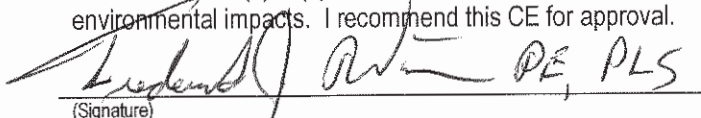


**PROGRAMMATIC CATEGORICAL EXCLUSION**  
**FOR STATE AND FEDERALLY FUNDED ACTIONS**  
Wisconsin Department of Transportation  
Revised July 2019

WisDOT Design and Construction IDs 6300-00-03/73		Federal Project IDs (if available) NA	Legal Description (Township, Range, Section) T 21 N, R 11 E, Sections 2, 3, 9, 10, 15, 16, 17, 20, 21, 29, 30, 31, 32 – T 22 N, R 11 E, Sections 35, 36	County Waupaca
Project Name Wautoma – Waupaca			Project Termini/ Location Portage County Line to US 10 Ramps	
Name of Route or Facility to be Improved WIS 22		Facility Classification Minor Arterial/Principal Arterial	Improvement Type Resurfacing	
Estimated Project Cost in Year of Expenditure \$ (include R/W Cost) \$3,400,000			Funding Source(s) (check all that apply) <input checked="" type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Local	
23 CFR 771.117(d) Project Type Number and Text (see Table 1 below) (d)(13)(26) 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 Chris Saxby, PE – Foth Infrastructure & Environment, LLC				Project Start Date 2/14/2019

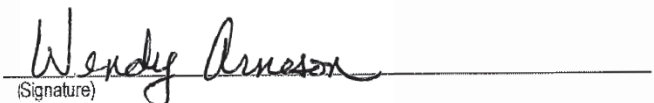
**WisDOT Region Environmental Coordinator or BTS-EPDS Liaison**

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)  
 Frederick Wisner  
 (Print Name)  
 11/19/2019  
 (Date)

**WisDOT Region or Central Office 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)  
 11/19/2019  
 (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**

<b>23 CFR 771.117(d)</b>
(1-3) Reserved
(4) Transportation corridor fringe parking facilities.
(5) Construction of new truck weigh stations or rest areas.
(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.
(7) Approvals for changes in access control.
(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.
(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.
(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.
(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.
[Note: 23 CFR 771.117(d)(12) "Acquisition for hardship or protective purposes" may not be processed with a PCE]
(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.*

*\*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.*

(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes).

(27) Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting.

(28) Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.

## 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:

None

## 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 staff shall consult with BTS-EPDS 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 BTS-EPDS staff will ensure adequate Tribal consultation by WisDOT and engage FHWA in consultation when necessary.

Describe any Tribal coordination:

Letters were sent to the various Native American Tribes as outlined in Chapter 5-15-10 Native American Tribal Governments of the Wisconsin Department of Transportation's Facilities Development Manual (FDM) (Attachment 1: Tribal Notification Letter & Mailing List). No responses were received from the various Native American Tribes.

## 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:

- ✓ Factor Sheets (as needed)
- ✓ 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**

Wisconsin (WIS) 22 project length is approximately 10.5 miles from the Portage County line to southwest of the US 10 ramps. WIS 22 between the Portage County line and Rural Road in the town of Dayton serves as a minor arterial highway. WIS 22 from Rural Road to the US 10 ramps (southwest side interchange) in the town of Waupaca serves as a principal arterial highway (Attachment 2: Project Location Map).

This portion of WIS 22 is:

- Classified as a State Long Truck Route.  
<http://wisconsin.gov/Documents/dmv/shared/truck-routes.pdf>
- Not classified as being on the National Highway System.  
[https://www.fhwa.dot.gov/planning/national\\_highway\\_system/nhs\\_maps/wisconsin/wi\\_wisconsin.pdf](https://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/wisconsin/wi_wisconsin.pdf)
- Not classified as being part of the Oversize/Overweight Freight Network.  
<http://wisconsin.gov/Documents/doing-bus/eng-consultants/cnslt-rsrcs/tools/maps/osow-fnm-ncr.pdf>

This segment of WIS 22 is a two-lane rural highway with one 12-foot lane in each direction. Shoulders vary from 8-10 feet wide, of which 3 feet is paved. There is a raised center median at the intersections of County QQ and County K to allow for protected left turns. East of the Western Avenue intersection the road transitions from a two-lane highway to a four-lane divided highway with a raised median.

WIS 22 Average Annual Daily Traffic (2015) is 2,900 vehicles from the Portage County line to Rural Road and 4,500 vehicles from Rural Road to the US 10 ramps. Heavy truck traffic accounts for 18% of the traffic.

WIS 22 carries a mix of local, regional, agricultural, and tourism traffic. From the Portage County line to County K the speed limit is 55 mph. From County K to US 10 ramps the speed limit is 45 mph.



Project history on this portion of WIS 22:

- 1982: WIS 22 was constructed to its current alignment between the Portage County line to County QQ
- 1987: WIS 22 was constructed to its current alignment between County QQ to the US 10 ramps
- 2000: The intersections at County K and King Road were reconstructed
- 2008: WIS 22 was mill and overlaid with a new surface layer of asphaltic pavement. The existing base course and lower layer of existing asphalt was left in place.
- 2012: The intersection at County QQ was reconstructed

## **Purpose & Need**

### **Purpose**

The purpose of the proposed action is to preserve the roadway asset and minimize the overall life cycle cost of the corridor. This can be accomplished by addressing the following needs:

- Prevent un-serviceable\* asphaltic pavement
- Deteriorating storm water conveyance system
- Non-compliant sidewalk curb ramps (American Disability Act)

\* Serviceability issues are when distresses can negatively affect normal driving conditions and begin to create risk of potential safety concerns.

### **Defined Needs**

#### **Prevent un-serviceable asphaltic pavement**

The existing WIS 22 pavement is showing signs of distress with extensive longitudinal and transverse cracking. These cracks allow water and deicing chemicals to enter the pavement and accelerate the deterioration of the roadway corridor.

The WisDOT Pavement Condition Index (PCI) rating for this portion of WIS 22 from 2017 was determined to be 74 (good). It is anticipated that the PCI will be approximately 63 (fair) in 2020. Estimated ratings can vary slightly depending on severity of winter conditions and associated freeze/thaw cycles.

*PCI method is used for rating pavement condition based on visual signs of pavement distress, such as cracks, ruts, and potholes. PCI is a numerical rating that ranges from 0 to 100, where 100 represents pavement in excellent condition and 55 represents a minimum rating for pavement in fair condition. Specialized pavement data collection vehicles gather data on the state trunk highway system.*

The International Roughness Index (IRI) rating for this portion of roadway in 2017 is 54 in/mile. This indicates there are no notable ride problems at the time of evaluation.

*IRI measures pavement roughness and ride. An IRI of 50 in/mile is for new pavement (smooth) and an IRI of 170 in/mile is "terminal" (roughest) and in need of immediate repair.*

#### **Deteriorating storm water conveyance system**

- There are three rusted corrugated steel culvert pipes that are deteriorating and nearing the end of their service life. Sections of the curb and gutter are deteriorated at each of the side road intersections.

#### **Non-compliant sidewalk curb ramps**

- The sidewalk curb ramps at the intersection of County K, Western Avenue, and US 10 eastbound exit are not American Disability Act (ADA) compliant. They lack raised detectable warning fields and have steeper grades than current design standards.

## 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.

(13) Actions described in paragraphs (26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes).

## 2.3 Alternatives

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

### **Alternative 1: “No Build”**

This alternative would provide for routine maintenance to continue, but it would result in further deterioration of the roadway, culverts, and curb and gutter. The “No Build” option would result in future higher maintenance costs and the potential for reduced highway corridor safety. This alternative is not consistent with WisDOT Asset Management policies and guidelines and would not retard deterioration that would necessitate more comprehensive and costly improvements in the future.

This alternative does not fulfill the purpose and need of the proposed action and therefore was eliminated from further consideration. However, this alternative is being used as a baseline for comparison of impacts with other alternatives.

### **Alternative 2: Pavement Resurface, Culvert Replacement, & Curb and Gutter Repair (PREFERRED)**

This preferred alternative proposes to resurface the distressed asphaltic pavement on WIS 22 from the Portage County line to the US 10 ramps. Other project work would include the replacement of 3 failing steel corrugated culvert pipes, replace curb and gutter, and reconstruct sidewalk curb ramps. No new or additional right-of-way will need to be acquired.

This alternative would not involve multi-year construction and is consistent with WisDOT Asset Management policies and guidelines. The proposed work can be performed while traffic is maintained on WIS 22.

The construction zone will require temporary lane closures with flaggers on each end of the work zone. At the end of the work day the roadway will be opened to traffic.

The preferred alternative addresses the deteriorated asphaltic pavement, deteriorating curb and gutter, failing culverts, and sidewalk curb ramps not ADA compliant. This alternative will preserve the roadway assets, while minimizing overall lifecycle cost of the roadway corridor.

