

CATEGORICAL EXCLUSION CHECK LIST

FOR 23 CFR 771.117(c) ACTIONS
Wisconsin Department of Transportation
Revised July 2015

WisDOT Design and Construction IDs 4550-04-00/4550-04-71 4550-03-00/4550-03-71	Federal Project IDs (if available)	Legal Description (Township, Range, Section) 17N, 16E, Sections 3, 4, 9, 10, 15, 16, 21, 22 16N, 21E, Sections 5, 6, 7, 8, 17, 18, 20, 28, 29, 32, 33 15N, 21E, Sections 29, 30, 31, 32	County Sheboygan Manitowoc
Project Name STH 67 Resurfacing		Project Termini/ Location Suhcke Road (Sheboygan County) to STH 32/57 (Manitowoc County)	
Name of Route or Facility to be Improved STH 67	Facility Classification Urban Principal Arterial, Urban Minor Arterial, Rural Minor Arterial	Improvement Type RSRF20	
Estimated Project Cost in Year of Expenditure \$ (include R/W Cost) \$11,227,000		Funding Source(s) (check all that apply) <input checked="" type="checkbox"/> State <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Local	
23 CFR 771.117(c) Project Type Number and Text (26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section.			
Section 4(f) <input type="checkbox"/> None <input checked="" type="checkbox"/> De Minimis <input type="checkbox"/> Bikeway/ Walkway <input type="checkbox"/> Minor Park/ Rec <input type="checkbox"/> Minor Historic <input type="checkbox"/> Historic Bridge <input type="checkbox"/> Net Benefit <input type="checkbox"/> Exception			
Right of Way Acquisition 6.8 Total Acres 6.2 Fee Simple Acres 0 Permanent Easement Acres 0.6 Temporary Easement Acres			
Number of Buildings Acquired <input checked="" type="checkbox"/> None Vacant Buildings Occupied Buildings			
Name of Individual/ Firm Preparing this Form Kelly Rehberg/CH2M		CE Preparation Date 12/6/2017	Environmental Process Start Date 4/22/2016

WisDOT Region Environmental Coordinator or Local Program Management Consultant

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

(Signature)

(Print Name)

(Date)

WisDOT Region, Central Office, or Local Program Project Manager

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

(Signature)

(Print Name)

(Date)

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

I. Proposed (c)-list Categorical Exclusion – Insert the number and text of the applicable FHWA (c)-list CE from 23 CFR 771.117(c). Updated copies of the FHWA CE regulations are available on the [US Government Printing Office Website](#).

(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section.

☐ Project is not being processed as a (c)(26), (c)(27), or (c)(28) project

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 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.

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:

- ☐ (1) 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.*
- ☐ (2) An action that needs a bridge permit from the US Coast Guard
- ☐ (2) 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
- ☐ (3) A finding of "adverse effect" to historic properties under the National Historic Preservation Act
- ☐ (3) 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 4(f) de minimis determination or programmatic evaluation, the 4(f) documentation must be submitted to FHWA for review and approval before final approval of this CE.*
- ☐ (3) A finding of "may affect, likely to adversely affect" threatened or endangered species or critical habitat under the Endangered Species Act
- ☐ (4) 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.*
- ☐ (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.*
- ☐ (6) 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

II. Description of Proposed Action – Provide a concise project description below, including the project purpose and need and scope of work. Attach a project location map and other appropriate exhibits (existing and proposed typical sections, etc.). The description must be consistent with the specific CE listed in Section I, above.

Project Status

WisDOT is proposing the resurfacing of approximately 11.5 miles of STH 67 between Suhrke Road to North County Line in Sheboygan County and South County Line to STH 32/57 in Manitowoc County (**Appendix A**). The road is classified as an urban principal arterial from the southern project terminus (Sheboygan County) to just north of the STH 23 ramps; an urban minor arterial to Woodland Road; a rural minor arterial to Mueller Road (Manitowoc County); and an urban principal arterial to the northern project terminus.

Within the project limits, the existing pavement generally includes one 12-foot wide asphalt paved driving lane in each direction, a 3-foot wide paved shoulder on each side, and narrow gravel shoulders (**Appendix B**). The portion of STH 67 that runs through the urban area of Elkhart Lake (Sheboygan County) includes parking lanes and sidewalks. An off-road

sidewalk is also present along the west side of STH 67 between STH 32/57 roundabout and Mueller Road in Manitowoc County.

The land use adjacent to the project is mostly rural but includes small portions of urban area in Elkhart Lake. In the rural portions of the project the land use includes farmland, wooded areas, and scattered residential and commercial properties. Land use in the Elkhart Lake includes a mix of residential and commercial businesses. Historically, the land use along the corridor has been primarily agricultural and wooded land. Just north of Suhrke Road there is a cemetery adjacent to STH 67 on the east side. Entering the City of Kiel at the northern limit of the project is a cemetery and park on the west side of STH 67. STH 67 is bordered by a stream and railroad tracks at various locations along the corridor and runs through the Muehl Springs State Natural Area. A popular attraction along the corridor is Road America, a road race course, located between Plymouth and Elkhart Lake.

Revise this section so that old 2008-2012 data is either updated or not referenced.
I'm waiting for input and/or updated crash data from Scott Nelson, and will forward you the info when I get it.

Purpose and Need of the Project

The purpose of the proposed project is to address deteriorating pavement conditions and improve safety along STH 67. The need for improvements is due to the existing conditions of the roadway. The existing concrete pavement has cracked slabs with movement and the asphaltic pavement has transverse cracking. This results in a poor ride for vehicles and can lead to safety issues if pavement continues to deteriorate. There are substandard design elements that also create safety problems in the corridor.

A crash analysis for the corridor was completed using data from 2008 to 2012. The predominant types of crashes in the rural segments of the project area were off-road/fixed object crashes, followed by rear-end and angle crashes. Off-road/fixed object crashes mainly occurred where there are tight curves and sight distance is limited. Rear-end crashes mainly occurred at intersections where there are no turn lanes to allow a turning vehicle to get out of the path of through traffic, and at access points where drivers did not expect vehicles to be turning. Angle crashes mainly occurred at intersections during turning or crossing movements. The crash analysis also indicated that several segments in the corridor are above the statewide crash average (Table 1).

Table 1
Segment Crash Rates

Severity	Suhrke Road to Chicago Street	NVL Elkhart Lake to River Terr	Rural STN 3500-8700 ADT Statewide Average	Elkhart Lake	Small Urban STN Statewide Average
Fatal	0	2.0	1.2	0	0.8
Injury A	1.8	2.0	4.9	0	5.9
Injury B	18.2	6.1	10.5	29.7	18.9
Injury C	9.1	2.0	11.0	14.8	23.7
Property Damage Only	56.5	51.2	43.4	133.4	123.3
Total	86	64	71	178	173

***Bold**=rates above statewide average

Note the units of the crash rates in the table above, i.e. per hundred million vehicles traveled, perhaps?

In the study corridor, traffic volumes range from 2,500 vehicles per day south of STH 57/32 in Kiel to 5800 vehicles per day just north of STH 23 in Plymouth (2014 traffic volumes). WisDOT estimated 2042 traffic forecasts indicate traffic will increase by 1.2 (0.4 percent annually) to 1.4 percent (0.5 percent annually), with the highest traffic increase at either end of the corridor in the City of Plymouth and City of Kiel.

The last improvement to the roadway was a simple resurfacing, which occurred in 1997/2000. There was a minor profile adjustment from Emerald Lane to CTH J in 2000. Geometric deficiencies other than superelevation (if feasible with pavement cross slope/bridge clearance) will not be addressed with this project because of environmental, life of pavement, and funding concerns.

Description of Proposed Action

The project improvements involve a simple mill and overlay with minimal pavement replacement. The driving surface of the bridge over the Mullet River, just north of the WIS 23 interchange, will receive a concrete overlay, and an existing box culvert at the Meuhl Springs between County MM and Holzman Road will be replaced with a new box culvert. There will be no driving lanes or sidewalks added and no road widening for this project. There will be no changes in access. Shoulder widths will be widened from three feet to five feet in most areas which will improve safety. Additional work to correct substandard design elements in the corridor include guardrail additions and upgrades, spot slope filling, drainage pipe and structure work, upgrading existing signs, and adding rumble strips at the centerline and along the shoulders. Most deficient

intersection features will be updated for compliance to current standards. This will include adding for or lengthening right turn lanes and adding paved shoulders. These features will help improve safety in the corridor. At Road America, located between Plymouth and Elkhart Lake, the possibility of a two-way left turn lane (TWLTL) was investigated but not recommended. The existing second southbound lane works well with traffic and allows flexibility during large race events that a TWLTL would not. See **Appendix C** for the Proposed Preliminary Plans.

It is anticipated that small strips of right of way (ROW) will be taken for steep side slope and intersection improvements. The total ROW required for the project will be approximately 6.8 acres, consisting of 6.2 acres of fee acquisitions and 0.6 acres of Temporary Limited Easements. This will impact approximately 33 properties. No significant excavation will occur.

Construction is expected to require one full construction season and could begin as early as 2019. The project will be built under traffic, which allows for both directions of traffic to continue travel along the corridor while construction is ongoing except while the bridge over the Mullet River and box culvert at Muehl Springs is being worked on. Detours during this work will be in place for approximately six weeks (See **Appendix D**).

Agencies with jurisdictions on these impacts were contacted and no concerns on these resources resulted from this coordination (see Section VI. Supporting Documentation, and **Appendix E-G**). The Wisconsin Department of Natural Resources (DNR) stated that no known Northern Long-Eared Bat hibernacula or roost sites were identified in the project area. Several other resources are known to occur within the vicinity of the project but are not likely to be impacted based on the scope of the project.

III. 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 this is not possible, adjust the scope of the project to meet the criteria.

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

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

IV. Categorical Exclusion Definition - Check all boxes that apply to the proposed project. If you are unable to check a box in this section, evaluate the scope of the project and prepare more detailed environmental documentation.

23 CFR 771.117(a) Categorical exclusions (CEs) are actions which, based on past 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

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

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

- ☐ (1) Significant environmental impacts
- ☐ (2) Substantial controversy on environmental grounds
- ☐ (3) Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act
- ☐ (4) Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action

- ☐ Other unusual circumstances not listed in FHWA regulations (describe below)
(In Wisconsin, auxiliary lane and capacity expansion projects that are proposed for processing with this checklist are examples of unique or unusual circumstances and will require consultation with FHWA before proceeding with the project.)

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

VI. Supporting Documentation – List any additional discussion, agency correspondence, or supporting documentation used in this CE determination. Attach this documentation to the checklist and maintain a copy in the project file. Projects with 4(f) *de minimis* determinations or programmatic evaluations will require review by WisDOT Central Office and review and approval by FHWA prior to the approval of this CE.

Agency Coordination

Coordination with state and federal agencies, local officials, and tribes was conducted for this project. No concerns or issues were raised through this coordination. See **Appendix E-H**. Several commitments were developed in response to the Wisconsin DNR.

Agency	Date of Initial Correspondence	Response
US Fish and Wildlife Service	4/22/2016	5/25/2016- Email reviewing species that may be present in the corridor. 1/22/2018- WisDOT submitted the request to initiate Section 7 Consultation. No response was received. See attached coordination in Appendix E , and Factor Sheet C-7 for more information on Threatened and Endangered Species.
US Army Corps of Engineer	4/22/2016	No response. See Appendix E for initial correspondence.
Wisconsin DNR	4/22/2016	5/19/2016- Letter providing several commitments that should be taken to ensure no resources are impacted. See attached coordination in Appendix F . 3/12/2018- Letter responding to Section 4(f) <i>de minimis</i> determination regarding the Muehl Springs State Natural Area. See attached Section 4(f) determination in Appendix J .
Tribal Coordination	4/22/2016	See tribal mailing list in Appendix G . 6/1/2016- Forest County Potawatomi indicated concern if there would be any impacts to historic and cultural properties within the project limits. If there should be an impact they request consultation. 6/28/2016- WisDOT responded to Forest County Potawatomi providing the results from the cultural resources review 12/6/2017- Forest County Potawatomi requested a copy of the archaeology report and SHPO comments on the project 2/8/2018- an updated letter was mailed to three tribes having been identified as associated with an archaeological site within the project area (Appendix G). 4/5/2018- Email from Forest County Potawatomi offering a finding of no historic properties affected. No responses were received from other tribes.
Sheboygan County	4/22/2016	No response
Manitowoc County	4/22/2016	4/26/2016- Email indicating no concerns or input (Appendix H)
City of Plymouth	4/22/2016	No response
City of Kiel	4/22/2016	No response
Town of Rhine	4/22/2016	No response
Village of Elkhart Lake	4/22/2016	No response

Section 106 Coordination

History

In 2017, WisDOT surveyed the project area for historic resources. The Area of Potential Effect (APE) was determined to include only the locations where actual construction and/or right-of-way acquisition was taking place, which included properties adjacent to rural intersections, as well as beam guard improvement and shoulder widening locations. As a result, six properties were identified within the APE. However, while only one of the properties is believed to be potentially eligible for the National Register, no Determination of Eligibility is recommended due to the minor scope of work occurring at the property. Therefore, no historical resource will be impacted. **Note to Reviewer: Updates will be provided. Example: On [DATE], the Wisconsin State Historic Preservation Officer (SHPO) concurred that the project will not impact any historical resources (Appendix I).**

Archaeology

This project was also surveyed for archaeological resources in areas where new right-of-way would be acquired. One site, SB-0131 falls within this area, however the proposed improvement will not have any impact on archaeological resources associated with SB-0131.

Additional archaeological sites are adjacent to the project but are not in areas where new right-of-way would be acquired. WisDOT will commit to the following to ensure that these sites are not impacted:

- Currently no soil disturbing work is planned near SB-0016 (BSB 0169). If future soil disturbing work will occur at this site, WisDOT will coordinate with SHPO on potential impacts to the site.
- WisDOT will obtain burial authorization per Wisconsin Statute 157.70 from the Wisconsin Historical Society one year prior to construction.
- Sites 47MN44/BMN-0107 (Kiel Mound Group), 47SB131 (Bugistsquian South), BSB 0169 (Bugistsquian Village or Becker Village), 47SB199 (Pink Flamingo), and 47SB201 (Collins) will not be used for borrow or waste disposal, or for the staging of personnel, equipment and/or supplies.
- If any unanticipated cultural resources are encountered during construction, construction activities will be halted in that location and appropriate authorities and specialists will be contacted immediately.

With the avoidance and minimization measures implemented as part of the design, WisDOT determined that the project will have no impact on archaeological sites. **Note to Reviewer: Updates will be provided. Example: On [DATE], SHPO concurred that the project will not impact any archaeological resources (Appendix I).**

Section 4(f)

The project will acquire right-of-way from the Muehl Springs State Natural Area, a Section 4(f) property, consisting of 0.75 acres of fee acquisition and 0.5 acres of Temporary Limited Easement. This right-of-way is needed to replace an existing box culvert, increase the shoulder widths in the area of the beam guard and box culvert to improve safety, and to remove trees which currently obscure the line of sight for vehicles, which has resulted in a safety problem. WisDOT coordinated with the Department of Natural Resources (Official with Jurisdiction) and made a preliminary Section 4(f) *de minimis* determination regarding impacts to the property. On March 12, 2018, the DNR concurred that the project will not adversely affect the activities, features, or attributes of the Section 4(f) resource and expressed no significant concerns (**Appendix I**). **Note to Reviewer: Add a section labeled "Unique Areas", and include the text below.**

The Muehl Springs State Natural Area discussed above was also used as a match grant parcel for the North American Wetlands Conservation Act (NAWCA) Grant No. MI-N561B between USFWS and Ducks Unlimited for the Southeast Wisconsin Coastal Initiative No. 5. The entire property referred to as Muehl Springs State Natural Area is included in the NAWCA site boundary.

A map of the effects along with avoidance and minimization measures can be found with the 4(f) *de minimis* documentation included as Appendix J. The acquisition area is the same as the 4(f) above, and is estimated that to be 0.75 acres of fee acquisition and 0.5 acres of temporary limited easement.

DNR correspondence regarding the project effects to Muehl Springs is also included with the 4(f) *de minimis* documentation in Appendix J. NAWCA requires mitigation land of equal or more acreage and equivalent use, but more importantly it requires equal or greater wetland acres to be replaced. This can be either existing wetland areas that are purchased, or wetlands that are created on those lands. Currently we have selected a 2.0 acre mitigation property that is mostly wetland and are awaiting final agreement from the DNR to proceed with the acquisition.

Public Involvement

A public involvement plan for the project has been completed, and was most recently approved on January 9, 2018 (see **Appendix L**). A Public Involvement Meeting was held on November 16, 2017 at Elkhart Lake-Glenbeulah High School. The meeting included exhibits showing the proposed project, provided updates on the project, and allowed the public to provide comments. Approximately 40 people attended the meeting. Comments at the meeting included:

- Several attendees mentioned the low visibility at Holzman Road. The trees and underbrush during the summer makes the roadway appear very narrow.
- An attendee mentioned that a 22-unit car condominium is in the works near Lando Street and Schwaller Drive. They asked if anything was going to be done due to the increase in traffic this would cause- Although the project team is unaware that the car condominium is in the works, it was mentioned that the existing right turn lane at Lando Street was going to be extended and that a right turn lane at Schwaller Drive was going to be added.
- An attendee asked if stop signs could be enhanced since they are often ignored.
- Property owners asked if the slope behind the curb and gutter in front of their home would be flattened- They were told we could consider it but most likely it would not be done as part of this project since we will not be touching the curb and gutter through this area and therefore it would not need to be affected at all nor is it within the scope of our project to do so.
- An attendee asked that the right turn lane being added at Schwaller Drive bank to the right, opposite of the current superelevation that is out there for a curve- this is part of the project.
- Several attendees indicated that the addition of the wider paved shoulder will help the issue of left-turning vehicles blocking the roadway.

Add text here, I have the factor sheet filled out and included in the same folder as the CEC

Factor Sheets

B-8 4(f)/6(f) and unique areas factor sheet

C-1 Wetlands

C-7 Threatened and Endangered Species

Appendices

Appendix A - Project Location Map

Appendix B - Existing Plan Sheets

Appendix C - Proposed Plan Sheets

Appendix D - Detour Routes

Appendix E - Federal Agency Coordination

Appendix F - DNR Coordination

Appendix G - Tribal Coordination

Appendix H- Local Government Coordination

Appendix I - Archaeological and Historical Coordination

Appendix J - Section 4(f) Coordination

Appendix K- Wetland Impacts

Appendix L - Public Involvement Plan

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

Environmental Factor	Commitment (If none, include 'No special or supplemental commitments required.')
General Economics	Access will be maintained for through traffic and emergency traffic during construction where possible. Detour routes will be signed when there are closures for structure work.
Business	Access to businesses and emergency vehicles will be maintained during construction where possible. Detour routes will be signed when there are closures for structure work.
Agriculture	No special or supplemental commitments required
Community or Residential	Access to residential areas for through traffic and emergency vehicles will be maintained during construction where possible. Detour routes will be signed when there are closures for structure work.
Indirect Effects	No special or supplemental commitments required
Cumulative Effects	No special or supplemental commitments required
Environmental Justice	No special or supplemental commitments required.
Historic Resources	No special or supplemental commitments required. Will revise as needed pending final coordination.
Archaeological/Burial Sites	WisDOT will obtain burial authorization per Wisconsin Statute 157.70 from the Wisconsin Historical Society one year prior to construction. In addition, sites 47MN44/BMN-0107 (Kiel Mound Group), 47SB131 (Bugistsquian South), BSB 0169 (Bugistsquian Village or Becker Village), 47SB199 (Pink Flamingo), and 47SB201 (Collins) will not be used for borrow or waste disposal, or for the staging of personnel, equipment and/or supplies. If any unanticipated cultural resources are encountered during construction, construction activities will be halted in that location and appropriate authorities and specialists will be contacted immediately. Will revise as needed pending final coordination.
Tribal Coordination/Consultation	Tribal coordination was completed and no areas of concern were mentioned. No special or supplemental commitments required.
Section 4(f) and 6(f) or Other Unique Areas	Mitigation measures will follow all requirements as required by the North America Wetlands Conservation Act. Will revise as needed pending final coordination.
Aesthetics	No special or supplemental commitments required
Wetlands	Wetland impacts will be avoided and minimized to the greatest extent possible. Unavoidable wetland impacts will be mitigated in accordance with the DOT/DNR Cooperative Agreement and the WisDOT Wetland Mitigation Banking Technical Guideline.
Rivers, Streams and Floodplains	All stream work that could adversely impact water quality will be completed after June 15 and prior to March 1.
Lakes or other Open Water	No special or supplemental commitments required
Groundwater, Wells and Springs	No special or supplemental commitments required
Upland Wildlife and Habitat	No special or supplemental commitments required

Coastal Zones	No special or supplemental commitments required
Threatened and Endangered Species	No special or supplemental commitments required
Air Quality	No special or supplemental commitments required
Construction Stage Sound Quality	WisDOT Standard Specification 107.8(6) and 108.7.1 will apply.
Traffic Noise	No special or supplemental commitments required.
Hazardous Substances or Contamination	Phase I Report determined that there are no contaminated sites that need further investigation. Standard special provision 107-125 shall be included in the construction documents, and the contractor will be responsible for completion of the Notification of Demolition and/or Renovation (DNR form 4500-113) if required.
Storm Water	WisDOT will follow TRANS 401, the WisDOT/DNR Cooperative Agreement amendment regarding stormwater management to minimize potential adverse effects.
Erosion Control	Erosion control will be implemented in accordance with standard erosion control practices, TRANS 401, and the WisDOT/DNR Cooperative Agreement. The designer will include appropriate erosion control devices detailed in the construction plans, and a commitment in the PS&E under the Special Provisions. Additionally, the DNR will review the contractors Erosion Control Implementation Plan (ECIP) prior to the pre-construction conference. Erosion control measures will be installed prior to ground disturbing activities and maintained as necessary. Project engineer will ensure fulfillment of this commitment.
Other	

WETLANDS EVALUATION

(9/2013)

Wisconsin Department of Transportation

Factor Sheet C-1

Alternative STH 67 Resurfacing	Total Length of Center Line of Existing Roadway 11.5 miles Length of This Alternative 11.5 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Describe Wetlands:

	Wetland 1		Wetland 2		Wetland 3	
Name (if known) or wetland number ¹						
County	See Attached Table		See Attached Table		See Attached Table	
Location (Section-Township-Range)						
Location (Latitude)						
Location (Longitude)						
Location Map						
Wetland Type(s) ²						
Wetland Loss						
Wetland is: (Check all that apply) ³	Yes	No	Yes	No	Yes	No
• Isolated from stream, lake or other surface water body						
• Not contiguous (in contact with) a stream, lake, or other water body, but within 100-year floodplain						
• If adjacent or contiguous, identify stream, lake or water body						
¹ Use wetland numbering from the project wetland delineation report. ² Use wetland types as specified in the "WisDOT FDM 24-5 Attachment 10.2 Wetland Type Correspondence Table" ³ If wetland is contiguous to a stream, complete Factor Sheet C-2, Rivers, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete Factor Sheet C-3, Lake or Water Body Impact Evaluation.						

2. Are any impacted wetlands considered "wetlands of special status" per WisDOT Wetland Mitigation Banking Technical Guideline, page 10 (6 categories)?

- ☒ No
☐ Yes:
- ☐ Advanced Identification Program (ADID) Wetlands
☐ Public or private expenditure has been made to restore, protect, or ecologically manage the wetland on either public or private land
☐ Other – Describe: _____

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

The proposed work would have an impact on approximately 2.5 acres of wetlands. The proposed work would include a mill and overlay of the roadway surface with minimal pavement replacement. These efforts would not impact wetlands. Additional work to correct substandard design elements in the corridor which may impact wetlands include spot shoulder widening, guardrail additions and upgrades, spot slope filling, drainage pipe and structure work, and intersection improvements. These measures will result in fill impacts to some of the ditch wetlands along the roadway.

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

Expected species include various waterfowl, songbirds, mammals, reptiles, and amphibians typical of wetlands in the Midwest.

5. Federal Highway Administration (FHWA) Wetland Policy:

- ☐ Not Applicable - Explain
- ☐ Individual Wetland Finding Required - Summarize why there are no practicable alternatives to the use of the wetland.

- ☒ Statewide Wetland Finding: **NOTE: All three boxes below must be checked for the Statewide Wetland Finding to apply.**
- ☒ Project is either a bridge replacement or other reconstruction within 0.3 mile of the existing location.
- ☒ The project requires the use of 7.4 acres or less of wetlands.
- ☒ The project has been coordinated with the DNR and there have been no significant concerns expressed over the proposed use of the wetlands.

6. Erosion control or storm water management practices which will be used to protect the wetland are indicated on form: (Check all that apply)

- ☐ Factor Sheet D-6, Erosion Control Evaluation.
- ☐ Factor Sheet D-5, Stormwater Evaluation.
- ☒ Neither Factor Sheet - Briefly describe measures to be used

To minimize adverse effects from stormwater runoff, an erosion control implementation plan will be developed by the contractor. WisDOT will follow the regulations for highway project stormwater and erosion management, including the WisDOT Facilities Development Manual, Chapter 10, Erosion Control and Storm Water Quality; Wisconsin Administrative Code Chapter TRANS 401, Construction Site Erosion Control and Storm Water Management Procedures for Department Actions; and the WisDOT/DNR Cooperative Agreement Amendment, Memorandum of Understanding on Erosion Control and Storm Water Management. Best management practices will be developed and followed where applicable.

7. U S Army Corps of Engineers (USACE) Jurisdiction - Section 404 Permit (Clean Water Act)

- ☐ Not Applicable - No fill to be placed in wetlands or wetlands are not under USACE jurisdiction.
- ☒ Applicable - Fill will be placed in wetlands under the jurisdiction of the USACE.

Indicate area of wetlands filled: Acres _____

Type of 404 permit anticipated:

- ☐ Individual Section 404 Permit required.
- ☒ General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404 Compliance.

Indicate which GP or LOP is required:

- ☐ **Non-Reporting GP** [GP-002-WI (*expires 5/31/16*) or GP-004-WI (*expires 12/31/17*)]
- ☒ **Reporting GP** [GP-002-WI, GP-003-WI (*expires 12/31/17*), or GP-004-WI]
- ☐ **Letter of Permission** [LOP-06-WI (*in effect 4/17/06, no expiration date*)]
- ☐ **Programmatic GP** [Applies to projects not covered under the DOT/DNR Cooperative Agreement]

8. Wisconsin Department of Natural Resources Coordination - Section 401 Water Quality Certification

- ☐ DNR has provided concurrence on the project wetland delineation. Received on: _____ (Date)
- ☒ Other- Explain
Coordination with the DNR is still ongoing

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

- ☒ No Section 10 Waters
- ☐ Section 10 Waters
- ☐ **Reporting GP** [GP-003-WI (*expires 12/31/17*)]
- ☐ **Reporting GP** [GP-004-WI (*expires 12/31/17*)]

Indicate whether Pre-Construction Notification (PCN) to the USACE is:

- ☐ Not applicable.
- ☐ Required: Submitted on: _____ (Date)

Status of PCN

USACE has made the following determination on: _____ (Date)

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

10. Wetland Avoidance and Impact Minimization: [Note: Required before compensation is acceptable]

A. Wetland Avoidance:

1. Describe methods used to avoid the use of wetlands, such as using a lower level of improvement or placing the roadway on new location, etc.:
- Avoidance of wetlands was incorporated into the design of the project where feasible to lessen wetland impacts. Work was designed to stay within the existing roadway as much as possible. Some grading work

was eliminated and side slopes have been steeped in areas of construction where possible to avoid wetland impacts.

2. Indicate the total area of wetlands avoided:

Acres: 0.1

B. Minimize the amount of wetlands affected:

1. Describe methods used to minimize the use of wetlands, such as increasing side slopes or use of retaining walls or beam guard, equalizer pipes, upland disposal of hydric soils, etc.:

Some wetlands would be impacted by grading work along the roadway. Side slopes have been steeped to 3:1 or 2.5:1 in areas of construction where possible to minimize wetland impacts. The use of beam guards near the box culvert allows for steeper slopes behind it which minimizes impacts in that area.

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

Acres: 0.41

11. Compensation for Unavoidable Wetland Loss:

According to Section 404(b)(1), of the Clean Water Act, wetland compensatory mitigation procedures and sequencing will conform to the U.S. Army Corps of Engineers (USACE) and U.S. Environmental Protection Agency (EPA) joint rule on Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332; and 40 CFR Part 230 - dated April 10, 2008). Compensatory mitigation will be consistent with amendments to the Cooperative Agreement between DNR and WisDOT on compensatory mitigation for unavoidable wetland losses (July 2012), and the WisDOT Interagency Coordination Agreement and Wetland Mitigation Banking Technical Guidelines with DNR, USACE, EPA, USFWS and FHWA (March 2002).

	Type	Acre(s) Loss	Ratio	Compensation Type and Acreage	
				On-site	DOT Mitigation Bank site
RPF(N)	Riparian wetland (wooded)				
RPF(D)	Degraded riparian wetland (wooded)				
RPE(N)	Riparian wetland (emergent)				
RPE(D)	Degraded riparian wetland (emergent)				
M(N)	Wet and sedge meadows, wet prairie, vernal pools, fens				
M(D)	Degraded meadow				
SM	Shallow marsh	1.06	1.0		1.06 acres as SM
SM(D)	Degraded Shallow marsh	0.66	1.0		0.663 acres as M
DM	Deep marsh				
AB(N)	Aquatic bed				
AB(D)	Degraded aquatic bed				
SS	Shrub Swamp, shrub carr, alder thicket	0.39	1.2		0.468 acres as M
WS(N)	Wooded swamp	0.33	1.2		0.398 acres as M
WS(D)	Degraded wooded swamp				
Bog	Open and forested bogs				

D = Degraded N = Non-degraded

12. If compensation is not possible within the drainage area and floristic province thru the use of the DOT mitigation bank, explain why and describe how a search for an on-site compensation site was conducted:

Compensation for wetland loss is still being determined. As design progresses, the compensation type, acreage, and mitigation bank will be determined. WisDOT will choose an appropriate mitigation bank based on availability and wetland type.

13. Summarize the coordination with other agencies regarding the compensation for unavoidable wetland losses. Attach appropriate correspondence.

See **Appendix E** for agency coordination. WisDOT is coordinating with the DNR and USACE to determine wetland mitigation.

