

PROGRAMMATIC CATEGORICAL EXCLUSION


FOR STATE AND FEDERALLY FUNDED ACTIONS

Wisconsin Department of Transportation
Revised July 2015

WisDOT Design and Construction IDs 6220-00-02 (design) 6220-00-72 (construction)	Federal Project IDs (if available) N/A	Legal Description (Township, Range, Section) T22N, R13E, Sections 4,8,9,17,20	County Waupaca
Project Name Waupaca – Clintonville		Project Termini/ Location STH 110S to STH 54E/South Branch of Little Wolf River	
Name of Route or Facility to be Improved STH 22	Facility Classification Minor Arterial	Improvement Type Resurfacing (Overlay < 2.5 inches)	
Estimated Project Cost in Year of Expenditure \$ (include RW Cost) \$600,000		Funding Source(s) (check all that apply) <input checked="" type="checkbox"/> State <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Local	
23 CFR 771.117(d) Project Type Number and Text (see Table 1 below) 23 CFR 771.117(d)(13) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes)			
Section 4(f) <input checked="" type="checkbox"/> None <input type="checkbox"/> De Minimis <input type="checkbox"/> Bikeway/ Walkway <input type="checkbox"/> Minor Park/ Rec <input type="checkbox"/> Minor Historic <input type="checkbox"/> Net Benefit <input type="checkbox"/> Exception			
Right of Way Acquisition 0.0 Total Acres 0.0 Fee Simple Acres 0.0 Permanent Easement Acres 0.0 Temporary Easement Acres			
Number of Buildings Acquired <input checked="" type="checkbox"/> None Vacant Buildings Occupied Buildings			
Name of Individual/ Firm Preparing this Form Ryan P. Murphy, PE/Oneida Engineering Solutions		CE Preparation Date 02/26/2019	Project Start Date 12/20/2018

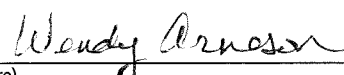
WisDOT Region Environmental Coordinator or Local Program Management Consultant

I certify that I meet the requirements for staff who review and recommend approval of Categorical Exclusion (CE) actions, specified in the FHWA – WisDOT CE Agreement. I further certify that I have reviewed this document, and agree with the determination that the proposed project and resultant impacts meet the definition of a CE as described in 23 CFR 771.117(a) & (b), and will not result in significant environmental impacts. I recommend this CE for approval.


 (Signature)
 Jon Motquin, Regional Environmental Coordinator
 (Print Name)
 2-28-19
 (Date)

WisDOT Region, Central Office, or Local Program Project Manager

I certify that I am familiar with this proposed project and its impacts and that the information contained in this document is accurate and can be relied upon for documentation decisions. I further certify that the mitigation measures and commitments proposed herein will be incorporated into the project plans and contract documents. I approve this CE.


 (Signature)
 Wendy Arneson, WisDOT Project Manager
 (Print Name)
 2/28/19
 (Date)

Section One: Introduction & Regulatory Requirements

1.1 Purpose and Eligibility

The FHWA – WisDOT Categorical Exclusion Programmatic Agreement (Agreement) allows WisDOT to make categorical exclusion (CE) determinations on FHWA's behalf for certain projects listed in 23 CFR 771.117(d) when the projects do not exceed the environmental impact criteria specified in the Agreement. The Programmatic Categorical Exclusion (PCE) is the acceptable form of documentation for these projects. While the PCE is based on the Agreement with FHWA, it may also be used to document certain projects that require only state and/or local funding and approvals.

The actions described in Table 1 are eligible for PCE consideration if (1) they meet the definitions of an action, (2) they do not include significant impacts, (3) they do not include unusual circumstances that warrant the preparation of an Environmental Report (ER), Environmental Assessment (EA), or Environmental Impact Statement (EIS), and (4) they do not exceed the environmental impact thresholds specified in the Agreement. Any project that does not meet these criteria or that has been determined to have substantial controversy based on environmental grounds is not eligible for PCE consideration.

A determination that this project satisfies the criteria for a PCE does not relieve the applicant of the requirement to comply with other laws and regulations including, but not limited to, Section 404 of the Clean Water Act, Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, and Section 4(f) of the US Department of Transportation Act. Coordination to comply with these other laws may require FHWA involvement. Furthermore, designation of this project as a PCE does not relieve the requirement for WisDOT to coordinate with WDNR under the Cooperative Agreement. Any correspondence or documentation used to comply with federal, state, or local laws or regulations should be maintained in the project file and provided with this checklist upon request.

23 CFR 771.117(d)(13) allows the actions described in 23 CFR 771.117(c)(26-28) to be processed as (d)-list actions if they do not meet the criteria in 23 CFR 771.117(e). An action that does not meet the criteria in paragraph (e) may be documented with a PCE *unless* it is disqualified by the environmental impact criteria of Section VII.A. of the Agreement, which are reflected on this PCE form. If an action fails to meet both sets of criteria, it must be documented with an ER, EA, or EIS, as applicable.

Table 1: Eligible Categorical Exclusion Project Types

<p>23 CFR 771.117(d)</p> <p>(1-3) Reserved</p> <p>(4) Transportation corridor fringe parking facilities.</p> <p>(5) Construction of new truck weigh stations or rest areas.</p> <p>(6) Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.</p> <p>(7) Approvals for changes in access control.</p> <p>(8) Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.</p> <p>(9) Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.</p> <p>(10) Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.</p> <p>(11) Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.</p> <p>[Note: 23 CFR 771.117(d)(12) "Acquisition for hardship or protective purposes" may not be processed with a PCE]</p> <p>(13) Actions described in paragraphs (c)(26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section.*</p> <p><i>*23 CFR 771.117(c)(26-28) appear below. If processing a project of this type with the PCE, use number (d)(13) and the appropriate CE type description where necessary.</i></p> <p>(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes).</p> <p>(27) Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting.</p> <p>(28) Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.</p>

1.2 Project is a Complete FHWA Action

Check all boxes that apply to the proposed project. To process your project with this checklist, you must be able to check all boxes.

23 CFR 771.111(f) In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated shall:

- ☒ (1) Connect logical termini and be of sufficient length to address environmental matters on a broad scope
- ☒ (2) Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made
- ☒ (3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements

1.3 Unusual Circumstances

Check all boxes that apply to the proposed project. If any boxes in this section are checked, evaluate the scope of the project and coordinate with FHWA regarding the completion of more detailed environmental documentation.

23 CFR 771.117(b) Any action which normally would be classified as a CE but could involve unusual circumstances will require the FHWA, in cooperation with the applicant, to conduct appropriate environmental studies to determine if the CE classification is proper. Such unusual circumstances include:

- ☐ (1) Significant environmental impacts
- ☐ (2) Substantial controversy on environmental grounds – project is ineligible for PCE
- ☐ (3) Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act
- ☐ (4) Inconsistencies with any federal, state, or local law, requirement or administrative determination relating to the environmental aspects of the action
- ☐ Other unusual circumstances not listed in FHWA regulations (describe below)
(In Wisconsin, auxiliary lane and capacity expansion projects that are proposed for processing with this checklist are examples of unique or unusual circumstances and will require consultation with FHWA before proceeding with the project.)

Describe any unique or unusual circumstances and subsequent coordination with FHWA:

N/A

1.4 Tribal Lands

For projects, regardless of project type, located partially or entirely on Tribal lands in trust, allotted, or reservation status, WisDOT Region and Local Program staff shall consult with WisDOT Central Office Environmental Staff prior to preparing PCE documentation. In certain cases, the involvement of Tribal land may warrant preparing higher level environmental documentation (e.g. ER instead of PCE) than what is normally required by the FHWA – WisDOT CE Agreement. WisDOT Central Office Environmental Staff will ensure adequate Tribal consultation by WisDOT and engage FHWA in consultation when necessary.

Describe any Tribal coordination:

The project is not located on any Tribal lands. Initial coordination letters describing the project limits and scope were sent to Native American Tribes on December 20, 2018. No responses to the initial coordination letters were received. Tribal correspondence is included as Attachment A.

1.5 Preparing the Programmatic Categorical Exclusion

Once eligibility has been determined for a project, the PCE and associated documentation can be assembled. Each PCE document must include the following:

- ✓ Project Map (with title, cardinal directions, legend, scale, and state locator)
 - Aerial photograph (preferred)
 - Project boundaries/limits
 - Identify any public lands, waterways, and water bodies within or adjacent to the project boundary
 - Identify existing and new conditions if the project includes additional right of way (ROW)
 - Additional maps as needed to demonstrate project eligibility
- ✓ Appendices
 - Studies
 - Reports
 - *De Minimis* or Programmatic Section 4(f) documentation

- Agency coordination/documentation
- ✓ Other documentation as necessary

Section Two: Description of the Project and Alternatives

2.1 Project Description

Provide a brief description of the proposed action. Include a discussion of the purpose and need (e.g. system linkage(s), transportation demand, legislation, social demands or economic development, modal interrelationships, safety, and roadway deficiencies as applicable).

Project Background

The proposed project extends approximately 2.4 miles along State Trunk Highway (STH) 22 between STH 110 Southbound (SB) and STH 54 East and STH 110 Northbound (NB)/South Branch of the Little Wolf River in the Town of Royalton, in Waupaca County. STH 22 is classified as a minor arterial, with an average annual daily traffic (AADT) volume of 4,220 vehicles per day. STH 22 is not an oversize/overweight truck route and is not part of the national highway system. STH 22 and STH 54 eastbound (EB) are designated long truck routes. A project location map is included as Attachment B.

Purpose and Need

The purpose of the project is to restore the ride quality of the existing pavement and extend its useful service life. The existing pavement was constructed in 2010. Pavement Condition Index (PCI) is used to measure the condition of the roadway. It is based on the type, extent, and severity of pavement distress, as well as the smoothness and ride comfort of the road. PCI is based on a numerical scale, with 0 being the worst and 100 the best. The PCI for STH 22 is 66.2, which is considered fair. Keeping the pavement in good condition using a right time resurfacing (thin mill and overlay) provides the best cost/benefit ratio for maintaining this type of roadway.

Description of Proposed Action

The proposed project would mill off approximately two inches of the existing asphaltic pavement and replace it with two inches of new asphaltic pavement. The gravel shoulders would be regraded as necessary to correct any substandard cross slopes. Endwalls would be retied or replaced at existing culvert locations as needed. No other grading or ground disturbing activities would be included with the proposed project. No right of way acquisition is anticipated. The project would be constructed under traffic using flagging operations. Preliminary Plans are included as Attachment C.

2.2 Improvement Type

Identify the number and text of the 23 CFR 771.117 (d)-List project type (see Table 1) and provide a brief description of how the project fits this CE.

23 CFR 771.117(d)(13) Actions described in (c)(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), that do not meet the constraints of paragraph e of this section.

The project fits the above categorical exclusion because the scope of the project is limited to modernizing the highway through resurfacing.

2.3 Alternatives

Provide a brief description of any alternatives considered for this project, if multiple alternatives were considered.

Alternatives considered for the roadway include:

No action

The pavement surface would continue to deteriorate. The continued deterioration of the pavement would minimize the life of the pavement structure and would likely result in the need for a more expensive fix sooner than anticipated. Although this option does not meet the project purpose and need, it has been carried forward as a baseline comparison.

Pavement resurfacing

This option would mill two inches of pavement off the roadway and replace it with two inches of new pavement. This is a cost effective solution to improve the surface and increase the lifespan of the pavement. This is the preferred alternative.

Pavement replacement

This option would replace the full pavement depth and provide any necessary improvements to the base course. While this solution would meet the identified needs, it is a high-cost solution that is not required at this time.

2.4 Agency/Local Unit of Government Coordination and Public Involvement

Provide a brief description of coordination conducted with agencies and local unit(s) of government. Describe any unresolved issues and how they will be resolved. Attach evidence of agency and local unit of government coordination as applicable.

An initial DNR/DOT Project Review Packet was sent to Wisconsin Department of Natural Resources (WDNR) on October 10, 2018. WDNR provided a response on October 19, 2018. WDNR noted that there are no known endangered resources or suitable habitat that might be impacted by the project. The response letter with WDNR's initial comments is included as Attachment D.

US Fish and Wildlife Service (USFWS) coordination was completed on February 12, 2018. A No Effect Determination for the northern long-eared bat (NLEB) under the final 4(d) rule for WisDOT projects was generated. Based on the scope of the project, it is anticipated that there will be no effects on the NLEB or other listed species. USFWS coordination is included as Attachment E.

An initial letter describing the proposed project was sent to local officials on January 10, 2019. No responses were received. A copy of the local official correspondence is included as Attachment F.

Provide a brief discussion of public involvement efforts. Describe any concerns expressed, how those concerns were resolved and how any unresolved concerns will be resolved.

An initial letter describing the proposed project was sent to property owners along the project corridor on January 21, 2019. No responses were received. A copy of the property owner correspondence is included as Attachment G.

Section Three: WisDOT Programmatic Categorical Exclusion Criteria

3.1 Right-of-Way Acquisition

Right of way (ROW) for the proposed action may be acquired by fee simple purchase, permanent or temporary easement, right of entry, gift, or other means.

Will additional ROW be acquired?

- ☒ No
☐ Yes

If yes, provide the number of ROW acres to be acquired below and identify the acquisition(s) on the project map.

- ☐ Fee simple purchase - acres
☐ Permanent easement - acres
☐ Temporary easement - acres
☐ Right of Entry - acres
☐ Gift - acres
☐ Other, additional description:

3.2 Displacement or Relocation

A project is ineligible to use the PCE if any displacements or relocations occur as a result of the project. Vacant buildings that are not significant historic resources may be acquired.

Does the project require any displacements?

