ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation
DT2094 12/2013

BASIC SHEET 1 – PROJECT SUMMARY

Project ID 1021-01-00 Construction ID 1021-01-70	Project Termini Baldwin - Menomonie	Funding Sources *(check all that apply)* ☒ Federal ☒ State ☐ Local
Route Designation *(if applicable)* IH 94 National Highway System (NHS) Route ☒ Yes ☐ No	Nearest Community Village of Wilson	Estimated Project Cost and Funding Source (state and/or federal). Year of Expenditure (YOE) dollars include delivery cost. $11,275,000 Real Estate Acquisition Portion of Estimated Cost (YOE) $475,000
Project Title STH 128 Bridge B-55-0266	Section / Township / Range Sections 3 & 4, T-28-N R-15-W	Utility Relocation Portion of Estimated Cost (YOE) $60,000
County St. Croix		
Bridge Number(s) *(if applicable)* B-55-0021 (existing) B-55-0266 (proposed)	Scheduled start date – m/d/yyyy (Operational Planning Meeting (OPM) or Scoping Meeting) 5/2/2012	

Right of Way Acquisition	Acres
Fee	5.12
TLE	1.09
PLE	

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

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

☐ FHWA Draft Categorical Exclusion (CE), Draft Type 2c/WisDOT Draft Environmental Report (ER). **No significant impacts indicated by initial assessment.**
☒ FHWA Final Categorical Exclusion (CE), Type 2c/WisDOT Final Environmental Report (ER). **No significant impacts will occur.**
☐ FHWA Environmental Assessment (EA), Type 3/WisDOT Environmental Assessment (EA). **No significant impacts indicated by initial assessment.**

(Signature – Company/Organization)	(Date – m/d/yy)	(Title)	(Signature – Director, Bureau of Technical Services)	(Date – m/d/yy)
Stacey M. Rusch	4/17/15	WISDOT Project Manager		

(Signature – Company/Organization) (Date – m/d/yy) (Title) (Signature) (Date – m/d/yy) (Title)

☒ Region ☐ Aeronautics ☐ Rails & Harbors ☐ FHWA ☐ FAA ☐ FTA ☐ FRA

After reviewing and addressing substantive public comments, updating the Environmental Assessment (EA) and coordinating with other agencies, it is determined this action:

☐ **Will NOT significantly affect** the quality of the human environment. This document is a Final Categorical Exclusion / Final Environmental Report.
☐ **Will NOT significantly affect** the quality of the human environment. This document is a Finding of No Significant Impact (FONSI).
☐ **Has potential to significantly affect** the quality of the human environment. Draft Environmental Impact Statement (EIS) required.

PREPARER

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

(Signature – Company/Organization) (Date – m/d/yy) (Title) (Signature) (Date – m/d/yy) (Title)

☐ Region ☐ Aeronautics ☐ Rails & Harbors ☐ FHWA ☐ FAA ☐ FTA ☐ FRA

BASIC SHEET 2 – PURPOSE AND NEED

1. Purpose and Need

BACKGROUND

State Highway (STH) 128 is a twenty-seven mile, two-lane, rural roadway running north-south through the eastern edge of St. Croix and Pierce Counties. Interstate Highway (IH) 94 intersects STH 128 approximately one and one-half mile southwest of the Village of Wilson, in the Town of Cady, and provides one of nine IH 94 interchanges within St. Croix County. STH 128 is classified as a rural minor arterial, providing a link from STH 72 (near Elmwood, Pierce County) to STH 64 (in northern St. Croix County). STH 128 provides connection to IH 94 for commercial, agricultural, and residential areas in eastern St. Croix County and north-eastern Pierce County.

IH 94 is a four-lane divided rural highway, functionally classified as a principal arterial freeway. IH 94 is an interstate facility and high volume truck route serving Wisconsin's commercial, industrial, and agricultural industries. The route is designed to function as a long haul automobile and truck route, and is part of the National Highway System (NHS) and the Dwight D Eisenhower National System of Interstate and Defense Highways. The NHS and Interstate systems are critical to the nation's economy, defense, and mobility, providing a primary network for movement of goods and services through the nation. IH 94 primarily serves east-west traffic from Minnesota through Wisconsin and into Illinois. IH 94 at the STH 128 interchange provides a commuter route for the Minneapolis/St. Paul metropolitan area (Twin Cities, Minnesota).

A project location map is provided in Attachment 1.

PROJECT PURPOSE

The purpose of the project is to increase the safety and efficiency of the IH 94 and STH 128 interchange to better serve the social and economic goals of west central Wisconsin and St. Croix County. The preferred alternative must meet current Wisconsin Department of Transportation (WisDOT) safety standards, provide efficiency in operation, and extend the life of the roadway infrastructure while minimizing social, economic, and environmental impacts. Objectives for the proposed project at the IH 94 and STH 128 interchange include:

- Increase transportation safety for all users of the roadway infrastructure including bicycles, pedestrians, and motorized traffic.
- Improve roadway and interchange operation to facilitate the efficient movement of people and goods in St. Croix County and west central Wisconsin.
- Maintain and preserve roadway infrastructure.

PROJECT NEEDS

The needs for the proposed IH 94 and STH 128 interchange project include the physical improvement of an aging and deficient infrastructure, and the improvement of substandard geometry impacting the operation and safety of the interchange. Ramp traffic at the IH 94 and STH 128 interchange is projected to increase by 22 to 55-percent by the year 2036. Traffic on STH 128 between the interchange and the first access to the north, Kwik Trip, is projected to increase by 42-percent in the same timeframe. Increasing traffic volumes combined with a deteriorating, substandard bridge and substandard roadway features present immediate operational and safety concerns for this interchange.

PROJECT NEEDS: STRUCTURE

The primary need for the proposed IH 94 and STH 128 Interchange project is bridge replacement. The existing STH 128 structure over IH 94 (B-55-0021) was originally constructed in 1958. The deck of the structure was replaced in 1989, and no other major improvements to the bridge have been completed since.

The existing bridge is functionally obsolete (it does not meet current WisDOT design standards). B-55-0021 has a narrow clear roadway width (34-feet), comprised of two 12-foot travel lanes and two 5-foot shoulders. The existing bridge currently accommodates 4 lanes of travel on IH 94. The future growth of west central Wisconsin and the forecasted traffic increases demand that IH 94 be a functional route for passenger and truck freight traffic. To preserve the functionality of IH 94, vertical clearance and interstate roadway width standards must be met. This means accommodation of a future 6 lane interstate with a 60-foot median.