	Wetland 19A		Wetland 20		Wetland 21		Wetland 22		Wetland 23		Wetland 24		Wetland 25		Wetland 26		Wetland 27	
Name (if known) or wetland number ¹	W-19A		W-20		W-21		W-22		W-23		W-24		W-25		W-26		W-27	
County	Sheboygan		Sheboygan		Sheboygan		Sheboygan		Sheboygan		Sheboygan		Sheboygan		Sheboygan		Sheboygan	
Location (Section-Township-Range)	Sec 18-16N-21E		Sec 18-16N-21E		Sec 18-16N-21E		Sec 18-16N-21E		Sec 17-16N-21E		Sec 17-16N-21E		Sec 17-16N-21E		Sec 17-16N-21E		Sec 17-16N-21E	
Location (Latitude)	45.528731		45.529646		45.529975		45.530390		45.534930		45.534930		45.536097		45.536363		45.536184	
Location (Longitude)	97.153964		97.155125		97.155015		97.155496		97.153376		97.153295		97.153091		97.153043		97.152824	
Location Map	See Appendix J		See Appendix J		See Appendix J		See Appendix J		See Appendix J		See Appendix J		See Appendix J		See Appendix J		See Appendix J	
Wetland Type(s) ²	WS		SM		WS		SM		WS		SM		WS		WS		SM	
Wetland Loss	Acres 0.003		Acres 0.035		Acres 0.007		Acres 0.016		Acres 0.029		Acres 0.018		Acres 0.001		Acres 0.007		Acres 0.004	
Wetland is: (Check all that apply) ³	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
<ul style="list-style-type: none"> Isolated from stream, lake or other surface water body 	X		X		X		X		X		X		X		X		X	
<ul style="list-style-type: none"> Not contiguous (in contact with) a stream, lake, or other water body, but within 100-year floodplain 	X		X		X		X		X		X		X		X		X	
<ul style="list-style-type: none"> If adjacent or contiguous, identify stream, lake or water body 																		

	Wetland 28		Wetland 29		Wetland 30		Wetland 30A		Wetland 31		Wetland 31A		Wetland 32		Wetland 33		Wetland 34	
Name (if known) or wetland number ¹	W-28		W-29		W-30		W-30A		W-31		W-31A		W-32		W-33		W-34	
County	Sheboygan		Sheboygan		Sheboygan		Sheboygan		Sheboygan		Sheboygan		Sheboygan		Sheboygan		Sheboygan	
Location (Section-Township-Range)	Sec 8-16N-21E		Sec 8-16N-21E		Sec 8-16N-21E		Sec 8-16N-21E		Sec 8-16N-21E		Sec 8-16N-21E		Sec 8-16N-21E		Sec 8-16N-21E		Sec 8-16N-21E	
Location (Latitude)	45.536837		45.537450		45.538356		45.538356		45.538583		45.538583		45.539389		45.540691		45.539696	
Location (Longitude)	97.153056		97.152974		97.153593		97.153593		97.153390		97.153390		97.153681		97.153273		97.153369	
Location Map	See Appendix J		See Appendix J		See Appendix J		See Appendix J		See Appendix J		See Appendix J		See Appendix J		See Appendix J		See Appendix J	
Wetland Type(s) ²	WS		SM		SM		SM		SM		SM		SS		SS		SM	
Wetland Loss	Acres 0.004		Acres 0.008		Acres 0.065		Acres 0.014		Acres 0.018		Acres 0.017		Acres 0.043		Acres 0.059		Acres 0.009	
Wetland is: (Check all that apply) ³	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
<ul style="list-style-type: none"> Isolated from stream, lake or other surface water body 	X		X			X		X		X		X		X		X		
<ul style="list-style-type: none"> Not contiguous (in contact with) a stream, lake, or other water body, but within 100-year floodplain 	X		X		X		X		X		X		X		X		X	
<ul style="list-style-type: none"> If adjacent or contiguous, identify stream, lake or water body 					Muehl Springs		Muehl Springs		Muehl Springs		Muehl Springs		Muehl Springs					

[illegible]

THREATENED, ENDANGERED and PROTECTED RESOURCES EVALUATION

Wisconsin Department of Transportation

Factor Sheet C-7

Alternative STH 67 Resurfacing	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	Project ID: 4550-04-00/4550-03-00
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Federal Resources

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

Date of Official Species List: December 4, 2017

Document all species identified on Official Species List, including proposed species.

Species Common Name	Species Scientific Name	Federal Status	Effect Determination	Justification/ Explanation
Northern Long-eared Bat	Myotis septentrionalis	Threatened	No Effect	Neither DNR nor USFWS have identified nor anticipate the NLEB in the project area
Eastern Prairie Fringed Orchid	Platanthera leucophaea	Threatened	No Effect	According to DNR, species not found in project counties. Habitat (moist, undisturbed, deep-soiled prairies) is not present in the study area.
Pitcher's Thistle	Cirsium pitcheri	Threatened	No Effect	Habitat (open sand dunes adjacent to the Great Lakes) is not present in the study area

2. Is there designated or proposed critical habitat in the vicinity of the project?

- ☒ No
☐ Yes – Describe critical habitat, proximity to project, and potential impacts to the critical habitat.

3. Has Section 7 consultation with FWS been completed?

- ☐ No – Explain:
☒ Yes – Describe consultation efforts and conclusions:

The Official Species List was submitted to FWS with the effect determinations. No response was received within the 30-day review period. See Appendix E.

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

- ☒ No
☐ Yes – Describe. Include commitments on Basic Sheet 8, Environmental Commitments.

State Resources

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

- ☐ None identified.
☒ Yes – Complete the following table and include the date of the most recent NHI review by WDNR.

Species Common Name	Species Scientific Name	State Status	Effect Determination	Justification/ Explanation
Dragon Wormwood	Artemisia dracunculus	Special Concern	No Effect	Habitat for the species includes dry bluff prairies and on roadsides. The surrounding habitat in the corridor is not suitable to the species. According to the DNR, based on the scope of the project impacts are unlikely.
Butler's Gartersnake	Thamnophis butleri	Special Concern	No Effect	Much of the surrounding project area is active agricultural lands which is not suitable habitat. This project habitat does not contain a canopy suitable for the species. The DNR indicated that based on the scope of the project impacts are unlikely.

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

- ☐ No – Explain:
☒ Yes – Attach and reference location in this document:

See Appendix E for DNR coordination

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

- ☒ No
☐ Yes – Describe. Include commitments on Basic Sheet 8, Environmental Commitments.

Other Protected Resources

Bald and Golden Eagles

1. Are bald and/or golden eagles known to occur in the vicinity of the project?

- ☒ None identified.
☐ Yes

2. Will there be adverse or beneficial effects on bald and/or golden eagles as a result of the project?

- ☐ No – Explain:
☐ Yes – Describe general proximity to project and potential impacts:

3. Has bald and golden eagle-related coordination with WDNR and/or FWS been completed?

- ☐ No – Explain:

☐ Yes – Attach and reference location in this document:

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

☐ No

☐ Yes – Describe. Include commitments on Basic Sheet 8, Environmental Commitments.

Migratory Birds

1. Are migratory birds known to occur in the vicinity of the project?

☒ None identified.

☐ Yes

2. Will there be adverse or beneficial effects on migratory birds as a result of the project?

☐ No – Explain:

☐ Yes – Describe general proximity to project and potential impacts:

3. Has migratory bird-related coordination with WDNR and/or FWS been completed?

☐ No – Explain:

☐ Yes – Attach and reference location in this document:

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

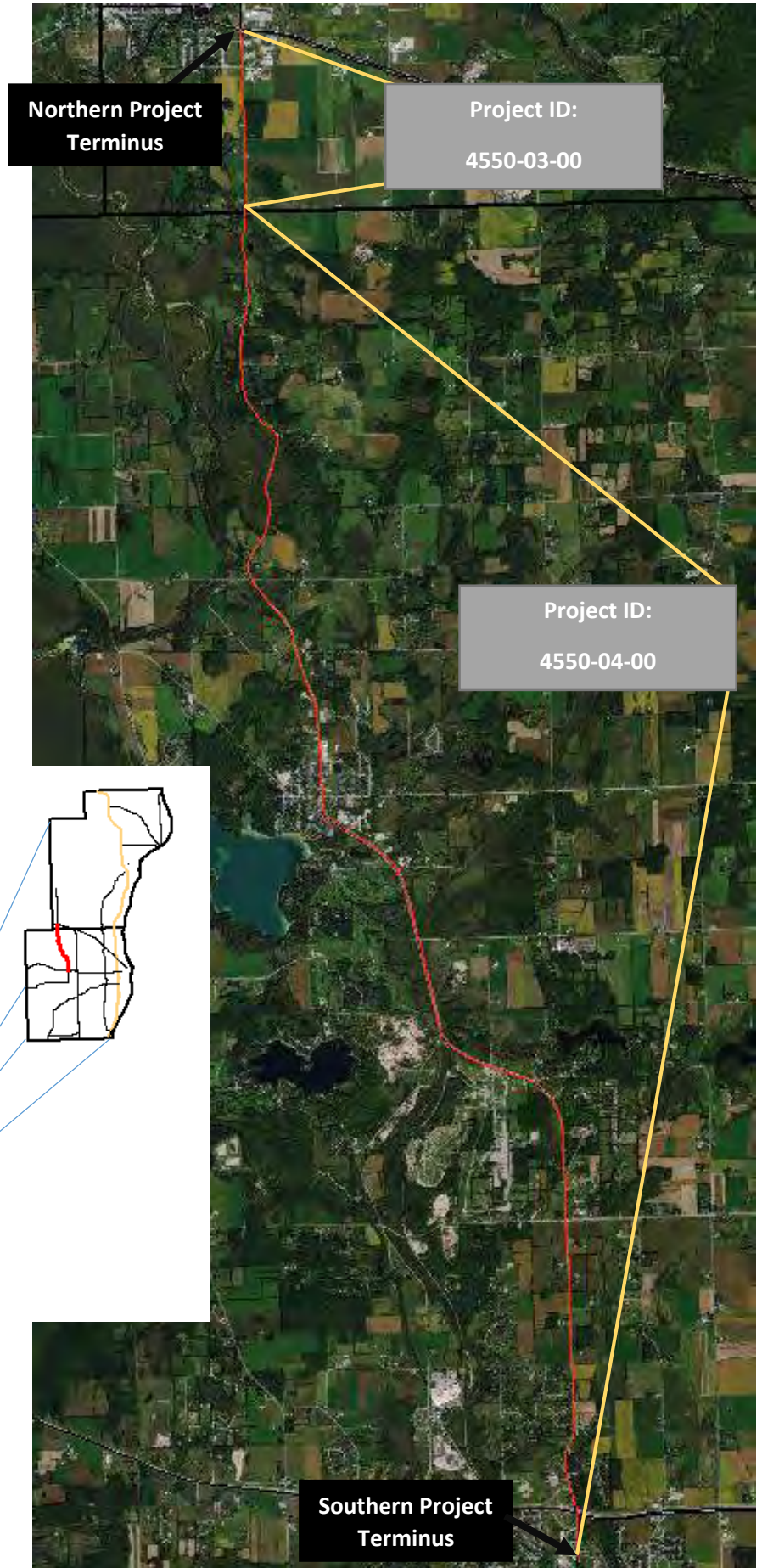
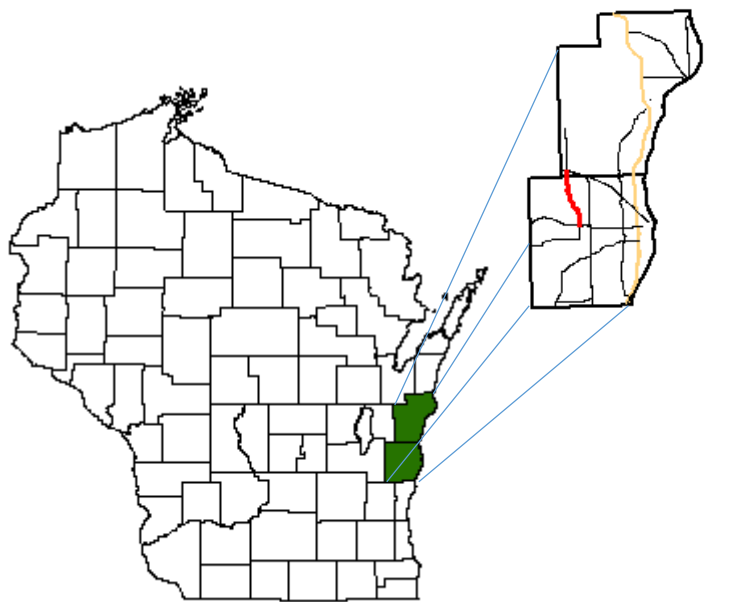
☐ No

☐ Yes – Describe. Include commitments on Basic Sheet 8, Environmental Commitments.

Appendix A

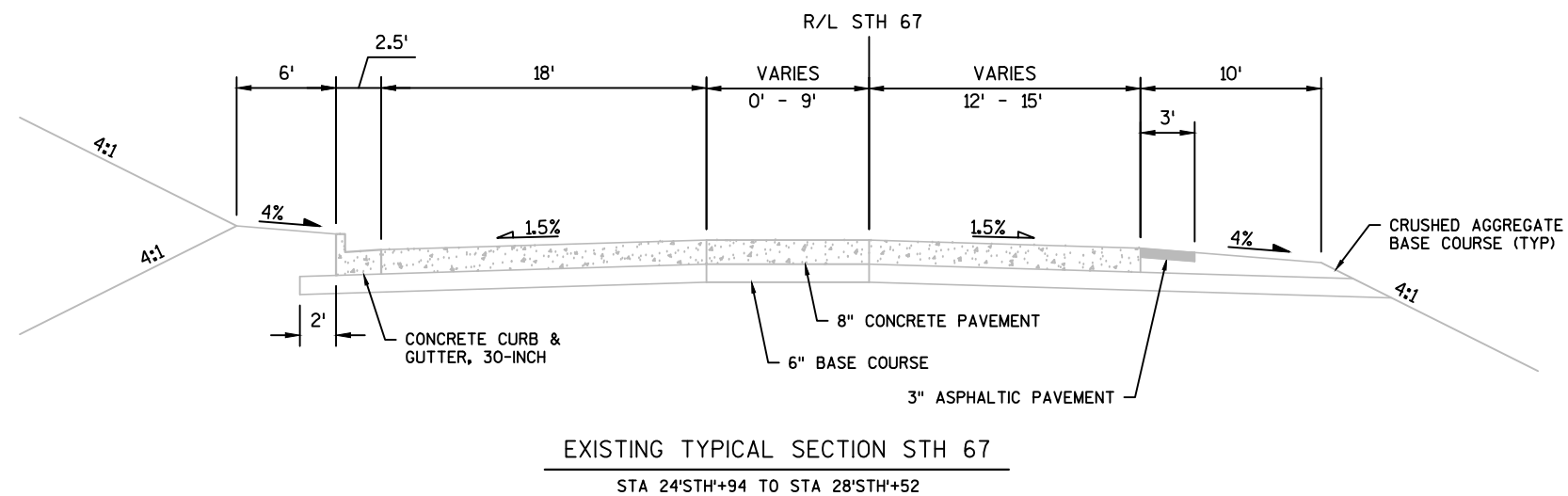
Project Location Map

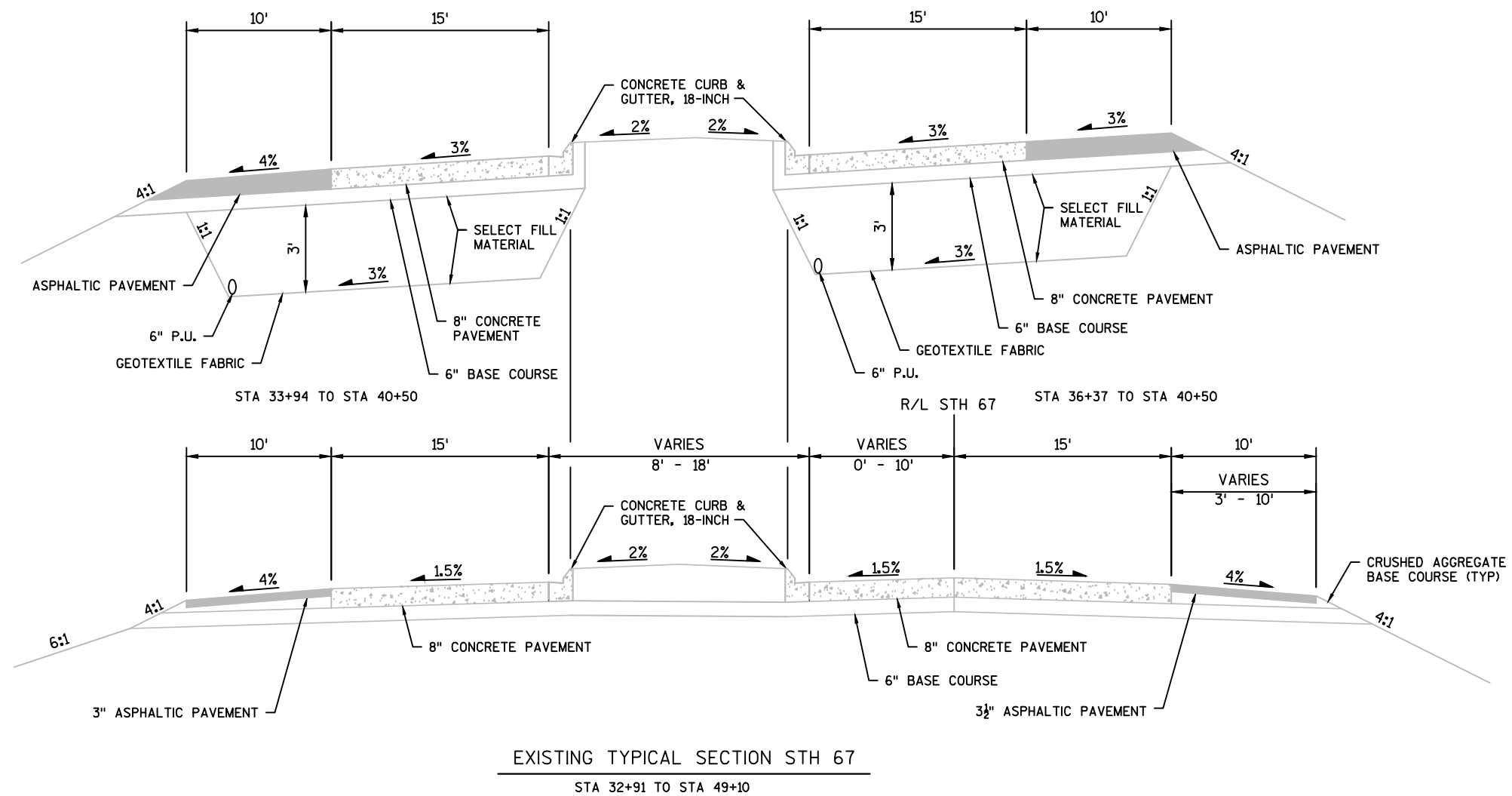
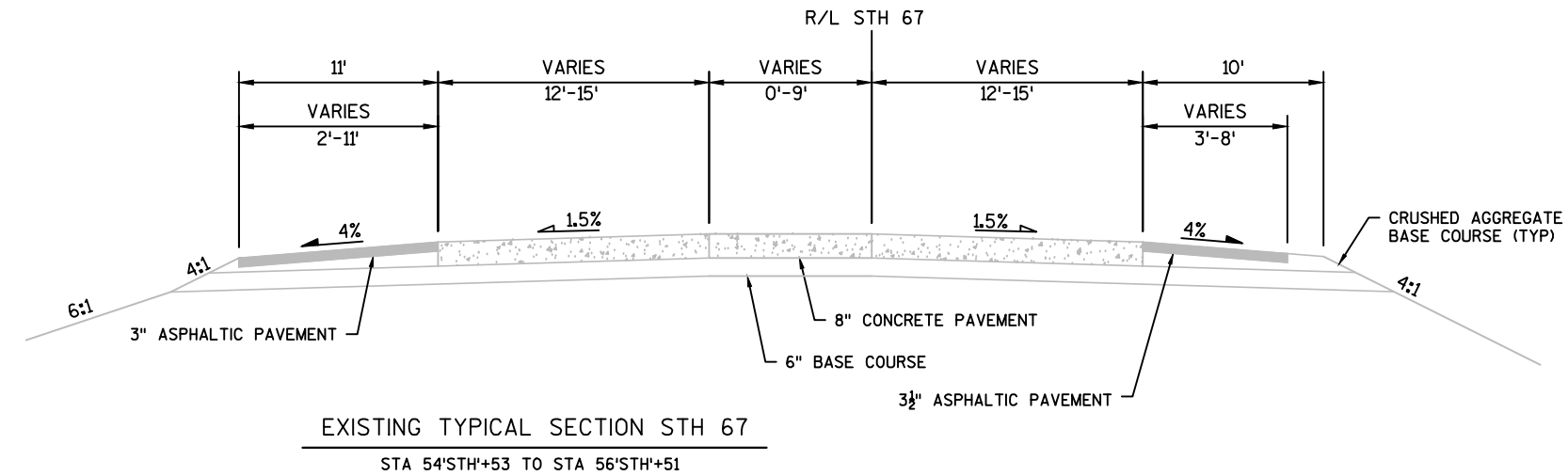
STH 67 Resurfacing Project Location

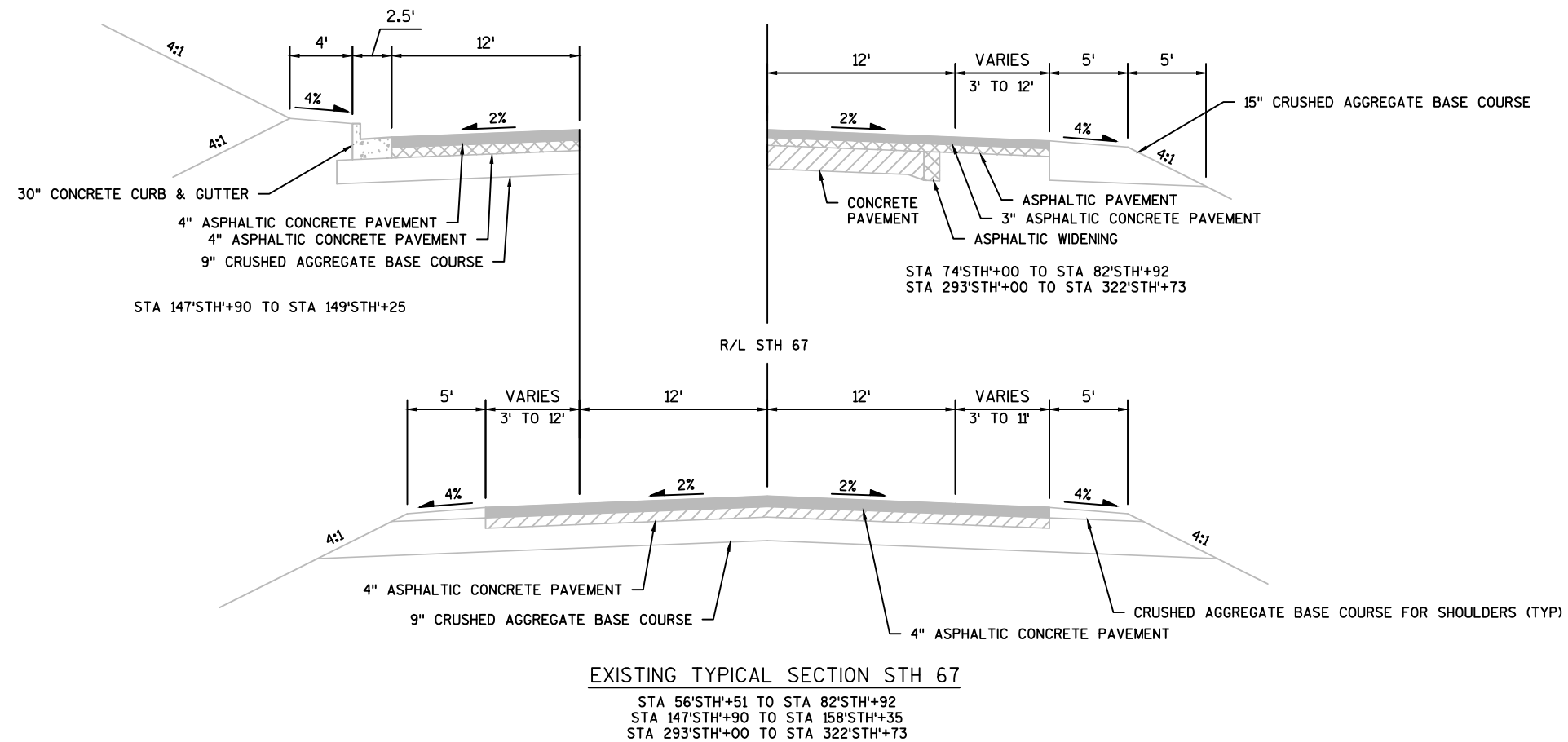
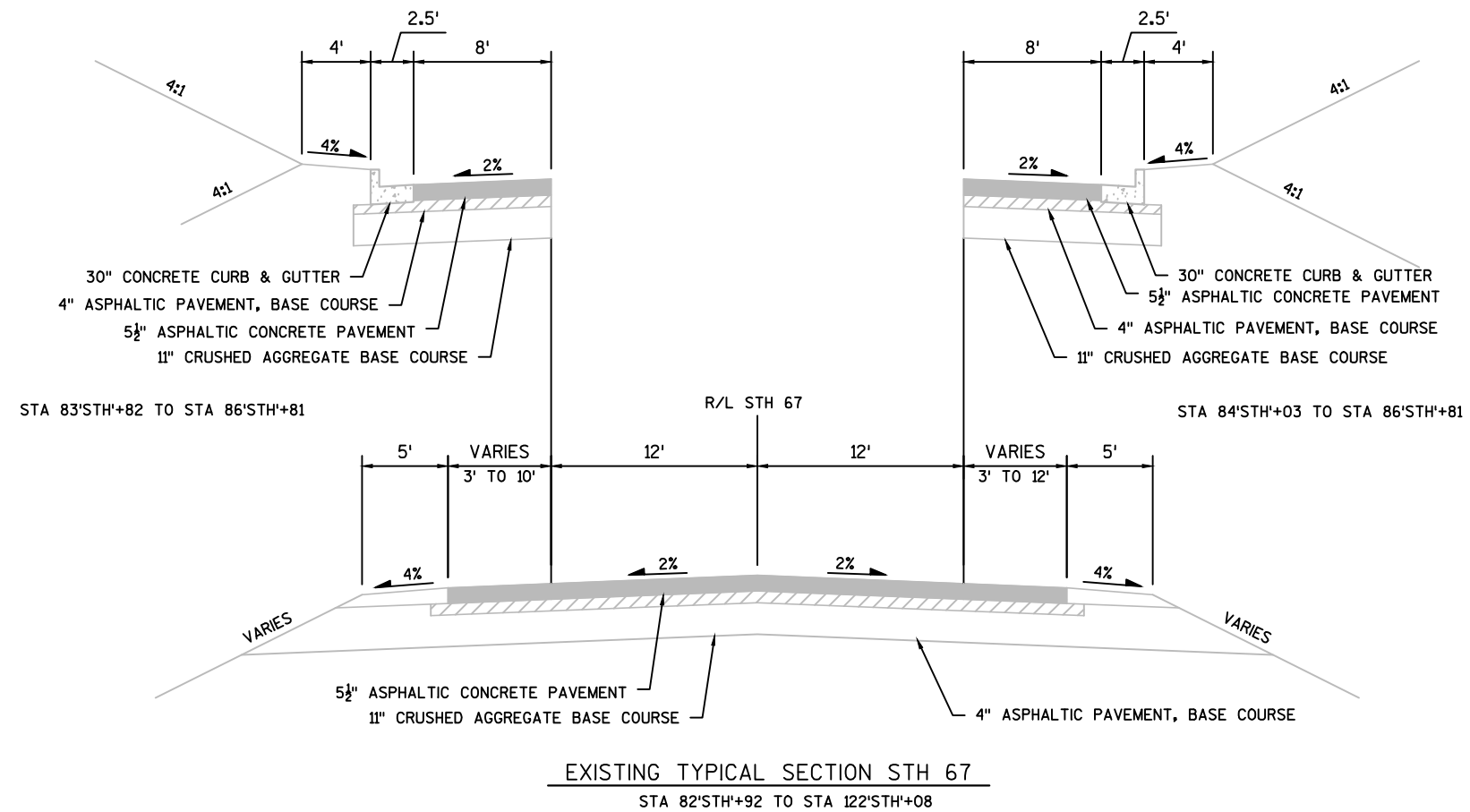