- ☒ No
☐ Yes – project is ineligible for PCE unless building is vacant

3.3 Burial Sites

A project is ineligible to use the PCE if it adversely affects burial sites.

Does the project adversely affect a burial site?

- ☒ No burial sites are affected by proposed actions.
☐ Proposed actions occur within a burial site without adverse effects. Wisconsin Statute 157.70 burial authorization is required prior to commencing proposed project actions.
☐ Proposed actions adversely affect a burial site – project is ineligible for PCE

3.4 Historic Properties (cultural resources) [Note: For projects with no federal participation, complete this section. For projects with federal participation, skip this section and complete Section 4.5 of this form.]

The state register of historic places includes districts, sites, buildings, structures, and objects which are significant in national, state, or local history, architecture, archaeology, engineering, and culture. A project is ineligible to use the PCE if it will affect a property listed on the state register.

Does the project affect any historic properties on the state register?

- ☒ There is, or will be, federal participation in this proposed project and this section does not apply. Section 4.5 will be completed.
☐ WisDOT has determined the proposed action will not affect a property that is listed on the state register or on the list of locally designated historic places under Wisconsin Statutes 44.45.
☐ WisDOT has determined its proposed action will affect a historic property – project is ineligible for PCE.

3.5 Wetlands, Streams, Lakes and other Water Bodies

When a project results in placement of fill into a wetland, stream, lake, or other water of the United States below the ordinary high water mark (OHWM), a permit is required from the US Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act. The USACE may issue a General Permit if specific criteria are met.

Will fill be added to the waters of the United States, including below the OHWM?

- ☐ No
☒ Yes – temporary impacts are likely due to end wall repair/replacement

If yes, begin WDNR and USACE coordination and indicate type of permit under consideration for the action.

- ☒ General Permit
☐ Individual Permit – project is ineligible for PCE

If a Section 404 permit is required, include the WDNR letter with the specified Section 401 action and status of Section 401 Water Quality Certification in the appendix.

- ☐ Waived
☐ Section 401 Action pending final plan and/or erosion control plan
☐ Granted
☐ Granted with conditions – include a copy of the permit with the PCE
☐ Denied – project is ineligible for PCE

3.6 Agriculture

The Department of Agriculture, Trade and Consumer Protection (DATCP) should be notified of any project which may involve the acquisition of land from a farm operation (see FDM 20-45-35).

Do land acquisitions from farm operations require preparation of an Agricultural Impact Statement (AIS)?

- ☒ Does not apply – no acquisitions from farm operations

- ☐ No – DATCP has been notified of non-significant farmland acquisitions
- ☐ No – Form DT1999, Agricultural Impact Notice has been sent to DATCP and DATCP has determined an AIS WILL NOT be prepared.
- ☐ Yes – Form DT1999 has been sent to DATCP and DATCP has determined an AIS WILL be prepared – project is ineligible for PCE

3.7 Air Quality

Projects must be consistent with the State Implementation Plan (SIP) for air quality. This criterion is met for projects in counties designated as attainment for all criteria pollutants if the project is included in the State Transportation Improvement Program (STIP).

The project is in an area designated as attainment for all transportation related criterial air pollutants. The project is not subject to transportation conformity requirements. No further analysis is required.

Regional conformity is required for counties designated as nonattainment or maintenance for ozone or PM_{2.5}. If the project occurs in a nonattainment county, check the appropriate box and include appropriate documentation in the appendix (if needed).

- ☐ The project is included in the approved Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) endorsed by the region's Metropolitan Planning Organization (MPO). The TIP was determined to conform by the Federal Highway Administration and the Federal Transit Administration.

Provide RTP name, TIP name, MPO name and TIP number:

- ☒ The project is located outside of a Metropolitan Planning Organization's boundaries and has received conformity determination per the rural conformity section of the WisDOT/WDNR Memorandum of Agreement.

Provide conformity finding date(s):

- ☐ The project is exempt per 40 CFR 93.126 or is a traffic signal synchronization project under 40 CFR 93.128.
- ☐ The project has been determined to be Not Regionally Significant per 40 CFR 93.101.
- ☐ The project is non-conforming – project is ineligible for PCE

WisDOT and FHWA have also determined that the project types included in this Programmatic Categorical Exclusion agreement, as defined under 23 CFR 771.117(d), would not meet or exceed the criteria that would require a qualitative or quantitative hot-spot analysis for mobile source air toxics or fine particulate matter (PM_{2.5}). This determination must be made in consultation with FHWA for auxiliary lane construction and new or expanded bus and rail terminals and transfer points.

Is the proposed action an auxiliary lane or new or expanded bus/rail terminal or transfer point project?

- ☒ No
- ☐ Yes – Consultation with FHWA has resulted in a determination that the action IS NOT a project of local air quality concern
- ☐ Yes – Consultation with FHWA has resulted in a determination that the action IS a project of local air quality concern – project is ineligible for PCE

3.8 Noise

Is this a Type I project (see FDM 23-10-1.1) for noise, thus requiring a noise analysis?

- ☒ No – the project does not meet the Type I project criteria
- ☐ Yes – a noise analysis has been performed and no impacts have been identified (attach Factor Sheet D-3, Traffic Noise Evaluation)
- ☐ Yes – a noise analysis has been performed and impacts will occur – project is ineligible for PCE

Sections 107.8 (6) and 108.7.1 of the WisDOT Standard Specifications for Highway and Structure Construction provide standard specifications for construction noise including hours of operation and equipment requirements. Will any Special Provisions, not including changes to the hours of operation, be required for mitigating construction noise impacts?

- ☒ No
- ☐ Yes – project is ineligible for PCE

3.9 Contaminated Sites

Acquisition of contaminated sites with hazardous materials or waste is the responsibility of the acquiring agency.

Will properties with hazardous materials or wastes be acquired for this project? If yes, contact the regional environmental coordinator for guidance on how to proceed.

- ☒ No
☐ Yes

Will a utility or other infrastructure be installed in, or adjacent to a contaminated property?

- ☒ No
☐ Yes

Are there conflicts with project construction according to the Utility Accommodation Policy (UAP)?

- ☒ No
☐ Yes

If yes, describe how conflicts with the UAP be managed.

Will the project include rehabilitation, reconstruction, or replacement of an existing bridge structure?

- ☒ No
☐ Yes

Is asbestos present? If yes, include any required special provisions in the appendix.

- ☒ No
☐ Yes

Include any special provisions in the appendix to address contamination that may be encountered within the right of way during construction, e.g., contaminated soil disposal, installation of contaminant migration barriers, or management of contaminated groundwater during construction dewatering.

3.10 Threatened and Endangered Species

Threatened and endangered species and their critical habitat are protected by both state and federal laws. The Wisconsin Department of Natural Resources (WDNR) can provide information on these species. Include a copy of the WDNR coordination in the appendix. The United States Fish and Wildlife Service (USFWS) is responsible for federally listed threatened and endangered species. Include any coordination with USFWS in the appendix.

Will the project result in a determination of "may affect, likely to adversely affect" for any threatened or endangered species or critical habitat?

- ☒ No
☐ Yes – project is ineligible for PCE

Describe species considered and coordination with WDNR and USFWS:

WDNR noted that there are no known endangered resources or suitable habitat that might be impacted by the project in their initial review letter dated October 19, 2018. WDNR correspondence is included as Attachment D.

US Fish and Wildlife Service (USFWS) coordination was completed on February 12, 2018. A No Effect Determination for the northern long-eared bat (NLEB) under the final 4(d) rule for WisDOT projects was generated. Based on the scope of the project, it is anticipated that there will be no effects on the NLEB or other listed species. USFWS coordination is included as Attachment E.

3.11 Bald and Golden Eagle Protection Act (BGEPA)

The Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d) prohibits anyone, without a permit issued by the Secretary of the Interior, from "taking" bald eagles, including their parts, nests, or eggs. WisDOT will coordinate with WDNR to identify known eagle nesting areas near the project prior to commencing construction. More information can be found at <http://www.fws.gov/midwest/midwestbird/eaglepermits/bagepa.html>

Has eagle habitat and a nesting site(s) been identified in the project area?

- ☒ No
- ☐ Yes – Coordination with WDNR and USFWS has indicated their concurrence that the proposed project **WILL NOT** result in a take or disturbance of the habitat or nest(s)
- ☐ Yes – Coordination with WDNR and USFWS has indicated their concurrence that the proposed project **WILL** result in a take or disturbance of the habitat or nest(s) – project is ineligible for PCE

3.12 Access Control

Access controls are used to maintain traffic operations, facilitate orderly development, and promote safety along a highway system. Under the PCE, minor adjustments in access for individual parcels are acceptable, but may require additional consultation prior to proceeding with the PCE.

Does the project include any access modifications?

- ☒ No
- ☐ Yes – check all boxes that apply and provide a brief description of the access changes below. Attach an aerial photograph of the project clearly showing access modifications.
- ☐ Existing access will be changed through minor regrading or minor longitudinal shifts along the same alignment. The number of access points will not change.
 - ☐ Existing access points will be consolidated or relocated to a different road, but access to all parcels will be provided. Requires consultation with FHWA before proceeding with PCE if the project is federally-funded and the access modification is controversial (document below).
 - ☐ New access will be provided where none currently exists. Requires consultation with FHWA before proceeding with PCE if the project is federally-funded or with the REC, LPMC or EPDS liaison if the project is state-funded only (document below).
 - ☐ The access modification will occur on the Interstate Highway System – project is ineligible for PCE.
 - ☐ All access to a parcel will be removed and will not be replaced – project is ineligible for PCE.

Describe project access changes and required consultation:

N/A

3.13 Consistency with Existing Plans

Projects must be included in and consistent with the most recent version of Statewide Transportation Improvement Program (STIP), and the Transportation Improvement Program (TIP) if the project is located within the boundaries of one of Wisconsin's fourteen Metropolitan Planning Organizations (MPO). Projects must also be compatible with other plans approved at the region, county and local level.

Describe the applicable plans (e.g. State Transportation Improvement Program, Regional Transportation Plan, Transportation Improvement Program (TIP), local land use plan, bike/ walkway plan, etc.) for the area in which the action is proposed. Include the plan name, approval date(s), TIP number and other plan information as applicable. Identify whether or not the proposed action is consistent with the identified plan. If the proposed action is not consistent with an identified plan, the project is ineligible for PCE.

The project is part of WisDOT's Statewide Transportation Improvement Program (2018-2021), dated January 5, 2018.

3.14 Coastal Zone

The Coastal Zone Management Plan guides development in the counties that have coastline on Lake Michigan or Lake Superior. Consistency with the Coastal Zone Management Plan requires project coordination and agreement from WDNR.

Is the proposed action consistent with the goals of the Coastal Zone Management Program?

- ☒ Yes
- ☐ No – project is ineligible for PCE

3.15 Flood Plains

Projects that require work encroaching on a regulatory floodway or any work affecting the base floodplain (100-year flood) elevations of a water course or lake are ineligible to use the PCE.

Will the proposed action cause changes to the floodplain?

- ☒ No
☐ Yes – project is ineligible for PCE

3.16 Public Lands

Special protections exist for public lands, including, parks, fishing access areas, and wildlife management areas purchased or improved using federal funding sources under Section 6(f) of the Land and Water Conservation Act of 1965 (LAWCON or LWCF), Dingle/Johnson funds (Federal Aid in Fish Restoration Act), or Pittman/Robertson funds (Federal Aid in Wildlife Restoration Act). Special protections may also apply to other uniquely-funded lands such as those purchased under the Knowles-Nelson Stewardship Program, Wetland Reserve Program and the North American Wetlands Conservation Act. The Regional WDNR Liaison can determine if these funding sources were used to acquire the property. Projects that acquire property from Pittman/Robertson, Dingle/Johnson, LWCF or other uniquely-funded lands are not eligible for a PCE.

Will the project acquire any lands purchased or improved with LWCF, Dingle/Johnson, or Pittman/Robertson funds or other uniquely-funded lands?

- ☒ No
☐ Yes – project is ineligible for PCE

3.17 Groundwater, Wells, and Springs

Is there potential for the project to have an impact on groundwater (including dewatering), springs, or wells (including groundwater monitoring wells from remediation projects) located in the project area?

- ☒ No
☐ Yes – Contact the region environmental coordinator, local program management consultant, or EPDS liaison to determine if the level of impact results in the project being ineligible for PCE.

Description of impacts:

N/A

3.18 Environmental Justice

The President's Executive Order 12898 on Environmental Justice requires each Federal agency, to the greatest extent practicable and permitted by law, to achieve environmental justice as part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects or economic effects, of its programs, policies, and activities on minority populations and low-income populations.

Will this project result in a disproportionately high adverse effect to a low-income population or a minority population?

- ☒ No
☐ Yes – project is ineligible for PCE

Describe steps taken to identify minority and low-income populations:

N/A

Section Four: Federal-Aid Criteria

4.1 Federal-Aid Criteria

Projects that receive funding or require an approval from FHWA must meet additional federal-aid criteria. In certain circumstances, projects with no FHWA funding or approvals, may still need to meet selected criteria below depending on whether another federal agency is involved and the scope of its involvement.

Will the project require funding and/or an approval from FHWA?

- ☐ No – checklist is complete
☒ Yes – proceed with Section 4

4.2 Section 4(f)

Section 4(f) of the US DOT Act of 1966 protects significant historic sites, parks and recreation areas, and waterfowl and wildlife refuges. Section 4(f) prohibits the "use" of these resources by a transportation project unless there is no feasible and prudent avoidance alternative and the action includes all possible planning to minimize harm, or FHWA determines that the use will have a *de minimis* (minor) impact. Use of Section 4(f) property occurs when: (1) land is permanently incorporated into a transportation facility; (2) there is a temporary occupancy that is adverse; or (3) there is a constructive use of the Section 4(f) property. Projects may include a use of Section 4(f) property only if it is *de minimis* or meets the criteria of one of the Section 4(f) programmatic evaluations (except the Programmatic Evaluation for Historic Bridges).

