

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation

Basic Sheet 1

Project ID 8110-01-03		Project Termini From <u>St. Joseph Town Line</u> To <u>WIS 64/65 Intersection</u>		Funding Sources - Check all that apply <input type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local									
Route Designation (if applicable) <u>WIS 64</u> National Highway System (NHS) Route <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Nearest Community City of New Richmond, Village of Somerset		Estimated Project Cost \$12.3 Million (2013 Dollars) Real Estate Acquisition Portion of Estimated Cost \$0.9 Million (2013 Dollars)									
Project Name Stillwater-New Richmond WIS 64 Freeway/Expressway Conversion													
County St. Croix		Section-Township-Range T30N R18W, S4-6; T30N R19W, S1-10, 18; T30N R20W, S12, 13; T31N R18W, S31-36; T31N R19W, S36		Right of Way Acquisition <table border="1"> <tr> <th></th> <th>Acres</th> </tr> <tr> <td>Fee</td> <td>24.3</td> </tr> <tr> <td>TLE</td> <td>0.0</td> </tr> <tr> <td>PLE</td> <td>0.0</td> </tr> </table>			Acres	Fee	24.3	TLE	0.0	PLE	0.0
	Acres												
Fee	24.3												
TLE	0.0												
PLE	0.0												
Bridge Number(s), if applicable N/A		Scheduled start date Operational Planning Meeting (OPM) 12/08/2009											

Functional Classification of Existing Route	Urban	Rural
Freeway/Expressway	<input type="checkbox"/>	<input type="checkbox"/>
Principal Arterial	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Minor Arterial	<input type="checkbox"/>	<input type="checkbox"/>
Major Collector	<input type="checkbox"/>	<input type="checkbox"/>
Minor Collector	<input type="checkbox"/>	<input type="checkbox"/>
Collector	<input type="checkbox"/>	<input type="checkbox"/>
Local	<input type="checkbox"/>	<input type="checkbox"/>
No Functional Class	<input type="checkbox"/>	<input type="checkbox"/>

WisDOT Project Classification	
Resurfacing	<input type="checkbox"/>
Pavement Replacement	<input type="checkbox"/>
Reconditioning	<input type="checkbox"/>
Expansion	<input type="checkbox"/>
Bridge Rehabilitation	<input type="checkbox"/>
Bridge Replacement	<input type="checkbox"/>
A "Majors" Project	<input type="checkbox"/>
SHRM	<input type="checkbox"/>
Preventive Maintenance	<input type="checkbox"/>
Safety	<input type="checkbox"/>
Other, Corridor Preservation	<input checked="" type="checkbox"/>

☐ FHWA Categorical Exclusion, Type 2c

☒ FHWA Environmental Assessment. No significant Impacts Indicated by Initial Assessment.

[Signature] 3/18/2014
(Signature) (TranSmart Project Manager) (Date)

(Signature) (Date)
(Director, Bureau of Technical Services)

[Signature] 3/19/2014
(Signature) (WisDOT Project Manager) (Date)

(Signature) (Date)
(X Region ☐ Aeronautics ☐ Rails & Harbors)

(Signature) (Date) (Title)
(☐ FHWA ☐ FAA ☐ FTA ☐ FRA)

After reviewing public comments and coordinating with other agencies, it is determined that this action:

A) Will not significantly affect the quality of the human environment. This document is a:

☐ Finding of No Significant Impact (FONSI)

B) Has potential to significantly affect the quality of the human environment:

☐ Environmental Impact Statement (EIS) Required

(Signature) (TranSmart Project Manager) (Date)

(Signature) (Date)
(Director, Bureau of Technical Services)

(Signature) (WisDOT Project Manager) (Date)

(Signature) (Date)
(X Region ☐ Aeronautics ☐ Rails & Harbors)

(Signature) (Date) (Title)
(☐ FHWA ☐ FAA ☐ FTA ☐ FRA)

1. Purpose and need of proposed action:

Classification and Function

WIS 64 is an important highway within the project area (see Exhibit 1, Project Location Map). It is classified as a principal arterial, a connecting route in the Wisconsin Department of Transportation (WisDOT's) Corridors 2020 Plan, and a Tier 1 and 2A highway in the State Access Management Plan. WIS 64 is part of the Northern Lakes Corridor in WisDOT's Connections 2030 Plan and is an important economic connection between communities in northwestern Wisconsin and the Minneapolis/St. Paul metropolitan area in Minnesota. Because of the classification and role of WIS 64 identified in the various plans above, WisDOT places a higher emphasis on maintaining the performance of the corridor to the greatest possible extent for as long as feasible.

WIS 64 is also an important component of the west-central Wisconsin freeway system comprised of several state highway corridors connecting the five Wisconsin counties of Polk, St. Croix, Pierce, Dunn, Chippewa, and Eau Claire to the Minneapolis/St. Paul metropolitan area. As such, WIS 64 is an important connection between the local communities located in these counties to Minnesota. The closest connections to the metro area, other than WIS 64 include I-94 located approximately 10 miles to the south in Hudson, WI and MN 243 located approximately 26 miles to the north in Osceola, WI.

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

- Corridor preservation
- Safety, operation, and regional mobility
- Land use/transportation planning and coordination

Corridor Preservation

As a principal arterial, WIS 64's function is to facilitate WisDOT's regional and statewide mobility goals. Arterial corridors are characterized by access locations that are limited in number and well-spaced to promote efficient vehicular movement. Private driveways were relocated from WIS 64 when it was constructed as a four-lane facility, however, at-grade local road connections still exist at 85th Street/Rivers Edge Drive, 95th Street/ 100th Street, County K (North 4th Street), and County CC/Wall Street. Removing or limiting at-grade intersections along the corridor by either closing the existing at-grade intersections, converting them to right-in/right-out, or the addition of a partial interchange along the corridor would preserve the corridor for the foreseeable future. New local road connections would be provided to complement the existing local road network to aid in access to WIS 64 and the surrounding communities.

Safety, Operation and Regional Mobility

Current traffic volumes on WIS 64 range from 13,700 AADT (Average Annual Daily Traffic) west of Somerset to 5,700 near WIS 65 in New Richmond. Traffic is expected to increase to 20,400 and 9,000 AADT at these locations by 2035 (see Appendix 1, Traffic Forecast Report) and consider the completion of the new St. Croix River Crossing between Minnesota and Wisconsin. WIS 64 currently is four lanes including a median within the project area and will likely handle anticipated traffic for the foreseeable future. There is a direct relationship between increased traffic volumes and the potential for crashes where side roads and driveways meet a highway. Currently, there are four intersections within the project area. It is anticipated that traffic moving to/from the intersecting roadways could disrupt the flow of traffic on WIS 64. The potential for disruption increases when agricultural, semi, and other long or slow moving vehicles are considered.

Land Use/Transportation Planning and Coordination

Communities within the project area include the towns of Somerset, Star Prairie, and Richmond, the village of Somerset, and the city of New Richmond. All of the communities have adopted comprehensive plans that include transportation considerations as mandated by Wisconsin's comprehensive planning legislation. As part of the legislation, local communities must consider state and regional transportation projects as part of the comprehensive planning process.

A collaborative planning effort between the local units of government and WisDOT addressing anticipated improvement needs along WIS 64 could be beneficial for all parties. Access changes at the existing at-grade intersections could be a factor in local land use planning efforts. From the state's perspective, identifying local land use priorities would help guide the freeway conversion process by managing the timing for future improvements.

The declaration and official map could help local communities plan for access changes to WIS 64 and preserve local road connections related to land use needs. A principal benefit of coordination is to provide certainty to both property

owners and local communities as to the location and future right-of-way needed for freeway conversion of WIS 64 west of 110th Street. This helps to reduce the need for costly relocations and/or disruptions to property owners. It would also ensure that future land uses would not preclude or be incompatible with freeway/expressway conversion improvements.

2. Summary of alternatives considered and if they are not proposed for adoption, why not:

Planning Level Concepts (Not carried forward)

The study started with the identification of ten primary concepts and several sub-concepts for a total of 24 planning level concepts that were provided to local officials, agencies, and the public for input. The potential effects across several environmental factors were weighted and scored to assist in deciding which concepts should be carried forward for further evaluation in this document. Potential effects were estimated based on a fixed width of 100' for each concept alignment. A concept evaluation matrix was created and shared with local officials and the public during this phase of the project (See Exhibit 2, Concept Evaluation Matrix). It should be noted that the potential effects in the concept evaluation matrix will not match the impacts identified for Alternatives 1 – 4 in Basic Sheet 5, alternative comparison matrix.

Concept 2 — Concept 2 consists of constructing a new local road connection between the south side of the WIS 64/WIS 35 interchange and 180th Avenue. The proposed connection utilizes the former WIS 64 bridge over the Apple River that is currently in private ownership and not in service for vehicular travel. The existing structure would likely need complete reconstruction. A second new local road connection would be constructed between Winding Trail Road and 100th Street. With the construction of this connection, the WIS 64/100th/95th Street intersection would be closed. In addition, 185th Avenue would be extended via a new local road connection between 100th Street and 110th Street. The WIS 64/River's Edge Drive/85th Street intersection would also be closed as part of this concept.

Concept 2 was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Sub-concept 2A — Sub-concept 2A includes an additional frontage road between 179th Avenue and 178th Avenue providing access to WIS 64 at the existing 110th Street interchange.

Sub-concept 2A was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Concept 3 — Concept 3 consists of three sub-concepts (A, B, and C). Each sub-concept includes a new crossing of the Apple River east of the WIS 64/WIS 35 interchange and construction of a new overpass structure at the WIS 64/River's Edge Drive/85th Street intersection. As a result of the new structure, the existing 180th Avenue/85th Street intersection would be relocated south to accommodate the structure footprint. A new local road connection would be constructed between Winding Trail Road and 100th Street and the WIS 64/100th/95th Street intersection would be closed. A new local road connection would be created to extend 185th Avenue eastward connecting 100th Street to 110th Street. The final portion of this concept would construct a new local road extending 100th Street north over WIS 64 to the new 185th Avenue extension. The new north/south local road would include a new structure over WIS 64.

Sub-concept 3A — Sub-concept 3A includes a segment connecting the existing WIS 64/WIS 35 interchange to 180th Avenue. The proposed connection utilizes the former WIS 64 bridge over the Apple River that is currently in private ownership and not in service for vehicular travel. The existing structure would likely need complete reconstruction.

Sub-concept 3A was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Sub-concept 3B — Sub-concept 3B includes a segment extending River's Edge Drive to County C. This segment requires construction of a new crossing of the Apple River at the location of an existing private crossing already connecting to County C. The existing structure would require complete reconstruction.

Sub-concept 3B was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Sub-concept 3C — Sub-concept 3C includes a segment connecting River's Edge Drive to County C. This segment requires extending River's Edge Drive further north and construction of a new crossing of the Apple River near the Riverdale Dam.

Sub-concept 3C was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Concept 4 — Concept 4 consists of three sub-concepts (A, B, and C). Each sub-concept includes a new crossing of the Apple River east of the WIS 64/WIS 35 interchange. They also include construction of a new overpass structure at the WIS 64/River's Edge Drive/85th Street intersection. As a result of the new structure, the existing 180th Avenue/85th Street intersection would be relocated south to accommodate the structure footprint. A new local road would be constructed connecting 90th Street to River's Edge Drive. In addition, 185th Street would be extended to connect 90th Street to 110th Street. Together, both new local roads would provide a connection between River's Edge Drive and 110th Street. The final portion of this concept would realign 95th Street to the east and north crossing WIS 64 and connecting with the newly created 185th Street extension. The new north/south local road would include a new structure over WIS 64.

Sub-concept 4A — Sub-concept 4A includes a segment connecting the existing WIS 64/WIS 35 interchange to 180th Avenue. The proposed connection utilizes the former WIS 64 bridge over the Apple River that is currently in private ownership and not in service for vehicular travel. The existing structure would likely need complete reconstruction

Sub-concept 4A was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Sub-concept 4B — Sub-concept 4B includes a segment extending River's Edge Drive to County C. This segment requires construction of a new crossing of the Apple River at the location of an existing private crossing already connecting to County C. The existing structure would require complete reconstruction.

Sub-concept 4B was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Sub-concept 4C — Sub-concept 4C includes a segment connecting the newly created 185th Avenue extension at 90th Street to County C. This segment requires construction of a new crossing of the Apple River near the Riverdale Dam.

Sub-concept 4C was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Concept 5 — Concept 5 consists of three sub-concepts (A, B, and C). Each sub-concept includes a new crossing of the Apple River east of the WIS 64/WIS 35 interchange. They also include construction of a new overpass structure at the WIS 64/River's Edge Drive/85th Street intersection. As a result of the new structure, the existing 180th Avenue/85th Street intersection would be relocated south to accommodate the structure footprint. In addition to the relocation of 180th Avenue, a frontage connection would be constructed connecting the re-aligned 180th Avenue to the existing 179th Avenue. A frontage connection would also be constructed on the north side of WIS 64 connecting Winding Trail Road to 100th Street. 185th Avenue would be extended to connect 100th Street to 110th Street, and one final connection would be made connecting existing 179th Avenue to 178th Avenue. With the new adjacent roadway connections, the WIS 64/100th/95th Street intersection would be closed.

Sub-concept 5A — Sub-concept 5A includes a segment connecting the existing WIS 64/WIS 35 interchange to 180th Avenue. The proposed connection utilizes the former WIS 64 bridge over the Apple River that is currently in private ownership and not in service for vehicular travel. The existing structure would likely need complete reconstruction.

Sub-concept 5A was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Sub-concept 5B — Sub-concept 5B includes a segment extending River's Edge Drive to County C. This segment requires construction of a new crossing of the Apple River at the location of an existing private crossing already connecting to County C. The existing structure would require complete reconstruction.

Sub-concept 5B was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Sub-concept 5C — Sub-concept 5C includes a segment connecting River's Edge Drive to County C. This segment requires extending River's Edge Drive further north and construction of a new crossing of the Apple River near the Riverdale Dam.

Sub-concept 5C was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Concept 6 — Concept 6 consists of three sub-concepts (A, B, and C). Each sub-concept includes a new crossing of the Apple River east of the WIS 64/WIS 35 interchange. They also include construction of a new overpass structure at the WIS 64/River's Edge Drive/85th Street intersection. As a result of the new structure, the existing 180th Avenue/85th Street intersection would be relocated south to accommodate the structure footprint. 185th Avenue would be extended to connect 100th Street to 110th Street. An additional new roadway connection would be created south of WIS 64 connecting existing 179th Avenue to 178th Avenue. The final connection extends the existing 105th Street north connecting it to existing 178th Avenue. A new structure over the railroad would be required as part of the new connection. In addition, 4th Street would be realigned to connect with 105th Street further south of the existing curve. With the new roadway connections, the WIS 64/100th/95th Street intersection would be closed.

Sub-concept 6A — Sub-concept 6A includes an additional segment connecting the existing WIS 64/WIS 35 interchange to 180th Avenue. The proposed connection utilizes the former WIS 64 bridge over the Apple River that is currently in private ownership and not in service for vehicular travel. The existing structure would likely need complete reconstruction.

Sub-concept 6A was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Sub-concept 6B — Sub-concept 6B includes an additional segment extending River's Edge Drive to County C. This segment requires construction of a new crossing of the Apple River at the location of an existing private crossing already connecting to County C. The existing structure would require complete reconstruction.

Sub-concept 6B was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Sub-concept 6C — Sub-concept 6C includes an additional segment connecting River's Edge Drive to County C. This segment requires extending River's Edge Drive further north and construction of a new crossing of the Apple River near the Riverdale Dam.

Sub-concept 6C was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Concept 7 — Concept 7 consists of three sub-concepts (A, B, and C). Each sub-concept includes a new crossing of the Apple River east of the WIS 64/WIS 35 interchange. They also include construction of a new overpass structure at the WIS 64/River's Edge Drive/85th Street intersection. As a result of the new structure, the existing 180th Avenue/85th Street intersection would be relocated south to accommodate the structure footprint. 185th Avenue would be extended to connect 100th Street to 110th Street. An additional new roadway connection would also be created south of WIS 64 connecting existing 179th Avenue to 178th Avenue. With the new roadway connections, the WIS 64/100th/95th Street intersection would be closed.

Sub-concept 7A — Sub-concept 7A includes a segment connecting the existing WIS 64/WIS 35 interchange to 180th Avenue. The proposed connection utilizes the former WIS 64 bridge over the Apple River that is currently in private ownership and not in service for vehicular travel. The existing structure would likely need complete reconstruction.

Sub-concept 7A was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Sub-concept 7B — Sub-concept 7B includes a segment extending River's Edge Drive to County C. This segment requires construction of a new crossing of the Apple River at the location of an existing private crossing already connecting to County C. The existing structure would require complete reconstruction.

Sub-concept 7B was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Sub-concept 7C — Sub-concept 7C includes a segment connecting River's Edge Drive to County C. This segment requires extending River's Edge Drive further north and construction of a new crossing of the Apple River near the Riverdale Dam.

Sub-concept 7C was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Concept 8 — Concept 8 consists of three sub-concepts (A, B, and C). Each sub-concept includes a new crossing of the Apple River east of the WIS 64/WIS 35 interchange. It also includes closing both the WIS 64/River's Edge Drive/85th Street intersection and the WIS 64/100th/95th Street intersection. This concept creates a new crossing of WIS 64 connecting the frontage road near Winding Trail Road to 95th Street just south of 179th Avenue with a new overpass structure spanning WIS 64. Several new local road connections would be created with this concept including a new frontage road extending 180th Avenue to 95th Street, a new connection between 95th Street and 178th Avenue, and a new connection to 100th Street. With this concept, 185th Avenue would also be extended to connect 100th Street and 110th Street.

Sub-concept 8A — Sub-concept 8A includes an additional segment connecting the existing WIS 64/WIS 35 interchange to 180th Avenue. The proposed connection utilizes the former WIS 64 bridge over the Apple River that is currently in private ownership and not in service for vehicular travel. The existing structure would likely need complete reconstruction.

Sub-concept 8A was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Sub-concept 8B — Sub-concept 8B consists of an additional segment extending River's Edge Drive west from the River's Edge Drive/Raleigh Road intersection across the Apple River to a new 4-leg County C/River's Edge Drive/80th Street intersection.

Sub-concept 8B was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Sub-concept 8C — Sub-concept 8C consists of a new local road connection and crossing of the Apple River near the Riverdale Dam between River's Edge Drive and County C. A connection to 90th Street from the new roadway would also be created.

Sub-concept 8C was not carried forward for further evaluation in this environmental document because it was determined that an additional crossing of the Apple River was not feasible because of the magnitude of the potential effects associated with construction of a new crossing.

Concepts Carried Forward (Alternatives)

In addition to the No Build Alternative, four planning level concepts were identified as a result of the planning process and stakeholder input to be carried forward as alternatives for further evaluation. The concepts were further refined considering current design standards and available topographic data to determine the potential right-of-way needs and the potential effects (see Exhibit 3, Alternatives).

No Build Alternative — The No Build Alternative would include routine maintenance without improvements or alterations to existing WIS 64. The existing WIS 64/River's Edge Drive/85th Street and WIS 64/95th Street/100th Street intersections would remain as currently constructed. This alternative would not address or enhance safety, operations, or mobility functions of the corridor, nor would it allow for preservation of the corridor, or coordination between local entities and WisDOT for future transportation decision making.

The No Build Alternative is not recommended for adoption because it fails to meet the study purpose and need. It would not maintain the investment already allocated to WIS 64. Safety, operation, and mobility challenges would continue to increase as local traffic and development conflict with regional through traffic. Finally, this alternative offers little guidance for a long-term strategy for WIS 64, thereby creating uncertainty for local land use planning initiatives. While the No Build Alternative does not meet the study purpose and need, it does serve as a baseline for comparison of the potential effects related to a recommended alternative.

Jug Handle (Preferred Alternative) — A “jug handle” at County K/North 4th Street and County CC/Wall Street is a component of Alternatives 1 through 4. This alternative was part of an earlier 2005 study completed by the city of New Richmond as part of their Official Mapping of future roads within and adjacent to the city. The city requested WisDOT review and comment on their alternatives to improve the WIS 64/County CC/Wall Street intersection. The city was concerned with future growth potential in the northwest part of the community and the potential safety issues that could arise at the intersection as a result of increased traffic. The resulting analysis brought forward the Jug Handle concept which was officially mapped by the city. At the initial local official meeting held in March of 2010, the city of New Richmond inquired about WisDOT's participation in the construction of the jug handle alternative should the need arise. As a result, the jug handle was included as a component of all alternatives developed for the WIS 64 project.

The jug handle would add a median at County K/North 4th Street and restrict turning movements at the intersection to right-in/right-out only. A new local road would be constructed extending 185th Avenue from County K/North 4th Street to County CC. County CC/Wall Street would be grade-separated from WIS 64 with the construction of a new bridge over the highway (see Exhibit 3, Map 1). The elevation and embankment of the new bridge would require the closure of Industrial Drive, North Shore Drive, and three private driveways intersecting County CC/Wall Street; new local road connections and driveways would be constructed to maintain access to properties. **(The Jug Handle is included in all of the alternatives carried forward in this document as follows).**

The Jug Handle is a component of the Preferred Alternative and is included in all environmental evaluations and calculations of potential effects in this document.

Alternative 1 — Alternative 1 (formerly Concept 1) consists of constructing a new local road connection between 100th Street and Winding Trail Road. With this alternative, 185th Avenue would be extended to connect 100th Street and 110th Street. With the new local road connections, both the WIS 64/River's Edge Drive/85th Street intersection and the WIS 64/100th/95th Street intersection would be closed. Direct access between the local road system and WIS 64 would be provided at the existing 110th Street interchange (see Exhibit 3, Map 2). This alternative would designate WIS 64 as a freeway.

Alternative 1 was not recommended as the Preferred Alternative because it creates the greatest amount of indirection for roadway users over the existing condition compared to the other alternatives being considered. It does not meet the mobility and circulation/access portion of the purpose and need as well as the other alternatives considered.

Alternative 2 — Alternative 2 (formerly Concept 9) proposes building a new partial interchange at the WIS 64/River's Edge Drive/85th Street intersection with a new overpass. Both an eastbound exit ramp and a westbound entrance ramp would be constructed to WIS 64 at this location. With this alternative, 185th Avenue would be extended to connect 100th Street and 110th Street. A new local road would connect 180th Avenue to 85th Street south of the current intersection to provide a minimum safe distance from the eastbound exit ramp. In addition, a new frontage road would connect 179th Avenue to 178th Avenue. A median would be constructed at the WIS 64/100th/95th Street intersection creating two right-in/right-out intersections with WIS 64 (see Exhibit 3, Map 3). This alternative would designate WIS 64 as an expressway.

Alternative 2 was not recommended as the Preferred Alternative, because Alternative 4 meets the study purpose and need with fewer impacts and provides better local circulation than Alternative 2.

Alternative 3 — Alternative 3 (formerly Sub-concept 9A) proposes building a new partial interchange at the WIS 64/River's Edge Drive/85th Street intersection with a new overpass. Both an eastbound exit ramp and a westbound entrance ramp would be constructed to WIS 64 at this location. With this alternative, 185th Avenue would be extended to connect 100th Street and 110th Street. A new local road would connect 180th Avenue to 85th Street south of the current intersection to provide a minimum safe distance from the eastbound exit ramp. In addition, a new frontage road would connect 179th Avenue to 178th Avenue. An additional frontage road between 85th Street and 95th Street would also be constructed. The WIS 64/100th/95th Street intersection would be closed as part of this alternative (see Exhibit 3, Map 4). This alternative would designate WIS 64 as a freeway.

Alternative 3 was not selected as the Preferred Alternative because Alternative 4 meets the study purpose and need with fewer impacts and provides better local circulation than Alternative 3.

Alternative 4 (Preferred Alternative) — Alternative 4 (formerly Concept 10) proposes to construct new frontage roads and a new overpass structure spanning WIS 64 between the existing intersections of WIS 64/River's Edge/85th Street and WIS 64/95th/100th. Medians would be constructed at both the WIS 64/River's Edge/85th Street and WIS 64/95th/100th Street intersections converting the existing full-access intersections to right-in/right-out only. New frontage road segments would be constructed to connect Winding Trail Road and 100th Street on the north side of WIS 64 and connect 85th Street and 95th Street on the south side of WIS 64. A new overpass located approximately midway between 85th Street and 100th Street and spanning WIS 64 would be constructed to connect the new frontage roads (see Exhibit 3, Map 5). This alternative would designate WIS 64 as an expressway.

Alternative 4 was selected as the Preferred Alternative because it best meets the purpose and need by eliminating left-turn movements at three at-grade intersections, and completely eliminates one at-grade intersection. These changes would improve safety conditions along WIS 64. The Preferred Alternative also balances local and regional circulation better than the other alternatives considered by causing the least amount of indirection for people traveling to/from destinations located north and south of WIS 64. The alternative also has fewer, and more geographically concentrated impacts than the other alternatives considered.

3. Description of Proposed Action (attach project location map and other appropriate graphics)

The intent of the Proposed Action is to designate WIS 64 as a freeway between the St. Joseph Town Line and WIS 35 and as an expressway between WIS 35 and WIS 65. (see Exhibit 1, Project Location Map). This designation is a *planning* action to identify the requisite improvements and associated right-of-way needs to convert this facility to a Freeway and Expressway. This designation is also a *preservation* action where Official Mapping under §84.295(10) is used to preserve the right-of-way needed for the eventual actual conversion.

Since §84.295(10) also provides WisDOT the authority to purchase Officially Mapped lands as right-of-way, the action is intended to complete the Environmental Analysis to a Tier 2 level. A Tier 2 evaluates potential effects of alternatives with more detail than a Tier 1 effort. The Tier 2 level will enhance the validity of the designation and conversion process as required under §84.295(10) and serve as a link between the planning and preservation process and the final project design.

A Tier 2 level analysis also provides that adequate evaluation of alternatives has resulted in the selection of a preferred alternative. Furthermore, the Tier 2 analysis provides a higher level of assurance that the identified right-of-way needs (Official Map) can be acquired when approached by an affected property owner or when WisDOT makes the Official Map an approved project in the State Transportation Improvement Program (STIP).

The WIS 64 corridor was constructed as a four-lane facility in 2006 and the portion of the corridor from the St. Joseph Town Line to the WIS 35 interchange removed direct private access and public at-grade intersections at the time it was constructed. This portion of WIS 64 would involve declaration only as a freeway with no construction necessary. Between WIS 35 and WIS 65, WIS 64 is currently constructed to expressway standards and would be enhanced by eliminating left-turn and crossing movements from side roads.

The Proposed Action would construct new frontage roads both north and south of existing WIS 64 connecting Winding Trail to 100th Street on the north side of WIS 64 and connecting 180th Avenue to 95th Street south of WIS 64. An overpass of WIS 64 would also be constructed connecting the new frontage roads (see Exhibit 3, Map 5). Medians would be constructed at the WIS 64/Rivers Edge Drive/85th Street intersection and the WIS 64/95th/100th Street intersection converting the existing full access intersections to right-in/right-out only intersections.

In addition, a “jug handle” system would be constructed at County K/185th Avenue/North 4th Street and County CC/Wall Street. A new local road connection would be constructed extending County K/185th Avenue across County CC to Blue Bill Avenue. An overpass of WIS 64 would be constructed at County CC/Wall Street. The existing full access County K/185th Avenue/North 4th Street intersection would be converted to right-in/right-out only with the addition of a median. The elevation and embankment of the new bridge would require the closure of Industrial Drive, North Shore Drive, and five private driveways intersecting County CC/Wall Street. New driveways would be constructed from the newly constructed local road connections (see Exhibit 3, Map 5).

The Proposed Action is a long-term corridor planning/preservation initiative identifying future right-of-way needs for the conversion of WIS 64 to a freeway and expressway. No funds have been programmed for construction at this time. Funding for construction of the Proposed Action would be determined as improvements become necessary.

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:

The Preferred Alternative would have comparable construction energy consumption to the other build alternatives and would be greater than the No Build Alternative. However, in the long-term, operational energy consumption would be less than the No Build Alternative due to less congestion and vehicle operations at energy-efficient speeds. The long-term operational savings in energy would offset the construction energy costs and result in a net savings of energy usage.

5. Describe existing land use (attach land use maps, if available):

a. Land use of properties that adjoin the project:

The project corridor lies in the towns of Somerset, Richmond, and Star Prairie, the village of Somerset, and the city of New Richmond. Land uses immediately adjacent to the project corridor are predominately rural or semi-rural. Urban land uses adjacent to the corridor are located on the corridor's eastern terminus in the city of New Richmond. In the town of Somerset, woodlands, agriculture, and low-density residential uses are the majority of land uses on the corridor, with small amounts of recreational land and wetlands. Wetland types found in the area are riparian wetland (wooded, scrub/shrub, and emergent/wet meadow). Agriculture, residential, and woodland uses characterize the properties located in the towns of Star Prairie and Richmond. Within the city of New Richmond, residential, agriculture, recreational, and commercial land uses are the most common. Land use maps for communities surrounding the project area can be found in Exhibit 4, Land Use Maps.

b. Land use surrounding project area:

Land uses surrounding the project study area are very similar to those in the immediate area. Agricultural uses are interspersed with small woodlots, widespread large-lot rural residential uses, and small amounts of open water and wetlands. There are numerous commercial properties in the study area and some industrial uses; these are concentrated in and near the village of Somerset and the city of New Richmond. In addition, there are three golf courses in the study area.

Further out, but within ten miles of the corridor, land uses are generally more rural and less developed than in the study area, except for the city of Stillwater, Minnesota, which is located approximately five miles southwest of the western terminus of the study corridor on the western banks of the St. Croix River. Stillwater is a predominantly older city of about 15,000 residents with residential, commercial, and industrial uses laid out in a traditional urban street grid.

6. Briefly identify adopted local or regional plans for the project area and zoning regulations. Discuss whether the proposed action is compatible with the plan or zoning:

The following plans were reviewed to determine the consistency of the Preferred Alternative with local and regional plans:

Plan Name or Community	Date Adopted
St. Croix County, 2012-2035 Comprehensive Plan	November 2012
City of New Richmond Comprehensive Plan	April 2005
Village of Somerset, 2000-2020 Comprehensive Plan	March 2003
Town of Star Prairie, 2010-2030 Comprehensive Plan	September 2010
Town of Richmond, Comprehensive Plan	April 2011
Town of Somerset Comprehensive Plan	October 2003

St. Croix County, 2012-2035 Comprehensive Plan

The county as a whole has experienced dramatic residential growth over the past thirty years, which caused changes in land use in the western portion of the county, especially along important highway corridors such as WIS 64. The most prevalent land use in the county is still agriculture despite the historical rapid growth. Commercial areas within the county are located in incorporated communities. The county's population is expected to continue to grow over the next 25 years. Commercial activities and residential development is expected to continue to grow as well. The plan identifies the *WIS 64 Freeway/Expressway Designation Project* as a current WisDOT effort in which they support.

