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)

(Signature)	(Date)	Mark C. McCarthy (Signature)	4/30/07 (Date)
(Title)		Project Manager, EMCS (Title)	
(Signature)	(Date)	Colleen Hanna (Signature)	4/30/07 (Date)
(Title)		Planning Supervisor (Title)	
(Signature) ☐ Region, ☐ Aeronautics, ☐ Transit, Local Roads, Rails & Harbors	(Date)	(Signature) ☒ Region, ☐ Aeronautics, ☐ Transit, Local Roads, Rails & Harbors	(Date)
(Director, Bureau of Equity & Environmental Services)	(Date)	(Director, Bureau of Equity & Environmental Services)	6/5/07 (Date)
(☐ FHWA, ☐ FAA, ☐ FTA, ☐ FRA)	(Date)	(☒ FHWA, ☐ FAA, ☐ FTA, ☐ FRA) Johnny M. Gerbitz	6/14/07 (Date)

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.

Access to properties along the cross-roads at interchanges will be restricted within 1,320-feet of the interchange ramp terminals. Where access is allowed to remain within these areas, the use will be restricted to residential or utility use only. See Attachment 3 for plan illustrations of these access restrictions.

A similar right of way preservation plan is underway for WIS 29 in Shawano County that will also identify and officially map the right of way necessary for future conversion of WIS 29 from expressway to freeway standards in that County. WIS 29 will also be reconstructed to freeway standards between County J and US 41 concurrently with the US 41 expansion project in Brown County.

2. Purpose and need of proposed action. Include description of existing facilities, abutting facilities, and how the action links into the overall transportation system. When appropriate, show that commitment for future work is not being made without evaluation, and that viable alternatives in a larger framework are not being unduly foreclosed.

   WIS 29 is classified as a principal arterial highway and is designated as a "backbone" route in the WisDOT Corridors 2020 plan. The highway 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. Current traffic volumes make WIS 29 the state's most heavily traveled east-west highway north of I-94. Nearly eleven percent of WIS 29 traffic is truck traffic illustrating its importance to Wisconsin's industry, business, and agriculture.

   The project purpose and need can be divided into the following components for discussion purposes:

   - Corridor Preservation
   - Safety, Operation, and Mobility
   - Land Use/Transportation Planning and Coordination

   Corridor Preservation

   Wis. Stat. 84.295 is a long-term official mapping and planning tool available to the Wisconsin Department of Transportation to help protect and preserve right-of-way for future transportation needs. This proactive tool allows WisDOT to address safety, operation, mobility, and capacity issues in advance of impending long-term needs. The proposed action is the vision and management strategy that addresses transportation improvements in coordinated and comprehensive manner. Early right of way preservation avoids costly future acquisition of development that could otherwise occur along the highway where future right of way would be required.

   Safety, Operation, and Mobility

   The second component of the purpose and need is 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 mobility, both from state and regional perspectives. Current traffic volumes range from 13,800 AADT west of WIS 32 to 25,300 AADT east of County J. Traffic on WIS 29 between WIS 32 and County J is expected to increase to 49,400 AADT by 2040.

   Access locations that are well managed and limited in number are two defining characteristics of a principal arterial. 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. WisDOT has Interim improvements planned at the County VV intersection to address current safety concerns. Currently there are four public intersections to WIS 29 within preservation plan limits. As currently configured, movements to/from the intersecting roads disrupt the flow of traffic as vehicles merge, diverge, and/or cross WIS 29. The magnitude of the mobility disruption is heightened when semi-truck traffic or agricultural equipment is considered. Without proactive corridor management, crashes (especially side-swipe, angle, and rear-end collisions which are commonly associated with access/mobility challenges) will increase.

   Limiting access improves safety, operation, mobility, and capacity by restricting where vehicles enter and exit the highway and reducing conflict points. Under the proposed action, access to WIS 29 would be provided solely at interchanges, as all at-grade intersections would be eliminated.

   Land Use/Transportation Planning and Coordination

   The third component of the purpose and need is to coordinate State transportation planning efforts with local comprehensive planning initiatives. Some of the communities directly located on WIS 29 are in the process or have adopted comprehensive plans. The Village of Howard completed their Comprehensive Plan, Staff Report Number

207, which was adopted by Brown County Planning Commission and the Village of Howard on September 23, 2002. The Village of Hobart has initiated a similar planning effort and is working to complete their comprehensive plan.

Access to WIS 29 plays a role in local land use planning decisions. WisDOT is working with local communities and Brown County to identify land use goals and development plans. This information helps guide the freeway conversion process and manage the timing of future improvements. Intensification of land uses along WIS 29 is currently occurring, and is expected to increase over time. At the same time, identifying where cul-de-sacs, grade separations, interchanges, and enhanced local road connections would be located would aid land use and transportation planning at the local level.

This coordination would provide certainty to both property owners and local communities as to the right-of-way needed for future freeway conversion improvements to WIS 29. The certainty about the future of WIS 29 allows communities and property owners to make well-informed decisions. Improvement footprints identified and preserved through Wis. Stats. 84.295 are part of the Proposed Action. The preservation ensures that future land uses and/or developments do not preclude or are incompatible with future freeway conversion improvements.

3. Summary of the alternatives considered and if they are not proposed for adoption, why not. (Identify which, if any, of the alternatives is the preferred alternative.)

The following is a brief description of the alternatives considered for the proposed action. The preferred alternative is Alternative 1-D.

No Action: Under the No-Action alternative, there would be no conversion of WIS 29 into a controlled access freeway. The no-action alternative does not alleviate any of the system conflicts which result from at-grade intersections. No improvements would be made to the existing local roadways except routine maintenance and resurfacing. Other than temporarily improving the pavement surface, this alternative does not address the identified need to preserve the right of way required to maintain the mobility and safety of WIS 29 in the future. While the No-Action alternative does not meet the purpose and need for the project, it does serve as a baseline for a comparison of impacts related to the preferred alternative.

BUILD ALTERNATIVES:

Three build alternatives were considered to convert WIS 29 to a controlled access freeway by alleviating conflicts which result from the at-grade intersections along WIS 29 in Brown County. Criteria for identifying and developing alternatives included environmental and utility impacts, interchange spacing to accommodate future land use, right of way acquisition, residential and business impacts and input from the public and local governments.

Common Elements: There are two elements common to all three build alternatives considered:

Element 1:

The recommended action includes replacement of the existing at-grade intersection with a diamond interchange at County FF, relocating Golden Pond Park Court access to County FF and providing a cul-de-sac at Catherine Drive. The relocation of Golden Pond Park Court near the CTH FF interchange is necessary to meet WisDOT standards for access control adjacent to an interchange. The existing access location is too close to the interchange. The department has a strong interest in providing a transportation system that operates safely and moves traffic efficiently. Access located too close to an interchange tends to function poorly as traffic increases, making it difficult and less safe to exit and enter the side road. While the location of the Golden Pond Park Court access may function adequately today, it is highly unlikely that it will continue to function safely and efficiently in the long-term. This standard requires that the nearest access point from an interchange ramp terminal be a minimum of 1,000 feet away with a desirable distance being 1,320 feet away. The existing access point is only 650 feet from the proposed eastbound ramps. Elimination of this access is not possible since it is the only access point to the subdivision. (See Attachment 2)

Element 2:

The recommended action includes removal of access to WIS 29 at Sunlite Drive and Woodland Road. (See Attachment 2)

The key advantage of these two actions is improved safety which will be accomplished by providing overpasses for crossing WIS 29 and ramps for safer entrance to and exit from WIS 29.

ALTERNATIVES: The following alternatives were considered:

Alternative 1: An overpass is proposed at County U and a grade separated interchange is proposed at County VV 1700' west of the existing intersection with WIS 29. This alternative includes local road connections for Milltown Road, Triangle Road and Old HWY 29. This alternative will eliminate the at-grade conflicts, improve safety and keep WIS 29 functional long into the future. In addition, Alternative 1 provides desirable minimum interchange spacing requirements. The interchange spacing between WIS 32 and County U would be 2.80 miles (4.5 kilometers). The interchange spacing between County U and County FF would be 2.32 miles (3.73 kilometers). When the build-out of WIS 29 occurs; the Brown County portion will be suburban due to existing development pressure. According to the TRB "Access Management Manual", published in 2003, the optimum spacing of interchanges in suburban or developing areas is 3 miles (4.8 kilometers). "A Policy on Geometric Design of Highways and Streets" published by AASHTO in 2001 recommends minimum interchange spacing of 1 mile (1.6 kilometers) in urban areas and 2 miles (3.2 kilometers) in rural areas.

Other Considerations:

During the concept engineering phase, meetings were held with staff and officials from both the Villages of Hobart and Howard. Representatives from both Villages expressed the desire to preserve right of way for a future overpass of WIS 29 between County VV and County FF. WisDOT supported this request and four alternatives were identified and discussed with the Villages:

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 communities. An overpass between County FF and County VV provides a link to future developments in the Village of Hobart and the Village of Howard.

The following overpass alternatives were considered:

Alternative 1-A (also known as Alternative 1)

Alternative 1-A represents no additional overpass consideration between County VV and County FF to connect the Villages (see Attachment 2).

Alternative 1-B

Alternative 1-B includes all elements of Alternative 1 above and an overpass at Sunlite Drive/ Woodland Road. (See Attachment 2) Due to close proximity of this overpass location to the interchange proposed at County FF, this option provides minimal benefit for the Village of Howard.

Alternative 1-C

Alternative 1-C includes all elements of Alternative 1 above and an overpass at Forest Road/ Greenfield Avenue. (See Attachment 2) Due to close proximity of this overpass location to the interchange proposed at County FF, this option provides minimal benefit for the Village of Howard.

Alternative 1-D

Alternative 1-D includes all elements of Alternative 1 above and an overpass at N. Pine Tree Road (extended north to Milltown Road). (See Attachment 2 and for further detail Attachment 3) Through coordination with the public and local officials, this alternative was deemed to provide efficient access and best meet the future land use, timing of development and local street network changes, in both communities.

The general public is in favor of Alternative 1 and the Village of Hobart and the Village of Howard support this alternative with the overpass at North Pine Tree Road (Alternative 1-D)

For the purposes of the environmental assessment, further reference to the preferred alternative will be provided in reference to Alternative 1-D.

Alternative 2: This is not the preferred alternative. This alternative consists of a grade separated interchange at County U, an overpass at County VV 1700 feet (518 meters) west of the existing intersection with WIS 29 and reconnection of Old HWY 29 to County U further south of the existing intersection (see Attachment 2).

Although this alternative will eliminate the at-grade conflicts, improve safety and keep WIS 29 functional long into the future, there is no local support from the Village of Howard or the Village of Hobart or general public support for Alternative 2. Brown County has previously stated they are not in favor of an interchange at County U. In addition, Alternative 2 would not meet the desirable minimum interchange spacing requirements mentioned above. The interchange spacing between WIS 32 and County U would be 1.74 miles (2.80 kilometers). The interchange spacing between County U and County FF would be 3.38 miles (5.44 kilometers).

Alternative 3: This is not the preferred alternative. This alternative consists of an overpass at County U and a grade separated interchange at County VV 2900 feet (0.88 kilometers) east of the existing interchange with WIS 29 (see Attachment 2).

Although this alternative will eliminate the at-grade conflicts, improve safety and keep WIS 29 functional long into the future, the general public is not in favor of this alternative. The interchange spacing of Alternative 3 is not desirable for the reasons cited in Alternative 1 above. The interchange spacing between WIS 32 and County VV would be 3.67 miles (5.91 kilometers). The interchange spacing between County VV and County FF would be 1.45 miles (2.33 kilometers). There are no existing or planned local streets in either the Village of Howard or the Village of Hobart land use plans to connect to the interchange proposed in Alternative 3.

4. In general terms, briefly discuss the construction and operational energy requirements and conservation potential of the various alternatives under consideration. Indicate whether the savings in operational energy are greater than the energy required to construct the facility.

   Energy requirements of various construction alternatives are similar and are generally greater than the energy requirements of the no action alternative. Operational energy includes the consumption of fuel by vehicles using the highway. Construction energy includes the energy and fuel required to build and maintain the highway. With the proposed improvements, the post-construction operational energy requirements of the facility should be less than the operational energy requirements of the existing facility under the No-Action alternative. The savings in operational energy requirements would more than offset construction energy requirements and thus, in the long term, result in a net savings in energy usage.

5. Describe existing land use (see Attachment 4).

a. Land use in immediate area.

   The Brown County portion of the WIS 29 Right of Way Preservation Study begins east of WIS 32 on the west and ends west of County J on the east. From the west there is a grade separated interchange at WIS 32, and at grade intersections at County U, County VV, Sunlite Drive/Woodland Road, and County FF. The primary land use in the corridor is agricultural. There is some scattered commercial development along the right of way and heavier residential development near County FF at the east end of the project.

b. Land use in area surrounding project area.

   The primary land use in the area is agricultural. There is some scattered commercial development along the right of way and denser residential development at the east end of the project and in the Village of Hobart and the Village of Howard.

6. Briefly identify adopted plans for the area and discuss whether the proposed action is compatible with the plan. (For example, the following may be considered: Regional Planning Commission Plans, Transportation Improvement Program, State Transportation Improvement Plan, Local zoning and land use plans, DOT Storm Water Management Plans, others.)

   Wisconsin State Highway Plan 2020 (February 2000) - WIS 29 is designated a Corridors 2020 Backbone route. As previously stated WIS 29 connects major population and economic centers in many regions of the state and links them to the national transportation network. Construction of the final phase of the WIS 29 capacity improvement was completed in early fall of 2005. The proposed action to convert WIS 29 to a limited access freeway is consistent with the Corridors 2020 Plan.

   Brown County Year 2020 Land Use and Transportation Plan (2001) - Existing and proposed commercial and residential development in this corridor are identified in this report. This plan provides a basis for identifying and evaluating the alternatives considered and aided in the recommendation of the preferred alternative. This project is included in Brown County's Transportation Improvement Program (TIP) as project 158-07-39.

STH 29 Corridor Study (Brown County Planning Commission, August 7, 2002) Current and proposed commercial and residential development in the corridor were identified in this report. The alternatives and recommendations of this study provided a basis for identifying and evaluating the alternatives considered and aided in the recommendation of the preferred alternative.

Village of Howard Comprehensive Plan (Brown County Planning Commission and Village of Howard, Adopted September 23, 2002) - Existing and proposed commercial and residential development in this corridor are identified in this report. This plan provides a basis for identifying and evaluating the alternatives considered and aided in the recommendation of the preferred alternative. See Attachment 4.

Village of Hobart – Smart Growth 2026 (Village of Hobart, adopted December 5, 2006) - Sets direction for future development in the village and guiding policy for public facilities. See Attachment 4.

Town of Pittsfield – Comprehensive planning information is not available. The Town of Pittsfield Comprehensive plan is being developed under a 2006 Wisconsin Department of Administration (DOA) Comprehensive Planning Grant and has a 2010 deadline for completion. See Attachment 4.

Oneida Tribe – Land use and planning information has not been obtained from the Oneida Tribe. In May of 2005 and June of 2006, the Tribe was contacted and provided information about the project. Members of the Oneida Tribe, including members of the planning department attended an agency and public officials meeting on June 12, 2006.

7. Early coordination with Agencies.

a. Intra-Agency Coordination

i) Bureau of Aeronautics

☒ No - Coordination is not required. Project is not located within 2 miles (3.22 kilometers) of a public or military use airport, nor would the project change the horizontal or vertical alignment of a transportation facility located within 4 miles (6.44 kilometers) of a public use or military airport.

☐ Yes - Coordination has been completed and project effects have been addressed. Explain.

ii) Regional Office Real Estate Section

☐ No - Coordination is not required because no inhabited houses or active businesses will be acquired.