The vertical clearance above IH 94, currently 16.3-feet, is insufficient and presents a safety hazard for interstate travel. The latest bridge inspection report indicates that one of the bridge girders was struck by a truck on IH 94, in part because of the substandard vertical clearance.

The existing superstructure and substructure of the bridge have extensive deterioration. The concrete deck has several spall locations, and multiple cracks with rust staining. The pier caps, the main carrying element of the bridge, have numerous cracks and spalls with exposed reinforcement steel and heavy section loss. This deterioration has begun to extend into the columns of the piers. One of the bridge girders has exposed reinforcing strands and is exhibiting stress corrosion, and four other girders are beginning to show discoloration/rust staining.

PROJECT NEEDS: SAFETY AND OPERATIONS

The crash rate between the IH 94 ramp terminal intersections on STH 128 is higher than the statewide average for similar roadways. Factors contributing to the high crash rate include high truck volume, poor sight distance, and substandard geometrics. The Kwik Trip located immediately northeast of the interchange includes truck stop facilities with a large overnight semi-trailer parking lot. Semi-trailers accessing the Kwik Trip from the interstate cause moderate delay along this segment of STH 128 due to slower speeds associated with their turning movements. Sight distance is poor at the ramp terminal intersections due to existing beam guard and the crest hill profile of STH 128 through the interchange. It is difficult for vehicles stopped at the top of the exit ramps to see approaching STH 128 traffic from across the bridge. Because there are no separate left-turn lanes at the ramp terminal intersections, vehicles traveling northbound or southbound on STH 128 through the interchange area must stop and wait behind left-turning vehicles. Due to these safety and operational issues, the posted speed limit for STH 128 through the IH 94 interchange area was reduced to 45 MPH.

The length of interchange ramps should safely accommodate vehicle acceleration and deceleration from the interstate, as well as vehicle storage (multiple vehicles stopped at the ramp terminals). The existing ramps at the IH 94 and STH 128 interchange do not provide adequate acceleration and deceleration lengths per current design standards. This presents a safety concern at this interchange with the high volume of large truck/semi-trailer traffic.

The Kwik Trip northeast of the interchange currently has two full access points to STH 128, one approximately 260-feet north of the north ramp terminal intersection and one approximately 460-feet north of the north ramp terminal intersection. The spacing from the interchange for both of these access driveways is considerably less than current access spacing standards. The short spacing between the north ramp terminal intersection and the Kwik Trip driveways coupled with the high amount of trucks accessing Kwik Trip from the interstate presents operational and safety concerns.

PROJECT NEEDS: TRANSPORTATION DEMAND

Presently, a portion of the Kwik Trip parking lot northeast of the IH 94 and STH 128 interchange is used as an unofficial park and ride lot. According to the 2010 US Census, the west central Wisconsin region is growing. Much of the growth is attributed to the Minneapolis/St. Paul Metropolitan area. As a response to this growth, the State of Wisconsin has adopted Statewide Rideshare and carpooling initiatives to provide mobility options for the west central region. One initiative involves the installation of park and ride facilities. Providing an official park and ride facility at the IH 94 and STH 128 interchange was identified as a priority project in the WisDOT Connections 2030 Long-Range Multimodal Transportation Plan, as shown in Attachment 4.

2. Summary of Alternatives

Five alternatives were considered for this project: No Build, Structure Replacement on Alignment, Relocation of STH 128, Improved Stop Control Intersections, and Roundabout Control Intersections.

NO BUILD ALTERNATIVE

The no build alternative would not improve the IH 94 and STH 128 interchange. The existing safety concerns including substandard geometrics, poor sight distance, and substandard access spacing would remain and unsafe operation of the interchange would be perpetuated.

The STH 128 structure over IH 94 would continue to deteriorate with the no build alternative, and the cost to maintain the existing bridge would rise. The vertical clearance beneath the bridge would remain substandard, remaining an operational and safety issue for interstate traffic. An official park and ride facility would not be built to support rideshare and carpooling initiatives for the growth in the project area.

This alternative would not require right-of-way acquisition and would not result in impacts to the environment. The total estimated project cost of this alternative would include increased maintenance costs associated with the aging infrastructure.

The no build alternative does not meet the purpose and need for this project, but does serve as a baseline for comparison of the other alternatives evaluated.

ALTERNATIVE A: STRUCTURE REPLACEMENT ON ALIGNMENT

The structure replacement on alignment alternative would include replacement of the STH 128 structure over IH 94 in its current location without improvements to the interchange ramps and minimal improvements to STH 128. The existing Kwik Trip driveway access closest to the interchange would be closed, and the existing northern Kwik Trip driveway access would be modified to only allow right-in and right-out movements. A new access road would be constructed approximately 675' north of the existing northern Kwik Trip driveway to provide additional access to the Kwik Trip and to a park and ride facility that would be constructed with the project.

This alternative would meet the primary need for the project, replacement of the existing structure. However, the structure replacement on alignment alternative would not address the operational, safety, and transportation demand needs of the project. With only minimal modification of the STH 128 roadway profile for structure vertical clearance, intersection sight distance would not be improved. The STH 128 profile to the south would have substandard grade. Ramp lengths would remain substandard, and no operational improvements would be made at the ramp terminal intersections. Future operational demand at the terminal intersections would not be accommodated. Access spacing proposed for this alternative would not meet current standards, but would provide an improvement over existing access spacing. Operations and safety through the interchange and area to the north would still be of concern with this alternative.

The structure replacement on alignment alternative would not require right-of-way acquisition, but would have temporary impacts to the environment associated with construction. The total estimated project cost for this alternative would be construction costs, $5,950,000.

This alternative is not proposed for adoption because it does not meet the operational and safety needs of the project and does not meet future transportation needs.

ALTERNATIVE B: RELOCATION OF STH 128

For this alternative, STH 128 would be relocated approximately 85' to the west and the existing STH 128 roadway north of IH 94 would be converted into a frontage road to provide access to existing and future development. A park and ride facility would be constructed northeast of the interchange (north of the existing Kwik Trip), with access provided via the frontage road.