City of New Richmond Comprehensive Plan

The city is a mixture of an older core with traditional residential, commercial, and industrial zones surrounded by lower density contemporary subdivisions. The city's future land use plan envisions expanding commercial and industrial uses along the WIS 64 corridor, especially near interchanges. Low-density residential uses are planned for outlying areas currently outside of the city's boundaries, in the neighboring towns of Star Prairie, Stanton, and Richmond. The city expects to grow through annexation into existing rural residential and agricultural zones. The Preferred Alternative is consistent with the development potential the city envisions.

Village of Somerset, 2000-2020 Comprehensive Plan

The village recognizes that it is growing rapidly and needs to plan for orderly development. Most existing residential neighborhoods and subdivisions and commercial uses are clustered near the village center. Recent development has spread out and disconnected from the core with most industry located on the north side of the village. The future land use map indicates that additional industrial development is expected on the northeast side of Somerset, while new commercial development is expected to be clustered alongside WIS 35/BUS 64 and in the vicinity of the WIS 64/WIS 35 interchange.

The village wishes to take advantage of the presence of WIS 64 for the purposes of encouraging new residential, commercial, and industrial development in the village. The Preferred Alternative is compatible with the plan because there are no changes to WIS 64 or the local road system and the existing access west of the Apple River.

Town of Star Prairie, 2010-2030 Comprehensive Plan

Large-lot rural residential properties are spread throughout the town and, along with agriculture, are the dominant land use types in the town. There are very few industrial and commercial land uses in the town, as development is discouraged. The town's future land use map indicates that the town expects most of the agricultural land to be converted to low-density rural residential use. Future commercial development is designated for the areas around the WIS 64/110th Street interchange and the WIS 64/River's Edge Drive intersection. This proposed commercial development and the extensive amount of residential development foreseen in the town plan indicates coordination may be needed with the town to protect the safety and function of the existing WIS 64 intersections depending on the pace of development in the town.

The town adopted village powers in 1972 and follows county zoning. The town has a road and driveway ordinance that was implemented in 2010. The town does not have an official map ordinance. Though the Preferred Alternative could cause some indirection at River's Edge Drive by conversion of the intersection to right-in/right-out, all directions of travel on WIS 64 are generally accommodated near the existing intersection within the town and should therefore be consistent with the envisioned development in the town.

Town of Richmond, Comprehensive Plan

Dominant land uses in the town of Richmond consist primarily of large-lot rural residential and agricultural uses. Commercial uses are located at the WIS 64/110th Street interchange and scattered along WIS 65. There is a non-metallic mining operation classified as industrial located along County G just south of the city of New Richmond. Future land use identifies much of the town transitioning from agricultural and rural residential use to just rural residential. Commercial areas are identified to grow near the WIS 64/110th Street interchange and along WIS 65 between the city of New Richmond and County G. The plan also identifies future commercial use occurring between the WIS 65/County G intersection and 140th Street.

The town has adopted village powers, has a subdivision ordinance, and follows county zoning. It does not have an official map ordinance. The Preferred Alternative would not alter the existing WIS 64/110th Street interchange or the WIS 64/WIS 65 intersection, a focal point for access between anticipated growth and access to WIS 64, and is consistent with the plan.

Town of Somerset Comprehensive Plan 2003 – 2028

The town plan recognizes that WIS 64, its intersections, and its interchanges have an influence on the location, character, and intensity of development within the town. Large-lot rural residential properties are spread throughout the town and, along with agriculture, are the dominant land use type. Currently, commercial land uses in the town are concentrated on WIS 35/County VV. Future commercial development is focused along County VV west of and near the village of Somerset with potential commercial nodes identified at the existing WIS 64 interchanges within the town.

The town adopted village powers in 1998, has a subdivision ordinance, and follows county zoning. The Preferred Alternative is consistent with the town plan because it does not alter WIS 64 or its access with existing interchanges west of the Apple River.

Land Use Control

Date Adopted

St. Croix County Zoning Ordinance

Jan. 1968 (several amendments)

St. Croix County Subdivision Ordinance

Jan. 2006 (last amended Dec. 2010)

Town of Somerset Subdivision Ordinance

Sept. 2009

7. Describe how the project development process complied with Executive Order 12898 on Environmental Justice. If populations of any group covered by EO 12898 are present in the project area, complete Factor Sheet B-4, Environmental Justice:

This document is in compliance with U.S. DOT and FHWA policies to determine whether a proposed project would have induced socioeconomic impacts or any adverse impacts on minority or low-income populations; and it meets the requirements of Executive Order on Environmental Justice 12898 – “Federal Actions to Address Environmental Justice on Minority and Low-Income Populations”. Neither minority nor low income populations would receive disproportionately high or adverse impacts as a result of the preferred alternative. The majority of the community and residential population are supportive of the Preferred Alternative.

How was information obtained about the presence of populations covered by EO 12898?	
<input checked="" type="checkbox"/> Windshield Survey	<input type="checkbox"/> Official Plan
<input checked="" type="checkbox"/> US Census Data	<input type="checkbox"/> Survey Questionnaire
<input type="checkbox"/> Real Estate Company	<input type="checkbox"/> WisDOT Real Estate
<input checked="" type="checkbox"/> Public Information Meeting	<input checked="" type="checkbox"/> Local Government
<input type="checkbox"/> Human Resources Agency Identify agency Identify plan, approval authority and date of approval	
<input checked="" type="checkbox"/> Other (Identify) US Census Bureau American Community Survey (ACS) 2006 - 2010	

a. ☒ No - Populations covered by EO 12898 are not present in project area.

b. ☐ Yes - Populations covered by EO 12898 are present. Factor Sheet B-4 must be completed.

8. Indicate whether individuals covered by Title VI of the 1964 Civil Rights Act, the Americans with Disabilities Act or the Age Discrimination Act were identified: *Title VI prohibits discrimination on the basis of race, color, or country of origin.*

- a. ☒ No - Individuals covered by the above laws were not identified.
- b. ☐ Yes - Individuals covered by the above laws were identified.
- ☐ Civil Rights issues were not identified.
 - ☐ Civil Rights issues were identified. Explain:

9. Briefly summarize public involvement methods:

a. Meetings.

Date	Meeting Sponsor (WisDOT, RPC, MPO, etc.)	Type of Meeting (PIM, Public Hearings, etc.)	Location	Approx. # Attendees
2/23/2010	WisDOT	Local Official Meeting	Town of Somerset Town Hall	15
3/10/2010	WisDOT	Public Information Meeting	Somerset High School	29
10/27/2011	WisDOT	Local Official Meeting	Town of Star Prairie Town Hall	16
1/31/2012	WisDOT	Public Information Meeting	Somerset High School	26
11/6/2013	WisDOT	Local Official Meeting	Town of Star Prairie Town Hall	14
11/6/2013	WisDOT	Public Information Meeting	Somerset High School	24

b. Other methods, describe:

A project mailing database was created using St. Croix County tax data. The database initially consisted of property owners directly adjacent to the existing WIS 64 study corridor. Property owners whose property is between County C and 110th Street, either one mile north or south of WIS 64 were also included in the initial database. The mailing database has been updated using sign-in sheets with names and addresses collected at public information meetings.

Three project newsletters containing project progress updates were mailed directly to property owners listed in the project mailing database.

The study team has been available for one-on-one meetings with concerned property owners and interest groups. On April 30th, 2010 and March 20, 2012 WisDOT staff met with William Raleigh of River's Edge to discuss the project. Meeting summaries and correspondence from William Raleigh, the Raleigh Family, and representatives of the Raleigh Family can be found in Appendix 2, Alice Inc. Correspondence.

c. Identify groups that participated in the public involvement process. Include any organizations and special interest groups:

- St. Croix County Snowmobile Association
- New Richmond School District

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

One public hearing will be held as outlined by the WisDOT Facilities Development Manual (FDM) to satisfy the Environmental Assessment (if required) and Wisconsin State Statutes §84.295(10) concurrently.

10. Briefly summarize the results of public involvement:

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

1. Lighting at the WIS 64/85th Street/Rivers Edge Drive intersection was desired. It was indicated that it can be difficult to see oncoming traffic when it is dark.
2. The WIS 64/County K/North 4th Street intersection is located on a hill. The angle of the sun can be poor at times making it difficult to see.
3. A representative from the New Richmond School District raised concerns about modifications to the WIS 64/County CC/Wall Street and WIS 64/WIS 65 intersections and potential impacts on bus routing.
4. After construction of the Proposed Action, what is to stop WisDOT from completely closing the right-in/right-out intersections at 85th Street/Rivers Edge Drive and 95th/100th Streets at a later time?
5. Will the existing traffic signal at the WIS 64/WIS 65 intersection be maintained after construction of the Preferred Alternative?
6. Rivers Edge has a small privately owned bridge that connects from the road inside the property to County C. The owners currently allow people that live east of the property to use this roadway and bridge to avoid using WIS 64. The owners expressed concerns that traffic through the property would increase if Alternative 4 is constructed. They asked if there was anything they could do to receive help maintaining and possibly replacing the existing bridge?
7. A concern was raised that the right-in/right-out intersections included in the Preferred Alternative would not function safely. It was recommended that the study explore adding acceleration and deceleration lanes at the proposed intersections as part of the Preferred Alternative.
8. J-turns were identified as a measure that is being used on other corridors recently across Wisconsin. A question was raised as to if they were evaluated as part of this study?

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

1. WisDOT investigated opportunities to light the WIS 64/85th Street/Rivers Edge Drive intersection, it was determined a cost share is possible with the town of Somerset; however the town would have to initiate coordination with the Department.
2. This intersection would be reconstructed as part of the jug handle alternative. The reconstruction would consider geometric and safety deficiencies.
3. Proposed improvements were discussed and clarified with the concerned party. Based on the discussions, they no longer feel the school district will be adversely impacted by the Preferred Alternative.
4. Current traffic forecasts indicate that Alternative 4 should function safely for the foreseeable future. In order to remove the right-in/right-out intersections, WisDOT would need to initiate a new study and a new environmental process. Also, if safety issues did occur after construction, there are other minor adjustments that could be completed such as the extension or addition of acceleration and deceleration lanes at the intersections.
5. The Preferred Alternative does not modify the existing WIS 64/WIS 65 Intersection.
6. Programs currently exist to have bridges replaced on town roads and other public streets but the study team was not aware of any programs for bridges on private property. The recommendation was to work with the town of Star Prairie to explore possible options.
7. The analysis completed based on existing forecast information does not identify any issues with the right-in/right out intersection design. Acceleration and deceleration lanes would be considered during the final design phases of the study. Adequate right of way is included in the Preferred Alternative for the addition of acceleration and deceleration lanes if they were determined to be necessary.
8. An analysis of J-turns was not part of the initial study effort. They may be evaluated for feasibility and considered as an interim improvement if applicable. This mapping project does not eliminate the possibility for interim improvements.

11. Local/regional government coordination:**a. Identify units of government contacted and provide the date coordination was initiated:**

Unit of Government	Coordination	Coordination Initiation Date	Coordination Completion Date	Comments
MPO, RPC, City, County, Village, Town, etc.	Correspondence Attached Y/N			
City of New Richmond	N	2/8/2010	11/27/2013	Representatives attended at least one meeting
New Richmond Regional Airport	N	2/8/2010	11/27/2013	Representatives attended at least one meeting
St. Croix County Dept. of Economic Development	N	2/8/2010	11/27/2013	Representatives attended at least one meeting
St. Croix County Highway Dept.	N	2/8/2010	11/27/2013	Representatives attended at least one meeting
St. Croix County Planning Dept.	N	2/8/2010	11/27/2013	Representatives attended at least one meeting
St. Croix County Board	N	2/8/2010	11/27/2013	Representatives were invited to attended study meetings
Village of Somerset	N	2/8/2010	11/27/2013	Representatives attended at least one meeting
Town of Richmond	N	2/8/2010	11/27/2013	Representatives attended at least one meeting
Town of Somerset	N	2/8/2010	11/27/2013	Representatives attended at least one meeting
Town of St. Joseph	N	2/8/2010	11/27/2013	Representatives attended at least one meeting
Town of Star Prairie	Y	2/8/2010	11/27/2013	Town of Star Prairie identified concerns with the Preferred Alternative in reference to access to Rivers Edge and alternate east/west alternative transportation mode movements. (See Appendix 3, Town of Star Prairie Correspondence)

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

1. The New Richmond Fire Department expressed concerns with response time during roadway construction.
2. St. Croix County expressed concerns about WIS 64 bisecting existing snowmobile crossings and bike routes. Snowmobile crossings are currently identified at 100th and 115th Streets. Bike route crossings are currently identified at 85th, 110th, 115th, County K and County CC.
3. The town of Richmond expressed concerns with alternate access if/when the 85th Street intersection is removed.
4. The town of Richmond expressed concern with the railroad underpass located on 95th street. The town would like the current crossing improved.
5. An observation was made during the study that the existing WIS 64 pavement at the 85th Street intersection is in very poor condition.
6. The town of Star Prairie identified concerns with bike and other alternative modes of transportation if WIS 64 is converted to a freeway. They also voiced concerns for farmers that work land on both sides of WIS 64.
7. The city of New Richmond is currently conducting a study that will re-evaluate the proposed WIS 64/County K/CC jug handle to determine if the currently proposed configuration is still the best option for the area. The city is still on schedule and moving forward with plans for the re-evaluation.

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

1. The study currently does not include, nor is construction programmed in the immediate future. Prior to construction activities a Transportation Management Plan (TMP) will be required. Depending on the type of document required, the TMP may include a plan for alternate/detour routes during construction and/or outline plans for traffic to maintain use of the existing roadway corridor during construction.
2. The crossing locations were considered in the development of the alternatives. The Preferred Alternative should allow for crossings of WIS 64 at the proposed bridges, and will be further evaluated during final design.
3. Access concerns were considered during the development and analysis of the study alternatives. The WIS 64/85th Street intersection will not be removed as part of the Preferred Alternative. It will be converted to a right-in/right-out intersection with a nearby structure crossing WIS 64.
4. The railroad underpass at 95th Street is not affected by the Preferred Alternative and was not considered a part of the alternatives carried forward.
5. WisDOT was already aware of the poor pavement conditions. It has been repaired as part of a separate project.
6. Bicycle and other alternate modes of transportation were considered during the development of the alternatives. The new structure over WIS 64 included in the Preferred Alternative would create a safe crossing of WIS 64 for bicyclists.
7. The study includes the jug handle as it is currently designed in order to complete the required environmental process that would be required for the Department to construct it. The Official Map can be modified in the future if it is determined that changes to the jug handle are necessary.

d. Indicate any unresolved issues or ongoing discussion:

None Identified

Basic Sheet 3

Coordination

INTERNAL WisDOT	Coordination Required?	Correspondence Attached? Y = Yes N = No	Comments 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. If coordination is not required, state why.
Bureau of Aeronautics	<input type="checkbox"/> No		
	X Yes	Y	Coordination has been completed, New Richmond Regional Airport (public) and Irlbeck Landing Strip (private) are located within five miles of the project area. Bureau of Aeronautics indicated that they have no concerns with the Preferred Alternative. Coordination with the New Richmond Regional Airport and Irlbeck Landing Strip will occur prior to construction. (see Appendix 4, Bureau of Aeronautics Correspondence)
Bureau of Rails & Harbors	<input type="checkbox"/> No		
	X Yes	N	Coordination has been completed and project effects have been addressed. The Wisconsin Central Limited railroad (owned by Canadian National) crosses the WIS 64 corridor. A grade separation was constructed as part of the prior four-lane construction. No effects to the railroad corridor are anticipated as part of the Preferred Alternative.
Regional Real Estate Section	<input type="checkbox"/> No		
	x Yes		Coordination has been completed. Conceptual Stage Relocation Plan (CSRP) attached as Appendix 5.
STATE AGENCY	Coordination Required? Y = Yes N = No	Correspondence Attached? Y = Yes N = No	
Agriculture (DATCP)	Y	Y	Coordination was initiated with letter mailed on February 8, 2010 requesting input on the study. An Agricultural Impact Notice (AIN) was sent to DATCP on November 7, 2013. DATCP determined that an Agricultural Impact Statement (AIS) will not be prepared for this project. (see Appendix 6, DATCP Correspondence)
Natural Resources (WDNR)	Y	Y	Coordination was initiated with a letter mailed on February 8, 2010 and has occurred throughout the study. WDNR response letter dated January 8, 2014 indicates concurrence of Alternative 4 as the Preferred Alternative. (see Appendix 7, WDNR Correspondence)
State Historic Preservation Office (SHPO)	Y	Y	WisDOT and SHPO concur that this project has no effect on historic properties. (see Appendix 8, Section 106 Coordination).
Others:			
FEDERAL AGENCY	Coordination Required? Y = Yes N = No	Correspondence Attached? Y = Yes N = No	

INTERNAL WisDOT	Coordination Required?	Correspondence Attached? Y = Yes N = No	Comments 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. If coordination is not required, state why.
Advisory Council on Hist.Pres. (ACHP)	N	N	Coordination is not required - historic structures potentially eligible for the National Register of Historic Places (NRHP), are not present within the study area.
Corps of Engineers (COE)	Y	Y	Coordination was initiated on February 8, 2010. A response letter indicated a Section 404 permit is necessary for discharge or dredged fill placed into any waters of the United States. If a Section 404 permit is required for the project the permit will be obtained prior to construction. (See Appendix 9, ACOE Correspondence)
Environmental Protection Agency (EPA)	N	N	Coordination was initiated with letter mailed on February 8, 2010. USEPA has not requested to receive future correspondence for the study.
National Park Service (NPS)	N	N	Coordination was initiated with letter mailed on February 8, 2010. Lands administered by the National Park Service are not present along the study corridor.
Nat. Resource Cons. Service (NRCS)	N	Y	Coordination was initiated with letters mailed on February 8, 2010 and November 7, 2013. Coordination is not required. Form AD-1006 form was completed for the project resulting in a total site assessment score of 56 points. (see Appendix 10, NRCS Correspondence)
US Coast Guard (USCG)	N	N	Coordination is not required. Commercially navigable water ways are not present within the study area.
Fish & Wildlife Serv. (FWS)	Y	Y	Coordination was initiated with letter mailed on February 8, 2010 requesting input. A Section 7 Coordination letter was also mailed on November 7, 2013 seeking concurrence that the study is not likely to adversely affect species or critical habitat. A response letter from USFWS dated December 4, 2013, indicated that federally listed endangered species are not likely to be present in the project area. (see Appendix 11, USFWS Correspondence)
US Forest Service	N	N	Coordination was initiated with letter mailed on February 8, 2010 requesting input. Lands administered by the National Park Service are not present along the project corridor.
Other(Identify)			
AMERICAN INDIAN TRIBES	Y	Y	Coordination was initiated on February 8, 2010. The Lac du Flambeau Tribe expressed concerns about significant cultural resources within the project area and requested future coordination with the project. (see Appendix 12, Tribal Coordination Letter and Responses).

Basic Sheet 4
Environmental Factors Matrix

FACTORS	EFFECTS				<p>Note: Comments should be of a summary nature and should not extensively duplicate information contained in an attached factor sheet. If an "adverse" effect is permanent, a factor sheet must be attached. If an "adverse" effect is temporary, it must be explained on this sheet under "comments". If "None Identified" is indicated, explain why.</p> <p style="text-align: center;">Comments</p>
	Adverse	Benefit	None Identified	Factor Sheet Attached	
A. ECONOMIC FACTORS					
A-1 General Economics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Preferred Alternative will ensure economic viability of the area by promoting safe and efficient transportation along WIS 64 and the surrounding local system. It will improve a corridor important to commerce of the surrounding area. It will create safe efficient travel to support planned development in the surrounding area.
A-2 Business	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No businesses will be relocated under the Preferred Alternative. Access and travel pattern changes will occur for businesses located near the existing at-grade intersections. Access will be maintained, however, some indirection of one mile or less may occur for some traveler's destined to area businesses. Employees, consumers, and delivery drivers will experience improved travel conditions along WIS 64 and safe access between WIS 64 and area businesses.
A-3 Agriculture	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Preferred Alternative will require the conversion of 10.4 acres of agricultural land for roadway purposes and require the acquisition of four agricultural buildings currently used for non-agricultural storage.
B. SOCIAL/CULTURAL FACTORS					
B-1 Community or Residential	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety conditions will improve along WIS 64 under the Preferred Alternative. Some minor indirection is anticipated with the conversion from full access to right-in/right-out access to WIS 64. Two residential properties would require acquisition under the Preferred Alternative.
B-2 Indirect Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Preferred Alternative is compatible with the land use plans currently in place. The Preferred Alternative is a planning and preservation action and would be implemented as a result of safety or operational issues at the existing at-grade intersections. It is anticipated that the location and rate of development will directly influence the existing at-grade intersections and thereby determine the need for a project, indirect effects are not anticipated because the existing condition will remain in place until such time that implementation is required.
B-3 Cumulative Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A cursory evaluation of resources directly or indirectly impacted by the Preferred Alternative that could be subject to past, present, or future actions was conducted. It was determined no reasonably foreseeable cumulative effects

FACTORS	EFFECTS				<p>Note: Comments should be of a summary nature and should not extensively duplicate information contained in an attached factor sheet. If an "adverse" effect is permanent, a factor sheet must be attached. If an "adverse" effect is temporary, it must be explained on this sheet under "comments". If "None Identified" is indicated, explain why.</p> <p>Comments</p>
	Adverse	Benefit	None Identified	Factor Sheet Attached	
					are anticipated as part of the Preferred Alternative.
B-4 Environmental Justice	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This document is in compliance with U.S. DOT and FHWA policies to determine whether a proposed project would have induced socioeconomic impacts or any adverse impacts on minority or low-income populations; and it meets the requirements of Executive Order on Environmental Justice 12898 – "Federal Actions to Address Environmental Justice on Minority and Low-Income Populations". Neither minority nor low income populations would receive disproportionately high or adverse impacts as a result of the Preferred Alternative.
B-5 Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A survey and research did not identify historic structures within the study area (see Appendix 8, Section 106 Coordination).
B-6 Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A survey and research did not identify archeological sites within the study area (see Appendix 8, Section 106 Coordination).
B-7 Tribal Issues	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Lac du Flambeau Tribe indicated an interest in participating in and were contacted as part of the Section 106 process. No further tribal issues were identified. (see Appendix 12, Tribal Coordination Letter and Responses).
B-8 Section 4(f) and 6(f) or Other Unique Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Hatfield Lake Regional Park was identified by WDNR as a Section 6(f) property. The Preferred Alternative was modified to avoid impacts to the park. US Fish and Wildlife Service, St. Croix Prairie Waterfowl Production Area is located south of the project area. No Section 4(f) or 6(f) properties are affected by the Preferred Alternative.
B-9 Aesthetics	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Preferred Alternative will alter the visual characteristics of the landscape. Two new structures will be constructed spanning WIS 64: Between the WIS 64/85 th Street/Rivers Edge Drive and WIS 64/95 th /100 th Street intersections; and at the existing WIS 64/County CC/Wall Street intersection. In addition to the structures new local road connections would be constructed both north and south of WIS 64 connecting 180 th Avenue to 95 th Street south of WIS 64 and connecting Winding Trail Road to 100 th Street on the north side of WIS 64.
C. NATURAL SYSTEM FACTORS					
C-1 Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Approximately 0.6 acres of wetlands will require fill to be placed as part of the Preferred Alternative. Wetland delineations were completed for the area adjacent to the WIS 64/County CC intersection. Wetland boundaries/impacts along the remainder of the study corridor were obtained through the Wisconsin Wetlands

FACTORS	EFFECTS				
	Adverse	Benefit	None Identified	Factor Sheet Attached	<p>Note: Comments should be of a summary nature and should not extensively duplicate information contained in an attached factor sheet. If an "adverse" effect is permanent, a factor sheet must be attached. If an "adverse" effect is temporary, it must be explained on this sheet under "comments". If "None Identified" is indicated, explain why.</p> <p>Comments</p>
					Inventory (WWI) database. A Section 404 permit will be obtained prior to construction.
C-2 Rivers, Streams and Floodplains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Approximately 1.2 acres of floodplains will require fill to be placed in as part of the Preferred Alternative. Backwater impacts for floodplain impacts will be determined as part of design.
C-3 Lakes or Other Open Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Lakes or other open water bodies will not be affected by the Preferred Alternative.
C-4 Groundwater, Wells, and Springs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Preferred Alternative would remove two private wells as part of residential acquisitions. Communities in the area do not have wellhead protection plans. Mitigation for private wells will be addressed during design.
C-5 Upland Wildlife and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Preferred Alternative will affect approximately 16.9 acres of upland area. The affected area consists of upland grasses and deciduous trees/shrubs. Work within upland areas will consist of grading, grubbing, cutting, and clearing where necessary. Changes in vegetative cover will include removal of trees and brush as well as the addition of grasses within the new proposed right of way.
C-6 Coastal Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The project is not located within a County containing Great Lakes Coastlines or Great Lakes Watershed Tributaries.
C-7 Threatened and Endangered Species	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Federally listed threatened or endangered species are not likely to be adversely affected by the Preferred Alternative. One state threatened species; Blandings Turtle (<i>Emydoidea blandingii</i>) has been previously surveyed along the project boundaries. In addition one species of special concern; Timber Rattlesnake (<i>Crotalus horridus</i>), has been previously surveyed along the project boundaries. The WDNR Bureau of Endangered Resources will be coordinated with during design to determine impacts, if any, the appropriate mitigation measures.</p>
D. PHYSICAL FACTORS					
D-1 Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	An Air Quality analysis is not required for this project per Wisconsin State Statute §285.60(11).
D-2 Construction Stage Sound Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	To reduce the potential impact of construction noise, the special provisions of this project would require that motorized equipment would be operated in compliance with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the construction site. At a minimum, the special provisions would require that motorized construction equipment would not be operated between 10:00 p.m. and 6:00 a.m. without the prior written approval of the project engineer. Within

FACTORS	EFFECTS				
	Adverse	Benefit	None Identified	Factor Sheet Attached	<p>Note: Comments should be of a summary nature and should not extensively duplicate information contained in an attached factor sheet. If an "adverse" effect is permanent, a factor sheet must be attached. If an "adverse" effect is temporary, it must be explained on this sheet under "comments". If "None Identified" is indicated, explain why.</p> <p>Comments</p>
					<p>the city of New Richmond construction equipment will not be operated between 10:00 p.m. and 7:00 a.m. All motorized construction equipment would be required to have mufflers manufactured in accordance with the equipment manufacturer's specifications or a system of equivalent noise-reducing capacity. It would also be required that mufflers and exhaust systems be maintained in good operating condition, free from leaks and holes.</p>
D-3 Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>A detailed traffic noise analysis will be completed prior to design and construction. No sensitive receptors were identified along the project corridor</p>
D-4 Hazardous Substances or Contamination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>A phase 1 hazardous materials investigation was completed for the Preferred Alternative. No locations were identified as part of the phase 1 investigation.</p>
D-5 Stormwater	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>This is a planning study and no construction is scheduled, therefore, specific stormwater measures have not been identified. This project will use Best Management Practices (BMP's) for the management of stormwater to minimize adverse effects and enhance beneficial effects. A stormwater management plan will be developed as part of design to ensure compliance with Trans 401.</p>
D-6 Erosion Control	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Standard erosion control measures (best management practices) will be used to eliminate adverse effects to the surrounding areas during and after construction. Construction site erosion and sediment control will be part of the project's design and construction, as set forth in TRANS 401 Wis. Administrative Code and the WisDOT/WDNR Cooperative Agreement.</p>
E. OTHER FACTORS					
E-1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
E-2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

Basic Sheet 5
Alternatives Comparison Matrix

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

ENVIRONMENTAL ISSUE	UNIT MEASURE	ALTERNATIVES/SECTIONS					
		No Build	Alt 1	Alt 2	Alt 3	Alt 4*	
Project Length	Miles	12.39	12.39	12.39	12.39	12.39	
Preliminary Cost Estimate							
Construction	Million \$	0	7.0	19.6	21.9	11.4	
Real Estate	Million \$	0	0.6	3.1	3.3	0.9	
Total	Million \$	0	7.6	22.7	25.2	12.3	
Land Conversions							
Wetland Area Converted to ROW	Acres	0	0.1	1.5	1.5	0.6	
Upland Habitat Area Converted to ROW	Acres	0	7.2	22.8	30.9	16.9	
Other Area Converted to ROW	Acres	0	10.3	19.5	18.7	6.8	
Total Area Converted to ROW	Acres	0	22.3	43.8	50.1	24.3	
Number of Farms Affected	Number	0	6	5	7	6	
Total Area Required From Farm Operations	Acres	0	7.9	7.8	10.3	10.4	
AIS Required	Yes/No	No	No	No	No	No	
Farmland Rating	Score	0	36	38	57	54	
Total Buildings Required	Number	0	1	8	10	6	
Housing Units Required	Number	0	1	5	6	2	
Commercial Units Required	Number	0	0	3	3	0	
Other Buildings or Structures Required	Number (Type)	0	0	0	1 (Shed)	4 (Shed)	
Environmental Issues							
Indirect Effects	Yes/No	No	No	No	No	No	
Cumulative Effects	Yes/No	No	No	No	No	No	
Environmental Justice Populations	Yes/No	No	No	No	No	No	
Historic Properties	Number	0	0	0	0	0	
Archeological Sites	Number	0	0	0	0	0	
106 MOA Required	Yes/No	No	No	No	No	No	
4(f) Evaluation Required	Yes/No	No	No	No	No	No	
Flood Plain	Yes/No	No	Yes	Yes	Yes	Yes	
Total Wetlands Filled	Acres	0	0.1	1.5	1.5	0.6	
Stream Crossings	Number	0	0	0	0	0	
Endangered Species	Yes/No	No	No	No	No	No	
Air Quality Permit Required	Yes/No	No	No	No	No	No	
Design Year Noise Sensitive Receptors		None	None	None	None	None	
No Impact Impacted	Number Number						
Contaminated Sites	Number	None	None	None	None	None	

* Preferred Alternative

Basic Sheet 6
Traffic Summary Matrix

	ALTERNATIVES/SECTIONS					
	No Build	Preferred Alternative	Alternative 1	Alternative 2	Alternative 3	
TRAFFIC VOLUMES						
Existing ADT Yr. 2012	8,100	8,100	8,100	8,100	8,100	
Const. Yr. ADT Yr. 2016*	11,300	11,300	11,300	11,300	11,300	
Const. Plus 10 Yr. ADT Yr. 2025*	12,200	12,200	12,200	12,200	12,200	
Design Yr. ADT Yr. 2035*	13,200	13,200	13,200	13,200	13,200	
DHV Yr. 2035*	1,465	1,465	1,465	1,465	1,465	
TRAFFIC FACTORS						
K [30/100/250] (%)	12.0/11.1/9.9	12.0/11.1/9.9	12.0/11.1/9.9	12.0/11.1/9.9	12.0/11.1/9.9	
D (%)	60/40	60/40	60/40	60/40	60/40	
Design Year T (% of ADT)	8.9	8.9	8.9	8.9	8.9	
T (% of DHV)	7.4	7.4	7.4	7.4	7.4	
Level of Service	A	A	A	A	A	
SPEEDS						
Existing Posted	65 mph	65 mph	65 mph	65 mph	65 mph	
Future Posted	65 mph	65 mph	65 mph	65 mph	65 mph	
Design Year Project Design Speed	70 mph	70 mph	70 mph	70 mph	70 mph	
OTHER (Specify)						
P (% of ADT)	14.6	14.6	14.6	14.6	14.6	
K (% OF ADT)	K ₃₀	K ₃₀	K ₃₀	K ₃₀	K ₃₀	

ADT = Average Daily Traffic

K [30/100/200] : K₃₀ = Interstate, K₁₀₀ = Rural, K₂₀₀ = Urban, % = ADT in DHV

T = Trucks

K₈ = % 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.)

