

CATEGORICAL EXCLUSION CHECKLIST

FOR 23 CFR 771.117(c) ACTIONS

Wisconsin Department of Transportation (Revised August 2018)

WisDOT Design and Construction IDs: 3876-05-00 (Design) 3876-05-71 (Construction)	Federal Project IDs (if available): 2017(191)	Legal Description (Township, Range, Section): T14N, R16E, Section 13 & 14	County: Fond du Lac
Project Name: Village of Oakfield		Project NEPA/WEPA Termini/ Location: CTH Y - N. School Street	
Name of Route or Facility to be Improved: CTH D	Facility Classification: Major Collector	Improvement Type: Reconstruction	
Estimated Project Cost in Year of Expenditure \$ (include R/W Cost): \$1,742,544 + \$50,000 R/W (2021)		Funding Source(s) (check all that apply): <input type="checkbox"/> State <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Local	
23 CFR 771.117(c) Project Type Number and Text: (23) Federally-funded projects that receive less than \$5,500,515.05 of Federal Funds.			
Section 4(f) <input type="checkbox"/> No Section 4(f) <input type="checkbox"/> Exception to Section 4(f) <input checked="" type="checkbox"/> De Minimis Section 4(f) <input type="checkbox"/> Programmatic Section 4(f) <input type="checkbox"/> Full Section 4(f)			
Right-of-Way Acquisition: <input checked="" type="checkbox"/> Yes, complete boxes below <input type="checkbox"/> No right-of-way acquisitions 1.622 Total Acres 0.480 Fee Simple Acres 0.009 Permanent Easement Acres 1.133 Temporary Easement Acres			
Number of Buildings Acquired: <input checked="" type="checkbox"/> None Vacant Buildings Occupied Buildings			
Name of Individual/ Firm Preparing this Form Bobbi Maxwell, PE/MSA Professional Services, Inc.		Environmental Process Start Date: January 18, 2018	

WisDOT Region Environmental Coordinator (REC) or Central Office BTS-EPDS Staff:

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)

Kathie VanPrice, WisDOT NE Region

(Print Name and Affiliation)

(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)

Brian Edwards, P.E., WisDOT NE Region

(Print Name and Affiliation)

(Date)

This template may be used for National Environmental Policy Act (NEPA) documentation and/or Wisconsin Environmental Policy Act (WEPA) CE documentation.

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

I. Fiscal Constraint

For federally-funded actions, indicate whether the project is included in the most recent version of the WisDOT Statewide Transportation Improvement Program (STIP) or included in a STIP amendment. One of the boxes must be checked.

- ☐ The proposed action is not federally funded, a CEC may be completed under WEPA if it meets all other criteria.
- ☒ The proposed action is federally funded and included in the most recent version of the STIP or included in a STIP amendment. Indicate the name of the STIP or STIP amendment, the portion of the proposed project funded and the page number on which the project can be found: 2018-2021 Statewide Transportation Improvement Program (STIP), pg 197
Anticipated funding: \$1,999,999, See **Attachment 1**.

II. Proposed (c)-list Categorical Exclusion 26, 27 or 28

Projects proposed for approval as (c)(26), (c)(27), or (c)(28) actions must not include any of the conditions specified in 23 CFR 771.117(e). Check all boxes that apply to the proposed project. If any boxes are checked, the project cannot be documented with this CEC checklist. Instead, process it with a PCE if it meets the criteria in Section VII of the FHWA – WisDOT CE Agreement. If the action is disqualified by the Section VII criteria, prepare an ER, EA, or EIS, as applicable. If project is being processed as any other (c)-list category skip to question III.

23 CFR 771.117(e) Actions described in (c)(26), (c)(27), and (c)(28) of this section may not be processed as CEs under paragraph (c) if they involve:

- ☐ An acquisition of more than a minor amount of right-of-way or that would result in any residential or non-residential displacements
*In Wisconsin, a minor amount of right-of-way is defined as fee or PLE acquisition ≤ 1 acre/ mile on average for (c)(26) actions and ≤ 0.5 acre total for (c)(27)&(28) actions.
- ☐ An action that needs a bridge permit from the US Coast Guard
- ☐ An action that does not meet the terms and conditions of a US Army Corps of Engineers nationwide or general permit under Section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act of 1899
- ☐ A finding of “adverse effect” to historic properties under the National Historic Preservation Act
- ☐ The use of a resource protected under 23 USC 138 or 49 USC 303 (Section 4(f)) except for actions resulting in *de minimis* impacts
*If a project includes a Section 4(f) *de minimis* determination or programmatic evaluation, the Section 4(f) documentation must be submitted to FHWA for review and approval before final approval of this CE
- ☐ A finding of “may affect, likely to adversely affect” state or federal threatened or endangered species or critical habitat
- ☐ Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
*In Wisconsin, projects resulting in major traffic disruptions are those that require a Transportation Management Plan Type 3 or Type 4, as defined in FDM 11-50-5.
- ☐ Changes in access control
*In Wisconsin, changes in access control are any changes beyond minor longitudinal shifts in existing access. Creation of new access, removal of existing access, or substantial shifts in existing access disqualifies a project from using this checklist.
- ☐ A floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreation trails, bicycle and pedestrian paths); construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers

III. Description of Purpose and Need, Alternatives Considered and Proposed Action

Provide the project purpose and need, alternatives considered (as needed) and a concise project description below, including the scope of work. Attach a project location map and other appropriate exhibits that are referred to in this document. The description must be consistent with the specific CE listed in Section II, above. The project purpose and need and/or project description should include a brief explanation of the project’s NEPA/WEPA logical termini in relation to the project scope, and purpose and need:

The project environmental documentation was in development prior to the July 27, 2018 memo from Jay Waldschmidt titled “Appropriate Environmental Documentation Type Selection”. Under this memo, the environmental document type selected for this project does not need to be reconsidered. This determination was coordinated with WisDOT CO BTS-PDS and FHWA environmental staff.

Project Status

Fond du Lac County (Project Sponsor), in conjunction with the Wisconsin Department of Transportation (WisDOT), is proposing improvements on County Highway (County) D between County Y and N. School Street located in the village of Oakfield, Town of Oakfield Sections 13 & 14, T14N, R16E, Fond du Lac County. The project length is approximately 0.47 miles. A project location map and a project overview map with an aerial showing existing land use are shown in **Attachment 2**.

Existing Facility

This segment of County D is a west-east urban corridor with a posted speed of 25 MPH that serves residential, recreation, commercial, commuter, and freight traffic through Oakfield. County D currently serves approximately 1,200 vehicles per day. County D is functionally classified as a major collector. This route is not a Wisconsin designated long truck route, not an oversize-overweight (OSOW) route, and is not on the National Highway System (NHS). This route is designated as a bicycle and pedestrian route.

County D is a mixed two-lane rural/urban asphaltic roadway with two 12-foot lanes and varying shoulders (3' – 12' paved with some areas having curb and gutter and parking) and existing sidewalks as seen in **Attachment 3**. Storm sewer currently exists below the roadway throughout the corridor to provide drainage. The existing pavement is exhibiting a large amount of longitudinal and transverse cracking. The existing storm sewer system is undersized and flooding occurs when there are large rain events.

The current land use of the properties that are adjacent to the proposed action is comprised of three sections: The west section of the project corridor, from County Y to Second Street, consists of local businesses and residential units. The middle section, between Second Street and N. School Street, consists of a park, a high school, and single family residential units. The east section of the project, from N. School Street to the end of the project, consists of farm lands.

The right of way varies in width throughout the project limits. Municipal sanitary sewer and water facilities exist within the project limits.

Purpose and Need

The purpose and need of the proposed action is to address deteriorating pavement and inadequate drainage within the project limits.

Project Purpose

The purpose of the project is to address:

- The pavement deficiencies
- Safety Issues
- Pedestrian and Bike Safety
- Existing roadway drainage problems
- Right-of-Way corrections

Project Needs

In order to meet the project purpose as defined above, the following project needs must be addressed:

Pavement Deficiencies

The existing pavement consists of an asphalt overlay on older concrete pavement. The original concrete pavement was constructed in the 1920's. There have been multiple asphaltic pavement widenings and overlays. The pavement surface has many cracks and potholes. The last maintenance performed on the roadway was in 1989.

The PASER scale is a 1-10 rating system for road pavement condition that uses visual inspection to evaluate pavement surface conditions. A rating of 10 indicates a perfect pavement and a rating of 0 indicates pavement failure. Numeric PASER ratings can be consistently equated to pavement condition. The current PASER rating is 3 which falls into the poor category.

The existing pavement exhibits deficiencies beyond what typical annual maintenance can address.

Safety Issues

Roadway condition deficiencies create an unsafe driving surface for vehicles. Loose debris from pavement deterioration can be thrown at vehicle windshields. Potholes created from pavement joint failure can lead to vehicle structural damage and tire blow outs.

The storm water system is undersized or absent in some areas. This can lead to ponding and freezing water on the roadway surface and hazardous icy conditions. Flooding occurs when there are heavy rainstorms which makes the road impassable.

Pedestrian & Bicycle Safety

The existing sidewalks are narrow and deteriorated. There are areas of the project with no sidewalk. There are other areas with no raised sidewalk and pedestrians are forced to walk along the edge of the asphaltic pavement next to vehicular traffic. The existing curb ramps do not meet current accessibility standards.

There is inadequate street curb-to-curb width to accommodate bicycles on the street.

WisDOT policy, in conformance with Federal Highway Administration (FHWA) policy, is to incorporate safe and convenient walking and bicycling accommodations and/or facilities into transportation projects when prudent and feasible. The need for pedestrian and bicycle accommodations on this particular roadway is emphasized by having a bike trail (Wild Goose State Trail), a village park, and a high school as adjacent properties within the project limits.

Poor Roadway Drainage

The existing storm sewer capacity is inadequate as exhibited by frequent flooding of County D and the adjacent properties. This is of particular concern at the intersection of County D and N. School St. where roadway flooding can occur during large rain events and snow melt. The storm sewer pipes are under sized and are in poor condition. Drainage ditches in the east project area are minimal and do not convey the required amount of water needed. In addition to the safety concerns associated with roadway flooding and ponding, the inadequate drainage is a contributing factor to the continued deteriorating pavement condition.

Right-of-Way Corrections

The existing right-of-way width along the majority of County D within the project limits is 50 feet. This width is inadequate to allow space for an adjacent sidewalk along the entire corridor. There are locations where the existing street sidewalk is located outside the existing right-of-way on adjacent properties.

Summary of Alternatives

The range of feasible alternatives for the proposed action is summarized below. The proposed alternatives were developed in order to address the project needs outlined previously.

Alternative 1 – No Build

This alternative, not chosen, consists of the existing facility with no improvements other than routine maintenance. The pavement condition is already deteriorated and would continue to rapidly deteriorate, ultimately resulting in a pavement that can no longer be maintained and the need for road closure. This alternative would result in continued high maintenance costs as well as poor operations and safety. Planned adequate improvement is less disruptive to local residents and the site environment, allows for consideration and planning of other future area needs, and is more economical than an emergency type improvement. While this alternative does not meet the purpose and need for the project, it does serve as a base line for comparison for the other alternatives.

Alternative 2 – Repair

This alternative, not chosen, consists of pavement overlay on the roadway. Due to the deteriorated underlying concrete and previous overlay pavements, an overlay project will start to deteriorate soon after construction with reflective cracking, spalls and potholes. Periodic similar major repairs will be required into the future, occurring at greater frequency, causing increasingly unviable maintenance costs. This alternative is not economically feasible because of the high cost and frequency of multiple overlays it would take to keep the roadway in adequate safe driving condition. This alternative does not meet the purpose and need for the project.

Alternative 3 – Reconstruction (Preferred Alternative)

This alternative reconstructs the highway and replaces the pavement on existing roadway alignment. A new drainage swale and cross-drains under County D on the east project limits will improve drainage conditions to reduce the frequent flooding of County D that currently occurs. Existing bicycle and pedestrian accommodations will be improved to meet current standards. This preferred alternative meets all the project needs by addressing the deteriorated pavement and improving the inadequate pedestrian and bicycle accommodations. Fee right of way, permanent limited easements (PLE), and temporary limited easements (TLE) acquisition will be required.

Description of Proposed Action

The proposed action is a highway reconstruction project on County D in the Village of Oakfield in Fond du Lac County. The site is urban and will consist of a reconstruction with new pavement, on-street bicycle accommodations, curb and gutter, on street parking

on one side, sidewalk on both sides, storm sewer, water main and sanitary sewer improvements. These roadway improvements will replace the deteriorated driving surface and improve safety within the project limits. Refer to **Attachment 3** for typical sections and preliminary plans. The proposed action was selected because it best meets the identified project purpose and needs. The reconstruction alternative would address the project needs in the following ways:

- The existing deteriorated pavement condition would be addressed by removing the existing asphaltic pavement, existing concrete pavement, and base course and replacing it with a new roadway pavement structure, including making any subgrade improvements.
- Crosswalks and curb ramps will be installed within the length of the project to improve visibility for motorists, pedestrians, and bicyclists.
- Improved safety will be achieved by replacing the pavement driving surface and adding storm water capacity.
- Pedestrian accommodations will be provided by installing adequate sidewalk along both sides of the roadway within the project limits. Bicycle accommodations will be provided by having bicycle accommodations within the street in each direction.
- Existing drainage problems would be corrected by converting the roadway in some areas from a rural cross section to an urban cross section. Therefore, the existing surface water and existing storm sewer will be replaced with concrete curb and gutter and a storm sewer system to handle storm water runoff. New swales and cross-drains under County D on the east project end will further correct existing drainage problems.
- Right-of-way and easements will be required along the entire project length, correcting the existing deficiencies by allowing all street and sidewalks to fit within the new right-of-way boundaries. See **Attachment 3**.

The project will be closed to through traffic during construction. A detour route may be signed separately by Fond du Lac County using County B/Y from the south, easterly to County D. The construction specification for the project will require staging of construction operations in the village for local traffic to provide access to properties and minimize disruptions to adjacent landowners, park, school and businesses.

The proposed action is consistent with local, regional, and state planning activities.

Wetlands

No wetlands are present on the site. The WDNR provided initial comments on the project that acknowledged there are no wetlands. See **Attachment 4** for WDNR Initial Project Review Comments.

Endangered Resources

The Natural Heritage Inventory (NHI) and other WDNR records were consulted April 5, 2018. The United States Fish and Wildlife Service (USFWS) was informed of project activities September 4, 2018 including impacts to the Northern Long Eared Bat (NLEB). No comment has been received. NLEB coordination is completed. See **Attachment 5**.

Hazmat

Based on the findings of a Phase 1 Hazardous Materials Assessment (HMA) prepared for the project, three incidents/sites were identified adjacent to the proposed improvements on County D. Two Phase 2.5 Investigations to identify and evaluate the nature and extent of potential soil and groundwater contamination within the limits of construction of the County D corridor will be completed in final design.

Contamination is potentially within the extent of proposed temporary limited easements at two sites.

Contaminated soils and/or groundwater encountered during construction will be addressed with the final provisions according to the Phase 2.5 Investigations.

IV. 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 either boxes 1-3 or the last box. If you are unable to check either boxes 1-3 or the last box in this section you cannot complete this document and must reassess the project scope to meet the criteria. Proposed projects being developed under WEPA must also meet these criteria.

23 CFR 771.111(f) 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
- ☐ Project is not an action resulting in construction and does not require compliance with (1-3) above

V. Categorical Exclusion Definition

Check all boxes that apply to the proposed project. If you are unable to check a box in this section you cannot use any CE documentation, prepare an EA or EIS. Proposed projects being developed under WEPA must also meet these criteria. 23 CFR 771.117(a) Categorical exclusions (CEs) are actions which, based on experience with similar actions, do not involve significant environmental impacts. They are actions which:

- ☒ Do not induce significant impacts to planned growth or land use for the area
- ☒ Do not require the relocation of significant numbers of people
- ☒ Do not have a significant impact on any natural, cultural, recreational, historic or other resource
- ☒ Do not involve significant air, noise, or water quality impacts
- ☒ Do not have significant impacts on travel patterns
- ☒ Do not otherwise, either individually or cumulatively, have any significant environmental impacts

VI. Unusual Circumstances

Check all boxes that apply to the proposed project. If any boxes in this section are checked, you cannot use the CEC template, discuss with the REC or EPDS or FHWA to identify the appropriate level of documentation. Proposed projects being developed under WEPA must also meet these criteria.

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:

- ☐ Significant environmental impacts
- ☐ Substantial controversy on environmental grounds
- ☐ Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act (not required for WEPA document, consult with REC or EPDS for requirements)
- ☐ 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 or BTS-EPDS:

- There are no unique or unusual circumstances associated with this project.

VII. Tribal Lands

For projects, regardless of project type, located partially or entirely on Tribal lands in trust, allotted, or reservation status, WisDOT Region and Local Program staff shall consult with WisDOT EPDS staff prior to preparing CEC documentation. In certain cases, the involvement of Tribal land may warrant preparing higher level environmental documentation (e.g. ER instead of CEC) than what is normally required by the FHWA–WisDOT CE Agreement. WisDOT TSS-EPDS Staff will ensure adequate Tribal consultation by WisDOT and engage FHWA in consultation when necessary. Describe any Tribal coordination (enter “N/A” if project is not on tribal lands): N/A

VIII. 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:

Local Officials

Native American tribes, with interest in the area, were contacted for input regarding proposed improvements. See **Attachment 6** for letters and addresses. A Local Officials meeting was held May 17, 2018. All those in attendance were in general support of the improvement concepts presented. Local officials indicated local events that the construction schedule should be aware of.

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:

Public Involvement

Fond du Lac County, in cooperation with WisDOT, hosted one open house public involvement meeting (PIM) to present the project alternatives to the public and to solicit input regarding project needs. The meeting was held May 17, 2018 at the community building. Approximately 10 people attended the meeting. Comments are summarized below:

- The two options of parking on one side versus parking on both sides (between 2nd and School Streets) were discussed and the majority of the attendees did not express much opinion for either option. Some attendees expressed their thoughts that since parking on one side was less cost, that might be the better option. It was noted by some attendees that most of the current on-street parking on the north side occurs between 2nd St and Steiner Dr – not much east of there. There was mention that the school parking lots are not usually used to the full extent during the local events and future users can use that more. The general consensus was there are not enough stalls that will be lost on the north side to account for the amount of money and real estate impacts that is needed for the parking on that side.
- The village asked how many stalls would be lost if parking on one side was chosen. It was answered about 10 stalls would be lost.
- One landowner was concerned about the proposed sidewalk, his garage doors, and proposed curb and gutter in front of his property. After the need was explained for the sidewalk and curb and where it will be installed, the landowner did not understand why the sidewalk and curb needed to be replaced because he said the sidewalk in front of his places are in good condition.
- One landowner also stated that if the curb and gutter and sidewalk was going to be assessed by the Village to the landowner, he did not like the project. Later in the meeting, the county had said their understanding from the WisDOT policy for the federal cost-share funding, is that the village would not be able to assess any property owners for the curb & gutter and sidewalk. They can assess for the watermain and sanitary sewer because that is 100% paid by the Village.
- One business had a concern with his driveways on W. Church St. He did favor the very corner of Main & Church have full curb, and on the west leg of the intersection, he would like to have the whole area open with driveway curb so his trucks can drive in all directions. The option that was presented was 2 separate driveways, with drive-over curb in the short space in between and he did not like that. The business owner said the trucks go diagonally right across that spot. He said the trucks come in from Main St., go through across W. Church St. and then back up to the loading area. It was noted that WisDOT policy is typically driveway sidewalk is 6" concrete. For drainage in this area the village said there is a high point just to the west of the stop sign on W. Church St. so all the water heads west.
- Construction will likely last the entire construction season, or most of it, due to the extensive underground work and phasing. One business owner said they are busiest in July and August with hauling wheat and the in the fall with corn. The project can try to stage work so the work around the Main St intersection is completed before the fall harvest season.
- One landowner asked about getting a local permit for a proposed adjustment to his driveway. He wants to move his current driveway to the east so it is straight and make it larger to avoid an adjacent power pole. The county noted that MSA should put the new driveway location on the plans so when utility plans are sent, Alliant knows that the driveway is moved and they don't relocate a pole at his new driveway location.
- One landowner said he knows there is a silo foundation north of CTH D somewhere just off the road buried in the grass where his proposed driveway will go.
- It was asked if one landowner wanted to replace the old concrete fence on his property that runs adjacent to the road and he said no, it can be removed because he wants to remove the sheep and goats that are currently there to make a grass yard.
- One landowner asked if a field drain could be provided with the project that would drain the area he wants to make yard. He also said the water from his barn roof enters the gutters on the roof and drain out to the road. He wondered if from the barn to the road that could be buried or if he could drain it to a structure. The consensus from the county afterward was to install a field drain behind the proposed sidewalk to catch any surface runoff there, and if the landowner wants to tie into that inlet with their roof drain, the county will consider that (but not included in the DOT project).
- The county asked attendees if there were any buried utilities or pipes that were heading to the road from private landowners, like sump pumps. No one answered that they knew of any.
- MSA talked to a landowner about his house (on the SW corner of 2nd St. and Church St.) and proposed sidewalk. From the aerial exhibit, it looked like the new sidewalk would be about 7' from his front door. It was explained that because of the proposed parking on the south side, this pushed out the curb and gutter and sidewalk another 6'. He did not like that and the village reviewed this and said the parking affects three houses. The village agreed to have MSA remove the proposed parking from Main St. to 2nd St. on the south side of CTH D.