☒ Yes - Coordination has been completed. Project effects and relocation assistance have been addressed. WisDOT Real Estate staff members have participated in meetings with those residents and businesses that would be displaced by the preferred alternative. A Conceptual Stage Relocation Plan has also been completed for the proposed action and is included as Attachment 7.

b. Interagency Coordination

STATE AGENCY	COORDINATION	COMMENTS
	Correspondence Attached Y/N	Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed.
Agriculture (DATCP)	Y	***November 20, 2006*** – DATCP letter indicating an Agricultural Impact Statement (AIS) will be required for the project but will be deferred for a future phase. See Page 34 (and Attachment 11) for more information.
Natural Resources (DNR)	Y	***January 2005*** - Information regarding the project was provided to DNR ***September 6, 2005*** – A review of endangered resource information provided by DNR 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. ***June 12, 2006*** - DNR attended the agency and local officials meeting and indicated that additional review and comment would be provided. Coordination is continuing. ***September 27, 2006*** – DNR letter providing comment on the proposed action. 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 structure type and sizes at stream crossings. See Attachment 11.
State Historical Society (SHS)	Y	***March 1, 2007*** – SHS letter stating that they are unable to concur with the determination that the proposed undertaking will result in no historic properties effected because 11 acres was not subject to an archaeological survey. ***April 20, 2007*** – SHS concurred with the amended comments and commitments contained in the March 23, 2007 letter sent from WisDOT. See Attachment 11.
Others:		
FEDERAL AGENCY		
Advisory Council on Historic Preservation (ACHP)	N	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
US Army Corps of Engineers (COE)	Y	***January 10, 2005*** - Information regarding the project was provided to COE ***January 18, 2005 -*** COE provided written response indicating that they will defer their involvement in the project until a jurisdictional determination request or permit application is received. COE recommended encouraging comments from Oneida Tribe and provided general information concerning regulatory programs that may apply to the proposed project. See Attachment 11. Coordination with COE is ongoing and will again be required when the project advances further into the design process. Impacts will be evaluated and permitted under the Section 404 Permit process.
US Environmental Protection Agency (EPA)	Y	***January 10, 2005*** - Information regarding the project was provided to EPA ***January 27, 2005 –*** EPA provided written response opting to wait for the next level of documentation on this project before deciding whether or not to comment. See Attachment 11.
National Park Service (NPS)	N	Since there are no parks within the project, coordination with the NPS is not required.
Natural Resource Conservation Service (NRCS)	Y	***October 11, 2006 –*** Letter from NRCS with completed Farmland Conversion Impact Rating sheet. See Attachment 11.

US Coast Guard (USCG)	N	Coordination with the USCG is not required. There are no commercial navigable waters along the project
US Fish & Wildlife Service (FWS)	Y	***January 10, 2005*** - Information regarding the project was provided to FWS. ***September 15, 2006*** – Additional information regarding the proposed action was sent to FWS. ***November 2, 2006*** – E-mail letter from FWS indicating that there are no federally listed species within the Brown County corridor. See Attachment 11.
Other(Identify) Native American Tribes	Y	Coordination was initiated with Native American Tribes in January 2005 for the entire project area. All tribes were provided information regarding the project. Written response and request for additional information was received from two tribes; both outside the project area. A list of tribes which received information about the project is included in Attachment 11. ***January 18, 2005*** – Letter sent to 18 Native American Tribe/interests (including Oneida Nation - see specific information below) notifying them about the project and providing an opportunity for comment. ***May 25, 2005 –*** Letter received from Sac & Fox Tribe of Mississippi in Iowa and Sac & Fox Tribe of Mississippi in Kansas & Nebraska indicating no objections at this time and request that if human skeletal remains or NAGPRA are uncovered the project please stop immediately. The tribes requested additional information as it becomes available. See local government coordination below for additional information with the Oneida Nation.

c. Local Government Coordination

LOCAL UNIT OF GOVERNMENT	COORDINATION	COMMENTS
	Correspondence Attached Y/N	Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed.
Oneida Nation	Y	***May 2005*** - Letter sent to the Oneida Tribe inviting them to the May 19, 2005 public information meeting. ***June 2006*** - Letter sent to the Oneida Tribe inviting them to the June 12, 2006 project information meeting for agencies and local officials. Updated information was provided and contacts have been made to discuss impacts related to specific properties. The tribe granted access for environmental screening. ***June 12, 2006***. - A number of members of the Oneida tribe attended this agencies and local officials meeting. To date, the tribe has not expressed any concerns related to the project. ***Coordination is continuing.***
Village of Hobart	Y	***May 19, 2005*** – Representatives from the Village attended the first Local Officials meeting. ***May 20, 2005*** – Letter received from Village President supporting either alternative 1 or alternative 3. ***June 7, 2005*** – Letter received from Village Trustee supporting either alternative 1 or alternative 3. ***February 3, 2006*** – Representatives from the Village attended the second Local Officials Meeting. ***June 12, 2006*** – Representatives from the Village attended a meeting with agencies and local officials. ***August 10, 2006*** – Letter received from Village Administrator stating that the Village Board unanimously supports Alternative 1-D with an overpass at North Pine Tree Road.

Village of Howard	N	***February 3, 2006*** – Representatives from the Village attended the second Local Officials meeting. ***March 3, 206*** – The Village Administrator met with project staff to discuss the various alternatives under consideration. ***June 12, 2006*** – Representatives from the Village attended the agencies and local officials meeting. ***June 26, 2006*** – The Village Board approved the recommendation of the Village Plan Commission to adopt Alternative 1-D as their preferred alternative for the WIS 29 Right of Way Preservation Plan.
Town of Pittsfield	N	***May 19, 2005*** – Representatives from the Town of Pittsfield attended the first Local Officials Meeting. Additional information has been provided to the Town and representatives have declined to attend the public information meeting and other local official meetings. The Town has not expressed any concerns with the Brown County segment of the project. Coordination is continuing.
Brown County Planning	Y	***April 28, 2005 -*** Representative from Brown County Planning Commission attended a project coordination meeting. ***June 12, 2006*** – Representative from Brown County Planning Commission attended the agencies and local officials meeting. Formal documentation of support for the preferred alternative was provided in a letter dated **June 14, 2006**. See Attachment 11.
Outagamie County Planning	Y	***June 12, 2006*** – Representative from Outagamie County Planning Commission attended the agencies and local officials meeting. Formal documentation of support for the preferred alternative was provided in a letter dated **June 13, 2006**. See Attachment 11.

ENVIRONMENTAL FACTORS	EFFECTS				
	Adverse	Benefit	None	*N/A	Comments
SOCIO-ECONOMIC FACTORS					
General Economics	☒	☒	☐		Delays associated with construction will have a short-term adverse effect on the general economics of the area. The economic benefits that are associated with the proposed project improvements include reduced maintenance costs and improved efficiency of the facility. The proposed action will improve safety and keep WIS 29 functional long into the future. See Page 22 for more information.
Community & Residential	☒	☒	☐	☐	Adverse effects will include removing direct access to WIS 29. The right of way preservation plan will benefit local community efforts as defined future access can guide local land use decisions. The community will benefit from a safer and more efficient transportation system. The proposed action will improve safety and keep WIS 29 functional long into the future. The proposed action will also provide a safer link between the communities and will accommodate bicyclists and pedestrians. See Page 23 for more information.
Economic Development and Business	☒	☒	☐	☐	One business will be displaced. Other highway-oriented businesses may see a reduction in sales due to the limited access to WIS 29. The benefits to the area businesses include a safer and more efficient transportation system. Right of way preservation and commitments to provide new local road connections will help to guide future development and improve predictability of future land use decisions. See Page 30 for more information.
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 improve safety and efficiency for agricultural operations that require moving equipment and personnel across WIS 29 and throughout the WIS 29 corridor. See Page 34 for more information.
Environmental Justice	☐	☐	☒	☐	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. See Page 37 for more information.
NATURAL ENVIRONMENT FACTORS					
Wetlands	☒	☐	☐	☐	Approximately 7.0 acres (2.8 ha) of wetland would be affected by the project with placement of fill. Additional minimization techniques such as steeper embankment side slopes and the use of retaining walls will be considered during the final design to further avoid and minimize impacts to the wetlands and wetlands habitat yet still addressing the need for efficient transportation systems without compromising the safety for the users of the roadway. On-site replacement, off-site replacement and banking would be options for mitigation. See Page 40 for more information.
Streams & Floodplains	☒	☐	☐	☐	The proposed action would affect nine tributary stream locations. Erosion control measures will be used to protect streams. There are

					no long term impacts anticipated on the floodplain. Exclusion fencing will be used to minimize the potential for effect to any endangered species which may be present in the project area. DNR has indicated that there is potential habitat for the wood turtle (Clemmys insculpta) which is on Wisconsin's list of threatened species. See Page 41 for more information.
Lakes or Other Open Water	☐	☐	☐	☒	There are no lakes or open waters in the project area. See Page 41 for more information.
Upland Habitat	☒	☐	☐	☐	Approximately 6.6 acres (2.7 ha) of wooded upland habitat would be affected. There are no threatened or endangered species occurrence records applicable to upland habitat in the project area. Where possible (Golden Pond Park Court) roadways have been located away from the heart of less disturbed forest areas. See Page 41 for more information.
Erosion Control	☒	☒	☐	☐	Standard erosion control measures will be used to minimize any adverse effect to the surrounding areas. Construction site erosion and sediment control will be part of the project's design and construction, as set forth in Wisconsin Administrative Code - Chapter TRANS 401 and the WisDOT/DNR Cooperative Agreement. Adverse effects include short-lived increases in sedimentation during construction. See Page 41 for more information.
Storm Water Management	☒	☒	☐	☐	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. Additional coordination with DNR and local communities will be required when the project advances to the next phase of design. See Page 41 for more information.
PHYSICAL ENVIRONMENT FACTORS					
Air Quality	☐	☐	☒		This project is exempt from permit requirements under Wisconsin Administrative Code - Chapter NR 411. No substantial impacts to air quality are anticipated. See Page 55 for more information.
Construction Stage Sound Quality	☒	☐	☐		To reduce the potential impact of construction noise, the special provisions for this project will require that motorized equipment shall be operated in compliance with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good operating condition, free from leaks and holes. WisDOT Standard Specification 107.8 (6) and 108.7.1 will apply. See Page 41 for more information.
Traffic Noise	☒	☐	☐		A noise analysis was performed. Some impacts are anticipated per Wisconsin Administrative Code - Chapter TRANS 405. Noise abatement measures were considered. These measures were not deemed to be necessary for this project. See Page 41 for more information.
CULTURAL ENVIRONMENTAL FACTORS					
Section 4(f) and 6(f)	☐	☐	☐	☒	There are no 4(f) or 6(f) resources in the project area.
Historic Resources	☐	☐	☐	☒	There are no historic resources in the project area that are potentially eligible for the National Register of Historic Places. See Attachment

					11 for Section 106 Form.
Archaeological Resources	☐	☐	☐	☒	There are no archaeological resources in the project area that are potentially eligible for the National Register of Historic Places. See Attachment 11 for Section 106 Form.
Hazardous Substances or UST's	☒	☐	☐	☐	A Phase I Hazardous Materials Assessment was completed for the project corridor. Further investigation is recommended at five sites. See Page 41 for more information.
Aesthetics	☒	☐	☐		The proposed improvements include grade separated interchanges requiring large structures being elevated from the existing terrain. The adverse effects include the view of these new roadways and bridges.
Coastal Zone	☐	☐	☐	☒	There are no Special Coastal Areas within the limits of the proposed action. See Page 41 for more information.
OTHER FACTORS					
Indirect Effects	☒	☒	☐	☐	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 (secondary) 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 local, state and federal regulations could prevent or minimize negative effects. See Page18 and Attachment 13.
Cumulative Effects	☒	☒	☐	☐	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. See Page18 and Attachment 13.
Utility Facilities (Overhead)	☒	☐	☐	☐	It is likely that several overhead transmission lines will need to be relocated. Coordination with affected utilities will be required when the project advances to the next phase of design.

* N/A – Blacked out cells in this column require a check in at least one of the other columns.

ENVIRONMENTAL
COST MATRIX
Transportation Improvements

Environmental Issue	Unit Measure	No Build	Alt 1D (Preferred Alternative)
Project Length	Mi (Km)	7.1 (11.4)	7.1 (11.4)
Construction	Million $	0	40.1
Real Estate	Million $	0	3.3
Total	Million $	0	43.4
Total Area Converted to R/W	Acres (Hectares)	0.0 (0.0)	94.9 (38.4)
Wetland Area Converted to R/W	Acres (Hectares)	0.0 (0.0)	8.3 (3.4)
Upland Area Converted to R/W	Acres (Hectares)	0.0 (0.0)	6.6 (2.7)
Other Area Converted to R/W	Acres (Hectares)	0.0 (0.0)	20.7 (8.4)
Number of Farms Affected	Number	0	19
Total Area From Farm Operations Required	Acres (Hectares)	0.0 (0.0)	63.5 (25.7)
AIS Required	Yes/No	No	Yes
Farmland Rating	Score	N/A	54
Total Building Required	Number	0	3
Housing Units Required	Number	0	1
Commercial Units Required	Number	0	1
Other Building or Structures Required	Number	0	1
Flood Plain	Yes/No	No	Yes
Stream Crossing	Number	0	8
Endangered Species	Yes/No	No	Yes
Historic Properties	Number	0	0
Archeological Sites	Number	0	0
106 MOA Required	Yes/No	No	No
4(f) Evaluation Required	Yes/No	No	No
Environmental Justice At Issue	Yes/No	No	No
Air Quality Permit	Yes/No	No	No
Design Year Noise Sensitive Receptors No Impact Impacted (exceed dBA Levels)	 Number Number Number	 17 14 3	 17 14 3
Contaminated Sites (Potential)	Number	0	5
Indirect Effects	Degree	Low	Medium
Cumulative Effects	Degree	Low	Medium
Utility Facilities (Overhead)	Yes/No	No	Yes

Note: A summary report of Alternatives 1, 2, and 3 was prepared early in the evaluation phase of the project (See Attachment 12). This report summarized these alternatives and contains a cursory comparison of environmental costs. Alternatives 2 and 3 were not evaluated to the extent as shown on this matrix since they were eliminated from further consideration for the reasons stated in the summary of alternatives section of this document.

8) Describe how the project development process complied with Executive Order 12898 on Environmental Justice. (EO 12898 requires agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health and environmental effects on minority populations and low-income populations, including the interrelated social and economic effects. Include those covered by the Americans with Disabilities Act and the Age Discrimination Act.)

	Village of Hobart	Village of Howard	Town of Pittsfield	Town of Oneida	Oneida Reservation and Off-Res. Trusts	Brown County
Total Population	5,090	13,645	2,433	4,001	21,321	226,778
White *% of total population*	80.6%	95.5%	98.3%	57.6%	81.0%	91.1%
Black or African American *% of total population*	0.1%	0.7%	0.2%	0.2%	0.3%	1.2%
Native American *% of total population*	16.7%	0.9%	0.6%	38.5%	15.4%	2.3%
Asian *% of total population*	0.7%	0.8%	0.5%	0.1%	0.7%	2.2%
Hispanic Origin/other *% of total population*	2.0%	2.1%	0.3%	3.5%	2.6%	3.8%
Age 65 and older *% of total population*	7.5%	7.4%	8.4%	7.3%	6.3%	10.7%
Per capita income*	$ 29,059	$ 21,688	$ 22,000	$ 17,516	$ 25,689	$ 21,784
Median Household Income*	$ 69,034	$ 51,974	$ 61,250	$ 51,275	$ 60,404	$ 46,447
Below poverty level *% of total population*	6.4%	4.3%	2.3%	7.2%	5.1%	6.9%

Source: 2000 U. S. Census

** 1999 dollars*

According to the 2000 U. S. Census, the overall minority population in Brown County was approximately 9% compared to the state-wide minority population which was approximately 11%. The minority population in the communities near the project corridor range from nearly 43% of the total population to only 5%. The minority population within the Town of Oneida is the highest of all communities since the Town of Oneida represents the portion of the Oneida Reservation located within Outagamie County. There is also a significant Native American population located in the Village of Hobart since portions of that community are located contiguous to the Oneida Reservation. All communities are above the median household income for Brown County of $46,444. The per capita income in the Town of Oneida is significantly less than the $21,784 per capita income for Brown County. The Village of Howard and Town of Pittsfield per capita income of $21,688 and $22,000 respectively are essentially the same as the Brown County figure; while Oneida Reservation and Off-Reservation Trusts is about 18% higher and the Village of Hobart is about 33% above the county figure. The per capita income for Outagamie County is comparable to Brown County at $21,943. Individuals below poverty level in Brown County include approximately 6.9% of the total population of the county. The Town of Oneida is the only municipality with a poverty rate higher than the overall rate for Brown County.

a) Identify sources of data used to determine presence of minority populations and low-income populations.

☒ Windshield Survey
☐ Survey Questionnaire
☐ Door to Door
☐ WisDOT Real Estate
☒ US Census Data
☐ Official Plan
☐ Real Estate Company
Identify Real Estate Company
☐ Human Resource Agency
Identify Agency

Identify Plan, Approval Authority, and Date of Approval

b) Indicate whether a minority population or a low-income population, including the elderly and the disabled, is in the project's area of influence.

i) The requirements of EO 12898 are met if both "No" boxes are checked below.