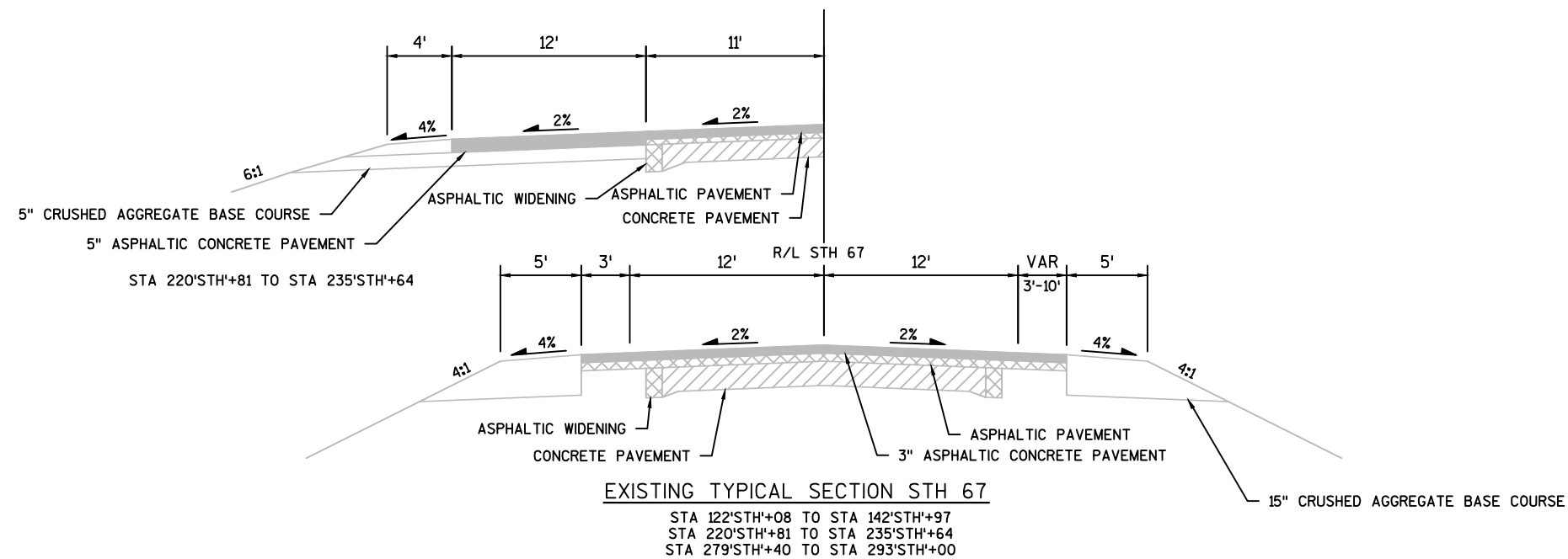
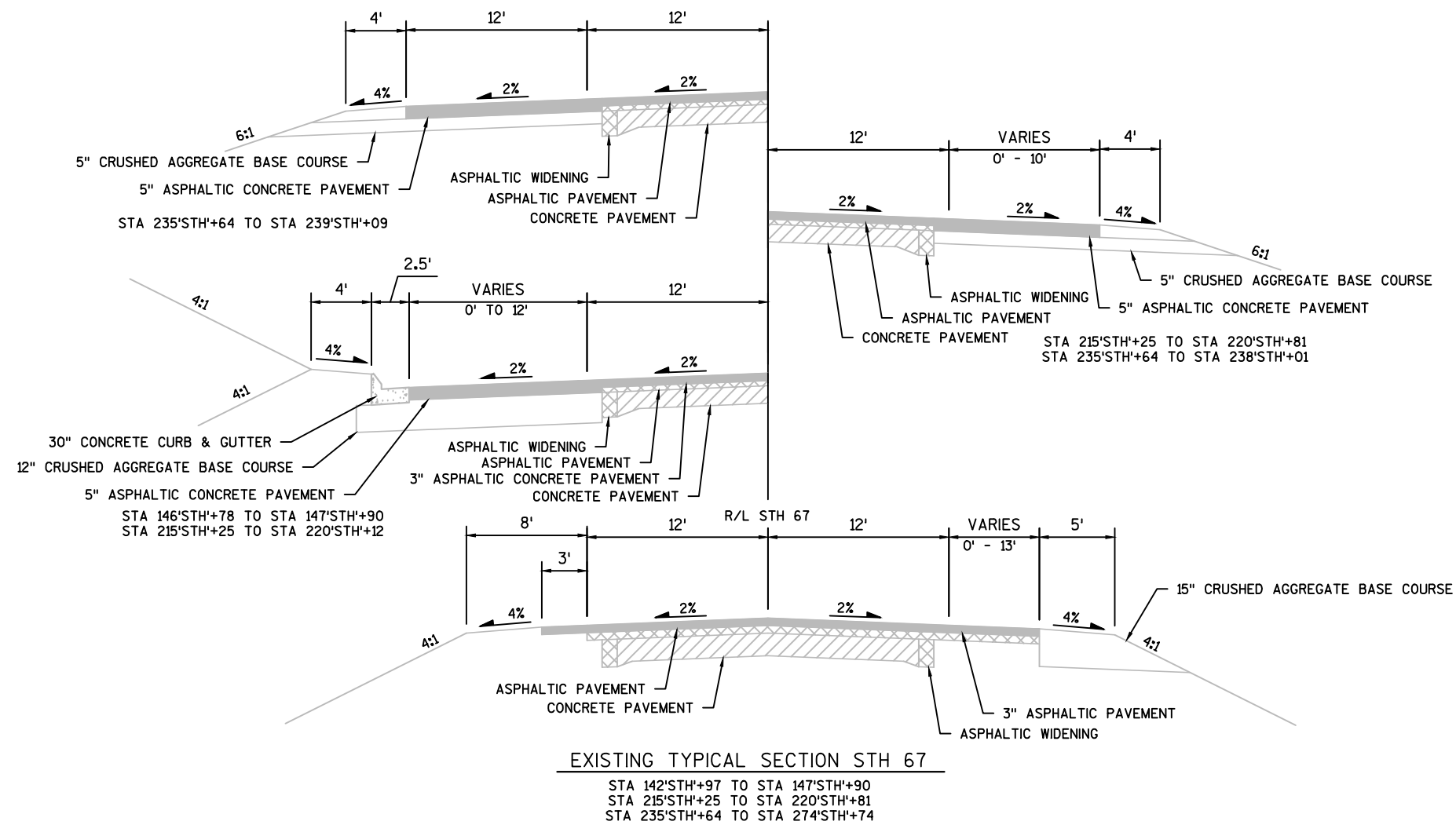
Appendix B

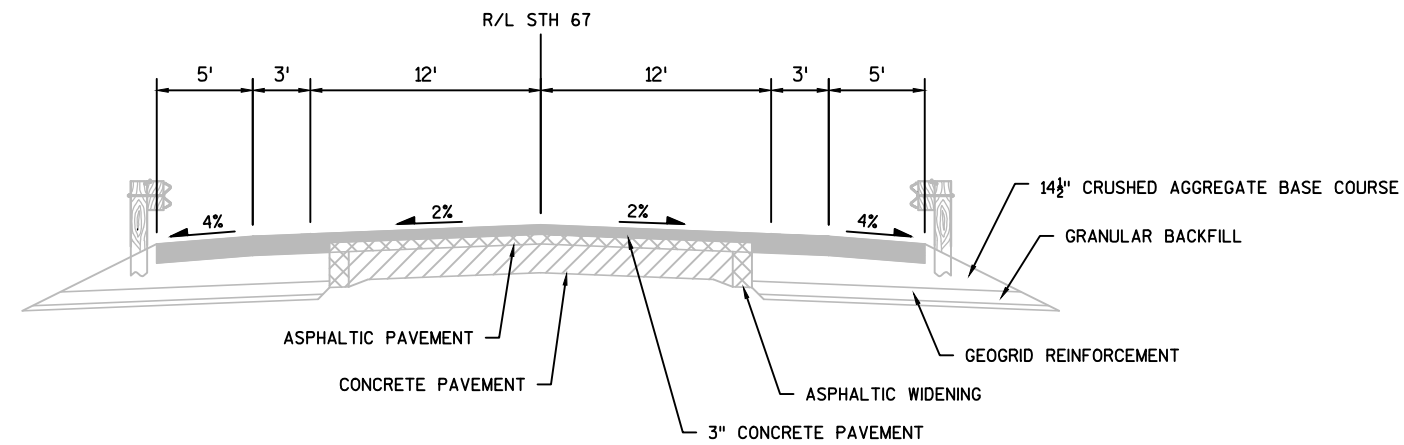
Existing Typical Sections



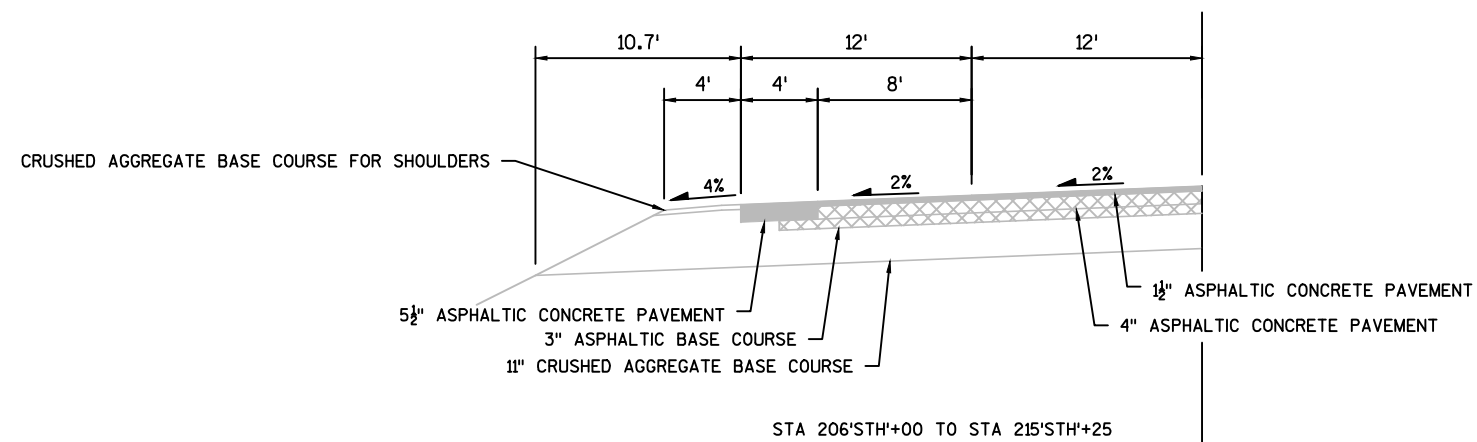




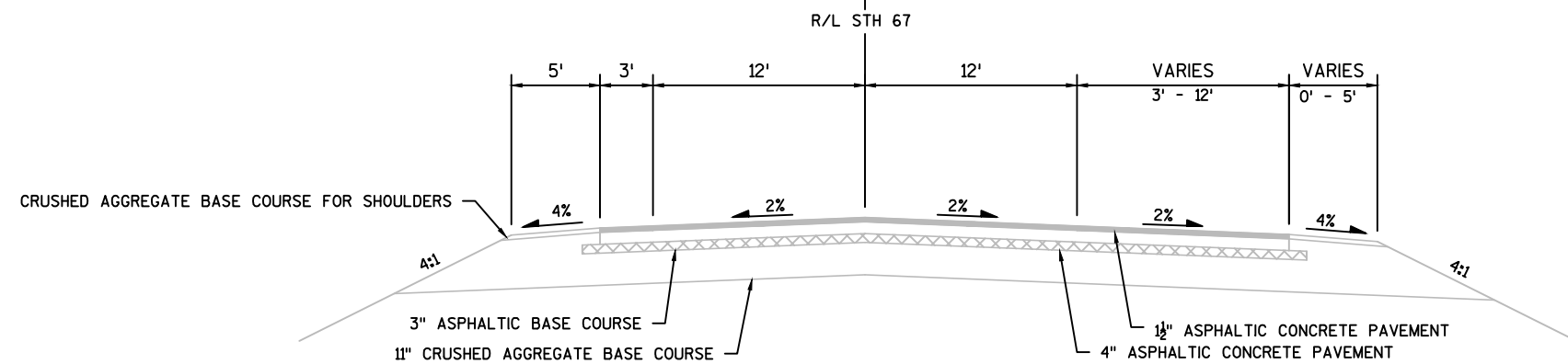




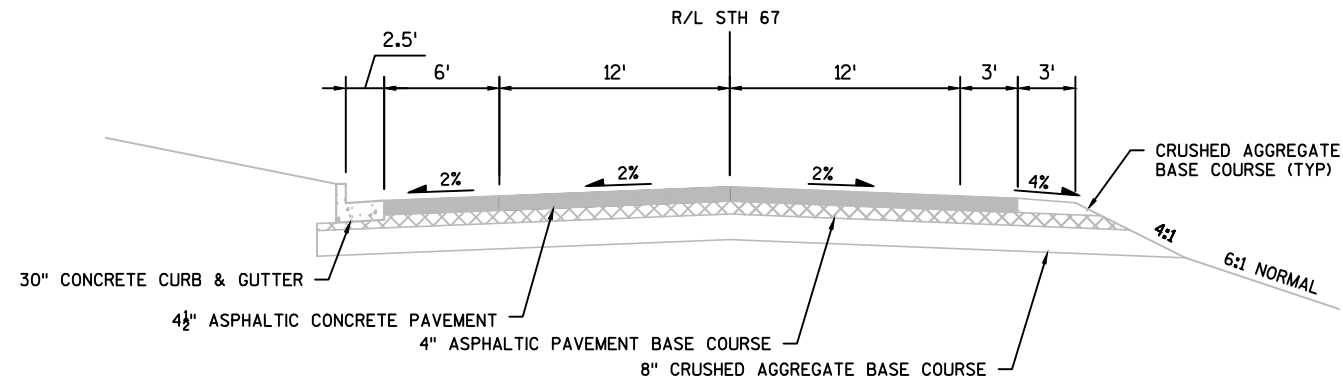
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STA 274'STH+74 TO STA 279'STH+40



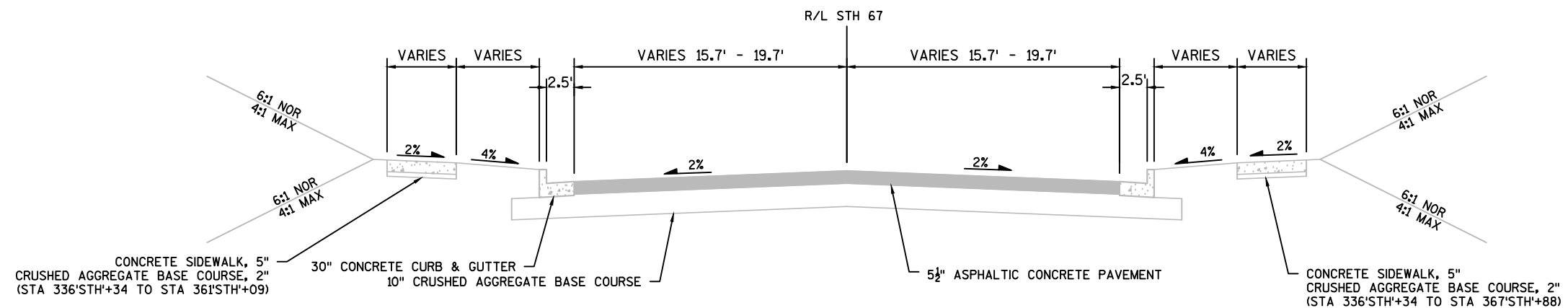
STA 206'STH+00 TO STA 215'STH+25



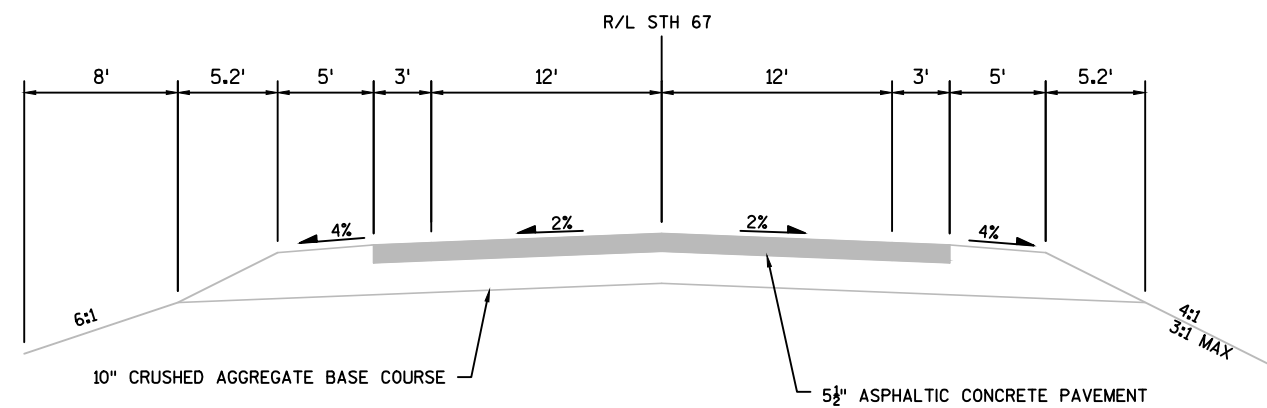
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STA 158'STH+35 TO STA 215'STH+25



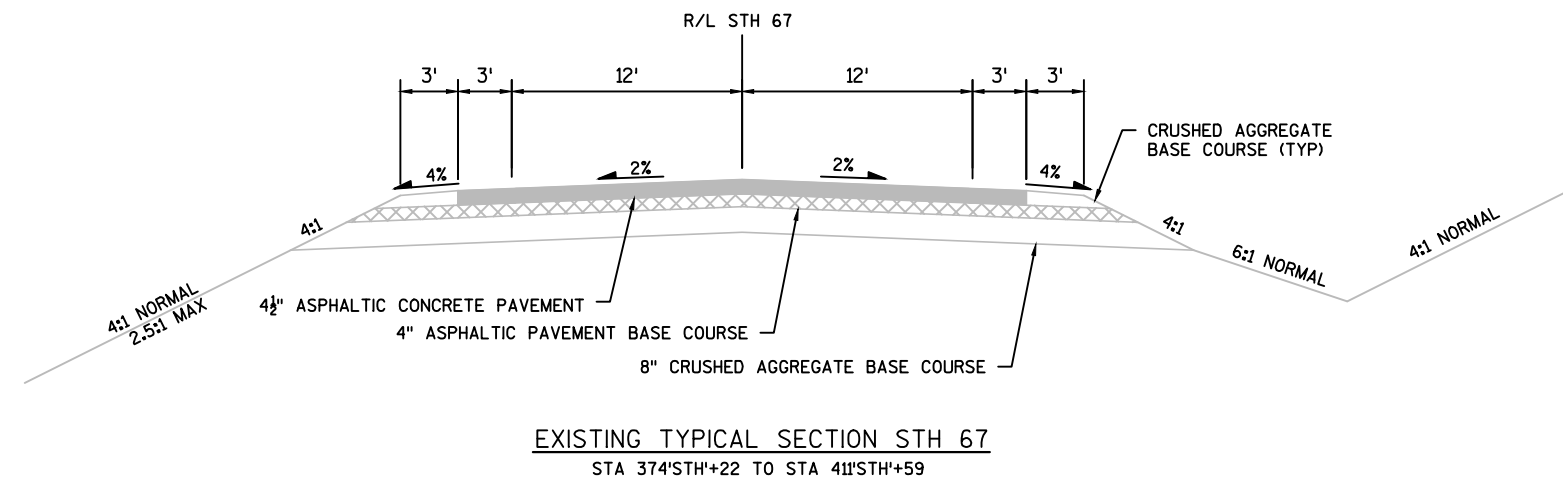
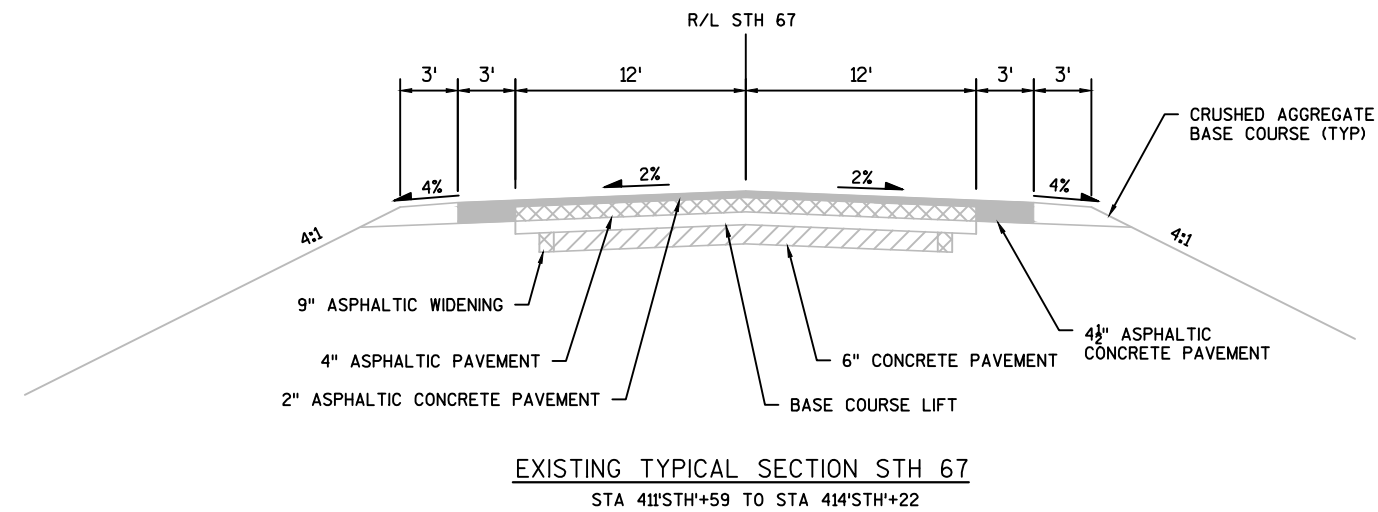
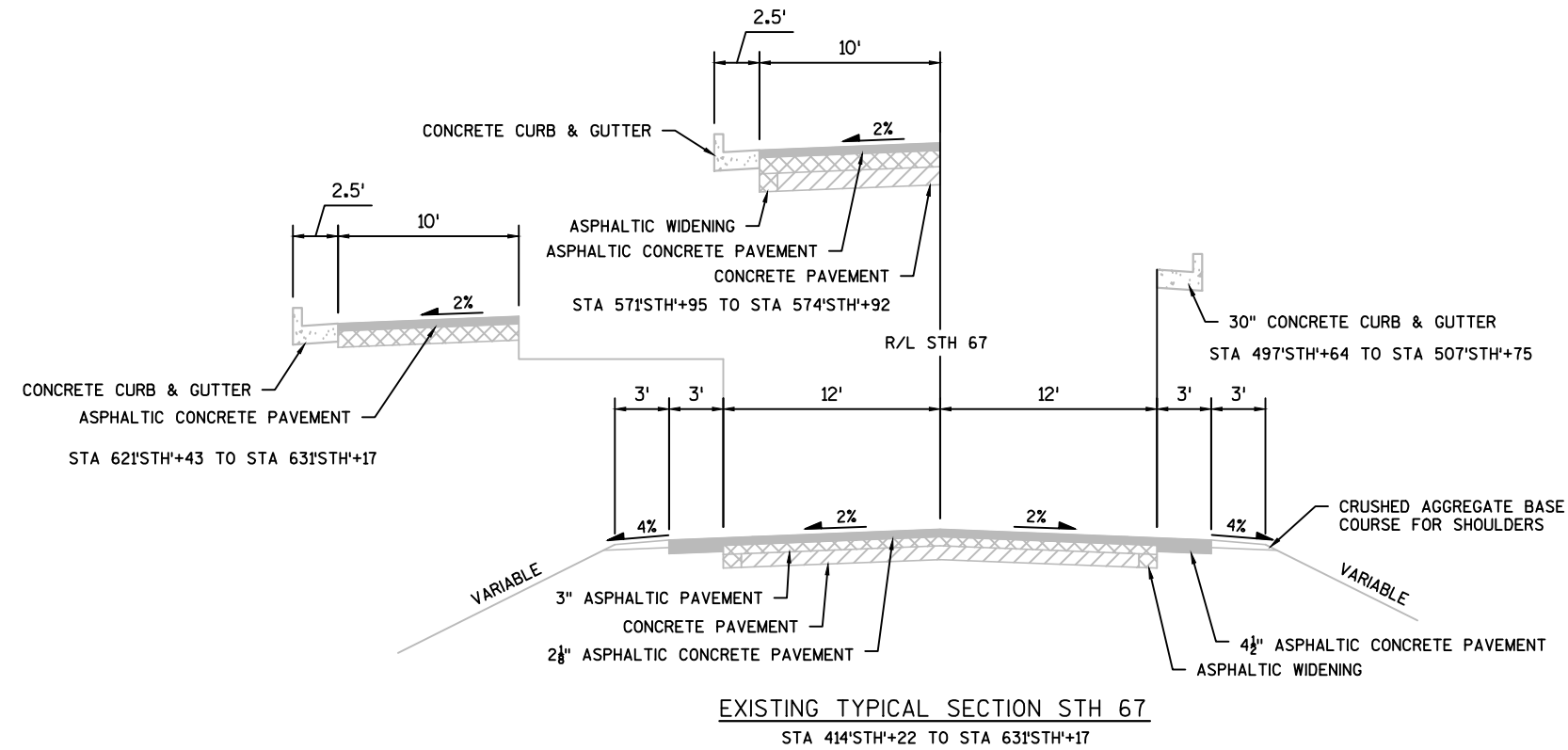
EXISTING TYPICAL SECTION STH 67
STA 368'STH'+45 TO STA 374'STH'+22



EXISTING TYPICAL SECTION STH 67
STA 330'STH'+50 TO STA 368'STH'+45

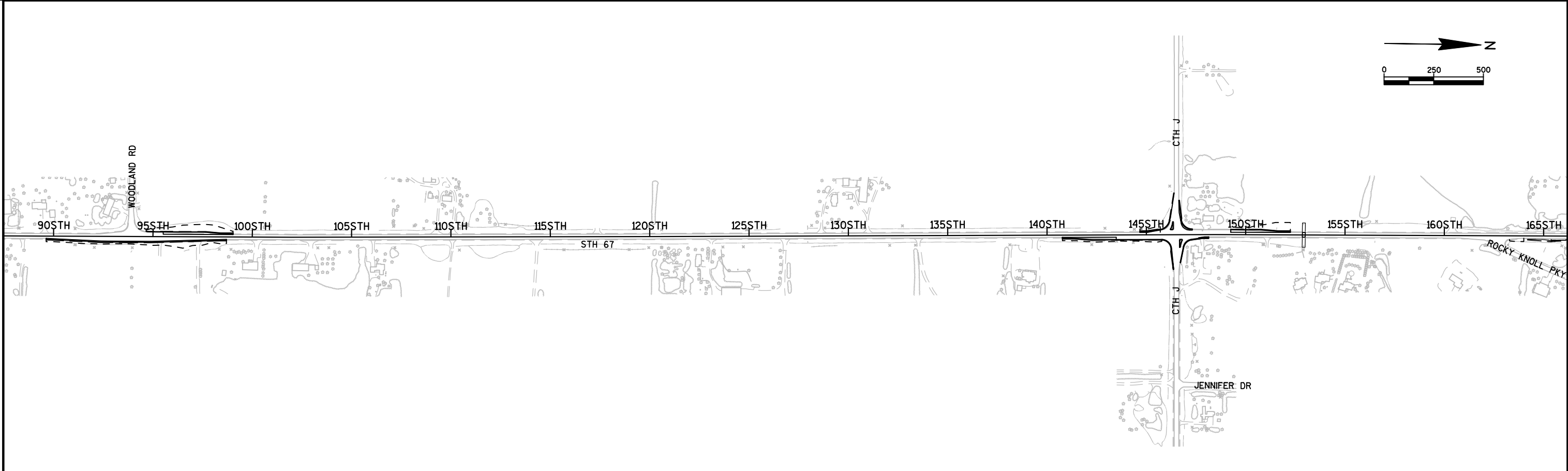
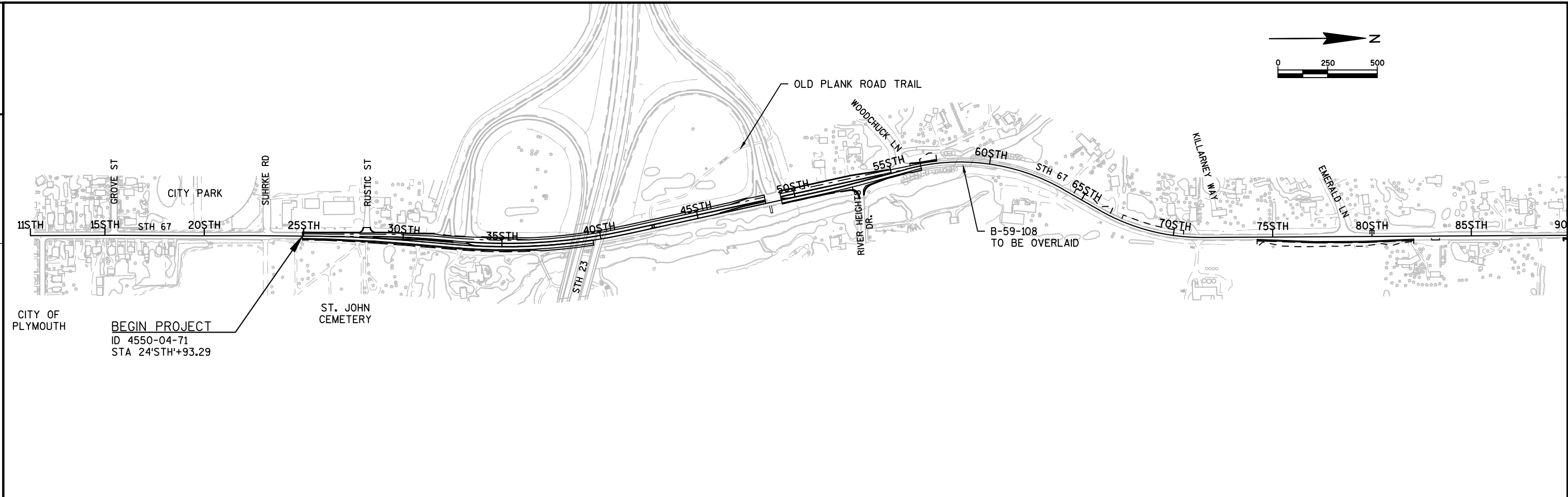