The relocation of STH 128 alternative would satisfy all of the project needs. The existing bridge would be replaced to current standards, and would no longer be functionally obsolete. Relocation of STH 128 would allow bridge vertical clearance, ramp lengths, sight distance, and access spacing to be improved to current standards, thereby improving operational and safety issues. Transportation demand needs of the project would be satisfied by construction of the park and ride facility and construction of the new bridge to accommodate a future 6 lane IH 94 facility.

A total of 18.347 acres of new right-of-way would need to be acquired for the relocation of STH 128 alternative. Of these 18.347 acres, a total of 0.319 acres of wetland would be filled and 13 acres of active farmland would be acquired. The total estimated project cost for this alternative would be $13,100,000, including $11,650,000 for construction and $1,450,000 for real estate acquisition.

Although this alternative satisfies all of the project needs, it is not proposed for adoption due to its high cost and impacts to wetland, farmland, and real estate.

ALTERNATIVE C: IMPROVED STOP CONTROL INTERSECTIONS

The improved stop control intersections alternative would involve replacement of the STH 128 structure over IH 94 in its current location, but with STH 128 profile, ramp, and ramp terminal intersection improvements. This alternative would also include closure of the existing Kwik Trip driveway access closest to the interchange. The existing northern Kwik Trip driveway access would be modified to only allow right-in and right-out movements. A new access road would be constructed approximately 675' north of the existing northern Kwik Trip driveway to provide additional access to the Kwik Trip and to a park and ride facility that would be constructed with the project.

Structure and transportation demand project needs would be met with the stop control intersections alternative. The STH 128 structure would no longer be functionally obsolete, as it would be built to current standards and to

accommodate a future 6 lane IH 94 facility with a 60-foot median. Construction of a park and ride facility north of Kwik Trip would provide mobility options for the Wisconsin west central region.

Under this alternative, operations and safety at the interchange would be improved. The structure would be built to accommodate separate left-turn lanes at the ramp terminal intersections, and ramps would be reconstructed to current design standards. The STH 128 profile would be modified to improve structure vertical clearance and sight distance to current minimum design standards. Installation of future traffic signals at the ramp terminal intersections would be accommodated with the improved stop control intersections alternative.

Access spacing proposed for this alternative would not meet current standards, but would provide an improvement over existing access spacing. Delay associated with turning movements at the intersections and Kwik Trip access points would be improved, but high-speed through traffic through the interchange area would still be an operations and safety concern.

A total of 6 acres of new right-of-way acquisition would be needed for the improved stop control intersections alternative. Of these 6 acres, a total of 0.319 acres of wetland would be filled and 3.210 acres of active farmland would be acquired. The estimated project construction cost would be $8,350,000 and the estimated project real estate acquisition cost would be $475,000, for an estimated project total cost of $8,825,000.

The improved stop control intersections alternative is not proposed for adoption because other alternatives provide a better value regarding improved operations and safety.

ALTERNATIVE D: SINGLE LANE ROUNDABOUT CONTROL INTERSECTIONS (PREFERRED ALTERNATIVE)
The roundabout control intersections alternative would involve replacement of the STH 128 structure over IH 94 slightly west of its current location, construction of single lane roundabouts at the ramp terminal intersections, and improvements to the STH 128 profile. This alternative would include the same Kwik Trip access modifications, new access road construction, and park and ride lot facility construction as Alternative C would.

Structure and transportation demand project needs would be met with this alternative. The STH 128 bridge would no longer be functionally obsolete, as it would be built to current standards and to accommodate a future 6 lane IH 94 facility with a 60-foot median. Construction of a park and ride facility north of Kwik Trip would provide mobility options for the Wisconsin west central region.

Operations and safety would be improved with the roundabout control intersections alternative. Ramps would be reconstructed to current design standards. Single lane roundabouts at the ramp terminals would allow STH 128 profile improvements to meet current structural vertical clearance requirements and current desirable design standards for sight distance. Single lane roundabout ramp terminal intersections would reduce travel speeds through the interchange area and reduce conflict points at the intersection, resulting in fewer injury/fatal crashes. Operation efficiency would be improved at the ramp terminal intersections, as all vehicles entering the single lane roundabout intersections would not be required to stop, only yield.

Access spacing proposed for the single lane roundabout control intersections alternative would not meet current standards. However, the proposed access spacing with this alternative would provide an improvement over existing access spacing.

A total of 6 acres of new right-of-way would need to be acquired for the roundabout control intersections alternative. Of these 6 acres, a total of 0.319 acres of wetland would be filled and 3.210 acres of active farmland would be acquired. The estimated total project cost for this alternative would be $9,475,000, including $9,000,000 for construction and $475,000 for real estate acquisition.

The single lane roundabout control intersections alternative best meets the purpose and need of the project while minimizing real estate and environmental impacts, and therefore is the preferred alternative.

3. Description of Proposed Action

The proposed action for the IH 94 and STH 128 interchange in the Town of Cady, St. Croix County, Wisconsin is the preferred alternative, Alternative D. This alternative best meets the purpose and need of the project while minimizing real estate and environmental impacts. Reconstruction of STH 128, replacement of the existing STH 128 bridge over IH 94, ramp terminal intersection improvements, ramp modifications, adding a new park and ride facility, and improving access spacing along STH 128 are included in the proposed action. See Attachment 1 for a project location map, and Attachment 2 for existing and proposed typical roadway sections and preliminary plans.

Features of the proposed action include the following:

- Replacement of the existing STH 128 bridge over IH 94 with a structure that meets current standards and that will accommodate future expansion of IH 94 to a six-lane facility with a 60-foot median. The proposed structure would be a 2-span, 45-inch prestressed concrete girder bridge approximately 237-feet long with a minimum of 16-feet 4-inches of vertical clearance above IH 94. Structure clear roadway width would be increased from the existing 34-feet to 40-feet, consisting of two 12-foot lanes with 8-foot shoulders. Each side of the proposed structure would have an 8-foot wide sidewalk to accommodate pedestrians.