- The village reviewed the west side of Main St. and asked why are the proposed sidewalks so far out? It was explained that after the OPM, the county suggested to fully utilize the entire width of the R/W in that area, create a larger terrace, and to push out the sidewalk to the R/W line. The village does not want to take that much yard from those property owners. The village asked that the sidewalks be brought back in to where MSA had shown them at the OPM.

IX. 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_{2.5}. 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 CEC.

Project Level Conformity

Projects in fine particulate matter (PM_{2.5}) nonattainment and maintenance areas are also subject to PM_{2.5} project hot spot conformity requirements. A PM_{2.5} 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_{2.5} 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_{2.5} 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 PCE.

X. Environmental Factors Matrix (check all that apply)

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	<p>Note: If the effects on the environmental factor can't be adequately summarized in several sentences, the Factor Sheet must be included.</p> <p>Effects</p>
Business & Economics	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The proposed Action will cause a temporary inconvenience to services and access to local commerce during construction. The project will assist in increasing economic viability of the area by promoting safe and efficient travel and access to and through the project area. No businesses will be acquired or relocated due to the proposed action. The project will require strip right-of-way acquisitions from adjacent property/business owners.</p> <p>Access to adjacent businesses will be maintained during construction but temporary adverse effect will result from delays/inconveniences during construction. The improved roadway and bicycle/pedestrian accommodations will benefit local business</p>

					by increasing level of service, safety, and access for employees and the shipment of goods and services in the project area.
Community	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No residential properties will be acquired or relocated due to the proposed action. The preferred alternative will benefit the project area by providing a safer and more efficient roadway, to accommodate safe pedestrian and bicycle travel, and providing safe and efficient access of police, fire and other emergency services. The proposed action may cause temporary traffic delay to local residents during construction.
Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No aesthetics along the project corridor are currently planned.
Agriculture	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Acquisition of farmland is required. All acquisitions are under 5 acres. Temporary adverse effect to farm operations are possible during construction. A safer and wider roadway will benefit farm machinery transport and transportation of goods to the market. See Attachment 7 for Farmland Conversion Impact Rating (FCIR) and Agriculture Impact Statement letter. Two alternatives were investigated for the FCIR for a drainage ditch on the east end of the project. Corridor A utilizes the existing ditch along County D and installs two concrete culvert pipes under County D to a new ditch to the north. Corridor B installs a new ditch in the field south of County D and directs water to the northeast towards an existing pipe under County D, about 1630 ft east of School Street. Corridor A is preferred with less impact to the farm fields.
Relocations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No relocations.
Indirect Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		No potential indirect effects have been identified.
Cumulative Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		No potential cumulative effects have been identified.
Environmental Justice & Title VI	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No environmental justice populations, as defined by EO 12898, were identified as present in the project area.
Historic Properties/ Cultural Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The SHPO concurs that this project has no effect on historic properties. The Wisconsin State Historical Preservation Officer signed the project's Section 106 form on Dec. 6, 2018. See Attachment 8 for the signed Section 106.
Section 4(f)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There are two 4(f) properties along the corridor, Village Park and Wild Goose State Trail (WGST). A de minimis determination is proposed for both. See factor sheet and Attachment 9 for the Village Park 4(f) documentation. See Attachment 10 for the WGST 4(f) documentation.
Section 6(f) or other special funding	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Village Park: The area of the existing Village Park is approximately 11.8 acres according to dimensions provided by the village. The proposed project will convert 0.124 acres of Village Park for highway purposes.</p> <p>Wild Goose State Trail: The Wild Goose Trail (WGST) is a 34 mile long, multi-use recreation trail that is estimated at approximately 330 acres. The proposed project will convert 0.008 acres of the trail for highway purposes using a Permanent Limited Easement (PLE).</p> <p>The PLE will allow the local government authorities, Fond du Lac County and the village of Oakfield, access to the edge of the proposed concrete sidewalk to clear snow and perform other maintenance. The WDNR has indicated its preference to convert the small area of land to PLE rather than WDNR owning these pedestrian facilities and performing the maintenance on these pedestrian facilities. There will be no detrimental impact to the trail property and no change in use in the trail usage.</p>
Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There are no wetlands on the project.
Rivers, Streams and Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No rivers or streams are located within the project area.
Lakes or Other Open Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No lake or other open water resources within the project area.
Groundwater, Wells, and Springs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No groundwater, well, or spring resources impacted by the project.
Unique Wildlife and Habitat Concerns	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		The project is in an urban area. No upland wildlife or habitat resources are within the project area.
Coastal Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No coastal zone resources within the project area.
Threatened and/or Endangered Species	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There are no threatened or endangered species within the project limits. See Attachment 4 – WDNR letter and Attachment 5 for the US Fish & Wildlife Service coordination.

Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This project is exempt from permit requirements. No substantial impacts to air quality are expected.
Construction Stage Sound Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	WisDOT Standard Specification 107.8(6) and 108.7.1 will apply.
Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A noise analysis was not required for this project. No impacts are expected.
Hazardous Substances or Contamination	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Based on the findings of a Phase 1 Hazardous Materials Assessment (HMA) prepared for the project, three sites with previously recognized environmental conditions were identified adjacent to the proposed improvements on County D (E Church Street).</p> <p>Two Phase 2.5 Investigations to identify and evaluate the nature and extent of potential soil and groundwater contamination within the limits of construction of the CTH D corridor were recommended.</p> <p>Contaminated soils and/or groundwater encountered during construction will be remediated.</p>
Stormwater	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Stormwater will be controlled through the use of the methods shown in the latest edition of the WisDOT's Standard Specifications for Highway and Structure Construction through consultation with the Wisconsin Department of Natural Resources pursuant to the DOT/DNR Cooperative Agreement. This will be made part of the construction contract to be administered by the WisDOT project engineer.
Erosion and Sediment Control	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Erosion and sediment transport will be controlled through the use of the methods shown in the latest edition of the WisDOT's Standard Specifications for Highway and Structure Construction through consultation with the Wisconsin Department of Natural Resources pursuant to the DOT/DNR Cooperative Agreement.</p> <p>An erosion control plan will be submitted to WDNR as required under TRANS 401 and the DOT/DNR Cooperative Agreement.</p> <p>This will be made part of the construction contract to be administered by the WisDOT project engineer.</p>
OTHER FACTORS					
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

XI. Supporting Documentation

List additional discussion, agency correspondence, or supporting documentation used in this CE determination that was not covered in the previous question or in an attached Factor Sheet. Projects with Section 4(f) *de minimis* determinations or programmatic evaluations will require review by BTS-EPDS and review and approval by FHWA prior to the approval of this CE. Attach necessary documentation to this checklist and maintain a copy in the project file:

List of Attachments:

1. 2018-2021 Statewide Transportation Improvement Program
2. Project Location Map
3. Existing and Finished Typical Sections and Plan View Sheets
4. WDNR Initial Project Review
5. US Fish and Wildlife Correspondence
6. Native American Correspondence
7. NRCS & DATCP coordination
8. Section 106
9. Village Park 4(f)
10. Wild Goose State Trail 4(f)

XII. Mitigation & Commitments

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

Attach a copy of this page to the design study report and the PS&E submittal package.

Environmental Factor	Commitment (If none, include 'No special or supplemental commitments required.')
Business and Economics	Commitments Made. Access to businesses for local traffic only will be maintained during construction. The WisDOT Construction Supervisor will ensure fulfillment.
Community	The Transportation Management Plan will be followed: local traffic access to businesses, residences, schools, and emergency vehicles will be maintained during construction. Construction of individual driveways may require temporary closures. The WisDOT Construction Supervisor will coordinate with police, fire, and emergency services to assure fulfillment of this commitment.
Aesthetics	No special or supplemental commitments required.
Agriculture	Commitments Made. During construction local traffic access will be maintained to field entrances as determined by need through coordination of the affected landowner with the construction supervisor. The WisDOT Construction Supervisor will assure fulfillment.
Relocations	No special or supplemental commitments required.
Indirect Impacts	No special or supplemental commitments required.
Cumulative Impacts	No special or supplemental commitments required.
Environmental Justice and Title VI	No special or supplemental commitments required.
Historic Properties/Cultural Resources	No special or supplemental commitments required.
Tribal Lands	No special or supplemental commitments required.
Section 4(f)	Commitments Made. Wild Goose State Trail – The Wild Goose State Trail (WGST) will remain open during construction operations either on existing alignment or on alternate routes using adjacent existing and proposed sidewalks along County Y and County D. Temporary periods of alternate route usage by trail users will be in the spring, summer or fall. The WisDOT Construction Supervisor will assure fulfillment of this commitment.
Section 6(f) or Other Specially Funded Lands	No special or supplemental commitments required.
Wetlands	No special or supplemental commitments required.
Rivers, Streams and Floodplains	No special or supplemental commitments required.
Lakes or other Open Water	No special or supplemental commitments required.
Groundwater, Wells and Springs	No special or supplemental commitments required.
Unique Wildlife and Habitat Concerns	No special or supplemental commitments required.
Coastal Zones	No special or supplemental commitments required.
Threatened and/or Endangered Species	No special or supplemental commitments required.
Air Quality	No special or supplemental commitments required.
Construction Stage Sound Quality	WisDOT Standard Specification 107.8(6) and 108.7.1 will apply. The WisDOT Construction Supervisor will assure fulfillment of this commitment.
Traffic Noise	No special or supplemental commitments required.

Hazardous Substances or Contamination	Two Phase 2.5 Investigations are being completed during the final design stage of the project. If contaminated materials are found within the limits of excavation, they will be addressed through final plans and special provisions, to be removed during construction. The WisDOT Construction Supervisor will ensure fulfillment.
Storm Water	Storm water management will be implemented in accordance with standard storm water management practices and the WisDOT/WDNR Cooperative Agreement. Inlet protections will be required during construction. The WisDOT Construction Supervisor will fulfillment this commitment.
Erosion Control	Permanent and temporary erosion control measures will be implemented during construction to minimize erosion. Construction site erosion control will be part of the project's design and construction as set forth in TRANS 401 Wis. Adm. Code and the WisDOT/WDNR cooperative agreement. The Erosion Control Implementation Plan (ECIP) will be completed prior to construction, and will be adhered to during construction. The WisDOT Construction Supervisor will be responsible for overseeing erosion control implementation.
Other:	Commitments Made: The project involves work that may involve cutting or wounding of oak trees. To prevent the spread of oak wilt disease, avoid cutting or pruning of oak trees from April 1 through September 30. The WisDOT Construction Supervisor will assure fulfillment.
Other:	

SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS

Wisconsin Department of Transportation

Factor Sheet B-8

Alternative Alternative 3 - Reconstruction	Total Length of Center Line of Existing Roadway 0.47 miles Length of This Alternative 0.47 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. **Property Name:** Village Park

2. **Location:** South side of CTY D (E Church Street), in the middle of the project

3. **Ownership or Administration:** Village of Oakfield

4. **Type of Resource:**

- ☒ Public Park.
- ☐ Recreational lands.
- ☐ Ice Age National Scenic Trail.
- ☐ NRCS Wetland Reserve Program.
- ☐ Wildlife Refuge.
- ☐ Waterfowl Refuge.
- ☐ Historic/Archaeological Site eligible for the National Register of Historic Places (NRHP).
- ☐ Other – Identify:

5. **Do FHWA requirements for section 4(f) apply to the project's use of the property?**

- ☐ No - Check all that apply:
- ☐ Project is not federally funded.
 - ☐ No land will be acquired in fee or PLE and the alternative will not affect the use.
 - ☐ Property is not on or eligible for the NRHP.
 - ☐ Property is on or eligible for the NRHP however includes a *de minimus* effect finding.
 - ☐ Interstate Highway System Exemption.
 - ☐ Other - Explain: _____

☒ Yes - Check all that apply:

- ☒ Indicate which of the Programmatic/Negative Declaration 4(f) Evaluation(s) applies.

- ☐ Historic Bridge.
- ☐ Park minor involvement.
- ☐ Historic site minor involvement.
- ☐ Independent bikeway or walkway.
- ☐ Great River Road.
- ☐ Net Benefit to Section 4(f) Property. Explain:

☒ De minimis. Explain: Currently the existing, narrow 4 foot wide concrete sidewalk is entirely outside the existing south right of way line of CTY D. An existing chain link fence runs along the sidewalk within 2.0 to 2.5 from the back side of the existing sidewalk, lying entirely within the park boundary. Also currently straddling the existing right of way is an existing storm sewer manhole and cover that receives the storm water runoff from the park area and drains to the opposite (north) side of CTY D at this location.

The sidewalk will be replaced generally in a similar location as existing. The sidewalk currently lies entirely outside the existing right of way, and after the real estate transaction and construction, it will be entirely within the new right of way limits. To minimize park impacts, the back of the new sidewalk will be located 0.9 to 1.1 feet further toward CTY D than the existing back of sidewalk. The existing sidewalk is 4 feet wide with a 6.5 foot wide grass terrace between the curb and sidewalk. The proposed sidewalk will be 5 feet wide, adjacent to a 3 foot paved terrace. The new south right of way line of CTY D will be located approximately 6 inches behind the proposed sidewalk.

The CTY D project will also require a temporary limited easement from Village Park to blend slopes behind the proposed sidewalk and to replace the existing chain link fence that will be impacted by the project. The slope blending will be minor, varying from 0.5 to 6.1 feet in approximate width behind the new sidewalk. The one storm sewer manhole that straddles the existing right of way will be reconstructed in the same location, which now will reside entirely within the new right of way boundary. The chain link fence will be impacted by the slope grading and will need to be removed during construction to provide adequate space for construction of the sidewalk. The chain link fence will be replaced with new

similar steel chain link fence. Aside from the minor sidewalk and fence impacts, none of the park's features will be impacted by the project.

☐ Full 4(f) evaluation approved on _____.

6. Was special funding used to acquire the land or to make improvements on the property?

☐ No - Special funding was not used for the acquisition of this property.

☒ Yes:

☒ s.6(f) LWCF (Formerly LAWCON).

☐ Dingell-Johnson (D/J funds).

☐ Pittman-Robertson (P/R funds).

☐ Other – Describe:

7. Describe the significance of the property:

For other unique areas, include or attach statements of significance from officials having jurisdiction.

The Village Park, open for public use, and owned and maintained by the Village of Oakfield, is located along the south side of CTY D near the center of our project length, from approximately Station 27+14 to Station 34+11, right. The park is approximately 11.8 acres in size and extends south to abut with East White Street on the south end of the park. The vehicular entrance and parking lot for the park are located on Hubbard Street, which is about 300 feet south of and outside the CTY D project limits. The park contains multiple athletic softball/football fields, tennis courts, playground equipment and shelters. The athletic fields and tennis courts are also used by the Oakfield School District for their sporting events. The part of the park that abuts CTY D in the project limits is open green space and the edges of two athletic fields. That same part of the park adjacent to the CTY D right of way is currently used during heavy rainfall events as temporary storage of rainwater runoff. This temporary flood storage, including two manhole riser intake structures, was designed for that purpose and is desired to be retained for that purpose by the Village of Oakfield.

8. Describe the proposed alternative's effects on this property:

- a. Describe any effects on or uses of land from the property. For other areas, include or attach statements from officials having jurisdiction over the property which discusses the alternative's effects on the property: **(A map, sketch, plan, or other graphic which clearly illustrates use of the property and the project's use and effects on the property must be included.)**

The CTY D project will require permanent Fee-taking of 5,393 square feet or 0.124 acres from Village Park to replace the deteriorated concrete sidewalk. The sidewalk will be replaced generally in a similar location as existing. The sidewalk currently lies entirely outside the existing right of way, and after the real estate transaction and construction, it will be entirely within the new right of way limits. To minimize park impacts, the back of the new sidewalk will be located 0.9 to 1.1 feet further toward CTY D than the existing back of sidewalk. The existing sidewalk is 4 feet wide with a 6.5 foot wide grass terrace between the curb and sidewalk. The proposed sidewalk will be 5 feet wide, adjacent to a 3 foot paved terrace. The new south right of way line of CTY D will be located approximately 6 inches behind the proposed sidewalk. See **Attachment 9**.

- b. Discuss the following alternatives and describe whether they are feasible and prudent and why:

1. Do nothing alternative.

In coordination with FHWA, a Section 4(f) *de minimis* impact finding does not require analysis of feasible and prudent avoidance alternatives.

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

In coordination with FHWA, a Section 4(f) *de minimis* impact finding does not require analysis of feasible and prudent avoidance alternatives.

3. Alternatives on new location.

In coordination with FHWA, a Section 4(f) *de minimis* impact finding does not require analysis of feasible and prudent avoidance alternatives.

9. Indicate which measures will be used to minimize adverse effects, mitigate for unavoidable adverse effects or enhance beneficial effects:

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

☐ The Small Conversion Policy for Lands Subject to Section 6(f) will be used.

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

- ☒ Restoration and landscaping of disturbed areas.
- ☐ Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property.
- ☐ Payment of the fair market value of the land and improvement taken.
- ☐ Improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.
- ☐ Such additional or alternative mitigation measures determined necessary based on consultation with officials having jurisdiction. The additional or alternative mitigation measures are listed or summarized below:

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

- ☐ Other – Describe:

10. Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the property:

(For historic and archeological sites, refer to Factor Sheet B-5 and/or B-6 for documentation. For other unique areas, attach correspondence from officials having jurisdiction that documents concurrence with impacts and mitigation measures.)

All impacts to the Section 4(f) resource have been coordinated with the Village of Oakfield and WDNR.

The Village of Oakfield (official with jurisdiction over the Section 4(f) property) concurs that the County D project will not adversely affect the features, attributes, or activities that qualify Village Park for protection under Section 4(f).

Project stakeholders have reviewed the proposed action and have been actively engaged in the project's public involvement process as it relates to the impact to Village Park, and are in support of the proposed action.

SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS

Wisconsin Department of Transportation

Factor Sheet B-8

Alternative Alternative 3 - Reconstruction	Total Length of Center Line of Existing Roadway 0.47 miles Length of This Alternative 0.47 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Property Name: Wild Goose State Trail (WGST)

2. Location: Within the village of Oakfield, the trail crosses CTY D at an angle southwest to northeast, crossing CTY Y (Main Street) at side road Station 3+14 and crossing CTY D (East Church Street) at mainline Station 22+15.

3. Ownership or Administration: The trail property is owned by the Wisconsin Department of Natural Resources while Dodge and Fond du Lac counties develop, maintain and operate the trail.

4. Type of Resource:

- ☐ Public Park.
- ☒ Recreational lands.
- ☐ Ice Age National Scenic Trail.
- ☐ NRCS Wetland Reserve Program.
- ☐ Wildlife Refuge.
- ☐ Waterfowl Refuge.
- ☐ Historic/Archaeological Site eligible for the National Register of Historic Places (NRHP).
- ☐ Other – Identify:

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

- ☐ No - Check all that apply:
 - ☐ Project is not federally funded.
 - ☐ No land will be acquired in fee or PLE and the alternative will not affect the use.
 - ☐ Property is not on or eligible for the NRHP.
 - ☐ Property is on or eligible for the NRHP however includes a *de minimus* effect finding.
 - ☐ Interstate Highway System Exemption.
 - ☐ Other - Explain: _____

☒ Yes - Check all that apply:

- ☒ Indicate which of the Programmatic/Negative Declaration 4(f) Evaluation(s) applies.

- ☐ Historic Bridge.
- ☐ Park minor involvement.
- ☐ Historic site minor involvement.
- ☐ Independent bikeway or walkway.
- ☐ Great River Road.
- ☐ Net Benefit to Section 4(f) Property. Explain:

☒ De Minimis. Explain: The CTY D project will require a Permanent Limited Easement (PLE) 0.008 acres from the WGST to replace deteriorated sidewalk and provide an area drainage inlet along the south side of CTY D. This is the only location requiring a PLE from the trail. The existing sidewalk here is currently an asphalt-paved edge of roadway shoulder. There is currently no curb and gutter to protect pedestrians along CTY D from errant vehicles. For safety, the sidewalk will be replaced with a concrete sidewalk placed above and behind new curb and gutter along the south side of CTY D. The curb will add some delineation and protection from errant vehicles for pedestrians walking along CTY D.

The CTY D project will also require 3,328 square feet or 0.077 acres of TLE from the WGST to blend slopes behind the proposed sidewalk on the west and east sides of Main Street and on the south and north sides of CTY D. The slope blending will be minor in depth and will vary from 0.5 to 22 feet in approximate width behind the new sidewalk. The limits of the trail itself affected within the TLE areas for slope blending will be replaced in-kind with base aggregate ¾ inch. Disturbed areas will be restored and landscaped to preconstruction conditions. Aside from the sidewalk and the slope blending, none of the trail's features will be impacted by the project.

☐ Full 4(f) evaluation approved on _____.

6. Was special funding used to acquire the land or to make improvements on the property?

☐ No - Special funding was not used for the acquisition of this property.

☒ Yes:

☒ s.6(f) LWCF (Formerly LAWCON).

☐ Dingell-Johnson (D/J funds).

☐ Pittman-Robertson (P/R funds).

☐ Other – Describe:

7. Describe the significance of the property:

For other unique areas, include or attach statements of significance from officials having jurisdiction.

The Section 4(f) resource is Wild Goose State Trail (WGST), open for public use. The WGST, Wisconsin's first "cooperative" State trail, is a 34 mile long, multi-use recreation trail located in Dodge and Fond du Lac counties on an abandoned Chicago and Northwestern railroad corridor. This is not a "Rails to Trails" facility, meaning there is no reversionary clause. 23 CRF 774.11(h) and 23 CRF 774.11(i) do not apply. The trailhead is located at 370 W. Rolling Meadows Dr., Fond du Lac. The trail is publicly owned by the Wisconsin Department of Natural Resources (WDNR), while Dodge and Fond du Lac counties develop, maintain and operate the trail. The trail runs from the southern trail head at HWY 60 (about 4 miles south of the city of Juneau) in Dodge County to the northern trail head at Rolling Meadows Drive in the city of Fond du Lac. This all-season recreational trail's usage is for bicycle riding and hiking in spring, summer and fall, and snowmobiling in the winter.

