue to do so once the Proposed Action is implemented. However, it should be recognized that transverse crossings of streams in the corridor will impact movement corridors for wildlife. This would include Bear Creek. This is also true for transverse crossings of wetlands. These areas are especially important to consider for amphibians and turtles. The Proposed Action has been designed to minimize impacts to wetlands, and care in design of the facilities will be important for the preservation of wildlife movement corridors.

8) Identify and discuss any probable secondary impacts which may be expected due to the project.

At this time there are five intersections with US 53 in the study area. At present, development could occur at these intersections if permitted under the land use authority granted to local governments in the area. The Proposed Action would reduce the number of intersections with US 53 from five to one. Four intersections are being altered so as to not give direct access to US 53. Development which might have located at these four intersections likely would not, as the Proposed Action is implemented. Any potential new development may locate near the new interchange planned for the County V/28th Avenue intersection. It is possible that further habitat loss may occur if the construction of an interchange at County V/28th Avenue spurs commercial or residential development in the immediate vicinity, but there is no reason to believe that the interchange itself would attract new development other than what might occur if the current intersections with US 53 remain as they are today. See the Indirect and Cumulative Effects Pre-screening Analysis, Appendix J.

9) Describe measures to minimize adverse effects or enhance beneficial effects.

The Proposed Action was designed and routed to avoid and minimize impacts to upland habitats wherever feasible. In the final design process as the improvements are implemented, right of way width for local roads and overpass and interchange designs may be optimized to minimize impacts to adjacent habitats.

Passive applications may benefit small animal movement across and through the corridor; these applications may include culverts and small underpasses adjacent to wetlands, lengthened stream crossing structures to ensure that stream bank is available for small animals to traverse the highway and local access roads, fine mesh fencing to direct animal movement to safe areas or to deflect crossings, and other deflection treatments such as tree planting to divert waterfowl flight paths away from collision zones.

EROSION CONTROL

DT2080 12/2005

Wisconsin Department of Transportation

Alternative	Preferred
System Alternative 1 - 26th Avenue to 30th Avenue (Barron County)	☒ Yes ☐ No

Length of Center Line and Termini This Sheet is Evaluating

Approximately 4.2 miles

1. Give a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length, percent slope and soil types.
   Existing and proposed slopes vary by road classification type, traffic volume and vertical height of the roadway.

   The proposed overpass and interchange would follow standard design criteria of 4:1 fill slopes within the clear zone and would be steepened beyond the clear zone as practical and permissible to minimize the effects on quality wetland, agricultural land, commercial and residential properties. Longitudinal slopes will vary from -6% to +6% dependant on local road locations. Overpass locations would be designed with the maximum longitudinal slopes permissible in order to minimize impacts to previously undistrubed sections of land, wetland and other natural resources.

2. Indicate all natural resources to be affected by the proposal that are sensitive to erosion, sedimentation, or waters of the state quality degradation and provide specific recommendations on the level of protection needed.

   ☐ No - There are no sensitive resources affected by the proposal.

   ☒ Yes - Sensitive resources exist in or adjacent to the area affected by the project.

   ☒ River/stream ☒ Wetland ☐ Lake ☐ Endangered species habitat
   ☐ Other – Describe

3. Are there circumstances requiring additional or special consideration?

   ☐ No additional or special circumstances are present.

   ☒ Yes - Additional or special circumstances exist. Indicate all that are present.

   ☐ Areas of groundwater discharge ☐ Areas of groundwater recharge (fractured bedrock, wetlands, streams)
   ☒ Long or steep cut or fill slopes ☒ Overland flow/runoff
   ☐ Other – Describe any unique or atypical erosion control measures to be used to manage additional or special circumstances.

4. Describe overall Erosion Control strategy to minimize adverse effects and/or enhance beneficial effects.

Standard WisDOT erosion control methods would be used during construction as per WisDOT Standard Specifications. Coordination with WDNR would also occur closer to the design and construction phases of these improvements in compliance with Trans 401 and the WisDOT/WDNR Cooperative agreement. Common erosion control measures would include but not be limited to: Silt fence would be used at the toe of fill slopes or silt screen where unavoidable wetland, stream or pond impacts would occur. The contractor's Erosion Control Implementation Plan (ECIP) would address individual concerns brought about during the design phase of the intended work.