DHV = Design Hourly Volume

D = % DHV in predominate direction of travel

P = % ADT in peak hour

**Construction/Design year dates as identified above are used for calculation purposes only and are from the WisDOT forecast completed August 19, 2013. They are not intended to indicate actual construction/design years for the Preferred Alternative.*

Basic Sheet 7
EIS Significance Criteria

When the significance of impact of a transportation project proposal is uncertain, an environmental assessment (ES) is prepared to assist in making this determination. If it is found that significant impact(s) will result, the preparation of an environmental impact statement (EIS) should commence immediately. Indicate whether the issue listed below is a concern for the proposed action or alternative. If the issue is a concern, explain how it is to be addressed or where it is addressed in this environmental document.

1) Will the proposed action stimulate substantial indirect environmental effects?

- ☒ No
☐ Yes – Explain or indicate where addressed.

2) Will the proposed action contribute to cumulative effects of repeated actions?

- ☒ No
☐ Yes – Explain or indicate where addressed.

3) Will the creation of a new environmental effect result from this proposed action?

- ☒ No
☐ Yes – Explain or indicate where addressed.

4) Will the proposed action impact geographically scarce resources?

- ☒ No
☐ Yes – Explain or indicate where addressed.

5) Will the proposed action have a precedent-setting nature?

- ☒ No
☐ Yes – Explain or indicate where addressed.

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

- ☒ No
☐ Yes – Explain or indicate where addressed.

7) Will the proposed action be in conflict with official agency plans or local, state, 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.

Basic Sheet 8
Environmental Commitments

Identify and describe any commitments made to protect the environment. Indicate when the commitment should be implemented and who in WisDOT will have jurisdiction to assure fulfillment for each commitment. Note if the commitment will be recorded in the plans, "special provisions", "notes to construction" or some other written format. Note if the commitment is mandated by law, and therefore legally binding.

Commitments on Basic Sheet 8 supplement environmental commitments incorporated in WisDOT's Standard Specifications for Highway and Bridge Construction.

ATTACH A COPY OF THIS PAGE TO THE DESIGN STUDY REPORT AND THE PS&E SUBMITTAL PACKAGE

Factors	Commitments
A-1 General Economics	No Commitments Needed
A-2 Business	No Commitments Needed
A-3 Agriculture	No Commitments Needed
B-1 Community or Residential	No Commitments Needed
B-2 Indirect Effects	No Commitments Needed
B-3 Cumulative Effects	No Commitments Needed
B-4 Environmental Justice	No Commitments Needed
B-5 Historic Resources	No Commitments Needed
B-6 Archaeological Sites	No Commitments Needed
B-7 Tribal Issues	No Commitments Needed
B-8 Section 4(f) and 6(f) or Other Unique Areas	No Commitments Needed
B-9 Aesthetics	No Commitments Needed
C-1 Wetlands	Commitments Made ACOE coordination will occur as part of the Section 404 permitting process during design. Mitigation of wetlands will be compensated in accordance with the DNR/DOT Cooperative agreement and WisDOT's Wetland Mitigation Technical Guidelines. Coordination will occur during design.
C-2 Rivers, Streams & Floodplains	Commitments Made A hydraulic and hydrologic analysis in compliance with NR 116 will be completed prior to construction if necessary. Backwater impacts and floodplain impacts will be determined as part of design.
C-3 Lakes or other Open Water	No Commitments Needed
C-4 Groundwater, Wells and springs	Commitments Made Mitigation for abandonment of private wells will be addressed during final design.
C-5 Upland Wildlife and Habitat	No Commitments Needed
C-6 Coastal Zones	No Commitments Needed

C-7 Threatened and Endangered Species	Commitments Made The WDNR Bureau of Endangered Resources will be coordinated with during design to determine the presence of the Blandings Turtle and the Timber Rattlesnake. If the species are determined to be present, the affects, if any, and appropriate mitigation measures will be determined during design.
D-1 Air Quality	No Commitments Needed
D-2 Construction Stage Sound Quality	Commitments Made Check all that apply: X (box) WisDOT Standard Specification 107.8(6) and 108.7.1 will apply. Applies to the Town of Somerset, Town of Star Prairie, Town of Richmond, and St. Croix County. X (box) Special construction stage noise abatement measures will be required. Describe: Construction activities will occur within the City of New Richmond limits only between the hours of 7:00 a.m. and 10:00 p.m. If it is determined to be an inconvenience or hardship the Chief of Police has the authority to grant a permit for work during hours between 10:00 p.m. and 7:00 a.m.
D-3 Traffic Noise	Commitments Made A detailed noise analysis will be completed prior to final PS&E.
D-4 Hazardous Substances or Contamination	No Commitments Needed
D-5 Stormwater	Commitments Made A Stormwater Management Plan will be completed during design.
D-6 Erosion Control	Commitments Made An Erosion Control Plan will be completed during design.
E Other – Aeronautics	Commitments Made Coordination with FAA (if necessary) will be completed at least 45 days prior to construction. New Richmond Regional Airport and Irlbeck Landing Strip will be coordinated with during design.

GENERAL ECONOMICS EVALUATION

Wisconsin Department of Transportation

Factor Sheet A-1

Alternative Alternative 4	Total Length of Center Line of Existing Roadway 12.39 Length of This Alternative 12.39
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

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

Economic Activity	Description
a. Agriculture	<p>In 2007, the market value of St. Croix County's agricultural products was over \$142 million. In that year, the county ranked 31st out of Wisconsin's 72 counties in total market value of its farm products, farmland in the county covered approximately 257,655 acres, or about 55 percent of all land uses. There were 608 farms in the county having sales of \$10,000 or more; 243 farms had sales of \$100,000 or more. Dairy, grains, beef, and poultry and eggs were the most valuable agricultural commodities by gross revenue produced in the county.</p> <p>In addition, there are large tracts of prime agricultural soils within the study area, some of which are enrolled in the St. Croix County Farmland Preservation Plan. Many farms in the study area produce canning crops such as peas, sweet corn, and snap beans. Production of feed corn and some livestock is also prevalent in the study area.</p> <p><i>Source: 2007 Census of Agriculture</i></p>
b. Retail business	The majority of the retail establishments in the study corridor are located on WIS 65/Knowles Avenue within the city of New Richmond, which also serves as main street. BUS 64 in Somerset also hosts a small number of auto-oriented and downtown retail establishments. With the exception of the County CC and WIS 65 intersections within the city of New Richmond, there are no businesses immediately adjacent to the WIS 64 study corridor.
c. Wholesale business	There are no known wholesale business establishments within the study corridor.
d. Heavy industry	LaVenture Crane is located in the southwest quadrant of the 110 th Street interchange which also serves as its primary access to WIS 64.
e. Light industry	The WIS 64 corridor has several private employers that form the core of the area's economic base. In the New Richmond area, most of the largest private employers are manufacturers and include Bosch, Federal Foam Technologies, Phillips Plastic, New Richmond Industries, and St. Croix Press; Lakeside Foods, a large vegetable packaging firm, also has a plant in New Richmond. In the village of Somerset, Prew Machining and Scientific Molding, both manufacturers, were the largest private employers in 2003. In addition, some smaller manufacturing employers are located in the towns of Somerset, Star Prairie, Richmond, and Stanton. These businesses are not located directly adjacent to WIS 64.
f. Tourism	The Apple River is a well-known destination in the study corridor for tubing and large music concerts, attracting thousands of people to the area each year. The New Richmond Heritage Center is a popular destination for tourists to north St. Croix County. Three golf courses are located in and near the study area. The area does not have any seasonal resort facilities. Travelers – not all of them tourists – spent an estimated \$107 million in St. Croix County in 2007.

Economic Activity	Description
g. Recreation	Recreation facilities in the study area are largely associated with the region's natural features. The Apple River is popular for tubing, fishing, and canoeing. Bass Lake is a destination for fishing and boating. Portions of both the Willow River and Apple River are classified as cold water trout streams. Willow River State Park is located approximately four miles south of the western terminus of the study area. The St. Croix River, located approximately one mile west of the study area, is popular for fishing, swimming, boating, and canoeing. Three golf courses are located in and near the corridor.
h. Forestry	There is very little forestry economic activity occurring within the study area. Only two licensed forestry or logging firms, each with fewer than four employees, were located in St. Croix County in 2007.

St. Croix County is the easternmost county in the Minneapolis-St. Paul Metropolitan Statistical Area, as defined by the U.S. Census Bureau. The county is recognized as a part of the Twin Cities region because of economic ties of county residents and businesses to this metro area. It is estimated that about one half of all workers who live in St. Croix County commute to jobs in Minnesota, and a large share of commuters to Minnesota work in core Twin Cities' communities. In 2010, educational services, health care and social assistance (9,000 jobs) was the largest industry sector for St. Croix County residents, followed by manufacturing (8,438 jobs), and retail trade (4,611 jobs). Source: U.S. Census Bureau.

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

The Preferred Alternative could provide numerous economic advantages, to include:

- Ensuring the economic viability of the area by promoting safe and efficient transportation on WIS 64.
- Accommodation of the current and planned development for the area.
- Preventing additional access points from reducing the safe function of WIS 64.
- Encouraging collaborative planning for land use and transportation systems.
- Protecting the convenient and safe access to WIS 64, a major commercial arterial for import and export of goods.

The Preferred Alternative could have economic disadvantages, to include:

- Access changes at WIS 64 intersections could affect the pace, location and intensity of local economic development.

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

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

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

☒ Increase, describe:

The Preferred Alternative would likely have a minor effect on the potential for economic development in the area, effects would likely result in an increase in net economic development over the long-term due to maintenance of a safe and efficient WIS 64 corridor. The Preferred Alternative would allow local communities to plan for development with greater certainty in locations where direct access to WIS 64 is preserved through the study. Maintaining efficient travel between study area communities and the Minneapolis-St. Paul Metropolitan Area will far outweigh impacts of access changes to WIS 64 from the study for economic development potential.

☐ Decrease, describe: _____

AGRICULTURE EVALUATION

Wisconsin Department of Transportation

Factor Sheet A-3

Alternative Alternative 4	Total Length of Center Line of Existing Roadway 12.39 Length of This Alternative 12.39
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Total acquisition interest, by type of agricultural land use:

Type of Land Acquired From Farm Operations	Type of Acquisition (acres)		Total Area Acquired (acres)
	Fee Simple	Easement	
Crop land and pasture	5.8	0.0	5.8
Woodland	0.0	0.0	0.0
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)	4.6	0.0	4.6
Totals	10.4	0.0	10.4

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

Acreage to be Acquired	Number of Farm Operations
Less than 1 acre	2
1 acre to 5 acres	4
More than 5 acres	0

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

- ☒ No Appendix 10 contains the agency response.
- ☐ The land was purchased prior to August 6, 1984 for the purpose of conversion.
 - ☐ The acquisition does not directly or indirectly convert farmland.
 - ☐ The land is clearly not farmland
 - ☐ The land is already in, or committed to urban use or water storage.
- ☐ Yes (This determination is made by the Natural Resources Conservation Service (NRCS) via the completion of the Farmland Impact Conversion Rating Form, NRCS Form AD-1006)
- ☐ The land is prime farmland which is not already committed to urban development or water storage.
 - ☐ The land is unique farmland.
 - ☐ The land is farmland which is of statewide or local importance as determined by the appropriate state or local government agency.

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

- ☐ No - Explain.
- ☒ Yes
- ☒ The Site Assessment Criteria Score (Part VI of the form) is less than 60 points for this project alternative.
Date Form AD-1006 completed. November 7, 2013
 - ☐ The Site Assessment Criteria Score is 60 points or greater.
Date Form AD-1006 completed. _____

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

- ☒ No
- ☐ Eminent Domain will not be used for this acquisition
 - ☐ The project is a "Town Highway" project
 - ☐ The acquisition is less than 1 acre
 - ☐ The acquisition is 1-5 acres and DATCP chooses not to do an AIS.
 - ☒ Other. Describe: DATCP determined an AIS was not necessary for the Preferred Alternative.
- ☐ Yes
- ☐ Eminent Domain may be used for this acquisition.
 - ☐ The project is not a "Town Highway" project
 - ☐ The acquisition is 1-5 acres and DATCP chooses to do an AIS.
 - ☐ The acquisition is greater than 5 acres

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

- ☐ No, the project is not a State Trunk Highway Project - AIN not required but complete questions 7-16.
- ☒ Yes, the project is a State Trunk Highway Project - AIN may be required.
- Is the land acquired "non-significant"?
- ☐ Yes - (All must be checked) An AIN is not required but complete questions 7-16.
- ☐ Less than 1 acre in size
 - ☐ Results in no severances
 - ☐ Does not significantly alter or restrict access
 - ☐ Does not involve moving or demolishing any improvements necessary to the operation of the farm
 - ☐ Does not involve a high value crop
- ☒ No
- ☐ Acquisition 1 to 5 acres - **AIN required**. Complete Pages 1 and 2, Form DT1999, (Pages 1 and 2, Figure 1, Procedure 21-25-30.)
 - ☒ Acquisition over 5 acres - **AIN required**. Complete Pages 1, 3 and 4, Form DT1999. (Pages 1, 3 and 4, Figure 1, Procedure 21-25-30)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- ☐ No
- ☐ Applies – Discuss.

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

COMMUNITY OR RESIDENTIAL EVALUATION

Wisconsin Department of Transportation

Factor Sheet B-1

Alternative Alternative 4	Total Length of Center Line of Existing Roadway 12.39 Length of This Alternative 12.39
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Give a brief description of the community or neighborhood affected by the Preferred Alternative:

Name of Community/Neighborhood Town of Somerset	
Incorporated <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Total Population 4,036	
Demographic Characteristics	
Census Year 2010	% of Population
<i>White</i>	97.9
<i>Black or African American</i>	0.9
<i>American Indian and Alaska Native</i>	0.7
<i>Asian</i>	1.1
<i>Hispanic</i>	NA
<i>Other Race</i>	0.7

Name of Community/Neighborhood Village of Somerset	
Incorporated <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Total Population 2,635	
Demographic Characteristics	
Census Year 2010	% of Population
<i>White</i>	93.1
<i>Black or African American</i>	1.0
<i>American Indian and Alaska Native</i>	0.6
<i>Asian</i>	0.8
<i>Hispanic</i>	2.1
<i>Other Race</i>	2.0

Name of Community/Neighborhood Town of Star Prairie	
Incorporated <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Total Population 3,504	
Demographic Characteristics	
Census Year 2010	% of Population
<i>White</i>	98.3
<i>Black or African American</i>	0.7
<i>American Indian and Alaska Native</i>	1.0
<i>Asian</i>	0.7
<i>Hispanic</i>	2.1
<i>Other Race</i>	0.4

Name of Community/Neighborhood Town of Richmond Incorporated <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Total Population 3,272	
Demographic Characteristics	
Census Year 2010	% of Population
<i>White</i>	98.8
<i>Black or African American</i>	0.6
<i>American Indian and Alaska Native</i>	0.6
<i>Asian</i>	0.6
<i>Hispanic</i>	NA
<i>Other Race</i>	0.7

Name of Community/Neighborhood City of New Richmond Incorporated <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Total Population 8,375	
Demographic Characteristics	
Census Year 2010	% of Population
<i>White</i>	95.5
<i>Black or African American</i>	1.3
<i>American Indian and Alaska Native</i>	0.6
<i>Asian</i>	0.7
<i>Hispanic</i>	2.1
<i>Other Race</i>	0.3

2. Identify and discuss existing modes of transportation and their importance within the community or Neighborhood:

WIS 64 within the project area is classified as a principal arterial, a Connector route in WisDOT's Corridors 2020 Plan, and a Tier 1 and 2A highway in the State Access Management Plan. WIS 64 is part of the Northern Lakes Corridor in WisDOT's Connections 2030 Plan and is an important economic connection between communities in northwestern Wisconsin and the Minneapolis/St. Paul metropolitan area in Minnesota.

Transportation in the area surrounding the study area is limited to vehicle travel, foot travel, and travel by bicycle. WIS 64 is a four-lane divided highway corridor and bicycle traffic is highly discouraged; few bicyclists use the highway because of high traffic speeds. The outside shoulders of WIS 64 in the project area are 8 feet wide (6 feet of asphalt and 2 feet of concrete). Most bicyclists and pedestrians use the local road network for travel and circulation. Upon construction of the Preferred Alternative pedestrian and bicycle traffic within the right-of-way will be prohibited per statute 84.295(10).

3. Identify and discuss the probable changes resulting from the Preferred Alternative to the existing modes of transportation and their function within the community or neighborhood:

Travel indirection and increased travel distance would result for many area visitors and local residents living near the WIS 64 corridor between WIS 35 and 110th Street. Because of the proposed WIS 64 median closures at River's Edge Drive/85th Street and 95th Street/100th Street, travelers would no longer be able to turn left from WIS 64 to access local roads at River's Edge Drive/85th Street or 95th Street/100th Street. Some indirection of less than one mile would occur. In addition travel indirection of approximately 1 mile would occur in the area of WIS 64/County CC Wall Street. The construction of an overpass structure at this location is included as part of the Preferred Alternative. Also included is closing the median at the WIS 64/County K/North 4th Street intersection.

A club-established snowmobile trail, recognized by St. Croix County, currently crosses WIS 64 at 95th Street/100th Street. Bicycle facilities are not present in the project study area, but local residents ride on local roads. A multi-use path is located adjacent to WIS 64 between the WIS 64/County CC/Wall Street and the WIS 64/WIS 65 intersections within the city of New Richmond.

Pedestrian, bicycle, and snowmobile movement across WIS 64 would be altered by the Preferred Alternative. Pedestrians, bicyclists, and snowmobilers who currently cross WIS 64 at River's Edge Drive/85th Street or 95th Street/100th Street would cross at either 110th Street or the new bridge crossing of WIS 64 via the new frontage road connections.

4. Briefly discuss the Preferred Alternative's direct and indirect effect(s) on existing and planned land use in the community or neighborhood:

Minor effects are expected on existing and planned land uses within the study area. The Preferred Alternative would convert small portions of existing agricultural and residential land uses and wetlands for roadway purposes.

Future land use plans for the towns of Star Prairie and Somerset designate predominantly agricultural and low-density rural residential land uses in the study area. The Town of Star Prairie plan also indicates future commercial land use designation in the vicinity of the WIS 64/River's Edge Drive intersection. The closure of the WIS 64 median at River's Edge Drive/85th Street could influence the location of future development near the intersection. Construction of the Jug Handle portion of the Preferred Alternative is concurrent with the city of New Richmond's land use plan.

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

Minor changes to emergency or other public services could occur as a result of the Preferred Alternative. As a result of median closures on WIS 64 at River's Edge Drive/85th Street, 95th Street/100th Street, County K/North 4th Street, and the new overpass located at County CC/Wall Street emergency and other public service vehicles will have to travel added distance in some circumstances (see question 3 above).

6. Describe any physical or access changes that will result. This could include effects on lot frontages, side slopes or driveways (steeper or flatter), sidewalks, reduced terraces, tree removals, vision corners, etc.:

The Preferred Alternative would require acquiring and altering the physical appearance of property along the corridor due to construction of new local roadways, new bridge crossings over WIS 64, and embankments supporting bridge approaches. Two residential properties would be acquired and the driveway access to one residential property would be altered. Businesses with driveways near the WIS 64/County CC/Wall Street area access will be relocated to newly constructed local roadways. Several trees adjacent to WIS 64 would be removed.

7. Indicate whether a community/neighborhood facility will be affected by the Preferred Alternative and indicate what effect(s) this will have on the community/neighborhood:

No community or neighborhood facilities would be affected by the Preferred Alternative.

8. Identify and discuss factors that residents have indicated to be important or controversial:

Residents have identified convenient and direct access to WIS 64 and the ability to cross it safely — by motorists, snowmobilers, bicyclists and pedestrians — as the most important issues.

9. List any Community Sensitive Design considerations, such as design considerations and potential mitigation measures.

No special design considerations have been identified. The Preferred Alternative localizes the impacts to two general areas rather than along the entire study corridor. The local roadway connection to County CC for access to Industrial Drive was shifted south to avoid impacts to the park and trails.

10. Indicate the number and type of any residential buildings that will be acquired because of the Preferred Alternative. If either item a) or b) is checked, items 11 through 18 do not need to be addressed or included in the environmental document. If item c) is checked, complete items 11 through 18 and attach the Conceptual Stage Relocation Plan to the environmental document:

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

Two residential buildings would be acquired for construction:

- 1) 897 180th Avenue: single-family ranch-style house, 3 bedrooms, 1,252 square feet
- 2) 1808 100th Street: single-family ranch-style house, 3 bedrooms, 1,632 square feet

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

Total Number of Households to be Relocated.

Two (2)

(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 One (1)	Number of Households Living in Rented Quarters One (1)
---	---

b. Number of households to be relocated that have:

1 Bedroom None	2 Bedroom None	3 Bedroom Two (2)	4 or More Bedrooms None
-------------------	-------------------	----------------------	----------------------------

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

Number of Single Family Dwellings. Two (2)	Price Rang. \$100,000 to \$130,000
Number of Multi-Family Dwellings None	Price Range
Number of Apartments None	Price Range

12. Describe the relocation potential in the community:

a. Number of Available Dwellings

<u>1 Bedroom</u> Not applicable	<u>2 Bedrooms</u> Two (2) for sale One (1) for rent	<u>3 Bedrooms</u> Nine (9) for sale Three (3) for rent	<u>4 or More Bedrooms</u> Sixteen (16) for sale Seven (7) for rent
------------------------------------	---	--	--

b. Number of Available and Comparable Dwellings by Location

27 comparable houses for sale within five miles	11 comparable rental houses within ten miles
8 comparable rental houses within five miles	

- 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) 3-bedroom houses	\$121,000 to \$130,000
(1) 3-bedroom house	\$131,000 to \$140,000
(1) 3-bedroom house and 1 4-bedroom house	\$141,000 to \$150,000
(1) 3-bedroom and 2 4-bedroom houses	\$151,000 to \$160,000
(2) 4-bedroom houses	\$161,000 to \$170,000
(1) 3-bedroom house and 1 4-bedroom house	\$171,000 to \$180,000
Multi-Family Dwellings	
Not applicable	
Apartments	
Not applicable	

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

- ☒ WisDOT Real Estate Conceptual Stage Relocation Plan
 ☒ Multiple Listing Service (MLS)
 ☒ Newspaper Listing(s)
 ☒ Other – Craigslist website

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

- ☐ None identified.
☒ Yes – Two (2) total households to be relocated. Complete table below

Special characteristics specific to the two households are not known at this time. Property owner interviews were not completed as part of the Conceptual Stage Relocation Plan.

Special Characteristics	Number of Households with Individuals with Special Characteristics
Elderly	Not known at this time
Disabled	Not known at this time
Low income	Not known at this time
Minority	Not known at this time
Household of large family (5 or more)	Not known at this time

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

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

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

- ☐ Identify other relocation assistance requirements not identified above.

16. Identify any difficulties or unusual conditions for relocating households displaced by the Preferred Alternative:

Special characteristics specific to the two (2) households are not known at this time. Property owner interviews were not completed as part of the Conceptual Stage Relocation Plan.

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

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

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

None Identified

AESTHETICS EVALUATION

Wisconsin Department of Transportation

Factor Sheet B-9

Alternative Alternative 4	Total Length of Center Line of Existing Roadway 12.39 Length of This Alternative 12.39
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Landscape Characteristics:

a. Identify and briefly describe the visual character of the landscape:

The existing landscape is mildly rolling, with a gradual increase in elevation from the Apple River eastward toward the city of New Richmond, and consists of fallow fields, pastures and crop fields, wetlands, woodlots, and the Apple River. Farm structures and single-family homes are scattered throughout the corridor. Wet areas consist of prairie pot holes, riparian wetlands, wet meadows, and shrub scrub wetlands. Commercial buildings and urbanization are more pronounced on the eastern end of the corridor in and near the city of New Richmond.

b. Indicate the visual quality of the view-shed and identify landscape elements which would be visually sensitive:

The visual quality of the view-shed is typical of rural highway corridors in Wisconsin. The landscape elements that could be visually sensitive include the Apple River, Hatfield Lake, surrounding woodlands, wet prairie potholes and fields.

2. User/viewer Characteristics:

b. Identify and discuss the viewers who will have a view of the improved transportation facility:

Viewers of the facility would include residents living near the western edge of the city of New Richmond near the County CC/Wall Street area and County K/North 4th Street area and residents near the WIS 64/95th/100th Street and WIS 64/85th/Rivers Edge Drive intersections.

c. Identify and discuss users of the transportation facility who will have a view from the facility:

Users of the improved facilities would consist primarily of motorists and bicyclists. These users will have a view of agricultural fields, the Apple River, Hatfield Lake and area woodlands. Users will also have a view of two new overpasses located at County CC and between the existing WIS 64/85th Street/Rivers Edge Drive and WIS 64/95th/100th Street intersections.

3. Effects:

a. Describe whether and how the project would affect the visual character of the landscape:

Jug-handle, County K/ North 4th Street to County CC/Wall Street

The project includes placement of a rural roadway through an agricultural field and commercial properties. It also includes constructing a new overpass structure at the current WIS 64/County CC/Wall Street intersection. Visual effects may be evident due to the conversion of active crop fields for roadway purposes and the addition of a man-made structure to the view-shed. Depending on the timeframe of construction, the former county owned lands (currently agriculture) may already have been converted for commercial use altering the nature of the visual impact to the area from the Preferred Alternative.

Other elements of Preferred Alternative 4

The project includes placement of rural roadways on the edges of agricultural fields and woodlands and placing a new bridge embankment and structure over WIS 64 between 85th Street and 95th Street. Visual effects would be evident due to the new bridge and conversion of woodland and crop land for new road connections between 85th and 95th streets and between River's Edge Drive and 100th Street. The new bridge structure and embankment would be present in the view-shed. The new roadways located adjacent to WIS 64 would also be visible to users of WIS 64.

b. Indicate the effects the project would have on the viewer groups:

Jug-handle, County K/North 4th Street to County CC/Wall Street

Users of WIS 64 would be able to see the surface roadway connection between County K and County CC and new connections to Industrial Drive. In addition, the new bridge structure at County CC/Wall Street would also be clearly visible to users of WIS 64. Nearby residents would see the new roadways, bridge structure, and bridge embankments.

Other elements of Alternative 4

Users of WIS 64 and residents of properties adjacent to WIS 64 between 85th/Rivers Edge Drive and 95th/100th Streets would clearly see the effects of constructing a new bridge and frontage roads. Upland trees and shrubs and farm buildings would be removed as part of the new local road connections.

4. Mitigation:

a. Have aesthetic commitments been made?

☒

No

☐

Yes - Discuss:

WETLANDS EVALUATION

Wisconsin Department of Transportation

Factor Sheet C-1

Alternative Alternative 4	Total Length of Center Line of Existing Roadway 12.39 Length of This Alternative 12.39
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Describe Wetlands:

	Wetland 1		Wetland 2		Wetland 3B	
Name (If known)	N/A		N/A		N/A	
Location County	St. Croix		St. Croix		St. Croix	
Location (Section-Township-Range)	6-30N-18W		1-30N-19W		35-31N-18W	
Location Map	See Exhibit 5		See Exhibit 5		See Exhibit 6	
Wetland Type(s) ¹	M		M		M	
Total Wetland Loss	Acres 0.2		Acres 0.3		Acres 0.1	
Wetland is: (Check all that apply) ²	Yes	No	Yes	No	Yes	No
• Isolated from stream, lake or other surface water body	X		X		X	
• Not contiguous (in contact with) a stream, lake, or other water body, but within 5-year floodplain	X		X		X	
• If adjacent or contiguous, identify stream, lake or water body by Section-Township-Range						

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

²If wetland is contiguous to a stream, complete Factor Sheet C-2, Rivers, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete Factor Sheet C-3, Lake or Water Body Impact Evaluation.

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

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

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

Work will consist of fills and excavation where applicable, culverts, changes in sub-grade, grade, and drainage within the wetland areas. Work will also include changes to base course, and include installation of concrete or asphaltic pavements.

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

Expected wildlife consists of song birds, migratory fowl, insects, and mammals.

5. Federal Highway Administration (FHWA) Wetland Policy:

☐ Not Applicable - Explain

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

The proposed local road connection would create one at-grade intersection at County CC allowing a new connection to Industrial Drive on the east side of County CC/Wall Street. Due to the presence of Hatfield Lake Park, the proposed connection on the east side of County CC would be required at the location proposed. Shifting the roadway connection on the west side of County CC would create two offset T intersections along County CC/Wall Street. Due to planned development at the former County Farm property, two offset T intersections are not anticipated to operate as effectively as one full access intersection in the currently proposed location. During the Planning Level Concept phase, discussed on page 4 of this environmental document, concepts were considered that created new crossings of the Apple River. These concepts had greater wetland impacts than Alternatives 1-4. Because these concepts had greater wetland/river crossing impacts they were dismissed during the planning level concept phase and not studied in greater detail.

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

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

☐ The project requires the use of 7.4 acres or less of wetlands.

☐ The project has been coordinated with the DNR and there have been no significant concerns expressed over the proposed use of the wetlands.

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

☒ Factor Sheet D-6, Erosion Control Impact Evaluation.

☒ Factor Sheet D-5, Stormwater Impact Evaluation.

☐ Neither Factor Sheet - Briefly describe measures to be used

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

☐ Not Applicable - No fill to be placed in wetlands or wetlands are not under USACE jurisdiction.

☒ Applicable - Fill will be placed in wetlands under the jurisdiction of the USACE.

Indicate area of wetlands filled: Acres 0.6

Type of 404 permit anticipated:

☐ Individual Section 404 Permit required.

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

Indicate which GP or LOP is required:

☐ Non-Reporting GP

☐ Provisional GP

☐ Provisional LOP

☐ Programmatic GP

Expiration date of 404 Permit, if known _____

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

☒ No Section 10 Waters.

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

☒ Not applicable.