8. Describe the proposed alternative's effects on this property:

- a. Describe any effects on or uses of land from the property. For other areas, include or attach statements from officials having jurisdiction over the property which discusses the alternative's effects on the property: **(A map, sketch, plan, or other graphic which clearly illustrates use of the property and the project's use and effects on the property must be included.)**

The sidewalk along this south edge of CTY D will be replaced generally in a similar location as the existing asphalt-paved sidewalk on the edge of shoulder. The sidewalk currently lies partially outside the existing right of way. After the real estate transaction and construction, the front (street side) approximate 3.2 feet of the 5-foot sidewalk will lie within the existing street right of way and the back approximate 1.8 feet of the sidewalk will lie within the PLE. The existing sidewalk is approximately 4 feet wide, delineated by two white paint edge markings. The proposed sidewalk will be 5 feet wide, adjacent to a 3 foot paved terrace. The PLE limits will be located approximately 6 inches behind the proposed sidewalk to ensure accessibility for future maintenance by street crews. See **Attachment 10.**

- b. Discuss the following alternatives and describe whether they are feasible and prudent and why:

1. Do nothing alternative.

In coordination with FHWA, a Section 4(f) *de minimis* impact finding does not require analysis of feasible and prudent avoidance alternatives.

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

In coordination with FHWA, a Section 4(f) *de minimis* impact finding does not require analysis of feasible and prudent avoidance alternatives.

3. Alternatives on new location.

In coordination with FHWA, a Section 4(f) *de minimis* impact finding does not require analysis of feasible and prudent avoidance alternatives.

9. Indicate which measures will be used to minimize adverse effects, mitigate for unavoidable adverse effects or enhance beneficial effects:

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

☐ The Small Conversion Policy for Lands Subject to Section 6(f) will be used.

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

☒ Restoration and landscaping of disturbed areas.

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

☒ Payment of the fair market value of the land and improvement taken.

- ☐ Improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.
- ☐ Such additional or alternative mitigation measures determined necessary based on consultation with officials having jurisdiction. The additional or alternative mitigation measures are listed or summarized below:

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

- ☐ Other – Describe:

10. Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the property:

(For historic and archeological sites, refer to Factor Sheet B-5 and/or B-6 for documentation. For other unique areas, attach correspondence from officials having jurisdiction that documents concurrence with impacts and mitigation measures.)

All impacts to the Section 4(f) resource have been coordinated with the WDNR and the Fond du Lac County Parks Department.

The WDNR (official with jurisdiction over the Section 4(f) property) concurs that the County D project will not adversely affect the features, attributes, or activities that qualify the Wild Goose State Trail for protection under Section 4(f).

Project stakeholders have reviewed the proposed action and have been actively engaged in the project's public involvement process as it relates to the impact to WGST and are in support of the proposed action.

ATTACHMENT 1

2018 – 2021 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

2018-2021 FINAL STIP Project Listing
NE Region
FOND DU LAC County

Year	Project	Schd Dt	Pgm	Contract Type	Concept	Net Miles	HWY	Project Description WISDOT Program	Estimate Anticipated Funding
2018	4080-04-51	04/25/18	303	R/R	MISC	0.004	CTH B	V. OF EDEN, USH 45-MARGARET AVE	\$100,000 - \$249,999
								CTH B, CN RR XING SIGNALS 179023E	
								CONST/RR SIGNALS 179023E	
								STATE 3R	SURFACE TRANSP BLOCK
2020	3876-05-71	12/08/20	206	LET	RECS	0.334	CTH D	V OAKFIELD, CTH D	\$1,000,000 - \$1,999,999
								CTH Y - N. SCHOOL STREET	
								CONST/RECONSTRUCTION	
								STP RURAL	STP <5K POP MAP-21 E
2018	4854-03-71	11/13/18	206	LET	RECS	0.780	CTH G	V ST CLOUD, CTH G (MAIN ST)	\$3,000,000 - \$3,999,999
								PALM TREE RD - CEDARVIEW DR	
								CONST/RECS WITH STRUCTURE	
								STP RURAL	STP <5K POP - MAP 21
2019	4986-08-71	03/12/19	205	LET	BRRPL	0.050	LOC STR	C FOND DU LAC, W ARNDT STREET	\$2,000,000 - \$2,999,999
								FOND DU LAC RIVER BRIDGE B-20-0231	
								CONST/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	SURFACE TRANSP BLOCK
	1430-16-00		303	I/E	MISC	18.050	STH 023	RIPON - FOND DU LAC	\$0 - \$99,999
								STH 23 CORRIDOR STUDY	
								PLAN/CORRIDOR MANAGEMENT STUDY	
								BACKBONE	NON-FEDERAL
2018	1430-18-71	05/08/18	303	LET	RSRF30	7.680	STH 023	ROSENDALE - FOND DU LAC	\$3,000,000 - \$3,999,999
								BECKER BLVD-TOWNLINE ROAD	
								CONST/RESUR HSIP-2B	
								STATE 3R	NATIONAL HWY PERF PR
2018	1430-23-71	05/08/18	303	LET	RSRF20	0.776	STH 023	STH 23, VILLAGE OF ROSENDALE	\$500,000 - \$749,999
								LAFAYETTE ST-BECKER BLVD	
								CONST/RESURFACE	
								STATE 3R	NATIONAL HIGHWAY PER

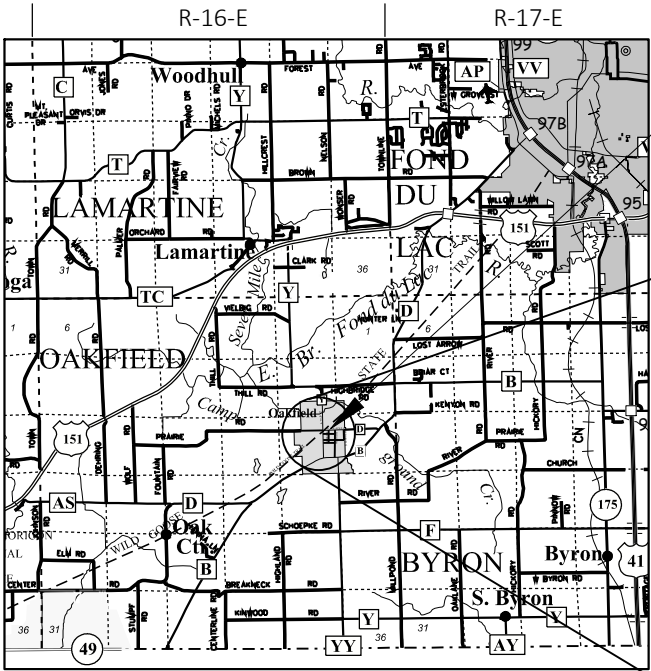
ATTACHMENT 2
PROJECT LOCATION MAP

PROJECT LOCATION MAP

DESIGN PROJECT ID: 3876-05-00
CONSTRUCTION ID: 3876-05-71
VILLAGE OF OAKFIELD, CTH D
CTH Y - N. SCHOOL ST
CTH D
FOND DU LAC COUNTY



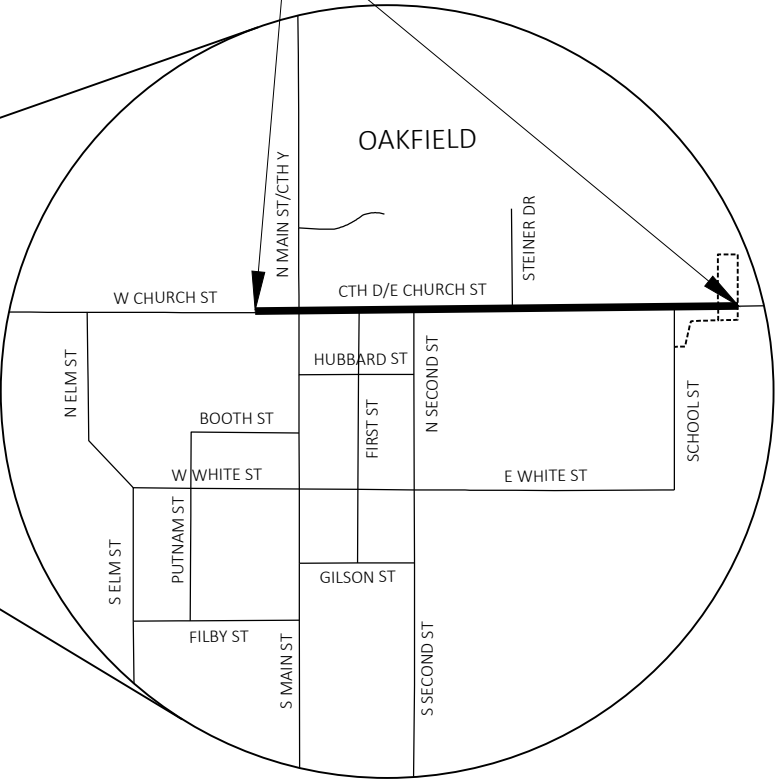
PROJECT LOCATION
FOND DU LAC COUNTY



PROJECT 3876-05-00
VILLAGE OF OAKFIELD
FOND DU LAC CO., WI

T-15-N

T-14-N





North

New ditch for drainage

New pipes to get water across road and to new ditch

I.D. 3876-05-00
CTH D, Fond du Lac County

CTHD

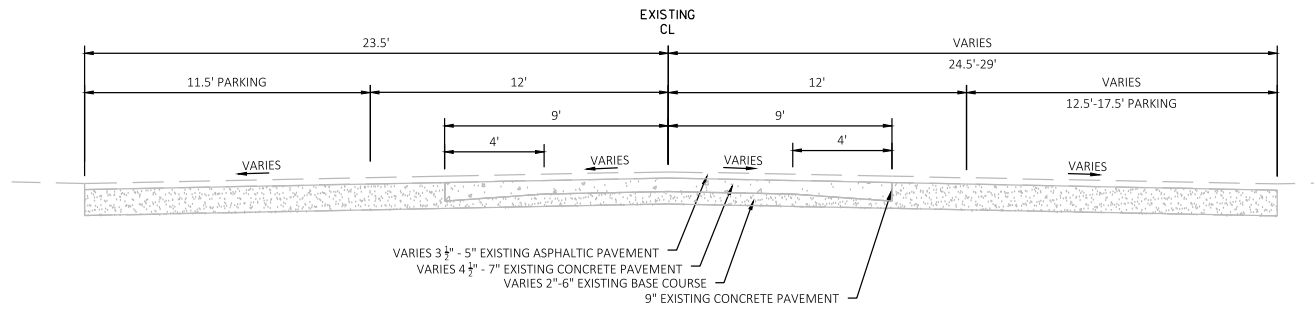
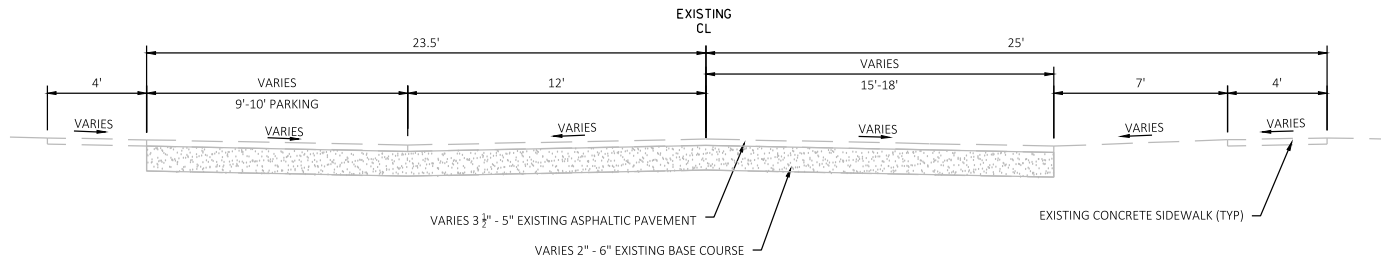
DNR owned trail
County maintains

CTH Y

Images
Street View Photo Sphere See inside

ATTACHMENT 3

EXISTING AND FINISHED TYPICAL SECTIONS AND PLAN VIEW SHEETS



PROJECT NO: 3876-05-71

HWY: CTH D

COUNTY: FOND DU LAC

PLAN: TYPICAL SECTIONS

SHEET

E

FILE NAME : P:\80005\80305\8038\08038013\CADD\SHETSPLAN\020301-TS.DWG
LAYOUT NAME - 06

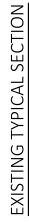
PLOT DATE : 10/5/2018 12:57 PM

PLOT BY : BOBBI MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN=5 FT

WISDOT/CADD5 SHEET 42



CTH D
STA 22+69 - STA 24+14



CTH D
STA 24+14 - STA 39+33



CTH D
STA 36+80 - STA 39+33

PROJECT NO:	3876-05-71	HWY: CTH D	COUNTY: FOND DU LAC	PLAN: TYPICAL SECTIONS	SHEET
FILE NAME: P:\80005\80355\3876-05-71\3876-05-71\CAO\SHET\SPLAN\02\801-75.DWG			PLOT DATE: 10/5/2018 12:57 PM	PLOT BY: BOBBI MAXWELL	PLOT NAME: 1 IN=5 FT
					WS020\CAO\5 SHEET 42



EXISTING TYPICAL SECTION

PROJECT NO: 3876-05-71

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LAYOUT NAME - 08

COUNTY: FOND DU LAC

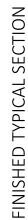
PLOT DATE: 10/5/2018 12:57 PM

PLAN: TYPICAL SECTIONS

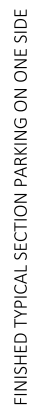
PLOT BY: BOBBI MAXWELL PLOT NAME:

PLOT SCALE: 1 IN:5 FT

WISDOT/CADD SHEET 42

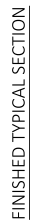


CTH D
STA 19+05 - STA 27+00

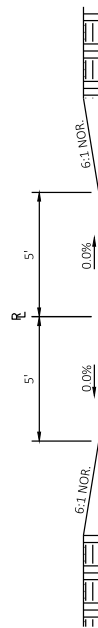


CTH D
STA 27+00 - STA 41+66

PROJECT NO: 3876-05-71		HWY: CTH D	COUNTY: FOND DU LAC	PLAN: TYPICAL SECTIONS	SHEET E
FILE NAME: P:\80005\803058\08038013\CADD\SHEETSP\AN202001-15.DWG			PLOT DATE: 10/28/2018 12:57 PM	PLOT BY: BOBBI MAXWELL	PLOT NAME: 1 IN 5 FT
					W8007/CADD SHEET 42



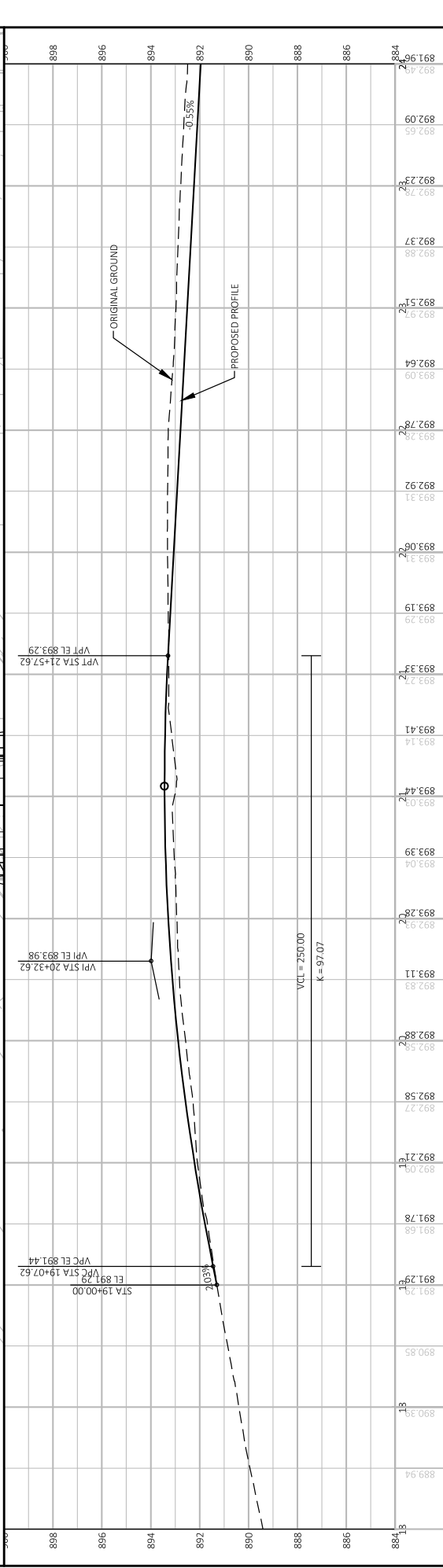
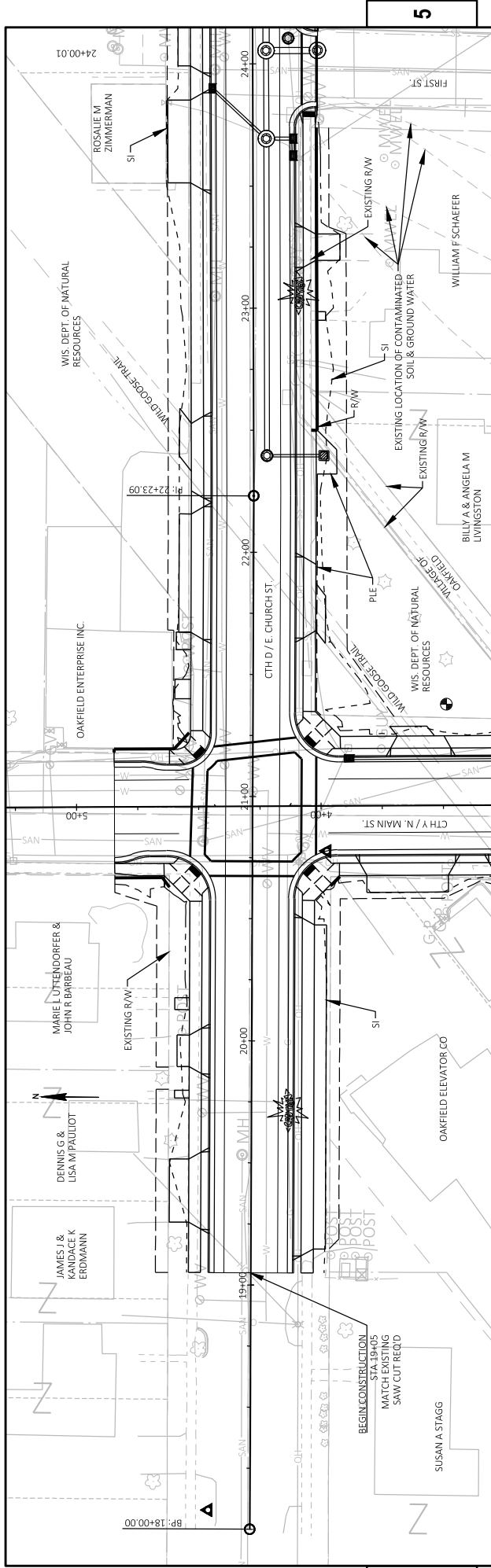
CTH D
STA 41+66 - STA 43+75