Borrow sites or waste areas would follow practices as set forth in Trans 401, Wisconsin Administrative Code and the WISDOT/WDNR Cooperative Agreement. The contractor's ECIP for borrow sites and waste areas would cover erosion control. The ECIP would establish the schedule of implementation for temporary and permanent erosion control devices on the highway project and at the project borrow or waste sites. The ECIP would become part of the contract and would be submitted to WisDOT for approval and to WDNR for concurrence. Revegetation of the project site, including borrow pit sites and waste areas would be incorporated as a component of the project's erosion control plan, ECIP and construction contract. Revegetation and stabilization of cleared and graded areas shall be accomplished by using a combination of seed, mulch, erosion mat, or sod. Revegetation would occur as soon as practicable following the grading operations of the projects as they commence.

5. Erosion control measures reached consensus with the appropriate authorities as indicated below.

WDNR County Land Conservation Department Native American Tribe
Army Corp of Engineers

All Erosion Control measures (i.e., the Erosion Control Plan) shall be coordinated through the DOT-DNR liaison process and TRANS 401 except when Tribal lands of Native Americans are involved. Actual treatments to be used would be determined closer to design/construction. DNR's concurrence is not forthcoming without an Erosion Control Plan. In addition, TRANS 401 requires the contractor prepare an Erosion Control Implementation Plan (ECIP), which identifies timing and staging of the project's erosion control measures. The ECIP should be submitted to the WDNR and to WisDOT at least 14 days prior to the preconstruction conference (Trans 401.08(1)) and must be approved by WisDOT before implementation.

6. On Tribal lands, coordination for 402 (erosion) concerns are either to be coordinated with the tribe affected or with the U.S. Environmental Protection Agency (EPA). EPA or the Tribes have the 401 water quality responsibility on Trust lands. Describe how the Erosion Control/Storm Water Management plan can be compatible.

No Tribal lands are affected by the proposed improvements.

7. Identify the temporary and permanent erosion control measures to be utilized on the project. Consult the FDM Chapter 10 and the Products Acceptability List (PAL).

- ☒ Minimize the amount of land exposed at one time
- ☒ Temporary seeding
- ☒ Silt fence
- ☒ Ditch checks
- ☒ Erosion or turf reinforcement mat
- ☒ Ditch or slope sodding
- ☐ Soil stabilizer
- ☒ Inlet protection
- ☐ Turbidity barriers
- ☐ Temporary settling basin
- ☒ Mulching
- ☐ Detention basin
- ☒ Vegetative swales
- ☐ Pave haul roads
- ☐ Dust abatement
- ☒ Rip rap
- ☐ Buffer strips
- ☐ Dewatering – Describe method
- ☐ Silt screen
- ☐ Temporary diversion channel
- ☒ Permanent seeding
- ☒ Other - Describe Final treatments will be determined closer to design and construction.

STORMWATER IMPACT EVALUATION

Wisconsin Department of Transportation

DT2076 1/2007

Alternative	Length of Centerline and Termini This Sheet is Evaluating
System Alternative 1 – 26th Avenue to 30th Avenue (Barron County)	Approximately 4.2 miles

Surrounding land use and a discussion of adopted plans are described on DT2094, Environmental Evaluation of Facilities Development Actions.

1. Indicate whether the affected area may cause a discharge or will discharge to the waters of the state (Trans 401.03). Special consideration should be given to areas that are sensitive to water quality degradation. Provide specific recommendations on the level of protection needed.

   ☐ No water special natural resources are affected by the proposal.
   ☒ Yes – Water special natural resources exist in the project area.

   ☒ River/stream ☒ Wetland ☐ Lake ☐ Endangered species habitat
   ☐ Other - Describe

2. Indicate whether circumstances exist in the project vicinity that require additional or special consideration, such as an increase in peak flow, total suspended solids (TSS), or water volume.

   ☐ No additional or special circumstances are present.
   ☒ Yes - Additional or special circumstances exist. Indicate all that are present.

   ☐ Areas of groundwater discharge ☐ Areas of groundwater recharge ☐ Stream relocations
   ☐ Overland flow/runoff ☒ Long or steep cut or fill slopes ☐ High velocity flows
   ☐ Cold water stream ☐ Impaired waterway ☐ Large quantity flows
   ☒ Exceptional/outstanding resource waters ☐ Increased backwater
   ☐ Other – Describe any unique, innovative, or atypical stormwater management measures to be used to manage additional or special circumstances.