### **Description of Proposed Action**

The project proposes to resurface WIS 22 by milling and replacing the asphaltic pavement. Additionally, curb and gutter replacement will occur at:

- |                     |                   |                      |                  |
|---------------------|-------------------|----------------------|------------------|
| • West Road         | • Radley Road     | • Speer Road         | • County QQ      |
| • Testin Road       | • Suhs Road       | • Dayton Road        | • County K       |
| • Tarr Road         | • Holman Lane     | • Stratton Lake Road | • King Road      |
| • Crystal Lake Road | • Mynard Road     | • Rural Road         | • Western Avenue |
| • Lauritzen Lane    | • W Stratton Road | • Cleghorn Road      |                  |

Raised detectable warning fields will be added at the intersection of County K, Western Avenue, and US 10 eastbound exit. The portions of sidewalk curb ramps that have steep grades outside of current design standards will be reconstructed to meet current ADA standards. One culvert will be replaced near the Cleghorn Road intersection and two culverts will be replaced near the County K intersection.

## 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 project coordination letter was sent to the Wisconsin Department of Natural Resources (WisDNR). (Attachment 3: WisDNR Project Review Letter)

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.

Local government officials were sent a letter that outlined the project (Attachment 5). The letter included the proposed action, proposed schedule, and a request to provide any comments or concerns about the project. Two comments were received. The city of Waupaca commented in regard to a triathlon they host in the fall. The project schedule was discussed and there will be no conflict. The Waupaca Police Department commented about traffic concerns at the US 10/WIS 22 ramp terminals. The ramp terminals are outside the limits of the project.

A notification to local officials and property owners was sent out June 7, 2019 and June 9, 2019, respectively. The letter included the proposed action, proposed schedule, and a request to provide any comments or concerns about the project. Two comments were received from the public. One comment was from a business owner that had concerns over their driveway and one comment was regarding potential traffic detours. Both comments were addressed. Access to businesses will be maintained throughout the entire project. No traffic restrictions will be placed on WIS 22 during construction. Delays will not exceed 5 minutes.

Emergency responders, including local fire departments, law enforcement agencies and EMT services have been informed of the project and will be updated as design and construction progresses.

## 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 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 4.4 of this form.**

The project is state funded only. The project requires coverage under the Department of the Army Transportation Regional General Permit therefore see section 4.4 below.

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 adversely affect a property listed on the state register.

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

- ☐ 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 in consultation with the SHPO has determined the proposed action will not adversely affect a property that is listed on the state register or on the list of locally designated historic places under Wisconsin Statutes 44.45 (see attached documentation).
- ☐ WisDOT has determined its proposed action will have an adverse effect a historic property – project is ineligible for PCE.

The project is included on the WisDOT Cultural Resources Screening List for history only (Attachment 6 & 7).

**3.4 Wetlands, and Surface Waters**

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 (include appropriate Factor Sheet(s))

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

- ☒ USACE 404 General Permit
- ☐ USACE 404 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

**Attachment 4: Preliminary Wetland Impacts**

**3.5 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

### 3.6 Air Quality

Projects must be consistent with the State Implementation Plan (SIP) for air quality. Projects in air quality nonattainment and maintenance areas must be demonstrated to conform to the SIP. Check the appropriate box and proceed accordingly.

- ☒ The project is in an area designated as attainment for all transportation-related criteria air pollutants. The project is not subject to transportation conformity requirements. No further analysis is required.
- ☐ The project is in an area designated as nonattainment or maintenance for one or more transportation-related criteria air pollutants. Proceed with the following analyses for regional and project level transportation conformity.

#### Regional Conformity

Regional conformity is required for projects in counties designated as nonattainment or maintenance for ozone or PM<sub>2.5</sub>. If the project occurs in a nonattainment/maintenance County or area, check the appropriate box and include appropriate documentation in the appendix (if needed).

- ☐ The project is exempt from conformity per 40 CFR 93.126 or is a traffic signal synchronization project under 40 CFR 93.128. No further analysis is needed.
- ☐ The project is exempt from regional emissions analysis requirements per 40 CFR 93.127.
- ☐ The project is located within a Metropolitan Planning Area and included in the current approved Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). The RTP and TIP were determined to conform by FHWA and FTA. Provide the MPO name, RTP name, TIP name and TIP number. The MPO name, RTP name, TIP name and TIP number should be provided in the box below and must be included if this box is checked:
- ☐ The project is located outside of a Metropolitan Planning Organization's boundaries and has received a conformity determination by FHWA per the rural conformity section of the WisDOT/WDNR Memorandum of Agreement. Provide conformity finding dates:
- ☐ The project is non-conforming – project is ineligible for a PCE.

#### Project Level Conformity

Projects in fine particulate matter (PM<sub>2.5</sub>) nonattainment and maintenance areas are also subject to PM<sub>2.5</sub> project hot spot conformity requirements. A PM<sub>2.5</sub> hot spot analysis is required to support a project level conformity determination for projects of local air quality concern. A determination of local air quality concern is made by the Wisconsin Transportation Conformity Working Group (WTCWG).

- ☐ The project is not located in a PM<sub>2.5</sub> nonattainment or maintenance area. No further analysis is required.
- ☐ The project is exempt from conformity per 40 CFR 93.126 or is a traffic signal synchronization project under 40 CFR 93.128. No further analysis is needed.
- ☐ The project has been screened in accordance with the WisDOT Project Level Conformity PM<sub>2.5</sub> Screening Checklist and (check one of the following as applicable):
  - ☐ Determined not to be a project of local air quality concern. Include the screening checklist in the appendix.
  - ☐ Referred to interagency consultation with the WTCWG resulting in a determination that the action **is not** a project of local air quality concern. Include the project analysis and WTCWG determination in the appendix.
  - ☐ Referred to interagency consultation with the WTCWG resulting in a determination that the action **is** a project of local air quality concern – project is ineligible for a PCE.

### 3.7 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 Traffic Noise Factor Sheet)
- ☐ 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 sound including hours of operation and equipment requirements. Will any Special Provisions, not including changes to the hours of operation, be required for mitigating construction sound impacts?

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

### 3.8 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 REC or the BTS-ESS specialist 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.

### 3.9 Threatened, Endangered and Protected Resources

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. Complete the Threatened, Endangered and Protected Resources Factor Sheet to document coordination and determination finding.

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

### 3.10 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

<https://www.fws.gov/midwest/eagle/protect/laws.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

### 3.11 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 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:

### 3.12 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 included in the 2019-2022 Statewide Transportation Improvement Program (STIP; Attachment 8: 2019-2022 STIP)

The project is located within the jurisdiction of the East Central Wisconsin Regional Planning Commission but within a specific MPO. The project is not mentioned specifically in the ECWRPC's 2019 Transportation Work Program & Budget (TWP&B).

In Section 3 – Regional Transportation Program of the TWP&B it states that the East Central staff works in cooperation with the WisDOT's Corridor Studies and reconstruction projects and provides technical assistance to local communities on these projects. Specialized Transportation Coordination plans are developed and implemented with local municipalities, counties and transportation providers. Their program objective is to assist WisDOT, counties, local jurisdictions and other operating agencies in providing a safe and efficient transportation system that includes all modes of travel. Also, to work with WisDOT and local government and the public to promote and encourage improvements based on the policies of Connections 2030 and other transportation planning initiatives. Waupaca County has a published 2019-2023 5 Year Capital Improvement Plan. WIS 22 is not listed individually in the Plan, because it is a state highway where Waupaca County is not financially responsible.

### 3.13 Floodplains

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

### 3.14 Section 6(f) or Other Unique Properties

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

### 3.15 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 REC or BTS-EPDS liaison to determine if the level of impact results in the project being ineligible for PCE.

Description of impacts:

NA

### 3.16 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:

NA

## **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:

NA

If a Section 4(f) use will occur, indicate the type of Section 4(f) evaluation or determination that applies. Complete the Section 4(f) Factor Sheet and 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 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

#### 4.4 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 a Documentation of No Adverse Effects, a WisDOT form DT1635 or a “screening list” decision and commitments (add to Section 5 Commitments).
- ☐ The proposed project will have adverse effects to historic properties – project is ineligible for PCE.

#### 4.5 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

#### 4.76 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

Identify and describe any avoidance, minimization or compensation measures (commitments) in detail. Be specific on what needs to happen and specifically where on the project. Indicate when the commitment should be implemented and who in WisDOT is responsible for fulfilling each commitment (Project Manager, Environmental Coordinator, etc.). Please note if the commitment will be indicated on the final plan, recorded in the Plans, Specifications and Estimates (PS&E), under special provisions in the final plan set, in construction notes, or some other written format. Attach a copy of this completed matrix to the design study report and the PS&E submittal package. Be sure to capture all commitments for each factor listed below and update it if further commitments are made after the Environmental Document is signed.