☐ No minority population is in the project's area of influence.

☐ No low-income population is in the project's area of influence.

ii) If either or both of the "Yes" boxes are checked, item c) below must be completed.

☒ Yes, a minority population is within the project's area of influence.

☒ Yes, a low-income population is within project's area of influence.

c) How was information on the proposed action communicated to the minority and/or low- income population(s)? Check all that apply.

☒ Advertising	☐ Brochures	☒ Newsletter
☒ Notices	☐ Utility Bill Stuffers	☒ E-mail
☐ Public Service Announcements	☒ Direct Mailings	☒ Key Person
☒ Other (Identify) Meetings		

d) Identify how input from the minority population and/or low-income population was obtained. Check all that apply.

☐ Mailed Survey	☐ Door-to-door interview	☐ Focus Group Research
☒ Public Meeting	☐ Public Hearing	☐ Key Person Interview
☐ Targeted Small Group Informational Meeting		☐ Targeted Workshop/Conference

☒ Other (Identify) June 12, 2006 meeting with Agencies and Local Officials. Six members of the Oneida Nation attended this project meeting following targeted mailings with information pertaining to project development and included an invitation to the meeting.

e) Indicate any special provisions, which were made to encourage participation from the minority population and/or low-income population(s)

☐ Interpreter	☐ Listening Aids	☒ Accessibility for Elderly and Disabled
☐ Transportation Provided	☐ Child Care Provided	☐ Sign Language
☐ Other (Identify)		

9) Briefly summarize the status and results of public involvement. Briefly describe how the public involvement process complied with EO 12898 on Environmental Justice.

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.

A public information meeting was held on May 24, 2005. Approximately 61 local residents and officials attended the meeting. Notification of the public involvement meeting included media releases and invitations sent to property owners within 500 feet of WIS 29 and local officials. The exhibits on display highlighted three alternatives for location of access to WIS 29. Project team members presented improvement needs to the attendees and addresses their questions about the proposed project. In general, people recognized the need for the project; however, there were mixed feelings about what alternative the general public would like to see. Written public comments included concern about safety in the existing corridor and concerns regarding access for business and agricultural operations if access to cross WIS 29 is further limited. See Attachment 5 for a complete summary of the meeting.

a) Identify groups (e.g., elderly, handicapped), minority populations and low-income populations that participated in the public involvement process. This would include any organizations and special interest groups.

There is a Native American population located in and around the project corridor. The Oneida Tribe 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 January 18, 2005 letters were sent to Oneida Native American and other Native American tribes notifying them about the project and providing an opportunity for comment. In May of 2005 letters were sent to the Oneida Tribe inviting them to the May 19, 2005 public information meeting and in June of 2006 letters were sent to the Oneida Tribe inviting them to the June 12, 2006 local officials meeting. Having received no written response or request for additional information, a special mailing directed to 13 tribal leaders was sent on May 24, 2006 which included updated project information and an invitation was provided for a meeting on June 12, 2006 with WisDOT, designers, local officials and agency representatives. Six members of the tribe attended the meeting. To date,

the tribe has not expressed concerns about elements of the project. Contacts have been made to discuss impacts related to specific properties. The tribe granted access to tribal owned lands for environmental screening. The Oneida land holdings are 16,689 acres in both Brown and Outagamie counties.

b) Describe, briefly, the issues, if any, identified by any groups, minority populations and/or low-income populations during the public involvement process.

No comments have been received to-date from individuals from any groups, minority populations and/or low-income populations that would suggest that there are specific outstanding issues or concerns related specifically to these populations. A formal opportunity will be available to comment further at the time of a Public Hearing planned for later this year (2006). The tribe has promised to provide additional information related to any comprehensive planning efforts or land use plans. This information has not been received to-date.

c) Briefly describe how the issues identified above were addressed. Include a discussion of those that were avoided as well as those that were minimized and those that are to be mitigated. Include a brief discussion of proposed mitigation, if any.

No specific issues have been raised through various public outreach activities and personal contacts. Mitigation measures for adverse impact of relocation of residents and a business will be addressed through WisDOT's Acquisition and Relocation program.

One parcel from which strip acquisition is required is held in Trust by the United States Government for the Oneida Tribe. Located on the tribal land is a residence, owned by a tribal member, and a vacant commercial building. Rights-of-way granted for land owned by an Indian Tribe in Wisconsin, requires an applicant to comply with the requirements outlined in the Code of Federal Regulation 25§169. Public Highways are addressed in 25§169.28. Requirements for application are found at 25§169.5. Transfers of rights-of-way shall be considered a grant of easement and the following steps are required for the grant of easement on land held in Trust:

- Application to the Great Lakes Agency, Bureau of Indian Affairs,
- Copy of the environmental and archaeological evaluation to BIA for review
- Map of defining location
- Appraisal and/or negotiated amount with Oneida for the area required
- Deposit of double the estimated compensation before the Right-of-Way approved
- Formal Consent from Oneida
    - Approving authority is the General Tribal Council, which is composed of all the qualified voters of the Oneida Reservation
    - Seventy-five (75) qualified voters shall constitute a quorum at any regular or special meeting of the General Tribal Council
- Approval by BIA, Great Lakes Agency shall:
    - Request or consult with landowners regarding the fair market value of the area
    - Obtain environmental and archaeological clearance of the project, if applicable
    - Prepare a land status report and investigate the area
    - Prepare the granting instrument and supporting materials for approval
    - Approve the grant of easement
- Refund to the applicant upon an Affidavit of Completion and determination of BIA that there are no additional damages

TRAFFIC SUMMARY

	ALTERNATE	No Build	No Build	Preferred (Alt 1-D)	Preferred (Alt 1-D)
	SEGMENT TERMINI	WIS 32-CTY VV	CTY VV-CTY FF	WIS 32-CTY VV	CTY VV-CTY FF
TRAFFIC VOLUMES Existing	ADT Yr. 2003	19,200	22,400	19,200	22,400
Const. Year	ADT Yr. N/A	N/A	N/A	N/A	N/A
Const. Plus 10 Years	ADT Yr. N/A	N/A	N/A	N/A	N/A
Design Year	ADT Yr. 2040	44,900	49,400	44,900	49,400
	DHV Yr. 2040	2,990	3,290	2,990	3,290
TRAFFIC FACTORS	K_{100} ($_{100/200}$, or %)	11.5	11.5	11.5	11.5
	D (%)	58	58	58	58
Design Year	T (% of ADT)	10.6	10.6	10.6	10.6
	T (% of DHV)	7.3	7.3	7.3	7.3
	Level of Service	D	D	D	D
SPEEDS Existing	Posted	65 mph	55-65 mph	65 mph	55-65 mph
Design Year	Posted	65 mph	65 mph	65 mph	65 mph
	Project Design Speed	N/A	N/A	70 mph	70 mph
OTHER (Specify)	P (% of ADT)				
	K (% OF ADT)				

ADT = Average Daily Traffic
DHV = Design Hourly Volume
$K_{100/200}$ or % = 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. (Only required when a carbon monoxide analysis must be performed per Wisconsin Administrative Code - Chapter NR 411.)

Note: See Exhibit 6 for additional traffic Volume Data.

ENVIRONMENTAL ISSUES

Indicate whether the issue listed below is a concern for the proposed action or alternative. If the issue is a concern, explain how it is to be addressed or where it is addressed in this environmental document.

1)Would the proposed action stimulate substantial secondary environmental effects?

☐ No

☒ Yes - Explain or indicate where addressed.

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. Some commercial development could shift towards the proposed interchange locations. Residential development would likely continue in rural and urban fringe areas. 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/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. In general, the secondary 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. See Attachment 13 - Technical memorandum on Consideration of Indirect and Cumulative Effects for additional information.

2)Would the creation of a new environmental effect result from this proposed action?

☒ No

☐ Yes - Explain or indicate where addressed.

3)Would the proposed action impact geographically scarce resources?

☒ No

☐ Yes - Explain or indicate where addressed.

4)Would the proposed action have a precedent-setting nature?

☒ No

☐ Yes - Explain or indicate where addressed.

5)Is the degree of controversy associated with the proposed action high?

☒ No

☐ Yes - Explain or indicate where addressed.

6)Would the proposed action have any conflicts with official agency plans or local, state, or national policies, including conflicts resulting from potential effects of transportation on land use and land use on transportation demand?

☒ No

☐ Yes - Explain or indicate where addressed.

7)Would the proposed action contribute to cumulative environmental impacts of repeated actions?

☐ No

☒ Yes - Explain or indicate where addressed.

Cumulative environmental impacts 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 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.

Similar to secondary impacts, these 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 prevent negative effects. It should be noted that development specifically within wetlands and floodplains is regulated by local ordinances, and state and federal regulations. See Attachment 13 - Technical memorandum on Consideration of Indirect and Cumulative Effects for additional information.

ENVIRONMENTAL COMMITMENTS

Identify and describe any commitments made to protect the environment. Indicate when the commitment should be implemented and who in WisDOT would have jurisdiction to assure fulfillment for each commitment.

ATTACH THIS PAGE TO THE DESIGN STUDY REPORT

A. **General Economics** – No commitments needed.

B. **Community & Residential** –No commitments needed.

C. **Commercial & Industrial** – No commitments needed.

D. **Agriculture –** An Agricultural Impact Statement may be prepared by DATCP prior to final design.

E. **Environmental Justice –** The WisDOT design engineer will continue coordination with the Oneida Nation during future project development phases.

F. **Wetlands** - Wetland Impacts would 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.

G. **Streams & Floodplains -** The WisDOT design engineer 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.

H. **Lakes or Other Open Water –** Not applicable

I. **Upland Habitat -** No commitments needed.

J. **Erosion Control** - Erosion control measures will be implemented as requested by the Wisconsin Department of Natural Resources and required by WisDOT. The WisDOT construction engineer, as per the WisDOT Cooperative Agreement, will contact the DNR liaison person and coordinate with the DNR prior to performing any construction activities. Construction site erosion and sediment control procedures will be followed as set forth in Wisconsin Administrative Code – Chapter TRANS 401 and the WisDOT/DNR Cooperative Agreement. During design, the WisDOT design engineer will develop an erosion control plan in consultation with DNR. The WisDOT design engineer will be responsible for including Erosion control for borrow sites in the Contractor's Erosion Control Implementation Plan (ECIP). The ECIP will establish the schedule of implementation of temporary and permanent erosion control devices on the highway project. The ECIP will become part of the contract and will be submitted to the WisDOT for approval and the DNR for concurrence. The WisDOT construction engineer will be responsible for overseeing erosion control implementation.

K. **Storm Water Management** - During construction, impacts to water quality will be minimized by implementing erosion control measures as specified in the construction contract documents and by assuring that measures implemented conform to both the contracts special provisions and WisDOT's Standard Specification for Road and Bridge Construction. Storm water will also be managed by the installation of detention ponds on the project that will reduce the total suspended solids of the storm water runoff. The WisDOT construction engineer will be responsible for overseeing implementation. Storm water management measures will conform to Wisconsin Administrative Code - Chapter TRANS 401.

L. **Air Quality**

☒ The project is exempt from permit requirements per Wisconsin Administrative Code – Chapter NR 411 criteria.

☐ A construction permit is required for this project and an application has been submitted to the Department of Natural Resources – Bureau of Air Management. Construction on the project will not begin until the Construction Permit has been issued.

☐ A construction permit is required for this project and has been issued by the Department of Natural Resources – Bureau of Air Management. The Construction Permit Number is .

M. Construction Stage Sound Quality

☐ No receptors are located in the project area. No impacts are anticipated from construction noise.

☒ To reduce the potential impact of Construction Noise, the special provisions for this project will require that motorized equipment shall be operated in compliance with all applicable local, state and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. At a minimum, the special provisions will require that motorized construction equipment shall not be operated between from 10:00 p.m. and 6:00 a.m. without prior written approval of the project engineer. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good working order, free from leaks or holes. See Page 41 for more information.

N. Traffic Noise – No commitments needed.

O. Section 4(f) and 6(f) – Not applicable

P. Historic Resources - No commitments needed.

Q. Archaeological Resources – WisDOT will complete the archeological field investigations of the remaining 4.2 acres (1.7 ha) of land when the right-of-way is purchased. This land is located in the area where Triangle Drive would be relocated. If significant discoveries are encountered, WisDOT will consult on adverse effects with interested parties.

R. Hazardous Substances or UST's – Further investigations are recommended at 5 sites to confirm the status of tank removals and closures or to gain additional information. Construction activities and/or property acquisition is anticipated at each of these sites. Since no funding is programmed for the proposed improvements and it may be many years before construction takes place, an update to regulatory databases searches and review of field conditions is recommended prior to right-of-way acquisition and construction to determine if any additional sites have the potential for contamination which may impact acquisitions or excavations. In particular, Sites 7, 10, 15 and 16 should be re-investigated since these sites require acquisition and contain petroleum storage tanks currently in use.

S. Aesthetics - No commitments needed.

T. Coastal Zone – Not applicable

U. Threatened or Endangered Species - DNR has indicated that there is potential habitat for the wood turtle (Clemmys 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.

V. Utility Facilities (Overhead) - It is likely that several overhead transmission lines will need to be relocated. Coordination with affected utilities will be required when the project advances to the next phase of design.

GENERAL ECONOMICS IMPACT EVALUATION

Wisconsin Department of Transportation

DT2078 2004

Alternative	Preferred
I-D	☒ Yes ☐ No

Portion of Project This Sheet is Evaluating if Different From Sheet 1

1) Describe, the existing economic characteristics of the area around the project. This could include type(s) of farming, retail or wholesale businesses, manufacturing, tourism, or other elements contributing to the area's economy and potentially affected by the project.

   There are farmlands and farm operations located on both sides of WIS 29 throughout the project area. Some of the farmsteads may be leased by individuals that operate fields on both sides of the highway.

   At County FF, there is a small woodworking business.

   At County VV, there is a gas station, fast food restaurant, and a retail business.

   At County U, there is a commercial property on the south side of WIS 29 which was previously operated as a gas station, convenience store and gaming casino. Equipment and facilities for fuel storage and pumping operations have been removed and the building is currently unoccupied and offered for lease. A small business is also located on the north side of WIS 29.

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

   A disadvantage of removing access on WIS 29 to the farmers is an increase in drive time to get to their fields. Some of the farmsteads may be leased by individuals that operate fields on both sides of the highway. Currently, there are no specific accommodations for farm related equipment and supplies to be transported from one side of WIS 29 to the other. The construction of overpasses and interchange will be an advantage by providing a safer crossing for these operations.

   An advantage of removing access on WIS 29 includes a safer highway system and could increase business at the County VV interchange.

   A disadvantage of removing access at County U is that businesses located in this area could have a negative economic impact.

3) In general, will the proposed action increase or decrease the potential for economic development in the area influenced by the project?

   The project could increase economic development at the County VV and County FF interchanges, but could decrease the development at County U.