EXISTING TYPICAL SECTION STH 67
STA 322'STH'+73 TO STA 330'STH'+50

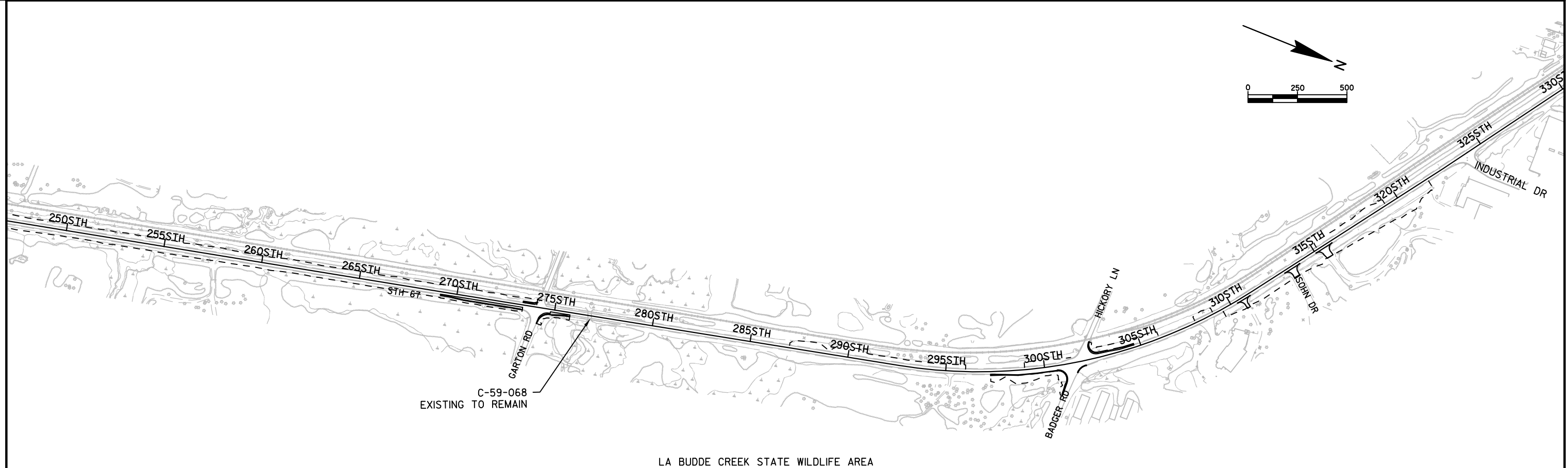
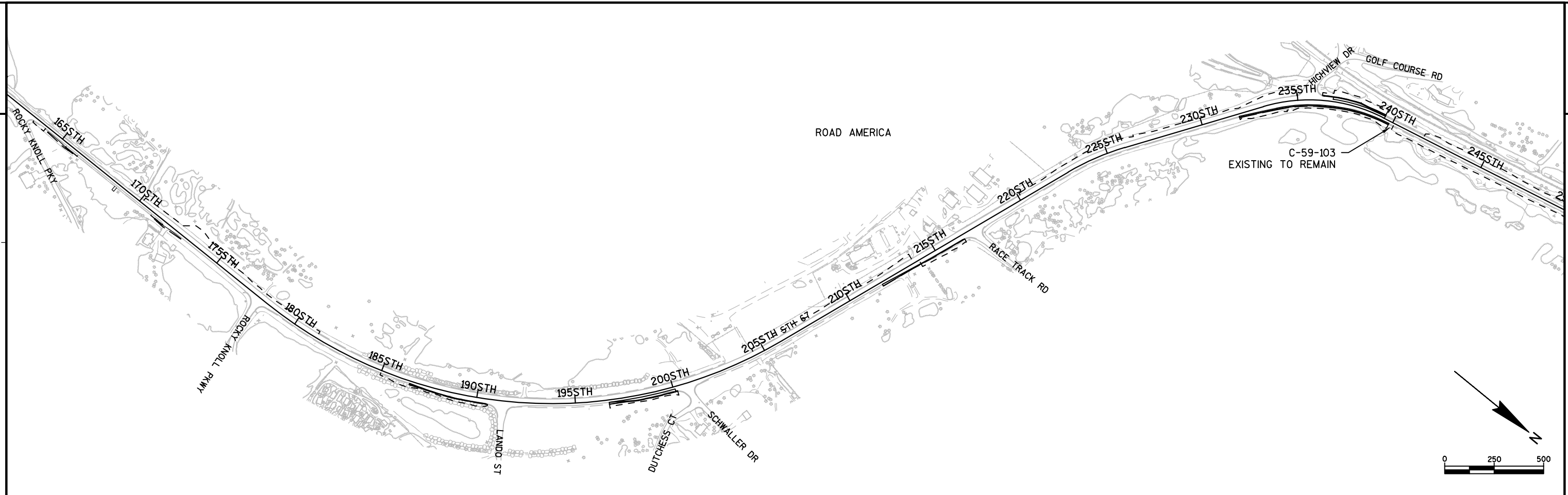


Appendix C

Proposed Preliminary Plans

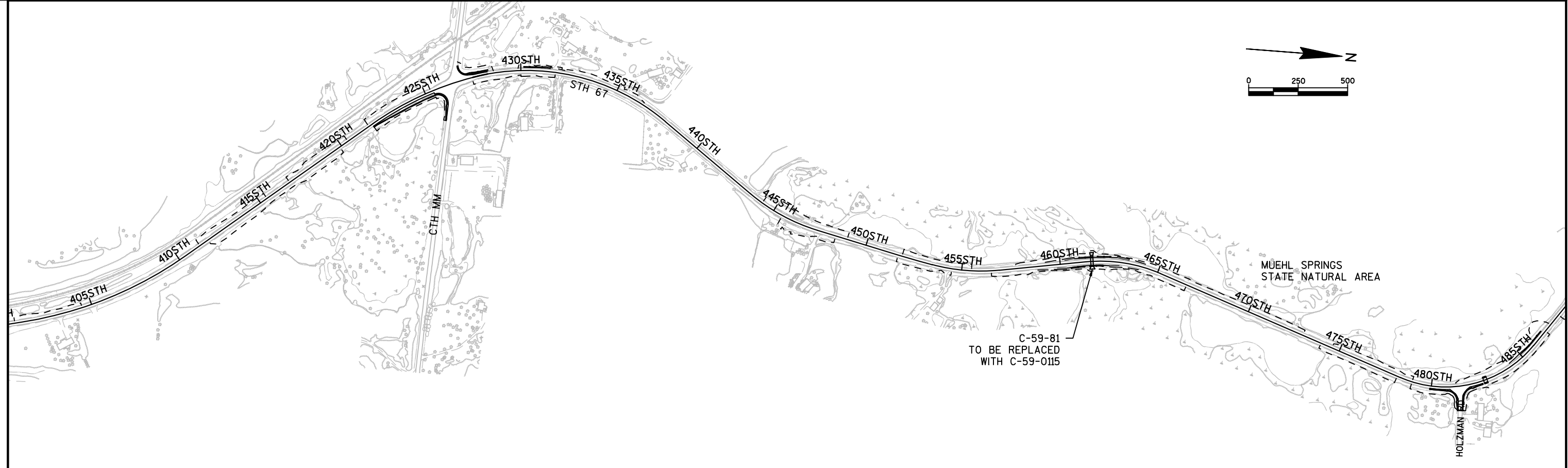
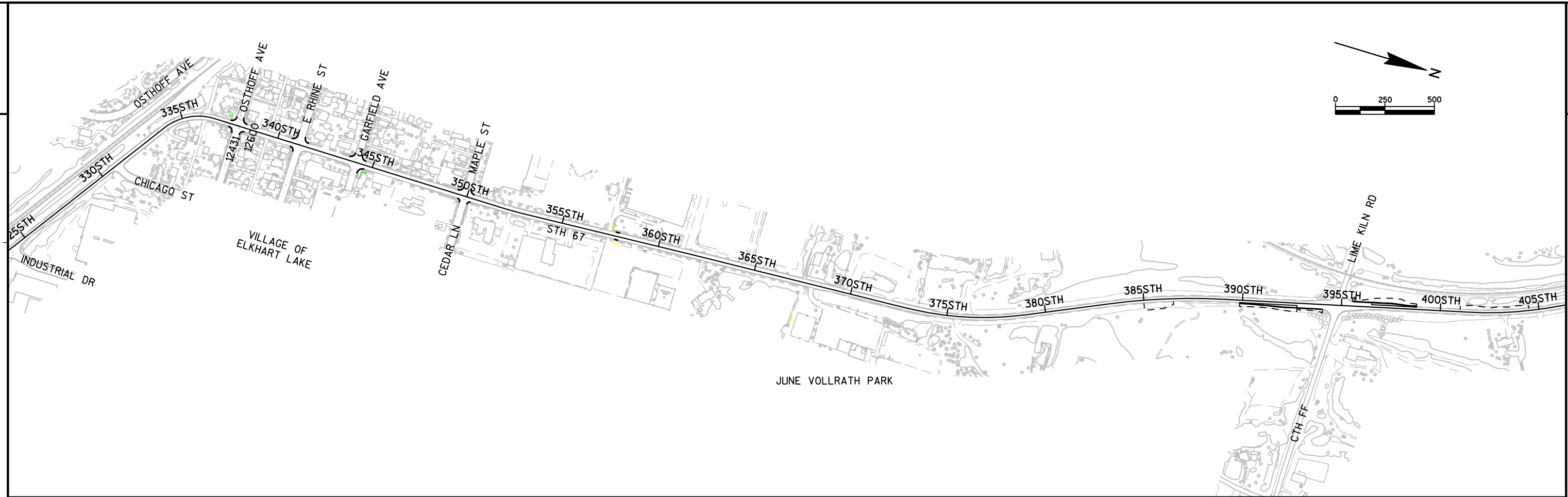


PROJECT NO: 4550-04-71	HWY: STH 67	COUNTY: SHEBOYGAN	PROJECT OVERVIEW	SHEET	E
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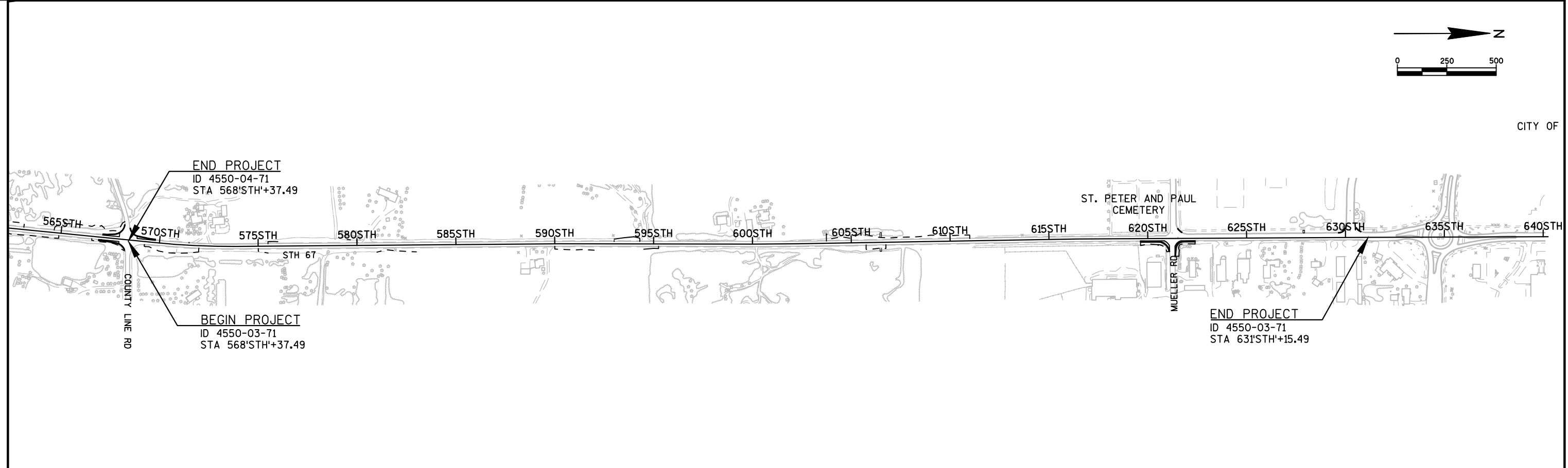
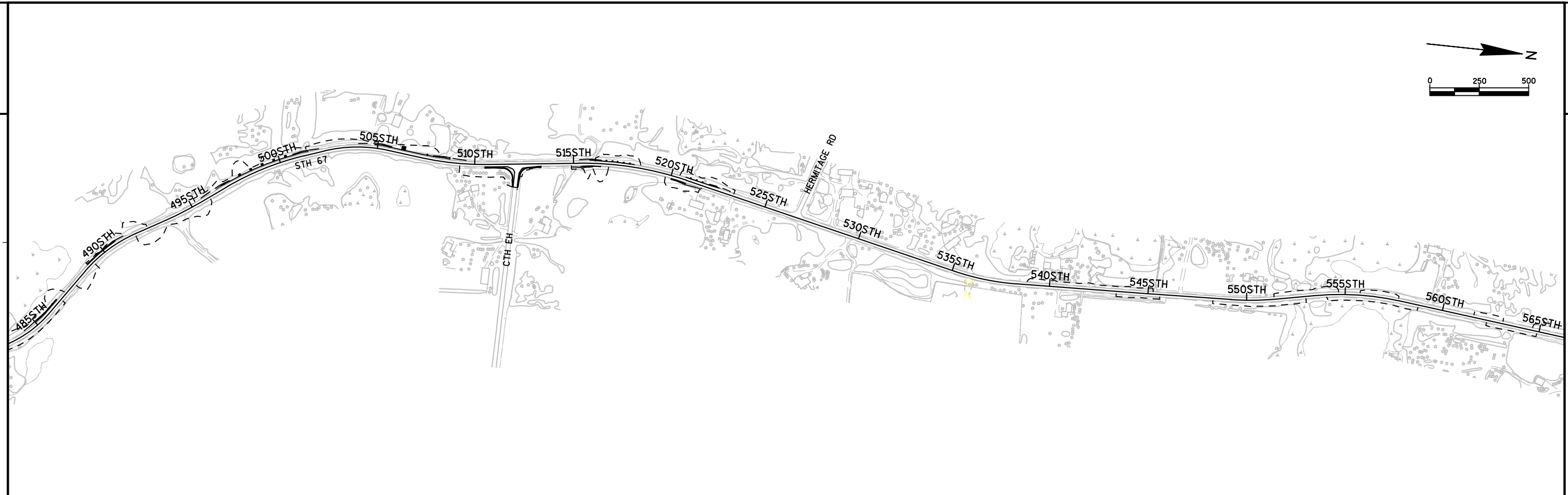


LA BUDDE CREEK STATE WILDLIFE AREA

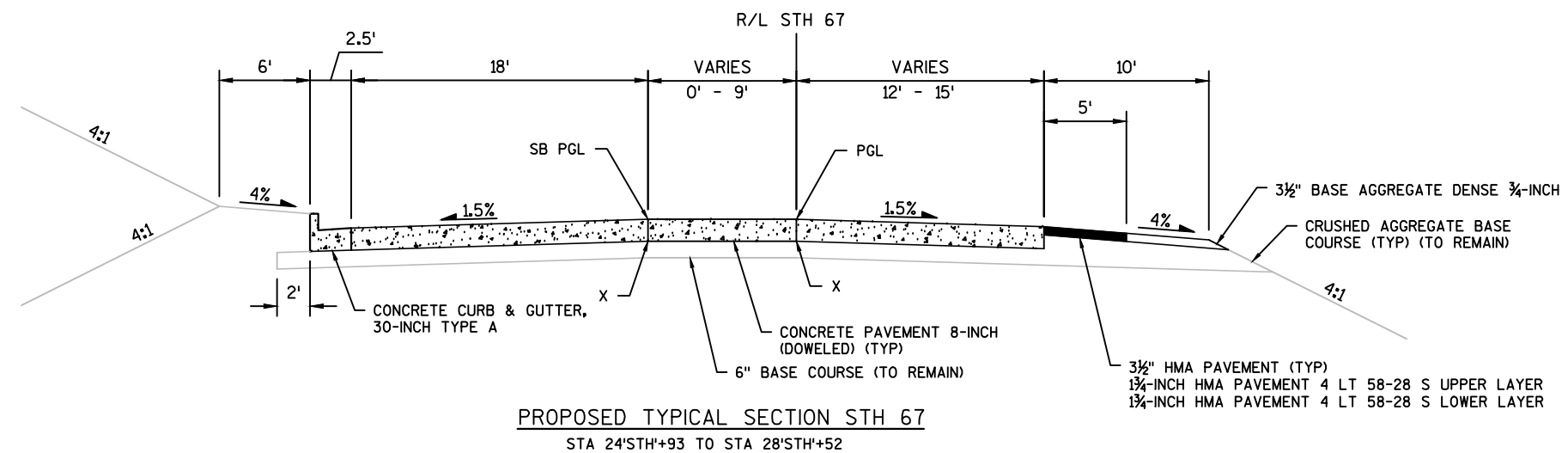
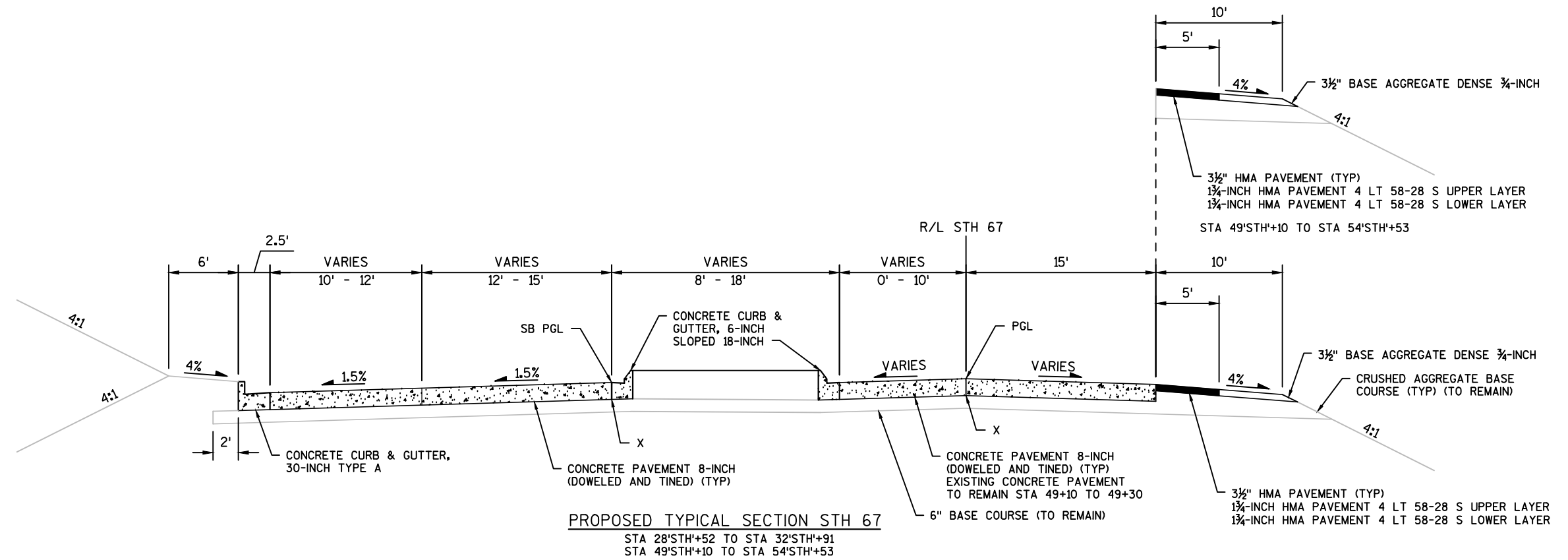
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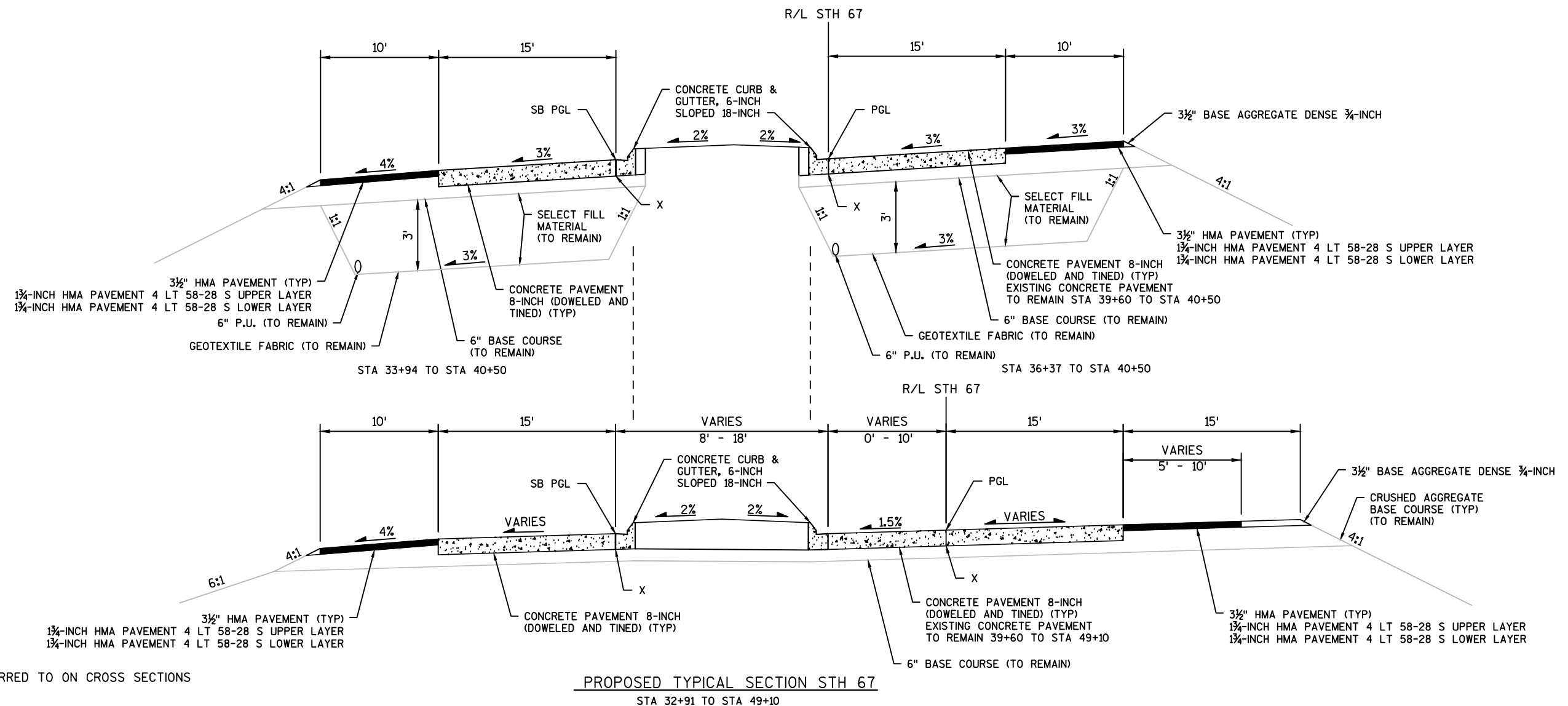
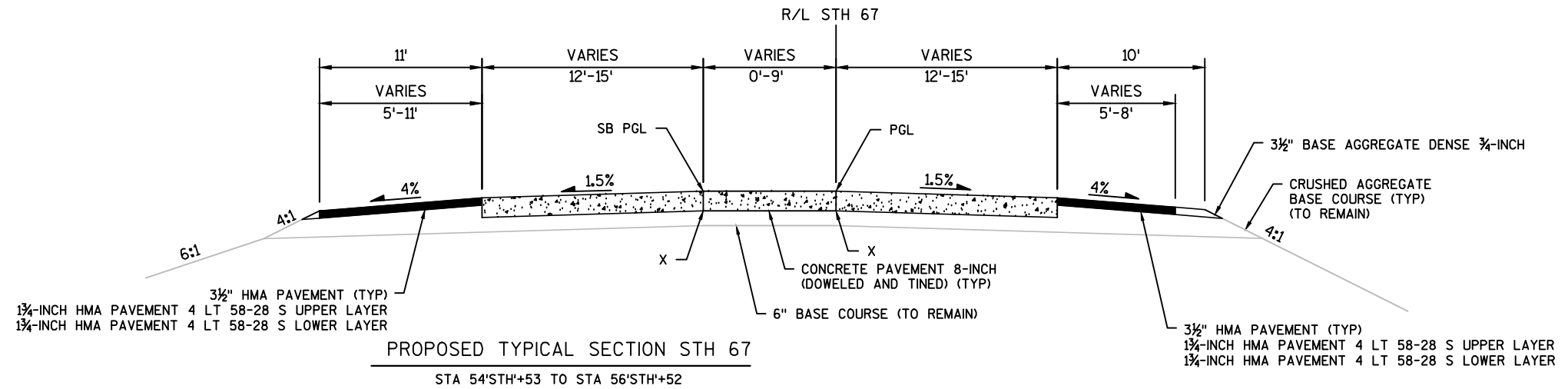
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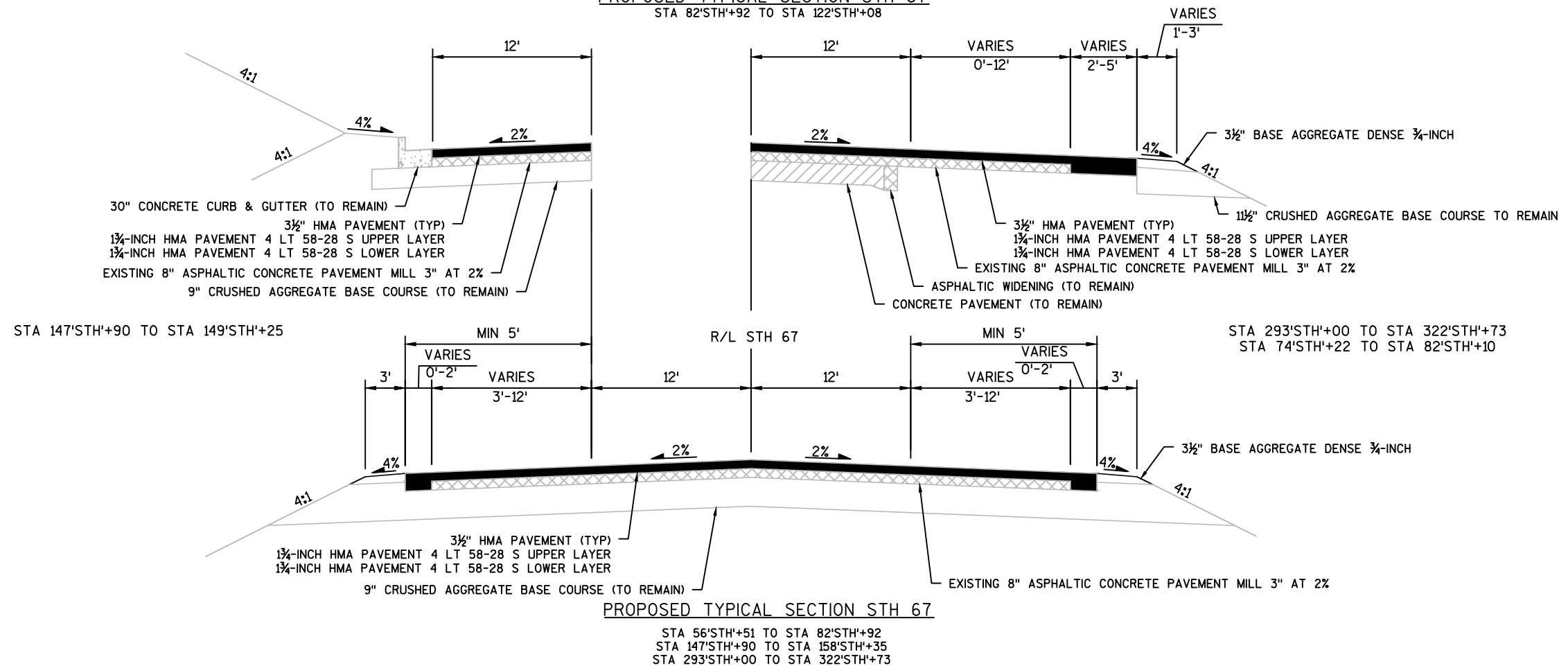
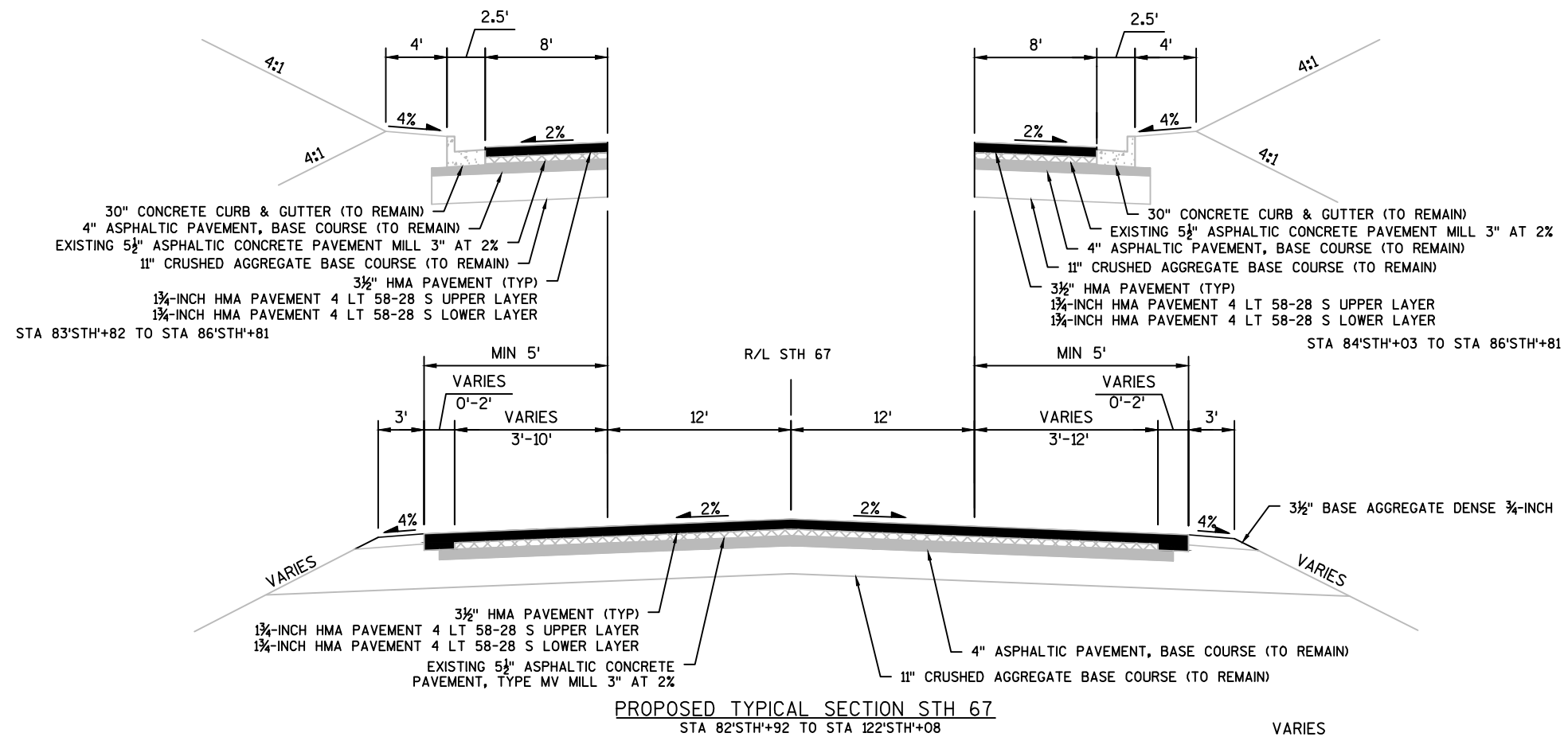
PROJECT NO: 4550-03-71/4550-04-71	HWY: STH 67	COUNTY: MANITOWOC/SHEBOYGAN	PROJECT OVERVIEW	SHEET	E
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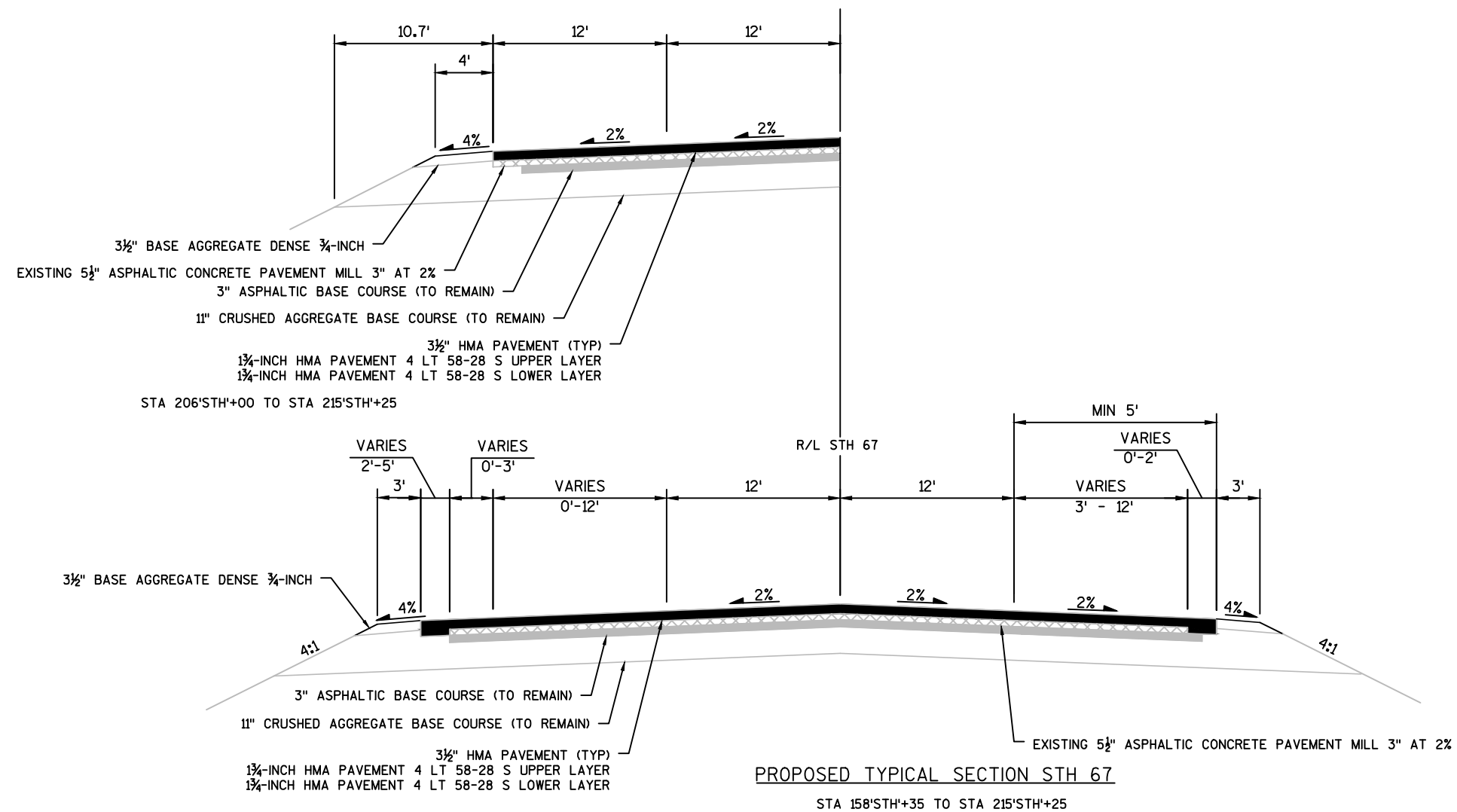
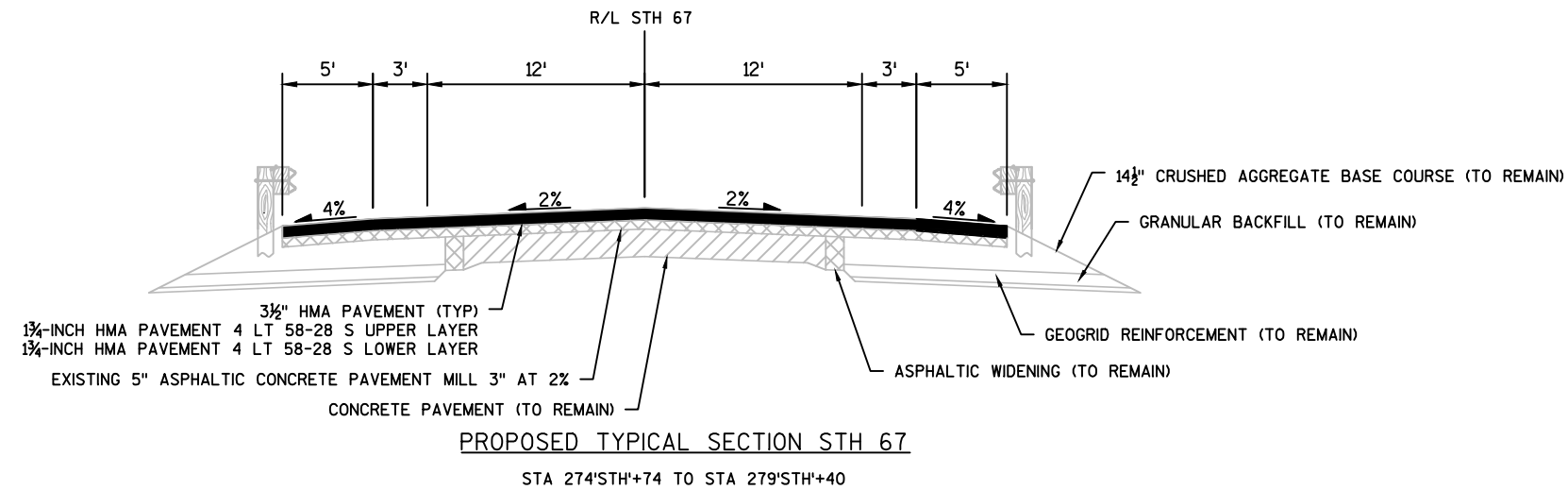
NOTE:
X = POINT REFERRED TO ON CROSS SECTIONS