- Reconstruction of approximately one-half mile of STH 128 to current standards. The existing STH 128 roadway consists of two 12-foot lanes with shoulders varying from 6-foot to 7-foot (3-foot paved and the rest gravel), for a total width that varies from 36-feet to 38-feet. The proposed action would widen the roadway to a minimum of 44-feet total width. The two travel lanes would vary in width from 12-foot to 14-foot, and the roadway shoulders would be increased to 8-foot minimum (5-foot paved and 3-foot gravel) and 10-foot normal (5-foot paved and 5-foot gravel). Separate right-turn lanes would be included for northbound STH 128 at the Kwik Trip entrance and the proposed new access road, and for southbound STH 128 at the westbound IH 94 ramp terminal intersection. The existing STH 128 roadway profile would be raised to improve visibility and safety and provide vertical clearance on IH 94 below.

- Reconstruction of the interchange ramps.

- Construction of two roundabouts at the IH 94 ramp terminal intersections on STH 128 to improve operations. A splitter median would be provided on the north and south entrance points of each roundabout to aid in operation and would taper into the STH 128 roadway. The roundabouts would each be approximately 175-feet in total diameter and consist of one 20-foot travel lane. The center of the roundabout would include an 11-foot truck apron on the outside edge, designed to improve the turning operations of semi-trailers and farm equipment. A truck apron would also be provided on the interior of the splitter medians, which are part of the roundabout design. Right-turn lanes that would bypass the roundabout would be provided for the eastbound IH 94 to southbound STH 128, westbound IH 94 to northbound STH 128, and southbound STH 128 to westbound IH 94 movements.

- Kwik Trip access modifications and construction of a new public local road to increase access spacing and improve safety. The median constructed as part of the proposed roundabouts on the north side of the interchange would extend along STH 128 past the existing driveways to Kwik Trip. The proposed action would close the existing southern driveway access to Kwik Trip and restrict the existing northern driveway access to Kwik Trip to right-in and right-out movements only. This would increase the spacing from the northern IH 94 and STH 128 ramp terminal intersection to the first northern access point by approximately 200-feet. As part of the proposed action, a new public local road would be constructed approximately 1100-feet north of the interchange to provide access to Kwik Trip, other potential commercial properties, and the proposed park and ride facility. The proposed local road would have a total width of 36-feet.

- Construction of a new park and ride facility northeast of the IH 94 and STH 128 interchange. The proposed park and ride facility would accommodate 45 vehicles, and could be expanded in the future if needed to accommodate 71 vehicles.

- Improved bicycle and pedestrian accommodations. The proposed action would include sidewalks on both sides of STH 128 across the on and off ramps, through the roundabouts, and across the STH 128 structure over IH 94. Side paths through the roundabouts would be included in the proposed action along with wider paved shoulders (increase from existing 3-foot to 5-foot) to accommodate bicycles.

The IH 94 and STH 128 interchange is proposed to be reconstructed while maintaining traffic on IH 94 and STH 128 as much as possible. All lanes of IH 94 traffic will remain open during peak periods. In order to construct the bridge and ramp tapers, single lane closures would be needed on IH 94 during non-peak hours (night-time). These closures would only be allowed for specified durations. STH 128 and all exit and entrance ramps at the interchange would remain open except for short term closures to complete construction of the roundabouts and their approaches. Existing alternate IH 94 routes would be used as detour routes during these proposed closures, and no improvements to these routes are anticipated.

4. Construction and Operational Energy Requirements

Energy consumption related to highway projects pertains to construction and operation. Construction energy is that required in raw materials and equipment to build or maintain the highway. Operational energy is the direct consumption of fuel by vehicles using the roadway. Fuel usage is affected by types of vehicles, roadway grades, geometric characteristics, and the speed, congestion and queuing caused by high traffic volume.

The energy required for construction of the Proposed Action (Alternative D: Roundabout Control Intersections) would be greater than the construction energy required for the No Build Alternative. Of the build alternatives, Alternative B (Relocation of STH 128) would require the most construction energy, and Alternative A (Structure Replacement in Kind) would require the least. Alternative C (Improved Stop Control Intersections) would require construction energy comparable to the Proposed Action.

Operational energy due to aging of the infrastructure would be the greatest for the No Build Alternative. Build Alternatives B, C, and D, would provide the least operational energy throughout the design life of the project. Each of these alternatives would accommodate a future 6 lane IH 94 facility, which would avoid additional fuel consumption of vehicles using a congested/overcrowded roadway.

Cost of construction energy required for the Proposed Action (Alternative D: Roundabout Control Intersections) would be recovered over time due to long-term savings in minimizing maintenance. Over the design life of the project, savings in operational energy would be greater than the energy required to construct the Proposed Action.

5. Land Use

The primary existing land use in the Town of Cady and eastern St. Croix County is agriculture. In the IH 94 and STH 128 interchange project area, existing land use is mixed. To the northeast, adjacent parcels include a commercial property (Kwik Trip with truck stop facilities), a wooded area, and an agricultural area. To the northwest, adjacent parcels include open grassland, agricultural, and residential areas. To the southwest, adjacent parcels include open grassland, wooded, and agricultural areas. To the southeast, adjacent parcels include commercial (truck repair business), open grassland and agricultural areas.

Existing land use maps for the Town of Cady and for St. Croix County are included in Attachment 3.

6. Planning and Zoning

PLANNING

Several local and regional comprehensive plans exist for the project area.

WEST CENTRAL WISCONSIN COMPREHENSIVE PLAN, 2010 TO 2030 (Adopted September 9, 2010)

According to the West Central Wisconsin Comprehensive Plan, IH 94 in St. Croix County is the most traveled interstate highway section in Wisconsin. This plan also documents that St. Croix County has been the fastest growing county in Wisconsin since 1990. In light of this growth and increasing traffic volumes, two of the major needs and priorities for the region outlined in the plan are maintaining a safe, sustainable transportation infrastructure and the addition of transportation related services. The Comprehensive Plan supports integration of alternative transportation modes, including ride-share, because they reduce the impact to transportation infrastructure while providing a more sustainable alternative for commuting.

The Proposed Action (Alternative D: Roundabout Control Intersections) would be compatible with the priorities of the West Central Wisconsin Comprehensive Plan. The objective of the plan to maintain a safe, sustainable transportation infrastructure would be supported by the structure replacement and operational and safety improvements involved with the Proposed Action. Construction of a park and ride facility under the Proposed Action would support the Comprehensive Plan objective of providing ride share opportunities.