Factor	Commitment (If none, include N/A)
Business and Economics	<i>Access to businesses will be maintained at all times during construction. The construction project manager will assure fulfillment of these commitments.</i>
Community	<i>Access to properties and residents along the corridor will be maintained at all times during construction. The construction project manager will assure fulfillment of these commitments.</i>
Aesthetics	N/A
Agriculture	N/A
Relocations	N/A
Indirect Impacts	N/A
Cumulative Impacts	N/A
Environmental Justice	N/A
Historic Properties	<i>No special or supplemental commitments – Project is included on the WisDOT Screening List. See Attachment 8 - Historical Screening List</i>
Burial Sites	<p><i>For uncatalogued site 47WP335/BWP-0177 (Rural Miner Mound) notify WisDOT's Cultural Resources Team (CRT) when the project is within one year of construction. CRT will petition the Wisconsin Historical Society (WHS) for authorization to work within the boundaries of the burial site under State Statute 157.70.</i></p> <p><i>For site 47WP68 (Potts), if the undertaking includes ground disturbance beyond the existing ditch back slope intercept, a qualified archaeologist must monitor the construction related ground disturbance activities.</i></p> <p><i>For sites 47WP277 (P. Pope 3 and 47WP171 (unnamed site), if the undertaking includes ground disturbance beyond the existing right of way limits, a qualified archaeologist must monitor the construction related ground disturbance activities.</i></p> <p><i>For sites 47WP68 (Potts), 47WP277 (P. Pope 3) and 47WP171 (unnamed site), sites shall not be used for borrow or waste disposal, and the site area not currently capped by asphalt/concrete shall not be used for the staging of personnel, equipment and/or supplies.</i></p> <p><i>See Attachment 7 – Archaeology Documentation</i></p>
Tribal Lands	<i>No special or supplemental commitments. See Attachment 1 – Tribal Notification Letter &amp; Mailing List</i>
Section 4(f)	N/A
Section 6(f) or Other Specially Funded Lands	N/A
Wetlands	<i>All unavoidable wetland impacts will be mitigated at a statewide wetland banking site at an appropriate ratio. The construction project manager and regional environmental coordinator will assure fulfillment of this commitment.</i>

Surface Water Resources	N/A
Floodplains	N/A
Groundwater, Wells and Springs	N/A
Coastal Zones	N/A
Unique Wildlife and Habitat Concerns	N/A
Threatened and/or Endangered Species	<i>Per WisDNR Initial Project Review Letter there are no threatened or endangered species in the project area.</i>
Air Quality	N/A
Construction Sound	<i>WisDOT Standard Specification 107.8(6) and 108.7.1 will apply.</i>
Traffic Noise	N/A
Hazardous Substances, Contamination and Asbestos	N/A
Stormwater	<i>At the three culvert replacements specific details and methods that include isolating the work areas with impermeable dams and proper collection or dewatering of sediment laden water shall be included in the special provisions. The contractor will need to outline these construction methods in the ECIP. The construction project manager and WisDNR will assure fulfillment of this commitment.</i>
Erosion Control	<p><i>WisDOT/WisDNR Cooperative Agreement will be followed.</i></p> <p><i>WisDNR recommends biodegradable non-netted mat be used on this entire project. 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.</i></p> <p><i>The construction project manager will assure fulfillment of these commitments.</i></p>
Other:	<p><i>All project equipment shall be decontaminated for removal of invasive species prior to and after each use on the project site by utilizing other best management practices to avoid the spread of invasive species as outlined in NR 40, Wis. Adm. Code.</i></p> <p><i>This project involves work that may involve cutting or wounding oak trees. To prevent the spread of oak wilt disease, avoid cutting or pruning oak trees from April through September.</i></p> <p><i>This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. No ash material or hardwood debris from EAB quarantined areas shall be transported to non-quarantined areas without a compliance agreement issued by WI Department of Agriculture, Trade and Consumer Protection.</i></p> <p><i>The construction project manager will assure fulfillment of these commitments.</i></p>
Other:	

**Factor Sheets Attached (in order of reference within the document):**

Threatened, Endangered and Protected Resources Factor Sheet  
Wetlands Factor Sheet

**Other Attachments (in order of reference within the document):**

Attachment 1: Tribal Notification Letter & Mailing List

Attachment 2: Project Location Map

Attachment 3: WisDNR Project Review Letter

Attachment 4: Preliminary Wetland Impacts

Attachment 5: Public Officials and Property Owners Notification Letter

Attachment 6: Archaeology Documentation

Attachment 7: Historical Screening List

Attachment 8: 2019-2022 STIP

# THREATENED, ENDANGERED and PROTECTED RESOURCES Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative: Mill & Overlay	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	Project ID: 6300-00-03
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## Federal Resources

### 1. Complete the following table using the Official Species List from U.S. Fish and Wildlife Service (FWS):

Species Common Name	Species Scientific Name	Federal Status	Effect Determination	Justification/Explanation
Gray Wolf	<i>Canis lupus</i>	Endangered	No Effect	The project area is within the existing road right of way. No suitable habitat.
Northern Long-eared Bat	<i>Myotis septentrionalis</i>	Threatened	No Effect	There are no known maternity roost trees within 150 feet or known hibernacula within 0.25 miles of the project.
Karner Blue Butterfly	<i>Lycaeides Melissa samuelis</i>	Endangered	No Effect	Karner Blue Butterfly surveys were conducted, and no lupine plants were observed.

Date of Official Species List: April 4, 2019

### 2. Is there designated or proposed critical habitat within or near the project?

- ☒ No  
☐ Yes, describe critical habitat, proximity to project, and potential impacts to the critical habitat (you may want to complete the Other Factor Sheet to document the critical habitat):

### 3. Has Section 7 consultation with FWS been completed?

- ☒ No, explain: No, consultation is not required because there are no identified threatened, endangered or protected Federal Resources in the project vicinity.  
☐ Yes, describe consultation efforts and conclusions and indicate location within the environmental document:

### 4. Are avoidance, minimization or compensatory mitigation measures required?

- ☒ No, explain: There are no identified threatened, endangered or protected Federal Resources in the project vicinity.  
☐ Yes, briefly describe here:

## State Resources

### 1. Are threatened or endangered species known to occur in the vicinity of the project?

- ☒ None identified.  
☐ Yes – Complete the following table and include the date of the most recent Natural Heritage Inventory (NHI) review by WDNR:

Species Common Name	Species Scientific Name	State Status	Effect Determination	Justification/Explanation

Date of Natural Heritage Inventory (NHI) database review: 10/17/18

### 2. Has threatened and endangered resource coordination with DNR been completed?

- ☐ No, explain:  
☒ Yes, attach and reference location in this document: WisDNR Initial Review Letter was received 10/29/2018  
See Attachment 3 – WisDNR Project Review Letter

### 3. Are avoidance, minimization or compensatory mitigation measures required?

- ☒ No, describe: There are no identified threatened, endangered or protected State Resources in the project vicinity.
- ☐ Yes, briefly describe:

#### **Other Protected Resources**

##### **Bald and Golden Eagles**

1. **Are bald and/or golden eagles known to occur near the project?**  
☒ None identified  
☐ Yes, describe:
2. **Will there be adverse or beneficial effects on bald and/or golden eagles as a result of the project?**  
☒ No, explain: Bald and/or golden eagles were not listed to be in the project vicinity in the WisDNR Project Review Letter.  
☐ Yes, describe general proximity to project and potential impacts:
3. **Has bald and golden eagle-related coordination with WDNR and/or FWS been completed?**  
☐ No, explain:  
☒ Yes, attach and reference location in this document: No bald or golden eagles are known to occur in the project area. See Attachment 3 – WisDNR Project Review Letter
4. **Are avoidance, minimization or compensatory mitigation measures required?**  
☒ No, explain: Bald and/or golden eagles were not listed to be in the project vicinity in the WisDNR Project Review Letter.  
☐ Yes, briefly describe:

##### **Migratory Birds**

1. **Are migratory birds known to occur in the vicinity of the project?**  
☒ None identified  
☐ Yes, describe:
2. **Will there be adverse or beneficial effects on migratory birds because of the project?**  
☒ No, explain: Migratory birds were not listed to be in the project vicinity in the WisDNR Project Review Letter.  
☐ Yes, describe general proximity to project and potential impacts:
3. **Has migratory bird-related coordination with WDNR and/or FWS been completed?**  
☐ No, explain: DNR review letter did not list any migratory bird in the vicinity of the project.  
☒ Yes, attach and reference location in this document: See Attachment 3 – WisDNR Project Review Letter
4. **Are avoidance, minimization or compensatory mitigation measures required?**  
☒ No, explain: Migratory birds were not listed to be in the project vicinity in the WisDNR Project Review Letter.  
☐ Yes, briefly describe:

# WETLANDS Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative: Mill & Overlay	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 6300-00-03
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## Describe Wetlands

### 1. Describe Wetlands Along the Project (a map may be helpful):

	Name (if known) <sup>1</sup>	County	Section-Township-Range	Location Map	Wetland Type(s) <sup>2</sup>	Total Wetland Loss	Temporary Wetland Loss	Is the wetland contiguous with a stream, lake or other?	Name the contiguous waterbody (ies)
Wetland Culvert 6802201 90	NA	Waupaca	S-10, T-21 N, R-11 E	Exhibit: 1	RPF	0.006 acres	0.0 acres	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	NA
Wetland Culvert 6802202 80 (N)	NA	Waupaca	S-36, T-22 N, R-11 E	Exhibit: 2	M	0.007 acres	0.0 acres	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	NA
Wetland Culvert 6802202 80 (S)	NA	Waupaca	S-36, T-22 N, R-11 E	Exhibit: 2	WS	0.007 acres	0.0 acres	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	NA
Wetland			S- , T- , R-	Exhibit:		acres	acres	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Wetland			S- , T- , R-	Exhibit:		acres	acres	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Wetland			S- , T- , R-	Exhibit:		acres	acres	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Wetland			S- , T- , R-	Exhibit:		acres	acres	<input type="checkbox"/> Yes <input type="checkbox"/> No	

<sup>1</sup> Examples of named wetlands include: Cherokee Marsh, Horicon Marsh, Tiffany Bottoms, etc.