COMMUNITY OR RESIDENTIAL IMPACT EVALUATION Wisconsin Department of Transportation

DT2075 2004

Alternative	Preferred
1-D	☒ Yes ☐ No

Portion of Project This Sheet is Evaluating if Different From Sheet 1

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

Community/Neighborhood Name: **Village of Howard**

Community/Neighborhood Population: 13,546 (2000 Census)

Community is unincorporated ☐ Yes ☒ No

Community/Neighborhood Characteristics: The following community characteristics are from the 2000 census:

Minority (%)	White (%)	Black or African American (%)	American Indian or Alaska Native (%)	Asian (%)	Native Hawaiian or other Pacific Islander (%)	Persons Reporting Some Other Race (%)	Persons Reporting Two or More Races (%)	Hispanic or Latino Origin (any race) (%)
520 (3.8%)	13,026 (96.2%)	99 (0.7%)	122 (0.9%)	106 (0.8%)	1 (0.0%)	43 (0.3%)	149 (1.1%)	147 (1.1%)

Per capita income: $21,688 (1999 dollars)
Median household income: $51,974 (1999 dollars)

Individuals below poverty level: 581 (4.3%)
Population over 65: 1,015 (7.5%)

Community/Neighborhood Name: **Village of Hobart**

Community/Neighborhood Population: 5,090 (2000 Census)

Community is unincorporated ☐ Yes ☒ No

Community/Neighborhood Characteristics: The following community characteristics are from the 2000 census:

Minority (%)	White (%)	Black or African American (%)	American Indian or Alaska Native (%)	Asian (%)	Native Hawaiian or other Pacific Islander (%)	Persons Reporting Some Other Race (%)	Persons Reporting Two or More Races (%)	Hispanic or Latino Origin (any race) (%)
989 (19.4%)	4,101 (80.6%)	5 (0.1%)	848 (16.7%)	35 (0.7%)	4 (0.1%)	20 (0.4%)	77 (1.5%)	44 (0.9%)

Per capita income: $29,059 (1999 dollars)
Median household income: $69,034 (1999 dollars)

Individuals below poverty level: 327 (6.4%)
Population over 65: 383 (7.5%)

Community/Neighborhood Name: **Town of Pittsfield**								
Community/Neighborhood Population: 2,433 (2000 Census)					Community is unincorporated ☐ Yes ☒ No			
Community/Neighborhood Characteristics: The following community characteristics are from the 2000 census:								
Minority (%)	White (%)	Black or African American (%)	American Indian or Alaska Native (%)	Asian (%)	Native Hawaiian or other Pacific Islander (%)	Persons Reporting Some Other Race (%)	Persons Reporting Two or More Races (%)	Hispanic or Latino Origin (any race) (%)
41 (1.7%)	2,392 (98.3%)	5 (0.2%)	15 (0.6%)	13 (0.5%)	0 (0.0%)	1 (0.0%)	7 (0.3%)	10 (0.4%)
Per capita income: $22,000 (1999 dollars) Median household income: $61,250 (1999 dollars)					Individuals below poverty level: 56 (2.3%) Population over 65: 204 (8.4%)			

Community/Neighborhood Name: **Town of Oneida**								
Community/Neighborhood Population: 4,001 (2000 Census)					Community is unincorporated ☒ Yes ☐ No			
Community/Neighborhood Characteristics: The following community characteristics are from the 2000 census:								
Minority (%)	White (%)	Black or African American (%)	American Indian or Alaska Native (%)	Asian (%)	Native Hawaiian or other Pacific Islander (%)	Persons Reporting Some Other Race (%)	Persons Reporting Two or More Races (%)	Hispanic or Latino Origin (any race) (%)
1,698 (42.4%)	2,303 (57.6%)	10 (0.2%)	1,542 (38.5%)	6 (0.1%)	0 (0.0%)	10 (0.2%)	130 (3.2%)	126 (3.1%)
Per capita income: $17,516 (1999 dollars) Median household income: $51,275 (1999 dollars)					Individuals below poverty level: 288 (7.2%) Population over 65: 294 (7.3%)			

Community/Neighborhood Name: **Oneida Reservation and Off-Res. Trusts**								
Community/Neighborhood Population: 21,321 (2000 Census)					Community is unincorporated ☒ Yes ☐ No			
Community/Neighborhood Characteristics: The following community characteristics are from the 2000 census:								
Minority (%)	White (%)	Black or African American (%)	American Indian or Alaska Native (%)	Asian (%)	Native Hawaiian or other Pacific Islander (%)	Persons Reporting Some Other Race (%)	Persons Reporting Two or More Races (%)	Hispanic or Latino Origin (any race) (%)
4,042 (19.0%)	17,279 (81.0%)	68 (0.3%)	3,288 (15.4%)	139 (0.7%)	7 (0.0%)	111 (0.5%)	429 (2.0%)	434 (2.0%)
Per capita income: $25,689 (1999 dollars) Median household income: $60,404 (1999 dollars)					Individuals below poverty level: 1,081 (5.1%) Population over 65: 1,344 (6.3%)			

According to the 2000 U. S. Census, the overall minority population in Brown County was approximately 9% compared to the national minority population which was approximately 25%. The minority population in the communities near the project corridor range from nearly 43% of the total population to only 5%. The minority population within the Town of Oneida is the highest of all communities since the Town of Oneida represents the portion of the Oneida Reservation located within Outagamie County. There is also a significant Native American population located in the Town of Hobart since portions of that community are located contiguous to the Oneida Reservation. All communities are above the median household income for Brown County of $46,444. The per capita

income in the Town of Oneida is significantly less than the $21,784 per capita income for Brown County. The Village of Howard and Town of Pittsfield per capita income of $21,688 and $22,000 respectively are essentially the same as the Brown County figure; while Oneida Reservation and Off-Reservation Trusts is about 18% higher and the Village of Hobart is about 33% above the county figure. The per capita income for Outagamie County is comparable to Brown County at $21,943. Individuals below poverty level in Brown County include approximately 6.9% of the total population of the county.

2) Identify and discuss the existing modes of transportation and their traffic within the community or neighborhood.

The existing modes of transportation within the affected community areas consist primarliy of automobile and truck traffic. Modes of transportation also include biking and walking although there are no pedestrian/bike facilities through the corridor. There currently is no transit service within the project corridor.

3) Identify and discuss the probable changes resulting from the proposed action to the modes of transportation and their traffic within the community or neighborhood.

The proposed improvements include

- A Diamond Interchange at County FF
- A diamond interchange at County VV 1700' west of the existing intersection with WIS 29
- An overpass at County U
- Overpass at N. Pine Tree Road (extended north to Shawano Avenue)
- Remove access to WIS 29 at Sunlite Drive and Woodland Road
- Local road connections for Milltown Road and Triangle Road.

Removing access at Sunlite Drive and modifications made to other local roads will require motorists to find new routes to WIS 29 and throughout the corridor; causing traffic patterns to change and potentially increasing traffic on other roadways. The Brown County WIS 29 Corridor Study suggests that the interchange at County VV, which is located within the metropolitan area communities of Howard and Hobart, will make it easier for buses to serve these populations if transit is extended to area in the future. Pedestrian and bicycle accommodations are recommended as part of the proposed action on all highway improvements within the project limits.

4) Briefly discuss the proposed action's effect(s) on existing and planned land use in the community or neighborhood.

The proposed action would make it more efficient and safer to travel on the west side of Green Bay. This may increase demand for business and residential properties in this already popular area. The proposed action will provide a benefit to existing and planned land use in the area. These improvements will provide safer and efficient connections between the local communities without delays and potential conflicts currently present when local traffic crosses WIS 29. Current difficulties exist for side road traffic in finding sufficient gaps in the WIS 29 traffic to access or cross the highway safely or efficiently. Future land use, timing of development and local street network changes have been considered in selecting locations of interchanges, overpasses and local roads. New interchanges or overpasses will effect future development. Land use plans, development plans and local input were considered in selecting locations for interchanges and overpasses. The Village of Howard 20-year Land Use Plan already identifies future interchanges at County VV and County FF. See Attachment 13 - Technical memo on Consideration of Indirect and Cumulative Effects.

5) Address any changes to emergency services or other public services during and after construction of the proposed project.

Access would be provided to all properties within the project limits during construction; although access may be delayed or disrupted due to construction activities. Coordination with fire and emergency sources, school bus sources, postal services, elder care services and local traffic will be addressed in final design and in the Contract Special Provisions. Local access between the Villages of Hobart and Howard will be provided using the North Pine Tree Road overpass. Access will also be available from either side of WIS 29 on County FF, County U and local roads near County VV. Emergency access between locations north or south of WIS 29 will be improved since emergency vehicles will be able to cross WIS 29 more quickly and safer with using the overpasses instead of the existing intersections on WIS 29.

6) Describe any physical or access changes and their effects to lot frontages, driveways, or sidewalks. This could include effects on side slopes or driveways (steeper or flatter), reduced terraces, tree removal, vision corners, sidewalk removal, etc.

Access changes include removing access to WIS 29 from Sunlite Drive, Woodland Road, Maple Road, and County U or County VV. Driveways along County U and County VV may be become steeper due to fill slopes needed to elevate the side roads.

7) Indicate whether a community/neighborhood facility will be affected by the proposed action and indicate what effect(s) this will have, overall, on the community/neighborhood. Also include and identify any minority population or low-income population that may be affected by the proposed action.

No community or neighborhood facilities will be affected by the proposed action. No minority or low income populations will be disproportionately affected.

8) Place an "X" in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the proposed action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low-income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, form DT2093, Environmental Justice Impact Evaluation, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements.

a) Is disabled population affected?
☒ No
☐ Yes - See form DT2093, Environmental Justice Impact Evaluation.

b) Is elderly population affected?
☐ No
☒ Yes - See form DT2093, Environmental Justice Impact Evaluation.

c) Are minority populations affected?
☐ No
☒ Yes - See form DT2093, Environmental Justice Impact Evaluation.

d) Are low-income populations affected?
☒ No
☐ Yes - See form DT2093, Environmental Justice Impact Evaluation.

9) Identify and discuss, in general terms, factors that residents have indicated to be important or controversial.

Some of the local farmers have expressed concern about removing access to WIS 29. They currently use the side roads to cross over WIS 29 to their fields on the opposite side of the highway. There has also been a concern about increased traffic due to removing access points on WIS 29. Some residents feel that since they will have to find alternate routes to access WIS 29, those access roads will carry too much capacity and those roads will become unsafe.

Some residents expressed their support of removing at-grade intersections along WIS 29 to improve overall safety. Members of the public have shared reports of long delays while waiting to cross WIS 29, particularly during heavy weekend traffic and impatient motorists taking risks to cross traffic to minimize delays.

Due to the percursory nature of the study, no inspections were conducted of the residences nor was detailed information relating to the familes potentially being impacted gathered. The one (1) residence that would be impacted is currently listed for sale.

10) Indicate the number and type of any residential buildings which would be removed because of the proposed action. If either item a) or b) is checked, items 11 through 18 do not need to be addressed or included in the environmental document.

a) ☐ None
b) ☐ No occupied residential building will be acquired as a result of this project.
c) ☒ Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc. If item c) is checked, you must complete items 11 through 18.

There is one (1) owner occupied single family residential building that would be acquired on the preferred Alternative located at the Southwest Quadrant of County Highway FF and WIS 29.

At the time of the study (2006) there was sufficient available housing in the study area to accommodate the needs of the family being displaced, however, the number of homes available on lots of 3 to 5 acres are limited. The property is currently for sale.

11) Estimate the number of households that would be displaced from the Occupied residential buildings identified in item 10c) above.

Total Number of Households to be Relocated
1

(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
1	0

b) Number of households to be relocated that have

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

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

Number of Single Family Dwellings	Price Range
1	$250,000 and over
Number of Multi-Family Dwellings	Price Range
0	
Number of Apartments	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
None Required	None Required	7	1

b) Number of Available and Comparable Dwellings by Location

8 within Same Community	within
within	within

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

Single Family Dwellings	Price Range
2	$200,000 to $249,999
6	$250,000 and over

Multi-Family Dwellings
None being displaced

Apartments None being displaced

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

☒ WisDOT Real Estate
☒ Multiple Listing Service (MLS)
☒ Newspaper Listing(s)
☒ Other – Identify Oneida Nation

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

Number of Minority Households	Number of Elderly Households
Number of Households with Disabled Residents	Number of Low-Income Households
Number of Households Made up of a Large Family (5 or more individuals)	Number of Households with no Special Characteristics 1
Number of Households for Which it is not Known Whether They Have Special Characteristics	

15) Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24. See Attachment 7 for additional information.

Acquisitions and relocations resulting from the selected alternative would be in accordance with the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) as amended" and applicable State of Wisconsin Relocation Laws, including Sec. 32.185-32.27 and Ch. COMM 202 of the Wisconsin Administrative Code.

Prior to any acquisition, WisDOT shall employ or hire a relocation specialist who will do a personal interview with each of the persons whose residential would be impacted by the selected route to determine the relocation needs and preferences of each person to be displaced, explain the relocation payments and other assistance for which the person may be eligible, the related eligibility requirements, and the procedures for obtaining such assistance and inform them that the person to be displaced cannot be required to move unless at least one comparable replacement location has been given to them.

No acquisitions may occur until the approval of the Acquisition Stage Relocation Plan.

Eligible owners of acquired residential buildings would receive payment of "Just Compensation for Property Acquired". The residential occupant displaced by the project who may be eligible for relocation assistance services and benefits which include relocation advisory services, reimbursement of moving expenses, replacement housing payments, rent supplement payment or down payment assistance, closing costs and incidental expenses. As soon as feasible, the Agency shall inform the residential occupant in writing of the specific comparable replacement residential dwelling, its price or rent used for establishing the upper limit of the replacement housing or rent supplement payment.

The relocation specialist would contact each residential occupant at regular intervals depending on the complexity and special needs of the occupants, would assist in finding a suitable replacement location, maintain listings and close contact with local real estate agencies and brokers dealing in residential properties, and advise them of their relocation claim entitlements, required documentation and assist in filing the claim(s) with full documentation for reimbursement.

Contacts will be repeated until the relocation specialist's responsibilities are discharged completely and fully in compliance with the spirit of the Uniform Act and Wisconsin Relocation Assistance Program and Wisconsin Relocation Laws, including Sec. 32.185-32.27 and Ch. COMM 202 of the Wisconsin Administrative Code.

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

The residence is located on a larger rural lot with an additional 24' X 30' garage located on the property. The available housing data indicates there should be a sufficient supply of single family homes available for purchase, but a limited number on a larger lot, and none with an extra detached garage.

Features, such as an extra garage, a swimming pool, an extra lot, etc., are not required to be replaced at a comparable replacement housing property. A value for this feature, typically the amount listed in the appraisal, would need to be deducted (carved out) from the offering price for property acquisition. The adjusted offering price would be the value used to determine the replacement housing payment rather than the offering price.

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.

☒ No
☐ Yes - Describe services that will be required.

Due to the percursory nature of the study, no inspections were conducted of the residences nor was detailed information relating to the familes potentially being impacted gathered. If any special needs that would be required the actual occupants who would be displaced by the preferred alternative, these services will be provided to them.

18) Describe any additional measures which would be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected.

The project team will continue to provide communication with the community throughout the duration of the project. Efforts will be made to address and resolve all concerns expressed.

ECONOMIC DEVELOPMENT AND BUSINESS IMPACT EVALUATION

Wisconsin Department of Transportation

DT2095 2005

Alternative	Preferred
1-D	☒ Yes ☐ No

Portion of Project This Sheet is Evaluating if Different From Sheet 1

1) Describe the economic development or existing business areas affected by the proposed action.

There are farmlands and farm operations located on both sides of WIS 29 throughout the project area. Some of these farmsteads may be leased by individuals that operate fields on both sides of the highway. Currently, there are no specific accommodations for farm related equipment and supplies to be transported from one side of WIS 29 to the other. The construction of overpasses and interchange will be an advantage for these operations.
Right of way will be acquired throughout the corridor and this will affect overall farm operations.

County FF: There is a small business located at this interchange that would need to be relocated.

County VV: Three businesses are located near the proposed interchange. These businesses would experience delays during construction and minor strip acquisition of right of way and temporary easements will be required to accommodate roadway imporvements.

County U: One business is located near the proposed overpass. This business has closed since the project onset and is currently vacant. Future business at this location could have a negative economic impact due to the access of County U being removed from WIS 29. This property previously operated as a gas station and gaming casino. Records indicate that the fuel storage tanks and other equipment have been removed from the site.

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

The existing modes of transportation within the affected business areas consist primarliy of automobile and truck traffic. Modes of transportation also include biking and walking although there are no pedestrian/bike facilities through the corridor. There currently is no transit service within the project corridor.

3) Place an "X" in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the proposed action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, DT2093, Environmental Justice Impact Evaluation, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements.

a) ☒ No - Disabled population is not affected.

☐ Yes - Disabled population is affected. See DT2093, Environmental Justice Impact Evaluation.

b) ☐ No - Elderly population is not affected.

☒ Yes - Elderly population is affected. See DT2093, Environmental Justice Impact Evaluation.

c) ☐ No - Minority population is not affected.

☒ Yes - Minority population is affected. See DT2093, Environmental Justice Impact Evaluation.

d) ☒ No - Low-income population is not affected.

☐ Yes - Low income population is affected. See DT2093, Environmental Justice Impact Evaluation.

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 will change the conditions for a business that is dependent upon the transportation facility. Identify effects, including effects which may occur during construction.

Removing access to County U could have a negative impact on the commercial property which was formerly operated as a gas station. Removing access at this location would result in less motorists passing this facility. This property is currently vacant.

5) Estimate the number of businesses and jobs that would be created or displaced because of the project.

a) Total number created ☒ None

Number created by type including number of jobs.