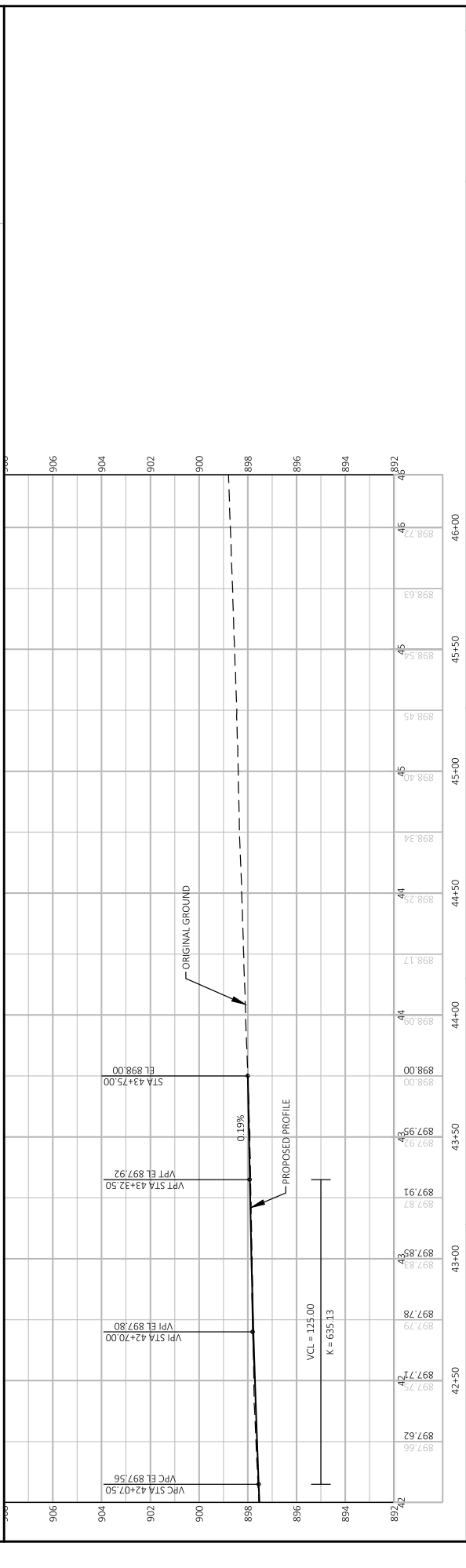
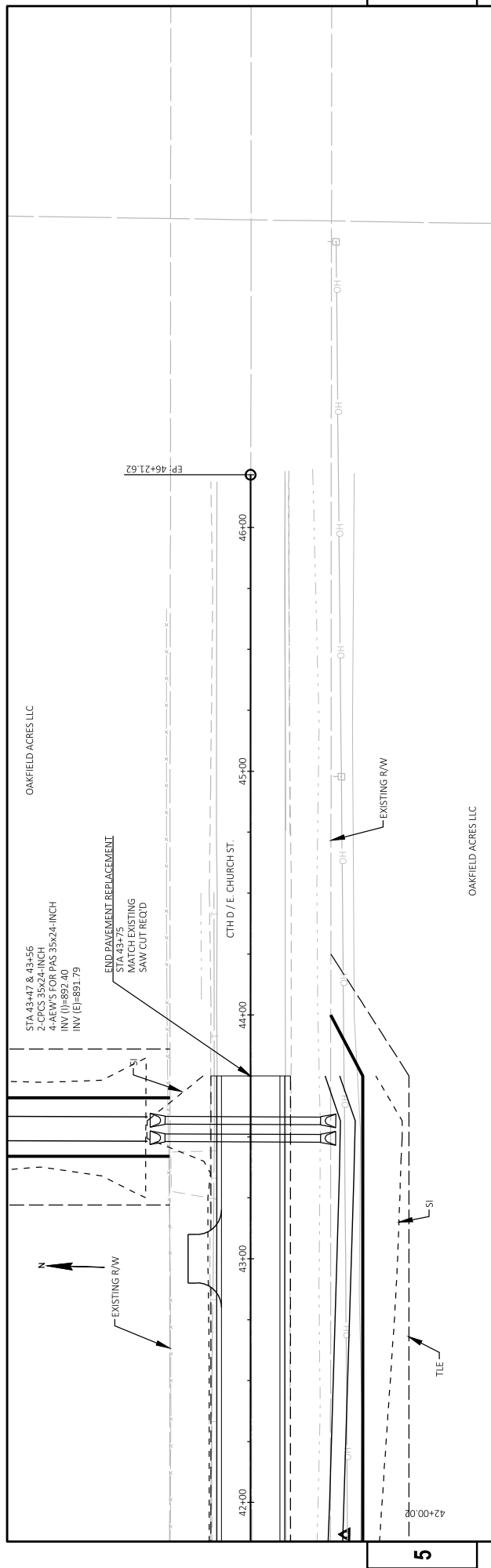
FINISHED TYPICAL DITCH SECTION

STA 23+88 - STA 27+75

PROJECT NO:	3876-05-71	HWY:	CTH D	COUNTY:	FOND DU LAC	PLAN:	###	SHEET	E
FILE NAME:	P:\8000\8000\5030\3876\05\71\CAUDS\SHET\SH-AN\020301-75.DWG								
LAYOUT NAME:	LAYOUT NAME: 10								
				PLOT DATE:		10/5/2018 12:57 PM		PLOT BY:	
						BOBBY MAXWELL		PLOT SCALE:	
								1 IN = 5 FT	
W8007/CADD SHEET 42									

[illegible]

FILE NAME:	P:\0009\03\025\038\0903013\CADD\SHEET\SP-ANPLAN & PROFILES\SSO102_PP PARKING ONE SIDE DWG
LAYOUT NAME:	-1
PLOT DATE:	10/6/2018 1:01 PM
PLOT BY:	BOBBY MAXWELL
PLOT NAME:	
PLOT SCALE:	1 IN=40 FT
WSDOT/CADD SHEET #	44



PROJECT NO:	3876-05-70	HWY:	CTH D	COUNTY:	FOND DU LAC	PLAN AND PROFILE:	CTH D	E
FILE NAME: P:\8005\05\03876\05\03876\SHETS\PLAN\PLAN & PROFILES\05\03876_PP PARKING ONE SIDE.DWG LAUNCH NAME: 5								
			PLOT DATE :	10/4/2018 1:02 PM	PLOT BY :		BOBBY MAXWELL	PLOT SCALE : 1 IN=40 FT
WIDOT/CADD/SHEET 44								

ATTACHMENT 4

WDNR INITIAL PROJECT REVIEW



April 20, 2018

Via Email

Bobbi Maxwell, P.E.
MSA Professional Services, Inc.
1230 South Boulevard
Baraboo, WI 53913

Subject: Department of Natural Resources Initial Project Review:

Project Design ID: 3876-05-00
Project Construction ID: 3876-05-71
CTH D, Village of Oakfield
CT Y – N. School St.
Section 13&14, Township 14 North, Range 16 East
Fond du Lac County

Dear Ms. Maxwell,

The Wisconsin Department of Natural Resources (department) has received the information you provided for the project referenced above. According to your proposal, the purpose of this project is to reconstruct approximately 2500 feet of urban roadway from 200 feet west of the CTH Y/CTH D intersection to approximately 350 east of the School St. intersection. The scope includes new asphalt pavement, curb and gutter, sidewalk, storm sewer, pavement marking and permanent signing.

Additionally, a preliminary drainage design will be conducted to provide the Village of Oakfield with options to reduce flooding in the project area. Alternatives include:

- Replace storm water pipes within the project limits and reviewing increasing pipe size
- Replace the existing 4'x6' concrete box culvert with a new concrete pipe structure at a similar location with the inlet end remaining as-is and maintaining the existing riser pipe
- Create a new ditch from the field southeast of CTH D/School Street, north to an outfall toward Campground Creek north of CTH D
- Create a detention pond area adjacent to CTH D on the southeast corner of the school Street intersection

Preliminary information has been reviewed by department staff for the project under the DOT/DNR Cooperative Agreement. Additional information can be found by following the hyperlinks throughout the electronic version of this document. Initial comments on the project as proposed are included below and assume that additional information will be provided (as necessary) that addresses all resource concerns identified. The department recommends that

Special Provisions be developed for specific resource protections described below. The department also expects that the full range of DOT roadway standards will be applied throughout the design and construction process.

A. Project-Specific Resource Concerns

Section 4(f) Requirement:

The Wild Goose State Trail, a public land, is present in the vicinity of this project. Coordination among the department, the Village of Oakfield, WisDOT, and Fond du Lac County has already begun to address items including the width of curb cuts and ramps to ensure access for maintenance and recreational vehicles. Please continue your stellar efforts thus far in keeping all of the stakeholders well informed of the work that may take place adjacent to the trail.

If temporary use of this property is required, a temporary limited easement from DOT will be required. Please make every effort to keep the trail open during construction. If a closure is required, the department must be notified. Closures longer than 24 hours require department approval and notice of the closure must be provided to the public.

There is a U.S. Dept. of Transportation “Section 4(f)” process for federally funded transportation projects that impact various types of public parks, wildlife refuges, and recreation areas. This requirement is coordinated by state and federal transportation departments. Please ensure the 4f process is followed according to the DOT facilities development manual.

Wetlands:

The area was reviewed for wetlands prior to the Operational Planning Meeting that was held on April 6, 2018. There were no wetland areas observed along CTH D/East Church Street from School Street through the west limit of the project (approximately 200 feet west of the CTH Y/CTH D intersection). There are several areas of mapped hydric indicator soils (potential wetlands) that could be impacted depending on the specific drainage alternative that is chosen. Once the drainage alternative is chosen, I will gladly assist with a field review to determine wetland presence.

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.

Fisheries/Stream Work:

There are no immediate impacts to waterways based on the scope of the road project. However, when reviewing drainage design alternatives, please consider Campground Creek which is located approximately 0.20 miles north of CTH D. There may be opportunities to work with other stakeholders in the area to address the drainage and flooding issues while also addressing some of the environmental challenges facing the waterway.

The department's website states the following about Campground Creek:

Campground (Byron) Creek rises from several springs at the base of the Niagara escarpment in southeast Fond du Lac County (Weber et al., 1969). It is considered a Class II trout stream from Fond du Lac County Highway Y to a point near its headwaters, approximately 3.3 miles upstream (WDNR, 1980). The stream has a good gradient through this reach. The stream flattens from about mile 0.6 through a main wetland complex just downstream from its origin area (Reif, 2010). The Creek can be considered cold water to that 0.6 mile point and has potential to sustain a brook trout population. The man-made ponds in the large wetland as well as man-made diversions in the wetland degrade it to the point that it warms to near 30 Deg. C in the summer and also results in periodic anoxic conditions that cause fish kills. Much work needs to be done on this wetland problem to restore the trout migration capabilities (Reif, 2010).

The gradient flattens and the stream is dominated by a warm water forage fishery downstream of County Highway Y. The municipal wastewater treatment facility and Seneca Foods discharge to it below County Highway Y. Nonpoint sources of pollution, particularly bank erosion due to cattle grazing, are the main water quality problem in the trout waters reach. Sedimentation from farm tillage practices is also a problem in the downstream reach. Runoff due to excessive spray irrigation by a canning company near Oakfield has occasionally reached the stream and caused water quality problems. There are also some unnamed tributaries to the creek which have intensive agricultural operations on land adjacent to them. Some of these operations may be affecting water quality in Campground Creek (WDNR SCRFiles, 1996). There is one cold water spring-fed tributary (WBIC 137600) that feeds into Campground Creek below the main wetland and is potentially capable of sustaining a trout population (Reif, 2010). Trout have been documented in this tributary in the past (Hacker, 1956).

Endangered Resources: The Natural Heritage Inventory (NHI) database was reviewed on April 5, 2018, for potential impacts to threatened, endangered, or special concern resources. There are no known resources within the limits of the proposed project. This includes northern long-eared bat maternity roosting sites and hibernacula and rusty patched bumble bee populations.

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. Administrative 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 department's 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 department 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 department.
- 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 department 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 department.

Other Considerations:

There are four remediation and redevelopment sites adjacent to the project's western limits. One of the sites is still "open" with ongoing cleanup. While the remaining sites are listed as 'closed', there may still be remnant contamination present. Please keep in mind during your project planning that any remaining contamination must be properly handled and disposed of if disturbed. If there will be impacts beyond the existing roadway footprint in these areas, be sure to notify this office.

The project may require a permit from the U.S. Army Corps of Engineers (ACOE). For further details please contact Ryan Huber out of ACOE's Green Bay Office at (920) 448-2824. It is important that all local, state, and federal permits and/or approvals are obtained prior to commencing construction.

The above comments represent the department's initial comments for the proposed project and do not constitute final concurrence. Final concurrence will be granted after review of plans and further consultation if necessary. If you have any questions regarding the review of the project or the contents of this letter, please contact me at 920-360-3784 or by email at jeremiah.schiefelbein@wi.gov.

Sincerely,



Jay Schiefelbein
Environmental Analysis & Review Specialist

ec: B. Edwards, K. VanPrice, T. Kobus – WisDOT
K. Raleigh Moses – DNR Green Bay
R. Huber – ACOE
T. Janke, R. Sommer, S. Tobias – Fond du Lac County
Q. Klink – MSA

c: File

ATTACHMENT 5

US FISH AND WILDLIFE CORRESPONDENCE

Bobbi Maxwell

From: Bobbi Maxwell
Sent: Tuesday, September 4, 2018 10:15 AM
To: Andrew Horton (Andrew_Horton@fws.gov)
Cc: Alyssa Barrette (Alyssa.Barrette@dot.wi.gov); Quirin Klink; Thomas Janke (tom.janke@fdlco.wi.gov)
Subject: Request to Initiate Informal Section 7 Consultation (3876-05-00/71, CTH D, Fond du Lac Cty)
Attachments: 3876-05-00 (71) USFWS Sec 7 4(d) Submittal (2018.09.04).pdf

Andrew,

MSA Professional services, Inc., on behalf of the Fond du Lac County Highway Department and the Wisconsin Department of Transportation, is submitting the following information and determination to fulfill Section 7(a)(2) responsibilities under the ESA pertaining to potential impacts to the northern long-eared bat.

Fond du Lac County and the Wisconsin Department of Transportation intend to rely on the programmatic biological opinion developed for the final 4(d) rule and this submittal to satisfy our Section 7(a)(2) responsibilities, as outlined in the streamlined consultation framework.

In accordance with the final 4(d) rule issued for the northern long-eared bat, MSA Professional Services, Inc. has determined that the proposed activity, described in greater detail on the attached form, will not result in prohibited take of the NLEB. The activity involves tree removal, but will not occur within 0.25 miles of a known hibernacula, nor will the activity remove a known maternity roost tree or any other tree within 150 feet of a known maternity roost tree from June 1 – July 31.

Attached you will find the 4(d) Rule Streamlined Consultation Form, the IPaC Official Species List, a project location map, and correspondence with the DNR.

Thank you.



Bobbi Maxwell, PE, M.ASCE | Senior Project Engineer

MSA Professional Services, Inc.
1230 South Boulevard, Baraboo, WI 53913
+1 (608) 355-8861



ATTACHMENT 6

NATIVE AMERICAN CORRESPONDENCE



**Division of Transportation
System Development**
Northeast Regional Office
944 Vanderperren Way
Green Bay, WI 54304

Scott Walker, Governor
Dave Ross, Secretary
Internet web site: www.wisconsin.gov
Telephone: (920)492-5643
Facsimile (FAX): (920)492-5640
E-mail: ner.dtsd@dot.wi.gov

January 18, 2018

Bad River Band Of Lake Superior - Chippewa Indians Of Wisconsin
Edith Leoso
P.O. Box 39
Odanah, WI 54861

Re: Notice of federal undertaking and request for comments under 36 CFR 800
Project ID: 3876-05-00/71
Village of Oakfield, CTH D
CTH Y – N. School Street
Fond du Lac County

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Highway Administration, is considering an undertaking located on CTH D/Church St. from about 200 feet west of the CTH Y/Main St./CTH D/Church St. intersection to the east side of the School Street intersection, in the village of Oakfield, Fond du Lac County, for approximately 2500 feet. The proposed undertaking will consist of reconstructing the roadway with new pavement, curb and gutter, storm sewer, sidewalk, pavement marking, and permanent signing. The Village will be replacing their sanitary sewer and water main system that will be included in the project.

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 me at 944 Vanderperren Way, Green Bay, WI 54304, phone (920) 360-2801.

Sincerely,

A handwritten signature in cursive script that reads "Brian Edwards".

Brian Edwards
WisDOT Northeast Region Local Program Project Manager

CC: Steven Krebs, WisDOT Bureau of Technical Services
Brian Chlopek, JT Engineering, Inc., Local Program Management Consultant
Bobbi Maxwell, MSA Professional Services, Inc.

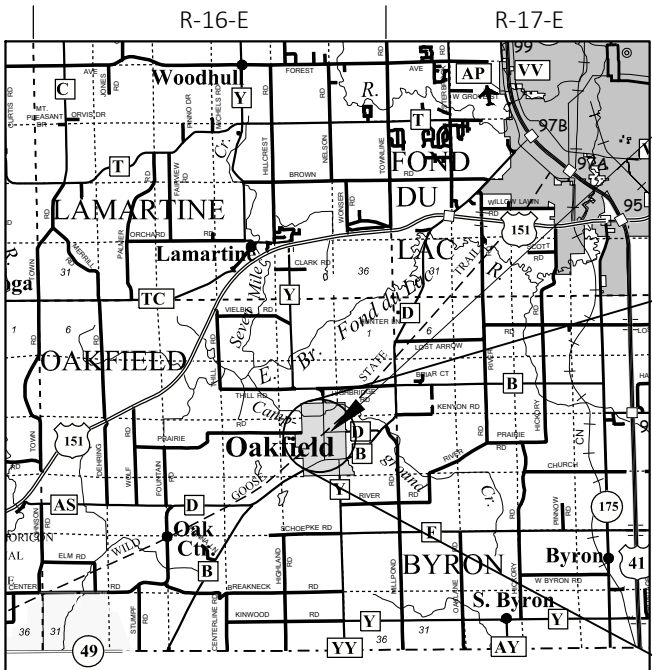
Attachments: Project Location Map

PROJECT LOCATION MAP

DESIGN PROJECT ID: 3876-05-00
CONSTRUCTION ID: 3876-05-71
VILLAGE OF OAKFIELD, CTH D
CTH Y - N. SCHOOL ST
CTH D
FOND DU LAC COUNTY



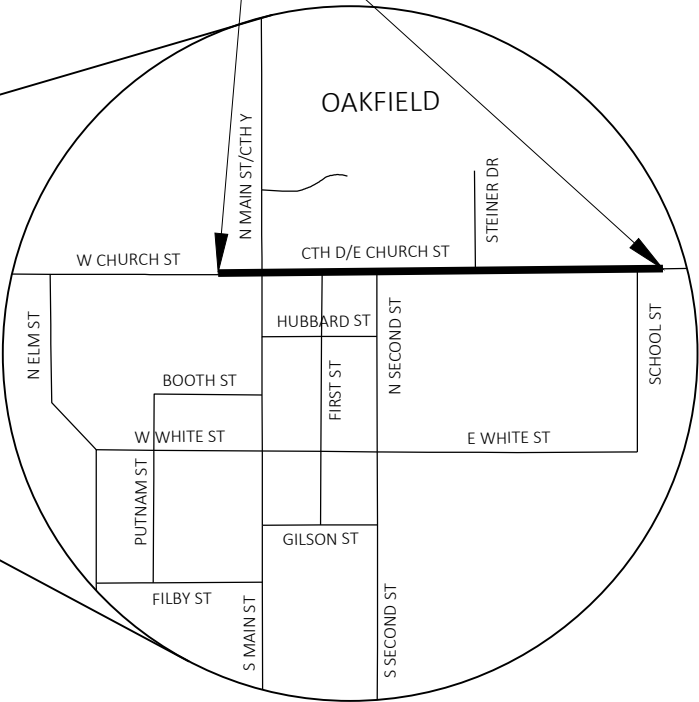
PROJECT LOCATION
FOND DU LAC COUNTY



PROJECT 3876-05-00
VILLAGE OF OAKFIELD
FOND DU LAC CO., WI

T-15-N

T-14-N



Tribe	Contact	Address	Address2	City	State	Zip
Bad River Band of Lake Superior - Chippewa Indians of Wisconsin	Edith Leoso	P.O. Box 39		Odanah	WI	54861
Forest County Potawatomi Community of Wisconsin	Michael LaRonge	Tribal Office	P.O. Box 340	Crandon	WI	54520
Ho-Chunk Nation	William Quackenbush	Executive Offices	P.O. Box 667	Black River Falls	WI	54615
Lac Vieux Desert Band of Lake Superior - Chippewa Indians	giiwegiizhigookway Martin	Ketegitigaaning Ojibwe Nation	N4698 US 45	Watersmeet	MI	49969
Menominee Indian Tribe of Wisconsin	Dave Grignon	P.O. Box 910		Keshena	WI	54135
Prairie Band Potawatomi Nation	Hattie Mitchell	16281 Q Road		Mayetta	KS	66509
Prairie Island Indian Community	Noah White	5636 Sturgeon Lake Road		Welch	MN	55089
Red Cliff Band of Lake Superior - Chippewa Indians of Wisconsin	Larry Balber	88385 Pike Road, Highway 13		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	R.R. 2, Box 246		Stroud	OK	74079
Sac and Fox of the Mississippi in Iowa	Jonathan Buffalo	349 Meskwaki Road		Tama	IA	52339-9629
Sokaogon Chippewa Community - Mole Lake Band	Adam VanZile	3051 Sand Lake Road		Crandon	WI	54520

Bobbi Maxwell

From: Bobbi Maxwell
Sent: Wednesday, February 21, 2018 12:16 PM
To: Bobbi Maxwell
Subject: Re: WisDOT Project 3876-05-00/71, CTH D (CTH-Y to School Street), Oakfield, Fond du Lac County, Wisconsin.-env

From: Michael LaRonge [<mailto:Michael.LaRonge@fcpotawatomi-nsn.gov>]
Sent: Wednesday, February 21, 2018 9:52 AM
To: Edwards, Brian - DOT <Brian.Edwards@dot.wi.gov>
Subject: Re: WisDOT Project 3876-05-00/71, CTH D (CTH-Y to School Street), Oakfield, Fond du Lac County, Wisconsin.

Re: WisDOT Project 3876-05-00/71, CTH D (CTH-Y to School Street), Oakfield, Fond du Lac County, Wisconsin.

Dear Mr. Edwards,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community a Federally Recognized Native American Tribe reserves the right to comment on Federal undertakings, as defined under the act. Thank you for your participation in the process.

This response pertains to the project mention above. This project falls within the current geographic area of interest of the Forest County Potawatomi Community. Therefore, the Tribal Historic Preservation Office, on behalf of the Community, requests a copy of the archaeological survey conducted for the project and the related SHPO comments.

Your interest in protecting Wisconsin's cultural and historic properties is appreciated. If you have any questions or concerns, please contact me at the email or number listed below.

Respectfully,

Michael LaRonge
Tribal Historic Preservation Officer
Natural Resources Department
Forest County Potawatomi Community
5320 Wensaut Lane
P.O. Box 340
Crandon, Wisconsin 54520
Phone: 715-478-7354
Fax: 715-478-7225
Email: Michael.LaRonge@FCPotawatomi-nsn.gov

ATTACHMENT 7

NRCS & DATCP COORDINATION

Bobbi Maxwell

From: Ziegler, Jeremy - NRCS, Juneau, WI <Jeremy.Ziegler@wi.usda.gov>
Sent: Monday, November 26, 2018 4:05 PM
To: Bobbi Maxwell
Subject: RE: ID 3876-05-00 CTH D Fond du Lac Cty, FCIR form

Bobbi Maxwell,

The NRCS has reviewed your proposed project located in Fond Du Lac County ID 3876-05-00 CTH D. Since the total score on the AD-1006 form is under 60 points, your project is not subject to the Farmland Protection Policy Act. Thank you for allowing the NRCS to review your project. If you have any questions please feel free to contact me.

