ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation (WisDOT)
DT2094 6/2015

BASIC SHEET 1 - PROJECT SUMMARY

Project ID 9200-06-00 Construction ID	Project Termini County U to Woodland Road	Funding Sources (*check all that apply*) ☐ Federal ☒ State ☐ Local
Route Designation (*if applicable*) WIS 29 National Highway System (NHS) Route ☒ Yes ☐ No	Nearest Community Village of Howard Village of Hobart	Estimated Project Cost and Funding Source (state and/or federal). Year of Expenditure (YOE) dollars include delivery cost. $21,000,000 in 2016 dollars Real Estate Acquisition Portion of Estimated Cost (YOE) $4,500,000 in 2016 dollars
Project Title WIS 29, County U – Woodland Road	Section / Township / Range Township 24 Range 19 East Sections 2, 3, 4, 11 and 12	Utility Relocation Portion of Estimated Cost (YOE) $2,000,000 in 2016 dollars
County Brown		
Bridge Number(s) *(if applicable)* B-05-0415 B-05-0416 B-05-0417	For an ER, indicate the date funding was authorized to begin preliminary engineering. For an EA, indicate the date the Process Initiation Letter was accepted by FHWA. 11/8/2010	

Right of Way Acquisition	Acres
Fee	76.70
TLE	1.2
PLE	0.0

Functional Classification of Existing Route (FDM 3-5-2)	Urban	Rural
Freeway/Expressway	☐	☐
Principal Arterial	☒	☒
Minor Arterial	☐	☐
Major Collector		☐
Minor Collector		☐
Collector	☐	
Local	☐	☐
No Functional Class	☐	☐

WisDOT Project Classification (FDM 3-5-2)	
Resurfacing	☐
Pavement Replacement	☐
Reconditioning	☐
Expansion	☒
Bridge Rehabilitation	☐
Bridge Replacement	☐
"Majors" Project (there are both state and federal majors)	☐
SHRM	☐
Reconstruction	☐
Preventive Maintenance	☐
Safety	☐
Other–Describe:	☐

☒ FHWA Draft Type 2c Categorical Exclusion (CE)/WisDOT Draft Environmental Report (ER). **No significant impacts indicated by initial assessment.**
☐ FHWA/WisDOT Draft Environmental Assessment (EA). **No significant impacts indicated by initial assessment.**

(Print – Preparer Name, Title, Company/Organization) (Date – m/d/yy)

(Signature – Director, Bureau of Technical Services) (Date – m/d/yy)

(Signature, Title) (Date – m/d/yy)
☐ Region ☐ Aeronautics ☐ Rails & Harbors

(Signature, Title) (Date – m/d/yy)
☐ FHWA ☐ FAA ☐ FTA ☐ FRA

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS *(continued)* DT2094

☐ FHWA Final Type 2 Categorical Exclusion (CE)/WisDOT Final Environmental Report (ER). It has been determined **no significant impacts will occur** and a Public Hearing is not required.

After reviewing and addressing substantive public comments, updating the Draft CE/ER or Draft EA and coordinating with other agencies, it is determined this action:

☐ **Will NOT significantly affect** the quality of the human environment. This document is a Final CE/Final ER.

☐ **Will NOT significantly affect** the quality of the human environment. This document is a Final EA/Finding of No Significant Impact.

☐ **Has potential to significantly affect** the quality of the human environment. Draft Environmental Impact Statement (EIS) required.

(Print – Preparer Name, Title, Company/Organization)	(Date – m/d/yy)	(Signature – Director, Bureau of Technical Services)	(Date – m/d/yy)
(Signature, Title)	(Date – m/d/yy)	(Signature, Title)	(Date – m/d/yy)
☐ Region ☐ Aeronautics ☐ Rails & Harbors		☐ FHWA ☐ FAA ☐ FTA ☐ FRA	

BASIC SHEET 2 – TABLE OF CONTENTS, ABBREVIATIONS/ACRONYMS, DOCUMENT DESCRIPTION

1. Table of Contents

2. Abbreviations and Acronyms

AADT	Average Annual Daily Traffic
AIN	Ag Impact Notice
AIS	Ag Impact Statement
AWDT	Average Annual Weekday Traffic
ACHP	Advisory Council on Historic Preservation
BOA	Bureau of Aeronautics
CFR	Code of Federal Regulations
COE	Corps of Engineers
CTH	County Trunk Highway
DATCP	Department of Agriculture, Trade and Consumer Protection
dBA	Decibels, A-weighted
DHV	Design Hourly Volume
DNR	Department of Natural Resources
DOT	Department of Transportation
EA	Environmental Assessment
ECIP	Erosion Control Implementation Plan
EIS	Environmental Impact Statement
EO	Executive Order
EPA	Environmental Protection Agency
ER	Environmental Report
FDM	Facilities Development Manual
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
GP	General Permit
HCM	Highway Capacity Manual (2010)
HMA	Hazardous Materials Assessment
HMVMT	Hundred Million Vehicle Miles Traveled
LOP	Letter of Permission
LWCF	Land and Water Conservation Fund
MOA	Memorandum of Agreement
MOE	Measure of Effectiveness
MPO	Metropolitan Planning Organization
NA	Not Applicable
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NLC	Noise Level Criteria
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
PCN	Pre-Construction Notification
PIM	Public Involvement Meeting
PLE	Permanent Limited Easement
ROW	Right of Way
REC	Regional Environmental Coordinator
RPC	Regional Planning Commission
SHPO	State Historic Preservation Office
STIP	State Transportation Improvement Program
TCP	Traditional Cultural Property
TIP	Transportation Improvement Program
TLE	Temporary Limited Easement
TNM	Traffic Noise Model
TSS	Total Suspended Solids
US	United States
USACE	United States Army Corps of Engineers
USCG	United State Coast Guard
US DOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
WDNR	Wisconsin Department of Natural Resources
WEPA	Wisconsin Environmental Policy Act
WisDOT	Wisconsin Department of Transportation
YOE	Year of Expenditure

3. Environmental Document Statement

This environmental document is an essential component of the National Environmental Policy Act (NEPA) and Wisconsin Environmental Policy Act (WEPA) project development process, which supports and complements public involvement and interagency coordination.

The environmental document is a full-disclosure document which provides a description of the purpose and need for the proposed project, the existing environment, analysis of the anticipated beneficial or adverse environmental effects resulting from the proposed action and potential mitigation measures to address identified effects. This document also allows others the opportunity to provide input and comment on the proposed action, alternatives and environmental impacts. Finally, it provides the decision maker with appropriate information to make a reasoned choice when identifying a preferred alternative.

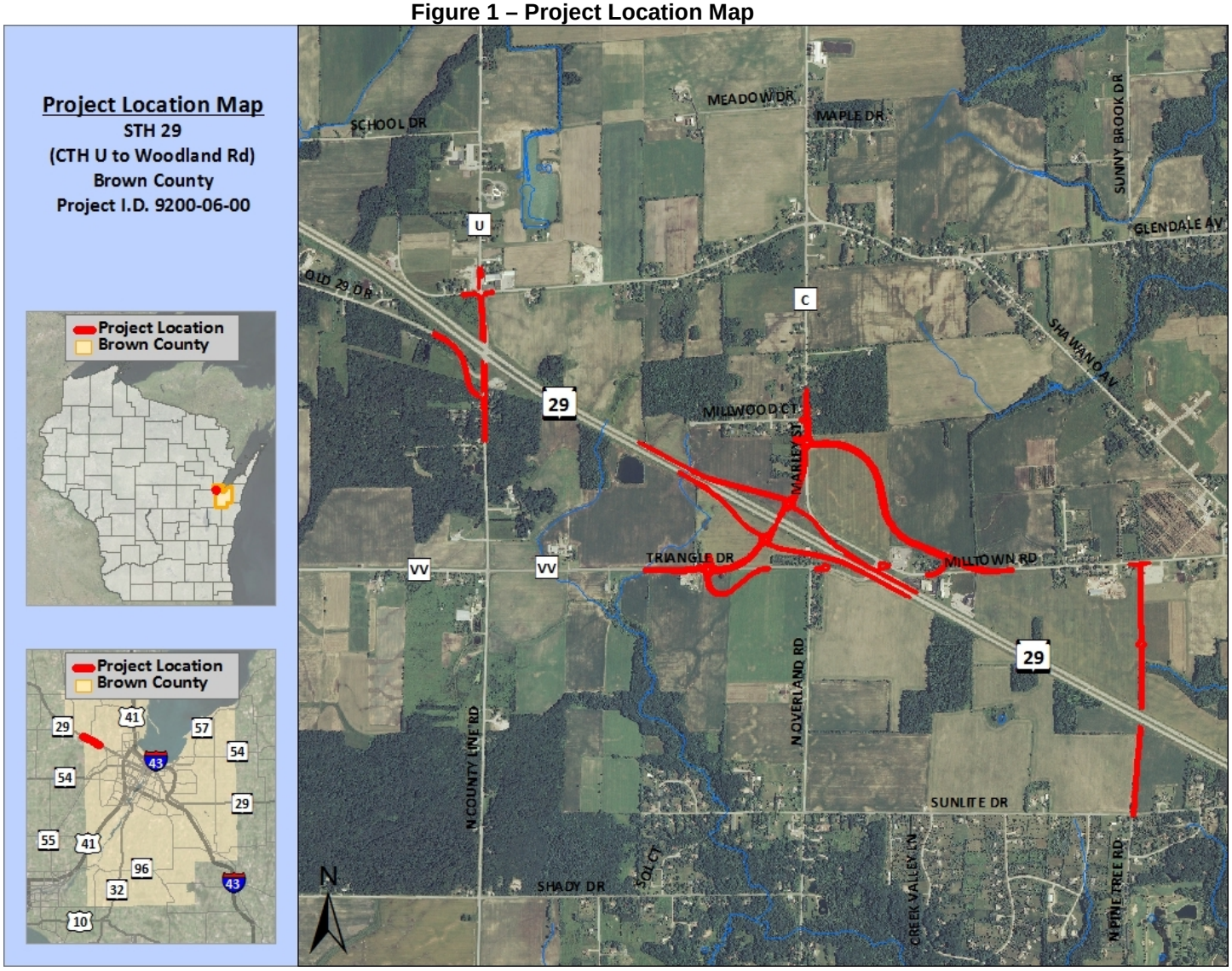
This environmental document must be read entirely so the reader understands the reasons that one alternative is selected as the preferred alternative over other alternatives considered.

BASIC SHEET 3 - PURPOSE AND NEED

1. Purpose and Need

WisDOT Project 9200-06-00 is located along the boundary of the Villages of Hobart and Howard in Brown County, Wisconsin. The project is also located along the northern boundary of the Oneida Tribe of Indians of Wisconsin reservation; WIS 29 serves as the northern boundary of the reservation. The project area includes the intersections of WIS 29/32 with County U, County VV (Triangle Drive), and the proposed intersection with North Pine Tree Road. The project area also encompasses various connecting roadways including Marley Street, Milltown Road, Millwood Court, Centennial Centre Boulevard, Sunlite Drive, and Old 29. WIS 29 and WIS 32 are concurrent for approximately nine miles, from Green Bay to Pulaski, Wisconsin. WIS 29 is considered the primary route in federal and state programming. For the purpose of this document, “WIS 29/32” is used to reference a specific segment of expressway (within the project limits), “WIS 29” is used to reference the state designated corridor.

Figure 1 – Project Location Map



WIS 29 Corridor Preservation Plan

The Wisconsin Department of Transportation’s (WisDOT) Northeast Region office began studying this stretch of highway several years ago in anticipation of the growing congestion, completing a corridor preservation plan in 2008. This study analyzed the steps needed to convert this segment of WIS 29 from what it is now – an expressway – to a freeway, thus improving safety and mobility, WisDOT’s two primary goals. The study was concluded with an EA/FONSI signed in January 2008 (WisDOT Project ID 1058-14-00). A copy of the signed cover sheet for the EA/FONSI is included in Appendix 12.

Expressways and freeways are both multi-lane divided roadways. The difference lies in how vehicles gain access to these roadways.

An **expressway** has at-grade intersections at major roadways. This section of WIS 29 has at-grade intersections at Brown County VV and County U. These intersections pose a high risk to drivers crossing or turning onto WIS 29. (At lower traffic volumes, intersections of this type are typically very safe facilities.)

A **freeway** only allows access at interchanges, which improves safety for vehicles crossing or turning onto busier highways like WIS 29.

The corridor preservation plan identified potential interchange locations at County VV. It also recommended building overpasses at County U and at the extension of North Pine Tree Road.

Those recommendations were developed with the cooperation of area residents and officials.

The **purpose** of the proposed action identified in this Environmental Report for WisDOT Project ID 9200-06-00 is to develop a service interchange at the intersection of Wisconsin State Trunk Highways 29 and 32 (WIS 29/32) with Brown County Trunk Highway VV (County VV), and to develop plans to overpass WIS 29/32 at Brown County Trunk Highway U (County U), and at the extension of North Pine Tree Road. The project will also develop changes to the local road system to preserve circulation, access, and safety for roadway users.

The **need** for the proposed improvements is based on the following transportation issues identified in the Environmental Assessment completed for the WIS 29 Corridor Preservation Plan (2008). The following needs were identified in the Corridor Preservation Plan and remain relevant for the proposed improvements.

- ***Corridor Preservation.*** WIS 29 is a principal arterial highway and is designated as a "backbone" route in the Wisconsin Corridors 2020 Plan. The highway serves interstate and inter-regional trips and functions as the primary east-west route across north central Wisconsin. It is the most heavily traveled east-west highway in Wisconsin, north of Interstate 94. Nearly eleven percent of WIS 29 traffic is truck traffic illustrating its importance to Wisconsin's industry, business, and agriculture. The WIS 29 Corridor Preservation Plan identifies preferred improvements that include an overpass of WIS 29 at County U, a grade separated interchange at County VV 1700' west of the existing intersection with WIS 29, and an overpass of WIS 29 at North Pine Tree Road (extended north to Milltown Road). The Corridor Preservation Plan includes local road connections for Milltown Road, Triangle Drive and Old HWY 29. The preferred improvements are identified as part of the long term plan to convert the WIS 29 corridor from an expressway to a freeway to accommodate projected increases in corridor traffic volumes.
- ***Safety, Operation and Mobility.*** The WIS 29 Corridor Preservation Plan seeks to preserve and enhance the long-term safety, operation and mobility of WIS 29. As a principal arterial, the function of WIS 29 is to provide regional mobility. Current (2009) traffic volumes on WIS 29 range from 20,600 AADT west of County U to 21,300 AADT east of County VV/Milltown Road. By the year 2034, traffic on WIS 29 is expected to increase to 31,000 AADT west of County U, and 38,000 east of County VV/Milltown Road. Traffic projections assume major new traffic generators will be developed in the area served by the roadway over the projected time period. Traversing the WIS 29 corridor in the project area is a challenging drive due to high traffic volumes combined with increased pressure from urban development. It is also difficult to cross or get onto WIS 29 in this part of the county.

  Access locations that are well managed and limited in number are defining characteristics of principal arterial roadways. There is a direct relationship between increased traffic volumes and vehicle conflicts when direct access exists on a facility. As traffic increases on WIS 29, the number of conflicts between vehicles entering and exiting from the existing access points on the highway will also increase, as well as disruptions to traffic flow on the arterial roadway and deterioration of level of service on the intersecting local road system. This project is a component of a long term effort to convert WIS 29 to a limited access freeway west of Highway 41 in Brown County, in which all access will be provided solely at interchanges, with all at-grade intersections eliminated.

  The WIS 29 corridor from COUNTY U to approximately N Pine Tree Rd witnessed 63 crashes between 2008 and 2012, with a crash rate of 68.6 crashes per hundred million vehicle miles traveled (HMVMT). The corridor crash rate is 1.25 times higher than similar rural and small urban expressways (55 crashes per HMVMT). Weather may have been a factor in 33 of the crashes (52%).
- ***Land Use and Transportation Planning Coordination*.** Brown County, the Villages of Hobart and Howard abutting the project location, and the Oneida Tribe of Indians of Wisconsin are all engaged in ongoing land use, economic development and transportation planning. The improvements at the WIS 29 intersections with County U, County VV, and North Pine Tree Road were identified in the WIS 29 Corridor Preservation Plan in cooperation with these jurisdictions. Access to WIS 29 plays a key role in local land use planning decisions, especially as the route is converted into freeway. Land use planning in these jurisdictions accounts for the construction of an interchange at WIS 29 and County VV, and the associated alterations to the local road system have been coordinated with these communities.

2. Summary of Alternatives

The WIS 29 Corridor Preservation Plan (WisDOT Project 1058-14-00) included a complete alternatives analysis process to determine the locations of interchanges in the WIS 29 corridor. The WIS 29-County VV intersection was recommended as the location for an interchange in that plan, the WIS 29-County U intersection and WIS 29-North Pine Tree Road intersections were recommended as the location of WIS 29 overpasses. Conceptual design was undertaken to allow the official mapping of future right of way needs under Wis. Stats. 84.295. Furthermore, an Environmental Assessment evaluated impacts of these improvements, and following review, received a Finding of No Significant Impact in 2008. The current project (WisDOT Project 9200-06-00) proceeded to refine the conceptual designs for the County VV, County U, and North Pine Tree Road areas provided in the Environmental Assessment, and includes a no-build alternative along with two build alternatives, one of which has several variants as described below. Displays for each Alternative described below are provided in Appendix 1.

Alternative 1 (No-build Alternative): No improvements to the current roadway

This alternative includes only normal maintenance of the existing roadway. No improvements would be made to any existing roadways except routine maintenance and resurfacing. Other than temporarily improving the pavement surface, this alternative does not address the identified need to maintain the mobility and safety of WIS 29 in the future. The no-build alternative would not improve safety at the project intersections. As traffic volumes increase, the no-build alternative would lead to degraded levels of service and impede regional mobility through the area on WIS 29/32. The no-build alternative would be inconsistent with area and regional land use plans, which were developed in conjunction with the WIS 29 Corridor Preservation Plan. Continued use of this facility without improvements does not alleviate any of the system conflicts which result from the existing at-grade intersections. The operation of this corridor is integral to local, regional, and statewide planning and transportation success.

The no-build alternative was eliminated early in the project development process because, although it would not affect environmental, community or economic resources, it would not meet the purpose and need defined for the project. The No Build Alternative serves as a baseline for comparison of the Build Alternatives.

Alternative 1 is not proposed for future consideration.

Alternative 2: Conceptual Design from the WIS 29 Corridor Preservation Plan.

Alternative 2 was developed in the 2008 Corridor Preservation Plan, which was evaluated in the Environmental Assessment accompanying that plan. Alternative 2 includes the following elements:

- Closure of at-grade intersection of WIS 29 and County U
- Construction of an overpass on County U, over WIS 29.
- Construction of a grade separated interchange at County VV, 1700’ west of the existing intersection of County VV with WIS 29.
- Construction of local road connections for Milltown Road, Triangle Drive, and Old HWY 29.
- Construction of an overpass of WIS 29 at North Pine Tree Road (extended north to Milltown Road). The need for an overpass at this location is highly dependent on future land use, timing of development, and local street network changes in both the Village of Howard and the Village of Hobart. The overpass provides a link to future developments in the Village of Hobart and the Village of Howard.

The environmental impacts of Alternative 2 were evaluated in the 2008 WIS 29 Corridor Preservation Plan’s Environmental Assessment, and following Federal review, the alternative was given a Finding of No Significant Impact. The right of way needed to implement this alternative was officially mapped under Wis. Stats. 84.295. Based on changing roadway design standards, technical assessments, a more detailed evaluation of environmental, social and economic impacts, evolving land use and transportation planning, real estate acquisition constraints and public response, Alternative 2 was refined to produce the Proposed Action/Preferred Alternative (Alternative 3).

Alternative 3: Final Overpass, Interchange, and Associated Roadway Design. (Preferred Alternative)

Alternative 3 includes most of the elements of Alternative 2, with refinements made based on engineering, environmental and public involvement factors. This alternative differs from Alternative 2 in the following ways:

- Based on the results of an Intersection Control Evaluation effort and public involvement, roundabouts would be constructed at four locations: County VV – Triangle Drive, County VV – WIS 29 eastbound ramp terminus, Marley Street – WIS 29 westbound ramp terminus, Marley Street – Milltown Road.
- The County VV interchange ramps are relocated slightly to meet the roundabouts at the ramp termini.
- A median along North Pine Tree Road has been eliminated. Bicycle accommodations have been included along North Pine Tree Road.

Refinements to Roadway Alignments

Based on public and municipal requests, additional alignment alternatives for the roadways listed below were developed and evaluated in refining Alternative 3.

Milltown Road

Milltown Road's alternative analysis focused on reducing environmental, business and farming impacts. Six horizontal alignment variations were developed. These variations were first evaluated in a 2011 design memo that is included in Appendix 2. The alternatives below were developed/based on the alternatives discussed in the design memo.

- Alternative MT 1: This alternative alignment of Milltown Road attempts to preserve the value of the remnant parcels by moving the roadway as close to the existing property lines while also avoiding residential or business relocations. It also allows the existing portion of Milltown Road in front of the business and residential properties to remain unchanged. However, this alignment forms a 90 degree bend at the southern connection with existing Milltown Road which would hinder traffic flow. This alternative was later modified to avoid wooded wetlands by shifting the intersection with Marley Street south of the Millwood Court intersection. This alternative was not selected due to the inefficiencies of the 90 degree connection to the existing roadway.
- Alternative MT 2: This alternative alignment attempts to preserve Milltown Road in front of the business and residential properties while also providing a proper connection at the southern limit as not to adversely affect traffic flow. This alternative is projected to be the least expensive in terms of construction costs. This alignment does not require any residential or business relocations; however, it severs a large agricultural parcel in half. This alternative was later modified to avoid wooded wetlands by shifting the intersection with Marley Street south of the Millwood Court intersection. This alternative was brought to Howard's Village Board and was not preferred since it would be difficult to expand the road in the future near the businesses and did not fit with the Village of Howard's Comprehensive Plan.
- Alternative MT 3: This alternative alignment attempts to minimize severance of the large agricultural parcel east of Marley Street while also properly connecting to the existing portion of Milltown Road as to not adversely affect the flow of traffic. This alternative will split the large agricultural parcel into two sections. For this alternative the intersection at Marley Street could not be shifted south to avoid the wooded wetlands since the reduction of the curve radii would result in a substandard roadway for the proposed design speed. For this reason this alternative was not selected for further consideration.
- **Alternative MT 4 (Preferred Alternative)**: This alignment attempts to avoid passing through the business and residential area by connecting to existing Milltown Road east of these properties and running along the northern edge of these properties. It also attempts to minimize severance of the large agricultural parcel to the east of Marley Street. To provide access for the businesses on Old Milltown Road a portion of the old road will be realigned to form a T-intersection with proposed Milltown Road to the north. A cul-de-sac will also be added at the end of Old Milltown Road. This alternative requires one residential relocation. This alternative was later modified to avoid wooded wetlands by shifting the intersection with Marley Street south of the Millwood Court intersection. This is the preferred alternative as determined by the Village of Howard's Village Board since it most closely follows the Village of Howard's Comprehensive Plan.
- Alternative MT 5: This alignment is similar to MT4 except that it provides an intersection instead of a curve east of Marley Street. This option reduces the severance of parcels and provides better visibility for entrances or sideroads. There is an issue with what to construct initially since it would only have a two legged 90 degree intersection. This alternative was not selected due to the inefficiencies of the 90 degree bend in the road. Additionally, this alternative is not consistent with the Village of Howard's comprehensive plan.

- Alternative MT 6: This alignment is similar to MT4 and attempts to address comments from the owner of the Shell Gas Station on Milltown Road from the second Public Information Meeting. This alternative is similar to MT4 except that the alignment is shifted closer to the gas station in order to increase visibility to the station's gas pumps. This alternative requires two residential relocations. This alternative also eliminates the need to rebuild Old Milltown Road through the commercial area. This alternative was presented to the Village of Howard's Village Board and was not selected.

County VV

County VV's alternative analysis focused on reducing environmental, farming and residential property impacts. Three horizontal alignment variations were developed:

- VV Alternative 1- Shifted Alignment: This alternative alignment begins south of WIS 29 on County VV approximately 3600' west of WIS 29. The alignment curves to the north and crosses WIS 29 approximately 1700' west of the current intersection of County VV and WIS 29. The alignment then continues northeast into the large agricultural parcel east of existing Marley Street. A proposed roundabout would be located approximately 530' east of Marley Street and 170' south of the northern agricultural property line. The mainline alignment bends 90 degrees back towards Marley Street where it matches into Marley Street approximately 500' north of the Millwood Court intersection. This alternative would not require any residential relocations, but it would impact wetlands north of WIS 29. Due to the location of the roundabout in this alternative, this alternative would have the greatest wetland impacts (in comparison to VV Alternatives 2 and 3) and will also partially sever the agricultural land east of Marley Street. Furthermore, the residence east of the Marley Street and Millwood Court intersection will be severely impacted if the residence is not relocated. The proposed roadway will be approximately 70 feet closer to the residence and run directly over the existing septic system in the property owner's front yard. This alternative was not selected for further consideration due to the large wetland impacts and associated property owner impacts resulting from the unconventional roundabout location east of Marley Street.
- VV Alternative 2 - Millwood Court Roundabout: This alternative alignment is identical to Alternative 1, except for the portions north of WIS 29. North of WIS 29, this alignment runs parallel approximately 50' to the east of the existing Marley Street alignment. At the intersection of Millwood Court a four-legged intersection would be constructed connecting Millwood Court, Marley Street, and Milltown Road. The mainline alignment matches back into Marley Street approximately 900' north of Millwood Court. This alternative would require one residential relocation and would impact wetlands north of WIS 29. In addition, access locations to the adjacent properties west of the realigned segment of Marley Street are undesirable from a safety perspective. Two of the driveways are located directly within the roundabout and an additional three driveways are within 200 feet of the roundabout. Also, due to the close proximity of the roundabout and the realignment of Milltown, changes in traffic patterns are expected which will lead to truck noise and headlights negatively impacting adjacent residences. This alternative was not selected for further consideration due to its large impacts to wetlands, undesirable property owner access locations, and negative impacts to adjacent landowners.
- **VV Alternative 3 - Milltown Roundabout (Preferred Alternative)**: This alternative alignment is identical to Alternative 1, except for portions on the north half of WIS 29. North of WIS 29, this alignment merges on the existing Marley Street alignment south of the Millwood Court intersection. The roundabout connecting Marley Street and Milltown Road will be located approximately 375' south of the existing Millwood Court and Marley Street intersection. Wetland impacts are minimized with this roundabout location, and three residential properties will be relocated. This is the preferred alternative due to the minimal impact to wetlands, minimal agricultural impacts, and elimination of access points within the roundabout. The three residences that will be relocated could not be safely connected to Marley Street near the roundabout without having to make substantial changes to the front lawns of the properties. After reviewing these impacts along with how changes in travel patterns, headlights and truck noise would impact the residences, it was decided to propose relocating these owners.

County U

County U's alternative analysis focused on reducing environmental, Oneida Tribe of Indians of Wisconsin land, and residential property impacts. Several horizontal alignment variations were developed:

- Alternative U1: This alternative alignment crosses WIS 29 to the west of the original intersection. It also includes the realignment of Old 29 Road. The goal of this alternative was to reduce relocations and impacts to Oneida Tribe of Indians of Wisconsin properties south of WIS 29. This alternative does not impact Oneida Tribe of Indians of Wisconsin land, impacts 6.05 acres of wetland, and requires one residential relocation. This alternative was not selected for further consideration due to the high impact to wetlands and safety concerns with the Old 29 Road intersection and driveways along horizontal curves.
- Alternative U2: This alternative utilizes a straight alignment to cross WIS 29 to connect the southern and northern limits of County U. In addition, Old 29 Road is realigned similar to the U1 alternative. This alternative impacts 0.8 acres Oneida Tribe of Indians of Wisconsin land, impacts 3.21 acres of wetland, and requires three residential relocations. This alternative was not selected for further consideration due to high wetland impacts and residential relocations.
- Alternative U3: This alternative alignment crosses WIS 29 to the east of the original intersection in an attempt to lessen the impact to wetlands and relocations. In addition, Old 29 Road is realigned similar to the U1 alternative. This alternative impacts 2.44 acres of wetland, requires 2 residential relocations, 1 commercial relocation, and impacts 1.2 acres of Oneida Tribe of Indians of Wisconsin lands. This alternative was not selected for further consideration due to its high wetland impact.
- Alternative U4: This alternative alignment crosses WIS 29 to the east of the original intersection, identical to Alternative U3, in an attempt to lessen the impact to wetlands and relocations. The only difference from U3 is the realignment of Old 29 Road. Old 29 Road has tighter curves in order to miss wetland locations. This alternative impacts 1.6 acres of wetland, requires 2 residential relocations, 1 commercial relocation, and impacts 1.2 acres of Oneida Tribe of Indians of Wisconsin lands. Although this alternative had the least amount of wetland impact it was not selected for further consideration due to concerns that the required curves on Old 29 would have to be designed below the speed limit.
- **Alternative U4 - Modified (Preferred Alternative):** Alignments U1 – U4 were presented at the first Public Information Meeting on June 28, 2011. Originally, U3 was WisDOT's preferred alternative at County U after the Advisory Committee Meeting on November 17, 2011. However, Alternative U4-Modified was created as a combination of U4 and U2 with the intention to keep impacts to a minimum, while eliminating superelevation through the Glendale intersection. Superelevation, or the rotation of the roadway surface through a curve, creates a negative impact at this intersection by impacting drainage and creating greater property impacts. This alternative impacts 0.72 acres of Oneida Tribe of Indians of Wisconsin land, impacts 2.11 acres of wetland, requires 3 residential relocations, and 1 commercial relocation. Alternative U4 – Modified is the chosen alternative based on considerations environmental impacts, roadway safety, public acceptance, and approval from the Oneida Tribe of Indians of Wisconsin.

Old 29

Old 29 Road alternative analysis focused on meeting updated WisDOT Facility Development Manual (FDM) standards while also attempting to keep environmental and residential property impacts to a minimum. Two horizontal alignment variations were developed:

- Old 29 Alternative 1, Original: This alternative was originally included with the U4 – Modified alternative for County U. This alternative consists of two horizontal curves with the first one meeting the required design speed of 45 mph and the second at 35 mph just before the intersection with County U. Both of these curves had a 6% superelevation. This alternative also did not include a tangent section before intersecting with County U. This alternative requires 0.92 acres of wetland. This alternative was not selected since it does not meet requirements for an update to the FDM.
- **Alternative 2, Updated (Preferred Alternative)**: This alternative alignment conforms to the new FDM guidelines for a horizontal curve directly before an intersection. As a result the alignment lies south of the Alternative 1 alignment and impacts more wetland, 1.88 acres. This alternative was selected as the preferred alternative since it conforms to the current FDM guidelines.

3. Description of Proposed Action

WisDOT Project ID 9200-06-00 is a highway reconstruction project on WIS 29 in Brown County, consisting of the realignment and reconstruction of three roadway areas that are located in relatively close proximity to each other. The three roadway areas are located either in the Village of Howard or in the Village of Hobart. WIS 29 is the dividing line between the two villages, with the Village of Howard being located north of the WIS 29 roadway and the Village of Hobart being located south of the WIS 29 roadway. WIS 29 also serves as the northern boundary of the Oneida Tribe of Indians of Wisconsin reservation. A Project Location map is shown in Figure 1 (page 2). Displays of the proposed action are included in Appendix 1. Preliminary Project plans are included in Appendix 3.

The Proposed Action is Alternative 3 (Preferred Alternative) with the additional components developed in the local road refinement process.

Specific project improvements include:

- Closure of the existing at-grade intersection of WIS 29 and County VV. Construction of a diamond interchange at County VV and WIS 29, located approximately 1700 feet west of the existing County VV/WIS 29 intersection. This interchange will connect to Marley Street to the north and County VV to the south. Roundabouts will be constructed at the County VV/WIS 29 eastbound ramp terminus, and the Marley Street/WIS 29 westbound ramp terminus.
- Milltown Road will be realigned to intersect with Marley Street at a roundabout located approximately 375 feet south of the existing Millwood Court/Marley Street intersection.
- Triangle Drive will be realigned to intersect with County VV at a roundabout located approximately 1,000 feet south of the roundabout at County VV and the WIS 29 eastbound terminus. A cul-de-sac will be constructed east of Overland Road.
- Construction of a new overpass that will extend North Pine Tree Road from Sunlite Drive on the south terminus, to Milltown Road on the north terminus. This new overpass is located approximately 6,600 feet east of the intersection of County VV/WIS 29.
- Closure of the WIS 29 intersection with County U. An overpass of WIS 29 will be constructed at the current WIS 29/County U intersection. This work includes the realignment of approximately 1,400 feet of Old Highway 29.

4. Construction and Operational Energy Requirements

Construction energy requirements for the proposed project will consist primarily of fuel consumption by construction equipment and energy expended in producing materials needed to construct the new facility. Operational energy requirements are measured by the efficiency of vehicle operation in the corridor. While the amount of construction energy expended would be least for the No Build Alternative, the projected construction energy requirements for the Build Alternatives would be relatively similar.

Immediate energy requirements for construction of the Build Alternatives would be greater than the No-Build Alternative. However, the No-Build Alternative would perpetuate the use of an inefficient transportation system and deteriorated pavement structure. Unimproved geometrics and clearances would potentially increase crash and safety problems as well. Over the design life of the facility, savings in operational energy would likely be greater than the energy required to construct the facility and, in the long-term, would result in net savings in energy usage.

Maintenance costs would also be greater for the No-Build Alternative. The existing pavement structure will continue to deteriorate and utilize greater amounts of maintenance funds, in addition to the additional energy consumption associated with maintenance related delays for the motoring public.

5. Land Use Adjoining and Surrounding Area

The project area is located on the edge of a growing low intensity urban area of Brown County in northeast Wisconsin. This section of WIS 29 unofficially separates the Village of Hobart to the south and the Village of Howard to the north. WIS 29 serves as a principal arterial for both villages. *WIS 29 also serves as* the northern boundary of the Oneida Tribe of Indians of Wisconsin reservation.

The primary land use in the project area is agricultural, although much of the WIS 29 right of way has been converted to commercial and residential land use. Over the past decade, Brown County has experienced rapid growth, which has contributed to a reduction in the amount of land devoted to agriculture. There is some scattered commercial development along the right of way in the project area, with denser residential development at the east end of the project, and in the Village of Hobart and the Village of Howard. Three commercial properties exist at the Midtown Rd/WIS 29 intersection. These properties include the Maplewood Shell/Arby's Restaurant (gas station), Maplewood Meats (meat processing and retail store), and Village Auto (used car sales). Several clusters of rural residential development exist throughout the project area.

6. Planning and Zoning

The table below lists adopted local or regional plans for the project area and zoning regulations.

Plan Name	Author/Year	Comments
Connections 2030	WisDOT, 2009	Includes recommendation to convert WIS 29 to a limited access Freeway. The Proposed Action is consistent with the recommendations of the plan.
Wisconsin State Highway Plan 2020	WisDOT, 2000	WIS 29 is designated a Corridors 2020 Backbone route. Includes recommendation to convert WIS 29 to a limited access Freeway. The Proposed Action is consistent with the recommendations of the plan.
WIS 29 Corridor Plan	WisDOT, 2008	Includes recommendations for improvements to the County VV and County U interchanges. The Proposed Action is consistent with the recommendations of the plan.
Green Bay MPO Long-Range Transportation Plan Update	Brown County Planning Commission/Green Bay MPO, 2010	Identifies the WIS 29 Conversion to Freeway as a major planned highway project. The Proposed Action is consistent with the recommendations of the plan.
Village of Howard Comprehensive Plan	Brown County Planning Commission and Village of Howard, 2002	Potential improvements to the WIS 29 corridor are discussed. The Proposed Action is consistent with the recommendations of the plan.
Centennial Centre at Hobart Master Plan	Village of Hobart, 2009	Identifies long term goals for Village's development from County FF to County VV. The Proposed Action is consistent with the recommendations of the plan.
Town of Pittsfield Comprehensive Plan	Brown County Planning Commission, 2007	The plan includes proposed concepts for an overpass at CTH U.
Oneida Reservation Comprehensive Plan Update	Oneida Planning Department, 2014	There are no conflicts between the Oneida Nation's plan and the proposed WIS 29 project. The Oneida Nation is aware of the proposed WIS 29 improvements, and the project's implementation is incorporated into their planning efforts.

7. Indirect Effects and Cumulative Effects

If any of the following boxes are checked, the Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a Detailed Indirect Effects Analysis found in Appendix A of the WisDOT report titled *Guidance for Conducting an Indirect Effects Analysis* must be completed and attached to this environmental document.

An alternative being carried forward for detailed consideration includes;

- ☐ Economic development as a purpose and need element of the proposed project.
- ☐ Construction of one or more new or additional through lanes.
- ☒ Construction of a new interchange or elimination of an existing interchange.
- ☐ Construction of one or more additional ramps or relocation of a ramp lane to a new quadrant on an existing interchange.
- ☒ Changing an at-grade intersection to a grade-separation with no access or a grade-separation to an at-grade intersection.
- ☐ Construction of one or more additional intersections along the mainline created by a new side road access.
- ☐ One or more new access points along a side road within 500' of the mainline.

☐ None of the above boxes have been checked, it has therefore been concluded that the proposed action will not result in indirect effects or cumulative effects.

☐ The proposed action may result in indirect effects or cumulative effects. The Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a Detailed Indirect Effects Analysis attached as indicates a detailed indirect effects and cumulative effects analysis is not required.

☒ The proposed action may result in indirect effects or cumulative effects. It has been determined that a detailed indirect effects and cumulative effects analysis is required. See Indirect and Cumulative Effects Memo in Appendix 8.

In March 2007, an indirect and cumulative effects analysis was prepared in conjunction with the Corridor Preservation Plan. This analysis was evaluated and updated for the current proposed action. Possible indirect effects included growth induced by improved transportation links, conversion of farmland to other uses, and increase rates of impacts to water resources. These land use changes were anticipated in the community's comprehensive plans.

Similar trends and conclusions of the analysis are anticipated with respect to the refined proposed action. Beneficial effects include increase ability to meet significant local objectives for economic development, particularly in the Centennial Centre development which will be served, in part, by the proposed action. See Factor Sheet B-1 Community or Residential Evaluation for more information.

8. Environmental Justice

How was information obtained about the presence of populations covered by EO 12898? *(check all that apply)*	
☒ US Census Data	☐ Survey Questionnaire
☐ Real Estate Company	☐ WisDOT Real Estate
☒ Public Information Meeting	☐ Local Government
☒ Official Plan	☐ Windshield Survey*
☐ Human Resources Agency Identify agency: Identify plan, approval authority and date of approval:	
☐ Other – Identify:	

*Conducting only a windshield survey is not sufficient to make a determination regarding whether or not populations are present.

Based on data obtained from the methods above, are populations covered by EO 12898 present in the project area?

a. ☐ No
b. ☒ Yes – Factor Sheet B-4 must be completed.

9. Title VI of the 1964 Civil Rights Act, the Americans with Disabilities Act or the Age Discrimination Act

Indicate whether or not issues have been identified or concerns have been expressed related to Title VI of the 1964 Civil Rights Act, the Americans with Disabilities Act or the Age Discrimination Act.

a. ☒ No – Issues related to the above laws were not identified and concerns were not expressed
b. ☐ Yes – Issues related to the above laws were identified and/or concerns were expressed. Explain:

10. Public Involvement

A. Public Meetings

Date (m/d/yyyy)	**Meeting Sponsor** (WisDOT, RPC, MPO, etc.)	**Type of Meeting** (PIM, Public Hearings, etc.)	**Location**	**Approx. Number of Attendees**
June 2011	WisDOT	PIM	Hillcrest Elementary School	80
April 2012	WisDOT	PIM	Hillcrest Elementary School	75
May 2012	WisDOT	Property Owners Meeting	Maplewood Meats, 4663 Milltown Road, Green Bay, WI	15
April 2013	WisDOT	PIM	Hillcrest Elementary School	70

B. Other methods such as those identified in the Public Involvement Plan and Environmental Justice Plan (if applicable):

Project Newsletters

Newsletters were produced and distributed to study area residents and property owners. The newsletters served to update stakeholders on project development and to invite area residents, businesses, and property owners to public information activities.

Project Website

A project website was developed to distribute project information and to enable stakeholders to provide comments on the project. (www.dot.wisconsin.gov/projects/neregion/29/index.htm)

Advisory Committee

A WIS 29 advisory committee was established to keep local officials and project area residents up to date and to obtain local input. Advisory Committee members also provided a link between the project team and project-area residents. The committee is composed of local government representatives, resource agency representatives, community groups, and business representatives. Five meetings have been held to date: December 7, 2010; June 14, 2011; November 17, 2011; March 28, 2012; and March 19, 2013.

C. Identify groups that participated in the public involvement process. Include any organizations and special interest groups including but not limited to:

The public involvement process was inclusive of all residents and population groups in the study area and did not exclude any persons because of income, race, color, religion, national origin, sex, age, or disability. Public meetings were held in a handicap accessible building. No extraordinary measures were needed due to disabilities.

There is a Native American population located in and around the project corridor. The Oneida Tribe of Indians of Wisconsin owns land in the area of the project and has shared their plans to continue to regain tribal land in this area. On December 20, 2010 letters were sent to the Oneida Tribe of Indians of Wisconsin and other Native American tribes notifying them about the project and providing an opportunity for comment. The WisDOT held individual meetings with Oneida Tribe of Indians of Wisconsin officials in November of 2010, and October of 2011 to discuss potential impacts to tribal land.

Public involvement and coordination meetings included representatives from the Village of Howard, the Village of Hobart, Brown County, local businesses, and neighboring residents.

D. Indicate plans for additional public involvement, if applicable:

No other public involvement opportunities are planned at this time.

11. Briefly summarize the results of public involvement.

A. Describe the issues, if any, identified by individuals or groups during the public involvement process:

PIM #1 (June 2011)

At the first Public Information Meeting, attendees were reintroduced to the project, learned about refinements to the conceptual design completed in the WIS 29 Corridor Preservation Plan, and commented on preliminary design for the alternatives for County U, County VV, and Milltown Road. Many residents responded favorably to the project, citing existing difficulties in entering, exiting and crossing WIS 29 due to high traffic volumes. They generally approved of the roundabouts recommended for intersections. A resident near County U preferred alternative U4 and the alignment of Old 29 shown. Another resident along the west side of County U preferred the alternatives that show relocating his property.

Specific issues identified during PIM #1 include:

1. The owner of a potentially impacted business (Maplewood Meats) off of Milltown Road was concerned about access to his parking lot and the possibility of expanding his lot in the future.
2. Snowmobile routing is a general public concern identified through stakeholder involvement activities.

PIM #2 (April 2012)

The second Public Information Meeting attendees were updated with project changes since the first meeting.

Specific issues identified during PIM #2 include:

3. A resident along Marley Street was concerned about saving trees and potential drainage issues in his front yard. He is also not in favor of his access being "right-in right-out", conflicts with his mound system, and other property issues.
4. The owners of the Shell Gas Station located on Milltown Road are concerned about visibility of their gas pumps from the relocated Milltown Road. For this meeting the preferred Milltown alternative runs north of their property; previous alternatives showed Milltown Road in front of their property. He asked if Milltown could be changed to cut through the edge of his property if Milltown is to be relocated to the north. He believes that this will increase visibility to his pumps.
5. Property owners of the large parcel of farmland east of Marley Street are concerned about segmentation of their farmland.

PIM #3 (April 2013)

At the third Public Information Meeting attendees were once again updated with project changes. There were some concerns about drainage near Maplewood Meats and driveway access.

B. Briefly describe how the issues identified above were addressed:

1. The ultimate alignment for Milltown Road (MT4) appeased both Maplewood Meats and the landowner of the large agricultural parcel east of Marley Street. This alignment was the preferred alternative of Maplewood Meats. It also satisfied the owner of the agricultural parcel since it did not split his parcel in half and left a large section of land between Milltown and Marley Street.
2. Snowmobile club coordination is ongoing to address the trail crossing of WIS 29 at County U.
3. The median in front of the property owner on Marley Street was changed to permit left turns in and out of his accesses. Other changes were made to address drainage issues and to avoid his mound system as well.
4. A new alternative alignment for Milltown Road (MT5) was formed after the response from the owner of the Shell Gas Station to attempt to address their concerns of visibility of their gas pumps. This new alignment was presented to landowners at the Property Owners meeting a month after the second Public Information Meeting. This alternative was brought before the Village of Howard Board but was not chosen as the preferred alternative.
5. See #1 above.

12. Local/regional/tribal/federal government coordination

A. Identify units of government contacted and provide the date coordination was initiated.

Unit of Government (MPO, RPC, City, County, Village, Town, Tribal, Federal, etc.)	**Coordination** Correspondence Attached	**Coordination Initiation Date** (m/d/yyyy)	**Coordination Completion Date** (m/d/yyyy)	**Comments**
Village of Hobart	☐ Yes ☒ No	11/8/2010	Ongoing	Coordination has been ongoing since the 11/8/2010 Project Kick-Off Meeting
Village of Howard	☐ Yes ☒ No	11/8/2010	Ongoing	Coordination has been ongoing since the 11/8/2010 Project Kick-Off Meeting
Brown County	☐ Yes ☒ No	11/8/2010	Ongoing	Coordination has been ongoing since the 11/8/2010 Project Kick-Off Meeting
Oneida Tribe of Indians of Wisconsin	☒ Yes ☐ No	11/29/2010 & 10/4/2011	Ongoing	Coordination has been ongoing since the 11/29/2010 Meeting

B. Describe the issues, if any, identified by units of government during the public involvement process:

1. Village of Howard expressed concerns with flooding near Marley/Glendale Avenue.
2. Local officials expressed concerns regarding local business access.

C. Briefly describe how the issues identified above were addressed:

1. Project design will account for stormwater for this project; however, the Village of Howard will need to address offsite issues and inform designers of long-range plan for coordination purposes.
2. The project design was refined to address business access concerns.

D. Indicate any unresolved issues or ongoing discussions:

No unresolved issues were identified through local government coordination.

13. Public Hearing Requirement

☐ This document is an Environmental Assessment.
- ☐ A Notice of Opportunity to Request a Public Hearing **will be** published, or,
- ☐ A Public Hearing **will be** held.

☒ This document is a Type 2c Categorical Exclusion / Environmental Report.
- ☒ A substantial amount of right-of-way **will** be acquired.
- ☒ The proposed action **will** substantially change the layout or functions of connecting roadways or of the facility being improved.
- ☐ The proposed action **will** have a substantial adverse impact on abutting property.
- ☐ The proposed action **will** have other substantial social, economic, environmental effects.
- ☐ The department has made a determination that a public hearing is in the public interest.

☐ None of the above boxes have been checked, it has therefore been concluded that a Notice of Opportunity to Request a Public Hearing **will not** be published and a Public Hearing **is not** required, or,

☒ A Notice of Opportunity to Request a Public Hearing **will be** published, or,

☐ A Public Hearing **will be** held.

Note: For federally-funded projects, FHWA signature of this environmental document indicates concurrence with the department's Public Hearing requirement determination.

BASIC SHEET 4 - TRAFFIC SUMMARY MATRIX

	ALTERNATIVES/SECTIONS		
	Alt 1-No Build	**Alt 2**	**Alt 3 (Preferred)**
TRAFFIC VOLUMES			
Existing ADT Yr. 2010-2013 (Alt 1 and Alt 3) Yr. 2003 (Alt 2)	19400 (WIS 29: west of CTH VV) 23200 (WIS 29: east of CTH VV) 910 (CTH U: north of WIS 29) 1900 (CTH U: south of WIS 29) 1800 (CTH VV: south of WIS 29) 1100 (Marley Street) 1000 (Milltown Road)	19200 (WIS 29: west of CTH VV) 22400 (WIS 29: east of CTH VV) 1200 (CTH U: north of WIS 29) N/A (CTH U: south of WIS 29) 1200 (CTH VV: south of WIS 29) 1600 (Marley Street) N/A (Milltown Road)	19400 (WIS 29: west of CTH VV) 23200 (WIS 29: east of CTH VV) 910 (CTH U: north of WIS 29) 1900 (CTH U: south of WIS 29) 1800 (CTH VV: south of WIS 29) 1100 (Marley Street) 1000 (Milltown Road)
Const. Yr. ADT Yr. 2021 (Alt. 1 and Alt. 3) N/A Alt. 2	21600 (WIS 29: west of CTH VV) 26800 (WIS 29: east of CTH VV) 1600 (CTH U: north of WIS 29) 3200 (CTH U: south of WIS 29) 4500 (CTH VV: south of WIS 29) 2000 (Marley Street) 1500 (Milltown Road)	N/A	21400 (WIS 29: west of CTH VV) 26600 (WIS 29: east of CTH VV) 1600 (CTH U: north of WIS 29) 2300 (CTH U: south of WIS 29) 4600 (CTH VV: south of WIS 29) 2500 (Marley Street) 1800 (Milltown Road)
Const. Plus 10 Yr. ADT Yr. 2031 (Alt. 1 and Alt. 3) N/A Alt. 2	24000 (WIS 29: west of CTH VV) 30900 (WIS 29: east of CTH VV) 2100 (CTH U: north of WIS 29) 4400 (CTH U: south of WIS 29) 6800 (CTH VV: south of WIS 29) 2700 (Marley Street) 2200 (Milltown Road)	N/A	23700 (WIS 29: west of CTH VV) 30300 (WIS 29: east of CTH VV) 2100 (CTH U: north of WIS 29) 2700 (CTH U: south of WIS 29) 6900 (CTH VV: south of WIS 29) 3600 (Marley Street) 2900 (Milltown Road)
Design Yr. ADT Yr. 2041 (Alt. 1 and Alt. 3) Yr. 2040 (Alt 2)	26300 (WIS 29: west of CTH VV) 34900 (WIS 29: east of CTH VV) 2700 (CTH U: north of WIS 29) 5600 (CTH U: south of WIS 29) 9100 (CTH VV: south of WIS 29) 3500 (Marley Street) 2900 (Milltown Road)	44900 (WIS 29: west of CTH VV) 49400 (WIS 29: east of CTH VV) 3100 (CTH U: north of WIS 29) N/A (CTH U: south of WIS 29) 1800 (CTH VV: south of WIS 29) 3500 (Marley Street) 5300 (Milltown Road)	26000 (WIS 29: west of CTH VV) 34100 (WIS 29: east of CTH VV) 2600 (CTH U: north of WIS 29) 3000 (CTH U: south of WIS 29) 9200 (CTH VV: south of WIS 29) 4800 (Marley Street) 4000 (Milltown Road)
DHV Yr. 2034	3734 (WIS 29)	Unknown	3649 (WIS 29)
TRAFFIC FACTORS			
K [☒ 30 /☐ 100/☐ 200] (%)	10.7%	11.5%	10.7%
D (%)	59/41	58/42	59/41
Design Year T (% of ADT)	5.3%	4.9%	5.3%
T (% of DHV)	4.6%	4.9%	4.6%
Level of Service	Unknown	Unknown	Unknown
SPEEDS			
Existing Posted	WIS 29: 65 CTH U: 45 CTH VV: 40 Old 29: 45 Marley St: 40 Milltown Rd : 40 N. Pine Tree: 35	WIS 29: 65 CTH U: 45 CTH VV: 40 Old 29: 45 Marley St: 40 Milltown Rd : 40 N. Pine Tree: 35	WIS 29: 65 CTH U: 45 CTH VV: 40 Old 29: 45 Marley St: 40 Milltown Rd : 40 N. Pine Tree: 35
Future Posted	WIS 29: 65 CTH U: 45 CTH VV: 40 Old 29: 45 Marley St: 40 Milltown Rd : 40 N. Pine Tree: 35	WIS 29: 65 CTH U: 45 CTH VV: 40 Old 29: 45 Marley St: 40 Milltown Rd : 40 OldMilltown:25 N. Pine Tree: 40	WIS 29: 65 CTH U: 45 CTH VV: 40 Old 29: 45 Marley St: 40 MilltownR d : 40 Old Milltown:25 N. Pine Tree: 40
Design Year Project Design Speed	WIS 29: 65 CTH U: 45 CTH VV: 40 Old 29: 45 Marley St: 40 Milltown Rd : 40 N. Pine Tree: 35	WIS 29: 70 CTH U: 50 CTH VV: 45 Old 29: 45 Marley St: 45 Milltown Rd : 45 OldMilltown:30 N. Pine Tree: 45	WIS 29: 70 CTH U: 50 CTH VV: 45 Old 29: 45 Marley St: 45 Milltown Rd : 45 Old Milltown:30 N. Pine Tree: 45

ADT = Average Daily Traffic
DHV = Design Hourly Volume
K [$_{30/100/200}$] : K_{30} = Interstate, K_{100} = Rural, K_{200} = Urban, % = ADT in DHV
D = % DHV in predominate direction of travel
T = Trucks
P = % ADT in peak hour
K_8 = % ADT occurring in the average of the 8 highest consecutive hours of traffic on an average day (required only if CO analysis is required).

**Data for Alt 2 was prepared for the WIS 29 Right of Way Preservation Plan in 2008 when that plan was completed.*
Traffic data was updated for this environmental report in 2014, as reported for the No Build alternative and the Proposed Action / Preferred Alternative.

1. Identify the agency that generated the data included in the Traffic Summary Matrix.
Data generated from WisDOT Traffic Forecast Report

2. **Identify the date (month/year) that the traffic forecast data included in the Traffic Summary Matrix was developed.**
   December 2014

3. **Identify the methodology and/or computer program(s) used to develop the data included in the Traffic Summary Matrix.**
   The 2010/2045 Northeast Regional Travel Demand Model was used to complete the Traffic Forecast

4. **If a metric other than Annual Average Daily Traffic (AADT) is used for describing traffic volumes such as Average Annual Weekday Traffic (AWDT), explain why a different metric was used and how it compares to AADT.**
   AADT was used to describe traffic volumes.

BASIC SHEET 5 - AGENCY AND TRIBAL COORDINATION

Agency	Coordination Required?	Correspondence Attached?	Comments
WisDOT			
Regional Real Estate Section	☐ No	N/A	
	☒ Yes	☒ Yes ☐ No	Coordination has been completed. Project effects and relocation assistance have been addressed. A Conceptual Stage Relocation Plan is attached in Appendix 4.
Bureau of Aeronautics	☒ No	N/A	Coordination is not required. The project is not located within 5 miles of a public or military use airport.
	☐ Yes	☐ Yes ☐ No	
Railroads and Harbors Section	☒ No	N/A	Coordination is not required because no railways or harbors are in or planned for the project area.
	☐ Yes	☐ Yes ☐ No	
STATE AGENCY			
Natural Resources (DNR)	☒ Yes	☒ Yes ☐ No	**December 20, 2010** – Information regarding the project was provided to WDNR. **January 07, 2011** – Preliminary comments received from WDNR. A review of endangered resource information indicates that creek corridors in the surrounding area contain species, including rare species of plants, fish and turtles. There is potential habitat for the wood turtle (Clemmys insculpta) which is on Wisconsin's list of threatened species. Fencing and other appropriate mitigation will be required to protect the State listed species. General concerns expressed related to threatened species that may be impacted, wetland impacts at various locations, potential impacts to streams and habitats, cumulative impacts from storm water runoff, and determination of any floodplain impacts. WDNR was part of the WIS 29 Advisory Committee and regularly attended Advisory Committee meetings. **June 16, 2016** – A project update letter was sent to WDNR. **July 1, 2016** – WDNR responded to update letter, stating original review comments were all still valid. WDNR correspondence is presented in Appendix 5.
State Historic Preservation Office (SHPO)	☒ Yes	☒ Yes ☐ No	The Wisconsin State Historic Preservation Officer signed the project's Section 106 form on March 6, 2014. The Oneida Tribe of Wisconsin's THPO signed the project's Section 106 form on January 1, 2014. The signed Section 106 Form is presented in Appendix 6.
Agriculture (DATCP)	☒ Yes ☐ No	☒ Yes ☐ No	**December 20, 2010** – Information regarding the project was provided to DATCP. **January 10, 2011** – DATCP letter indicates that DATCP will prepare an Agricultural Impact Statement (AIS) for the proposed project after WisDOT determines the amount of property to be acquired from each farmland owner. **December, 2014** – An Agricultural Impact Notice (AIN) was submitted to DATCP. **February 4, 2014** – DATCP published an Agricultural Impact Statement (AIS) for the proposed action. (See Ag Impact Information in Appendix 7)
Other (Identify)	☐ Yes ☐ No	☐ Yes ☐ No	

FEDERAL AGENCY			
U.S. Army Corps of Engineers (USACE)	☒ Yes ☐ No	☒ Yes ☐ No	**December 20, 2010** – Information regarding the project was provided to COE. **January 03, 2011** – Written comments received from COE state that due to limited staff and resources, it is unlikely that U.S. Army Corps of Engineers Regulatory staff will review or comment on this project until they receive a permit application. Coordination between WisDOT and the Army Corps of Engineers (USACE) is ongoing. Application for a USACE permit will be submitted upon approval of the environmental document. Section 401(a) of the Clean Water Act prohibits discharges of dredged or fill material into waters of the United States, unless the work has been authorized by a Department of the Army permit under Section 404. COE correspondence is presented in Appendix 5.
U.S. Fish and Wildlife Service (USFWS)	☒ Yes ☐ No	☒ Yes ☐ No	**December 20, 2010** – Information regarding the project was provided to FWS. **January 12, 2011** – FWS reviewed the proposed action and determined that no federally listed species, candidate species, or designated critical habitat occurs within the project area. Recommendations for potential wetland impacts include avoidance, minimization, and mitigation if impacts are necessary. FWS correspondence is presented in Appendix 5.
Natural Resources Conservation Service (NRCS)	☒ Yes ☐ No	☒ Yes ☐ No	**December 20, 2010** – Information regarding the project was provided to NRCS. No comments were received from NRCS.
U.S. National Park Service (NPS)	☐ Yes ☒ No	☐ Yes ☒ No	Coordination with NPS was not required for the project. There are no parks with the project area.
U.S. Coast Guard (USCG)	☐ Yes ☒ No	☐ Yes ☒ No	Coordination with USCG was not required. There are no commercial navigable waters along the project
U.S. Environmental Protection Agency (EPA)	☒ Yes ☐ No	☒ Yes ☐ No	EPA Region 5 (Chicago office) was contacted via telephone on June 2, 2011. EPA provided guidance for impacts to Oneida Tribe of Indians of Wisconsin lands, which require a general stormwater permit separate from that issued by WDNR. Application for an EPA General Permit for Storm Water Discharges will be submitted prior to construction.
Advisory Council on Historic Preservation (ACHP)	☐ Yes ☒ No	☐ Yes ☒ No	Coordination with the ACHP is not required. No properties that are on the National List of Historic Places will be affected by the proposed action.
Other (Identify)	☐ Yes ☐ No	☐ Yes ☐ No	
SOVEREIGN NATIONS			
American Indian Tribes	☒ Yes ☐ No	☒ Yes ☐ No	In accordance with WisDOT policy, all required American Indian Tribes were notified of the proposed project. All tribes were provided information regarding the project. Written response was received from one tribes; indicating no interest in the project. **December 20, 2010 –** Letter sent to 17 Native American Tribe/interests. Appropriate coordination was conducted with the Oneida Tribe of Indians of Wisconsin. The Proposed Action is partly within the Oneida Reservation boundaries. The Oneida Tribe of Indians of Wisconsin were represented on the Stakeholder Advisory Committee, and three local officials meetings were held with tribal representatives. **November 29, 2010 –** Oneida Tribe of Indians of Wisconsin Officials Meeting held by WisDOT to inform Oneida Tribe of Indians of Wisconsin about the project. Access to tribal lands in the SE quad of the County U/WIS 29 intersection was discussed. This property is a former gas station on Oneida tribal land. The property is no longer an operating gas station so access to WIS 29 is not as critical as it once was. Access to this parcel will be off of County U. **October 4, 2011 –** WisDOT held an Oneida Land Conservation meeting to discuss potential impacts on tribal land. **July 22, 2016** – A project update letter was sent to all required American Indian Tribes. Correspondence with American Indian Tribes is presented in Appendix 5.

BASIC SHEET 6 - ALTERNATIVES COMPARISON MATRIX

All estimates including costs are based on conditions described in this document at the time of preparation in the year of expenditure (YOE). Additional agency or public involvement may change these estimates in the future.

PROJECT PARAMETERS	Unit of Measure	Alternatives/Sections		
		No Build[1]	Alt 2	Alt 3 (Preferred)
Project Length	Miles	0	2.3 CTH U – N. Pine Tree	2.3 CTH U – N. Pine Tree 0.52 (CTH U) 0.29 (Old 29) 0.91 (CTH VV) 0.81 (Marley St.) 0.72 (N. Pine Tree)
PRELIMINARY COST ESTIMATE (YOE)				
Construction (YOE 2016)	Million $	0	18.0	16.5
Real Estate (YOE 2016)	Million $	0	2.8	4.5
TOTAL	Million $	0	20.8	21
LAND CONVERSIONS				
Total Area Converted to ROW	Acres	0	68.78	76.7
REAL ESTATE				
Number of Farms Affected	Number	0	10	10
Total Area Required From Farm Operations	Acres	0	56.11	66.01
AIS Required		☐ Yes ☒ No	☒ Yes ☐ No	☒ Yes ☐ No
Farmland Rating	Score	N/A	73	71
Total Buildings Required	Number	0	0	7
Housing Units Required	Number	0	0	7
Commercial Units Required	Number	0	0	0
Other Buildings or Structures Required	Number & Type	0	-	3 (detached garages/ storage sheds
ENVIRONMENTAL FACTORS				
Indirect Effects		☐ Yes ☒ No	☒ Yes ☐ No	☒ Yes ☐ No
Cumulative Effects		☐ Yes ☒ No	☒ Yes ☐ No	☒ Yes ☐ No
Environmental Justice Populations		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No
National Register Eligible Historic Structures in the Area of Potential Effect	Number	0	0	0
National Register Eligible Archeological Sites in the Area of Potential Effect	Number	0	0	0
Burial Site Protection (*authorization required*)		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No
106 MOA Required		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No
Section 4(f) Evaluation Required		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No
Section 6(f) Land Conversion Required		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No
Flood Plain		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No
Unique Upland Habitat Identified		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No
Total Wetlands Filled	Acres	0	2.223	6.448
Stream Crossings	Number	0	3	3
Threatened/Endangered Species		☐ Yes ☒ No	☒ Yes ☐ No	☒ Yes ☐ No
Noise Analysis Required		☒ Yes ☐ No	☒ Yes ☐ No	☒ Yes ☐ No
Receptors Impacted	Number	0	0	0
Contaminated Sites	Number	0	8	8

[1] The estimated cost of routine maintenance through the design year should be included in the "Construction" box for the No Build alternative.

BASIC SHEET 7 - EIS SIGNIFICANCE CRITERIA

In determining whether a proposed action is a "major action significantly affecting the quality of the human environment," the proposed action must be assessed in light of the following criteria (1) if significant impact(s) will result, the preparation of an environmental impact statement (EIS) should commence immediately. Indicate whether the issue listed below is a concern for the proposed action or alternative and (2) if the issue is a concern, explain how it is to be addressed or where it is addressed in the environmental document.

1. Will the proposed action stimulate substantial indirect environmental effects?
   - ☒ No
   - ☐ Yes – Explain or indicate where addressed.

2. Will the proposed action contribute to cumulative effects of repeated actions?
   - ☒ No
   - ☐ Yes – Explain or indicate where addressed.

3. Will the creation of a new environmental effect result from this proposed action?
   - ☒ No
   - ☐ Yes – Explain or indicate where addressed.

4. Will the proposed action impact geographically scarce resources?
   - ☐ No
   - ☒ Yes – Explain or indicate where addressed.

5. Will the proposed action have a precedent-setting nature?
   - ☒ No
   - ☐ Yes – Explain or indicate where addressed.

6. Is the degree of controversy associated with the proposed action high?
   - ☒ No
   - ☐ Yes – Explain or indicate where addressed.

7. Will the proposed action be in conflict with official agency plans or local, state, tribal, or national policies, including conflicts resulting from potential effects of transportation on land use and transportation demand?
   - ☒ No
   - ☐ Yes – Explain or indicate where addressed.

BASIC SHEET 8 - ENVIRONMENTAL COMMITMENTS

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

Factor Sheet	**Commitment** (If none, include "No special provision or supplemental commitments required.")
A-1 General Economics	Access to businesses will be maintained during construction. The Construction Supervisor will assure fulfillment of the commitment.
A-2 Business	The Transportation Management Plan will be followed; access to businesses will be maintained during construction. The Construction Supervisor will assure fulfillment of the commitment.
A-3 Agriculture	No commitments needed. An Agricultural Impact Statement was prepared by DATCP.
B-1 Community or Residential	The Transportation Management Plan will be followed; access to residences will be maintained during construction. Construction of individual driveways may require temporary closures. The Construction Supervisor will assure fulfillment of the commitment.
B-2 Indirect Effects	No commitments needed
B-3 Cumulative Effects	No commitments needed
B-4 Environmental Justice	No commitments needed
B-5 Historic Resources	No commitments needed
B-6 Archaeological Sites	No commitments needed
B-7 Tribal Coordination/Consultation	The WisDOT design engineer will continue coordination with the Oneida Tribe of Indians of Wisconsin during future project development phases.
B-8 Section 4(f) and 6(f) or Other Unique Areas	No commitments needed
B-9 Aesthetics	No commitments needed
C-1 Wetlands	Wetland Impacts will be mitigated in accordance with applicable regulations. A detailed wetland mitigation plan will be developed as part of a future design phase. During project development, the WisDOT Region Environmental Coordinator will review available sites identified in the WIS 29 Brown County mitigation site search to determine if suitable sites remain available. The WisDOT Region Environmental Coordinator and WisDOT design engineer will be responsible for updating the mitigation site search and developing a final mitigation plan. Wetland fill will require compensatory mitigation pursuant to the DNR/DOT cooperative agreement. 6.448 wetland acres will be impacted by the project. Wetland mitigation ratios and a potential wetland mitigation site will be coordinated with WDNR and the ACOE and utilize the WisDOT Statewide wetland bank.
C-2 Rivers, Streams and Floodplains	The WisDOT NE Region project manager will develop measures to minimize floodplain encroachment and erosion control during project plan development. The design engineer will also design any structures crossing streams so that the flow line of the structure is 6-inches below the existing streambed. The WisDOT construction engineer will be responsible for implementing Erosion Control Implementation Plan and measures to avoid impacts to the Wood Turtle.
C-3 Lakes or other Open Water	Not applicable
C-4 Groundwater, Wells and Springs	Not applicable
C-5 Upland Wildlife and Habitat	No commitments needed
C-6 Coastal Zones	No commitments needed

Factor Sheet	**Commitment** (If none, include "No special provision or supplemental commitments required.")
C-7 Threatened and Endangered Species	DNR has indicated that there is potential habitat for the wood turtle (Glyptemys insculpta) which is on Wisconsin's list of threatened species. The need for any future field inventories or mitigation measures will be determined in a future engineering phase in consultation with DNR. DNR indicates impacts to turtles can be avoided by exclusion fencing to be erected between the streams and the construction zone prior to the beginning of their active period (March 15) of the construction year to discourage turtles from entering the work area. Fencing will also be needed for construction site erosion control. Location and timing of the fencing will be determined in future stages of design, when specific plans are being prepared. The silt fence is to be installed prior to construction activities and the area behind the silt fence is to be surveyed and any turtles confined within the project area removed prior to any site disturbance. The WisDOT Project Manager will be responsible for overseeing implementation.
D-1 Air Quality	The project is exempt from permit requirements.
D-2 Construction Stage Sound Quality	Check all that apply: ☒ WisDOT Standard Specification 107.8(6) and 108.7.1 will apply. The Construction Supervisor will assure fulfillment of the commitment.
D-3 Traffic Noise	No commitments needed
D-4 Hazardous Substances or Contamination	Standard Special Provisions should be included in the contract to address the potential for encountering hazardous materials during project construction. Contaminated soils encountered during construction will be remediated.
D-5 Storm Water	Storm water management will be implemented in accordance with standard storm water management practices and the WisDOT / DNR Cooperative Agreement. Inlet protections will be required during construction. The Construction Supervisor will fulfill this commitment.
D-6 Erosion Control	Erosion control will be implemented in accordance with standard erosion control practices and the WisDOT / DNR Cooperative Agreement. The Contractor prior to the Pre-Construction Meeting shall submit an Erosion Control Implementation Plan. The Construction Supervisor will fulfill this commitment.
E- Other	

BASIC SHEET 9 - ENVIRONMENTAL FACTORS MATRIX

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Note: If the effect on the environmental factor can't be adequately summarized In several sentences, the Factor Sheet for the environmental factor must be included. Effects
A. ECONOMIC FACTORS *Factor Sheet A-1, General Economics, must be included if Factor Sheet A-2 or A-3 is completed.*					
A-1 General Economics	☒	☒	☐	☒	The Proposed Action will: Require capital investment by WisDOT that would not be able to be expended elsewhere. Cause temporary traffic delay of services and access to local commerce during construction. Accommodate current and planned economic growth for the area. Assist in ensuring economic viability of the area by promoting safe and efficient travel through the project area. Benefit commercial, industrial, and manufacturing establishments by ensuring safe access for employees and shipment of goods and services in the project area.
A-2 Business	☒	☒	☐	☒	The Proposed Action will: Impact access to local businesses on a short-term basis during the construction of the improvements. Require ROW acquisition from three (3) existing businesses, totaling 0.48 acres (two businesses at the County U/Glendale intersection, one business at the North Pine Tree Rd/Milltown Rd intersection). Require the potential relocation of one (1) business near the County U/WIS 29 intersection (relocation will be determined in a future design phase). Assist in ensuring economic viability of the project area by promoting safe and efficient travel for local and regional traffic. Benefit commercial and industrial establishments by increasing level of service, safety, and access for employees and shipment of goods and services in the project area. Cause temporary traffic delay of services and access to local commerce during construction.
A-3 Agriculture	☒	☒	☐	☒	One of the primary land uses for properties adjacent to the proposed action is agricultural. The primary impact to agricultural resources will be the loss of lands for farming operations due to the right of way needed for the proposed improvements. The proposed action will require 66.01 acres of ROW from agricultural lands. Of this total, 66.01 acres are from property that is actively used for agricultural production. DATCP published an Ag Impact Statement for the project on February 4, 2015 (See Ag Impact displays and Ag Impact Statement in Appendix 7) The proposed action will improve safety and efficiency for agricultural operations that require moving equipment and personnel across WIS 29 and throughout the WIS 29 corridor.
B. SOCIAL/CULTURAL FACTORS					
B-1 Community or Residential	☒	☒	☐	☒	The Proposed Action will: Require ROW acquisition from 18 residences, totaling 4.54 acres: (County U overpass will require 1.11 acres of residential property from 7 property owners; County VV interchange will require 3.33 acres of residential property from 10 property owners; North Pine Tree Road will require 0.10 acres of residential property from 1 property owner). Cause temporary traffic delay to local residents during construction. Cause potential disruption in emergency vehicle access during construction. Benefit the project area by providing a safer and more efficient roadway. Require seven (7) residential relocations. Improve safety and keep WIS 29 functional long into the future. Provide a safer link between Hobart and Howard, safely accommodating cars, bicyclists, and pedestrians. Clearly defined access points will also help guide local land use decisions.