☐ Required: Submitted on: (Date)

Status of PCN

USACE has made the following determination on: (Date)

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

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

A. Wetland Avoidance:

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

The Preferred Alternative utilizes existing roadway alignments to create new roadway connections to improve safety, operations, and regional mobility along the WIS 64 highway corridor and surrounding area. During the Planning Level Concept phase, discussed on page 4 of this environmental document, concepts were considered that created new crossings of the Apple River and had greater wetland impacts. These concepts were not studied in greater detail because they had high wetland/river crossing impacts.

2. Indicate the total area of wetlands avoided:

Acres: 1.4

B. Minimize the amount of wetlands affected:

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

The Preferred Alternative used a lower design speed for the local road connections to County CC/Wall Street and will narrow the corridor width in the wetland area from 100 feet to 66 feet to minimize impacts. In addition, the side slopes may be reduced from 4:1 to 3:1 if determined to be feasible as part of final design. Design details will be further refined prior to final PS&E.

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

Acres: N/A

10. Compensation for Unavoidable Wetland Loss:

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

	Type	Acre(s) Loss	Ratio	Compensation Type and Acreage			
				On-site	Near/off site	Consolidation Site	Bank site
RPF(N)	Riparian wetland (wooded)						
RPF(D)	Degraded riparian wetland (wooded)						
RPE(N)	Riparian wetland (emergent)						
RPE(D)	Degraded riparian wetland (emergent)						
M(N)	Wet and sedge meadows, wet prairie, vernal pools, fens	0.6	TBD				TBD
M(D)	Degraded meadow						
SM	Shallow marsh						
DM	Deep marsh						
AB(N)	Aquatic bed						
AB(D)	Degraded aquatic bed						
SS	Shrub Swamp, shrub carr, alder thicket						
WS(N)	Wooded swamp						
WS(D)	Degraded wooded swamp						
Bog	Open and forested bogs						

D = Degraded

N = Non-degraded

TBD = To Be Determined

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

Onsite compensation may be available along the corridor. Opportunities for onsite compensation will be further investigated during the design phase of the project.

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

Coordination with other agencies in relation to compensation will be completed during the design phase of the project.

Water Quality Certification pursuant to Section 401 of the Clean Water Act has been granted by WDNR on January 8, 2014.

RIVERS, STREAMS AND FLOODPLAINS EVALUATION

Wisconsin Department of Transportation

Factor Sheet C-2

Alternative Alternative 4	Total Length of Center Line of Existing Roadway 12.39 Length of This Alternative 12.39
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Stream Name: N/A

2. Stream Type: (Indicate Trout Stream Class, if known) N/A

- ☐ Unknown
☐ Warm water
☐ Cold water

If trout stream, identify trout stream classification:

- ☐ Wild and Scenic River

3. Size of Upstream Watershed Area: (Square miles or acres) N/A

4. Stream flow characteristics: N/A

- ☐ Permanent Flow (year-round)
☐ Temporary Flow (dry part of year)

5. Stream Characteristics: N/A

A. Substrate:

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

B. Average Water Depth:

C. Vegetation in Stream

- ☐ Absent
☐ Present - If known describe:

D. Identify Aquatic Species Present:

E. If water quality data is available, include this information:

F. Is this river or stream on the WDNR's "Impaired Waters" list?

- ☐ No
☐ Yes - List:

6. If bridge or box culvert replacement, are migratory bird nests present?

- ☒ Not Applicable
☐ None identified
☐ Yes – Identify Bird Species present
 Estimated number of nests is:

7. Is a Fish & Wildlife Depredation Permit required to remove swallow nests?

- ☒ Not Applicable
☐ Yes
☐ No - Describe mitigation measures:

8. Describe land adjacent to stream: N/A

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

N/A

10. Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment: [Note: Coast Guard must be notified when Section 10 waters are affected by a proposal. Also see Wetland Evaluation, Factor Sheet C-1, Question 8.]

Work for this alternative does not consist of work in, over or adjacent to a stream. Work within Hatfield Lake's 100-year floodplain consists of fills and excavation where applicable, culverts, changes in sub-grade, grade, and drainage within the wetland areas. Work will also include changes to base course, and include installation of concrete or asphaltic pavements.

11. Discuss the effects of any backwater which would be created by the proposed action. Indicate whether the proposed activities would be in compliance with NR 116 by creating 0.01 ft. backwater or less:

Increases in backwater are not anticipated as part of the Preferred Alternative.

12. Describe and provide the results of coordination with any floodplain zoning authority:

Coordination with both the city of New Richmond and St. Croix County Zoning Administrators will occur prior to final design.

13. Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?

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

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

A section of new roadway will be constructed through 1.2 acres of Hatfield Lake's 100-year floodplain. A stormwater management plan will be completed during design.

15. Discuss probable direct impacts to water quality within the floodplain, both during and after construction. Include the probable effects on plants, animals, and fish inhabiting or dependent upon the stream:

No effects are anticipated. The impacted floodplain area is currently being used as cropland. Reviews of historical aerial photography did not show the area inundated, however historical photos did show signs of saturation.

16. Are measures proposed to enhance beneficial effects?

- ☒ No
- ☐ Yes. Describe: _____

THREATENED AND ENDANGERED SPECIES EVALUATION

Wisconsin Department of Transportation

Factor Sheet C-7

Alternative Alternative 4	Total Length of Center Line of Existing Roadway 12.39 Length of This Alternative 12.39
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

- ☐ None identified
☒ Yes - Identify the species and indicate its status on Federal or State lists:

Species Common Name	Species Scientific Name	Federal Status	State Status	Affected by Project? Y/N
Plants				
Animals				
Blandings Turtle	Emydoidea blandingii	N/A	Threatened	unknown
Timber Rattlesnake	Crotalus horridus	N/A	Special Concern	unknown
Other				

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

- ☒ Species Not Affected:

The two above mentioned species have been previously found in the project area. The WDNR Bureau of Endangered Resources will be coordinated with prior to final design to determine the presence of, affects (if any) and identify mitigation measures (if determined necessary).

- ☐ Species Affected:

3. Describe Coordination:

U.S. Fish & Wildlife Service:

- ☒ Has Section 7 coordination been completed?
☐ No
☒ Yes - Describe mitigation required to protect the federally listed endangered species:

Federally endangered, proposed and candidate species or critical habitat is not likely to be adversely affected by the proposed action.

WDNR

- ☒ Has coordination with DNR been completed?
☐ No
☒ Yes - Describe mitigation required to protect the state-listed species:

The WDNR Bureau of endangered resources will be coordinated with prior to final design determine the presence of, affects (if any) and identify mitigation measures (if determined necessary).

CONSTRUCTION STAGE SOUND QUALITY EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-2

Alternative Alternative 4	Total Length of Center Line of Existing Roadway 12.39 Length of This Alternative 12.39
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

- 1. Identify and describe residences, schools, libraries, or other noise sensitive areas near the proposed action and which will be in use during construction of the proposed action. Include the number of persons potentially affected:**

Primarily rural residential receptors are located along the WIS 64 corridor. Density becomes higher along the eastern end of the project area. Few businesses are located in the eastern portion as well. There properties fall under Category B as part of Trans. 405 and are subject to noise level criteria of 67 dB.

- 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.

<u>Earthmoving</u>	<u>Approx. Max. dBA Allowed</u>
Compactors (Rollers)	71 - 75
Front Loaders	74 - 86
Backhoes	72 - 94
Tractors	77 - 97
Scrapers, Graders	80 - 84
Pavers	86 - 89
Trucks	82 - 94

<u>Materials Handling</u>	<u>Approx. Max. dBA Allowed</u>
Concrete Mixers	75 - 88
Concrete Pumps	82 - 85
Cranes (Moveable)	75 - 88
Cranes (Derrick)	86 - 88

<u>Stationary</u>	<u>Approx. Max. dBA Allowed</u>
Pumps	68 - 72
Generators	72 - 83
Compressors	76 - 87

<u>Impact Equipment</u>	<u>Approx. Max. dBA Allowed</u>
Pneumatic Wrenches	82 - 88
Jack Hammers and Rock Drills	81 - 98
Impact Pile Drivers (Peaks)	93 - 106

<u>Other</u>	<u>Approx. Max. dBA Allowed</u>
Vibrator	68 - 82
Saws	72 - 83

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

Check all that apply:

- ☒ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply within the Towns of Star Prairie, Somerset, and Richmond
- ☐ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply with the exception that the hours of operation requiring the engineer's written approval for operations will be changed to _____ P.M. until _____ A.M.
- ☐ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply with the exception that the hours of operation requiring the engineer's written approval for operations will be changed to _____ P.M. until _____ A.M.
- ☒ Special construction stage noise abatement measures will be required. Describe:

Construction activities will occur within the City of New Richmond only between the hours of 7:00 a.m. and 10:00 p.m. If it is determined to be an inconvenience or hardship, the Chief of Police has the authority to grant a permit for work during hours between 10:00 p.m. and 7:00 a.m.

STORMWATER EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-5

Alternative 4	Total Length of Center Line of Existing Roadway 12.39 Length of This Alternative 12.39
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

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

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

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

- ☒ No additional or special circumstances are present.
☐ Yes - Additional or special circumstances exist. Indicate all that are present.
☐ Areas of groundwater discharge ☐ Areas of groundwater recharge
☐ Stream relocations ☐ Overland flow/runoff
☐ Long or steep cut or fill slopes ☐ High velocity flows
☐ Cold water stream ☐ Impaired waterway
☐ Large quantity flows ☐ Exceptional/outstanding resource waters
☐ Increased backwater
☐ Other - Describe any unique, innovative, or atypical stormwater management measures to be used to manage additional or special circumstances. _____

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

No specific stormwater measures have currently been identified. This project will use Best Management Practices (BMP's) for the management of stormwater to minimize adverse effects and enhance beneficial effects. A stormwater management plan will be developed during the design phase of the project.

4. Indicate how the stormwater management plan will be compatible with fulfilling Trans 401 requirements.

Stormwater management will be implemented in accordance with TRANS 401. The project will meet total suspended solids reduction, infiltration, and peak discharge requirements as defined in TRANS 401. A stormwater management plan will be developed during the design phase of the project.

5. Identify the stormwater management measures to be utilized.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Swale treatment (parallel to flow)
Trans 401.106(10) | <input type="checkbox"/> In-line storm sewer treatment, such as catch basins,
non-mechanical treatment systems. |
| <input type="checkbox"/> Vegetated filter strips
(perpendicular to flow) | <input type="checkbox"/> Detention/retention basins - Trans 401.106(6)(3) |
| <input type="checkbox"/> Constructed storm water wetlands | <input checked="" type="checkbox"/> Distancing outfalls from waterway edge |
| <input type="checkbox"/> Buffer areas - Trans 401.106(6) | <input checked="" type="checkbox"/> Infiltration - Trans 401.106(5) |
| Describe - _____ | <input type="checkbox"/> Other _____ |

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

☒ No - None identified

☐ Yes

Has initial coordination with a drainage board been completed?

☒ No - Explain – Official Mapping project – No scheduled construction

☐ Yes - Discuss results _____

7. Indicate whether the project is within WisDOT's Phase I or Phase II stormwater management areas.

Note: See Procedure 20-30-1, Figure 1, Attachment A4, the Cooperative Agreement between WisDOT and WisDNR. Contact Regional Stormwater/erosion Control Engineer if assistance is needed to complete the following:

☒ No - the project is outside of WisDOT's stormwater management area.

☐ Yes - The project affects one of the following and is regulated by a WPDES stormwater discharge permit, issued by the WisDNR:

☐ A WisDOT storm sewer system, located within a municipality with a population greater than 100,000.

☐ A WisDOT storm sewer system located within the area of a notified owner of a municipal separate storm sewer system.

☐ An urbanized area, as defined by the U.S. Census Bureau, NR216.02(3).

☐ A municipal separate storm sewer system serving a population less than 10,000.

8. Has the effect on downstream properties been considered?

☒ No

☐ Yes - Coordination is in process.

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

☒ No

☐ Yes - Complete the following:

☐ Safety measures, such as fencing 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:

EROSION CONTROL EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-6

Alternative 4	Total Length of Center Line of Existing Roadway 12.39 Length of This Alternative 12.39
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

Existing slopes are rolling in the project area. With a proposed overpass and new local road connections on both sides of WIS 64 there will be a need to change the grades of the existing ground to provide for required grades on the new roadway. Existing grades range from 0% to 45%. Proposed grades for the new roadways range from 0.75% to 5.0%.

Since this is a planning and official mapping project (no construction planned), no geotechnical exploration has been completed for the project. In general, soils typically consist of Amery loam and Santiago silt loam.

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
 - ☒ Lake
 - ☒ Wetland
 - ☐ Endangered species habitat
 - ☐ Other - Describe _____

3. Are there circumstances requiring additional or special consideration?

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

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

Standard erosion control measures (best management practices) will be used to eliminate adverse effects to the surrounding areas during and after construction. Construction site erosion and sediment control will be part of the project's design and construction, as set forth in TRANS 401 Wis. Administrative Code and the WisDOT/WDNR Cooperative Agreement. Best management practices will be designed in the project plans for temporary and permanent erosion control. The contractor will prepare an erosion control implementation plan prior to construction for review and approval by WisDOT and WDNR.

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

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

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

Since this is a planning project with no construction associated with it, no final consensus with review authorities has been made. All erosion control devices used will be coordinated through the WisDOT / WDNR liaison process.

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).

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

List of Exhibits

Exhibit 1: Project Location Map

Exhibit 2: Concept Evaluation Matrix

Exhibit 3: Alternatives

Exhibit 4: Land Use Maps

Exhibit 5: WWI Wetland Boundary Map

Exhibit 6: Delineated Wetland Boundary Map

Exhibit 1: Project Location Map



WIS 64 Freeway / Expressway Designation and Conversion Study

St. Joseph - New Richmond, St. Croix County

Project ID: 8110-01-03

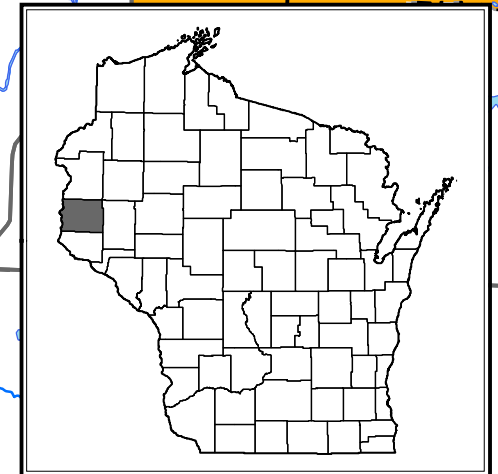
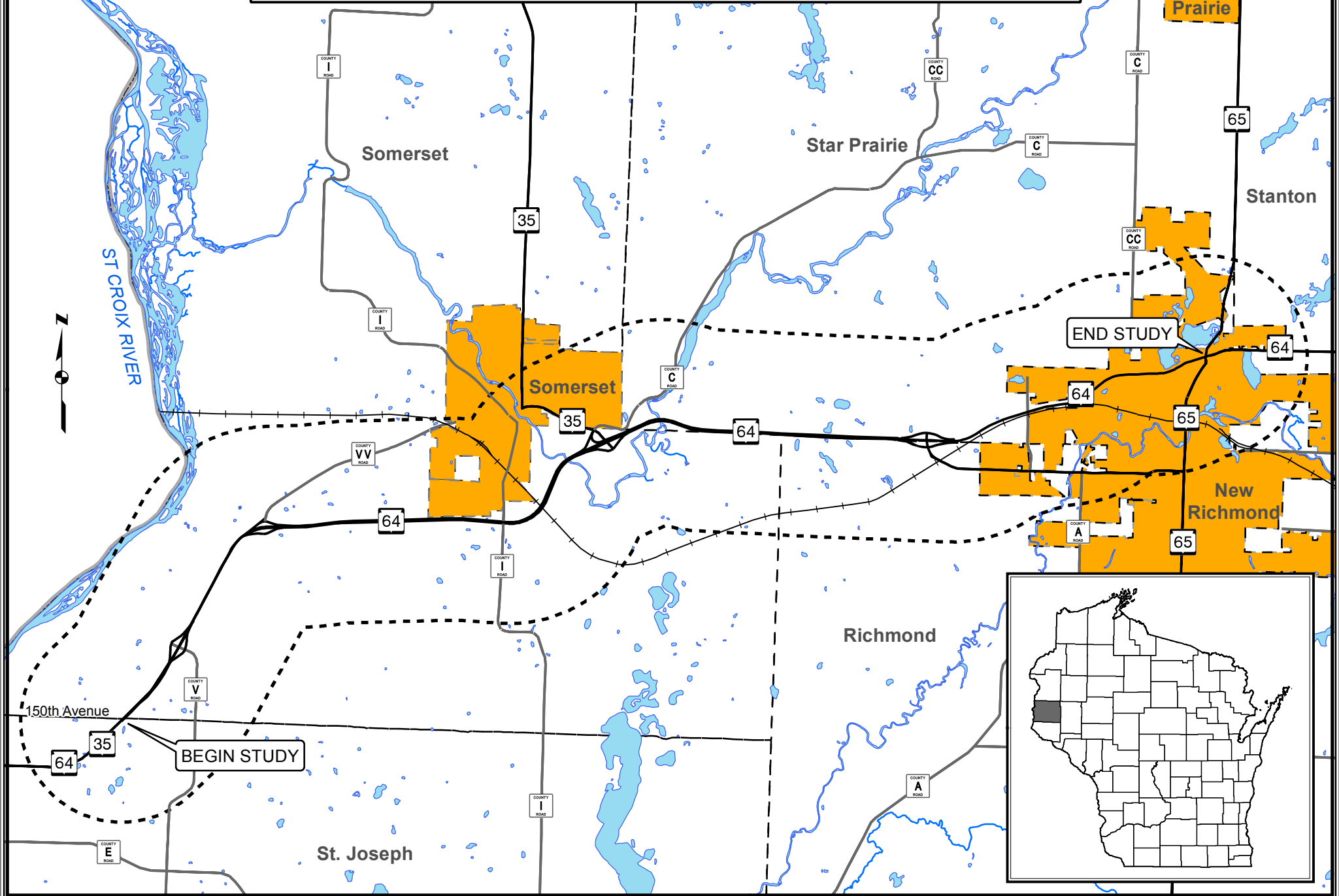


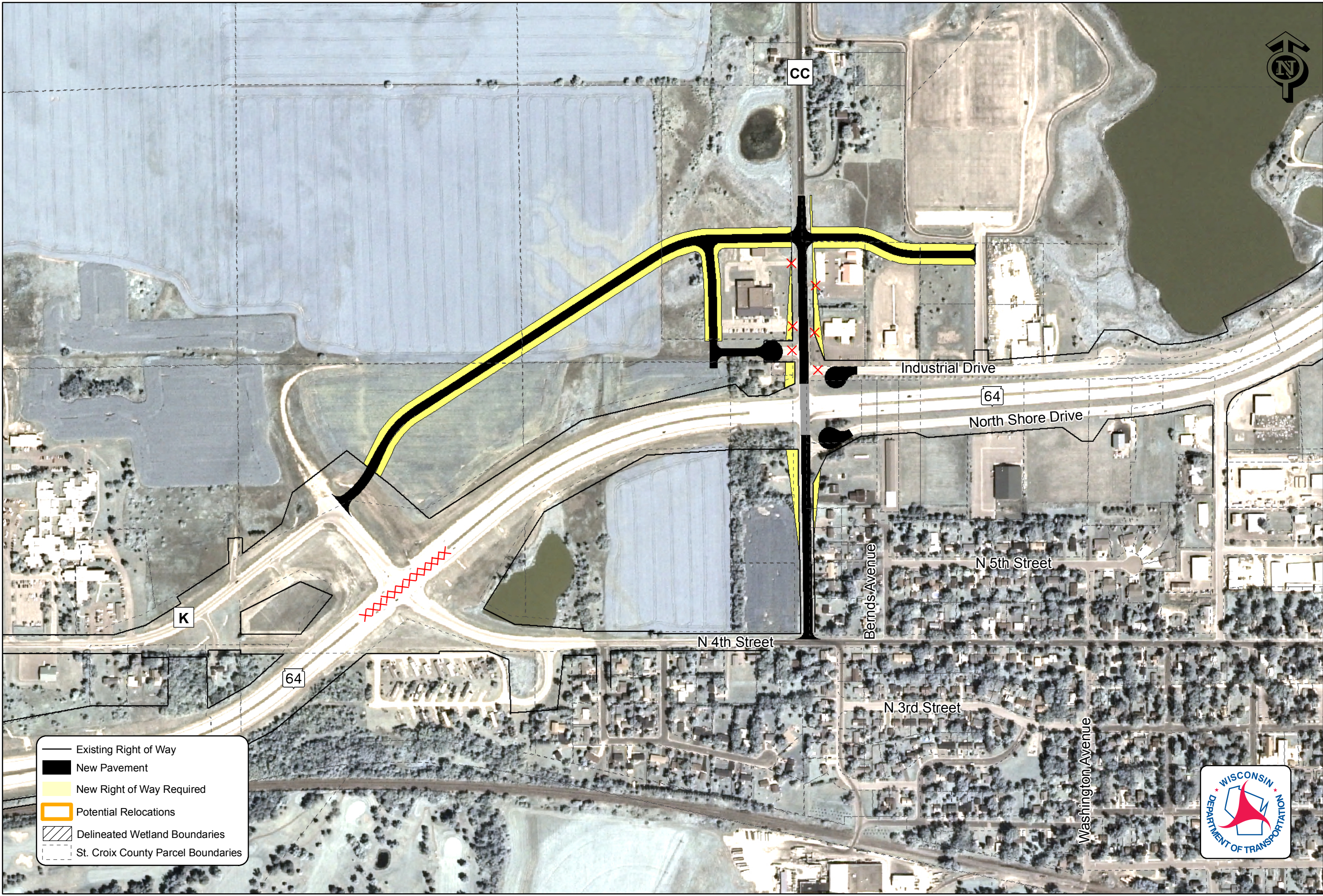
Exhibit 2: Concept Evaluation Matrix

Concept Evaluation Matrix

		Environmental Impacts																						Routing Impacts				Multi-Modal Connectivity			Local System	Project Costs (\$1,000)																		
Cumulative Score	Concept	Wetland Converted to R/W (acres)		Prime Ag. Soils Converted to R/W (acres)		Upland Converted to R/W (acres)		Total R/W Acquired	Structure (Bridge) R/W (acres)		Potential Historic Sites		Potential Archeological Sites		Hazmat Sites		Apple River Crossings (Local System)		100 yr Floodplain (Acres)		Residential Buildings		Agricultural Buildings		Commercial Buildings		Section 4(f)/6f Properties		Aesthetic Impacts		Potential Noise Receptors	Net Change of Travel Distance (R/T, miles)		Indirection Distance (R/T, miles)		Indirection Turns		Net Added Travel Time (R/T, mm:ss)	Bike Connectivity		Official Trail Connectivity		Miles of New Local Road		Local Road Costs	Apple River Structure Costs	WIS64 Overpass Costs	Total Construction Costs	Acquisition Costs-Real Estate	Total Project Costs
14	1	0.0	0	3.1	1	10	1	13	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	Low	0	3.1	7	3.1	1.6	6:12	P	2	P	2	1.54	1	1,290	0	0	1,290	50	1,340				
28	2	0.3	1	3.1	1	16	1	19	0.2	1	0	0	0	0	0	0	1	10	1.2	2	0	0	0	0	0	0	Low	0	1.7	6	1.9	1.4	3:28	P	2	P	2	2.16	2	1,870	232	0	2,102	70	2,172					
31	2A	0.3	1	3.1	1	23	2	26	0.2	1	0	0	0	0	0	0	1	10	1.2	2	1	1	0	0	1	1	0	Low	0	1.5	6	1.7	1.3	3:04	P	2	P	2	2.86	2	2,530	232	0	2,762	565	3,327				
28	3A	0.6	1	7.2	2	31	3	39	0.2	1	0	0	0	0	0	0	1	10	1.2	2	0	0	2	1	0	0	0	High	0	0.8	4	1.0	1.7	1:46	G	0	F	1	3.89	3	3,700	232	2,000	5,932	255	6,187				
29	3B	0.3	1	7.2	2	26	2	34	0.2	1	0	0	0	1	1	1	1	10	0.9	2	0	0	0	0	2	2	0	High	0	0.8	4	0.8	1.3	1:40	G	0	F	1	3.58	3	3,480	600	2,000	6,080	707	6,787				
33	3C	1.4	2	7.2	2	32	3	40	0.3	2	1	1	0	1	1	1	1	10	0.9	2	0	0	2	1	0	0	0	High	0	1.1	4	1.2	1.1	2:16	G	0	F	1	4.31	4	4,140	600	2,000	6,740	265	7,005				
30	4A	0.4	1	8.2	2	42	4	51	0.2	1	0	0	0	0	0	0	1	10	1.2	2	4	2	2	1	0	0	0	High	0	0.6	2	0.9	1.9	1:16	G	0	F	1	4.96	4	4,690	232	2,000	6,922	741	7,663				
35	4B	0.1	1	8.2	2	40	4	48	0.2	1	0	0	0	1	1	1	1	10	0.9	2	4	2	2	1	2	2	0	High	0	0.8	4	0.7	1.3	1:40	G	0	F	1	4.65	4	4,470	600	2,000	7,070	1,193	8,263				
39	4C	1.2	2	8.2	2	40	4	50	0.3	2	1	1	0	1	1	1	1	10	0.9	2	7	5	2	1	0	0	0	High	0	1.0	4	1.0	1.1	2:02	G	0	F	1	4.79	4	4,600	600	2,000	7,200	1,091	8,291				
29	5A	0.4	1	3.1	1	31	3	34	0.2	1	0	0	0	0	0	0	1	10	1.2	2	2	1	4	2	1	1	0	High	0	0.3	2	0.4	1.5	0:40	G	0	F	1	4.09	4	3,780	232	1,000	5,012	1,066	6,078				
29	5B	0.1	1	3.1	1	26	2	30	0.2	1	0	0	0	1	1	1	1	10	0.9	2	2	1	2	1	3	3	0	High	0	0.4	2	0.6	1.3	0:48	G	0	F	1	3.78	3	3,560	600	1,000	5,160	1,518	6,678				
34	5C	1.2	2	3.1	1	30	3	34	0.3	2	1	1	0	1	1	1	1	10	0.9	2	2	1	2	1	1	1	0	High	0	0.7	4	0.6	1.1	1:20	G	0	F	1	4.51	4	4,220	600	1,000	5,820	1,076	6,896				
35	6A	1.1	2	5.3	2	30	3	36	0.3	2	0	0	0	2	2	1	1	10	1.2	2	1	1	2	1	1	1	0	High	0	1.1	4	0.9	1.6	2:22	F	1	F	1	3.50	3	3,260	232	2,000	5,492	700	6,192				
36	6B	0.8	1	5.3	2	27	2	33	0.4	2	0	0	0	3	3	1	1	10	0.9	2	1	1	2	1	3	3	0	High	0	1.1	4	1.0	1.3	2:16	F	1	F	1	3.19	3	3,040	600	2,000	5,640	1,152	6,792				
40	6C	1.9	2	5.3	2	31	3	38	0.5	3	1	1	0	3	3	1	1	10	0.9	2	1	1	2	1	1	1	0	High	0	1.3	6	1.4	1.1	2:44	F	1	F	1	3.92	3	3,700	600	2,000	6,300	710	7,010				
27	7A	0.3	1	3.1	1	24	2	28	0.2	1	0	0	0	0	0	0	1	10	1.2	2	1	1	2	1	1	1	0	High	0	1.1	4	0.8	1.6	2:06	G	0	F	1	2.58	2	2,360	232	1,000	3,592	670	4,262				
29	7B	0.0	0	3.1	1	24	2	28	0.2	1	0	0	0	1	1	1	1	10	1.0	2	1	1	2	1	3	3	0	High	0	1.0	4	0.9	1.3	2:02	G	0	F	1	2.27	2	2,140	600	1,000	3,740	1,122	4,862				
33	7C	1.1	2	3.1	1	25	2	29	0.3	2	1	1	0	1	1	1	1	10	1.0	2	1	1	2	1	1	1	0	High	0	1.3	6	1.2	1.1	2:32	G	0	F	1	3.00	2	2,800	600	1,000	4,400	680	5,080				
37	8A	0.4	1	3.1	1	41	4	44	0.3	2	0	0	0	0	0	0	1	10	1.2	2	2	1	5	3	1	1	0	High	0	1.4	6	1.7	1.5	2:50	F	1	F	1	4.47	4	4,180	232	1,200	5,612	673	6,285				
36	8B	0.3	1	3.1	1	39	3	42	0.3	2	0	0	0	0	0	0	1	10	0.8	1	2	1	5	3	4	4	0	High	0	1.0	4	1.1	1.7	1:56	F	1	F	1	4.24	4	4,030	600	1,200	5,830	1,441	7,271				
38	8C	1.0	1	3.1	1	44	4	46	0.5	3	1	1	0	1	1	1	1	10	0.9	2	2	1	5	3	1	1	0	High	0	1.2	4	1.3	1.3	2:26	F	1	F	1	4.71	4	4,460	600	1,200	6,260	683	6,943				
16	9	0.5	1	3.1	1	26	2	30	0.0	0	0	0	0	0	0	0	0	0	0.0	0	3	2	0	0	1	1	0	High	0	0.9	4	0.8	1.0	1:46	F	1	F	1	3.40	3	3,150	0	1,200	4,350	670	5,020				
17	9A	0.5	1	3.1	1	30	3	33	0.0	0	0	0	0	0	0	0	0	0	0.0	0	4	2	1	1	1	1	0	High	0	0.3	2	0.3	0.8	0:36	F	1	F	1	4.46	4	4,150	0	1,200	5,350	1,038	6,388				
11	10	0.2	1	0.0	0	12	1	12	0.0	0	0	0	0	0	0	0	0	0	0.0	0	1	1	2	1	0	0	0	High	0	0.7	4	1.0	0.9	1:28	F	1	F	1	1.34	1	1,380	0	1,000	2,380	405	2,785				
29.8	Average	0.6		4.4		29.2		N/A	0.2		N/A		N/A	N/A	N/A		N/A	0.9		1.8		2.0		1.2		N/A	N/A	N/A		1.1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3.6		N/A	N/A	N/A	N/A	N/A	N/A		
7.9	Std Dev	0.5		2.2		9.0		N/A	0.1		N/A		N/A	N/A	N/A		N/A	0.4		1.7		1.5		1.1		N/A	N/A	N/A		0.6		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.0		N/A	N/A	N/A	N/A	N/A	N/A		
0-8.0		0-0.5	1	0-2.2	1	0-9	0		0-0.2	1	0	0		0	0	0	0	0	0-0.4	0	0-2.0	1	0-2.0	1	0-1.1	1					0.0-0.6	2					G	0	G	0	0-1	0								
>8.0-16.0		>0.50-1.0	1	>2.2-4.4	1	10-19	1		>0.2-0.4	2	1	1		1	1	1	10	>0.4-0.8	1	>2.0-4.0	2	>2.0-4.0	2	>1.1-2.2	2					>0.6-1.2	4					F	1	F	1	>1-2	1									
>16.0-24.0		>1.0-1.5	2	>4.4-6.6	2	20-29	2		>0.4-0.6	3				2	2			>0.8-1.2	2	>4.0-6.0	3	>4.0-6.0	3	>2.2-3.3	3					>1.2-1.8	6					P	2	P	2	>2-3	2									
>24.0-32.0		>1.5-2.0	2	>6.6-8.8	2	30-39	3							3	3					>6.0	5	>6.0	5	>3.3-4.4	4					>1.8-2.4	6																			
>32.0-<40.0						40-49	4																																											
40.0-48.0																																																		