Does this project result in a use of Section 4(f) property?

- ☒ No – Section 4(f) resources are not present in the project area.
- ☐ No – Section 4(f) resources are present, but the project does not result in use of Section 4(f) resources.
- ☐ No – a Section 4(f) exception applies (see 23 CFR 774.13). Provide a description of the exception below.
- ☐ Yes – type of Section 4(f) documentation is indicated below.

Description of Section 4(f) exception:

N/A

If a Section 4(f) use will occur, indicate the type of Section 4(f) evaluation or determination that applies. Include the Section 4(f) documentation in the appendix. The Section 4(f) evaluation or determination will require review and approval by FHWA prior to the WisDOT approval of the PCE. A draft of the PCE should be sent to FHWA as supporting documentation for their Section 4(f) review.

- ☐ *De Minimis* impact determination
- ☐ Programmatic for Independent Walkway and Bikeway Construction Projects
- ☐ Programmatic for Minor Involvement with Historic Sites
- ☐ Programmatic for Minor Involvement with Parks, Recreation Areas, and Waterfowl and Wildlife Refuges
- ☐ Programmatic for Net Benefits to a Section 4(f) Property
- ☐ An Individual Section 4(f) Evaluation is required – project is ineligible for PCE

4.3 FHWA Statewide Wetland Finding

The FHWA Statewide Wetland Finding applies to bridge replacement or highway reconstruction projects which meet the following standards:

- (1) on existing location (i.e. within 0.3 mi of the existing),
- (2) affect a total of less than 7.4 acres of wetlands, and
- (3) have been coordinated with WDNR and WDNR has expressed no significant concerns over the proposed use of the wetlands.

Does the project meet the above standards for FHWA Statewide Wetland Finding? If no, include the FHWA wetland finding in the appendix.

- ☐ Does Not Apply – no wetlands impacted
- ☒ Yes
- ☐ No – FHWA individual wetland finding required – project is ineligible for PCE

4.4 Farmland

The U.S. Farmland Protection Policy Act requires coordination with the U.S. Department of Agriculture – Natural Resources Conservation Service (NRCS) whenever a project receives a score 60 or more points in Part VI of form AD-1006, Farmland Conversion Impact Rating or form NRCS-CPA-106, Farmland Conversion Impact Rating for Corridor Type Projects. If additional coordination with NRCS and final completion of either form results in a score of more than 160 points, there is potential for adverse impacts to farmland

Does the completion of either NRCS form identified above result in a score greater than 160 points?

- ☒ Does not apply – the project does not impact farmland
- ☐ No
- ☐ Yes – project is ineligible for PCE

4.5 Historic Properties (cultural resources)

Historic properties (cultural resources) are any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places maintained by the National Park Service.

Does the project affect any historic properties?

- ☐ There are no historic properties in the area of potential effect (APE).
- ☒ A determination of "no potential to effect historic properties" or "no adverse effects to historic properties" has been reached. Documentation may include WisDOT form DT1635 or a "screening list" decision and commitments.

The project is on the Screening List for both archaeology and history. A copy of the Screening List is included as Attachment H.

- ☐ The proposed project will have adverse effects to historic properties – project is ineligible for PCE.

4.6 Wild and Scenic Rivers

Lands and waters of rivers designated as Wild and Scenic Rivers by the U.S. Government have special protections.

Does the project require construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the National System of Wild and Scenic Rivers published by the U.S. Department of the Interior/ U.S. Department of Agriculture?

- ☒ No
- ☐ Yes – project is ineligible for PCE

4.7 U.S. Coast Guard Permits

Under Section 9 of the Rivers and Harbors Act of 1899, the United States Coast Guard requires permits be obtained for bridge projects over navigable waters which are generally tributary to the Great Lakes or the Mississippi River. See Procedure 20-50-1.3 and 20-50-1.4 of the WisDOT Facilities Development Manual for a list of waters covered by Section 9.

Will the project require a permit from the United States Coast Guard (USCG)?

- ☒ No
- ☐ Yes – project is ineligible for PCE

Section Five: Environmental Commitments

List any environmental mitigation measures or commitments that will be incorporated into the project. Any items listed below must be incorporated into the project plans and contract documents. *Attach a copy of this page to the design study report (DSR) and the plans, specifications, and estimate (PS&E) submittal package.*

Environmental Factor	Commitment (If none, include 'No special or supplemental commitments required.')
General Economics	No special or supplemental commitments required.
Business	A pre-construction mailing will be sent to all property owners along the project corridor; the contractor, in coordination with the WisDOT Project Construction Engineer, will be responsible for ensuring this commitment is met. Maintain access during construction at the direction of the WisDOT Project Construction Engineer.
Agriculture	No special or supplemental commitments required.
Community or Residential	No special or supplemental commitments required.
Indirect Effects	No special or supplemental commitments required.
Cumulative Effects	No special or supplemental commitments required.
Environmental Justice	No special or supplemental commitments required.
Historic Resources	No special or supplemental commitments required.
Archaeological/Burial Sites	No special or supplemental commitments required.
Tribal Coordination/Consultation	No special or supplemental commitments required.
Section 4(f) and 6(f) or Other Unique Areas	No special or supplemental commitments required.
Aesthetics	No special or supplemental commitments required.
Wetlands	<p>Work to replace or repair culvert endwalls in wetland areas will be done with minimal ground disturbance. Best management practices (BMPs) will be put in place prior to any work in the wetland areas. Any sediment removed during culvert endwall repair work will be disposed of in an upland area. The WisDOT Project Construction Engineer will be responsible for ensuring this commitment is met.</p> <p>Wetland areas as indicated on the plans shall not be used for borrow or waste disposal, or the staging of personnel, equipment, and/or supplies. The WisDOT Project Construction Engineer will be responsible for ensuring this commitment is met.</p>
Rivers, Streams and Floodplains	No special or supplemental commitments required.
Lakes or other Open Water	No special or supplemental commitments required.
Groundwater, Wells and Springs	No special or supplemental commitments required.
Upland Wildlife and Habitat	No special or supplemental commitments required.
Coastal Zones	No special or supplemental commitments required.
Threatened and Endangered Species	No special or supplemental commitments required.

Air Quality	No special or supplemental commitments required.
Construction Stage Sound Quality	Standard specifications 107.8(6) and 108.7.1 will apply. The WisDOT Project Construction Engineer will be responsible for ensuring this commitment is met.
Traffic Noise	No special or supplemental commitments required.
Hazardous Substances or Contamination	No special or supplemental commitments required.
Storm Water	No special or supplemental commitments required.
Erosion Control	Erosion Control Implementation Plan (ECIP) will be submitted to WDNR and WisDOT at least 14 days prior to construction. The WisDOT Project Engineer will be responsible for ensuring this commitment is met.
Other	

Attachments:

Attachment A – Native American Correspondence
Attachment B – Project Location Map
Attachment C – Preliminary Plans
Attachment D – WNDR Correspondence
Attachment E – US Fish and Wildlife Service Coordination
Attachment F – Local Official Correspondence
Attachment G – Property Owner Correspondence
Attachment H – Section 106 Screening List

Attachment A

Native American Correspondence



Division of Transportation
System Development
North Central Region
1681 Second Ave. South
Wisconsin Rapids, WI 54495

Scott Walker, Governor
Dave Ross, Secretary
www.dot.wisconsin.gov

Telephone: 715-421-8300
Toll Free: 800-238-5575
Facsimile (FAX): 715-423-0334
Email: ncr.dtsd@dot.state.wi.us

December 20, 2018

«First_Name» «Last_Name»
«Company»
«Office_Building»
«Address_1»
«Address_2»
«City», «State» «Postal_Code»

Re: Notice of federal undertaking and request for comments under 36 CFR 800
WIS 22
Waupaca – Clintonville
WIS 110 South to WIS 54 East/Waupaca River Bridge
Waupaca County

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Highway Administration, is considering an undertaking located along State Highway (WIS) 22 between WIS 110 South and WIS 54 East/Waupaca River Bridge in the Town of Royalton, Waupaca County. The existing 2-lane rural roadway will be resurfaced with a 2-inch mill and overlay. Two inches of pavement will be removed; and two inches of new asphaltic pavement will be placed. Construction is scheduled to begin in summer 2020.

Your tribe has requested to be notified of undertakings in this area of Wisconsin. Attached is information regarding the proposed undertaking to assist you in providing comments regarding the determination of the area of potential effect (APE) and potential impacts to historic properties and/or burial sites.

WisDOT would be pleased to receive any comments your tribe wishes to share regarding the determination of the APE or potential impacts to historic properties and/or burials in this undertaking. Also, other environmental studies may be conducted to include endangered species surveys, contaminated material investigations, soil testing and right-of-way surveys. Results of these studies will assist the engineers in the design to avoid, minimize or mitigate the proposed project's effect upon cultural and natural resources. To ensure your comments are considered during this early phase of project development, WisDOT requests a response within 30 days of receipt of this letter.

If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please contact the WisDOT project manager, Wendy Arneson at (715) 421-7391 or Wendy.arneson@dot.wi.gov.

Sincerely,

Wendy Arneson

Wendy Arneson, P.E.
WisDOT Project Manager

CC: Jon Motquin, NC Region Environmental Coordinator
Sandy Stankevich, NC Region Tribal Liaison
bees.cr@dot.wi.gov

Attachments: Project Location Map

Distribution List

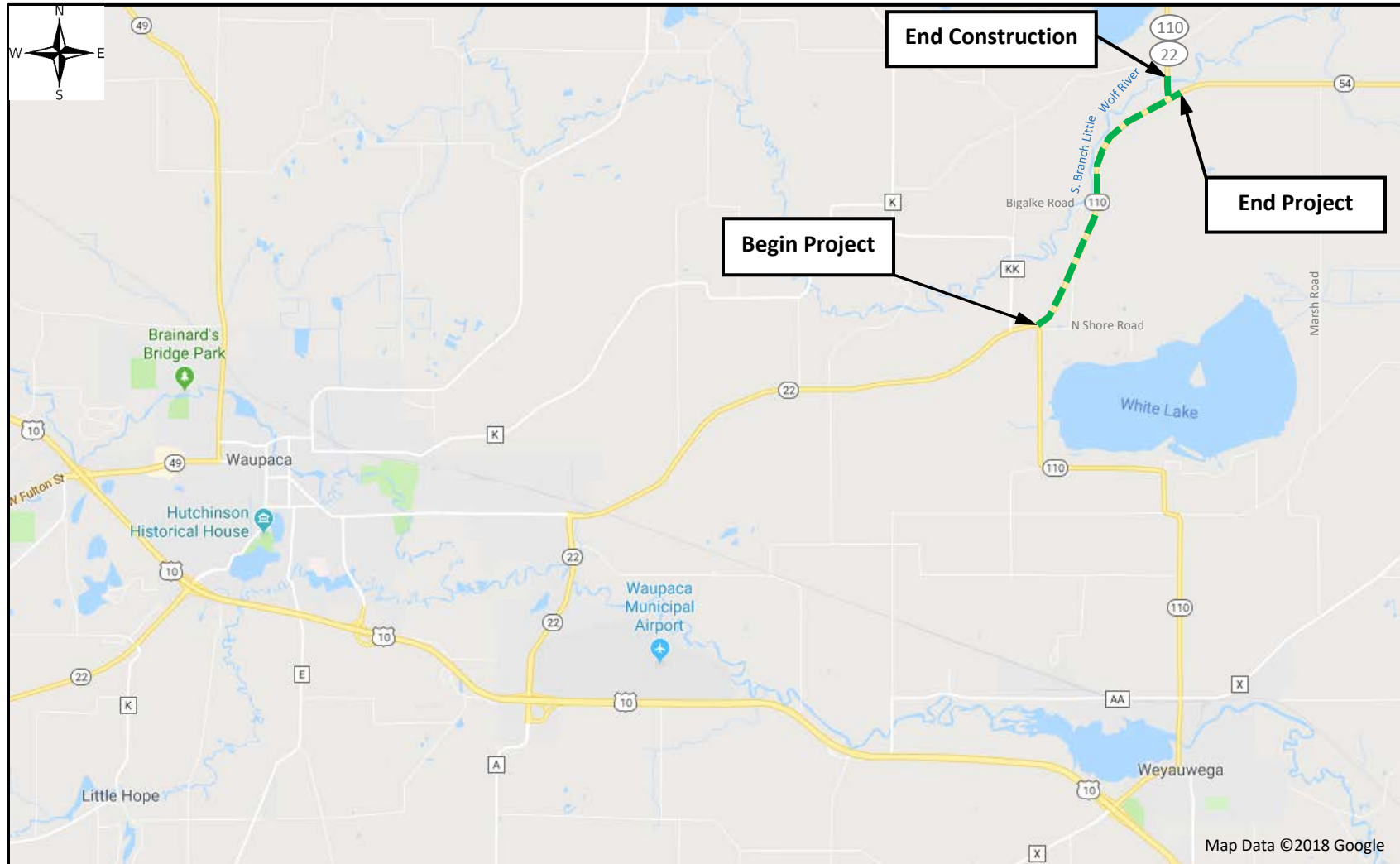
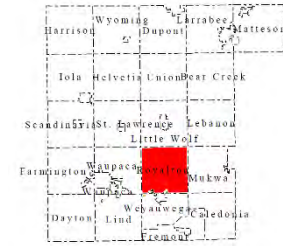
Company	Title	First Name	Last Name	Credentials	Email	Phone Number	Office Building	Address 1	Address 2	City	State	Postal Code
Bad River Band of Lake Superior Chippewa Indians of Wisconsin	Ms.	Edith	Leoso	THPO	thpo@badriver-nsn.gov	(715) 682-7123 Ext. 1662		P.O. Box 39		Odanah	WI	54861
Forest County Potawatomi Community of Wisconsin	Mr.	Michael	LaRonge	THPO	michael.laronge@fcpotawatomi-nsn.gov	(715) 478-7354	Tribal Office	5320 Wensaut Lane, P.O. Box 340		Crandon	WI	54520
Fond du Lac Band of Lake Superior Chippewa		Jill	Hoppe	THPO	JillHoppe@fdlrez.com	(218) 878-7129		1720 Big Lake Road		Cloquet	MN	55720
Ho-Chunk Nation	Mr.	William	Quackenbush	THPO	bill.quackenbush@ho-chunk.com	(715) 284-7181	Executive Offices	P.O. Box 667		Black River Falls	WI	54615
Lac Courte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin	Mr.	Brian	Bisonette	THPO	'bbisonette@lco-nsn.gov'	(715) 634-8934	Tribal Office	13394 West Trepania Road		Hayward	WI	54843
Lac du Flambeau Band of Lake Superior Chippewa Indians of Wisconsin	Ms.	Melinda	Young	THPO	mjyoung@ldftribe.com	(715) 588-4380	Tribal Historic Preservation Office	838 Whitefeather Street, P.O. Box 67		Lac du Flambeau	WI	54538
Lac Vieux Desert Band of Lake Superior Chippewa Indians	Ms.	Daisy	McGeshick	THPO	daisy.mcgeshick@lvdtribal.com	(906) 358-0137	Ketegitigaanig Ojibwe Nation	P.O. Box 249		Watersmeet	MI	49969
Prairie Band Potawatomi Nation	Ms.	Hattie	Mitchell	THPO				16281 Q Road		Mayetta	KS	66509
Prairie Island Indian Community	Mr.	Noah	White	THPO	noah.white@piic.org	(651) 385-4175		5636 Sturgeon Lake Road		Welch	MN	55089
Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Mr.	Marvin	DeFoe	THPO	marvin.defoe@redcliff-nsn.gov	(715) 779-3700 Ext. 4244	Red Cliff Band of Lake Superior Chippewa Indians	88385 Pike Road, Highway 13		Bayfield	WI	54814
Sac and Fox Nation of Missouri in Kansas and Nebraska	Mr.	Gary	Bahr					305 North Main		Reserve	KS	66434
Sac and Fox Nation of Oklahoma	Ms.	Sandra	Massey	Historic Preservation Officer	smassey@sacandfoxnation-nsn.gov	(918) 968-3526 Ext. 1070		920883 S Hwy 99 Bldg A, RR 2, Box 246		Stroud	OK	74079
Sac and Fox of the Mississippi in Iowa	Mr.	Jonathan	Buffalo	NAGPRA Representative		(641) 484-3185		349 Meskwaki Road		Tama	IA	52339
Sokaogon Chippewa Community Mole Lake Band	Mr.	Adam	VanZile	THPO	adam.vanzile@scc-nsn.gov	(715) 478-6435		3051 Sand Lake Road		Crandon	WI	54520
St. Croix Band Chippewa Indians of Wisconsin	Ms.	Wanda	McFaggen	THPO	thpo@stcroixtribalcenter.com	(715) 349-2195 Ext. 5238	Tribal Historic Preservation Office	24663 Angeline Avenue		Webster	WI	54893