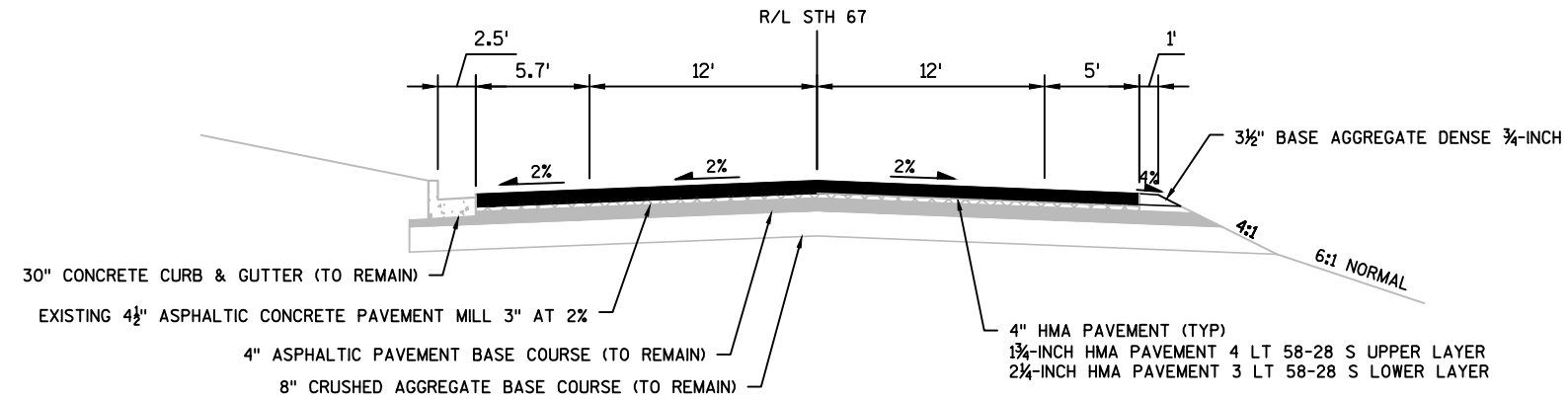


NOTE:
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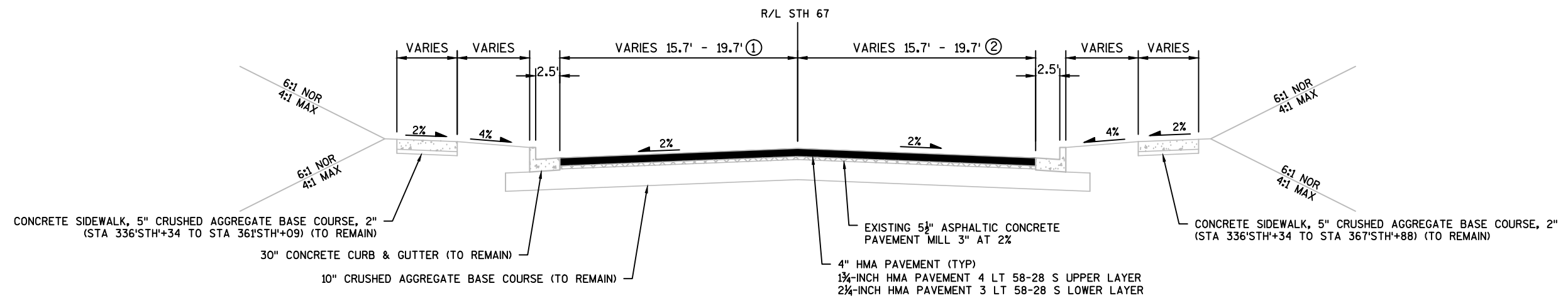






PROPOSED TYPICAL SECTION STH 67

STA 368'STH'+45 TO STA 374'STH'+22



PROPOSED TYPICAL SECTION STH 67

STA 330'STH'+50 TO STA 368'STH'+45

①

15.7': STA 330'STH'+50 TO STA 337'STH'+90

19.7': STA 337'STH'+90 TO STA 366'STH'+54.29

19.7' TO 17.7' TAPER: STA 366'STH'+54.29 TO STA 366'STH'+74.29

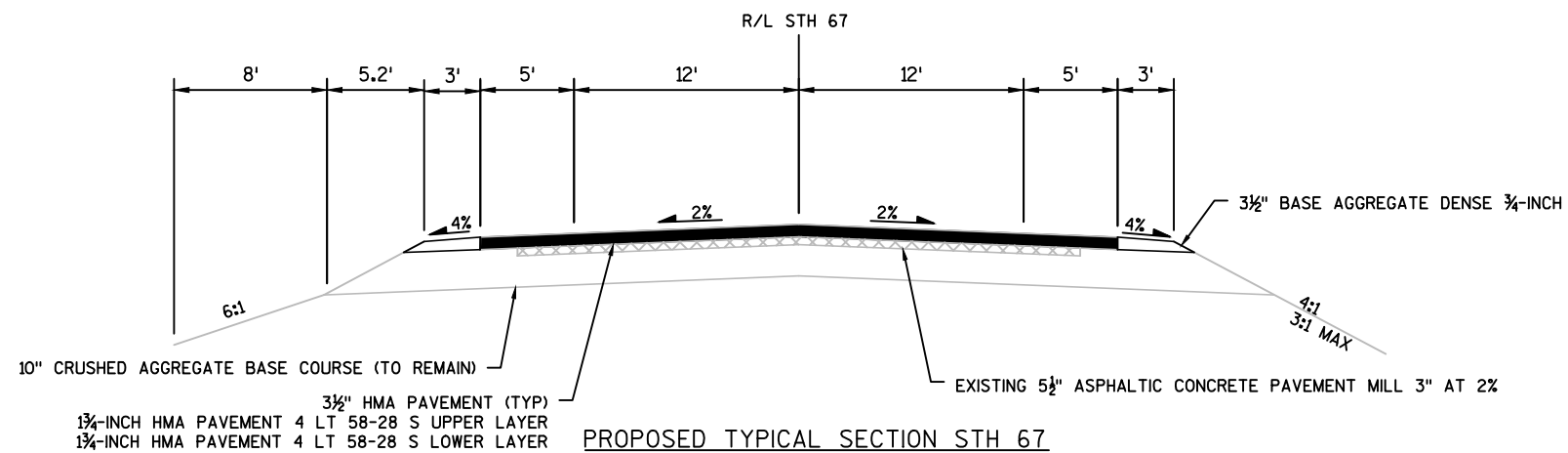
17.7': STA 366'STH'+74.29 TO STA 368'STH'+45

②

15.7': STA 330'STH'+50 TO STA 337'STH'+90

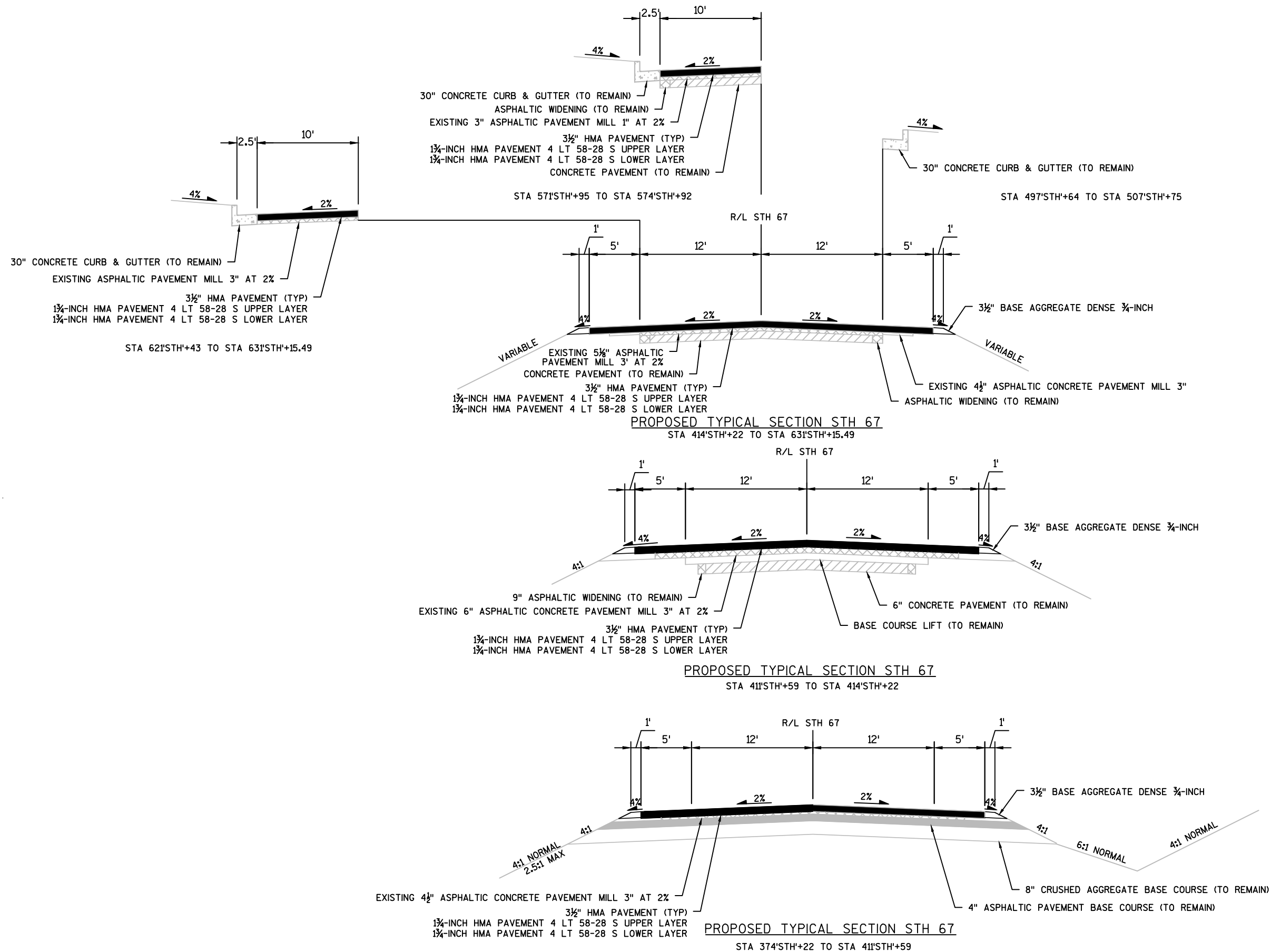
19.7': STA 337'STH'+90 TO STA 350'STH'+24

15.7': STA 350'STH'+24 TO STA 368'STH'+45



PROPOSED TYPICAL SECTION STH 67

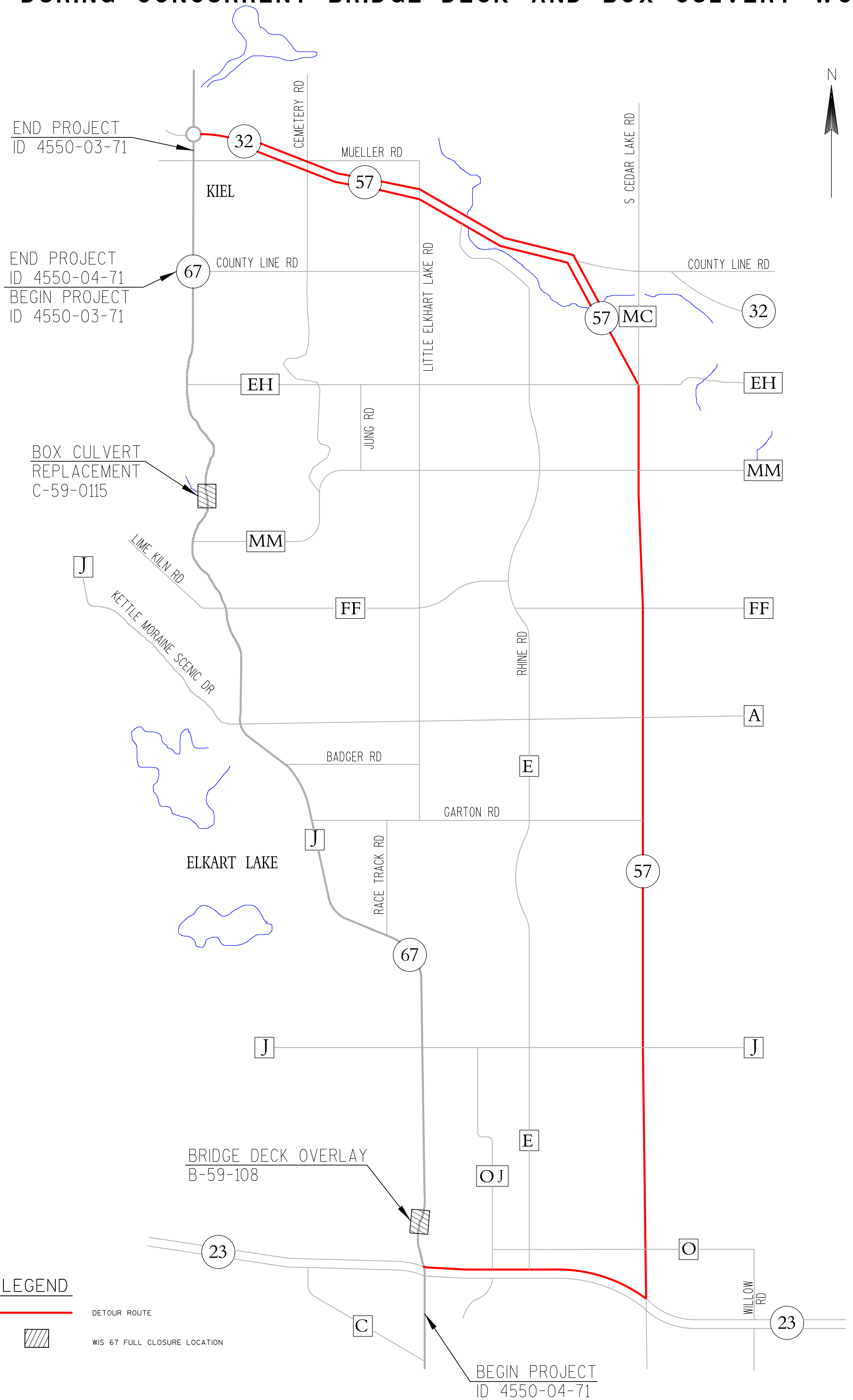
STA 322'STH'+73 TO STA 330'STH'+50



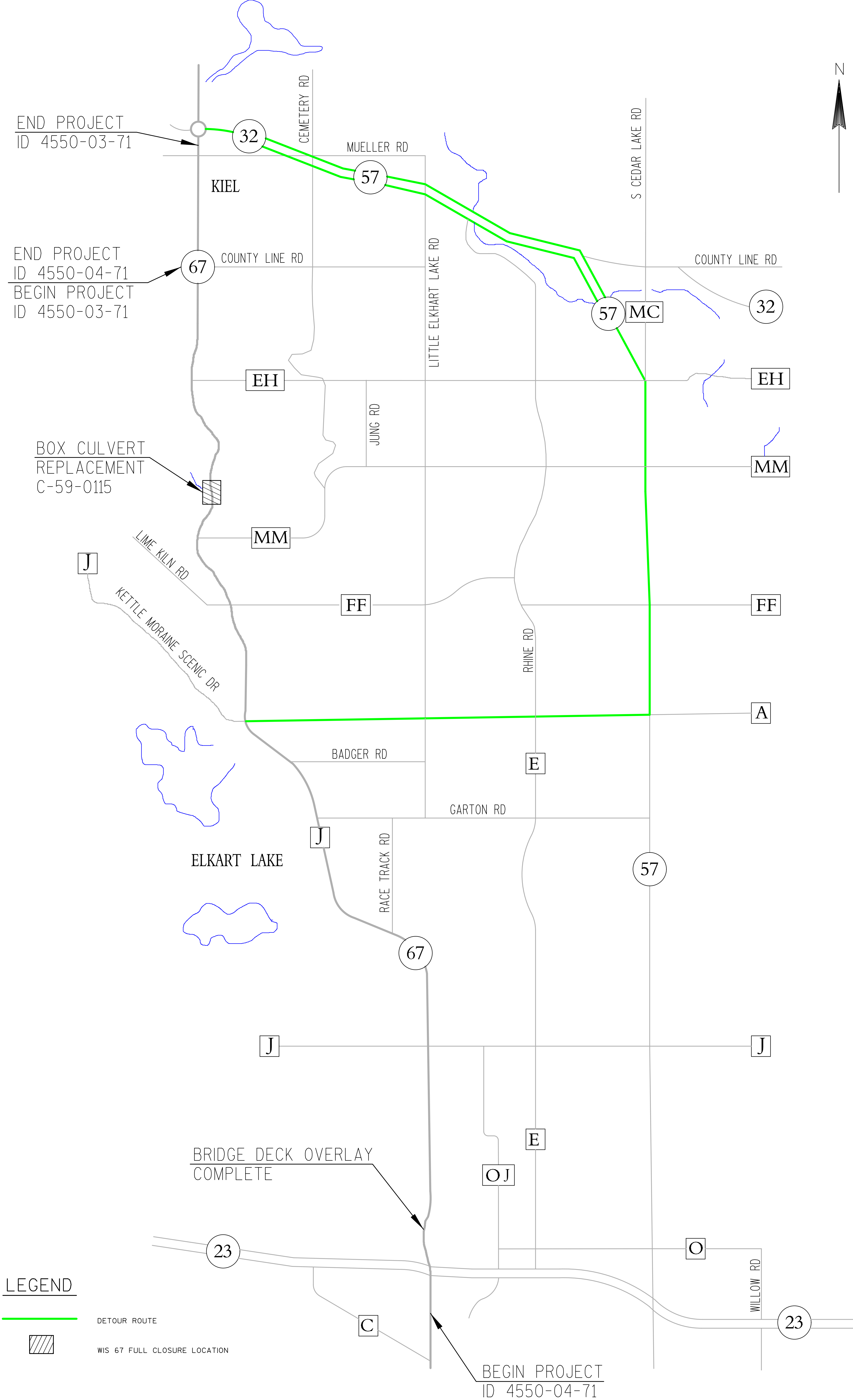
Appendix D

Detour Routes

WIS 67 DETOUR ROUTE #1
DURING CONCURRENT BRIDGE DECK AND BOX CULVERT WORK



WIS 67 DETOUR ROUTE #2
FOR REMAINING BOX CULVERT WORK



Appendix E

Federal Agency Coordination

Helmrick, Michael - DOT

From: Brauer, Paul - DOT
Sent: Wednesday, May 25, 2016 2:57 PM
To: 'Horton, Andrew'; JENNIFER SONNENBERG (jennifer.sonnenberg@ch2m.com)
Cc: Helmrick, Michael - DOT
Subject: RE: Species List for STH 67 Resurfacing Projects

Project ID 4550-03-00
SCL – STH 32/57
STH 67
Manitowoc Co

Project ID 4550-04-00
Suhrke Rd – NCL
STH 67
Sheboygan Co

Andrew,

Thank you very much for the information.

Jenny,

FYI below.

Sincerely,

Paul Brauer, P.E.

WisDOT - DTSD - NE Region
944 Vanderperren Way
Green Bay, WI 54304
(920) 366-1097
Paul.Brauer@dot.wi.gov

From: Horton, Andrew [mailto:andrew_horton@fws.gov]
Sent: Tuesday, May 24, 2016 3:49 PM
To: Brauer, Paul - DOT <Paul.Brauer@dot.wi.gov>
Subject: Species List for STH 67 Resurfacing Projects

I have reviewed the proposed STH 67 Resurfacing Projects. The following species may be present in Manitowoc and Sheboygan County:

Manitowoc	Northern long-eared bat	Threatened	Hibernates in caves and mines - swarming in
------------------	---	------------	---

	<i>Myotis septentrionalis</i>		surrounding wooded areas in autumn. During summer, roosts and forages in upland forests.
	Rufa red knot (<i>Calidris canutus rufa</i>)	Threatened	Along Lake Michigan
	Pitcher's <i>Cirsium pitcheri</i>	Threatened	Stabilized dunes, and blowout areas
	Piping plover <i>Charadrius melodus</i>	Endangered	Sandy beaches; bare alluvial and dredge spoil islands
	Piping plover <i>Charadrius melodus</i>	Critical Habitat Designated	

Sheboygan	Northern long-eared bat <i>Myotis septentrionalis</i>	Threatened	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. During summer, roosts and forages in upland forests.
	Pitcher's <i>Cirsium pitcheri</i>	Threatened	Stabilized dunes, and blowout areas

However, we do not anticipate any to be within the project area or impacted by the proposed actions. If you have any questions, please feel free to contact me.

- Andrew

Andrew Horton
Twin Cities Ecological Services Field Office
U.S. Fish and Wildlife Service
4101 American Blvd East
Bloomington, MN 55425-1665
(952) 252-0092, ext. 208 **(New Phone Number!)**

From: Helmrick, Michael - DOT [<mailto:Michael.Helmrick@dot.wi.gov>]

Sent: Monday, January 22, 2018 11:55 AM

To: 'Horton, Andrew' <andrew_horton@fws.gov>

Cc: Brauer, Paul - DOT <Paul.Brauer@dot.wi.gov>; Sonnenberg, Jennifer/MKE <Jennifer.Sonnenberg@CH2M.com>

Subject: RE: Request to Initiate Informal Section 7 Consultation - Project ID 4550-03-71 and 4550-04-71, WIS 67, Sheboygan and Manitowoc Counties, WI [EXTERNAL]

RE: Request to Initiate Informal Section 7 Consultation - **May affect, not likely to adversely affect NLEB;** Project ID 4550-03-71 and 4550-04-71, WIS 67, Sheboygan and Manitowoc Counties, WI

Andrew,

WisDOT is submitting the following information and determination to fulfil Section 7(a)(2) responsibilities under the ESA pertaining to potential impacts to the Eastern Prairie Fringed Orchid, and Pitcher's Thistle in addition to the Northern long-eared bat. Submittal materials are in the attached PDF.

In accordance with the final 4(d) rule issued for the northern long-eared bat, WisDOT has determined that the proposed activity, described in greater detail below, will not result in prohibited take of the NLEB. No tree removal is anticipated.

This project was previously coordinated with your agency in 2016, e-mail is attached. The current request is just an update for the environmental document.

In accordance with the streamlined consultation framework, WisDOT intends 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.

If you have questions, please contact me at 920-492-7738.

Thanks

Mike

Northern Long-Eared Bat 4(d) Rule Streamlined Consultation Form

Federal agencies should use this form for the optional streamlined consultation framework for the northern long-eared bat (NLEB). This framework allows federal agencies to rely upon the U.S. Fish and Wildlife Service's (USFWS) January 5, 2016, intra-Service Programmatic Biological Opinion (BO) on the final 4(d) rule for the NLEB for section 7(a)(2) compliance by: (1) notifying the USFWS that an action agency will use the streamlined framework; (2) describing the project with sufficient detail to support the required determination; and (3) enabling the USFWS to track effects and determine if reinitiation of consultation is required per 50 CFR 402.16.

This form is not necessary if an agency determines that a proposed action will have no effect to the NLEB or if the USFWS has concurred in writing with an agency's determination that a proposed action may affect, but is not likely to adversely affect the NLEB (i.e., the standard informal consultation process). Actions that may cause prohibited incidental take require separate formal consultation. Providing this information does not address section 7(a)(2) compliance for any other listed species.