ST. CROIX COUNTY 2012-2035 COMPREHENSIVE PLAN (Adopted November 5, 2012)

The St. Croix County Comprehensive Plan identifies increasing commuter traffic to and from the Minneapolis/St. Paul metropolitan area as a key factor to the future of transportation over the next several decades. The transportation vision of this plan is to have an efficient, economical, comprehensive, multi-modal transportation network to support the goals and objectives of other comprehensive plan elements such as economic development. According to this plan, growith and accompanying land use changes over the last two decades were greater along the IH 94 corridor and are projected to continue.

The Proposed Action (Alternative D: Roundabout Control Intersections) would be compatible with the transportation vision of the St. Croix County Comprehensive Plan. Proposed improvements to the interchange ramps, ramp terminal intersections, access spacing, and replacement of the existing structure would ensure a safe and efficient transportation facility. Improved operations and safety associated with the Proposed Action would serve to promote potential economic development in the interchange area. The multi-modal transportation vision would be supported by the construction of a park and ride facility with the Proposed Action.

ST. CROIX COUNTY PARKS AND RECREATION BICYCLE AND PEDESTRIAN PLAN (March, 2008)

This county plan provides a suitability analysis of roadways for bicycling and identifies creation of additional bike and

pedestrian trail facilities and an integrated trail system for St. Croix County as a priority. The plan does not identify STH 128 as a planned bike route, nor does it indicate any specific improvements for STH 128. However, the plan does note bicycle and pedestrian facilities should be considered in all highway project development.

Under the Proposed Action (Alternative D: Roundabout Control Intersections), 5-foot wide paved shoulders would be provided on STH 128, with total shoulder widths (pavement plus gravel) between 8-foot and 10-foot wide. This is an improvement over the existing STH 128 paved shoulder width of 3-foot and total shoulder width of 6-foot to 8-foot. The proposed 5-foot paved shoulders would provide on-road bicycle accomodation, and wider total shoulder widths would provide added safety for pedestrians. The Proposed Action would also provide side paths to move bicyclists and pedestrians through the roundabouts safely.

TOWN OF CADY COMPREHENSIVE PLAN 2009-2030 (Adopted November 19, 2009)
Using IH 94 as a tool for desirable economic growth in the town is identified in the vision statement of the Town of Cady Comprehensive Plan. The transportation goal of this plan is to provide a safe and efficient multi-modal transportation network for all residents, farmers, area businesses, and emergency vehicles. In the comprehensive plan, the Town of Cady recognizes the importance of STH 128 as a transportation link and the need for access control along the facility.

In the comprehensive plan, the Town of Cady expresses the desire to continue to offer a rural country setting and remain a primarily agricultural community, with many residents continuing to commute for employment. The Town of Cady has identified the corridor along STH 128 from CTH N through the IH 94 interchange to the north Town line as a site for future commercial or industrial development in the comprehensive plan.

The Proposed Action (Alternative D: Roundabout Control Intersections) would be compatible with the visions outlined in the Town of Cady Comprehensive Plan. The proposed improvements to the STH 128 and IH 94 interchange, replacement of the existing structure, access modifications, and construction of a park and ride facility would provide a safe and efficient roadway facility and serve to promote development near the interchange.

CONNECTIONS 2030 STATEWIDE LONG-RANGE TRANSPORTATION PLAN (October 2009)
Connections 2030 is Wisconsin's long-range, statewide multimodal transportation plan, and is an update to the Wisconsin State Highway Plan 2020 and Corridors 2020 plan. The plan outlines Wisconsin's vision for transportation: an integrated multi-modal transportation system that maximizes the safe and efficient movement of people and products throughout the state to enhance economic productivity and the quality of communities, while minimizing impacts to the natural environment.

The plan was developed to maintain and enhance Wisconsin's transportation system, and focuses on priority highways that have been identified and classified as Connections 2030. Connections 2030 is a network of highways that provide essential links to important employment and population centers throughout the state. The network consists of two subsystems: Backbone Routes and Connector Routes. Backbone Routes connect all major population and economic regions of Wisconsin. Connector Routes provide a direct link between significant economic and tourism centers and Backbone Routes. IH 94 is classified as a Connections 2030 Backbone Route. As a Connections 2030 Backbone Route, it is important to maximize preservation and maintenance along IH 94.

Connections 2030 identifies 37 system-level priority corridors throughout the state. One of these priority corridors is the Chippewa Valley Corridor, a portion of IH 94 from the Twin Cities, Minnesota to Eau Claire, Wisconsin. The STH 128 and IH 94 interchange is located within the Chippewa Valley Corridor. The Connections 2030 plan recommends the expansion of IH 94 and the improvement of interchanges along this corridor. The plan also discusses the desire for improved access control, and shows the addition of a park and ride facility at the STH 128 and IH 94 as a priority project.

The proposed improvements associated with the Proposed Action (Alternative D: Roundabout Control Intersections) would support the vision of the Connections 2030 plan and specific goals identified for the Chippewa Valley Corridor. Safety and efficiency would be improved at the STH 128 and IH 94 interchange with the proposed profile modifications, increased ramp lengths, and roundabout control ramp terminals. Preservation of the IH 94 Backbone Route would be supported with the proposed replacement STH 128 structure over the interstate, as it would accommodate future expansion of IH 94 to a 6 lane facility. The Proposed Action would also improve access control along STH 128 and realize the plan priority project objective of construction of a park and ride facility at the interchange.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP), 2014-2017 (January 2014)
The proposed project is included as part of the 4-year STIP plan of highway and transit projects for the state of

Wisconsin. The STIP plan adopts the Transportational Improvement Programs prepared by the state's metropolitan planning organizations by reference, and is updated every year. The Proposed Action is compatible with the project identified in the STIP plan, as it would replace the STH 128 structure over IH 94.

ZONING

According to the Official Zoning Map for St. Croix County, the Town of Cady has no general zoning. The St. Croix County Comprehensive Land Use Plan, Adopted in November of 2012, states that the parcels immediately adjacent to the STH 128 and IH 94 interchange are planned to be industrial and the parcels north of the adjacent parcels are planned to be commercial.

7. Environmental Justice

The STH 128 and IH 94 interchange is located in the northern part of the Town of Cady. Per 2010 US Census Bureau data, the Town of Cady has a total population of 821. The median age in the township is 43, and 97 percent of the township population is of white race. The median household income is just over $67,000, with 4.5 percent of township individuals below the poverty level. The mean travel time to work for Town of Cady residents is 29.6 minutes, and nearly 13% of those who drive to work carpool.