Attachment B

Project Location Map



Project ID 6220-00-02
WIS 22
Waupaca – Clintonville
WIS 110 South to S Br Little Wolf
Waupaca County



PROJECT LOCATION

Attachment C

Preliminary Plans

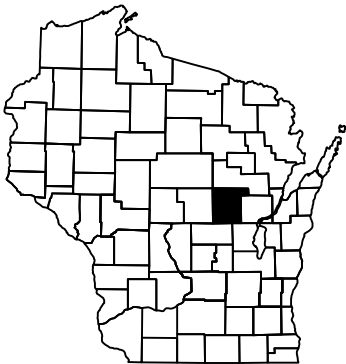
PROJECT ID: 6220-00-72
WITH: N/A

COUNTY: WAUPACA

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plat
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS =



DESIGN DESIGNATION

A.A.D.T.	2020	=	4,400 - 5,900
A.A.D.T.	2040	=	5,600 - 7,300
D.H.V.		=	
D.D.		=	
T.		=	20.1%
DESIGN SPEED		=	60 MPH
ESALS		=	

CONVENTIONAL SYMBOLS

PLAN

CORPORATE LIMITS	
PROPERTY LINE	
LOT LINE	
LIMITED HIGHWAY EASEMENT	
EXISTING RIGHT OF WAY	
PROPOSED OR NEW R/W LINE	
SLOPE INTERCEPT	
REFERENCE LINE	
EXISTING CULVERT	
PROPOSED CULVERT (Box or Pipe)	
COMBUSTIBLE FLUIDS	
MARSH AREA	
WOODED OR SHRUB AREA	

PROFILE

GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

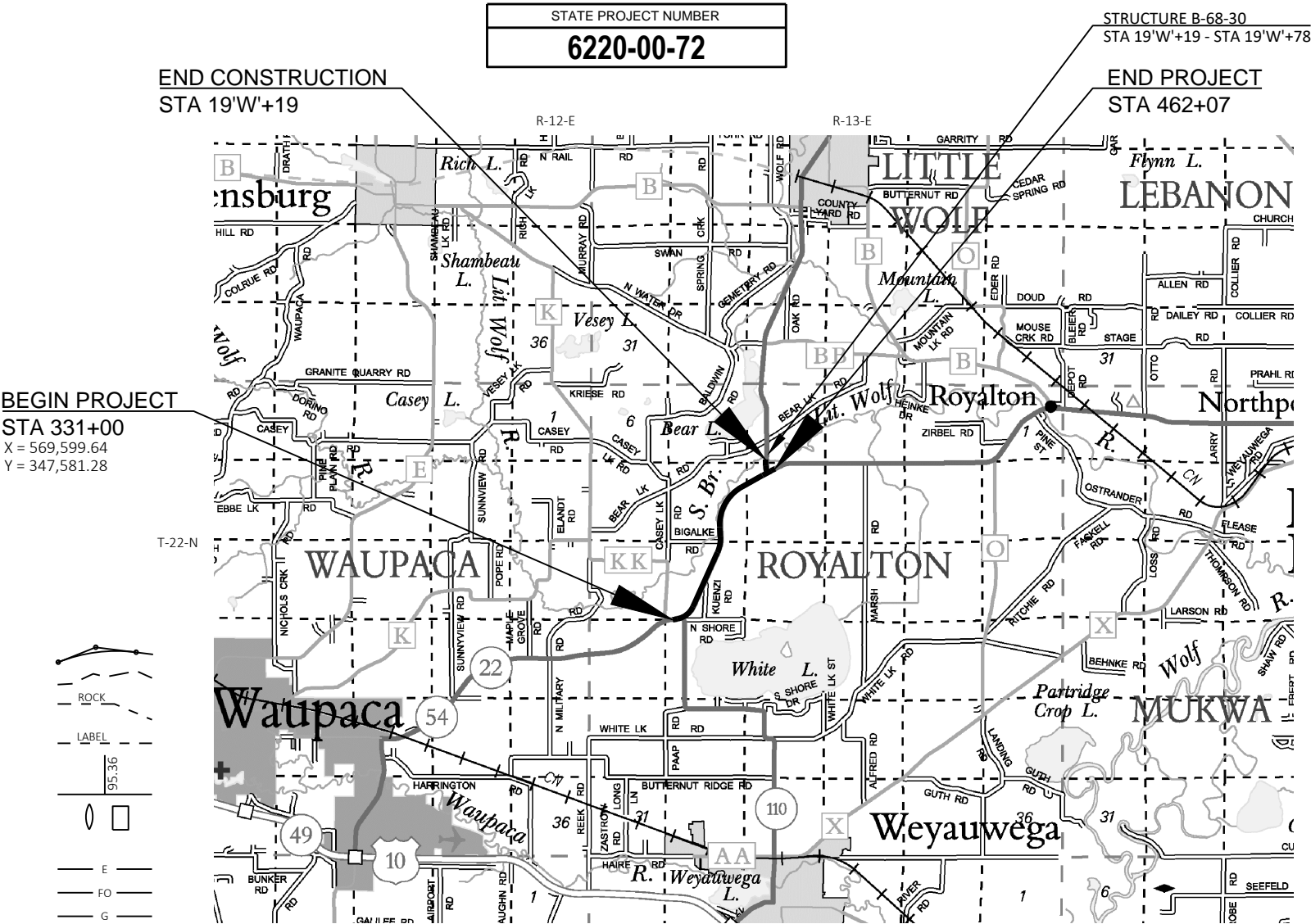
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

WAUPACA - CLINTONVILLE

STH 110S-STH 54E/S BR LITTLE WOLF

STH 22
WAUPACA COUNTY



LAYOUT
SCALE 0 2 MI
TOTAL NET LENGTH OF CENTERLINE = 2.424

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, WAUPACA COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. ELEVATION SHOWN ON THIS PLAN ARE REFERENCE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD (1991).

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6220-00-72		

ORIGINAL PLANS PREPARED BY:



DATE: _____ (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	OES
Designer	OES
Project Manager	GEORGE FECHHELM
Regional Examiner	NC REGION
Regional Supervisor	MICHAEL KRETSCHMER

APPROVED FOR THE DEPARTMENT
DATE: _____ (Signature)

GENERAL NOTES:

HMA PAVEMENT OVERLAY WILL BE PLACED IN ONE 2" LAYER.

IN AREAS OF REMOVING DISTRESSED PAVEMENT MILLING, PAVE THE LOWER 2.5"-3" LAYER IN ONE LIFT, THEN PLACE THE FINAL 2" SURFACE LAYER.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING OR PARKING LANE.

THE RATE OF APPLICATION FOR TACK COAT IS 0.050 TO 0.070 GALLONS PER SQUARE YARD OR AS DIRECTED BY THE ENGINEER.

PAVING LIMITS AT INTERSECTIONS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE EXACT LOCATIONS AND LIMITS OF PRIVATE ENTRANCES AND FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

EXISTING SHOULDER AGGREGATE SHALL BE INCORPORATED INTO THE NEW SHOULDERS UNLESS OTHERWISE DIRECTED BY THE ENGINEER IN THE FIELD.

THE LOCATION OF STOP LINES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, ALL SIGNS RELATING TO THIS OPERATION SHALL BE COVERED OR REMOVED AND FACILITY RESTORED TO NORMAL OPERATIONS.

EROSION CONTROL ITEMS IN THE MISC. QUAN. ARE SUGGESTED. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. MAINTAIN EROSION CONTROL ITEMS UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. PROTECT WETLANDS AND OTHER WATERWAYS THAT ARE PRESENT WITHIN THE PROJECT LIMITS.

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO "DIGGERS HOTLINE" AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA.

IF THERE ARE UTILITY CONFLICTS WITH SIGNS OR OTHER WORK UNDER PROJECT, THE CONTRACTOR WILL WORK AROUND THE UTILITY FACILITIES.

DO NOT STORE EQUIPMENT OR MATERIAL IN ENVIRONMENTALLY SENSITIVE AREAS, WETLANDS OR WATERWAYS.

DNR CONTACT:

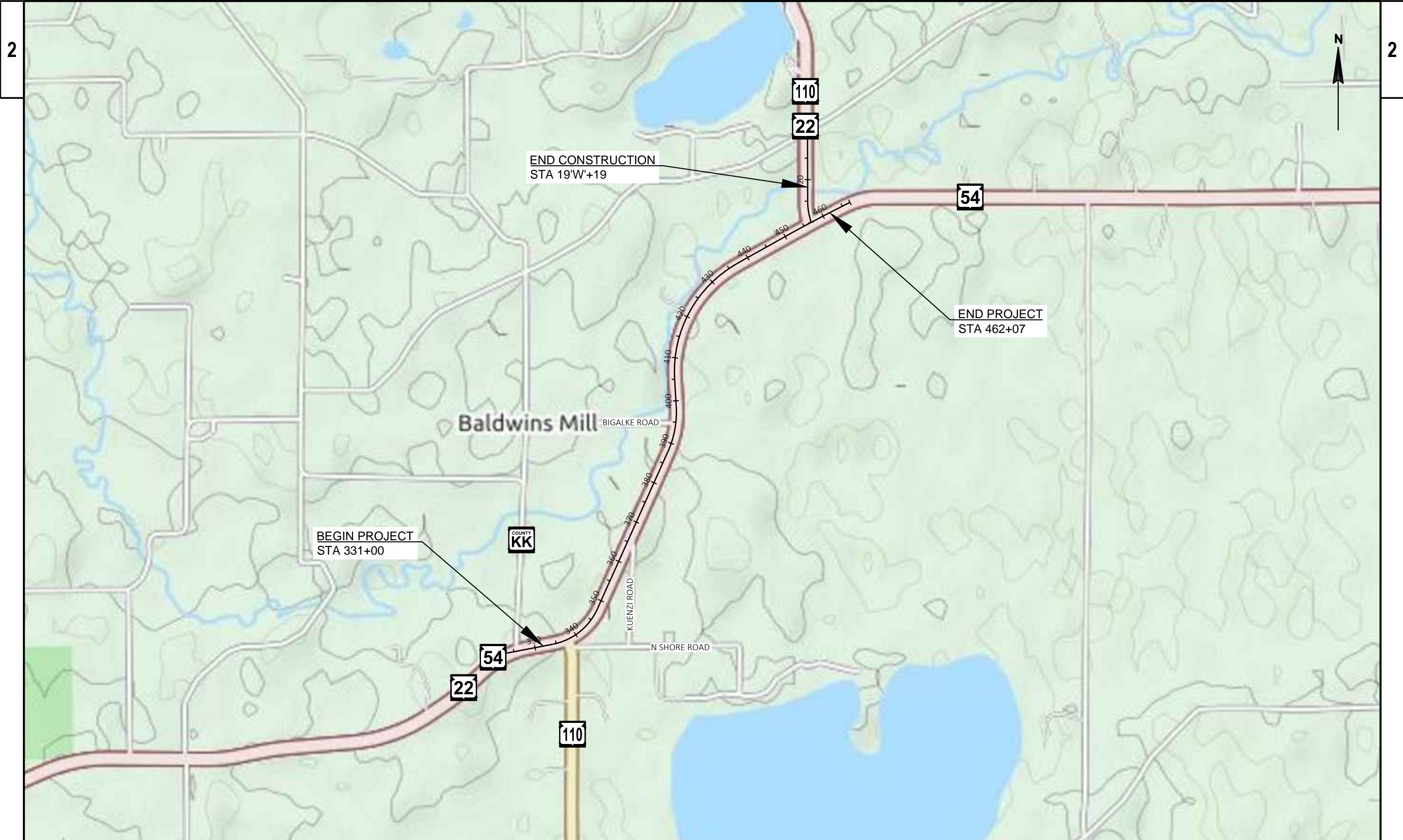
CASEY JONES
473 GRIFFITH AVENUE
WISCONSIN RAPIDS, WI 54494
(715) 213-6571
CASEY.JONES@WISCONSIN.GOV