Thank you,

Jeremy Ziegler
NRCS Area Resource Soil Scientist
920-709-3022.

From: Bobbi Maxwell <bmaxwell@msa-ps.com>
Sent: Monday, November 19, 2018 2:23 PM
To: Ziegler, Jeremy - NRCS, Juneau, WI <Jeremy.Ziegler@wi.usda.gov>
Subject: RE: ID 3876-05-00 CTH D Fond du Lac Cty, FCIR form

Jeremy,

Attached is the Farmland Conversion Impact Rating form with a location map, Alt A project overview, Alt B project overview, and plan & profiles of the east end of the project where the ditches are being constructed.

Here's a brief description of the project. The project begins about 200 feet west of the CTH Y/Main St./CTH D/Church St. intersection and extends about 300' east of the N. School St. intersection. The project will consist of reconstructing the roadway with new pavement, curb and gutter, storm sewer, sidewalk, pavement marking, and permanent signing. The Village will be replacing their sanitary sewer and water main system that will be included in the project. On the east end, there will be grading and ditching work along N. School St. and CTH D to alleviate flooding issues within the village. Twin 35"x24" pipes will be installed under CTH D east of N. School St. with a new ditch to the north for the area storm water to get to Camp Creek.

Please review the information and let me know if you need anything else. Construction is anticipated to begin in 2021.

We are in the process of writing the environmental document and would like your response for the final document. If after 45 days we have no response, we will proceed as through the site were not farmland protected by the FPPA. Thank you for your cooperation in our project development efforts.

From: Ziegler, Jeremy - NRCS, Juneau, WI <Jeremy.Ziegler@wi.usda.gov>
Sent: Friday, November 16, 2018 3:40 PM
To: Bobbi Maxwell <bmaxwell@msa-ps.com>
Subject: RE: ID 3876-05-00 CTH D Fond du Lac Cty, FCIR form

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request		4. Sheet 1 of _____	
1. Name of Project		5. Federal Agency Involved			
2. Type of Project		6. County and State			
PART II (To be completed by NRCS)		1. Date Request Received by NRCS		2. Person Completing Form	
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form).		YES <input type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size	
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ %		7. Amount of Farmland As Defined in FPPA Acres: _____ %		
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System		10. Date Land Evaluation Returned by NRCS		
PART III (To be completed by Federal Agency)		Alternative Corridor For Segment			
		Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly, Or To Receive Services					
C. Total Acres In Corridor					
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					
PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)					
PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))		Maximum Points			
1. Area in Nonurban Use		15			
2. Perimeter in Nonurban Use		10			
3. Percent Of Corridor Being Farmed		20			
4. Protection Provided By State And Local Government		20			
5. Size of Present Farm Unit Compared To Average		10			
6. Creation Of Nonfarmable Farmland		25			
7. Availability Of Farm Support Services		5			
8. On-Farm Investments		20			
9. Effects Of Conversion On Farm Support Services		25			
10. Compatibility With Existing Agricultural Use		10			
TOTAL CORRIDOR ASSESSMENT POINTS		160			
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100			
Total Corridor Assessment (From Part VI above or a local site assessment)		160			
TOTAL POINTS (Total of above 2 lines)		260			
1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>		
5. Reason For Selection:					

Signature of Person Completing this Part:

DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

- (1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

- (2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

- (3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

- (4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
Site is not protected - 0 points

- (5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

- (6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

- (7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

- (8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

- (9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

- (10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points



State of Wisconsin
Governor Scott Walker

Department of Agriculture, Trade and Consumer Protection
Sheila E. Harsdorf, Secretary

November 13, 2018

Bobbi Maxwell
MSA Professionals
1230 South Boulevard
Baraboo, WI 53913-2791

Dear Bobbi Maxwell:

Re: Project ID: 3876-05-00/71
Project Name: CTH D: CTH Y to North School Street
County: Fond Du Lac

The Department of Agriculture, Trade, and Consumer Protection (DATCP) has reviewed the notification and any supplemental information you have provided concerning the potential need for an agricultural impact statement (AIS) for the above project. We have determined that an AIS will not be prepared for this project, based on the reasoning provided below.

Please note that if the proposed project or project specifications are altered in any way which could be construed as increasing the potential adverse effects of the project on agriculture or on any farm operation, DATCP should be renotified. Please contact me with any questions.

The proposed project will require the acquisition of less than one acre from one farmland owner. Therefore, this acquisition is non-significant and no Agricultural Impact Statement will be prepared. Also, no Agricultural Impact Notice will need to be submitted.

Sincerely,

Alice Halpin
Agricultural Impact Statements
(608)224-4646
Alice.Halpin@wi.gov
DATCP ID: #4279

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ATTACHMENT 8

SECTION 106

18-1218/FD

SHPO

OCT 11 2018



SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 6/2014For instructions, see [FDM Chapter 26](#).

I. PROJECT INFORMATION

☐ Amended Submittal (include new information only)

Project ID 3876-05-00/71	Highway – Street CTH D / E. Church St.	County Fond du Lac
Project Termini Village of Oakfield, CTH Y - N. School Street		Region – Office Northeast Region - Green Bay Office
Regional Project Engineer – Project Manager Brian Edwards, P.E. - NE Region Local Program Manager		(Area Code) Telephone Number (920) 360-2801
Consultant Project Engineer – Project Manager Bobbi Maxwell, P.E. - MSA Professional Services, Inc.		(Area Code) Telephone Number (608) 355-8861
Archaeological Consultant Commonwealth Heritage Group, Inc.		(Area Code) Telephone Number (414) 446-4121
Architecture/History Consultant Commonwealth Heritage Group, Inc.		(Area Code) Telephone Number (414) 446-4121
Date of Need October 2018		SHSW Number
Return a Signed Copy of This Form to Brian Edwards, brian.edwards@dot.wi.gov		

II. PROJECT DESCRIPTION

Project Length 0.468 miles	Land to be Acquired: Fee Simple 0.50 acres	Land to be Acquired: Easement 1.10 acres
-------------------------------	---	---

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	25'	Varies 25' - 33'	Terrace Width	Varies 0'-8'	3'
Shoulder	varies c&g - 23.5'	c&g	Sidewalk Width	4'	5'
Slope Intercept	Varies 23.5' - 32.5'	Varies 25.5' - 37'	Number of Lanes	2	2
Edge of Pavement	Varies 19'-29'	Varies 15'-21'	Grade Separated Crossing	No	No
Back of Curb Line	Varies 18' - 22'	Varies 17.5' - 23.5'	Vision Triangle acres	No	No
Realignment	0'	0'	Temporary Bypass acres	No	No
Other – List:	None	None	Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that Depict "Maximum" Impacts.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Tree Topping and/or Grubbing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Brief Narrative Project Description: Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements. For amendments (e.g. design refinements, scope changes, etc) description should only include new/added project actions and materials.

The proposed project is to upgrade CTH D/E. Church Street through the Village of Oakfield. Project activities will include reconstruction of the roadway; widening the parking lanes on the south side; replacing curb and gutter, storm sewer, sidewalk, pavement markings, and permanent signing; and construction/reconstruction of drainage ditches at the east end of the project corridor. In addition, the Village will replace its sanitary sewer and water main systems as part of the project. There are slight changes in vertical profile and horizontal alignment for drainage of inlets. The archaeological survey limits generally included a width of 34'-40' LT and 54' RT from the existing road centerline. The proposed maximum width for excavation limits is approximately 70 feet, which is within the archaeological survey limits.

☐ Add continuation sheet, if needed.

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION (continued)

Wisconsin Department of Transportation DT1635

III. CONSULTATION

How has notification of the project been provided to:

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Property Owners | <input checked="" type="checkbox"/> Historical Societies/Organizations | <input checked="" type="checkbox"/> Native American Tribes |
| <input checked="" type="checkbox"/> Public Information Meeting Notice | <input type="checkbox"/> Public Information Meeting Notice | <input type="checkbox"/> Public Info. Mtg. Notice |
| <input checked="" type="checkbox"/> Letter - Required for Archaeology | <input type="checkbox"/> Letter | <input checked="" type="checkbox"/> Letter |
| <input type="checkbox"/> Telephone Call | <input type="checkbox"/> Telephone Call | <input type="checkbox"/> Telephone Call |
| <input type="checkbox"/> Other: | <input checked="" type="checkbox"/> Other: email | <input type="checkbox"/> Other: |

Attach one copy of the base letter, list of addresses and comments received. For history include telephone memos as appropriate.

IV. AREA OF POTENTIAL EFFECTS - APE**ARCHAEOLOGY:** Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.**HISTORY:** Describe the area of potential effects for buildings/structures.

The APE for history was defined to include properties adjacent to CTH D/E. Church Street within the project limits

V. PHASE I - ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY	HISTORY
<input checked="" type="checkbox"/> Archaeological survey is needed	<input checked="" type="checkbox"/> Architecture/History survey is needed
<input type="checkbox"/> Archaeological survey is not needed	<input type="checkbox"/> Architecture/History survey is not needed
<input type="checkbox"/> Screening list (date)	<input type="checkbox"/> Screening list (date)
<input type="checkbox"/> Burial site in project area, Wis. Stat. 157.70 applies	<input type="checkbox"/> No structures or buildings of any kind within APE
	<input type="checkbox"/> Non-Survey History Documentation attached

VI. SURVEY COMPLETED

ARCHAEOLOGY	HISTORY
<input checked="" type="checkbox"/> NO archaeological sites(s) identified - ASFR attached	<input checked="" type="checkbox"/> NO buildings/structures identified - Report attached
<input type="checkbox"/> NO potentially eligible site(s) in project area - Phase I Report attached	<input type="checkbox"/> Potentially eligible buildings/structures identified in the APE - Report attached
<input type="checkbox"/> Potentially eligible site(s) identified-Phase I Report attached	<input type="checkbox"/> Avoided through redesign
<input type="checkbox"/> Avoided through redesign	<input type="checkbox"/> Previously listed/eligible property identified in the APE - Report attached
<input type="checkbox"/> Phase II conducted - go to VII (Evaluation)	
<input type="checkbox"/> Phase I Report - Cemetery/cataloged burial documentation	

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

<input type="checkbox"/> No arch site(s) eligible for NRHP - Phase II Report attached	<input type="checkbox"/> No buildings/structure(s) eligible for NRHP - DOE attached
<input type="checkbox"/> Arch site(s) eligible for NRHP - Phase II Report attached	<input type="checkbox"/> Building/structure(s) eligible for NRHP - DOE attached
<input type="checkbox"/> Site(s) eligible for NRHP - DOE attached	

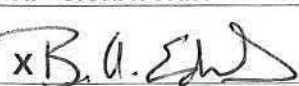
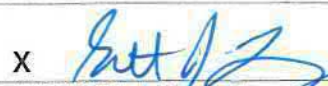

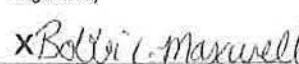
VIII. COMMITMENTS/SPECIAL PROVISIONS - must be included with special provisions language

- ☐
- Per Wis. Stat. 157.70 obtain burial authorization from WHS one year prior to construction.

IX. PROJECT DECISION

- ☒ No historic properties (historical or archaeological) in the APE.
- ☐ No historic properties (historical or archaeological) affected.
- ☐ Historic properties (historical and/or archaeological) may be affected by project;
- ☐ Go to Step 4: Assess affects and begin consultation on affects.
- ☐ Documentation for Determination of No Adverse Effects is included with this form. WisDOT has concluded that this project will have No Adverse Effect on historic properties. Signature by SHPO below indicates SHPO concurrence in the DNAE and concludes the Section 106 Review process for this project.

X. SIGNATURES

	8/30/18	X		10-5-18	X		Dec 6 2018
(Regional Project Manager Signature)	(Date - m/d/yy)		(WisDOT Historic Preservation Officer Signature)	(Date - m/d/yy)		(State Preservation Officer Signature)	(Date - m/d/yy)
	8-29-18						
(Consultant Project Manager Signature)	(Date - m/d/yy)						

ATTACHMENT 9

VILLAGE PARK 4(F)

Wisconsin Federal Highway Administration
Finding of *De Minimis* Impact on Parks, Recreation Areas and Wildlife and Waterfowl
Refuges (Updated 7/25/2017)

1. Project Description

WISDOT ID: 3876-05-00
Route: CTH D (East Church Street)
Termini: STH Y – N. School Street
City/County: V Oakfield, Fond du Lac County

Project Description:

The purpose of this highway improvement project along CTH D (East Church Street) between CTH Y (Station 19+05) and North School Street (Station 43+75) in the Village of Oakfield, Fond du Lac County, is to address deficiencies in the existing corridor as they relate to the following: deteriorated pavement, drainage, pedestrian and bicycle safety and right of way corrections. Reconstruction of the roadway, widening the curb-to-curb width, and replacement of storm sewer, curb and gutter, sidewalk and curb ramps will appropriately address these issues. Improvements to the existing facility will improve the overall safety, function, and operational characteristics of this roadway within the county highway system. The 0.47 mile long project will have an estimated cost of \$1.7 million dollars (year of expenditure 2021). Additional right of way of 0.124 acres and temporary limited easements of 0.128 acres will be necessary to be acquired from Village Park. Impacts resulting from this project will be documented by a Categorical Exclusion Checklist (CEC) environmental document.

A project location map is presented in Attachment 1.

2. Name of Section 4(f) resource: (If the resource is a park and a historic property please indicate the historic property name and the park name if different.)

Village Park

3. Description of Section 4(f) resource (Include a map and/or photos of the property in relation to the proposed project):

The Section 4(f) resource is Village Park, open for public use, and owned and maintained by the Village of Oakfield, located along the south side of CTH D near the center of our project length, from approximately Station 27+14 to Station 34+11, right. The park is approximately 11.8 acres in size and extends south to abut with East White Street on the south end of the park. The vehicular entrance and parking lot for the park are located on Hubbard Street, which is about 300 feet south of and outside the CTH D project limits. The park contains multiple athletic softball/football fields, tennis courts, playground equipment and shelters. The athletic fields and tennis courts are also used by the Oakfield School District for their sporting events. The part of the park that abuts CTH D in the project limits is open green

space and the edges of two athletic fields. That same part of the park adjacent to the CTH D right of way is currently used during heavy rainfall events as temporary storage of rainwater runoff. This temporary flood storage, including two manhole riser intake structures, was designed for that purpose and is desired to be retained for that purpose by the Village of Oakfield. Currently the existing, narrow 4 foot wide concrete sidewalk is entirely outside the existing south right of way line of CTH D. An existing chain link fence runs along the sidewalk within 2.0 to 2.5 from the back side of the existing sidewalk, lying entirely within the park boundary. Also currently straddling the existing right of way is an existing storm sewer manhole and cover that receives the stormwater runoff from the park area and drains to the opposite (north) side of CTH D at this location.

See Attachment 2 for maps of the park boundaries and photos. The first map was supplied by the Village of Oakfield and was prepared by the Fond du Lac County Planning Department. It shows the areas of the park where the prior Land and Water Conservation Funds (LWCF) funds were used. CTH D (Church St) is located along the top of the page (north). Note that the dimensions of the park as shown on this map compute to approximately 11.8 acres of park size, rather than the 14 acre size that is noted on the same map.

4. Description of impacts:

The CTH D project will require permanent Fee-taking of 5,393 square feet or 0.124 acres from Village Park to replace the deteriorated concrete sidewalk. The sidewalk will be replaced generally in a similar location as existing. The sidewalk currently lies entirely outside the existing right of way, and after the real estate transaction and construction, it will be entirely within the new right of way limits. To minimize park impacts, the back of the new sidewalk will be located 0.9 to 1.1 feet further toward CTH D than the existing back of sidewalk. The existing sidewalk is 4 feet wide with a 6.5 foot wide grass terrace between the curb and sidewalk. The proposed sidewalk will be 5 feet wide, adjacent to a 3 foot paved terrace. The new south right of way line of CTH D will be located approximately 6 inches behind the proposed sidewalk.

The CTH D project will also require 5,585 square feet or 0.128 acres of Temporary Limited Easement (TLE) from Village Park to blend slopes behind the proposed sidewalk and to replace the existing chain link fence that will be impacted by the project. The slope blending will be minor, varying from 0.5 to 6.1 feet in approximate width behind the new sidewalk. The one storm sewer manhole that straddles the existing right of way will be reconstructed in the same location, which now will reside entirely within the new right of way boundary. The chain link fence will be impacted by the slope grading and will need to be removed during construction to provide adequate space for construction of the sidewalk. The chain link fence will be replaced with new similar steel chain link fence. Aside from the sidewalk and fence, none of the park's features will be impacted by the project.

See Attachment 3 for a Plan exhibit showing the existing and proposed right of way and the existing and proposed sidewalk facilities. Impacts to Village Park occur along the north property boundary from the west property line to the east property line. The distance from the existing south right of way to the proposed south right of way varies from 7.7 feet on the west end to 7.6 feet on the east end of the park.

See Attachment 4 for Existing Typical Section and Proposed Typical Section, for the CTH D roadway adjacent to the park.

There should be no temporary or permanent loss of recreation opportunities in the park. During construction the CTH D roadway will be closed to through traffic with no detour signed. There is ready access around the project site using local village side streets for access to the park area. Access to and from the Hubbard Street park entrance and parking lot will be retained from the west and south off of Hubbard Street. Within the park, the ability to use the adjacent open grass area and athletic fields will be retained throughout construction operations, with safety fence installed during those periods when the existing or proposed chain link fence are not in place. The proposed sidewalk, storm sewer, grading and chain link fence work will not extend past the top of an existing slope that is currently the edge of the usable park area. There is no anticipated loss of trees, shrubs, benches, park paths, or any other landscaping or park resource facilities. The construction duration is anticipated to last an entire construction season, or approximately 6-8 months.

5. Discuss avoidance, minimization, and compensation efforts and how the impacts after avoidance, minimization, and compensation do not adversely affect the activities, features, and attributes listed in Number 3 above:

Avoidance:

The majority of the CTH D reconstruction project will avoid the park property. Total avoidance of the park was not possible since the existing sidewalk is located entirely outside the existing south right of way line, in the park. For maintenance reasons, it is desirable for the sidewalk to be located within the right of way.

Minimization:

The design utilized less than the maximum widths for the curb to curb widths and the centerline of the proposed roadway was shifted slightly to the north to minimize the impacts to the south right of way line at the park. The minimum 5 foot sidewalk width was used, along with a minimum 3 foot terrace width, to minimize the impacts to park property.

Compensation:

The existing chain link fence that will need to be removed as part of the work, will be replaced with a new chain link fence of similar height, rather than salvaging the old fence and re-installing it. The existing and proposed fence are located entirely within the park property. The fence provides a safety barrier for park users, particularly children that may stray onto the street during recreational or sports activities. New fence material will provide a longer-lasting fence that will save park costs in the future.

Impacts after Avoidance, Minimization and Compensation:

The changes to the sidewalk and chain link fence mentioned under the sections above occur on the far north edge of the park, outside any areas of park facilities or park access. These impacts do not adversely affect the activities, features, and attributes of Village Park listed in Number 3 above.

6. Describe the public involvement process and results:

The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource. A public involvement meeting (PIM) was held at the Oakfield Community Center Building on May 17, 2018. The impacts to Village Park were presented. No comments directly pertaining to Village Park's protected activities, features, and attributes were received. There were some questions about how many on-street parking stalls would there be along CTH D in front of the park and school, in relation to the busier sporting events that occur in the park, both for school and for non-school-related events. Other local attendees stated there already was adequate off-street parking facilities located within walking distance of the park, that are normally not fully utilized during the busier sporting events in the park. The consensus of attendees and local officials at the public meeting was that the number of on-street parking stalls proposed within this project, supplemented by the other off-street lots, will be adequate for the needs in the park.

Attachment 5 shows the PIM handout and exhibits.

7. Name of and notification to the official(s) with jurisdiction over the property:

Dennis Steinke, Village President, is the official with jurisdiction over Village Park. He was informed at the Operational Planning Meeting on April 6, 2018 and at the Local Officials Meeting on May 17, 2018 that the project may result in a *de minimis* finding under Section 4(f). The summary of meeting comments from the Public Involvement Meeting (PIM) were shared with Mr. Steinke through email on May 23, 2018. On October 3, 2018, Mr. Steinke was asked to provide formal concurrence on the effects of the project on Village Park.

8. Describe the results of coordination with the official(s) with jurisdiction over the property following public involvement (attach correspondence from the official(s)):

Dennis Steinke, Village President, who has jurisdiction over Village Park, provided concurrence of the a *de minimis* finding through the written concurrence letter dated October 4, 2018, enclosed as Attachment 6. In summary, Mr. Steinke agreed that the project will not adversely affect the activities, features and attributes of Village Park that qualify it for protection under Section 4(f).

9. Are there federal and/or state special funding encumbrances such as Land and Water Conservation funds or Knowles-Nelson Stewardship Program grants on the Section 4(f)

resource? If “Yes”, indicate the type of encumbrance and discuss how all requirements relating to the encumbrance will be satisfied independent of this 4(f) determination. This should be addressed in Factor Sheet # in the Environmental Document.

Yes, LWCF funds have been used within Village Park in the past. All requirements relating to this encumbrance will be satisfied independent of this 4(f) determination.