The township to the north of the interchange, Springfield, has a total population of 932 according to 2010 US Census Bureau data. The Town of Springfield has a median age of 42.3, with 96 percent of the township population of white race. The median household income for the township is just over $64,000, with 2.5 percent of residents below the poverty level. Nearly 12.5 percent of Town of Springfield residents that drive to work carpool, with a mean travel time to work of 34.1 minutes.

No EO 12898 populations were identified within the project area.

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

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

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

Indicate whether or not individuals covered by Title VI have been 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. Public Involvement

A. Public Meetings

Date (m/d/yyyy)	**Meeting Sponsor** (WisDOT, RPC, MPO, etc.)	**Type of Meeting** (PIM, Public Hearings, etc.)	**Location**	**Approx. Number of Attendees**
5/5/2014	Town of Cady	Open portion of Town Board Meeting	Cady Town Hall 398 Highway 128 Wilson, WI 54027	10
5/12/2014	Town of Springfield	Open portion of Town Board Meeting	Springfield Town Hall 856 310th Street Glenwood City, WI 54013	26
5/21/2014	WisDOT	PIM #1	Baldwin Ag Center 1960 8th Avenue Baldwin, WI 54002	10
	WisDOT	PIM #2	To Be Determined; Anticipated Fall 2015	TBD

B. Other methods: WisDOT projects website, news releases, and direct project information mailings to Townships, County, adjacent landowners, and area stakeholders.

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

The Town of Cady and Town of Springfield were contacted regarding the proposed project and arrangements were made to present the project for discussion at regular town board meetings. Local officials and township residents participated in proposed project discussion at both town board meetings. Both townships were sent direct project mailings and invitations to the PIM. The Town of Cady posted these materials on their website. A representative from the Town of Cady was present at the PIM.

The St. Croix County Highway Department was contacted regarding the project and a representative from the Highway Department was present at the Town of Cady meeting.

Meetings were held with Kwik Trip representatives to discuss proposed access changes.

Adjacent property owners were sent direct mailings containing project information and an invitation to the PIM. Most, but not all, adjacent property owners attended the PIM.

Businesses within 1 mile of the STH 128 and IH 94 interchange along STH 128 were sent direct mailings containing project information and an invitation to the PIM. Representatives from two of these businesses were present at the PIM, and the Department met separately with representatives from another of these businesses to discuss the proposed project upon request.

A direct mailing containing project information and an invitation to the PIM was sent to a church located approximately 1 mile north of the STH 128 and IH 94 interchange. Attendance of church members at the PIM is unknown, as PIM participants did not identify themselves as members.

State and federal elected officials were sent a direct mailing of project information, including an invitation to the PIM. No elected officials were present at the PIM.

Members of the Amish community were present at the Town of Springfield meeting. Neighbors of Amish present at the PIM took project information handout sheets and comment forms on their behalf.

The Operations Coordinator for St. Croix County Parks and Recreation was present at and participated in project discussion at the PIM.

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

A second Public Informational Meeting will be held in the spring of 2015 near the proposed project. This meeting will focus on the project design and construction staging.

BASIC SHEET 2 – PURPOSE AND NEED *(continued)*

10. Briefly summarize the results of public involvement.

A. Describe the issues, if any, identified by individuals or groups during the public involvement process:
During the public involvement process, purpose and need of the STH 128 and IH 94 interchange project was presented and early dismissal of No Build Alternative and Build Alternatives A and B was explained. Build Alternatives C (Improved Stop Control Intersections) and D (Roundabout Control Intersections) were presented as options for discussion. Issues were identified during the public involvement process relating to the proposed access changes, the proposed park and ride facility, construction access, snowmobile accommodation, and the safety and operation of the proposed alternatives.

PROPOSED ACCESS CHANGES
Kwik Trip representatives expressed concern regarding impacts of proposed access changes to their business. Other participants in the public involvement process agreed that improvements to access spacing between the interchange and Kwik Trip driveways were needed, but expressed concern over the mixing of car and truck traffic that may become necessary with the proposed Kwik Trip driveway changes. Some participants felt that a right-in and right-out only driveway access to STH 128 and one driveway to the proposed new access road would cause vehicles wishing to access the car fuel pumps to have to drive through the semi-truck fueling area.

PROPOSED PARK AND RIDE FACILITY
One town of Springfield resident commented they did not feel a park and ride facility was necessary, but most participants in the public involvement process supported the proposed construction of a park and ride facility. A few participants, including a representative of the owner of the property where the park and ride lot is proposed, questioned why the proposed location was not on the other side of STH 128, closer to the interchange.

CONSTRUCTION ACCESS
Concern was expressed during the public involvement process regarding the ability of farm equipment to get across the STH 128 bridge over IH 94 during construction.

SNOWMOBILE ACCOMMODATION
A representative from St. Croix County Parks and Recreation explained that they anticipate discontinuation of nearby snowmobile trails through private farms, as Amish moving into the area do not allow such trails on their property. It was suggested that the proposed park and ride facility could provide an opportunity for a starting point for snowmobilers, and that separate snowmobile accommodations on the structure should be considered.

SAFETY AND OPERATION
Strong support for the proposed Roundabout Control Intersections Alternative was expressed by Town of Cady and St. Croix County officials, and many individuals during the public involvement process. However, some individuals expressed concern regarding the proposed roundabouts relating to safety of Amish buggies in roundabouts, the ability of roundabouts to accommodate farm equipment and large trucks, plowing, and confusion of drivers.

Some individuals requested that a 4 lane roadway or bypass lanes be considered for STH 128 from the IH 94 interchange to the new public street to allow through vehicles to bypass turning vehicles.

B. Briefly describe how the issues identified above were addressed:
PROPOSED ACCESS CHANGES
During development of proposed access change alternatives, representatives from Kwik Trip were consulted. After consideration of public comments regarding concern of mixed car and truck traffic, an additional Kwik Trip driveway to the proposed new public access road on the east end of the Kwik Trip parcel is proposed. This eastern access would be primarily for semi-trucks, while the proposed western driveway access to the proposed public access road would be primarily for cars. Internal circulation patterns have been discussed with Kwik Trip, and Kwik Trip intends to sign truck entrance/exit points.