DIGGERSHOTLINE

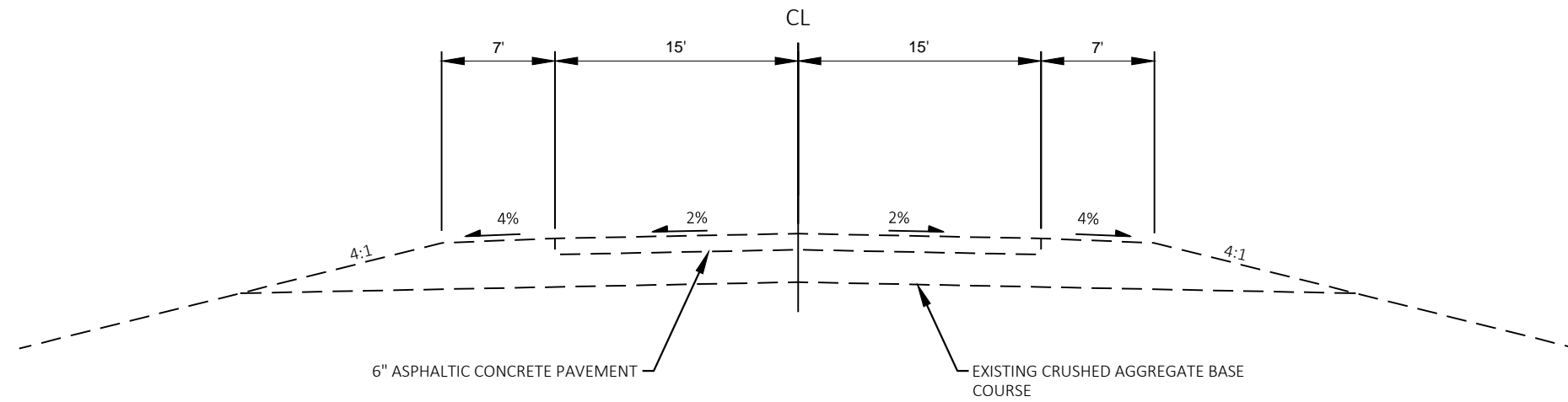
Dial 811 or (800)242-8511

www.DiggersHotline.com

PROJECT NO: 6220-00-72	HWY: STH 22	COUNTY: WAUPACA	GENERAL NOTES	SHEET	E
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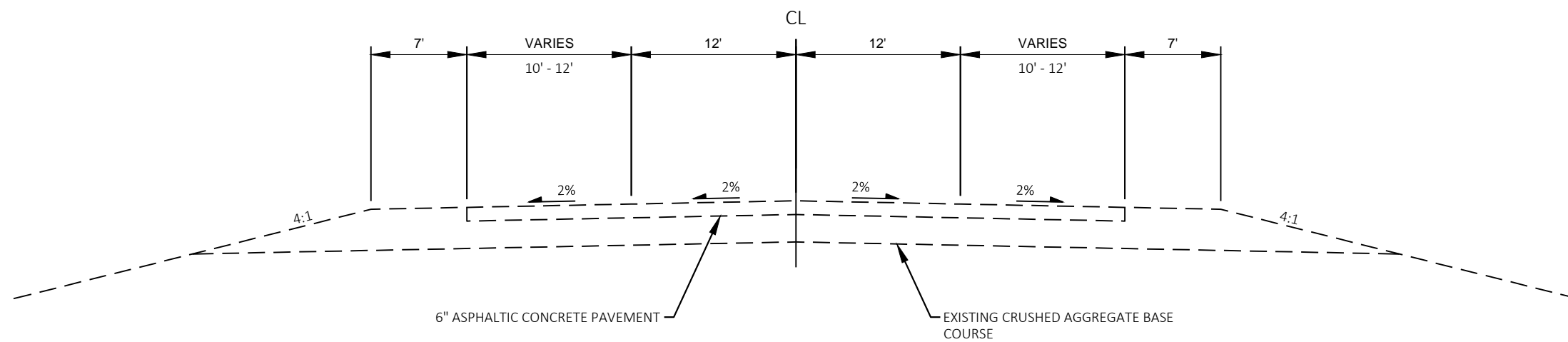


PROJECT NO: 6220-00-72	HWY: STH 22	COUNTY: WAUPACA	PROJECT OVERVIEW	SHEET 3	E
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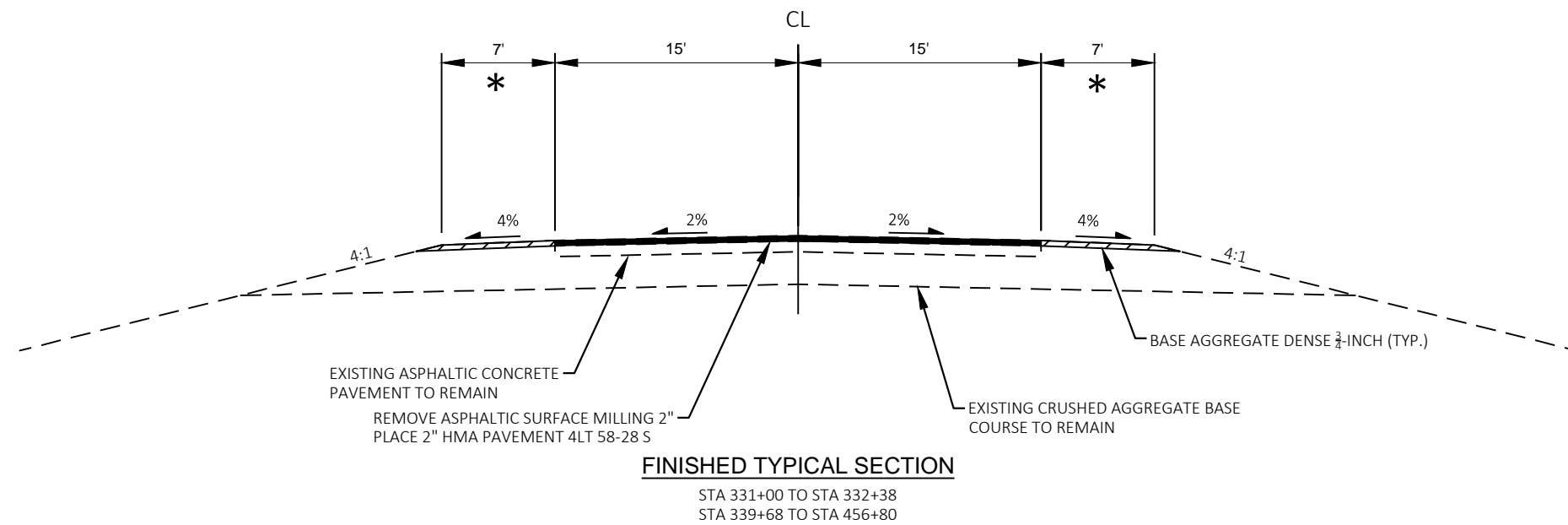
EXISTING TYPICAL SECTION

STA 331+00 TO STA 332+38
STA 339+68 TO STA 456+80

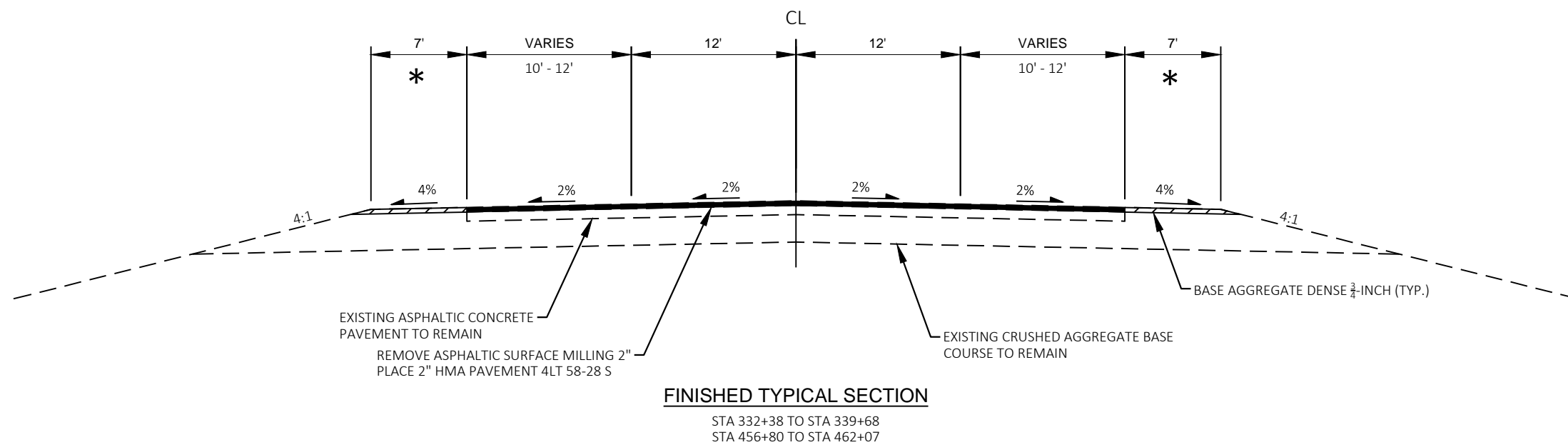


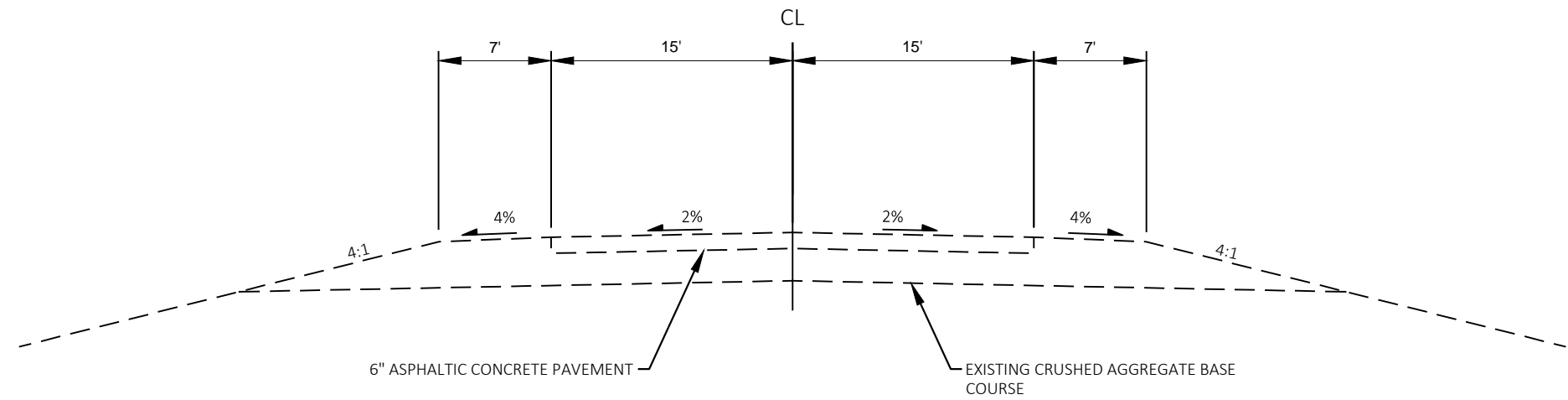
EXISTING TYPICAL SECTION

STA 332+38 TO STA 339+68
STA 456+80 TO STA 462+07



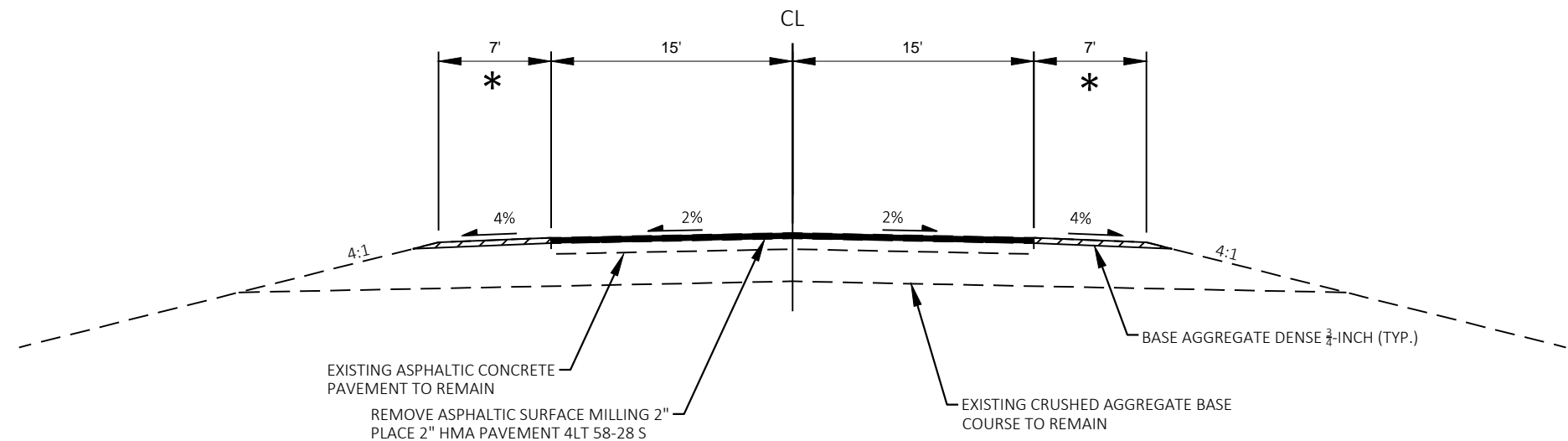
* RESTORE SHOULDERS TO INDICATED SLOPE AND DIMENSION. SHOULDER RESTORATION WILL BE PAID UNDER BASE AGGREGATE DENSE $\frac{3}{4}$ -INCH AND FINISHING ROADWAY