This *de minimis* determination documentation was prepared by

Signature Quirin R. Klink Date February 8, 2019

Print Name & Title Quirin R. Klink, MSA Professional Services, Inc.
(Consultant or Region Project Staff)

This *de minimis* determination documentation was reviewed by

Signature Kathie M VanPrice Date 2/18/2019

Print Name & Title Kathie VanPrice, Regional Environmental Coordinator
(Regional Environmental Coordinator or Region Local Program Manager)

This *de minimis* determination documentation was reviewed and approved by

Signature _____ Date _____

Print Name & Title _____
(Federal Highway Administration)

cc: WISDOT Bureau of Technical Service /EPDS
WISDOT Region

TABLE OF CONTENTS OF ATTACHMENTS

WISDOT ID 3876-05-00

CTH D FOND DU LAC COUNTY

CTH Y TO N. SCHOOL STREET

<u>Attachment No.</u>	<u>Description</u>
1	Project Location Map
2	Park Maps from Village and photos
3	Plan Exhibit - Impacts
4	Typical Sections
5	PIM handout and exhibits
6	Written Concurrence of De Minimis Finding from Dennis Steinke

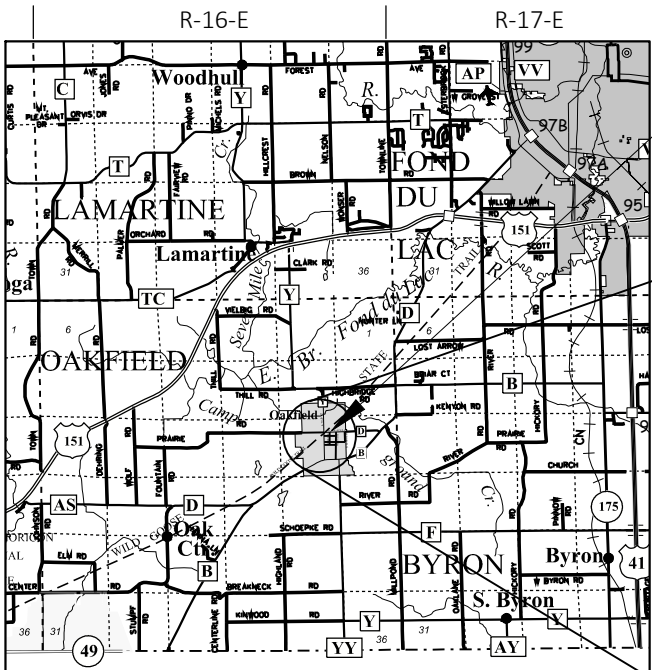
ATTACHMENT 1
PROJECT LOCATION MAP

PROJECT LOCATION MAP

DESIGN PROJECT ID: 3876-05-00
CONSTRUCTION ID: 3876-05-71
VILLAGE OF OAKFIELD, CTH D
CTH Y - N. SCHOOL ST
CTH D
FOND DU LAC COUNTY



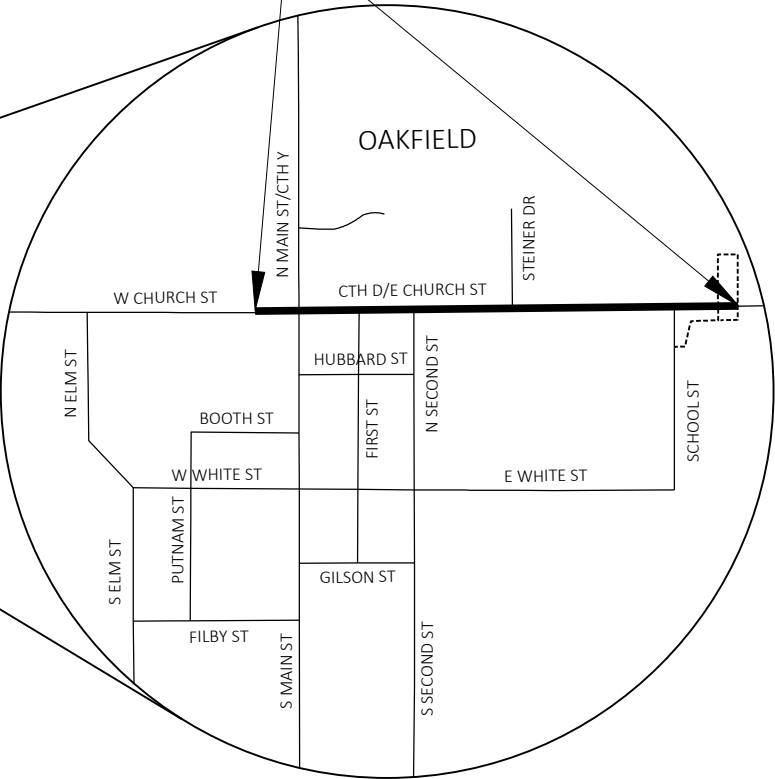
PROJECT LOCATION
FOND DU LAC COUNTY



PROJECT 3876-05-00
VILLAGE OF OAKFIELD
FOND DU LAC CO., WI

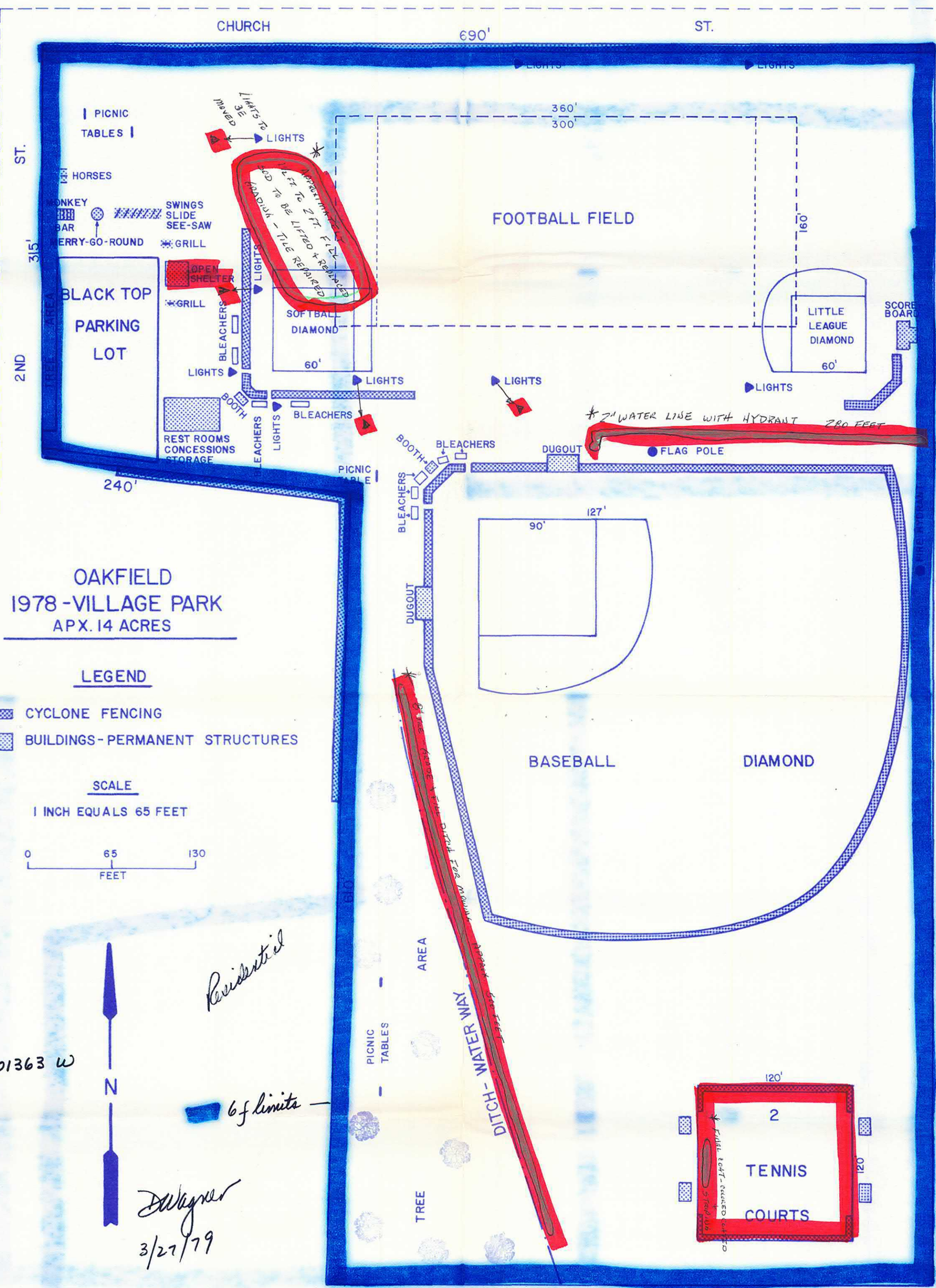
T-15-N

T-14-N



ATTACHMENT 2

PARK MAPS AND PHOTOS



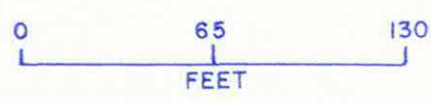
OAKFIELD
1978-VILLAGE PARK
APX. 14 ACRES

LEGEND

- CYCLONE FENCING
- BUILDINGS - PERMANENT STRUCTURES

SCALE

1 INCH EQUALS 65 FEET



55-01363 W

D. Wagner
3/27/79

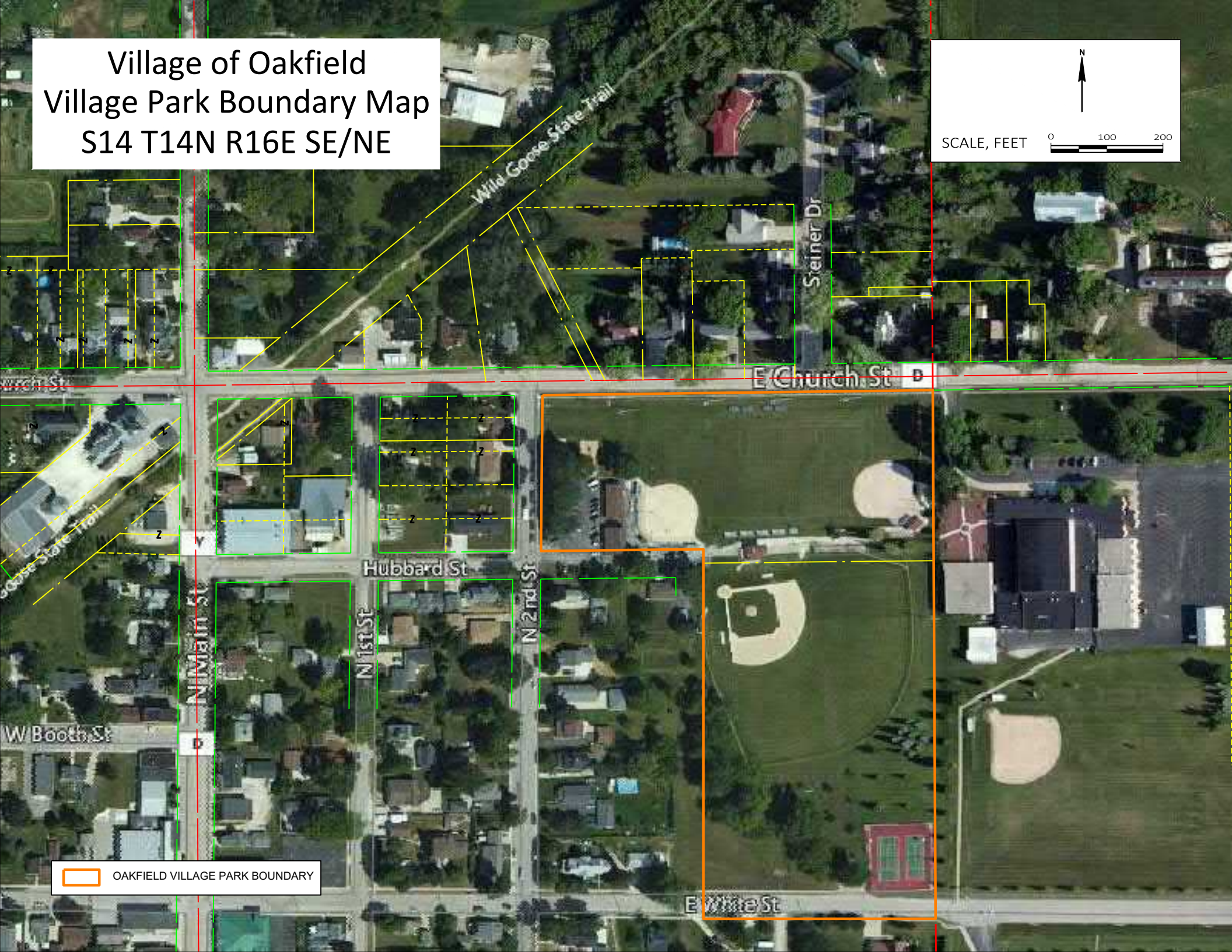
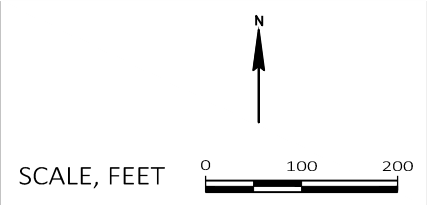
PREPARED BY THE FONDDU LAC
COUNTY PLANNING DEPARTMENT
DECEMBER 6, 1978

* AREAS TO BE IMPROVED UNDER LAWEDS PROGRAM

High School

Ag

Village of Oakfield
Village Park Boundary Map
S14 T14N R16E SE/NE



 OAKFIELD VILLAGE PARK BOUNDARY



Looking west along the north edge of Village Park
(taken from the NE corner of the park)



Looking southwest at northeast corner of Village Park
(taken from the NE corner of the park)



At right, northern limits of Village Park at CTH D / E Church St
(Looking east)



At left, northern limits of Village Park at CTH D / E Church St
(Looking west)



Northern limits of Village Park at CTH D / E Church St (Looking west)



Looking into Village Park on the north side



Looking southeast at the Northwest corner of Village Park
(taken from the NW corner of the park)



Looking southeast at the Northwest corner of Village Park
(taken from the NW corner of the park)

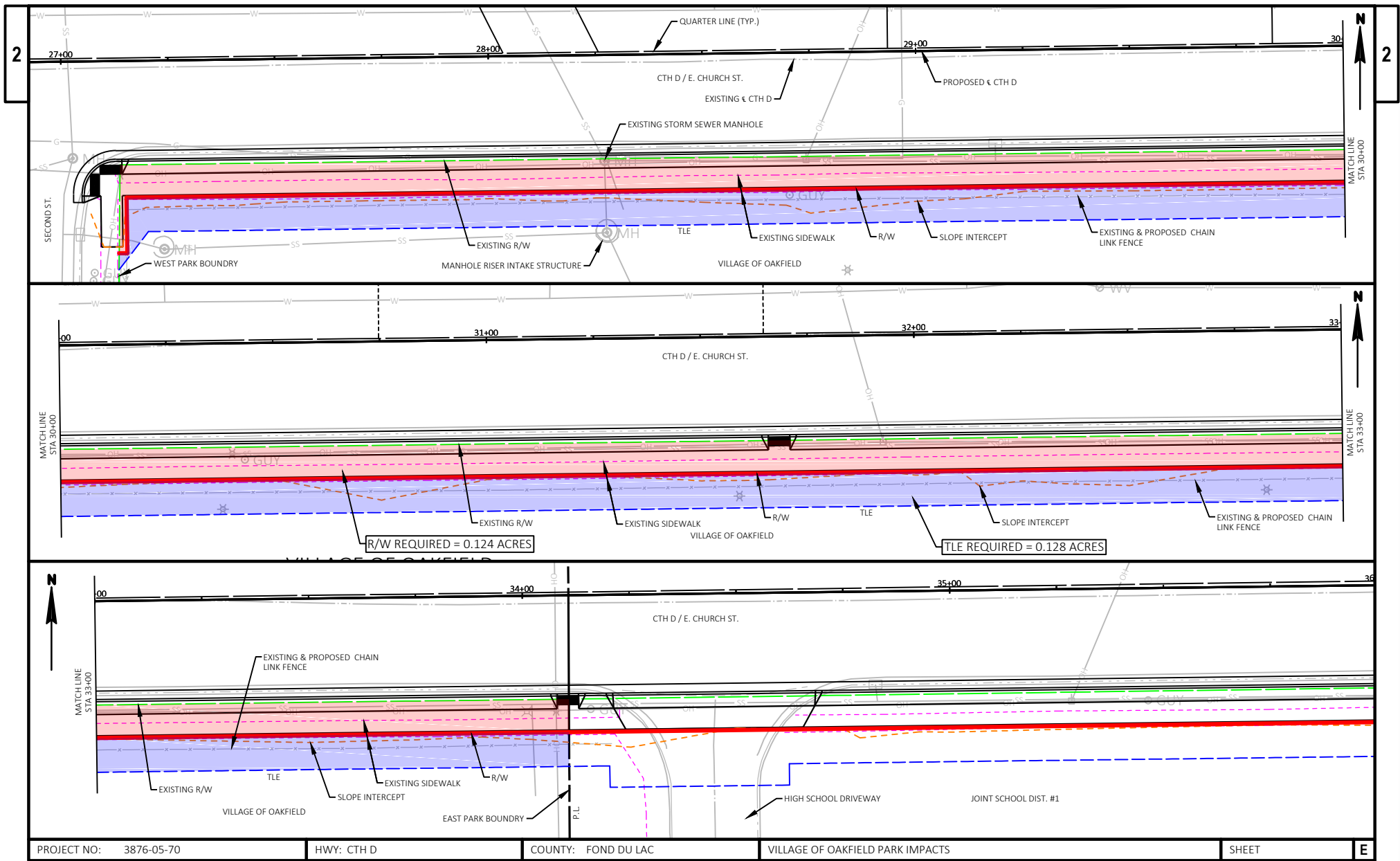


Looking southeast at playground, parking lot, and shelter for Village Park
(northwest corner of Village Park)

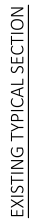


Northwest corner of Village Park
(Looking east)

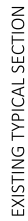
ATTACHMENT 3
PLAN EXHIBIT - IMPACTS



ATTACHMENT 4
TYPICAL SECTIONS



CTH D
STA 22+69 - STA 24+14

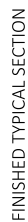


CTH D
STA 24+14 - STA 39+33

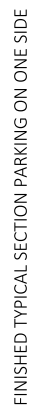


CTH D
STA 36+80 - STA 39+33

PROJECT NO: 3876-05-71	HWY: CTH D	COUNTY: FOND DU LAC	PLAN: TYPICAL SECTIONS	E
FILE NAME: P:\R0005\060050\060050\060050\31\CA005\SHEET\SPR\AND20001-TLS.DWG	LAYOUT NAME: 07	PILOT DATE: 10/2/2018 12:27 PM	PILOT BY: BOBBY MAXWELL	PILOT SCALE: 1 IN = 5 FT
				WISDOT/CA005 SHEET 42



CTH D
STA 19+05 - STA 27+00



CTH D
STA 27+00 - STA 41+66

PROJECT NO: 3876-05-71		HWY: CTH D	COUNTY: FOND DU LAC	PLAN: TYPICAL SECTIONS	SHEET E
FILE NAME: P:\80005\80305\80308\08038013\CADD\SHEETSP\AN20300-1.TSDWG			PLOT DATE: 10/28/2018 12:57 PM	PLOT BY: BOBBI MAXWELL	PLOT NAME: 1 IN = 5 FT
					W8007/CADD SHEET 42

ATTACHMENT 5

PIM HANDOUT AND EXHIBITS

Project Information

County D, Village of Oakfield

Fond du Lac County

Wisconsin Department of Transportation

EXISTING CONDITIONS

The project is located on County D in the Village of Oakfield in Fond du Lac County. Running west–east, County D (East Church Street) was originally constructed in 1928 and last reconditioned in 1989. The pavement is in poor condition with cracking and spalling.

PROPOSED IMPROVEMENTS

The proposed work consists of reconstruction of County D from just west of Main Street to N. School Street in the Village of Oakfield. This includes replacing the deteriorated pavement, curb and gutter, sidewalks, storm sewer with replacement of the box culvert near the park, and updated village utilities. Multiple alternatives are being investigated to improve the storm water drainage in the area. Through traffic will be detoured during construction. Some staged construction is planned for local traffic to access Steiner Dr.

PUBLIC INPUT/COMMENTS

The purpose of the meeting is to discuss project concepts and alternatives and to obtain input from attendees. Continued public involvement is essential throughout the development of this project.

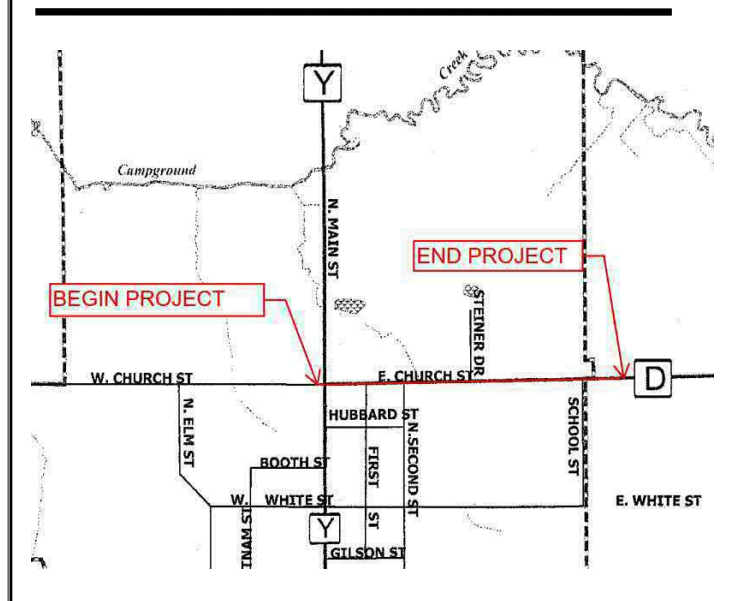
REAL ESTATE

Additional right of way will be required for this project. Sliver areas will be needed near the back of the sidewalks and some temporary easements will be needed to help blend driveways and slopes to the adjacent lands. The County anticipates beginning real estate acquisition as early as the winter of 2019-2020.