PROPOSED PARK AND RIDE FACILITY
Location choice for the proposed park and ride facility was explained to those questioning it. The required location of the proposed public access road by design standards creates a separation between the Kwik Trip parcel that would need to be purchased for proposed Kwik Trip access relocation. Combining acquisition for the proposed park and ride facility with the proposed access relocation minimizes overall land needs, costs, and impacts. Additionally, there

would be added security due to visibility in placing the park and ride facility where proposed because there is more activity in the developed northeast quadrant than there is in the other quadrants.

Explained to the individual questioning the need for a park and ride facility that support and need for the facility was based on commuting traffic to the Twin Cities. This is documented in the West Central Wisconsin Comprehensive Plan and the Corridors 2030 Plan.

CONSTRUCTION ACCESS
An effort will be made to accommodate large trucks and farming equipment as much as possible during construction staging. Farming operations will be considered when developing staging plans and timeframe requirements. Parallell routes that provide access across IH 94 exist approximately 1 mile east of STH 128 and 1.8 miles west of STH 128, and could be used by farming equipment when construction staging to accommodate is not feasible.

SNOWMOBILE ACCOMMODATION
Discussed with the St. Croix County Parks Operations Coordinator that separate snowmobile accommodations across interstate interchanges is undesirable. However, Wisconsin statutes permit snowmobiles across shoulders of structures and the proposed shoulder width would accommodate.

SAFETY AND OPERATION
The proposed roundabouts would be single lane with larger diameter designed to accommodate over size/ over weight (OSOW) vehicles. OSOW accommodations would also facilitate movement of farm equipment and large trucks. Single lane roundabouts are easier to navigate than multi-lane, and have less confusing approaches for drivers. Single lane roundabouts would also allow Amish buggies to travel through the roundabout in the travel lane without adjacent vehicles. The speed through roundabouts is slow for all vehicles, providing added safety for slow moving Amish buggies as compared to stop controlled intersections with higher through traffic travel speeds. The Town of Cady has signed parallell town road routes for buggies to use as an alternate to traveling through the STH 128 and IH 94 interchange area.

The ability of through vehicles to bypass turning vehicles in the Kwik Trip area was considered. Inclusion of a northbound auxiliary lane for vehicles turning right into the Kwik Trip driveway and proposed new access road has been added to the proposed project action.

11. Local/regional/tribal/federal government coordination

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

Unit of Government (MPO, RPC, City, County, Village, Town, etc.)	**Coordination** Correspondence Attached	**Coordination Initiation Date** (m/d/yyyy)	**Coordination Completion Date** (m/d/yyyy)	**Comments**
Town of Cady	☒ Yes ☐ No	2/12/2014		Coordination is ongoing. See Attachment 6 for correspondence.
Town of Springfield	☒ Yes ☐ No	2/12/2014		Coordination is ongoing. See Attachment 6 for correspondence.
St. Croix County	☒ Yes ☐ No	2/12/2014		Coordination is ongoing. See Attachment 6 for correspondence.
	☐ Yes ☐ No			
	☐ Yes ☐ No			
	☐ Yes ☐ No			

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

The Town of Cady expressed concern over maintenance of the proposed public access road and park and ride facility.

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

D. Indicate any unresolved issues or ongoing discussions:

Discussions regarding responsibility (State or locals) for the proposed public access road and park and ride facility are ongoing.

12. Public Hearing Requirement

☐ This document is an Environmental Assessment.

☐ A Notice of Opportunity to Request a Public Hearing will be published.

☐ A Public Hearing will be held.

☒ This document is a Type 2c Categorical Exclusion / Environmental Report.

☒ A Public Hearing is NOT Required.

Note: If any of the following five boxes are checked, a Notice of Opportunity to Request a Public Hearing must be published or a Public Hearing must be held.

☐ A substantial amount of right-of-way **will** be acquired.

☐ The proposed action **will** substantially change the layout or functions of connecting roadways or of the facility being improved.

☐ The proposed action **will** have a substantial adverse impact on abutting property.

☐ The proposed action **will** have other significant social, economic, environmental effects.

☐ The department has made a determination that a public hearing is in the public interest.

☐ A Notice of Opportunity to Request a Public Hearing will be published.

☐ A Public Hearing will be held.

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

BASIC SHEET 3 – AGENCY AND TRIBAL COORDINATION

Agency	Coordination Required?	Correspondence Attached?	Comments
WisDOT			
Regional Real Estate Section	☒ Yes ☐ No	☐ Yes ☒ No	Coordination with the Regional Real Estate Section will occur later in the project design process.
Bureau of Aeronautics	☐ Yes ☒ No	☐ Yes ☒ No	Coordination is not required. Project is not located within 2 miles of a public or military use airport nor would the project change the horizontal or vertical alignment of a transportation facility located within 4 miles of a public use or military airport.
Railroads and Harbors Section	☐ Yes ☒ No	☐ Yes ☒ No	Coordination is not required. There are no railways or harbors in or planned for the project area.
STATE AGENCY			
Natural Resources (DNR)	☒ Yes ☐ No	☒ Yes ☐ No	Initial project review comments have been received from the WDNR under the WisDOT/WDNR Cooperative Agreement. Sent WDNR information regarding wetland impacts and proposed mitigation on 2/23/15. Coordination between WisDOT and WDNR is ongoing and will continue as project design proceeds. WDNR correspondence is included in Attachment 7.
State Historic Preservation Office (SHPO)	☒ Yes ☐ No	☒ Yes ☐ No	The project was placed on the screening list for Architecture/History on 7/12/12. The Archaeology survey completed for the project found no potentially eligible sites in the project area. SHPO concurred that no historic properties are in the Area of Potential Effect (APE) for this project. See Attachment 5 for completed Section 106 materials.
Agriculture (DATCP)	☒ Yes ☐ No	☒ Yes ☐ No	Agricultural Impact Notice was sent to DATCP, and DATCP determined an agricultural impact statement (AIS) will not be prepared for the project. DATCP correspondence is included in Attachment 12.
Other	☐ Yes ☐ No	☐ Yes ☐ No	
FEDERAL AGENCY			
U.S. Army Corps of Engineers (USACE)	☒ Yes ☐ No	☒ Yes ☐ No	Correspondence sent to USACE 2/23/15 regarding wetland impacts and proposed mitigation. Coordination with USACE is ongoing and will continue as project design proceeds. USACE correspondence is included in Attachment 11.
U.S. Fish and Wildlife Service (USFWS)	☐ Yes ☒ No	☐ Yes ☒ No	
Natural Resources Conservation Service (NRCS)	☐ Yes ☒ No	☐ Yes ☒ No	Submittal of USDA Form AD 1006 to NRCS is not required - site assessment criteria score is less than 60 points.
U.S. National Park Service (NPS)	☐ Yes ☒ No	☐ Yes ☒ No	Coordination with NPS is not required. This project will not impact National Park lands.