EXISTING TYPICAL SECTION

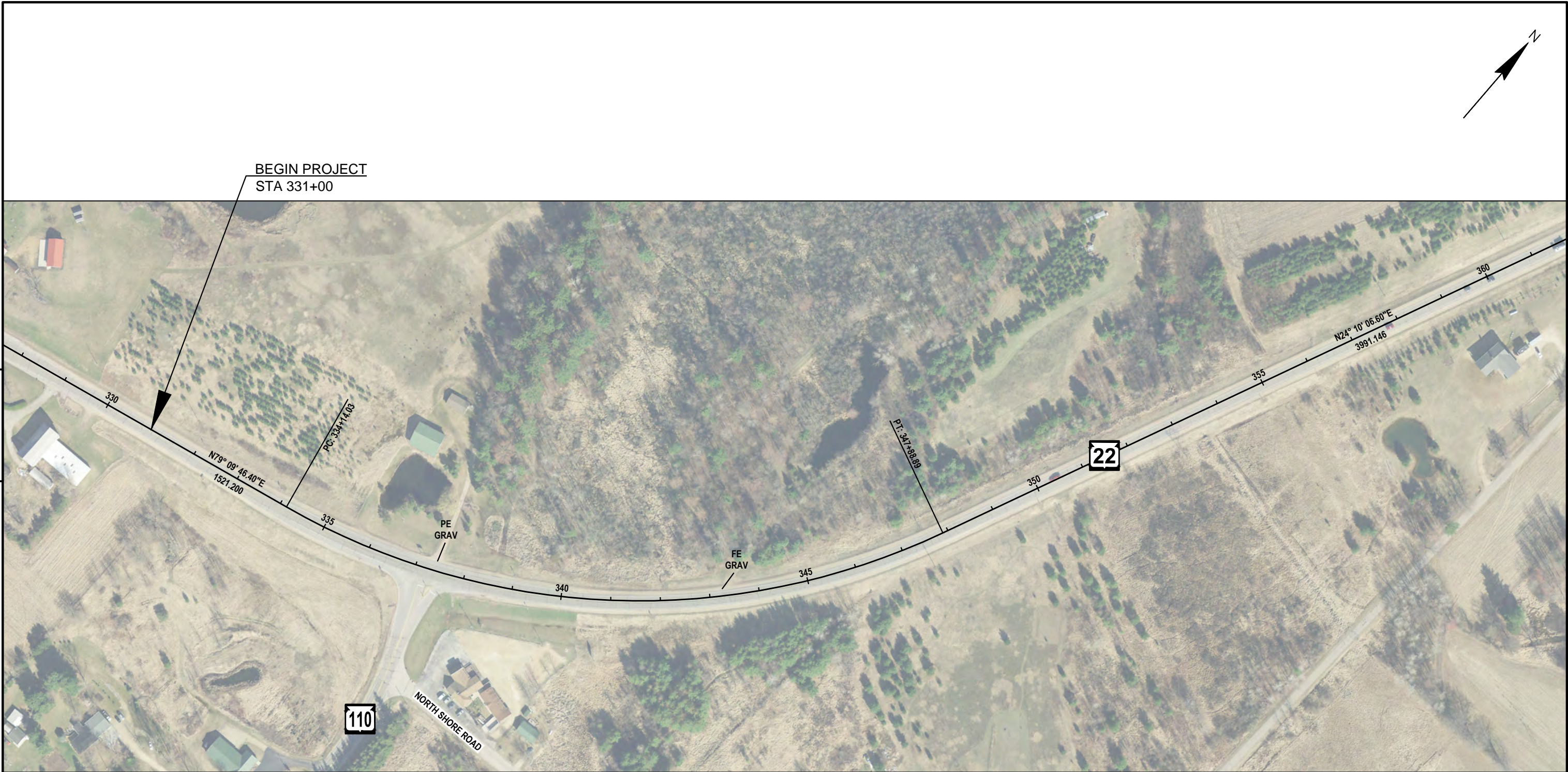
STA 12'W'+60 TO STA 19'W'+60
(STH 22 & STH 110)



FINISHED TYPICAL SECTION

STA 12'W'+60 TO STA 19'W'+60
(STH 22 & STH 110)

* RESTORE SHOULDERS TO INDICATED SLOPE AND DIMENSION. SHOULDER RESTORATION WILL BE PAID UNDER BASE AGGREGATE DENSE 3/4-INCH AND FINISHING ROADWAY



PI STA = 341+59.60
Y = 347780.505
X = 570640.344
Δ = 54°59'40"
D = 4°00'00"
T = 745.57'
L = 1374.86'
R = 1432.39'
PC STA = 334+14.03
PT STA = 347+88.89

STATION	LT SLOPE	RT SLOPE	STATION
332+54.02	-2.0%	-2.0%	NORMAL CROWN
333+07.36	-2.0%	0.0%	LEVEL CROWN
333+60.69	-2.0%	+2.0%	REVERSE CROWN
334+67.36	-6.0%	+6.0%	BEGIN FULL SUPER
347+35.56	-6.0%	+6.0%	END FULL SUPER
348+42.22	-2.0%	+2.0%	REVERSE CROWN
348+95.56	-2.0%	0.0%	LEVEL CROWN
349+48.89	-2.0%	-2.0%	NORMAL CROWN

NOTE:
SEE SDD 15C8-A (PAVEMENT MARKING, MAINLINE AND
TURN LANES, LONGITUDINAL MARKING MAINLINE) AND
SDD 15C35-A (PAVEMENT MARKING INTERSECTIONS)
FOR PAVEMENT MARKING DETAIL



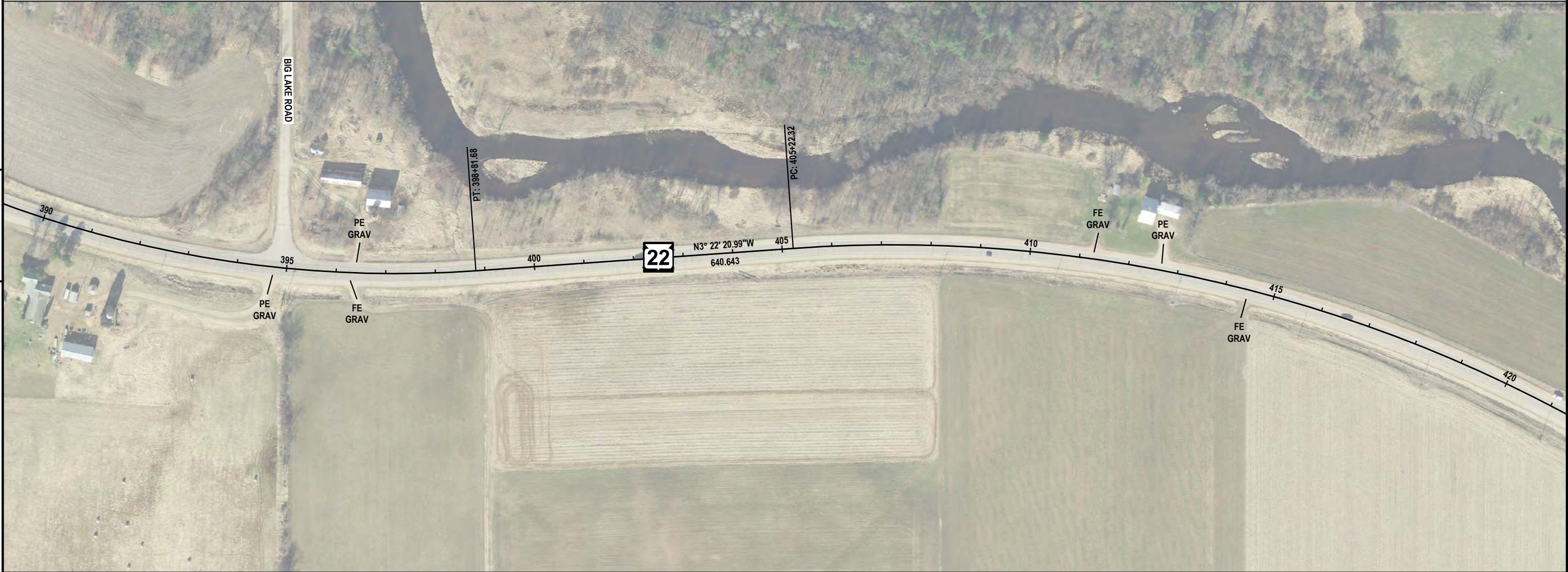
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5

NOTE:
SEE SDD 15C8-A (PAVEMENT MARKING, MAINLINE AND
TURN LANES, LONGITUDINAL MARKING MAINLINE) AND
SDD 15C35-A (PAVEMENT MARKING INTERSECTIONS)
FOR PAVEMENT MARKING DETAIL

PROJECT NO: 6220-00-72	HWY: STH 22	COUNTY: WAUPACA	PLAN SHEETS	SHEET	8	E
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PI STA = 393+41.71
Y = 352614.466
X = 572809.619
Δ = 27°32'28"
D = 2°30'00"
T = 561.68'
L = 1101.64'
R = 2291.84'
PC STA = 387+80.03
PT STA = 398+81.68

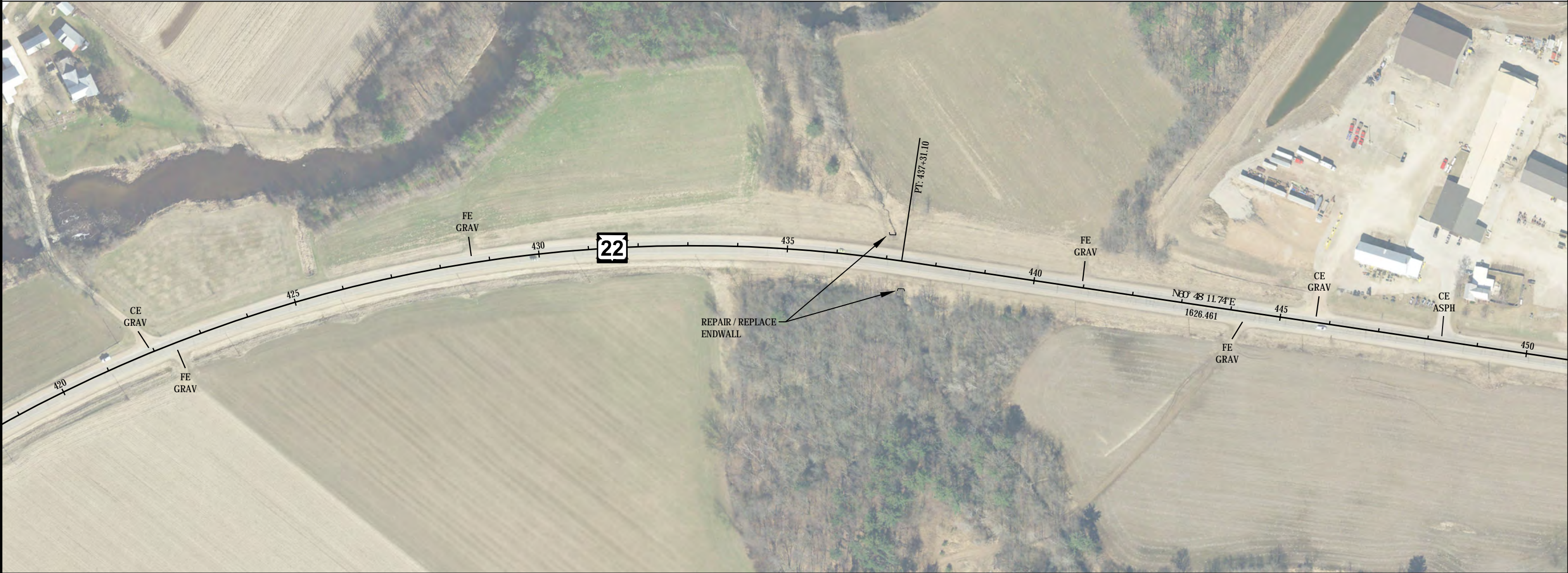
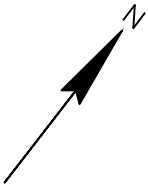
STATION	LT SLOPE	RT SLOPE	STATION
386+36.03	-2.0%	-2.0%	NORMAL CROWN
386+89.36	-2.0%	0.0%	LEVEL CROWN
387+42.69	-2.0%	+2.0%	REVERSE CROWN
388+25.36	-5.1%	+5.1%	BEGIN FULL SUPER
398+36.35	-5.1%	+5.1%	END FULL SUPER
399+19.01	-2.0%	+2.0%	REVERSE CROWN
399+72.35	-2.0%	0.0%	LEVEL CROWN
400+25.68	-2.0%	-2.0%	NORMAL CROWN