3. Describe the overall storm water management strategy to minimize adverse effects and enhance beneficial effects.

   Best management practices and standard WisDOT erosion control methods will be used during construction as per WisDOT standard specification for highway and structure construction. Coordination with WDNR would also occur closer to design/construction for compliance with Trans 401 and the WisDOT/WDNR Cooperative Agreement.

   Temporary and permanent erosion control methods may include but are not limited to:
   - Silt fence and/or silt screen at the toe of fill slopes to avoid accumulation in wetland or undisturbed areas.
   - Erosion mat for sheet flow conditions on long fill slopes adjacent to wetland areas.
   - Inlet protection measures at all crossing culvert and area drains as required.
   - Temporary ditch checks, erosion mat and rip rap would be used as appropriate for reducing particle transmission and sedimentation along swale drainage and ditches.
   - Permanent seed or sod would be used on finished topsoil surfaces.
   - 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 water quality reaching Bear Creek.

   Final determination of these measures would be made closer to design and construction.

4. Indicate how the stormwater management plan will be compatible with fulfilling Trans 401 requirements.

   - An Erosion Control Implementation Plan (ECIP) would be prepared by the contractor and approved by WisDOT. Prior to construction, WDNR would be given the opportunity to review the ECIP and comment.
   - Water quality certification from WDNR and applicable Army Corps of Engineer permits would be applied for as required for discharge and fill into US inland waters.

5. Identify the storm water management measures to be utilized on the project.

- ☒ Swale treatment (parallel to flow) Trans 401.106(10)
- ☐ Vegetated filter strips (perpendicular to flow)
- ☐ Distancing outfalls from waterway edge
- ☐ Constructed storm water wetlands
- ☐ In-line storm sewer treatment, such as catch basins, non-mechanical treatment systems
- ☒ Detention/retention basins - Trans 401.106(6)(3)
- ☐ Buffer areas - Trans 401.106(6) - Describe
- ☐ Infiltration - Trans 401.106(5)
- ☒ Other - Final treatments would be determined closer to design and construction.

6. Indicate whether any Drainage District may be affected by the project.

☒ No – There will be no effects to a recognized drainage district.
☐ Yes - Identify the affected drainage district.

Has initial coordination with drainage board been completed?

☐ No
☐ Yes - Discuss results.

Has initial coordination with Department of Agriculture, Trade and Consumer Protection (DATCP) been completed?

☐ No
☒ Yes - Discuss results.

DATCP was sent a letter describing the project scope and goals and were given the opportunity to comment on the project. An Agricultural Impact Notice (AIN) was submitted to DATCP for review. DATCP indicated that an Agricultural Impact Notice (AIS) would not be required at this time (See Appendix B5, DATCP Correspondence).

7. Indicate whether the project is within DOT's Phase I or Phase II storm water management area. (NOTE: See Procedure 20-30-1, Figure 1, Attachment A4 the Cooperative Agreement between the Wisconsin Departments of Transportation and Natural Resources. Contact Bureau of Equity and Environmental Services Stormwater Engineer or the Regional Environmental Coordinator for more details on the following areas.)

☒ No - The project is outside of WisDOT's stormwater management area.
☐ Yes - The project affects one of the following regulated by a WPDES storm water discharge permit issued by the DNR.

- ☐ WisDOT storm sewer system located within municipalities with populations > 100,000.
- ☐ WisDOT storm sewer system located within a notified owner of municipal separate storm sewer systems.
- ☐ Urbanized areas as defined by the U.S. Census Bureau, NR216.02(3).
- ☐ Municipal separate storm sewer systems serving > 10,000.

8. Has the affect of downstream properties been considered?

☐ No
☒ Yes – Coordination is in process.

9. Are there any property acquisitions for storm water management purposes?

☒ No - There are no property acquisitions acquired for stormwater management purposes.
☐ Yes - Complete the following.

- ☐ Safety measures, such as fencing, flooding, are <u>not</u> needed for potential conflicts with existing and expected surrounding land use.
- ☐ Safety measures are needed for potential conflicts with existing and expected surrounding land use. Describe proposed safety measures.