<sup>2</sup> Use wetland types specified in the WisDOT Wetland Mitigation Banking Technical Guidelines, Table 1-C:

<sup>3</sup> If wetland is contiguous to a stream, lake or other water body, and impacts to the resource are expected, complete the Surface Water Factor Sheet.

### 2. Describe method for evaluating wetlands along project.

- ☐ Wetland delineation. Date completed:  
☒ Interagency wetland determination. Date completed: 9/18/2018  
☐ Other. Describe and indicate date completed:  
☐ Evaluation not necessary or not completed. Explain:

### 3. Are any impacted wetlands considered "wetlands of special status," "red flag wetlands," or "rare and high-quality wetlands"? Refer to WisDOT Wetland Mitigation Banking Technical Guideline, page 10 for additional information.

- ☒ No  
☐ Yes:  
☐ Advanced Identification Program (ADID) Wetlands  
☐ Other – Describe:



4. List any observed or expected waterfowl and wildlife inhabiting or dependent upon the wetland (List should include both permanent, migratory and seasonal residents): None

**Describe Work and Anticipated Impacts**

5. Describe proposed work in the wetland(s), e.g., excavation, fill, marsh disposal, temporary impacts, other: Each of the wetlands is located at the inlet or outlet of an existing 36-inch corrugated metal culvert pipe. The existing pipes have deteriorated and are being replaced. The wetland disturbance is being created by the excavation required to remove and replace the existing pipes. New riprap is being placed at each end of the pipe for erosion control purposes. The placement of this riprap is the fill being placed in the wetlands. The limits of the riprap have been minimized to meet WisDOT details and dimensions for placement of riprap at the ends of culvert pipes.

6. **Wetland Avoidance and Impact Minimization:** [Note: Consideration of avoidance and minimization strategies is required before evaluating compensatory mitigation needs.]

A. Wetlands avoided: 0.0 acres

1. Describe methods used to avoid the use of wetlands, such as tightening slopes, using a lower level of improvement or placing the roadway on new location, etc.: Due to the proximity of wetlands to the project it is not feasible to completely avoid wetland impacts. Avoidance and minimization are incorporated into the project design where feasible to lessen impacts. This is a mill and overlay project with minimal work being done outside the existing gravel shoulders. Slopes will not be regraded, lessening wetland impacts, but three culvert pipes must be replaced and riprap added around the endwall to minimize erosion. The only wetland impacts are permanent and due to the riprap placement.

2. Indicate the total area of wetlands avoided: 0.0 acres

B. Wetlands impacts minimized: 0.0 acres

1. Describe methods used to minimize the use of wetlands, such as increasing side slopes, use of retaining walls, equalizer pipes, upland disposal of hydric soils, etc.: This is a mill and overlay project with minimal work being done outside the existing gravel shoulders. Slopes will not be regraded, lessening wetland impacts, but three culvert pipes must be replaced and riprap added around the endwall to minimize erosion. The only wetland impacts are permanent and due to the riprap placement. The limits of the riprap placement are in accordance with WisDOT details.

2. Indicate the total area of wetlands saved through minimization: 0.0 acres

7. **Erosion control or stormwater management practices which will be used to protect the wetland are described on Factor Sheets, check all that apply:**

- ☐ Erosion Control Factor Sheet completed  
☐ Stormwater Factor Sheet completed  
☒ Neither Factor Sheet will be used, briefly describe measures to be used:

**Coordination and Permitting**

8. **US Army Corps of Engineers (USACE) Jurisdiction and Section 404 Permit (Clean Water Act):**

- ☐ Not applicable, no impacts anticipated to waters under USACE jurisdiction.

Date of approved jurisdictional determination:

- ☒ Applicable, impacts anticipated to wetlands under USACE jurisdiction.

Indicate acres of wetlands filled: 0.02 acres temporarily impacted: 0.0

Type of 404 permit anticipated:

- ☐ Individual Section 404 Permit required.

- ☒ General Permit (GP) or Letter of Permission (LOP) required.

Indicate which GP or LOP is required:

- ☒ Transportation Regional General Permit (TRGP; expires 02/20/23). Permit category: 1

- ☐ Nationwide General Permit (NWP). NWP number:

- ☐ Letter of Permission (LOP-06-WI; issued 04/17/06 – or – LOP-10-R; issued 08/30/10)

Pre-construction notification (PCN):

☒ Not required. Explain: The project falls into Category 1: Minor Maintenance – Linear Transportation of the TRGP. Per the TRGP a PCN is not required for Category 1 projects. The cumulative wetland loss of 0.02 acres is much less than the 0.23 acre minimum required for a PCN.

☐ Required. Status of PCN:

**9. Wisconsin Department of Natural Resources (WDNR) Coordination and Section 401 Water Quality Certification (WQC):**

☒ WDNR provided concurrence on the project's wetland delineation. Date received or anticipated: 9/18/2018

☒ 401 WQC anticipated: Coordination in process. Anticipated prior to PS&E.

**10. Federal Highway Administration (FHWA) Wetland Policy:**

☐ Individual wetland finding required. Summarize all practicable measures included in the project to minimize harm to wetlands and explain why there are no practicable alternatives to the proposed action and wetland use:

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to the wetlands which may result from such use (per FHWA Technical Advisory T6640.8A and Executive Order 11990).

☒ Not applicable, explain: The total amount of wetland being impacted is 0.02 acres. This small amount allows for permitting under the TRGP. An individual permit is not necessary.

**11. Section 10 Waters (Rivers and Harbors Act). For navigable waters of the United States (Section 10) indicate which 404 Permit is required:**

☒ No Section 10 waters. Section 10 permit not required.

☐ Section 10 waters present.

☐ Individual Permit

☐ Nationwide Permit, NWP number:

☐ Transportation Regional General Permit, TRGP category:

Pre-construction notification (PCN):

☐ Not required, explain:

☐ Required, status of PCN:

**Compensation**

**12. Describe compensation for unavoidable wetland loss including wetland type, acres of loss, the mitigation ratio to be used, the type and acres of compensation and the Wetland Mitigation Site (if known) where mitigation will occur:** Wetland loss types include RPF (0.006 acres), M (0.007 acres) and WS (0.007 acres). Total loss is 0.02 acres. Compensation for unavoidable wetland loss will come from a WisDOT mitigation bank at ratios to be determined by the WisDOT REC.

According to Section 404(b)(1) of the Clean Water Act, wetland compensatory mitigation procedures and sequencing will conform to the USACE and U.S. Environmental Protection Agency (EPA) joint rule on Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332; and 40 CFR Part 230; dated April 10, 2008).

Compensatory mitigation will be consistent with amendments to the Cooperative Agreement between DNR and WisDOT on compensatory mitigation for unavoidable losses (July 2012) and WisDOT Wetland Mitigation Banking Technical Guideline (March 2002).

**13. Summarize the coordination to date and that still needs to be completed with USACE, WDNR and other agencies or organizations regarding compensation for unavoidable wetland losses below and indicate where the documentation is located:** As stated previously, this project falls into the No PCN category for USACE and given the small impact amount, compensation is not required through the USACE. Regarding WDNR, the Statewide WITF spreadsheet has been completed and provided to WisDOT and we are currently awaiting agency

coordination direction from WisDOT per an email dated 9-4-19 from Stacey Tushaus (Foth) to George Fechhelm (WisDOT).