B-2 Indirect Effects	☒	☒	☐	☐	In March 2007, an indirect and cumulative effects analysis was prepared in conjunction with the Corridor Preservation Plan. This analysis was evaluated and updated for the current proposed action. Possible indirect effects included growth induced by improved transportation links, conversion of farmland to other uses, and increase rates of impacts to water resources. These land use changes were anticipated in the community's comprehensive plans. Similar trends and conclusions of the analysis are anticipated with respect to the refined proposed action. Beneficial effects include increase ability to meet significant local objectives for economic development, particularly in the Centennial Centre development which will be served, in part, by the proposed action. See Factor Sheet B-1 Community or Residential Evaluation for more information. See Indirect and Cumulative Effects Memo in Appendix 8.
B-3 Cumulative Effects	☒	☒	☐	☐	The project may contribute to cumulative effects in the same manner as indirect effects. Investments in transportation at the project location are to lead to further investments over time as the area urbanizes. Over time, combined actions result in conversion of cropland and upland habitat to more intense uses. These actions contribute to increase economic opportunities for the study area. See Indirect and Cumulative Effects Memo in Appendix 8.
B-4 Environmental Justice	☐	☐	☒	☒	Minority or low-income populations are present in the project corridor but will not be disproportionately affected by the project. This document is in compliance with U.S. DOT and FHWA policies to determine whether a proposed project will have induced socioeconomic impacts or any adverse impacts on minority or low income populations; and it meets the requirements of Executive Order on Environmental Justice 12898—"Federal Actions to Address Environmental Justice in Minority and Low-Income Populations." Neither minority nor low-income populations would receive disproportionately high or adverse impacts as a result of this project. Minority or low-income populations are present within the project corridor but are not disproportionately affected by the project. A windshield survey was also conducted to verify that there were not additional impacts to minority or low-income populations that had not been apparent in other environmental screening and public involvement completed for the project.
For B-5 through B-8, if any of these resources are present on the project, involve the REC early because of possible project schedule implications.					
B-5 Historic Resources	☐	☐	☒	☐	The Corridor Preservation Plan concluded that there were no historic resources within the project area that were potentially eligible for the National Register of Historic Places. The results of investigations on historic resources for the proposed action concur with the Corridor Preservation Plan. The Wisconsin State Historic Preservation Officer signed the project's Section 106 form on March 6, 2014. The signed Section 106 Form is presented in Appendix 6.
B-6 Archaeological/ Burial Sites	☐	☐	☒	☐	The Corridor Preservation Plan concluded that there were no archeological sites within the project area that were potentially eligible for the National Register of Historic Places. The results of investigations on archaeological sites for the proposed action concur with the Corridor Preservation Plan. The Wisconsin State Historic Preservation Officer signed the project's Section 106 form on March 6, 2014. The signed Section 106 Form is presented in Appendix 6.
B-7 Tribal Coordination /Consultation	☐	☐	☒	☒	In accordance with WisDOT policy, all required American Indian Tribes were notified of the proposed project. The project is located along the northern boundary of the Oneida Tribe of Indians of Wisconsin reservation. Consultation with the Oneida Tribe of Indians of Wisconsin is ongoing throughout the design development. No other tribal interests or issues were expressed in response to project notification.
B-8 Section 4(f) and 6(f) or Other Unique Areas	☐	☐	☒	☐	There are no 4(f) or 6(f) resources in the project area.
B-9 Aesthetics	☒	☒	☐	☐	The Corridor Preservation Plan noted that the resulting viewshed changes of an elevated structure over WIS 29 would adversely affect aesthetics of the project area; this effect was found to have no significant impact. Aesthetic treatments will be determined once project has been scheduled for construction. When design for the proposed action is finalized and construction is scheduled, local officials meetings will be held to discuss appropriate aesthetic treatments.

C. NATURAL RESOURCE FACTORS					
C-1 Wetlands	☒	☐	☐	☒	Approximately 6.448 acres of wetland (in the vicinity of the intersections of WIS 29/County U & WIS 29/County VV) will be impacted by the Proposed Action, see preliminary wetland impact displays in Appendix 9. Avoidance and minimization techniques, such as steeper embankment side slopes and the use of retaining walls, will be considered during the final design to avoid and minimize impacts to the wetlands and wetlands habitat. Wetland impacts will be avoided as much as possible while still addressing the need for efficient transportation systems without compromising the safety for the users of the roadway. Wetland mitigation and a potential wetland mitigation site will be coordinated with WDNR and the ACOE during final project design.
C-2 Rivers, Streams and Floodplains	☒	☒	☐	☒	Two unnamed streams/drainage areas to Trout Creek will be impacted by the Proposed Action (see Project Plans in Appendix 3, and Waterway Location Map in Appendix 10). Minimal, if any, impacts to the floodplain are anticipated as a result of the Proposed Action. Floodplains have been mapped in the Village of Hobart (south of WIS 29), and hydraulic data will be provided to the locals for map revision. Hydraulic modeling will be conducted and will include an analysis of backwater changes. The analysis will guide the final design such that the floodplain is not, or minimally, impacted.
C-3 Lakes or Other Open Water	☐	☐	☒	☐	No lake or other open water impacts.
C-4 Groundwater, Wells, and Springs	☐	☐	☒	☐	No groundwater, wells, or springs impacts.
C-5 Upland Wildlife and Habitat	☒	☒	☐	☒	The forested communities are not unique to any known endangered or threatened species but they do provide support for “life-cycle elements” for a number of species in the area. Coordination with WDNR has identified possible habitat for one State Threatened Species (Wood Turtle). WDNR suggested that impacts to wooded areas be avoided if possible, or kept to an absolute minimum. Impacts caused by the Proposed Action will be minimized by measures such as using retaining walls and steeper slopes and by reducing the width of the roadway and sidewalks WDNR has also identified recent records for a Migratory Bird Concentration Site close to the project area. The Department recommends that clearing of any wooded area be kept to a minimum to minimize impacts to the Migratory Bird Concentration Site as migratory birds will use the trees to rest and perch. Also, see discussion of State Threatened species in C-7.
C-6 Coastal Zones	☐	☐	☒	☐	Brown County is located in a coastal zone. However, the proposed action does not affect a Special Coastal area and is therefore, consistent with the Coastal Zone Management Plan. The WDNR did not express any coastal zone issues with the project. No coastal zone impacts.
C-7 Threatened and Endangered Species	☒	☒	☐	☒	DNR has indicated that there is potential habitat for the wood turtle (Glyptemys insculpta) which is on Wisconsin’s list of threatened species. The need for any future field inventories or mitigation measures will be determined in a future engineering phase in consultation with DNR. In addition, enclosing the work area with tight fitting silt fence or turbidity barrier should exclude the turtles from the site and prevent nesting in exposed soils. Silt fence is proposed to be installed prior to March 15 of a given construction season and any turtles found onsite will be removed from the construction site prior to work. WDNR has also identified recent records for a Migratory Bird Concentration Site close to the project area. The Department recommends that clearing of any wooded area be kept to a minimum to minimize impacts to the Migratory Bird Concentration Site as migratory birds will use the trees to rest and perch.
D. PHYSICAL FACTORS					
D-1 Air Quality	☐	☐	☒	☐	This project is exempt from permit requirements. No substantial impacts to air quality are expected.
D-2 Construction Stage Sound Quality	☒	☐	☐	☒	WisDOT Standard Specifications 1.7.8(6) and 108.7.1 will apply.
D-3 Traffic Noise	☐	☐	☒	☒	Federal Highway Administration's Traffic Noise Model (TNM) Version 2.5 was used to calculate the sound levels for the project corridor. Projected Design Hour Traffic Volumes provided by WisDOT NE Region Traffic Forecasting Section were used to model the existing and future traffic. Noise receptors were identified along the entire project corridor. Traffic noise analysis determined that noise abatement is not reasonable or feasible on this project. There are no

					impacted noise receptors on this project, therefore noise abatement is not warranted. The Traffic Noise Receptor Location Map is presented in Appendix 11.
D-4 Hazardous Substances or Contamination	☐	☐	☒	☒	Based on the findings of the Phase I Hazardous Materials Assessment (HMA) for the project area, eight (8) sites with recognized environmental conditions were identified along the project corridor. No further investigation or remediation is recommended at any sites. Standard Special Provisions should be included in the contract to address the potential for encountering hazardous materials during project construction at the other identified site. Contaminated soils encountered during construction will be remediated.
D-5 Stormwater	☒	☒	☐	☒	There is a potential for storm water impacts during and after construction. Implementing storm water management measures will minimize potential adverse effects. Storm water management measures will conform to the requirements of Wisconsin Administrative Code - Chapter TRANS 401 and the WisDOT/DNR Cooperative Agreement. Currently, flooding issues exist within the project area, particularly near the County VV interchange and Milltown Road re-alignment. Coordination with Village of Howard is ongoing to determine long term needs for stormwater and potential to develop a regional pond. A stormwater management plan is currently being prepared. The plan will include proven stormwater management strategies in accordance with TRANS 401.
D-6 Erosion Control and Sediment Control	☒	☒	☐	☒	The Corridor Preservation Plan stated that standard erosion control measures would be used to minimize any adverse effects to the surrounding areas and that the measures would be in compliance with the Wisconsin Administrative Code (Chapter TRANS 401) and the WisDOT/DNR Cooperative Agreement In addition, an Erosion Control Implementation Plan (ECIP) will be developed by the contractor and submitted to WDNR 14 days prior to a preconstruction conference.
E. OTHER FACTORS					
E-1 Utility Facilities (Overhead)	☒	☐	☐	☐	It is likely that several overhead transmission lines will need to be relocated. Coordination with affected utilities is ongoing. Final determination on utility impacts will be determined when design for the proposed action is finalized and construction is scheduled.
E-2	☐	☐	☐	☐	

Factor Sheet A-1

Alternative **Preferred Alternative – Alternative 3**	Total Length of Center Line of Existing Roadway: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)** Length of This Alternative: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)**
Preferred ☒ Yes ☐ No ☐ None Identified	

1. Briefly describe the existing economic characteristics of the area around the project:

Economic Activity	**Description**
a. Agriculture	The primary land use in the area is agricultural. Small agriculture operations are conducted in scattered farm fields. Over the past decade, Brown County has experienced rapid growth, which has contributed to a reduction in the amount of land devoted to agriculture.
b. Retail business	There are several small commercial/retail areas adjacent to the proposed action. Three commercial properties exist at/near the existing Milltown Rd/WIS 29 intersection. These properties include the Maplewood Shell/Arby's Restaurant (gas station), Maplewood Meats (meat processing and retail store), and Village Auto (used car sales).
c. Wholesale business	None
d. Heavy industry	None
e. Light industry	A light industrial manufacturer, Sterling Machine Co., is located just east of the Milltown Rd/WIS 29 intersection. Two unknown industrial type businesses are located at the County U/Glendale Avenue intersection
f. Tourism	None
g. Recreation	None
h. Forestry	None
i. Office	None

2. Discuss the economic advantages and disadvantages of the proposed action and whether advantages would outweigh disadvantages. Indicate how the project would affect the characteristics described in item 1 above:

Advantages: The proposed improvements will provide safe and efficient travel through the project area. The improvements will provide safer access to existing businesses, and provide safer local and regional transportation connections via WIS 29.

Disadvantages: Businesses and residents may be temporarily disadvantaged during construction due to delays, rerouting of roadway traffic, and temporary reduced access to the roadway during construction.

The safety advantages of the proposed action will outweigh the temporary disadvantages caused during construction.

3. What effect will the proposed action have on the potential for economic development in the project area?

☐ **The proposed project will have no effect on economic development.**

☒ **The proposed project will have an effect on economic development.**

☒ Increase, describe:

The Environmental Assessment for the WIS 29 Corridor Preservation Plan concluded that the activities planned improvements associated with the Proposed Action could increase economic development in the study area. The Indirect and Cumulative Effects update conducted for the proposed action confirms these conclusions.

The civil communities in the study area – the Villages of Hobart and Howard are experiencing sustained growth, having increased in population by 21% and 28% respectively between 2000 and 2010. The proposed action will contribute to planned economic development in these jurisdictions by facilitating controlled access to and from the study area. The Villages of Howard and Hobart are both anticipating and planning for development in and around the study area and have incorporated the proposed action into this planning. Since the completion of the Corridor Environmental Assessment in 2008, a former agricultural area immediately east of the study area has been developed with medium-high density multifamily residential uses, with additional multi-family development planned for the immediate future. The Centennial Centre planned development west of the project area is developing with business and residential uses. By controlling access to the state highway system, the proposed action will facilitate orderly development and redevelopment of land in the study area, providing a focused area for future commercial or higher density residential uses, while enabling the communities to maintain lower intensity land development and open space preservation in other areas of the WIS 29 corridor.

☐ Decrease, describe:

Factor Sheet A-2

Alternative **Preferred Alternative – Alternative 3**	Total Length of Center Line of Existing Roadway: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)** Length of This Alternative: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)**
Preferred ☒ Yes ☐ No ☐ None Identified	

1. Is a Conceptual Stage Relocation Plan attached to this document?

☒ Yes (see Appendix 4)
☐ No - (Explain) _____

2. Describe the economic development or existing business areas affected by the proposed action:

Businesses in the study area include small agriculture operations, a light manufacturing business, a gas station/restaurant/convenience store, a former gas station, a meat processing and retail store, and a used car dealer.

3. Identify and discuss existing modes of transportation and their traffic within the economic development or existing business area:

The businesses in the study area generate little traffic volume, as all are small businesses with a small number of employees. Transportation modes consist mainly of automobile and limited truck traffic. Pedestrian and bicycle traffic are also present, but currently there exists no dedicated facilities for these modes. There is no transit service in the project area. Transportation for agriculture in the study area is also limited as there are few acres dedicated to active farm use; farm transportation consists primarily of truck traffic accessing fields.

4. Identify and discuss effects on the economic development potential and existing businesses that are dependent upon the transportation facility for continued economic viability:

☒ The proposed project will have no effect on a transportation-dependent business or industry.
☐ The proposed action may change the conditions for a business that is dependent upon the transportation facility. Identify effects, including effects which may occur during construction.

5. Describe both beneficial and adverse effects on:

A. The existing business area affected by the proposed action. Include any factors identified by business people that they feel are important or controversial.

The WIS 29 Corridor Preservation Plan Environmental Analysis identified no impacts to the viability of businesses at this location due to changes in the transportation system. It noted that right of way acquisition from farmlands will slightly affect farm operations.

B. The existing employees in businesses affected by the proposal. Include, as appropriate, a discussion of effects on minority populations or low-income populations.

6. Estimated number of businesses and jobs that would be created or displaced because of the project:

The proposed action will potentially displace one business, a former gas station. Acquisition of the former gas station will be determined in a future design phase.

Business/Job Type	Businesses			Jobs	
	Created	Displaced	Value	Created	Displaced
Retail					
Service					
Wholesale					
Manufacturing					
Other (Former Gas Station)		1	$250,000	0	0

7. Are any owners or employees of created or displaced businesses elderly, disabled, low-income or members of a minority group?

☐ No
☒ Yes – If yes, complete Factor Sheet B-4, Environmental Justice Evaluation.

8. Is Special Relocation Assistance Needed?

☒ No
☐ Yes – Describe special relocation needs.

9. Identify all sources of information used to obtain data in item 8:

☒ WisDOT Real Estate Conceptual Stage Relocation Plan
☐ Multiple Listing Service (MLS)
☐ Newspaper listing(s)
☐ Other - Identify:

10. Describe the business relocation potential in the community:

The proposed action will potentially displace one business, a former gas station. Acquisition of the former gas station and business relocation potential will be determined in a future design phase.

A. Total number of available business buildings in the community. _____

B. Number of available and comparable business buildings by type and price (Include business buildings in price ranges comparable to those being dislocated, if any).
Number of available and comparable type business buildings in the price range of _____
Number of available and comparable type business buildings in the price range of _____
Number of available and comparable type business buildings in the price range of _____

11. Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24. Check all that apply:

☒ Business acquisitions and relocations will be completed in accordance with the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended." In addition to providing for payment of "Just Compensation" for property acquired, additional benefits are available to eligible displaced persons forced to relocate from their business. Some available benefits include relocation advisory services, reimbursement of moving expenses, replacement of business payments. In compliance with State law, no person would be displaced unless a comparable replacement business would be provided.

Compensation is available to all displaced persons without discrimination. Before initiating property acquisition activities, property owners will be contacted and given an explanation of the details of the acquisition process and Wisconsin's Eminent Domain Law under Section 32.05, Wisconsin Statutes. Any property to be acquired will be inspected by one or more professional appraisers. The property owner will be invited to accompany the appraiser during the inspection to ensure the appraiser is informed of every aspect of the property. Property owners will be given the opportunity to obtain an appraisal by a qualified appraiser that will be considered by WisDOT in establishing just compensation. Reasonable cost of an owner's appraisal will be reimbursed to the owner if received within 60 days of initiation of negotiations. Based on the appraisal(s) made, the value of the property will be determined, and that amount offered to the owner.

☐ Describe other relocation assistance requirements, not identified above.

12. Identify any difficulties relocating a business displaced by the proposed action and describe any special services needed to remedy identified unusual conditions:

The proposed action will potentially displace one business, a former gas station. The gas station is currently vacant. Acquisition of the former gas station and business relocation potential will be determined in a future design phase.

13. Describe any additional measures that will be used to minimize adverse effects or provide benefits to those relocated. Also discuss accommodations made to minimize adverse effects to businesses that may be affected by the project, but not relocated:

The proposed action will potentially displace one business, a former gas station. The gas station is currently vacant. Acquisition of the former gas station and business relocation potential will be determined in a future design phase.

AGRICULTURE EVALUATION

Wisconsin Department of Transportation

Factor Sheet A-3

Alternative **Preferred Alternative – Alternative 3**	Total Length of Center Line of Existing Roadway: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)** Length of This Alternative: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)**
Preferred ☒ Yes ☐ No ☐ None Identified	

1. Total acquisition interest, by type of agricultural land use: (see Ag impact maps in Appendix 7)

Type of Land Acquired From Farm Operations	Type of Acquisition (acres)		Total Area Acquired (acres)
	Fee Simple	Easement	
Crop land and pasture	66.01	0	66.01
Woodland	0	0	0
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)	0	0	0
Totals	66.01	0	66.01

2. Indicate number of farm operations from which land will be acquired:

Acreage to be Acquired	Number of Farm Operations
Less than I acre	2
1 acre to 5 acres	2
More than 5 acres	6

3. Is land to be converted to highway use covered by the Farmland Protection Policy Act?

☒ No – See April 9, 2015 letter from NRCS, in Appendix 7.
- ☐ The land was purchased prior to August 6, 1984 for the purpose of conversion.
- ☐ The acquisition does not directly or indirectly convert farmland.
- ☐ The land is clearly not farmland
- ☐ The land is already in, or committed to urban use or water storage.

☐ Yes (This determination is made by the Natural Resources Conservation Service (NRCS) via the completion of the Farmland Impact Conversion Rating Form, NRCS Form AD-1006) see Appendix 7
- ☐ The land is prime farmland which is not already committed to urban development or water storage.
- ☐ The land is unique farmland.
- ☐ The land is farmland which is of statewide or local importance as determined by the appropriate state or local government agency.

4. Has the Farmland Impact Conversion Rating Form (AD-1006) been submitted to NRCS?

☐ No - Explain.

☒ Yes (see Appendix 7)
- ☐ The Site Assessment Criteria Score (Part VI of the form) is less than 60 points for this project alternative.
  Date Form AD-1006 completed. _____
- ☒ The Site Assessment Criteria Score is 60 points or greater.
  Date Form AD-1006 completed. April 9, 2015

5. Is an Agricultural Impact Statement (AIS) Required?

☐ No

- ☐ Eminent Domain will not be used for this acquisition
- ☐ The project is a "Town Highway" project
- ☐ The acquisition is less than 1 acre
- ☐ The acquisition is 1-5 acres and DATCP chooses not to do an AIS.
- ☐ Other. Describe _____

☒ Yes (see Appendix 7)

- ☐ Eminent Domain may be used for this acquisition.
- ☐ The project is not a "Town Highway" project
- ☐ The acquisition is 1-5 acres and DATCP chooses to do an AIS.
- ☒ The acquisition is greater than 5 acres

6. Is an Agricultural Impact Notice (AIN) Required?

☐ No, the project is not a State Trunk Highway Project - AIN not required but complete questions 7-16.

☒ Yes, the project is a State Trunk Highway Project - AIN may be required. (see Appendix 7)

Is the land acquired "non-significant"?

☐ Yes - (All must be checked) An AIN is not required but complete questions 7-16.

- ☐ Less than 1 acre in size
- ☐ Results in no severances
- ☐ Does not significantly alter or restrict access
- ☐ Does not involve moving or demolishing any improvements necessary to the operation of the farm
- ☐ Does not involve a high value crop

☒ No

- ☐ Acquisition 1 to 5 acres - **AIN required**. Complete Pages 1 and 2, Form DT1999, (Pages 1 and 2, Figure 1, Procedure 21-25-30.) (see Appendix 7)
- ☒ Acquisition over 5 acres - **AIN required**. Complete Pages 1, 3 and 4, Form DT1999. (Pages 1, 3 and 4, Figure 1, Procedure 21-25-30) (see Appendix 7)

If an AIN is completed, do not complete the following questions 7-16.

7. Identify and describe effects to farm operations because of land lost due to the project:

☐ Does Not Apply.
☐ Applies – Discuss.

8. Describe changes in access to farm operations caused by the proposed action:

☐ Does Not Apply.
☐ Applies – Discuss.

9. Indicate whether a farm operation will be severed because of the project and describe the severance (include area of original farm and size of any remnant parcels):

☐ Does Not Apply.
☐ Applies – Discuss.

10. Identify and describe effects generated by the acquisition or relocation of farm operation buildings, structures or improvements (e.g., barns, silos, stock watering ponds, irrigation wells, etc.). Address the location, type, condition and importance to the farm operation as appropriate:

☐ Does Not Apply.
☐ Applies – Discuss.

11. Describe effects caused by the elimination or relocation of a cattle/equipment pass or crossing. Attach plans, sketches, or other graphics as needed to clearly illustrate existing and proposed location of any cattle/equipment pass or crossing:

- ☐ Does Not Apply.
- ☐ Replacement of an existing cattle/equipment pass or crossing is not planned. Explain.
- ☐ Cattle/equipment pass or crossing will be replaced.
- ☐ Replacement will occur at same location.
- ☐ Cattle/equipment pass or crossing will be relocated. Describe.

12. Describe the effects generated by the obliteration of the old roadway:

- ☐ Does Not Apply.
- ☐ Applies – Discuss.

13. Identify and describe any proposed changes in land use or indirect development that will affect farm operations and are related to the development of this project:

- ☐ Does Not Apply.
- ☐ Applies – Discuss.

14. Describe any other project-related effects identified by a farm operator or owner that may be adverse, beneficial or controversial:

- ☐ No effects indicated by farm operator or owner.
- ☐ Applies – Discuss.

15. Indicate whether minority or low-income population farm owners, operators, or workers will be affected by the proposal: (Include migrant workers, if appropriate.)

- ☐ No
- ☐ Applies – Discuss.

16. Describe measures to minimize adverse effects or enhance benefits to agricultural operations:

Alternative **Preferred Alternative – Alternative 3**	Total Length of Center Line of Existing Roadway: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)** Length of This Alternative: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)**
Preferred ☒ Yes ☐ No ☐ None Identified	

1. **Give a brief description of the community or neighborhood affected by the proposed action:**

Name of Community/Neighborhood
The proposed action is located on WIS 29 between County U and North Pine Tree Road, approximately two miles from the western edge of the City of Green Bay. WIS 29 serves as the border between the **Village of Howard** and the **Village of Hobart**.
Incorporated
☒ Yes ☐ No

Village of Howard
Total population—18,500
White—93.8% of total population
Black or African American—1.5% of total population
American Indian and Alaska Native—1.2% of total population
Asian—1.3% of total population
Some Other Race—0.6% of total population
Hispanic or Latino of any Race—2.4% of total population
Age 65 and over—10.7% of total population
*Totals greater than 100 are due to persons reporting more than one race.

According to U.S. Census Bureau data estimates for the year 2010, the median household income (average of 3 persons per household) for the Village of Howard is $61,327. Median household income for the Village of Howard is substantially above the national poverty line guideline of $19,530 for households with 3 persons (Department of Health and Human Services, Federal Register, January 24, 2013).

Village of Hobart
Total population—6,182
White—78.1% of total population
Black or African American—0.5% of total population
American Indian and Alaska Native—17.5% of total population
Asian—1.2% of total population
Native Hawaiian and Other Pacific Islander—0.1% of total population
Some Other Race—0.1% of total population
Hispanic or Latino of any Race—2.3% of total population
Age 65 and over—12.8% of total population
*Totals greater than 100 are due to persons reporting more than one race.

According to U.S. Census Bureau data estimates for the year 2010, the median household income (average of 3 persons per household) for the Village of Hobart is $85,338. Median household income for the Village of Howard is substantially above the national poverty line guideline of $19,530 for households with 3 persons (Department of Health and Human Services, Federal Register, January 24, 2013).

2. Identify and discuss existing modes of transportation and their importance within the community or Neighborhood:
The project area's transportation system consists of local streets, county highways, Wisconsin State Highways, United State's Highways, Interstate Highways, and bicycle/pedestrian trails and walkways. The Austin Straubel International Airport is also located approximately 7 miles southeast of the project.

WIS 29 serves interstate and inter-regional trips and functions as the primary route across north central Wisconsin, linking Green Bay with I-94 and Minneapolis/St. Paul.

3. **Identify and discuss the probable changes resulting from the proposed action to the existing modes of transportation and their function within the community or neighborhood:**
In general, the proposed action will improve safety and convenience for motorized travel in the study area by eliminating dangerous turning and crossing movements at the intersections of WIS 29 with County U and with County VV. Access will be preserved at the County VV location, and delays during peak periods to enter the state highway are likely to be reduced. Additionally, bicycle and pedestrian travel will be improved in the project area, particularly for crossing WIS 29.

4. **Briefly discuss the proposed action's direct and indirect effect(s) on existing and planned land use in the community or neighborhood:**
The WIS 29 Corridor Study EA noted that the proposed action will affect future development, and notes that the proposed interchange locations were developed with an understanding of planned land use change in the study area.

   The proposed action will enhance the transportation system in the study area, leading to safer and more convenient travel; it has been designed to do so in the context of evolving land use in this growing area of Brown County, and will serve growing densities of residential and business uses. The proposed action has been modified and refined to accommodate planned changes in land use. The Centennial Centre, a mixed use planned development, is under development on the southern edge of WIS 29, generally between County VV and North Pine Tree Road. A proposed roundabout at County VV/Centennial Drive (a future/planned local street) will be constructed to compliment the Town of Hobart's plans for land development in the area. Also, construction of a new overpass that will extend North Pine Tree Road from Sunlite Drive on the south terminus, to Milltown Road on the north terminus, will also compliment local land use planning.

   Indirect effects are also possible, but likely to be limited in scale as the area is already partly developed or under development.

5. **Address any changes to emergency or other public services during and after construction of the proposed project:**
WIS 29 is a main route to the Level II Trauma Center at St. Vincent Hospital in Green Bay, located approximately 10 miles east of the WIS 29 project area, and the Level II Trauma Center at the Aurora BayCare Medical Center in Green Bay, located approximately 20 miles east of the WIS 29 project area.

   Emergency vehicles will have access through the project area, and to properties within the project area during construction. However, construction activities may have the potential to cause traffic delays that may lead to delayed emergency vehicle response times.

   If necessary, the WisDOT will coordinate with emergency responders, and officials at the Aurora BayCare Medical Center and St. Vincent Hospital to:
   - Discuss the project, traffic control staging, and any necessary alternate routes to the hospital trauma center.
   - Discuss an incident management process that may include press releases to local media and the Public Safety Communications Center of Brown County (County 911 Center), emergency pull-outs within the project limits, or message boards in advance of the project limits.

6. **Describe any physical or access changes that will result. This could include effects on lot frontages, side slopes or driveways (steeper or flatter), sidewalks, reduced terraces, tree removals, vision corners, etc.:**
Along County U all driveways will become steeper south of WIS 29. Property lot frontages in this area will become steeper as well. Some trees will also have to be removed on the front of these properties.

North of WIS 29 the driveways will be slightly steeper than they are currently. The southern access for the property on the northwest quadrant of the County U and Glendale Avenue intersection will be relocated off of County U to Glendale Avenue.

Along County VV, south of WIS 29, an agricultural property will lose one access; however, the access may be relocated to the Centennial Centre spur south of the County VV/Centennial Centre roundabout. The property to the north will have their driveway shifted to the west approximately 100 feet. A multi-use path will be incorporated along County VV on both sides of the roadway. Trees will be removed sparadically throughout this area.

Along Marley Street and Glendale Avenue, north of WIS 29, driveway slopes will remain mostly similar to existing.

Along Milltown Road, a multi-use path will be incorporated on both sides of the roadway. The final two driveways on Milltown Road will become steeper in grade. Some trees along the eastern limits will be removed.

Driveways for Maplewood Meats and Village Auto along Old Milltown Road will be realigned; however, they will remain relatively flat.

Along North Pine Tree Road, a multi-use path will be incorporated on both sides of the roadway.

7. **Indicate whether a community/neighborhood facility will be affected by the proposed action and indicate what effect(s) this will have on the community/neighborhood**:
No community / neighborhood facilities will be affected by the proposed action.

8. **Identify and discuss factors that residents have indicated to be important or controversial**:
Local businesses expressed concern about the realignment of Milltown Road due to how the new alignment would impact access to local businesses. Concern was expressed by the owner of the Shell Gas Station that the visibility of the station's pumps from WIS 29 may be impacted. Maplewood Meats voiced some concern that their parking would be impacted.

9. **List any Community Sensitive Design considerations, such as design considerations and potential mitigation measures.**
Community Sensitive Design considerations will be coordinated between the Village of Howard, the Village of Hobart, Brown County, and WisDOT in a future design phase.

10. **Indicate the number and type of any residential buildings that will be acquired because of the proposed action.**
    a. ☐ None identified.
    b. ☐ No occupied residential building will be acquired as a result of this project. Provide number and description of non-occupied buildings to be acquired.
    c. ☒ Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc.

       The proposed WIS 29 improvement has the potential to impact approximately seven (7) single family owner occupied homes.

11. Anticipated number of households that will be relocated from the occupied residential buildings identified in item 10c, above:

Total Number of Households to be Relocated.
7

(Note that this number may be greater than the number shown in 10c) above because an occupied apartment building may have many households.)

a. Number by Ownership

Number of Households Living in Owner Occupied Building	Number of Households Living in Rented Quarters
7	0

b. Number of households to be relocated that have.

1 Bedroom	2 Bedroom	3 Bedroom	4 or More Bedrooms
0	0	7	0

c. Number of relocated households by type and price range of dwelling.

Number of Single Family Dwelling. 7	Price Rang. $80,000 - $210,000
Number of Multi-Family Dwellings 0	Price Range $0
Number of Apartment 0	Price Range $0

12. Describe the relocation potential in the community:

a. Number of Available Dwellings

1 Bedroom	2 Bedrooms	3 Bedrooms	4 or More Bedrooms
NA	5	79	40

b. Number of Available and Comparable Dwellings by Location

124 residential structures within the Village of Hobart, Village of Howard, Green Bay, and surrounding areas (per WisDOT Conceptual Stage Relocation Plan)

c. Number of Available and Comparable Dwellings by Type and Price. (Include dwellings in price ranges comparable to those being dislocated, if any.)

Price Range	**2 BR**	**3 BR**	**4 BR**	**5+ BR**
$ 0 - $ 74,999	0	1	0	0
$ 75,000 - $ 99,999	1	3	0	1
$100,000 - $124,999	1	7	2	0
$125,000 - $149,999	2	7	2	0
$150,000 - $174,999	0	10	5	0
$175,000 - $199,999	0	25	3	0
$200,000 - $249,999	0	16	9	0
$250,000 - $349,999	1	9	9	3
$350,000 - $450,000	0	1	5	1
Total	**5**	**79**	**35**	**5**

13. Identify all the sources of information used to obtain the data in item 12:

☒ WisDOT Real Estate Conceptual Stage Relocation Plan ☐ Multiple Listing Service (MLS)
☐ Newspaper Listing(s) ☐ Other – Identify

14. Indicate the number of households to be relocated that have the following special characteristics:

☐ None identified.
☒ Yes - 7 total households to be relocated. Complete table below

Special Characteristics	Number of Households with Individuals with Special Characteristics
Elderly	unknown
Disabled	unknown
Low income	unknown
Minority	unknown
Household of large family (5 or more)	unknown
Not Known	7
No special characteristics	unknown

15. Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24:

☒ Residential acquisitions and relocations will be completed in accordance with the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended." In addition to providing for payment of "Just Compensation" for property acquired, additional benefits are available to eligible displaced persons required to relocate from their residence. Some available benefits include relocation advisory services, reimbursement of moving expenses, replacement housing payments, and down payment assistance. In compliance with State law, no person would be displaced unless a comparable replacement dwelling would be provided. Federal law also requires that decent, safe, and sanitary replacement dwelling must be made available before any residential displacement can occur.

Compensation is available to all displaced persons without discrimination. Before initiating property acquisition activities, property owners would be contacted and given an explanation of the details of the acquisition process and Wisconsin's Eminent Domain Law under Section 32.05, Wisconsin Statutes. Any property to be acquired would be inspected by one or more professional appraisers. The property owner would be invited to accompany the appraiser during the inspection to ensure the appraiser is informed of every aspect of the property. Property owners will be given the opportunity to obtain an appraisal by a qualified appraiser that will be considered by WisDOT in establishing just compensation. Based on the appraisal(s) made, the value of the property would be determined, and that amount offered to the owner.

☐ Identify other relocation assistance requirements not identified above.

16. Identify any difficulties or unusual conditions for relocating households displaced by the proposed action:

None Identified

17. Indicate whether Special Relocation Assistance Service will be needed. Describe any special services or housing programs needed to remedy identified difficulties or unusual conditions noted in item #14 above:

☒ None identified
☐ Yes - Describe services that will be required

18. Describe any additional measures that will be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected:

None Identified

ENVIRONMENTAL JUSTICE EVALUATION

Wisconsin Department of Transportation

Factor Sheet B-4

Alternative	Total Length of Center Line of Existing Roadway:
Preferred Alternative – Alternative 3	**0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)**
	Length of This Alternative: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)**
Preferred ☒ Yes ☐ No ☐ None Identified	

1. **Identify and give a brief description of the populations covered under Executive Order 12898 (EO 12898). Include the relative size of the populations and their pertinent demographic characteristics: (Check all that apply.)**

Population Groups	Low Income	Elderly	Disabled
☒ Black (having origins in any of the black racial groups of Africa)	Yes ☐	Yes ☐	Yes ☐
Describe: 1.5% (Village of Howard) 0.5% (Village of Hobart)	No ☐	No ☐	No ☐
☒ Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race)	Yes ☐	Yes ☐	Yes ☐
	No ☐	No ☐	No ☐
Describe: 2.4% (Village of Howard) 2.3% (Village of Hobart)			
☒ Asian American (origins in any of the original peoples of the Far East, SE Asia, the Indian subcontinent, or the Pacific Islands)	Yes ☐	Yes ☐	Yes ☐
	No ☐	No ☐	No ☐
Describe: 1.3% (Village of Howard) 1.2% (Village of Hobart)			
☒ American Indian and Alaska Native (having origins in any of the original people of North American and who maintains cultural identification through tribal affiliation or community recognition)	Yes ☐	Yes ☐	Yes ☐
	No ☐	No ☐	No ☐
Describe: 1.2% (Village of Howard) 17.5% (Village of Hobart)			
☒ White and any combination of the above.	Yes ☐	Yes ☐	Yes ☐
Describe: 93.8% (Village of Howard) 78.1% (Village of Hobart)	No ☐	No ☐	No ☐
☐ Non-minority low-income population		Yes ☐	Yes ☐
Describe:		No ☐	No ☐

The WIS 29 Corridor Preservation Plan Environmental Assessment noted that low income and elderly populations exist to some extent in all communities in the corridor. Low Income, Elderly, and Disabled populations are not identified above because available statistical data regarding these populations does not differentiate between minorities and non-minorities. Based on site visits, public involvement activities and the Green Bay Metropolitan Planning Organization Long Range Transportation Plan – which includes an environmental justice evaluation of the WIS 29 freeway conversion project – low income, elderly, and disabled populations do not appear to be present in higher proportions in minority populations than in non-minority populations. Overall, 11% of the study area was elderly in 2010.

2. **How was information on the proposed action communicated to populations covered by Executive Order 12898. Check all that apply:**

☐ Advertisements ☐ Brochures
☒ Newsletters ☐ Notices
☐ Utility Bill Inserts ☐ E-mails
☐ Public Service Announcements ☐ Direct Mailings
☒ Key Persons ☒ Other, Public Information Meetings

3. **How was input from populations covered by EO 12898 obtained? Check all that apply:**

☐ Mailed Surveys ☒ Targeted Small Group Information Meetings
☐ Door-to-door interviews ☐ Targeted Workshop/conferences
☐ Focus Group Research ☒ Public Meetings
☒ Public Hearings ☐ Key Person Interviews
☐ Other, identify _____

4. **Indicate any special accommodations made to encourage participation from populations covered by EO 12898. Check all that apply:**

☐ Interpreters ☐ Listening Aids
☒ Accessibility for Elderly & Disabled ☐ Transportation Provided
☐ Child Care Provided ☐ Sign Language
☐ Other, children's activities provided at public meetings; interpreters and other assistance offered on request. Small group meetings were held with Oneida tribal representatives.

5. **If there is a project advisory committee, identify and describe committee members from populations covered by EO 12898**

☐ None identified
☒ Yes - Check all that apply and describe below:
- ☐ Black
- ☐ Hispanic
- ☐ Asian-American
- ☒ American Indian or Alaska Native
- ☐ White and any combination of the above
- ☐ Non-minority low-income

Describe: _____

6. **As a result of public involvement and inter-agency coordination, identify and describe issues of concern or controversy to populations covered by EO 12898:**

Economic Development and Business

☒ No issues of concern or controversy identified.
☐ Yes - Issues of concern or controversy identified.

Agriculture

☒ No issues of concern or controversy identified.
☐ Yes - Issues of concern or controversy identified.

1. List effects on agricultural operations owned by members of populations covered by EO 12898.
   - ☐ None identified.
   - ☐ Yes
     List and discuss - _____
2. List effects on agricultural operations which employ members of populations covered by EO 12898, including migrant workers
   - ☐ None identified.
   - ☐ Yes
     List and discuss - _____
3. List other effects on members of populations covered by EO 12898:
   - ☐ None identified.
   - ☐ Yes
     List and discuss - _____

Community/Residential

☒ No issues of concern or controversy identified.
☐ Yes - Issues of concern or controversy identified.
List and discuss - _____

1. List relocation effects on households covered by EO 12898:
   - ☐ None identified.
   - ☐ Yes
     List and discuss - _____

Population Groups	Number of Households Relocated
Elderly	
Disabled	
Low income	
Minority	

2. List other effects on members of populations covered by EO 12898.

☐ None identified.

☐ Yes

List and discuss - _____

Other

☒ No issues of concern or controversy identified.

☐ Issues of concern or controversy identified.

List and discuss - _____

7. Indicate whether effects on populations covered by EO 12898 are beneficial or adverse:

A. Beneficial effects.

☒ **Describe effects on populations and discuss whether they are direct, indirect or cumulative. Include a discussion of any measures to enhance beneficial effects. Describe methods used to determine beneficial effects resulting from the proposed project. (If only beneficial effects, process is complete.)**

The beneficial effects of the proposed action will accrue to all populations using the transportation system in the study area. These effects include safer travel, more convenient access to and across the state highway system, enhanced movement of goods through and to the study area, and improved conditions for pedestrians and bicyclists.

B. Adverse effect.

☒ **1. Adverse Effects are proportional or disproportionately low. Identified adverse effects are proportionate or disproportionately low to those experienced by the general population.**

Describe effects on populations and discuss whether they are direct, indirect or cumulative. Describe methods used to determine adverse effects resulting from the proposed project. Include a discussion of any measures to avoid, minimize, or mitigate adverse effects. (If only beneficial or proportional or disproportionately low effects, process is complete.)

Adverse effects will be experienced equally by all populations in the study area. Direct effects include noise and inconvenience during construction, the potential for increased traffic on the local roadway system, and the conversion of private property to public right-of-way. These effects were minimized by reducing the roadway width, creating small curve radii where possible, and through the completion of a construction staging plan designed to minimize inconvenience. Indirect effects include the potential for accelerated changes in land use in areas directly adjacent to the interchange. Insofar as these changes are foreseeable, the proposed action has been designed to accommodate local land use planning.

☐ **2. Adverse Effects are disproportionately high. A disproportionately high and adverse effect means an adverse effect that:**

a.) is predominately borne by populations covered by EO 12898; or

b.) will be suffered by populations covered by EO 12898 and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by population not covered by EO 12898.

Describe disproportionately high and adverse effects on populations covered by EO 12898 and discuss whether they are direct, indirect or cumulative. Describe methods used to determine adverse effects resulting from the proposed project. Include a discussion of any measures to avoid, minimize, or mitigate disproportionately high and adverse effects or enhance beneficial effects.

8. Will the alternative be carried through final design even with disproportionately high and adverse effects on populations covered by EO 12898?

Not applicable. Effects are not disproportionately high.

A. ☐ No, the alternative will not be carried out because of disproportionately high and adverse effects on populations covered by EO 12898.

1. ☐ Another alternative with less severe effects on populations covered by EO 12898 can meet the purpose and need of the proposed alternative and is practicable.
2. ☐ Other.
   Describe. _____

B. ☐ Yes, the alternative will be carried out with the mitigation of disproportionately high and adverse effects on populations covered by EO 12898.

1. ☐ All disproportionate effects will be mitigated by the following measures.
   List and discuss measures:
2. ☐ The alternative will be carried through final design without fully mitigating disproportionately high and adverse effects. A substantial need for the alternative exists based on the overall public interest. Alternatives that would have less adverse effects on populations covered by EO 12898 have either:
   a) ☐ Adverse social, economic, environmental, or human health impacts that are more severe.
   b) ☐ Would involve increased costs of an extraordinary magnitude.

Alternative **Preferred Alternative – Alternative 3**	Total Length of Center Line of Existing Roadway: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)** Length of This Alternative: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)**
Preferred ☒ Yes ☐ No ☐ None Identified	

1. Summary of Coordination with American Indian Tribes for Cultural Issues (Attach response letters):

American Indian Tribe	Initial Coordination Date	Response Received		Phase I Arch. Report Sent	Phase II Arch. Report Sent	D for C Sent	MOA Sent	Human Remains	Trad. Cultural Properties	Acq. of Tribal Lands
		Yes	No							
Bad River Band of Lake Superior Chippewa Indians of Wis.	5/19/2011		x							
Forest County Potawatomi Community of Wisconsin	5/19/2011		x							
Ho-Chunk Nation	5/19/2011		x							
Iowa Tribe of Oklahoma	5/19/2011		x							
Lac Courte Oreilles Band of Lake Superior Chippewa Indians	5/19/2011		x							
Lac du Flambeau Band of Lake Superior Chippewa Indians of Wis.	5/19/2011		x							
Menominee Indian Tribe of Wisconsin	5/19/2011		x							
Prairie Island Indian Community. Minnesota Mdewakanton Sioux,	5/19/2011		x							
Prairie Band Potawatomi Nation	5/19/2011		x							
Stockbridge-Munsee Community Band of Mohican Indians	5/19/2011	x							No	No
Oneida Nation of WI	5/19/2011	x							No	Yes
Red Cliff Band of Lake Superior Chippewa Indians	5/19/2011		x							
Sac & Fox of the Mississippi in Iowa	5/19/2011		x							
Sac & Fox Nation of Missouri in Kansas and Nebraska	5/19/2011		x							
Sac & Fox Nation of Oklahoma	5/19/2011		x							
St. Croix Band of Lake Superior Chippewa Indians	5/19/2011		x							
Sokaogon (Mole Lake) Band of Chippewa Indians	5/19/2011		x							

Tribes may have additional concerns, rules and requirements related to non-cultural resource issues. These should be documented on the Environmental Justice Factor Sheet (Factor Sheet B-4) and other appropriate factor sheets (e.g. Stormwater, Historic Resources, Archaeological Sites Sheets).

2. Summary of Issues Identified by Tribes:
No specific issues identified by Tribes, but the project does encroach on Oneida Nation of WI land.

3. Archaeological and Historic Structure/Buildings Issues:

Historic Structure/Building Issues:

- ☒ No
- ☐ Yes Complete Factor Sheet B-5 – Historic Resources Evaluation.

Archaeological Issues:

- ☒ No
- ☐ Yes Complete Factor Sheet B-6 – Archaeological Sites Evaluation.

4. Human Remains:

Have American Indian remains/burials been reported or encountered during archaeological studies?

- ☒ No
- ☐ Yes
  - ☐ Consultation dates:
    - ☐ American Indian Tribe: _____
    - ☐ SHPO: _____
    - ☐ Burial Sites Office: _____
  - ☐ Area avoided.
  - ☐ Burials will not be affected.
  - ☐ Burials left in place.
  - ☐ Burials will be affected:
    - ☐ Permission to re-inter from Wisconsin Historical Society Director (date) _____
  - ☐ MOA prepared?
    - ☐ No
    - ☐ Yes
      - ☐ Signatories to MOA and dates:
        - ☐ FHWA: _____
        - ☐ American Indian Tribe: _____
        - ☐ WisDOT: _____
        - ☐ ACHP: _____
        - ☐ Other _____, _____, _____, _____, _____
    - ☐ Commitments to be included in contract specifications:

      _____
      _____
      _____
  - ☐ All documentation attached:
  - ☐ Project may proceed.

5. Traditional Cultural Property (TCP):

Is a TCP present within the Area of Potential Effect of the project?

☒ No
☐ Yes:

Tribal Affiliation:

_____

Type of Property:

☐ Sacred Place
☐ Cemetery
☐ Gathering place
☐ Place or resource that is significant in tribal traditions

Is there an effect on a TCP?

☒ No Explain
☐ Yes:

Steps to avoid impact to the TCP

_____
_____

6. Will lands owned by American Indian tribes be acquired for this project?

☐ No
☒ Yes:

Are the lands held in trust for the tribe by the US government?

☒ No
☐ Yes, explain.

Factor Sheet C-1

Alternative **Preferred Alternative – Alternative 3**	Total Length of Center Line of Existing Roadway: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)** Length of This Alternative: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)**
Preferred ☒ Yes ☐ No ☐ None Identified	

1. Describe Wetlands: (See Wetland Impact Maps in Appendix 9)

	Wetland 1		**Wetland 2**		**Wetland 3**	
Name (If known)	*Wetland 1*		*Wetland 2*		*Wetland 3*	
Location County	Brown		Brown		Brown	
Location (Section-Township-Range)	Sec 4, T24, R19 East		Sec 4, T24, R19 East		Sec 4, T24, R19 East	
Location Map	See Appendix 9		See Appendix 9		See Appendix 9	
Wetland Type(s)[1]	WS		M(D)		M(D)	
Total Wetland Loss	0.553 Acres		0.233 Acres		0.159 Acres	
Wetland is: (Check all that apply)[2]	Yes	No	Yes	No		
• **Isolated from stream, lake or other surface water body**	X		X		X	
• **Not contiguous (in contact with) a stream, lake, or other water body, but within 5-year floodplain**	X		X		X	
• **If adjacent or contiguous**						

	Wetland 4		**Wetland 5**		**Wetland 6**	
Name (If known)	*Wetland 4*		*Wetland 5*		*Wetland 6*	
Location County	Brown		Brown		Brown	
Location (Section-Township-Range)	Sec 4, T24, R19 East		Sec 4, T24, R19 East		Sec 4, T24, R19 East	
Location Map	See Appendix 9		See Appendix 9		See Appendix 9	
Wetland Type(s)[1]	WS		WS		M(D)	
Total Wetland Loss	0.160 Acres		0.078 Acres		0.053 Acres	
Wetland is: (Check all that apply)[2]	Yes	No	Yes	No	Yes	No
• **Isolated from stream, lake or other surface water body**	X		X		X	
• **Not contiguous (in contact with) a stream, lake, or other water body, but within 5-year floodplain**	X		X		X	
• **If adjacent or contiguous, identify stream, lake or water body by Section-Township-Range**						

[1]Use wetland types as specified in the "WisDOT Wetland Mitigation Banking Technical Guideline, Table 3-C"
[2]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.

	Wetland 7		**Wetland 8**		**Wetland 9**	
Name (If known)	*Wetland 7*		*Wetland 8*		*Wetland 9*	
Location County	Brown		Brown		Brown	
Location (Section-Township-Range)	Sec 4, T24, R19 East		Sec 4, T24, R19 East		Sec 4, T24, R19 East	
Location Map	See Appendix 9		See Appendix 9		See Appendix 9	
Wetland Type(s)[1]	M		M(D_		WS	
Total Wetland Loss	0.784 Acres		0.062 Acres		0.598 Acres	
Wetland is: (Check all that apply)[2]	Yes	No	Yes	No	Yes	No
• **Isolated from stream, lake or other surface water body**	X		X		X	
• **Not contiguous (in contact with) a stream, lake, or other water body, but within 5-year floodplain**	X		X		X	
• **If adjacent or contiguous, identify stream, lake or water body by Section-Township-Range**						

[1]Use wetland types as specified in the "WisDOT Wetland Mitigation Banking Technical Guideline, Table 3-C"
[2]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.

	Wetland 10		**Wetland 11**		**Wetland 12**	
Name (If known)	*Wetland 10*		*Wetland 11*		*Wetland 12*	
Location County	Brown		Brown		Brown	
Location (Section-Township-Range)	Sec 4, T24, R19 East		Sec 3, T24, R19 East		Sec 3, T24, R19 East	
Location Map	See Appendix 9		See Appendix 9		See Appendix 9	
Wetland Type(s)[1]	M		M(D)		M(D)	
Total Wetland Loss	0.052 Acres		0.120 Acres		0.367 Acres	
Wetland is: (Check all that apply)[2]	Yes	No	Yes	No	Yes	No
• **Isolated from stream, lake or other surface water body**	X		X		X	
• **Not contiguous (in contact with) a stream, lake, or other water body, but within 5-year floodplain**	X		X		X	
• **If adjacent or contiguous, identify stream, lake or water body by Section-Township-Range**						

[1]Use wetland types as specified in the "WisDOT Wetland Mitigation Banking Technical Guideline, Table 3-C"
[2]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.

	Wetland 13		Wetland 14		Wetland 15	
Name (If known)	*Wetland 13*		*Wetland 14*		*Wetland 15*	
Location County	Brown		Brown		Brown	
Location (Section-Township-Range)	Sec 3, T24, R19 East		Sec 3, T24, R19 East		Sec 3, T24, R19 East	
Location Map	See Appendix 9		See Appendix 9		See Appendix 9	
Wetland Type(s)[1]	M(D)		M(D)		M(D)	
Total Wetland Loss	0.117 Acres		0.020 Acres		0.036 Acres	
Wetland is: (Check all that apply)[2]	Yes	No	Yes	No	Yes	No
• **Isolated from stream, lake or other surface water body**	X		X		X	
• **Not contiguous (in contact with) a stream, lake, or other water body, but within 5-year floodplain**	X		X		X	
• **If adjacent or contiguous, identify stream, lake or water body by Section-Township-Range**						

[1]Use wetland types as specified in the "WisDOT Wetland Mitigation Banking Technical Guideline, Table 3-C"
[2]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.

	Wetland 16		Wetland 17		Wetland 18	
Name (If known)	*Wetland 16*		*Wetland 17*		*Wetland 18*	
Location County	Brown		Brown		Brown	
Location (Section-Township-Range)	Sec 3, T24, R19 East		Sec 3, T24, R19 East		Sec 3, T24, R19 East	
Location Map	See Appendix 9		See Appendix 9		See Appendix 9	
Wetland Type(s)[1]	M		M		M(D)	
Total Wetland Loss	0.024 Acres		0.118 Acres		0.239 Acres	
Wetland is: (Check all that apply)[2]	Yes	No	Yes	No	Yes	No
• **Isolated from stream, lake or other surface water body**		X		X	X	
• **Not contiguous (in contact with) a stream, lake, or other water body, but within 5-year floodplain**		X		X	X	
• **If adjacent or contiguous, identify stream, lake or water body by Section-Township-Range**	Adjacent to Unnamed Stream/DrainageArea		Adjacent to Unnamed Stream/DrainageArea			

[1]Use wetland types as specified in the "WisDOT Wetland Mitigation Banking Technical Guideline, Table 3-C"
[2]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.

	Wetland 19		Wetland 20		Wetland 21	
Name (If known)	*Wetland 19*		*Wetland 20*		*Wetland 21*	
Location County	Brown		Brown		Brown	
Location (Section-Township-Range)	Sec 3, T24, R19 East		Sec 3, T24, R19 East		Sec 2, T24, R19 East	
Location Map	See Appendix 9		See Appendix 9		See Appendix 9	
Wetland Type(s)[1]	M(D)		M(D)		WS	
Total Wetland Loss	2.331 Acres		0.309 Acres		0.006 Acres	
Wetland is: (Check all that apply)[2]	Yes	No	Yes	No	Yes	No
• **Isolated from stream, lake or other surface water body**	X		X		X	
• **Not contiguous (in contact with) a stream, lake, or other water body, but within 5-year floodplain**	X		X		X	
• **If adjacent or contiguous, identify stream, lake or water body by Section-Township-Range**						

[1]Use wetland types as specified in the "WisDOT Wetland Mitigation Banking Technical Guideline, Table 3-C"
[2]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.

	Wetland 22	
Name (If known)	*Wetland 22*	
Location County	Brown	
Location (Section-Township-Range)	Sec 2, T24, R19 East	
Location Map	See Appendix 9	
Wetland Type(s)[1]	WS	
Total Wetland Loss	0.029 Acres	
Wetland is: (Check all that apply)[2]	Yes	No
• **Isolated from stream, lake or other surface water body**	X	
• **Not contiguous (in contact with) a stream, lake, or other water body, but within 5-year floodplain**	X	
• **If adjacent or contiguous, identify stream, lake or water body by Section-Township-Range**		

[1]Use wetland types as specified in the "WisDOT Wetland Mitigation Banking Technical Guideline, Table 3-C"
[2]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?**
   - ☐ No
   - ☒ Yes:
     - ☐ Advanced Identification Program (ADID) Wetlands
     - ☒ Other – Describe: The project area includes riparian forested wetlands as identified by the US Fish and Wildlife Service. Additionally, affected wetlands provide habitat for the state threatened wood turtle.

3. **Describe proposed work in the wetland(s), e.g., excavation, fill, marsh disposal, other:**
   The proposed improvements would impact a total of approximately 6.448 acres of wetland from a total of 22 wetland locations. Affected wetlands are located within the proposed WIS 29 overpass at County U and at the proposed WIS 29/County VV interchange (see Wetland Impact Maps in Appendix 9). Affected wetland types include 1.424 acres of Wooded Swamp (WS), 0.978 acres of Wet Meadow (M(N)), and 4.046 acres of Degraded Meadow (M(D)). Proposed work in wetland areas consists of filling existing wetlands and constructing ditches within wetlands to accommodate roadway reconstruction.

4. **List any observed or expected waterfowl and wildlife inhabiting or dependent upon the wetland: (List should include both permanent, migratory and seasonal residents).**
   Waterfowl and wildlife species potentially occurring in project wetlands are typical of the area. They include heron and duck species, song bird species, small mammals such as mice and voles, raccoons, rabbits, white-tailed deer, reptiles and amphibians.

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

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: **6.448 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
   - ☐ Provisional GP
   - ☐ Provisional LOP
   - ☐ Programmatic GP

   Expiration date of 404 Permit, if known _____

8. 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.

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)

9. 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.:

Several alignment alternatives were evaluated throughout the design process in an attempt to minimize wetland disturbance. Due to the scattered location of wetlands in the highway corridor, proximity of wetlands to the proposed improvements and highway mainline, and scope of proposed improvements, it is not possible to completely avoid wetland impacts. A lower level of improvement would not address project purpose and need.

The preferred alignment on Milltown Road was modified to avoid approximately 2.5 wetland acres.

The preferred alignment on Old 29 Road was modified and incorporated tighter curves to avoid approximately 0.5 wetland acres.

2. Indicate the total area of wetlands avoided:

Acres: Approximately 2-3 acres

B. Minimize the amount of wetlands affected:

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

Side slopes were steepened from 4:1 to 3:1 outside of the clear zone for fill sections greater than 15’ in height.

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

Acres: approximately 0.5 acres

10. Compensation for Unavoidable Wetland Loss:

According to Section 401 (b) (1), of the Clean Water Act, unavoidable wetland losses must be mitigated on-site, if possible. If no on-site opportunities exist, near/off-site wetland compensation sites must be considered. If neither exists, the losses may be debited to an existing wetland mitigation bank site. Compensation ratios are based on WisDOT Wetland Mitigation Banking Technical Guideline. (see Wetland Impact Maps and preliminary WisDOT Wetland Tracking Form in Appendix 9)

Wetland mitigation, compensation, and a potential wetland mitigation site will be coordinated with WDNR and the ACOE during final project design.

	Type	Acre(s) Loss	Ratio	Compensation Type and Acreage			
				On-site	Near/off site	Consolidation Site	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	0.978					
M(D)	Degraded meadow	4.046					
SM	Shallow marsh						
DM	Deep marsh						
AB(N)	Aquatic bed						
AB(D)	Degraded aquatic bed						
SS	Shrub Swamp, shrub carr, alder thicket						
WS(N)	Wooded swamp	1.424					
WS(D)	Degraded wooded swamp						
Bog	Open and forested bogs						

D = Degraded
N = Non-degraded

11. If on-site compensation is proposed, describe how a search for a compensation site was conducted:

Wetland mitigation, compensation, and a potential wetland mitigation site will be coordinated with WDNR and the ACOE during final project design.

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

Wetland mitigation, compensation, and a potential wetland mitigation site will be coordinated with WDNR and the ACOE during final project design.

Factor Sheet C-2

Alternative **Preferred Alternative – Alternative 3**	Total Length of Center Line of Existing Roadway: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)** Length of This Alternative: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)**
Preferred ☒ Yes ☐ No ☐ None Identified	

1. Stream Name: Unnamed Streams/Drainage (Tributary to Trout Creek)

2. Stream Type: (Indicate Trout Stream Class, if known)
- ☒ Unknown
- ☐ Warm water
- ☐ Cold water
  If trout stream, identify trout stream classification: _____
- ☐ Wild and Scenic River

3. Size of Upstream Watershed Area: (Square miles or acres)
The unnamed streams/drainage, and Trout Creek, are located within the Duck Creek Watershed that is 151.62 square miles in area.

4. Stream flow characteristics:
- ☐ Permanent Flow (year-round)
- ☒ Temporary Flow (dry part of year)

5. Stream Characteristics:

A. Substrate:
1. ☐ Sand
2. ☒ Silt
3. ☐ Clay
4. ☐ Cobbles
5. ☐ Other-describe:

B. Average Water Depth: dry

C. Vegetation in Stream
- ☐ Absent
- ☐ Present - If known describe:
- ☒ Unknown

D. Identify Aquatic Species Present:
unknown

E. If water quality data is available, include this information: No water quality data available.

F. Is this river or stream on the WDNR's "Impaired Waters" list?
- ☒ No
- ☐ Yes - List: _____

6. If bridge or box culvert replacement, are migratory bird nests present?
- ☐ Not Applicable
- ☒ None identified
- ☐ Yes – Identify Bird Species present
  Estimated number of nests is:

7. Is a Fish & Wildlife Depredation Permit required to remove swallow nests?
- ☒ Not Applicable
- ☐ Yes
- ☐ No - Describe mitigation measures:

8. Describe land adjacent to stream*:*
Typical riparian plant species include ferns, horsetail, jewelweed, woodland sunflower, ash, elm, birch, boxelder and poplar.

9. Identify upstream or downstream dischargers or receivers (if any) within 0.8 kilometers (1/2 mile) of the project site:
Discharge into the unnamed creek is generally from overland flow. There are no identifiable dischargers or receivers within ½ mile (0.8 kilometers) of the project site.

10. Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment: [Note: Coast Guard must be notified when Section 10 waters are affected by a proposal. Also see Wetland Evaluation, Factor Sheet C-1, Question 8.]
The Proposed Action includes the extension of culverts beneath the new WIS 29 on- and off-ramps west of County VV. There will also be a culvert re-placed beneath County VV/Triangle Road.

11. Discuss the effects of any backwater which would be created by the proposed action. Indicate whether the proposed activities would be in compliance with NR 116 by creating 0.01 ft. backwater or less:
A hydraulic analysis is currently being undertaken in conjunction with preliminary structure design. The structure will be sized to ensure that backwaters created would be less than 0.01 ft (3mm). The proposed action will be consistent with Wisconsin Administrative Code – Chapter NR 116, the National Flood Insurance Program.

12. Describe and provide the results of coordination with any floodplain zoning authority:
Brown County regulates floodplain management in the unincorporated areas of the county. All work in the Proposed Action is to be undertaken in incorporated areas. The municipalities regulate development in the floodplain through their zoning and development permitting processes. Coordination has taken place with the Village of Hobart and Howard.

13. Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?
- ☒ No impacts would occur.
- ☐ Significant interruption or termination of emergency vehicle service or a community's only evacuation route.
- ☐ Significant flooding with a potential for property loss and a hazard to life.
- ☐ Significant impacts on natural floodplain values such as flood storage, fish or wildlife habitat, open space, aesthetics, etc.

14. Discuss existing or planned floodplain use and briefly summarize the project's effects on that use:
Ongoing planning in the affected municipalities accounts for protection of the floodplain and the implementation of the Proposed Action. The proposed action will not affect existing or planned use of the floodplain.

15. Discuss probable direct impacts to water quality within the floodplain, both during and after construction. Include the probable effects on plants, animals, and fish inhabiting or dependent upon the stream:
There are no long term impacts anticipated on the floodplain. During construction, there may be a slight impact to the floodplain, but this will be minimized through the use of silt fence, turbidity barrier, erosion bales, and other erosion control measures. All efforts will be made to minimize any potential off-site sedimentation. There will be minimal effects to plants, animals, and fish. Appropriate stormwater control measures direct impacts to water quality associated can be minimized.

16. Are measures proposed to enhance beneficial effects?
- ☒ No
- ☐ Yes. Describe: _____

UPLAND WILDLIFE AND HABITAT EVALUATION

Wisconsin Department of Transportation

Factor Sheet C-5

Alternative **Preferred Alternative – Alternative 3**	Total Length of Center Line of Existing Roadway: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)** Length of This Alternative: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)**
Preferred ☒ Yes ☐ No ☐ None Identified	

1. Proposed Work in Upland Areas:

A. Describe the nature of proposed work in the upland habitat area (e.g., grading, clearing, grubbing, etc.):
The project will require clearing and grubbing of trees, bushes and brush in the area and subsequent grading for the permanent conversion of small upland areas to highway facilities and right of way. The separated grade interchange will need significant fill to raise the existing ground elevation to the required height for the structure approaches. Swales will be constructed along the roadway to create proper drainage facilities for runoff.

2. Vegetation/Habitat:

A. Give a brief description of the upland habitat area. Include prominent plant community(ies) at the project site (list vegetation with a brief description of each community type if more than one present).
The dominant upland habitat area around the project site is Broad-Leaved/Mixed Deciduous Forest. Broad-Leaved/Mixed Deciduous Forests may include tree species such as oak, maple, beech, hickory, chestnut, elm, walnut, basswood and sweetgum. This vegetation provides food, cover and travel corridors to numerous wildlife species. There are also smaller areas of grasslands, which contain grasses and herbaceous plant communities. They provide food, shelter and migration passages to many animal species. The rest of the area is mostly covered in agricultural (monocultural) plots that do not provide ideal conditions for plant and animal communities to inhabit.

B. Will the project result in changes in the vegetative cover of the roadside?
The project will result in changes of small portions of vegetative cover, primarily affecting small pockets of forested roadside areas adjacent to the WIS 29 freeway corridor. Many of the affected areas are agricultural areas that currently do not have significant roadside vegetative cover.

3. Wildlife:

A. Identify and describe any observed or expected wildlife associations with the plant community(ies) listed in question #1:
There is a wide array of fauna that depend on these plant communities to provide habitat. These species include small mammals, common furbearers, wild turkey, deer, snakes, and many bird and insect species.

B. Identify and describe any known wildlife or bird use areas or movement corridors that will be severed or affected by the proposed action:
The Proposed Action is located near an area defined as a Migratory Bird Connection Site by the Wisconsin DNR, and is therefore designated as an area of special concern. The construction should not significantly impact the integrity of this use, as minimal deforestation will occur.

C. Discuss other direct impacts on wildlife and estimate significance:
Slower traffic speeds caused by the installation of roundabouts throughout the project area may lead to lower wildlife mortality rates. The elimination of roadside vegetation will be minimal, resulting in minor adverse impacts on wildlife habitat.

D. Identify and discuss any probable indirect impacts on wildlife in the area expected due to the project:
There will be very minimal to no further habitat fragmentation occurring in the upland areas, creating a low potential for negative effects on wildlife. Over the longer term, the Proposed Action may help facilitate further development in the area, due to improvements to access at this location to the regional transportation system. The Villages of Hobart and Howard have accounted for this indirect effect in their future land use planning, but it could have the effect of contributing to the reduction of available habitat over a period of decades.

E. Describe measures to avoid and/or minimize adverse effects or to enhance beneficial effects:
Retaining walls have been included in the design to minimize negative impacts on upland habitats. To avoid impacts on Wood Turtle habitat during construction, the project will require turtle exclusion fencing in any identified turtle habitat. See Factor Sheet C-7: Threatened and Endangered Species Evaluation. Also, enclosing the construction area with silt fencing or a turbidity barrier will occur in order to prevent the turtles from nesting in exposed soils.

In addition, fill and borrow sites will be selected in accordance with WisDOT standard specifications. Contaminated or hazardous materials found in any excavated material within the project limits will not be allowed as fill material and will be removed as appropriate.

THREATENED AND ENDANGERED SPECIES EVALUATION

Wisconsin Department of Transportation

Factor Sheet C-7

Alternative **Preferred Alternative – Alternative 3**	Total Length of Center Line of Existing Roadway: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)** Length of This Alternative: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)**
Preferred ☒ Yes ☐ No ☐ None Identified	

1. Are there any known threatened or endangered species in the vicinity of the project?

☐ None identified

☒ Yes - Identify the species and indicate its status on Federal or State lists:

Species Common Name	Species Scientific Name	Federal Status	State Status	Affected by Project? Y/N
Plants				
Animals				
Wood Turtle	Glyptemys insculpta		Threatened	Potentially Affected
Other				

2. Explain How a Species Is or Is Not Affected by the Action:

☐ Species Not Affected:

☒ Species Affected:
The project site contains potential habitat for the wood turtle (Glyptemys insculpta); construction activities will take place in this habitat.

3. Describe Coordination:

U.S. Fish & Wildlife Service:

☒ Has Section 7 coordination been completed?

☒ No

☐ Yes - Describe mitigation required to protect the federally listed endangered species:

WDNR

☐ Has coordination with DNR been completed?

☐ No

☒ Yes - Describe mitigation required to protect the state-listed species:
DNR indicates impacts to turtles can be avoided by exclusion fencing to be erected between the streams and the construction zone prior to the beginning of their active period (March 15) of the construction year to discourage turtles from entering the work area. Fencing will also be needed for construction site erosion control. Location and timing of the fencing will be determined in the early stages of final design, when specific plans are being prepared. This approach will allow the contractor to address erosion control issues and wood turtle exclusion with one tool, properly applied to meet both needs. The silt fence will be installed prior to construction activities and the area behind the silt fence will be surveyed and any turtles confined within the project area removed prior to any site disturbance.