CONSTRUCTION STAGE SOUND QUALITY IMPACT EVALUATION

Wisconsin Department of Transportation
DT2074 12/2005

Alternative	Preferred
System Alternative 1 – 26th Avenue to 30th Avenue (Barron County)	☒ Yes ☐ No

Length of Center Line and Termini This Sheet is Evaluating
26th Avenue to 30th Avenue – a distance of approximately 4.2 miles

1) Identify and describe residences, schools, libraries, or other noise sensitive areas near the Proposed Action and which will be in use during construction of the Proposed Action. Include the number of persons potentially affected.

   Some residential homes and/or property owners may be affected by noise during construction. Those homes in close proximity to the proposed new or modified intersections could expect to be those most affected.

2) Describe the types of construction equipment to be used on the project. Discuss the expected severity of noise levels including the frequency and duration of any anticipated high noise levels.

   The noise generated by construction equipment will vary greatly, depending on equipment type/model/make, duration of operation and specific type of work effort. However, typical noise levels may occur in the 67 to 107 dBA range at a distance of 50 feet.

   Figure 1 shows typical noise levels for a variety of construction equipment. Adverse effects related to construction noise are anticipated to be of a localized, temporary, and transient nature.

3) Describe the construction stage noise abatement measures to minimize identified adverse noise effects.

   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 p.m. and 6 a.m. without the 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 condition, free from leaks and holes.

FIGURE 1, CONSTRUCTION EQUIPMENT SOUND LEVELS

The types of construction equipment that are likely to be used on the project along with the corresponding maximum level allowed by the USEPA in decibels (dBA) at 50 ft. (15.2 m) from specific machines are listed below. Data was estimated from Figure 2-36 of the Report to the President and Congress on Noise, prepared by USEPA, February, 1972.

Earthmoving	Approx. Max. dBA Allowed
Compactors (Rollers)	71 – 75
Front Loaders	74 – 86
Backhoes	72 – 94
Tractors	77 – 97
Scrapers, Graders	80 – 84
Pavers	86 – 89
Trucks	82 – 94

Materials Handling	Approx. Max. dBA Allowed
Concrete Mixers	75 – 88
Concrete Pumps	82 – 85
Cranes (Moveable)	75 – 88
Cranes (Derrick)	86 – 88

Stationary	Approx. Max. dBA Allowed
Pumps	68 – 72
Generators	72 – 83
Compressors	76 – 87

Impact Equipment	Approx. Max. dBA Allowed
Pneumatic Wrenches	82 – 88
Jack Hammers and Rock Drills	81 – 98
Impact Pile Drivers (Peaks)	93 – 106

Other	Approx. Max. dBA Allowed
Vibrator	68 – 82
Saws	72 – 83

TRAFFIC NOISE IMPACT EVALUATION

Wisconsin Department of Transportation

DT2092 2005

Alternative	Preferred
System Alternative 1 – 26th Avenue to 30th Avenue (Barron County)	☒ Yes ☐ No

Portion of Project This Sheet is Evaluating

26th Avenue to 30th Avenue, a distance of approximately 4.2 miles

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) %

3) Identify and describe the noise analysis technique or program used to identify existing and future sound levels. (See Exhibit 7 – Preferred Alternative With Noise Receptors). A receptor location map shall be included with this document.

Both existing and future noise levels were predicted through modeling.
Model used: FHWA Traffic Noise Model (TNM)
Version 2.5
Serial # 66074

4) Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic sound. (See Exhibit 6 – Preferred Alternative With Noise Receptors).

Sensitive receptors in the project study area include single family residences and a local business.

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.

The area covered by this noise evaluation is mostly rural in nature. The TNM model predicted that two existing receptors within the project corridor would approach and exceed the 67 dBA Noise Level criteria specified in TRANS 405, Wisconsin Administrative Code. Abatement for the receptors, which are located in a rural setting would not be feasible due to the low density of receptors and high cost of abatement.

The overall traffic levels used for this evaluation would occur with or without the Proposed Action.