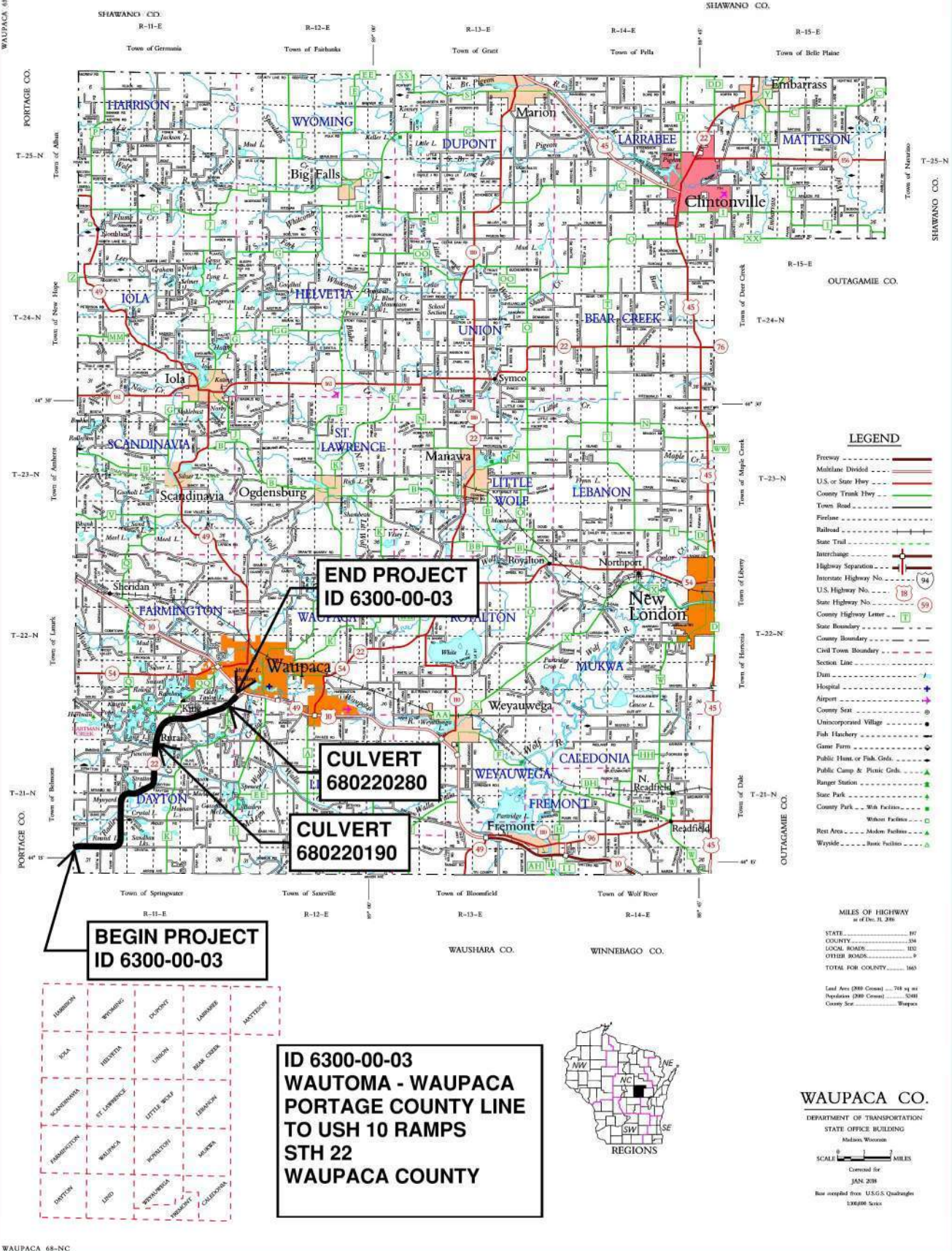
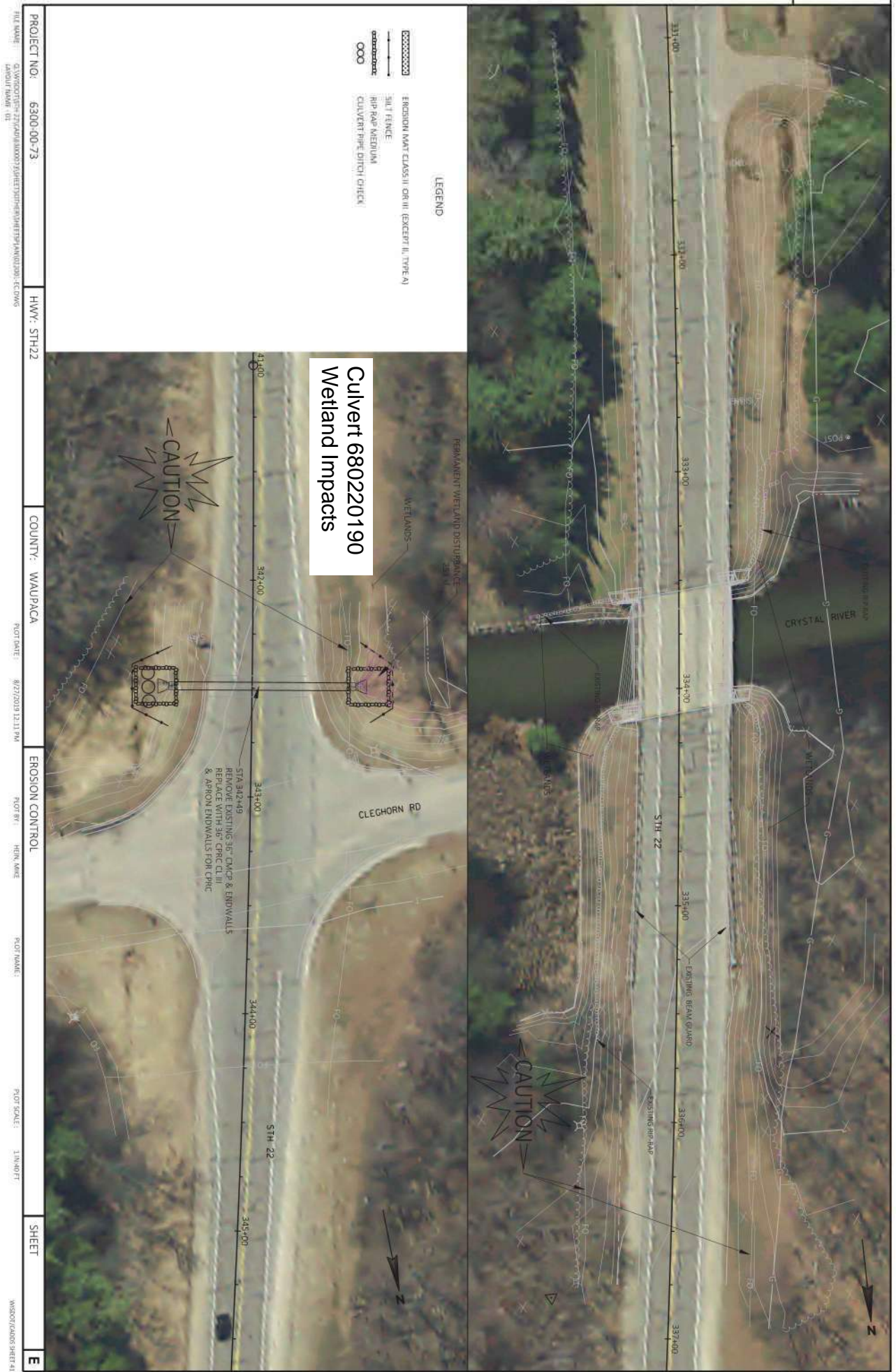