Information to Determine 4(d) Rule Compliance:

	YES	NO
1. Does the project occur wholly outside of the WNS Zone ¹ ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Have you contacted the appropriate agency ² to determine if your project is near known hibernacula or maternity roost trees?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Could the project disturb hibernating NLEBs in a known hibernaculum?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Could the project alter the entrance or interior environment of a known hibernaculum?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Does the project remove any trees within 0.25 miles of a known hibernaculum at any time of year?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Would the project cut or destroy known occupied maternity roost trees, or any other trees within a 150-foot radius from the maternity roost tree from June 1 through July 31.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

You are eligible to use this form if you have answered yes to question #1 **or** yes to question #2 **and** no to questions 3, 4, 5 and 6. The remainder of the form will be used by the USFWS to track our assumptions in the BO.

Agency and Applicant³ (Name, Email, Phone No.): Wisconsin Department of Transportation, Mike Helmrick, michael.helmrick@dot.wi.gov 920-492-7738.

Project Name: 4550-03-71 and 4550-04-71, WIS 67 Resurfacing

Project Location (include coordinates if known): Suhrke Road to North County Line in Sheboygan County and South County Line to STH 32/57 in Manitowoc County.

Basic Project Description (provide narrative below or attach additional information): The proposed action involves the resurfacing 11.5 miles of STH 67 in Sheboygan and Manitowoc County (Attachment 1). The project improvements involve a simple mill and overlay with minimal pavement replacement. The driving surface of the bridge over the Mullet River, just north of the WIS 23 interchange, will receive a concrete overlay, and an existing box culvert at the Meuhl Springs between County MM and Holzman Road will be replaced with a new box culvert. Shoulder widths will be widened from three feet to five feet in most areas which will improve safety. Additional work to correct substandard design elements in the corridor include guardrail additions and upgrades, spot slope filling, drainage pipe and structure work, upgrading existing signs, and adding rumble strips at the centerline and along the shoulders. Most deficient intersection features will be updated for compliance to current standards. Construction is expected to require one full construction season and could begin as early as 2019.

¹ <http://www.fws.gov/midwest/endangered/mammals/nleb/pdf/WNSZone.pdf>

² See <http://www.fws.gov/midwest/endangered/mammals/nleb/nhisites.html>

³ If applicable - only needed for federal actions with applicants (e.g., for a permit, etc.) who are party to the consultation.

The Wisconsin Department of Natural Resources (WDNR) reviewed their Natural Heritage Inventory database on 01/22/2018. In that review, WDNR determined that there are no known NLEB maternity roost trees within 150 feet and no known hibernacula within 0.25 miles of the proposed project (Attachment 2).

Attachment 3 contains the official species list generated using the IPAC tool on 12/04/2017 (Consultation Code: 03E17000-2017-SLI-0215). The effect determinations for the Federally-listed species are in Attachment 4.

General Project Information	YES	NO
Does the project occur within 0.25 miles of a known hibernaculum?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project occur within 150 feet of a known maternity roost tree?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project include forest conversion ⁴ ? (if yes, report acreage below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Estimated total acres of forest conversion	2.4 acres	
If known, estimated acres ⁵ of forest conversion from April 1 to October 31		
If known, estimated acres of forest conversion from June 1 to July 31 ⁶		
Does the project include timber harvest? (if yes, report acreage below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Estimated total acres of timber harvest		
If known, estimated acres of timber harvest from April 1 to October 31		
If known, estimated acres of timber harvest from June 1 to July 31		
Does the project include prescribed fire? (if yes, report acreage below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Estimated total acres of prescribed fire		
If known, estimated acres of prescribed fire from April 1 to October 31		
If known, estimated acres of prescribed fire from June 1 to July 31		
Does the project install new wind turbines? (if yes, report capacity in MW below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Estimated wind capacity (MW)		

Agency Determination:

By signing this form, the action agency determines that this project may affect the NLEB, but that any resulting incidental take of the NLEB is not prohibited by the final 4(d) rule.

If the USFWS does not respond within 30 days from submittal of this form, the action agency may presume that its determination is informed by the best available information and that its project responsibilities under 7(a)(2) with respect to the NLEB are fulfilled through the USFWS January 5, 2016, Programmatic BO. The action agency will update this determination annually for multi-year activities.

The action agency understands that the USFWS presumes that all activities are implemented as described herein. The action agency will promptly report any departures from the described activities to the appropriate USFWS Field Office. The action agency will provide the appropriate USFWS Field Office with the results of any surveys conducted for the NLEB. Involved parties will promptly notify the appropriate USFWS Field Office upon finding a dead, injured, or sick NLEB.

Signature:  Date Submitted: 1-22-2018

⁴ Any activity that temporarily or permanently removes suitable forested habitat, including, but not limited to, tree removal from development, energy production and transmission, mining, agriculture, etc. (see page 48 of the BO).

⁵ If the project removes less than 10 trees and the acreage is unknown, report the acreage as less than 0.1 acre.

⁶ If the activity includes tree clearing in June and July, also include those acreage in April to October.

List of Attachments

- 1: Project Location Map
- 2: WDNR NHI Review
- 3: Official Species List
- 4: Effect Determinations for Federally Listed Species

1: Project Location Map

CALUMET CO.

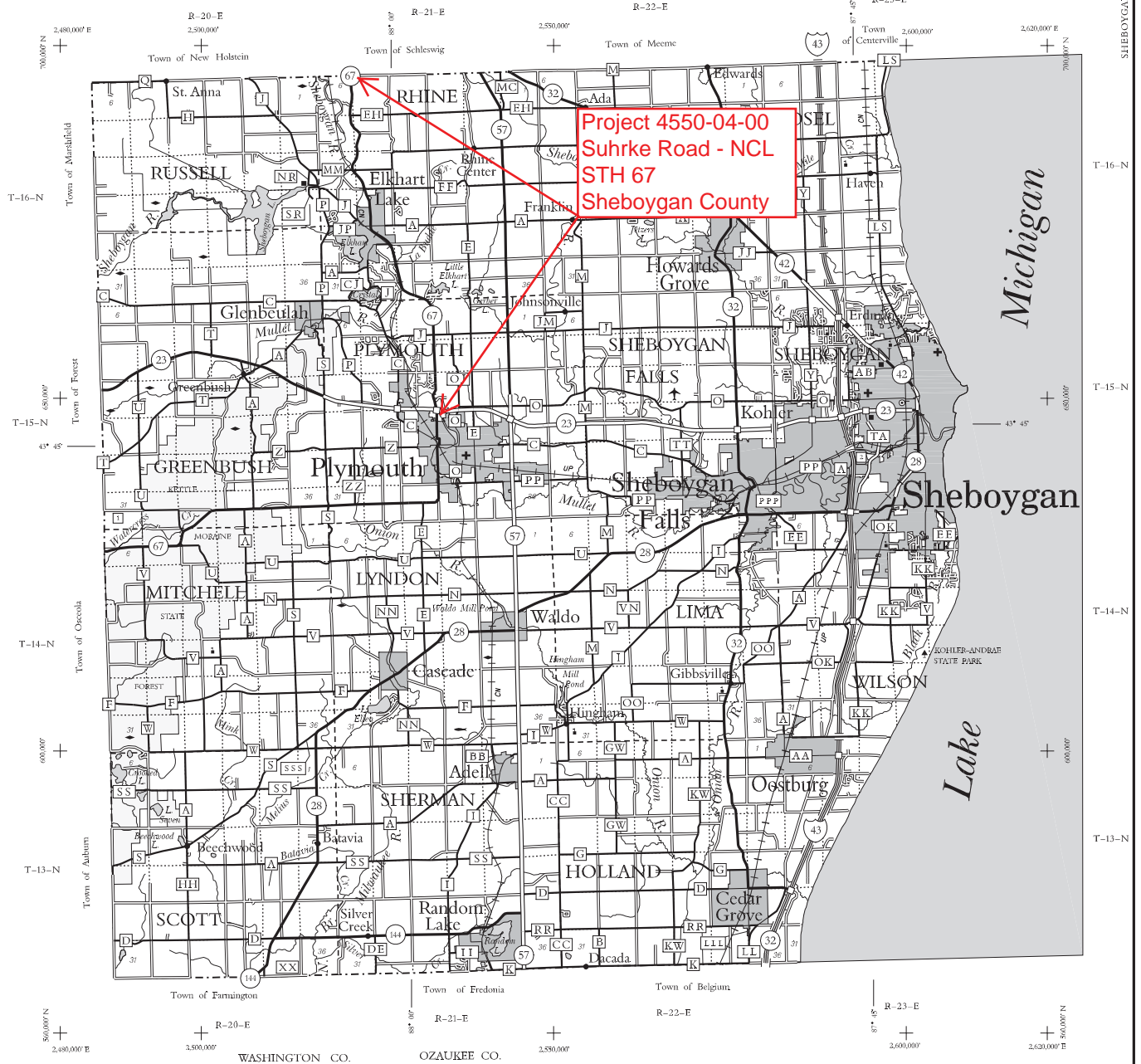
MANITOWOC CO.

SHEBOYGAN 59-NE

CALUMET CO.

FOND DU LAC CO.

FOND DU LAC CO.

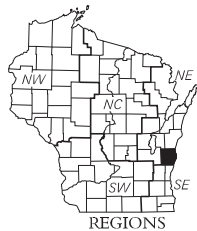


LEGEND

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

◆ For boundaries of public hunting and fishing grounds
 please contact the Department of Natural Resources

⊕ Grid based on the state plane coordinate system - south zone and the NAD 27

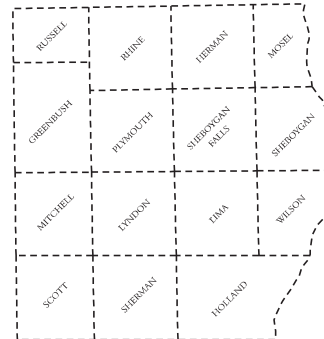


REGIONS

SECTION NUMBERING
OF A TOWNSHIP

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

CIVIL TOWNS



MILES OF HIGHWAY

as of Dec. 31, 2004

STATE	167
COUNTY	481
LOCAL ROADS	924
OTHER ROADS	0
TOTAL FOR COUNTY	1,542

Land Area (2000 Census) 514 sq mi
 Population (2000 Census) 132,646
 County Seat Sheboygan

SHEBOYGAN CO.

DEPARTMENT OF TRANSPORTATION
 STATE OFFICE BUILDING
 Madison, Wisconsin

SCALE 0 1 2 MILES

Corrected for
 JAN. 2006

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

SHEBOYGAN 59-NE

2: WDNR NHI review

Helmrick, Michael - DOT

From: Schiefelbein, Jeremiah J - DNR
Sent: Monday, January 22, 2018 8:58 AM
To: Helmrick, Michael - DOT
Subject: RE: NHI update for WIS 67 - 4550-03-00 and 4550-04-00

Good morning Mike,

I updated the review this morning and the only change is that the striped shiner has been removed from the list (likely due to loss of habitat as we have seen with many of the fish element occurrences).

There are no known northern long-eared bat maternity roosting sites or hibernacula nor are there know rusty patched bumble bee populations within a one mile buffer of the proposed project. If you need further documentation for the FWS coordination, please let me know and I would be glad to provide whatever you may need.

Have a great day,

We are committed to service excellence.

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

Jay Schiefelbein

Phone: (920) 360-3784

Jeremiah.schiefelbein@wi.gov

From: Helmrick, Michael - DOT
Sent: Monday, January 22, 2018 8:18 AM
To: Schiefelbein, Jeremiah J - DNR <Jeremiah.Schiefelbein@wisconsin.gov>
Subject: NHI update for WIS 67 - 4550-03-00 and 4550-04-00

Jay –

I need to update the FWS coordination for this project, and your prelim comments letter (attached) is older than we like to use for NLEB and RPBB. Let me know if anything has changed along this corridor that could be a concern.

Thanks

Mike

Mike Helmrick

Region Environmental Coordinator
Wisconsin Department of Transportation
Northeast Region
Phone: (920) 492-7738
wisconsin.gov

If this is related to a records request, please email: dotdtsdnerecords@dot.wi.gov



May 19, 2016

Paul Brauer
944 Vanderperren Way
Green Bay, WI 54304

Subject: **Department of Natural Resources Initial Project Review:**

Project ID: 4550-03-71

Elkhart Lake – Kiel

South County Line – STH 32/57
STH 67

Manitowoc County

Project ID: 4550-04-71

Plymouth – Kiel

Suhrke Road – North County Line
STH 67

Sheboygan County

Dear Mr. Brauer,

The Department of Natural Resources (department) has received the information provided for the proposed project referenced above. According to the proposal, the project includes the replacement of the concrete pavement near the STH 23 interchange which has cracked slabs with movement and mill and overlay the asphaltic pavement on the remainder of the project. Additionally, beam guard turn down ends will be replaced, intersections will be examined for compliance to standards, a two-way left turn lane at the Road America entrance will be investigated, structure B-59-108 will have a concrete overlay, and structure C-59-81 will be replaced and widened. Strip right of way may be required. Construction is currently planned for 2022 but may be advanced to 2019.

Preliminary information has been reviewed by department staff for the project under the DOT/DNR Cooperative Agreement. The project corridor was field-reviewed on May 5, 2016. 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.

A. Project-Specific Resource Concerns

Wetlands:

Several wetland areas including emergent, scrub/shrub, riparian emergent and wooded, and wooded swamp were noted during the field review. The department will assist with the determination of the wetland boundaries. Coordination with the Army Corps of Engineers (ACOE) must also occur for the wetland determination. Wetland impacts must be avoided and/or minimized to the greatest extent possible. Unavoidable wetland impacts must be mitigated for in accordance with the DOT/DNR Cooperative Agreement and the Wisconsin Department of Transportation Wetland Mitigation Banking Technical Guideline.

Fisheries/Stream Work:

In order to protect developing fish eggs and substrate for aquatic organisms, all in stream work that could adversely impact water quality should be completed after June 15 and prior to March 1.

Endangered Resources:*

The Natural Heritage Inventory (NHI) database was reviewed on May 19, 2016, for potential impacts to threatened, endangered, or special concern resources. Several resources are known to occur within the vicinity of the project but are not likely to be impacted based on the scope proposed at this time. There is a potential to impact Dragon Wormwood ([*Artemisia dracunculus*](#)), a State Special Concern plant, and the Butler's Gartersnake ([*Thamnophis butleri*](#)). Depending on the final design and scope of the project, surveys may be required for Dragon Wormwood and implementation of the [reptile and amphibian exclusion protocol](#) will be reviewed.

No known Northern Long-Eared Bat hibernacula or roost sites were identified during the review.

Migratory Birds:

The U.S. Migratory Bird Treaty Act, states that the destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service. If there is evidence of migratory bird nesting on the existing structure that will be disturbed during construction, the project should either utilize measures to prevent nesting (*e.g. remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1*), or should occur only between August 30 and May 1 (non-nesting season). If netting is used, ensure it is properly maintained and removed as soon as the nesting period is over. If neither option is practicable the U.S. Fish & Wildlife Service must be contacted and a depredation permit may need to be applied for.

Any structures that will be replaced or are subject to significant disruption shall be evaluated prior to commencement of construction to ensure that no active migratory bird nests will be destroyed.

Invasive species & VHS:

Adequate precautions should be taken to prevent transporting or introducing invasive species via construction equipment, as provided under [NR 40, Wis. Administrative Code](#). All equipment must be properly cleaned and disinfected to reduce the potential spread of invasive species and viruses. Follow **STSP 107-055** Environmental Protection – Aquatic Exotic Species Control, which includes the protocol found at the following website:
http://dnr.wi.gov/topic/fishing/documents/vhs/disinfection_protocols.pdf

* The ER Review may contain NHI data and information (including specific locations of endangered resources) which are considered sensitive and are not subject to Wisconsin's Open Records Law (per s. 23.27, Wis. Stats.). The information contained in the ER Review is solely for planning and implementation of the proposed project. The information contained in the ER Review shall only be shared with individuals who need this information to carry out specific roles in the planning and implementation of the proposed project.

B. Construction Site Considerations

Erosion control:

- An adequate erosion control implementation plan (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.
- Erosion control measures must be inspected once per week and after every rainfall exceeding 1/2 inch. Any necessary repairs or maintenance must be performed after each inspection.
- A log of the erosion control inspections, repairs made, and rain events must be maintained. This must be made available to department personnel upon request and must remain on the project site at all times work is being performed.
- All demolition material from this project must be disposed of properly. Disposal of waste or excess materials in floodplains, wetlands, or waterways is not permitted.
- Construction materials and equipment must be stored in an upland location; storage in wetlands, waterways, or floodplains is not permitted.
- All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Do not stockpile materials in wetlands, waterways, or floodplains.
- If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. See the department's Dewatering [Technical Standard 1061](#) to assist you in method selection by soil type. The dewatering technique may not be located in a wetland.
- Removal of vegetative cover must be restricted and exposure of bare ground kept to the minimum amount necessary to complete construction. Restoration of disturbed soils should take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, it will be important that the site is properly winterized (e.g. dormant seeding, erosion control matting, sodding, etc.).

* The ER Review may contain NHI data and information (including specific locations of endangered resources) which are considered sensitive and are not subject to Wisconsin's Open Records Law (per s. 23.27, Wis. Stats.). The information contained in the ER Review is solely for planning and implementation of the proposed project. The information contained in the ER Review shall only be shared with individuals who need this information to carry out specific roles in the planning and implementation of the proposed project.

- After the site is stabilized all temporary erosion control measures must be removed and disposed of properly.

C. Other Issues/Unique Features

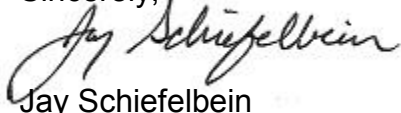
Several remediation and redevelopment sites exist along the project corridor, with a majority occurring in Kiel, Elkhart Lake, and Plymouth. While these sites are listed as 'closed', there may still be remnant contamination present. Please keep in mind during your project planning that any remaining 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.

All selected sites for waste and/or borrow must be an adequate distance from and not within any waterway, wetland, or floodplain. Selected sites must have erosion control measures (both temporary and/or permanent) installed to prevent offsite sediment runoff. An environmental review will have to be conducted on selected sites that are not permitted (commercial) facilities. Other special conditions may apply to any non-permitted selected sites. Any selected sites to be used for this project should be identified in the ECIP.

The project may require a permit from the ACOE. For further details you will need to contact Bonnie Gundrum with the ACOE's Brookfield office, at (651) 290-5730. 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 any of the comments or information provided in this letter requires further clarification, please contact me at 920-360-3784 or by email at jeremiah.schiefelbein@wi.gov.

Sincerely,



Jay Schiefelbein
Environmental Analysis & Review Specialist
Northeast Region

ec: M. Helmrick, T. Kobus – WisDOT
B. Gundrum – Army Corps of Engineers

c: File

* The ER Review may contain NHI data and information (including specific locations of endangered resources) which are considered sensitive and are not subject to Wisconsin's Open Records Law (per s. 23.27, Wis. Stats.). The information contained in the ER Review is solely for planning and implementation of the proposed project. The information contained in the ER Review shall only be shared with individuals who need this information to carry out specific roles in the planning and implementation of the proposed project.

3: Official Species List



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Green Bay Ecological Services Field Office
2661 Scott Tower Drive
New Franken, WI 54229-9565
Phone: (920) 866-1717 Fax: (920) 866-1710



In Reply Refer To:
Consultation Code: 03E17000-2017-SLI-0215
Event Code: 03E17000-2018-E-00686
Project Name: STH 67 Resurfacing

December 04, 2017

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project "may affect" listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or**

are over 200 feet in height (e.g., communication towers), please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.) and Migratory Bird Treaty Act (16 U.S.C. 703 et seq), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Green Bay Ecological Services Field Office

2661 Scott Tower Drive

New Franken, WI 54229-9565

(920) 866-1717

Project Summary

Consultation Code: 03E17000-2017-SLI-0215

Event Code: 03E17000-2018-E-00686

Project Name: STH 67 Resurfacing

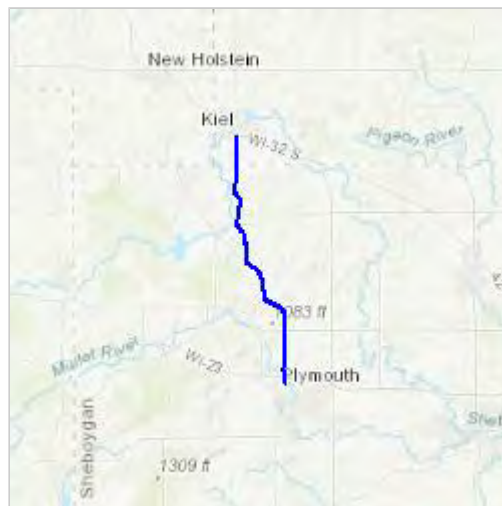
Project Type: TRANSPORTATION

Project Description: The project involves the resurfacing of approximately 11.5 miles of STH 67 between Suhrke Road to North County Line in Sheboygan County and South County Line to STH 32/57 in Manitowoc County. The purpose of the proposed project is to address deteriorating pavement conditions and improve safety along STH 67. The need for improvements is due to the existing conditions of the roadway. The existing concrete pavement has cracked slabs with movement and the asphaltic pavement has transverse cracking. The project improvements involve a simple mill and overlay with minimal pavement replacement. Structure work includes overlay of bridge structure B-59-108 and structure replacement of box culvert C-59-81. It is anticipated that small strips of right of way (ROW) will be taken for this project and no significant excavation will occur. Construction could begin as early as 2019.

Project Location:

Approximate location of the project can be viewed in Google Maps:

<https://www.google.com/maps/place/43.83339639751338N88.01394555107456W>



Counties: Manitowoc, WI | Sheboygan, WI

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Flowering Plants

NAME	STATUS
Eastern Prairie Fringed Orchid <i>Platanthera leucophaea</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/601	Threatened
Pitcher's Thistle <i>Cirsium pitcheri</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8153	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

4: Effect Determinations for Federally Listed Species

4550-03-71 and 4550-04-71-38-30/60
WIS 67
Sheboygan and Manitowoc Counties, WI

Effect Determination for Federally Listed Species:

Species Common Name	Species Scientific Name	Effect Determination	Justification
Pitcher's Thistle	<i>Cirsium pitcheri</i>	No effect	No effect based on the limited scope of the project
Eastern Prairie Fringed Orchid	<i>Platanthera leucophaea</i>	No effect	No effect based on the limited scope of the project
Northern Long-Eared Bat	<i>Myotis septentrionalis</i>	May effect, but will not result in a prohibited take	Activity will not remove a known roost tree or any other tree within 150 feet of a known maternity roost tree from June 1 – July 31. Activity is not within 0.25 miles of known hibernacula.



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

**Scott Walker, Governor
Mark Gottlieb, P.E., Secretary**
Internet web site: www.dot.wisconsin.gov

Telephone: (920)492-5643
Facsimile (FAX): (920)492-5640
E-mail: ner.dtsd@dot.wi.gov

April 22, 2016

Jessica Kempke
US Army Corps of Engineers
Old Fort Square
211 N. Broadway St.
Suite 221
Green Bay, WI 54303

Subject: STH 67 Resurfacing Projects

WisDOT Project I.D. 4550-03-71
Elkhart Lake – Kiel
South County Line - STH 32/57
STH 67
Manitowoc County

WisDOT Project I.D. 4550-04-71
Plymouth – Kiel
Suhrke Road – North County Line
STH 67
Sheboygan County

Dear Ms. Kempke:

The Wisconsin Department of Transportation (WisDOT) has begun design for a resurfacing project along STH 67 from Suhrke Road to North County Line in Sheboygan County and South County Line to STH 32/57 in Manitowoc County, a distance of about 11.5 miles.

The intent of this improvement is to replace the concrete pavement near the STH 23 interchange which has cracked slabs with movement and mill and overlay the asphaltic pavement on the remainder of the project. Beam guard turn down ends will be replaced, intersections will be examined for compliance to standards, a two way left turn lane at Road America entrance will be investigated, structure B-59-108 will have a concrete overlay, and structure C-59-81 will be replaced and widened. Strip right of way may be required. The project is currently scheduled to be built in 2022 (with possible advancement to 2019) under traffic, except for detours needed for the structure work. For more information see the attached Project Location maps.

This letter is to initiate coordination with your agency. Through preliminary field observation, wetlands were identified along the project corridor. Once it is known if there will be any potential impacts to wetlands or other water resources, we will contact you again regarding the possible need for a future Section 404 permit. We would also appreciate knowing if there are any issues or concerns your agency would want to have considered and addressed in the project's environmental document.

Your assistance is greatly appreciated, and we look forward to working with you as the design progresses. If you have any questions, please contact me at 920-366-1097 or by e-mail at Paul.Brauer@dot.wi.gov. We look forward to your input on this project.

Sincerely,

Paul Brauer
WisDOT Project Manager

.Enclosures: Project Location Maps

Appendix F

DNR Coordination

Note for finalizing the CEC - Add some of the NAWCA coordination with DNR - specifically the e-mail agreeing to the mitigation property once it is received. Or we will just add what we have so far.



May 19, 2016

Paul Brauer
944 Vanderperren Way
Green Bay, WI 54304

Subject: **Department of Natural Resources Initial Project Review:**

Project ID: 4550-03-71

Elkhart Lake – Kiel

South County Line – STH 32/57
STH 67

Manitowoc County

Project ID: 4550-04-71

Plymouth – Kiel

Suhrke Road – North County Line
STH 67

Sheboygan County

Dear Mr. Brauer,

The Department of Natural Resources (department) has received the information provided for the proposed project referenced above. According to the proposal, the project includes the replacement of the concrete pavement near the STH 23 interchange which has cracked slabs with movement and mill and overlay the asphaltic pavement on the remainder of the project. Additionally, beam guard turn down ends will be replaced, intersections will be examined for compliance to standards, a two-way left turn lane at the Road America entrance will be investigated, structure B-59-108 will have a concrete overlay, and structure C-59-81 will be replaced and widened. Strip right of way may be required. Construction is currently planned for 2022 but may be advanced to 2019.

Preliminary information has been reviewed by department staff for the project under the DOT/DNR Cooperative Agreement. The project corridor was field-reviewed on May 5, 2016. 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.

A. Project-Specific Resource Concerns

Wetlands:

Several wetland areas including emergent, scrub/shrub, riparian emergent and wooded, and wooded swamp were noted during the field review. The department will assist with the determination of the wetland boundaries. Coordination with the Army Corps of Engineers (ACOE) must also occur for the wetland determination. Wetland impacts must be avoided and/or minimized to the greatest extent possible. Unavoidable wetland impacts must be mitigated for in accordance with the DOT/DNR Cooperative Agreement and the Wisconsin Department of Transportation Wetland Mitigation Banking Technical Guideline.

Fisheries/Stream Work:

In order to protect developing fish eggs and substrate for aquatic organisms, all in stream work that could adversely impact water quality should be completed after June 15 and prior to March 1.

Endangered Resources:*

The Natural Heritage Inventory (NHI) database was reviewed on May 19, 2016, for potential impacts to threatened, endangered, or special concern resources. Several resources are known to occur within the vicinity of the project but are not likely to be impacted based on the scope proposed at this time. There is a potential to impact Dragon Wormwood ([*Artemisia dracunculus*](#)), a State Special Concern plant, and the Butler's Gartersnake ([*Thamnophis butleri*](#)). Depending on the final design and scope of the project, surveys may be required for Dragon Wormwood and implementation of the [reptile and amphibian exclusion protocol](#) will be reviewed.

No known Northern Long-Eared Bat hibernacula or roost sites were identified during the review.

Migratory Birds:

The U.S. Migratory Bird Treaty Act, states that the destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service. If there is evidence of migratory bird nesting on the existing structure that will be disturbed during construction, the project should either utilize measures to prevent nesting (*e.g. remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1*), or should occur only between August 30 and May 1 (non-nesting season). If netting is used, ensure it is properly maintained and removed as soon as the nesting period is over. If neither option is practicable the U.S. Fish & Wildlife Service must be contacted and a depredation permit may need to be applied for.

Any structures that will be replaced or are subject to significant disruption shall be evaluated prior to commencement of construction to ensure that no active migratory bird nests will be destroyed.

Invasive species & VHS:

Adequate precautions should be taken to prevent transporting or introducing invasive species via construction equipment, as provided under [NR 40, Wis. Administrative Code](#). All equipment must be properly cleaned and disinfected to reduce the potential spread of invasive species and viruses. Follow **STSP 107-055** Environmental Protection – Aquatic Exotic Species Control, which includes the protocol found at the following website:
http://dnr.wi.gov/topic/fishing/documents/vhs/disinfection_protocols.pdf

* The ER Review may contain NHI data and information (including specific locations of endangered resources) which are considered sensitive and are not subject to Wisconsin's Open Records Law (per s. 23.27, Wis. Stats.). The information contained in the ER Review is solely for planning and implementation of the proposed project. The information contained in the ER Review shall only be shared with individuals who need this information to carry out specific roles in the planning and implementation of the proposed project.

B. Construction Site Considerations

Erosion control:

- An adequate erosion control implementation plan (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.
- Erosion control measures must be inspected once per week and after every rainfall exceeding 1/2 inch. Any necessary repairs or maintenance must be performed after each inspection.
- A log of the erosion control inspections, repairs made, and rain events must be maintained. This must be made available to department personnel upon request and must remain on the project site at all times work is being performed.
- All demolition material from this project must be disposed of properly. Disposal of waste or excess materials in floodplains, wetlands, or waterways is not permitted.
- Construction materials and equipment must be stored in an upland location; storage in wetlands, waterways, or floodplains is not permitted.
- All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Do not stockpile materials in wetlands, waterways, or floodplains.
- If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. See the department's Dewatering [Technical Standard 1061](#) to assist you in method selection by soil type. The dewatering technique may not be located in a wetland.
- Removal of vegetative cover must be restricted and exposure of bare ground kept to the minimum amount necessary to complete construction. Restoration of disturbed soils should take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, it will be important that the site is properly winterized (e.g. dormant seeding, erosion control matting, sodding, etc.).

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- After the site is stabilized all temporary erosion control measures must be removed and disposed of properly.

C. Other Issues/Unique Features

Several remediation and redevelopment sites exist along the project corridor, with a majority occurring in Kiel, Elkhart Lake, and Plymouth. While these 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.

All selected sites for waste and/or borrow must be an adequate distance from and not within any waterway, wetland, or floodplain. Selected sites must have erosion control measures (both temporary and/or permanent) installed to prevent offsite sediment runoff. An environmental review will have to be conducted on selected sites that are not permitted (commercial) facilities. Other special conditions may apply to any non-permitted selected sites. Any selected sites to be used for this project should be identified in the ECIP.