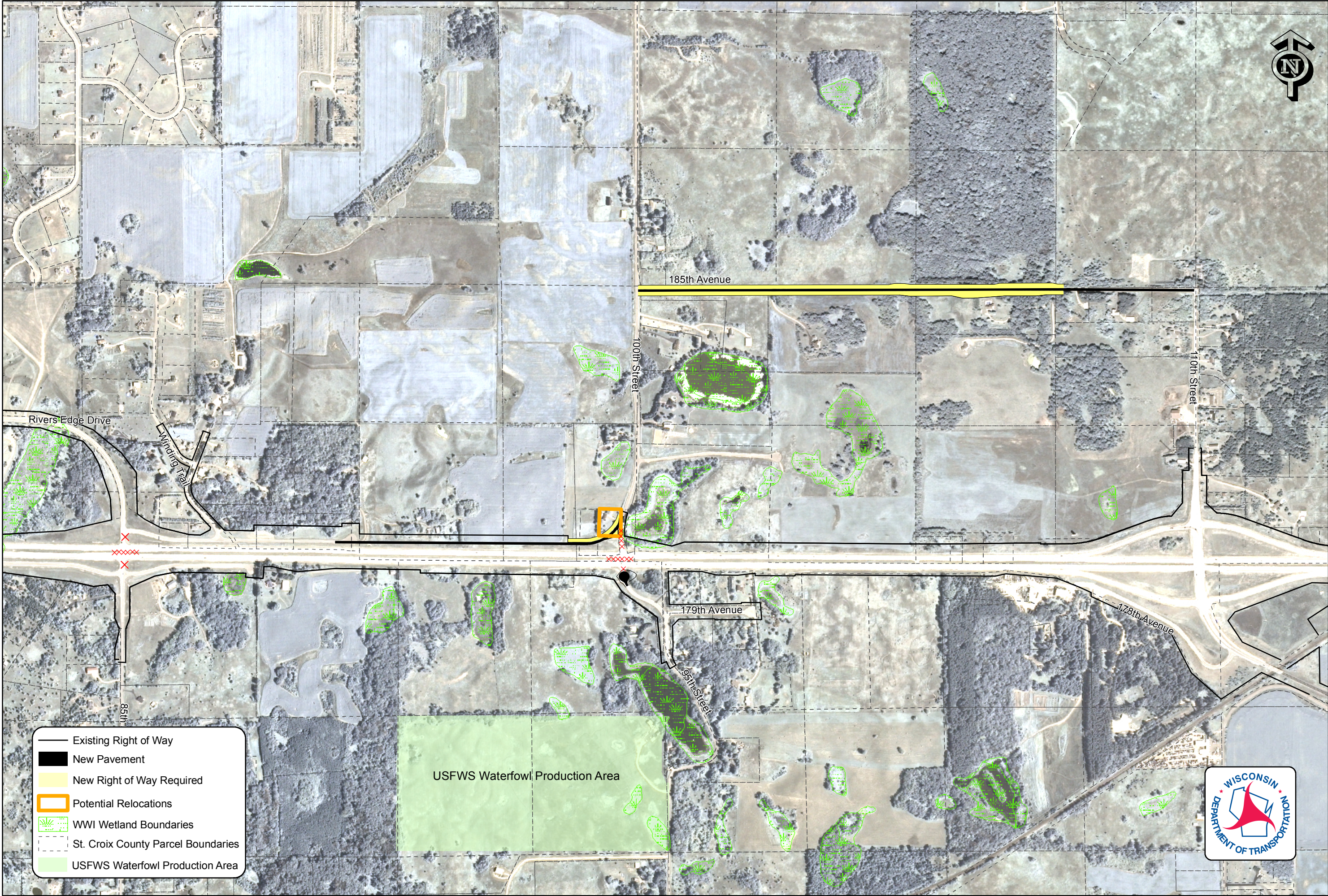
Impacts identified in this matrix do not match impacts in Basic Sheet 5. The impact analysis to identify impacts conducted during the concept development phase is based on a fixed width of 100 feet.

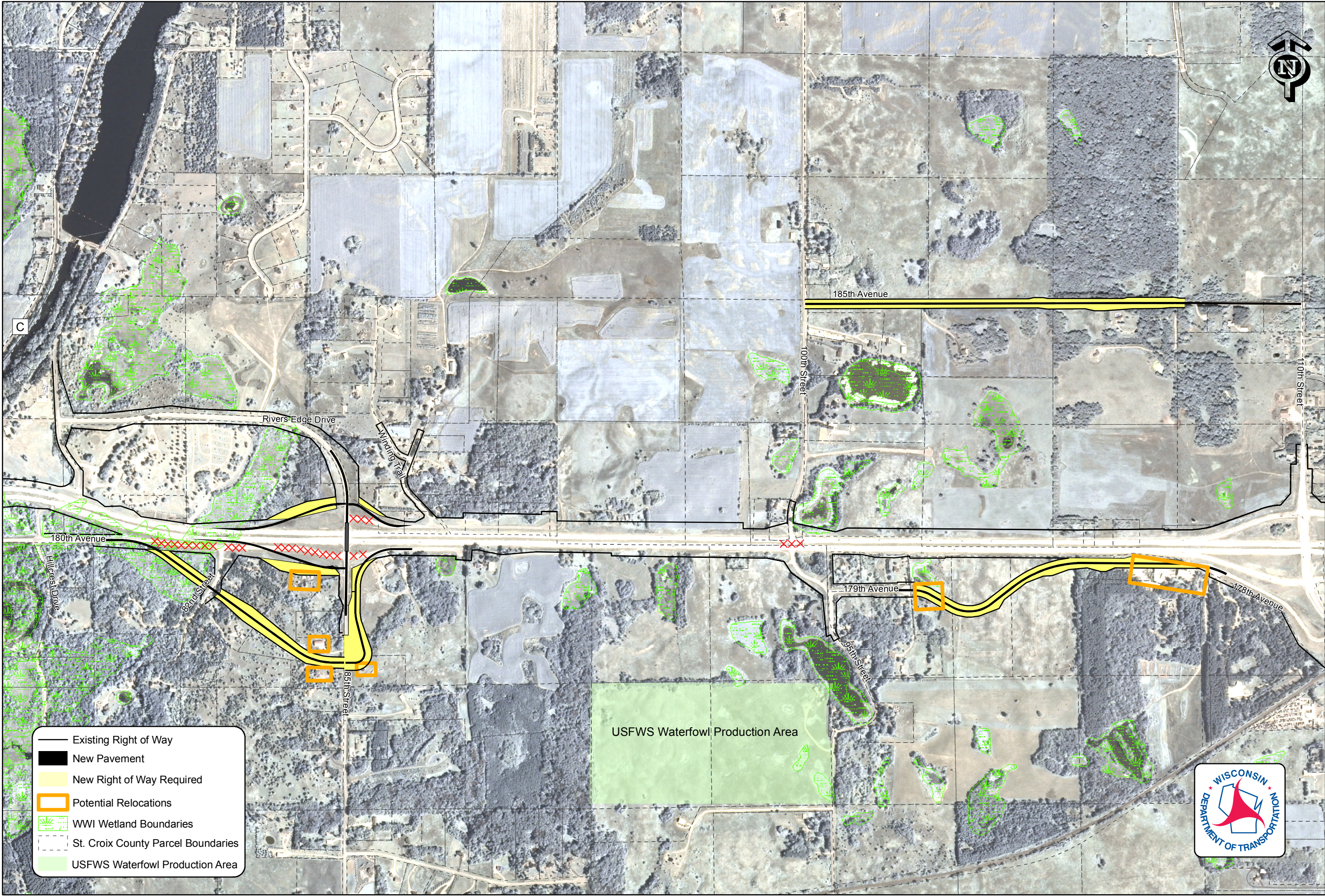
Exhibit 3: Alternatives



- Existing Right of Way
- New Pavement
- New Right of Way Required
- Potential Relocations
- Delineated Wetland Boundaries
- St. Croix County Parcel Boundaries

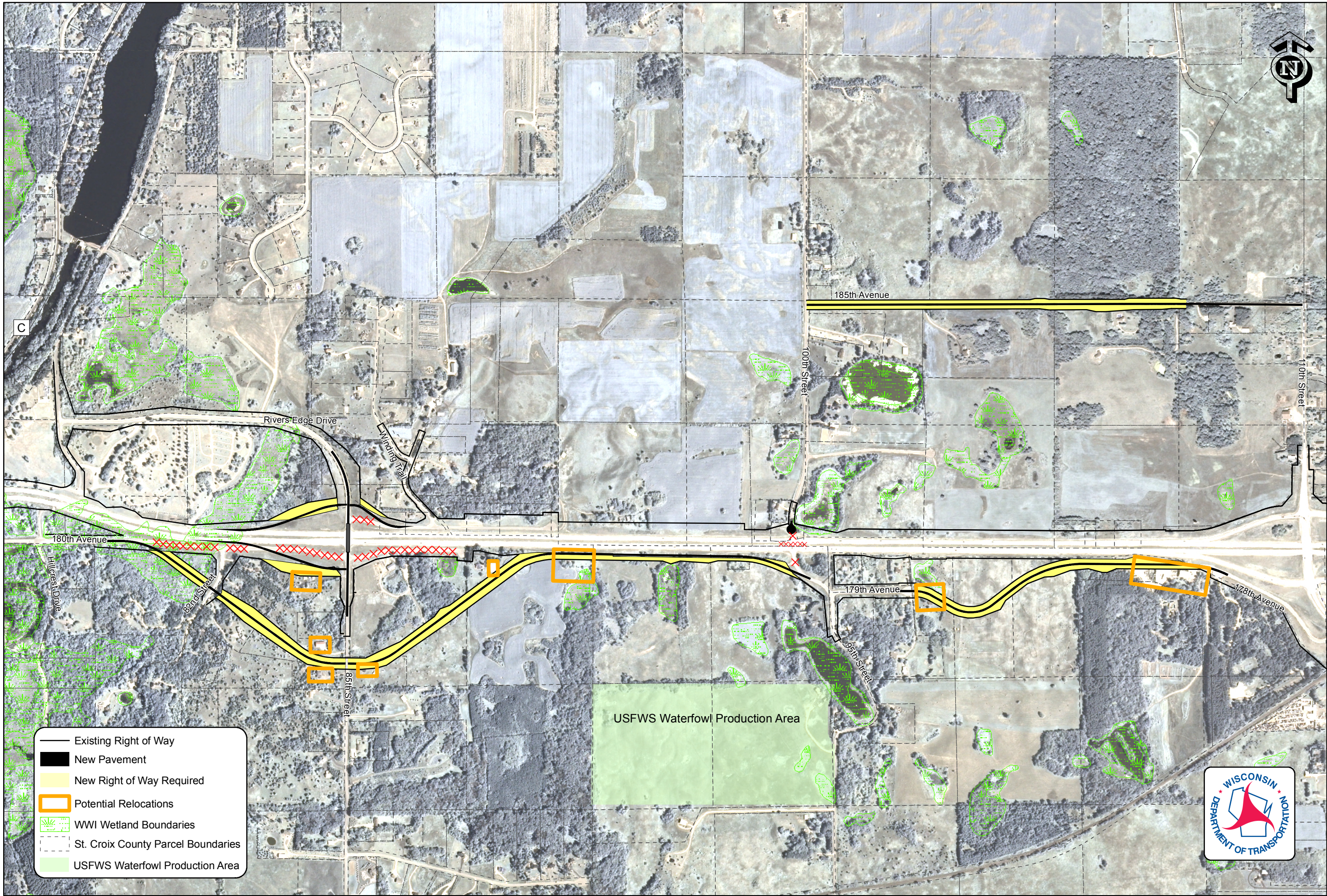






- Existing Right of Way
- New Pavement
- New Right of Way Required
- Potential Relocations
- WWI Wetland Boundaries
- St. Croix County Parcel Boundaries
- USFWS Waterfowl Production Area







C

- Existing Right of Way
- New Pavement
- New Right of Way Required
- Potential Relocations
- WWI Wetland Boundaries
- St. Croix County Parcel Boundaries
- USFWS Waterfowl Production Area

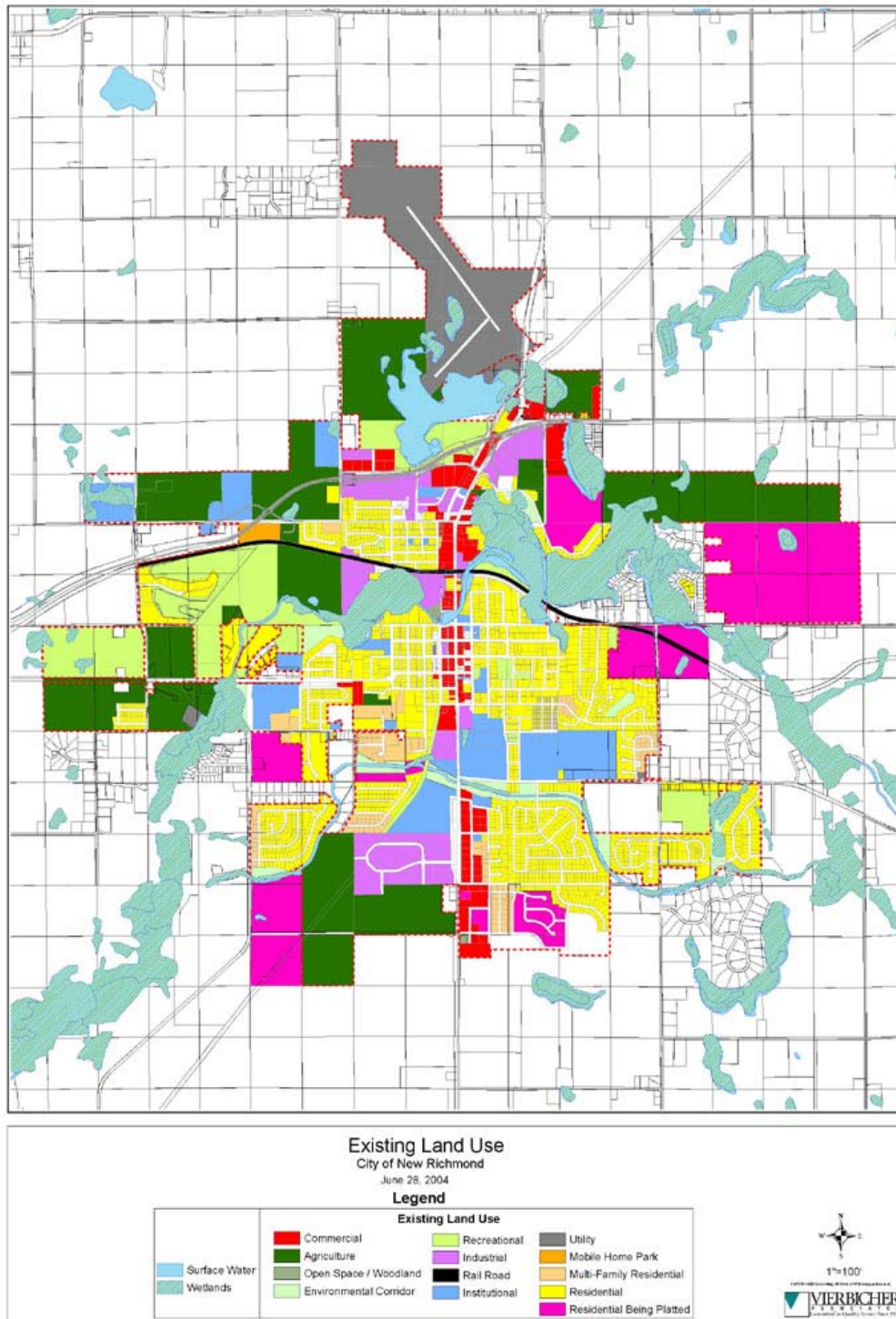


Exhibit 4: Land Use Maps

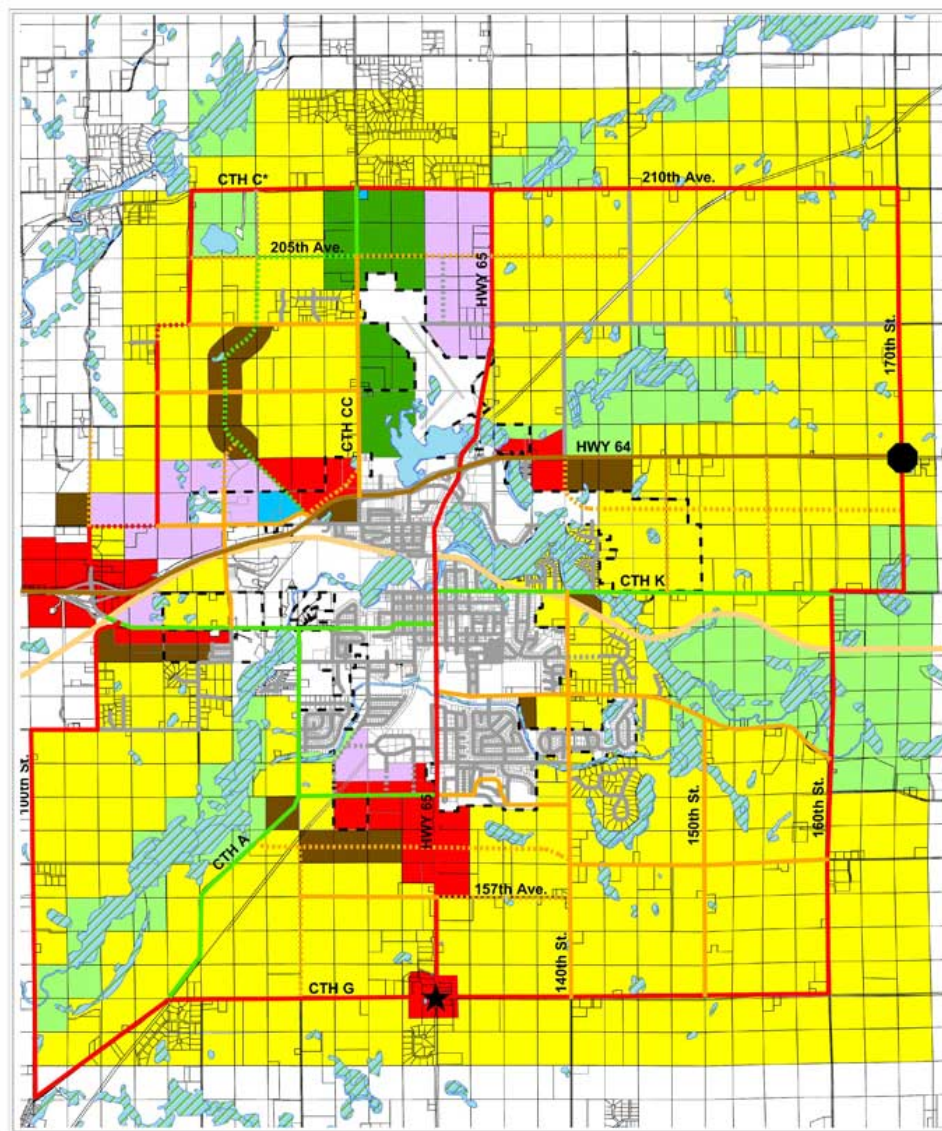
Date: 8/25/2011



Existing Land Use



Future Land Use

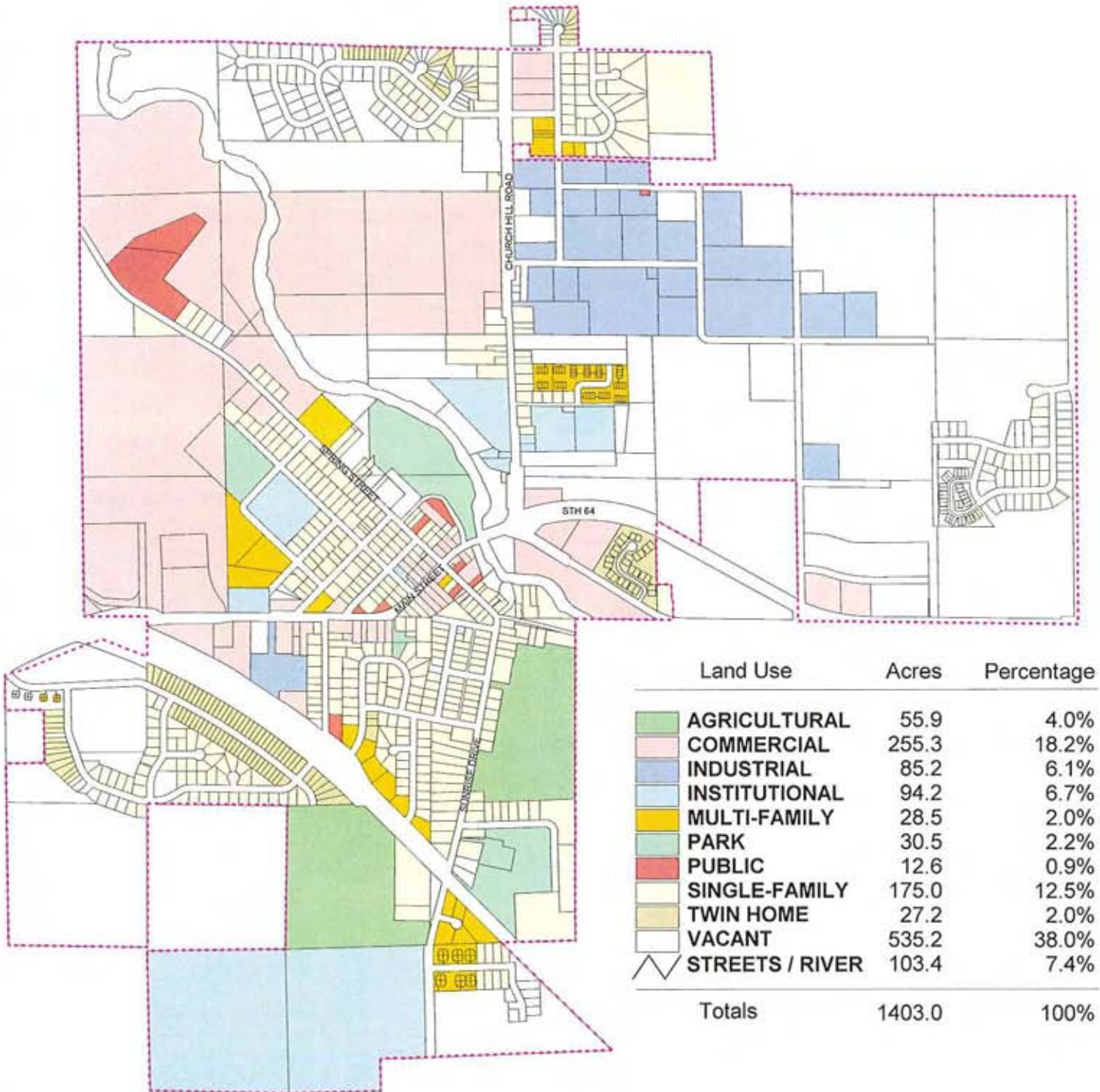


VILLAGE OF SOMERSET

St. Croix County, Wisconsin

2002 Land Use

LU-1

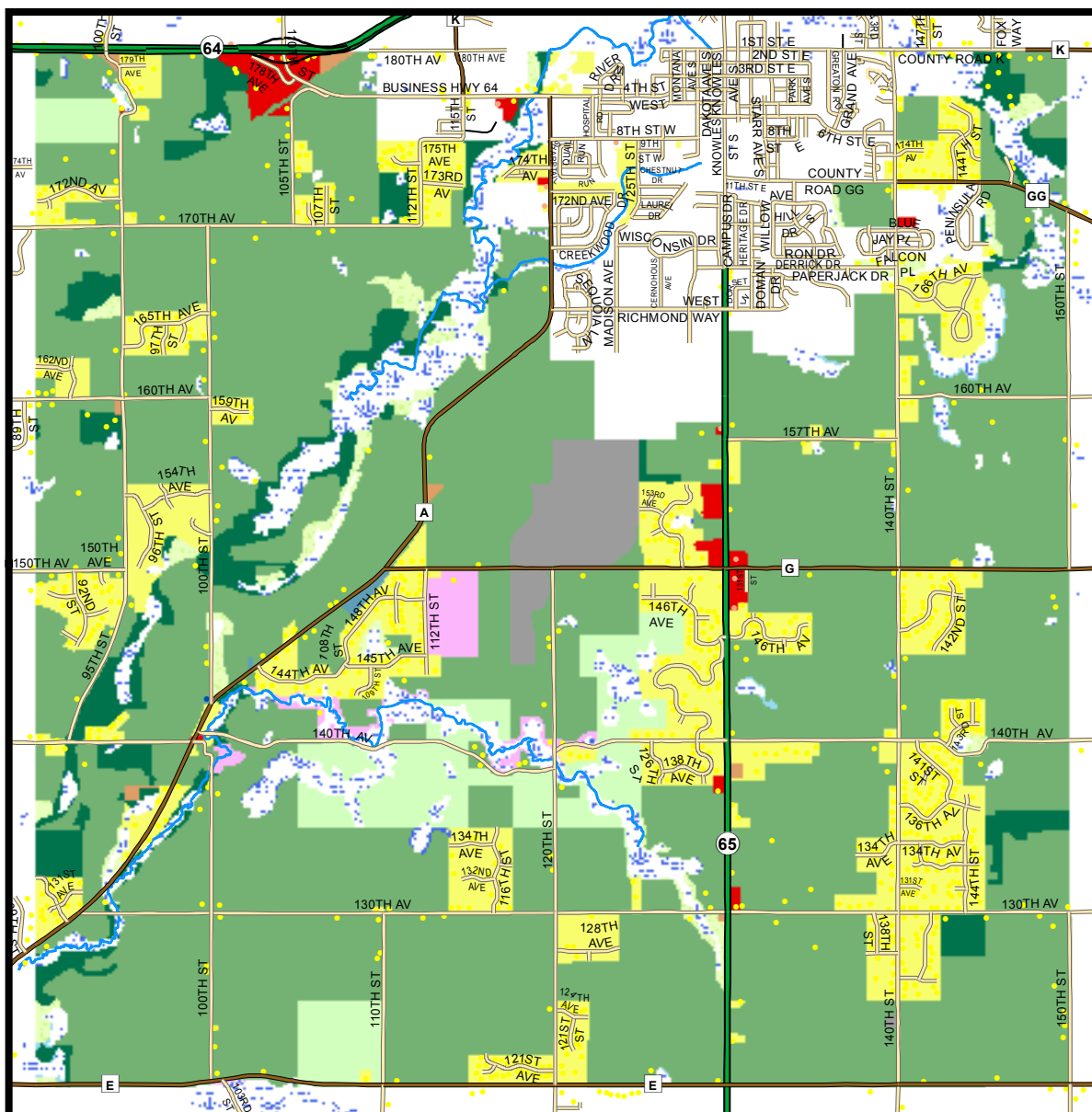
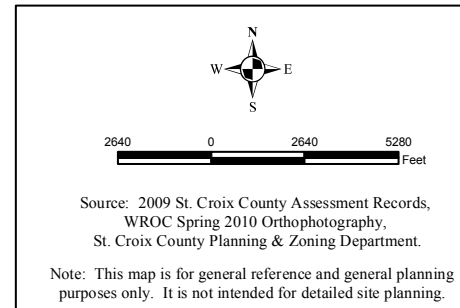
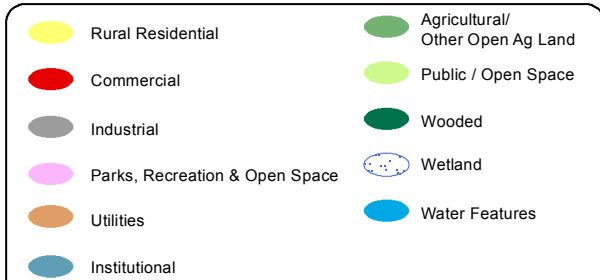


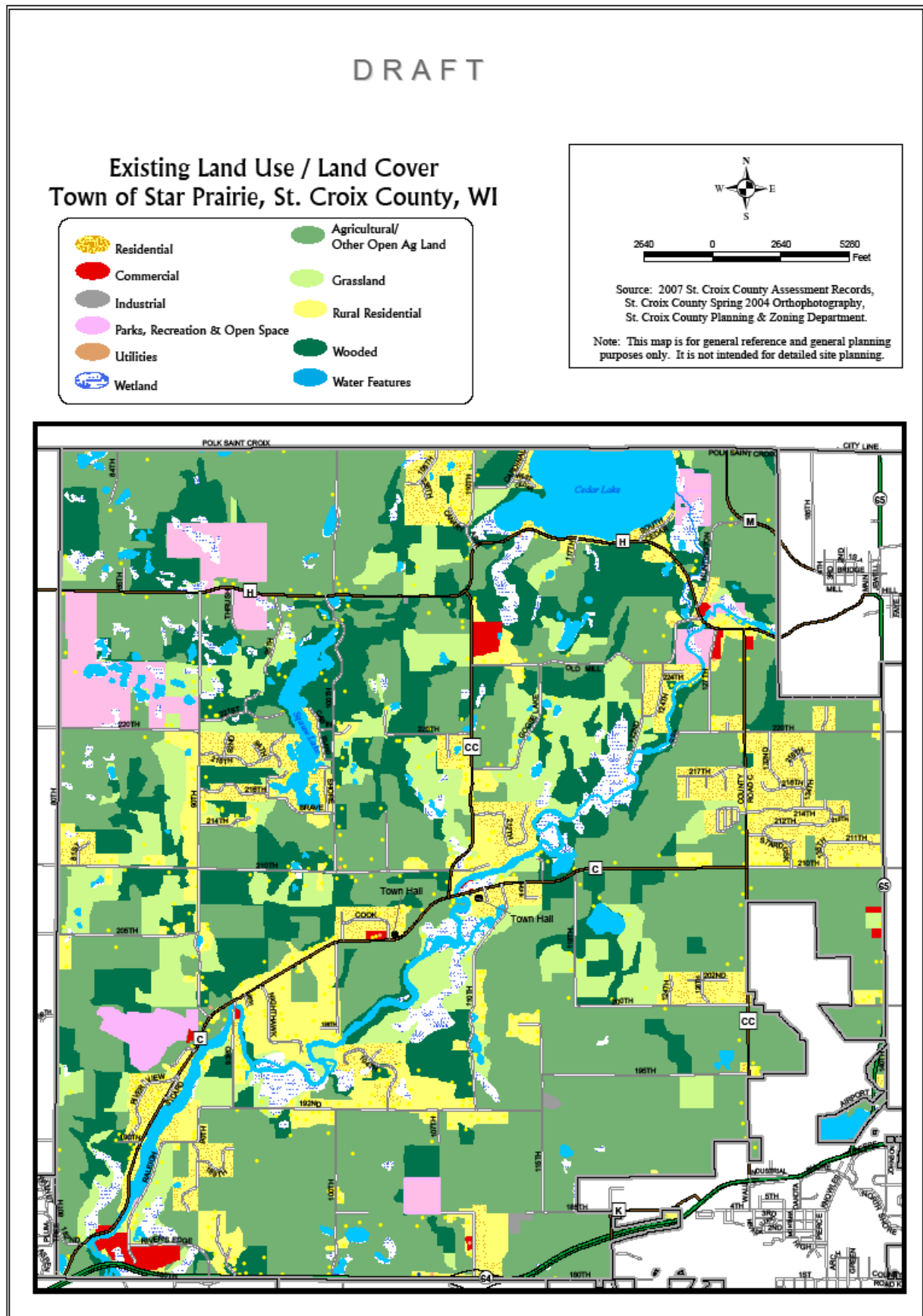
Land Use	Acres	Percentage
AGRICULTURAL	55.9	4.0%
COMMERCIAL	255.3	18.2%
INDUSTRIAL	85.2	6.1%
INSTITUTIONAL	94.2	6.7%
MULTI-FAMILY	28.5	2.0%
PARK	30.5	2.2%
PUBLIC	12.6	0.9%
SINGLE-FAMILY	175.0	12.5%
TWIN HOME	27.2	2.0%
VACANT	535.2	38.0%
STREETS / RIVER	103.4	7.4%
Totals	1403.0	100%



1000 0 1000 Feet

Existing Land Use / Land Cover Town of Richmond, St. Croix County, WI





Agricultural and Vacant All lands used for farming, such as dairy farming, truck farming, orchards and pastures. This category also includes marginal and fallow agricultural land and vacant or unused land.