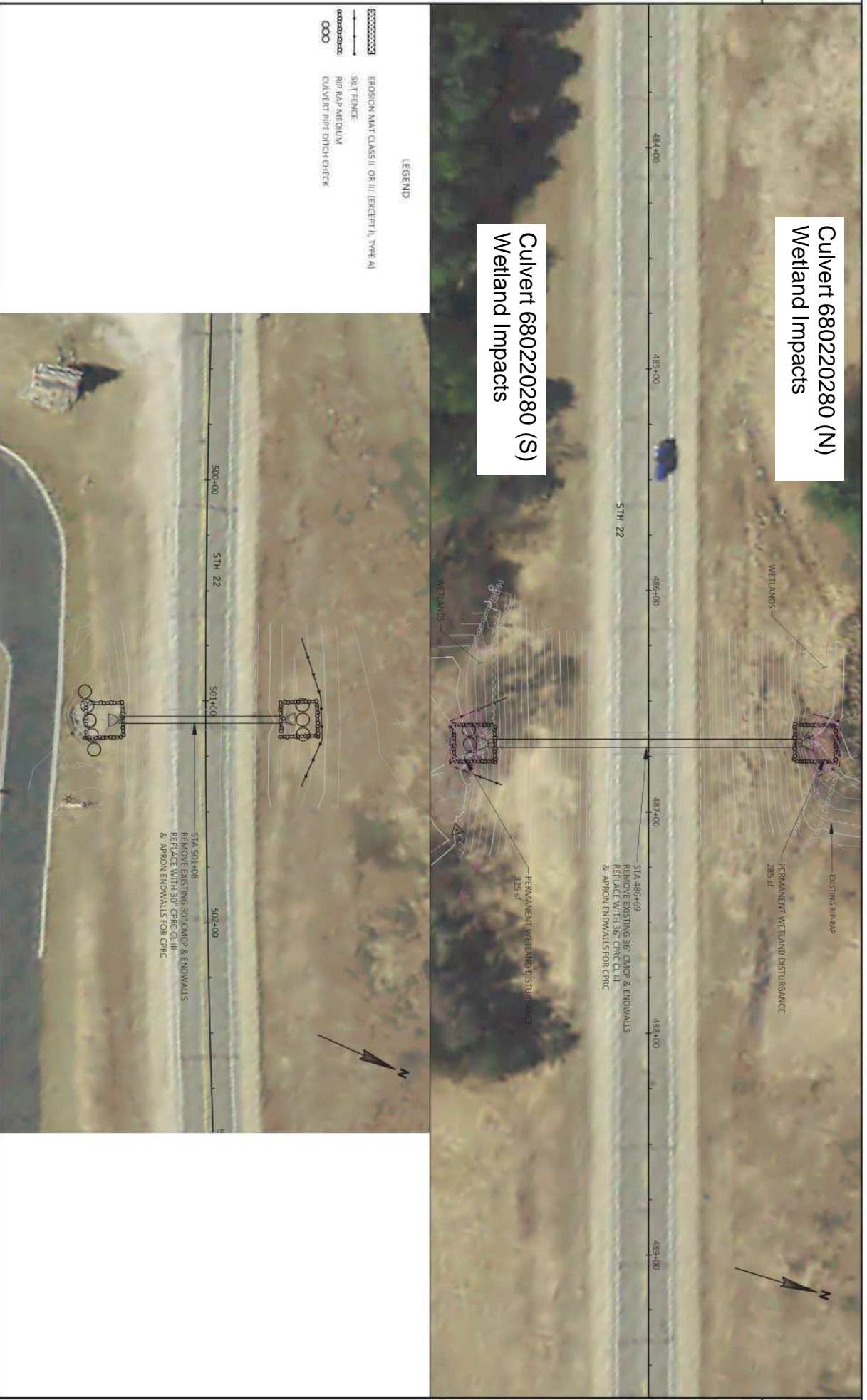


EXHIBIT 1



Culvert 680220280 (N)  
Wetland Impacts

Culvert 680220280 (S)  
Wetland Impacts



LEGEND

- EROSION MAT CLASS II OR III (EXCEPT TYPE A)
- SILT FENCE
- RIP RAP MEDIUM
- CULVERT PIPE DITCH CHECK

PROJECT NO:	6300-00-73	HWY:	STH22	COUNTY:	WAUPACA	EROSION CONTROL	SHEET	E
-------------	------------	------	-------	---------	---------	-----------------	-------	---

FILE NAME: G:\WORK\157-22\2020\6300073\EROSION\WETLAND\2020-EC.DWG  
PLOT DATE: 8/27/2023 12:13 PM  
PLOT BY: HEN, MAKE  
PLOT NAME:  
PLOT SCALE:  
SHEET NUMBER: 02  
WMSORT/ARDS SHEET 41

Attachment 1  
Tribal Notification Letter & Mailing List



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

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



June 7, 2019

«Name»  
«Title»  
«Business\_Name»  
«Address»  
«PO\_Box\_»  
«City\_State\_\_Zip»

Re: Notice of federal undertaking and request for comments under 36 CFR 800  
Project ID 6300-00-03, Wautoma – Waupaca, Portage County Line to USH 10 Ramps  
STH 22, Waupaca County

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Highway Administration, is considering an undertaking located on STH 22 between the Waupaca/Portage County Line and the USH 10 Ramp terminals southwest of the city of Waupaca. The proposed undertaking will consist of resurfacing the existing asphaltic pavement, spot curb and gutter repair, upgrades to existing beam guard, upgrades to handicap ramps, and the replacement of three culverts. An improvement project is currently scheduled for the summer of 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 survey, 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 WisDOT Project Manager Wendy Arneson at Wisconsin Department of Transportation, North Central Region, 1681 Second Avenue South, Wisconsin Rapids, WI 54495, email [wendy.arneson@dot.wi.gov](mailto:wendy.arneson@dot.wi.gov) or by phone at (715) 421-7391.

Sincerely,

Wendy Arneson, P.E.  
WisDOT Project Manager

CC: [bees.cr@dot.wi.gov](mailto:bees.cr@dot.wi.gov)

Attachments: Project Location Map



Business Name	Name	Title	Address	PO Box	City, State Zip
Bad River Band of the Lake Superior Tribe of Chippewa Indians of Wisconsin	Edith Leoso	THPO			Odanah, WI 54861
Fond du Lac Band of Lake Superior Chippewa	Jill Hoppe	THPO	1720 Big Lake Road	P.O. Box 39	Cloquet, MN 55720
Forest County Potawatomi Community of Wisconsin	Michael LaRonge	THPO	5320 Wensaut Lane	P.O. Box 340	Crandon, WI 54520
Ho-Chunk Nation	William Quackenbush	THPO		P.O. Box 667	Black River Falls, WI 54615
Lac Courte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin	Brian Bisonette	THPO	13394 W Trepania Road		Hayward, WI 54843
Lac du Flambeau Band of Lake Superior Chippewa Indians of Wisconsin	Melinda Young	THPO	838 Whitefeather St.	P.O. Box 67	Lac du Flambeau, WI 54538
Lac Vieux Desert Band of Lake Superior Chippewa Indians	Daisy McGeshick	THPO		PO Box 249	Watersmeet, MI 49969
Prairie Band Potawatomi Nation	Hattie Mitchell	THPO	16281 Q Road		Mayetta, KS 66509
Prairie Island Indian Community	Noah White	THPO	5636 Sturgeon Lake Road		Welch, MN 55089
Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Marvin DeBoe	THPO	88455 Pike Road		Bayfield, WI 54814
Sac and Fox Nation of Missouri in Kansas and Nebraska	Gary Bahr		305 N. Main		Reserve, KS 66434
Sac and Fox Nation of Oklahoma	Sandra Massey	Historic Preservation Officer	920883 S Hwy 99 Bldg A		Stroud, OK 74079
Sac and Fox of the Mississippi in Iowa	Jonathan Buffalo	NAGPRA Rep	349 Meskwaki Road		Tama, Iowa 52339-9629
Sokaogon Chippewa Community Mole Lake Band	Adam Vanzile	THPO	3051 Sand Lake Road		Crandon, WI 54520
St. Croix Chippewa Indians of Wisconsin	Wanda McGaggen	THPO	24663 Angeline Ave.		Webster, WI 54893-9246

Attachment 2  
Project Location Map

SHAWANO CO.

R-11-E

R-12-E

R-13-E

R-14-E

SHAWANO CO.

R-15-E

Town of Germania

Town of Fairbanks

Town of Grant

Town of Pella

Town of Belle Plaine

Town of Navarino

SHAWANO CO.

T-25-N

OUTAGAMIE CO.

T-24-N

T-23-N

T-22-N

T-21-N

OUTAGAMIE CO.

END PROJECT  
ID 6300-00-03

BEGIN PROJECT  
ID 6300-00-03

ID 6300-00-03  
WAUTOMA - WAUPACA  
PORTAGE COUNTY LINE  
TO USH 10 RAMPS  
STH 22  
WAUPACA COUNTY

LEGEND

- Freeway
- Multilane Divided
- U.S. or State Hwy
- County Trunk Hwy
- Town Road
- Firelane
- Railroad
- State Trail
- Interchange
- Highway Separation
- Interstate Highway No.
- U.S. Highway No.
- State Highway No.
- County Highway Letter
- State Boundary
- County Boundary
- Civil Town Boundary
- Section Line
- Dam
- Hospital
- Airport
- County Seat
- Unincorporated Village
- Fish Hatchery
- Game Farm
- Public Hunt or Fish Grds.
- Public Camp & Picnic Grds.
- Ranger Station
- State Park
- County Park
- Rest Area
- Wayside

MILES OF HIGHWAY  
as of Dec. 31, 2016

STATE	197
COUNTY	334
LOCAL ROADS	1132
OTHER ROADS	0
TOTAL FOR COUNTY	1663

Land Area (2010 Census) 748 sq mi  
Population (2010 Census) 52410  
County Seat Waupaca

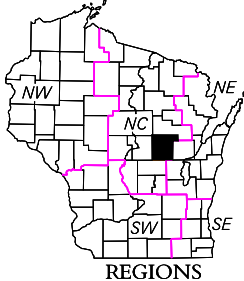
WAUPACA CO.