CONSTRUCTION STAGE SOUND QUALITY EVALUATION

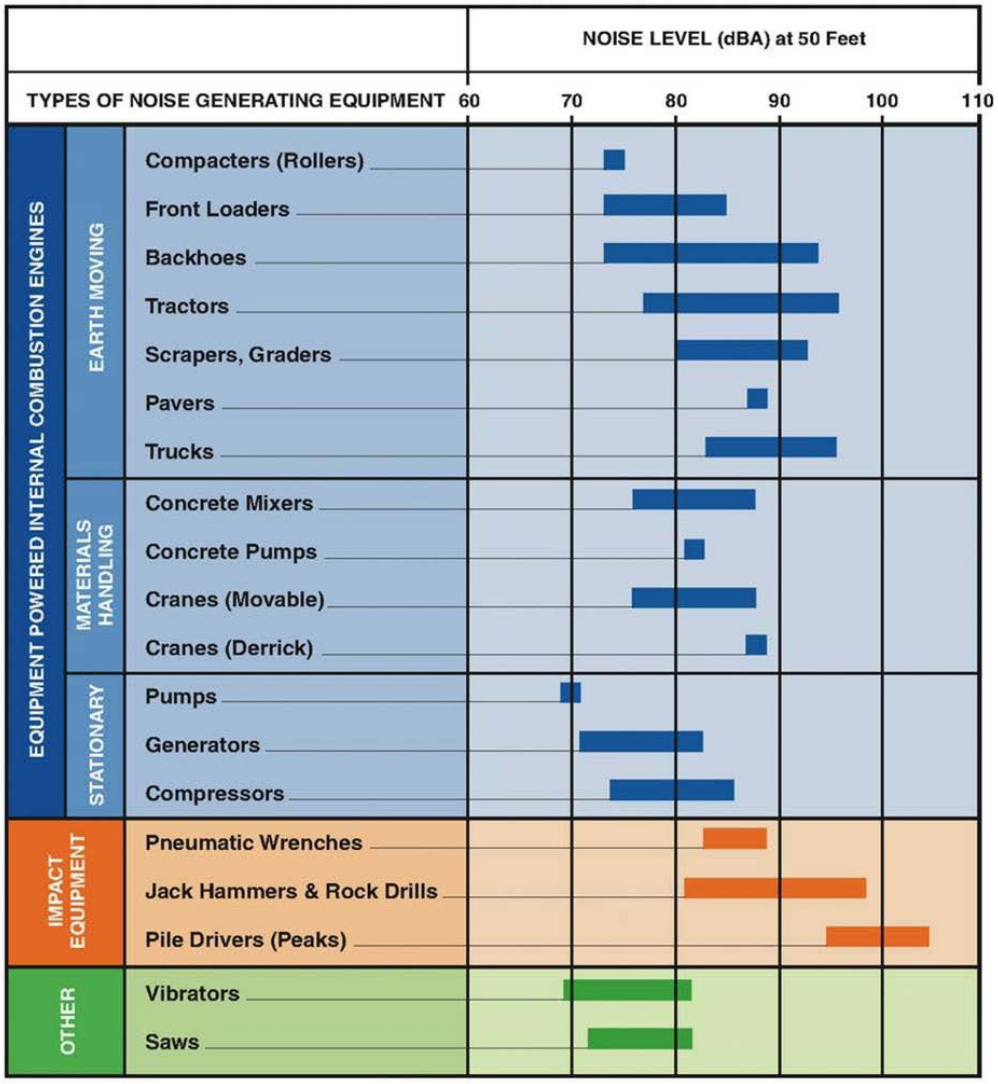
Wisconsin Department of Transportation

Factor Sheet D-2

Alternative **Preferred Alternative – Alternative 3**	Total Length of Center Line of Existing Roadway: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)** Length of This Alternative: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)**
Preferred ☒ Yes ☐ No ☐ None Identified	

1. **Identify and describe residences, schools, libraries, or other noise sensitive areas near the proposed action and which will be in use during construction of the proposed action. Include the number of persons potentially affected:**
   The receptors along the project corridor that will be affected by construction noise consist of private residences and local businesses. These receptors will be directly affected by the project, while others who regularly use the roadway will be indirectly affected.

2. **Describe the types of construction equipment to be used on the project. Discuss the expected severity of noise levels including the frequency and duration of any anticipated high noise levels:**
   The noise generated by construction equipment will vary greatly, depending on equipment type/model/make, duration of operation and specific type of work effort. However, typical noise levels may occur in the 67 to 107 dBA range at a distance of 50 feet. Adverse effects related to construction noise are anticipated to be of a localized, temporary, and transient nature. A list of typical noise levels for a variety of construction equipment is shown in the figure below.



3. Describe the construction stage noise abatement measures to minimize identified adverse noise effects. Check all that apply:

☒ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply.

☐ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply with the exception that the hours of operation requiring the engineer's written approval for operations will be changed to _____ P.M. until _____A.M.

☐ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply with the exception that the hours of operation requiring the engineer's written approval for operations will be changed to _____ P.M. until _____A.M.

☐ Special construction stage noise abatement measures will be required.

Factor Sheet D-3

Alternative **Preferred Alternative – Alternative 3**	Total Length of Center Line of Existing Roadway: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)** Length of This Alternative: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)**
Preferred ☒ Yes ☐ No ☐ None Identified	

1. Need for Sound Level Analysis:

Is the proposed action considered a Type I project or WisDOT Retrofit Project per FDM 23-10-1?

☐ No – Complete only Factor Sheet D-2, Construction Stage Sound Quality Evaluation.

☒ Yes – Complete Factor Sheet D-2, Construction Stage Sound Quality Evaluation, and the rest of this sheet.

2. Traffic Data:

Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on Basic Sheet 6, Traffic Summary Matrix*:*

☒ No

☐ Yes – Indicate volumes and explain why they were used:

Automobiles Veh/hr
Trucks Veh/hr
Or Percentage (T) %

3. Sound Level Analysis Technique

Identify and describe the noise analysis technique or program used to identify existing and future sound levels:

Federal Highway Administration's Traffic Noise Model (TNM) Version 2.5 was used to calculate the sound levels for the corridor. The Projected Design Hour Traffic Volumes provided by WisDOT NE Region Traffic Forecasting Section were used to model the existing and future traffic. Receptors were selected along the entire project corridor (See attached receptor location map in Appendix 11).

4. Sensitive Receptors

Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic sound:
No sensitive receptors were identified on the project corridor.

5. Noise Impacts

If this proposal is implemented will future sound levels produce a noise impact?

☒ No

☐ Yes - The impact will occur because:

- ☐ The Noise Level Criteria (NLC) is approached (1 dBA less than the NLC) or exceeded.
- ☐ Existing sound levels will increase by 15 dBA or more.

6. Abatement

Will traffic noise abatement measures be implemented?

☒ Not applicable – Traffic noise impacts will not occur.

☐ No – Traffic noise abatement is not reasonable or feasible (explain why). In areas currently undeveloped, local units of government shall be notified of predicted sound levels for land use planning purposes. **A COPY OF THIS WRITTEN NOTIFICATION SHALL BE INCLUDED WITH THE FINAL ENVIRONMENTAL DOCUMENT.**

Noise abatement is not reasonable or feasible on this project. There are no impacted receptors on this project, therefore noise abatement is not warranted.

☐ Yes – Traffic noise abatement has been determined to be feasible and reasonable. Describe any traffic noise abatement measures which are proposed to be implemented. Explain how it will be determined whether or not those measures will be implemented:

			Sound Level L_{eq}[1] (dBA)			Impact Evaluation		
Receptor Location or Site Identification (See attached map)	Distance from C/L of Near Lane to Receptor in feet (ft.)	Number of Families or People Typical of this Receptor Site	Noise Level Criteria[2] (NLC)	Future Sound Level	Existing Sound Level	Difference in Future and Existing Sound Levels (Col. e minus Col. f)	Difference in Future Sound Levels and Noise Level Criteria (Col. e minus Col. d)	Impact[3] or No Impact
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
1	94	1	67	59	57	2	-8	N
2	107	1	67	59	56	3	-8	N
3	82	1	67	60	61	-1	-7	N
4	86	1	67	60	60	0	-7	N
5	86	1	72	64	63	1	-8	N
6	139	1	72	61	60	1	-11	N
7	83	1	67	60	56	4	-7	N
8	141	1	67	57	51	6	-10	N
9	80	1	67	61	55	6	-6	N
10	91	1	67	61	55	6	-6	N
12	66	1	67	62	54	8	-13	N
13	71	1	67	62	54	8	-13	N
15	128	1	67	56	55	1	-12	N
16	82	1	67	56	57	-1	-10	N
17	100	1	67	57	56	1	-11	N
18	202	1	72	54	53	1	-19	N
19	70	1	72	63	58	5	-14	N
20	83	1	67	58	54	4	-13	N
22	210	4	67	52	47	5	-15	N

[1] Use whole numbers only.

[2] Insert the actual Noise Level Criteria from FDM 23-30, Table 1.

[3] An impact occurs when future sound levels exceed existing sound levels by 15 dB or more, **or**, future sound levels approach or exceed the Noise Level Criteria ("approach" is defined as 1 dB less than the Noise Level Criteria, therefore an impact occurs when Column (h) is –1 dB or greater). I = Impact, N = No Impact.

HAZARDOUS SUBSTANCES OR CONTAMINATION EVALUATION Wisconsin Department of Transportation

Factor Sheet D-4

Alternative **Preferred Alternative – Alternative 3**	Total Length of Center Line of Existing Roadway: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)** Length of This Alternative: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)**
Preferred ☒ Yes ☐ No ☐ None Identified	

1. Briefly describe the results of the Phase 1 Hazardous Materials Assessment for this alternative. Do not use property identifiers (owner name, address or business name):

Based on the findings of the Phase I Hazardous Materials Assessment (HMA) for the project area, eight (8) sites with recognized environmental conditions were identified along the project corridor. No further investigation or remediation is recommended at any sites.

Standard Special Provisions should be included in the contract to address the potential for encountering hazardous materials during project construction at the identified site.

Contaminated soils encountered during construction will be remediated.

Site Reference #	Land Use of Concern (Past or Present)	Contaminants of Concern	Phase 1 Recommendations	Phase 2 Recommended? Y/N
1	Earth/Concrete Debris Berm	Construction debris	Standard Special Provisions	N
2	Residential UST	petroleum products	Standard Special Provisions	N
3	Residential UST	petroleum products	No Further Action	N
4	Gas Station	petroleum products	No Further Action	N
5	Above Ground Storage Tank	petroleum products	Standard Special Provisions	N
6	Residential UST	petroleum products	No Further Action	N
7	Gas Station	petroleum products	No Further Action	N
8	Residential UST	petroleum products	No Further Action	N

2. Were any parcels not included in the Phase 1 assessment?

☒ No
☐ Yes - How many:
Why were they not reviewed?

3. Have Phase 2 or 2.5 Assessments been completed? Discuss the results:

Phase 2 Subsurface Investigations will be completed in a future design phase, when design is finalized and construction is scheduled.**Site Reference #**	**Phase 2/2.5 Recommendations**	**Remediation Recommended?**		**Is WisDOT a Responsible Party?**	
		Yes	No	Yes	No

4. Describe the results of any additional investigations performed by WisDOT or others: (Include the number of sites investigated, the level of investigation and results for each site)
NA

5. Describe proposed action to avoid hazardous materials contamination:
If contaminated soil is detected, excavation and disposal would be the likely remedy.

6. Describe the remediation and waste management practices to be included in the design for areas where contamination cannot be avoided (e.g., waste handling plan, remediation of contamination, design changes to minimize disturbances):
The Region will work with all concerned parties to insure that the disposition of any petroleum contamination is resolved to the satisfaction of the Wisconsin DNR, WisDOT ESS, and FHWA before acquisition from any questionable site, and before advertising the project for letting. Non-petroleum sites will be handled on a case-by-case basis with detailed documentation and coordination with Wisconsin DNR, WisDOT ESS, and FHWA as needed.

7. List any parcels with known contamination, proposed for acquisition:
None

Alternative **Preferred Alternative – Alternative 3**	Total Length of Center Line of Existing Roadway: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)** Length of This Alternative: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)**
Preferred ☒ Yes ☐ No ☐ None Identified	

1. Indicate whether the affected area may cause a discharge or will discharge to the waters of the state (Trans 401.03).

Special consideration should be given to areas that are sensitive to water quality degradation. Provide specific recommendations on the level of protection needed.

☐ No water special natural resources are affected by the alternative.
☒ Yes - Water special natural resources exist in the project area.
- ☒ River/stream
- ☒ Wetland
- ☐ Lake
- ☐ Endangered species habitat
- ☐ Other – Describe

2. Indicate whether circumstances exist in the project vicinity that require additional or special consideration, such as an increase in peak flow, total suspended solids (TSS) or water volume.

☒ No additional or special circumstances are present.
☐ Yes - Additional or special circumstances exist. Indicate all that are present.

- ☐ Areas of groundwater discharge
- ☐ Areas of groundwater recharge
- ☐ Stream relocations
- ☐ Overland flow/runoff
- ☐ Long or steep cut or fill slopes
- ☐ High velocity flows
- ☐ Cold water stream
- ☐ Impaired waterway
- ☐ Large quantity flows
- ☐ Exceptional/outstanding resource waters
- ☐ Increased backwater
- ☐ Other -

3. Describe the overall stormwater management strategy to minimize adverse effects and enhance beneficial effects.

Guidelines and regulations for WisDOT project storm water management include 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*. The overall storm water management strategy for the proposed improvements would include the following:

Basic Principles and Best Management Practices

- Limit disturbance of natural drainage features and vegetation.
  - o Steepen grading slopes (embankment and cut)
  - o Construct retaining wall near Regent Road to avoid disturbance to existing drainage pond/wetlands
- Prepare and implement an approved erosion control plan before land disturbance begins.
- Protect areas that provide important water quality benefits or that are susceptible to erosion.
- Reduce direct discharge into streams and wetlands by having it flow through a filter strip or vegetated swale.
- Reduce runoff velocities by running storm water in shallow, flat-bottom swales.

Geometric Design Features/Storm Water Facilities

- Storm sewer system to control roadway drainage
- Vegetated ditches or grass swales to control quality of storm water discharge
- Storm water treatment ponds to control quality and quantity of storm water discharge

4. Indicate how the stormwater management plan will be compatible with fulfilling Trans 401 requirements.
The types of storm water management strategies listed in item 3, previous page, and in item 5 below are identified in and/or consistent with 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*.

5. Identify the stormwater management measures to be utilized.

- ☒ Swale treatment (parallel to flow) Trans 401.106(10)
- ☐ Vegetated filter strips (perpendicular to flow)
- ☐ Constructed storm water wetlands
- ☐ Buffer areas – Trans 401.106(6)
- ☐ In-line storm sewer treatment, such as catch basins, non-mechanical treatment systems.
- ☐ Detention/retention basins – Trans 401.106(6)(3)
- ☐ Distancing outfalls from waterway edge
- ☐ Infiltration – Trans 401.106(5)
- ☐ Other

Describe - _____ _____

6. Indicate whether any Drainage District may be affected by the project.

- ☒ No - There will be no effects to a recognized drainage district.
- ☐ Yes

Has initial coordination with a drainage board been completed?

- ☐ No - Explain _____
- ☐ Yes - Discuss results _____

7. Indicate whether the project is within WisDOT's Phase I or Phase II stormwater management areas.
Note: See Procedure 20-30-1, Figure 1, Attachment A4, the Cooperative Agreement between WisDOT and WisDNR. Contact Regional Stormwater/erosion Control Engineer if assistance in needed to complete the following:

- ☐ No - the project is outside of WisDOT's stormwater management area.
- ☒ Yes - The project affects one of the following and is regulated by a WPDES stormwater discharge permit, issued by the WisDNR:
  - ☐ A WisDOT storm sewer system, located within a municipality with a population greater than 100,000.
  - ☐ A WisDOT storm sewer system located within the area of a notified owner of a municipal separate storm sewer system.
  - ☐ An urbanized area, as defined by the U.S. Census Bureau, NR216.02(3).
  - ☒ A municipal separate storm sewer system serving a population less than 10,000.

8. Has the effect on downstream properties been considered?

- ☒ No
- ☐ Yes

9. Are there any property acquisitions required for storm water management purposes?

- ☒ No
- ☐ Yes - Complete the following:
  - ☐ Safety measures, such as fencing are <u>not</u> needed for potential conflicts with existing and expected surrounding land use.
  - ☐ Safety measures <u>are</u> needed for potential conflicts with existing and expected surrounding land use. Describe:

Alternative **Preferred Alternative – Alternative 3**	Total Length of Center Line of Existing Roadway: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)** Length of This Alternative: **0.52 (CTH U); 0.29 (Old 29); 0.91 (CTH VV); 0.81 (Marley St); 0.72 (N. Pine Tree)**
Preferred ☒ Yes ☐ No ☐ None Identified	

1. Give a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length, percent slope and soil types.

Existing side slopes in the project corridor range from flat to 1.5:1, and proposed range from flat to 3:1. Existing longitudinal slopes in the project corridor are mostly flat and proposed range from 0.30% to 4.85%. .

According to WDNR and NRCS soil data, project area soils include those belonging to the Shawano-Boyer-Sisson and Onaway-Solona soil associations in Brown County and the Onaway-Solona soil association in Outagamie County. In Brown County, the Shawano-Boyer-Sisson association includes deep, excessively drained and well-drained, nearly level to steep soils that have a sandy and loamy subsoil. Typically, soils of the Shawano-Boyer-Sisson association are found on outwash plains and ridges and glacial lake plains. Soils of the Onaway-Solona association, found in both Brown and Outagamie counties, are deep, well-drained and somewhat poorly drained, nearly level to moderately steep soils that have a loamy subsoil. Typically, soils of the Onaway- Solona association are found on glacial till plains.

2. Indicate all natural resources to be affected by the proposal that are sensitive to erosion, sedimentation, or waters of the state quality degradation and provide specific recommendations on the level of protection needed.

☐ No - there are no sensitive resources affected by the proposal.
☒ Yes - Sensitive resources exist in or adjacent to the area affected by the project.
- ☒ River/stream (Unnamed stream/drainage tributary to Trout Creek)
- ☐ Lake
- ☐ Wetland
- ☐ Endangered species habitat
- ☐ Other - Describe _____

3. Are there circumstances requiring additional or special consideration?

☒ No - Additional or special circumstances are not present.
☐ Yes - Additional or special circumstances exist. Indicate all that are present.
- ☐ Areas of groundwater discharge
- ☐ Overland flow/runoff
- ☐ Long or steep cut or fill slopes
- ☐ Areas of groundwater recharge (fractured bedrock, wetlands, streams)
- ☐ Other - Describe any unique or atypical erosion control measures to be used to manage additional or special circumstances

4. Describe overall erosion control strategy to minimize adverse effects and/or enhance beneficial effects.

Guidelines and regulations for minimizing the potential for erosion and sedimentation for highway projects include 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.* Key concepts are summarized as follows:

Basic Principles and Best Management Practices

- The proposed improvements will be planned to fit topography, soils, drainage patterns, and natural vegetation to the extent practicable.
- The size of exposed areas at any one time and the duration of exposure will be minimized.
- Control measures will be used to prevent erosion and sedimentation in sensitive areas (proper design of drainage channels with respect to width, depth, gradient, side slopes, and energy dissipation); protective groundcover (vegetation, mulch, erosion mat, or riprap); diversion dikes and intercepting embankments to

divert sheet flow away from disturbed areas; and sediment control devices (retention/detention basins, ditch checks, erosion bales, and silt fence).

- Disturbed areas will be protected from off-site runoff and sediment will be prevented from leaving the construction site.
- Spoil piles will be stored away from sensitive areas.
- Runoff velocities will be kept low by maintaining short slope lengths, low gradients, and vegetative cover.
- Disturbed areas will be stabilized as soon as practicable (temporary vegetation, mulch, stabilizing emulsions).
- Do not park or store equipment in sensitive areas.

Geometric Design Features and Erosion Control Facilities

- Smooth grade lines with gradual changes will be used.
- Natural and existing drainage patterns will be preserved to the extent possible.
- Stabilized slopes, soil, and stream banks will be left undisturbed where possible.
- Trees and shrubs will be preserved, and over-clearing will be prevented or minimized.
- Irregular ditch profiles and steep gradients will be avoided where possible.
- Vegetated ditches and drainage channels with wide, rounded cross sections will be used where applicable.
- An undisturbed buffer will be left between disturbed soil and sensitive areas where possible.
- The soil surface will be protected by using permanent and temporary erosion control measures such as seeding and sodding, mulch, erosion mat, and riprap.
- Sediment will be removed and velocities reduced by using erosion bales, silt fence, stone or rock ditch checks, sediment traps, and basins.

Erosion Control Implementation Plan

The construction contractor is required to prepare an Erosion Control Implementation Plan that includes all erosion control commitments made during a future engineering phase. The ECIP is due 14 days prior to the project's preconstruction meeting. This plan must be approved by WisDOT with concurrence by WDNR. The construction plans and contract special provisions must include the specific erosion control measures agreed on by WisDOT in consultation with DNR who reviews the Erosion Control Implementation Plan.

5. Erosion control measures reached consensus with the appropriate authorities as indicated below:

Coordination with the following agencies is ongoing.

- ☒ WisDNR
- ☐ County Land Conservation Department
- ☐ American Indian Tribe
- ☐ US Army Corps of Engineers

Note: All erosion control measures (i.e., the Erosion Control Plan) shall be coordinated through the WisDOT-WisDNR liaison process and TRANS 401. WisDNR's concurrence is not forthcoming without an Erosion Control Plan. In addition, TRANS 401 requires the contractor to prepare an Erosion Control Implementation Plan (ECIP), which identifies timing and staging of the project's erosion control measures. The ECIP should be submitted to the WisDNR and to WisDOT 14 days prior to the preconstruction conference (Trans401.08(1)) and must be approved by WisDOT before implementation.

6. Identify the temporary and permanent erosion control measures to be utilized on the project. Consult the FDM, Chapter 10, and the Products Acceptability List (PAL).

- ☒ Minimize the amount of land exposed at one time
- ☒ Temporary seeding
- ☒ Silt fence
- ☒ Ditch checks
- ☒ Erosion or turf reinforcement mat
- ☐ Ditch or slope sodding
- ☐ Soil stabilizer
- ☒ Inlet protection
- ☐ Turbidity barriers
- ☐ Temporary settling basin
- ☒ Mulching
- ☐ Other - Describe _____
- ☐ Detention basin
- ☒ Vegetative swales
- ☐ Pave haul roads
- ☒ Dust abatement
- ☒ Rip rap
- ☐ Buffer strips
- ☐ Dewatering – Describe method
- ☐ Silt screen
- ☐ Temporary diversion channel
- ☒ Permanent seeding

APPENDICIES

APPENDIX 1	Alternative Displays
APPENDIX 2	Milltown Road Alternatives Memo
APPENDIX 3	Preliminary Plans Existing and Proposed Typical Sections
APPENDIX 4	Conceptual Stage Relocation Plan (CSRP)
APPENDIX 5	Agency Coordination
APPENDIX 6	SHPO/Section 106 Documentation/ THPO Coordination
APPENDIX 7	Agricultural Impact Information
APPENDIX 8	Indirect and Cumulative Effects
APPENDIX 9	Wetland Impact Information
APPENDIX 10	Waterway Impacts
APPENDIX 11	Traffic Noise Receptor Location Map
APPENDIX 12	2008 Corridor Preservation Study EA/FONSI Cover Sheet

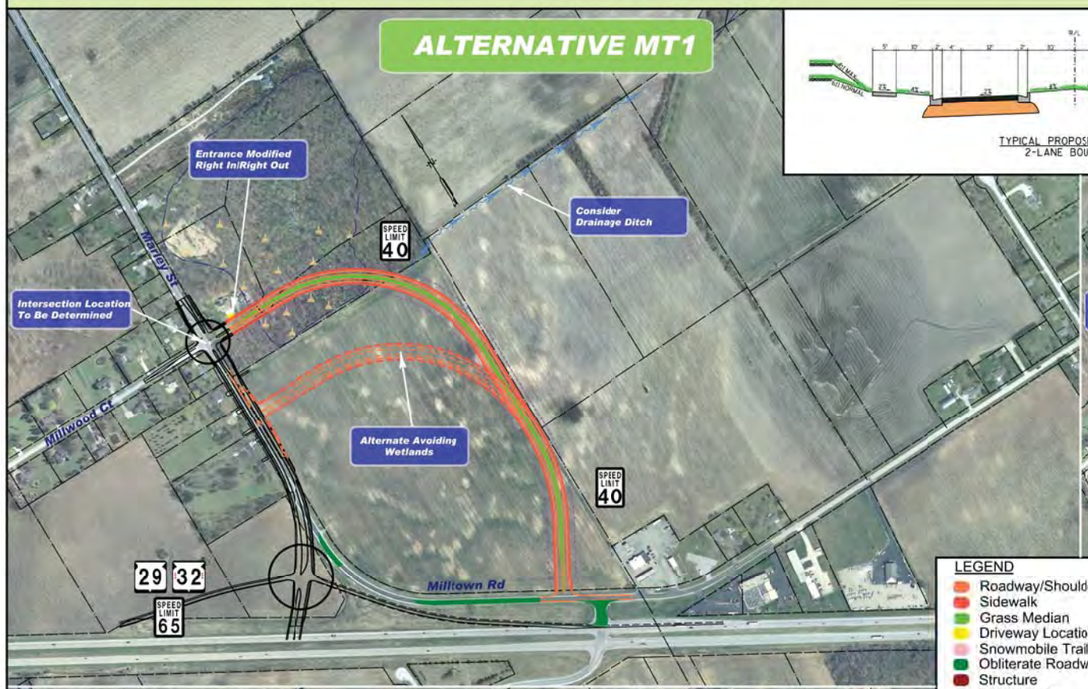
APPENDIX 1
Alternative Displays

Milltown Road Alternatives

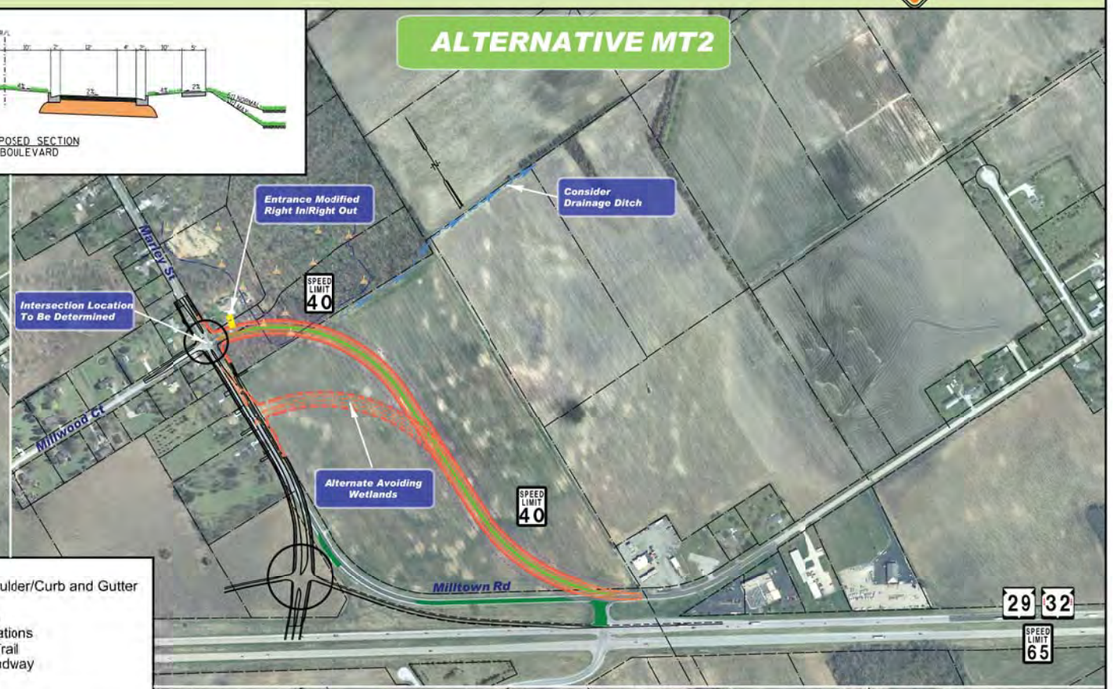
Milltown Road Alternatives

NO CONSTRUCTION DATE

ALTERNATIVE MT1

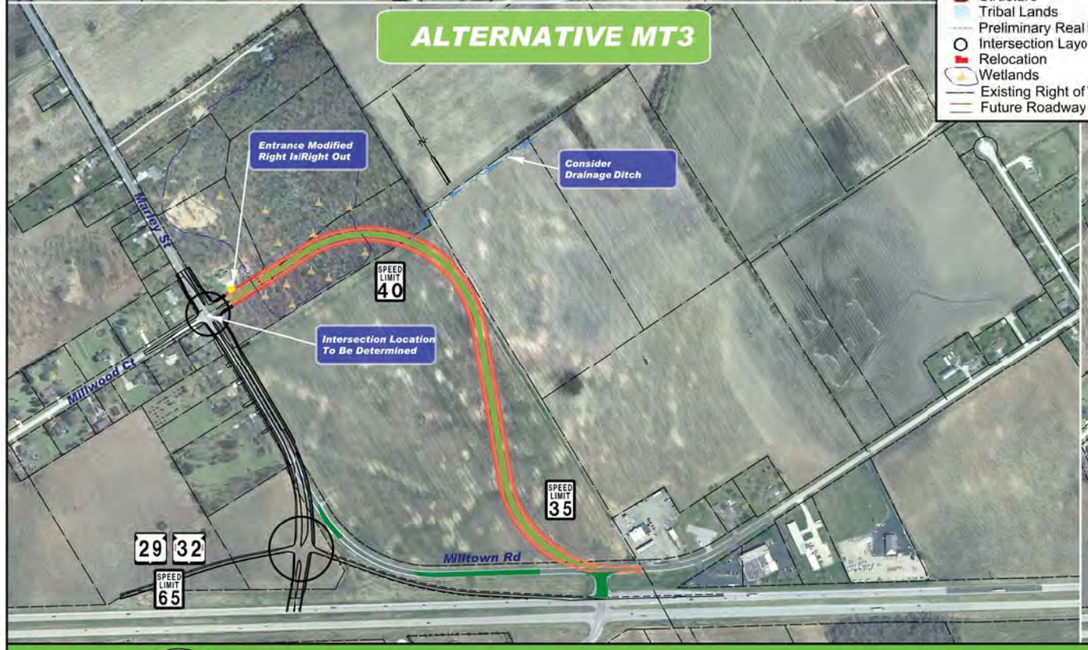


ALTERNATIVE MT2



LEGEND
- Roadway/Shoulder/Curb and Gutter
- Sidewalk
- Grass Median
- Driveway Locations
- Snowmobile Trail
- Obliterate Roadway
- Structure
- Tribal Lands
- Preliminary Real Estate Impact Limits
- Intersection Layout TBD
- Relocation
- Wetlands
- Existing Right of Way
- Future Roadway Network

ALTERNATIVE MT3



ALTERNATIVE MT4

WIS 29 Freeway Conversion, Brown County

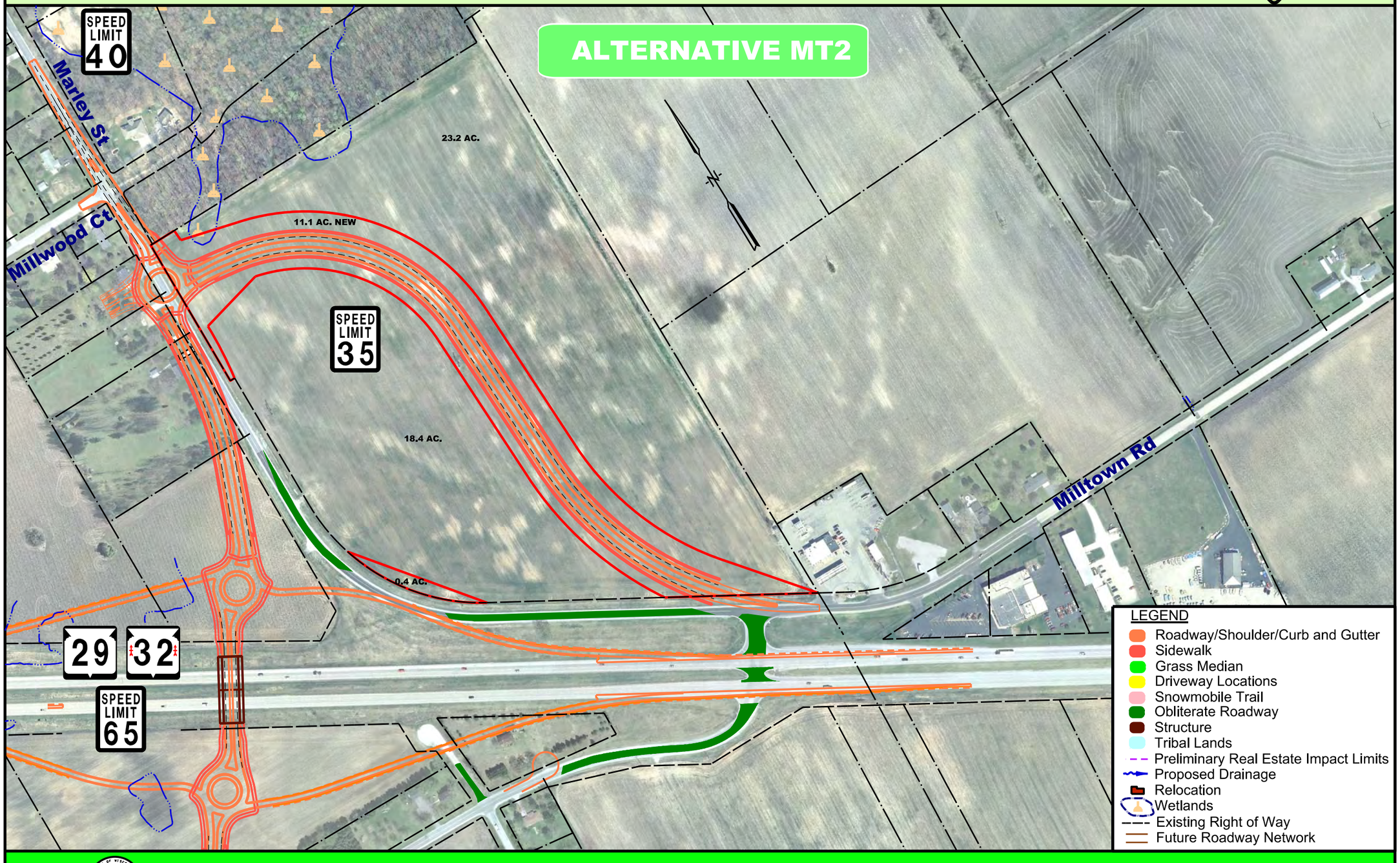
U.S. Department of Transportation
Federal Highway Administration

05-31-2012
PRELIMINARY

Milltown Road Alternatives

NO CONSTRUCTION DATE

ALTERNATIVE MT2



WIS 29 Freeway Conversion, Brown County

U.S. Department of Transportation
Federal Highway Administration

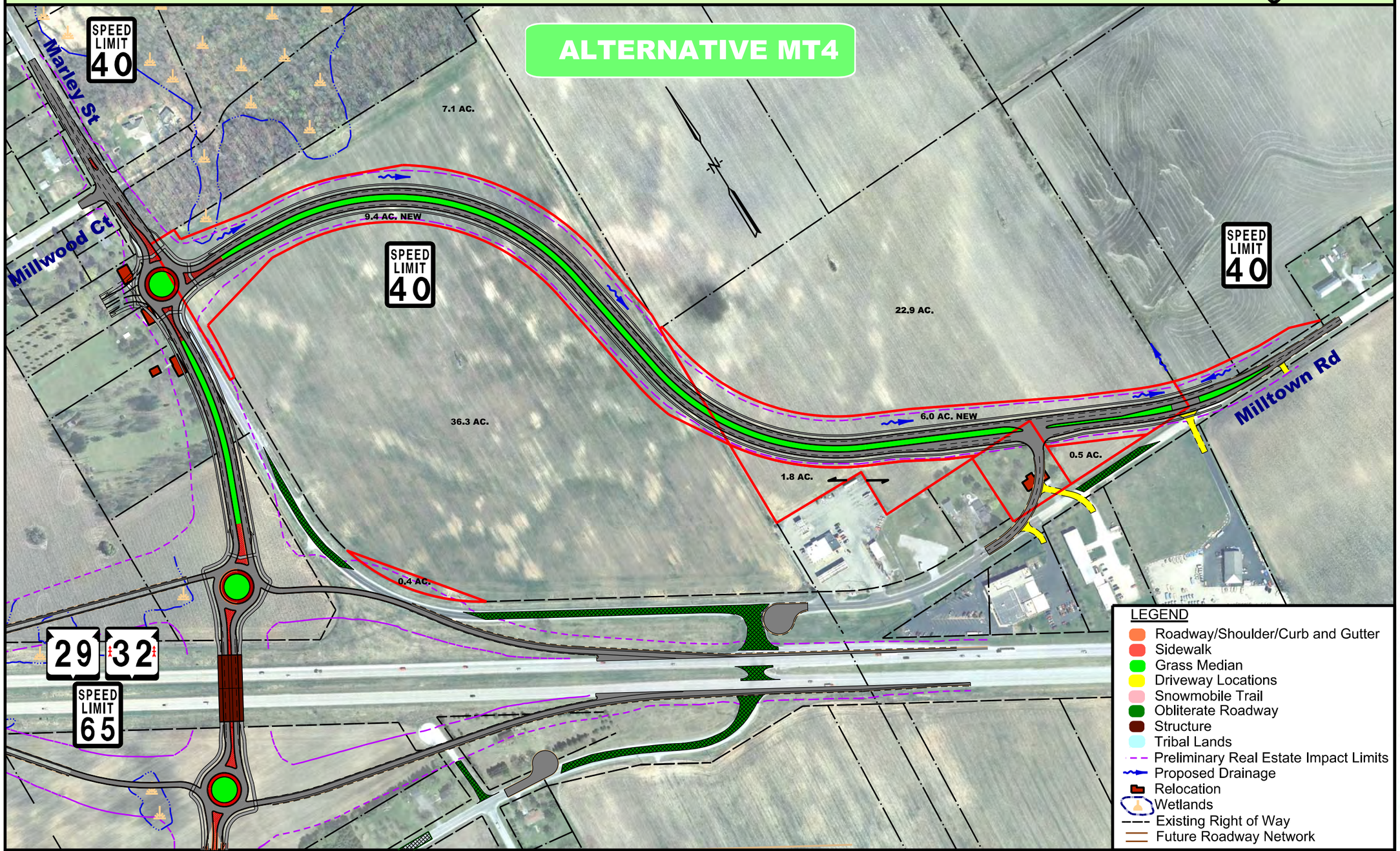
Preferred Alternative

05-31-2012
PRELIMINARY

Milltown Road Alternatives

NO CONSTRUCTION DATE

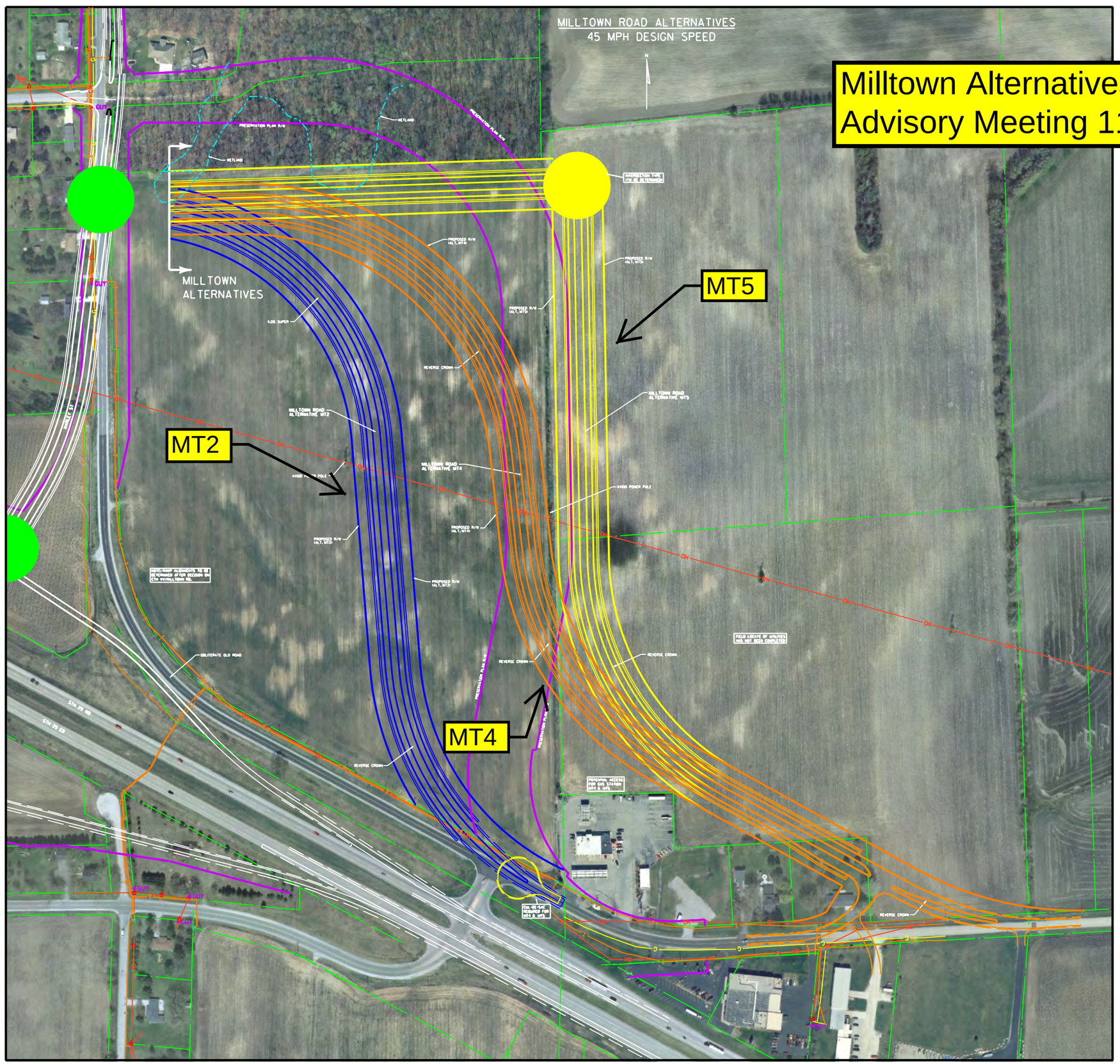
ALTERNATIVE MT4



WIS 29 Freeway Conversion, Brown County

U.S. Department of Transportation
Federal Highway Administration

Milltown Alternatives
Advisory Meeting 11-17-2011

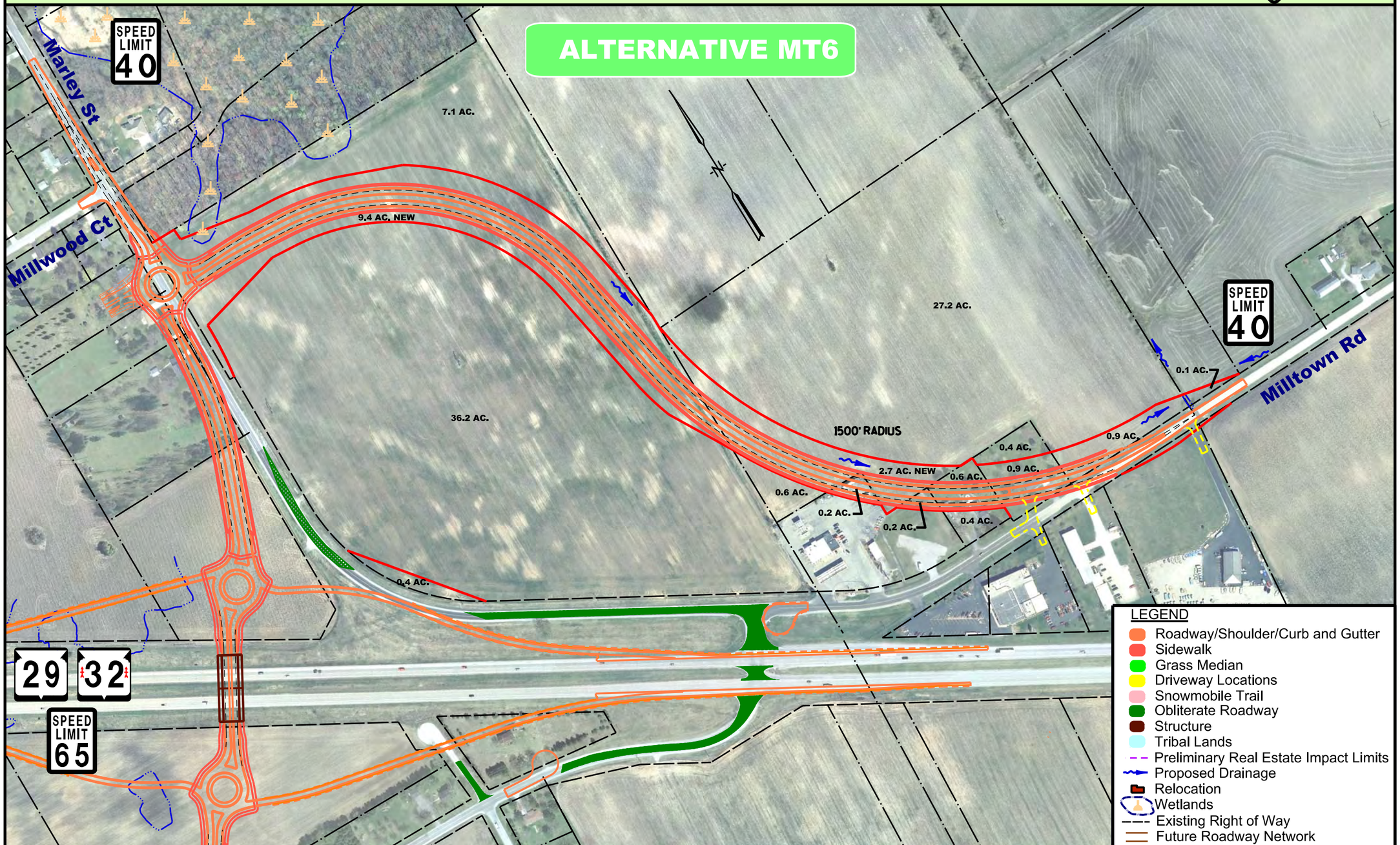


05-31-2012
PRELIMINARY

Milltown Road Alternatives

NO CONSTRUCTION DATE

ALTERNATIVE MT6

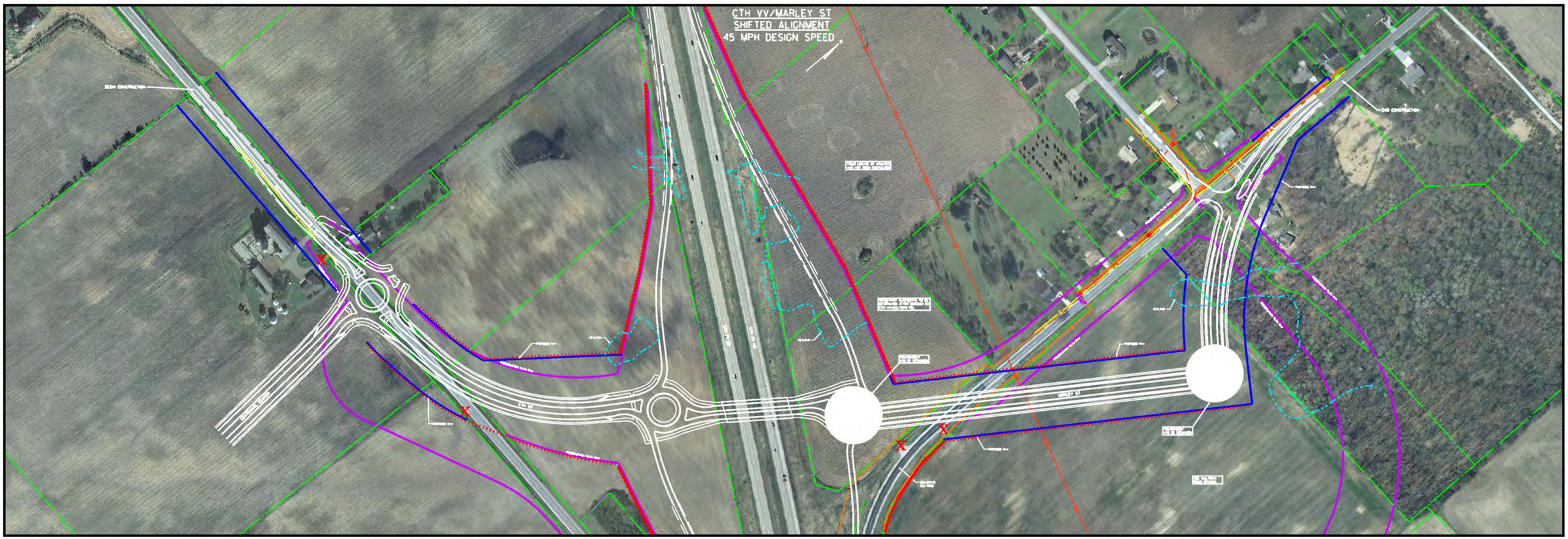


WIS 29 Freeway Conversion, Brown County

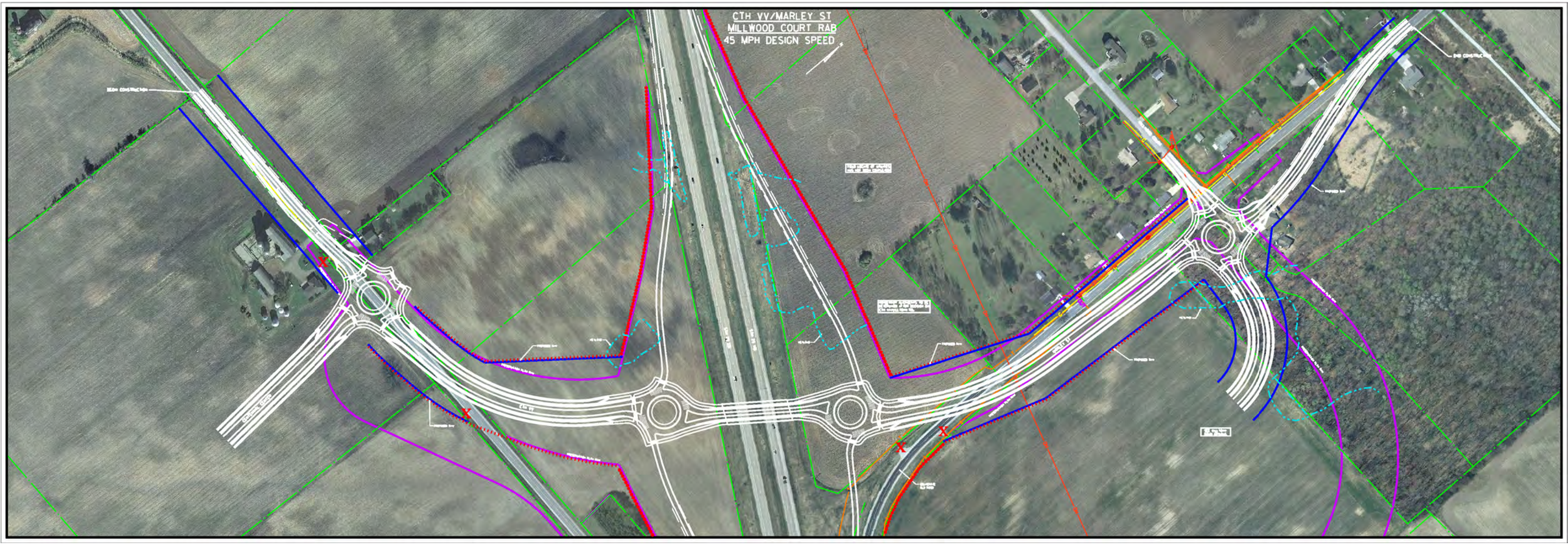
U.S. Department of Transportation
Federal Highway Administration

County VV Alternatives

CTH VV: ALTERNATIVE 1 - SHIFTED ALIGNMENT



CTH VV: ALTERNATIVE 2 - MILLWOOD CT ROUNDABOUT



Preferred Alternative

County VV Interchange

NO CONSTRUCTION DATE

Marley St

Millwood Ct

Milltown Rd

N. Overland Rd

SPEED LIMIT 40

SPEED LIMIT 65

29 32

COUNTY VV

Extend Culvert Pipe

Potential Residential Relocation

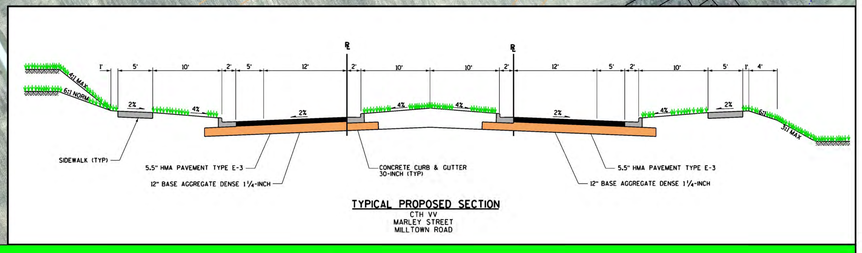
Future Steet Locations

Potential Retaining Wall

Close Private Drive

LEGEND

- Roadway
- Curb and Gutter
- Shoulder
- Colored and Stamped Concrete
- Sidewalk
- Grass Median
- Driveway Locations
- Snowmobile Trail
- Obliterate Roadway
- Structure
- Tribal Lands
- Preliminary Real Estate Impact Limits
- Proposed Drainage
- Relocation
- Wetlands
- Existing Right of Way
- Future Roadway Network



TYPICAL PROPOSED SECTION
CTH VV
MARLEY STREET
MILLTOWN ROAD

WIS 29 Freeway Conversion, Brown County

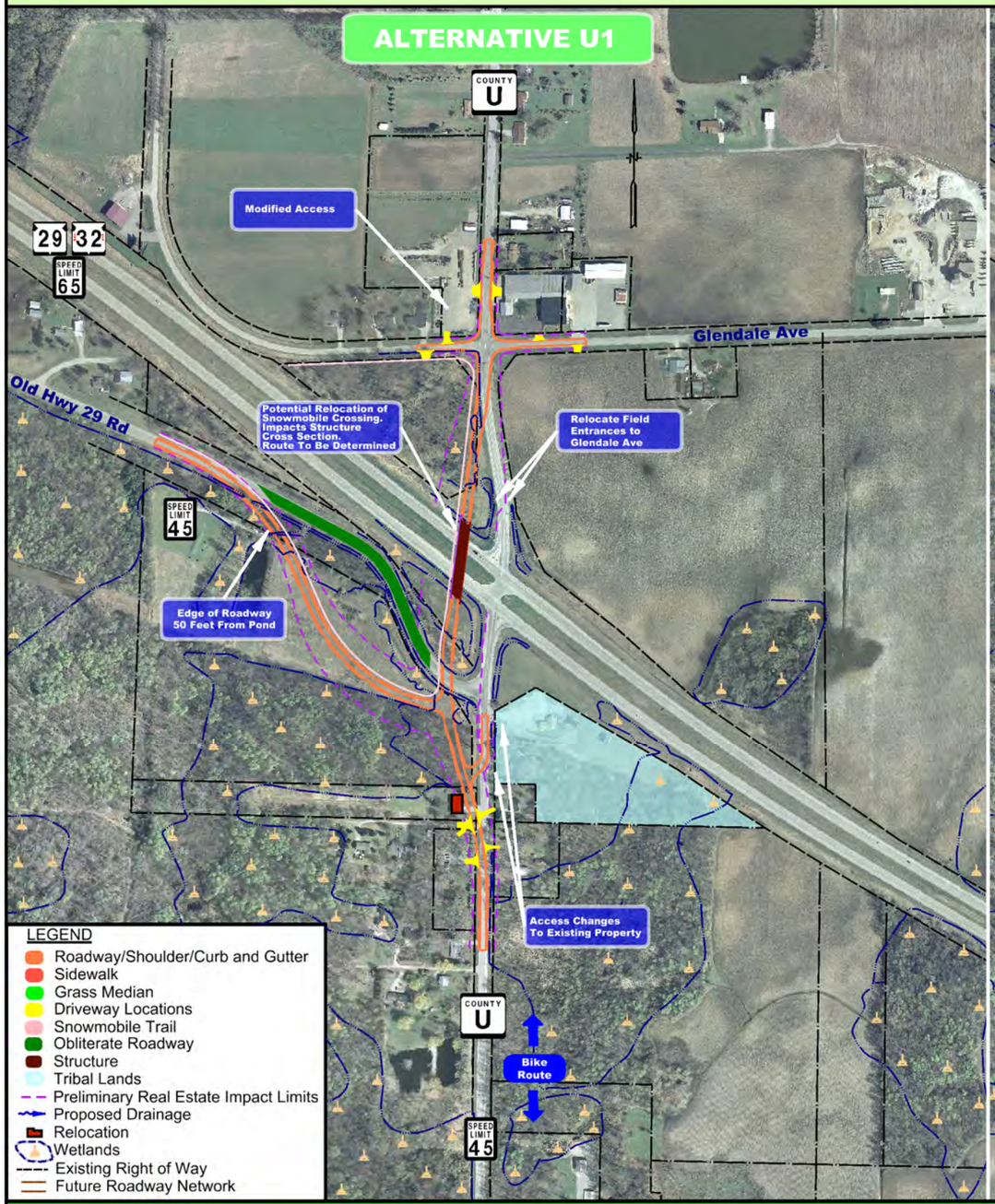
U.S. Department of Transportation
Federal Highway Administration

County U Alternatives

County U Alternatives

NO CONSTRUCTION DATE

ALTERNATIVE U1



ALTERNATIVE U2

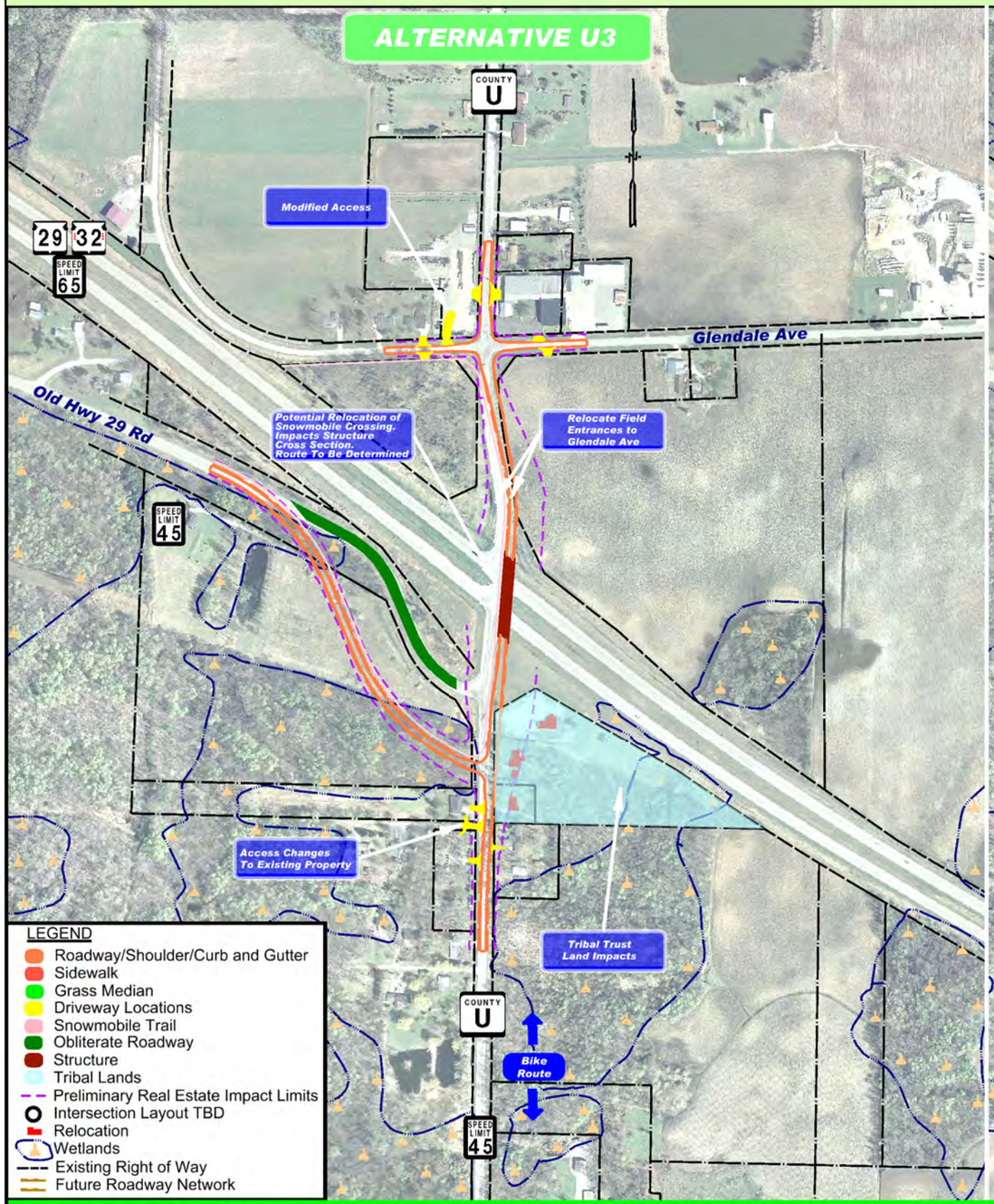
WIS 29 Freeway Conversion, Brown County

U.S. Department of Transportation
Federal Highway Administration

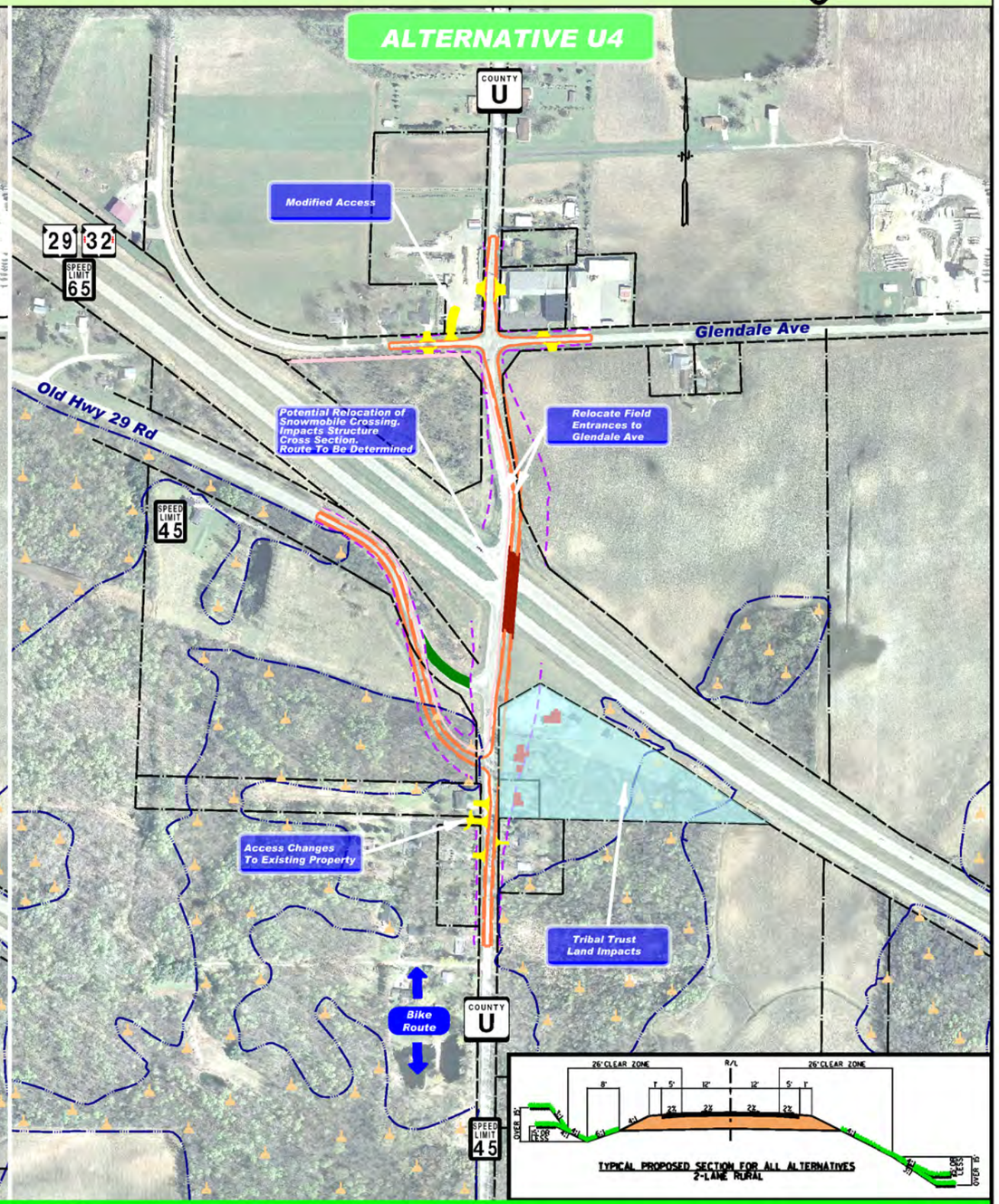
County U Alternatives

NO CONSTRUCTION DATE

ALTERNATIVE U3



ALTERNATIVE U4



WIS 29 Freeway Conversion, Brown County

U.S. Department of Transportation
Federal Highway Administration

Preferred Alternative

County U Alternatives

NO CONSTRUCTION DATE

ALTERNATIVE U4 MODIFIED

WIS 29 Freeway Conversion, Brown County

U.S. Department of Transportation
Federal Highway Administration

Old 29 Alternatives

Preferred Alternative

County U Alternatives

NO CONSTRUCTION DATE

ALTERNATIVE U4 MODIFIED

WIS 29 Freeway Conversion, Brown County

U.S. Department of Transportation
Federal Highway Administration

APPENDIX 2
Milltown Road Alternatives Memo

MEMORANDUM

AYRES ASSOCIATES

To: Jill Hilbert, WisDOT - NER

From: Sorensen/Verville

Date: January 11, 2011 (updated 2/10/11) Project No.: 9200-06-00

Re: Milltown Road Alternatives (STH 29 Freeway Conversion)

Several alternatives for the Milltown Road extension have been developed in attempt to avoid possible wetland impacts that are currently anticipated with the originally proposed Milltown Road extension (as included in preservation plan).

Considering Alternatives A1 through F as described below and shown in the attached exhibits, the design team is with the opinion that Alternatives A1, D, and E1 are the most viable and warrant consideration and further evaluation.

Alternative A1

This alternative shifts the proposed intersection of Milltown Road extension/Millwood Court to the southeast of the originally proposed intersection.

Pros:

- Shifted intersection maintains required 1320 ft intersection spacing.
- Shifted roundabout will minimize the possible impacts to the forested wetland.
- Marley Street from the interchange to Milltown Road extension/Millwood Court intersection is shifted to the east to provide less impact to existing residential properties.

Cons:

- Requires residential relocation.
- Possible additional impacts to parcel located in the northeast quadrant of existing Milltown Road/Millwood Court intersection.

3433 Oakwood Hills Parkway ● Eau Claire, WI 54701-7698 ● 715.834.3161 ● Fax: 715.831.7500 ● www.AyresAssociates.com

Alternative A2

This alternative is similar to Alternate A1 as it shifts the proposed intersection of Milltown Road extension/Millwood Court to the southeast of the originally proposed intersection. Millwood Court would be cul-de-saced and a new connection to Glendale Avenue would be built to access Millwood Court.

Pros:

- Shifted intersection maintains required 1320 ft intersection spacing.
- Shifted roundabout will minimize the possible impacts to the forested wetland.
- Marley Street from the interchange to Milltown Road extension/Millwood Court intersection is shifted to the east to provide less impact to existing houses (but does require longer driveways).
- Additional roadway length opens additional land for business/residential development.

Cons:

- Removes access of Millwood Court to Marley Street.
- Considerably longer route to access houses on Millwood Court from Marley Street.
- Possible additional impacts to parcel located in the northeast quadrant of existing Milltown Road/Millwood Court intersection.
- Requires approximately 0.50 miles of new local roadway required to maintain access to Millwood Court.

This alternative is less practical due to the longer access to Millwood Court.

Alternative B

This alternative shifts the proposed Milltown Road extension intersection to the north of the existing Millwood Court intersection.

Pros:

- Keeps Millwood Court in its existing location. Intersection spacing is greater than 1320 ft.
- Milltown Road extension avoids possible wetland impacts.
- Marley Street from the interchange to Millwood Court is shifted to the east to provide less impact to existing residential properties.
- Keeps Millwood Court in its existing location.
- Additional roadway length opens additional land for business/residential development.

Cons:

- Longer route to access existing businesses on Milltown Road to the east.
- Additional roadway construction length for Milltown Road extension and Marley Street.

This alternative is not practical due to the additional roadway needed to be constructed and the distance of Milltown Road to access existing businesses.

Alternative C

This alternative has the proposed Milltown Road extension connecting thru existing Millwood Court by traveling under Marley Street.

Pros:

- Keeps Millwood Court in its existing location. Intersection spacing is greater than 1320 ft.
- Milltown Road extension avoids possible wetland impacts.
- Marley Street from the interchange to Millwood Court is shifted to the east providing less impact to existing residential properties (but requires longer driveways).
- Additional roadway length opens addition land for business/residential development.

Cons:

- Longer route and mis-direction (turn west to go east) to access to existing businesses on Milltown Road.
- Additional roadway construction length for Milltown Road and for connection to Glendale Avenue.
- Millwood Court would need to be extended and completely reconstructed.
- Additional structure required for Marley Street over Milltown Road.

This alternative is not practical due to the additional roadway and structure needed to be constructed as well as the distance of Milltown Road to access existing businesses.

Alternative D

This alternative shifts the proposed intersection of Milltown Road extension to the southeast of the originally proposed intersection. Millwood Court intersection would stay in its present location with Marley Street or be cul-de-saced (could be left open with original construction with the understanding that it would be cul-de-saced once traffic volumes warranted it – requiring Village of Howard to construct new local roadway as fourth leg of the roundabout).

Pros:

- Shifted roundabout will avoid possible impacts to the forested wetland.
- Marley Street from the interchange to Milltown Road extension intersection is shifted to the east providing less impact to existing residential properties (but requires longer driveways).

Cons:

- Potential residential relocation if Millwood Court is cul-de-saced.
- Access issues for houses to the west that are in close proximity of proposed roundabout.
- Shifted intersection is below required intersection spacing of 1320 ft.
- Closely spaced intersections of Millwood Court and Milltown Road extension if Millwood Court is not cul-de-saced.
- Small lots created north of the proposed Milltown Road extension and possible forested wetland.

Alternative E1

This alternative shifts the proposed intersection of Milltown Road extension to the southeast of the originally proposed intersection. Millwood Court intersection would stay in its present location with Marley Street.

Pros:

- Shifted roundabout will avoid possible impacts to the forested wetland.
- Marley Street from the interchange to Milltown Road extension intersection is shifted to the east to provide less impact to existing houses.
- Milltown Road is shifted to the north to eliminate small lots between roadway and forested wetland.

Cons:

- Access issues for houses to the west in close proximity of the proposed roundabout.
- Shifted intersection is below required intersection spacing of 1320 ft.
- Closely spaced intersections of Millwood Court and Milltown Road extension

Alternative E2

This alternative is similar to Alternate E1 as it shifts the proposed intersection of Milltown Road extension to the southeast of the originally proposed intersection although Milltown Road to the east is modified to provide a more direct route to the existing roadway. Millwood Court intersection would stay in its present location with Marley Street.