Forested All lands covered by forest, including commercial woodlands.

Although the methodology used in the 1993 survey was similar to the 1973 inventory, some discrepancies between the acreages still exist. The differences between the 1973 and 1993 information accounted for a 720 acre discrepancy in the total acres for all of St. Croix County, or less than two-tenths of one percent difference. The slight differences in these data are caused by the manual versus digital techniques used in mapping, the various sources used, and interpretative differences. Overall, the 1973 and 1993 land use information provide a reasonable comparison for twenty years of land use change in the unincorporated areas of St. Croix County. Shown in Figures 21 and 22, and Table 44, are the 1991 land cover, 1993 land use, and 1973 and 1993 land use comparisons, respectively.

FIGURE 22.

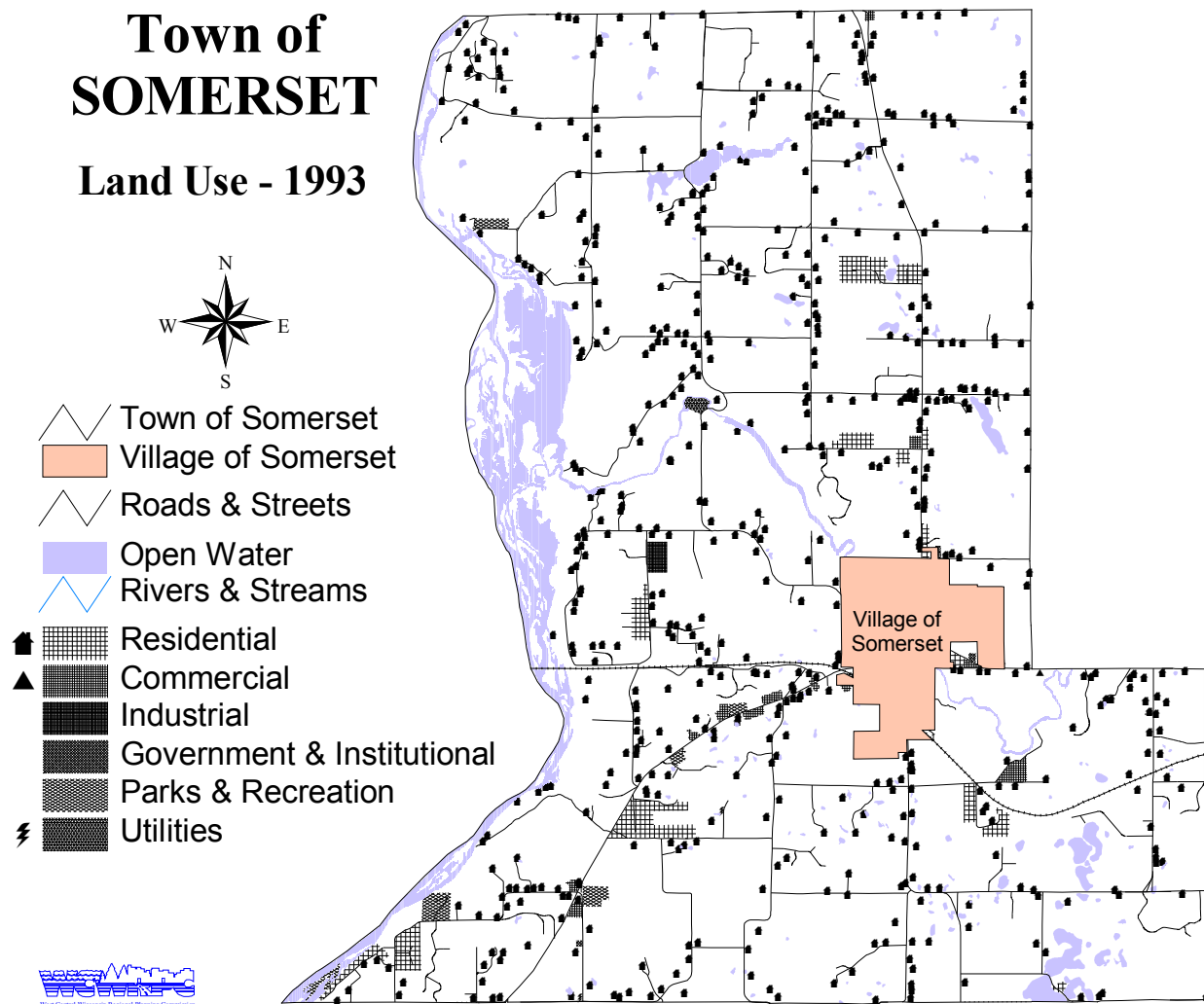


Exhibit 5: WWI Wetland Boundary Map





-  Wet Meadow
-  St Croix County Parcel Boundaries

Exhibit 5

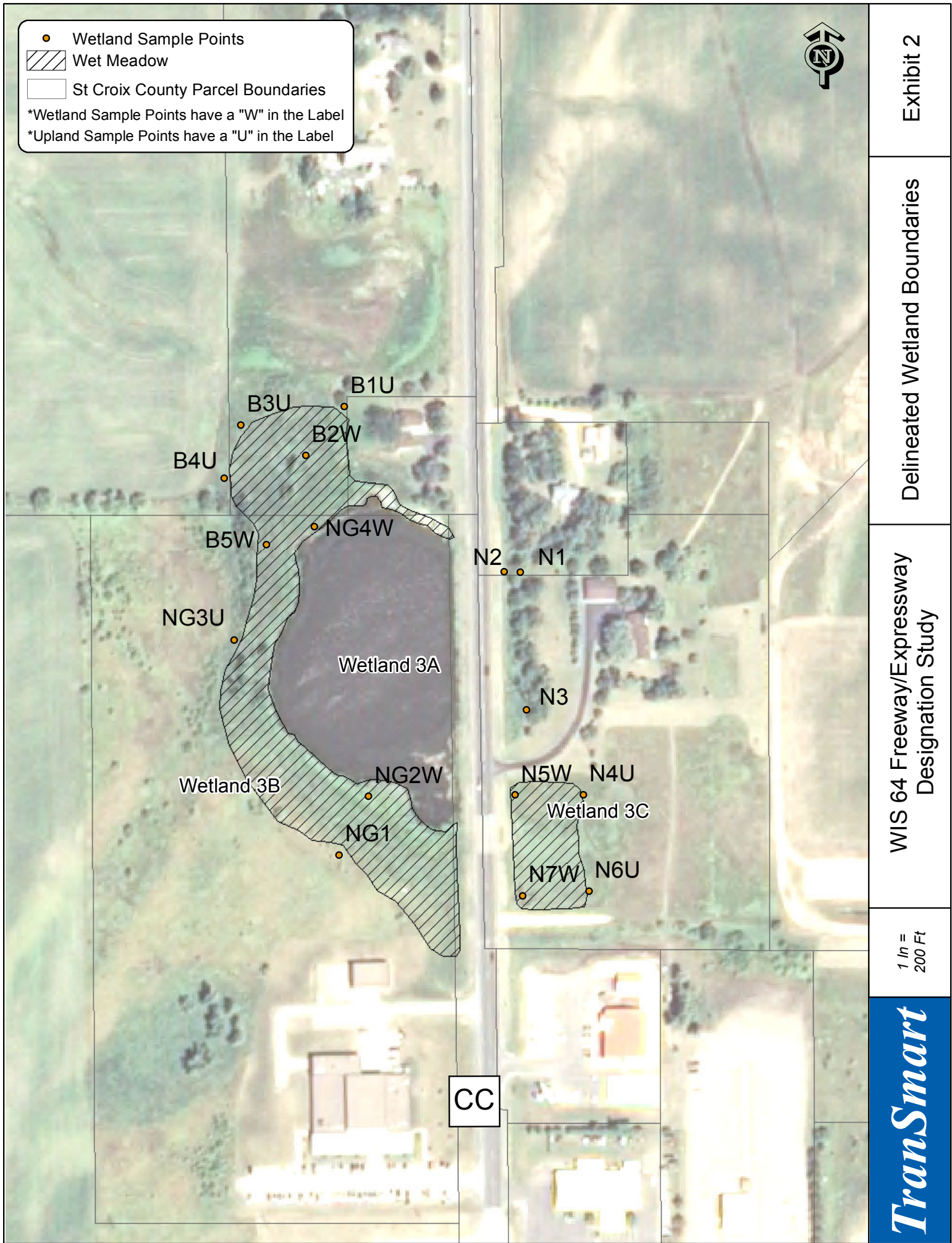
WWI Wetland Boundaries

WIS 64 Freeway/Expressway
Designation Study

1 in =
200 Ft

TranSmart

Exhibit 6: Delineated Wetland Boundary Map



List of Appendices

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Appendix 2: Alice Inc. Correspondence

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Appendix 4: Bureau of Aeronautics Correspondence

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Appendix 6: DATCP Correspondence

Appendix 7: WDNR Correspondence

Appendix 8: Section 106 Coordination

Appendix 9: Army Corps of Engineers Correspondence

Appendix 10: NRCS Correspondence

Appendix 11: USFWS Correspondence

Appendix 12: Tribal Coordination Letter and Responses

Appendix 1: Traffic Forecast Report

WisDOT TRAFFIC FORECAST REPORT

PROJECT ID(S): 8110-01-03

ROUTE(S): STH 35/64

Region/COUNTY(IES): NW / St. Croix

LOCATION: 150th Ave to STH 65

COMPLETED: 8/19/2013

Developed by: Mike Sillence

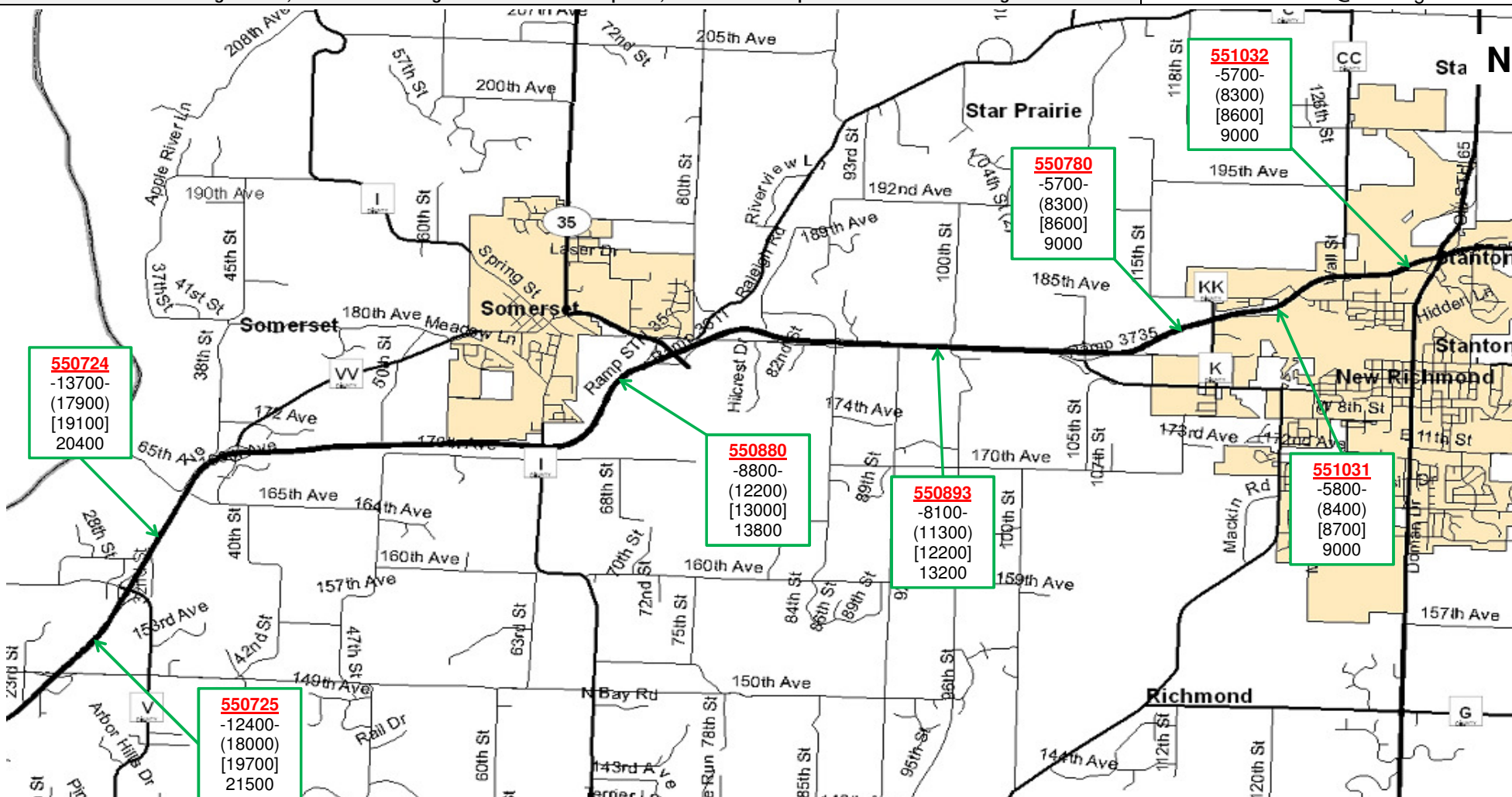
Phone: (608) 266-3322

FAX #: (608) 267-1856

E-Mail: mike.sillence@dot.wi.gov



Traffic Forecasting Section; Bureau of Planning and Economic Development; Division of Transportation Investment Management



Site IDs are Colored, Bolded, and Underlined

-000- 2012 Count (000) 2016 AADT
[000] 2025 AADT
000 2035 AADT

Design Values (%)

Sites	550893		
Routes	STH 64		
Volume(s):	13190		
K250	9.9		
K100	11.1		
K30	12.0		
P	14.6		
D(Dsgn. Hr.)	60/40		
T(DHV)	7.4		
T(PHV)	4.0		

Truck Class Percents

Class	550893		
2D	2.2		
3AX	1.3		
2S1+2S2	1.3		
3-S2	3.8		
DBL-BTM	0.2		
TOTAL	8.9%		

NOTES ON THE FORECAST:

1. This forecast assumes that a new St. Croix River bridge served by STH 35/64 will be constructed immediately south of the project area in 2016. Population and employment projections remain unchanged.

2. Truck classification percentages were taken from a table representative of similar facilities and locations throughout the state of Wisconsin.

MORE NOTES ON THE FORECAST:

3. STH 64 is a Factor Group IV (Rural-Other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a Rural Principal Arterial (2) for count purposes.

4. Growth was determined using data from prior forecasts (HMS, 2009 & MDS, 2013), in conjunction with TAFIS. Growth has been added to the first forecast year following anticipated project completion (2016).

Appendix 2: Alice Inc. Correspondence

Monday, November 25th, 2013

Jeff Abboud
Wisconsin Department of Transportation
NW Region, Eau Claire Office
718 W. Clairemont Ave.
Eau Claire, WI 54701

Mr. Abboud and DOT Project Team:

Thank you for the opportunity to review the four alternatives before the State selects one for final preparation of a preferred alternative and development of an official map to preserve right-of-way for future improvements in the Wis 64 corridor.

We are so thankful to have had the opportunity to operate our business for the last 67 years. Having been in business for so long, we have faced our fair share of challenges. The initial Wis 64 changes combined with the most recently presented alternatives have made it increasingly difficult to stay competitive and direct our customers in a consistent manner. Any new changes will require us to once again spend considerable dollars towards signage and redirection.

We have consulted with our engineer, Ken Anderson, to analyze the alternatives. On behalf of Alice, Inc., I need to express our disappointment that none of these design alternatives addresses the need for a non-freeway crossing of the Apple River. Much earlier in this study, you proposed several river crossing concepts to connect Somerset with developed areas (including most of the River's Edge recreational complex) east of the river.

The stated goal of improving this portion of Wis 64 is to protect safety and mobility for public users of this corridor. Two of the four alternatives require significant out of direction travel from areas between the Apple River and New Richmond to reach Wis 64. Without a local traffic access across the Apple River, alternatives 1 and 4 fail the mobility test for many residents of this community.

The River's Edge owns an old, fracture critical, one-lane bridge to County Highway C. After the Raleigh Road access to Wis 64 was replaced by an intersection at River's Edge Drive, we were under extreme pressure to allow our neighbors to use this bridge as a "short cut". As this bridge continues to age, we may have to again limit its use.

Alternative 1 concentrates access from both at-grade intersections to the 110th Street interchange. That is also the only freeway crossing for local traffic from one side of Wis 64 to the other. Mobility and circulation will suffer greatly if this alternative is selected. (Think school bus routing, mail delivery, garbage pick-up, police, and fire and emergency vehicle movements.) For the River's Edge, Alternative 1 is, by far, the most indirect and the least attractive proposal. Please do not consider this alternative any longer.

Alternative 4 is less costly than alternatives 2 and 3. However, we foresee traffic congestion and signing problems with the convoluted travel paths to reach our complex. Much of the recreational traffic visiting the River's Edge has only a general knowledge of our location. Since the last Wis 64 modifications, we have spent considerable time and money to re-direct visitors from our former Raleigh Road entrance to River's Edge Drive, a half mile farther east.

Forcing drivers to use frontage roads to go another half-mile east and then back a half-mile west would be a signing nightmare and would seriously impact the economic viability of not only River's Edge, but the entire Apple River

recreational industry. You mentioned that the State is trying to consider all out-of-direction distance, yet Alternative 4 fails to recognize that our River's Edge Drive is the primary pathway for hundreds of busses carrying thousands of people on any given in-season weekend. Additionally, during our major concert events, trying to direct 15-20 thousand concert goers to take five turns within a mile will be extremely confusing and bring about a high potential for accidents.

Directional confusion aside, we have three other intense concerns with Alternative 4. Firstly, you stated that Alternative 4 would close the Wis 64 median openings and would retain the right turn lanes for entering and exiting traffic. In the event you construct this plan in stages, there is the strong potential that your plan would involve removal of the medians first, and construction of the bridge second, leaving us with no access for potentially a long period of time. Secondly, we are concerned that, at some point, conflicts between low-speed entering/leaving traffic and large volumes of high speed through travelers will make these turn lanes obsolete. As stated earlier during the general meeting, what is to stop the State in the future from completely removing all at-grade entrances and exits, effectively eliminating our access? Thirdly, as stated numerous times, it would be expected that with Alternative 4 would come a heavy increase of through traffic traveling over the one lane bridge currently owned by River's Edge that crosses over the Apple River connecting River's Edge property to County Road C. This creates increased burden and liability to our property and customers. Because of the concerns listed above, we do not endorse Alternative 4.

Alternatives 2 and 3 replace the River's Edge Drive intersection with an overpass. Freeway access to and from the west would be provided via high-speed on and off ramps. Neither of these alternatives provides access to or from the East. (We favor alternative 3 over alternative 2 because it provides a road connection to the 110th Street interchange.)

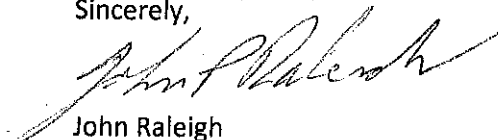
Our engineer, Ken Anderson, prepared the attached sketch modifying Alternative 3. The north frontage road intersections with River's Edge Drive would be relocated to allow constructions of on and off ramps for traffic to and from the east. We request that this be selected as the preferred alternative and that these additional ramps be constructed to restore access between this area and New Richmond. This would provide clear and safe entrance and exit, as well minimize the out-of-direction distance. If safety is the main concern, we feel it would be most appropriate to construct the connecting bridge and ramps at the road that is most relied upon by the largest industry in the area requiring a heavy amount of car and bus traffic rather than unnecessarily forcing five extra turns in the span of a mile.

Your earlier proposal to construct a south frontage road from the Wis 35 interchange to the River's Edge Drive interchange would provide a non-freeway travel path for local traffic and tubing busses. We recommend selection of Alternative 3 and we ask the State to complete this frontage road connection to Wis 35 south of Wis 64 as part of your improvement program. We also ask that the State reconsider the earlier proposal to construct a road under Wis 64 at the old entrance to River's Edge (see attached). This would greatly alleviate the need for other access points.

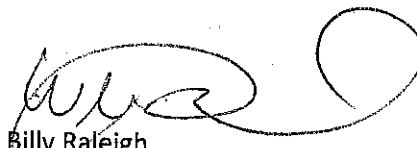
After speaking with the local community and town boards, local officials along with River's Edge believe it's important we bring into the conversation the bridge mentioned above which connects County Road C to River's Edge property. That bridge and our property will see unfavorable ramifications if Alternatives 1 or 4 are selected.

If Alternative 4 continues to be the State's recommendation, we ask that you not finalize this issue and continue conversations with River's Edge and the local community boards to find the best way to serve the local businesses, industries, and community with the long term future and development of the area in mind.

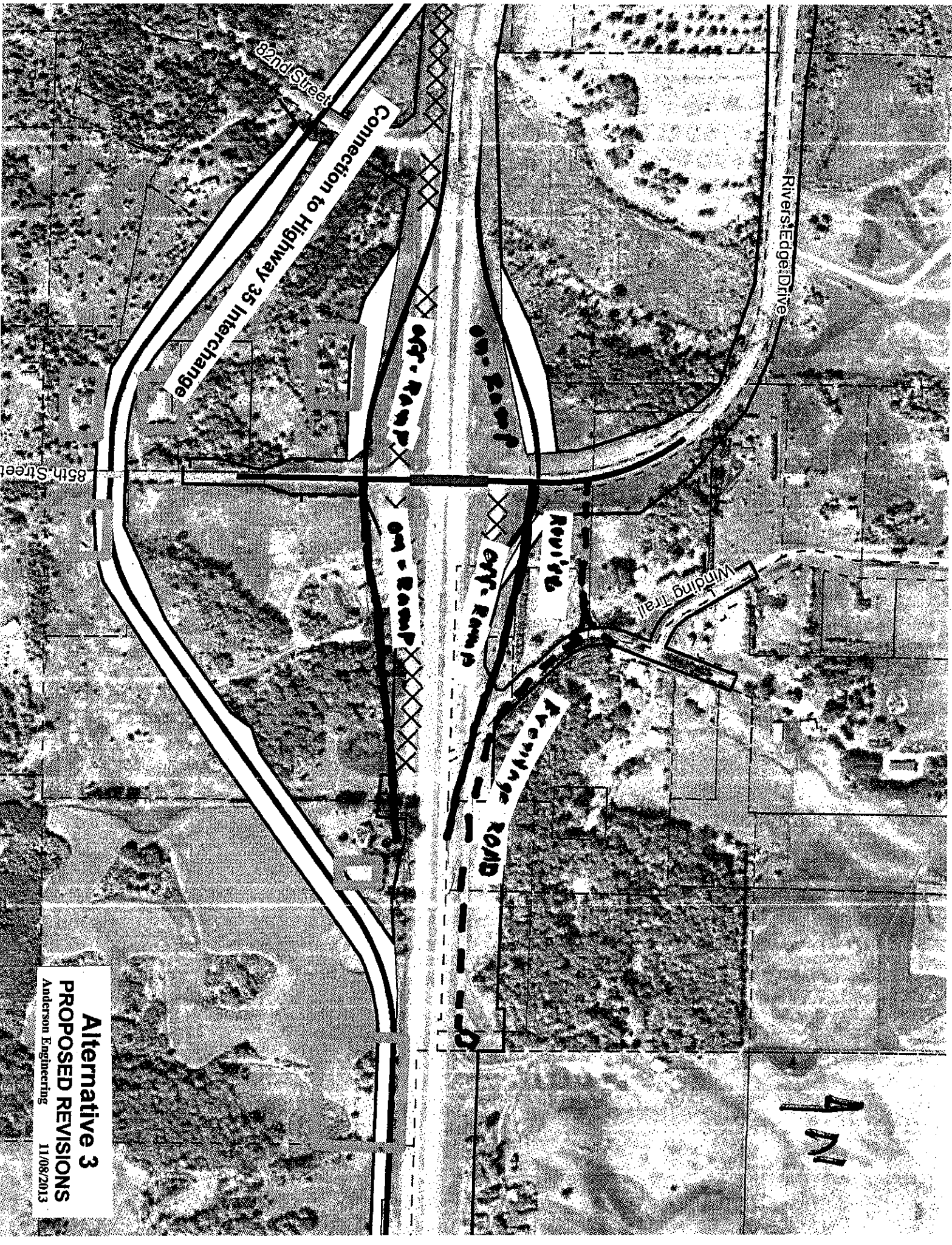
Sincerely,



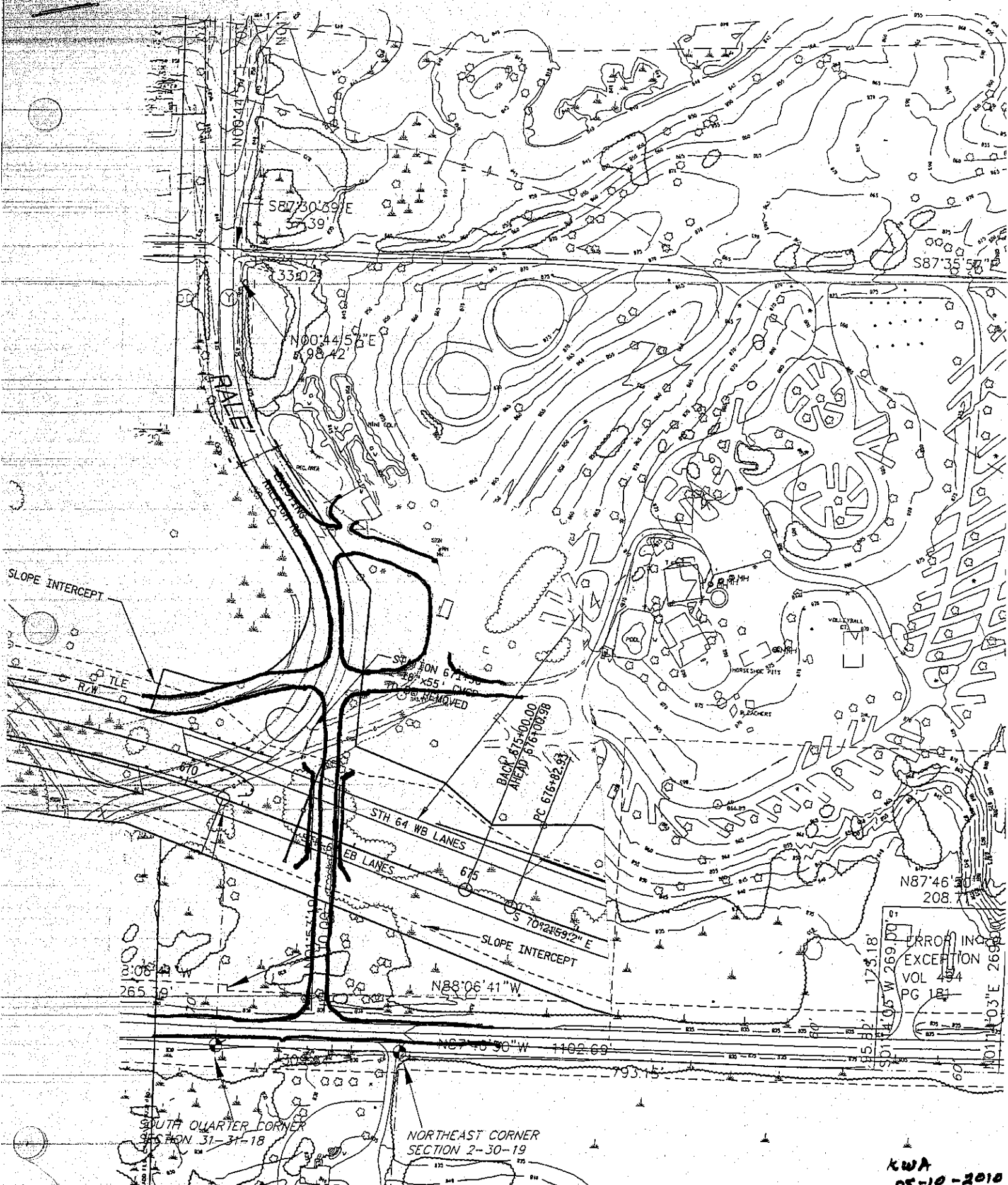
John Raleigh
President, Alice Inc.



Billy Raleigh
Vice President/Treasurer, Alice Inc.