See Appendix G for the local units of government Noise Notification Letter

			Sound Level L_{eq}[1] (dBA)			Impact Evaluation		
Receptor Location or Site Identification (See attached map)	Distance from C/L of Near Lane to Receptor in meter (m)	Number of Families or People Typical of this Receptor Site	Noise Abatement Criteria [2] (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[3] or No Impact
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
RCP 1	141.3	1	67	56	55	1	-11	N
RCP 3	58.5	1	67	62	60	2	-5	N
RCP 4	105.5	1	67	67	66	1	0	I
RCP 5	50.6	1	67	64	62	2	-3	N
RCP 6	82.9	1	67	70	68	2	3	I
RCP 7	43.3	0	72	68	65	3	-4	N

[1] Use whole numbers only.
[2] Insert the actual Noise Abatement Criteria from Wisconsin Administrative Code, Chapter Trans. 405.04, Table 1.
[3] 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.

HAZARDOUS SUBSTANCES OR UNDERGROUND STORAGE TANKS (USTs)

Wisconsin Department of Transportation
DT2079 10/2004

Alternative	Preferred
System Alternative 1 (Preferred Alternative)	☒ Yes ☐ No
Length of Center Line and Termini This Sheet is Evaluating	
Approximately 4.2 miles	

1) Briefly describe the results of the Phase 1 hazardous materials assessment for this alternative. Do not use property identifiers (owner name, address or business name).

An initial Phase I or Reconnaissance and Record Search was conducted on properties within 0.25 mile of the proposed US 53 right-of-way between 26th Avenue and 30th Avenue (Barron County). One property was evaluated as a hazardous material site with potential adverse environmental impact to the project. The evaluation included a site visit to identify readily apparent recognizable environmental concerns, review of Federal and State environmental record databases, review of historic topographic maps, and interviews conducted with regulatory personnel and persons knowledgeable of the project location to assess current and former operations.

2) Which contaminants are known or suspected to be affecting sites on this alternative?

☐ No	☒ Yes, how many sites 1	Petroleum
☐ No	☐ Yes, how many sites	Hazardous Waste
☐ No	☐ Yes, how many sites	Closed Landfill Sites
☐ No	☐ Yes, how many sites	Open Landfill Sites
☐ No	☒ Yes, how many sites 1	Farm/Agricultural/Other Dump Sites
	☐ Yes, how many sites	Other

3) How many sites require further investigation? 1

Were any sites not included in the Phase 1 assessment?

☒ No
☐ Yes, how many

Why were they not reviewed?

For the Preferred Alternative

4) Describe the results of any additional investigation (include number of sites investigated, level of investigation, and results for each site).

One site was identified as having the potential for environmental concerns within 0.25 mile 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.

5) Describe measures taken in selection of this alternative to avoid hazardous materials contamination for this project, for example: changes in location, changes in design, or relocation of utilities.

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 will need to be sampled and disposed of in accordance with applicable statutes and rules, and may be considered a solid or hazardous waste.

6) For areas where contamination cannot be avoided by the proposed alternative, describe the remediation measures to be incorporated into the design, (e.g., waste handling plan, remediation of contamination, design changes to minimize disturbances).

The district will work with all concerned parties to insure that the disposition of any petroleum contamination is resolved to the satisfaction of the Wisconsin DNR, WisDOT BEES, and FHWA before acquisition of any questionable site, and before advertising the project for letting. Nonpetroleum sites will be handled on a case-by-case basis with detailed documentation and coordination with FHWA as needed.

AESTHETICS IMPACT EVALUATION

Wisconsin Department of Transportation

DT2062 2003

Alternative	Length of Center line and termini this sheet is evaluating if different from Sheet 1.
System Alternative 1	
Preferred	4.2 mi.
Yes	

1. Identify the alternative discussed on this sheet if it is different from the Proposed Action addressed in item 1 of Basic Sheet 1 or is different from the "Preferred Alternative" identified in item 3 of Basic Sheet 2.

   Not Applicable.

2. Identify and briefly describe the visual character of the landscape. Include elements in the viewshed such as landforms, waterbodies, vegetation and human developments.

   The landscape in the project area comprises gently rolling agricultural land, some forested areas, and low-lying wetlands along stream banks. Other elements in the viewshed include scattered site housing, highway oriented commercial development concentrated near existing interchanges and medium to low density urban development near the Village of Haugen.

3. Indicate the visual quality of the viewshed and identify landscape elements which would be visually sensitive.

   The gently rolling farm land can provide aesthetically pleasing views for highway users. This landscape in the corridor provides long distance views of the surrounding countryside. The scattered commercial and residential development may be considered by some viewers to be less visually pleasing.