Pros:

- Shifted roundabout will avoid possible impacts to the forested wetland.
- Marley Street from the interchange to Milltown Road extension intersection is shifted to the east to provide less impact to existing houses.
- Milltown Road is shifted to the north to eliminate small lots between roadway and forested area.
- Milltown Road has more direct route to existing businesses.

Cons:

- Access issues for houses to the west in close proximity of the proposed roundabout.
- Shifted intersection is below required intersection spacing of 1320 ft.
- Closely spaced intersections of Millwood Court and Milltown Road extension
- Triangular lot is created between Milltown Road extension and Marley Street.

This alternative is not very viable as it divides the existing parcel in an undesirable manner for the future development of this parcel (it also does not compliment the Village of Howard's planned roadways).

Alternative E3

This alternative is similar to Alternate E1 as it shifts the proposed intersection of Milltown Road extension to the southeast of the originally proposed intersection. Millwood Court intersection would stay in its present location with Marley Street.

Pros:

- Shifted intersection will avoid possible impacts to the forested wetland.
- Marley Street from the interchange to Milltown Road extension intersection is shifted to the east to provide less impact to existing houses.
- Milltown Road is shifted to the north to eliminate small lots between roadway and forested wetland.

Cons:

- Access issues for houses to the west in close proximity of the proposed intersection.
- Shifted intersection is below required intersection spacing of 1320 ft.
- Closely spaced intersections of Millwood Court and Milltown Road extension
- Traffic signals maybe required depending on traffic counts & turning movements

Alternative E4

This alternative is similar to Alternate E1 as it shifts the proposed intersection of Milltown Road extension to the southeast of the originally proposed intersection. Millwood Court intersection would stay in its present location with Marley Street.

Pros:

- Shifted intersection will avoid possible impacts to the forested wetland.
- Marley Street from the interchange to Milltown Road extension intersection is shifted to the east to provide less impact to existing houses.
- Milltown Road is shifted to the north to eliminate small lots between roadway and forested wetland.
- Milltown Road has more direct route to existing businesses.

Cons:

- Access issues for houses to the west in close proximity of the proposed intersection.
- Shifted intersection is below required intersection spacing of 1320 ft.
- Closely spaced intersections of Millwood Court and Milltown Road extension
- Triangular lot is created between Milltown Road extension and Marley Street.
- Traffic signals maybe required depending on traffic counts & turning movements.

This alternative is not very viable as it divides the existing parcel in an undesirable manner for the future development of this parcel (it also does not compliment the Village of Howard's planned roadways).

Alternative F

This alternative creates a 5-legged roundabout at the westbound ramp terminal.

Pros:

- Avoids possible impacts to the forested wetland.
- Milltown Road has more direct route to existing businesses.
- Provides more desirable access for the Shell Gas Station (considerably more of a gradual horizontal curve at the access point than that required for other alternatives).
- Reduces length of required construction of Milltown Road thus reducing project costs.
- WB exiting traffic destined to travel EB on Milltown Road could perform this turning movement without entering the intersection via a separated by-pass lane.
- Reduces traffic volumes along Marley Street between the interchange and the area of Millwood Court (general location of proposed Milltown – Marley intersection per the other alternatives).

Cons:

- Creates a unique roundabout that may lead to driver confusion (violates driver's expectation).
- Marley Street from the interchange to Millwood Court intersection is not shifted to the east providing less impact to existing residential properties (although the roadway could be shifted to the east if desired).
- This alternative can't be implemented with the use of traffic signals thus limiting the type of intersection control that could be used under this alternative (TBD in ICE reports).
- Does not "compliment" the Village of Howard's planned roadways for future development.
- Does not comply with desired minimum spacing from ramp terminal to local intersection.

ALTERNATIVE A1

MARLEY ST

MILLWOOD CT

45 MPH DESIGN SPEED

ROUNDABOUT 1320 FT
FROM RAMP TERMINAL

PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

ALTERNATIVE A2

MARLEY ST

MILLWOOD CT

45 MPH DESIGN SPEED

ROUNDABOUT 1320 FT
FROM RAMP TERMINAL

PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

ALTERNATIVE B

NOT RECOMMENDED BY WISDOT

45 MPH DESIGN SPEED

MARLEY ST

MILLWOOD ST

PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

ALTERNATIVE C

Not Recommended By WisDOT

MARLEY ST

MILLWOOD CT

PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

45 MPH DESIGN SPEED

PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

ALTERNATIVE D

MARLEY ST

MILLWOOD CT

PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

ROADWAY IF MILLWOOD CT
IS CUL DE SACED

ROUNDABOUT 950 FT
FROM RAMP TERMINAL

PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

ALTERNATIVE E1

MARLEY ST

MILLWOOD CT

45 MPH DESIGN SPEED

ROUNDABOUT 1100 FT
FROM RAMP TERMINAL

PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

ALTERNATIVE E2

MARLEY ST

MILLWOOD CT

PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

40 MPH DESIGN SPEED

ROUNDABOUT 1100 FT
FROM RAMP TERMINAL

PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

40 MPH DESIGN SPEED

ALTERNATIVE E3

MARLEY ST

WILLOWOOD ST

45 MPH DESIGN SPEED

INTERSECTION 1100 FT
FROM RAMP TERMINAL

PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

ALTERNATIVE E4

MARLEY ST

WILLOWOOD ST

PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

INTERSECTION 1100 FT
FROM RAMP TERMINAL

40 MPH DESIGN SPEED

40 MPH DESIGN SPEED

PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

ALTERNATIVE F

NOT RECOMMENDED BY WISDOT

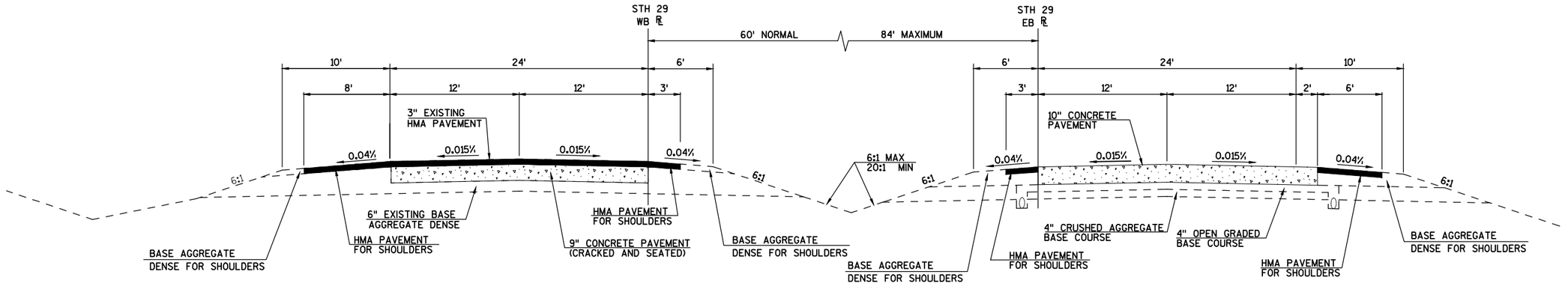
MARLEY ST

WILLOWOOD ST

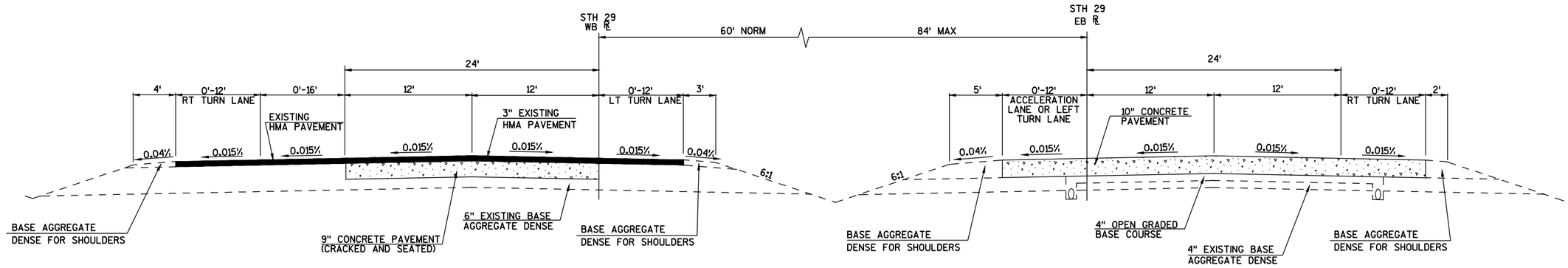
PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

PROPOSED STREET LAYOUT
PER VILLAGE OF HOWARD

APPENDIX 3
Preliminary Plans
Existing and Proposed Typical Sections



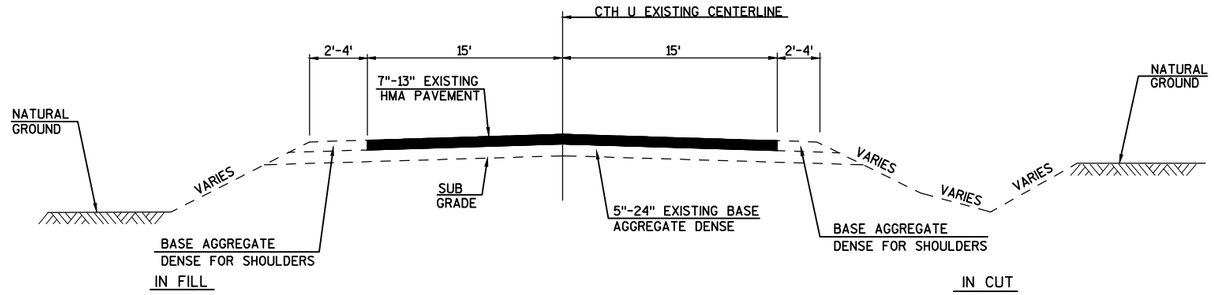
EXISTING TYPICAL SECTION FOR STH 29



EXISTING TYPICAL SECTION FOR STH 29
TURN LANES AT CTH VV INTERSECTION

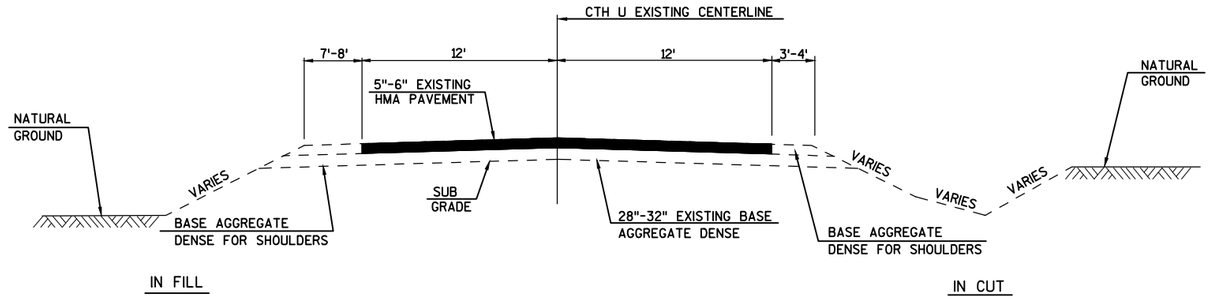
PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	TYPICAL SECTIONS	SHEET	E

2



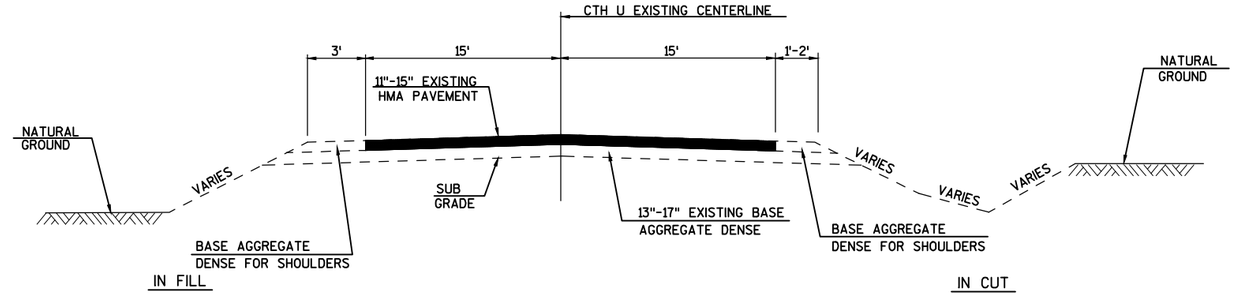
EXISTING TYPICAL SECTION FOR CTH U

SOUTH OF STH 29



EXISTING TYPICAL SECTION FOR CTH U

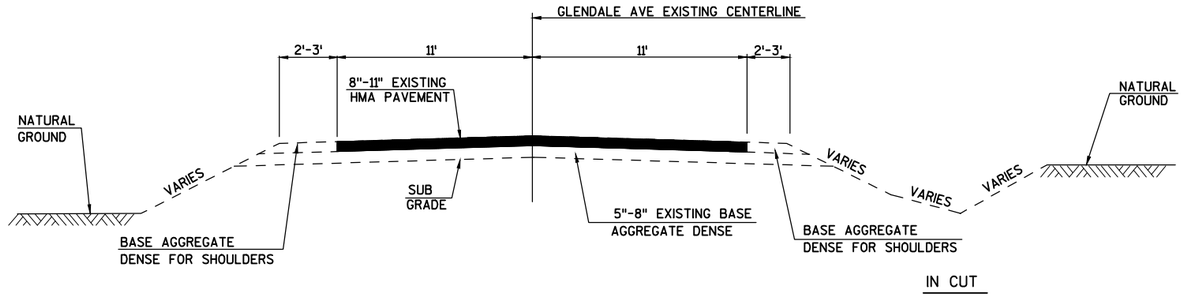
STH 29-GLENDALE AVE



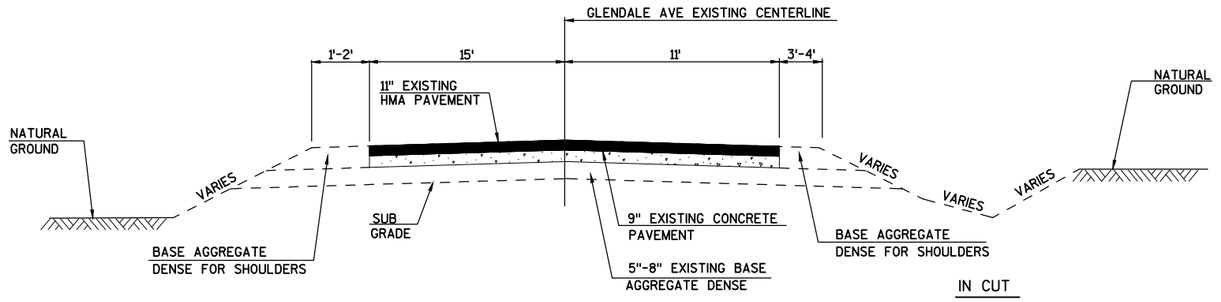
EXISTING TYPICAL SECTION FOR CTH U

NORTH OF GLENDALE AVE

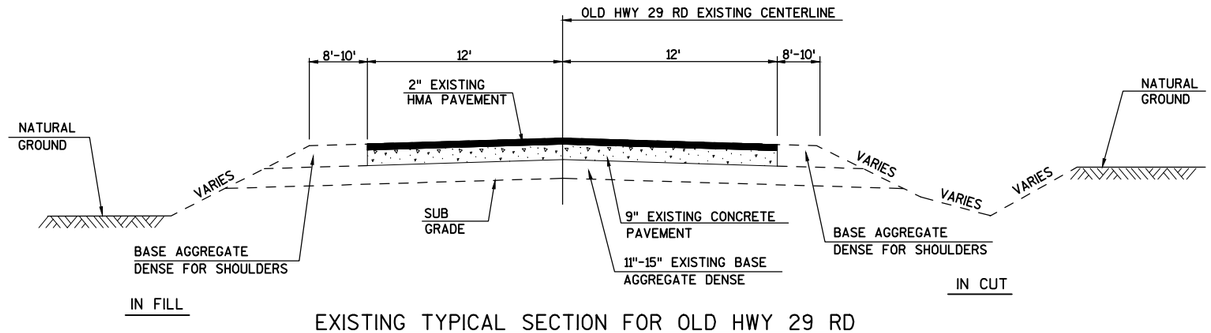
PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN: TYPICAL SECTIONS	SHEET	E



EXISTING TYPICAL SECTION FOR GLENDALE AVE
WEST OF CTH U

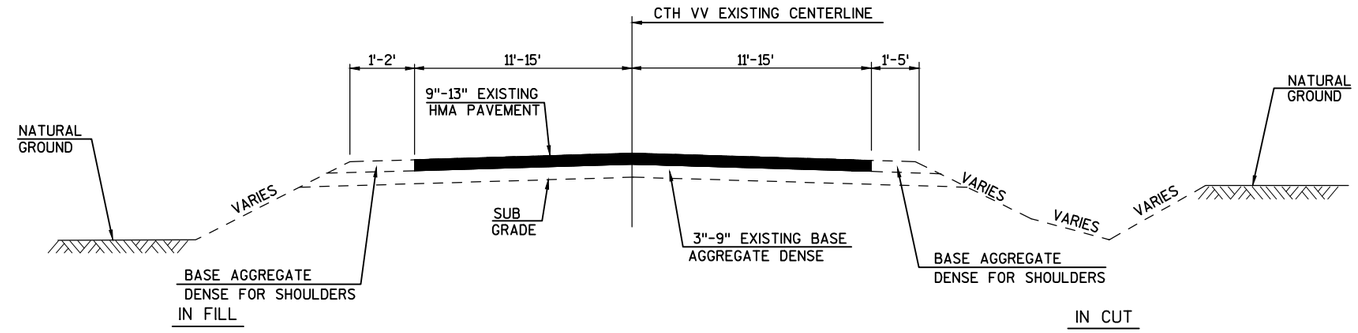


EXISTING TYPICAL SECTION FOR GLENDALE AVE
EAST OF CTH U

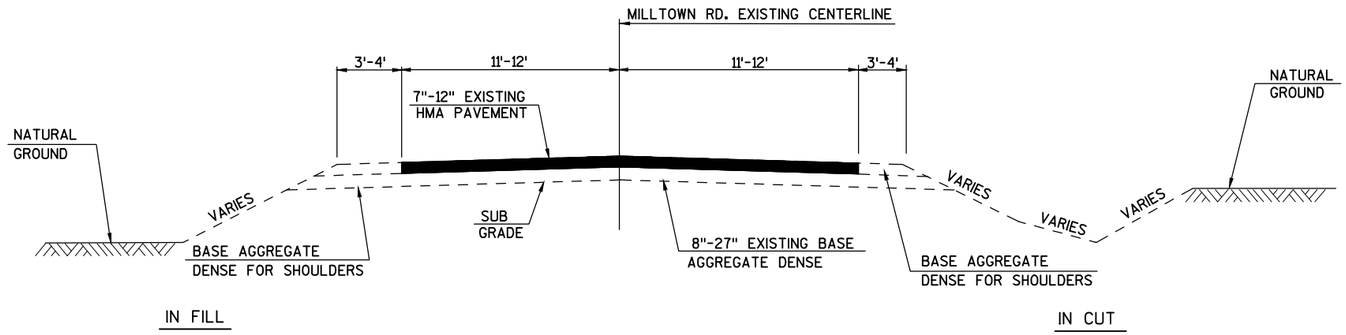


EXISTING TYPICAL SECTION FOR OLD HWY 29 RD

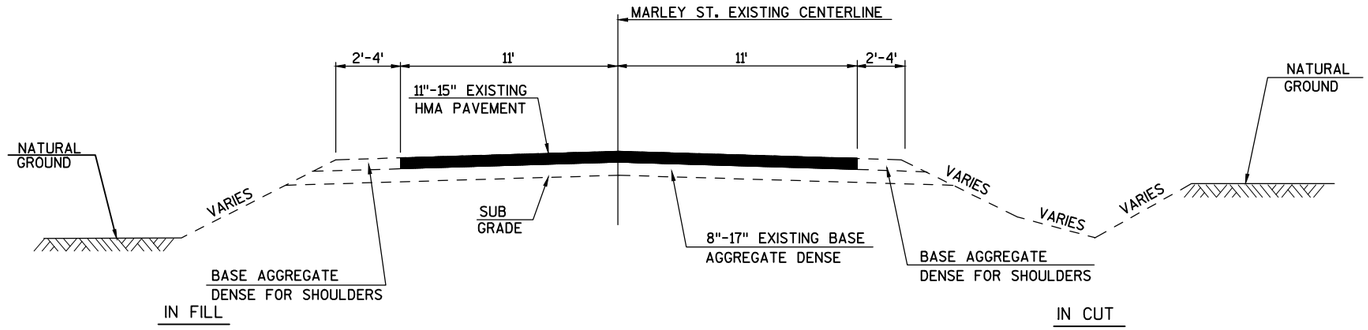
PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN: TYPICAL SECTIONS	SHEET	E



EXISTING TYPICAL SECTION FOR CTH VV

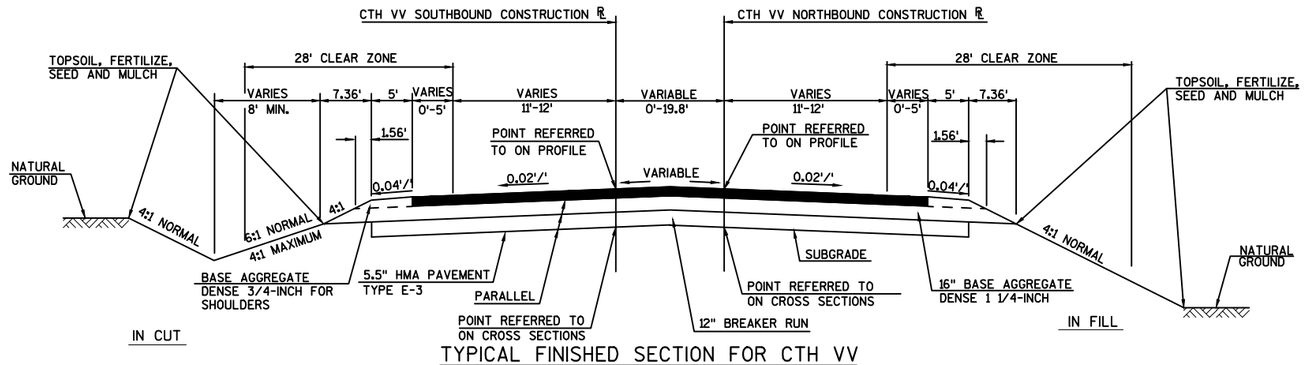


EXISTING TYPICAL SECTION FOR MILLTOWN RD.



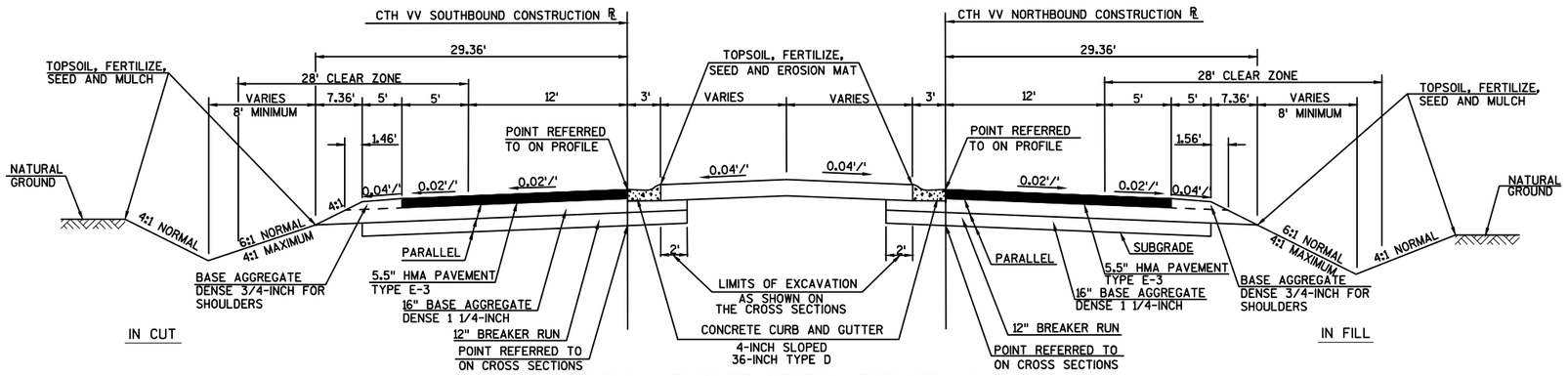
EXISTING TYPICAL SECTION FOR MARLEY ST.

PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	TYPICAL SECTIONS	SHEET	E



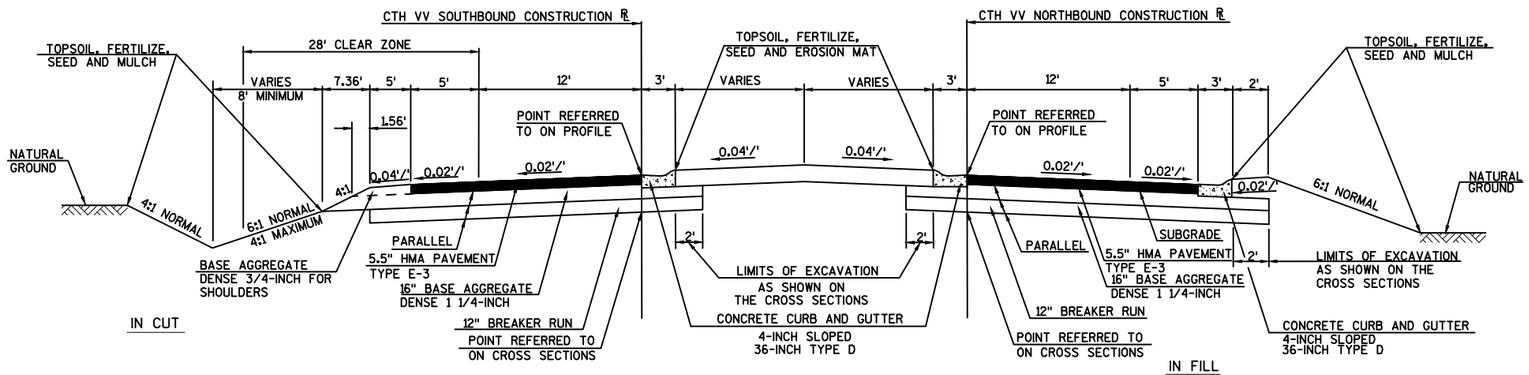
TYPICAL FINISHED SECTION FOR CTH VV

STA. 21+00.00 - STA. 26+12.98 CTH VV NORTHBOUND CONSTRUCTION ℄



TYPICAL FINISHED SECTION FOR CTH VV

STA. 26+12.98 - STA. 26+68.68 CTH VV NORTHBOUND CONSTRUCTION ℄



TYPICAL FINISHED SECTION FOR CTH VV

STA. 26+68.68 - STA. 28+76 CTH VV NORTHBOUND CONSTRUCTION ℄

PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN: TYPICAL SECTIONS	SHEET	E

FILE NAME : N:\C3D\41061000\SHEETSPLAN\020305_TS.DWG PLOT DATE : 2/8/2014 8:02 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 0.004478

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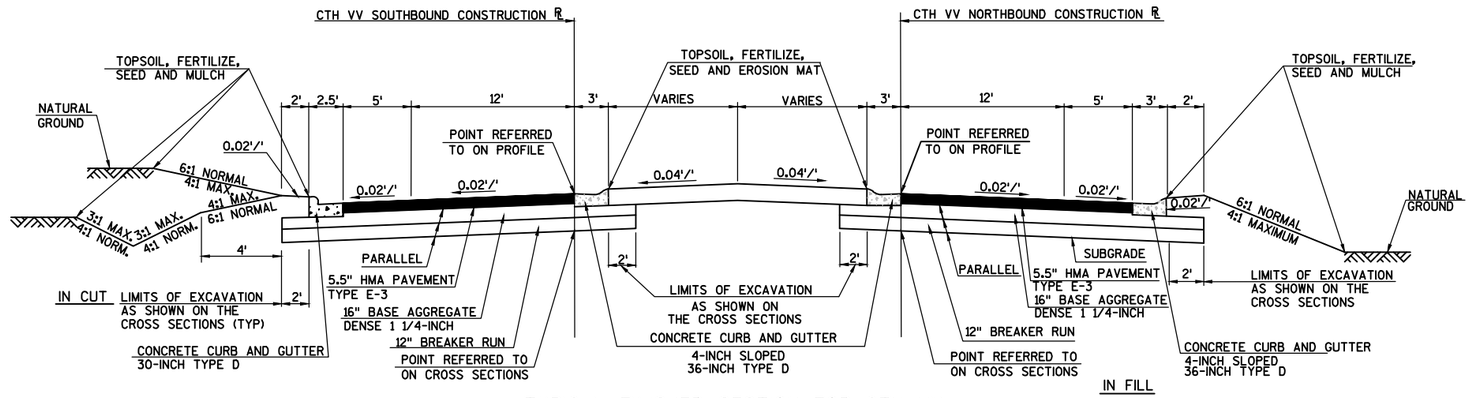
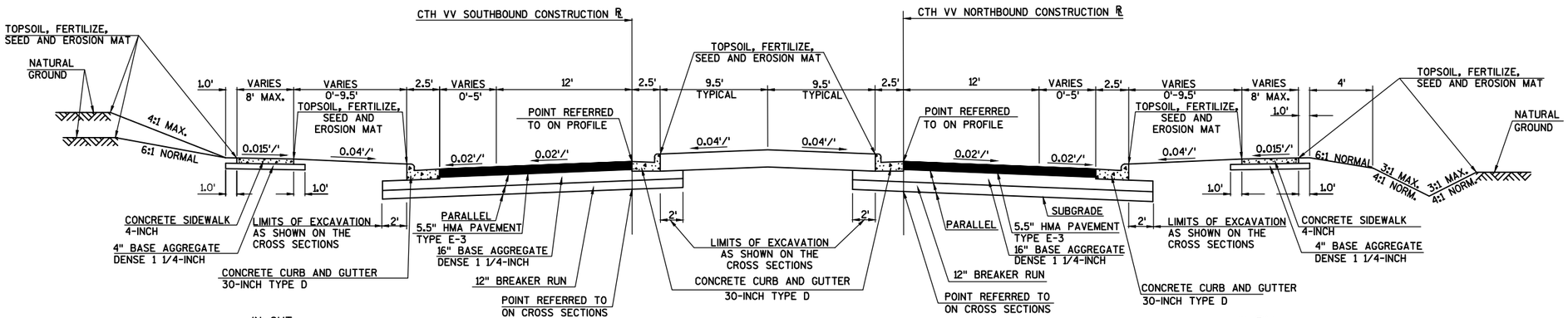


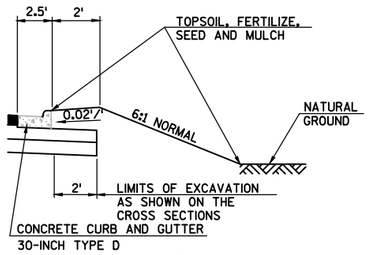
TYPICAL FINISHED SECTION FOR CTH VV

STA. 28+76 - STA. 29+10 CTH VV NORTHBOUND CONSTRUCTION ℄



TYPICAL FINISHED SECTION FOR CTH VV

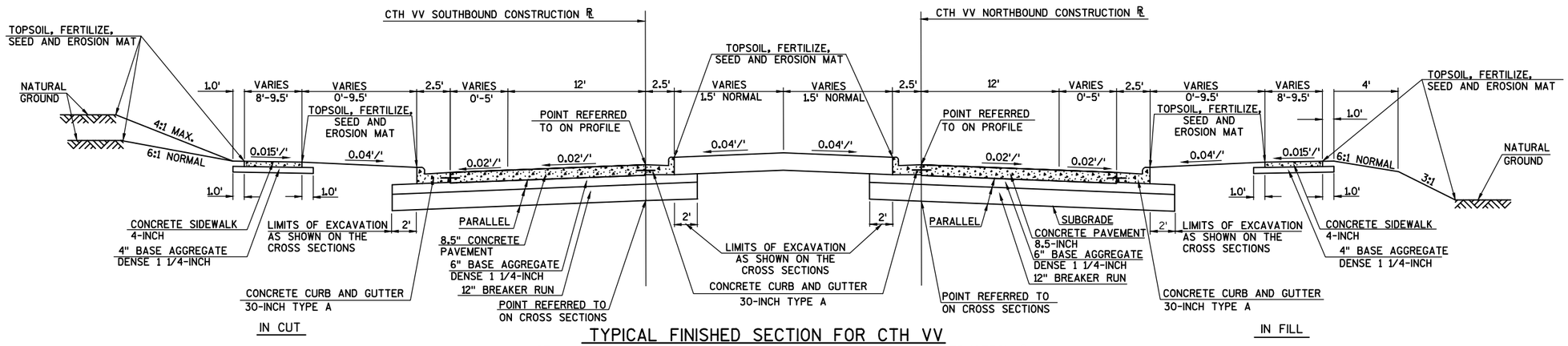
STA. 29+10 - STA. 30+59.30 CTH VV NORTHBOUND CONSTRUCTION ℄
STA. 32+08.82 - STA. 41+88.27 CTH VV NORTHBOUND CONSTRUCTION ℄



TYPICAL CURB AND GUTTER CONSTRUCTION FOR CTH VV

STA. 28+76-STA. 29+40.57 CTH VV NORTHBOUND CONSTRUCTION ℄ LT.
(SEE CROSS SECTIONS)
STA. 29+06.26-STA. 29+30 CTH VV NORTHBOUND CONSTRUCTION ℄ RT.
(SEE CROSS SECTIONS)

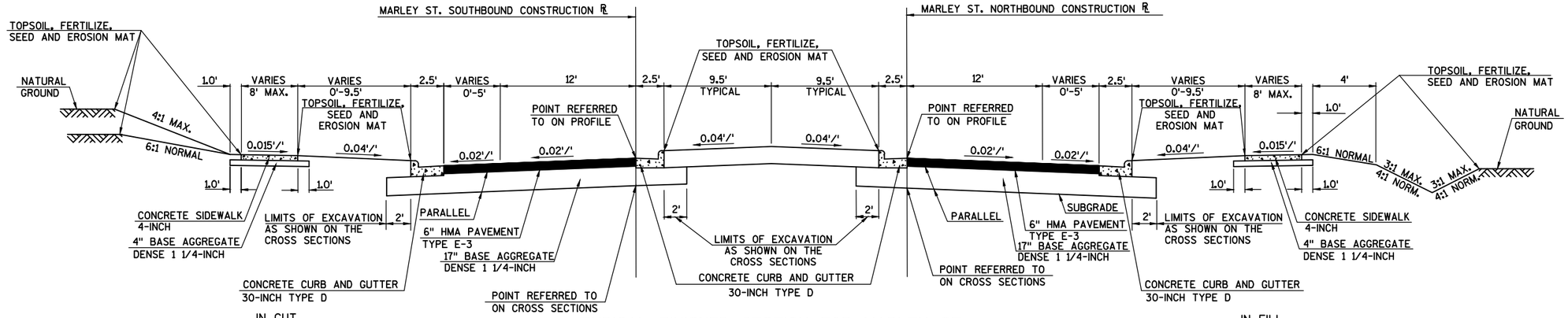
PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN: TYPICAL SECTIONS	SHEET	E



TYPICAL FINISHED SECTION FOR CTH VV

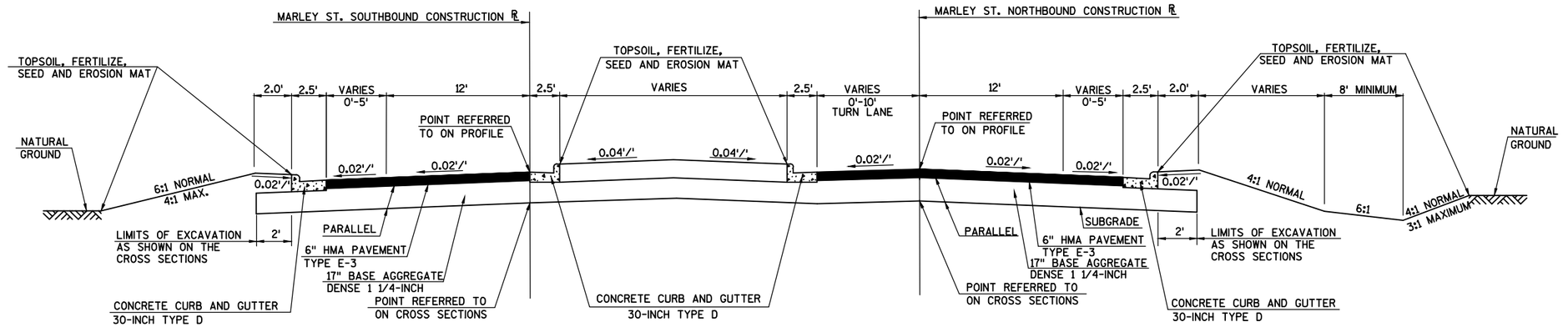
STA. 43+37.21 - STA. 45+04.75 CTH VV NORTHBOUND CONSTRUCTION ℄
STA. 47+23.25 - STA. 48+78.89 CTH VV NORTHBOUND CONSTRUCTION ℄

PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN: TYPICAL SECTIONS	SHEET	E



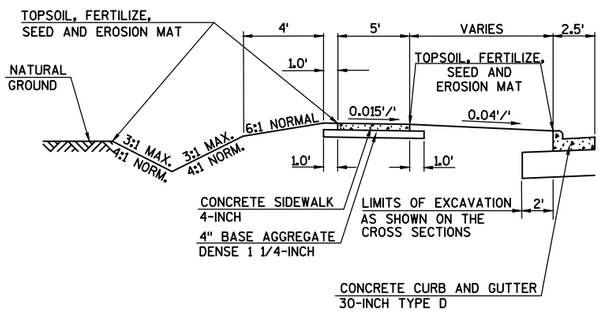
TYPICAL FINISHED SECTION FOR MARLEY ST.

STA. 50+28.29 - STA. 59+51.30 MARLEY ST. NORTHBOUND CONSTRUCTION ℄
STA. 61+01.73 - STA. 61+86.42 MARLEY ST. NORTHBOUND CONSTRUCTION ℄



TYPICAL FINISHED SECTION FOR MARLEY ST.

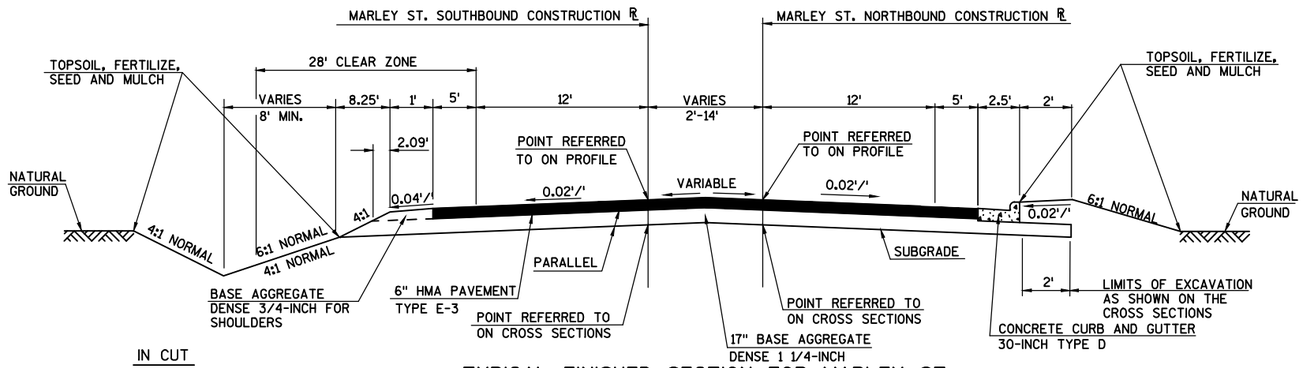
STA. 61+86.42 - STA. 64+48.00 MARLEY ST. NORTHBOUND CONSTRUCTION ℄



TYPICAL SIDEWALK CONSTRUCTION FOR MARLEY ST.

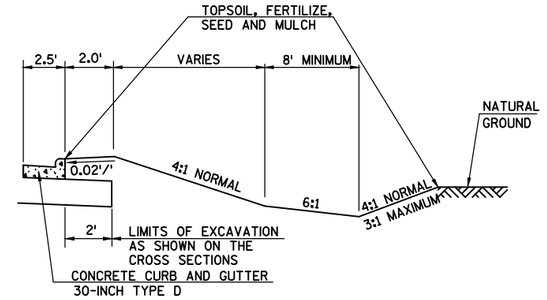
STA. 61+86.42 - STA. 62+41.27 MARLEY ST. NORTHBOUND CONSTRUCTION ℄ LT.
(SEE CROSS SECTIONS)

PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN: TYPICAL SECTIONS	SHEET	E



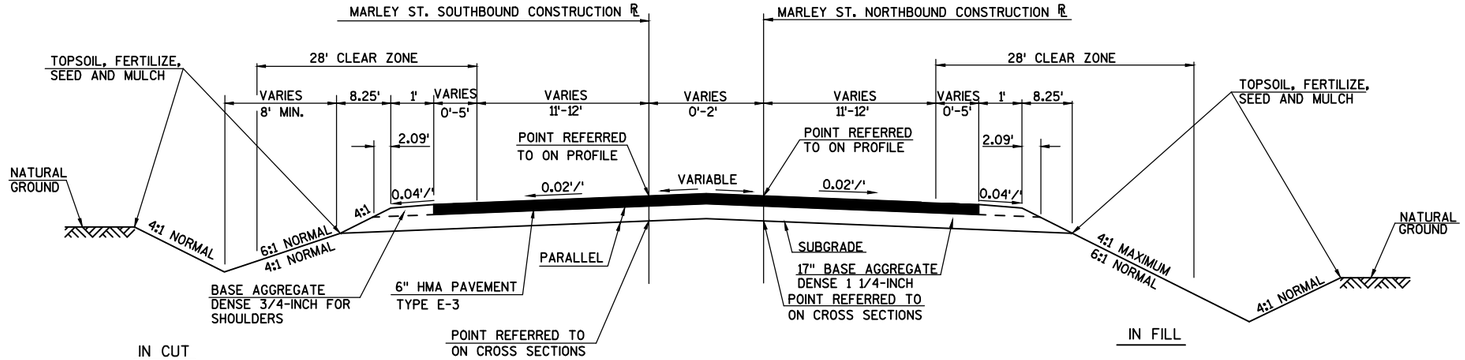
TYPICAL FINISHED SECTION FOR MARLEY ST.

STA. 64+48 - STA. 66+53 MARLEY ST. NORTHBOUND CONSTRUCTION ℄



TYPICAL DITCH CONSTRUCTION FOR MARLEY ST.

STA. 64+48 - STA. 65+24 MARLEY ST. RIGHT

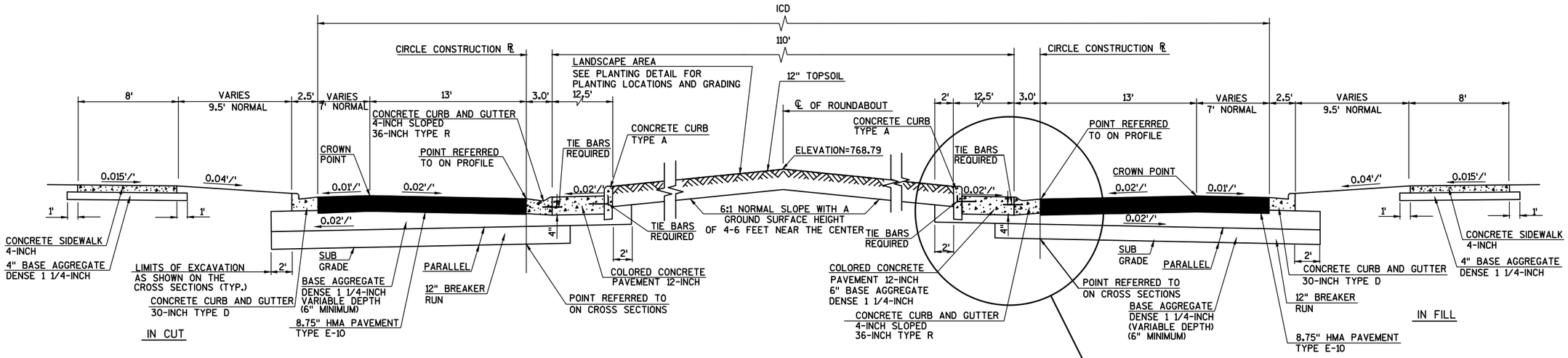


TYPICAL FINISHED SECTION FOR MARLEY ST.

STA. 66+53 - STA. 69+03.70 MARLEY ST. NORTHBOUND CONSTRUCTION ℄

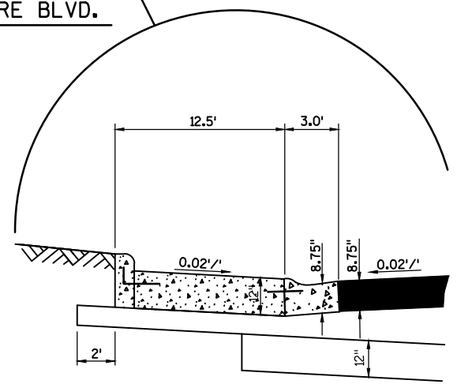
PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN: TYPICAL SECTIONS	SHEET	E

2



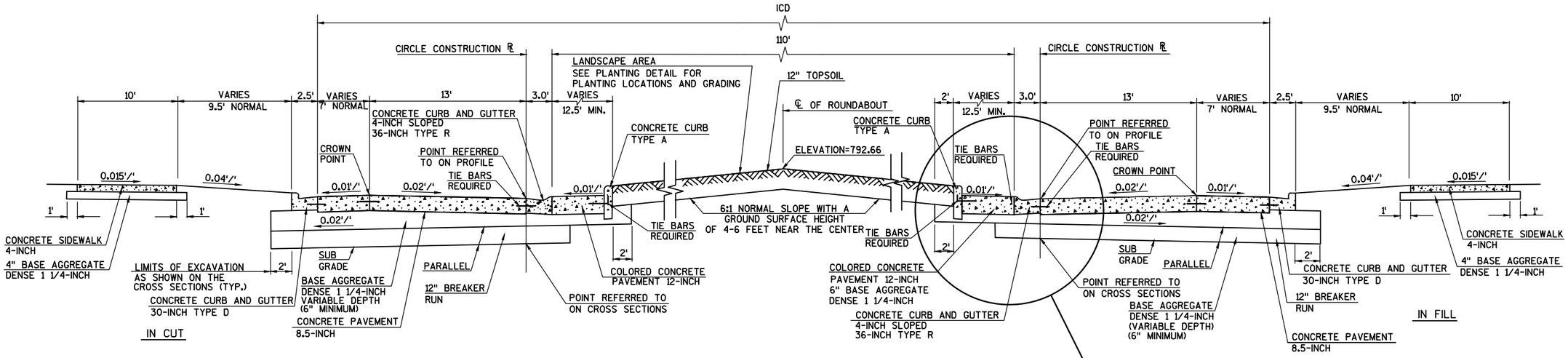
TYPICAL FINISHED SECTION FOR CTH VV/CENTENNIAL CENTRE BLVD.

ROUNDABOUT DETAIL



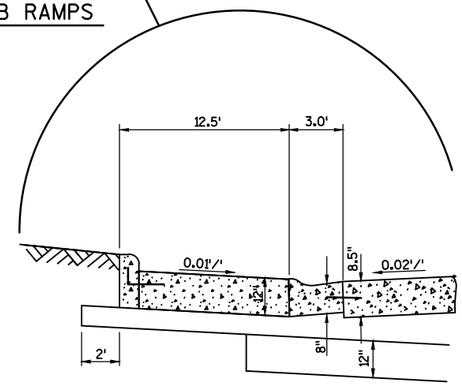
TRUCK APRON (TYPICAL)

PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN: TYPICAL SECTIONS	SHEET	E



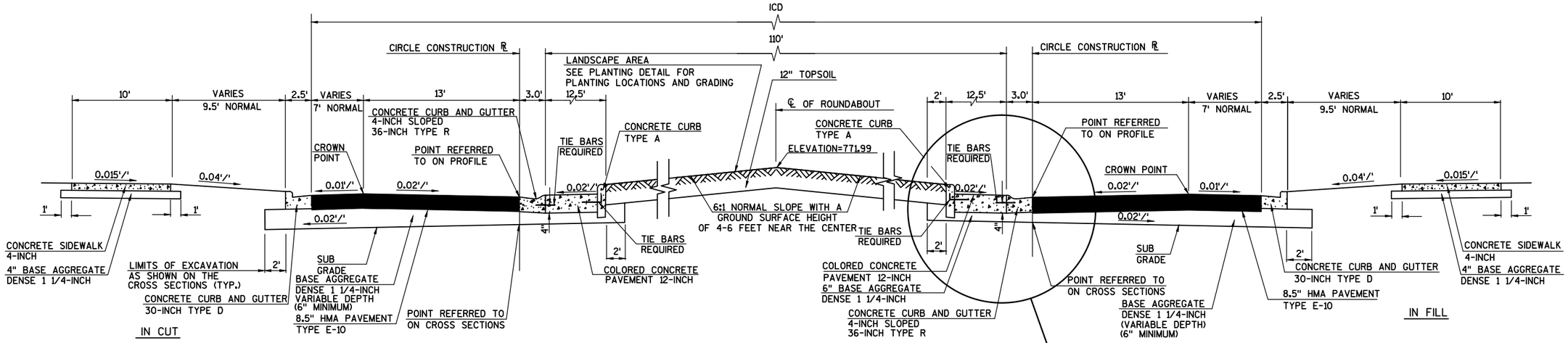
TYPICAL FINISHED SECTION FOR CTH VV/STH 29 EB AND WB RAMPS

ROUNDABOUT DETAIL



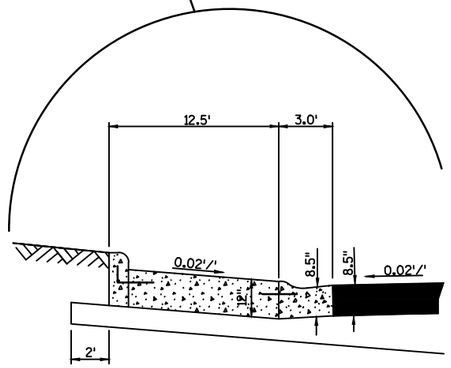
TRUCK APRON (TYPICAL)

PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN: TYPICAL SECTIONS	SHEET	E



TYPICAL FINISHED SECTION FOR MARLEY ST./MILLTOWN RD.

ROUNDABOUT DETAIL

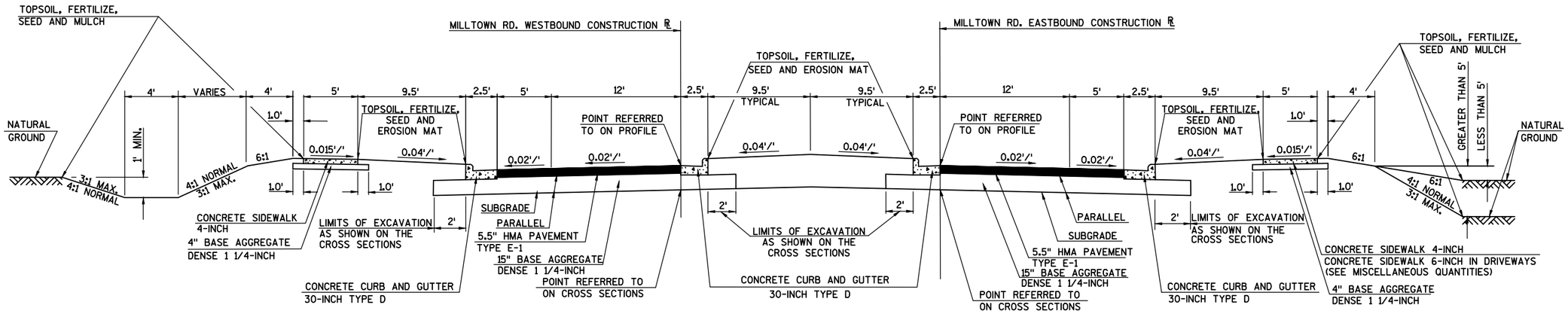


TRUCK APRON (TYPICAL)

PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN: TYPICAL SECTIONS	SHEET	E

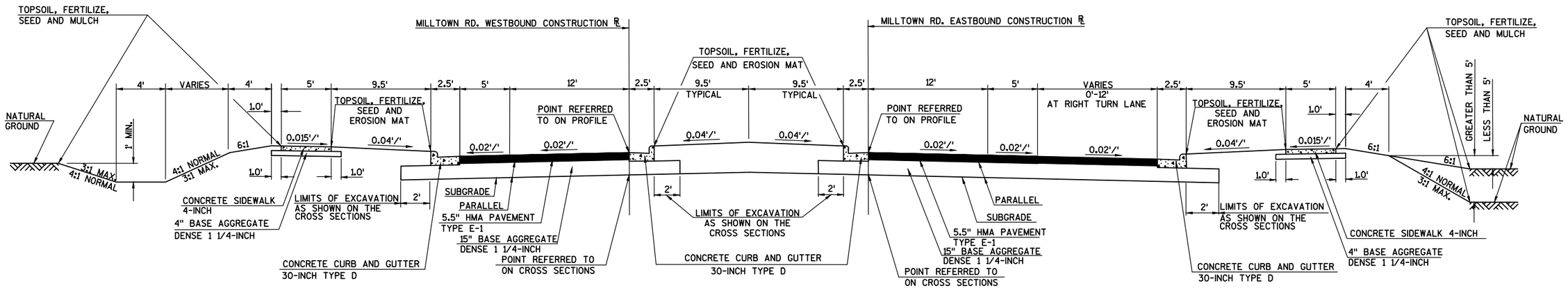
FILE NAME : N:\C3D\41061000\SHEETSPLAN\020312_TS.DWG PLOT DATE : 2/8/2014 6:34 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 0.004732

WISDOT/CADDS SHEET 42



TYPICAL FINISHED SECTION FOR MILLTOWN RD.

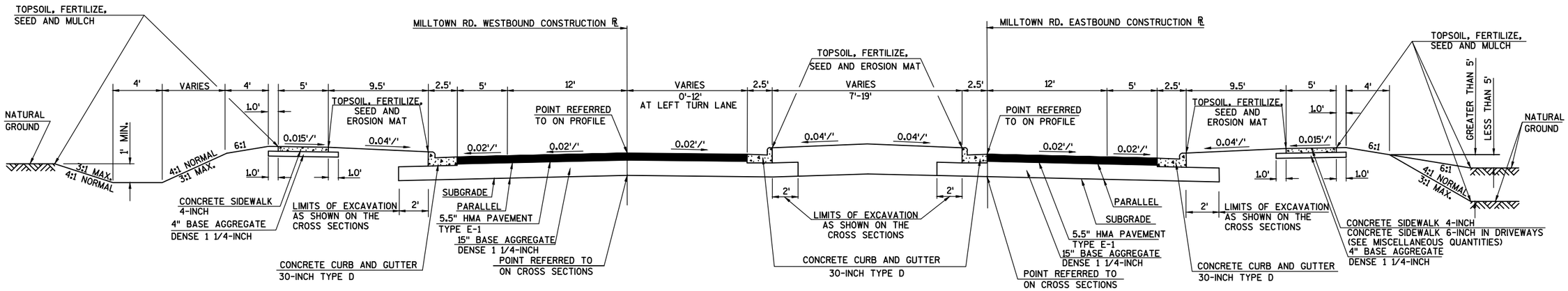
STA. 600+00 - STA. 627+20 MILLTOWN RD. EASTBOUND CONSTRUCTION ℄



TYPICAL FINISHED SECTION FOR MILLTOWN RD.

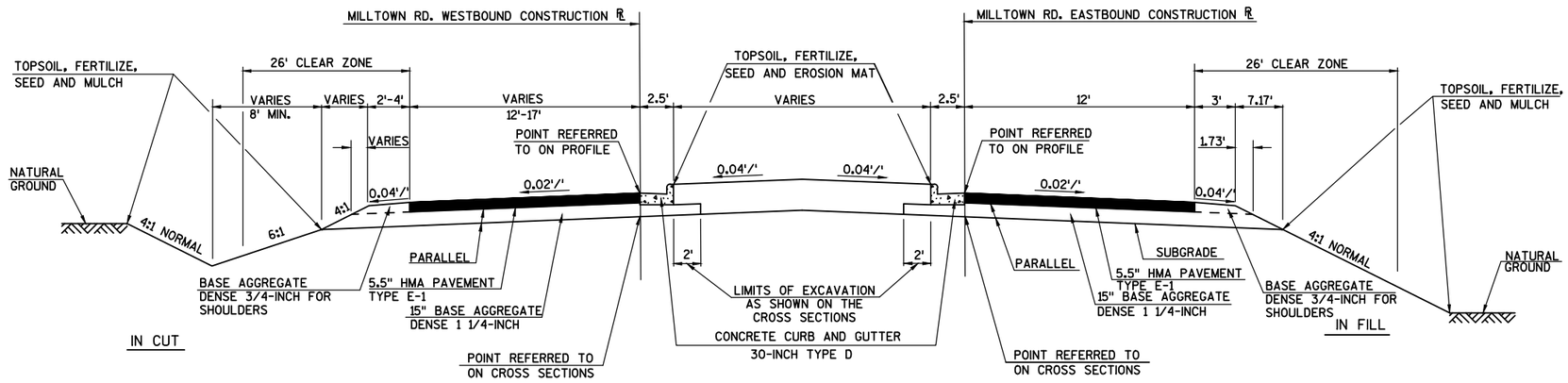
STA. 627+20 - STA. 631+95 MILLTOWN RD. EASTBOUND ℄

PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN: TYPICAL SECTIONS	SHEET	E



TYPICAL FINISHED SECTION FOR MILLTOWN RD.

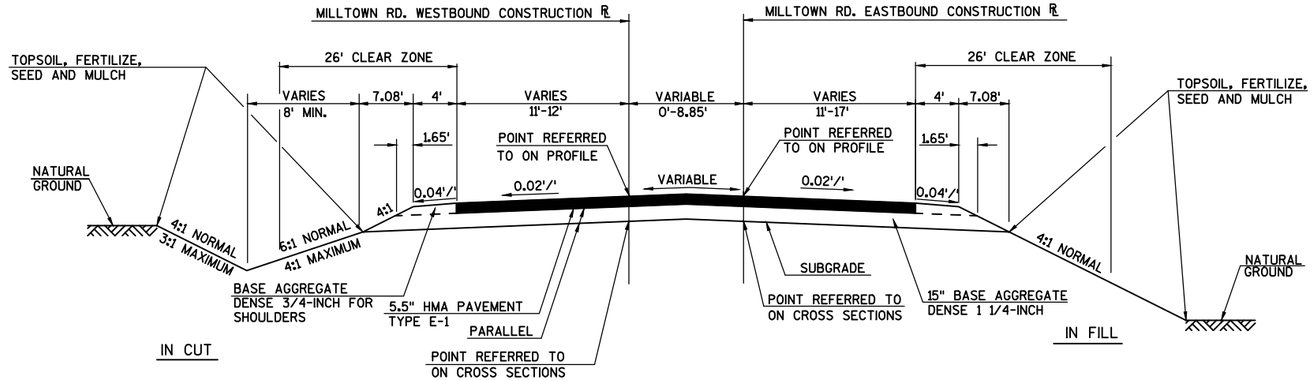
STA. 631+95 - STA. 638+26 MILLTOWN RD. EASTBOUND ℄



TYPICAL FINISHED SECTION FOR MILLTOWN RD.

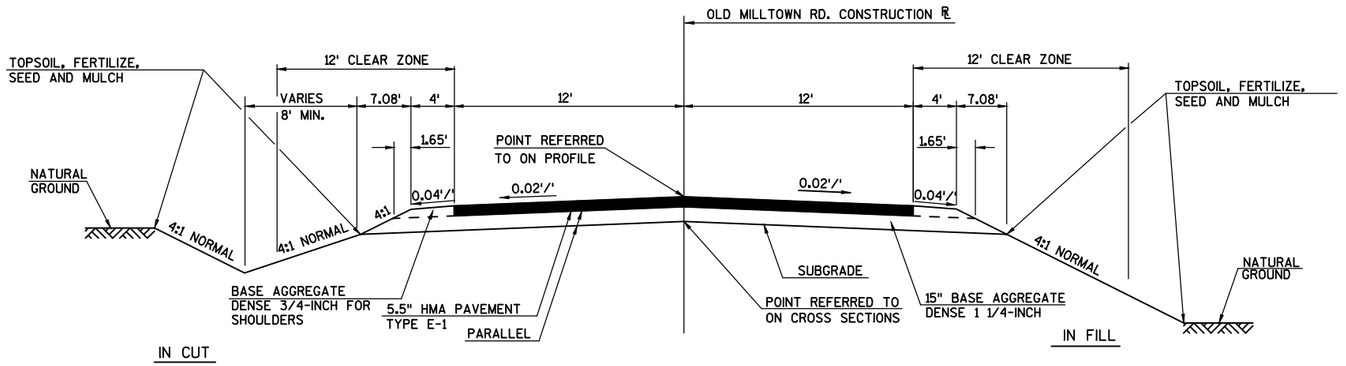
STA. 638+26 - STA. 639+95 MILLTOWN RD. EASTBOUND ℄

PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN: TYPICAL SECTIONS	SHEET	E



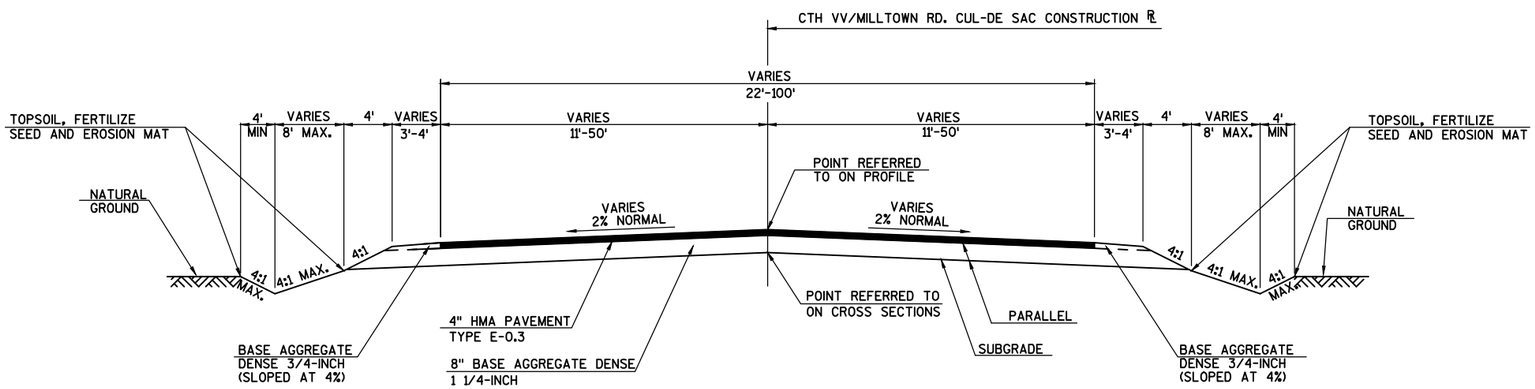
TYPICAL FINISHED SECTION FOR MILLTOWN RD.

STA. 639+95 - STA. 642+90 MILLTOWN RD. EASTBOUND CONSTRUCTION ℄



TYPICAL FINISHED SECTION FOR OLD MILLTOWN RD.

STA. 308+41 - STA. 313+16

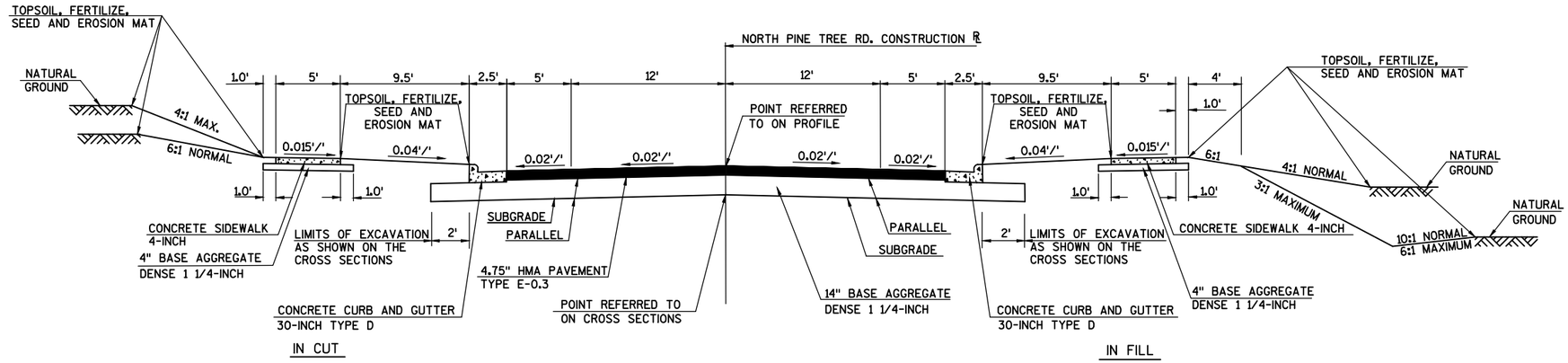


TYPICAL FINISHED SECTION FOR CUL DE SACS

CTH VV
MILLTOWN RD

PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN: TYPICAL SECTIONS	SHEET	E

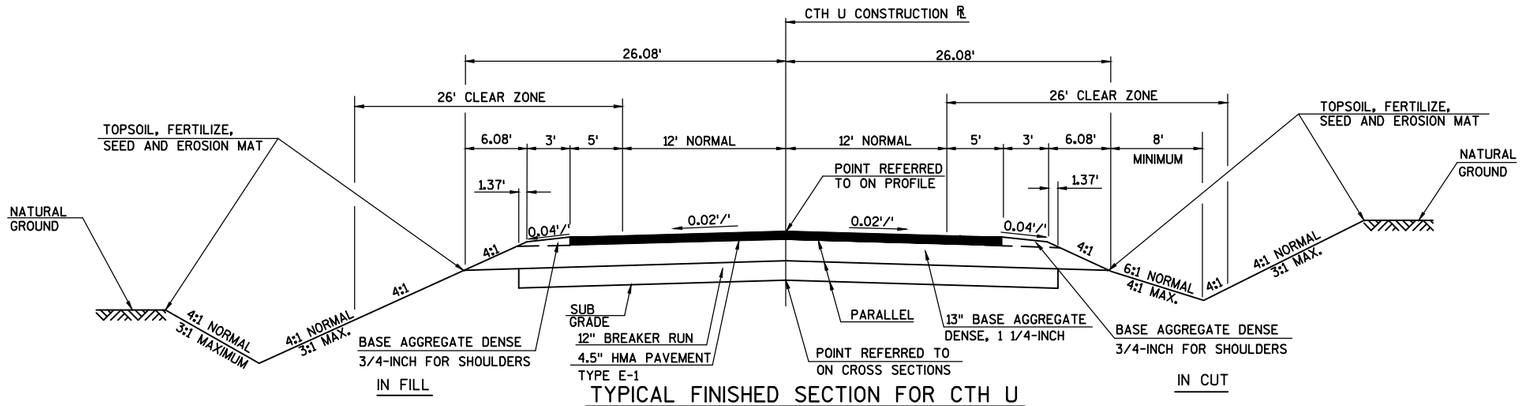
2



TYPICAL FINISHED SECTION FOR NORTH PINE TREE RD.