Retail businesses created		Retail jobs created	
Service businesses created		Service jobs created	
Wholesale businesses created		Wholesale jobs created	
Manufacturing businesses created		Manufacturing jobs created	

b) Total number displaced. 1 ☐ None

Number displaced by type and number of jobs.

Retail businesses displaced	0	Retail jobs displaced	0
Service businesses displaced	0	Service jobs displaced	0
Wholesale businesses displaced	0	Wholesale jobs displaced	0
Manufacturing businesses displaced	1	Manufacturing jobs displaced	0

6) Identify any special characteristics of the created or displaced businesses or their employees.

a) Number of created businesses by special characteristics ☒ None

Number of created businesses that will employ elderly	
serve elderly	
Number of created businesses that will employ disabled	
serve disabled	
Number of created businesses that will employ low income people	
serve low income people	
Number of created businesses that will employ a minority population	
serve a minority	

b) Number of displaced businesses by special characteristics ☐ None

Number of displaced businesses that will employ elderly	1
serve elderly	0
Number of displaced businesses that will employ disabled	0
serve disabled	0
Number of displaced businesses that will employ low income people	0
serve low income people	0
Number of displaced businesses that will employ a minority population	0
serve a minority	0

7) Is Special Relocation Assistance Needed?

☒ No

☐ Yes – Describe special relocation needs.

8) Describe the business relocation potential in the community.

a) Total number of available business buildings in the community.

Due to the precursory nature of a Conceptual Stage Relocation Plan Study, no inspection was made of the building, nor was detailed information gathered about the business that would be displaced. Local brokers indicate that the Villages of Howard and Hobart, and city of Green Bay area's market for business properties, either for rent or sale, is very active and new areas business parks are being discussed. Local brokers would not identify all of the available properties that they represent, but a review of commercial listings for the area identified two properties currently available within 5 miles in the Howard area which may be suitable for the business that would be displaced. Locations are more limited along WIS 29 corridor in the study area. The business should not have any difficulty finding a replacement location in the Howard, Hobart, Green Bay Area, but options are limited the further west of Green Bay. Depending on the total acres that would be acquired for the project, the owner may have a large enough site remaining to consider relocation on the remaining property. The available business buildings usually require modification to meet the displaced business's needs and new construction may be the best option.

b) Number of available and comparable business buildings by location

Number of available and comparable business buildings within the same community: 2

c) 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 single business buildings in the price range of Over $250,000: 2

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

☒ WisDOT Real Estate
☒ Newspaper listing(s)
☒ Multiple Listing Service (MLS)
☒ Other - Identify: Commercial Real Estate websites

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

Acquisitions and relocations resulting from the selected alternative would be in accordance with the “Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) as amended” and applicable State of Wisconsin Relocation Laws, including Sec. 32.185-32.27 and Ch. COMM 202 of the Wisconsin Administrative Code. Eligible owners of acquired displacement properties occupied by a business would receive payment of “Just Compensation for Property Acquired”.

Prior to the acquisition of the properties for the selected alternative, WisDOT would employ or hire a relocation specialist who would interview the occupants of the displacement parcels. The information from these interviews would be used to prepare the Relocation Assistance Acquisition Stage Plan, which would determine the actual number of businesses to be displaced, the type of occupancy, any special needs required, and the estimated relocation costs for the businesses actually being displaced by the preferred alternative. At a minimum, interviews with displaced business owners and operators would include the following items: 1. the business' replacement site requirements, current lease terms and other contractual obligations and the financial capacity of the business to accomplish the move, 2. need for outside specialists in accordance with §24.301(g)(12) that will be required to assist in planning the move, assistance in the actual move, and in the reinstallation of machinery and/or other personal property, 3. an identification and resolution of personality/reality issues prior to, or at the time of, the appraisal of the property, 4. an estimate of the time required for the business to vacate the site, 5. an estimate of the anticipated difficulty in locating a replacement property and 6. identification of any advance relocation payments required for the move. The displaced business will be informed that no business or farm would be displaced unless a comparable replacement business location is provided to them (See Comm 202.90).

No acquisitions may occur until the approval of the Acquisition Stage Relocation Plan.

WisDOT would employ or hire a relocation specialist who would work with any eligible displaced business to find a comparable business location, provide current and continuing information on the availability, purchase prices, and rental costs of comparable replacement business. As soon as feasible, WisDOT shall inform the business in writing of the specific comparable replacement business site, the price or rent used for establishing the upper limit of the

replacement business payment up to the owner occupied maximum of $50,000 and tenant occupied maximum of $30,000.(See Comm 202, Subchapter VI — Replacement Business and Farm Payment for maximum eligible payments and the basis for the determination) so the business is aware of the maximum replacement business payment for which it may qualify. The relocation specialist would contact each business unit at regular intervals depending on the complexity and special needs of the business, would assist the business in becoming established in at a suitable replacement location, maintain listings and close contact with local real estate agencies and brokers dealing in business properties, informing business concerns of the Small Business Administration entitlements when federal aid is involved, contacting local development corporations and other similar organizations to make available all assistance possible, assist in obtaining or transferring business permits and licenses, assist in securing and making moving arrangements, joint development of inventory of personal property to be moved, advise business operators in site management procedures and occupancy terms and conditions, and advise them of their relocation claim entitlements, required documentation and assist in filing the claim(s) with full documentation for reimbursement.

Contacts will be repeated until the relocation specialist's responsibilities are discharged completely and fully in compliance with the spirit of the Uniform Act and Wisconsin Relocation Assistance Program and Wisconsin Relocation Laws, including Sec. 32.185-32.27 and Ch. COMM 202 of the Wisconsin Administrative Code. .

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

No difficulties are perceived in relocating the business displaced by the proposed action or special services required, except for providing between 18 months and 2 years in the project schedule for the business to reestablish at a replacement business location. This is a minimum of time typically require for it to find a replacement location, negotiate for the purchase or lease of the space, obtain the necessary estimates for the moving costs and necessary permits, making any necessary modifications to or construction of a replacement business building, and completing the move.

12) Describe any additional measures which would be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected.

None anticipated for the displaced business.

13) Generally describe both the beneficial and adverse effects accruing to:

a) The area's economic development potential or existing business area caused by the proposed action. Include any factors identified by business people that they feel are important or controversial.

The proposed action would reduce congestion and provide safer access to existing and planned business development in the WIS 29 corridor. Benefits to businesses would include reduced travel time and costs for consumers and for receiving and shipping products.

b) The employment potential and existing employees in businesses affected by the proposal. Include, as appropriate, a discussion of effects accruing to minority populations or low-income populations.

The proposed action would not affect the employment potential in the WIS 29 corridor. Based on conversations with the business owner who would be impacted with the proposed action at the County FF interchange, he may choose to close his business rather than relocate. It is unknown how many, if any, employees this decision could impact since this number varies by the amount of work he has committed to. No minority or low-income populations would be affected by the proposed action.

AGRICULTURAL IMPACT EVALUATION

Wisconsin Department of Transportation

DT2063 2003

Alternative	Preferred
1-D	☒ Yes ☐ No

Portion of Project This Sheet is Evaluating if Different From Sheet 1

Type of Land Acquired From Farm Operations	Type of Acquisition		Total Area Acquired Acres (ha)
	Area Acquired In Fee Simple Acres (ha)	Area Acquired By Easement Acres (ha)	
Crop land and pasture	59.3 (24.0)	0	59.3 (24.0)
Woodland	3.4 (1.4)	0	3.4 (1.4)
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)	0.8 (0.3)	0	0.8 (0.3)
TOTAL	63.5 (25.7)	0	63.5 (25.7)

1. Indicate the number of farm operations from which land will be acquired.

   Total Number of Farm Operations from which land will be acquired: 19

   a) Number of Farm Operations from which 1 acre or less will be acquired: 6

   b) Number of Farm Operations from which more than 1 acre but less than 5 acres will be acquired: 10

   c) Number of Farm Operations from which more than 5 acres will be acquired: 3

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

   ☐ Does Not Apply

   The primary agricultural impact will be direct loss of farmland available for crops and pasture due to roadway and interchange construction.

3. Describe changes in access to farm operations caused by proposed action.

   ☐ Does Not Apply

   Most farm operations will access their operations in the same manner as they do currently. Access to four farm operations will be modified from the existing condition:

   a. Access to parcel VH-508-1, located on the east side of Sherwood Street, North of WIS 29, will be relocated off of the proposed Catherine Drive cul-de-sac due to the proximity of the existing access to the County FF westbound ramp terminals.
   b. Access to parcel HB-528, located off of Sunlite Drive at N. Pine Tree Road, will be relocated off of the proposed N. Pine Tree Road. Access to parcel HB-547, which is contiguous to HB-528, will remain off of Sunlite Drive.
   c. Access to parcel VH-48, located along County U and Glendale Road, will only be provided off of Glendale Road due to the fill associated with the County U overpass.
   d. Access to parcel VH-43, located along Milltown Road and Marley Street, will have access off of the relocated portion of Milltown Road. Access from Marley Street will be prohibited due to the proximity to the County VV westbound ramp terminals.

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

   ☐ Does Not Apply

Three farm operations will be severed due to the proposed action:

a. Parcel VH-43, located along Milltown Road and Marley Street, will be severed by the relocation of Milltown Road. Original farm size is 53 acres (21 ha). 9.5 acres (3.9 ha) will be acquired in Fee and 1.2 acres (0.5 ha) will be a remnant parcel.
b. Parcel VH-51, located along the west side of Marley Street, north of WIS 29, will be severed by the proposed interchange at County VV. Original farm size is 7.16 acres (2.90 ha). 4.9 acres (2 ha) will be acquired in Fee and 2.3 acres (0.93 ha) will be a remnant parcel.
c. Parcel HB-481/HB-483, located along Triangle Road in the SW quadrant of the proposed County VV interchange will be severed. The original farm size is 31 acres (13 ha). 12.1 acres (4.9 ha) will be acquired in Fee and 1.4 acres (0.57 ha) will be remnant parcel.
d. Parcel HB-528/HB-547, located off of Sunlite Drive at N. Pine Tree Road, will sever the farm operation between the two parcels. Original farm size is 30 acres (12 ha). 3.9 acres (1.6 ha) will be acquired in Fee. No remnants will remain since access to parcel 528 will be provided off of N. Pine Tree Road.

5. 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. As appropriate, address the location, type, condition and importance to the farm operation.

☒ Does Not Apply

No buildings or permanent improvements will be acquired as a result of the proposed action.

6. 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.

7. Describe the effects generated by the obliteration of the old roadway.

☐ Does Not Apply

The obliteration of Milltown Road where the proposed westbound off ramp to County VV is located will require access to the farmland to be relocated as noted above.

8. Identify and describe any proposed changes in the land use or secondary development that will affect farm operations and is related to the development of this project.

☐ Does Not Apply

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. Some commercial development could shift towards the proposed interchange locations. Potential land use changes would be consistent with future land use plans and would be dependant on the availability of lands to develop. The Village of Howard's 20-year land use plan does identify lands south of Milltown Road and east of the proposed County VV interchange to be converted to regional commercial use over time.

This potential for increased development could cause a decrease in the amount of agricultural lands available for crops and pasture. In general, the secondary effects to these lands would be proportional to the amount of development that occurs. The local municipalities have adopted, or are in the process of preparing, land used plans and zoning which will help to control the development of farmland to non-agricultural uses. See Attachment 13 for additional information.

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

   ☒ No effects indicated by farm operator or owner.

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

    ☒ No effects will accrue to farm owners, operators or workers from minority populations or low-income populations

    ☐ Yes – Discuss.

11. Describe measures to minimize adverse effects or enhance benefits.

    A No Build Alternative would likely have an increasingly adverse impact on the safety of farm equipment traveling along or crossing WIS 29. As traffic volumes increase, congestion will increase, making it more dangerous to have slow moving farm equipment traveling along or crossing the highway. The proposed improvements should increase safety for farm equipment by the addition of grade-separated crossings.

    Measures used during the alternative development to minimize impact to farming operations included keeping improvements as close to the existing corridor as possible and developing proposed alignments to minimize severances.

ENVIRONMENTAL JUSTICE IMPACT EVALUATION

Wisconsin Department of Transportation

DT2093 3/2005

Alternative	Preferred
1-D	☒ Yes ☐ No

Portion of Project This Sheet is Evaluating if Different From Sheet 1

Instructions: For definitions of Environmental justice protected populations, visit: www.fhwa.dot.gov/legsregs/directives/orders/6640_23.htm , www.aoa.gov/prof/poverty_guidelines/poverty_guidelines.asp

1. Determine the presence and estimate the size of the minority population and/or low-income population affected by the proposed action.

   ☐ No minority populations or low-income populations are present in the project's area of influence. (Process is complete.)

   ☒ Yes, a minority population or low-income population is located in the project's area of influence. (Proceed with the evaluation.)

2. Identify and give a brief description of the minority populations or low-income populations affected by the proposed action. Include the relative size of the populations and their pertinent demographic characteristics. (Check all that apply.)

   ☐ Black (having origins in any of the black racial groups of Africa)
   ☐ Low income ☐ Elderly ☐ Disabled

   ☐ Hispanic (of Mexican, Puerto Rican, Cuban or South American, or other Spanish culture or origin, regardless of race)
   ☐ Low income ☐ Elderly ☐ Disabled

   ☐ Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands)
   ☐ Low income ☐ Elderly ☐ Disabled

   ☒ 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)
   ☐ Low income ☐ Elderly ☐ Disabled

   According to the 2000 U. S. Census, American Indian population ranges from 0.9% to 38.5% in each community and 2.8% of Brown County. Low income and elderly populations exist to some extent in all communities in the project corridor. Available statistical data regarding these populations does not differentiate between minorities and non-minorities. Based on site visits and discussion from meetings with the public and local officials, low income or elderly populations do not appear to be present in higher numbers in minority as opposed to non-minority populations. Elderly populations range from 6.3-8.4% in each community, with 10.7% overall in the population of Brown County. Low-income populations range from 2.3-7.2% in each community, with 6.9% overall in the population of Brown County. Information according to 2000 U. S. Census.

   ☐ White and any combination of the above.
   ☐ Low income ☐ Elderly ☐ Disabled

   ☐ Non-minority low-income population
   ☐ Elderly ☐ Disabled

3. As a result of public involvement and inter-agency coordination, identify and describe issues of concern or controversy to the minority population or low-income population.

   ☒ No issues of concern or controversy identified.
   ☐ Issues of concern or controversy identified below. Describe issues and how they were resolved.

4. Based on data and scientific analyses (e.g., modeling, regression analysis, etc.), identify and describe effect(s) to the minority population or low-income population.

   Effects to minority and low-income populations may include additional traffic noise and construction sound quality related inconveniences, real estate acquisition, increased traffic and changes in travel patterns. The projects is expected to improve safety for populations using the connecting roads and entering and existing the Wis29 roadway corridor. None of these effects, adverse or otherwise, are expected to be predominately or disproportionately borne by a minority and/or low income populations.

   Indicate which other environmental factors are involved or inter-related.

☒ General Economics	☒ Community & Residential	☒ Economic Development & Business
☐ Agriculture	☐ Wetlands	☐ Streams & Floodplains
☐ Lakes & Other Open Water	☐ Upland	☐ Erosion Control
☐ Storm Water Management	☐ Air Quality	☒ Construction Stage Sound Quality
☒ Traffic Noise	☐ Section 4(f) & 6(f)	☐ Historic Resources
☐ Archeological Resources	☒ Hazardous Substances & USTs	☐ Aesthetics
☐ Coastal Zone	☒ Noise	☐ Other

   (NOTE: 3 and 4 above may overlap)

5. Indicate whether effects to a minority population or a low-income population are beneficial or adverse.

   ☐ Only beneficial effects will occur. Describe effects on affected population and discuss whether they are direct, indirect or cumulative. Include a discussion of any measures to enhance beneficial effects. (Process is complete.)

   ☒ Identified adverse effects are proportionate to those experienced by the general population. Describe effects on affected population and discuss whether they are direct, indirect or cumulative. Include a discussion of any measures to avoid, minimize, or mitigate adverse effects. (Process is complete.)

   The preferred alternative does not create disproportionately high and adverse effects on minority or low-income populations:

   Overall real estate acquisition for the project is 94.9 acres (38.4 ha). Fee acquisition of 0.6 acres (0.2 ha) from a 7.0 acre (2.8 ha) commercial/residential property will be required with ownership from within the minority populations.