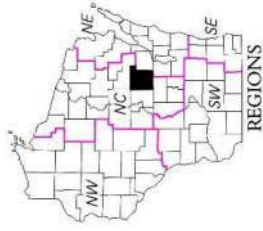
DEPARTMENT OF TRANSPORTATION  
STATE OFFICE BUILDING  
Madison, Wisconsin

SCALE 0 1 2 MILES

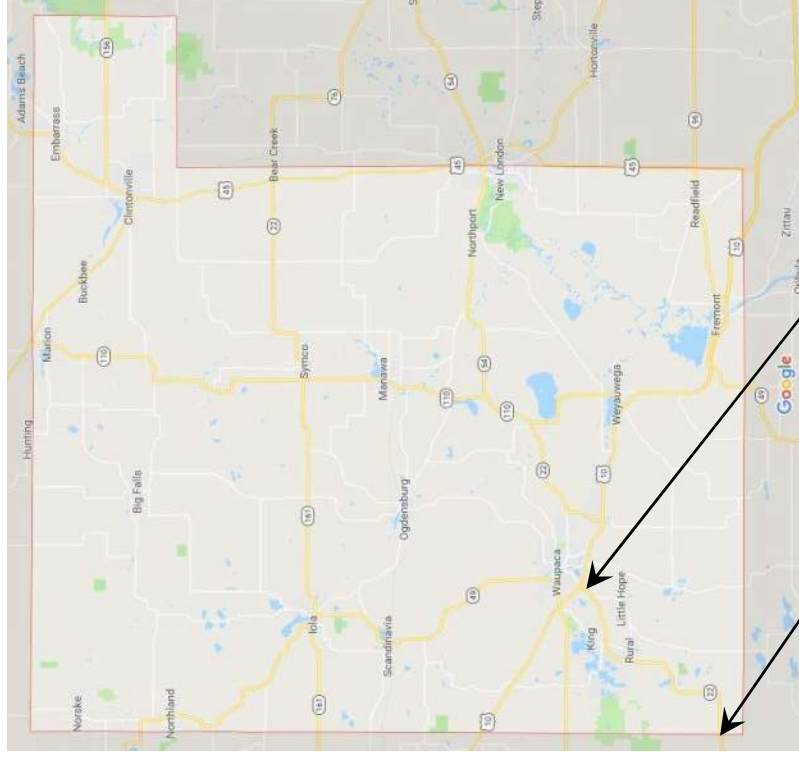
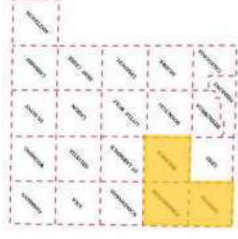
Corrected for  
JAN. 2018

Base compiled from U.S.G.S. Quadrangles  
1:100,000 Series



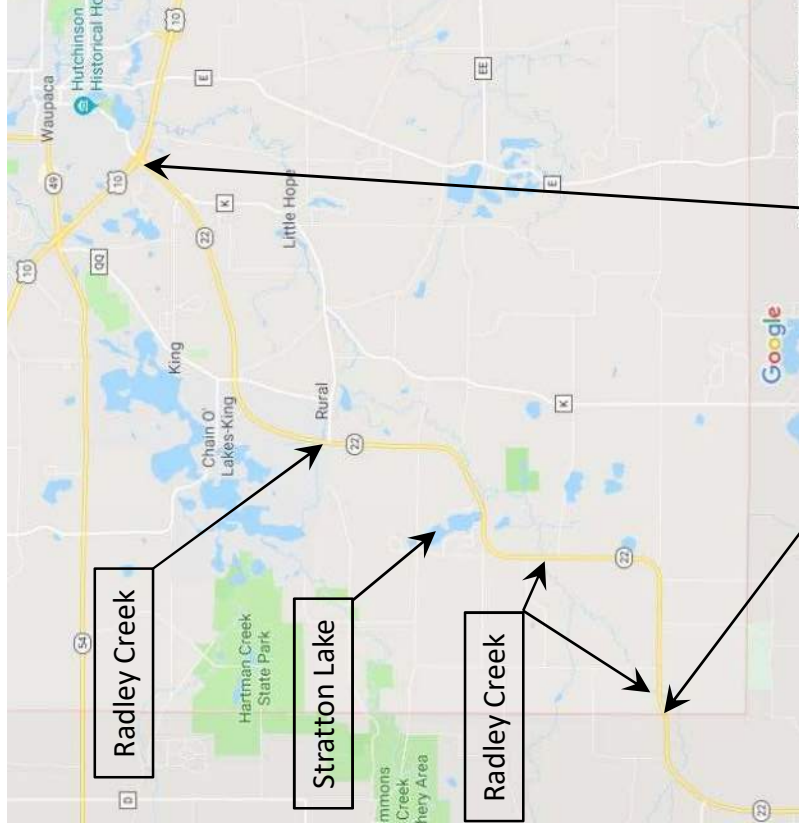


Project ID 6300-00-03  
Wautoma – Waupaca  
Portage County Line to USH 10 Ramps  
STH 22  
Waupaca County



Begin Project  
ID 6300-00-03

End Project  
ID 6300-00-03



Begin Project  
ID 6300-00-03

End Project  
ID 6300-00-03

Attachment 3  
WisDNR Project Review Letter



October 29, 2018

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

**Subject: DNR Initial Project Review**  
Project I.D. 6300-00-03  
STH 22 (Portage County Line to USH 10 Ramps)  
Waupaca County

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 asphalt surface, replacement of 3 culverts, 33 culverts cleaned and potential guardrail 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:**

Multiple water resources are nearby the project area including Stratton Lake, Radley Creek and Crystal River. No culvert or bridge work is proposed on these waterways so no in-water time out restrictions apply.

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.

**Culvert Work:**

The project proposes to replace 3 culverts and clean 33 culverts. Specific details and methods that include isolating the work areas with impermeable dams and proper collection or dewatering of sediment-laden water shall be included in the special provisions. The contractor will also need to outline these construction methods in the erosion control implementation plan (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. Karner Blue Butterfly surveys were conducted in project corridor and no lupine plant was observed. With this review the following has also been determined:

- There are no known Northern Long-eared Bat (NLEB) maternity roost trees within 150 feet of the project, or known hibernacula within 0.25 miles of the proposed project area.
- This project is located outside of any High Potential Zones (HPZ) for the Rusty Patched Bumblebee (RPBB), and therefore should have no impact on this federally endangered species.

### Invasive Species and Viral Hemorrhagic Septicemia (VHS):

All project equipment shall be decontaminated for removal of invasive species prior to and after each use on the project site by utilizing other best management practices to avoid the spread of invasive species as outlined in NR 40, Wis. Adm. Code. For more information, refer to <http://dnr.wi.gov/topic/Invasives/bmp.html>.

- **Emerald Ash Borer:** This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. It is illegal to move or transport ash material, the emerald ash borer, and hardwood debris (i.e. firewood) from EAB quarantined areas to a non-quarantined area without a compliance agreement issued by WI Department of Agriculture, Trade and Consumer Protection. Regulated items include cut hardwood (non-coniferous) firewood, ash logs, ash mulch or bark fragments larger than one inch in diameter, or ash nursery stock (DATCP statute 21).
  - For more information regarding the EAB and quarantine areas please click on the following link: <http://datcpservices.wisconsin.gov/eab/article.jsp?topicid=20>
  - Recommendations to reduce the spread of EAB in potentially infested Ash wood: <http://datcpservices.wisconsin.gov/eab/articleassets/Recommendations%20to%20reduce%20the%20spread%20of%20EAB.pdf>
- **Oak Wilt:** This project involves work that may involve cutting or wounding of oak trees. To prevent the spread of oak wilt disease, please avoid cutting or pruning of oaks from April 1 through September 30. For more information and guidance see the DNR webpage at: <http://dnr.wi.gov/topic/foresthealth/oakwilt.html>.

### 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:**

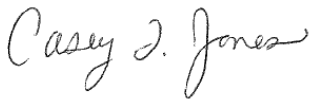
- The DOT Select Site process must be adhered to for clean fill or any other material that leaves the work site. The DNR liaison will review all proposed select sites and a site visit may be required. Filling of wetlands, waterways or floodplain is not allowed under the select site process, unless the 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](mailto:Casey.Jones@Wisconsin.gov). Thank you.

Sincerely,



Casey L. Jones  
Environmental Analysis & Review Specialist

cc: Jon Motquin – WisDOT  
Kyle Zibung – USACE




Attachment 4  
Preliminary Wetland Impacts



	EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
	SILT FENCE
	RIP RAP MEDIUM
	CULVERT PIPE DITCH CHECK

WISDOT/CADDIS SHEET 41



	EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
	SILT FENCE
	RIP RAP MEDIUM
	CULVERT PIPE DITCH CHECK

Attachment 5  
Public Officials and Property  
Owners Notification Letter



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

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



June 7, 2019

«First\_Name» «Last\_Name», «Position»  
«Jurisdiction»  
«Street\_Address»  
«City», «State» «Zip»

Re: Project ID 6300-00-03  
Wautoma – Waupaca  
Portage County Line to US10 Ramps  
WIS 22  
Waupaca County

Dear «First\_Name» «Last\_Name»,

The Wisconsin Department of Transportation (WisDOT) is proposing to make improvements to WIS 22 between the Waupaca/Portage County Line and the US10 ramp terminals southwest of the city of Waupaca. The project is located in the Town of Dayton, Town of Farmington, Town of Waupaca and King in Waupaca County.

We have identified the following needs:

- The pavement on WIS 22 between the Portage County line and the US 10 ramps is deteriorating
- The handicap ramps on the multi- use path adjacent to WIS 22 near the Waupaca High School are not ADA compliant
- Sections of the existing curb and gutter at the side road intersections are damaged
- Three existing steel cross culverts are rusted and failing
- Existing beam guard at the bridge over the Crystal River and the south end of Stratton Lake may not meet current standards

To address the identified needs, we propose:

- Milling the pavement and replacing it with a new asphalt overlay and reshaping the shoulders
- Adding raised detectable warning fields to handicap curb ramps and regrading as necessary
- Removing and replacing damaged sections of curb and gutter at the side roads
- Removing and replacing the three failing cross culverts
- Evaluating the existing beam guard and replacing as necessary to meet current standards.