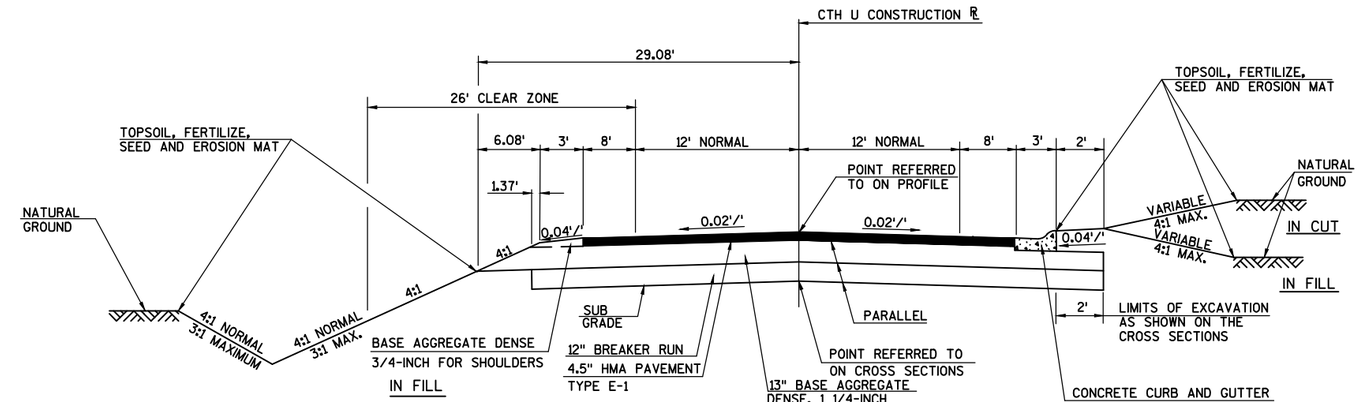
PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN: TYPICAL SECTIONS	SHEET	E

FILE NAME : N:\C3D\41061000\SHEETSPLAN\020316_TS.DWG PLOT DATE : 2/8/2014 6:35 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 0.004732



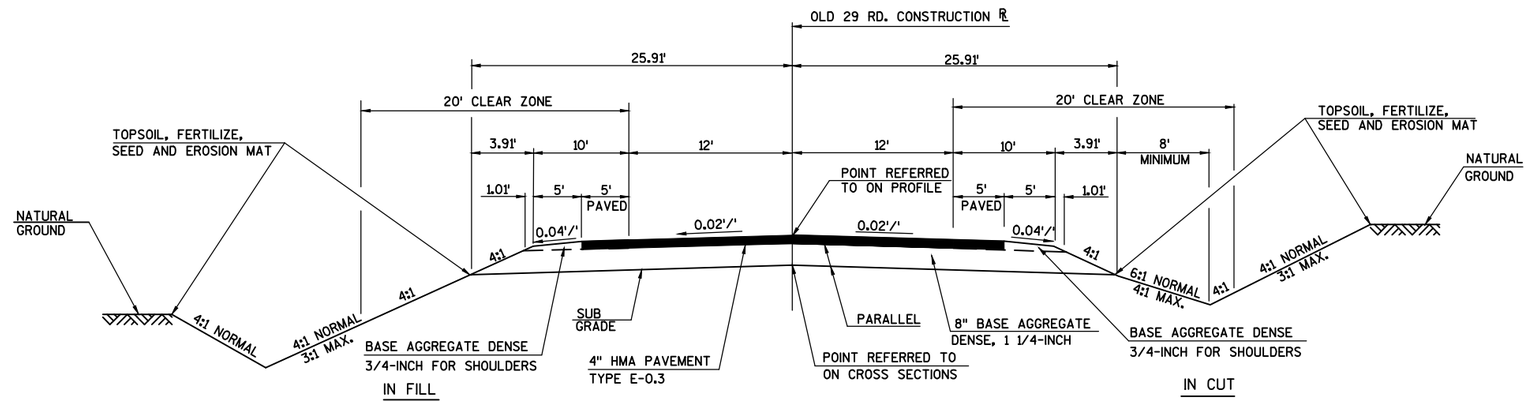
TYPICAL FINISHED SECTION FOR CTH U

STA. 102+50 - STA. 126+00
STA. 128+50 - STA. 130+00



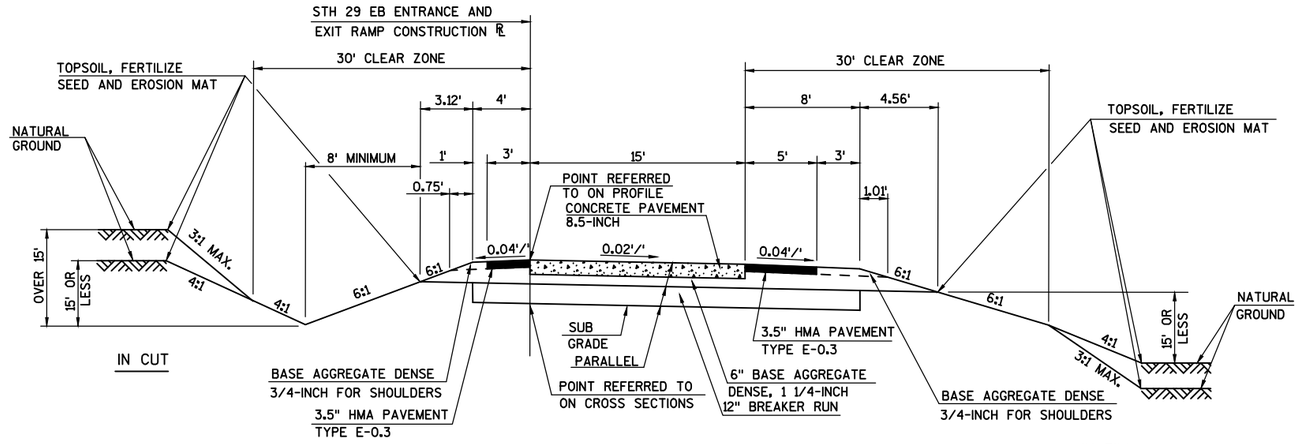
TYPICAL FINISHED SECTION FOR CTH U

STA. 126+00 - STA. 128+50



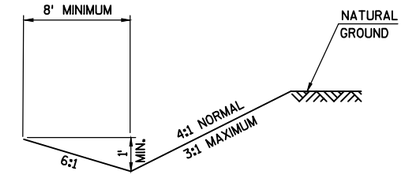
TYPICAL FINISHED SECTION FOR OLD 29 RD.

PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN: TYPICAL SECTIONS	SHEET	E



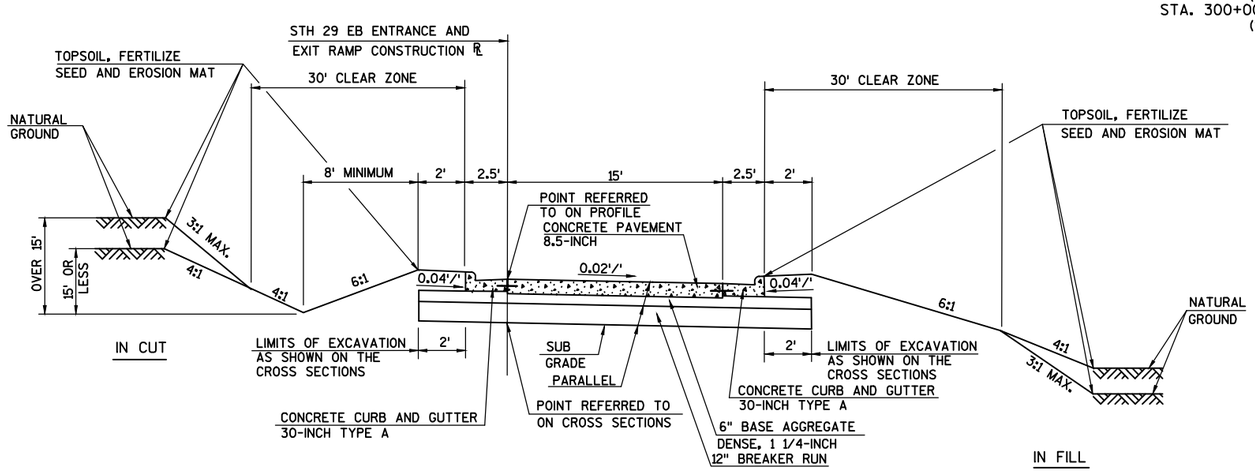
TYPICAL FINISHED SECTION FOR STH 29 EB ENTRANCE AND EXIT RAMPS (RAMPS VVA AND VVB)

STA. 200+00 - STA. 212+10.45 RAMP VVA
STA. 300+90 - STA. 324+78.38 RAMP VVB



TYPICAL DITCH CONSTRUCTION FOR VVA AND VVB

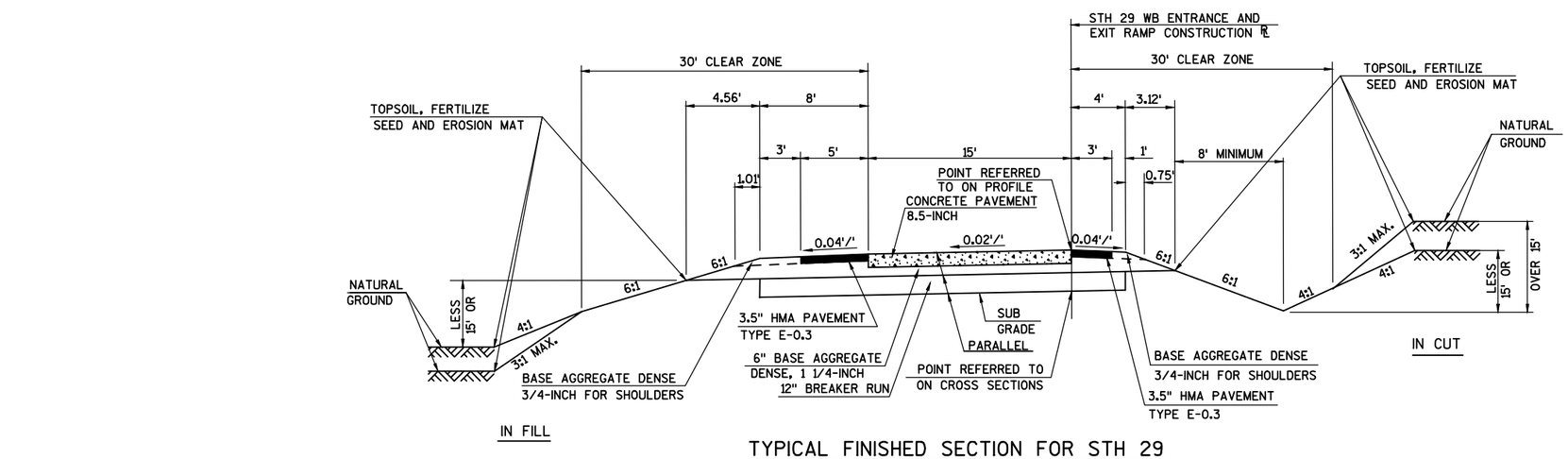
STA. 203+00-STA. 216+55 RAMP VVA RT.
(SEE CROSS SECTIONS)
STA. 300+00-STA. 324+78.38 RAMP VVB RT.
(SEE CROSS SECTIONS)



TYPICAL FINISHED SECTION FOR STH 29 EB ENTRANCE AND EXIT RAMPS (RAMPS VVA AND VVB)

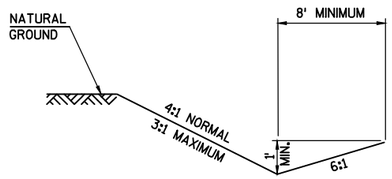
STA. 212+10.45 - STA. 216+55 RAMP VVA
STA. 300+00 - STA. 300+90 RAMP VVB

PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN: TYPICAL SECTIONS-RAMPS	SHEET	E



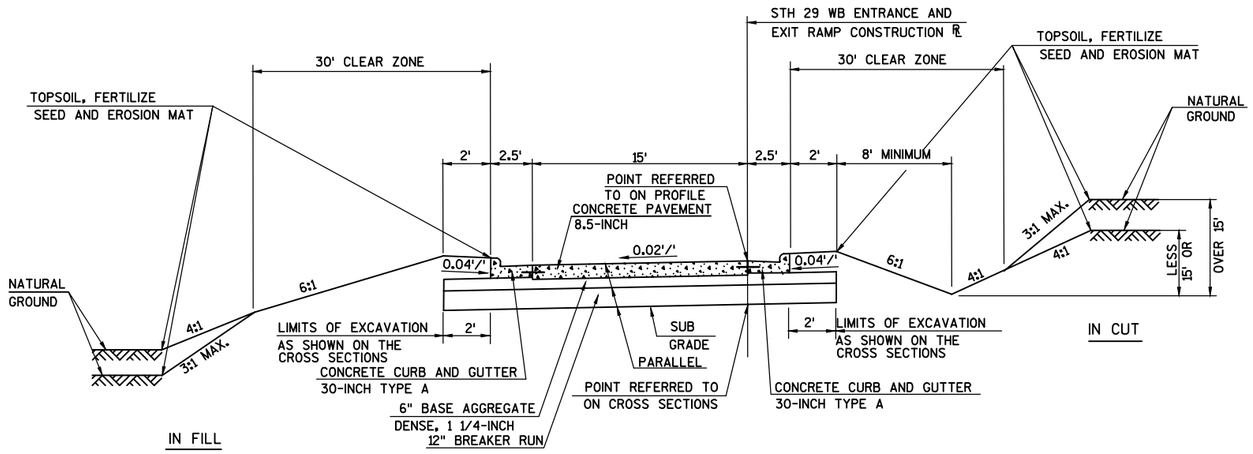
TYPICAL FINISHED SECTION FOR STH 29 EB ENTRANCE AND EXIT RAMPS (RAMPS VVC AND VVD)

STA. 405+11 - STA. 424+65.04 RAMP VVC
STA. 500+00 - STA. 524+89.41 RAMP VVD



TYPICAL DITCH CONSTRUCTION FOR VVC AND VVD

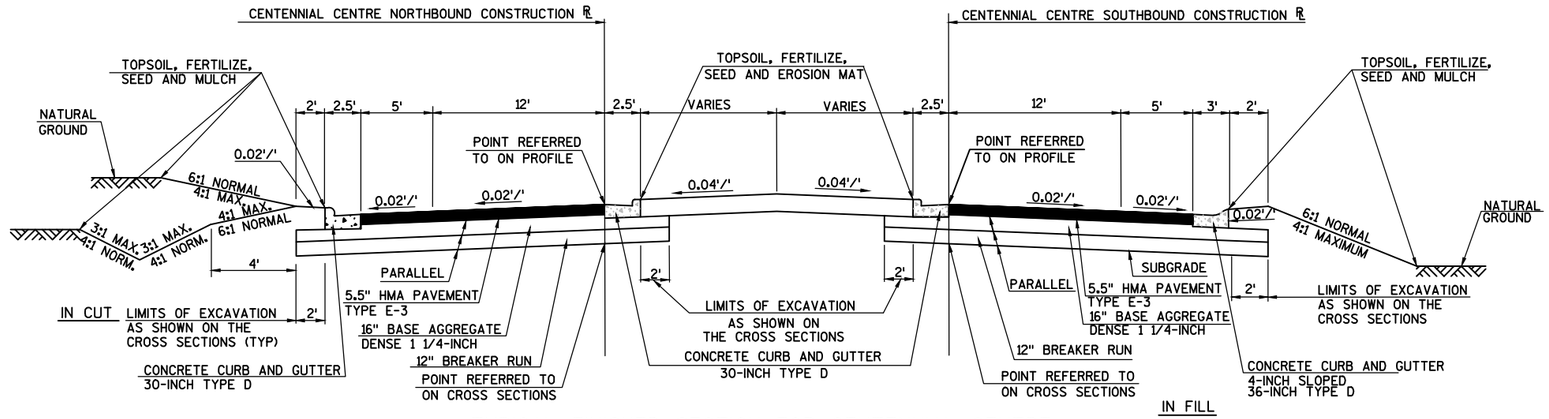
STA. 400+00-STA. 424+65.04 RAMP VVC LT.
(SEE CROSS SECTIONS)
STA. 502+50-STA. 525+85 RAMP VVD LT.
(SEE CROSS SECTIONS)



TYPICAL FINISHED SECTION FOR STH 29 WB ENTRANCE AND EXIT RAMPS (RAMPS VVC AND VVD)

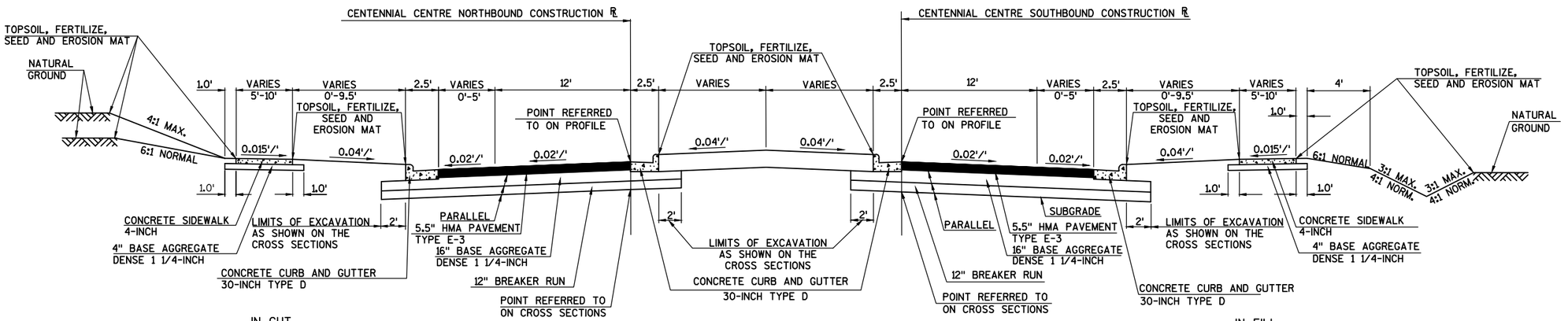
STA. 400+00 - STA. 405+11.11 RAMP VVC
STA. 524+89.41 - STA. 525+85.36 RAMP VVD

PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN: TYPICAL SECTIONS-RAMPS	SHEET	E



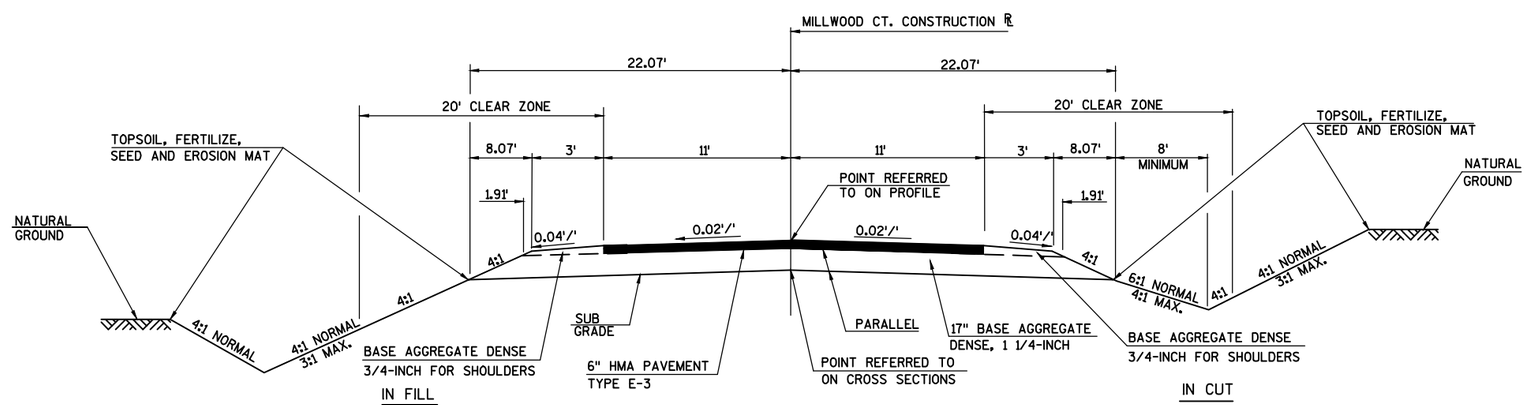
TYPICAL FINISHED SECTION FOR CENTENNIAL CENTRE

STA. 101+20 - STA. 102+73 CENTENNIAL CENTRE SOUTHBOUND CONSTRUCTION ℄



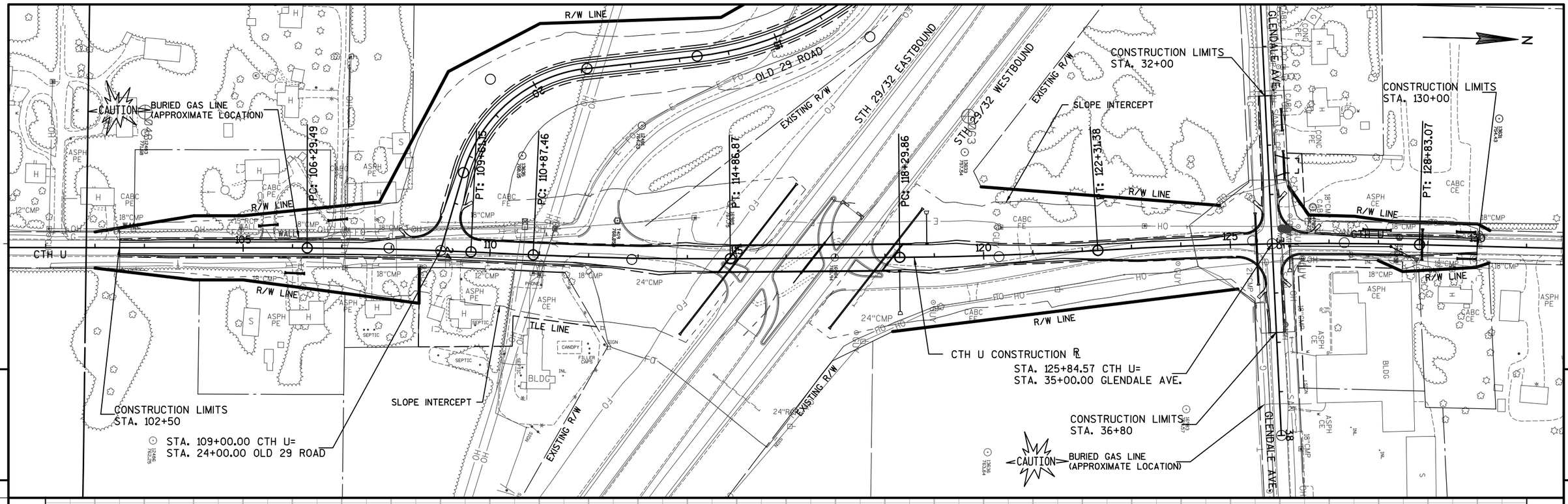
TYPICAL FINISHED SECTION FOR CENTENNIAL CENTRE

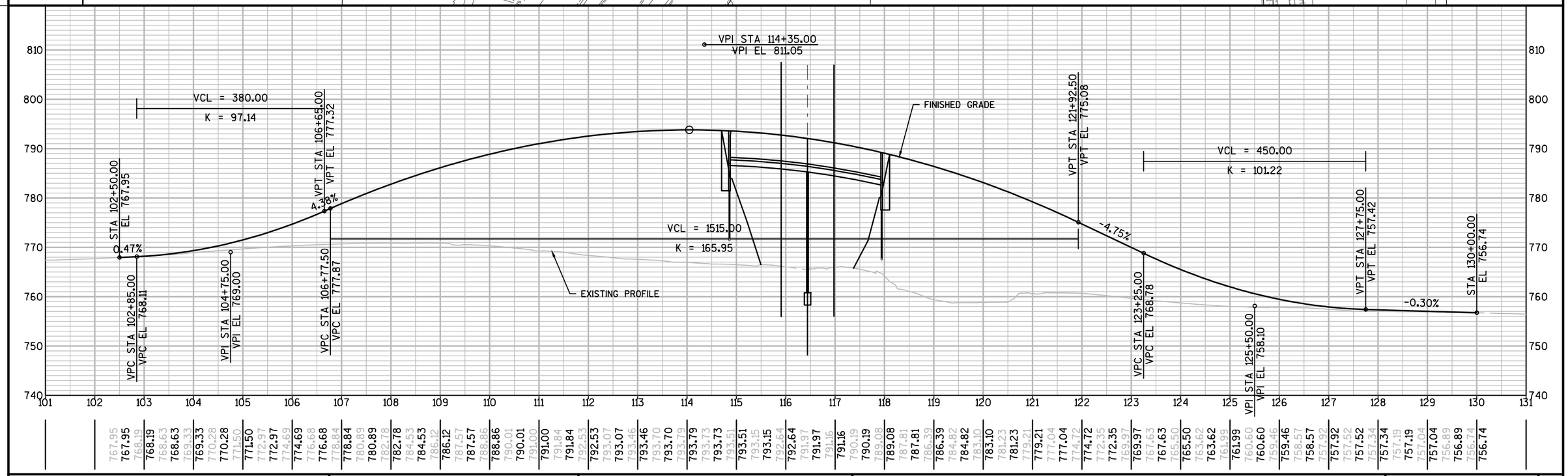
STA. 100+00 - STA. 101+20 CENTENNIAL CENTRE SOUTHBOUND CONSTRUCTION ℄



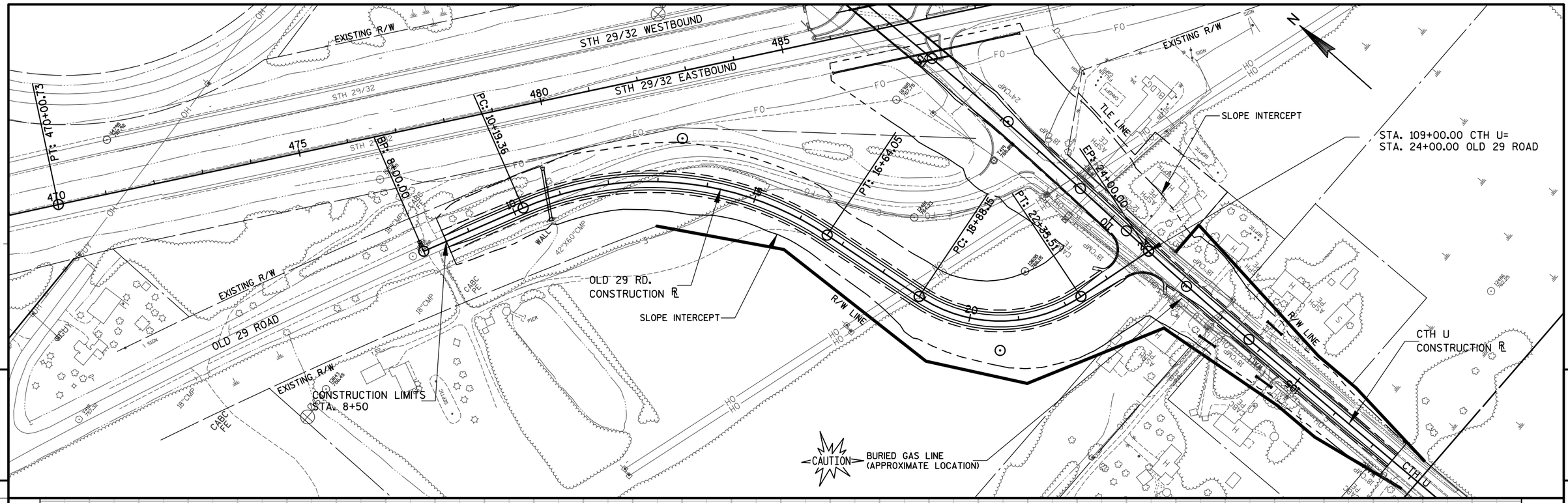
TYPICAL FINISHED SECTION FOR MILLWOOD CT.

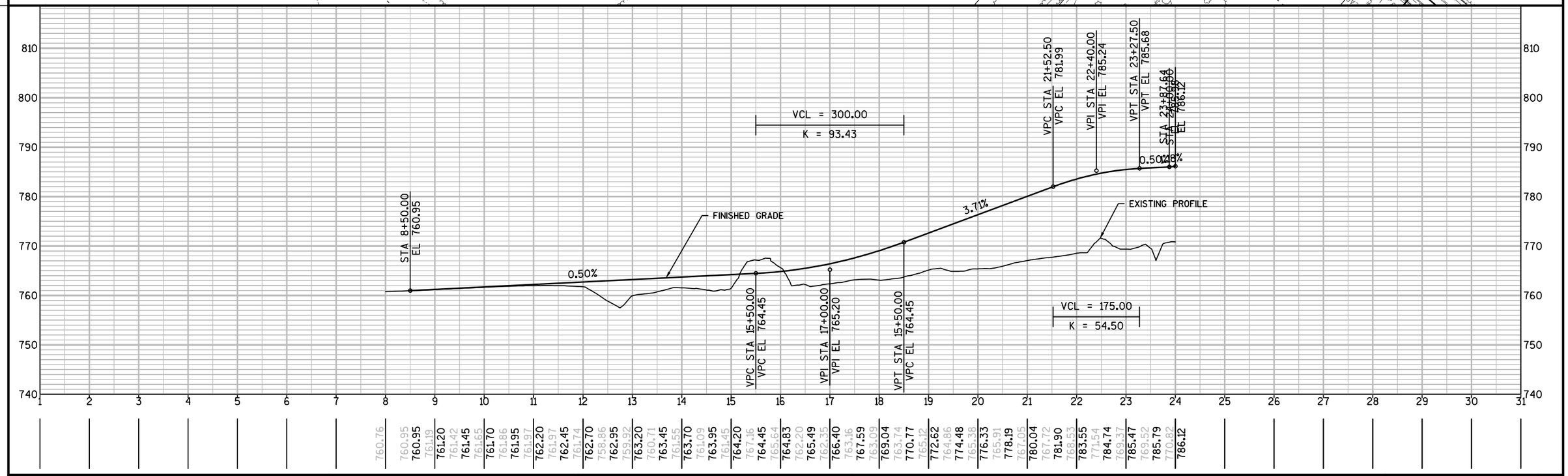
PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN: TYPICAL SECTIONS	SHEET	E



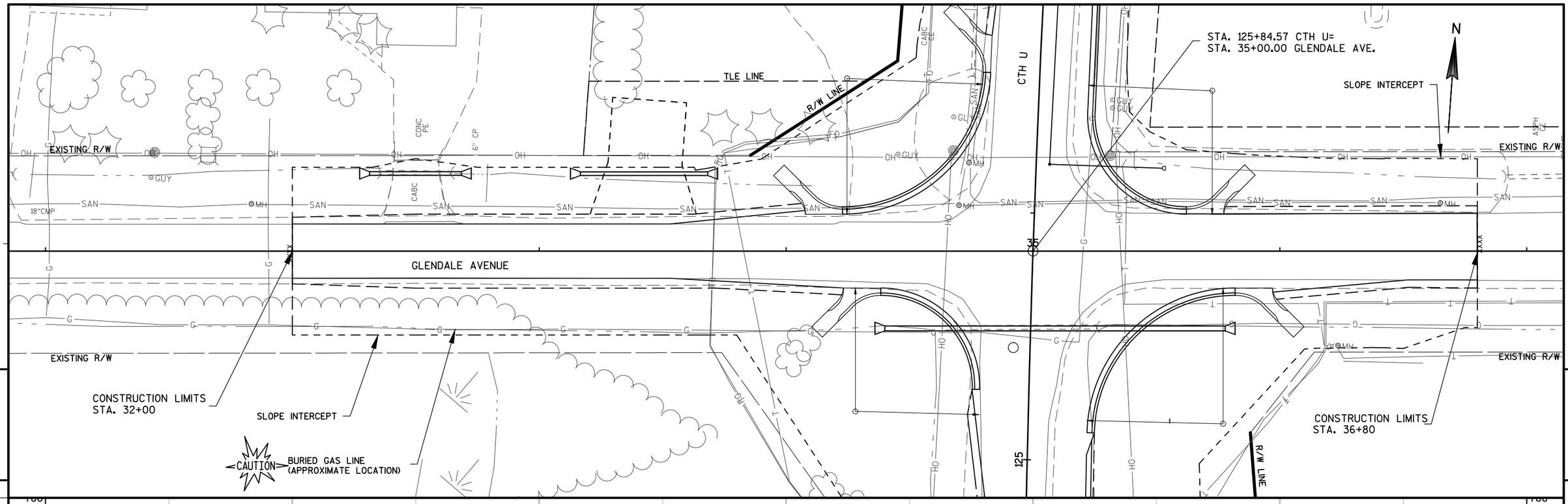


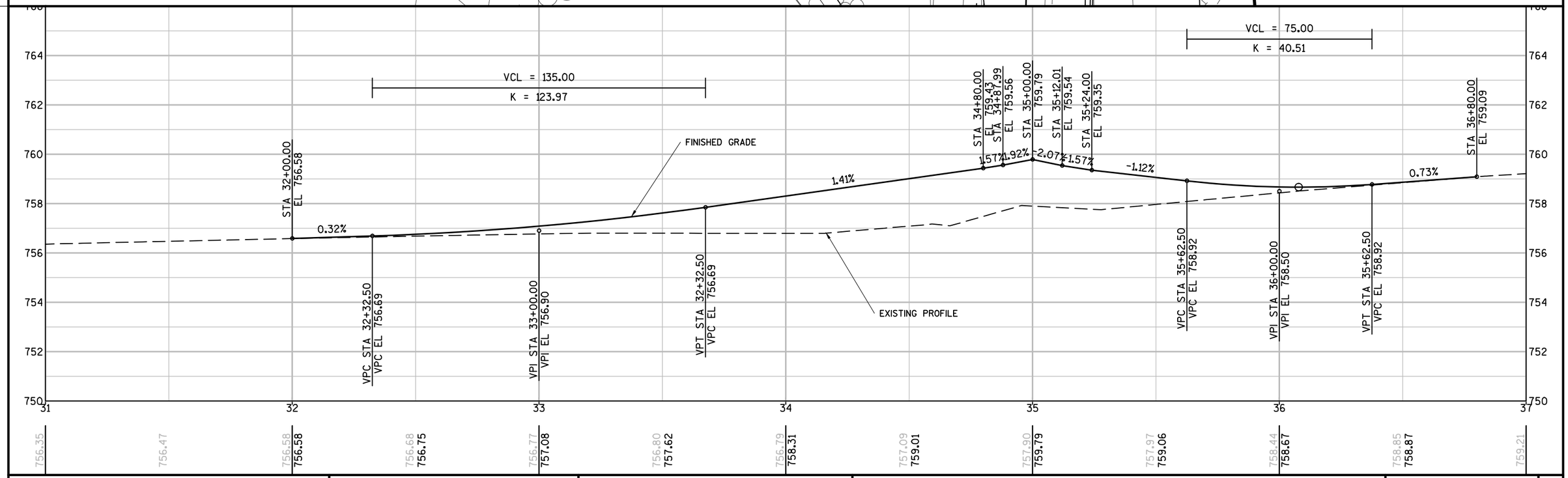
PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: CTH U (U)	SHEET	E



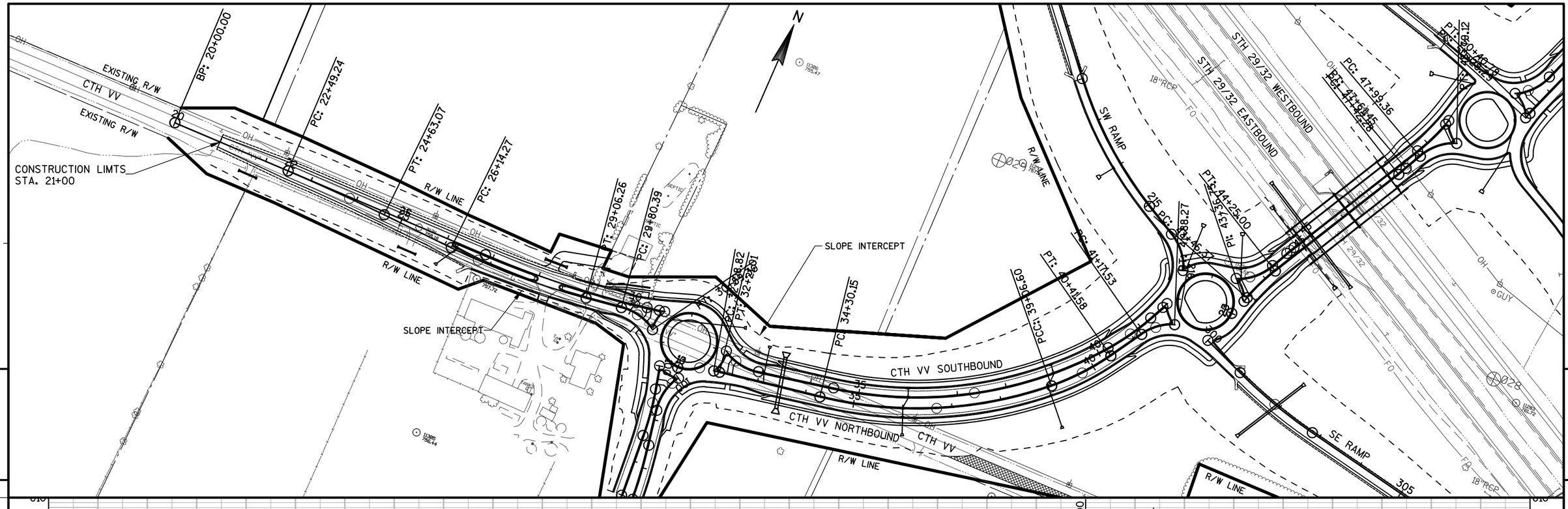


PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: OLD 29 ROAD (TN)	SHEET	E

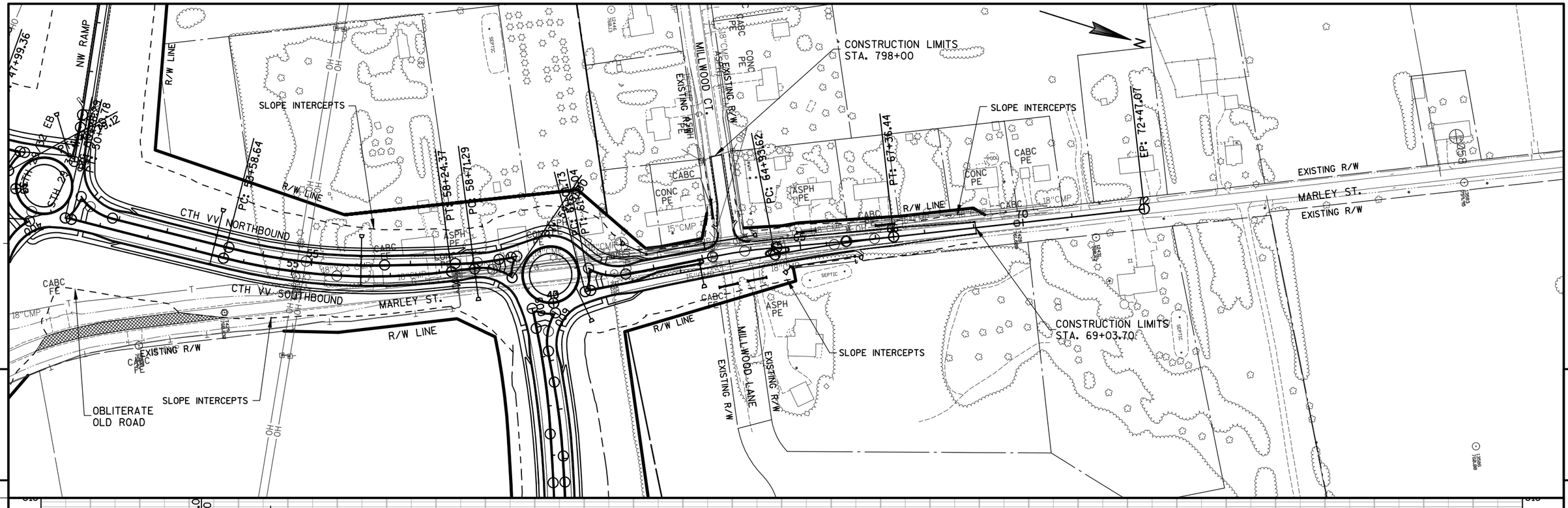




PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: GLENDALE AVENUE (G)	SHEET	E



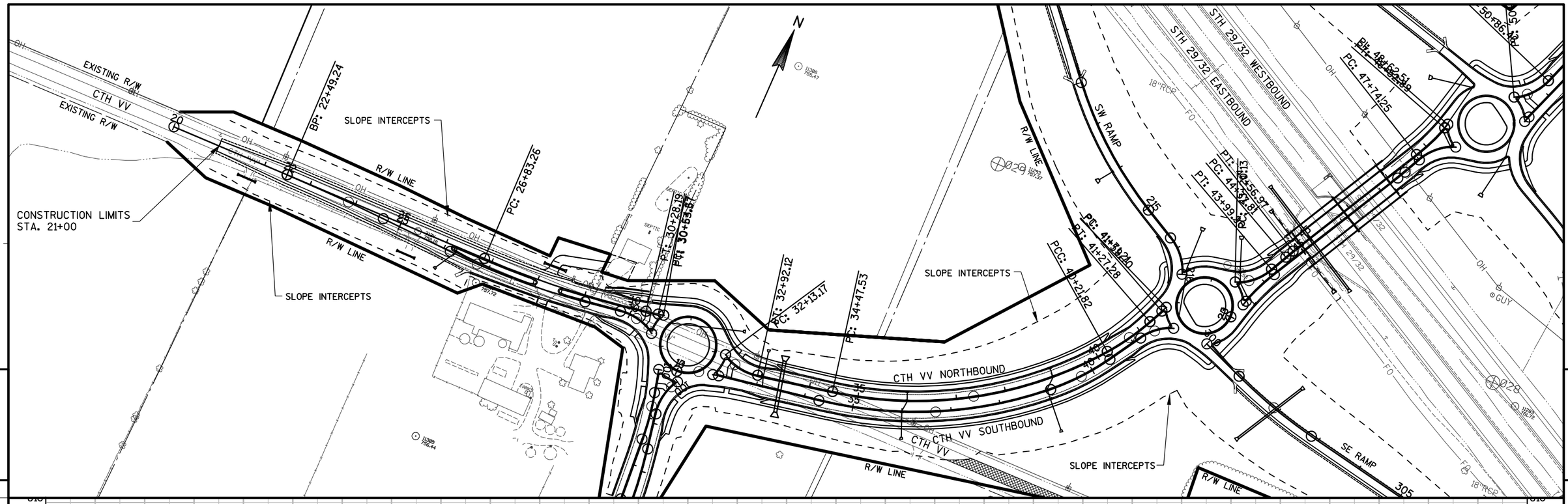
PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: CTH VV NORTHBOUND (VVN)	SHEET	E

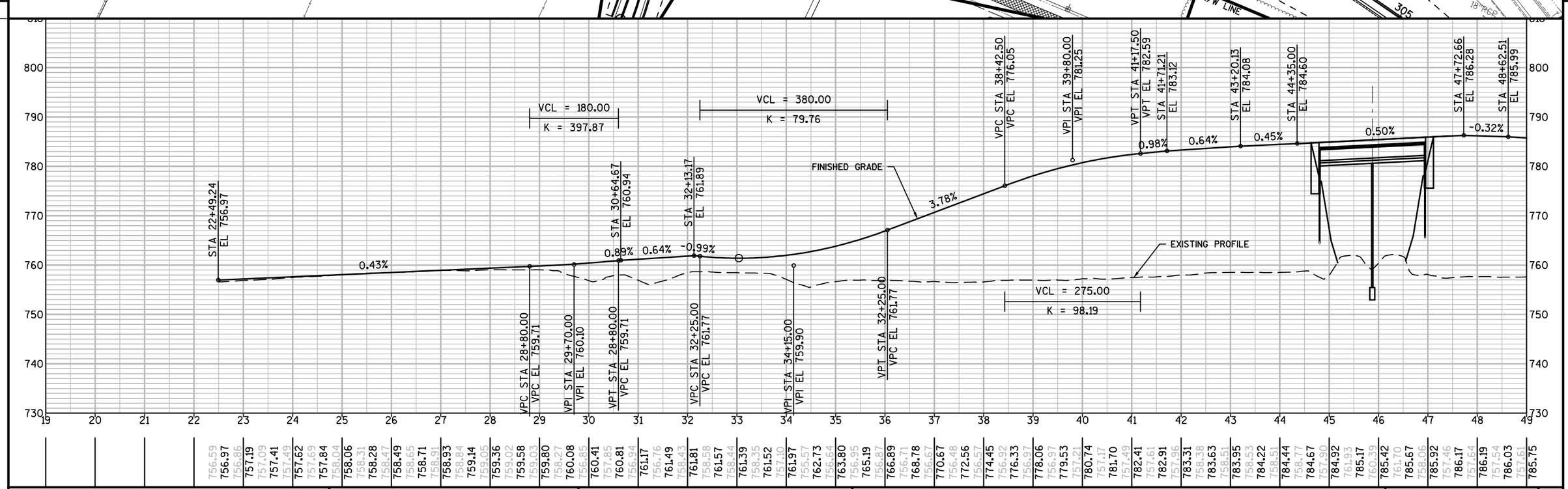


PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: CTH VV NORTHBOUND (VVN)	SHEET	E

FILE NAME : N:\C3D\41061000\SHEETSPLAN\050105_PP.DWG PLOT DATE : 2/8/2014 7:22 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1" = 200'_XREF

WISDOT/CADDS SHEET 44

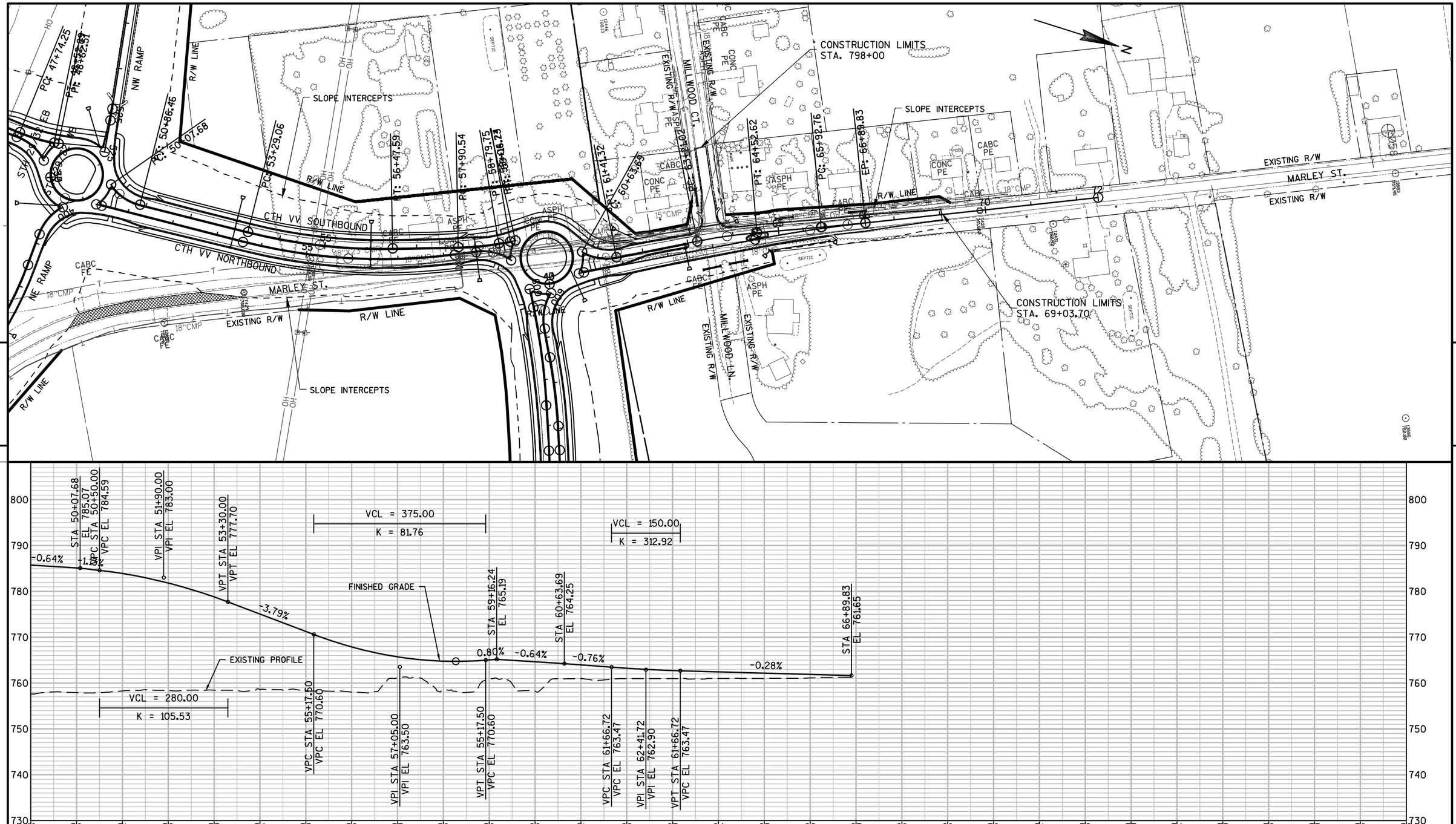




PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: CTH VV SOUTHBOUND (VVS)	SHEET	E

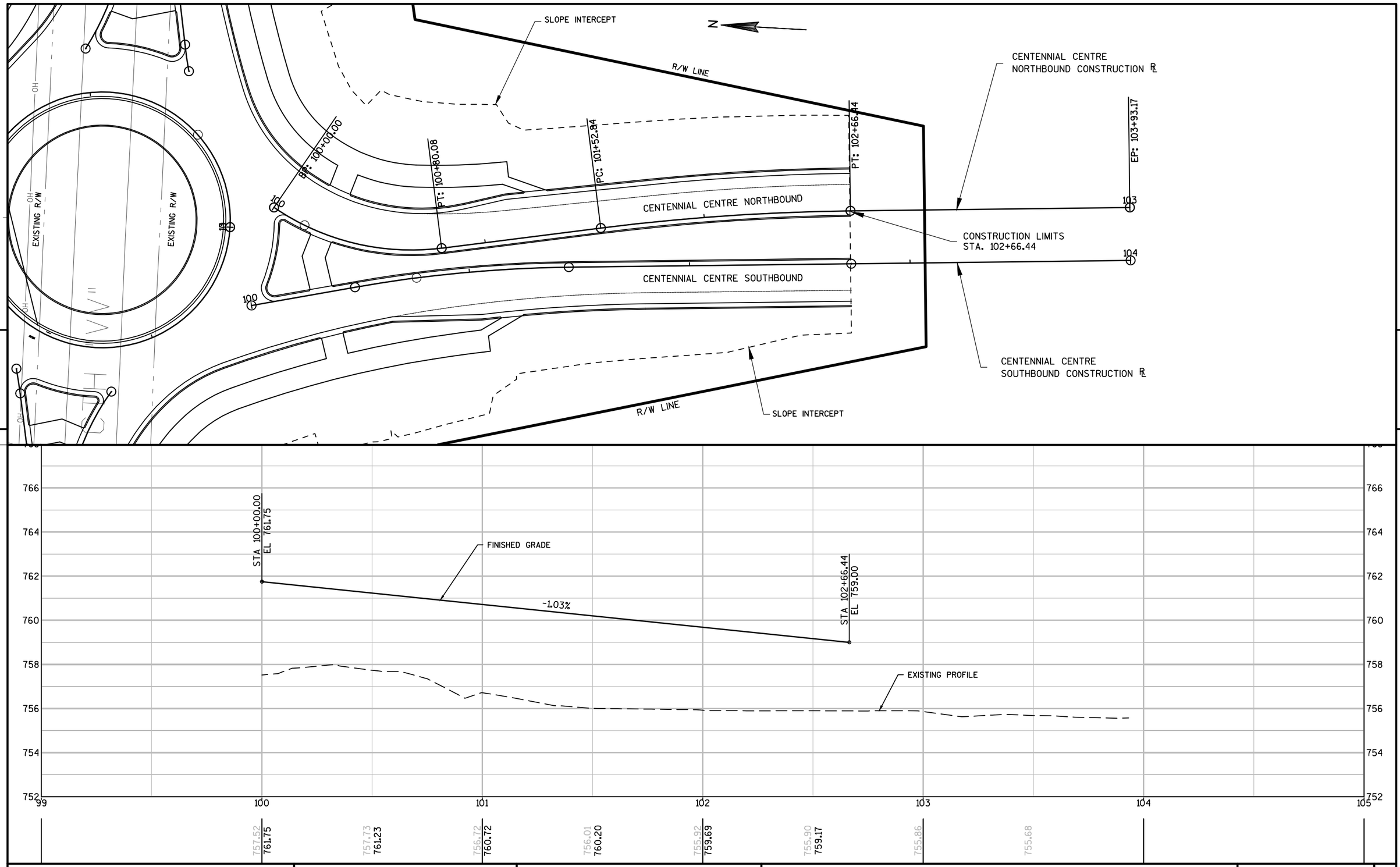
FILE NAME : N:\C3D\41061000\SHEETSPLAN\050106_PP.DWG PLOT DATE : 2/8/2014 7:23 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1" = 200'_XREF

WISDOT/CADDS SHEET 44

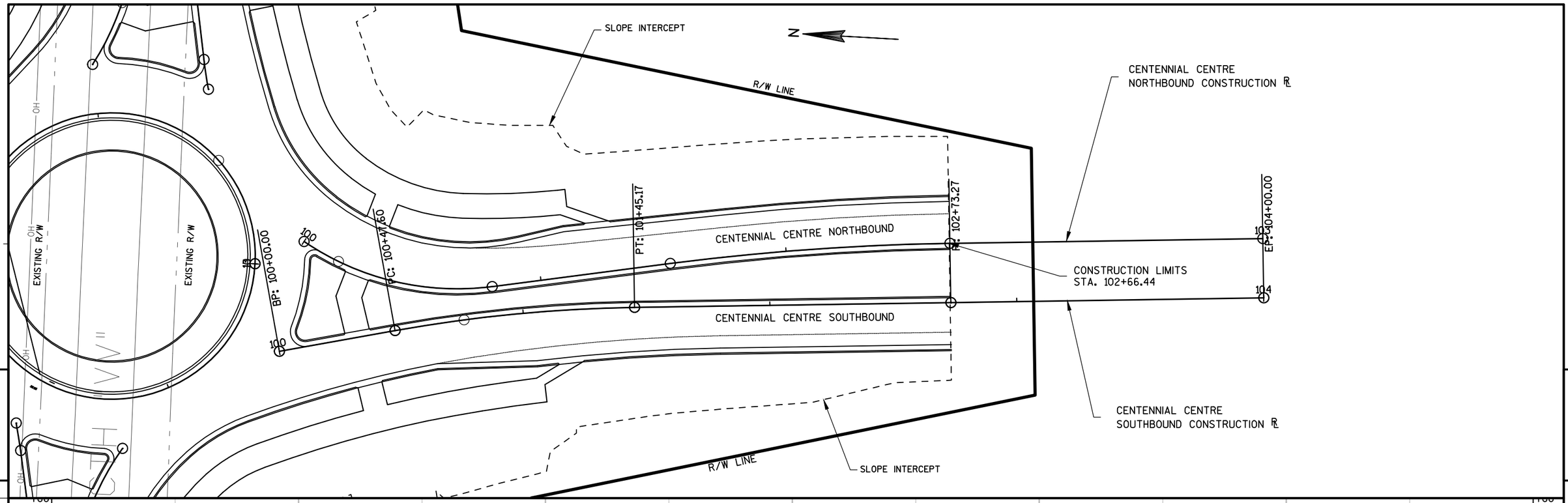


PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: CTH VV SOUTHBOUND (VVS)	SHEET	E

FILE NAME : N:\C3D\41061000\SHEETSPLAN\050107_PP.DWG PLOT DATE : 2/8/2014 7:25 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1" = 200'_XREF

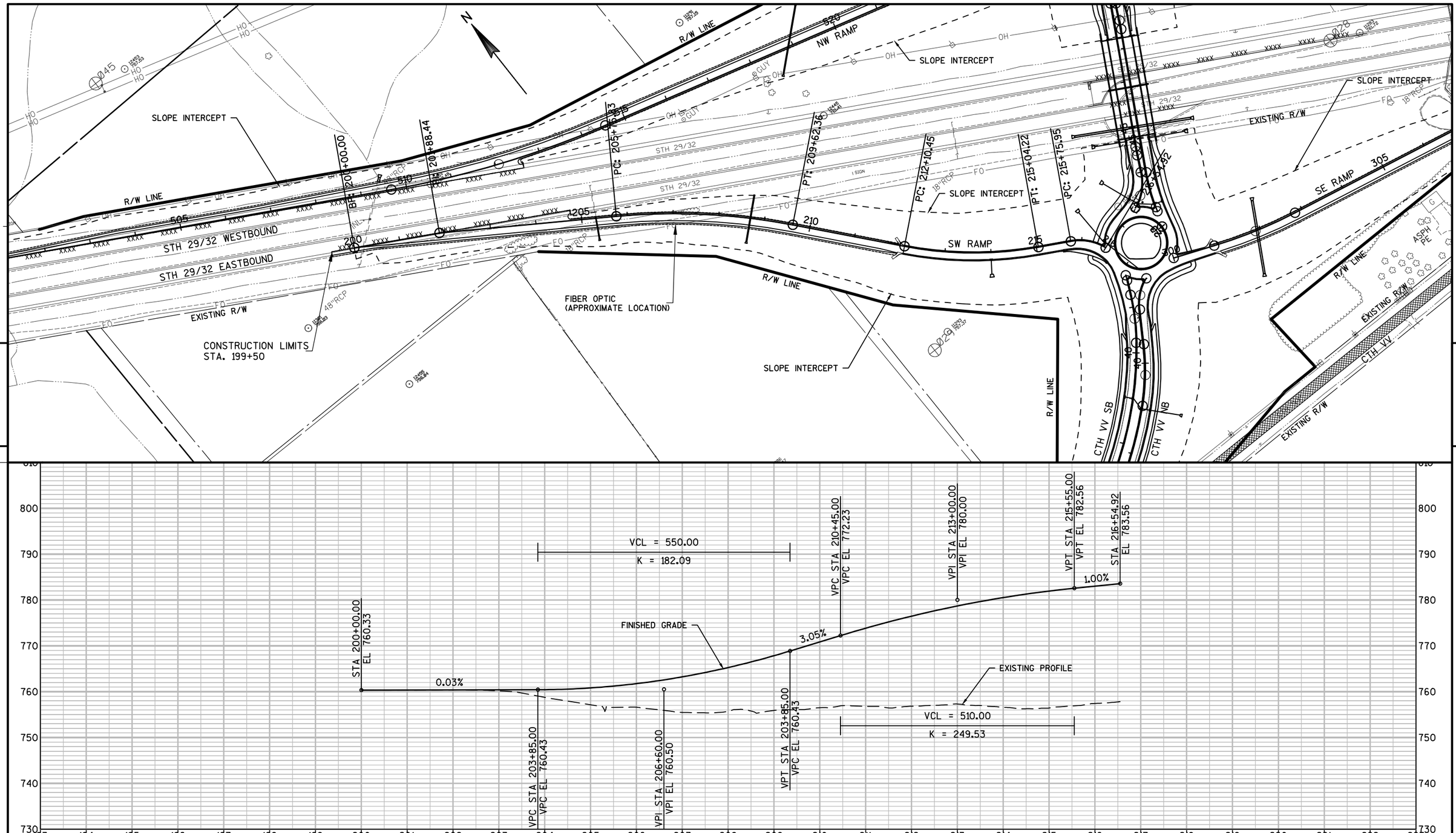


PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: CENTENNIAL CENTER BLVD NORTHBOUND (FSN)	SHEET	E



PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: CENTENNIAL CENTER BLVD SOUTHBOUND (FSB)	SHEET	E

FILE NAME : N:\C3D\41061000\SHEETSPLAN\050109_PP.DWG PLOT DATE : 2/8/2014 7:27 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1:40_XREF



PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: CTH VV SOUTHWEST RAMP (VVA)	SHEET	E

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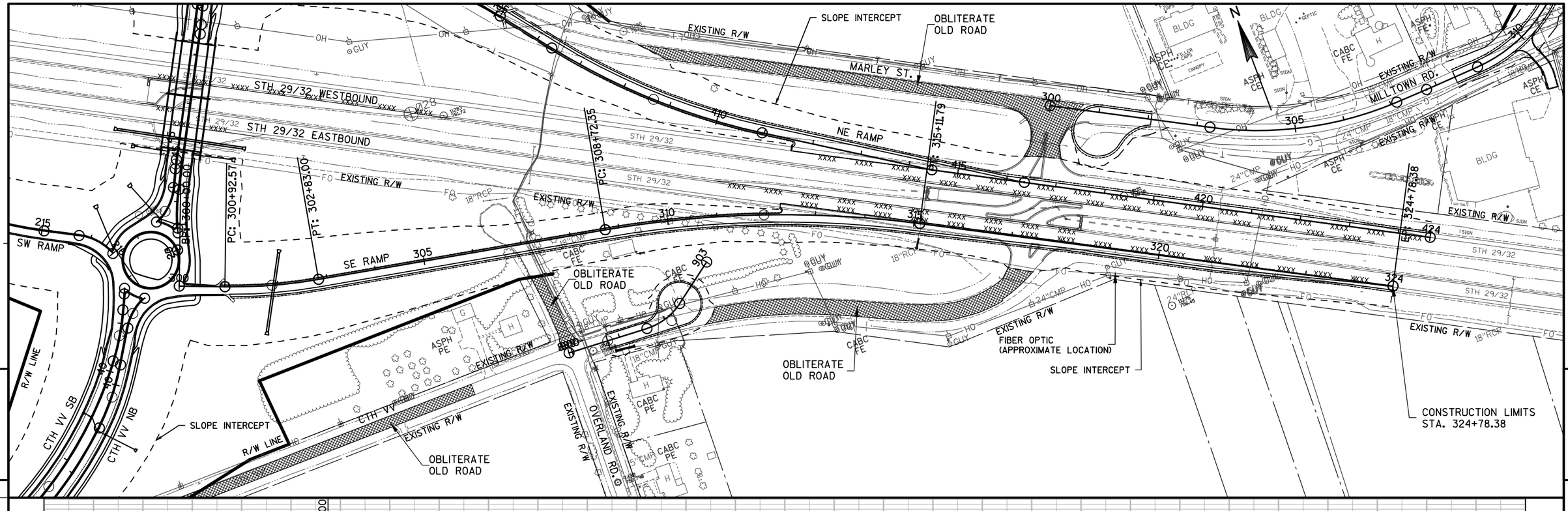
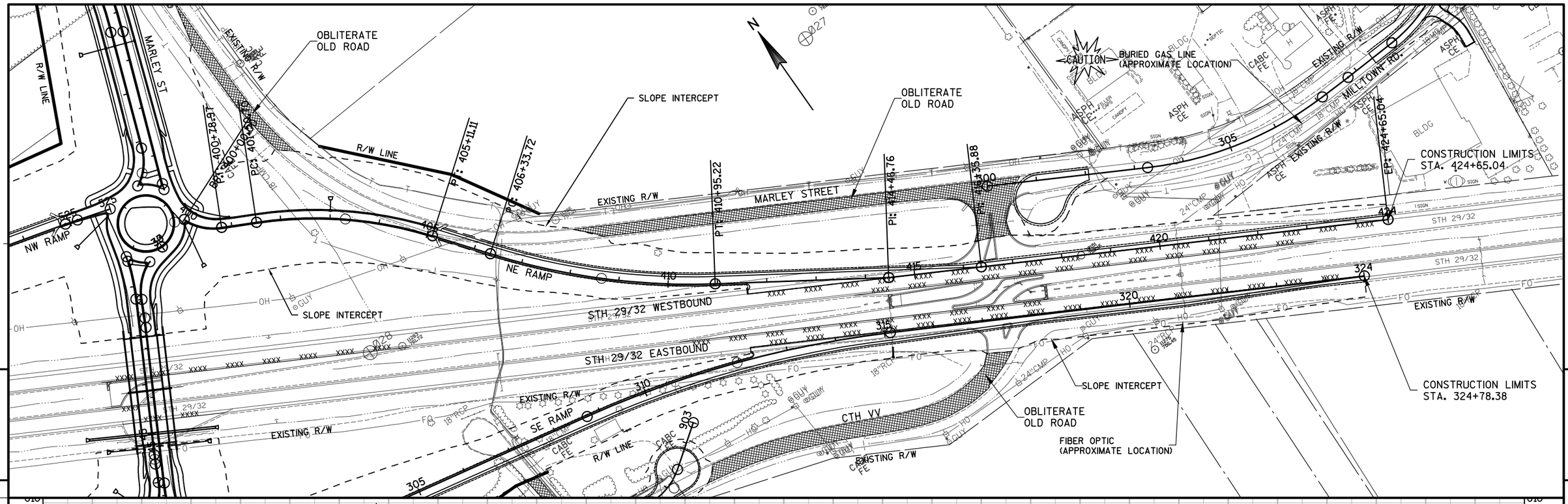
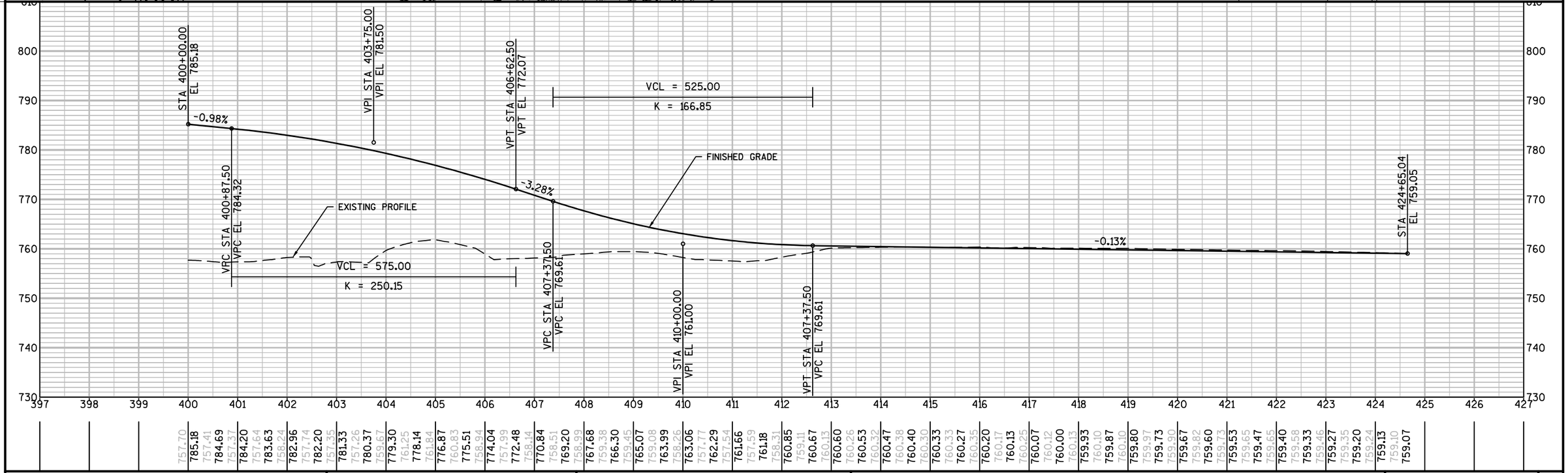


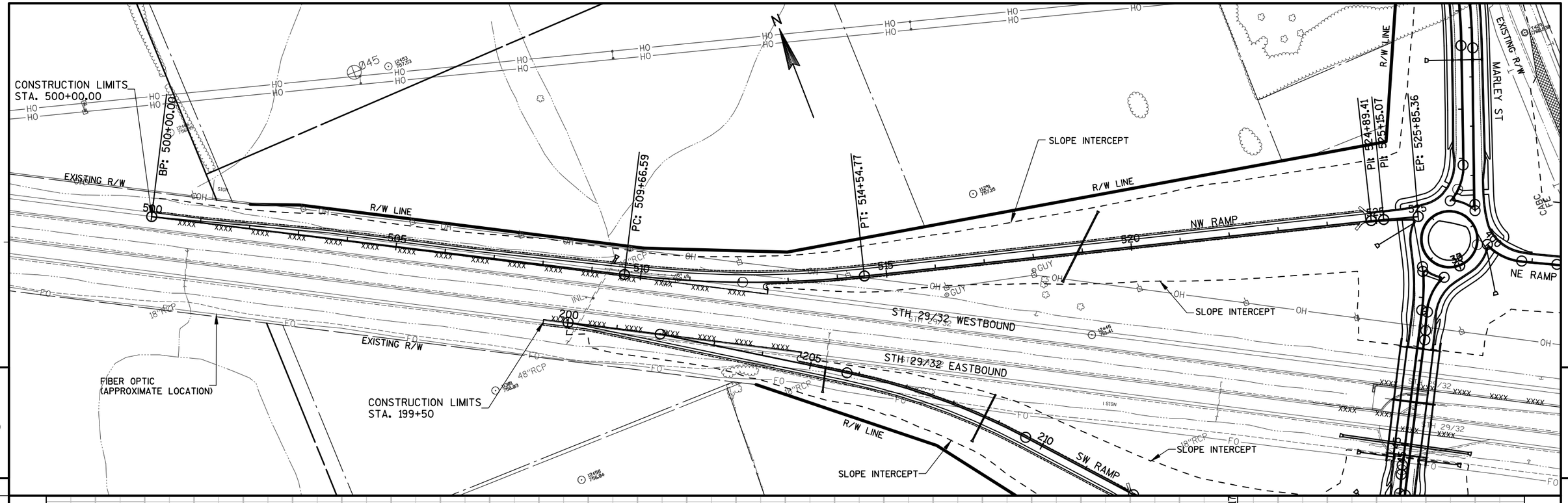
PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: CTH VV SOUTHEAST RAMP (VVB)	SHEET	E

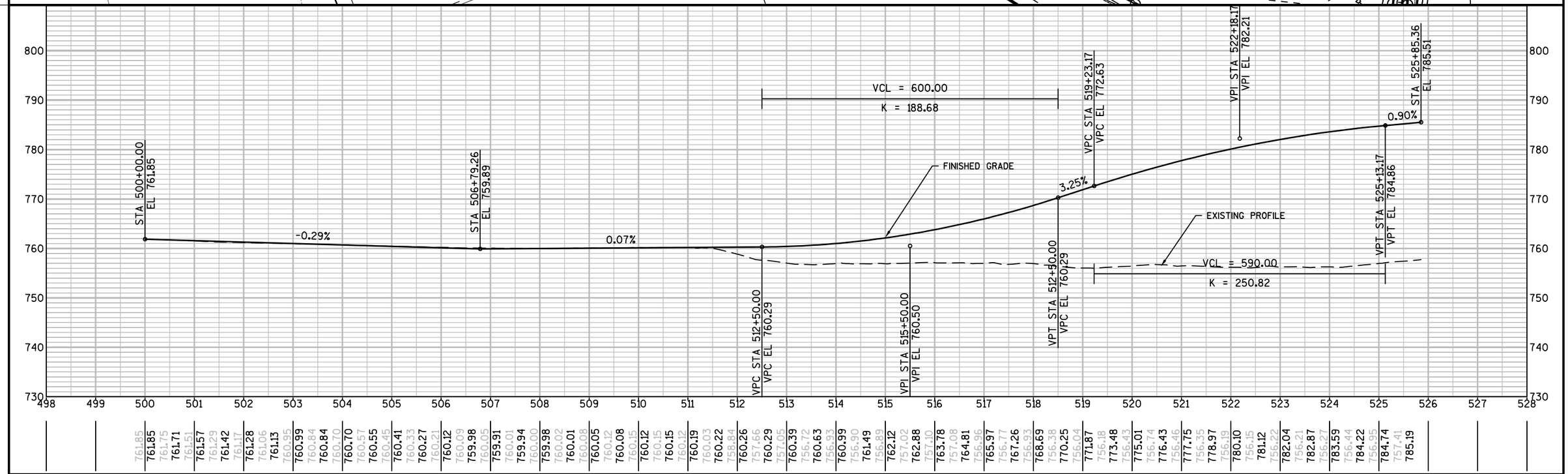




PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: CTH VV NORTHEAST RAMP (VVC)	SHEET	E

FILE NAME : N:\C3D\41061000\SHEETSPLAN\050112_PP.DWG PLOT DATE : 2/8/2014 7:31 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1" = 200'_XREF





PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: CTH VV NORTHWEST RAMP (VVD)	SHEET	E