DEVELOP FINAL PLANS

It is anticipated that final plans for project ID 3876-05-00 will be completed in the summer of 2020. The bid letting will be in the winter of 2020 with construction beginning in 2021.

PROJECT LOCATION



If at any time during the project you have any questions or would like more information about this project, please contact:

Quirin Klink, P.E.

MSA Project Manager
MSA Professional Services, Inc.
1230 South Boulevard
Baraboo, WI 53913
(608) 355-8890
qklink@msa-ps.com

Tom Janke, P.E.

Fond du Lac County Highway Commissioner
301 Dixie Street
Fond du Lac, WI 54936
(920) 929-3488
tom.janke@fdlco.wi.gov

Thank you for attending this Informational Meeting regarding the proposed improvements to County D.

There will be a short presentation at 6:00 pm and the rest of the time an open house for you to talk with project staff. You are encouraged to meet with project staff, view exhibits, and discuss proposed improvements.

Your comments are important to us. Comments can be made by completing the attached comment form.

TEMPORARY TRAFFIC IMPACTS

The project will be constructed in one year, 2021. The project will be closed to through traffic but parts of the project will be staged for access to Steiner Dr. The side roads of 1st Street, 2nd Street, and N. School Street will be used for access to the project area from the south. The contractor will be required to maintain access during construction to adjacent properties.

SCHEMATIC	Project Activities	2018				2019				2020				2021				2021				2022				2023			
		Quarter				Quarter				Quarter				Quarter				Quarter				Quarter				Quarter			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
	Design		●		□								◆																
Purchase RE																													
Construction 3876-05-00																													

● PIM, □ Planned environmental review, ◆ Final Plans



Scale: 1" = 100'

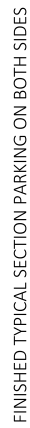
North Arrow

HSA

HAAS & ASSOCIATES, INC.
10000 N. 100th St., Suite 100
Omaha, NE 68164
(402) 491-1111
www.hsa-inc.com



CTH D
STA 20+75 - STA 41+66



CTH D
STA 20+75 - STA 41+66

PROJECT NO:	3876-05-71	HWY:	CTH D	COUNTY:	FOND DU LAC	PLAN:	TYPICAL SECTIONS	PLOT NAME:	BROAD LEE	PLOT BY:	BRAD LEE	PLOT SCALE:	1 IN = 5 FT	E	SHEET
FILE NAME: P:\WORK\94\0005\BROAD LEE\00050003.DWG LAYOUT NAME: 09															
WSDOT/CADDIS SHEET 42															

ATTACHMENT 6

WRITTEN CONCURRENCE OF DE MINIMIS FINDING FROM DENNIS STEINKE

Bobbi Maxwell

From: Quirin Klink
Sent: Wednesday, October 3, 2018 12:10 PM
To: Dsteinke1977@gmail.com
Cc: Miriam Thomas; Bobbi Maxwell
Subject: WisDOT ID 3876-05-00, CTH D, Oakfield -- Village Park impacts

Mr. Steinke,

As you know, Fond du Lac County and the Wisconsin Department of Transportation (WisDOT) are undertaking design work for a project on County D in the Village of Oakfield. The project proposes to correct various deficiencies such as deteriorated pavement, drainage, pedestrian and bicycle safety and right of way corrections. Undertaking this project will require the acquisition of 0.124 acres of Fee acquisition and 0.128 acres of Temporary Limited Easement (TLE) from Village Park. We understand that recreational activities at Village Park include multiple athletic softball/baseball/football fields, tennis courts, playground equipment and shelters.

When land is permanently incorporated from a 4(f) resource into a transportation facility, the FHWA must consider whether or not the impact to the public park, recreation area, or wildlife and waterfowl refuge has an adverse effect on the activities, features, or attributes that qualify the resource for protection under Section 4(f). If in undertaking this process, the FHWA is able to document that the unavoidable impacts will not adversely affect the activities, features, or attributes of the recreational property, a *de minimis* determination can be made pursuant to 23 CFR 774.3(b) and 774.5(b)(2). Upon your concurrence, de minimis determination will be made for impacts to Village Park.

If the information in the paragraph above is acceptable to the Village of Oakfield, please reply to us via letter indicating that you agree that the County D project will not adversely affect the features, attributes, or activities of Village Park. If you have any questions, feel free to call or email me. Thank you,



Quirin Klink, PE | Team Leader

MSA Professional Services, Inc.

+1 (608) 355-8890



VILLAGE OF OAKFIELD
130 N. MAIN ST. P.O. BOX 98
OAKFIELD, WISCONSIN 53065

Phone: (920) 583-4400 · Fax: (920) 583-2544



Hours: Monday-Friday 9:00 a.m. to 5:00 p.m.

October 4, 2018

Quirin Klink, PE, Project Manager
MSA Professional Services, Inc.
1230 South Blvd
Baraboo, WI 53913

Re: Finding of De Minimis Impact on Parks, Recreation Areas and Wildlife and Waterfowl
Refuges

Village Park
Design Project ID: 3876-05-00
Village of Oakfield, (CTH Y – N. School Street)
CTH D, Fond du Lac County

Dear Mr. Klink:

After reviewing the above proposed project, State Project ID 3876-05-00, within the Village of Oakfield, and allowing the public an opportunity to review and comment on the effects of the project, it is our opinion that this project will not have any adverse effects on Village Park.

The minimal impacts to the park will not affect the use of any portion of the park. The impact to the park will include removal and replacement of an existing sidewalk and adjacent chain link fence that runs along the far north edge of the park along CTH D/Church Street, in similar locations as existing, outside the areas of park use. We understand that the existing sidewalk currently lies entirely outside the existing right of way, and after the real estate transaction and construction, it will be entirely within the new right of way limits. We understand there will be temporary limited easements needed during construction to blend the slopes behind the new sidewalk and to replace the adjacent chain link fence. We see the moving of the sidewalk to street right of way, and the replacement of the chain link fence, as improvements to the park.

In summary, we support the project and its changes to Village Park. Also, we concur with pursuing the approval for the Finding of *De Minimis* Impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges.

Sincerely,

Dennis Steinke, President
Oakfield Village Board

ATTACHMENT 10

WILD GOOSE STATE TRAIL 4(F)

Wisconsin Federal Highway Administration
Finding of *De Minimis* Impact on Parks, Recreation Areas and Wildlife and Waterfowl
Refuges (Updated 7/25/2017)

1. Project Description

WISDOT ID: 3876-05-00
Route: CTH D (East Church Street)
Termini: CTH Y – N. School Street
City/County: V Oakfield, Fond du Lac County

Project Description:

The purpose of this highway improvement project along CTH D (East Church Street) between CTH Y (Station 19+05) and North School Street (Station 43+75) in the Village of Oakfield, Fond du Lac County, is to address deficiencies in the existing corridor as they relate to the following: deteriorated pavement, drainage, pedestrian and bicycle safety and right of way corrections. Reconstruction of the roadway, widening the curb-to-curb width, and replacement of storm sewer, curb and gutter, sidewalk and curb ramps will appropriately address these issues. Improvements to the existing facility will improve the overall safety, function, and operational characteristics of this roadway within the county highway system. The 0.47 mile long project will have an estimated cost of \$1.7 million dollars (year of expenditure 2021). Additional permanent limited easement (PLE) of 0.008 acres and a temporary limited easement (TLE) totalling 0.077 acres will be necessary to be acquired from the Wild Goose State Trail property. Impacts resulting from this project will be documented by a Categorical Exclusion Checklist (CEC) environmental document.

A project location map is presented in Attachment 1.

2. Name of Section 4(f) resource: (If the resource is a park and a historic property please indicate the historic property name and the park name if different.)

Wild Goose State Trail (WGST)

3. Description of Section 4(f) resource (Include a map and/or photos of the property in relation to the proposed project):

The Section 4(f) resource is Wild Goose State Trail (WGST), open for public use. The WGST, Wisconsin's first "cooperative" State trail, is a 34 mile long, multi-use recreation trail located in Dodge and Fond du Lac Counties on an abandoned Chicago and Northwestern railroad corridor. This is not a "Rails to Trails" facility, meaning there is no reversionary clause. 23 CFR 774.11(h) and 23 CFR 774.11(i) do not apply. The trailhead is located at 370 W. Rolling Meadows Dr., Fond du Lac. The trail is publicly owned by the Wisconsin Department of Natural Resources (WDNR), while Dodge and Fond du Lac Counties develop, maintain and operate the trail. The trail runs from the southern trail head at HWY 60 (about 4 miles south of the City of Juneau) in Dodge County to the northern trail head at Rolling

Meadows Drive in the City of Fond du Lac. This all-season recreational trail's usage is for bicycle riding and hiking in spring, summer and fall, and snowmobiling in the winter.

Within the Village of Oakfield, the trail crosses the subject WisDOT project ID 3876-05-00 at an angle southwest to northeast, crossing CTH Y (Main Street) at side road Station 3+14 and crossing CTH D (East Church Street) at mainline Station 22+15. There are no off-street parking areas for the trail in the vicinity. There are "no parking" signs and pavement markings along the streets directly adjacent to the trail crossing. There is on-street parking available beginning as near as 30 feet from the trail, subject to municipal street parking regulations.

According to prior correspondence with WDNR for this project, the trail has used Land and Water Conservation (LWCF) funds in the past.

See Attachment 2 for a map of the full trail, an aerial boundary map in the project area, and photos of the trail as it abuts the project. The full trail map was downloaded from <http://www.co.dodge.wi.gov/government/departments-e-m/land-resources-and-parks/parks-and-trails/wild-goose-state-trail>.

4. Description of impacts:

The CTH D project will require a PLE of 329 square feet or 0.008 acres from the WGST to replace deteriorated sidewalk along the south side of CTH D. This is the only location requiring a PLE from the trail. The existing sidewalk here is currently an asphalt-paved edge of roadway shoulder. There is currently no curb and gutter to protect pedestrians along CTH D from errant vehicles. For safety, the sidewalk will be replaced with a concrete sidewalk placed above and behind new curb and gutter along the south side of CTH D. The curb will add some delineation and protection from errant vehicles for pedestrians walking along CTH D.

The sidewalk along this south edge of CTH D will be replaced generally in a similar location as the existing asphalt-paved sidewalk on the edge of shoulder. The sidewalk currently lies partially outside the existing right of way. After the real estate transaction and construction, the front (street side) approximate 3.2 feet of the 5-foot sidewalk will lie within the existing street right of way and the back approximate 1.8 feet of the sidewalk will lie within the PLE. The existing sidewalk is approximately 4 feet wide, delineated by two white paint edge markings. The proposed sidewalk will be 5 feet wide, adjacent to a 3 foot paved terrace. The PLE limits will be located approximately 6 inches behind the proposed sidewalk to ensure accessibility for future maintenance by street crews.

The additional PLE area listed above will also cover the need for an area drain to be installed behind the proposed sidewalk that will drain an existing low area at Station 22+40, 29 feet right, on the south side of CTH D.

The distance from the existing south right of way of CTH D to the proposed PLE limits varies from 3.8 feet on the west end to 10.5 feet on the east end of the trail property where the PLE extends around the proposed area drain.

The CTH D project will also require 3,328 square feet or 0.077 acres of TLE from the WGST to blend slopes behind the proposed sidewalk on the west and east sides of Main Street and on the south and north sides of CTH D. The slope blending will be minor in depth and will vary from 0.5 to 22 feet in approximate width behind the new sidewalk. The limits of the trail itself affected within the TLE areas for slope blending will be replaced in-kind with base aggregate $\frac{3}{4}$ inch. Disturbed areas will be restored and landscaped to preconstruction conditions. Aside from the sidewalk and the slope blending, none of the trail's features will be impacted by the project.

See Attachment 3 for a Plan & Profile exhibit showing the existing and proposed PLE and proposed sidewalk facilities. Impacts to the WGST occur along each trail intersection with street right of way on Main Street and CTH D.

See Attachment 4 for Existing Typical Section and Proposed Typical Section, for the CTH D roadway adjacent to the trail.

There should be no temporary or permanent loss of recreation opportunities for the trail. There is no anticipated loss of trees, shrubs, benches, trail or any other landscaping or park resource facilities. During the construction project that is anticipated to last an entire construction season, or approximately 6-8 months, the CTH D roadway will be closed to through vehicular traffic with no detour signed. The work will be staged to maintain vehicular traffic on Main Street north-south and Church Street to the west of Main Street. However, there will periodic shorter-term street closures for the work in these areas. There will be no anticipated closures of the trail during construction. While the street closures are occurring, the contractor will be required to maintain access thru the project for WGST users via alternate routes using the adjacent existing and proposed sidewalks along Main Street and CTH D. These temporary periods of alternate route usage by trail users will be in spring, summer, or fall; there should be no impacts to snowmobile users.

5. Discuss avoidance, minimization, and compensation efforts and how the impacts after avoidance, minimization, and compensation do not adversely affect the activities, features, and attributes listed in Number 3 above:

Avoidance:

The majority of the CTH D reconstruction project will avoid the trail property. Total avoidance of the trail property was not possible since the existing sidewalk along the south side of CTH D is located partially outside the existing south right of way line, partially within the WDNR-owned trail property. An area inlet is required behind the proposed sidewalk to drain a low area there. For maintenance reasons, it is desirable for the sidewalk and area inlet to be located within the right of way or PLE limits.

Minimization:

The design utilized less than the maximum widths for the curb to curb widths along CTH D and CTH Y/Main Street. The minimum 5 foot sidewalk width was used for the proposed sidewalks, along with a minimum 3 foot terrace width, to minimize the impacts to trail property.

Compensation:

The trail opening width at each of the four curb openings will be increased over existing conditions, in order to allow enough room for a snowmobile trail groomer to cross the street in line with the trail and not have to jump the proposed curb. The existing trail width at the openings to the street is 5.5-8.5 feet, measured perpendicular to the trail. The proposed trail width at the openings to the street will be 12 feet, measured perpendicular to the trail.

Impacts after Avoidance, Minimization and Compensation:

The changes to the sidewalk and slope blending mentioned under the sections above occur on the far edges of the trail as the trail enters the street right of way. The trail will be kept open during construction using alternate routes along adjacent sidewalks. These impacts do not adversely affect the activities, features, and attributes of WGST listed in Number 3 above.

6. Describe the public involvement process and results:

The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource. A public involvement meeting (PIM) was held at the Oakfield Community Center Building on May 17, 2018. The impacts to WGST were presented. No comments directly pertaining to WGST's protected activities, features, and attributes were received. Attachment 5 shows the PIM handout and exhibits.

7. Name of and notification to the official(s) with jurisdiction over the property:

WDNR has jurisdiction over WGST. Michael Bergum is the WDNR representative that has jurisdiction on the trail. He was made aware that FHWA may make a *de minimis* finding under Section 4(f). The Fond du Lac County Parks Department, led by Sam Tobias, maintains the trail itself. Coordination with the Fond du Lac County Parks Department was also completed to make them aware that FHWA may make a *de minimis* finding under Section 4(f).

8. Describe the results of coordination with the official(s) with jurisdiction over the property following public involvement (attach correspondence from the official(s)):

WDNR has jurisdiction over WGST. Michael Bergum of WDNR provided concurrence of the a *de minimis* finding through the written concurrence letter dated January 22, 2019, enclosed as Attachment 6. In summary, WDNR agreed that the project will not adversely affect the activities, features and attributes of WGST that qualify it for protection under Section 4(f).

9. Are there federal and/or state special funding encumbrances such as Land and Water Conservation funds or Knowles-Nelson Stewardship Program grants on the Section 4(f)

resource? If "Yes", indicate the type of encumbrance and discuss how all requirements relating to the encumbrance will be satisfied independent of this 4(f) determination. This should be addressed in Factor Sheet # in the Environmental Document.

Yes, LWCF funds have been used within WGST in the past. All requirements relating to this encumbrance will be satisfied independent of this 4(f) determination.

This *de minimis* determination documentation was prepared by

Signature Quirin R. Klink Date February 8, 2019

Print Name & Title Quirin R. Klink, MSA Professional Services, Inc.
(Consultant or Region Project Staff)

This *de minimis* determination documentation was reviewed by

Signature Kathie M VanPrice Date 2/18/2019

Print Name & Title Kathie VanPrice, Regional Environmental Coordinator
(Regional Environmental Coordinator or Region Local Program Manager)

This *de minimis* determination documentation was reviewed and approved by

Signature _____ Date _____

Print Name & Title _____
(Federal Highway Administration)

cc: WISDOT Bureau of Technical Service /EPDS
WISDOT Region

TABLE OF CONTENTS OF ATTACHMENTS

WISDOT ID 3876-05-00

CTH D FOND DU LAC COUNTY

CTH Y TO N. SCHOOL STREET

<u>Attachment No.</u>	<u>Description</u>
1	Project Location Map
2	Trail Map, Boundary Map, and photos
3	Plan Exhibit
4	Typical Sections
5	PIM handout and exhibits
6	Written Concurrence of De Minimis Finding from DNR

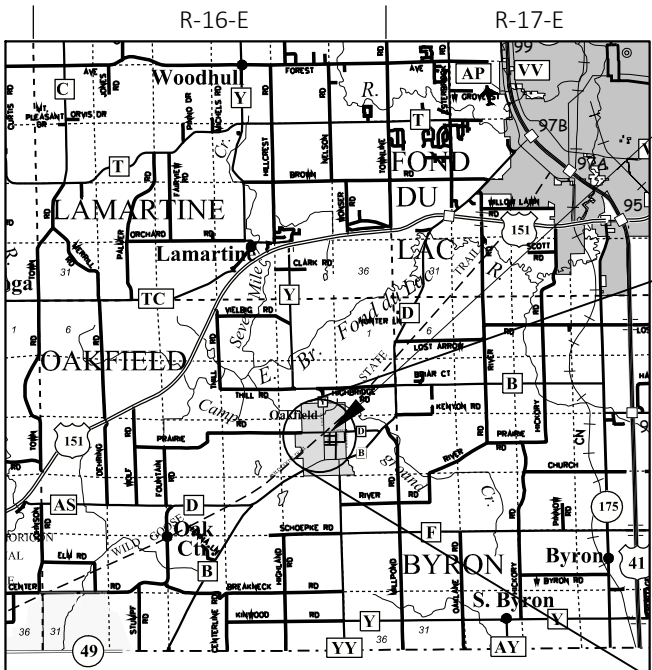
ATTACHMENT 1
PROJECT LOCATION MAP

PROJECT LOCATION MAP

DESIGN PROJECT ID: 3876-05-00
CONSTRUCTION ID: 3876-05-71
VILLAGE OF OAKFIELD, CTH D
CTH Y - N. SCHOOL ST
CTH D
FOND DU LAC COUNTY