Alternative 3
PROPOSED REVISIONS
Anderson Engineering
11/08/2013



N87°46'50\"/>

REV.	DATE	BY	CHKD.	REMARKS
1	05-10-2010	KWA		
2	05-10-2010	KWA		
3	05-10-2010	KWA		
4	05-10-2010	KWA		
5	05-10-2010	KWA		
6	05-10-2010	KWA		
7	05-10-2010	KWA		
8	05-10-2010	KWA		
9	05-10-2010	KWA		
10	05-10-2010	KWA		

KWA
05-10-2010

RIVER EDGE SUPPER CLUB
ALICE INC
MARCH 12, 2012, 11:00 AM

Present: WisDOT, Mark Ploederer, Jeff Abboud; Alice Inc., Bill Raleigh Sr., John Raleigh, Ken Anderson;
Town of Star Prairie, Scott Counter

Alice Inc. requested this meeting with WisDOT to provide them with an update on the STH 64 Freeway/Expressway Designation project. We briefly reviewed and explained to them that based upon the comments we had received from the Local Officials meeting, the first Public Information meeting and comments that we received for them back in April of 2010, 24 concepts were developed for further analysis by the Department for conversion of STH 64 to a Freeway or Expressway. We then reviewed with them how the Department analytically paired the concepts down and a manageable four that was recommend at the Public Information meeting held this past March (20th) to carry forward for more detail analysis. Those concepts were numbers 7, 9, 9A and 10. We further explained and cautioned them that pending comments from the DNR it was possible the one or all may have environmental issues raised by the DNR that could preclude a concept or concepts from further analysis. In other words, if there was a red flag raised with a concept that concept would be dropped from further analysis and consideration.

Maps of the four concepts were given to Alice Inc., and were briefly discussed, more so with the difference between 9 and 9A, 9A having a full local connection road between 85th Street, 95th Street and 110th Street on the south side of STH 64. Concept 10 would leave the existing intersections as at-grade intersections but restricting any vehicular movements within the intersection to right turns in and out, while eliminating the conflicting crossing and left turn vehicular movements. There would then be a grade separated bridge over the highway approximately half way between the 85th Street/Rivers Edge intersection and the 95th Street/100th Street intersection with local road connections on either side of STH 64 between the intersections. We also noted that Concept 10 was not a Freeway concept but rather a high level Expressway concept.

Comments from Alice, Inc., indicated that from their perspective they were pleased the alternatives and that consideration was given to their operations in three of the four concepts. Bill Raleigh indicated that he preferred both 9 and 9A and said they could live with 10. He felt 9 or 9A offered better access to their facility from and to the west however did lack or was short on access to and from the east. Ken Anderson, Alice Inc. pointed out that Concept 10 did address the access from both directions with reasonable misdirection. He felt the ramps with 9 and 9A were too close to the existing STH 35 intersection and could be problematic, which is one of the concerns the Department also has. With Concept 10, he expressed concern whether or not the long term viability of the having just right in and outs would work. We indicated that was a concern of ours too and were looking at further updating the traffic forecast for STH 64.

Meeting concluded with Alice, Inc., thanking us meeting with them and taking the time to discuss the concepts and answer their questions.

Meeting Notes

Alice Inc., Somerset, WI

April 30, 2010 – 11:00 an

Present

Alice Inc.: William Ralieggh Sr., William Ralieggh Jr., Patrick Kelly, Ken Anderson

WisDOT: Jeff Abboud, Mark Ploederer

We Alice Inc. on had transpired since the March 10th Public Information Meeting at the Somerset High School. We indicated that we have or are in the process of meeting with the various Planning Commissions of the abutting Towns to the project. To date, we have meet with the Towns of Richmond and Star Prairie and will be meeting with the Village of Somerset Board on May 6th and the Town of Somerset Plan Commission on the 19th. I informed them that these meetings have the objective of engaging the town Planning Commissions of the project, how it will affect local road circulation on either side of the highway and the Official Mapping process the Department will use to protect lands for future right-of-way use. The Department is seeking input from the individual Towns on their thoughts, concerns and suggestions with the project. We emphasized that no decisions have been made to date regarding new local road connection or locations of grade separations (bridges either over or under the highway) that will be needed for the actual conversion of STH 64 to a Freeway.

Alice Inc., explained that their paramount concern with this project the loss of access to and from their business. Their business operation consists of a Supper Club, River Tubing, Camp Ground and promoting both large and small music/concert events during the summer. Typically, they hold three major multi-day concert events each summer along with smaller one day concerts on Saturdays during the camping season.

The larger multi-day concerts draw crowds from 10,000 to 20,000 with the majority of those attending coming from the west or Twin Cities area. They estimated a around 2.2 persons per vehicle, with vehicles arriving at staggered times prior to a major event but all leaving within a short time span at the conclusion of the event. For the smaller Saturday evening concerts, arrival times are much closer to the event time and as with the larger events, once the event is finished the attendees leave at the end of the event. For the large events, parking is on site with spill over to lands Alice Inc. owns on the west side of the Apple River and south of CTH C and also between the new STH 64 and old STH 64. At the end of an event, either large multi-day ones or the smaller Saturday evening concerts, Alice Inc. has the assistance of law enforcement to direct traffic on the public roads and at public road intersections. They have also sought the advice how to handle traffic, both in parking the vehicles and clearing them from public roads into their facility from a 'NASCAR' source.

The Tubing operations use large urban Transit Buses which shuttle tubers from the pickup location near the intersection of STH 35 and old STH 64 in Somerset and bring them back to the Campground area. The buses run in a counter clock wise direction, leaving the pick-up area and travel east bound through the STH 35 interchange onto STH 64 to Ralieggh Road/85th Street intersection. Then north on Ralieggh Rd and into the Campground for drop off, from there the empty buses cross the Apple River on private bridge which accesses CTH C then follow CTH C west to STH 35 and back to the pick-up location. These buses circulate during the summer and the number of buses in use varies with the demand. Normal river float trip takes about 3 hours.

We brought up a possible connection their Engineer, Ken Anderson, suggested with us at the PIM, which was to connect the STH 35 interchange with the new local road south of STH 64 by using the segment of old highway 64, which William Ralieggh owns, this would be connected to the stub road on the south side of the interchange. There was no objection voiced to looking at that concept, Mr. Ralieggh even indicated that he did not want the bridge from the get go, just the roadway, however they also wanted to know if we would be considering any additional solutions and locations of any grade separations. Their Attorney, Pat Kelly asked if we would consider an additional interchange between the river and 110th, first specifically at the 85th Street location. Said that it can be looked at and considered but only if there were no issues with safety and mobility, which can be the result of the ramps to close to an existing interchange. 85th Street location appears to be too close to the STH 35 interchange so if one were feasible it probably would have to be located further to the east, which would then present issues with existing interchange at 110th Street.

They also made a point that if we went with just service (frontage) road connections between the two existing interchanges, those road(s) would not be able to handle the volume of traffic for one of their multi-day large events.

They asked if they could attend any future meetings we have with the locals and said both of those meeting currently scheduled are open meetings and we certainly have no objection to someone from Alice Inc. attending.

Appendix 3: Town of Star Prairie Correspondence



Chairman – Scott Counter
Supervisor – Steve Lewis
Supervisor – Doug Rivard
Supervisor – Tom Heintz
Supervisor – Patty Schachtner

Clerk/Treasurer – Michael Burke

November 27, 2013

WI Department of Transportation
NW Region, Eau Claire Office
Mr. Jeff Abbott
718 W Clairemont Ave
Eau Claire, WI 54701

Re: State Highway 64 Freeway Conversion Official Mapping Project

Dear Mr. Abbott:

After careful consideration of the four alternates presented at the open house provided November 6th, and the announcement of the State DOT preferred option is Alternative 4, the Town has some concerns they would like to address. The issues focus on rural alternate transportation access to Sections 28, 29, 31, and 32 East of the Apple River in the Somerset School District and business access to the South half of Section 31 East of the Apple River.

We have been contacted by the River's Edge of their concerns. They believe they're being slighted over their Highway 64 access and claim Alternative 4 will be too clumsy and burdensome to direct traffic destined to their facility. In excess of 70% of their business comes from the Twin Cities area. With all the St Croix County sign regulations prohibiting private signage and the amount of confusing redirection necessary to facilitate Alternate 4's access, they see this plan as described unacceptable.

The Town also has addressed concerns over the lack of a clear alternate transportation corridor between the City of New Richmond and the Village of Somerset during the open house. Highway 64 is currently being used on a regular basis by bicycle enthusiasts as a primary route to the West from northern New Richmond and surrounding area. Agricultural traffic has been also known to use this route.

The Town would like to request additional discussion with the WI-DOT on these issues and look at possible solutions that may benefit all parties involved prior to officially closing further discussion regarding the finalization of Alternative 4 proposal.

Best Regards,

Scott Counter
Chair, Town of Star Prairie

Appendix 4: Bureau of Aeronautics Correspondence

Joel Brown

From: Abboud, Jeffry - DOT <Jeffry.Abboud@dot.wi.gov>
Sent: Tuesday, December 03, 2013 2:01 PM
To: Chuck Wade; Joel Brown
Subject: FW: Project ID: 8110-01-03

Chuck/Joel,

FYI, below is the Bureau of Aeronautics response to the recommended preferred Alternative.

Jeff

From: Hetland, Justin - DOT
Sent: Tuesday, December 03, 2013 13:45
To: Abboud, Jeffry - DOT
Subject: Project ID: 8110-01-03

Mr. Abboud,

I'm Justin Hetland the new Airspace Manager, I took over for Gary after he retired and am glad to help you moving forward!

I've reviewed Project ID: 8110-01-03 Wis 64 Freeway/Expressway Designation and Conversion and do not have any issues at this time with the project from a Bureau of Aeronautics standpoint. Since portions of the project come close to the New Richmond Regional Airport, you'll want to check FAA's OE/AAA website to see if you will have to file any notices of proposed construction for the project, perhaps for the overpasses, cranes or other types of equipment. You can use the 'Notice Criteria Tool' to see if any of your equipment will require study by the FAA, here's the link:

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

If you have any questions about this process I can assist you. You may have to file with the FAA for equipment used during construction of the project. Filing with the FAA is required at least 45 days prior to the start of construction to give them enough time to complete the study, however determinations last a year and a half so keep that in mind when filing.

On a final note, due to the proximity to the New Richmond Regional Airport and the Irlbeck Landing Strip which is a private airstrip south of Somerset, the Bureau of Aeronautics recommends contacting these airports as a friendly heads up about your project. They will welcome any information you have about the use of cranes and other equipment that may affect airport operations. You can contact Mike Demulling at the New Richmond Regional Airport at (715)246-7735 and Thomas Irlbeck the owner of the Irlbeck Landing Strip at (715)247-5106.

Please let me know if you have any questions!

Justin M Hetland

Airspace Safety Program Manager
Department of Transportation/DTIM/Aeronautics
4802 Sheboygan Ave Room 701
Madison, WI 53707
608-267-5018 | justin.hetland@dot.wi.gov





**Division of Transportation
Investment Management**
Bureau of Aeronautics
PO Box 7914
MADISON WI 53707-7914

Jim Doyle, Governor
Frank J. Busalacchi, Secretary
Internet: dot.wisconsin.gov

Telephone: 608-267-5018
FAX: 608-267-6748
E-mail: gary.dickers@dot.wi.gov

11 FEBRUARY 2010

JEFF ABBOUD
WISDOT-NORTHWEST REGION~EAU CLAIRE
718 WEST CLAIREMONT AVENUE
EAU CLAIRE WI 54701-5108

Subject: STH 64 Freeway/Expressway Designation and Conversion, Saint Croix County
Reference: Your Letter, 8-Feb-10, Same Subject

Dear Mr Abboud,

We have completed a review of your proposal to designate a 12.39 mile portion of Wisconsin State Trunk Highway (STH) 64 in Saint Croix County as a Freeway/Expressway. At its northeast end in New Richmond, the newly designated STH 64 would be ~2280 ft from the New Richmond Regional Airport (RNH).

No Aeronautical Concerns

Our office has no aeronautical concerns and would not object to redesignation of STH 64.

Sincerely,

A handwritten signature in blue ink that reads "Gary L. Dickers".

Gary L. Dickers
Airspace Manager

Info: Mr Charles Wade, Consultant Project Manager (Via E-mail)

Mr Chris Ouellette, Project Communications Manager (Via E-mail)

Mr Mike Demulling, Airport Manager (Via E-mail)
New Richmond Regional Airport (RNH)
156 East First Street
New Richmond WI 54017

Appendix 5: Conceptual Stage Relocation Plan (CSRP)

Report for the Wisconsin Department of Transportation

WIS 64 Freeway/Expressway Conversion Conceptual Stage Relocation Plan

Project ID 8110-01-03
St. Croix County, WI

Prepared by:

TranSmart Technologies, Inc.
2802 Coho Street, Suite 102
Madison, WI 53713

October 2013

TranSmart

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Appendix Photographs of Properties to be Acquired

1.0 Introduction

1.1 Purpose

This report has been prepared in accordance with the requirements of the U.S. Department of Transportation, Federal Highway Administration (FHWA) *Environmental Impact and Related Procedures Final Rule* (23 CFR 771), the FHWA Technical Advisory for environmental document preparation (T 6640.8A, October 30, 1987), and the State of Wisconsin Department of Transportation (WisDOT) Division of Highways and Transportation Services *Relocation Assistance Manual*.

This report provides details about the potential impacts and relocations that may occur as a result of improvements to the project study area. The report will be included in the project's Environmental Assessment (EA).

The Conceptual Stage Relocation Plan is written in the form of an estimate to determine:

- 1) The approximate number of households and businesses that may be relocated by the project.
- 2) The probable availability of decent, safe, and sanitary replacement housing within the financial means of the households affected by the project.
- 3) An estimate of the possible household and business relocation assistance costs.
- 4) An estimate of residential and commercial property acquisition costs.

1.2 Data Sources

1. New Richmond News (local newspaper)
2. Zillow.com
3. Craigslist.org
4. St. Croix County
5. United States Census Bureau

1.3 Project Description

WisDOT has proposed improvements to WIS 64 and the local road network in St. Croix County, Wisconsin, in order to designate and convert portions of WIS 64 as a freeway or expressway. Improvements to WIS 64 could include intersection closures, a new interchange and/or overpass structures intended to improve highway function and safety.

The proposed action falls under the jurisdiction of the Wisconsin Department of Transportation.

1.4 General Community Characteristics

The WIS 64 project area encompasses six communities: the city of New Richmond, the village of Somerset, the town of Somerset, the town of Richmond, the town of Star Prairie, and the town of Stanton. Table 1 below summarizes population and household characteristics for the communities within the project area.

Table 1 2010 Census population, household, and income¹ characteristics for project area communities

Population characteristics	City of New Richmond		Village of Somerset		Town of Richmond		Town of Somerset	
	Amount	Share (%)	Amount	Share (%)	Amount	Share (%)	Amount	Share (%)
Total population	8375	100.0	2635	100.0	3272	100.0	4036	100.0
Caucasian	7994	95.5	2452	93.1	3190	97.5	3905	96.8
Black or African American	108	1.3	26	1.0	8	0.2	17	0.4
Asian	60	0.7	20	0.8	14	0.4	27	0.7
American Indian	52	0.6	17	0.6	6	0.2	19	0.5
Other	37	0.4	69	2.6	23	0.7	29	0.7
More than one race	0	0.0	0	0.0	0	0.0	0	0.0
Hispanic or Latino of any race	174	2.1	135	5.1	49	1.5	59	1.5
Median age (years)	33.9		29.6		34.2		38.5	
Total households	3421		990		1105		1391	
Median household income (\$)¹	55,344		47,896		76,343		79,878	
Population characteristics	Town of Stanton		Town of Star Prairie		All communities			
	Amount	Share (%)	Amount	Share (%)	Amount	Share (%)		
Total population	900	100.0	3504	100.0	22,722	100.0		
Caucasian	878	97.6	3406	97.2	21,825	96.1		
Black or African American	0	0.0	13	0.4	172	0.8		
Asian	10	1.1	23	0.7	154	0.7		
American Indian	2	0.2	15	0.4	111	0.5		
Other	6	0.7	14	0.4	175	0.8		
More than one race	0	0.0	0	0.0	0	0.0		
Hispanic or Latino of any race	15	1.7	36	1.0	468	2.1		
Median age (years)	43.4		37.9		35.3			
Total households	347		1296		8550			
Median household income (\$)¹	62,917		69,205		63,595			

Source: U.S. Census Bureau.

¹Median household income is estimated for 2009.

2.0 Summary of Area Impacts

2.1 Divisive or Disruptive Effects and Community Impact

The proposed action could have divisive or disruptive effects on study area communities by eliminating direct travel routes and increasing travel distances and times to destinations within the area.

None of the residences have been identified as homes for low-income and/or disabled persons.

However, property owners were not contacted for this report; thus, it could not be definitively determined whether low-income persons or families lived in any of the potentially affected properties.

The proposed action has been designed to minimize community impact.

The relocation of families and/or individuals as proposed under any of the four proposed alternatives would not cause a major impact on the local economy or community character of the affected communities. Relocates would likely find comparable replacement housing within twenty miles of their current homes. It is unclear whether they would use the same services and businesses as prior to relocation. The proposed action and associated relocations could increase cost of access to jobs, schools, churches, and other community resources for those relocated families and/or individuals.

2.2 Family Characteristics

The proposed action would occur in an area in which a large majority of the housing is owner-occupied and a very small amount is rental housing. A review of 2010 US Census data revealed the area of impact is located within 196 census blocks. Six races were identified in the area of impact: 93.9% of the total population was identified to be White, 2.1% Hispanic, 2.0% Black, 1.0% Asian, 0.8% Native American Indian, and 0.1% Pacific Islander. From the 2010 Census data and a windshield survey, it was determined that relocations would not have a disproportionate effect on minority or low-income populations.

3.0 Housing Relocation

3.1 Estimates of Displaced Households

Table 2 below shows the general characteristics for occupants of housing who would require relocation as a result of the proposed action, as well estimated costs associated with relocation. Photographs of properties to be acquired are shown in the Appendix.

Table 2 Estimate of displaced households for each alternative

Alternative	Location	Occupant Type	No. of Bedrooms	Type of Structure/Size	Replacement Housing Payment	Interest/Closing Cost	Moving Cost
1 & 4	1808 100 th Street	Owner	3	1-story ranch/ 1,632 SF	\$25,000	\$1,500	\$1,500
2 & 3	964 179 th Avenue	Owner	3	1-story ranch/ 2,100 SF	\$25,000	\$1,500	\$1,500
2 & 3	1779 85 th Street	Owner	3	1-story ranch/ 1,228 SF	\$25,000	\$1,500	\$1,500
2 & 3	1782 85 th Street	Owner	3	1-story ranch/ 2,844 SF	\$25,000	\$1,500	\$1,500
2 & 3	1786 85 th Street	Owner	3	2-story/ 2,240 SF	\$25,000	\$1,500	\$1,500
2 & 3	1798 85 th Street	Owner	2	2-story geodesic dome/ 1,881 SF	\$25,000	\$1,500	\$1,500
3 & 4	881/897 180 th Avenue	Tenant	3	1-story ranch/ 1,252 SF	\$16,000	\$0	\$1,500

3.2 Summary of Residential Displacements

Table 3 below summarizes and totals the relocation payments to residential displacees listed in table 2.

Table 3 Summary of residential displacements and relocation costs for each alternative

Alternative	No. of units	Replacement housing pmts	Interest & closing costs	Moving costs	Total costs
1	1	\$25,000	\$1,500	\$1,500	\$28,000
2	5	\$125,000	\$7,500	\$7,500	\$140,000
3	6	\$141,000	\$7,500	\$9,000	\$157,500
4	2	\$41,000	\$1,500	\$3,000	\$45,500

3.3 Residential Rental Analysis

Alternatives 3 and 4 are the only alternatives that would affect any rental housing, both of which propose to displace the same 3-bedroom single-family house at 897 180th Avenue. The New Richmond News newspaper and the Zillow.com and Craigslist websites were reviewed to search for available single-family detached and duplex/twin rental housing within ten miles of the proposed action at different size and rental price levels. New Richmond News classified advertisements from August 1, 2013 were reviewed. Craigslist and Zillow.com were reviewed on August 8, 2013. Appropriate listings were used to develop estimates of rents and rental unit availability and are summarized in table 4.

Table 4 Availability of rental housing

Monthly rent	Number of bedrooms		
	2	3	4
\$801 - \$900	-	1	-
\$901 - \$1,000	1	-	-
\$1,001 - \$1,100	-	1	-
\$1,101 - \$1,200	-	-	2
\$1,201 - \$1,300	-	-	1
\$1,301 - \$1,400	-	-	3
\$1,401 - \$1,500	-	-	-
\$1,501 - \$1,600	-	-	1
\$1,601 - \$1,700	-	-	-
\$1,701 - \$1,800	-	-	-
\$1,801 - \$1,900	-	-	-
\$1,901 - \$2,000	-	1	-

Detached single-family houses and duplex/twin units available for rent in the surrounding area are listed below. Rental listings identified in this CSRP were found in the New Richmond News and the Craigslist and Zillow.com websites; some postings did not include property addresses. Listings where addresses were available have been included.

- Somerset zip code (54025)
 - 808 210th Avenue, 4BR house, \$1,350
 - 403 Schachtner, 4BR duplex, \$1,195
 - 650 Circle Pine Drive, 3BR duplex, \$1,100
- New Richmond zip code (54017)
 - 1337 214th Avenue, 4BR house, \$1,295

- 1783 95th Street, 3BR house, \$850
- 4BR house, \$1,150
- 4BR house, \$1,599
- 4BR house, \$1,400
- Minnesota locations
 - Marine-on-St. Croix, MN, 3BR house, \$1,950
 - Bayport, MN, 2BR house, \$955
 - Stillwater, MN, 4BR house, \$1,375

3.4 Residential Market Availability Analysis

Table 5 summarizes the numbers of displaced and available detached single-family houses for sale in the Somerset-New Richmond area. The New Richmond News newspaper and the Zillow.com and Craigslist websites were reviewed to search for available single-family detached houses for sale within ten miles of the proposed action at different size and sale price levels. Classified advertisements in the August 1 and 8, 2013 editions of the New Richmond News were reviewed. Listings in Craigslist and Zillow.com were reviewed on August 8 and 9, 2013.

Table 5 Displacements and availability of detached single-family houses in the Somerset-New Richmond area

Market Price* (1,000s)	Number of bedrooms					
	2		3		4	
	Disp.	Avail.	Disp.	Avail.	Disp.	Avail.
\$101-120	-	1	Alt3-1, Alt4-1	-	-	-
\$121-130	-	-	-	2	-	-
\$131-140	-	1	Alt1-1, Alt-4-1	1	-	-
\$141-150	-	-	-	1	-	1
\$151-160	-	-	-	1	-	2
\$161-170	-	-	Alt2-1, Alt3-1	-	-	2
\$171-180	-	-	-	1	-	1
\$181-190	-	-	-	-	-	3
\$191-200	-	-	-	2	-	2
\$201-210	Alt2-1, Alt3-1	-	Alt2-1, Alt3-1	-	-	-
\$211-220	-	-	Alt2-1, Alt3-1	-	-	-
\$221-230	-	-	-	-	-	1
\$231-300	-	-	Alt2-1, Alt3-1	1	-	4

Disp=Number of displacements; Alt indicates the number of displacements by alternative. Avail=Number of available units.

*Market price of displaced properties was determined by increasing 2013 assessment values by 10 percent.

3.5 Relocation Assistance Information

The Uniform Relocation Act of 1972 provides for assistance to displaced persons, businesses, farms, and non-profit organizations. This assistance is to help find comparable, decent, safe and sanitary housing and/or comparable locations for businesses, farms, and non-profit organizations. Assistance also may be in the form of services, increased housing payments, moving costs, increased interest payments, closing costs, and other incidental costs.

No owner or tenant will be required to move until available replacement dwellings within their means and/or business sites are provided for said owners or tenants. Relocation assistance will be provided by the Wisconsin Department of Transportation or its consultant and in accordance with Wisconsin Statutes, Department of Industry, Labor, and Human Relations (DILHR) rules and regulations, and with the Uniform Relocation Act of 1972.

Prior to the right-of-way acquisition, all owners and tenants will be contacted by the Department of Transportation or its consultant to explain the acquisition process. The relocation assistance program's rights and benefits will be explained in detail. They will also be given pamphlets summarizing acquisition and relocation rights and benefits available to owners and tenants of property who are required to move for a public project.

3.6 Special Relocation Advisory Services

As noted no minority, low-income, or elderly populations have been identified to potentially require relocation. Therefore there are no foreseen problems in providing housing to owners or tenants that would require special advisory services. If special advisory service is determined to be necessary, the Wisconsin Department of Transportation (WisDOT) or their consultant will provide these services.

3.7 Remedies for Insufficient Replacement Housing

No special program is required at this time. The survey data indicates there may be problems finding adequate relocation housing available. If residents are not able to find housing within their affordable means, WisDOT will make up the differential payment between 30% of monthly income and the replacement housing rent or payments for a period of up to four years. Special provisions will be made if replacement housing cannot be found.

3.8 Residential Property Acquisition Cost Estimate

Table 6 below summarizes the 2013 assessed values and estimated market values and acquisition costs for all residential properties expected to be acquired under each alternative. Estimated acquisition cost for each property is calculated as estimated market value plus 35% contingency for administrative and litigation costs. The total estimated acquisition cost for all residential properties is \$196,344 for Alternative 1, \$1,596,914 for Alternative 2, \$1,905,297 for Alternative 3, and \$434,819 for Alternative 4.

Table 6 Residential property 2013 assessed values and estimated acquisition costs

Alt.	Address	Assessed Land Value	Assessed Improvement Value	Total Assessed Value	Estimated Market Value	Estimated Acquisition Cost ¹	Total Alternative Acquisition Cost
1	1808 100 th Street	\$20,000	\$101,200	\$121,200	\$145,440	\$196,344	\$196,344
2	1779 85 th Street	\$33,000	\$118,200	\$151,200	\$200,143	\$270,194	\$1,596,914
	1782 85 th Street	\$25,400	\$216,200	\$241,600	\$296,640	\$400,464	
	1786 85 th Street	\$25,000	\$163,100	\$188,100	\$231,720	\$312,822	
	1798 85 th Street	\$57,000	\$129,500	\$186,500	\$230,123	\$310,666	
	964 179 th Avenue	\$61,000	\$136,100	\$197,100	\$224,273	\$302,769	
3	881/897 180 th Ave. ²	*	*	*	\$228,432	\$308,384	\$1,905,297
	1779 85 th Street	\$33,000	\$118,200	\$151,200	\$200,143	\$270,194	
	1782 85 th Street	\$25,400	\$216,200	\$241,600	\$296,640	\$400,464	
	1786 85 th Street	\$25,000	\$163,100	\$188,100	\$231,720	\$312,822	
	1798 85 th Street	\$57,000	\$129,500	\$186,500	\$230,123	\$310,666	
	964 179 th Ave.	\$61,000	\$136,100	\$197,100	\$224,273	\$302,769	
4	881/897 180 th Ave. ²	*	*	*	\$176,648	\$238,475	\$434,819
	1808 100 th Street	\$20,000	\$101,200	\$121,200	\$145,440	\$196,344	

¹Estimated acquisition cost equals estimated market value plus 35% contingency for administrative and litigation costs.

²Estimated market values and acquisition costs for 881/897 180th Avenue differ under alternatives 3 and 4 due to the different acquisition needs of each alternative.

*Assessed values for 881/897 180th Avenue have been omitted due to partial acquisition of the affected 45-acre parcel.

Sources: Assessors for the Town of Richmond, Town of Somerset, and the Town of Star Prairie.

4.0 Business Displacements

4.1 Estimate of Displaced Businesses

Alternatives 2 and 3 would affect only one business, located at 1033 Hwy 64 in New Richmond.

Alternatives 1 and 4 would not require displacement of any businesses. Table 7 below provides currently available information on this potentially affected business property. An in-depth analysis of affected businesses will be completed as part of the Acquisition Stage Relocation Plan. Property owners will receive fair market value for their properties.

Table 7 Estimated business displacement data

Address	Business Type	Occupant Status	Indoor office space (ft ²)	Indoor maint. & storage space (ft ²)	Outdoor storage space (ft ²)	Assessed Value
1033 Hwy 64	Crane and heavy lift services	Owner	3,100	12,500	134,500	\$389,500

Source: St. Croix County

A review of available commercial property to identify potential sites for relocation of the business located at 1033 Hwy 64 was conducted through an internet search. Unfortunately, no suitably-sized commercial or industrially-zoned properties were identified in searches of available properties in the New Richmond-Somerset area. It is possible that land currently zoned for agricultural uses could be rezoned and made suitable for the proposed displaced business.

4.2 Business Relocation Payments Estimate

Business relocation payments have been estimated for the one business expected to be displaced under alternatives 2 and 3 and are shown in table 8 below.

Table 8 Summary of estimated business relocation payments

Address	Occupant Status	Replacement Payment	Searching/ Incidentals	Business Reestablishment Payment	Moving
1033 Hwy 64	Owner	\$50,000	\$2,500/ \$2,000	\$10,000	\$40,000

4.3 Commercial Property Acquisition Estimate

Table 9 below summarizes the 2013 assessed values and estimated acquisition cost for the commercial property expected to be acquired under alternatives 2 and 3. Estimated acquisition cost of \$732,969 is based on an estimated land market value of \$151,740 (\$15,000 per acre), improvement value of \$391,200, and 35% contingency.

Table 9 Commercial property 2013 assessed values and estimated acquisition costs

Address	Assessed Land Value	Assessed Improvement Value	Total 2013 Assessed Value	Estimated Market Value	Estimated Acquisition Cost ¹
1033 Hwy 64	\$63,500	\$326,000	\$389,500	\$542,940	\$732,969

¹Estimated acquisition cost equals estimated market value plus 35% contingency for administrative and litigation costs.

5.0 Summary of Estimated Relocation and Property Acquisition Payments

Table 10 below provides a summary of estimated residential and commercial relocation and property acquisition costs for each alternative. Total estimated relocation and acquisition costs for residential and commercial properties is \$224,344 for Alternative 1, \$2,575,883 for Alternative 2, \$2,901,766 for Alternative 3, and \$480,319 for Alternative 4.