The project may require a permit from the ACOE. For further details you will need to contact Bonnie Gundrum with the ACOE's Brookfield office, at (651) 290-5730. 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 any of the comments or information provided in this letter requires further clarification, please contact me at 920-360-3784 or by email at jeremiah.schiefelbein@wi.gov.

Sincerely,



Jay Schiefelbein
Environmental Analysis & Review Specialist
Northeast Region

ec: M. Helmrick, T. Kobus – WisDOT
B. Gundrum – Army Corps of Engineers

c: File

* The ER Review may contain NHI data and information (including specific locations of endangered resources) which are considered sensitive and are not subject to Wisconsin's Open Records Law (per s. 23.27, Wis. Stats.). The information contained in the ER Review is solely for planning and implementation of the proposed project. The information contained in the ER Review shall only be shared with individuals who need this information to carry out specific roles in the planning and implementation of the proposed project.

Appendix G

Tribal Coordination



FOREST COUNTY POTAWATOMI
NATURAL RESOURCES

Air Quality * Botany/Wetlands * Environmental Education * Tribal Historic Preservation
Water Resources * Waste Management * Wildlife Resources

5320 Wensaut Lane * PO Box 340 * Crandon, WI 54520 (715) 478-7222 * Fax: (715) 478-7225

June 1, 2016

Paul Brauer, Project Manager
Division of Transportation System Development
Northeast Regional Office
944 Vanderperren Way
Green Bay, WI 54304

RE: Project # 4550-03-71 and Project # 4550-04-71: Manitowoc County & Sheboygan County

Dear Mr. Paul Brauer, Project Manger

This letter is in response to the proposed project referenced above, as provided in your letter dated April 22, 2016. As this project occurs within Potawatomi ancestral and previously occupied lands, we would like to express our concerns with any impacts to historic and cultural properties located within the project area of potential effect.

We appreciate receiving results of an archival review, cultural resource investigation studies, and archaeological reports. Should there be an impact or effect to cultural or historic properties as a result of this project, we will request consultation pursuant to Section 106 of the National Historic Preservation Act, as amended. If a review has not yet been completed, the Forest County Potawatomi Community Tribal Historic Preservation Office is available to assist in the identification of cultural resources, or an archaeological/historical assessment or archival review for a fee.

If you have any questions or concerns, please contact me at 715-478-7354 or email at velma.waukechon@fcpotawatomi-nsn.gov. You may send the results of the archival review, cultural resource assessments, and archaeological report to:

Forest County Potawatomi Community
ATTN: Velma J. Waukechon Tribal Historic Preservation Officer - Assistant
5320 Wensaut Lane
P.O. Box 340
Crandon, WI 54520
velma.waukechon@fcpotawatomi-nsn.gov (for digital format)

Respectfully,

Velma J. Waukechon,
Tribal Historic Preservation Officer - Assistant

AND FOR JUNE 27
KURT E



FOREST COUNTY POTAWATOMI
NATURAL RESOURCES

5320 WENSAUT LANE • PO BOX 340
GRANDON, WI 54520

OPENING 5:00 PM
CLOSING 5:00 PM
EVERY THURSDAY
PM 3:00



U.S. POSTAGE PITNEY BOWES
ZIP 54520 \$ 000.46⁵
02 1W
0001376917 JUN 07 2016

Paul Brauer, Project Manager
Division of Transportation System Development
Northeast Regional Office
944 Vanderperren, Way
Green Bay, WI 53404
54504-535099



Tribal Mailing List

Bad River Band of Lake Superior Chippewa Indians
of Wisconsin
Attn: Edith Leoso, THPO
P.O. Box 39
Odanah, WI 54861

Forest County Potawatomi Community of Wisconsin
Attn: Melissa Cook, THPO
P.O. Box 340
Crandon, WI 54520

Ho-Chunk Nation
Attn: William Quackenbush, THPO
Executive Offices
P.O. Box 667
Black River Falls, WI 54615

Lac Courte Oreilles Band of Lake Superior
Chippewa Indians of Wisconsin
Attn: Jerry Smith, THPO
13394 W. Trepania Road
Hayward, WI 54843

Menomonee Indian Tribe of Wisconsin
Attn: Dave Grignon, THPO
P.O. Box 910
Keshena, WI 54135

Red Cliff Band of Lake Superior Chippewa Indians
of Wisconsin
Attn: Larry Balber, THPO
88385 Pike Road, Highway 13
Bayfield, WI 54814

Sokaogon Chippewa Community Mole Lake Band
Attn: Cultural Resource Director
3051 Sand Lake Rd
Crandon, WI 54520

Sac and Fox Nation of Oklahoma
Attn: Sandra Massey, NAGPRA Rep.
RR 2, Box 246
Stroud, OK 74079

Sac and Fox of the Mississippi in Iowa
Attn: Jonathan Buffalo, NAGPRA Rep
349 Meskwaki Rd
Tama, Iowa 52339-9629

Iowa Tribe of Oklahoma
Cultural Preservation Office
RR 1, Box 721
Perkins, OK 74059

Lac Vieux Desert Band of Lake Superior Chippewa
Indians
Attn: giiwegiizhigookway Martin
Ketegitigaaning Ojibwe Nation
P.O. Box 249
Watersmeet, MI 49969

Fond du Lac Band of Lake Superior Chippewa
Attn: LeRoy Defoe, THPO
1720 Big Lake Road
Cloquet, MN 55720

Lac du Flambeau Band of Lake Superior
Chippewa Indians of Wisconsin
Attn: Melinda Young, THPO
P.O. Box 67
Lac du Flambeau, WI 54538

St. Croix Band
Chippewa Indians of Wisconsin
Attn: Wanda McFaggen, THPO
24663 Angeline Ave
Webster, WI 54893-9246

Sac and Fox Nation of Missouri in
Kansas and Nebraska
Attn: Edmore Green
305 N Main
Reserve, KS 66434

Prairie Band Potawatomi Nation
Attn: Hattie Mitchell
16281 Q Rd
Mayetta, KS 66509



**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

February 8, 2018

Forest County Potawatomi Community of Wisconsin
Attn: Michael LaRonge, THPO
Tribal Office
P.O. Box 340
Crandon, WI 54520

Re: Update on federal undertaking and request for comments under 36 CFR 800

WisDOT Project I.D. 4550-03-71
Elkhart Lake – Kiel
South County Line - STH 32/57
STH 67
Manitowoc County

WisDOT Project I.D. 4550-04-71
Plymouth – Kiel
Suhrke Road – North County Line
STH 67
Sheboygan County

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Highway Administration, is continuing with the design investigation of an undertaking located along STH 67 from Suhrke Road to North County Line in Sheboygan County and South County Line to STH 32/57 in Manitowoc County, a distance of about 11.5 miles. The proposed undertaking will consist of replacing the concrete pavement near the STH 23 interchange and removing and replacing the top surface of the asphaltic pavement on the remainder of the project. In addition, steep ditch and fill slopes will be flattened and beam guard turn down ends will be replaced at various locations, curb radii and turn bays of various intersections will be upgraded to comply with standards, structure B-59-108 (located just north of Woodchuck Lane) will have a concrete overlay, and structure C-59-81 (located south of Holzman road) will be replaced and widened. Right of way acquisition, currently estimated at 6.5 total acres in strip takings will be required.

Your tribe expressed interest in this project as part of the initial project notification letter. An archaeological site has been identified within the project limits. The site name is Buqitsquian Village (State Site # SB-0016), which is located along WIS 67 just north of Hermitage Road. Archaeology shovel testing was not conducted within this area based on the scope of work and due to the identification of this site as an uncatalogued burial. The project scope was reduced to only a resurface of the existing roadway through the limits of the archaeological site as shown on the included plan sheet. For your reference, the draft archaeological report is attached.

WisDOT would be pleased to receive any comments your tribe wishes to share regarding the potential impacts to this site related to the resurfacing work through the Buqitsquian Village Site. 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.

We will be contacting you again in the near future to discuss a separate project that may include additional work items within the area of the archaeological site. That work may include roadway and shoulder widening as well as some side slope corrections. We are not requesting comments on those additional work items at this time, the main focus for now is related to the resurfacing project.

If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please contact WisDOT Project Manager Paul Brauer at 944 Vanderperren Way, Green Bay, WI 54304, 920-366-1097.

Sincerely,

Paul Brauer
Project Manager

Cc: Steve Krebs, WisDOT Bureau of Technical Services



**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.wisconsindot.gov

Telephone: (920)492-5643
Facsimile (FAX): (920)492-5640
E-mail: ner.dtsd@dot.wi.gov

February 8, 2018

Ho-Chunk Nation
Attn: William Quackenbush, THPO
Executive Offices
P.O. Box 667
Black River Falls, WI 54615

Re: Update on federal undertaking and request for comments under 36 CFR 800

WisDOT Project I.D. 4550-03-71
Elkhart Lake – Kiel
South County Line - STH 32/57
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STH 67
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Your tribe was identified as being associated with an archeological site lying within the limits of the proposed project. The site name is Buqitsquian Village (State Site # SB-0016), which is located along WIS 67 just north of Hermitage Road. Archaeology shovel testing was not conducted within this area based on the scope of work and due to the identification of this site as an uncatalogued burial. The project scope was reduced to only a resurface of the existing roadway through the limits of the archaeological site as shown on the included plan sheet.

WisDOT would be pleased to receive any comments your tribe wishes to share regarding the potential impacts to this site related to the resurfacing work through the Buqitsquian Village Site. 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.

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Sincerely,

Paul Brauer
Project Manager

Cc: Steve Krebs, WisDOT Bureau of Technical Services



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

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Telephone: (920)492-5643
Facsimile (FAX): (920)492-5640
E-mail: ner.dtsd@dot.wi.gov

February 8, 2018

Menominee Indian Tribe of Wisconsin
Attn: Dave Grignon, THPO
P.O. Box 910
Keshena, WI 54135

Re: Update on federal undertaking and request for comments under 36 CFR 800

WisDOT Project I.D. 4550-03-71
Elkhart Lake – Kiel
South County Line - STH 32/57
STH 67
Manitowoc County

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The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Highway Administration, is continuing with the design investigation of an undertaking located along STH 67 from Suhrke Road to North County Line in Sheboygan County and South County Line to STH 32/57 in Manitowoc County, a distance of about 11.5 miles. The proposed undertaking will consist of replacing the concrete pavement near the STH 23 interchange and removing and replacing the top surface of the asphaltic pavement on the remainder of the project. In addition, steep ditch and fill slopes will be flattened and beam guard turn down ends will be replaced at various locations, curb radii and turn bays of various intersections will be upgraded to comply with standards, structure B-59-108 (located just north of Woodchuck Lane) will have a concrete overlay, and structure C-59-81 (located south of Holzman road) will be replaced and widened. Right of way acquisition, currently estimated at 6.5 total acres in strip takings will be required.

Your tribe was identified as being associated with an archeological site lying within the limits of the proposed project. The site name is Buqitsquian Village (State Site # SB-0016), which is located along WIS 67 just north of Hermitage Road. Archaeology shovel testing was not conducted within this area based on the scope of work and due to the identification of this site as an uncatalogued burial. The project scope was reduced to only a resurface of the existing roadway through the limits of the archaeological site as shown on the included plan sheet.

WisDOT would be pleased to receive any comments your tribe wishes to share regarding the potential impacts to this site related to the resurfacing work through the Buqitsquian Village Site. 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.

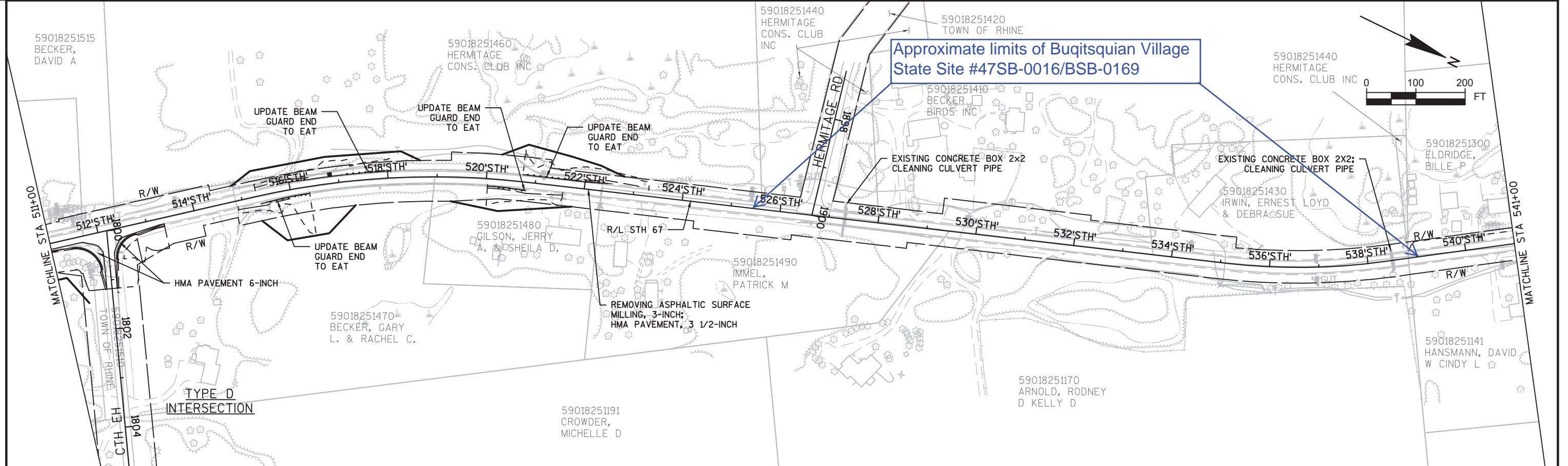
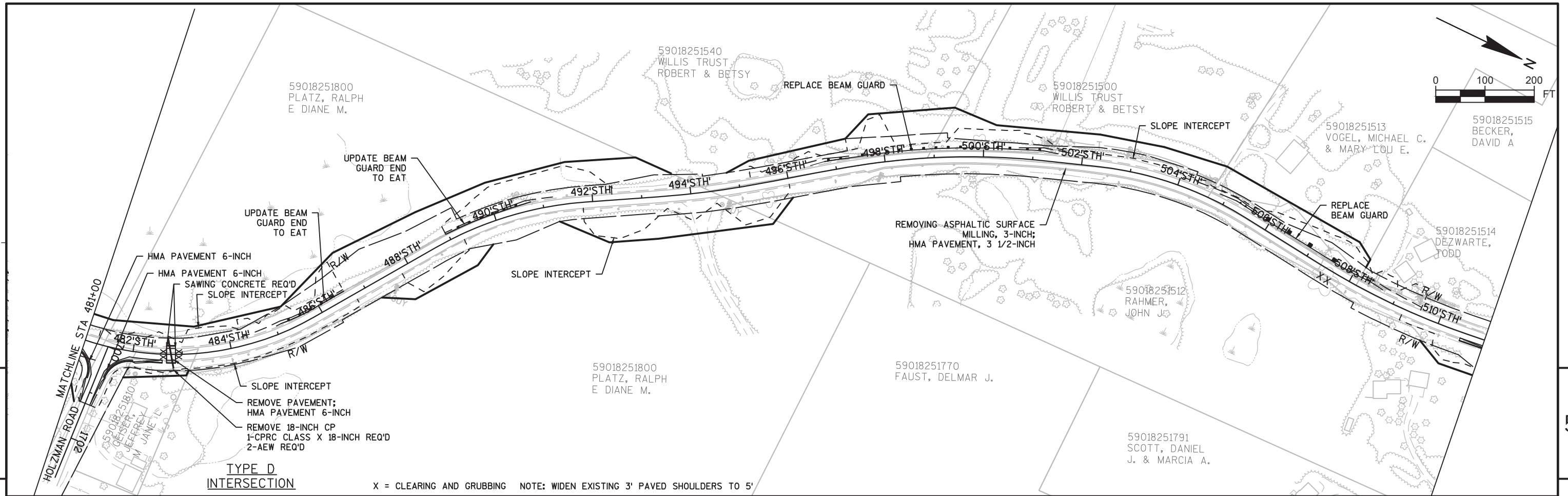
We will be contacting you again in the near future to discuss a separate project that may include additional work items within the area of the archaeological site. That work may include roadway and shoulder widening as well as some side slope corrections. We are not requesting comments on those additional work items at this time, the main focus for now is related to the resurfacing project.

If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please contact WisDOT Project Manager Paul Brauer at 944 Vanderperren Way, Green Bay, WI 54304, 920-366-1097.

Sincerely,

Paul Brauer
Project Manager

Cc: Steve Krebs, WisDOT Bureau of Technical Services



PROJECT NO: 4550-04-71	HWY: STH 67	COUNTY: SHEBOYGAN	PLAN: STH 67	SHEET	E
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From: Michael LaRonge
To: [Brauer, Paul - DOT](#)
Subject: RE: WisDOT Project ID 4550-04-71, WIS 67, Sheboygan County
Date: Thursday, April 05, 2018 1:09:17 PM

Re: WisDOT Project ID 4550-03-71, WIS 67 (South County Line to WIS 32/57), Manitowoc County, and Project ID 4550-04-71, WIS 67 (Shurke Road to North County Line Road) Sheboygan County, Wisconsin.

Dear Mr. Brauer,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi as 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 crosses the boundary of the Buqitsquian Village site (47-SB-0016) a mixed occupation village with Ojibway, Ho-Chunk, and Potawatomi. Based on further discussion with you clarifying the planned project impact and an updated draft of the archaeological report the Tribal Historic Preservation Office on behalf of the Tribe is pleased to offer a finding of no historic properties affected. This assumes that the work will be done in accordance with you description detailing that no work will be conducted outside the existing road bed and one in kind culvert replacement within the site boundaries. In the event that human remains or archaeological materials are exposed during construction the Tribe asks that work halt and that they in addition to the other affiliated tribes be included in consultation regarding treatment and disposition prior to removal. Future expanded work should address the comments and suggestions from our previous letter date March 7, 2018.

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

From: Brauer, Paul - DOT [mailto:Paul.Brauer@dot.wi.gov]
Sent: Wednesday, March 28, 2018 12:45 PM
To: Michael LaRonge
Subject: RE: WisDOT Project ID 4550-04-71, WIS 67, Sheboygan County

Michael,

As we discussed on the phone a few weeks ago, could you please respond with your concurrence for WisDOT to proceed without further consultation for our latest proposal, which eliminates any soil-disturbing work through site 47-SB-0016? A timely response would be greatly appreciated so that we can keep the project on schedule.

Also, attached is the latest version of the arch report, which has corrected the references to the proposed culvert cleaning within the site (2 culverts instead of 1).

Please let me know if you have any questions or concerns.

Thanks,

Paul Brauer, P.E.
WisDOT Project Manager
Wisconsin Department of Transportation
Northeast Region
Phone: (920) 366-1097
wisconsindot.gov

If this is related to a records request, please email: dotdtsdnerecords@dot.wi.gov

From: Brauer, Paul - DOT
Sent: Tuesday, March 13, 2018 2:37 PM
To: Michael LaRonge <Michael.LaRonge@fcpotawatomi-nsn.gov>
Subject: WisDOT Project ID 4550-04-71, WIS 67, Sheboygan County

Project ID 4550-04-71
Suhrke Road – North County Line
WIS 67
Sheboygan County

Mr. LaRonge,

Thank you for your participation in this project. We really appreciate your review and comments.

I thought I should send you an email to clarify a few things regarding the prior letter that I sent you (attached). It appears I have confused matters by sending some conflicting information. The second paragraph of that letter (see highlighted text in attached) stated that we removed any soil-disturbing activities from the project work proposal through the Buqitsquian Village site (47-SB-0016).

However, I then attached the old/draft archaeological report for reference, which was misleading. I apologize for the confusion. At that time, our design consultant was still working on edits to the archaeological report, and it did not yet reflect the changes in our work proposal.

I've attached the latest version of the archaeological report that now accurately reflects the current proposal – no soil disturbing activity within site 47-SB-0016.

Also attached is a plan view indicating the limits of the site. Note that we have removed any slope intercepts and right-of-way acquisition lines within the site limits. The only work now proposed as part of this project within the limits of this site is milling and resurfacing of the existing pavement, adding some shoulder gravel, and cleaning out a couple existing culverts. (Note that there are two culverts noted on the attached plan view to be cleaned, but the arch report refers to only one culvert. This will be corrected in the arch report.)

Please respond to this email and let me know if the Potawatomi have any comments, pursuant to 36 CR 800, based on WisDOT's reduced scope of work through the site 47-SB-0016 without further investigation. We have removed the soil-disturbing work from the proposal through this site in an attempt to keep the overall project on schedule for potential 2019 construction. Should we decide to change our proposal in the future to again include soil-disturbing activity, we'll be sure to further investigate the site and re-evaluate our Section 106 coordination and consultation with you before proceeding.

I will follow this email up with a phone call to discuss our proposal and answer any questions you might have.

Sincerely,

Paul Brauer, P.E.
WisDOT Project Manager
Wisconsin Department of Transportation
Northeast Region
Phone: (920) 366-1097
wisconsindot.gov

If this is related to a records request, please email: dotdtsdnerecords@dot.wi.gov

From: Michael LaRonge [<mailto:Michael.LaRonge@fcpotawatomi-nsn.gov>]

Sent: Wednesday, March 07, 2018 2:34 PM

To: Brauer, Paul - DOT <Paul.Brauer@dot.wi.gov>

Subject: Re: WisDOT Project ID 4550-03-71, WIS 67 (South County Line to WIS 32/57), Manitowoc County, and Project ID 4550-04-71, WIS 67

Re: WisDOT Project ID 4550-03-71, WIS 67 (South County Line to WIS 32/57), Manitowoc County, and Project ID 4550-04-71, WIS 67 (Shurke Road to North County Line Road)

Sheboygan County, Wisconsin.

Dear Mr. Brauer,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi as 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 crosses the boundary of the Buqitsquian Village site (47-SB-0016) a mixed occupation village with Ojibway, Ho-Chunk, and Potawatomi. The site is known to have had a large cemetery component, but it is uncatalogued. The letter states there will be steep ditch fill and flattening of slopes. The archaeological report is clear that no shovel testing was done within the site area because shovel testing is often not adequate to determine the presence of graves. The Tribal Historic Preservation Office, on behalf of the Tribe, would like to express deep concern for the potential impacts to this site. In short further work is required prior to the earthmoving associated with the project.

Therefore, given that the site is a mixed tribal occupation the Forest County Potawatomi Tribal Historic Preservation office feels it is appropriate to involve the Wisconsin Intertribal Repatriation Committee in the discussions regarding site impact and possible mitigation measures. Ultimately each Tribe has the sovereign right to determine its own appropriate mitigation measures under Section 106 of the National Historic Preservation Act the WITRC group has a history of cooperation that may facilitate the process.

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

Appendix H

Local Government Coordination

From: Brauer, Paul - DOT [<mailto:Paul.Brauer@dot.wi.gov>]
Sent: Tuesday, April 26, 2016 8:15 AM
To: 'Marc Holsen' <MarcHolsen@co.manitowoc.wi.us>
Cc: Sonnenberg, Jennifer/MKE <Jennifer.Sonnenberg@CH2M.com>
Subject: RE: 4550-04-71

Marc,

I apologize for noting the wrong name on the letter for the Manitowoc Co Highway Commissioner. Did Gary Kennedy retire?

Also, please note that this highway project also extends slightly into Manitowoc County (project 4550-03-00), which is why we sent you a letter. Our north limits end just south of the STH 32/57/67 roundabout. The Sheboygan County portion is under ID 4550-04-00. The two projects will be let together under one letting.

Thanks,

Paul Brauer, P.E.

WisDOT - DTSD - NE Region
944 Vanderperren Way
Green Bay, WI 54304
(920) 366-1097
Paul.Brauer@dot.wi.gov

From: Marc Holsen [<mailto:MarcHolsen@co.manitowoc.wi.us>]
Sent: Tuesday, April 26, 2016 7:32 AM
To: Brauer, Paul - DOT <Paul.Brauer@dot.wi.gov>
Subject: 4550-04-71

Good Morning Paul,

I have received your letter regarding project ID 4550-04-71 in Sheboygan County. I do not have any concerns or input at this time.

Please call if you feel something further needs to be discussed.

Thanks

Marc A. Holsen
Highway Commissioner
Manitowoc County Highway Department
3500 STH 310
Manitowoc, WI 54220
(920)683-4353

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Appendix I

Archaeological and Historical Coordination

Note to reviewer: Signed Section 106 Form will go here when
completed by SHPO

Appendix J

Section 4(f) Coordination

Note to reviewer: Updated form will be included once all
signatures are complete

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: 4550-04-00 and 4550-03-00

Route: STH 67

Termini: Suhrke Road (Sheboygan County) to STH 32/57 (Manitowoc County)

City/County: Sheboygan and Manitowoc Counties

Project Description:

WisDOT is proposing the resurfacing of approximately 11.5 miles of STH 67 between Suhrke Road to North County Line in Sheboygan County and South County Line to STH 32/57 in Manitowoc County (Attachment 1). The purpose of the proposed project is to address deteriorating pavement conditions and improve safety along STH 67. The need for improvements is due to the existing conditions of the roadway. The existing concrete pavement has cracked slabs with movement and the asphaltic pavement has transverse cracking. This results in a poor ride for vehicles and can lead to safety issues if pavement continues to deteriorate. There are also substandard design elements that create safety problems in the corridor which are discussed in more detail below.

The project improvements involve a simple mill and overlay with minimal pavement replacement. The driving surface of the bridge over the Mullet River, just north of the WIS 23 interchange, will receive a concrete overlay, and an existing box culvert at the Meuhl Springs between County MM and Holzman Road are proposed to be replaced with a new box culvert. There will be no driving lanes or sidewalks added and no road widening for this project. There will be no changes in access. Paved shoulder widths are proposed to be widened from three feet to five feet in most areas which will improve safety. Additional work proposed to correct substandard design elements in the corridor include guardrail additions and upgrades, spot slope filling, drainage pipe and structure work, upgrading existing signs, and adding rumble strips at the centerline and along the shoulders. Most deficient intersection features are proposed to be updated for compliance to current standards. This is proposed to include adding or lengthening right turn lanes, correcting corner radii, and adding paved shoulders. These features will help improve safety in the corridor.

The project will have a total estimated cost of \$11,227,000, which includes construction and right-of-way. Small strips of right-of-way will be necessary along the corridor for steep side slope and intersection improvements. Approximately 6.5 acres consisting of fee acquisition, and 0.5 acres of Temporary Limited Easements, will be acquired as part of the project. This will impact approximately 25 properties.

Impacts resulting from this project will be documented by a FHWA Categorical Exclusion, (Categorical Exclusion Checklist), category C(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes). A project location map is presented in Attachment 1.

2. Name of Section 4(f) resource: Muehl Springs State Natural Area

3. Description of Section 4(f) resource:

Muehl Springs is a 72-acre State Natural Area located in the Town of Rhine approximately two miles north of Elkhart Lake. The primary attributes that make this property a 4(f) resource are that it's owned by the Wisconsin Department of Natural Resources for use as a State Natural Area and its purpose to protect a unique resource. The property is open to the public for recreational uses including hiking, fishing, cross country skiing, hunting, trapping, and wildlife watching. The property also contains an undisturbed sedge meadow fed by several high-quality springs. The soft-water springs emerge and draw into a diverse stream system that flows into the Sheboygan River and associated wetlands. The meadow features characteristic species such as bluejoint grass, numerous Carex species, turtlehead, fringed brome, Joe-pye weed and other calcium-loving plants. The terrain here is moderately rolling ground moraine and just west of rough interlobate moraine - glacial till found between two lobes of glacial ice

4. Description of impacts:

The roadway adjacent to Muehl Springs is proposed to be milled and resurfaced. Within the property limits, an existing box culvert between County MM and Holzman Road is proposed to be replaced with a new box culvert and beam guards replaced. The shoulder widths are proposed to be increased in the area of the beam guard and box culvert to improve safety. There may be minor grading and ditching along the property. There will be no driving lanes or sidewalks added and no lane or capacity expansion for this project. There will be no changes in access.

As a result of the work 0.75 acres of fee acquisition and 0.5 acres of Temporary Limited Easements are proposed to be acquired from the property. On the west side of STH 67 at the north end of the property, right-of-way is being purchased to remove trees. These trees obscure the line of sight for vehicles creating a safety issues, especially for southbound traffic along STH 67 trying to turn onto Holzman Road. The trees block motorists' views and does not provide adequate stopping time to avoid a crash with a fixed object such as a stopped vehicle. This concern was expressed by multiple citizens at the Public Involvement Meeting and confirmed by design calculations. Purchasing the right-of-way will allow WisDOT to remove the trees and continue to keep the line of sight clear from obstructions in the future, thereby improving safety along STH 67. This work will not impact the recreational opportunities available at the property.

Impact displays are provided in Attachment 2.

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:

The features, attributes, and functionality of the park would remain as is. The proposed temporary and permanent acquisitions occur largely outside of the portion of the property

containing the activities, features, and attributes that qualify the property for protection under Section 4(f). As shown on attachment 2 (impacts map), the work occurs adjacent to the existing roadway which consist mostly of previously disturbed areas and not areas that would be of significant use for outdoor recreation activities listed above in section.

All impacts cannot be avoided due to the need to improve safety through the corridor and replacement of the culvert. Impacts were minimized by steepening the side slopes. The use of beam guard near the box culvert allows for steeper slopes behind it which minimizes impacts in the area. WisDOT could avoid taking property on the west side of STH 67 at the north end of the property for tree clearing, however, this would create safety issues along the roadway as described above.

6. Describe the public involvement process and results:

Proposed impacts to the Section 4(f) property were presented to the public at a public involvement meeting was held on November 16, 2017 at Elkhart Lake-Glenbeulah High School. The meeting included exhibits showing the proposed project, provided updates on the project, and allowed the public to provide comments. The meeting display, information handout, and a summary of the comments received are in Attachment 3. No comments were received regarding Muehl Springs.

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

The Wisconsin Department of Natural Resources is the official with jurisdiction of Muehl Springs State Natural Area. The DNR was notified in January 2018 of WisDOT's preliminary determination of *de minimis* impacts on the property. On February 6, 2018, the DNR received an official request for a Section 4(f) concurrence letter following confirmation that impacts could not be avoided.

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

The DNR provided a letter regarding the acquisition from the Muehl Spring State Natural Area property on March 12th, 2018. No significant concerns were expressed, and they concurred that the project will not adversely affect the activities, features, or attributes of the 4(f) resource. The letter is included as attachment 4.