4. Identify the viewers who will have a view of the improved transportation facility and those with a view from the improved transportation facility. Indicate the relative numbers (low, medium, high) of each group.

   The viewers who would have a view of the improved transportation facility include local residents and farm operators and their employees. The number of viewers with views of the improved transportation facility is expected to be relatively low, due to the corridor's low population density, the location of the improvements adjacent to and within the existing right of way, and the nature of the Proposed Action.

   The number of system users with a view from the improved transportation facility is expected to be relatively high due to the number of through travelers in the area. Projected annual average daily traffic in the corridor is expected to reach 13,500 - 14,200 vehicles per day by the year 2040.

5. Indicate the relative time of day (morning, afternoon, evening, night) and the approximate amount of viewing time each viewer group would have each day.

   Most local residents and visiting travelers would expect to view the corridor much as they do currently. Those who reside or work near the corridor would have similar viewing times and conditions as they now enjoy, with few changes to the existing viewshed. Specific viewing times and days would continue to vary according to individual travel patterns.

   Viewing times would likely continue to range from seconds to hours, and would likely be measured in minutes or minutes per day. The majority of the viewing of the corridor would occur in the morning and afternoon, tapering off during the evening hours.

   Travelers on the corridor include local residents using the facility for commuting and other purposes, and those passing through the area from more distant locations, such as truckers and tourists. The majority of viewing for area residents would occur at peak travel periods (7:00 a.m.- 9:00 a.m. and 4:00 p.m.- 6:00 p.m.). Viewing time for this group would likely be measured in seconds to minutes per viewer per trip. The aesthetic experience of travel in the corridor for this group as well would remain essentially the same as at present.

6. Describe whether and how the project would affect the visual character of the landscape.

   The Proposed Action would have minimal effect overall on the existing landscape; the landscape would retain its character as an agricultural and wooded region. Changes in viewshed character would be minimal because US 53 is

currently a four-lane highway with limited access in some areas of the corridor. The highest potential for changes to the visual character of the corridor would occur at the grade separated crossings of US 53. New structures at County V/28th Avenue, 26th Avenue and 30th Avenue along with their approaches and associated roadway grade changes would be visible in the landscape.

7. Indicate the effects the project would have on the viewer groups.

   The effects of the Proposed Action on viewer groups would be minimal, with results similar to existing conditions. New overpasses and the proposed interchange at County V/28th Avenue would occupy a greater portion of the visual horizon for residents who reside near the structures. Facility users are expected to have views similar to those they currently experience in the corridor. The additional overpasses would the alter the existing viewshed of the road as drivers approach the structures, but the effect is anticipated to be similar to driving on other portions of US 53 that are already a freeway.

8. Identify and discuss reasonable mitigation measures to avoid or minimize adverse visual effects or enhance positive aesthetic effects of the project.

   The aesthetic character of the corridor is primarily rural. The conversion of US 53 to a freeway would promote the rural character of the area by limiting access. This could result in development clustering near the County V interchange instead of occurring near all the existing at-grade intersections. Access changes and access management techniques on US 53 could help promote and maintain rural landscapes better than at-grade intersections, which could allow for highway-dependent land uses to compete with rural land uses.

UNIQUE AREA IMPACT EVALUATION

Wisconsin Department of Transportation

DT2077 2004

Alternative	Length of Centerline and Termini This Sheet is Evaluating
System Alternative 1 - 26th Avenue to 30th Avenue	Approximately 4.2 miles

1) Property Name	2) Location
Ice Age Trail	County SS
3) Ownership or Administration	4) Use
Wisconsin Department of Natural Resources	Hiking

5) Type

☐ Public Park ☒ Recreational lands ☐ Wildlife Refuge ☐ Waterfowl Refuge ☐ Historic Site
☐ Other – Identify

6) Indicate how the land or improvements on the property were funded.

☒ No funds from any acts were used for this property.

☐ s.6(f) LAWCON (LWCF)

☐ Dingell-Johnson (D/J funds)

☐ Pittman-Robertson (P/R funds)

(Lands purchased with D/J or P/R funds are treated similarly to those using s.6(f) LAWCON funds.)

7) Do FHWA requirements for section 4(f) apply to the project's use of the unique property?