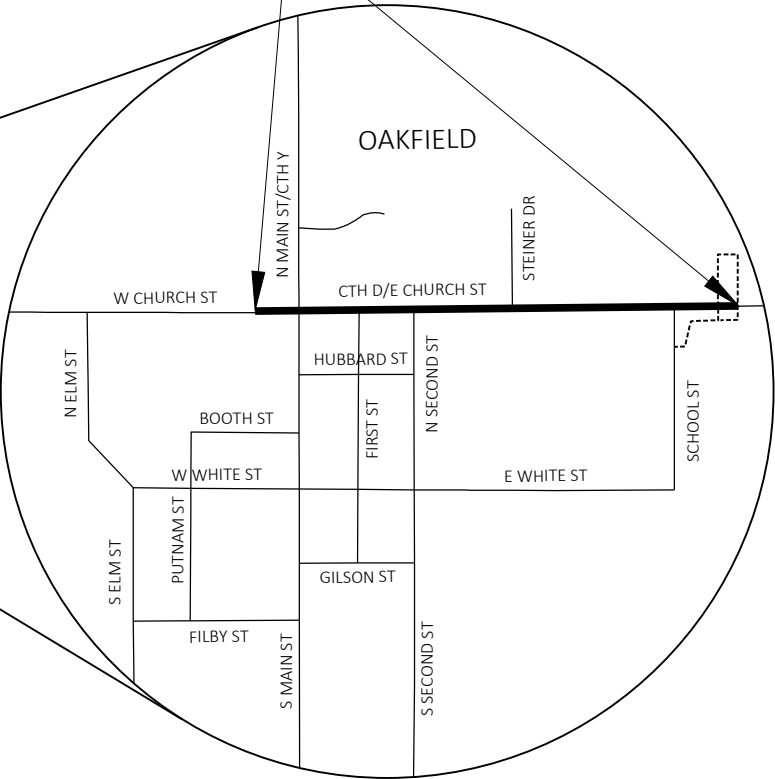
PROJECT LOCATION
FOND DU LAC COUNTY



PROJECT 3876-05-00
VILLAGE OF OAKFIELD
FOND DU LAC CO., WI

T-15-N

T-14-N



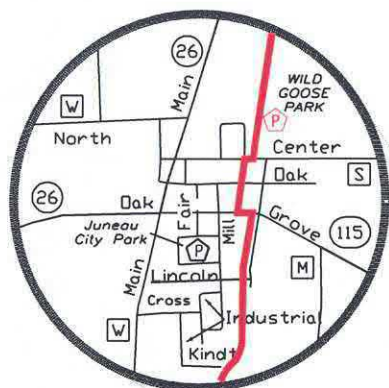
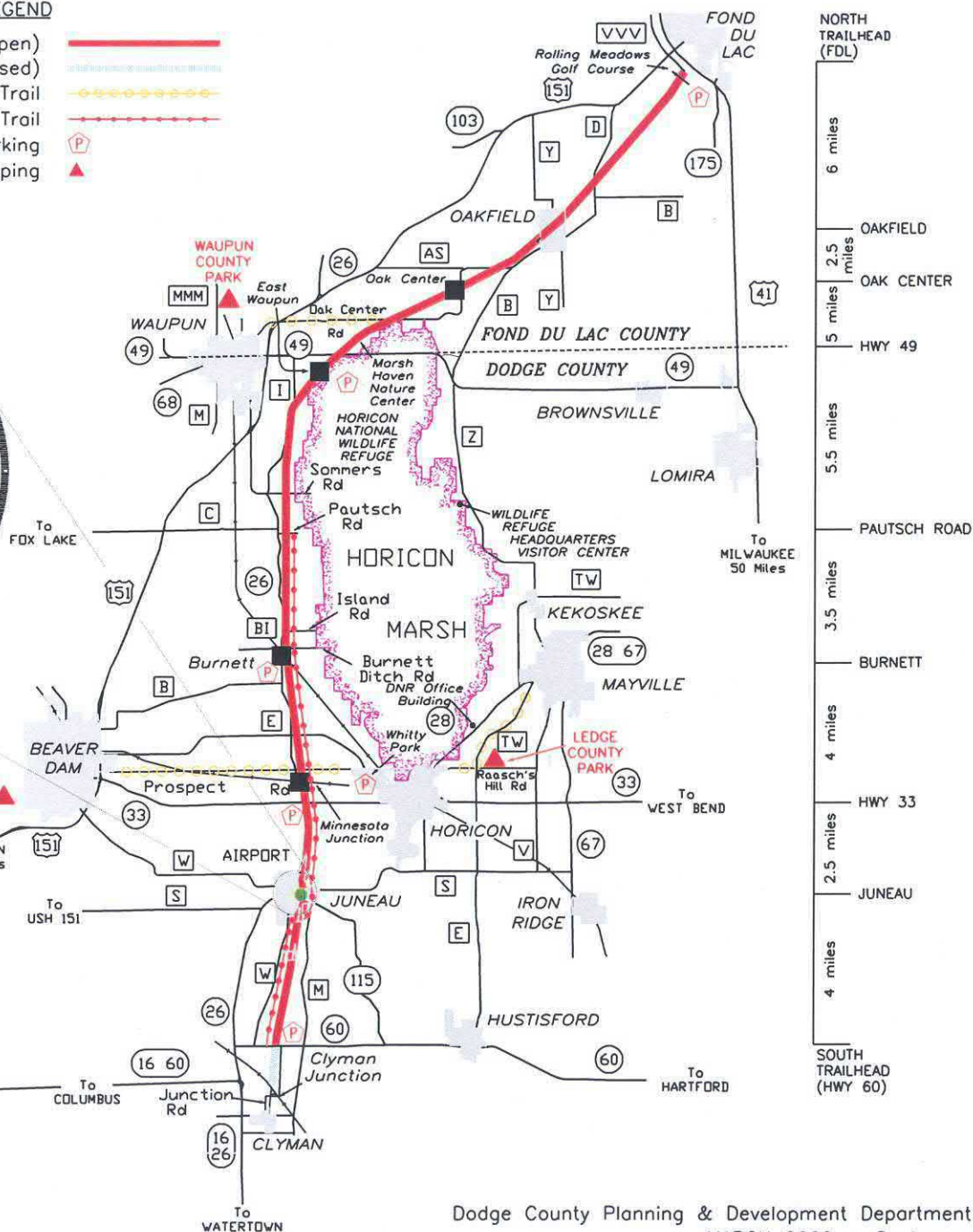
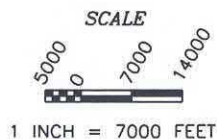
ATTACHMENT 2

TRAIL MAP, BOUNDARY MAP, AND PHOTOS

Wild Goose State Trail

LEGEND

Wild Goose State Trail (open)
Pending Trail Segments (closed)
Recommended Bike Route to Trail
Horse Trail
Parking
County Park/Camping

CITY OF JUNEAU
DETAIL

Dodge County Planning & Development Department
MARCH 2002 – S. Jansen

Wisconsin DNR
Wild Goose State Trail Boundary Map
Village of Oakfield
S14 T14N R16E NE/NE, SE/NE, SW/NE





Looking west along the north edge of CTH D
(Wild Goose Trail shown with gravel)



Looking northeast at Wild Goose Trail
(taken from the CTH D R/W line)



Looking southwest across CTH D at Wild Goose Trail
(From NE corner of the trail)



Looking northeast at Wild Goose Trail across CTH D
(Looking northeast on trail)



Looking southwest at Wild Goose Trail across CTH D
(Trail is between CTH D and N Main St.)



Looking southeast at triangle piece of Wild Goose Trail
(CTH D on the left, N Main St. on the right)



Looking east along the south side of CTH D
(Wild Goose Trail is shown diagonal across CTH D)



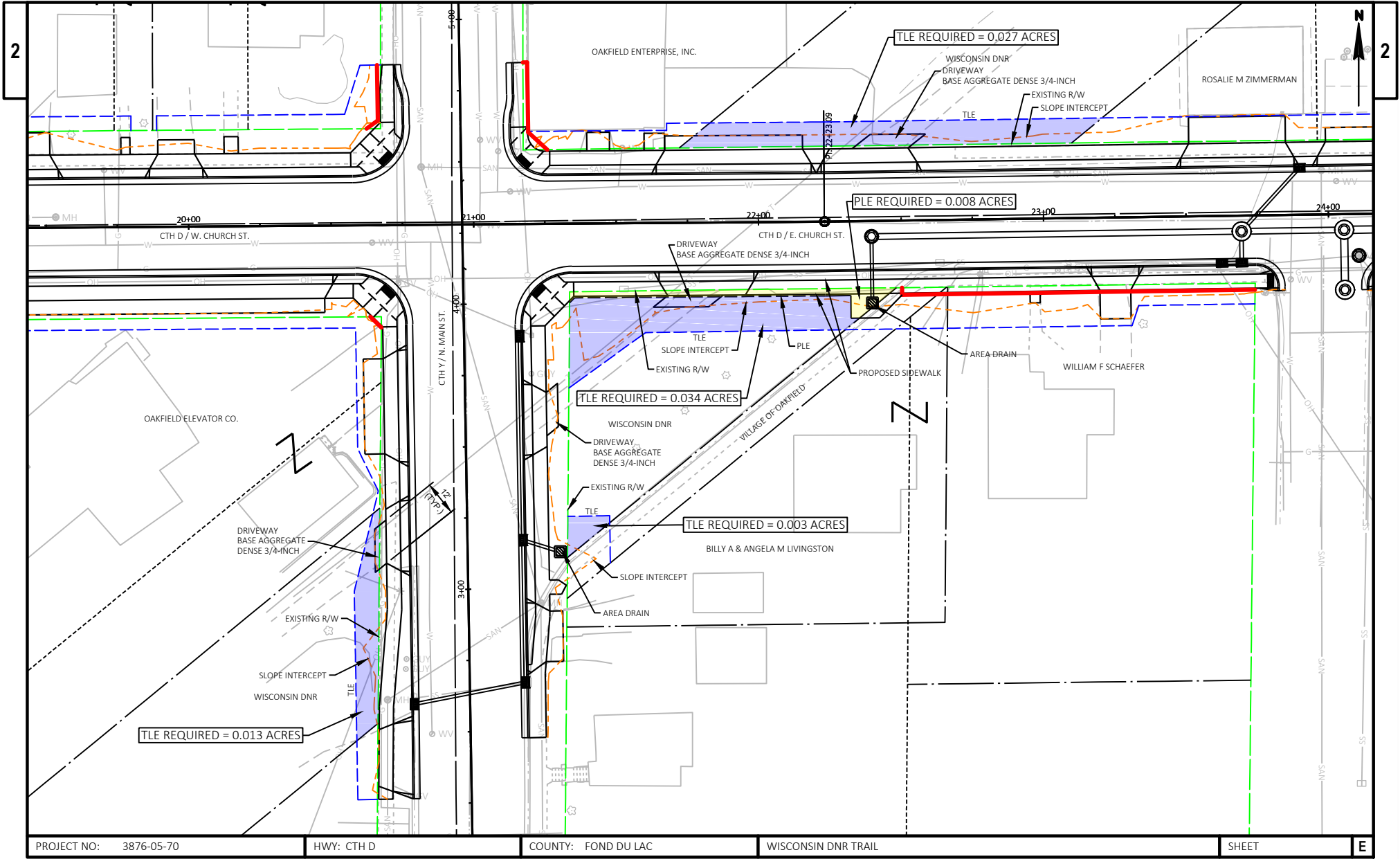
Looking northeast at N Main St.
(Wild Goose Trail is shown in the background)



Looking west at the Wild Goose Trail on N Main St.
(trail is on west side of N Main St.)

ATTACHMENT 3

PLAN EXHIBIT



PROJECT NO: 3876-05-70

HWY: CTH D

COUNTY: FOND DU LAC

WISCONSIN DNR TRAIL

SHEET

E

FILE NAME: P:\80005\80305\80308\08038013\CADD\SHETS\OTHER\PAK 4F EXHIBIT.DWG
LAYOUT NAME: Trail Exhibit

PLOT DATE: 10/5/2018 2:35 PM

PLOT BY: BOBBI MAXWELL

PLOT NAME:

PLOT SCALE: 1 IN 30 FT

WISDOT/CADD SHEET 42

ATTACHMENT 4
TYPICAL SECTIONS

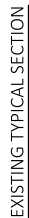


CTHD
STA 19+05 - STA 20+75



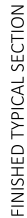
CTH D
STA 20+75 - STA 22+69

PROJECT NO: 3876-05-71		HWY: CTH D		COUNTY: FOND DU LAC	PLAN: TYPICAL SECTIONS	E
FILE NAME: P:\R0005\0509\0509\B06\B0613\CAD\SS\SHEET\SPAN\DD0201.TSLDWG		LAYOUT NAME: DS		PLOT DATE: 10/5/2018 2:37 PM	PLOT BY: BOSBY MAXWELL	PLOT SCALE: 1 IN = 5 FT
WISDOT/CADDSS SHEET 42						



CTH D
STA 22+69 - STA 24+14

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CTH D
STA 19+05 - STA 27+00

PROJECT NO:	3876-05-71	HWY:	CTH D	COUNTY:	FOND DU LAC	PLAN:	TYPICAL SECTIONS	SHEET	E
FILE NAME:	P:\WORK\3876-05-71\3876-05-71\CADD\SHEETSPR\ANDTODD.DWG LAYOUT NAME - 09					PILOT DATE:	10/6/2018 2:37 PM	PILOT BY:	BOSCH MAXWELL
						PILOT SCALE:	1 IN = 5 FT		

ATTACHMENT 5

PIM HANDOUT AND EXHIBITS

Project Information

County D, Village of Oakfield

Fond du Lac County

Wisconsin Department of Transportation

EXISTING CONDITIONS

The project is located on County D in the Village of Oakfield in Fond du Lac County. Running west–east, County D (East Church Street) was originally constructed in 1928 and last reconditioned in 1989. The pavement is in poor condition with cracking and spalling.

PROPOSED IMPROVEMENTS

The proposed work consists of reconstruction of County D from just west of Main Street to N. School Street in the Village of Oakfield. This includes replacing the deteriorated pavement, curb and gutter, sidewalks, storm sewer with replacement of the box culvert near the park, and updated village utilities. Multiple alternatives are being investigated to improve the storm water drainage in the area. Through traffic will be detoured during construction. Some staged construction is planned for local traffic to access Steiner Dr.

PUBLIC INPUT/COMMENTS

The purpose of the meeting is to discuss project concepts and alternatives and to obtain input from attendees. Continued public involvement is essential throughout the development of this project.

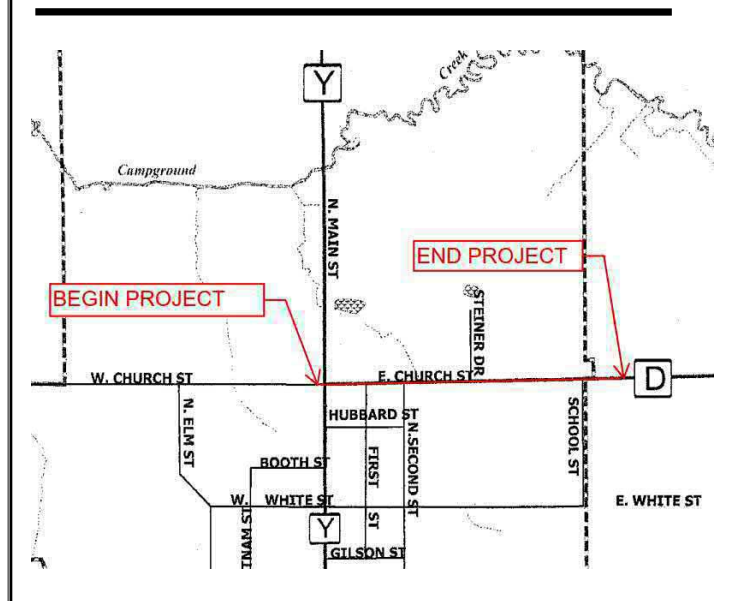
REAL ESTATE

Additional right of way will be required for this project. Sliver areas will be needed near the back of the sidewalks and some temporary easements will be needed to help blend driveways and slopes to the adjacent lands. The County anticipates beginning real estate acquisition as early as the winter of 2019-2020.

DEVELOP FINAL PLANS

It is anticipated that final plans for project ID 3876-05-00 will be completed in the summer of 2020. The bid letting will be in the winter of 2020 with construction beginning in 2021.

PROJECT LOCATION



If at any time during the project you have any questions or would like more information about this project, please contact:

Quirin Klink, P.E.

MSA Project Manager
MSA Professional Services, Inc.
1230 South Boulevard
Baraboo, WI 53913
(608) 355-8890
qklink@msa-ps.com

Tom Janke, P.E.

Fond du Lac County Highway Commissioner
301 Dixie Street
Fond du Lac, WI 54936
(920) 929-3488
tom.janke@fdlco.wi.gov

Thank you for attending this Informational Meeting regarding the proposed improvements to County D.

There will be a short presentation at 6:00 pm and the rest of the time an open house for you to talk with project staff. You are encouraged to meet with project staff, view exhibits, and discuss proposed improvements.

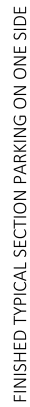
Your comments are important to us. Comments can be made by completing the attached comment form.

TEMPORARY TRAFFIC IMPACTS

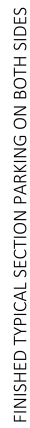
The project will be constructed in one year, 2021. The project will be closed to through traffic but parts of the project will be staged for access to Steiner Dr. The side roads of 1st Street, 2nd Street, and N. School Street will be used for access to the project area from the south. The contractor will be required to maintain access during construction to adjacent properties.

SCHEDULE	Project Activities	2018				2019				2020				2021				2021				2022				2023			
		Quarter				Quarter				Quarter				Quarter				Quarter				Quarter				Quarter			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
	Design		●		□							◆																	
	Purchase RE																												
	Construction 3876-05-00																												

● PIM, □ Planned environmental review, ◆ Final Plans



CTH D
STA 20+75 - STA 41+66



CTH D
STA 20+75 - STA 41+66

PROJECT NO:	3876-05-71	HWY:	CTH D	COUNTY:	FOND DU LAC	PLAN:	TYPICAL SECTIONS	PLOT NAME:		PLOT SCALE:	1 IN = 5 FT	E
FILE NAME:	P:\WORK\94\ROADS\RD3876\05\3876-05-71\CADD\SHCETS\FONDU\LAC\05-71-75.DWG LAYOUT NAME: 09											
PLOT DATE:	4/3/2018 6:05 AM											
PLOT BY:	BRAD LEE											
WISDOT/CADD SHEET 42												

ATTACHMENT 6

WRITTEN CONCURRENCE OF DE MINIMIS FINDING FROM DNR

Bobbi Maxwell

From: Schiefelbein, Jeremiah J - DNR <Jeremiah.Schiefelbein@wisconsin.gov>
Sent: Tuesday, January 22, 2019 3:57 PM
To: Edwards, Brian - DOT; Bobbi Maxwell; Quirin Klink; Bergum, Michael D - DNR
Cc: Schiefelbein, Jeremiah J - DNR; Janke, Tom (Tom.Janke@fdlco.wi.gov); Hefty, Brian - DNR; Vanlanduyt, Melissa A - DNR (Missy)
Subject: DOT ID 3876-05-00 CTH D, Village of Oakfield, Fond du Lac County - Wild Goose Trail De Minimis Impact
Attachments: Section 4(f) Review Letter.pdf

Good afternoon,

I have attached the letter regarding the project above. If you have questions regarding the coordination with regards to the Wild Goose Trail, please call me. Thank you,

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Jay Schiefelbein

Environmental Analysis & Review Specialist
Bureau of Environmental Analysis & Sustainability
Wisconsin Department of Natural Resources
2984 Shawano Ave. Green Bay, WI 54313-6727
Cell Phone (920) 360-3784
Fax: (920) 662-5413
jeremiah.schiefelbein@wi.gov



dnr.wi.gov



January 22, 2019

Mr. Brian Edwards
Wisconsin Department of Transportation
944 Vanderperren Way
Green Bay, WI 54304-5344

Subject: WDNR Section 4(f) Review – Wild Goose State Trail impacts
Project ID 3876-05-00
CTH Y – N. School Street
CTH D, Fond du Lac County

The Wisconsin Department of Natural Resources (WDNR) acknowledges the Wisconsin Department of Transportation's (WisDOT) proposed reconstructing of CTH D in the Village of Oakfield, Fond du Lac County. Within the project, the Wild Goose State Trail meets the recreational criteria as identified by the Federal Highway Administration and therefore qualifies as a Section 4(f) recreational lands. I am writing to you on behalf of the WDNR as the official with jurisdiction over the Wild Goose State Trail.

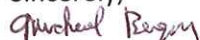
The Wild Goose State Trail, Wisconsin's first "cooperative" state trail is a 34-mile long, multi-use recreation trail located in Dodge and Fond du Lac counties on an abandoned Chicago and Northwestern railroad corridor. The trailhead is located at 370 W. Rolling Meadows Dr., Fond du Lac. The trail is publicly owned by the WDNR, while Dodge and Fond du Lac counties develop, maintain, and operate the trail. The trail runs from southern trailhead at HWY 60 (about four miles south of the city of Juneau) in Dodge County to the northern trailhead at Rolling Meadows Drive in the city of Fond du Lac. This all-season recreational trail's usage is for bicycle riding and hiking in the spring, summer and fall, and snowmobiling in the winter.

Within the Village of Oakfield, the trail crosses at an angle southwest to northeast, crossing CTH Y (N. Main Street) and CTH D (E. Church Street) for a total of two crossings on this WisDOT project. The WDNR understands that the highway reconstruction project will result in construction in the street right of way of both crossings consisting of replacement of an existing storm sewer system, replacement of an existing water main and sanitary sewer system, replacement of existing pavement, and enhancements to the crossing within street right of way including curb ramps and detectable warning fields. The project will require the acquisition of less than 0.08 acres of temporary limited easements (TLEs) and less than 0.01 acres of permanent limited easements (PLEs) along CTH D and N. Main Street within the trail. The easement areas consist of an asphalt-paved edge of roadway shoulder that will be restored to a raised concrete street sidewalk and safer pedestrian conditions following construction. The permanent easement acquisition is necessary to install this street sidewalk and for an area drain to be installed behind the proposed street sidewalk that will drain an existing low area. Within the TLEs, there will be minor slope blending to the existing Wild Good State Trail, using similar trail surface materials as coordinated with the trail maintainer, Fond du Lac County Parks Department. The street curb openings will be made 12 feet clear width as measured perpendicular to the trail, for a snowmobile trail groomer to be able to traverse straight through as it moves along the trail, as requested by County Parks. We understand that during the street construction, that the trail will remain open using either the in-line trail crossings, or a temporary short, signed bypass using the Main Street and Church Street sidewalks, when needed to construct the work and for trail user safety.

The WDNR agrees that the project is acceptable and that all reasonable alternatives to avoid transportation use of trail lands have been considered and that all practicable planning to minimize impacts to the Section 4(f) property has occurred. The proposed project will not adversely affect the activities, features, or attributes of the resource. We have determined that the proposed project and impacts should be considered a de Minimis impact of a Section 4(f) resource. We expect that the CTH D project as proposed will improve travelling conditions and safety without compromising public recreational opportunities.

The above comments represent the Department's Section 4(f) determination of de Minimis impact as related to the Wild Goose State Trail. This does not constitute final concurrence for this segment of the project or overall project. Further coordination between the WisDOT, WDNR, and the County Parks Department will be required during the project's final design stage as related to the trail property. If any of the information provided in this letter requires further clarification, please contact this office at 920-424-7893.

Sincerely,



Michael Bergum

cc: Jay Schiefelbein, DNR Environmental Analysis and Review Specialist
Tom Janke, Fond du Lac County Highway Department
Brian Hefty, DNR Deputy Director Bureau of Parks and Recreation
K. Raleigh Moses
Quirin Klink, MSA Professional Services, Inc.