

CATEGORICAL EXCLUSION CHECK LIST

FOR 23 CFR 771.117(c) ACTIONS

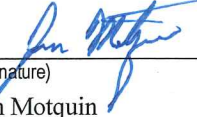
Wisconsin Department of Transportation

Revised July 2015

WisDOT Design and Construction IDs 6270-00-04/74		Federal Project IDs (if available)	Legal Description (Township, Range, Section) Section 35, T24N, R11E	County Waupaca
Project Name S Br Little Wolf, B-68-29			Project Termini/ Location Village of Iola, Main Street	
Name of Route or Facility to be Improved WIS 49		Facility Classification Minor Arterial	Improvement Type Bridge Replacement	
Estimated Project Cost in Year of Expenditure \$ (include R/W Cost) \$641,000 – Construction Cost \$5,000 – R/W Cost			Funding Source(s) (check all that apply) <input checked="" type="checkbox"/> State <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Local	
23 CFR 771.117(c) Project Type Number and Text (28) Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.				
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"/> Historic Bridge <input type="checkbox"/> Net Benefit <input type="checkbox"/> Exception				
Right of Way Acquisition 0.049 Total Acres 0.022 Fee Simple Acres 0 Permanent Easement Acres 0.027 Temporary Easement Acres				
Number of Buildings Acquired <input checked="" type="checkbox"/> None Vacant Buildings Occupied Buildings				
Name of Individual/ Firm Preparing this Form Mia Steuerwald / AECOM		CE Preparation Date January 22, 2019	Environmental Process Start Date July 24, 2017	


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
 (Print Name)
 1-30-19
 (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
 (Print Name)
 1/31/2019
 (Date)

A determination that this project satisfies the criteria for an FHWA (c)-listed Categorical Exclusion (CE) 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 (c)-listed CE 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.

VII. Mitigation & 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 commitments required.
Business	No commitments required.
Agriculture	No commitments required.
Community or Residential	<p>WIS 49 will be closed for construction. A Type 2 Traffic Management Plan (TMP) is anticipated. The Construction Project Engineer will assure the detour route is signed and maintained during construction.</p> <p>Iola River Walk: The Iola River Walk will be open during construction except for its connection to WIS 49. A pedestrian detour utilizing State Street, Town Line Road, and WIS 161 will be established during construction. New facilities will be built at the Town Line Road/WIS 161 intersection. It is intended that all construction there will be in existing right of way.</p> <p>The Village of Iola has been told that the existing stonework can be salvaged to them if they are interested.</p>
Indirect Effects	No commitments required.
Cumulative Effects	No commitments required.
Environmental Justice	No commitments required.
Historic Resources	<p>An historic property (J. & C. Wipf Mills) has been identified on the NE corner of the bridge (see Exhibits 8). Right of way will be needed from this property. The SHPO has agreed to a No Adverse Effect determination if the following conditions are met:</p> <ul style="list-style-type: none"> • An applied stone-like pattern on the concrete slab and parapet. • There will be no change to the mill property's appearance or its visual relationship to the roadway and bridge. • The sidewalk extension will be added at the southwest corner of the mill property beyond an existing fence line and not in the vicinity of any buildings, structures, or any other physical features that are associated with the property and contribute to its significance. • Street lighting will be placed as indicated on the plans and have a similar appearance to the existing street lights further to the South along WIS 49/Main Street. • The new bridge will not have additional travel lanes. • There will be no impacts to the existing fence that runs parallel to the roadway between the office building and the bridge. • Use of, and access to, the mill property will not be changed or otherwise affected in any way.
Archaeological/Burial Sites	In the event that human remains or archaeological materials are exposed during construction, work in the vicinity of the find will cease and the Forest County Potawatomi Community be contacted in addition to the required State Agencies for consultation on treatment and handling protocols prior to removal.
Tribal Coordination/Consultation	No commitments required.

Section 4(f) and 6(f) or Other Unique Areas	<p>Iola River Walk:</p> <ul style="list-style-type: none"> • Use of the Iola Riverwalk Trail is temporary during construction, and limited to the facility's eastern terminus. • A bicycle/pedestrian traffic control plan is anticipated. The pedestrian route will follow Main Street, W. State Street, Town Line Road, and WIS 161 (Mill Street). A small piece of sidewalk in the southeast corner of the Town Line Road/WIS 161 (Mill Street) intersection will be added as part of this project for pedestrian accommodations. • The WIS 49 project enhances the utility of the specially funded resource by providing a marked crosswalk and connection to the Iola Riverwalk Trail on the east side of the bridge. • Any disturbed areas will be restored and landscaped. <p>Veterans Memorial Park: Any disturbed areas will be restored and landscaped. Additionally, the sidewalk in front of the gravel driveway entrance to the park will be poured thicker to accommodate occasional maintenance vehicles.</p>
Aesthetics	A stone-like pattern will be applied to the concrete slab and parapet.
Wetlands	Wetlands and aquatic bed are present. The WDNR and USACE will be contacted to determine appropriate wetland mitigation requirements for any proposed fill placed in the river for bridge reconstruction and pedestrian detour construction activities. The WisDOT Project Manager will contact the Regional Environmental Coordinator (REC) to make sure the commitments are met.