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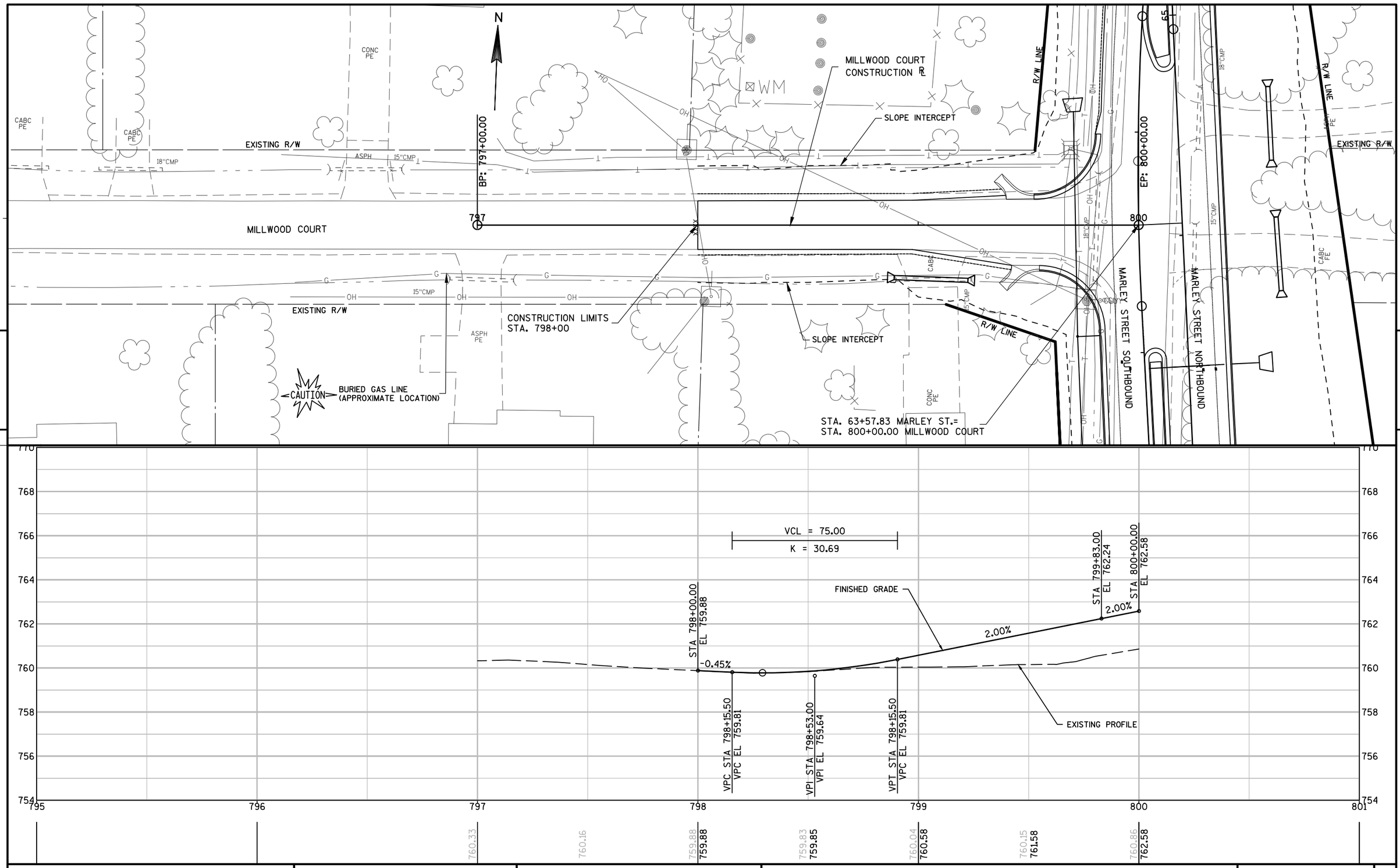
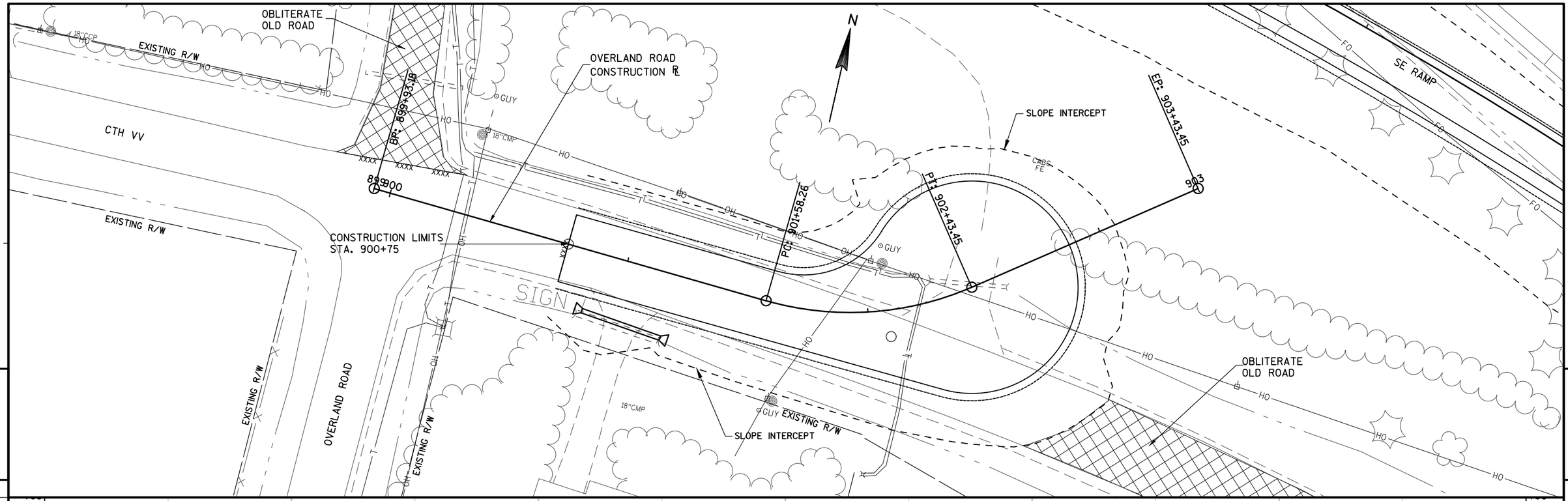
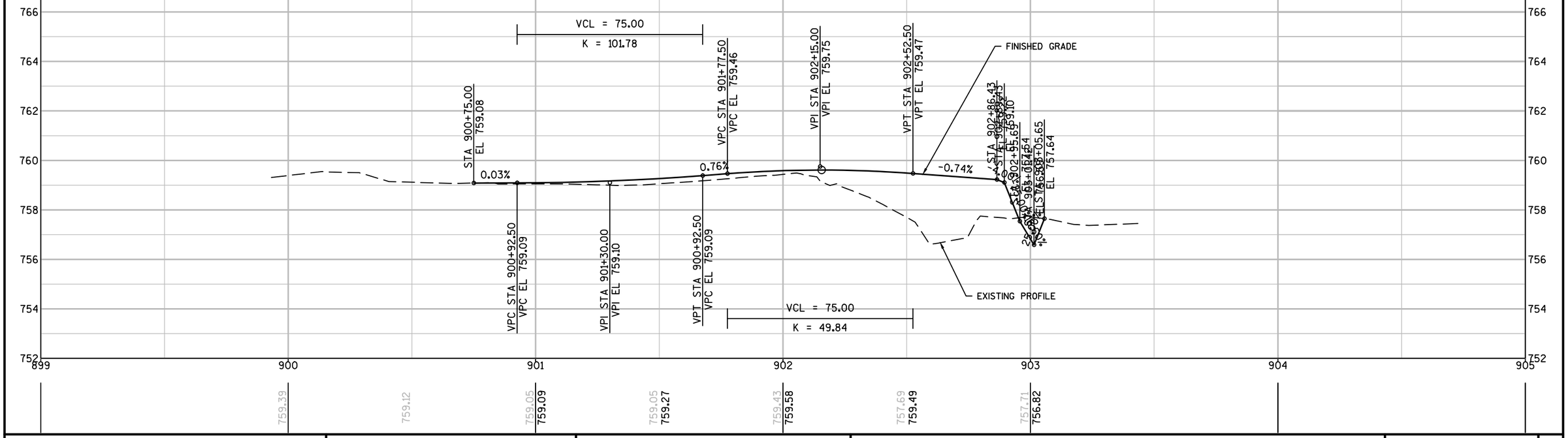


PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: MILLWOOD COURT (MW)	SHEET	E

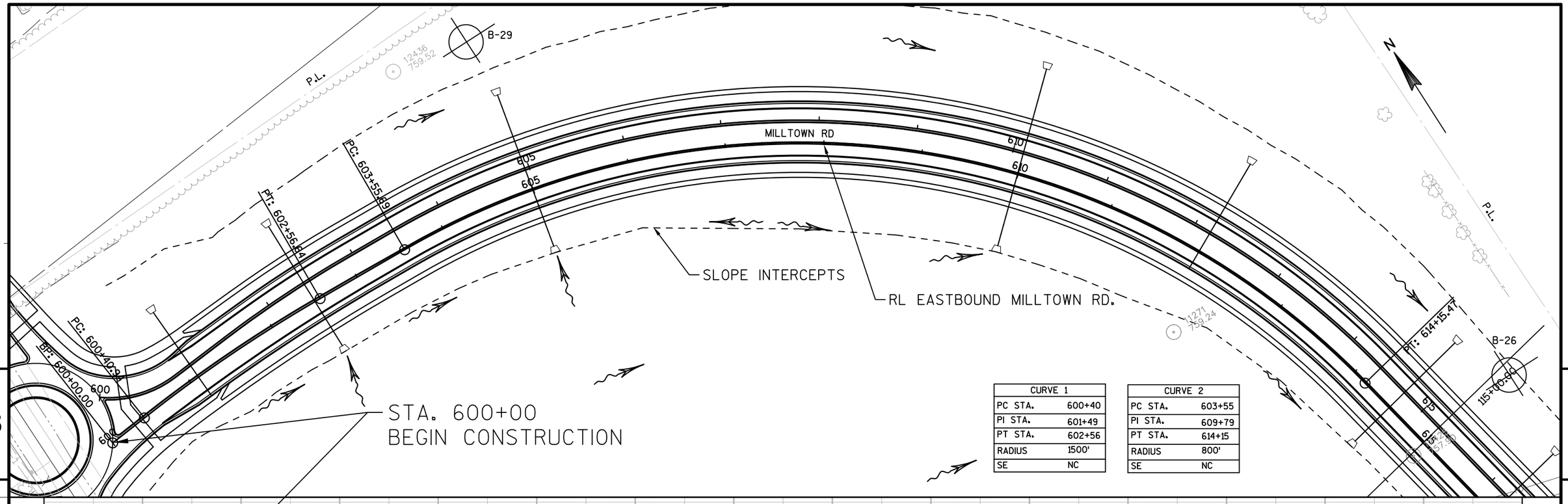
FILE NAME : N:\C3D\41061000\SHEETSPLAN\050116_PP.DWG PLOT DATE : 2/8/2014 7:33 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1:40_XREF





PROJECT NO: 9200-06-71	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: OVERLAND ROAD CUL-DE-SAC (OCD)	SHEET	E

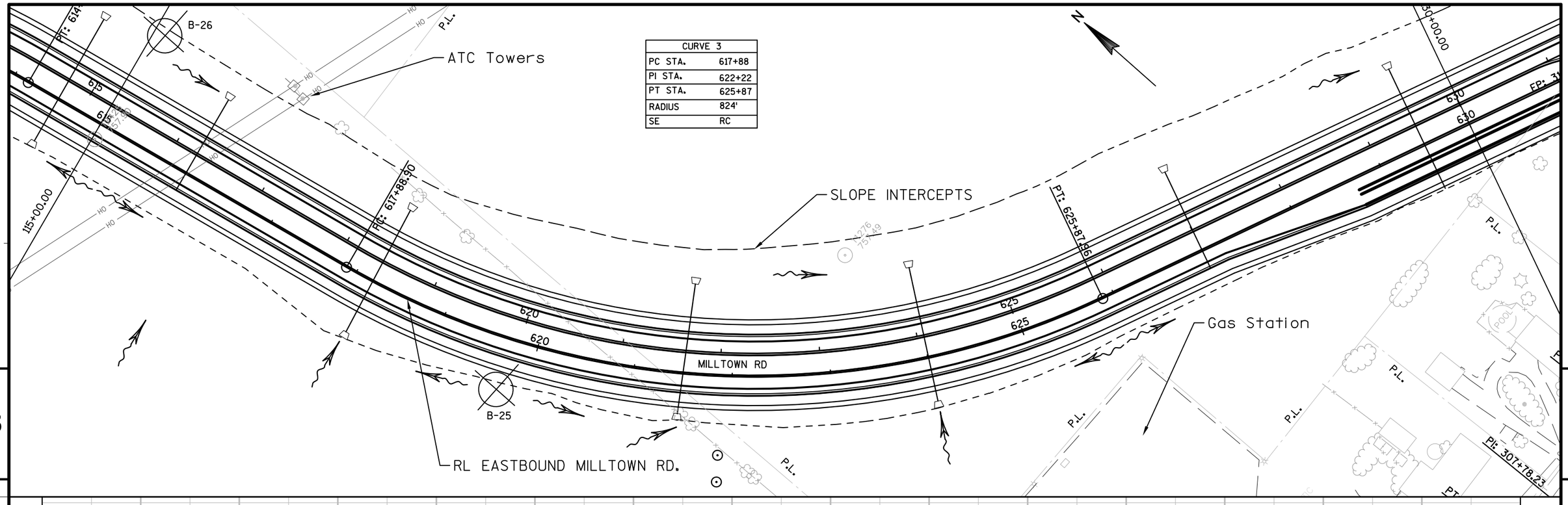
FILE NAME : N:\C3D\41061000\SHEETSPLAN\050117_PP.DWG PLOT DATE : 2/8/2014 7:34 AM PLOT BY : SOUFAL, KEVIN PLOT NAME : PLOT SCALE : 1:40_XREF

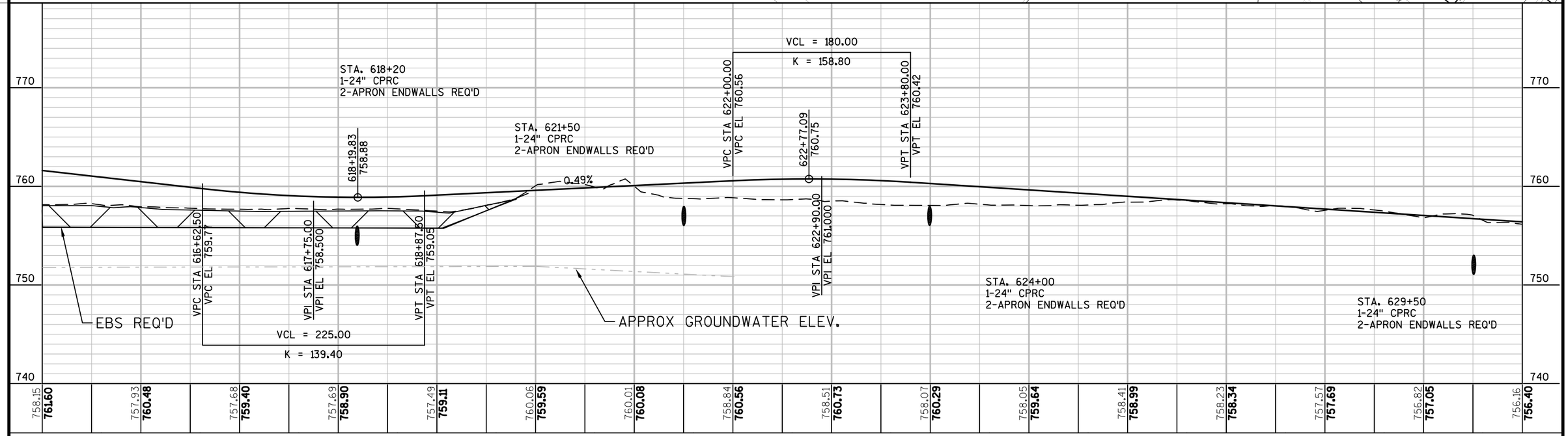


PROJECT NO: 9200-06-00	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: MILLTOWN ROAD--EASTBOUND	SHEET	E

FILE NAME : G:\AYRES\A20-10032-000\CIVIL 3D\SHEETSPLAN\PLAN AND PROFILE\050101_PP.DWG PLOT DATE : 1/10/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

CURVE 3	
PC STA.	617+88
PI STA.	622+22
PT STA.	625+87
RADIUS	824'
SE	RC





PROJECT NO: 9200-06-00	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: MILLTOWN ROAD--EASTBOUND	SHEET	E

FILE NAME : G:\AYRES\A20-10032-000\CIVIL 3D\SHEETSPLAN\PLAN AND PROFILE\050101_PP.DWG PLOT DATE : 1/10/2014 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:100_XREF

SLOPE INTERCEPTS

STA. 631+95 MILLTOWN RD=
STA. 313+16 OLD MILLTOWN RD

CURVE 4	
PC STA.	635+08
PI STA.	637+56
PT STA.	639+95
RADIUS	1065'
SE	NC

N

630
630
EP: 313+16.20
313
PC: 635+08.45
635
638
MILLTOWN RD
PT: 639+95.22
640
644
EP: 644+96.67
PT: 312+24.73
P.L.
R/W
HO
OH
21.8V
754.16
10131
752.65
11255
OLD MILLTOWN RD
PC: 313+00.00
RL EASTBOUND MILLTOWN RD.

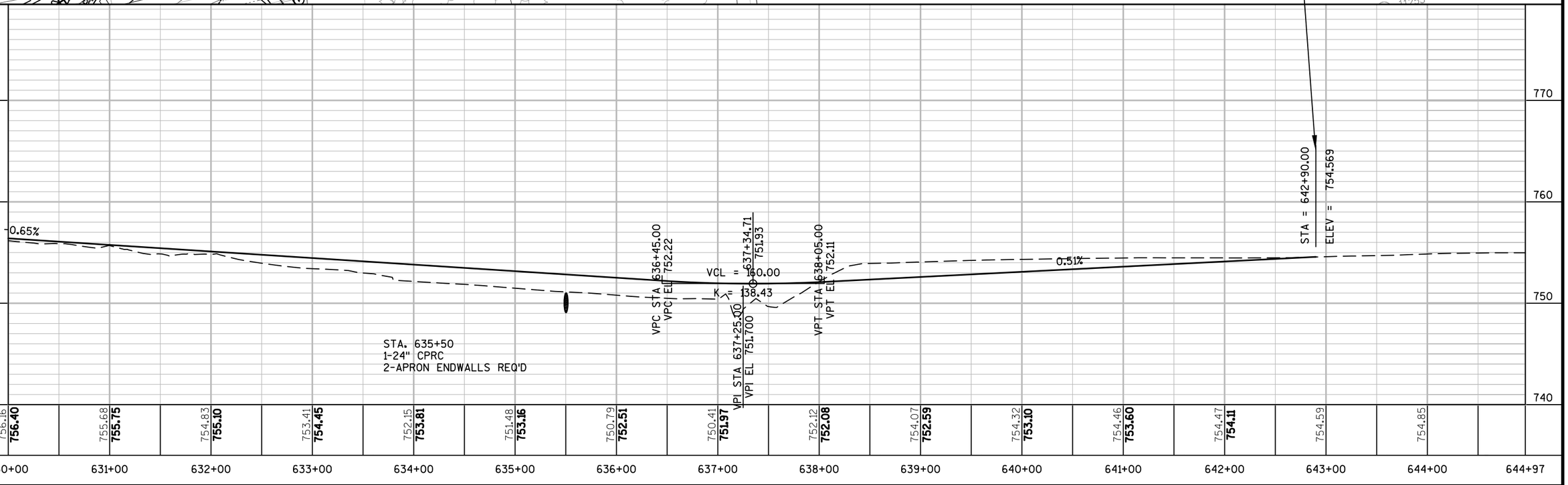
STA. 642+90
END CONSTRUCTION

STA. 637+00 RT
RECONSTRUCT
PE

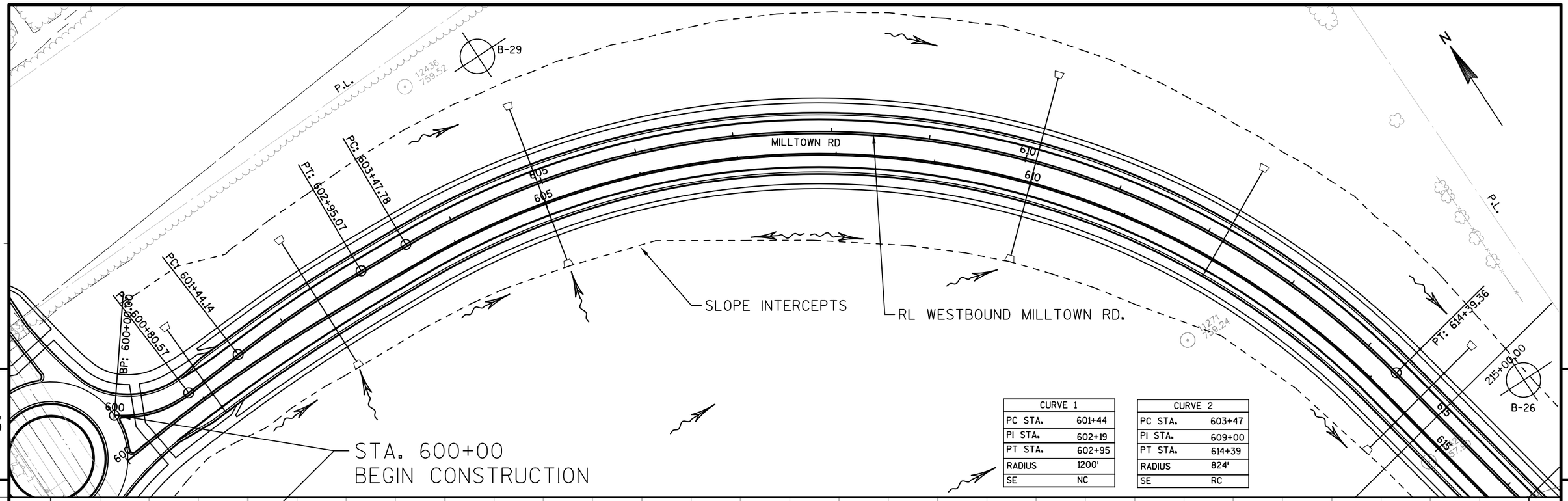
STA. 637+54 RT
REMOVE FE

STA. 640+50 RT
CONSTRUCT FE

5

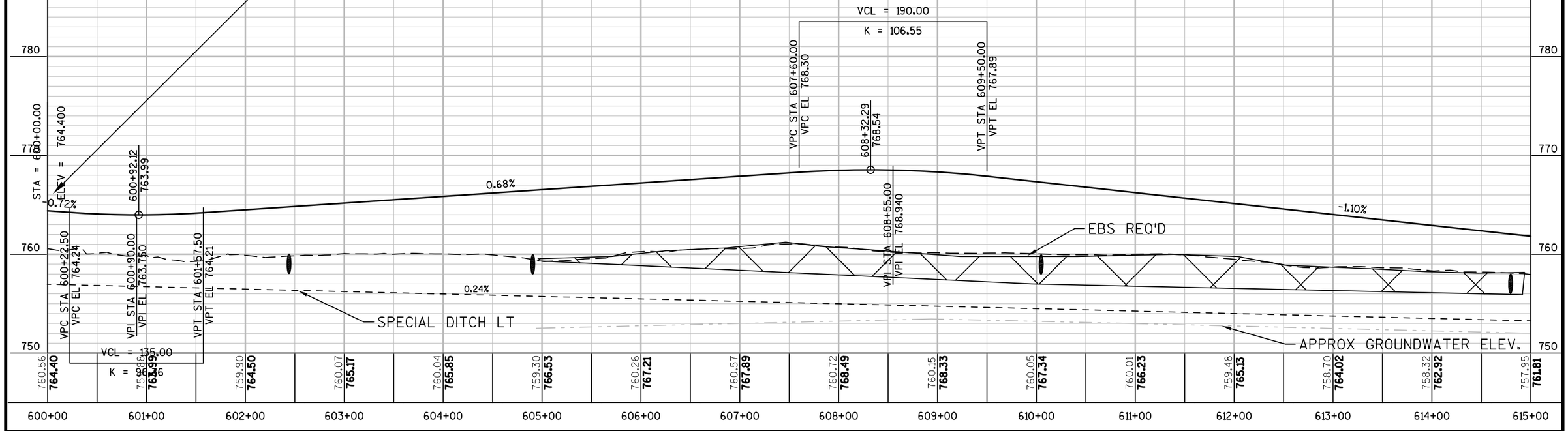


PROJECT NO: 9200-06-00	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: MILLTOWN ROAD--EASTBOUND	SHEET	E



CURVE 1	
PC STA.	601+44
PI STA.	602+19
PT STA.	602+95
RADIUS	1200'
SE	NC

CURVE 2	
PC STA.	603+47
PI STA.	609+00
PT STA.	614+39
RADIUS	824'
SE	RC



PROJECT NO: 9200-06-00	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: MILLTOWN ROAD--WESTBOUND	SHEET	E

FILE NAME : G:\AYRES\A20-10032-000\CIVIL 3D\SHEETSPLAN\PLAN AND PROFILE\050102_PP.DWG PLOT DATE : 1/10/2014 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:100_XREF

CURVE 3	
PC STA.	618+12
PI STA.	622+34
PT STA.	625+88
RADIUS	800'
SE	NC

PT: 614+38.79
B-26
ATC Towers
P.L.
615
615
215+00.00
PC: 618+12.79
SLOPE INTERCEPTS
PT: 625+88.58
620
620
625
625
MILLTOWN RD
B-25
RL WESTBOUND MILLTOWN RD.
Gas Station
P.L.
P.L.
P.L.
P.L.
P.L.
Pool
PI: 307+78
630+00.00
630
630
FP:
N
1276
75+19

5

5

770
760
750
740

VCL = 180.00
K = 155.54
VPC STA 622+10.00
VPC EL 760.55
622+87.77
760.74
VPT STA 623+90.00
VPT EL 760.41
618+42.40
758.89
0.50%
VPC STA 616+87.50
VPC EL 759.74
VPI STA 618+00.00
VPI EL 758.500
VPT STA 619+12.50
VPT EL 759.06
VPI STA 623+00.00
VPI EL 761.000
0.24%
EBS REQ'D
APPROX GROUNDWATER ELEV.
SPECIAL DITCH LT
VCL = 225.00
K = 140.21

615+00	616+00	617+00	618+00	619+00	620+00	621+00	622+00	623+00	624+00	625+00	626+00	627+00	628+00	629+00	630+00
757.95 **761.81**	757.92 **760.71**	757.51 **759.61**	757.35 **758.95**	757.44 **759.01**	758.92 **759.50**	759.55 **760.00**	758.70 **760.50**	758.62 **760.74**	758.06 **760.34**	758.00 **759.69**	758.26 **759.03**	758.24 **758.37**	757.34 **757.71**	757.11 **757.06**	755.98 **756.40**

PROJECT NO: 9200-06-00	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: MILLTOWN ROAD--WESTBOUND	SHEET	E

CURVE 4	
PC STA.	634+91
PI STA.	638+05
PT STA.	641+08
RADIUS	1350'
SE	NC

SLOPE INTERCEPTS

N

P.L.

P.L.

P.L.

P.L.

EP: 644+89.38

PC: 634+91.58

PT: 641+08.61

FP: 313+16.20

PT: 312+24.73

MILLTOWN RD

OLD MILLTOWN RD

R/W

RL WESTBOUND MILLTOWN RD.

STA. 642+83
END CONSTRUCTION

SPECIAL DITCH LT

0.66%

0.24%

0.51%

VCL = 180.00
K = 137.63

VPC STA 636+35.00
VPC EL 752.23

VPI STA 637+15.40
VPI EL 751.700

VPI STA 637+25.46
VPI EL 751.93

VPT STA 637+95.00
VPT EL 752.10

STA = 642+83.00
ELEV = 754.570

755.98	755.05	754.75	753.22	751.84	751.21	750.57	749.89	749.97	752.65	754.19	754.47	754.47	754.61	754.88	754.97
756.40	**755.74**	**755.08**	**754.43**	**753.77**	**753.11**	**752.46**	**751.95**	**752.13**	**752.63**	**753.14**	**753.65**	**754.15**			

630+00 631+00 632+00 633+00 634+00 635+00 636+00 637+00 638+00 639+00 640+00 641+00 642+00 643+00 644+00 644+89

770 760 750 740

PROJECT NO: 9200-06-00	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: MILLTOWN ROAD--WESTBOUND	SHEET	E

STA. 309+95 RT
RECONSTRUCT
CE

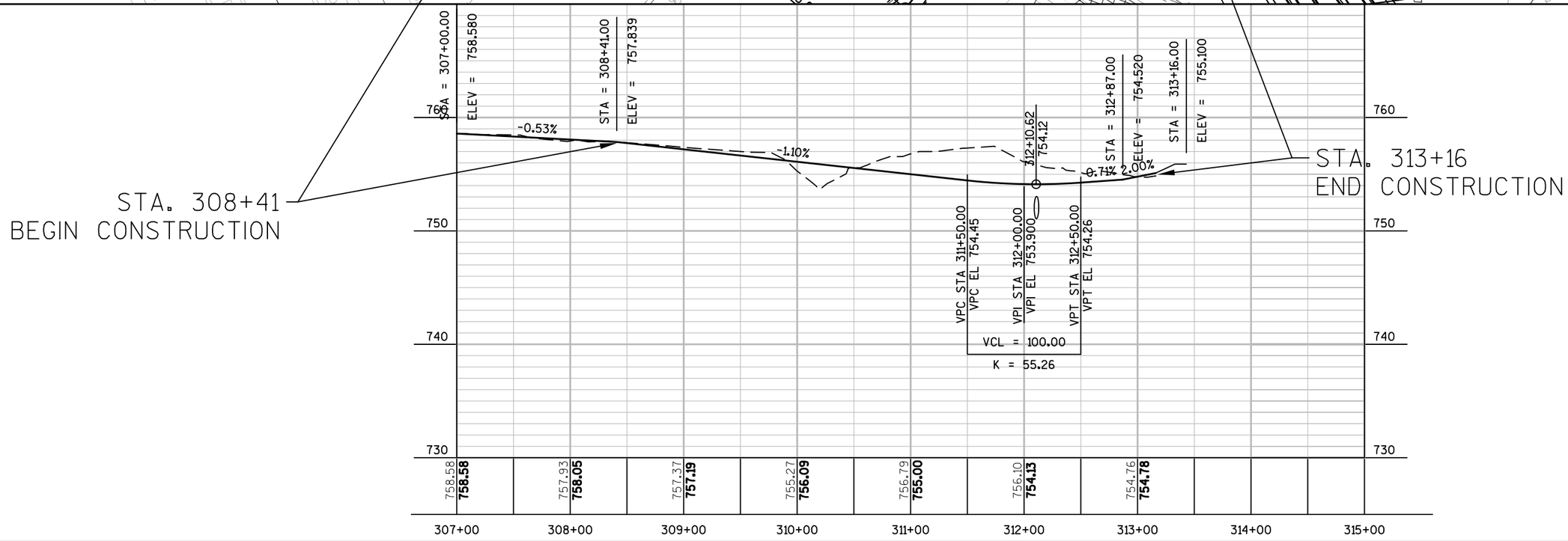
STA. 311+23 RT
RECONSTRUCT
CE

STA. 631+95 MILLTOWN RD=
STA. 313+16 OLD MILLTOWN RD

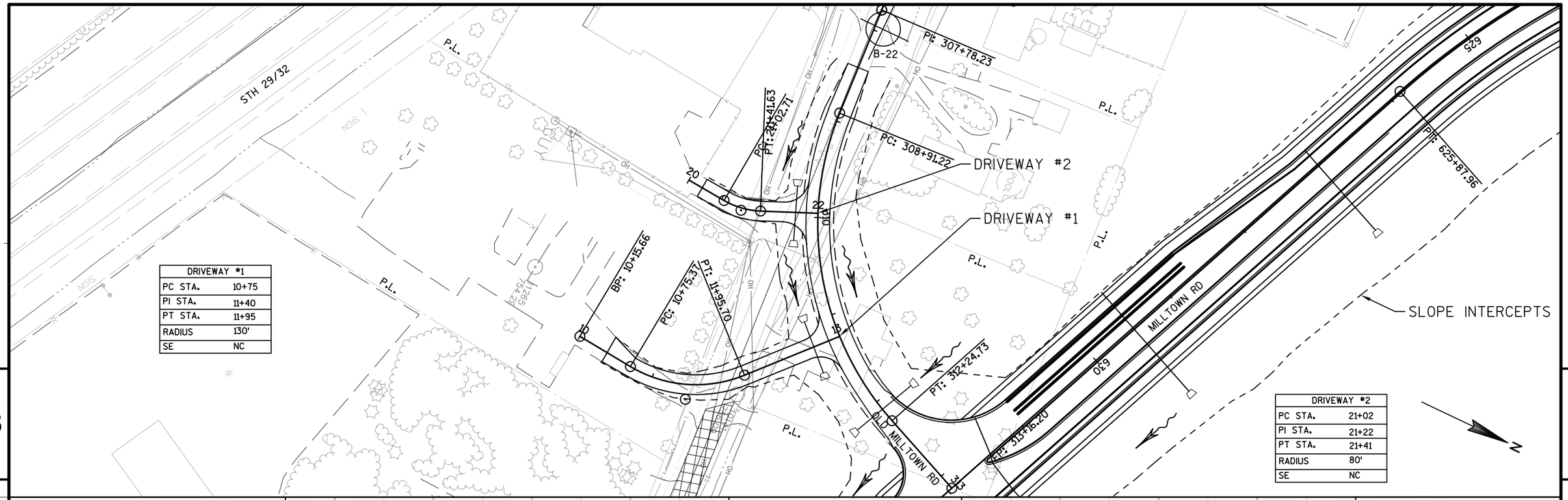
CURVE 1	
PC STA.	303+26
PI STA.	305+24
PT STA.	307+12
RADIUS	720'
SE	NC

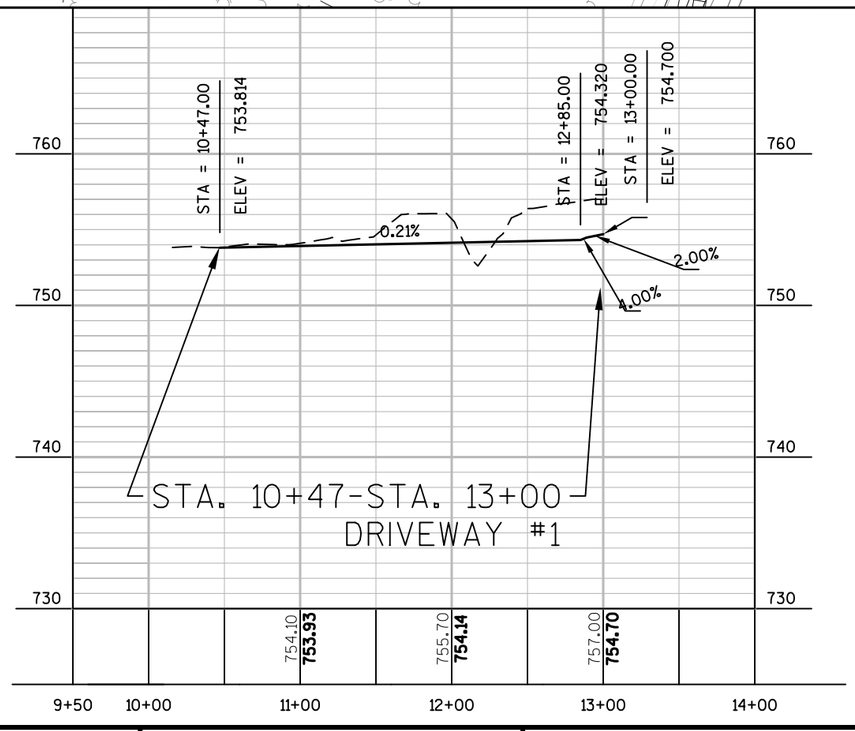
CURVE 2	
PC STA.	308+91
PI STA.	310+77
PT STA.	312+24
RADIUS	300'
SE	NC

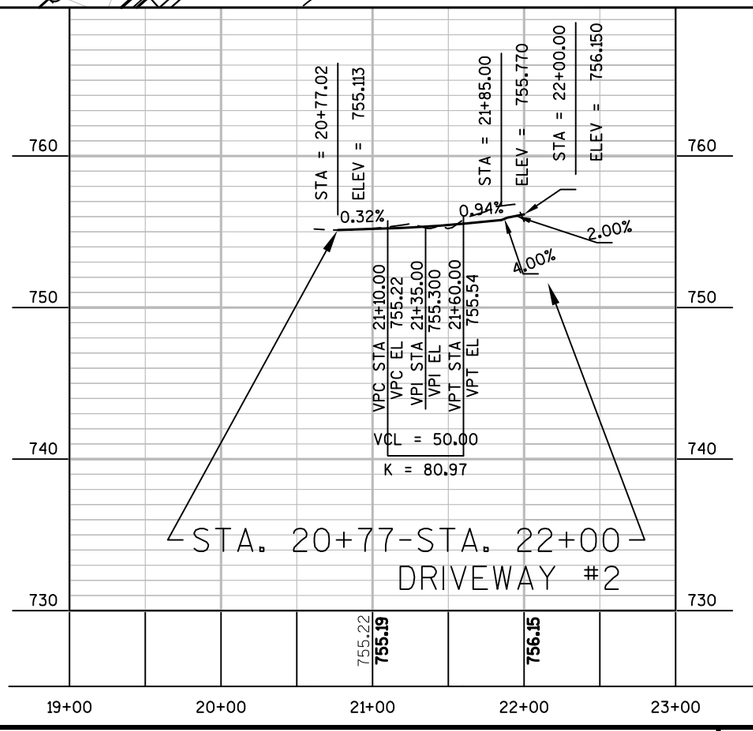
RL OLD MILLTOWN
DRIVEWAY #2
DRIVEWAY#1
OLD MILLTOWN RD
STH 29/32
MILLTOWN RD
R/W
B-22
PT: 307+12.88
PI: 307+78.23
PC: 308+91.22
PT: 312+24.73
EP: 313+16.20
EP: 22+00.00
EP: 13+00.00
PC: 21+41.63
PT: 21+82.11
BP: 20+61.51
PT: 11+95.70
PC: 10+75.37
BP: 10+15
PC: 634+91.58
PC: 635+08.45
SLOPE INTERCEPTS
STA. 308+41
BEGIN CONSTRUCTION
STA. 313+16
END CONSTRUCTION



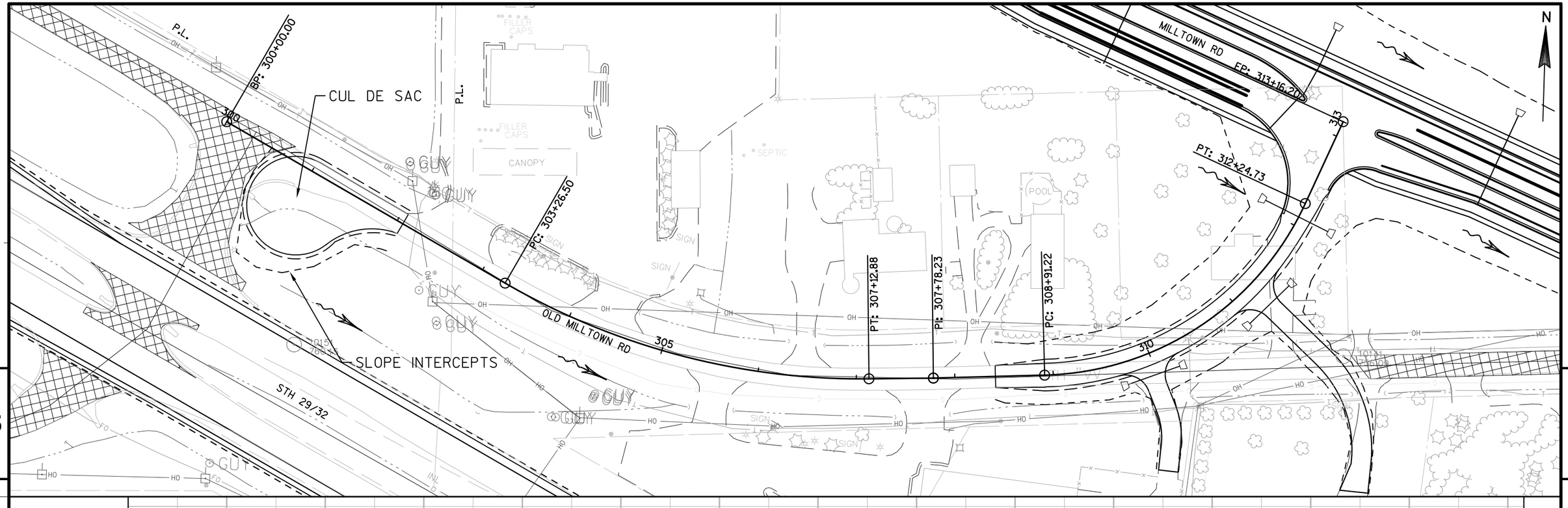
PROJECT NO: 9200-06-00	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: OLD MILLTOWN ROAD	SHEET	E

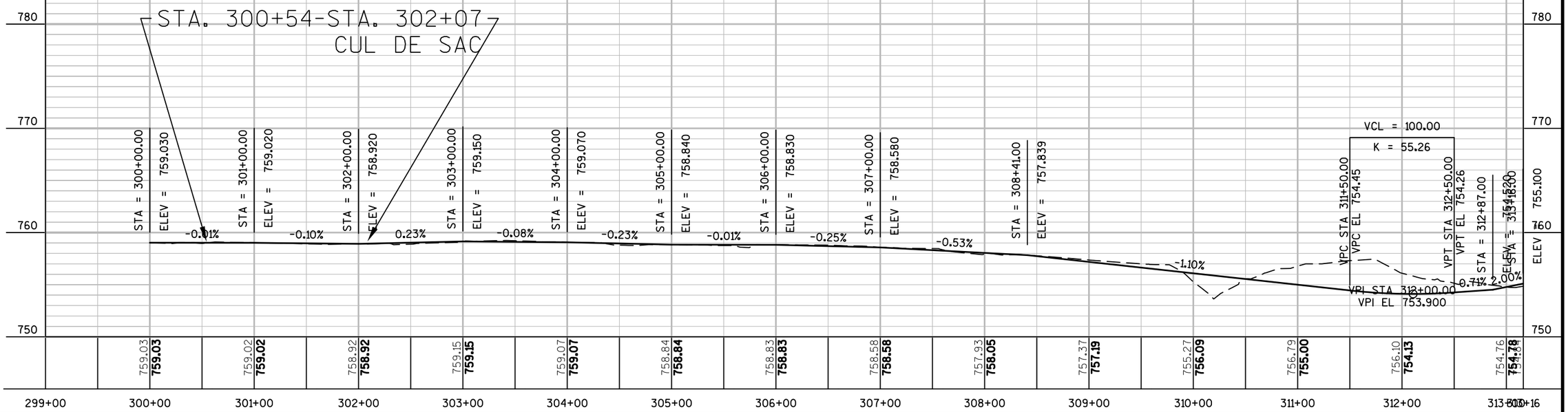






PROJECT NO: 9200-06-00	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: DRIVEWAYS on OLD MILLTOWN ROAD	SHEET	E





PROJECT NO: 9200-06-00	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: CUL de SAC	SHEET	E

PI STA = 12+14.17
Y = 586265.100
X = 64708.490
DELTA = 1°15'57"
D = 0°57'18"
T = 66.28'
L = 132.56'
R = 6000.00'
PC STA = 11+47.89
PT STA = 12+80.45

N

SLOPE INTERCEPTS

R/W LINE

BP: 1+00.00

PC: 11+47.89

PT: 12+80.45

24" RCP REQ'D

MATCH LINE STA 16+00

NORTH PINE TREE ROAD

B-05-0417

R/W LINE

CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D

BEGIN PROJECT
STA 3+50.00
MATCH VILLAGE OF
HOBART PROJECT
Y=585412.614
X=64636.863

SLOPE INTERCEPTS

NORTH PINE TREE ROAD
CONSTRUCTION ℄

STH 29 EB

STH 29 EASTBOUND
CONSTRUCTION ℄

BM1

BENCH MARKS		
*	DESCRIPTION	ELEV.
BM1		0.00

VPI STA 2+50.00
VPI EL 747.83

VPI STA 3+50.00
VPI EL 748.33

VPC STA 6+50.00
VPC EL 749.83

K=110.33
VCL 300.00

VPI STA 8+00.00
VPI EL 750.58

VPT STA 9+50.00
VPT EL 755.41

FINISHED GRADE AT
NORTH PINE TREE ROAD ℄

3.22%

VPC STA 15+07.50
VPC EL 773.36

K=123.20
VCL 335.00

-0.50%

0.50%

0.50%

EXISTING PROFILE

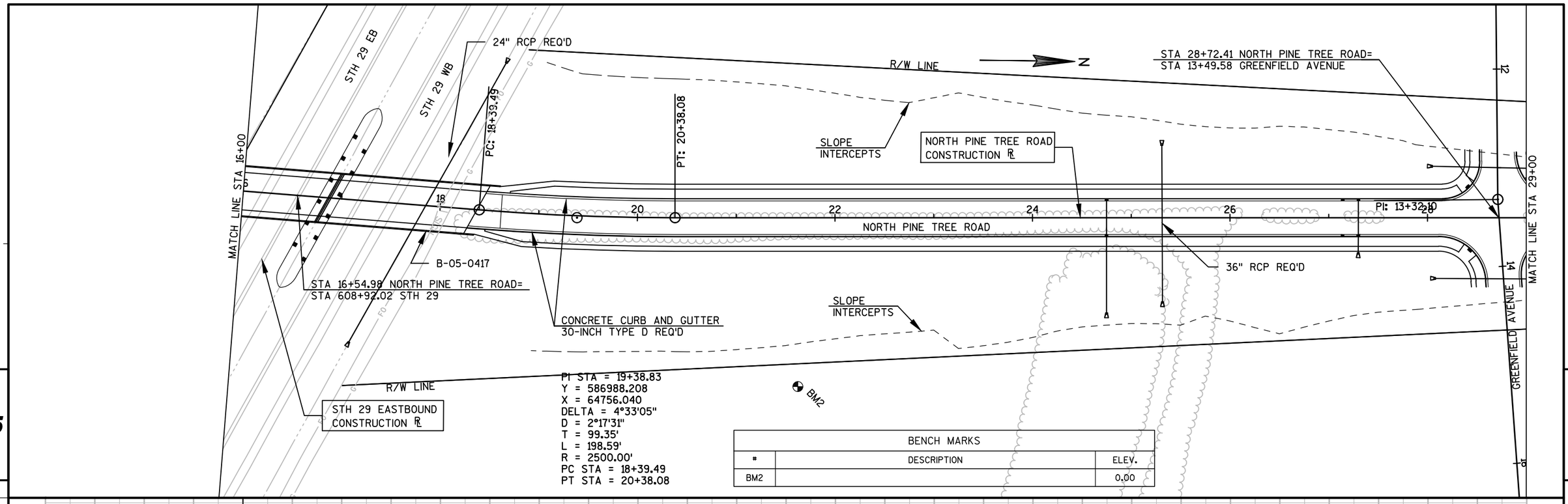
STA 15+81 NORTH PINE TREE ROAD ℄
1-24"-RCP REQ'D
SKEW 24° LHF

NORTH PINE TREE ROAD ℄ PROFILE GRADES

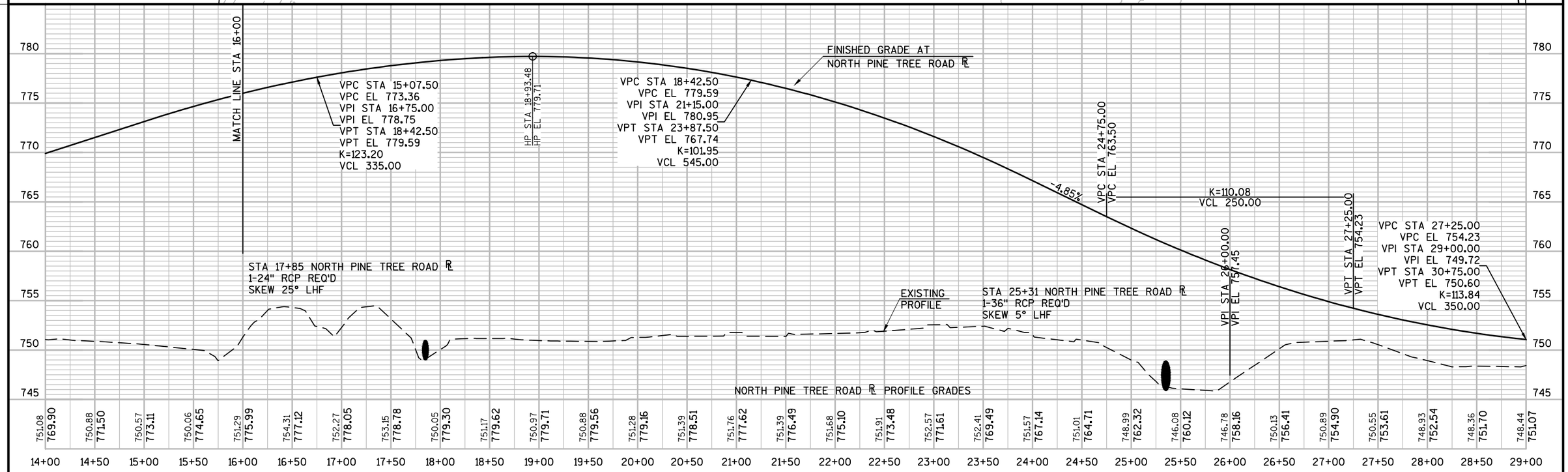
1+00	1+50	2+00	2+50	3+00	3+50	4+00	4+50	5+00	5+50	6+00	6+50	7+00	7+50	8+00	8+50	9+00	9+50	10+00	10+50	11+00	11+50	12+00	12+50	13+00	13+50	14+00	14+50	15+00	15+50	16+00
748.41	746.79	747.88	748.31	749.38	749.19	750.53	750.63	749.72	748.52	747.95	748.43	748.98	750.52	750.77	751.68	751.51	751.34	751.52	751.65	751.68	751.36	751.10	750.99	750.78	751.14	751.08	750.88	750.57	750.06	751.29
748.58	748.33	748.08	747.83	748.08	748.33	748.58	748.83	749.08	749.33	749.58	749.83	750.19	750.78	751.60	752.64	753.91	755.41	757.02	758.63	760.24	761.85	763.46	765.07	766.68	768.29	769.90	771.50	773.11	774.65	775.99

PROJECT NO: 9200-06-00	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: NORTH PINE TREE ROAD	SHEET	E

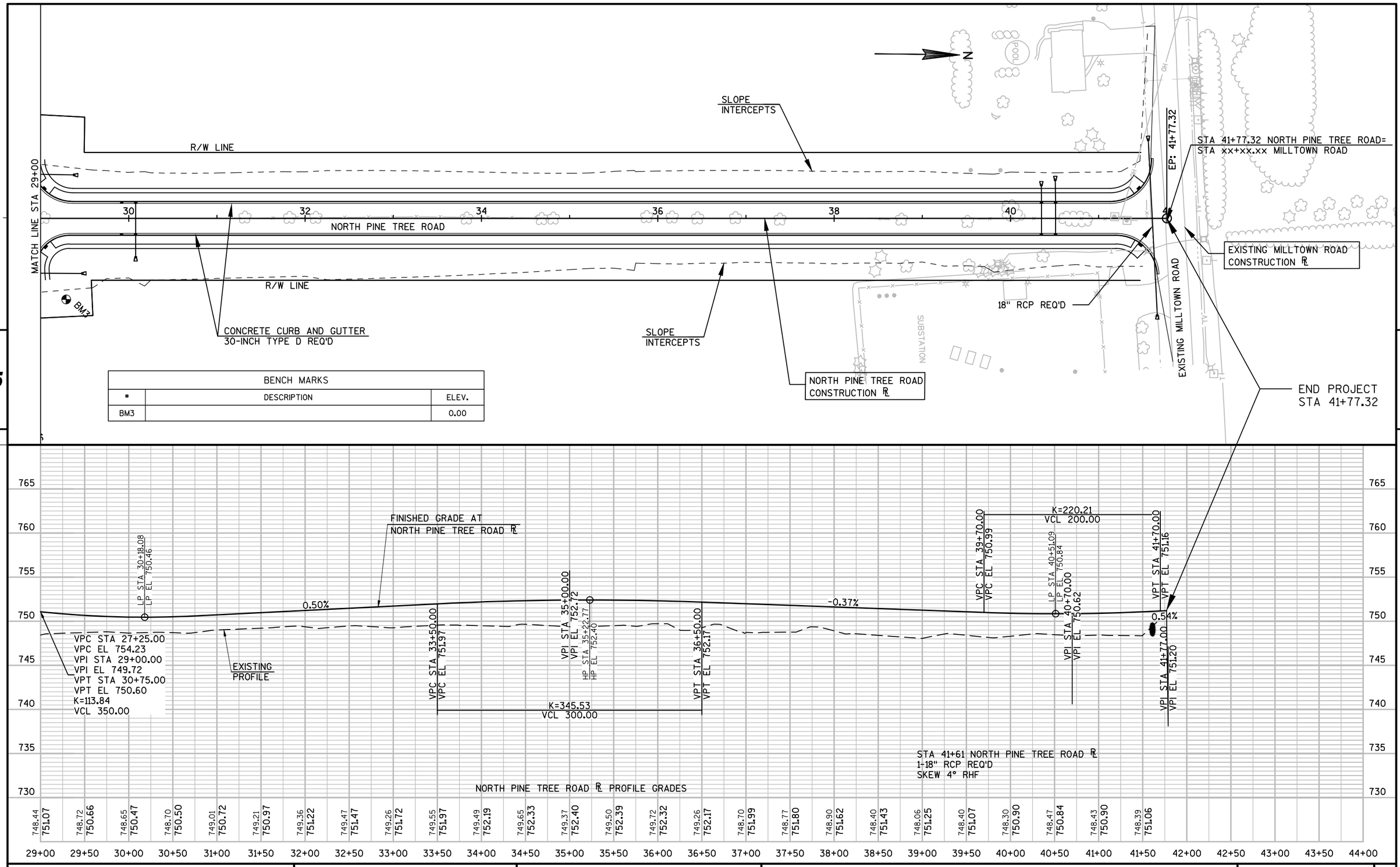
FILE NAME : X:\01109-00\10003\TECH\DSGN\CIVIL\R0110900-100003.01\SHEETSPLAN\050101_PP.DWG PLOT DATE : 1/9/2014 11:29 AM PLOT BY : DOUGLAS HOBYAN PLOT NAME : PLOT SCALE : 1 IN:100 FT



BENCH MARKS		
*	DESCRIPTION	ELEV.
BM2		0.00



PROJECT NO: 9200-06-00	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: NORTH PINE TREE ROAD	SHEET	E



BENCH MARKS		
#	DESCRIPTION	ELEV.
BM3		0.00

PROJECT NO: 9200-06-00	HWY: STH 29	COUNTY: BROWN	PLAN AND PROFILE: NORTH PINE TREE ROAD	SHEET E

APPENDIX 4
Conceptual Stage Relocation Plan (CSRP)

CONCEPTUAL STAGE RELOCATION PROGRAM PLAN

STH 29
Brown County
Outagamie County
WisDOT Project I.D. 9200-06-00

February 21, 2014

PREPARED BY:
Kristin Schrader
Wisconsin Department of Transportation
Northeast Region – Real Estate

PURPOSE

This conceptual Stage Relocation Plan has been prepared in accordance with the Federal Highway Administration (FHWA) Environmental Impact and Related Procedures Final Rule (23CFR 771), the FHWA Technical Advisory for environmental document preparation (T6640.8A, October 1987), and the Wisconsin Department of Transportation (WisDOT) Relocation Assistance Manual. The purpose of the conceptual plan is to provide preliminary information about the potential relocations that may occur as a result of the proposed STH 29 improvement.

PROJECT DESCRIPTION

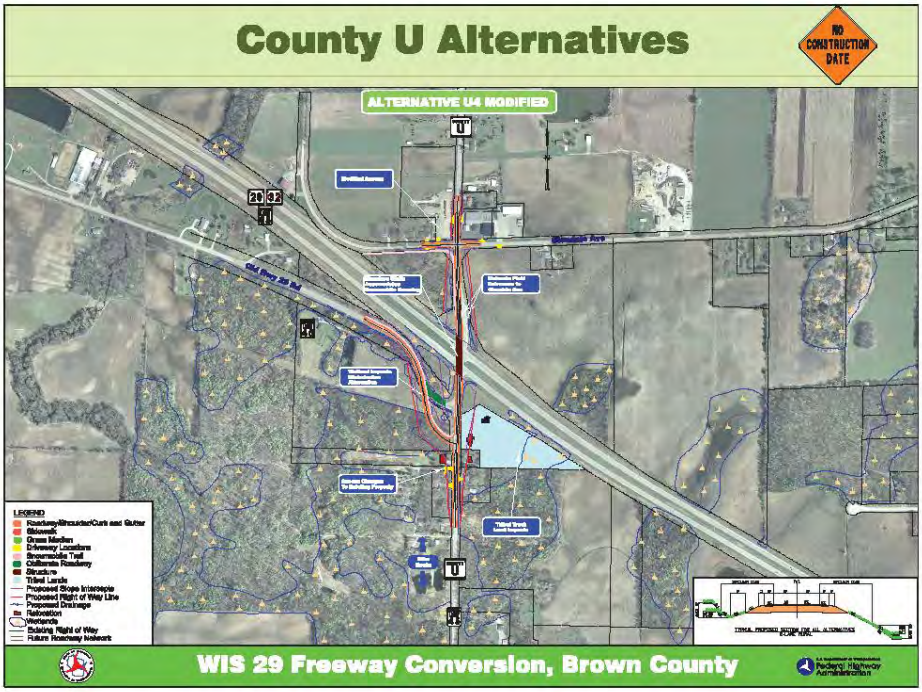
WisDOT Project ID 9200-06-00 is a highway reconstruction project on STH 29 in Brown County, consisting of the realignment and reconstruction of three roadway areas that are located in relatively close proximity to each other. WisDOT Project 9200-06-00 is located along the boundary of the Villages of Hobart and Howard. The project is also located along the northern boundary of the Oneida Tribe of Indians of Wisconsin reservation. The project area includes the intersections of WIS 29/32 with County U, County V (Triangle Drive), and the proposed intersection with North Pine Tree Road. The project area also encompasses various connecting roadways including Marley Street, Milltown Road, Millwood Court, Centennial Centre Boulevard, Sunlite Drive, and Old 29. WIS 29 and WIS 32 are concurrent for approximately nine miles, from Green Bay to Pulaski, Wisconsin. WIS 29 is considered the primary route in federal and state programming. The three roadway improvement areas are located either in the Village of Howard or in the Village of Hobart. STH 29 is the dividing line between the two villages, with the Village of Howard being located north of the STH 29 roadway and the Village of Hobart being located south of the STH 29 roadway.

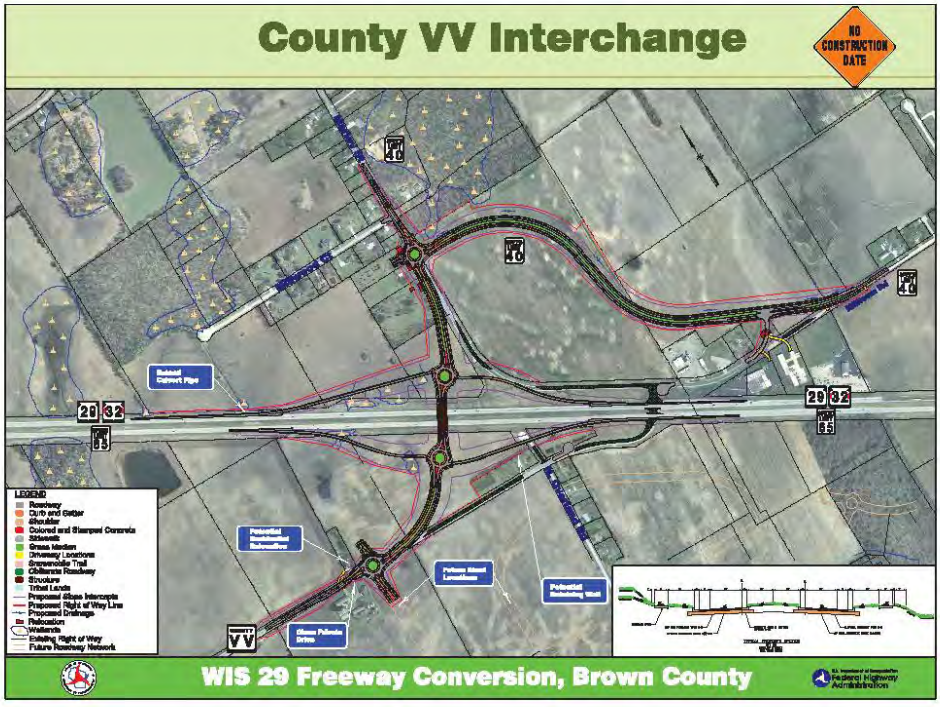
Specific project improvements include:

- *Closure of the existing at-grade intersection of WIS 29 and County VV. Construction of a diamond interchange at County VV and WIS 29, located approximately 1700 feet west of the existing County VV/WIS 29 intersection. This interchange will connect to Marley Street to the north and County VV to the south. Roundabouts will be constructed at the County VV/WIS 29 eastbound ramp terminus, and the Marley Street/WIS 29 westbound ramp terminus.*
- *Milltown Road will be realigned to intersect with Marley Street at a roundabout located approximately 375 feet south of the existing Millwood Court/Marley Street intersection.*
- County VV/Triangle Drive will be reconstructed to align with the interchange at WIS 29/County VV. A roundabout would be constructed with a partial section of Centennial Centre Boulevard (a future/planned local street). Triangle Drive would be removed east of the newly aligned County VV and west of the Overland Drive intersection. A cul-de-sac will be constructed east of Overland Road.

- *Construction of a new overpass that will extend North Pine Tree Road from Sunlite Drive on the south terminus, to Milltown Road on the north terminus. This new overpass is located approximately 6,600 feet east of the intersection of CTH VV/STH 29.*
- *Closure of the STH 29 intersection with CTH U. An overpass of STH 29 will be constructed at the current STH 29/CTH U intersection. This work includes the realignment of approximately 1,400 feet of Old Highway 29.*

PROJECT MAP


County U Alternatives
NO CONSTRUCTION DATE
ALTERNATIVE U4 MODIFIED
WIS 29 Freeway Conversion, Brown County


County VV Interchange
NO CONSTRUCTION DATE
WIS 29 Freeway Conversion, Brown County

DEMOGRAPHIC INFORMATION ON COMMUNITIES AFFECTED

Table 1
Population Information

Location	Population Year 2010	Race Percentages			Age Profile		
		White, Non Hispanic	African American	Other	Under 18	Over 18	Over 65
Brown County	248,007	86.5%	2.2%	12.3%	24.9%	75%	11.6%
Village of Hobart	6,182	78.1%	0.50%	21.4%	27%	72.9%	12.8%
Village of Howard	17,399	93.8%	1.5%	4.7%	26.7%	73.3%	10.7%
Outagamie County	176,695	91.3%	0.98%	7.7%	25%	75%	11.8%
Town of Oneida	4,678	52.7%	1.2%	46.1%	29.8%	70.2%	10%
Source: United States Census Bureau – Census 2010							

Table 2
Household Information

Location	Total Housing Units	Owner Occupied Units	Renter Occupied Units	Vacant Housing Units	Average Household Size
Brown County	104,371	64,585	33,798	5,988	2.45
Village of Hobart	2,275	1,959	221	95	2.83
Village of Howard	7,223	4,602	2,339	282	2.50
Outagamie County	73,149	49,738	19,910	3,501	2.50
Town of Oneida	1,530	1,259	225	46	3.07
Source: United States Census Bureau – Census 2010					

Table 1 indicates race percentages and age profiles for Brown County, Outagamie County, the Village of Hobart, Village of Howard, and the Town of Oneida. Table 2 indicates household information Brown County, Outagamie County, the Village of Hobart, Village of Howard, and the Town of Oneida.

Executive order 12898 on Environmental Justice requires agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health and environmental effects (including interrelated social and economic effects) on minority, low-income, disabled and elderly populations. The demographic information for Brown County indicates little possibility for affecting Environmental Justice populations. Further, the project team has met or spoken with the affected business owner/occupant through the project's public information meetings and through individual contacts by the WisDOT Northeast Region Real Estate Staff. There are no known Environmental Justice Concerns.

RELOCATION ASSISTANCE INFORMATION

Acquisitions and relocations resulting from the proposed STH 29 improvement will be done in accordance with the Uniform Relocation Act of 1972. This law ensures landowners and tenants are treated fairly when the public interest requires acquisition and relocation of homes and businesses. Eligible persons relocated from their home or business will receive "Just Compensation for Property Acquired." Other relocation assistance benefits include relocation advisory services, reimbursement of moving expenses, replacement housing payments, down payment assistance, replacement business payments, and business reestablishment expenses. Under state law, no person or business will be displaced unless a comparable replacement home or business is provided.

Relocation Services for Residential Displacements

In addition to maintaining necessary records and performing various other administrative functions, the relocation staff will offer and provide the following assistance to all displacees:

1. Counsel each individual and family with regard to their specific re-housing needs, resulting in each securing replacement housing that is decent, safe and sanitary; adequate for their needs; suitably located; and within their financial means.

2. Continually gather data commensurate with the relocatee's needs and advise them accordingly. Provide current and continuing information on the availability, prices and rentals of comparable decent, safe and sanitary sales and rental housing and of comparable commercial properties and locations for displaced businesses. Appointments will be made, as well as arrangements for the inspection of referral housing. Inspections will be made of those units that the relocatee indicates a desire to rent or purchase to formally certify adequacy and that they are decent, safe and sanitary.

3. Assist prospective homeowners in obtaining mortgage financing and aid in the preparation and submission of offers to purchase. Assist in obtaining relocated documents, e.g. credit reports, appraisals, surveys, etc.

4. Advise prospective tenants on lease arrangements, tenant/landlord responsibilities, security deposit practices, rental ranges, etc.

5. Provide information and referrals to local welfare and social service assistance agencies when it appears a need for such service.

6. Provide information on school district boundaries and the routing and scheduling of public transportation.

7. Make personal contacts with each displacee regularly for the purpose of discussing and providing leads, referrals and all such other matters regarding re-housing which is of interest to the relocatee and necessary for his successful relocation. Visitation will be geared to the complexity, the specific need and the level of availability and will be repeated regularly to assure that the re-housing responsibilities are discharged completely and fully in compliance with the spirit and intent of the program.

8. Provides assistance of complete claims for relocation payments for which each displacee may be eligible.

9. Assist in making moving arrangements including the transfer of utility service.

10. Provide all required written notices, delivered by personal contact whenever feasible, to insure full understanding of eligibility requirements, payment options project information and other notices required by law, regulations or as otherwise appropriate.

11. Advise them of grievance procedures, arrangements, and agencies involved.

Services for Commercial Displacements

Relocation services for commercial displacements include the following:

A. Commercial Project Assurances

In accordance with Section 32.25(2)(b), Wisconsin Statutes, “Assist owners of displaced business concerns and farm operations in obtaining and becoming established in suitable business locations or replacement farms.”

B. The commercial properties affected by this project will be assisted in their relocation in the following manner:

1. Maintaining listings of vacant commercial properties.
2. Maintaining close contact with local real estate agencies and brokers dealing in commercial space.
3. Informing business concerns of the Small Business Administration entitlements when federal aid is involved.
4. Contacting local development corporations and other similar organizations to make all possible assistance available.
5. Assist in obtaining or transferring business permits and licenses.
6. Assist in securing and making moving arrangements.
7. Joint development of inventory of personal property to be moved.

8. Advise businesses in site management procedures and occupancy terms and conditions.
9. Advise them of their relocation claim entitlements and assist them in filing the claim with documentation.

C. Contact with each commercial displacee will be made at regular intervals during which various leads or referrals will be offered. Visitations will be geared to the complexity, the specific needs and the level of availability of replacement properties and will be repeated until the relocation agent's responsibilities are completely and fully discharged and are in compliance with the spirit and intent of the program.

DIVISIVE OR DISRUPTIVE EFFECTS ON COMMUNITIES AND NEIGHBORHOODS

There appears to be no unusual circumstances regarding the residential relocations. This project will have a very minimal effect on the communities that remain after the relocation process.

In addition, no significant disruption effects should exist, with the possible exception of the construction period. No known concentration of predominant ethic minority, elderly, or handicapped people were noted at the previous public meetings.

SPECIAL RELOCATION ADVISORY SERVICES

As noted under "Demographic Information on Affected Communities" there are no known unusual circumstances with respect to race, income level, age, disability, or other factors that would require special relocation advisory services for owners or occupants of displaced homes.

Sufficient relocation housing sites are expected to be available at the time real estate activities are initiated for the proposed STH 29 improvement. The number of residential displacements will not cause an undue hardship to the real estate market.

Table 3 summarizes housing availability in the Green Bay and surrounding locations including the Village of Hobart and the Village of Howard. A total of 124 single family homes are currently listed in the surrounding locations. It is clear from the information shown in Table 3 that the real estate market is very strong and the potential displaces will have an abundant number of properties to choose from.

Table 3
Housing Availability

Price Range	2 BR	3 BR	4 BR	5+ BR
$ 0 - $ 74,999	0	1	0	0
$ 75,000 - $ 99,999	1	3	0	1
$100,000 - $124,999	1	7	2	0
$125,000 - $149,999	2	7	2	0
$150,000 - $174,999	0	10	5	0
$175,000 - $199,999	0	25	3	0
$200,000 - $249,999	0	16	9	0
$250,000 - $349,999	1	9	9	3
$350,000 - $450,000	0	1	5	1
Total	**5**	**79**	**35**	**5**

The total number of displaced living units for the project is approximately 7 (see Table 4). The size of the living units based on the estimated number of bedrooms is as follows:

- 3 bedrooms (7 units)

Approximately 124 residential structures are for sale in the Village of Hobart, Village of Howard, Green Bay and surrounding areas. Of the listings, 5 were listed as having 2 bedrooms, 79 were listed as having 3 bedrooms and 40 were listed as having 4 or more bedrooms.