Construction is currently scheduled for the summer of 2020. It is proposed to keep WIS 22 open during construction. Motorists will likely encounter single lane closures and flagging operations during daytime hours. Access to all properties and side roads 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 the consultant project manager in charge of the design. Chris Saxby, PE, can be contacted at (608) 242-5942 or by email at [chris.saxby@foth.com](mailto:chris.saxby@foth.com). His mailing address is Foth, 5117 West Terrace Drive, Suite 401, Madison, WI 53718

Sincerely,

Wendy Arneson, P.E.  
WisDOT Project Manager

Attachments: Project Location Map

Attachment 6  
Archaeology Documentation

## Saxby, Chris A

---

**From:** Arneson, Wendy - DOT <Wendy.Arneseon@dot.wi.gov>  
**Sent:** Tuesday, April 09, 2019 12:47 PM  
**To:** Fechhelm, George - DOT; Saxby, Chris A  
**Subject:** FW: WisDOT ID# 6300-00-03; STH 22: Wautoma - Waupaca, Portage County Line to USH 10 Ramps; Waupaca County  
**Attachments:** 47WP68 (Potts) on 2015 aerial photo.pdf; 47WP277 (P. Pope 3) on 2015 aerial photo.pdf; 47WP171 (unnamed site) on 2015 aerial photo.pdf; 47WP335 (BWP-0177 Rural Miner Mound) on 2015 aerial photo.pdf  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

George and Chris – Please read Lynn’s email/see the attachments.

George – This is also saved here: [\\WIS31FP1\N3Public\pds\design\\_id\6300-00-03\\_73\\_STH22\\_Portage\\_CL-USH10\\_Ramps\Environmental\Arch\\_History](\\WIS31FP1\N3Public\pds\design_id\6300-00-03_73_STH22_Portage_CL-USH10_Ramps\Environmental\Arch_History)

Thanks,  
Wendy

---

**From:** Cloud, Lynn - DOT  
**Sent:** Thursday, March 28, 2019 4:35 PM  
**To:** Arneson, Wendy - DOT <Wendy.Arneseon@dot.wi.gov>  
**Cc:** Motquin, Jon P - DOT <Jon.Motquin@dot.wi.gov>; DOT BEES Cultural Resources <bees.cr@dot.wi.gov>  
**Subject:** WisDOT ID# 6300-00-03; STH 22: Wautoma - Waupaca, Portage County Line to USH 10 Ramps; Waupaca County

The archival and literature review has been completed for the above project. The project was added to the screening list March 25, 2019 for **history only**.

The project **does not qualify** for the archaeology screening list. One uncatalogued burial site and two archaeological sites extend into the project area. Additionally, one archaeological site abuts the project area. You shall adhere to the **commitments outlined below** (which have been entered into PMP).

Commitments	The following sites have commitments for the project
<p>The following burial site(s) are within the project area and the <b>Region must notify WisDOT's Cultural Resources Team (CRT) when the project is within one (1) year of construction.</b> CRT will petition the Wisconsin Historical Society (WHS) for authorization to work within the boundaries of the burial site under State Statute 157.70.</p> <p>When requesting authorization, please include with your email a description of ALL activities occurring within the burial site boundary as well as a plan sheet for the burial site location.</p>	<ul style="list-style-type: none"> <li>• 47WP335/BWP-0177 (<i>Rural Miner Mound</i>): <b>uncatalogued</b></li> </ul>
<p>If the undertaking includes ground disturbance beyond the existing ditch back slope intercept, <b>a qualified archaeologist must monitor</b> the construction related ground disturbing activities.</p>	<ul style="list-style-type: none"> <li>• 47WP68 (<i>Potts</i>): (extends into)</li> </ul>
<p>If the undertaking includes ground disturbance beyond the existing right of way limits, <b>a qualified archaeologist must monitor</b> the construction related ground disturbing activities.</p>	<ul style="list-style-type: none"> <li>• 47WP277 (<i>P. Pope 3</i>): (extends into)</li> <li>• 47WP171 (<i>unnamed site</i>): (abuts)</li> </ul>
<p><b>Site(s) shall not</b> be used for borrow or waste disposal, and the site area not currently capped by asphalt/concrete shall not be used for the staging of personnel, equipment and/or supplies.</p>	<ul style="list-style-type: none"> <li>• 47WP68 (<i>Potts</i>): (extends into)</li> <li>• 47WP277 (<i>P. Pope 3</i>): (extends into)</li> <li>• 47WP171 (<i>unnamed site</i>): (abuts)</li> </ul>

The use of the Section 106 form (DT1635) is not required in this instance and the **project sponsor may continue with completing the cultural resources (36 CFR 800/NHPA) portion of the environmental document. Please print this email for use in the environmental document.**

If the scope or activities of the undertaking change, further consultation with the Bureau of Technical Services' Cultural Resources Team (CRT) will be required for project re-evaluation.



# Attachment 7 Historical 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).***

<i>County</i>	<i>Main ID</i>	<i>Notification Date</i>	<i>Project Put on Screening List for</i>	<i>Route</i>	<i>Title</i>	<i>Bridge ID</i>
Vilas	9231-08-30	05/13/2011	Both Archaeology and History	STH 47	Woodruff - Manitowish Powell Marsh to	
Vilas	9494-00-00	03/22/2019	History Only	CTH B	CTH M - MICHIGAN STATE LINE	
Vilas	9507-03-00	02/27/2019	Both Archaeology and History	CTH K	CTH S-USH 45, Wisc. River Bridge	B-63-0002
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	9896-04-70	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	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	b6801040
Waupaca	1510-02-64	05/07/2010	Both Archaeology and History	USH 10	Waupaca-Appleton/CTH F bridges	b6801050
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-68-100
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-68-117
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-68-130
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-38-32
Waupaca	6220-00-32	09/28/2017	Both Archaeology and History	STH 22	Wautoma-Clintonville; Waupaca City Bri	B-68-50
Waupaca	6220-00-60	03/14/2017	Both Archaeology and History	STH 54	STH 22 - Jeanne Street	
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	Pegion River Bridge & Approaches, Mai	B6800360
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	01/30/2010	Archaeology Only	STH 49	Iola, Main St STH 161 (s Jct) to Anders	B6800290
Waupaca	6260-02-31	07/15/2010	Archaeology Only	STH 49	Iola, Main St STH 161 (s Jct) to Anders	
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	
Waupaca	6300-00-03	06/04/2018	History Only	STH 22	Wautoma-Waupaca; Portage CL to USH	
Waupaca	6300-01-04	03/03/2011	History Only	STH 22	Montello - Waupaca CTH QQ Intersectio	
Waupaca	6420-00-02	11/12/2018	History Only	STH 49	North Street to Depot Street	B-68-537

Attachment 8  
2019-2022 STIP

**2019 – 2022**

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**STIP**

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**Statewide  
Transportation  
Improvement  
Program**

Prepared in accordance with 23 U.S.C. Sections 134 and 135

Year	Project	Schd Dt	Pgm	Contract Type	CONCEPT	Net Miles	HWY	Project Description WISDOT Program	Estimate Anticipated Funding
2020	6300-00-73	05/12/20	303	LET	RSRF10	10.430	STH 022	WAUTOMA - WAUPACA	\$3,000,000 - \$3,999,999
								PORTAGE COUNTY LINE TO USH 10 RAMPS	
								CONST/RESURFACE	
								STATE 3R	STBG <5K POP FAST
2019	6270-00-21	03/25/19	303	R/E	PSRS40	4.370	STH 049	WAUPACA - NORTHLAND	\$0 - \$99,999
								DEPOT STREET TO S JCT STH 161	
								REAL ESTATE/SHRM	
								STATE 3R	NON-FEDERAL
2019	6420-00-73	05/14/19	303	LET	RSRF10	2.503	STH 049	WAUPACA - NORTHLAND	\$500,000 - \$749,999
								ANDERSON RD TO PETERSON RD	
								CONST/RESURFACE FAST TRACK	
								STATE 3R	STBG <5K POP FAST
2020	6270-00-63	08/11/20	303	LET	PSRS40	4.370	STH 049	WAUPACA - NORTHLAND	\$750,000 - \$999,999
								DEPOT STREET TO S JCT STH 161	
								CONST/SHRM STATE FUND APRVL 10/6/11	
								STATE 3R	NON-FEDERAL
2020	6270-00-74	03/10/20	303	LET	BRRPL	0.040	STH 049	V IOLA, MAIN STREET	\$500,000 - \$749,999
								S BR LITTLE WOLF, B-68-0133	
								DESIGN/BR REPLACEMENT/MASONRY ARCH	
								SHR BRIDGES	NON-FEDERAL
2021	6420-00-22	06/25/21	303	R/E	RSRF10	7.875	STH 049	WAUPACA - NORTHLAND	\$0 - \$99,999
								NORTH STREET TO DEPOT STREET	
								REAL ESTATE/RESURF	
								STATE 3R	NON-FEDERAL
	6991-00-30		303	I/E	PSRS40	4.650	STH 054	PLOVER - WAUPACA	\$0 - \$99,999
								PORTAGE CO LINE TO FOXFIRE DRIVE	
								DESIGN/PREVENTATIVE MAINTENANCE	
								STATE 3R	STBG 5-200K POP FAST