   Minority populations will experience the same traffic noise and construction sound quality related inconveniences as will members of all population groups. See Attachment 13 for additional information.

   ☐ Identified effects are disproportionately high and adverse. A disproportionately high and adverse effect means an adverse effect that: 1) is predominately borne by a minority population and/or a low-income population; or 2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

   Describe disproportionately high and adverse effects on affected population and discuss whether they are direct, indirect or cumulative. Include a discussion of any measures to avoid, minimize, or mitigate disproportionately high and adverse effects or enhance beneficial effects.

6. Indicate whether the individuals in the affected population(s) are protected under Title VI of the 1964 Civil Rights Act. (Title IV prohibits discrimination on the basis of race, color, or country of origin. See item 2 above for definitions of Title VI minorities.)

   ☐ No – Title VI protections do not apply, but other requirements under the Age Discrimination Act or Americans With Disabilities Act do apply. Describe effects and how they will be avoided, minimized or mitigated.

   ☐ Yes - Title VI protections apply. Describe any special services, considerations, or mitigation that will be used to avoid, minimize, or mitigate effects to Title VI individuals.

7. Will the Alternative/Project be carried out even with disproportionately high and adverse effects on a minority population or low-income population?

   ☐ No, the Alternative/Project will not be carried out because of disproportionately high and adverse effects on a minority population or low-income population.

      ☐ There is no substantial need for the Alternative/Project.

      ☐ Another alternative with less severe effects on the minority population or low-income population can meet the needs of this and is practical.

   ☐ Yes, the Alternative/Project will be carried out with the mitigation of disproportionately high and adverse effects.

   ☐ Yes, a substantial need for the Alternative/Project exists based on the overall public interest. Alternatives that would have less adverse effects on minority populations or low-income populations have either:

      ☐ Adverse social, economic, environmental, or human health impacts that are more severe; or

      ☐ Would involve increased costs of an extraordinary magnitude.

8. Identify and discuss mitigation and enhancement efforts to address disproportionately high and adverse effects to Title VI protected minority people if different from those shown in item 5 above.

WETLANDS IMPACT EVALUATION

Wisconsin Department of Transportation

DT2099 11/2005

Alternative	Preferred
1-D	☒ Yes ☐ No

Portion of Project This Sheet is Evaluating if Different From Sheet 1

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

Work in the wetland consists of fill due to roadway embankment construction and ditch grading.

2) Describe the location of wetland(s) affected by the proposal. Include wetland name(s), if available. (Use maps, sketches, or other graphic aids.)

Wetlands will be impacted by the construction at eight locations throughout the project. See Attachment 3 for wetland locations impacted.

Wetland Number	Wetland Location	WisDOT Type (Description)	Associated Waterway	Area Impacted Acres (Ha)	Estimated Total Area of Wetland Acres (Ha)
1	WIS 29 north side (at County U west bound on ramp	WS (Wooded Swamp)	Unnamed tributary to Trout Creek	0.03 (0.01)	2(0.8)
2	Old 29 Road, south side (east of County U)	WS (Wooded Swamp)	Unnamed tributary to Trout Creek	0.48 (0.19)	20(8.1)
3	County U, west side (south of WIS 29 and Old 29 Road)	WS (Wooded Swamp)	Unnamed tributary to Trout Creek	0.28 (0.11)	>100(>40.4)
4	WIS 29, north side (at County VV west bound on ramp)	M(D) (Wet Meadow)	Unnamed tributary to Trout Creek	0.05 (0.02)	75 (30.3)
5	WIS 29, south side (at County VV east bound off ramp)	M(D) (Wet Meadow)	Unnamed tributary to Trout Creek	0.02 (0.01)	1 (0.4)
6	North Pine Tree Road	RPF (Riparian Forested Wetland)	Unnamed tributary to Lancaster Creek	0.08 (0.03)	10 (4.0)
7	WIS 29, north side (at County FF west bound on ramp)	RPF(D) (Riparian Forested Wetland - Wetland Degraded)	Unnamed tributary to Thornberry Creek	2.23 (0.90)	15 (6.1)
8	WIS 29, south side (at County FF east bound off ramp)	RPF/E(D) (Riparian Forested wetlands and Riparian Emergent wetlands (degraded))	Unnamed tributary to Thornberry Creek	0.24 (0.10)	10 (4.0)
9	Golden Pond Park Court	RPF (Riparian Forested Wetland)	Lancaster Creek & Thornberry Creek	0.75 (0.30)	70 (28.3)
10	Hillcrest Dr. west side Hillcrest Dr, east side (at County FF)	RPF (Riparian Forested Wetland)	Lancaster Creek & Thornberry Creek	0.74 (0.30)	70 (28.3)
11	WIS 29, south side (at County FF east bound on ramp)	RPF (Riparian Forested Wetland)	Lancaster Creek & Thornberry Creek	0.98 (0.40)	50 (20.2)
12	WIS 29, north side (at County FF west bound off ramp)	WS (Wooded Swamp)	Thornberry Creek	0.89 (0.36)	10 (4.0)

13	Sherwood St, west side Sherwood St, east side (at County FF)	RPF (Riparian Forested Wetland)	Unnamed tributary to Thornberry Creek	0.24 (0.10)	5 (2.0)

3) This wetland is:

☐ Isolated from stream, lake or other surface water body.

☐ Not contiguous, but within 5-year floodplain.

☒ Contiguous (in contact) with a stream, lake, or other water body.

Identify corresponding stream, lake, or other water body by name or town-range location: (See table above)

Wetlands affected by the County U overpass and County VV interchange are contiguous with intermittent tributaries to Trout Creek (Sections 3 and 4, T24N, R19E). Affected wetlands at the County FF interchange are contiguous with an intermittent tributary to Lancaster Creek (Sec. 12, T24N, R19E), and perennial streams Thornberry Creek. and Lancaster Creek. (Sec. 13, T24N, R19E and Sec. 18, T24N, R20E). Affected wetlands at the North Pine Tree Rd overpass are associated with an intermittent tributary to Lancaster Creek (Sec 12, T24N, R19E).

NOTE: If wetland is contiguous or adjacent to a stream, complete form DT2097, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete form DT2071, Lake or Water Body Impact Evaluation.

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

Waterfowl and wildlife species potentially occurring in project wetlands are typical of the area and include heron and duck species, song bird species, small mammals such as mice and voles, raccoons, rabbits, white-tailed deer, reptiles and amphibians.

5) Are there any known endangered or threatened species affected by the project?
☐ No

☒ Yes - Identify the species and indicate whether it is on Federal or State lists.

There is potential habitat for the wood turtle (Clemmys insculpta) which is on Wisconsin's list of threatened species.

☐ Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.

☒ Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.

DNR indicates that if construction activity will occur within the turtle's active period (March 15 – October 15), impacts can be avoided by erecting exclusion fencing between the streams and the construction zone prior to March 15th of the construction year, to protect turtles from construction activity. Fencing will also be needed for construction site erosion control. Location and timing of the fencing will be determined in the early stages of construction 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 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.

6) FHWA Wetland Policy

☐ Not Applicable - Explain

☒ Individual Wetland Finding Required - Summarize why there are no practicable alternatives to the use of the wetland.

The No Build Alternative would avoid wetland impacts but would not meet the project purpose and need. Due to the extent and locations of wetlands throughout the project corridor it is not possible to completely avoid wetland impacts. All of the alternatives considered would have impacts to wetlands. A majority of these impacts occur at the County FF Interchange location (6.1 acres (2.5 ha)). The preferred alternative would have the same wetland impacts at County FF as the other alternatives considered since this location is common to all of them. The relocation of Golden Pond Park Court, as noted earlier, is necessary to meet WisDOT standards to assure that the interchange operates safely and efficiently.

☐ Statewide Wetland Finding. **NOTE: All must be checked for the Statewide Wetland Finding to apply.**

☐ Project is either a bridge replacement or other reconstruction within 0.5 km (0.3 mile) of the existing location.

☐ The project requires the use of 3 hectares (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.

7) Erosion control or storm water management measures which will be used to protect the wetland are shown on form (either or both)

☒ DT2080, Erosion Control Impact Evaluation

☒ DT2076, Stormwater Impact Evaluation

☐ Neither form - Briefly describe measures to be used

8) Section 404 Permit

☐ Not Applicable - No fill to be placed in wetlands

☒ Applicable - Fill will be placed in wetlands.
Indicate area of wetlands filled: 7.0 acres (2.8 ha)

☒ Individual Section 404 Permit required

☐ General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404 Compliance.
Indicate which GP or LOP required.

☐ Non-Reporting GP ☐ Provisional GP
☐ Provisional LOP ☐ Programmatic GP

9) Section 10 Waters. For navigable waters of the United States (Section 10) indicate which Nationwide Permit is required.

Not applicable. Section 10 waters are not affected by the proposed project.

10) Identify wetland type(s) which will be filled or converted to another use. Use the DOT Wetland Bank System. (See FDM Procedure 24-5-10, Figure 2.) If the National Wetlands Inventory (NWI) or Wisconsin Wetlands Inventory (WWI) are used to identify the types of wetlands, translate them to the DOT Wetland Bank System, wetland types.

a) Approximate areas of wetlands filled or converted by type.

WisDOT Type	Wetland Area Impacted Acres (Hectares)
M(D) (Wet Meadow)	0.07 (0.03)

RPF(D) (Riparian Forested Wetland - Wetland Degraded)	2.23 (0.90)
RPF/E(D) (Riparian Forested wetlands and Riparian Emergent wetlands (degraded))	0.24 (0.10)
WS (Wooded Swamp)	1.68 (0.68)
RPF (Riparian Forested Wetland)	2.79 (1.12)

11) Wetland Mitigation
(NOTE: Avoidance and minimization mitigation are required.)

a) Wetland Avoidance

i) Describe methods used to avoid the use of wetlands, such as using a lower level of improvement or placing the roadway on new location, etc.

Avoidance and minimization of wetland losses were important considerations throughout the alternative development process and in the selection of the Preferred Alternatives. Alternatives were developed to avoid wetlands where practical in view of other impact trade offs, which included farmland acquisition and severances and residential and business relocations. The interchange included in Alternative 2 at County U would have impacted wetlands. By selecting the preferred alternative, these wetland impacts will be avoided.

ii) Indicate the total area of wetlands avoided

1.4 acres (0.57 ha) of wetlands are avoided with the exclusion of an interchange at County U.

b) Minimize the amount of wetlands affected

i) 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.

While it is not feasible to completely avoid wetland impacts due to the extent and location of the wetlands, consideration has been given to minimizing the impacts. The side slopes adjacent to wetlands have been steepened to 3:1 and a retaining wall is proposed along the eastbound on-ramp at the County FF interchange to avoid impacts to a nearby stream. The selection of a “Diamond” type interchange at County FF also minimizes the wetland impacts as well as prevents further segmentation when compared to other interchange configurations. Supplementary minimization techniques such as steeper embankment slopes, narrower medians, and the use of additional retaining walls will be considered during future design phases of the project in coordination with DNR and COE.

ii) Indicate the total area of wetlands saved through minimization

0.9 Acres
0.4 (Hectares)

c) Compensation for unavoidable loss

Is compensation of unavoidable wetland loss required?

☒ Yes
☐ No. Explain.

d) Type and amount of compensation

☐ On-Site Replacement- Wetland replacement located in the general proximity of the project site within the same local watershed. These replacements are often contiguous to the project.

Wetland type of on-site replacement

Total area of on-site replacement
0 Acres

0 (Hectares)

☒ Near-Site or Off-site Replacement - Replacement opportunity for wetland compensation within a 5 mile (8.1 kilometer) corridor centered over the highway alignment or a wetland replacement located away from the project site, generally outside the project's local watershed.

Wetland type of off-site replacement
M/SM/SS

Total area of off-site replacement

10.5 Acres
4.2 (Hectares)

☐ No near or off-site replacement - Describe reasons no near or off-site opportunities were found.

☒ Wetland Mitigation Bank Site - A wetland compensation site containing wetland credit areas and wetland types from bank developed wetland restoration/creation projects or surplus areas from the wetland compensation projects of specific DOT facility development projects.

Indicate name or location of wetland mitigation bank site to be used for the replacement of unavoidable wetland loss.

To be included in future stage of project development.

Wetland type of bank-site replacement

To be determined

Total area of bank-site replacement

TBD Acres
TBD (Hectares)

Describe decision process used to determine the use of the bank-site and provide any coordination documentation with regulatory or resource agencies.

A bank site may need to be chosen based on coordination with DNR and WisDOT Environmental Coordinator. Agriculture is practiced primarily on well drained soils in this part of Brown County because moderately permeable soils occur extensively. As a consequence, artificial drainage for agricultural use is uncommon and the related opportunities for wetland restoration of agricultural lands are limited. However, an on-site/near-site mitigation site search was conducted, and 29 potential sites were investigated in the field on a preliminary basis. Three to five potentially feasible sites for compensatory mitigation were identified, but no landowner contacts or agency coordination have taken place relative to these sites at this time. Preliminary indications at these areas are that impounding existing runoff may not be sufficient to establish wetland hydrology, and that grading to lower land elevation would likely be necessary. However, the identified sites are worth investigating further before a decision to obtain mitigation credits at a bank is made. These investigations will be undertaken in coordination with the agencies, and the conclusions will be used to reach a decision regarding the most environmentally beneficial mitigation.

STREAMS AND FLOODPLAINS IMPACT EVALUATION

Wisconsin Department of Transportation

DT2097 2004

Alternative	Preferred
1-D	☒ Yes ☐ No

Portion of Project This Sheet is Evaluating if Different From Sheet 1

1) Stream Name	2) Stream Location
See Table Below	See Table Below
3) Stream Type (Indicate Stream Class, if known) ☐ Unknown ☐ Warm water ☐ Trout-Class ☐ Wild and Scenic River (See Table Below)	4) Size of Upstream Watershed Area (Size will be identified as part of future phase of project. See table below for flow). ☐ Permanent Flow (year-round) ☐ Temporary Flow (dry part of year)

5) Stream Characteristics (See Table Below)

a) Substrate ☐ Sand ☐ Silt ☐ Clay ☐ Cobbles ☐ Other-describe:

b) Average Water Depth	c) Vegetation in Stream (See Table Below)
See Table Below	☐ Absent ☐ Present - If known describe:
d) Identify Fish Species Present Unknown	e) If water quality data is available, include this information (e.g., DNR or local discharger might have such records). Unknown

1. Stream Name	2. Location T, R, Sec	3. Type/ Class	4. Watershed Flow	5. Stream Characteristics			9. Adjacent Land Use North Side; South Side
				A. Substrate	B. Water Depth (in.)	C. Vegetation	
West Branch Suamico R	25, 19, 30-31	unknown	temporary	silt	dry	sandbar willow, reed canary grass	agriculture; agriculture
Unnamed Tributary to West Branch Suamico River	25, 19, 32	unknown	temporary	silt	6	cattail, reed canary grass	cleared land; agriculture
Unnamed Tributary to South Branch of Suamico River	25, 19, 33	unknown	temporary	silt	dry	reed canary grass	Stream is diverted to an artificial pond; remnants are roadside swales only.
South Branch Suamico River	25, 19, 33	unknown	temporary	silt	dry	sandbar willow, reed canary grass	wetland-RPF; wetland-RPE(D)
Unnamed Tributary to Trout Creek	24, 19, 3	unknown	no stream present			soybeans, aspen, green ash	agriculture; wetland-WS
Unnamed Tributary to Trout Creek	24, 19, 3	unknown	temporary	silt	dry	cattail, reed canary grass	agriculture; agriculture
Unnamed Tributary to Thornberry Creek	24, 19, 12	unknown	temporary	silt	dry	cattail, reed canary grass, giant reed	wetland-RPF(D); wetland-RPF/E(D)
Thornberry Creek	24, 20, 18	Class I	permanent	sand	12	aspen, green ash	wetland-RPF; wetland-RPF
Unnamed Tributary to Lancaster Creek	24, 20, 18	unknown	temporary	silt	dry	reed canary grass	agriculture; commercial
Lancaster Creek	24, 20, 18	Class II	permanent	sand	12	aspen, green ash	wetland-RPF; wetland-RPF
Unnamed Tributary to Duck Creek	24, 20, 17	unknown	permanent	silt	4	reed canary grass, aspen, green ash	wetland-RPF; residential

6) Are there any known endangered or threatened species affected by the project?

☐ No

☒ Yes - Identify the species and indicate whether it is on Federal or State lists.

There is potential habitat for the wood turtle (Clemmys insculpta) which is on Wisconsin's list of threatened species.