ESTIMATE OF RESIDENTIAL DISPLACMENTS

The proposed STH 29 improvement has the potential to impact approximately 7 residential owner occupied structures. The residential displacements are summarized in Table 4.

Table 4
Residential Displacement Summary

Parcel Number[1] and General Location	Occupancy		Characteristics	
	Owner	Rental	Type	Size (Estimated # of bedrooms)
1. 1543 Marley St.	X		1 story	3
2. 1533 Marley St.	X		1 story	3
3. 1521 Marley St.	X		1 story	3
4. 4638 Milltown Rd.	X		1 story	3
5. N9505 County Road U	X		1 story	3
6. 5300 N. County Line Rd.	X		1 story	3
7. 5298 N. County Line Rd.	X		1 story	3

[1]Parcel numbers are for purposes of this report only.

Residential displacement cost estimates are summarized in Table 5. The total estimated cost for the 7 displaced living units is approximately $1,310,900.

Table 5
Residential Displacement Cost Summary

Parcel Number[1] and General Location	Living Units	Acquisition Price[2]	Relocation Cost	Interest & Closing Cost	Moving Cost	Total Cost
1. 1543 Marley St.	1	123,600	30,000	1,500	3,500	158,600
2. 1533 Marley St.	1	134,300	30,000	1,500	3,500	169,300
3. 1521 Marley St.	1	173,500	30,000	1,500	3,500	208,500
4. 4638 Milltown Rd.	1	144,700	30,000	1,500	3,500	179,700
5. N9505 County Road U	1	206,200	30,000	1,500	3,500	241,200
6. 5300 N. County Line Rd	1	200,000	30,000	1,500	3,500	235,000
7. 5298 N. County Line Rd.	1	83,600	30,000	1,500	3,500	118,600

[1]Parcel numbers are for purposes of this report only.

[2] Acquisition price (land & improvements) is based on a combination of 2013 assessed values from Outagamie and Brown County property tax records and WisDOT estimates.

ESTIMATE OF BUSINESS DISPLACMENTS

The proposed STH 29 improvement has the potential to impact 1 business to the extent to cause their relocation. The business displacement is summarized in Table 6.

Table 6
Business Displacement Summary

Parcel Number and General Location	Name	Occupancy	Type and Characteristics
6. 5310 N County Line Rd.	USA In Trust for Oneida Tribe of Wisconsin	None – Vacant	Vacant Building

1. Parcel numbers used in this table are for purposes of this report only.

Table 7
Discussion of Potential Problems and Solutions

Unit	Potential Problem	Potential Solution
6	Oneida Tribe parcel- old gas station site	DNR – Case Closed with residual contamination present, no liability with added clean up per WisDOT environmental staff.

Business displacement cost estimates are summarized in Table 8. The total estimated cost for the business displacements is approximately $250,000.00**.**

Table 8
Business Displacement Cost Summary

Name	Acquisition Price	Relocation	Searching	Re-establish	Interest And Closing	Moving	Total
USA in Trust for Oneida Tribe of Wisconsin	$250,000	NONE	NONE	NONE	NONE	NONE	$250,000

SUMMARY

The proposed STH 29 improvement will displace approximately 7 residential structures. The total estimated cost for the displaced living units is $1,310,900**.**

The proposed STH 29 improvement project will displace approximately 1 individual business. The total estimated cost for the displaced businesses is $250,000.

The residential and business displacements discussed in this Conceptual Stage Relocation Plan are based on preliminary project information and are subject to change when more detailed engineering plans are developed.

There are no known Environmental Justice concerns with the business displacements, no substantive divisive or disruptive effects on communities or neighborhoods were identified, and no special relocation advisory services are anticipated.

APPENDIX 5
Agency Coordination

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
Northeast Region Headquarters
2984 Shawano Avenue
Green Bay WI 54313-6727

Scott Walker, Governor
Cathy Stepp, Secretary

Telephone 920-662-5100
FAX 920-662-5413
TTY Access via relay - 711

January 7, 2011

DOT: Brown, 7304

Daniel Segerstrom
Wisconsin Department of Transportation
944 Vanderperren Way
Green Bay, WI 54324-0080

SUBJECT: DOT/DNR Initial Project Review
Project I.D.#: 9200-06-00
Project Title: STH 29 Freeway Conversion
Location: CTH U – Woodland Road
County: Brown

Dear Mr. Segerstrom:

Preliminary information on the above referenced project has been reviewed by DNR Northeast Region staff under the DOT/DNR Cooperative Agreement. This project includes construction of a diamond interchange approximately 1600 feet west of existing CTH VV/STH 29 intersection, a new overpass that will extend North Pine Tree Road over STH 29 to Milltown Road, closure of CTH U/STH 29 intersection, and construction of an overpass at the existing CTH U/STH 29 intersection location. Pertinent environmental considerations are presented below:

WETLANDS

According to the DNR Surface Water Data Viewer there are mapped wetlands within the project boundary. During an onsite visit on December 29, 2010 I could not assess much of the vegetation due to snow cover. A wetland delineation will be needed to define any wetland limits within the project boundary.

WILDLIFE/FISHERIES

Much of the area appeared to be agricultural fields. There are some wooded areas and wooded fencerows that probably provide cover for wildlife. According to the DNR Surface Water Data Viewer there are two unnamed waterways near the project. One waterway, which is associated with the CTH VV/STH 29 Interchange, is a tributary to Trout Creek. The second waterway, which is associated with the Pine Tree Road extension Overpass, is a tributary to Lancaster Creek. There are plans to improve Trout Creek habitat for trout and Lancaster is currently classified as trout water. These waterways probably act as wildlife corridors. Depending on the project limits these waterways may be impacted, which would require further coordination.

ENDANGERED RESOURCES

There are recent records for a Migratory Bird Concentration Site close to this location as well as records for both State Threatened Blanding's turtle (*Emydoidea* blandingii) and State Threatened wood turtle (*Glyptemys* insculpta). The Department recommends that clearing of any wooded area be kept to a minimum to minimize impacts to the Migratory Bird Concentration Site as migratory birds will use the trees to rest and perch.

For the two State Threatened turtle species both species are known to inhabit the waterways and their riparian corridors. It is reasonable to assume that these turtles may be present at or near the project site if the project limits extend to the waterways discussed above.

If project construction will start in the spring, the perimeter of the areas to be disturbed that are along the riparian corridors should be protected with properly trenched-in silt fence prior to March 15 to discourage turtles from entering the work area. If the construction area cannot be silt-fenced by March 15, the silt fence must be installed prior to construction activities and the area behind the silt fence must be surveyed and any turtles confined within the project area removed prior to any site disturbance, and throughout the construction period.

FLOODPLAINS

A determination must be made as to whether the project lies within a mapped/zoned floodplain. If the project lies in such an area, DNR required submittal of the results of a 100 year flood analysis for the structure(s). Also, if the new structure(s) will create an increase in the 100 year backwater condition, DNR requires that all affected upstream landowners be notified, and appropriate legal arrangements made. For areas lying outside mapped/zoned floodplain, DNR may request the results of DOT flow and backwater calculations. For project-specific information, please consult with the Brown County Zoning Administrator.

OTHER COMMENTS

1. It will be important to coordinate this project with the surrounding municipalities due to the potential of both secondary and cumulative effects, such as new access roads or new development, associated with this project.

2. The environmental document regarding this project should discuss planned development from the local municipalities as a result of this project.

3. Conditions stated in all previous DNR correspondence regarding this project shall apply.

4. There is potential for wetland impacts to occur as a result of this project and therefore wetland impacts must be minimized and/or avoided to the greatest extent possible. Unavoidable wetland impacts must be mitigated in accordance to the DOT/DNR Cooperative Agreement and the Wisconsin Department of Transportation Wetland Mitigation Banking Technical Guideline. The Department requests information regarding the amount of unavoidable wetland impacts.

5. All demolition material generated as a result of this project must be disposed of according to state law.

6. There are known invasive plant species within the project limits. All equipment must be disinfected prior to arriving to and upon completion of the project in the areas with known invasive species to prevent the spread of invasive/exotic species and viruses. Please have the contractor follow these steps:
    a. Inspect equipment and remove any vegetation (fragments, stems, leaves, or roots) or mud and dispose of debris prior to leaving the point of origin;
    b. Drain any trapped water;
    c. Wash all equipment (inside and out) with high pressure hot water (> 104 degree Fahrenheit), or;
    d. Dry the equipment thoroughly for 5 days.

7. Proper erosion control measures must be used and maintained during and after construction. An erosion control implementation plan for the project must be developed by the contractor and submitted to this office 14 days prior to the preconstruction conference.

The above comments represent the Department's initial concerns 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 concerns or information provided in this letter requires further clarification, please contact this office at (920) 662-5119.

Sincerely,

James P. Doperalski Jr.
Environmental Analysis and Review Specialist

c. Mike Helmrick – DOT NER, Green Bay
Matt Schaeve – Green Bay
File: 7304

DNR / DOT PROJECT REVIEW

State of Wisconsin Department of Natural Resources (DNR) and Department of Transportation (WisDOT)
DNR0002 7/2012

July 1, 2016

DNR Internet: http://dnr.wi.gov/	WisDOT Internet: http://www.dot.wisconsin.gov/
JIM DOPERALSKI WDNR NORTHEAST REGION 2984 SHAWANO AVE. GREEN BAY, WI 54313	**Wisconsin Department of Transportation** **Division of Transportation Systems Development** WisDOT Northeast Region 944 Vanderperren Way Green Bay, WI 54304

Inform WisDOT Regional Environmental Coordinator, if more than 45 days is needed.

Design Project ID	Project Highway	Review Submittal Date (mm/dd/yyyy)
9200-06-00	WIS 29	7/1/2016
Construction Project ID	**Estimated Project Cost (range)**	**Construction Year**
	$21 mil to $22 mil	NOT SCHEDULED

Project Name	Project Limits
WIS 29, County U – Woodland Road	County U to Woodland Road
County	**Project On Tribal Land**
Brown	☒ Yes ☐ No
Contact Name	**Contact (Area Code) Phone Number**
Matt Ternes, WisDOT NE Region	(920) 366-3028; Matthew.Ternes@dot.wi.gov

Section/Township/Range
Sections 2, 3, 4, 11, and12 / Township 24 North / Range 19 East

Type of Review Requested
- ☐ Initial Review
- ☐ Final Concurrence
- ☐ Scope Change
- ☒ Other: Project Update

Document Type
- ☐ Environmental Assessment (EA)
- ☒ Environmental Report (ER)
- ☐ Programmatic Environmental Report (pER)

WisDOT Project Classification
- ☐ Bridge Rehabilitation, FDM 3-5-2
- ☐ Bridge Replacement , FDM 3-5-2
- ☒ Expansion, FDM 3-5-2
- ☐ Pavement Replacement, FDM 3-5-2
- ☐ Preventive Maintenance, FDM 3-1-5
- ☐ SHRM (State Hwy Rehab/Maint), Maintenance Manual 13.08
- ☐ Recondition, FDM 3-5-2
- ☐ Reconstruction, FDM 3-5-2
- ☐ Resurface, FDM 3-5-2
- ☐ Safety, PMM 4-1-10
- ☐ Other:

Work Involved
- ☐ Beam Guard Replacement
- ☒ Borrow and/or Waste Site Required
- ☐ Channel Change/Stream Relocation
- ☒ Clearing and Grubbing
- ☐ Culvert Replacement or Extensions
- ☐ Dredging
- ☒ Grading
- ☐ Fill Outside Toe of Slope
- ☒ Interchange Improvement
- ☒ Right of Way Acquisition
- ☒ Shoulder Work
- ☒ Storm Sewer
- ☐ Other:

Storm Water Management (check all that apply)
- ☐ Trans 401 post construction requirements
- ☐ NPDES MS4/Urbanized Area
- ☐ TMDL Implementation Area

For more information and directions, please see the back of this form.

Project Description and Reason for Project:

As detailed in previous correspondence, the Wisconsin Department of Transportation (WisDOT) is in the process of developing plans for the conversion of STH 29 in Brown County to freeway standards. WisDOT is currently preparing an environmental document that will assess the potential effects of the project. A project location map is enclosed.

WDNR was sent an initial coordination letter in December, 2010; project updates were sent in July 2015. Previous comments WDNR provided WisDOT regarding this project are enclosed.

This project involves the following:

- Construction of a diamond interchange at CTH VV and STH 29, located approximately 1,600 feet west of the existing CTH VV/STH 29 intersection. This interchange will connect to Marley Street to the north and CTH VV to the south. Milltown Road will be realigned to intersect with Marley Street at the existing Millwood Court/Marley Street intersection.
- Construction of a new overpass that will extend North Pine Tree Road from Sunlite Drive on the south terminus, to Milltown Road on the north terminus. This new overpass is located approximately 6,600 feet east of the intersection of CTH VV/STH 29.
- Closure of the STH 29 intersection with CTH U. An overpass of STH 29 will be constructed at the current STH 29/CTH U intersection. This work includes the realignment of approximately 1,400 feet of Old Highway 29.

We are requesting that your agency provide comments on the potential effects of this project, including special concerns, an assessment of how the project relates to your agency's area of expertise, and any requirements that your agency may have for the project. If WDNR's previous comments are still valid, a simple email response stating so will suffice.

cc: Matt Ternes, WisDOT Project Manager
Michael, Helmrick Coordinator, WisDOT Northeast Region
Troy Robillard, Ayres Associates
KL Engineering, Inc.

From:	Doperalski, James P - DNR
To:	Dave Tollefson
Cc:	Ternes, Matthew - DOT; Robillard, Troy; Helmrick, Michael - DOT; Scott Cramer
Subject:	RE: STH 29 (WisDOT ID 9200-06-00)
Date:	Friday, July 01, 2016 3:38:48 PM

It doesn't appear that there are any major changes compared to what I reviewed in 2011. I did do a new NHI review this afternoon and didn't find any new records. The only change is that the Blanding's Turtle has been reclassified as State Special Concern rather than State Threatened. My initial review letter should still be valid.

We are committed to service excellence.
Visit our survey at http://dnr.wi.gov/customersurvey to evaluate how I did.

James P. Doperalski Jr.
Cell Phone: (920) 412-0165
James.Doperalski@wisconsin.gov

From: Dave Tollefson [mailto:DTollefson@KLEngineering.com]
Sent: Friday, July 01, 2016 2:39 PM
To: Doperalski, James P - DNR
Cc: Ternes, Matthew - DOT; Robillard, Troy; Helmrick, Michael - DOT; Scott Cramer
Subject: STH 29 (WisDOT ID 9200-06-00)

Mr. Doperalski
As detailed in previous correspondence, the Wisconsin Department of Transportation (WisDOT) is in the process of
developing plans for the conversion of STH 29 in Brown County to freeway standards. WisDOT is currently preparing an
environmental document that will assess the potential effects of the project. Please see the attached DNR/DOT Project Review Request, and send any comments to myself and Matt Ternes (WisDOT Project Manager).

I.D. 9200-06-00
CTH U – Woodland Rd
STH 29
Brown County

Please do not hesitate to ask any follow-up questions on the scope of this project. Thanks in advance for your time and cooperation.

Dave Tollefson
Environmental Specialist

KL Engineering, Inc.
5950 Seminole Centre Ct., Suite 200
Madison, WI 53711
608.663.1218
dtollefson@klengineering.com

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Green Bay ES Field Office
2661 Scott Tower Drive
New Franken, Wisconsin 54229-9565
Telephone 920/866-1717
FAX 920/866-1710

January 12, 2011

Mr. Daniel Segerstrom
Division of Transportation
944 Vanderperren Way
Green Bay, Wisconsin 54324-0080

re: WisDOT ID 9200-06-00
Freeway Conversion
CTH U –Woodland Road
STH 29
Brown County, Wisconsin

Dear Mr. Segerstrom:

The U.S. Fish and Wildlife Service (Service) has received your letter dated December 20, 2010, requesting comments on the subject project. The project involves improvements to STH 29 located in the Village of Howard and the Town of Hobart in Brown County, Wisconsin. We have reviewed the information provided in your letter and our comments follow.

Federally-Listed Species, Candidate Species, and Critical Habitat

Due to the project location, no federally-listed species would be expected within the project area. This precludes the need for further action on this project as required by the 1973 Endangered Species Act, as amended. Should additional information on listed or proposed species or their critical habitat become available or if project plans change or if portions of the proposed project were not evaluated, it is recommended that you contact our office for further review.

Wetlands and Streams

We note that a portion of the project area includes wetlands. Areas that include wetlands are the closure of STH 29 intersection with CTH U and the eastern portion of the proposed diamond interchange at CTH VV and STH 29. In refining and selecting project alternatives, efforts should be made to select an alternative that does not adversely impact wetlands. If no other alternative is feasible and it is clearly demonstrated that project construction resulting in wetland disturbance or loss cannot be avoided, a wetland mitigation plan should be developed that identifies measures proposed to minimize adverse impacts and replace lost wetland habitat values and other wetland functions and values. Any project that impacts wetlands or waterways, including seasonally ephemeral and intermittent streams, should include design features such as culverts to retain hydrological connection between areas fragmented by the project.

We appreciate the opportunity to respond. Questions pertaining to these comments can be directed to Ms. Jill Utrup 920-866-1734.

Sincerely,

Louise Clemency
Field Supervisor

DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
180 FIFTH STREET EAST, SUITE 700
ST. PAUL MINNESOTA 55101-1678

REPLY TO
ATTENTION

January 3, 2011

Operations
Regulatory (2011-00031-LMK)

Mr. Daniel Segerstom
944 Vanderperren Way
Green Bay, Wisconisn 54303

Dear Mr. Segerstrom:

We have received the letter entitled "WisDOT 9200-06-00 STH 29 CTH U – Woodland Road" dated December 20, 2010. Due to limited staff and resources, it is unlikely that U.S. Army Corps of Engineers Regulatory staff will review or comment on this letter until we receive a permit application. In lieu of a specific response, please consider the following general information concerning our regulatory program that may apply to the proposed project.

If the proposal involves activity in navigable waters of the United States, it may be subject to the Corps of Engineers' jurisdiction under Section 10 of the Rivers and Harbors Act of 1899 (Section 10). Section 10 prohibits the construction, excavation, or deposition of materials in, over, or under navigable waters of the United States, or any work that would affect the course, location, condition, or capacity of those waters, unless the work has been authorized by a Department of the Army permit.

If the proposal involves discharge of dredged or fill material into waters of the United States, it may be subject to the Corps of Engineers' jurisdiction under Section 404 of the Clean Water Act (CWA Section 404). Waters of the United States include navigable waters, their tributaries, and adjacent wetlands (33 CFR § 328.3). CWA Section 301(a) prohibits discharges of dredged or fill material into waters of the United States, unless the work has been authorized by a Department of the Army permit under Section 404. Information about the Corps permitting process can be obtained online at http://www.mvp.usace.army.mil/regulatory.

The Corps' evaluation of a Section 10 and/or a Section 404 permit application involves multiple analyses, including (1) evaluating the proposal's impacts in accordance with the National Environmental Policy Act (NEPA) (33 CFR part 325), (2) determining whether the proposal is contrary to the public interest (33 CFR § 320.4), and (3) in the case of a Section 404 permit, determining whether the proposal complies with the Section 404(b)(1) Guidelines (Guidelines) (40 CFR part 230).

If the proposal requires a Section 404 permit application, the Guidelines specifically require that "no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental

consequences" (40 CFR § 230.10(a)). Time and money spent on the proposal prior to applying for a Section 404 permit cannot be factored into the Corps' decision whether there is a less damaging practicable alternative to the proposal.

If you have any questions regarding the application process please contact Nick Domer at 920-448-2824, the Corps' contact for the County in which this proposal is located.

Sincerely,

Tamara E. Cameron
Chief, Regulatory Branch

Stockbridge-Munsee Tribal Historic Preservation Office

Sherry White - Tribal Historic Preservation Officer
W13447 Camp 14 Road
P.O. Box 70
Bowler, WI 54416

Date 5-24-11
Project Number ID 9200-06-00 Freeway Conversion
TCNS Number
Company Name WisDOT

We have received you letter for the above listed project. Before we can process the request we need more information. The additional items needed are checked below.

Additional Information Required:

_____Site visit by Tribal Historic Preservation Officer
_____Archeological survey, Phase 1
_____Literature/record search including colored maps
_____Pictures of the site
_____Any reports the State Historic Preservation Office may have
_____Has the site been previously disturbed
_____ Review fee must be included with letter

If site has been previously disturbed please explain what the use was and when it was disturbed.

Other comments or information needed _____

After reviewing your letter we find that:

_____ "No Properties" the Tribe concurs with a Federal agency's finding that there are no National Register eligible or listed properties within the Federal undertaking's area of potential effect or APE 36CFR 800.4 (d) (1)

_____"No Effect" historic or prehistoric properties are present but the Federal undertaking will have no effect on the National Register eligible or listed properties as defined in Sec. 800.16(i)

_____"No Adverse Effect" refers to written opinions provided to a Federal agency as to whether or not the Tribe agrees with (or believes that there should be) a Federal agency finding that its Federal undertaking would have "No Adverse Effect" 36 CFR 800.5(b)

_____"Adverse Effect" refers to written opinions provided to a Federal Agency that undertaking would cause Adverse Effects to the area of potential effect on National Register or eligible properties according to the criteria set forth in 36 CFR 800. 5(a) (1), (2) (i)- (vii)

_X_ Project not within a county the Mohican Tribe has interest in

Should this project inadvertently uncover a Native Amercian site, we ask that you halt all construction and notify the Stockbridge-Munsee Tribe immediately.

Please do not resubmit project for changes that are not ground disturbance.

Sincerely,

Sherry White

Sherry White
Tribal Historic Preservation Officer

FOREST COUNTY POTAWATOMI
NATURAL RESOURCES
Air Quality * Botany/Wetlands * Environmental Education
Water Resources * Waste Management * Wildlife Resources
5320 Wensaut Lane * PO Box 340 * Crandon, WI 54520
(715) 478-7222 * Fax: (715) 478-7225

January 11, 2016

Matt Ternes, Project Manager
Division of Transportation System Development
Northeast Regional Office
944 Vanderperren Way
Green Bay, WI 54324-0080

Re: Project # 9200-06-00; Freeway Conversion CTH U – Woodland Rd; STH 29 Brown County

Dear Mr. Matt Ternes, Project Manager;

This letter is in response to the proposed project referenced above, as provided in your letter dated July 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 CommunityTribal 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 715-478-7248 or email at velma.waukechon@fcpotatwaatomi-nsn.gov.. You may send the results of the archival review, cultural resource assessments, and archaeological report to:

Forest County Potawatomi Community
Attn: Melissa Cook, Tribal Historic Preservation Officer
8130 Mish ko swen Drive
P.O. Box 340
Crandon, WI 54520
velma.waukechon@fcpotawatomi-nsn.gov (for digital format)

Respectfully,

Velma J. Waukechon
Tribal Historic Preservation Officer - Assistant

Filed 1/18/11

TOWN of PITTSIELD
5709 Kunesh Rd
Pulaski, WI 54162

2011 JAN 18 P 12:36

WISDOT-DIST 3

Wisconsin Dept. of Transportation
Daniel Segerstrom
944 Vanderperren Way
Green Bay, WI 54324-7718

January 11th, 2011

Mr. Segerstrom,

In response to your letter of December 20th, 2010 asking for written comments to project WisDOT ID 9200-06-00 the Town of Pittsfield would like the following noted.

The Town has in the past expressed concerns over the DOT plans for the intersection of STH 29 and CTH U. The Town wishes to continue with our objections to the decision to close this intersection and replace it with an overpass.

The traffic volume that utilizes this intersection because of the school, business and residential interests will be significantly and negatively impacted by this move. This plan will also hinder growth and development of these interests for the Town from the change forward.

In this regard the Town wishes to again place its objection to the "Closure of STH 29 intersection with CTH U".

The town also requests to be kept informed of the progress and of any changes that may take place with this project.

The Town is open to discussing its position and looks forward to any opportunity to do so.

Sincerely,

Pittsfield Town Board

Keith D. Deneys
Chairman

Tom Huetter
Supervisor

Raymond Tauscher
Supervisor

Cc Clerk Bodart file

Village of
HOBART

January 19, 2011

Daniel Segerstrom
WisDOT, Northeast Region
944 Vanderperren Way
Green Bay, WI 54324-0080

RE: WisDOT ID 9200-06-00
Freeway Conversion
CTH U – Woodland Road
STH 29
Brown County

Dear Dan,

We respond to your letter of December 20, 2011 regarding the above proposed study with the following comments. Village officials have appreciated the ongoing dialogue and interaction between WisDOT and the Village of Hobart. Your guidance and support for this major regional economic development area has been very helpful and we look forward to seeking partnership opportunities with WisDOT that are facilitative of anticipated State 29 traffic needs as well as main arterials through *Centennial Centre at Hobart*™

Soonest possible installations to accommodate traffic increase and patterns subsequent to the ongoing development of *Centennial Centre at Hobart*™ is a priority concern to Village staff. Our comments include:

1. **Prioritization of construction with WisDOT ID 9200-06-00.** The three primary areas of focus described are County Road U, County Road VV and an overpass extension of North Pine Tree Road. Of these three separate project areas, the one with most immediacy and significant impact to the 603-acrea Centennial Centre development area is the diamond interchange at County Road VV. We urge, within your agency's criteria and safety standards, that the County VV diamond interchange be constructed prior to the two overpasses at County Road U and North Pine Tree. Frequent traffic counts in these areas, along with accident analysis may be helpful to prioritize VV as the first piece of this tri-project on State 29.

2. **Construction Detours and Traffic Redirection.** Roads within the project area, on the southern side of State 29 are few, narrow and not in good condition. Nonetheless these feeder roads to State 29 are critical for Hobart residents to traverse to employment, education, health and consumer services. Prior to establishing any detours associated with these projects, we request that advance meetings be held with Village staff to identify the most safe and efficient detour paths for use during State 29 construction projects within the Hobart vicinity.

3. **WisDOT Project Relation to Wisconsin Job Creation.** Because of the early success of *Centennial Centre* (over 250 jobs and 80 households in an area that was a soy bean field last year) it is clear that previous WisDOT traffic studies of State 29 did not anticipate additional traffic loads

generated to come online this soon. The Village is marketing its remaining acreage to large businesses that generate considerably more employee and consumer traffic. With this in mind, we hope WisDOT staff will carry the message to Madison that the NE region's transportation projects, and specifically those along State 29 near *Centennial Centre at Hobart*, are pivotal for job creation and economic development in the western segment of the Green Bay Region.

4. **"J-Turns" on County VV.** We would be interested in knowing the cost estimate for installing temporary "J-Turns" at County Road VV. Our need for the diamond interchange is now, - sooner rather than later. It would seem more cost-effective to start with the County VV interchange rather than to expend funds for "J-Turns" only to be removed after a short period of time.

5. **Pine Tree Overpass.** This component of the project is a lower priority for the Village than County Road VV. The Village has acquired the right-of-way and has transferred title to WisDOT; Howard has not yet acquired the northern components of the Pine Tree overpass. Hobart officials would prefer to expend funds on either a County FF frontage road, or extension of Centennial Boulevard west to North Overland, prior to funding the expense of municipal road and a roundabout at the southern terminus of a Pine Tree Overpass. To be clear: our municipal road expense timeline preferences are: 1) extend Centennial Boulevard to North Overland; 2) construct frontage road along State 29 from County Road FF; 3) complete the Pine Tree overpass components.

6. **Closure of Sunlite Drive.** Village officials want to reinforce our concern that the closure of Sunlite Drive not occur prior to completion of the diamond interchanges at VV and FF, inclusive of a constructed frontage road at FF, parallel to State 29. Detours required during construction timelines for both County Road VV and FF will increase the need for Sunlite Drive ingress/egress availability. *Centennial Centre at Hobart* currently relies upon Sunlite Drive and will continue to do so until the VV project is completed, and a frontage road from FF is ready.

Again, Dan, we always appreciate the availability and interaction of the Northeast WisDOT team. Thank you for receiving our comments on this project. Please let us know if you have any additional questions or concerns.

Sincerely,

Andrew J. Vickers,
Village Administrator

Sincerely,

Elaine D. Willman
Director of Community Development

State of Wisconsin
Governor Scott Walker

Department of Agriculture, Trade and Consumer Protection
Ben Brancel, Secretary

January 10, 2011

Daniel Segerstrom
Wisconsin Department of Transportation
Northeast Region
944 Vanderperren Way
Green Bay, WI 54324-0080

Re: STH 29: CTH "U" to Woodland Road
Brown County
WisDOT ID#: 9200-06-00

Dear Mr. Segerstrom:

Thank you for giving the Wisconsin Department of Agriculture, Trade, and Consumer Protection (DATCP) the opportunity to comment on the proposed construction of interchanges and overpasses on STH 29 between CTH "U" and Woodland Road.

According to the information you provided, the Wisconsin Department of Transportation (WisDOT) is proposing to construct a diamond interchange at STH 29 and CTH "VV," an overpass for North Pine Tree Road, and an overpass for CTH "U." This area is located in the town of Hobart (southwest of STH 29) and the village of Howard (northeast of STH 29) in Brown County.

When evaluating the impacts that a project could have on agriculture, DATCP's primary concerns include: the loss of farmland, the number of farm parcels to be severed, changes in access to farmland, the loss of farm buildings, and the impacts on drainage. The following is a brief discussion of this project's potential impacts on agriculture.

Acquisition of farmland: The loss of farmland, especially cropland or pasture, can reduce the productive capacity of a farm operation, which could lead to a loss of income and profitability. Farmers with livestock also need to have an adequate amount of land for growing feed crops and spreading manure. If they cannot find replacement land, they may be forced to cull some of their livestock. Farmers who lose land because of the proposed project may have difficulty finding comparable replacement acreage for a number of reasons including: (1) other area farmers will also be in the market, thereby increasing demand and perhaps price for farmland; (2) the supply of farmland will decrease because of right-of-way acquisitions; (3) the productive potential of available farmland may be less than the farmland taken; and (4) travel distances to available farmland may be cost prohibitive.

The construction of an interchange and two overpasses could cause a significant loss in acreage for a few farmland owners. A better evaluation of the loss of farmland can be done after WisDOT completes preliminary designs for the project and affected farmland owners are identified.

Soils: Another factor to consider when evaluating the loss of farmland is the quality of the affected soils. Prime farmland is defined as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops. All of the major soils that will be affected by the proposed project are classified as prime farmland except for the Shawano soils at the intersection of STH 29 and North Pine Road.

The soils in the vicinity of the proposed STH 29/CTH "VV" interchange include Oshkosh silt loam with 0 to 2 percent slopes, Oshkosh silt loam with 2 to 6 percent slopes, and Solona loam with 1 to 3 percent slopes.

At STH 29 and North Pine Tree Road the soils most affected by the proposed project include Kewaunee loam-gravelly substratum with 2 to 6 percent slopes and Shawano loamy fine sand with 6 to 12 percent slopes.

The soils that will be affected at the CTH "UU" overpass of STH 29 include mostly Oshkosh silt loam with 2 to 6 percent slopes with a small amount of Solona loam with 1 to 3 percent slopes.

Oshkosh silt loam is deep and well drained to moderately well drained. It is found on lacustrine plains dissected by V-shaped valleys. It has medium available water capacity and slow permeability. Natural fertility is high and the organic-matter content is low. Where the slopes are 0 to 2 percent, runoff is slow. Where the slopes are 2 to 6 percent, runoff is slow to medium.

Solona loam with 1 to 3 percent slopes is deep and somewhat poorly drained soil that is found in depressions and drainageways and glacial till plains. It has high available water capacity and moderate permeability. Natural fertility and the organic-matter content are medium. Runoff is slow and the use of drain tile can help remove excess water.

Kewaunee loam-gravelly substratum with 2 to 6 percent slopes is deep and well drained to moderately well drained soil. It is found on glacial till plains and ridges. The available water capacity is high and permeability is slow.

Shawano loamy fine sand with 6 to 12 percent slopes is deep and excessively drained. It is found on sandy lacustrine plains and outwash plains. It has low available water capacity and rapid permeability. Natural fertility and organic-matter content are low.

Zoning: The town of Hobart and the village of Howard have exclusive agricultural zoning. The town of Hobart has town-administered exclusive agricultural zoning. None of the farmland in either the town or village is covered by a Farmland Preservation Agreement.

Severances: Severance of farms, particularly those that leave irregularly shaped remnant parcels, can make equipment usage awkward and production more costly. This increased cost is due in part to the additional time, fuel, and equipment wear associated with maneuvering equipment in corners of fields that are not square or along sides of fields that are not straight. Severances can also create access problems where farm buildings are separated from cropland and pasture.

DATCP cannot determine if the proposed project will sever any farm parcels and cause severance impacts until the preliminary design is completed.

Access: Changes to intersection configuration could affect access to adjacent farmland in two ways. First, the changes in the configuration of intersections could affect a farmer's route between parcels of his/her farmland or between his/her farm and other businesses the provide services for the farm. Second, the proposed project could require the relocation, restriction, or elimination of access points to farm property.

The creation of an interchange at STH 29/CTH "VV" is likely to make traveling through that intersection easier and safer for all motorists including farmers. The creation of overpasses will likely have mixed impacts for nearby farmers. While it will be easier for farmers and other motorists to cross STH 29 where overpasses are constructed, they will not have direct access to STH 29 at these locations. This may require longer more circuitous trips to access STH 29 than are currently followed. For example, if a town of Hobart farmer heads north on CTH "U" and intends to turn to the northwest on STH 29, he/she would have to access STH 29 at a different intersection.

If access to any farm property is relocated, restricted, or eliminated, these changes could affect the efficiency of farm operations by increasing travel time and distance between farm parcels or for trips between the farm and other businesses. Farmers that are forced to spend more time on roadways also face greater risk of traffic accident. Existing access points may be affected if they are too close to an interchange ramp.

Acquisition of buildings: The loss or relocation of buildings can disrupt the efficiency of a farm operation. If affected buildings are relocated to another part of the farm or if buildings are included in an acquisition and replacement buildings are constructed elsewhere on the farm, the landowner may lose cropland or pasture in addition to the land lost for highway right-of-way. Also, if new replacement buildings are constructed, the cost to build them may be greater than the market value paid for the acquired buildings. This difference would be an additional burden on the landowner.

Drainage: The proposed project does not appear to be located within any drainage districts. However, the project will affect soils that might have drainage tiling to improve agricultural productivity. Highway construction can damage these structures and impede the flow of surface water, which could damage crops and reduce yields.

The DATCP may prepare an Agricultural Impact Statement (AIS) for the proposed project after WisDOT determines the amount of property to be acquired from each farmland owner. The AIS would provide detailed information on the impacts to agriculture caused by the proposed project.

Thank you for allowing DATCP the opportunity to comment on the proposed project. If you have any questions, please feel free to call me at (608)224-4646.

Sincerely,

Alice Halpin

Alice Halpin
Agricultural Impact Analyst

PLANNING COMMISSION

Brown County

305 E. WALNUT STREET, ROOM 320
P.O. BOX 23600
GREEN BAY, WISCONSIN 54305-3600

PHONE (920) 448-6480 FAX (920) 448-4487
WEB SITE www.co.brown.wi.us/planning

CHUCK LAMINE, AICP

PLANNING DIRECTOR

January 4, 2011

Daniel Segerstrom
Wisconsin Department of Transportation
944 Vanderperren Way
Green Bay, WI 54324-0080

Dear Mr. Segerstrom:

Brown County Planning Commission (BCPC) staff supports the STH 29 freeway conversion project between CTH U and Woodland Road in Brown County. This project is consistent with the recommendations in the 2002 *STH 29 Corridor Study* that was completed by the BCPC in cooperation with WisDOT, two counties, three communities, and the Oneida Nation of Wisconsin.

Please contact me at (920) 448-6480 or at lamine_cf@co.brown.wi.us if you have questions.

Sincerely,

Chuck Lamine, AICP
Planning Director

CL:sh

Turning Brown County Green

From:	Ommen, Bruce
To:	Sorensen, Eric; Scott Cramer
Cc:	Verville, Phillip; Christopher Rossmiller
Subject:	FW: WIS 29 EPA Call Notes.
Date:	Friday, June 03, 2011 4:07:58 PM

Eric – we have two people that want to be added to the stakeholder meeting distribution list identified below.

Scott – the email below outlines what is required for the EPA permit.

From: Nathan_Guequierre@URSCorp.com [mailto:Nathan_Guequierre@URSCorp.com]
Sent: Friday, June 03, 2011 4:02 PM
To: Bill_Schilling@URSCorp.com
Cc: Nick_Becker@URSCorp.com; Ommen, Bruce; James_Hannig@URSCorp.com
Subject: WIS 29 EPA Call Notes.

Bill and Bruce --

FYI -- At the last team meeting, Dan mentioned the need for an EPA permit for construction on Indian lands. Here are notes from our call with EPA yesterday in case you're not familiar with this. I wasn't. Bill -- we may want to forward this to Roxanne.

Have a great weekend,
Nathan

==========

Call Notes
2 June 2011

Call to: Elizabeth Poole and Brian Bell, USEPA
From : Nathan Guequierre and James Hannig, URS

re: WIS 29 - County FF Interchange - Permitting for construction work on Tribal Lands

We contacted Elizabeth Poole at EPA in Chicago regarding stormwater permitting for construction work on Indian lands. The WDNR administers the Clean Water Act for the Federal Government in Wisconsin (Sec. 404), except for projects constructed on tribal lands. Elizabeth set up a conference call with water specialist Brian Bell in her office.

- The project will require approval under the EPA stormwater general permit for construction activities. Brian will email a copy of the permit paperwork; it can be filed electronically or with a paper application (through DC; takes 3-4 weeks).
- We will fill out the paperwork in conjunction with Corps and DNR permitting and development of ER. Must fill out appendix for endangered species impacts if applicable.
- Must create Stormwater Pollution Prevention Plan, focusing on effluent limits. Demonstrate that design and maintenance of new facility will meet limits.
- Prepare one plan for both DNR and EPA review, but cross reference figures and sections so that they are applicable to both (i.e. Section 1 in DNR may be Section 4 in EPA doc).
- File Notice of Intent electronically, 7 day waiting period for USFWS comment, then permit is

issued.
- A Notice of Termination will also be required after site is "stabilized." The permit lists requirements for records retention, inspection, controls and corrective action.

Oneida do not have in place a Water Quality Standard, so we needn't be cognizant of specific limits. The EPA is waiting for litigation results for its new Effluent Guidelines for Construction Industry, which may apply by the time the project is constructed.

Brian and Elizabeth would like to be added to our Stakeholder Committee meeting minutes distribution list. I will send them minutes from the first Stakeholder meeting.

Nathan Guequierre
Senior Planner
URS Corporation
6737 W. Washington St., Suite 2265
Milwaukee, WI 53214
414.831.4100 General Office
414.831.4101 Fax
414.831.4135 Direct

APPENDIX 6
SHPO/Section 106 Documentation/ THPO Coordination

14-0184 /BR 100

SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 11/2006

For instructions, see FDM Chapter 26

I. PROJECT INFORMATION

Project ID 9200-06-00	Highway - Street STH 29	County Brown, Outagamie
Project Termini CTH U to Woodland Road		Region - Office NE Region
Regional Project Engineer - Project Manager Jeremy Ashauer		Area Code - Telephone Number 920-492-4165
Consultant Project Engineer - Project Manager Troy Robillard, Ayres Associates		Area Code - Telephone Number 920-498-1200
Archaeological Consultant Katherine Shillinglaw, Great Lakes Archaeological Research Center (GLARC)		Area Code - Telephone Number 414-481-2093
Architecture/History Consultant Justin Miller, Great Lakes Archaeological Research Center		Area Code - Telephone Number 414-481-2093
Date of Need 11/1/13		SHSW #
Return a signed copy of this form to:		

II. PROJECT DESCRIPTION

Project Length 2.4 miles	Land to be Acquired: Fee Simple 76.7 acres	Land to be Acquired: Easement 1.2 acres

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width			Terrace Width		
STH 29	110'-155'	103'-510'	STH 29	None	N/A
CTH U	33'-70'	33'-150'	CTH U	None	N/A
CTH VV/Marley St.	33'-50'	33'-175'	CTH VV/Marley St.	None	0'-9.5'
Milltown Road	N/A	35'-235'	Milltown Road	None	0'-9.5'
North Pine Tree Road	81'155'	70'-190'	North Pine Tree Road	None	9.5'
Shoulder			Sidewalk Width		
STH 29	10'	10'	STH 29	None	N/A
CTH U	1'-8"	6'-11'	CTH U	None	N/A
CTH VV/Marley St.	4'-8'	0-6'	CTH VV/Marley St.	None	0-13'
Milltown Road	3'-4'	None	Milltown Road	None	0-5'
North Pine Tree Road	None	N/A	North Pine Tree Road	None	5'
Slope Intercept			Number of Lanes		
STH 29		80'-490'	STH 29	4	4
CTH U		31'-165'	CTH U	2	2
CTH VV/Marley St.		33'-153'	CTH VV/Marley St.	2	2
Milltown Road		25'-115'	Milltown Road	2	2
North Pine Tree Road		50'-145'	North Pine Tree Road	2	2
Edge of Pavement			Grade Separated Crossing		
STH 29	32'	32'	CTH U	None	Overpass
CTH U	12'-15'	15'-20'	CTH VV/Marley St.	None	Interchange
CTH VV/Marley St.	11'-15'	12'-17'	North Pine Tree Road	None	Overpass
Milltown Road	11'-12'	12'-17'			
North Pine Tree Road	N/A	17'			
Back of Curb Line			Vision Triangle		
STH 29	None	N/A	acres	N/A	N/A
CTH U	None	N/A			
CTH VV/Marley St.	None	19.5'			
Milltown Road	None	19.5'			
North Pine Tree Road	N/A	19.5'			
Realignment			Temporary Bypass		
	N/A	CTH U,	acres	N/A	N/A

		CTH VV, Milltown Rd, and N. Pine Tree Rd			
Other - List:			Stream Channel Change	☐ Yes	☒ No
Attach Map(s) that depict "maximum" impacts.	☒ Yes	☐ No	Tree topping and/or grubbing	☒ Yes	☐ No

Brief Narrative Project Description - Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements.

This project is being done as a follow-up to the freeway conversion study completed for STH 29 in Brown County, which consisted of limiting access along STH 29. There are three distinct realignment and roadway reconstruction areas, located in relatively close proximity along STH 29. The three roadway areas are located either in the Village of Howard or in the Village of Hobart, since STH 29 in this area is the dividing line between these two Villages.

Specific project improvements include:

- Construction of a diamond interchange at CTH VV and STH 29, located approximately 1,600 feet west of the existing CTH VV/STH 29 intersection. This interchange will connect to Marley Street to the north and CTH VV to the south. Both Marley Street and CTH VV will be realigned to meet for the interchange. Milltown Road will be realigned to intersect with Marley Street at the existing Millwood Court/Marley Street intersection. Cul-de-sacs will be constructed on Triangle Drive, just east of Overland Road, and on what is to become Old Milltown Road at the present intersection of Marley Street and Milltown Road.
- Construction of a new overpass that will extend North Pine Tree Road from Sunlite Drive on the south terminus, to Milltown Road on the north terminus. This new overpass is located approximately 6,600 feet east of the intersection of CTH VV/STH 29.
- Closure of the STH 29 intersection with CTH U. An overpass of STH 29 will be constructed at the current STH 29/CTH U intersection. This work includes the realignment of approximately 1,500 feet of Old Highway 29.

A project location map is presented in Exhibit 1.

☒ Add continuation sheet, if needed.

III. CONSULTATION

How has notification of the project been provided to:

☒ Property Owners
- ☒ Public Information Meeting Notice
- ☒ Letter - Required for Archaeology
- ☐ Telephone Call
- ☐ Other:

☒ Historical Societies/Organizations
- ☐ Public Information Meeting Notice
- ☒ Letter
- ☐ Telephone Call
- ☐ Other:

☒ Native American Tribes
- ☐ Public Info. Mtg. Notice
- ☒ Letter
- ☐ Telephone Call
- ☐ Other:

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

IV. AREA OF POTENTIAL EFFECTS - APE

ARCHAEOLOGY: Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.

HISTORY: Describe the area of potential effects for buildings/structures.

The APE included all properties along the above improvements, which were at least 40 years old and maintained a degree of integrity, were evaluated for historic significance.

V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY	HISTORY
☒ Archaeological survey **is needed**	☒ Architecture/History survey **is needed**
☐ Archaeological survey **is not needed** - Provide justification ☐ Screening list (date).	☐ Architecture/History survey **is not needed** ☐ No structures or buildings of any kind within APE ☐ Screening list (date).

VI. SURVEY COMPLETED

ARCHAEOLOGY	HISTORY
☒ **NO** archaeological sites(s) identified - ASFR attached	☒ **NO** buildings/structures identified - A/HSF attached
☐ **NO** potentially eligible site(s) in project area - Phase I Report attached	☐ Potentially eligible buildings/structures identified in the APE - A/HSF attached
☐ Potentially eligible site(s) identified-Phase I Report attached ☐ Avoided through redesign ☐ Phase II conducted – go to VII (Evaluation).	☐ Potentially eligible buildings/structures avoided – documentation attached
☐ Phase I Report attached - Cemetery/cataloged burial documentation	

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

☐ No arch site(s) eligible for NRHP - Phase II Report attached	☐ No buildings/structure(s) eligible for NRHP - DOE attached
☐ Arch site(s) eligible for NRHP - Phase II Report attached	☐ Building/structure(s) eligible for NRHP - DOE attached
☐ Site(s) eligible for NRHP - DOE attached	

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

GLARC will submit two copies of the ASFR to the Bureau of Indian Affairs, Midwest Regional Office and to the Oneida Nation per the special conditions set forth in ARPA permit number 2011-OND-02.

IX. PROJECT DECISION

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

(Regional Project Manager)	(WIDOT Historic Preservation Officer)	(State Historic Preservation Officer)
10-08-2013 (Date)	2/26/2014 (Date)	March 6 2014 (Date)
(Consultant Project Manager)		
9/17/13 (Date)		* See attached for THPO concurrence

III. CONSULTATION

How has notification of the project been provided to:

☒ Property Owners
- ☒ Public Information Meeting Notice
- ☒ Letter - Required for Archaeology
- ☐ Telephone Call
- ☐ Other:

☒ Historical Societies/Organizations
- ☐ Public Information Meeting Notice
- ☒ Letter
- ☐ Telephone Call
- ☐ Other:

☒ Native American Tribes
- ☐ Public Info. Mtg. Notice
- ☒ Letter
- ☐ Telephone Call
- ☐ Other:

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

IV. AREA OF POTENTIAL EFFECTS - APE

ARCHAEOLOGY: Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.

HISTORY: Describe the area of potential effects for buildings/structures.

The APE included all properties along the above improvements, which were at least 40 years old and maintained a degree of integrity, were evaluated for historic significance.

V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY	HISTORY
☒ Archaeological survey **is needed**	☒ Architecture/History survey **is needed**
☐ Archaeological survey **is not needed** - Provide justification ☐ Screening list (date).	☐ Architecture/History survey **is not needed** ☐ No structures or buildings of any kind within APE ☐ Screening list (date).

VI. SURVEY COMPLETED

ARCHAEOLOGY	HISTORY
☒ **NO** archaeological sites(s) identified - ASFR attached	☒ **NO** buildings/structures identified - A/HSF attached
☐ **NO** potentially eligible site(s) in project area - Phase I Report attached	☐ Potentially eligible buildings/structures identified in the APE - A/HSF attached
☐ Potentially eligible site(s) identified-Phase I Report attached ☐ Avoided through redesign ☐ Phase II conducted – go to VII (Evaluation).	☐ Potentially eligible buildings/structures avoided – documentation attached
☐ Phase I Report attached - Cemetery/cataloged burial documentation	

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

☐ No arch site(s) eligible for NRHP - Phase II Report attached	☐ No buildings/structure(s) eligible for NRHP - DOE attached
☐ Arch site(s) eligible for NRHP - Phase II Report attached ☐ Site(s) eligible for NRHP - DOE attached	☐ Building/structure(s) eligible for NRHP - DOE attached

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

GLARC will submit two copies of the ASFR to the Bureau of Indian Affairs, Midwest Regional Office and to the Oneida Nation per the special conditions set forth in ARPA permit number 2011-OND-02.

IX. PROJECT DECISION

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

(Regional Project Manager)	(WIDOT Historic Preservation Officer)	Corina Williams (State Historic Preservation Officer)
(Date)	(Date)	THPO 1-27-14 (Date)
(Consultant Project Manager)		Oneida Tribe of Indians of Wisconsin
1/15/13 (Date)		

Division of Transportation
System Development
Northeast Regional Office
944 Vanderperren Way
Green Bay, WI 54324-0080

Jim Doyle, Governor
Frank J. Busalacchi, Secretary
Internet: www.dot.wisconsin.gov

Telephone: (920)492-5623
Facsimile (FAX): (920)492-5640
E-mail: greenbay.dtd@dot.wi.gov

December 20, 2010

«First» «Last»
«Title»
«Company»
«Add1»
«Add2»
«City», «ST» «Zip»

RE: WisDOT ID 9200-06-00
Freeway Conversion
CTH U – Woodland Road
STH 29
Brown County

Dear «T» «Last»:

The Wisconsin Department of Transportation (WisDOT) is initiating a freeway conversion study on STH 29 in Brown County. A project location map is enclosed. This project involves the following:

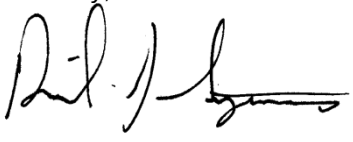
- Construction of a diamond interchange at CTH VV and STH 29, located approximately 1,600 feet west of the existing CTH VV/STH 29 intersection. This interchange will connect to Marley Street to the north and CTH VV to the south. Milltown Road will be realigned to intersect with Marley Street at the existing Millwood Court/Marley Street intersection.
- Construction of a new overpass that will extend North Pine Tree Road from Sunlite Drive on the south terminus, to Milltown Road on the north terminus. This new overpass is located approximately 6,600 feet east of the intersection of CTH VV/STH 29.
- Closure of the STH 29 intersection with CTH U. An overpass of STH 29 will be constructed at the current STH 29/CTH U intersection. This work includes the realignment of approximately 1,400 feet of Old Highway 29.

A public information meeting will be held in April 2011 to familiarize interested parties with the project. In the near future, cultural resource investigation studies will be conducted for the above project. These investigations will enable WisDOT to determine whether historical properties as defined in 36 CFR 800 are located in the project area. Other environmental studies will also be conducted and may include; endangered species survey, contaminated material investigations, soil testing, and right-of-way surveys. Information obtained from these studies will assist the engineers in the design to avoid, minimize or mitigate the proposed project's effect upon cultural and natural resources.

We would be pleased to receive any comments regarding this project or information you wish to share pertaining to cultural resources located in the area. If your tribe would like to become a consulting party under Section 106 of the National Historic Preservation Act or if you would like to receive additional information regarding this proposed project, please contact:

Daniel Segerstrom
WisDOT Project Manager, NE Region
944 Vanderperren Way
Green Bay, WI 54324
(920) 492-5623

Sincerely,



Daniel Segerstrom
WisDOT Project Manager

cc: Eugene S. Johnson, Bureau of Equity and Environmental Services
James Becker, Bureau of Equity and Environmental Services
Bruce Ommen, Ayres Associates
KL Engineering

Division of Transportation
System Development
Northeast Regional Office
944 Vanderperren Way
Green Bay, WI 54324-0080

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

Telephone: (920)492-5623
Facsimile (FAX): (920)492-5640
E-mail: greenbay.dtd@dot.wi.gov

July 22, 2016

«First» «Last»
«Title»
«TRIBE»
«Add1»
«Add2»
«City», «ST» «Zip»

RE: WisDOT ID 9200-06-00
Freeway Conversion
CTH U – Woodland Road
STH 29, Brown County

Dear «T» «Last»:

The Wisconsin Department of Transportation (WisDOT) is in the process of developing plans for the conversion of WIS 29 in Brown County to freeway standards. A project location map is enclosed.

Your tribe was previously contacted regarding this project in May of 2011; project updates were sent in July 2015. Any previous comments your tribe provided WisDOT regarding this project are enclosed. We are requesting that your tribe review your previous comments to determine if those comments are still relative and to provide any additional comments you may have.

This project involves the following:

- Construction of a diamond interchange at CTH VV and STH 29, located approximately 1,600 feet west of the existing CTH VV/STH 29 intersection. This interchange will connect to Marley Street to the north and CTH VV to the south. Milltown Road will be realigned to intersect with Marley Street at the existing Millwood Court/Marley Street intersection.
- Construction of a new overpass that will extend North Pine Tree Road from Sunlite Drive on the south terminus, to Milltown Road on the north terminus. This new overpass is located approximately 6,600 feet east of the intersection of CTH VV/STH 29.
- Closure of the STH 29 intersection with CTH U. An overpass of STH 29 will be constructed at the current STH 29/CTH U intersection. This work includes the realignment of approximately 1,400 feet of Old Highway 29.

We would be pleased to receive any comments regarding this project or information you wish to share pertaining to cultural resources located in the area. If your tribe would like to become a consulting party under Section 106 of the National Historic Preservation Act or if you would like to receive additional information regarding this proposed project, please contact me at me at 944 Vanderperren Way, Green Bay, WI 54304 or by phone at (920) 366-3028.

Sincerely,

Matt Ternes
WisDOT Project Manager

cc: Matt Ternes, WisDOT Project Manager
Mike Helmrick, Environmental Coordinator, WisDOT Northeast Region
James Becker, WisDOT BTS-ESS

T	FIRST	LAST	TITLE	TRIBE	ADD1	ADD2	CITY	ST	ZIP
Ms.	Edith	Leoso	THPO	Bad River Band of Lake Superior	Chippewa Indians - WI	PO Box 39	Odanah	WI	54861
Ms.	Melissa	Cook	THPO	Forest CO Potawatomi Community – WI	Tribal Office	PO Box 340	Crandon	WI	54520
Mr.	Marcus	Ammesmaki	THPO	Fond du Lac Band of	Lake Superior Chippewa	1720 Big Lake Road	Cloquet	MN	55720
Mr.	William	Quackenbush	THPO	Ho-Chunk Nation	Executive Offices	PO Box 667	Black River Falls	WI	54615
Mr.	Jerry	Smith	THPO	Lac Courte Oreilles Band - Lake Superior	Chippewa Indians – WI Tribal Office	13394 W. Trepania Road	Hayward	WI	54843
Ms.	Melinda	Young	THPO	Lac Du Flambeau Band - Lake Superior	Chippewa Indians – WI (Tribal Historic Preservation Office)	PO Box 67	Lac du Flambeau	WI	54538
Mr.	David	Grignon	THPO	Menominee Indian Tribe of Wisconsion	W3426 CTH V V West	PO Box 910	Keshena	WI	54135
Ms.	Corina	Williams	THPO	Oneida Tribe of Indians of Wisconsin	Tribal Office	PO Box 365	Oneida	WI	54155
Mr.	Larry	Balber	THPO	Red Cliff Band of Lake Superior	Chippewa Indians – WI	88385 Pike Rd, HWY 13	Bayfield	WI	54814
Ms.	Wanda	McFaggen		St. Croix Band Chippewa Indians – WI	Tribal Historic Preservation Office	24663 Angeline Avenue	Webster	WI	54893
Mr.	Adam	VanZile	THPO	Sokaogon Chippewa Community	Mole Lake Band	3051 Sand Lake Road	Crandon	WI	54520
Ms.	Sandra	Massey	NAGPRA Representative	Sac & Fox Nation of Oklahoma		RR 2, Box 246	Stroud	OK	74079
Mr.	Gary	Bahr		Sac & Fox Nation of Missouri	In Kansas & Nebraska	305 N. Main	Reserve	KS	66434
Mr.	Jonathon	Buffalo	NAGPRA Representative	Sac & Fox of the Mississippi	In Iowa	349 Meskwaki Road	Tama	IA	52339
			Cultural Preservation Office	Iowa Tribe of Oklahoma		RR 1, Box 721	Perkins	OK	74059
Ms.	Hattie	Mitchell	THPO	Prairie Band Potawatomi Nation		16281 Q Road	Mayetta	KS	66509
Mr.	Art	Owen	THPO	Prairie Island Indian Community		6392 Sturgeon Lake Road	Welch	MN	55089
Mr.	giiwegiizhigookway	Martin	Ketegitigaaning Ojibwe Nation/THPO	Lac Vieux Desert Band - Lake Superior	Chippewa Indians	PO Box 249	Watersmeet	MI	49969
CC:									
Mr.	Matt	Ternes	WisDOT Project Manager	WisDOT – NE Region (Green Bay Office)	944 Vanderperren Way		Green Bay	WI	54304
Mr.	Mike	Helmrick	Environmental Coordinator	WisDOT – NE Region (Green Bay Office)	944 Vanderperren Way		Green Bay	WI	54304
Mr.	James	Becker	WisDOT BTS-ESS	WisDOT – Central Office	4802 Sheboygan Avenue		Madison	WI	53707

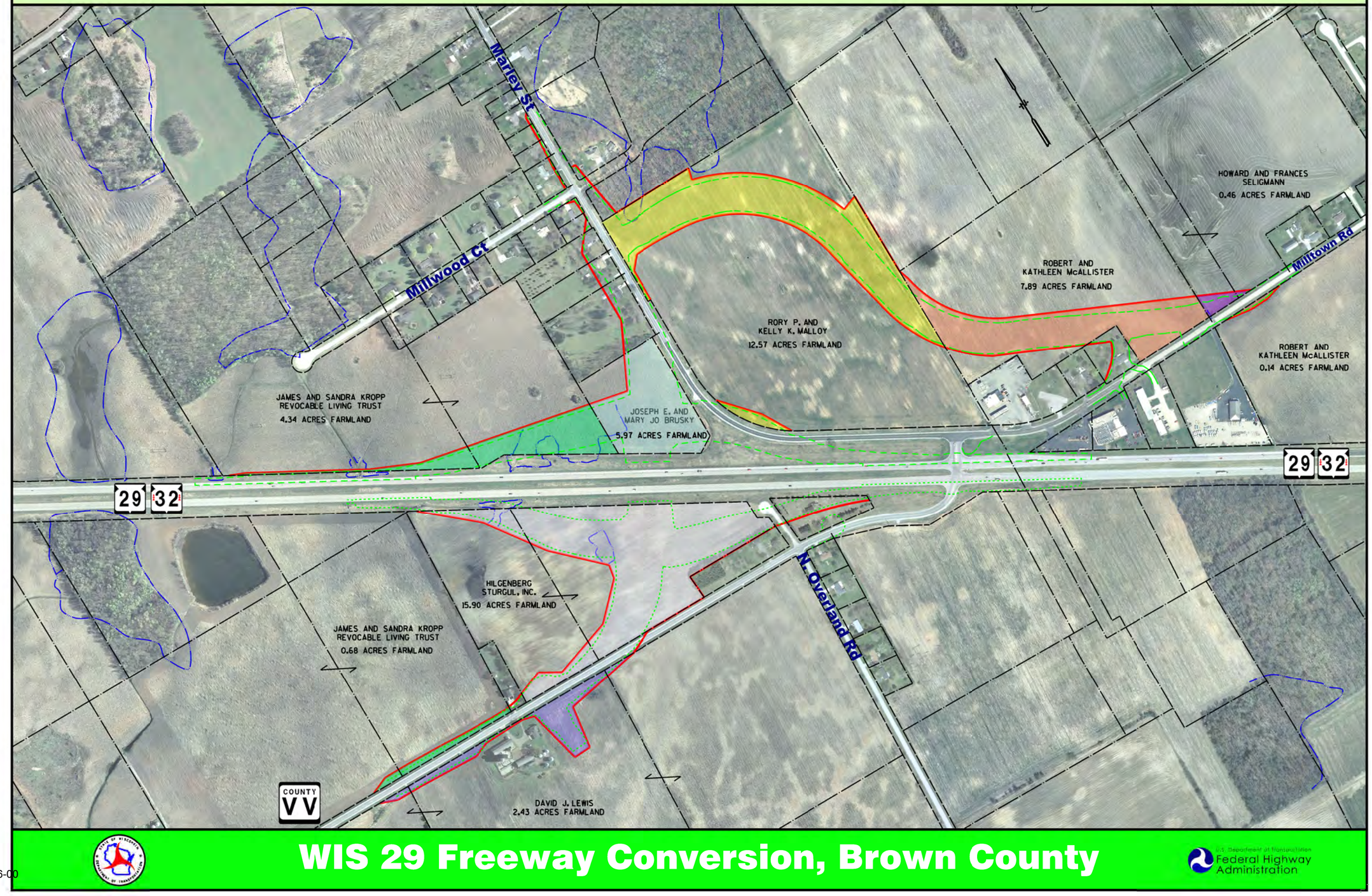
APPENDIX 7
Agricultural Impact Information

County U Agricultural Impacts

WIS 29 Freeway Conversion, Brown County

U.S. Department of Transportation
Federal Highway Administration

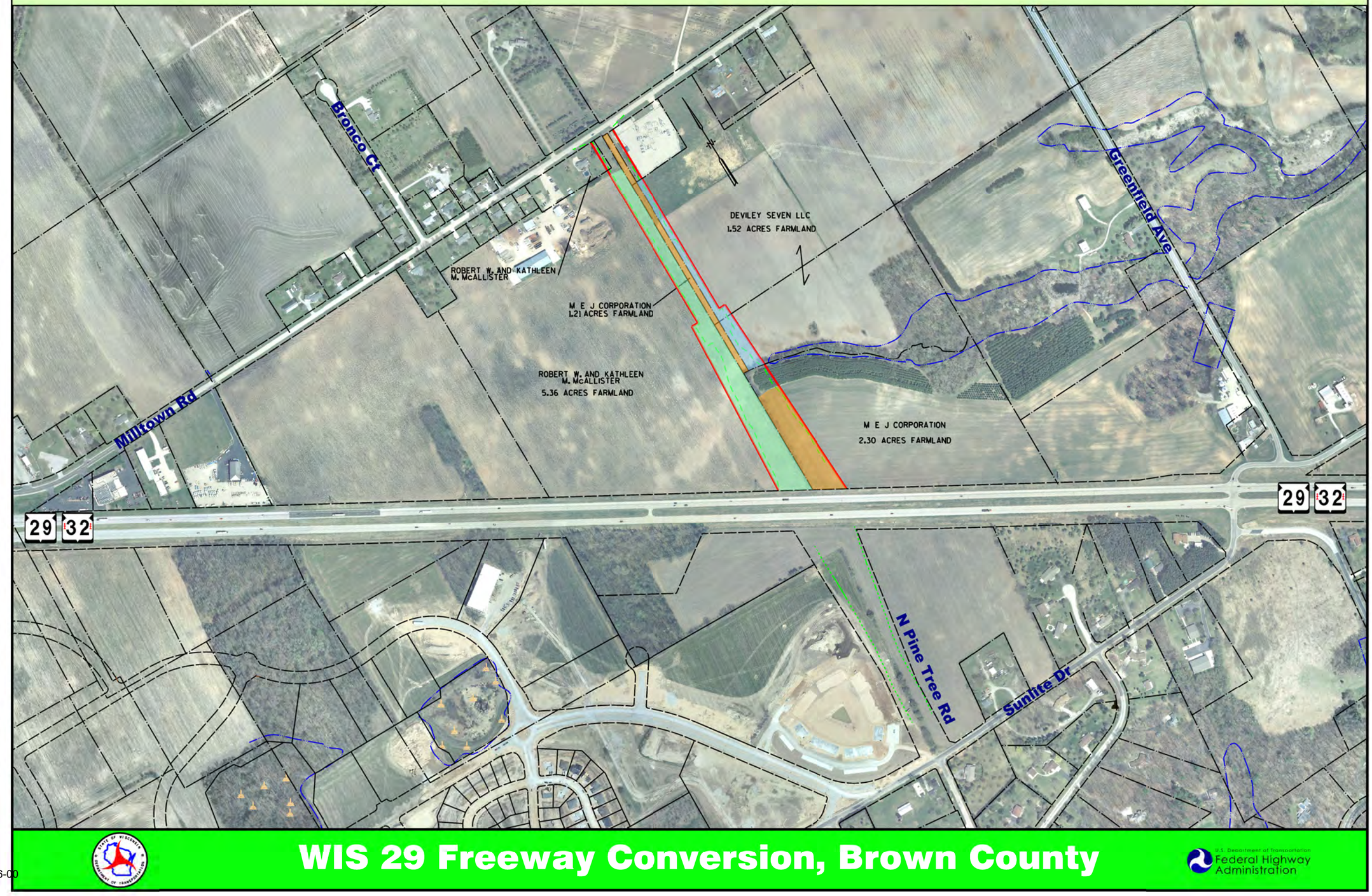
County VV Agricultural Impacts



WIS 29 Freeway Conversion, Brown County

U.S. Department of Transportation
Federal Highway Administration

North Pine Tree Road Agricultural Impacts



WIS 29 Freeway Conversion, Brown County

U.S. Department of Transportation
Federal Highway Administration

APPENDIX 8
Indirect and Cumulative Effects

5950 Seminole Centre Ct. Suite 200
Madison, Wisconsin 53711
608-663-1218 Fax: 608-663-1226
www.klengineering.com

Memorandum
March 27, 2015

To: WisDOT NE Region
Ayres Associates

From: KL Engineering, Inc.

Re: ***Indirect and Cumulative Affects Update***
WisDOT ID 9200-06-00
Freeway Conversion
CTH U – Woodland Road
STH 29
Brown County

The purpose of this memo is to update and supplement an Indirect and Cumulative Effects Analysis conducted for a portion of the STH 29 corridor in Brown County, Wisconsin. An Indirect and Cumulative Effects (ICE) analysis was prepared for a STH 29 corridor preservation study (WisDOT ID 1058-14-00) which had an Environmental Assessment (EA) approved in 2008. The ICE analysis was done in 2007 and documented in the "Consideration of Indirect and Cumulative Effects" which was included in the EA as Attachment 13 – Cumulative and Indirect Impacts Summary Memo. A portion of the preliminary improvements analyzed in the ICE analysis, and in the STH 29 Corridor Preservation Study EA, developed into the improvements proposed in the subject matter project, WisDOT ID 9200-06-00.

The goal of this memo is to update the results of the STH 29 Corridor Preservation Study's Indirect and Cumulative Effects Analysis that pertain to WisDOT ID 9200-06-00. Specific items addressed in this memo include:

- Explanation of how the 2007 ICE Analysis pertains to WisDOT ID 9200-06-00.
- Updates to project area demographic information supplied in the 2007 ICE Analysis.
- Documentation of any new local government planning documents since the 2007 ICE analysis.
- Documentation of any updated local government planning documents since the 2007 ICE analysis.
- Documentation of how development since has progressed.

Project Descriptions

WisDOT ID 9200-06-00

WisDOT Project ID 9200-06-00 is a highway reconstruction project on STH 29 in Brown County, consisting of the realignment and reconstruction of three roadway areas that are located in relatively close proximity to each other. The three roadway areas are located either in the Village of Howard or in the Village of Hobart. STH 29 is the dividing line between the two villages, with the Village of Howard being located north of the STH 29 roadway and the Village of Hobart being located south of the STH 29 roadway. STH 29 also serves as the northern boundary of the Oneida Tribe of Indians of Wisconsin reservation. The project area includes the intersections of STH 29 with County U, County VV (Triangle Drive), and the proposed intersection with North Pine Tree Road. The project area also encompasses various connecting roadways including Marley Street, Milltown Road, Millwood Court, Centennial Centre Boulevard, Sunlite Drive, and Old 29. An Environmental Report (ER) for WisDOT ID 9200-06-00 is in progress. A Corridor Preservation Study / Environmental Assessment for this portion of STH 29 was conducted in 2008. A Project Location map for the project is shown in Appendix 1.

Specific project improvements under WisDOT ID 9200-06-00 include:

- Closure of the existing at-grade intersection of STH 29 and County VV. Construction of a diamond interchange at County VV and STH 29, located approximately 1700 feet west of the existing County VV/STH 29 intersection. This interchange is proposed to connect to Marley Street to the north and County VV to the south. Roundabouts are proposed to be be constructed at the County VV/STH 29 eastbound ramp terminus, and the Marley Street/STH 29 westbound ramp terminus.

- Milltown Road is proposed to be be realigned to intersect with Marley Street at a roundabout located approximately 375 feet south of the existing Millwood Court/Marley Street intersection.
- Triangle Drive is proposed to be realigned to intersect with County VV at a roundabout located approximately 1,000 feet south of the roundabout at County VV and the STH 29 eastbound terminus. A cul-de-sac is proposed to be constructed east of Overland Road.
- Construction of a new overpass proposed to extend North Pine Tree Road from Sunlite Drive on the south terminus, to Milltown Road on the north terminus. This new overpass is located approximately 6,600 feet east of the intersection of County VV/STH 29.
- Closure of the STH 29 intersection with County U. An overpass of STH 29 is proposed to be constructed at the current STH 29/County U intersection. This work includes the realignment of approximately 1,400 feet of Old Highway 29.

STH 29 Corridor Preservation Study

In anticipation of growing traffic congestion, the Wisconsin Department of Transportation's (WisDOT) Northeast Region office has done several studies along the STH 29 corridor, including to but not limited to the WisDOT 9200-06-00 project area. A corridor preservation study (WisDOT ID 1058-14-00) was completed in 2008. This study analyzed the steps needed to convert this segment of STH 29 from what it is now – an expressway – to a freeway, thus improving safety and mobility, WisDOT's two primary goals.

An Indirect and Cumulative Effects Analysis was conducted for the STH 29 Corridor Preservation Study. The summary memo for this analysis is included in Appendix 2. The memo provides a summary of the process and conclusions of the analysis of indirect effects and the analysis of cumulative effects for the STH 29 Corridor. These analyses evaluate potential indirect and cumulative impacts to resources resulting from the preferred alternative for STH 29 right of way preservation, which includes an overpass at County U, a diamond interchange at County VV 1700' west of the existing intersection with STH 29, and an overpass located at North Pine Tree Road. These improvements are consistent with the proposed improvements in WisDOT ID 9200-06-00.

Demographic Data and Trends

Evaluation of historical census data and expected population projections for the project area did not show any evidence of expected indirect or cumulative effects to any specific population groups.