☐ No - Project is not federally funded

☐ No - Property is not on or eligible for the National Register of Historic Places.

☒ No - Other - Explain: Trail is not affected by the Proposed Action

☐ Yes - Indicate which of the Programmatic 4(f) Evaluation applies. Separate 4(f) evaluation attached or approved on _____.

☐ Historic Bridge ☐ Park minor involvement ☐ Historic site minor involvement
☐ Independent bikeway or walkway ☐ Great River Road

8) Describe the significance of the unique property. For historic and archeological sites, quote or summarize the statement of significance from the Determination of Eligibility. For national landmarks, natural or scientific areas, etc., state registry listing. For other unique areas, include or attach statements of significance of officials having jurisdiction.

This footpath will cover nearly 1,000 miles within Wisconsin after completion. A nine-mile segment 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. This trail is not affected by the Proposed Action.

9) Describe the proposed project's effects on this unique property.

a) Describe any effects on or uses of land from the property. "Use of land from" includes actual use (right of way acquisition, easements, etc.) or constructive use ("substantially impairs any of the site's vital functions"). For historic and archeological sites, give the results or status of Section 106 coordination. For other unique areas, include or attach statements from officials having jurisdiction over the property which discusses the project effects on the property. **(A map, sketch, plan, or other graphic which clearly illustrates use of the property and the project's use and effects on the property must be included.)**

The Proposed Action will not affect the Ice Age Trail (IAT), (See Appendix D, Recreation Trail Maps). 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-mail segment currently designated as Ice Age Trail, to close the gap in their trail system. NPS is open to the idea of shifting the IAT off the Tuscobia Trail if an alternate corridor can be found. A corridor north of the existing trail is under discussion. 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 IAT is determined. WisDOT has not committed to funding any improvements related to the relocation of the IAT.

b) Discuss the following alternatives and describe whether they are feasible and prudent.

i) Do nothing alternative.

N/A

ii) Improvement without using the 4(f) lands.

N/A

iii) Alternatives on new location.

N/A

10) Indicate which measures would minimize adverse effects or enhance beneficial effects.

☐ Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.

☐ Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.

☐ Restoration and landscaping of disturbed areas.

☐ Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property.

☐ Payment of the fair market value of the land and improvement taken or improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.

☐ Such additional or alternative mitigation measures as may be determined necessary based on consultation with officials having jurisdiction over the 4(f) property – Explain.

☐ Property is a historic property or an archeological site. The conditions or mitigation stipulations are listed or summarized below.

☒ Other – Describe.

No impacts from the Proposed Action are foreseen.

11) Briefly summarize the results of coordination with other agencies which were consulted about the project and its effects on the unique property. (For historic and archeological sites, include the signed Memorandum of Agreement and letter from the Advisory Council on Historic Preservation. For other unique areas, attach correspondence from officials having jurisdiction over the 4(f) land which illustrates concurrence with impacts and mitigation measures.)

(See Appendix B3, NPS Correspondence) for letter from the National Park Service.

(See Appendix I, Meeting Minutes) regarding specific discussion items regarding the Ice Age Trail on February 21, 2007.

UNIQUE AREA IMPACT EVALUATION

Wisconsin Department of Transportation

DT2077 2004

Alternative	Length of Centerline and Termini This Sheet is Evaluating
System Alternative 1 - 26th Avenue to 30th Avenue	Approximately 4.2 miles

1) Property Name	2) Location
Wild Rivers State Trail	30th Avenue
3) Ownership or Administration	4) Use
Wisconsin Department of Natural Resources	Mountain Bike, Pedestrian, Snowmobile, ATV

5) Type

☐ Public Park ☒ Recreational lands ☐ Wildlife Refuge ☐ Waterfowl Refuge ☐ Historic Site
☐ Other – Identify

6) Indicate how the land or improvements on the property were funded.

☒ No funds from any acts were used for this property.

☐ s.6(f) LAWCON (LWCF)

☐ Dingell-Johnson (D/J funds)

☐ Pittman-Robertson (P/R funds)

(Lands purchased with D/J or P/R funds are treated similarly to those using s.6(f) LAWCON funds.)

7) Do FHWA requirements for section 4(f) apply to the project's use of the unique property?

☐ No - Project is not federally funded

☐ No - Property is not on or eligible for the National Register of Historic Places.