Table 10 Summary of estimated relocation and acquisition costs

	Alt. 1	Alt. 2	Alt. 3	Alt. 4
Total acquisition estimate (residential & com'l properties)	\$196,344	\$ 2,329,883	\$ 2,638,266	\$ 434,819
Total replacement housing payments	\$ 25,000	\$ 125,000	\$ 141,000	\$ 41,000
Total residential moving payments	\$ 1,500	\$ 7,500	\$ 9,000	\$ 3,000
Total residential closing costs	\$ 1,500	\$ 7,500	\$ 7,500	\$ 1,500
Total business replacement payments	0	\$ 50,000	\$ 50,000	0
Total business moving payments	0	\$ 40,000	\$ 40,000	0
Total business closing costs	0	\$ 1,500	\$ 1,500	0
Business reestablishment payments	0	\$ 10,000	\$ 10,000	0
Business searching & incidental expenses	0	\$ 4,500	\$ 4,500	0
Total estimated relocation and acquisition costs	\$224,344	\$2,575,883	\$2,901,766	\$480,319

Appendix

Photographs of Properties to be Acquired


TranSmart		Structures to be Acquired	
Project Name: WIS 64 Freeway/ Expressway Conversion		Project Location: St. Croix County	WisDOT Project ID: 8110-01-03
Photo No.	1		
Direction Photo Was Taken:			
Description: 1798 85th Street			

Photo No.	2	
Direction Photo Was Taken:		
Description: 1798 85th Street		


TranSmart		Structures to be Acquired	
Project Name: WIS 64 Freeway/ Expressway Conversion		Project Location: St. Croix County	WisDOT Project ID: 8110-01-03
Photo No.	3		
Direction Photo Was Taken:			
East			
Description:			
964 179th Avenue			

Photo No.	4	
Direction Photo Was Taken:		
East		
Description:		
1779 85th Street		


TranSmart		Structures to be Acquired	
Project Name: WIS 64 Freeway/ Expressway Conver-		Project Location: St. Croix County	WisDOT Project ID: 8110-01-03
Photo No.	5		
Direction Photo Was Taken:			
West			
Description:			
1782 85th Street			

Photo No.	6	
Direction Photo Was Taken:		
Description:		
1786 85th Street		


TranSmart		Structures to be Acquired	
Project Name: WIS 64 Freeway/ Expressway Conver-		Project Location: St. Croix County	WisDOT Project ID: 8110-01-03
Photo No.	7		
Direction Photo Was Taken:			
South			
Description:			
1808 100th Street			

Photo No.	8	
Direction Photo Was Taken:		
South		
Description:		
897 180th Avenue		


TranSmart		Structures to be Acquired	
Project Name: WIS 64 Freeway/ Expressway Conver-		Project Location: St. Croix County	WisDOT Project ID: 8110-01-03
Photo No.	9		
Direction Photo Was Taken:			
Southeast			
Description:			
1033 Hwy 64			

Photo No.	10	
Direction Photo Was Taken:		
South		
Description:		
1033 Hwy 64		


<i>TranSmart</i>		Structures to be Acquired	
Project Name: WIS 64 Freeway/ Expressway Conver-		Project Location: St. Croix County	WisDOT Project ID: 8110-01-03
Photo No.	11		
Direction Photo Was Taken:			
Southeast			
Description:			
1033 Hwy 64			

Photo No.		
Direction Photo Was Taken:		
Description:		

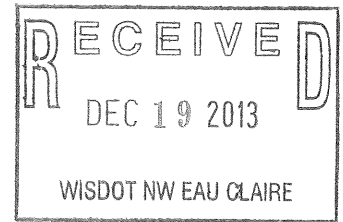
Appendix 6: DATCP Correspondence



State of Wisconsin
Governor Scott Walker

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

December 13, 2013



Jeffrey Abboud
WisDOT Northwest Region
718 West Clairemont Avenue
Eau Claire, WI 54701-5108

Dear Jeffrey Abboud:

Re: Project ID: 8110-01-03
Project Name: STH 64 Freeway/Expressway Desig./Conver: St. Joseph - STH 65
County: Saint Croix

The Department of Agriculture, Trade, and Consumer Protection (DATCP) has reviewed the notification and any supplemental information you have provided concerning the potential need for an agricultural impact statement (AIS) for the above project. We have determined that an AIS will not be prepared for this project. This letter supersedes our November 11, 2013 letter that said we would be preparing an AIS.

Please note that if the proposed project or project specifications are altered in any way which could be construed as increasing the potential adverse effects of the project on agriculture or on any farm operation, the DATCP should be renotified. Questions on the AIS program can be directed to me at the above address or by dialing 608/224-4646.

Sincerely,

Alice Halpin
Agricultural Impact Program

DATCP ID: # 3965

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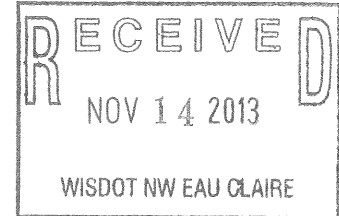


State of Wisconsin
Governor Scott Walker

Department of Agriculture, Trade and Consumer Protection

Ben Brancel, Secretary

November 11, 2013



Jeffry Abboud
WisDOT Northwest Region
718 West Clairemont Avenue
Eau Claire, WI 54701-5108

Dear Jeffry Abboud:

Re: Project ID: 8110-01-03
Project Name STH 64 Expressway/Freeway Conversion: N St. Joseph Town Line to STH 65
County: Saint Croix

The Department has received the notification you submitted concerning the potential need for an agricultural impact statement (AIS) for the above project. Based upon the information received, it appears that an AIS is required for this project.

The Department is reviewing the project to determine what, if any, additional information is needed to prepare the AIS. If no additional information is necessary, you will receive written notification that the AIS is being prepared. The AIS will be completed within 60 days of the date of that notification.

Upon completion of the AIS, the Department will charge a fee to cover preparation costs as stipulated in §32.035, Wisconsin Statutes. The potential condemnor may not negotiate with or make a jurisdictional offer to any landowner until 30 days after the AIS has been published. Please contact me if you have questions concerning the AIS.

Sincerely,

Alice Halpin
Agricultural Impact Program

DATCP ID: #3963

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Appendix 7: WDNR Correspondence

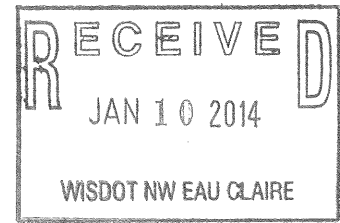
State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
Northern Region Headquarters
810 W. Maple St.
Spooner, WI 54801

Scott Walker, Governor
Cathy Stepp, Secretary
John Gozdziwski, Regional Director
Telephone 715-635-4002
FAX 715-635-4105



January 8, 2014

Jeffry Abboud
WisDOT – Northwest Region
718 W. Clairemont Avenue
Eau Claire, WI 54701-5108



Subject: **Final Concurrence**
Project I.D. 8110-01-03
STH 64 Freeway/Expressway Designation and Conversion
150th Avenue – STH 65
St. Croix County

Dear Jeffry:

Thank you for the information regarding the study referenced above. Based on the information provided to us on November 7, 2013 the final project details addresses the environmental issues raised through the initial review letter and coordination process. The Department has determined that the water quality, floodplain and wetland protection objectives of the DOT/DNR Cooperative Agreement have been met. This concurrence also constitutes Water Quality Certification pursuant to Section 401, Clean Water Act. The Department has evaluated this proposal and has determined that this activity will be conducted in a manner which is consistent with the standards contained in NR 103 and NR 299, Wisconsin Administrative Code and water quality certification is granted.

Should the scope of the project change, consultation with this agency must be reinitiated. Further comment on the project may be presented at the preconstruction conference. This final concurrence is conditioned on the project construction being in conformance with our initial review letter and other previous coordination, with the DOT/DNR Cooperative Agreement and on the following project specific conditions:

Wetlands

The project will result in the filling of wetlands. The Department understands that these losses will be debited against a DOT wetland mitigation site during the design phase, and that wetland losses will be avoided and/or minimized to the maximum extent practicable.

Waterway and Floodplain

We understand that a hydraulic and hydrologic analysis will be conducted if there would be impacts to mapped floodplain areas. In accordance with the DOT/DNR Cooperative Agreement, if the floodplain elevations would be raised, DOT must notify the St. Croix County Zoning Administrator of this change in elevation so that the spirit and intent of the procedures in NR 116, Wisconsin Administrative Code are followed.

Other

In our initial concurrence letter dated June 24, 2013, we stated that it would be difficult to assess the project for potential endangered resource impacts until a preferred alternative was selected. Now that a preferred alternative has been identified, we have the following information to share.

A search of the NHI database was conducted on October 28, 2013 and found the following species and habitat has been previously surveyed within the project boundaries:

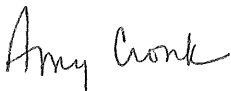
Timber rattlesnake (*Crotalus horridus*) is a species of special concern in Wisconsin, and is also a Protected Wild Animal. Adult males and non-gravid adult females (not carrying eggs) prefer deciduous forests and woodland edges in an agricultural setting during the summer. Gravid females and juvenile timbers prefer to remain in open-canopy bluff prairies during the summer. Timbers emerge from hibernation as early as mid-April, but may continue to emerge well into June and remain active until as late as mid-October.

Blanding's turtle (*Emydoidea blandingii*) is currently a threatened species in Wisconsin, but is proposed for a status of special concern. These turtles are active from early March to mid-October and nesting occurs from about mid-May through early July, depending upon spring temperatures.

During the design phase of this project, we will coordinate with our Bureau of Endangered Resources to determine if these species would be directly affected by the proposed improvements, and if preventative measures (e.g. exclusion fencing) need to be incorporated into the project.

If you have any questions, please contact this office at 715-635-4229.

Sincerely,



Amy Cronk
Environmental Analysis & Review Specialist
Northern Region

cc: Nate Campbell, ACOE – St. Paul
Nick Schaff, DOT Northwest Region – Eau Claire
Russ Anderson, DNR West Central/South Central Region - Fitchburg

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
West Central Region Headquarters
1300 W. Clairemont Avenue
Eau Claire, WI 54701

Scott Walker, Governor
Cathy Stepp, Secretary
Dan Baumann, Regional Director
Telephone 715-839-3722
FAX 608-275-3338



June 24, 2013

Jeff Abboud
Project Manager
DTSD NW Region – Eau Claire Office
718 West Clairemont Ave.
Eau Claire, WI 54701

Subject: **DNR Initial Project Review:**
Project I.D. 8110-01-03
Freeway/Expressway Designation and Conversion Project
150th Avenue – STH 65
STH 64
St. Croix County

Dear Mr. Abboud:

The Department has received the information provided for the proposed above referenced project. According to the proposal, the purpose of this project is to plan for the conversion and designation of STH 64 as a freeway and/or expressway, as well as to preserve the right-of-way upon which this facility may be built. Various alternatives were reviewed and the selection was narrowed down to 4 alternatives, which is what was sent to the department for comment.

At this time the department will state no preference for one alternative over another. However, there are a few areas of concern that should be considered when selecting the preferred alternative.

Public Lands

There are public lands present near the STH 64 corridor. Impacts/alterations to these lands should be avoided.

Wetlands

Wetlands are also present within the project area. All of the 4 alternatives pose some potential for wetland impacts. Wetland impacts should be avoided and/or minimized to the greatest extent possible. Unavoidable wetland impacts must be mitigated for in accordance with the DOT/DNR Cooperative Agreement and the Wisconsin Department of Transportation Wetland Mitigation Banking Technical Guideline.

Floodplains

Some of the alternatives could result in alterations to floodplains. A determination must be made as to whether the project lies within a mapped/zoned floodplain. In order to meet the standards of NR 116, Floodplain Management, a hydraulic and hydrologic analysis must be conducted for the 100-year flood event for any new


structure or modifications to existing structures within a mapped floodplain. These results must be submitted to the department and the plans for the structure must comply with the provisions of the local community's floodplain zoning ordinance.

Endangered Resources

It is difficult to assess the project potential for ER impacts at this stage of project development. Once a preferred alternative is selected the department can evaluate that alternative for ER impacts. That said, there appears to be nothing in the project corridor that would push the DNR preference toward any one particular alternative.

Thank you for the opportunity to comment on this project. All of the concerns listed above should be taken into consideration when selecting a preferred alternative. However, these natural resource concerns should be weighed along with impacts to businesses and private residences, as well as the safety, convenience, and usability of the highway system. If any of the concerns or information provided in this letter require further clarification, please contact this office at (715) 839-1609.

Sincerely,

A handwritten signature in black ink, appearing to read 'N. Schaff', written over a light blue horizontal line.

Nick Schaff
Environmental Analysis & Review Specialist
West Central Region

CC: Russ Anderson – SCR
Amy Adrihan – WisDOT NW Region
Nathan Campbell - USACOE

Appendix 8: Section 106 Coordination

**SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION**Wisconsin Department of Transportation
DT1635 9/2013

RECEIVED

SHPO

JAN 15 2014

For instructions, see FDM Chapter 26.

I. PROJECT INFORMATION

Project ID 8110-01-03	Highway – Street WIS 64	County St. Croix
Project Termini St. Joseph Town Line to WIS 65 Intersection		Region – Office Northwest
Regional Project Engineer – Project Manager Jeff Abboud		(Area Code) Telephone Number 715-855-7661
Consultant Project Engineer – Project Manager Charles Wade		(Area Code) Telephone Number 608-268-3912
Archaeological Consultant Kira Kaufmann, Ph.D., Commonwealth Cultural Resources Group, Inc.		(Area Code) Telephone Number (414) 446-4121
Architecture/History Consultant Shelley Greene, Commonwealth Cultural Resources Group, Inc.		(Area Code) Telephone Number (414) 446-4121
Date of Need		SHSW Number 14-0019/SC
Return a Signed Copy of This Form to		

II. PROJECT DESCRIPTION

Project Length 12.39 miles	Land to be Acquired: Fee Simple 24.3 acres	Land to be Acquired: Easement 0.0 acres
-------------------------------	---	--

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width NA	N/A	66-100 ft	Terrace Width NA	N/A	N/A
Shoulder NA	N/A	6 ft	Sidewalk Width N/A	N/A	N/A
Slope Intercept NA	N/A	3:1 - 4:1	Number of Lanes	2	2
Edge of Pavement NA	N/A	12 ft	Grade Separated Crossing	0	2
Back of Curb Line NA	N/A	N/A	Vision Triangle acres	N/A	N/A
Realignment	N/A	N/A	Temporary Bypass acres	N/A	N/A
Other – List:			Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that depict "maximum" impacts.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Tree topping and/or grubbing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Brief Narrative Project Description – Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements.

The Preferred Alternative includes officially designating portions of the WIS 64 corridor as a freeway and expressway under Chapter 84, Section 295(10) of the Wisconsin State Statutes. WIS 64 would be designated as a freeway between the St. Joseph Town Line and WIS 35 and would be designated as an expressway between WIS 35 and WIS 65.

The WIS 64 corridor was constructed as a four-lane facility in 2006 and the portion of the corridor from the St. Joseph Town Line to the WIS 35 interchange removed direct private access and public at-grade intersections at the time it was constructed. This portion of WIS 64 would involve declaration only as a freeway with no construction necessary. Between WIS 35 and WIS 65, WIS 64 will be converted to and designated as an expressway. The Preferred Alternative would construct new frontage roads both north and south of existing WIS 64 connecting Winding Trail to 100th Street on the north side of WIS 64 and connecting 180th Avenue to 95th Street south of WIS 64. An overpass of WIS 64 will also be constructed connecting the new frontage roads. Medians would be constructed at the WIS

14-0019/sc

64/Rivers Edge Drive/85th Street intersection and the WIS 64/95th/100th Street intersection converting the existing full access intersections to right-in/right-out only intersections.

In addition, a "jug handle" system would be constructed at County K/185th Avenue/North 4th Street and County CC/Wall Street. A new local road connection would be constructed extending County K/185th Avenue across County CC to Blue Bill Avenue. An overpass of WIS 64 would be constructed at County CC/Wall Street. The existing full access County K/185th Avenue/North 4th Street intersection would be converted to right-in/right-out only with the addition of a median. The elevation and embankment of the new bridge would require the closure of Industrial Drive, North Shore Drive, and five private driveways intersecting County CC/Wall Street. New driveways would be constructed from the newly constructed local road connections.

The Preferred Alternative is a long-term corridor planning/preservation initiative identifying future right-of-way needs for the conversion of WIS 64 to a freeway and expressway. No funds have been programmed for construction at this time. Funding for construction of the Preferred Alternative would be determined as improvements become necessary.

Construction of the new local road connections and overpasses will require cuts, fills and grading of existing terrain. New local roads will be constructed to allow for safe efficient circulation.

☐ Add continuation sheet, if needed.

III. CONSULTATION

How has notification of the project been provided to:

- ☒ Property Owners
☒ Public Information Meeting Notice
☒ Letter - Required for Archaeology
☐ Telephone Call
☐ Other:

- ☒ Historical Societies/Organizations
☐ Public Information Meeting Notice
☐ Letter
☒ Telephone Call
☐ Other:

- ☒ Native American Tribes
☐ Public Info. Mtg. Notice
☒ Letter
☐ Telephone Call
☐ Other:

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

IV. AREA OF POTENTIAL EFFECTS – APE

ARCHAEOLOGY: Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.

HISTORY: Describe the area of potential effects for buildings/structures.

The APE included those properties located within or adjacent to the project

V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED**ARCHAEOLOGY**

- ☒ Archaeological survey is **needed**
☐ Archaeological survey is **not needed** - Provide justification
☐ Screening list (date).

HISTORY

- ☒ Architecture/History survey is **needed**
☐ Architecture/History survey is **not needed**
☐ No structures or buildings of any kind within APE
☐ Screening list (date).

VI. SURVEY COMPLETED**ARCHAEOLOGY**

- ☒ **NO** archaeological sites(s) identified – ASFR attached
☐ **NO** potentially eligible site(s) in project area – Phase I Report attached
☐ Potentially eligible site(s) identified-Phase I Report attached
☐ Avoided through redesign
☐ Phase II conducted – go to VII (Evaluation).
☐ Phase I Report attached – Cemetery/cataloged burial documentation

HISTORY

- ☒ **NO** buildings/structures identified – A/HSF attached
☐ Potentially eligible buildings/structures identified in the APE – A/HSF attached
☐ Potentially eligible buildings/structures avoided – documentation attached

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

- ☐ No arch site(s) eligible for NRHP – Phase II Report attached
☐ Arch site(s) eligible for NRHP – Phase II Report attached
☐ Site(s) eligible for NRHP – DOE attached

- ☐ No buildings/structure(s) eligible for NRHP – DOE attached
☐ Building/structure(s) eligible for NRHP – DOE attached


VIII. COMMITMENTS/SPECIAL PROVISIONS – must be included with special provisions language**IX. PROJECT DECISION**

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

X. SIGNATURES

X 
 (Regional Project Manager Signature)

12-16-13
 (Date – m/d/yyyy)

X 
 (Consultant Project Manager Signature)

12/19/2013
 (Date – m/d/yyyy)

X 
 (WisDOT Historic Preservation Officer Signature)

11/14/14
 (Date – m/d/yyyy)

X 
 (State Preservation Officer Signature)

Jan 16 2014
 (Date – m/d/yyyy)

Appendix 9: Army Corps of Engineers Correspondence

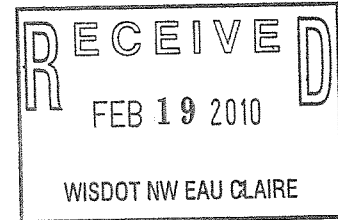


REPLY TO
ATTENTION

DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
SIBLEY SQUARE AT MEARS PARK
190 FIFTH STREET EAST, SUITE 401
ST. PAUL MINNESOTA 55101-1638

Operations
Regulatory (2010-00489-MHK)

February 17, 2010



Mr. Jeff Abboud
Wisconsin Department of Transportation
718 West Clairemont Avenue
Eau Claire, Wisconsin 54701

Dear Mr. Abboud:

We have received an informational letter dated February 8, 2010 regarding the designation of a segment of Wisconsin Highway 64 as a Freeway/Expressway (Project ID: 8110-01-03) in St. Croix county. Please consider the following general information concerning our regulatory program that may apply to your proposed project.

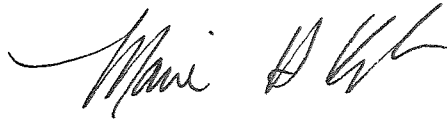
If the proposal involves discharge of dredged or fill material into waters of the United States, it may be subject to the Corps of Engineers' jurisdiction under Section 404 of the Clean Water Act (CWA Section 404). Waters of the United States include navigable waters, their tributaries, and adjacent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


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

If the proposal requires a Section 404 permit application, the Guidelines specifically require that "no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences" (40 CFR § 230.10(a)). Time and money spent on the proposal prior to applying for a Section 404 permit cannot be factored into the Corps' decision whether there is a less damaging practicable alternative to the proposal.

Although we are unable to attend the February 23, 2010 meeting, we do wish to receive additional information regarding your project as it becomes available. For further information regarding the permit evaluation process, please contact Marie Kopka at (651) 290-5268, the Corps' project manager for the county in which the proposal is located.

Sincerely,

A handwritten signature in black ink, appearing to read "Marie Kopka".

 Tamara E. Cameron
Chief, Regulatory Branch

Appendix 10: NRCS Correspondence

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request			
Name Of Project		Federal Agency Involved			
Proposed Land Use		County And State			
PART II (To be completed by NRCS)		Date Request Received By NRCS			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Amount Of Farmland As Defined in FPPA Acres: %			
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By NRCS			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site					
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value					
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)					
PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))		Maximum Points			
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS		160	54		
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	0		
Total Site Assessment (From Part VI above or a local site assessment)		160	54		
TOTAL POINTS (Total of above 2 lines)		260	54		
Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>			
Reason For Selection:					

Joel Brown

From: Barrick, Jason - NRCS, Baldwin, WI <Jason.Barrick@wi.usda.gov>
Sent: Monday, November 18, 2013 1:29 PM
To: Abboud, Jeffry - DOT
Subject: WisDot Project ID: 8110-01-03

Hi Jeffry,

Your letter addressed to Sarah Raith on 11/07/13 was referred to me as District Conservationist of St. Croix County.

Robert Forrest (USDA Farm Service Agency County Executive Director) and I have reviewed the project and do not expect substantial adverse agricultural effects from scenario presented.

If you require the AD-1006 to be completed by NRCS, please let me know and I'll send the request upward for additional review.

Thanks,

Jason

Jason Barrick
District Conservationist USDA-NRCS
Baldwin, Wisconsin
Office: (715) 684-2874 x123
Cell: (715) 701-2967

This electronic message contains information generated by the USDA solely for the intended recipients. Any unauthorized interception of this message or the use or disclosure of the information it contains may violate the law and subject the violator to civil or criminal penalties. If you believe you have received this message in error, please notify the sender and delete the email immediately.

Appendix 11: USFWS Correspondence



United States Department of the Interior

FISH AND WILDLIFE SERVICE

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

December 4, 2013

Mr. Charles Wade
TranSmart Technologies, Inc.
2802 Coho Street, Suite 102
Madison, Wisconsin 53713

re: WisDOT Proj. ID 8110-01-03
WIS 64 Freeway/Expressway
St. Croix County, Wisconsin

Dear Mr. Wade:

The U.S. Fish and Wildlife Service (Service) has received your letter dated November 7, 2013, requesting our concurrence on the subject project. The project involves the designation/conversion of WIS 64 from a freeway to an expressway. This project is located in St. Croix County, Wisconsin. We have reviewed the information provided in your letter and our comments follow.

Federally-Listed Species, Proposed and Candidate Species, and Critical Habitat

Based on the information provided in your letter we concur with your determination that the project may affect but is not likely to adversely affect the Spectacle case mussel (*Cumberlandia monodonta*), the Higgin's eye pearly mussel (*Lampsilis higginsii*), the winged mapleleaf (*Quadrula fragosa*), and the snuffbox mussel (*Epioblasma triquetra*), all listed as Federally and State endangered in Wisconsin. These species are known to occur in the St. Croix River near the project location. However as you stated in your letter, your project will not be impacting any stream or river crossing, therefore we do not expect the above listed species to be adversely impacted. No critical habitat is present. This precludes the need for further action on this project as required by the 1973 Endangered Species Act, as amended. Should additional information on listed or proposed species or their critical habitat become available or if project plans change or if portions of the proposed project were not evaluated, it is recommended that you contact our office for further review.

Wetlands and Streams

We note that the project area includes wetlands. In refining and selecting project alternatives, efforts should be made to select an alternative that does not adversely impact wetlands. If no other alternative is feasible and it is clearly demonstrated that project construction resulting in wetland disturbance or loss cannot be avoided, a wetland mitigation plan should be developed

that identifies measures proposed to minimize adverse impacts and replace lost wetland habitat values and other wetland functions and values. Any project that impacts wetlands or waterways, including seasonally ephemeral and intermittent streams, should include design features such as culverts to retain hydrological connection between areas fragmented by the project.

We appreciate the opportunity to respond. Questions pertaining to these comments can be directed to Mr. Peter Fasbender 920-866-1725.

Sincerely,



for Peter J. Fasbender
Field Supervisor

Appendix 12: Tribal Coordination Letter and Mailing List



**Division of Transportation
Systems Development**
Northwest Region – Eau Claire Office
718 W. Clairemont Ave.
Eau Claire, WI 54701-5108

Jim Doyle, Governor
Frank J. Busalacchi, Secretary
Internet: www.dot.wisconsin.gov

Telephone: 715-836-2891
Toll Free: 800-991-5285
Facsimile (FAX): 715-836-2807
E-mail: eauclaire.dtd@dot.state.wi.us

February 8, 2010

Mr. Mike Alloway
Forest County Potawatomi Community of Wisconsin
Tribal Office
P.O. Box 340
Crandon, WI 54520

Subject: WIS 64 Freeway/Expressway Designation and Conversion

Dear Mr. Alloway:

The Wisconsin Department of Transportation, Northwest Region, has initiated a planning and preservation project with the intent of designating a segment of WIS 64 as a Freeway/Expressway under §84.295.

This designation is a *planning* Action to identify the required improvements and associated right-of-way (R/W) needs to convert the facility to a Freeway and Expressway. This designation is also a *preservation* Action where Official Mapping under §84.295(10) is used to preserve those R/W needs for the physical conversion of the highway to a Freeway. The actual conversion is not expected to take place for another 10, 15 or more years. An Environmental Assessment (EA) will also be prepared for the project.

WIS 64 is a Principal Arterial, Backbone Corridors 2030 route, part of the National Highway System (NHS), and an important link in the highway system in western Wisconsin and St. Croix County. Approximately one half, 6.21 miles, of WIS 64 within the project limits has been designed and constructed to freeway standards. The remaining half has been designed and constructed as a high-level expressway with only public road intersections accessing the highway.

The proposed 12.39-mile project will declare a 9.44-mile portion of WIS 64 from 150th Avenue to 110th Street, in the towns of St. Joseph, Somerset, Star Prairie and Richmond and the village of Somerset as a Freeway. The remaining 2.95-mile portion from 110th Street to WIS 65 in the towns of Star Prairie and Richmond and the city of New Richmond will be declared as an Expressway. As part of the project, future right-of-way needs to remove or convert the existing at-grade intersections to grade separations and provide local road connections to existing interchanges will be studied.

Because of the regional and local importance of WIS 64 and the number of factors that must be considered as part of the project, we are seeking your input specific to needs and issues under your jurisdiction that should be considered as part of the study.

We have included the following materials for your reference:

- 34) Map of the project area and limits
- 35) Anticipated project schedule
- 36) A Frequently Asked Questions summary sheet with contacts for additional information

WisDOT Northwest Region would like to extend an invitation to your agency to attend the first Local Officials/Agency Coordination Meeting to be held between 3:00 p.m. and 5:00 p.m., Tuesday February 23, 2010 at the Town of Somerset Town Hall, 748 Highway 35, Somerset, WI.

The purpose of the meeting is to introduce the project and to gather information early that should be considered as part of the project. Please consider attending the meeting and bringing any relevant materials for the study team with you.

If you would like to discuss this project in person, we would be happy to meet with you. Please do not hesitate to contact me if you have questions or wish to discuss the project in greater detail. I may be reached at 715-855-7661 or by email at jeffry.abboud@dot.wi.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Abboud", with a stylized flourish at the end.

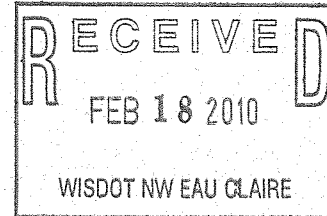
Jeff Abboud
Project Manager

Enclosures



Division of Historic Preservation

LAC DU FLAMBEAU BAND OF LAKE SUPERIOR CHIPPEWA INDIANS TRIBAL HISTORIC PRESERVATION



February 16, 2010

Jeff Abboud
Project Manager
Wisconsin Department of Transportation
718 W. Clairemont Avenue
Eau Claire, WI 54701-5108

SUBJECT: WIS 64 Freeway/Expressway Designation and Conversion

Dear Mr. Abboud:

In response to your letter dated February 8, 2010, the Lac du Flambeau Band of Lake Superior Chippewa Indians would like to express concerns with any impacts to historic and cultural properties located within the project area of potential effect for the project mentioned above. This project is located within areas that have previously been occupied by the Northern Ojibwe Bands.

There are places that are significant because of natural features and not necessarily because of man-made features. An archeological investigation may typically be the proper tool to identify these types of properties. Therefore, the Tribes need a direct role in determining what methods will be used to identify historic properties within an area of potential effect. This would require agencies to work with tribes before hiring a consultant and that archaeologists be required to work directly with tribal experts when identifying and evaluating historic properties. We recommend your agency seek an archaeological firm that is experience with working with Tribes.

If an archaeological review has already been completed, the Lac du Flambeau Band would like a copy of the Archaeological Report and an opportunity to participate in the treatment of any resources and/or sites identified in that review. We would request consultation pursuant to Section 106 of the National Historic Preservation Act, as amended, for any impacts or effects to historic properties as a result of this project.

However, if a review has not yet been completed, the Lac du Flambeau Tribal Historic Preservation Office is available to assist in the identification of cultural resources or an archaeological/historical assessment under a contract or service fee. We will gladly conduct an archival review for a fee, as this type of review is time consuming and requires professional tribal services.

P.O. Box 67

Lac du Flambeau, WI 54538

Phone: 715 588-2139 or 588-2270

Fax: 715 588-2419

E-Mail: ldfthpo@nnex.net

It is the mission of the Lac du Flambeau Cultural Committee and the Lac du Flambeau Tribal Historic Preservation Office to promote, educate, enhance, identify, encourage, and preserve cultural and traditional activities, materials, and areas for the benefit of future generations.

We shall also defend all ancestral burials and traditional cultural properties from disinterment or desecration.

February 16, 2010

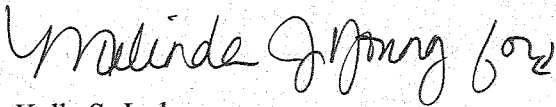
Due to the nature and sensitivity of many of our historical and cultural sites, the Lac du Flambeau Historic Preservation Office does not openly list and share that type of information with agencies, without a signed confidentiality agreement. As such, there are many sites significant to the Lac du Flambeau Tribe that are not listed on the State Historical Society's database. Therefore, we would encourage you to use other methods beyond archeology, such as conducting oral interviews, to assist with identifying the potential effect this project may have on the area.

Please contact us if you have any questions or concerns at (715) 588-2139. Please forward the archaeological report to:

Tribal Historic Preservation Office
P.O. Box 67
Lac du Flambeau, WI 54538

Or in digital format to: ldfthpo@nnex.net. Thank you.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kelly S. Jackson".

Kelly S. Jackson
Tribal Historic Preservation Officer