☐ Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.

☒ Coordination with DNR has been completed. 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 is to be surveyed and any turtles confined within the project area removed prior to any site disturbance.

7) If bridge replacement, are migratory bird nests present?

☒ Not applicable

☐ No

☐ Yes – Identify Bird Species present
Estimated number of nests is:

8) Is a U.S. Fish & Wildlife Depredation Permit required to remove swallow nests?

☒ Not Applicable

☐ No - Describe mitigation measures.

☐ Yes

9) Describe land adjacent to stream. If wetland, give type. - See Table Above

10) Identify upstream or downstream dischargers or receivers (if any) within 1/2 mile (0.8 kilometers) of the project site.

Discharge into the streams identified above is generally from overland flow. There are no identifiable dischargers or receivers within 1/2 mile (0.8 kilometers) of the project site.

11) Section 404 Permit

☐ Not Applicable - No fill to be placed in wetlands.

☒ Applicable - Fill will be placed in wetlands.
Indicate area of wetlands filled. 7.0 Acres (2.8 Hectares)

☒ Individual Section 404 Permit required

☐ General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404.
Indicate which GP or LOP is required.

☐ Non-Reporting GP ☐ Provisional GP
☐ Provisional LOP ☐ Programmatic GP

12) Section 10 Waters – Not applicable

13) 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: U.S. Coast Guard must be notified when Section 10 waters are affected by a proposal.)

The proposed work will involve replacement or new culverts and bridges over the waterways included in the table above. Work within the 100-year floodplain is as noted. The proposed work will encroach into the 100-year floodplains near the County FF interchange. Embankment fill would be required over and adjacent to streams identified above.

14) Discuss the effects of any backwater which would be created by the proposed action. Indicate whether the proposed activities would be consistent with Wisconsin Administrative Code – Chapter NR 116, the National Flood Insurance Program, and Governor's Executive Order #73.

A hydraulic analysis has not been completed for this phase of the project. This analysis would be part of a future phase when structure sizes and types are determined. Structures will be sized to ensure that backwaters created would be less than 0.01 ft (3mm). The proposed action would be consistent with Wisconsin Administrative Code – Chapter NR 116, the National Flood Insurance Program, and Governor's Executive Order #73.

15) Describe and provide the results of coordination with any floodplain zoning authority.

Since a hydraulic analysis has not been completed for this phase of the project, coordination with any floodplain zoning authorities will occur during future phases of the project.

16) 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.

17) Discuss existing or planned floodplain use and briefly summarize the project's effects on that use.

Existing and planned floodplain uses will continue. Land use includes primarily wetlands within the flood plain areas. Portions of the wetlands will be filled to accommodate fill slopes but the project will not affect existing or planned floodplain uses.

18) 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. With the use of appropriate stormwater control measures direct impacts to water quality associated can be minimized.

19) Describe proposed measures to minimize adverse effects or to enhance beneficial effects.

Erosion control measures will be implemented to minimize adverse effects. Silt fence, erosion mat, erosion bales, seeding, and turbidity barrier will be used to protect streams and waterways from runoff on the slopes and ditches and siltation during construction.

20) Erosion control or storm water management measures which will be used to protect the stream are shown on form DT2080, Erosion Control Impact Evaluation and form DT2076, Stormwater Impact Evaluation.

☒ Yes

☐ No - Briefly describe measures to be used such as sheet piling, cofferdam, turbidity barrier, barges, construction blackout window, etc.

UPLAND HABITAT IMPACT EVALUATION

Wisconsin Department of Transportation

DT2098 2004

Alternative	Preferred
1-D	☒ Yes ☐ No

Portion of Project This Sheet is Evaluating if Different From Sheet 1

1) 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 County U overpass has no substantial effects on natural upland habitat.
- The County VV interchange affects approximately 4.8 acre (1.9 ha) of northern mesic forest near the edge of a 40-acre (16 ha) woodlot.
- The North Pine Tree Rd overpass has no substantial effects on natural upland habitat.
- The County FF interchange affects approximately 1.7 acres (0.7 ha)
- of northern mesic and mixed mesic forest.

2) Identify and describe any observed or expected wildlife associations with the plant community(ies).

Forested areas surrounded by agricultural and residential areas like those affected by this project provide food, cover and travel corridors for a broad range of wildlife including small mammals, deer, coyote, fox, and raccoon, and a number of songbirds as well as birds of prey. These forested upland communities are not necessarily unique in supporting these species, rather they tend to provide support for life-cycle elements for these species that are not otherwise as effectively supported by the more common habitat elements such as fencerows and agricultural fields.

3) Identify the dominant plant community(ies) and estimate existing and proposed area of each dominant plant community to be altered.

- Northern mesic forest (deciduous) – this is an extensive habitat type in the vicinity of County FF (approx 300 acres), which is currently undergoing fragmentation due to residential development pressure. Only a very small proportion (approx. 1 acre) will be altered for the proposed extension of Golden Pond Park Court. Forest of any type is less common in the vicinity of the County VV interchange and development pressure is less; therefore, the 1-acre alteration for Milltown Rd is a more significant change.
- Mixed mesic forest – internal portions of the deciduous mesic forest contain areas of evergreens. The proposed alteration amounts to approximately 0.3 acre.

4) Are there any known endangered or threatened species affected by the project?

☒ No

☐ Yes - Identify the species and indicate whether it is on Federal or State lists.

☐ Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.

☒ Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.

There are no threatened or endangered species occurrence records applicable to upland habitat in the Project Area.

5) Describe the nature of proposed work in the upland habitat area (e.g., grading, clearing, grubbing, etc.).

The proposed work would include clearing and grubbing, and placement of fill materials for the relocated roadways.

6) Identify and describe any known wildlife or waterfowl use areas or movement corridors that would be severed or eliminated by the proposed action. Include a discussion of the proposed action's effects upon the areas or corridors.

   No such corridors would be severed or eliminated. They would however be altered somewhat through minor area reduction and constriction.

7) Discuss other direct impacts on wildlife and estimate significance.

   N/A

8) Identify and discuss any probable secondary impacts which may be expected due to the project.
   Additional residential development associated with relocated and extended local roads may result in further forest fragmentation. See Attachment 13 for additional information.

9) Describe measures to minimize adverse effects or enhance beneficial effects.

Golden Pond Park Court has been located closely behind existing residences along Hillcrest Dr instead of further into the heart of the less disturbed forest to the west.

EROSION CONTROL

DT2080 2005

Wisconsin Department of Transportation

Alternative	Preferred
1-D	☒ Yes ☐ No

Portion of Project This Sheet is Evaluating if Different From Sheet 1

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.
   The existing slopes in the project area vary between 0% and 4% longitudinally. Perpendicularly, the slopes vary between 0% and 15%.

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 ☒ Wetland ☐ Lake ☒ Endangered species habitat
   ☐ Other – Describe

3. Are there circumstances requiring additional or special consideration?

   ☐ 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 (fractured bedrock, wetlands, streams)
   ☒ Long or steep cut or fill slopes ☐ Overland flow/runoff
   ☐ 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.

   Standard WisDOT erosion control methods will be used during construction as per WisDOT Standard Specifications for Highway and Structure Construction. Construction site erosion and sediment control would be part of the project's design and construction as set forth in Wisconsin Administrative Code – Chapter TRANS 401 and the WisDOT/DNR Cooperative Agreement. An Erosion Control Implementation Plan (ECIP) wil be prepared for approval by the DNR prior to construction.

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

   ☐ WDNR ☐ County Land Conservation Department ☐ Native American Tribe
   ☐ Army Corp of Engineers

   (All Erosion Control measures (i.e., the Erosion Control Plan) shall be coordinated through the WisDOT-DNR liaison process and Wisconsin Administrative Code – Chapter TRANS 401 except when Tribal lands of Native Americans are involved. DNR's concurrence is not forthcoming without an Erosion Control Plan. In addition, Wisconsin Administrative Code – Chapter TRANS 401 requires the contractor 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 DNR and to WisDOT 14 days prior to the preconstruction conference (Wisconsin Administrative Code – Chapter TRANS 401.08(1)) and must be approved by WisDOT before implementation. On Tribal lands, coordination for 402 (erosion) concerns are either to be coordinated with the tribe affected or with the U.S. Environmental Protection Agency (EPA). EPA or the Tribes have the 401 water quality responsibility on Trust lands. Describe how the Erosion Control/Storm Water Management plan can be compatible.)

   Due to the long term construction schedule for the WIS 29 improvements in Brown County, sufficient engineering information and design development is not available to identify specific erosion control measures. Detailed erosion

control plans will be developed in a future design phase and will be coordinated with DNR and other appropriate agencies and officials. Erosion control measures will meet the requirements of Wisconsin Administrative Code – Chapter TRANS 401 and other agreements as entered into by WisDOT.

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
- ☒ Detention basin
- ☒ Vegetative swales
- ☐ Pave haul roads
- ☒ Dust abatement
- ☒ Rip rap
- ☐ Buffer strips
- ☐ Dewatering – Describe method
- ☐ Silt screen
- ☐ Temporary diversion channel
- ☒ Permanent seeding
- ☒ Other - Describe - Where feasible, trees along streams will be cleared and the roots allowed to remain intact.

STORMWATER IMPACT EVALUATION

Wisconsin Department of Transportation

DT2076 2005

Alternative	Preferred
1-D	☒ Yes ☐ No

Portion of Project This Sheet is Evaluating if Different From Sheet 1

Surrounding land use and a discussion of adopted plans are described on DT2094, Environmental Evaluation of Facilities Development Actions.

1. Indicate whether the affected area may cause a discharge or will discharge to the waters of the state (Wisconsin Administrative Code – Chapter 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 proposal.

   ☒ 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 – Describe any unique, innovative, or atypical stormwater management measures to be used to manage additional or special circumstances.

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

   Guidelines and regulations for storm water management include:
   - WisDOT Facilities Development Manual, Chapter 10, *Erosion Control and Storm Water Quality*
   - Wisconsin Administrative Code - Chapter TRANS 401, *Construction and Erosion Control and Storm Water Management procedures for Department Actions*
   - WisDOT/DNR Cooperative Agreement Amendment – *Memorandum of Understanding on Erosion Control and Storm Water Management*

   In general, storm water management strategies for the proposed improvements to WIS 29 in Brown County will include the following:

   Basic Principles and Best Management Practices
   - Limiting disturbance of natural drainage features and vegetation
   - Prior to land disturbance, preparation and implementation of an approved erosion and sediment control plan.
   - Protection of areas that provide important water quality benefits and/or that are susceptible to erosion and sediment loss
   - Reduction of direct discharge of highway runoff into streams and wetlands by having it flow through a filter strip, vegetation swale, or detention/retention facility.
   - Reduction of runoff velocities by running storm water in shallow, flat-bottom swales, or by using weirs or other barriers to dissipate high velocities.

   Geometric Design Features/ Storm Water Facilities
   - Vegetated grass strips or grass adjacent to the highway can remove a portion of suspended sediments.

- Infiltration trenches that consist of shallow ditches backfilled with stone, can remove a portion of suspended sediments.
- Wet detention ponds that temporarily store runoff and release it at a controlled rate could remove a portion of suspended sediments.
- Filtration basins and sand filters that are lined with filter media such as sand and gravel could remove a portion of suspended sediments.

4. Indicate how the stormwater management plan will be compatible with fulfilling Wisconsin Administrative Code – Chapter TRANS 401 requirements.

   Due to the long term construction schedule for the WIS 29 improvements in Brown County, sufficient engineering information and design development is not available to identify specific erosion control measures. Detailed erosion control plans will be developed in a future design phase and will be coordinated with DNR and other appropriate agencies and officials.

5. Identify the storm water management measures to be utilized on the project.

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

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

   ☐ No – There will be no effects to a recognized drainage district.

   ☒ Yes - Identify the affected drainage district. Brown County has a Farm Drainage Board. No other drainage districts have been established but drainage district may be established in the future. Coordination should be continued when the project advances.

   Has initial coordination with drainage board been completed?

   ☒ No

   ☐ Yes - Discuss results.

   Has initial coordination with Department of Agriculture, Trade and Consumer Protection (DATCP) been completed?

   ☒ No (pending)

   ☐ Yes - Discuss results.

7. Indicate whether the project is within DOT's Phase I or Phase II storm water management area. (NOTE: See Procedure 20-30-1, Figure 1, Attachment A4 the Cooperative Agreement between the Wisconsin Departments of Transportation and Natural Resources. Contact Bureau of Equity and Environmental Services Stormwater Engineer or the District Environmental Coordinator for more details on the following areas.)

   ☐ No - The project is outside of WisDOT's stormwater management area.

   ☒ Yes - The project affects one of the following regulated by a WPDES storm water discharge permit issued by the DNR.

☐ *WisDOT storm sewer system located within municipalities with populations > 100,000.*

☐ *WisDOT storm sewer system located within a notified owner of municipal separate storm sewer systems.*

☒ *Urbanized areas as defined by the U.S. Census Bureau, NR216.02(3).*(Village of Hobart and Village of Howard are in the Green Bay urbanized area.)

☐ Municipal separate storm sewer systems serving > 10,000.

8. Has the affect of downstream properties been considered?

☒ No

☐ Yes – Coordination is in process.

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

☒ No - There are no property acquisitions acquired for stormwater management purposes.

☐ Yes - Complete the following.

☐ Safety measures, such as fencing, flooding, are not needed for potential conflicts with existing and expected surrounding land use.

☐ Safety measures are needed for potential conflicts with existing and expected surrounding land use.

Describe proposed safety measures.

AIR QUALITY IMPACT EVALUATION

Wisconsin Department of Transportation

DT2072 2004

Alternative	Preferred
1-D	☒ Yes ☐ No

Portion of Project This Sheet is Evaluating if Different From Sheet 1

Carbon Monoxide

1) Is this project exempt from air quality analysis under Wisconsin Administrative Code – NR 411

☐ No – NR 411 exemptions do not apply

☒ Yes – NR 411 exemption(s) apply – Identify exemption(s) and explain why project is exempt.

This project is located in a metropolitan County and is exempt because:

The maximum peak hour volume on a new road is 1,100 vehicles, which is less than the 1,200 vehicle per hour threshold.
The maximum peak hour volume on a new intersection leg is 900 vehicles, which is less than 1200 vehicles per hour threshold.
The maximum peak hour increase is 750 vehicles, which is less than 1200 vehicles per hour threshold.
In the areas where the maximum shift in roadway is more than 12 feet, there are no more than 2 approach lanes, there are no receptors within 25 feet and peak hour approach volumes are less than the 1800 vehicles per hour threshold.

2) An air quality analysis was required

☒ No

☐ Yes – Identify the air quality modeling technique or program used to perform the analysis. Attach the Maximum Projected Carbon Monoxide (CO) Concentrations worksheet to this evaluation to illustrate the results.

3. If an air quality analysis was performed, will a Construction Permit be required to address air quality before the project may proceed

☒ No

☐ Letter of concurrence from DNR Bureau of Air Management requested.

☐ Letter of concurrence received from DNR Bureau of Air Management.

☐ Yes – Indicate:

Date Permit Requested	OR Date of Permit

Ozone

4) Is the project located in a county which is designated non-attainment or maintenance for ozone

☒ No

☐ Yes – If Yes, one of the following boxes must be checked

☐ This project is included in the approved Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) endorsed by the region's Metropolitan Planning Organization (MPO). The TIP was found to conform by the Federal Highway Administration and the Federal Transit Administration. Provide RTP Name, TIP name, TIP number and conformity finding date(s).

RTP Name	TIP Name
MPO Name	TIP Number

Conformity Finding Date(s)

☐ This project is located outside of a Metropolitan Planning Organization's boundaries and has received a positive conformity determination per the rural conformity section of the WisDOT/DNR Memorandum of Agreement regarding determination of conformity. Provide conformity finding date.

☐ This project is located outside of a Metropolitan Planning Organization's boundaries, it is a project comparable to one of those described in 40 CFR 93.126 and is included in the State Transportation Improvement Program (STIP).