PI STA = 423+18.55
Y = 355607.824
X = 572633.223
Δ = 64°10'33"
D = 2°00'00"
T = 1796.23'
L = 3208.78'
R = 2864.78'
PC STA = 405+22.32
PT STA = 437+31.10

NOTE:
SEE SDD 15C8-A (PAVEMENT MARKING, MAINLINE AND
TURN LANES, LONGITUDINAL MARKING MAINLINE) AND
SDD 15C35-A (PAVEMENT MARKING INTERSECTIONS)
FOR PAVEMENT MARKING DETAIL

PI STA = 423+18.55
Y = 355607.824
X = 572633.223
Δ = 64°10'33"
D = 2°00'00"
T = 1796.23'
L = 3208.78'
R = 2864.78'
PC STA = 405+22.32
PT STA = 437+31.10

STATION	LT SLOPE	RT SLOPE	STATION
403+88.98	-2.0%	-2.0%	NORMAL CROWN
404+42.31	0.0%	-2.0%	LEVEL CROWN
404+95.65	+2.0%	-2.0%	REVERSE CROWN
405+62.31	+4.5%	-4.5%	BEGIN FULL SUPER
436+91.10	+4.5%	-4.5%	END FULL SUPER
427+57.77	+2.0%	-2.0%	REVERSE CROWN
438+11.10	0.0%	-2.0%	LEVEL CROWN
438+64.43	-2.0%	-2.0%	NORMAL CROWN



NOTE:
SEE SDD 15C8-A (PAVEMENT MARKING, MAINLINE AND
TURN LANES, LONGITUDINAL MARKING MAINLINE) AND
SDD 15C35-A (PAVEMENT MARKING INTERSECTIONS)
FOR PAVEMENT MARKING DETAIL

PI STA = 13+22.72'W'
Y = 357747.056
X = 575830.427
 Δ = 13°34'19"
D = 4°05'33"
T = 166.59'
L = 331.63'
R = 1400.00'
PC STA = 11+56.12'W'
PT STA = 14+87.75'W'



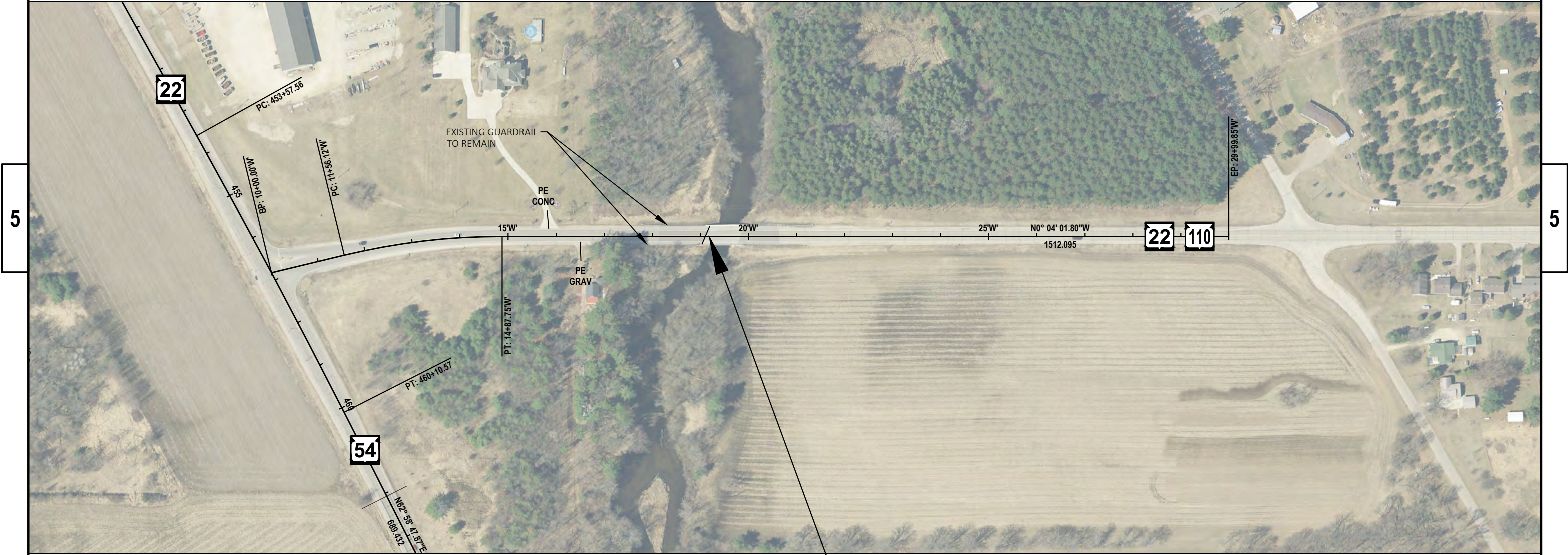
END CONSTRUCTION
STA 462+07



PI STA = 456+84.10
Y = 357436.738
X = 575906.117
 Δ = 2°10'36"
D = 0°20'00"
T = 326.54'
L = 653.01'
R = 17188.73'
PC STA = 453+57.56
PT STA = 460+10.57

NOTE:
SEE SDD 15C8-A (PAVEMENT MARKING, MAINLINE AND
TURN LANES, LONGITUDINAL MARKING MAINLINE) AND
SDD 15C35-A (PAVEMENT MARKING INTERSECTIONS)
FOR PAVEMENT MARKING DETAIL

PI STA = 13+22.72'W'
Y = 357747.056
X = 575830.427
 Δ = 13°34'19"
D = 4°05'33"
T = 166.59'
L = 331.63'
R = 1400.00'
PC STA = 11+56.12'W'
PT STA = 14+87.75'W'



STATION	LT SLOPE	RT SLOPE	STATION
10'W'+84.24	-2.0%	-2.0%	NORMAL CROWN
11'W'+20.79	0.0%	-2.0%	LEVEL CROWN
11'W'+57.34	+2.0%	-2.0%	REVERSE CROWN
11'W'+73.79	+2.9%	-2.9%	BEGIN FULL SUPER
14'W'+70.09	+2.9%	-2.9%	END FULL SUPER
14'W'+86.53	+2.0%	-2.0%	REVERSE CROWN
15'W'+23.64	0.0%	-2.0%	LEVEL CROWN
15'W'+59.64	-2.0%	-2.0%	NORMAL CROWN

END PROJECT
STA 19'W'+19'

NOTE:
SEE SDD 15C8-A (PAVEMENT MARKING, MAINLINE AND
TURN LANES, LONGITUDINAL MARKING MAINLINE) AND
SDD 15C35-A (PAVEMENT MARKING INTERSECTIONS)
FOR PAVEMENT MARKING DETAIL

Attachment D

WDNR Correspondence



October 19, 2018

George Fechhelm - WisDOT
Via email: George.Fechhelm@dot.wi.gov

Subject: DNR Initial Project Review
Project I.D. 6220-00-02/72
STH 22 (STH 110S to STH 54E)
Waupaca County
T22N, R12E

Dear Mr. Fechhelm:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the above-referenced project. According to your proposal, the purpose of this project is to resurface STH 22. Proposed improvements include: mill and overlay of roadway and culvert and beam guard repair or replacement.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) Cooperative Agreement. Initial comments on the project as proposed are included below, and we assume that additional information will be provided that addresses all resource concerns identified. To ensure compliance with resource protections, we are recommending that Special Provisions be developed for specific resource protections described below. DNR expects that the full range of DOT roadway standards will be applied throughout the design and construction process.

Wetlands:

There is potential for wetland impacts to occur as a result of this project. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the DOT Wetland Mitigation Banking Technical Guideline. DNR requests information regarding the amount and type of unavoidable wetland impacts.

Fisheries/Stream Work:

Proposed culvert and beam guard work are located on tributaries/drainage areas that drain directly into the South Branch of the Little Wolf River. While no in-water time out is required, proper procedures must be taken to ensure discharges do not occur into the waterways.

DNR site observations (10-19-18) and comments regarding culverts and beam guard locations:

- Culvert IDs 68022730 & 680220731: These structures are on an intermittent stream tributary to the Little Wolf. The invert elevations of the existing structures, the water surface elevations, and the natural streambed elevations upstream and downstream should be specified in the plans. Any proposed modifications should be clearly detailed in plans (current sizing of culverts appears adequate). During inspection, water was flowing through the eastern culvert only with some vegetation/sediment build-up near the western culvert outlet. If sediment build-up is removed, disturbance should be minimal and best

management practices (BMPs) put in place. Removed sediment must be disposed of in an upland location.

- Culvert IDs 680220690 & 680220691, 680220680: These culverts are not on stream tributaries but drain periodically into the Little Wolf (wetlands are present on outlet ends). During inspection, there was no flow present; 90 and 91 have build-up of vegetation in drainage way, if removed proper BMPs shall be in place.
- Bridge ID B-68-30 (Beam guard updates): If upgraded, wetland disturbance will likely be minimal due to steep gradients present. Proper erosion control measures shall be in place prior to disturbing soil.

If erosion control matting is to be used along stream banks, DNR recommends biodegradable non-netted matting (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animal entrapment. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.

These requirements should be addressed in the special provisions and require the contractor to outline these construction methods in the ECIP.

Endangered Resources:

Based upon a review of the Natural Heritage Inventory (NHI) dated 10-17-18, there are no known Endangered Resources or suitable habitat that could be impacted by this project. With this review the following has also been determined:

- There are no known Northern Long-eared Bat maternity roost trees within 150 feet of the project, or known hibernacula within 0.25 miles of the proposed project area.
- There is no in-water work planned therefore no anticipated impacts to Snuffbox Mussel.
- No lupine plant was found, therefore no concerns regarding Karner Blue Butterfly.
- There are no known gray wolf dens nearby project.

Storm Water Management & Erosion Control:

- For projects disturbing an acre or more of land, erosion control and storm water measures must adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP) for Storm Water Discharges. Coverage under TCGP is required prior to construction. DOT should apply for permit coverage just before the project goes to final PS&E. Permit coverage will be issued by the DNR after design is complete and documentation shows that the project will meet construction and post-construction performance standards. For more information regarding the TCGP you can go to the following link, and click on the "Transportation" tab:
<https://dnr.wi.gov/topic/Sectors/Transportation.html>.
- All projects require an Erosion Control Plan (ECP) that describes best management practices that will be implemented before, during and after construction to minimize pollution from storm water discharges. Additionally, the plan should address how post-construction storm water performance standards will be met for the specific site. The project design and Erosion Control Implementation Plan (ECIP) must comply with the TCGP in order to receive "permit-coverage" from the DNR.
- Once the project contract has been awarded, the contractor will be required to outline their construction methods in the ECIP. An adequate ECIP for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference. For projects regulated under the TCGP, submit the ECIP as an amendment to the ECP.

Selected Site & Commercial Non-Metallic Mines:

- The DOT Select Site process must be adhered to for clean fill or any other material that leaves the work site. The DNR liaison will review all proposed select sites and a site visit may be required. Filling of wetlands, waterways or floodplain is not allowed under the select site process, unless the site owner obtains required permits. No new impermeable surfaces can be left at a select site (including gravel roads or pads), unless the site owner obtains required permits. Contaminated materials leaving the site need to adhere to the Hazardous Material Management Plan.
- Use of Commercial Non-Metallic Mines must accompany documentation that such mines have received all applicable local, state and federal permits before being used on the project, including local non-metallic mining reclamation permits and applicable WPDES permits as issued by the DNR.

Other Issues:

This project may require a permit from the U.S. Army Corps of Engineers (USACE). For further permit details, you may contact Kyle Zibung of the USACE located in the Stevens Point office, at (651) 290-5877. All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, and additional consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 715-213-6571, or email at Casey.Jones@Wisconsin.gov. Thank you.

Sincerely,



Casey L. Jones
Environmental Analysis & Review Specialist

cc: Jon Motquin, Wendy Anderson, WisDOT
Kyle Zibung, USACE

Attachment E

US Fish and Wildlife Service Coordination

No Effect Determination for Northern Long-Eared Bat under the Final 4(d) Rule for WisDOT projects

6220-00-02

STH 22

Waupaca – Clintonville STH 110 S – STH 54E/South Branch of the Little Wolf River

[Click here to enter county.](#)

Project Description/Scope

Approximately 2.4 miles of STH 22 will be resurfaced and several culverts cleaned

Effect determination for northern long-eared bat:

☒ No effect – the checklist below must be completed to determine whether or not the project has the potential to affect the northern long-eared bat.

☐ May affect –consultation with USFWS is required. Follow [Key to the Northern Long-Eared Bat 4\(d\) Rule for Federal Actions that May Affect Northern Long-Eared Bats](#) or [User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat](#). Use of this form is not acceptable.