Population Trends – STH 29 Corridor ICE Analysis

Analysis in the 2007 ICE document determined that populations within the area of potential effect had shown steady increases in the past 25 years and were expected to continue to increase through 2025. Population in the Town of Pittsfield was projected to increase by about 1% per year. Population in the Village of Hobart was expected to increase by more than 25% between 2005 and 2025. Population in the Village of Howard was expected to increase by more than 40% by the year 2025. The Town of Oneida population was expected to remain near its current population. Table 1 shows census information and population projections from the 2007 ICE Analysis.

Table 1: 2007 ICE Analysis Population Trends

	Census 1980	Census 1990	Census 2000	Estimate 2005	2010 Projection	2015 Projection	2020 Projection	2025 Projection
Town of Pittsfield	2219	2165	2433	2520	2619	2715	2810	2916
Village of Hobart	3765	4284	5090	5456	5822	6178	6530	6902
Village of Howard	8240	9874	13546	15217	16872	18479	20063	21700
Town of Oneida	3499	3858	4001	4148	4137	4125	4116	4093

Source: Demographics Services Center, Wisconsin Department of Administration prepared in 2004 based on U. S. Census information from 2000.

Population Trends - Current

Current population projections for the project area have generally risen from what was projected in the 2007 ICE analysis. Projections for the Town of Pittsfield are generally unchanged, but projections for the Village of Howard, the Village of Hobart, and the Town of Oneida are higher than previosly projected. Table 2 shows current (2010) census information and population projections.

Table 2: Current Population Trends

	Census 2010	2015 Projection	2020 Projection	2025 Projection	2030 Projection	2035 Projection	2040 Projection
Town of Pittsfield	2608	2660	2815	2960	3090	3165	3190
Village of Hobart	6182	7450	8585	9705	10810	11750	12480
Village of Howard	17399	19090	21480	23820	26110	28000	29370
Town of Oneida	4678	4715	4965	5164	5345	5435	5455

Source: Demographics Services Center, Wisconsin Department of Administration prepared in 2014 based on U. S. Census information from 2010.

Project Area Demographics

Other than total population statistics, demographics were not addressed in detail in the 2007 ICE Analysis. However, the following demographic analysis will be included in the WisDOT ID 9200-06-00 Environmental Report. Similar demographic analysis was also done for the STH 29 Corridor Study EA (WisDOT ID 1058-14-00), using year 2000 census information. Although not identical, demographic information provided in the STH 29 Corridor Study (WisDOT ID 1058-14-00) is generally consistent with current demographic information.

The proposed action is located on STH 29 between County U and North Pine Tree Road, approximately two miles from the western edge of the City of Green Bay. STH 29 serves as the border between the Village of Howard and the Village of Hobart. STH 29 also serves as the northern boundary of the Oneida Tribe of Indians of Wisconsin reservation. U.S. Census Bureau data for the year 2010 indicate the following population characteristics for the villages of Howard and Hobart.

Village of Howard
Total population—17,399
White—93.8% of total population
Black or African American—1.5% of total population
American Indian and Alaska Native—1.2% of total population
Asian—1.3% of total population
Hispanic or Latino of any Race—2.4% of total population
Age 65 and over—10.7% of total population
*Totals greater than 100 are due to persons reporting more than one race.

According to U.S. Census Bureau data estimates for the year 2010, the median household income (average of 3 persons per household) for the Village of Howard is $61,327. Median household income for the Village of Howard is substantially above the national poverty line guideline of $19,530 for households with 3 persons (Department of Health and Human Services, Federal Register, January 24, 2013).

Village of Hobart
Total population—6,182
White—78.1% of total population
Black or African American—0.5% of total population
American Indian and Alaska Native—17.5% of total population
Asian—1.2% of total population
Hispanic or Latino of any Race—2.3% of total population
Age 65 and over—12.8% of total population
*Totals greater than 100 are due to persons reporting more than one race.

According to U.S. Census Bureau data estimates for the year 2010, the median household income (average of 3 persons per household) for the Village of Hobart is $85,338. Median household income for the Village of Hobart is substantially above the national poverty line guideline of $19,530 for households with 3 persons (Department of Health and Human Services, Federal Register, January 24, 2013).

The proposed project will require some direct impacts to individual property owners. Proposed improvements will require right-of-way (ROW) acquisition from 18 residences, totaling 4.54 acres: (County U overpass will require 1.11 acres of residential property from 7 property owners; County VV interchange will require 3.33 acres of residential property from 10 property owners; North Pine Tree Road will require 0.10 acres of residential property from 1 property owner). Seven (7) residential relocations will be required. Proposed improvements will also require ROW acquisition from three (3) existing businesses, totaling 0.48 acres (two businesses at the County U/Glendale intersection, one business at the North Pine Tree Rd/Milltown Rd intersection). One (1) business near the County U/STH 29 intersection may require relocation (final determination will be made in a future design phase). Individuals, and individual properties directly impacted by the proposed project generally reflect the demographic makeup of the project area's population.

Other project effects may include additional traffic noise and construction sound quality related inconveniences, increased traffic, and changes in travel patterns. The projects is also expected to improve safety for populations using the connecting roads and entering and existing the STH 29 roadway corridor. None of these effects, adverse or otherwise, are expected to be predominately or disproportionately borne by minority and/or low income populations. The proposed action does not create disproportionately high and adverse effects on minority or low-income populations. This finding is consistent with the results of analysis done for the STH 29 corridor study (WisDOT ID 1058-14-00).

Although minority, low-income, and elderly populations are present within the project corridor, there is no indication that these populations will be disproportionately affected by the proposed action. There is no indication that the proposed improvements would disproportionately affect any individuals, groups, or populations subject to Environmental Justice requirements. There are no Environmental Justice concerns with the proposed action at this time.

Local Government Planning

The STH 29 Corridor Study ICE analysis reviewed studies and comprehensive plans available for areas within the STH 29 corridor. Existing and proposed commercial and residential development in this corridor were identified in the Brown County Year 2020 Land Use and Transportation Plan (2001), the STH 29 Corridor Study (Brown County Planning Commission, August 7, 2002), Village of Howard Comprehensive Plan (Brown County Planning Commission and Village of Howard, Adopted September 23, 2002) and the Village of Hobart Smart Growth Plan (2006).

Comprehensive planning information was not available for the Town of Pittsfield, Town of Oneida or the Oneida Nation at the time of the 2007 ICE analysis.

Since the time of the STH 29 Corridor Study ICE analysis the following updates have been made to community comprehensive plans in the project area:

- **Brown County** is currently updating the County's comprehensive plan. The update is expected to be adopted in 2015. Brown County is aware of the proposed STH 29 improvements, and the project will be incoroporated into the County's planning process.
- The **Village of Hobart** began updating their comprehensive plan in 2014. The Village is aware of the propsoed STH 29 improvements, and the project will be incoroporated into the Village's planning process.
- The **Village of Howard** updated their comprehensive plan in 2012. The updated Village of Howard Comprehensive Plan shows planned improvements for a Marley Street/County VV interchange, a reconfigured Milltown Road, and an overpass at North Pine Tree Road that are consistent with the proposed improvements under WisDOT Project ID 9200-06-00 and consistent with what was assumed in the STH 29 Corridor Study ICE analysis. The Comprehensive Plan and Future Land Use Map for the Village of Howard show plans for commercial, office park, and residential development in the general project area between County U and North Pine Tree Road.
- The **Town of Pittsfield** addopted their comprehensive plan in 2007; this plan includes proposed concepts for an overpass at CTH U.
- The **Oneida Nation of Wisconsin** prepared a Comprehensive plan update in 2014; there are no apparent conflicts between the Oneida Nation's plan and the proposed STH 29 project. The Oneida Nation is aware of the proposed STH 29 improvements, and the project's implementation is incorporated into their planning efforts.

Planning Progress

The Centennial Centre at Hobart, a mixed use planned development, is under development on the southern edge of STH 29, generally between County VV and North Pine Tree Road. Centennial Centre at Hobart was envisioned in 2008, and formally launched in mid-2009. The Village of Hobart established a Tax Increment District (TID) in 2009 and devised a master plan for the Village's first downtown central business district, Centennial Centre at Hobart. In 2009 the Village also extended construction of sewer and water to the project site.

This pattern of development was expected, and noted in the STH 29 Corridor Study ICE analysis. Although exact timing of development was not specifically identified in the previous analysis, the pattern of development that was anticipated to occur in the project area is most likely similar to the current pace and type occurring now. Timing and pattern of development was planned by the Village of Hobart, and not done as a direct result of the proposed action. Development is already occuring, and planned construction date of the proposed action is yet to be determined.

Conclusion

Improvements proposed for WisDOT Project ID 9200-06-00 are consistent with improvements analyzed under a previous STH 29 Corridor Preservation Study (WisDOT Project ID 1058-14-00). An Indirect and Cumulative Effects (ICE) analysis was prepared for the STH 29 Corridor Preservation Study. A portion of the preliminary improvements analyzed in the ICE analysis, and in the STH 29 Corridor Preservation Study EA, developed into the improvements proposed in the subject matter project, WisDOT ID 9200-06-00.

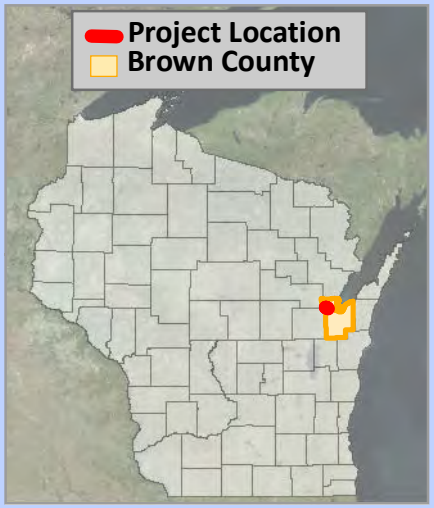
This memorandum reviewed updated project area demographics, reviewed any new or updated local government planning documents, and reviewed how planned development has progressed since the previous STH 29 Corridor ICE analysis was prepared.

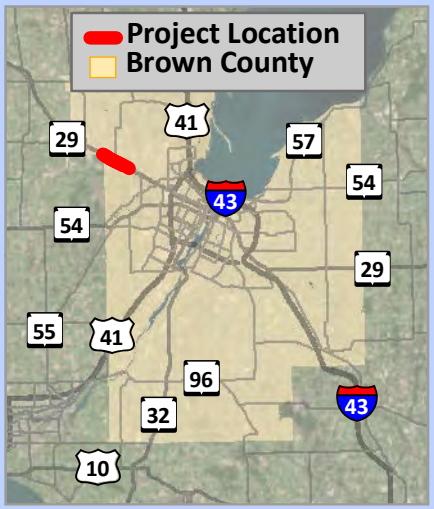
Based on the analysis conducted for this memorandum, there is no indication that WisDOT Project ID 9200-06-00 will produce any new indirect or cumulative effects not identified in the ICE analysis prepared for the STH 29 Corridor Preservation Study. Results of the previous ICE analysis are relevant to the proposed improvements included in WisDOT Project ID 9200-06-00.

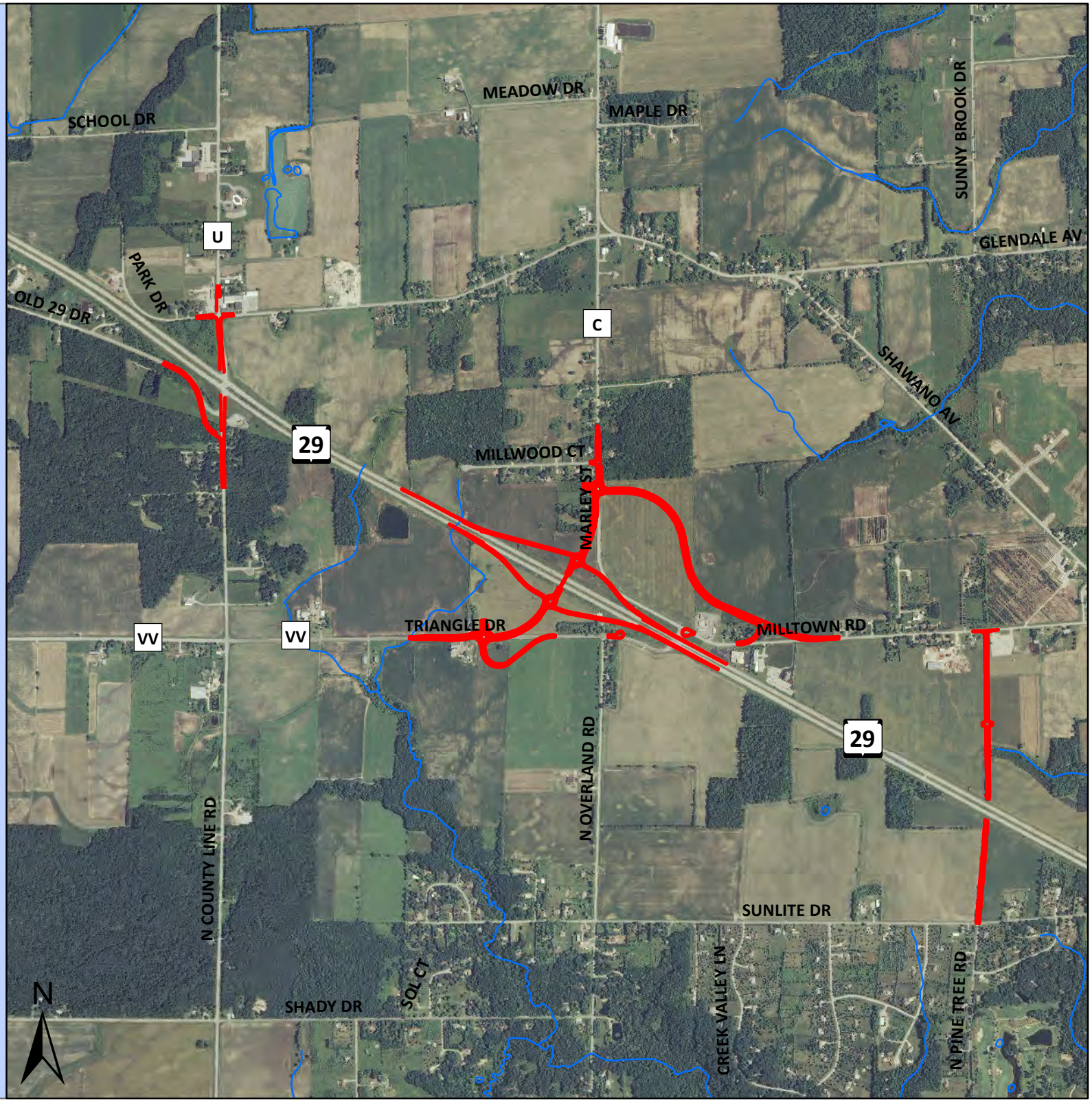
Appendix 1
Project Location Map

Project Location Map

STH 29
(CTH U to Woodland Rd)
Brown County
Project I.D. 9200-06-00







Appendix 2
Cumulative and Indirect Impacts Summary Memo

CONSIDERATION OF INDIRECT AND CUMULATIVE EFFECTS

PROJECT ID 1058-14-00
WIS 29 RIGHT OF WAY PRESERVATION PLAN
WIS 32 TO COUNTY J
BROWN COUNTY

Date: March 27, 2007

This document provides a summary of the process and conclusions of the analysis of indirect effects and the analysis of cumulative effects for the above referenced project. These analyses evaluate potential indirect and cumulative impacts to resources resulting from the preferred alternative for WIS 29 right of way preservation, which includes an overpass at County U, a diamond interchange at County VV 1700' west of the existing intersection with WIS 29, a diamond interchange at County FF, removing access to WIS 29 at Sunlite Drive and Woodland Road, restoring local road connections for Milltown Road, Triangle Road, Golden Pond Park Court, and an overpass located at North Pine Tree Road. The purpose and need, discussion of alternatives considered and evaluation of environmental factors and impacts are included in the Environmental Assessment prepared for the project.

EXISTING CONDITIONS AND DEVELOPMENT TRENDS

Existing conditions and trends were identified and evaluated based on local and regional plans, demographic data and projections, and records illustrating development land use changes.

Regional and Local Plans

A number of studies and comprehensive plans are available for areas within the WIS 29 corridor. Existing and proposed commercial and residential development in this corridor are identified in the Brown County Year 2020 Land Use and Transportation Plan (2001), the STH 29 Corridor Study (Brown County Planning Commission, August 7, 2002), Village of Howard Comprehensive Plan (Brown County Planning Commission and Village of Howard, Adopted September 23, 2002) and the Village of Hobart Smart Growth Plan (2006). Comprehensive planning information is not available for the Village of Pittsfield, Town of Oneida or the Oneida Nation. The Town of Pittsfield is in the process of drafting a comprehensive plan. Other available plans include the Brown County 2002 Sewage Plan, the Brown County Farmland Preservation Program (1985) and the Green Bay MPO Long Range Transportation Plan (2005)

The Village of Howard comprehensive plan identifies western portions of the Village to remain agricultural in its 20-year plan. However, the plan also notes that the entire Village will be ultimately served with water and sewer services, which will facilitate future development in the Village. The Village of Hobart indicated their interest in potential commercial development in the area on the south side of WIS 29, east of Overland Drive and north of Sunlite Drive. This area is not currently served by sewer and water. The Village has indicated in discussions with the Project Team that it plans to extend these utilities to serve this area in the future. This

supports a trend for continued development along the corridor and within the study area boundaries.

Land Use Trends

A tendency for residential and commercial development to extend westward from Green Bay into outer areas of Brown County, and the development of WIS 29, have influenced land use trends in recent decades. Surrounding communities have seen a conversion of agricultural land to residential and commercial development. These land use trends are expected to continue and surrounding communities have forecasted additional infrastructure needs including transportation systems, community buildings and utilities to meet these expectations.

Demographic Data and Trends

Populations within the area of potential effect have shown steady increases in the past 25 years and are expected to continue to increase through 2025. Population in the Town of Pittsfield is projected to increase by about 1% per year. Population in the Village of Hobart is expected to increase by more than 25% between 2005 and 2025. Population in the Village of Howard is expected to increase by more than 40% by the year 2025. The Town of Oneida population is expected to remain near its current population.

	Census 1980	Census 1990	Census 2000	Estimate 2005	Projection 2010	Projection 2015	Projection 2020	Projection 2025
Town of Pittsfield	2219	2165	2433	2520	2619	2715	2810	2916
Village of Hobart	3765	4284	5090	5456	5822	6178	6530	6902
Village of Howard	8240	9874	13546	15217	16872	18479	20063	21700
Town of Oneida	3,499	3,858	4,001	4,148	4,137	4,125	4,116	4,093

Source: Demographics Services Center, Wisconsin Department of Administration prepared in 2004 based on U. S. Census information from 2000.

INDIRECT EFFECTS ANAYLSIS

Indirect Effects Methodology

The methodology for conducting this analysis of indirect effects included guidance provided by the Federal Highway Administration (FHWA) in the National Cooperative Highway Research Program (NCHRP). The approach includes an eight step process by establishing an area of potential effect, reviewing existing local plans, goals and notable features, and identifying impact causing activities. Guidance provided in the Wisconsin Department of Transportation Facilities Development Manual Section 25-5-17 was also included in this analysis. Predicting indirect effects includes a certain level of uncertainty. The Project Team reviewed demographic trends and conducted interviews with local officials to identify the potential for, and magnitude of effects. The Village of Howard Village Planner and the Village of Hobart Village Administrator provided observations and insight on anticipated land use changes and the effect transportation improvements may have on the pace of land use changes. Significant GIS information is available throughout the study area. Comprehensive planning has been completed or is underway in all communities within the study area. The team then evaluated its findings and identified measures that can minimize adverse impacts of indirect effects.

Project Study Area

For the purposes of evaluating indirect effects, the project study area is defined as an area along WIS 29 from the Shawano County line on the west to the US 41 interchange on the east. The study area extends north and south of WIS 29 approximately one mile and include portions of the Village of Hobart and the Village of Howard, the Town of Oneida, the Town of Pittsfield and the Oneida Nation. See attached exhibit.

The indirect effects analysis included consideration of the project's impact causing activities, assessment of the probability of induced land use change as a result of these activities, characterization of induced change and summary of the major influencing factors. These issues are compared to the indirect effects of no action taken. The analysis is summarized in the following table:

Impact causing Activities	Probability of Change	Characterization of Induced Change	Influencing Factors		Effect of No Acton
			Supports Change	Discourages Change	
Interchange at County FF	Likely to induce moderate change	• Allows current and future land use patterns to continue • Maintains cross highway traffic access from both sides of WIS 29 • Could increase pace of development	• Sewer and water exists • Current demand for development exists • Property values have increased based on current development trends	• Land use patterns established • Reduced potential for development in northeast quadrant due to some loss of developable land • Large area of wetlands are present in this area. Further development and impact to wetlands would need to meet both DNR and COE requirements. • Existing Zoning regulations preclude certain developments	• Existing land use trends would remain
Relocating Golden Pond Park Court	Likely to induce change	• Expected to remove WisDOT's restriction prohibiting future	• Increases opportunity for local road connection	• Development would increase potential for significant wetland	• Existing land use trends would remain

Impact causing Activities	Probability of Change	Characterization of Induced Change	Influencing Factors		Effect of No Acton
			Supports Change	Discourages Change	
		connection to Forest Road • Creates additional potential for development	• Sewer and water exists within the current Gold Pond Court alignment	crossings • Existing Zoning regulations preclude certain developments	
Remove access at Sunlite Drive	Minimal	• Eliminates cross highway traffic and access from the south to WIS 29 at this location.		• Reduced access to WIS 29 • Farmland Preservation • Existing Zoning regulations preclude certain developments • Lack of sewer or water service	• Greater availability for potential development; potential for unmanaged development with multiple access points.
Remove access at Woodland Road	Minimal	• Eliminates cross highway traffic and access from the north to WIS 29 at this location.		• Reduced access to WIS 29 • Farmland Preservation • Existing Zoning regulations preclude certain developments • Lack of sewer or water service	• Greater availability for potential development but inconsistent with land use plan
Overpass at County U	Minimal	• Allows current and future land use patterns to continue • No change to travel on County U • Allows local traffic movement across WIS 29		• Reduced access to WIS 29 • Farmland Preservation • Existing Zoning regulations preclude certain developments • Lack of sewer and water service	• Greater availability for potential development but inconsistent with land use plan
Interchange at County VV	Likely to induce change	• Allows current and future land use patterns to continue, but more focused at County VV. • Could increase pace of development • Maintains cross highway traffic access from both sides of WIS 29	• Local plans acknowledge future interchange location at County VV. • Local communities anticipate future development at County VV. • Large tracts of undeveloped land available. • Population levels increasing, particularly in Village of Howard.	• Village of Howard Comprehensive Plan identifies this area as agricultural land use. • Farmland Preservation • Existing Zoning regulations preclude certain developments • Lack of sewer and water service	• Lower intensity and potentially slower pace of development
Overpass at N. Pine Tree Road	Moderate change	• Allows local traffic movement across WIS 29 • Creates new cross highway traffic access from both sides of WIS 29	• Increased inter-community traffic and accessibility can increase opportunity for development along the new portions of North Pine Tree Road • Large tracts of undeveloped land available. • Population levels increasing,	• Lack of sewer and water services • No direct access to WIS 29 • Existing Zoning regulations preclude certain developments • Lack of sewer and water service	• Existing land use trends will remain • Development of an industrial park was identified in the Village of Howard Comprehensive Plan prior to the North Pine Tree Road proposal.

Impact causing Activities	Probability of Change	Characterization of Induced Change	Influencing Factors		Effect of No Acton
			Supports Change	Discourages Change	
			particularly in Village of Howard.		
Relocation of Milltown Road	Likely to induce change	• May accelerate development • Facilitates local access to interchange at County VV	• Relocation of Milltown Road increases access to parcels of undeveloped land near County VV interchange. • Large tracts of undeveloped land available nearby. • Population levels increasing, particularly in Village of Howard.	• Lack of sewer and water services • Farmland Preservation • Existing Zoning regulations precludes certain developments	• Existing land use trends will remain
Conversion of Marley Street from WIS 29 to County C to a county highway.	Moderate	• Facilitates local traffic needs • Facilitates setting from rural to urban	• Brown County and Village of Howard land use plans both identify this as a two-lane county boulevard with provision for bicyclists and pedestrians.	• Lack of support from adjacent property owners • Sewer and water service is planned but not currently provided in this area. • Existing Zoning regulations preclude certain developments	• Existing land use trends will remain
Conversion of Sherwood Street from WIS 29 to County C to a county highway.	Moderate	• Facilitates change in setting from rural to urban	• Brown County and Village of Howard land use plans both identify this as a two-lane county boulevard with provision for bicyclists and pedestrians.	• Sewer and water service is planned but not currently provided in this area. • Existing Zoning regulations preclude certain developments	• Existing land use trends will remain

Assessment of Consequences of Indirect Effects

The pattern of development that is anticipated to occur in the project area with the proposed action would most likely be similar to the current pace and type occurring now. The potential for increased development could cause a decrease in the amount of agricultural land, wetlands and uplands currently within the project corridor. In general, the indirect effects to these lands could potentially be proportional to the amount of development that occurs. However, local government regulations that control the intensity, design and location of development as well as other local, state and federal regulations could prevent or minimize negative effects.

Some commercial development could shift towards the proposed interchange locations. Residential development would likely continue in rural and urban fringe areas. Limiting and focusing access along WIS 29 is likely to influence land use decisions in the future. In particular, the relocation and realignment of Milltown Road and Marley Street, the new overpass at North Pine Tree Road Overpass, an interchange west of County VV and a future potential connection between Golden Pond Park Court and Forest Road will change local traffic patterns and can facilitate the continued conversion of lands currently being used for agricultural purposes. According to the Village of Howard comprehensive plan, continued conversion of agricultural land is identified and expansion of sewer and water services and other infrastructure needs have been addressed to facilitate anticipated residential and commercial developments. This is also evident in the Village of Hobart where the Village has purchased land in the area east

of Overland Drive and north of Sunlite Drive for potential development at some time in the future. They have also discussed with the Project Team the potential for continued land purchase in the immediate area. The Village indicated it is also considering the extension of sewer and water to serve this area.

Appropriate Mitigation Strategies for Indirect Effects

The proposed project improvements, based on this analysis, are consistent with local land use plans. As development occurs, local governments have the statutory authority to manage any potential negative impacts to natural, cultural, historic or socio-economic resources through planning and zoning authorities provided in state statutes and local regulation. Wetlands that may be impacted by additional growth are currently protected under state and federal laws. Any fill placed in wetlands will require a permit. Sewer service area planning conducted by Brown County and any future service extensions in the undeveloped portions of the analysis area can also take into account management of these resources. Local units of government may also consider establishing stormwater management boards to identify and address potential negative impacts from growth and development. Flood plain fill and mitigation is also managed by the local agencies and should be monitored to assure that adequate storage is created in the study area to provide appropriate mitigation for the impacts. Local agencies will need to coordinate with the appropriate state and county agencies as development continues to help avoid and minimize negative indirect effects. Land use decisions are made in the study area by local agencies. By applying appropriate land management techniques, negative effects from development to the environment can be avoided and/or minimized. The following local units of government have ordinances and regulations in place to address potential negative effects of growth and development:

Brown County subdivision ordinance includes regulations adopted for the purpose of guiding the future growth and development of Brown County in accordance with adopted comprehensive plan and other county or local plans, to ensure adequate provision of efficient transportation, water, sewerage, stormwater drainage, schools, recreation, and other facilities, to ensure that the design of the transportation system will not have a negative long-term effect on neighborhood quality, traffic and pedestrian movement, and safety, to prevent and control erosion, sedimentation, and other pollution of air, streams, and ponds; to ensure the adequacy of drainage facilities; to safeguard potable water supplies; and to encourage the wise use and management of natural resources through the county, to preserve the natural beauty and topography of the county and to encourage appropriate development with regard to these natural features and to prevent destruction or impairment of environmentally sensitive areas. Other Brown County regulations include the Brown County Erosion Control Plan (adopted March 18, 1988), the Brown County Agricultural Shoreland Management Ordinance (adopted June 12, 1998), the Land and Water Resource Management Plan for Brown County (adopted March 17, 1999).

The Village of Howard code includes regulations for licensing and permitting, municipal utilities, zoning, subdivisions and platting, floodplain, shoreland and wetland zoning, and erosion control.

The Village of Hobart zoning ordinance includes regulations aimed to lessen congestion; to provide adequate standards of light, air and open space; to prevent the overcrowding of land; to avoid undue concentration of population; and to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements. The Village of Hobart has adopted floodplain and shoreland zoning ordinances.

The Town of Pittsfield ordinances include regulations for agricultural and shoreland management and zoning.

CUMULATIVE EFFECTS

The FHWA and other Federal agencies' are responsible for considering and addressing cumulative impacts as part of the National Environmental Policy Act (NEPA) process. The Project Team conducted the cumulative effects analysis following the recommended 11 step methodology established in the Council of Environmental (CEQ) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR §§1500-1508).

As stated in 40 CFR § 1508.7, "Cumulative impact is the impact on the environment, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time."

Identify the Significant Cumulative Effects Issues Associated with the Proposed Action and Define the Assessment Goals ***(Step 1)***

The cumulative effects analysis will address the following resources that have been identified to have either direct impacts or indirect effects as a result of the WIS 29 Right Of Way Preservation Plan:

- Endangered species
- Wetlands
- Agricultural lands
- Upland habitat
- Water quality
- Ecology
- Noise levels

Establish the Geographic Scope for the Analysis ***(Step 2)***

For the purposes of evaluating cumulative effects, the project study area is defined as an area along WIS 29 from the Shawano County line on the west to the US 41 interchange on the east. The study area extends north and south of WIS 29 approximately one mile and include portions of the Village of Hobart and the Village of Howard, the Town of Oneida, the Town of Pittsfield and the Oneida Nation. See attached exhibit. Although the study area for cumulative effects included the one mile corridor shown in the exhibit, there are reasonably foreseeable activities throughout the Villages of Hobart and Howard, the Town of Oneida, and the Oneida Nation, that could have a cumulative effect on these resources.

Establish the Time Frame for the Analysis. Significant Cumulative Effects Issues Associated with the Proposed Action ***(Step 3)***

The time frame for the cumulative effects analysis was determined to be 2005 through 2040, with year 2040 being the design year for the WIS 29 Right of Way Corridor Preservation Plan.

Identify Other Actions Affecting the Resource ***(Step 4)***

Cumulative effects to the resources listed in Step 1, result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. Past actions include the capacity expansion of WIS 29 to a four-lane divided roadway, including the relocation of WIS 29 in the

vicinity of County U. Other past actions include the development of new subdivisions along Hillside Road (County FF) south of WIS 29. Future actions that are reasonably foreseeable include improvements to highways outside of, but adjacent to the area covered under the proposed action. Some of these improvements have already been identified in local land use plans (Brown County and the Village of Howard) and include County VV, County FF, County C (Shawano Avenue), and Milltown Road. County U may also be improved to accommodate increased traffic volumes as a result of the changes of access to WIS 29. These improvements may include a wider roadway, increased shoulder widths and intersection improvements.

Other actions which could potentially affect the resources include the following:

USH 41 Expansion Project

The Wisconsin Department of Transportation is in the process of planning and designing a major expansion of US 41. The Brown County portion of the expansion project will include upgrading the existing four-lane highway to a six-lane facility. Included in this conversion, WIS 29 will be reconstructed between County J and US 41 and is expected to include a grade separation of the County J/WIS 29 intersection, a frontage road between County J and Packerland Drive and an interchange at Packerland Drive.

Oneida Nation Activities

The Oneida Nation has indicated they intend to regain ownership of lands within the reservation. The Oneida Nation plans for significant growth and has developed several community resources to address growth issues including; the Department of Public Works, the Land Office, Economic Development, Planning, Geographical Land Information Systems, Engineering, and Oneida Housing, Zoning and Construction. To facilitate these plans the Oneida Nation focuses their efforts on zoning, environmental impacts and urban development, coordinated with area municipalities through service contracts. One of their most aggressive planning efforts includes the Duck Creek Priority Watershed Project. This effort includes the revival of Duck Creek, which flows through the center of the reservation. This 10 year project calls for setbacks, sediment ponds and other preventive and restoration efforts.

Development Patterns

The pattern of development that is anticipated to occur in other portions of the study area with the proposed action would most likely be similar to the current pace and type occurring now. Some commercial development could shift towards the proposed interchange locations. Residential development is anticipated continue in rural and urban fringe areas based on past trends and local plans. Potential land use changes are within the decision-making authority of local governments in the project area. Comprehensive plans adopted by local governments indicate the type and locations for the future development. However, other key factors such as land availability and cost, regulatory approvals, and economic conditions also influence the amount, type and location of future development.

The potential for increased development could cause a decrease in the amount of agricultural land, wetlands and uplands currently in natural use within the project corridor. (Comment: These next 2 statements are conclusive in nature, recommend moving to Step 10.) In general, the cumulative effects to these lands could potentially be proportional to the amount of development

that occurs. However, local government regulations about the intensity, design and location of development as well as other state and federal regulations could prevent negative effects.

Characterize the Resources, Ecosystems, and Human Communities Identified During Scoping in Terms of Their Response to Change and Capacity to Withstand Stress ***(Step 5)***

Endangered Species: Past activities and current activities affect habitat of the Wood turtle, which is known to occur within the project corridor. Review of historic aerial photos shows that previous agricultural activities and more recent residential development have fragmented portions of habitat in the Thornberry and Lancaster Creek corridor. Continued development can affect habitat for these species. The proposed County FF interchange and realignment of Golden Pond Park Court have direct impacts to the creek. Without proper protection of wetland and creek corridors through local planning and zoning and other state and federal permitting practices, the proposed activities have the potential to continue to affect habitat for these species.

Wetlands: Wetland conversion has been ongoing due to development. Wetlands in the project corridor have been impacted by filling and clearing for agricultural land uses and scattered residential and commercial development. Most remaining wetlands in the project corridor are located in the Thornberry Creek corridor at County FF. Proactive enforcement of federal, state and local laws and permitting processes can minimize further impacts to wetlands in the area. A total of approximately eight acres (3.2 ha) of wetlands will be impacted by the proposed action.

Agricultural lands: Increased development and population growth results in conversion of agricultural lands. This has been a trend in the study area and based on local comprehensive plans, this trend is expected to continue. A total of approximately 47.2 acres (19.1 ha) of agricultural lands will be impacted by the proposed action.

Upland habitat: Continued development could result in a decrease in the amount and quality of wildlife habitat in upland areas and can create barriers to wildlife movements or results in mortality. Habitat fragmentation is also a major contributing factor in overall wildlife habitat degradation. Upland habitat should be a consideration in future land use planning and zoning practices.

Water quality: Increased pavement/impervious surfaces from the proposed actions and future development can increase stormwater run off and pollutants in receiving waters. Thornberry Creek is potentially more vulnerable with future street extensions and provision of new access to currently undeveloped land. Increased development and pavement/impervious areas could impact groundwater and groundwater recharge practices may need to be considered.

Ecology: Continued fragmentation impacts from this project plus past and future actions will change habitat characteristics especially in the area associated with the Milltown Road relocation. This is evident from past and present aerial photography. Agricultural conversion has also played a role in fragmentation of upland habitat.

Noise levels: Past activities and current activities affect noise levels. Planned, long-term activities in the project study area are likely to continue to increase noise levels within the corridor, including future transportation improvements such as Hwy 41 Expansion Project.

Characterization of Stresses Affecting These Resources, Ecosystems, and Human Communities and Their Relation to Regulatory Thresholds (***Step 6)***

Population growth, planned development, sewer service extensions and transportation improvements on state, county and local roads are stresses that could potentially affect wetlands, water quality and upland habitat, ecology and noise levels in the study area.

Develop A Baseline Condition for the Resources, Ecosystems, and Human Communities (***Step 7)***

The baseline condition for purpose of considering cumulative effects is based on the information and data provided in the Brown County Year 2020 Land Use and Transportation Plan (2001), local comprehensive plans, and review of development progression evident in aerial photography. Data or documentation which specifically addresses existing conditions or health of the resources in the study area is not available.

Identify the Important Cause-And-Effect Relationships between Human Activities and Resources, Ecosystems, and Human Communities ***(Step 8)***

Development and population growth are key stress factors affecting resources, ecosystems and human communities. Changes to transportation infrastructure, such as those anticipated for WIS 29, US 41 and enhancements to the local road system can result in both growth and development. Individual actions or combination of actions can alter an area in such a way that traffic may increase, development demands will increase and improvements will be required for roadways and/or utilities. These actions can also provide encouragement for businesses to locate within an area. Residential development may also inspire the development of additional community or recreational facilities. These actions and expected future activities would also increase noise levels within the study area. Local governments have comprehensive land management plans in place. Local governments must follow through with zoning and permitting policies and practices that examine effects and mitigation on an individual basis to ensure that as development continues with a balance of human and environmental needs.

Determine the Magnitude and Significance of Cumulative Effects ***(Step 9)***

The cumulative effect of this action and other projects expected in the foreseeable future, will most likely be an increased pace of development and could influence the location of developments. Cumulative actions would likely decrease the amount of agricultural land, wetlands and uplands currently in their natural state within the project corridor. These impacts can be relatively minor when considered individually but collectively increase over a period of time. Local government regulations about the intensity, design and location of development as well as other state and federal regulations could avoid or minimize negative effects. It should be noted that development specifically within wetlands and floodplains is regulated by local ordinances, and state and federal regulations. Ultimately, local governments are poised to influence land use and the type of development that occurs. Local units of government, particularly the Villages of Hobart and Howard have developed land use plans that show significant residential and commercial development and anticipate significant conversion of agricultural land. The proposed action is consistent with local planning initiatives and reflects expected future land use, timing of development and local street network changes, in affected communities. Direct impacts of the proposed action include the loss of approximately 8 acres (3.2 ha) of wetland and approximately 2.3 acres (0.9 ha) of upland habitat. There is also a

potential for erosion-related water quality impacts. Wetlands in the study area have been affected by past actions such as wetland drainage for agricultural practices and development. Runoff from existing agricultural operations and past residential and commercial development has also affected water quality. It is expected that future development would result in a decreases in wetlands and decline in water quality to some extent. However, the reasonably foreseeable actions within the study area are not likely to have more significant impacts on these resources if local units of government initiate and maintain a proactive practice toward protecting these resources and maintaining a commitment to mitigation as development continues.

Modify or Add Alternatives to Avoid, Minimize, or Mitigate Significant Cumulative Effects (Step 10)

The decisions regarding future land use and development will influence avoidance, minimization and mitigation of cumulative effects on resources within the study area. The primary responsibility for land use decisions and permitting lies with local governments such as the Villages of Howard and Hobart, and the Towns of Oneida and Pittsfield. Comprehensive plans for some of these communities address preservation goals and policies for avoiding and minimizing impacts. As these plans are finalized and implemented, other tools such as municipal boundary agreements may be incorporated to guide the location and extent of growth and service areas. Wetlands and floodplain zoning ordinances along with land use and water resource preservation plans are examples of such tools to be used in preserving resources.

As work on the corridor proceeds, WisDOT will ensure that mitigation for the work associated with the WIS 29 freeway conversion is implemented. Direct impacts to wetlands and uplands have been avoided and minimized to the extent practicable. WisDOT's interagency Wetland Mitigation Banking Technical Guidelines will be followed to mitigate unavoidable wetland impacts. WisDOT will follow Wisconsin Administrative Code Chapter TRAN 401 and the WisDOT/DNR Cooperative Agreement Amendment regarding erosion control and stormwater management to minimize the potential for adverse effects from project construction. The Wisconsin DNR and the U.S. Army Corps of Engineers also have authority to help ensure that potential effects are avoided, minimized and mitigated to the extent practicable through state and federal regulatory/permit programs.

Monitor and Evaluate the Cumulative Effects of the Selected Alternative and Adapt Management (Step 11)

The future highway development projects resulting from the WIS 29 Right of Way Preservation study in Brown County can influence the planned long-term land uses in the Villages of Howard and Hobart, the Towns of Pittsfield and Oneida, and the Oneida Nation. These communities are anticipating additional development. Further development is consistent with the expectations and recommendations of local plans. The WIS 29 freeway conversion will support and benefit the Villages' planned growth. The Right of Way Preservation Plan will provide these communities with established right of way needs and future access points around which communities can plan their future development. These communities should continue to develop, maintain and enforce storm water management plans. They should have zoning in place and actively enforce the requirements of these ordinances to protect riparian corridors, wetlands and water quality.

By applying appropriate land management techniques, negative effects from development to the environment can be avoided and/or minimized. As indicated above, the following local units of government have ordinances and regulations in place to address potential negative effects of growth and development:

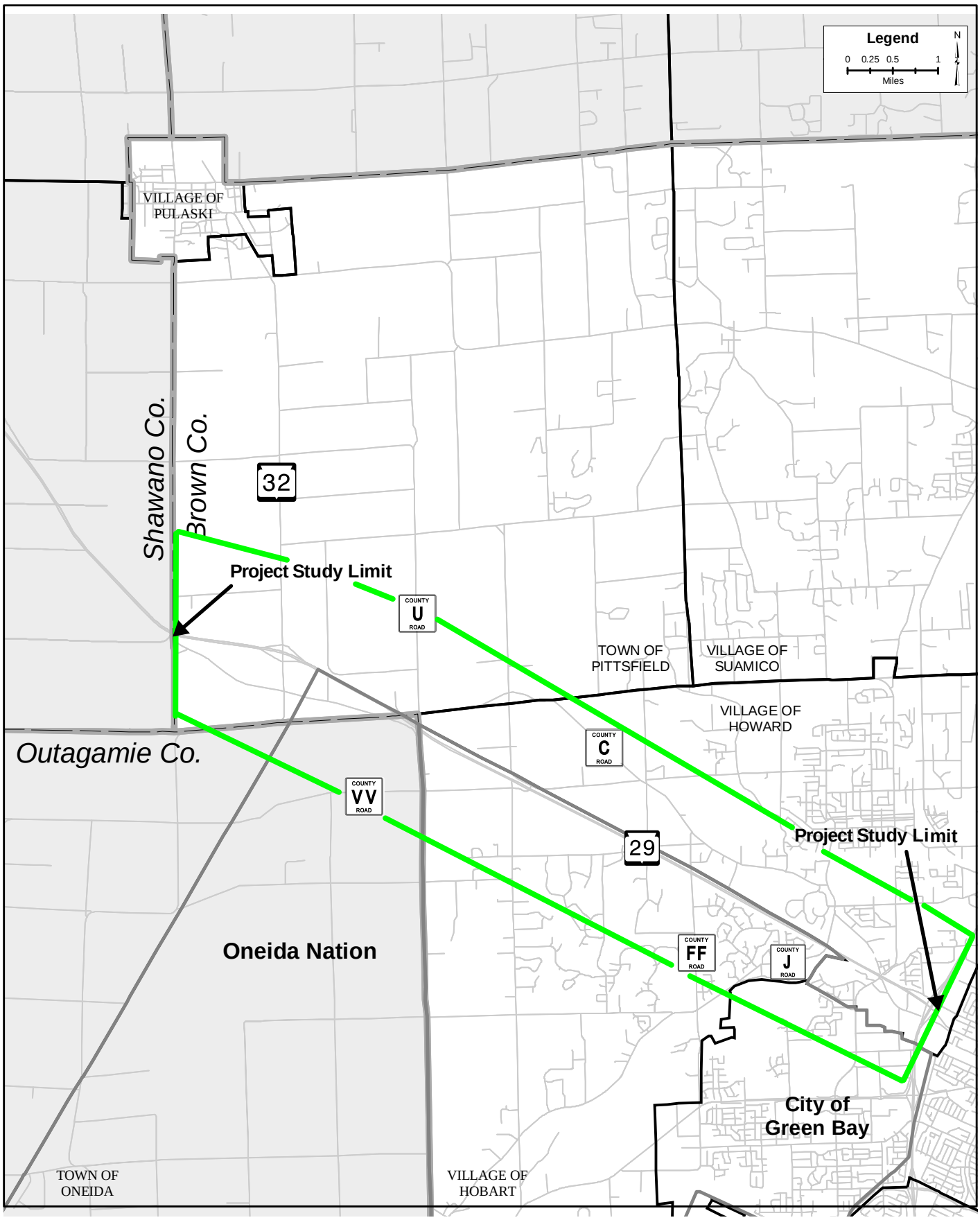
Brown County subdivision ordinance includes regulations adopted for the purpose of guiding the future growth and development of Brown County in accordance with adopted comprehensive plan and other county or local plans, to ensure adequate provision of efficient transportation, water, sewerage, stormwater drainage, schools, recreation, and other facilities, to ensure that the design of the transportation system will not have a negative long-term effect on neighborhood quality, traffic and pedestrian movement, and safety, to prevent and control erosion, sedimentation, and other pollution of air, streams, and ponds; to ensure the adequacy of drainage facilities; to safeguard potable water supplies; and to encourage the wise use and management of natural resources through the county, to preserve the natural beauty and topography of the county and to encourage appropriate development with regard to these natural features and to prevent destruction or impairment of environmentally sensitive areas. Other Brown County regulations include the Brown County Erosion Control Plan (adopted March 18, 1988), the Brown County Agricultural Shoreland Management Ordinance (adopted June 12, 1998), the Land and Water Resource Management Plan for Brown County (adopted March 17, 1999).

The Village of Howard code includes regulations for licensing and permitting, municipal utilities, zoning, subdivisions and platting, floodplain, shoreland and wetland zoning, and erosion control.

The Village of Hobart zoning ordinance includes regulations aimed to lessen congestion; to provide adequate standards of light, air and open space; to prevent the overcrowding of land; to avoid undue concentration of population; and to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements. The Village of Hobart has adopted floodplain and shoreland zoning ordinances.

The Town of Pittsfield ordinances include regulations for agricultural and shoreland management and zoning.

Local governments are primarily responsible for monitoring cumulative effects to wetlands, uplands, water quality, conversion of agricultural lands, noise levels and habitat for endangered and aquatic resources within the study area. Other agencies such as the DNR and the U.S. Army Corps of Engineers also have authority to monitor these impacts through state and federal permit programs. WisDOT will ensure that all mitigation is implemented and monitored as necessary for project impacts and will ensure that when the project moves forward and the final right of way acquisition process advances, that a process is continued for considering, minimizing and mitigating cumulative effects.



WIS 29 RIGHT OF WAY PRESERVATION PLAN

Project Study Area - for Indirect and Cumulative Effects

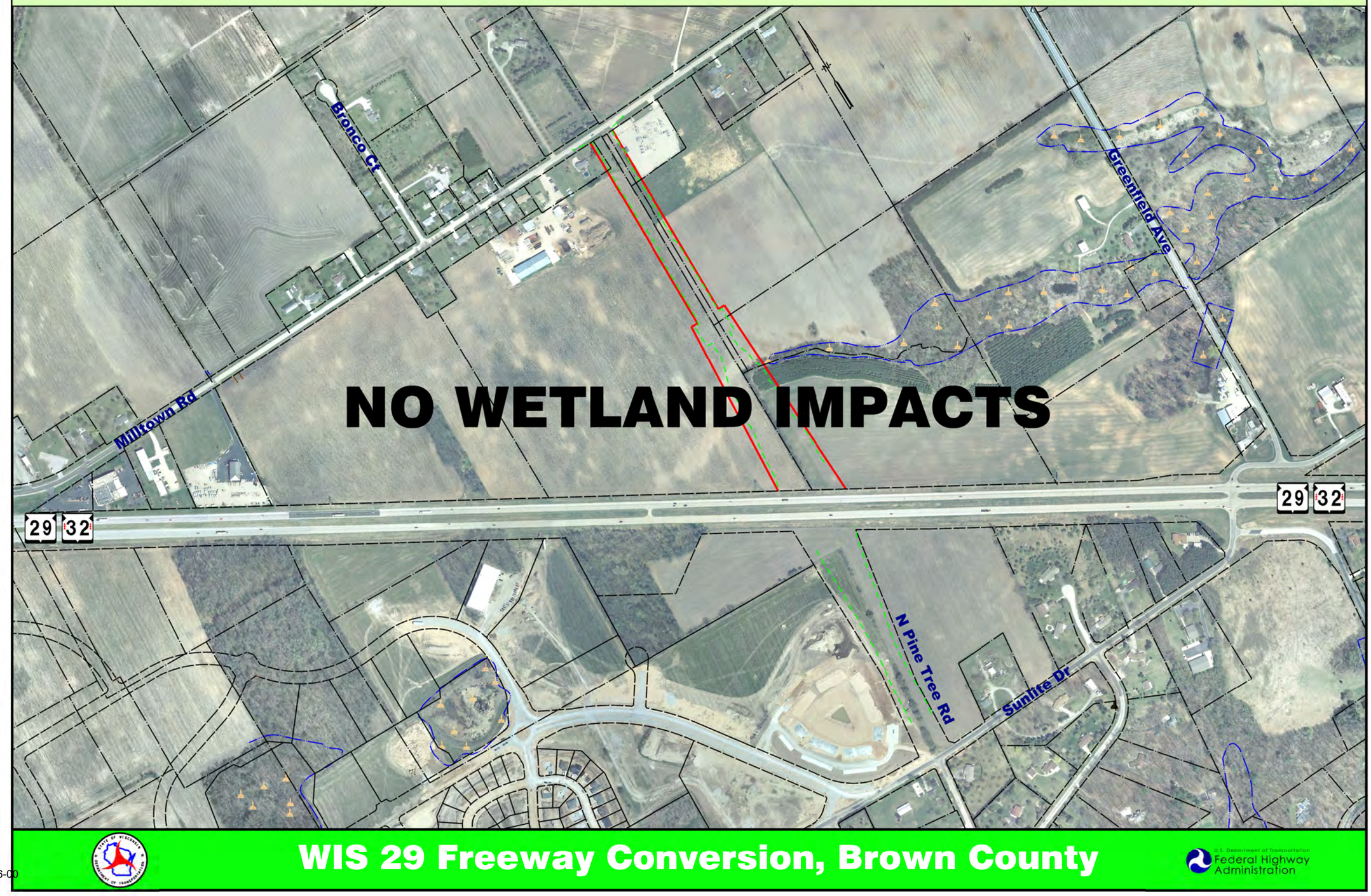
source: Shawano County

Preserving the 29 Corridor

(G:\40327\MXD\PreservationPlanMaps\BrownCountyStudyLimits.mxd) 9/25/2006

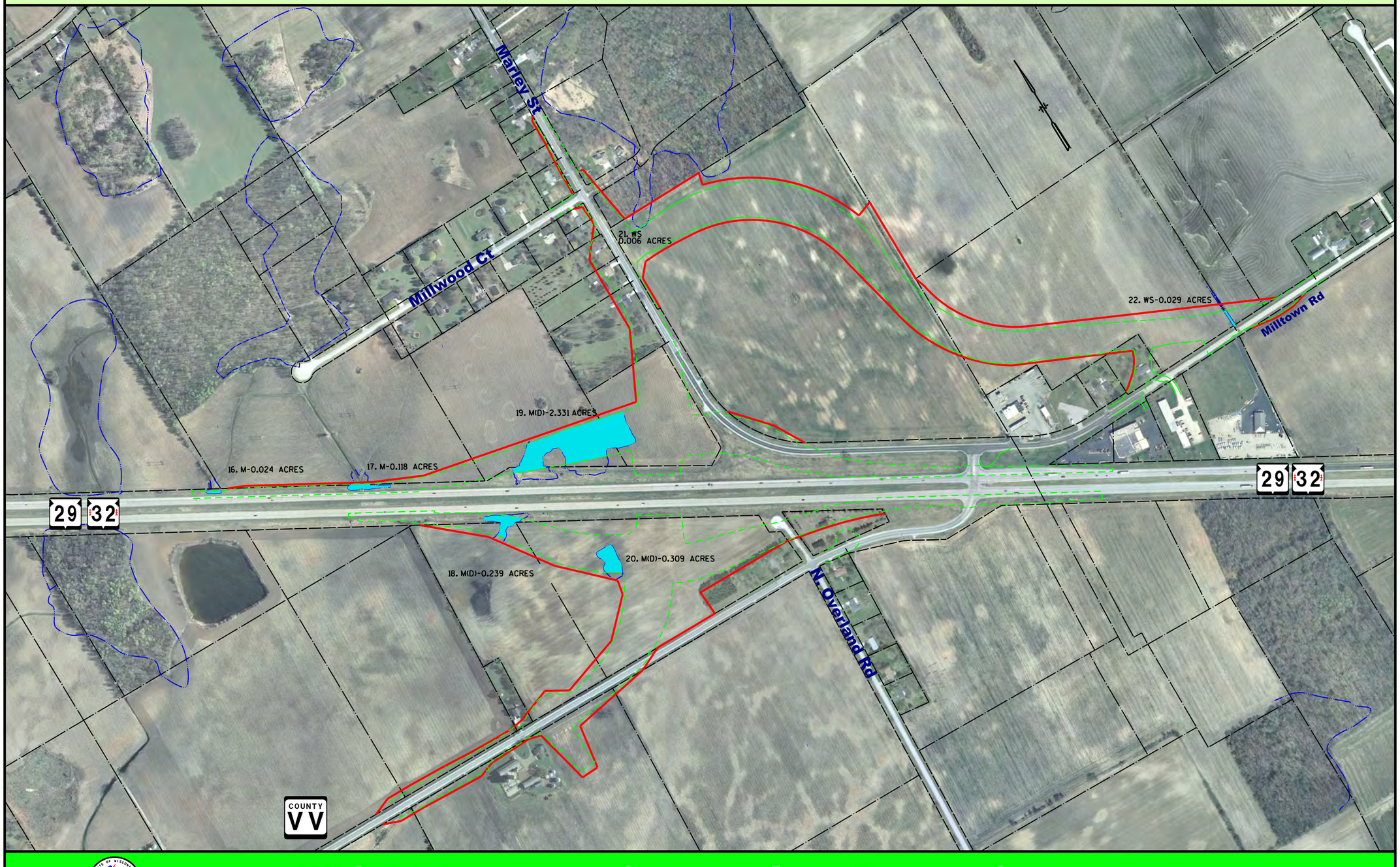
APPENDIX 9
Wetland Impact Information

North Pine Tree Road Wetland Impacts



WIS 29 Freeway Conversion, Brown County

County VV Wetland Impacts



WIS 29 Freeway Conversion, Brown County

U.S. Department of Transportation
Federal Highway Administration

County U Wetland Impacts

WIS 29 Freeway Conversion, Brown County

U.S. Department of Transportation
Federal Highway Administration

Wisconsin Department of Transportation

Division of Transportation System Development
Northeast Region

WETLAND IMPACT TRACKING FORM

This form must be filled out for all projects.

Return This Completed Form to:
Mike Helmrick
Environmental Coordinator
WisDOT - Northeast Region
944 Vanderperren Way
Green Bay, WI 54304
Phone : (920) 492-7738
FAX: (920) 492-0144
Michael.Helmrick@dot.wi.gov

Please Complete All Information Highlighted In Yellow

The Environmental Coordinator (EC) Will Supply Information Highlighted In Green

Project Design I.D. #:	9200-06-00
Project Construction I.D. #:	9200-06-71
Project Title :	WIS 29, County U – Woodland Road
County :	Brown
Construction Year :	Undetermined
Date this form is completed:	2/6/2014

This Form Prepared by:	NAME	PHONE	EMAIL
	Dave Tollefson	608-663-1218	dtollefson@klengineering.com

Is a discharge of dredged or fill material into wetlands anticipated?

NO [ ] **Form complete; no further information is required (RETURN FORM).**

YES [x] **Complete remainder of form and:**

1. Include this sheet with your DNR 401 and COE 404 permit applications.
2. When you receive DNR 401 final concurrence and COE 404 permit, return this form with:
   - **a.** D size copy of plan sheet showing impact areas.
   - **b.** A copy of the DNR 401 Water Quality Certification Letter.
   - **c.** A copy of the U.S. COE 404 permit (Cover letter only).

Wetland Delineation/ Determination completed by:	NAME	PHONE	EMAIL
	Mike Helmrick	(920) 492-7738	Michael.Helmrick@dot.wi.gov
	Jim Doperalski	(920) 662-5119	James.Doperalski@wisconsin.gov

QUALIFICATIONS

Mike Helmrick: Environmental Coordinator WisDOT NE Region
Jim Doperalski: WDNR Transportation Liason

Directions:

1. One location may be made up of several different wetland types. List each type of wetland impacted from each location on the project corridor separately in the table below.
2. Contact the Environmental Coordinator for appropriate ratio and bank information.
3. Use Department of Transportation Wetland Classification System.
4. Areas should be reported to the nearest 0.001-acre if possible.

Describe methods used to avoid and minimize impacts to wetlands:

Several alignment alternatives were evaluated in an attempt to minimize wetland disturbance. Due to scattered location of wetlands in the corridor and proximity of wetlands to the proposed improvements, it is not possible to avoid wetland impacts. Side slopes were steepened from 4:1 to 3:1 outside of the clear zone for fill sections greater than 15' in height.

Point #	Wetland ID	Impact Location (project station)	Type Impacted	Area Impacted	**The Environmental Coordinator (EC) will provide this** Debit Ratio	Type Mitigated	Area Mitigated
1	Wetland 1		WS	0.553			
2	Wetland 2		M(D)	0.233			
3	Wetland 3		M(D)	0.159			
4	Wetland 4		WS	0.160			
5	Wetland 5		WS	0.078			
6	Wetland 6		M(D)	0.053			

7	Wetland 7		M	0.784			
8	Wetland 8		M(D)	0.062			
9	Wetland 9		WS	0.598			
10	Wetland 10		M	0.052			
11	Wetland 11		M(D)	0.120			
12	Wetland 12		M(D)	0.367			
13	Wetland 13		M(D)	0.117			
14	Wetland 14		M(D)	0.020			
15	Wetland 15		M(D)	0.036			
16	Wetland 16		M	0.024			
17	Wetland 17		M	0.118			
18	Wetland 18		M(D)	0.239			
19	Wetland 19		M(D)	2.331			
20	Wetland 20		M(D)	0.309			
21	Wetland 21		WS	0.006			
22	Wetland 22		WS	0.029			
		TOTAL		**6.448**			**0.000**

Is there potential for onsite mitigation? If unknown, check with the EC.

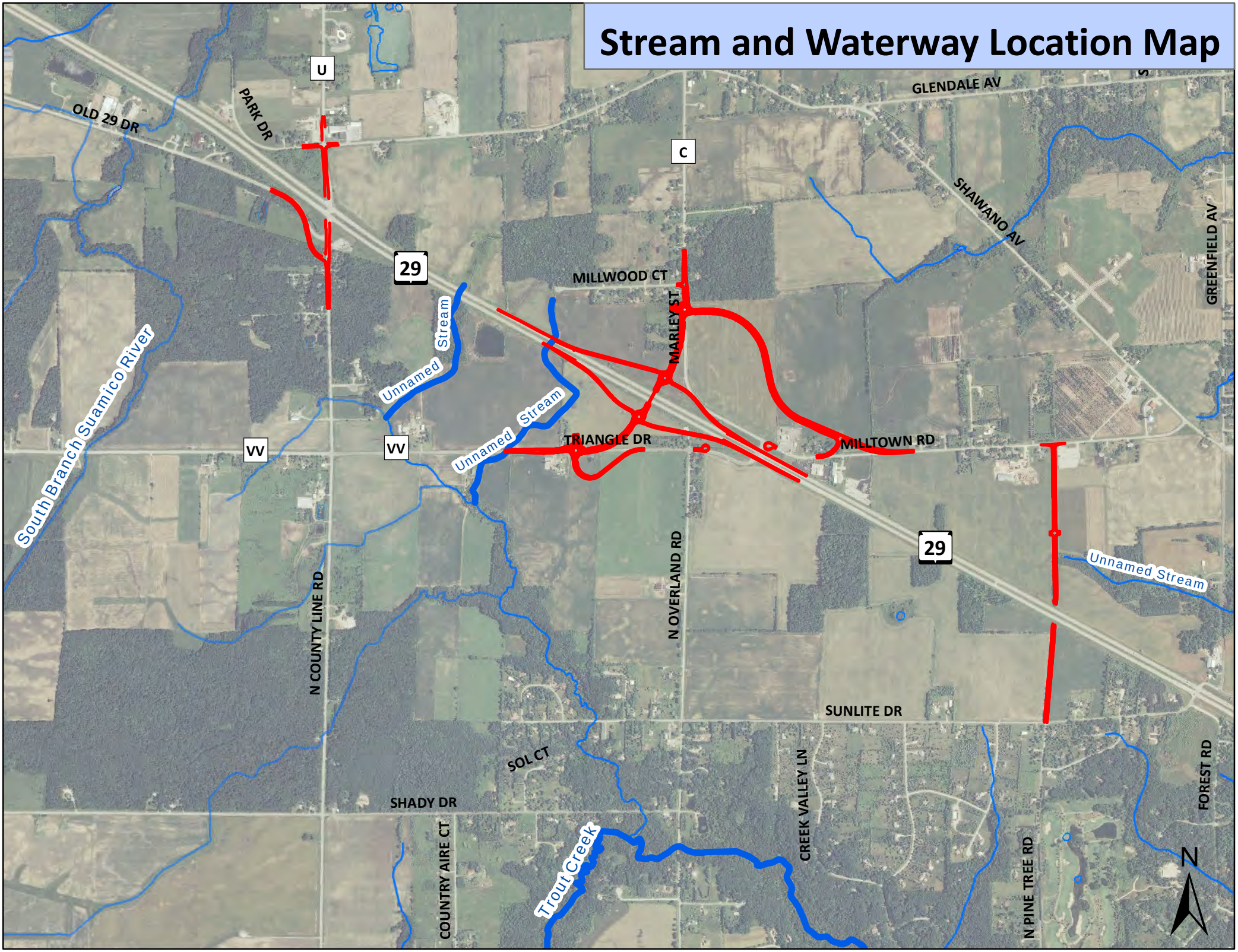
YES ☐ Where is it located? (T/R, station, map)

NO ☐ List bank site to be used. **(Determined by EC)**

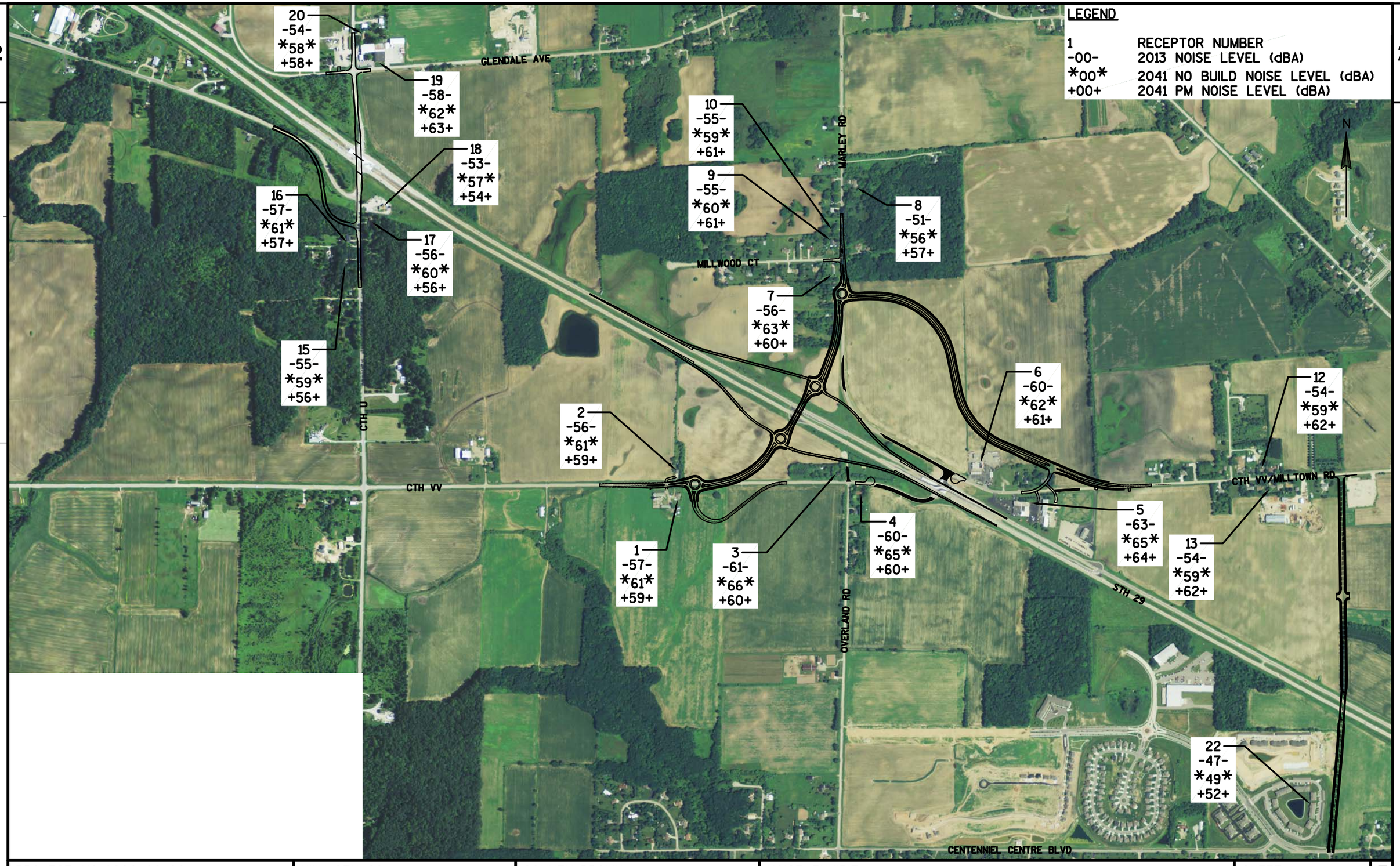
Please attach another sheet if the space provided is not adequate for all impacts or to add any additional comments.

6/2011

APPENDIX 10
Waterway Impacts


Stream and Waterway Location Map
U
C
VV
VV
29
29
OLD 29 DR
PARK DR
GLENDALE AV
SHAWANO AV
GREENFIELD AV
MILLWOOD CT
MARLEY ST
TRIANGLE DR
MILLTOWN RD
Unnamed Stream
Unnamed Stream
Unnamed Stream
South Branch Suamico River
N COUNTY LINE RD
N OVERLAND RD
SUNLITE DR
SOL CT
SHADY DR
COUNTRY AIRE CT
Trout Creek
CREEK VALLEY LN
N PINE TREE RD
FOREST RD
N

APPENDIX 11
Traffic Noise Receptor Location Map



PROJECT NO: 9200-06-00	HWY: STH 29	COUNTY: BROWN	NOISE EXHIBIT	SHEET E

FILE NAME : G:\AYRES\A20-10032-000\NOISE\NOISE EXHIBIT.DWG PLOT DATE : 5/28/2015 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 0.001053

APPENDIX 12
2008 Corridor Preservation Study
EA/FONSI Cover Sheet

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation
DT2094 8/2005

Project ID	Funding Source	Federal Number
1058-14-00	☐ State Only ☒ Federal	
Project Name (Highway, Airport, Rail Line)		**Project Termini**
WIS 29 Right of Way Preservation Plan		WIS 32 to County J
Sections	**Counties**	**Estimated Project Cost (Include R/W acquisition)**
T25N R19E SEC 30,31,32,33,34 T24N R19E SEC 2,3,4,10,11,12,13 T24N R20E SEC 7,18	Brown and Outagamie	$43,400,000

It is determined, after review of the comments from the public, and coordination with other agencies, that this action would not significantly affect the quality of the human environment. This document is a

☒ Finding of No Significant Impact (FONSI).

☒ Environmental Assessment (EA) No Significant Impacts Indicated by Initial Assessment

☐ Environmental Assessment (EA) EIS Required

☐ Environmental Report (2-ER)

Mark C. M. Cathy 10/24/07
(Signature) (Date)

PROJECT MANAGER, EMCS
(Title)

Jimmy Cavanaugh 10/26/07
(Signature) (Date)

Project Manager
(Title)

Michael Berg 10/26/07
(Signature) (Date)
☐ Region, ☐ Aeronautics,
☐ Transit, Local Roads, Rails & Harbors

for [illegible] 11/6/07
(Director, Bureau of Equity & Environmental Services) (Date)

[illegible] 11/14/07
(☐ FHWA, ☐ FAA, ☐ FTA, ☐ FRA) (Date)

Johnny M Gerbitz

Mark C. M. Cathy 4/30/07
(Signature) (Date)

Project Manager, EMCS
(Title)

Colleen Hanna 4/30/07
(Signature) (Date)

Planning Supervisor
(Title)

(Signature) (Date)
☒ Region, ☐ Aeronautics,
☐ Transit, Local Roads, Rails & Harbors

[illegible] 6/5/07
(Director, Bureau of Equity & Environmental Services) (Date)

[illegible] 6/14/07
(☒ FHWA, ☐ FAA, ☐ FTA, ☐ FRA) (Date)

Johnny M. Gerbitz

1. Description of Proposed Action (Attach project location map and other appropriate graphics).

The WIS 29 Right of Way Preservation plan identifies and officially map the right of way necessary for future conversion of WIS 29 from expressway to freeway standards. The proposed action officially mapping right-of-way needed to convert WIS 29 to freeway standards is a long-term, proactive planning initiative preserving future highway right of way and discouraging development from occurring on these lands. This action is in accordance with State Statute 84.295 which authorizes the segment designations of the state trunk highway system as either freeways or expressways.

This plan addresses a segment of WIS 29 that is 7.1 miles long beginning 1.2 miles west of WIS 32 and ending 0.9 miles west of County J (see Attachment 1-project limits). Recommended interchange locations include: WIS 29 and WIS 32 (existing interchange); WIS 29 and County VV; and WIS 29 and County FF. Recommended overpasses include County U and North Pine Tree Road (extended north from Sunlite Drive to Milltown Road). The plan also calls for removing access to WIS 29 at Sunlite Drive/Forest Road and at Woodland Road/Greenfield Avenue. No private entrances to WIS 29 exist within this segment of roadway. Relocating local roads to connect into the reconstructed cross roads along WIS 29 is also recommended. These local roads include: Old Hwy 29 Road at County U; Triangle Road at County VV; Milltown Road at Marley Street; and Golden Pond Park Court at County FF. The plan recommends removing access to Sherwood Street from Catherine Drive. See Attachment 3 for plan illustrations of these future roadway alterations.