☒ No - Other - Explain: Per FHWA, the trail property is designated as an active rail line and the Wild Rivers State Trail is considered a temporary recreational use

☐ Yes - Indicate which of the Programmatic 4(f) Evaluation applies. Separate 4(f) evaluation attached or approved on _____.

☐ Historic Bridge ☐ Park minor involvement ☐ Historic site minor involvement
☐ Independent bikeway or walkway ☐ Great River Road

8) Describe the significance of the unique property. For historic and archeological sites, quote or summarize the statement of significance from the Determination of Eligibility. For national landmarks, natural or scientific areas, etc., state registry listing. For other unique areas, include or attach statements of significance of officials having jurisdiction.

The Wild Rivers State Trail stretches 104 miles through three counties in northwest Wisconsin. The counties of Barron, Washburn and Douglas are responsible for maintaining and managing the trail. Formerly a railroad corridor, the Wild Rivers State Trail begins just south of Superior and stretches through Solon Springs, Gordon, Minong, Trego, Spooner, Haugen and ends in Rice Lake.

This multi-use trail is open year round and is used in a variety of ways including: bicycling, walking, running, cross country skiing and snowshoeing and is open to snowmobiles and ATV's. The Wild Rivers State Trail is near the Ice Age Trail and North County National Scenic Trail and connects to the Tuscobia State Trail, within the project area, just north of 25th Avenue.

9) Describe the proposed project's effects on this unique property.

a) Describe any effects on or uses of land from the property. "Use of land from" includes actual use (right of way acquisition, easements, etc.) or constructive use ("substantially impairs any of the site's vital functions"). For historic and archeological sites, give the results or status of Section 106 coordination. For other unique areas, include or attach statements from officials having jurisdiction over the property which discusses the project effects on the property. **(A map, sketch, plan, or other graphic which clearly illustrates use of the property and the project's use and effects on the property must be included.)**

The Proposed Action would include a grade separated crossing of the trail and US 53 at 30th Avenue. This would result in a net benefit for trail users over the existing at-grade intersection with 30th Avenue. The 30th Avenue overpass would be high enough to accommodate rail traffic, in the event that the trail is converted back to rail right of way some day.

During construction of the 30th Avenue overpass, some minor shifting of the trail may be needed to ensure the safety of riders. The proposed cul-de-sac on County SS would provide access to the Wild Rivers Trail parking lot and access to the lot would be maintained throughout the construction process (See Appendix D, Recreation Trail Maps).

b) Discuss the following alternatives and describe whether they are feasible and prudent.

i) Do nothing alternative.

The No Action alternative would leave the existing intersection in the same condition as it currently exists. The potential for conflicts between trail users and vehicles on 30th Avenue would remain the same as they are now.

ii) Improvement without using the 4(f) lands.

The proposed overpass would span the trail and therefore no lands would be used.

iii) Alternatives on new location.

10) Indicate which measures would minimize adverse effects or enhance beneficial effects.

☐ Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.

☐ Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.

☐ Restoration and landscaping of disturbed areas.

☐ Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property.

☐ Payment of the fair market value of the land and improvement taken or improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.

☐ Such additional or alternative mitigation measures as may be determined necessary based on consultation with officials having jurisdiction over the 4(f) property – Explain.

☐ Property is a historic property or an archeological site. The conditions or mitigation stipulations are listed or summarized below.

☒ Other – Describe.

The Proposed Action would be a net benefit as the 30th Avenue overpass would separate the trail from the traffic on 30th Avenue. The overpass would be high enough to accommodate rail traffic in the event that the trail is converted back to rail right of way some day.

11) Briefly summarize the results of coordination with other agencies which were consulted about the project and its effects on the unique property. (For historic and archeological sites, include the signed Memorandum of Agreement and letter from the Advisory Council on Historic Preservation. For other unique areas, attach correspondence from officials having jurisdiction over the 4(f) land which illustrates concurrence with impacts and mitigation measures.)

WDNR and WisDOT are in agreement on the treatment of the Wild Rivers State Trail (See Appendix B4, WDNR Correspondence which includes a response from June 2007 between WDNR and WisDOT about this, and other issues.

Per FHWA, the trail property is designated as an active rail line and the Wild Rivers State Trail is considered a temporary recreational use. (See Appendix B1, FHWA Correspondence) which includes an e-mail from FHWA with this determination.