1 – Will the Northern Long-Eared Bat be exposed directly or indirectly to the proposed action or any resulting environmental changes? (see REC for assistance in determining)

☐ Yes – You cannot proceed with a “no effect” determination, go to Final 4(d) or Programmatic (see REC)

☒ No – Proceed to question 2

2 – Does the project include tree clearing? (Note “tree” is considered to be 3” diameter or larger)

☐ Yes – You cannot proceed with a “no effect” determination, go to Final 4(d) rule coordination

☒ No – Proceed to question 3

3 – Does the project occur within 150’ of a known NLEB maternity roost? (Information from DNR)

☐ Yes – You cannot proceed with a “no effect” determination, go to Final 4(d) or Programmatic (see REC)

☒ No – Proceed to question 4

4 – Does the project occur within 0.25 miles of a known NLEB hibernaculum? (Information from DNR)

☐ Yes – You cannot proceed with a “no effect” determination, go to Final 4(d) or Programmatic (see REC)

☒ No – You can make the determination of “no effect” for NLEB

08/07/2017

Effect determination(s) for federally listed species other than northern long-eared bat on the IPaC official species list:

- ☒ No effect – see table below.
- ☐ May affect –consultation with USFWS is required. Use of this form is not acceptable.

Species Common Name	Species Scientific Name	Effect Determination	Justification
Gray wolf	Canis lupus	No effect	WDNR surveys/NHI database indicated no wolves present
Karner blue butterfly	Lycaeides melissa samuelis	No effect	No lupine or habitat within project area.
Snuffbox mussel	Epioblasma triquetra	No effect	No in-stream work and proper BMPs will prevent any impacts.

If a determination of “no effect” can be made for both the northern long-eared bat and all other federally listed species, the Section 7 process is complete. Confirm determination decisions with REC. Place an electronic copy of this form along with the required attachments (below) in the project file and attach to the environmental document.

Required Attachments:

- ☒ WDNR NHI review: 10/17/18
- ☒ IPaC Official Species List: 2/12/19

Attachment F

Local Official Correspondence

Division of Transportation System Development
North Central Region
1681 Second Avenue South
Wisconsin Rapids, WI 54495

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Phone: (715) 421-8302
FAX: (715) 423-0334
Email: ncr.dtsd@dot.wi.gov



January 10, 2019

«Title» «First_Name» «Last_Name»
«Position»
«MunicipalityAgency»
«Address_1»
«Address_2»
«City», «State» «Zip»

Re: Project ID 6220-00-72
WIS 22
Waupaca – Clintonville
WIS 110 South to WIS 54 East/South Branch Little Wolf River Bridge

The Wisconsin Department of Transportation (WisDOT) is proposing to make improvements to WIS 22/WIS 54/WIS 110 between WIS 110 South and WIS 54 East/South Branch Little Wolf River Bridge in the town of Royalton, Waupaca County. A project location map is attached.

The pavement surface is showing signs of deterioration. The purpose of the project is to protect and maintain the existing pavement structure. To accomplish this, we propose milling off 2-inches of the pavement surface and replacing it with 2 inches of new asphalt. Other proposed improvements include possible upgrades to the guardrail at the South Branch Little Wolf River Bridge and endwall repair or replacement at two culverts.

Construction is currently scheduled for summer 2020. Motorists will likely encounter single lane closures and flagging operations. Access to all properties will be maintained during construction.

A public involvement meeting is not planned during the design phase of this project due to the minimal scope of work. However, all property owners within the project limits will receive a letter similar to this.

We are seeking your input on the proposed improvements and any information that will help us minimize impacts to traffic during construction.

To ensure the project stays on schedule, please provide any comments to Ryan Murphy at (414) 607-6765 or rmurphy@oesllc.com prior to February 15, 2019.

Sincerely,
Wendy Arneson, P.E.
WisDOT Project Manager

Attachments: Project Location Map

Title	First Name	Last Name	Position	Municipality/Agency	City	State	Zip
Mr.	Casey	Beyersdorf	Highway Commissioner	Waupaca County	Waupaca	WI	54981
Mr.	Dick	Koeppen	County Chairman	Waupaca County	Waupaca	WI	54981
Mr.	Andrew	Carlin	Director	Waupaca County Emergency Management	Waupaca	WI	54981
Mr.	Brad	Hardel	Sheriff	Waupaca County	Waupaca	WI	54981
Mr.	Gerald	Roen	Town Chair	Town of Royalton	New London	WI	54961
Ms.	Debra	Buchholz	Town Clerk	Town of Royalton	New London	WI	54961
Mr.	Rob	Rosenau	Chief	Manawa Rural Fire and Ambulance	Manawa	WI	54949
Mr.	Tom	Cullen	Chief	Weyauwega Area Fire Department	Weyauwega	WI	54983

Attachment G

Property Owner Correspondence

Division of Transportation System Development
North Central Region
1681 Second Avenue South
Wisconsin Rapids, WI 54495

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Phone: (715) 421-8302
FAX: (715) 423-0334
Email: ncr.dtsd@dot.wi.gov



January 21, 2019

«OwnerOccupant»
«Address_1»
«Address_2»
«City_1», «State_1» «Zip_1»

Re: Project ID 6220-00-72
WIS 22
Waupaca – Clintonville
WIS 110 South to WIS 54 East/South Branch Little Wolf River Bridge
Waupaca County

The Wisconsin Department of Transportation (WisDOT) is proposing to make improvements to WIS 22/WIS 54/WIS 110 between WIS 110 South and WIS 54 East/South Branch Little Wolf River Bridge in the town of Royalton, Waupaca County. A project location map is attached.

The pavement surface is showing signs of deterioration. The purpose of the project is to protect and maintain the existing pavement structure. To accomplish this, we propose milling off 2-inches of the pavement surface and replacing it with 2 inches of new asphalt. Other proposed improvements include possible upgrades to the guardrail at the South Branch Little Wolf River Bridge and endwall repair or replacement at two culverts.

Construction is currently scheduled for summer 2020. Motorists will likely encounter single lane closures and flagging operations. Access to all properties will be maintained during construction.

We are seeking your input on the proposed improvements and any information that will help us minimize impacts to traffic during construction.

To ensure the project stays on schedule, please provide any comments to Ryan Murphy at (414) 607-6765 or rmurphy@oesllc.com prior to March 1, 2019.

Sincerely,
Wendy Arneson, P.E.
WisDOT Project Manager

Attachments: Project Location Map

WIS 22 - Property Owners

Address 1	Address 2	City 1	State 1	Zip 1
E5329 State Road 54		Weyauwega	WI	54983
E5312 State Road 54		Weyauwega	WI	54983
N3681 State Road 110		Weyauwega	WI	54983
E6520 Heinke Rd		New London	WI	54961
E5398 State Road 54		Weyauwega	WI	54983
N3990 N Military Rd		Weyauwega	WI	54983
E5406 North Shore Rd		Weyauwega	WI	54983
E7210 White Lake Rd		Weyauwega	WI	54983
E5418 North Shore Rd		Weyauwega	WI	54983
E5490 North Shore Rd		Weyauwega	WI	54983
N3745 Kuenzi Rd		Weyauwega	WI	54983
N2280 Landview Ct		Kaukauna	WI	54130
N3817 Kuenzi Rd		Weyauwega	WI	54983
E5444 State Road 54		Weyauwega	WI	54983
PO Box 40		Weyauwega	WI	54983
E5644 State Road 54		Weyauwega	WI	54983
E5470 State Road 54		Weyauwega	WI	54983
E5546 State Road 54		Weyauwega	WI	54983
N4060 Baldwin Rd		Weyauwega	WI	54983
E5549 State Road 54		Weyauwega	WI	54983
E5570 State Road 54		Weyauwega	WI	54983
N4035 Baldwin Rd		Weyauwega	WI	54983
E5616 State Road 54		Weyauwega	WI	54983
N4479 State Road 22 110		Weyauwega	WI	54983
E5748 State Road 54		Weyauwega	WI	54983
120 Lennox St		Neenah	WI	54956

Attachment H

Section 106 Screening List

Pursuant to 36 CFR 800.3 (a)(1) WisDOT (Cultural Resources) has determined the proposed actions for these undertakings (projects) will have no potential to cause effects to historic properties. No further section 106 obligations are required. However, if the proposed actions for an undertaking (project) should change in any way that would involve ground disturbing activities, additional section 106 coordination is required for that undertaking (project).

County	Main ID	Notification Date	Project Put on Screening List for	Route	Title	Bridge ID
Vilas	9231-08-30	05/13/2011	Both Archaeology and History	STH 47	Woodruff - Manitowish Powell Marsh to	
Vilas	9507-02-00	06/18/2007	Archaeology Only	CTH K	Conover - Phelps	
Vilas	9508-01-00	11/05/2014	Both Archaeology and History	CTH M	USH 51- CTH N	
Vilas	9883-05-01	10/13/2011	History Only	Three Eagle Trail	Eagle River Segment	
Vilas	9896-01-01	09/14/2009	History Only	Boulder Junction Bicycl	Town of Boulder Junction	
Vilas	9896-03-00	09/25/2008	History Only	St Germain Bike Trail		
Vilas	9896-04-70	05/18/2009	History Only	Trout Lake Bike Trail	Town of Boulder	
Vilas	9898-00-00	10/05/2011	History Only	Town of Conover	GWHTS Foundation Conover Trail	
Vilas	9898-01-00	08/17/2016	Both Archaeology and History	Conover, Rummels Ro	Wisconsin River Bridge P-63-0018	P-63-0018
Vilas	9900-01-02	10/19/2009	History Only	Land o Lakes Bicycle/P	Phase 2 Enhancement	
Waupaca	1009-42-34	07/29/2010	Both Archaeology and History	USH 45	Cty Wide Deck Sealing of 12 Structures	
Waupaca	1111-11-04	03/03/2006	Both Archaeology and History	Buchholtz Rd & Little Ri		
Waupaca	1510-00-00	08/31/2015	History Only	USH 10	Erickson Rd to STH 22/54 CTH A Int.	
Waupaca	1510-00-01	08/29/2016	Both Archaeology and History	USH 10	STH 22/STH 54 int. to East of Reek Rd	
Waupaca	1510-00-30	04/12/2017	Both Archaeology and History	USH 10	Waupaca-Appleton; Old Hwy 49 to STH	
Waupaca	1510-01-33	03/22/2010	Both Archaeology and History	USH 10	Beam Guard Upgrade (Anderson Rd an	
Waupaca	1510-02-02	11/13/2013	Both Archaeology and History	USH 10	Waupaca-Appleton CTH E structure	B680022
Waupaca	1510-02-64	05/07/2010	Both Archaeology and History	USH 10	Waupaca-Appleton/CTH F bridges	b6801050
Waupaca	1510-02-64	05/07/2010	Both Archaeology and History	USH 10	Waupaca-Appleton/CTH F bridges	b6801040
Waupaca	3700-40-17	10/19/2016	Both Archaeology and History	STH 49	Stevens Point - Waupaca; USH 10 - ST	
Waupaca	4075-00-01	07/23/2018	Both Archaeology and History	STH 96	Fremont-Appleton, STH 110-CTH W	
Waupaca	6220-00-02	06/04/2018	Both Archaeology and History	STH 22	Waupaca-Clintonville; STH 110S to STH	
Waupaca	6220-00-31	06/15/2017	Both Archaeology and History	Var Hwy	Waupaca Co Bridge Repairs	B-68-71
Waupaca	6220-00-31	06/15/2017	Both Archaeology and History	Var Hwy	Waupaca Co Bridge Repairs	B-68-124
Waupaca	6220-00-31	06/15/2017	Both Archaeology and History	Var Hwy	Waupaca Co Bridge Repairs	B-68-100
Waupaca	6220-00-31	06/15/2017	Both Archaeology and History	Var Hwy	Waupaca Co Bridge Repairs	B-68-130
Waupaca	6220-00-31	06/15/2017	Both Archaeology and History	Var Hwy	Waupaca Co Bridge Repairs	B-68-101
Waupaca	6220-00-31	06/15/2017	Both Archaeology and History	Var Hwy	Waupaca Co Bridge Repairs	B-68-117
Waupaca	6220-00-32	09/28/2017	Both Archaeology and History	STH 22	Wautoma-Clintonville; Waupaca City Bri	B-68-30
Waupaca	6220-00-32	09/28/2017	Both Archaeology and History	STH 22	Wautoma-Clintonville; Waupaca City Bri	B-68-50
Waupaca	6220-00-32	09/28/2017	Both Archaeology and History	STH 22	Wautoma-Clintonville; Waupaca City Bri	B-38-32
Waupaca	6220-00-60	03/14/2017	Both Archaeology and History	STH 54	STH 22 - Jeanne Street	
Waupaca	6220-01-05	10/30/2007	Both Archaeology and History	STH 22	Waupaca - Manawa Harrington Rd - CT	B6800500
Waupaca	6220-03-04	11/08/2012	History Only	STH 54	Waupaca - new London E Jct STH 22 to	
Waupaca	6220-04-05	10/10/2012	Both Archaeology and History	STH 54	Waupaca - New London Royalton Overh	
Waupaca	6250-01-00	09/08/2009	Both Archaeology and History	STH 22	Pegeon River Bridge & Approaches, Mai	B6800360
Waupaca	6250-02-00	09/11/2007	Both Archaeology and History	STH 22	Clintonville - Shawano Co. Line	
Waupaca	6260-00-02	06/04/2018	Archaeology Only	STH 161	IOLA-STH 22/110; CTH J to STH 110	
Waupaca	6260-01-30	03/03/2014	Archaeology Only	STH 161	Amherst Junction - Symco Wasrud Rd t	
Waupaca	6260-02-31	07/15/2010	Archaeology Only	STH 49	Iola, Main St STH 161 (s Jct) to Anders	
Waupaca	6260-02-31	01/30/2010	Archaeology Only	STH 49	Iola, Main St STH 161 (s Jct) to Anders	B6800290
Waupaca	6270-00-04	01/23/2014	Archaeology Only	STH 49	Main St S BR Little Wolf	b680029
Waupaca	6270-00-33	10/21/2014	History Only	STH 49	Waupaca-North aldn Depot St to S Jct S	