Rivers, Streams and Floodplains	<p><u>Removing Structure:</u> Due to the characteristics of this section of the South Branch of the Little Wolf River, STSP 203-020, Removing Old Structure Over Waterway With Minimal Debris, will be adequate for this project. Design engineer must coordinate with WDNR early in the design phase of the project if the bridge must be dropped into the waterway before removal.</p> <p><u>Fisheries/Stream Work:</u> The South Branch Little Wolf River is a recognized trout stream; however a warm water fishery is present at the bridge location. In order to protect migrating or spawning fish, and potentially developing fish eggs, there can be no instream work from March 1 through June 15.</p> <p><u>Invasive Species and Viral Hemorrhagic Septicemia:</u> Adequate precautions should be taken to prevent transporting or introducing invasive species and viruses via construction equipment, as provided under chapter NR 40 Wis. Adm. Code. Any equipment coming into contact with surface waters must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions must require contractors to implement the following measures before and after mobilizing in-water equipment to prevent the spread of VHS, Zebra Mussel, and other invasive species. Contractors must follow STSP 107-055 Environmental Protection, Aquatic Exotic Species Control, or protocol found here: http://dnr.wi.gov/topic/fishing/documents/vhs/disinfection_protocols.pdf.</p> <p>The Construction Project Engineer will assure fulfillment of the above commitments.</p> <p><u>Floodplains:</u> The project is within the 100-year floodplain; however, the work will not negatively impact it.</p> <p><u>404 Permit:</u> Because of the in-stream riprap placement, a 404 permit will be applied for. Any required mitigation will be completed. Additionally, a 401 Water Quality Certification will be obtained prior to construction.</p> <p>The Design Engineer will ensure fulfillment of this commitment.</p>
Lakes or other Open Water	No commitments required.
Groundwater, Wells and Springs	No commitments required.
Upland Wildlife and Habitat	No commitments required.
Coastal Zones	Not applicable.
Threatened and Endangered Species	<p><u>Wood and Blanding's Turtles:</u> Prior to construction, the project limits must be protected with exclusionary fencing and surveyed for turtles. Any turtles found within the project limits must be safely relocated beyond the construction zone in the direction of travel and documented.</p> <p><u>Pugnose Shiner:</u> The combined efforts of in-stream timeout dates, isolating the construction zone, and properly maintained erosion control will be sufficient protection for the Pugnose Shiner.</p> <p>The Construction Project Engineer will assure fulfillment of these commitments.</p>
Air Quality	No commitments required.
Construction Stage Sound Quality	No commitments required. WisDOT Standard Specification 107.8(6) and 108.71 will apply. The Construction Project Engineer will assure fulfillment of these commitments.
Traffic Noise	No commitments required.

Hazardous Substances or Contamination	<p>Having completed a Phase 2.5 and Phase 3 investigation for the improvement under consideration, the Region has determine that further investigation of two sites is merited. Those investigations are in the process of being scheduled. The WDNR and possibly affected parties will be notified of the results. The Region will work with all concerned to ensure that the disposition of any lead contamination is resolved to the satisfaction of the WDNR, WisDOT Hazardous Waste Unit, and FHWA before acquisition of any questionable site, and before advertising the project for letting. Proper detailed documentation will be coordinated with WDNR, FHWA, and other parties as needed.</p>
Storm Water	No commitments required.
Erosion Control	<ul style="list-style-type: none"> • Proper erosion control measures will be used and maintained during all phases of construction. An erosion control implementation plan (ECIP) will be developed by the contractor and submitted to WDNR office 14 days prior to the preconstruction conference. Erosion control devices will be specified on the construction plans. • All substructure work will be isolated from the active stream flow. An isolation method that is most appropriate for the streambed conditions present at the site will be used, and specified how it will be implemented in the ECIP. If necessary, the stream will be by-passed around the isolated work area. Wherever the by-pass discharges, erosion control devices will be employed that prevent soil scouring. • All demolition material from this project inadvertently falling onto the bed and banks of these waterways, and associated wetlands, will be removed as soon as possible. Disposal of waste or excess materials in floodplains, wetlands, or waterways is not permitted. • If erosion mat is used along stream banks, biodegradable non-netted mat will be used (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Fine mesh matting will be avoided that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size. • All temporary stock piles will be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Materials will not be stockpiled in wetlands, waterways, or floodplains. • No equipment will be operated on the bed or banks of these waterways except for within the isolated work area. • If dewatering is required for any reason, the water will be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin will remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin will take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. Dewatering technique will not be housed in a wetland. • The removal of vegetative cover and exposure of bare ground will be restricted to the minimum amounts necessary to complete construction. Restoration of disturbed soils will take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, the site is properly winterized. • After the site achieves sufficient vegetative cover (i.e. greater than 70% density), all temporary erosion control measures will be removed and disposed of properly. • Riprap to be placed at bridge abutments as detailed on structure plans.

	The Construction Project Engineer will assure fulfillment of these commitments.
Other: Funding	Both project design and construction are anticipated to be constructed only with state and local funding.