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?

The property was used as a match grant parcel for the North American Wetlands Conservation Act (NAWCA) Grant No. MI-N561B between USFWS and Ducks Unlimited for the Southeast Wisconsin Coastal Initiative No. 5. Mitigation measures will follow all requirements as required by NAWCA.

This *de minimis* determination documentation was prepared by

Signature_____ Date _____

Print Name & Title Jennifer Sonnenberg, *Consultant*
(*Consultant or Region Project Staff*)

This *de minimis* determination documentation was reviewed by

Signature_____ Date _____

Print Name & Title Mike Helmrick, *Regional Environmental Coordinator*
(*Regional Environmental Coordinator or Region Local Program Manager*)

Signature_____ Date _____

Print Name & Title Sherman Banker, *EPDS Liaison*
(*EPDS Liaison or Section 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

List of Attachments

Attachment 1: Project Location Map

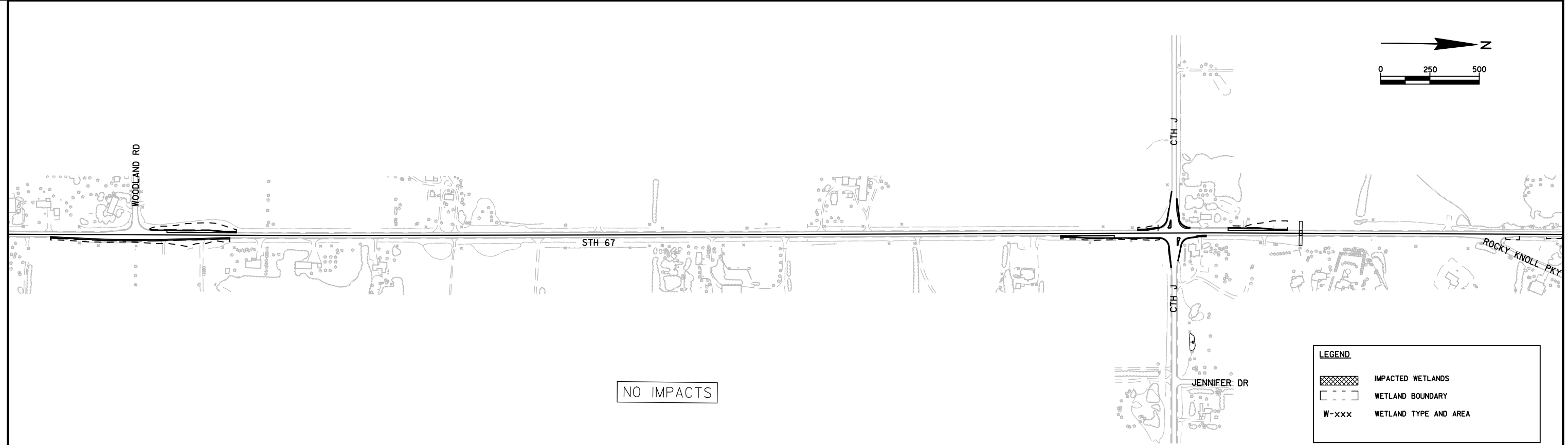
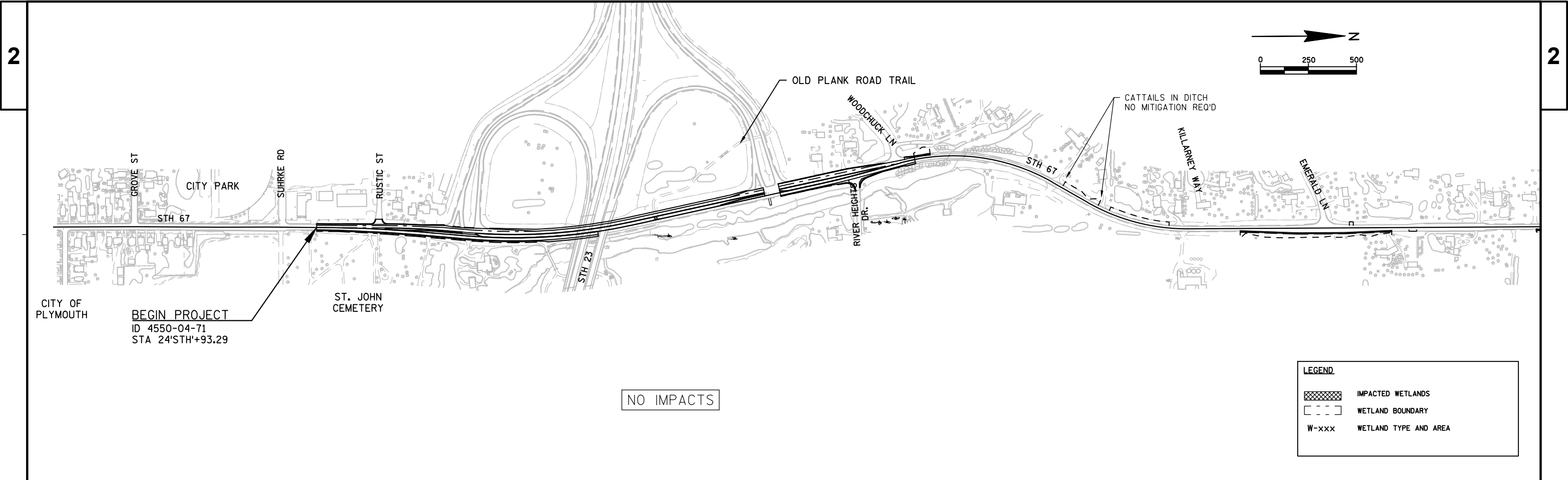
Attachment 2: Impact Map

Attachment 3: Public Involvement Documentation

Attachment 4: Official with Jurisdiction Letter

Appendix K

Wetland Impacts

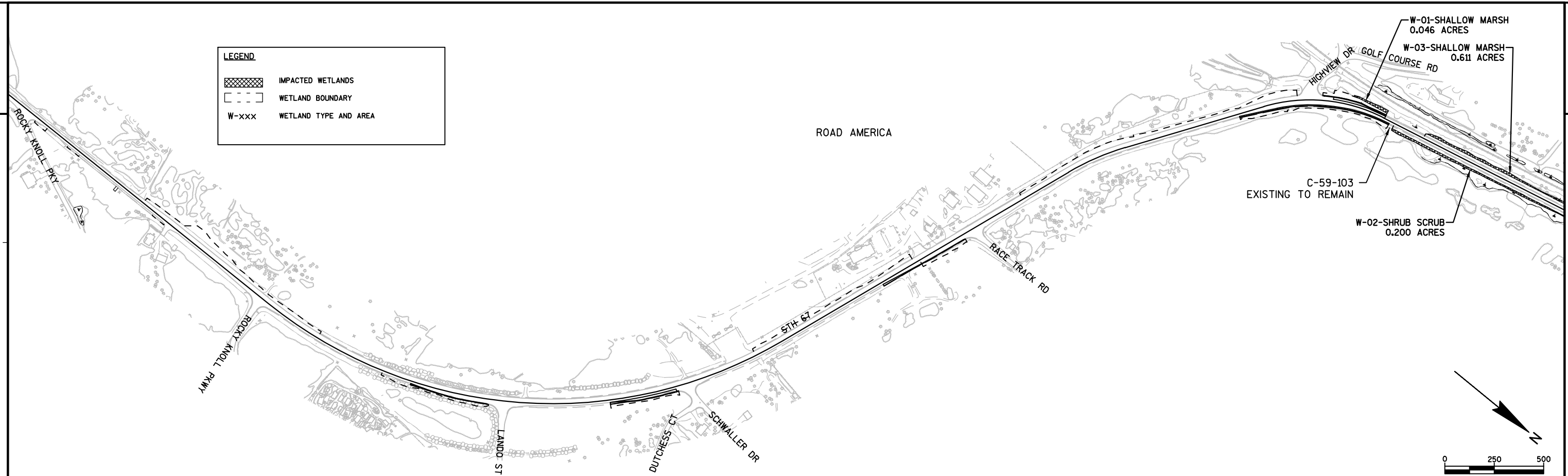


LEGEND

IMPACTED WETLANDS

WETLAND BOUNDARY

W-XXX WETLAND TYPE AND AREA

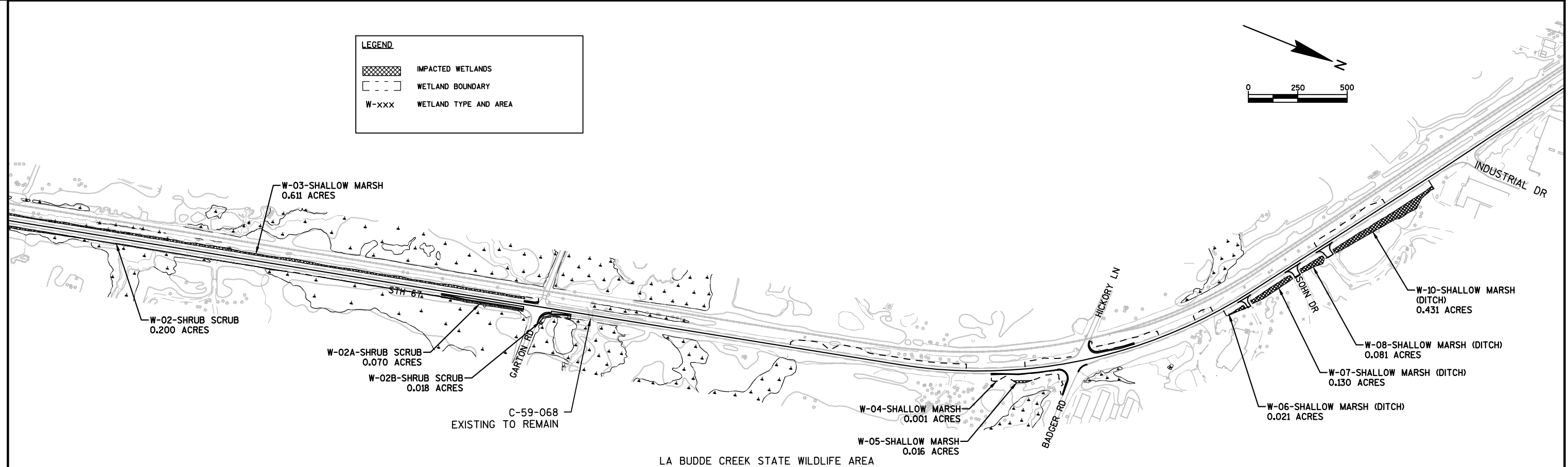


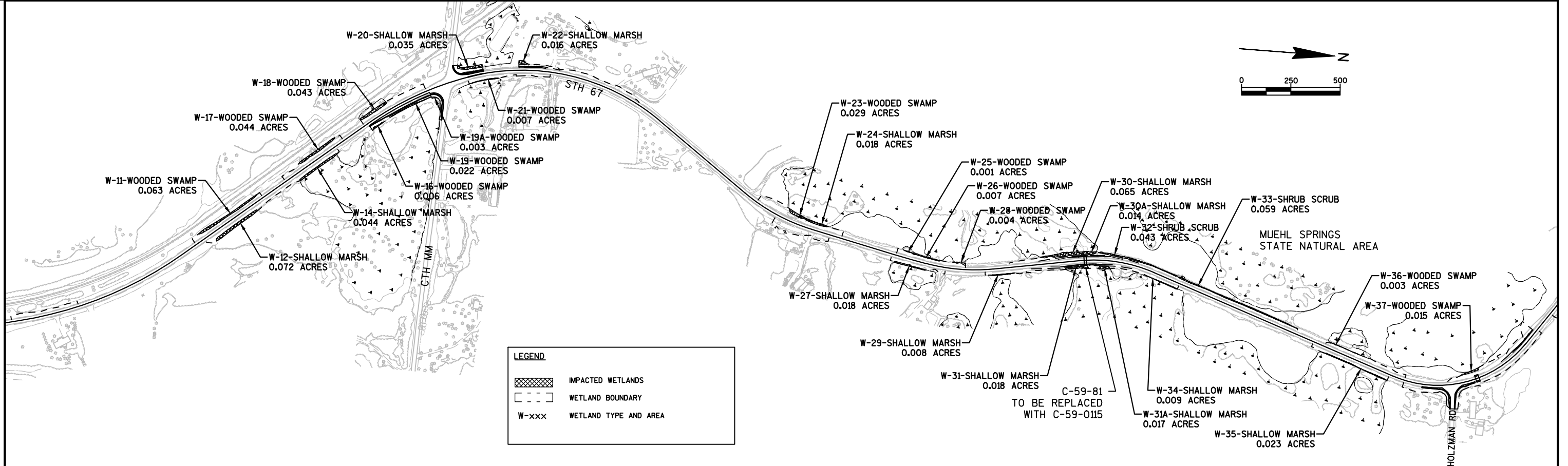
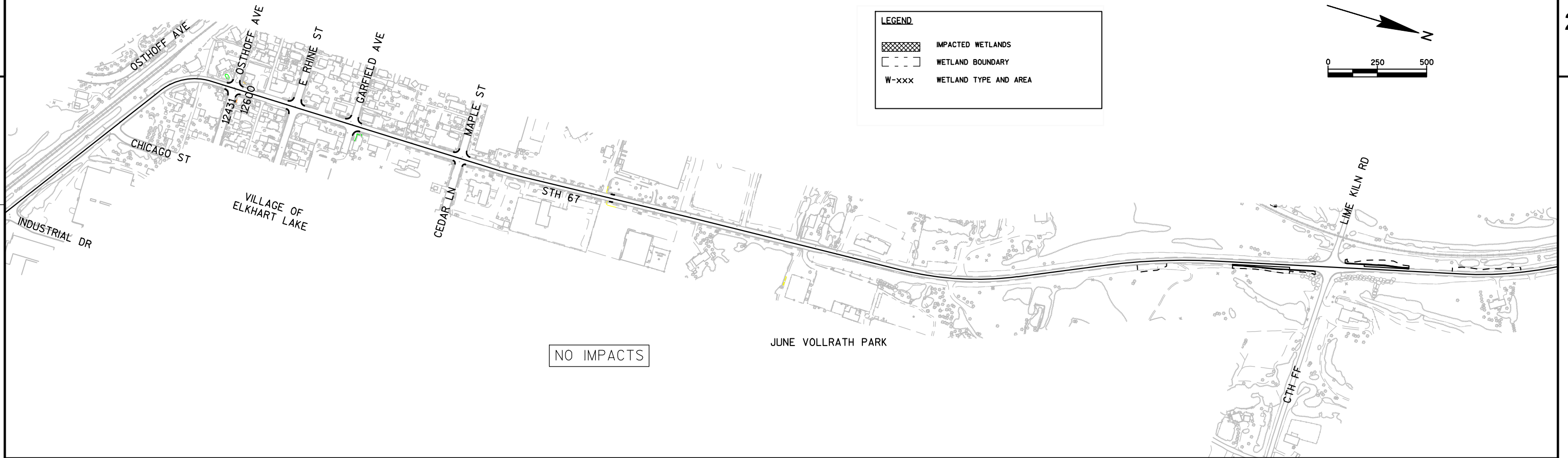
LEGEND

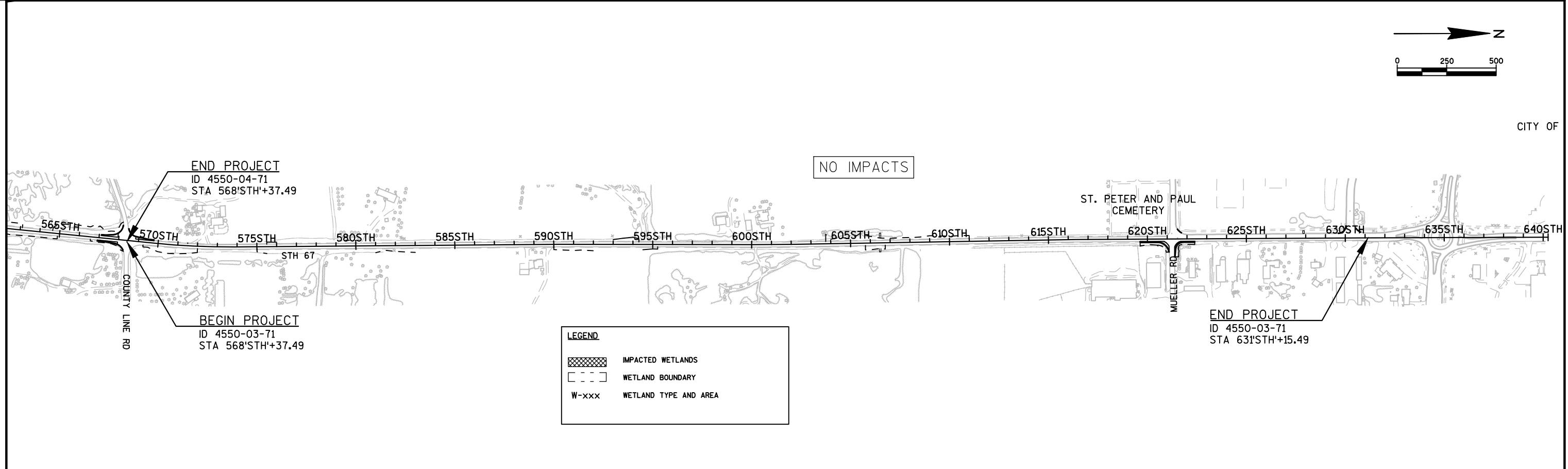
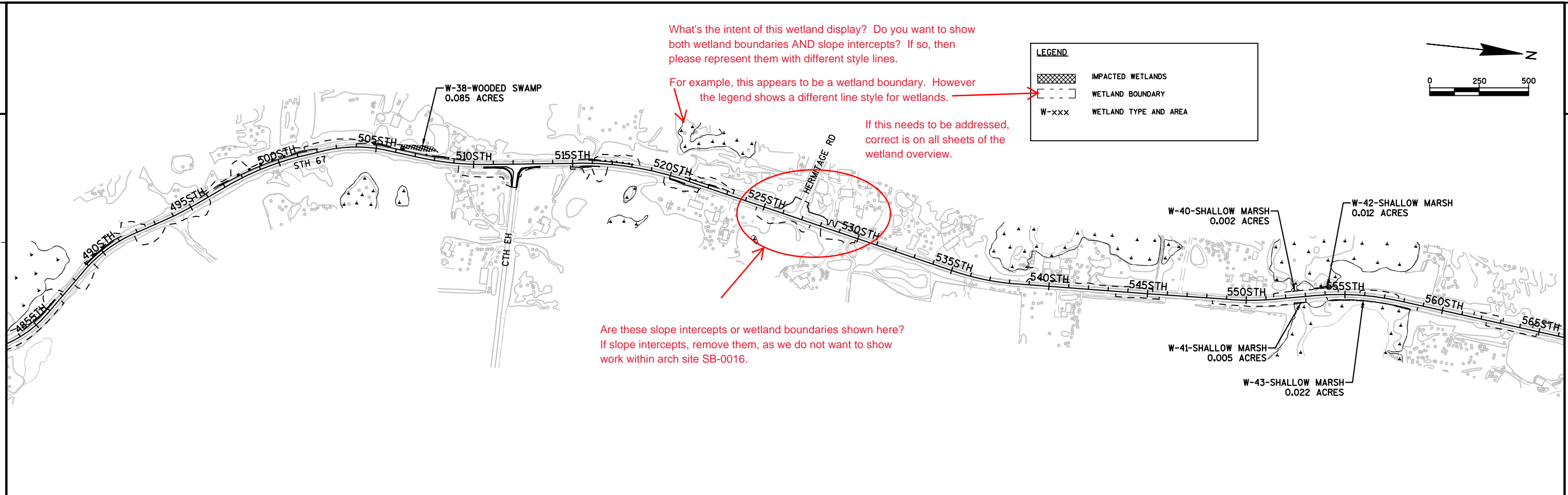
IMPACTED WETLANDS

WETLAND BOUNDARY

W-XXX WETLAND TYPE AND AREA







Appendix L

Public Involvement Plan



Public Involvement Plan

STH 67

South County Line – STH 32/57
Manitowoc County
4550-03-71

STH 67

Suhrke Road – North County Line
Sheboygan County
4550-04-71

If a build alternative is selected, currently scheduled for construction in: 2021

If a build alternative is selected, construction could occur as early as: 2019

WisDOT Project Manager: Paul Brauer

WisDOT Project Leader: N/A

CH2M Hill, Jennifer Sonnenberg

Approved by WisDOT Project Manager: Paul Brauer on June 3, 2014

Initial PIP approved by RCM: Kim A. Rudat on June 3, 2014

30 percent PIP approved by RCM: Mark Kantola on February 20, 2017

60 percent PIP approved by RCM: Mark Kantola on 1-9-18

Project purpose and need

The project purpose is to improve the condition and reliability of STH 67 from Suhrke Road to the North County Line in Sheboygan County and from the South County Line to STH 32/57 in Manitowoc County. The existing rural, two-lane roadway consists of concrete pavement at the southern end with asphaltic pavement on the majority of the project. The need for this project is based on the pavement showing signs of deterioration, including cracking. There are substandard design elements in the corridor which have been examined. Most deficient intersection features will be updated for compliance to current standards; primarily intersection taper lengths and right turn bay storage. Geometric deficiencies other than superelevation (if feasible with pavement cross slope/bridge clearance) will not be addressed with this project because of environmental, life of pavement, and funding concerns.

The concrete pavement will be replaced beginning at the joint located just north of Suhrke Road to the end of the concrete (north of the STH 23 interchange/south of the bridge structure B-59-108); the northbound lanes will gap the newer concrete, approximately 950 feet. The asphalt portion of the project corridor will be resurfaced.

Conceptual solutions that could address the purpose and need

The project will resurface existing STH 67 from Suhrke Road in Sheboygan County to STH 32/57 in Manitowoc County. Resurfacing of STH 67 will be a mill and overlay with some concrete pavement replacement near the STH 23 interchange. There will be improvements to many intersections and steep side slopes. Intersection improvements include adding paved shoulders, extending turn lane lengths and adjusting taper rates. Beam guard will be added or updated as needed to protect existing steep side slopes. Deficient cross slopes will be corrected in some locations. A two-way left turn lane was investigated at the Road America entrance but not recommended.

Public involvement goals and objectives

The objective of the public involvement program is to 1) solicit input on the project design from the public and local and state officials; 2) use the input during the preparation of the Environmental Document and design phase; 3) inform the public, local and state officials and the media of the design and overall schedule as well as the purpose and need for the project.

The goal is to ensure availability of timely, accurate, and useful information to the public and local and state officials. A comprehensive public involvement process will ensure the timely approval of the Environmental Document and develop consensus within the project area for the preliminary design.

Stakeholders and target audiences

Name	Title	Municipality/Agency	Address	City, State, Zip
Property owners			Separate List	
Business owners			Separate List	
Juls Cudworth-Struve	Administration	Road America	N7309 State Highway 67 PO BOX 338	Plymouth, WI 53073 Elkhart Lake, WI 53020
Cathy Austin	Director of Public Works/Engineering & Planning	City of Plymouth	900 CTH PP PO Box 277	Plymouth, WI 53073
Ronald Platz	Chair Town Board	Town of Rhine	W4863 STH 32	Elkhart Lake, WI 53020
Richard Solek	Public Works Supervisor & Water Operator	Village of Elkhart Lake	51 East Maple St. P.O Box 143	Elkhart Lake, WI 53020
Dennis Dederling	City Administrator	City of Kiel	621 Sixth Street	Kiel, WI 53042
Marc Holsen	Highway Commissioner; Manitowoc County Highway Dept.	Manitowoc County	3500 State Highway 310	Manitowoc, WI 54220
Greg Schnell	Director of Transportation Dept.	Sheboygan County	1211 N. 23 rd St.	Sheboygan, WI 53081
Matt Schaeve	Manitowoc County Liaison	Department of Natural Resources	2984 Shawano Ave.	Green Bay, WI 54313
Jay Schiefelbein	Sheboygan County Liaison	Department of Natural Resources	2984 Shawano Ave.	Green Bay, WI 54313
Kay Preissner	Advertising Consultant	The Plymouth Review	113 East Mill Street	Plymouth, WI 53073
Dave Liebelt	Retail Advertising Manager	The Sheboygan Press	632 Center Ave PO BOX 358	Sheboygan, WI 53081
Joe Mathes	Sales	Tri-County News	PO BOX 237	Kiel, WI 53042
Jim Draeger	State Historic Preservation Officer	State Historical Society	816 State St.	Madison, WI 53706
Jessica Kempke		US Army Corps of Engineers	Old Fort Square 211 N. Broadway St., Suite 221	Green Bay, WI 54303
Peter Fasbender		US Fish and Wildlife Service	2661 Scott Tower Dr.	New Franken, WI 54229
Edith Leoso	Tribal Historic Preservation Officer	Bad River Band of Lake Superior Chippewa Indians of Wisconsin	P.O. Box 39	Odanah, WI 54861
Michael LaRonge	Tribal Historic Preservation Officer	Forest County Potawatomi Community of Wisconsin	P.O Box 340	Crandon, WI 54520
William Quackenbush	Tribal Historic Preservation Officer	Ho-Chunk Nation	P.O. Box 667	Black River Falls, WI 54615
Robert Sander	Tribal Historic Preservation Officer	Lac Courte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin	13394 W. Trepania Road	Hayward, WI 54843
Dave Grignon	Tribal Historic Preservation Officer	Menomonee Indian Tribe of Wisconsin	P.O. Box 910	Keshena, WI 54135
Larry Balber	Tribal Historic Preservation Officer	Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	88385 Pike Road, Highway 13	Bayfield, WI 54814
Adam VanZile	Tribal Historic Preservation Officer	Sokaogon Chippewa Community Mole Lake Band	3051 Sand Lake Rd.	Crandon, WI 54520
Sandra Massey	NAGPRA Rep.	Sac and Fox National of Oklahoma	RR 2, Box 246	Stroud, OK 74079

Jonathan Buffalo	NAGPRA Rep	Sac and Fox of the Mississippi in Iowa	349 Meskwaki Rd	Tama, Iowa 52339-9629
	Cultural Preservation Office	Iowa Tribe of Oklahoma	RR 1, Box 721	Perkins, OK 74059
giwewijzhigookway Martin	Ketegitigaaning Ojibwe Nation	Lac Vieux Desert Band of Lake Superior Chippewa Indians	P.O. Box 249	Watersmeet, MI 49969
Marcus Ammesmaki	Tribal Historic Preservation Officer	Fond du Lac Band of Lake Superior Chippewa	1720 Big Lake Road	Cloquet, MN 55720
Melinda Young	Tribal Historic Preservation Officer	Lac du Flambeau Band of Lake Superior Chippewa Indians of Wisconsin	P.O.Box 67	Lac du Flambeau, WI 54538
Wanda McFaggen	Tribal Historic Preservation Officer	St. Croix Band Chippewa Indians of Wisconsin	24663 Angeline Ave	Webster, WI 54893-9246
Gary Bahr		Sac and Fox Nation of Missouri in Kansas and Nebraska	305 N. Main	Reserve, KS 66434
Hattie Mitchell	Tribal Historic Preservation Officer	Prairie Band Potawatomi Nation	16281 Q Road	Mayetta, KS 66509
Tammy Baldwin	US Senator	US Senate	633 W. WISCONSIN AVE Suite 1920	Milwaukee, WI 53203
Ron Johnson	US Senator	US Senate	219 WASHINGTON AVENUE Suite 100	Oshkosh, WI 54901
Glenn Grothman	US Representative	US Congress	24 W Pioneer Road	Fond du Lac, WI 54935
Tyler Vorpapel	State Representative	Wisconsin State Assembly	Room 127 West State Capitol PO BOX 8953	Madison, WI 53708
Devin LeMahieu	State Senator	Wisconsin State Senate	Room 323 South State Capitol PO BOX 7882	Madison, WI 53707-7882

Plan timeline/public involvement techniques to be used

Task	Description/Objective	Anticipated DUE Date
30% Design Review Meeting		7/19/2016
Local Officials Meeting	Draft newsletter, handouts, exhibits and invitation	11/6/2017
Newsletter with invitation	Inform the public of the project and invite them to the Public Information Meeting	11/3/2017
Public Information meeting	Handouts and exhibits	11/16/2017
60% Design Review Meeting		1/3/2018
Pre PS&E Review Meeting		10/15/2018
Advanceable PS&E		2/1/2019
Programmed PS&E		5/1/2020
Construction		Sometime from 2019 to 2021

Project messages

1. Purpose and need

The existing rural, two-lane roadway consists of concrete pavement at the southern end with asphaltic pavement on the majority of the project. The pavement is showing signs of deterioration including cracking.

2. Conceptual solutions that could address the purpose and need

Resurfacing of STH 67 will be a mill and overlay with some concrete pavement replacement near the STH 23 interchange. Work will include intersection improvements, flattening/filling of steep side slopes, correction of pavement cross slopes, addition/replacement of beam guard to protect traffic from steep slopes, shoulder and centerline rumble strips, concrete overlay of Mullet River bridge, replacement of Muehl Springs box culvert, new signing, and new pavement marking. A two-way left turn lane was investigated at the Road America entrance but not recommended.

3. Proposed schedule and cost range

If a build alternative is selected, currently scheduled for construction in: 2021

If a build alternative is selected, construction could occur as early as: 2019

If a build alternative is selected, the estimated construction cost (without delivery) for the project is between eight and nine million dollars.

4. Potential traffic impacts/ traffic management objectives

Anticipate great fluctuation in traffic based on Road America racetrack events.

Project will remain open to traffic during construction except for when structures B-59-108 and C-59-0115 are being worked on. At that time detours will be in place.

5. Related projects, if any

None

6. Potential real estate impacts

Anticipate minor takings for steep side slope/intersection improvements on approximately 25 parcels.

7. Potential access modifications

None anticipated.

8. Any other issues to be aware of

Uncataloged Cemetery/Burial Sites found along the corridor:

St. Peter and Paul Cemetery
St. John Cemetery
Bugitsquian Village

9. Basic facts about the highway (ADT, truck percentages, etc.)

	<u>STH 23 to River Heights Dr</u>	<u>CTH J to Hickory Ln</u>
AADT (2022)	6400	4200
AADT (2042)	8000	4800
DHV (2042)	860	660
DD (2042)	60/40	61/39
T (2042)	9.8%	7.9%
DESIGN SPEED	45	55