☐ This project is exempt per 40 93.127

☐ Other, describe

Qualitative Project Level MSAT Discussion - Project with Low Potential MSAT Emissions

As discussed in Attachment 8, technical shortcomings of emissions and dispersion models and uncertain science with respect to health effects prevent meaningful or reliable estimates of MSAT emissions and effects of this project. However, even though reliable methods do not exist to accurately estimate the health impacts of MSATs at the project level, it is possible to qualitatively assess the levels of future MSAT emissions under the project. Although a qualitative analysis cannot identify and measure health impacts from MSATs, it can give a basis for identifying and comparing the potential differences among MSAT emissions—if any—from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by the FHWA entitled *A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives*, found at:

www.fhwa.dot.gov/environment/airtoxic/msatcompare/msatemissions.htm

For each alternative in this EA, the amount of MSATs emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for each of the Build Alternatives and the No-Build Alternative is the same for the project corridor. Since the VMT is the same for all Alternatives MSAT emissions in the design year are expected to be the same. There could be localized differences in MSATs from changing traffic patterns. On a regional scale, the emissions are expected to be relatively the same.

Emissions are virtually certain to be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce MSAT emissions by 57 to 87 percent from 2000 to 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future than they are today.

The new interchanges and overpasses contemplated as part of the project alternatives will have the effect of moving some traffic closer to nearby homes, and businesses; therefore, under each alternative there may be localized areas where ambient concentrations of MSATs would be higher under certain Alternatives than others. The localized differences in MSAT concentrations would likely be most pronounced adjacent to the new interchanges that would be built at County VV and FF under Alternatives 1-A, 1-B, 1-C, 1-D and 3, and at County U and FF under Alternative 2. However, as discussed above, the magnitude and the duration of these potential increases cannot be accurately quantified because of limitations on modeling techniques. Further, under all Alternatives, overall future MSATs are expected to be substantially lower than today due to implementation of EPA's vehicle and fuel regulations.

In sum, under all Build Alternatives in the design year it is expected that MSAT emissions in the study area, relative to the No Build Alternative, would be similar since VMT is projected to be the same. There could be slightly elevated but unquantifiable changes in MSATs to residents and others in a few localized areas where VMT increases, which may be important particularly to any members of sensitive populations. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

CONSTRUCTION STAGE SOUND QUALITY IMPACT EVALUATION

Wisconsin Department of Transportation
DT2074 2005

Alternative	Preferred
1-D	☒ Yes ☐ No

Portion of Project This Sheet is Evaluating if Different From Sheet 1

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.

   There are two (2) commercial establishments, and fifteen (15) residences abutting the proposed WIS 29 right of way preservation plan within the project limits.

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.

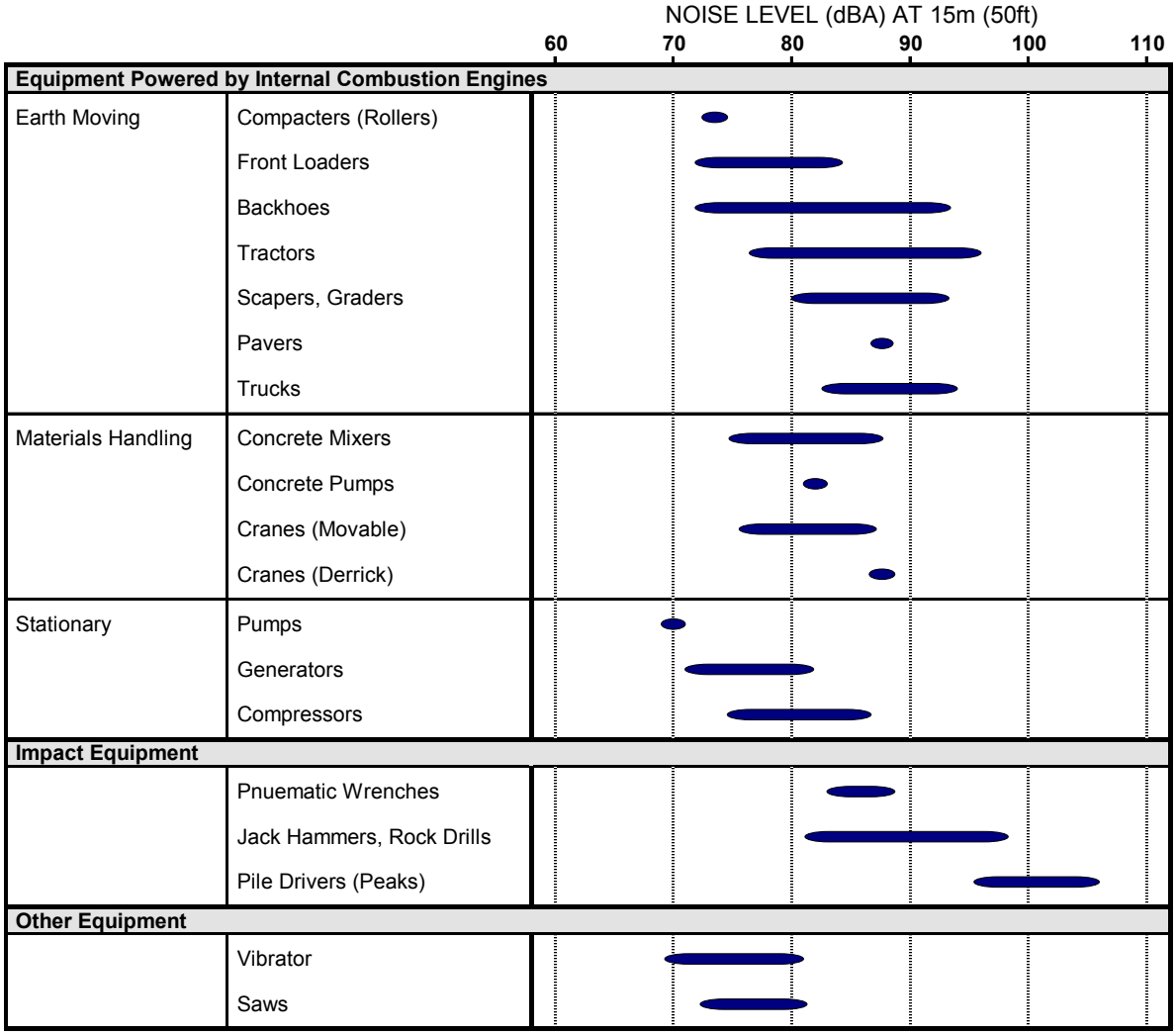
   The noise generated by construction equipment will vary greatly, depending on equipment type/model/make, duration of operation and specific type of work effort. However, typical noise levels may occur in the 67 to 107 dBA range at a distance of 50 feet (15.2 meters).

   Figure 1 shows typical noise levels for a variety of construction equipment. Adverse effects related to construction noise are anticipated to be of a localized, temporary, and transient nature.

3) Describe the construction stage noise abatement measures to minimize identified adverse noise effects.

   To reduce the potential impact of construction noise, the special provisions for this project will require that motorized equipment shall be operated in compliance with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. At a minimum, the special provisions will require that motorized construction equipment shall not be operated between 7:00 p.m. and 7:00 a.m. without the prior written approval of the project engineer. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good working condition, free from leaks and holes.

FIGURE 1
CONSTRUCTION EQUIPMENT NOISE



SOURCE: U.S. Report to the President and Congress on Noise, February, 1972.

TRAFFIC NOISE IMPACT EVALUATION

Wisconsin Department of Transportation

DT2092 2005

Alternative	Preferred
1-D	☒ Yes ☐ No

Portion of Project This Sheet is Evaluating if Different From Sheet 1

Need for Noise Analysis

1) Is the proposed action considered a Type I project? (A type I project is defined as a project that involves construction of a roadway on new location or the physical alteration of an existing highway which substantially changes either the horizontal or vertical alignment or increases the number of through-traffic lanes.)

☐ No – Complete only form DT2074, Construction Stage Sound Quality Impact Evaluation.
☒ Yes – Complete form DT2074, Construction Stage Sound Quality Impact Evaluation and the rest of this sheet.

Traffic Data

2) Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on DT2094, Environmental Evaluation of Facilities Development Action, Traffic Summary Basic Sheet.

☒ No
☐ Yes – Indicate volumes and explain why they were used.

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

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

Aerial photos of the entire study area were reviewed to select 13 representative noise receptors. Receptor locations are identified on Attachment 3. The Federal Highway Administration (FHWA) Traffic Noise Model (TNM®2.5) was used to model existing (2006) and future design year (2040) peak hour L_{eq} noise levels at 13 representative noise receptors.

4) Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic sound. (See attached receptor location map – Attachment 3.).

There are two (2) commercial establishments, and fifteen (15) residences abutting the proposed WIS 29 right of way preservation plan, as identified in Attachment 3. The noise levels developed with TNM indicate that one (1) commercial establishment and two (2) residences would be exposed to L_{eq} noise levels that approach or exceed the criteria presented in Wisconsin Administrative Code – Chapter TRANS 405. The results of the TNM analysis are presented in Table 1 below.

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

☐ No
☒ Yes, the impact will occur because
  ☒ The Noise Abatement Criteria (NAC) is approached (1 dBA less than the NAC) or exceeded.
  ☐ Existing sound levels will increase by 15 dBA or more.

6) 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 is included with this document. See Attachment 9.

☐ 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.

Various methods were reviewed to mitigate the noise impact of the proposed WIS 29 right of way preservation plan. Among these were vertical and horizontal alignment shifts, restriction of truck traffic to specific times of the day, a total prohibition of truck traffic, the use of berms and the use of sound barriers.

Shifts in the alignment are not practical because of limited right-of-way and the need to terminate the project on existing alignment. Prohibition of truck traffic is not feasible for this project. Limited right-of-way also would not permit the construction of berms. Noise barriers, to be effective, must be solid with no gaps. Along the project, there are one (1) commercial establishment, and two (2) residences that would be exposed to design hour noise levels that approach or exceed 66 and 71 dBA L_{eq}.

Table 1 identifies two (2) individual residences along WIS 29 that would experience a noise impact. The two residences are approximately 900 feet apart and are located south of WIS 29 in the vicinity of Sunlite Drive. Given the distance separating those two residences it is impossible to design a single noise barrier for both residences or a single noise barrier for each residence that would meet Wisconsin Administrative Code – Chapter TRANS 405's criteria.

The 66 dBA L_{eq} setback distance along the proposed WIS 29 right of way preservation plan would be 400 feet. The setback distance indicates that noise levels within this distance, measured perpendicular to the centerline in either direction, is 66 dBA L_{eq} or greater. This setback distance was developed to assist local planning authorities in developing land use control over the remaining undeveloped lands along the project in order to prevent further development of incompatible land use.

Based on the study completed, mitigation of noise impacts is neither feasible nor reasonable.

Table 1

Receptor Location or Site Identification (See Attached Map) (a)	Distance from C/L of Near Lane to Receptor in (ft)[4]	Number of Families of People Typical of this Receptor Site (c)	Sound Levels Leq[1] (dBA)			Impact Evaluation		
			Noise Abatement Criteria[2] (NAC) (d)	Future Sound Level (e)	Existing Sound Level (f)	Difference in Future and Existing Sound Levels (Col. E minus Col. f) (g)	Difference in Future Sound Levels and Noise Abatement Criteria (Col. E minus Col. d) (h)	Impact[3] or No Impact (i)
N1	542 81	Res (1)	67	62	59	3	-5	N
N2	491 104	Res (1)	67	63	61	2	-4	N
N3	184 292	Com (1)	72	71	67	4	-1	I
N4	1009 68	Res (1)	67	65	59	6	-2	N
N5	1371 63	Res (2)	67	65	58	7	-2	N
N6	296 172	Res (1)	67	61	63	-2	-6	N
N7	300 112	Com (1)	72	68	63	5	-4	N
N8	424 76	Res (3)	67	65	61	4	-2	N
N9	148 315	Res (1)	67	74	71	3	7	I
N10	334	Res (2)	67	63	60	3	-4	N
N11	167	Res (1)	67	70	67	3	3	I
N12	400 132	Res (1)	67	62	63	-1	-5	N
N13	170	Res (1)	67	63	60	3	-4	N

[1] Use whole numbers only.

[2] Insert the actual Noise Abatement Criteria from Wisconsin Administrative Code – Chapter TRANS 405.04, 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 Abatement Criteria ("approach" is defined as 1 dB less than the Noise Abatement Criteria,
therefore an impact occurs when Column (h) is -1 dB or greater). I = Impact, N = No Impact.

[4] Top number is the distance to WIS 29, bottom number is the distance to the local road.

HAZARDOUS SUBSTANCES OR UNDERGROUND STORAGE TANKS (USTs)

DT2079 10/2004 Wisconsin Department of Transportation

Alternative	Preferred
1-D	☒ Yes ☐ No

Portion of project this sheet is evaluating if different from Sheet 1

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).

An initial database search was conducted for potential contamination within ¼ mile of the proposed grading limits. A field reconnaissance was also conducted within the ¼ mile radius of the project. This initial reconnaissance identified 24 sites with the potential for contamination. Additional review of these sites suggests that 19 of the sites pose little or no risk of impacting the project due to proximity to grading limits or the type of activity present.

2) Which contaminants are known or suspected to be affecting sites on this alternative?

☐ No	☒ Yes, how many sites 5	Petroleum
☒ No	☐ Yes, how many sites	Hazardous Waste
☒ No	☐ Yes, how many sites	Closed Landfill Sites
☒ No	☐ Yes, how many sites	Open Landfill Sites
☒ No	☐ Yes, how many sites	Farm/Agricultural/Other Dump Sites
	☐ Yes, how many sites	Other

3) How many sites require further investigation? 5

Were any sites not included in the Phase 1 assessment?

☒ No
☐ Yes, how many

Why were they not reviewed?

For the Preferred Alternative

4) Describe the results of any additional investigation (include number of sites investigated, level of investigation, and results for each site).

Five sites require additional investigation. All five sites had underground storage tanks with petroleum contents removed. Excavation is required at these sites and Fee acquisition is also required. Tank closure reports for these sites have been requested from the Department of Commerce. Further investigations may be warranted if the closure reports indicate that the site was not properly inspected at the time of closure or if a closure report does not exist for any particular site(s).

5) Describe measures taken in selection of this alternative to avoid hazardous materials contamination for this project, for example: changes in location, changes in design, or relocation of utilities.

No measures were taken to avoid hazardous materials contamination at this time.

6) For areas where contamination cannot be avoided by the proposed alternative, describe the remediation measures to be incorporated into the design, (e.g., waste handling plan, remediation of contamination, design changes to minimize disturbances).

Remediation measures have not been considered at this phase of the project. If remediation is required, it will be part of a future phase of the project.

The WisDOT Region office 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 BEES, and FHWA before acquisition of 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 FHWA as needed.

COASTAL ZONE IMPACT EVALUATION

Wisconsin Department of Transportation

DT2073 2004

Alternative	Preferred
1-D	☒ Yes ☐ No

Portion of Project This Sheet is Evaluating if Different From Sheet 1

1) The project is located in the following County or Counties. (*If project is in any of the counties shown below the dashed line and denoted with an asterisk (*) form DT2076, Storm Water Impact Evaluation may need to be completed to satisfy Coastal Zone Act Reauthorization Amendments of 1990 (CZARA) requirements if the project's stormwater discharges affect the Great Lakes Watershed.)

☐ Ashland	☐ Bayfield	☒ Brown	☐ Door	☐ Douglas	☐ Iron
☐ Kenosha	☐ Kewaunee	☐ Manitowoc	☐ Marinette	☐ Milwaukee	☐ Oconto
☐ Ozaukee	☐ Racine	☐ Sheboygan			
☐* Florence	☐* Fond du Lac	☐* Forest	☐* Menominee	☐* Outagamie	☐* Shawano
☐* Vilas	☐* Washington	☐* Waukesha	☐* Winnebago		

☐ None of the above – If project's effects do not extend into one of the counties listed above, this worksheet is complete.

2) The project affects a Special Coastal Area as indicated in the Coastal Zone Management (CZM) Plan

☐ Yes – The special coastal area is:

Check all that apply and complete the rest of this worksheet as appropriate. (If the proposal is federally funded and uses land from a publicly owned park, recreation area, wildlife or waterfowl refuge or significant historic site, Section 4(f) may apply and form DT2077, Unique Area Impact Evaluation will need to be completed.)

☐ Park	☐ Boat Landing	☐ Beach	☐ Historic Property
☐ Archaeological Site	☐ Harbor	☐ Fishery Area	☐ Hunting Area

☒ No – If project's effects do not extend into or affect any of the CZM Areas of Special Concern, this worksheet is complete.

3) Describe the project's effects on the CZM Special Coastal Area.

Not applicable

4) Briefly discuss the results of coordination with any other agency or local unit of government regarding their concerns and mitigation proposals for the project's effects on the CZM Special Coastal Area.

Not applicable