U.S. Coast Guard (USCG)	☐ Yes ☒ No	☐ Yes ☒ No	Coordination with USCG is not required. This project does not involve navigable waterways.
U.S. Environmental Protection Agency (EPA)	☐ Yes ☒ No	☐ Yes ☒ No	Coordination with EPA is not required for this project.
Advisory Council on Historic Preservation (ACHP)	☐ Yes ☒ No	☐ Yes ☒ No	Coordination with ACHP is not required for this project.
Other (identify)	☐ Yes ☐ No	☐ Yes ☐ No	
SOVEREIGN NATIONS			
American Indian Tribes	☒ Yes ☐ No	☒ Yes ☐ No	Project notification was sent to American Indian Tribes on 7/24/12. A response was received from the Lac Du Flambeau Band of Lake Superior Chippewa Indians expressing concern with any impacts to historic and cultural properties located within the project area, and requesting copies of archival review and archaeological reports. A copy of these reports for the tribe was included with the Section 106 submittal. American Indian Tribe correspondence is included in Attachment 8.

BASIC SHEET 4 – ENVIRONMENTAL FACTORS MATRIX *(check all that apply)*

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
A. ECONOMIC FACTORS					
A-1 General Economics	☒	☒	☐	☒	The proposed action may cause short-term temporary adverse effects on the general economics of local commerce due to traveler delays and access inconveniences during construction. In the long-term, the proposed action would assist in increasing economic viability of the area and promoting safe and efficient travel and access to and through the project area. The proposed action supports current and planned economic growth for the area. Long-term economic benefits of the proposed action would outweigh the temporary adverse effects. See Factor Sheet A-1.
A-2 Business	☒	☒	☐	☒	Access to local businesses would be maintained during construction, but the proposed action may cause short-term temporary adverse effects due to traveler delays and access inconveniences. Access points to the business northeast of the interchange would be changed with the proposed action to improve safety and operational efficiency. The proposed action would improve mobility and access to existing businesses in the project area and promote development. See Factor Sheet A-2.
A-3 Agriculture	☒	☐	☐	☒	A total of 3.210 acre of fee simple real estate would be acquired from agricultural property for the proposed action. Fee simple acreage would come from 2 owners, totaling 2 parcels. See Factor Sheet A-3.
B. SOCIAL/CULTURAL FACTORS					
B-1 Community or Residential	☒	☒	☐	☐	Access would be maintained, but the community and residents may experience short-term travel delay and access inconviences during construction. No residents would be displaced with the proposed action. In the long-term, residents and the community would benefit from a safer, more efficient transportation facility and the continued connectivity that the proposed action at the interchange would provide.
B-2 Indirect Effects	☐	☐	☒	☐	No significant indirect effects would result from the proposed action.
B-3 Cumulative Effects	☐	☐	☒	☐	No significant cumulative effects would result from the proposed action.
B-4 Environmental Justice	☐	☐	☒	☐	No EO 12898 populations were identified within the project area.
For B-5 through B-7, if any of these resources are present on the project, contact your REC.					
B-5 Historic Resources	☐	☐	☒	☐	Project ID 1021-01-00 was placed on the Screening List for historic resources on 7/2/2012.
B-6 Archaeological/Burial Sites	☐	☐	☒	☐	Archaeological survey was conducted, and no potentially eligible archaeological sites were identified within the proposed action area of potential effect.
B-7 Tribal Coordination /Consultation	☐	☐	☒	☐	No impacts to tribal resources were identified for the proposed action. See Attachment 8 for American Indian Tribe correspondence.
B-8 Section 4(f) and 6(f) or Other Unique Areas	☐	☐	☒	☐	No Section 4(f), 6(f), or other unique areas were identified in the proposed project area.
B-9 Aesthetics	☐	☐	☒	☐	No impacts to the existing view shed were identified. No aesthetic enhancements or improvements would be included in the proposed action.

C. NATURAL RESOURCE FACTORS					
C-1 Wetlands	☒	☐	☐	☒	The proposed action would have 0.319 acre of permanent wetland losses. Wetland loss will be mitigated at a WisDOT wetland mitigation bank site. See Factor Sheet C-1.
C-2 Rivers, Streams and Floodplains	☐	☐	☒	☐	Proposed action does not include work within rivers, streams, or floodplains.
C-3 Lakes or Other Open Water	☐	☐	☒	☐	There are no lakes or other open water located within the proposed project area.
C-4 Groundwater, Wells, and Springs	☐	☐	☒	☐	There are no known groundwater recharges or discharge areas, wellhead protection areas, or spring features within the proposed project area.
C-5 Upland Wildlife and Habitat	☐	☐	☒	☐	No impacts to upland wildlife and/or habitat were identified for the proposed action.
C-6 Coastal Zones	☐	☐	☒	☐	The proposed project is not located within a coastal zone.
C-7 Threatened and Endangered Species	☐	☐	☒	☐	No threatenend and endangered species impacts were identified in the proposed project area.
D. PHYSICAL FACTORS					
D-1 Air Quality	☐	☐	☒	☐	The proposed action meets permit exemption criteria under Wisconsin Administrative Code Chapter NR 411. No air quality impacts are anticipated as a result of the proposed action.
D-2 Construction Stage Sound Quality	☒	☒	☐	☒	WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply. To reduce the potential impact of construction noise, the special provisions for this project would require that motorized equipment shall be operated in compliance with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. The proposed action would include evening or over-night construction activity to minimize impacts to travelers during the A.M. and P.M. peak travel periods. All motorized construction equipment would be required to have mufflers constructed 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 system be maintained in good operating condition, free from leaks and holes. See Factor Sheet D-2.
D-3 Traffic Noise	☐	☐	☒	☐	A noise analysis is not required for the proposed project. No noise impacts are anticipated.
D-4 Hazardous Substances or Contamination	☐	☐	☒	☐	No asbestos was found on the existing bridge. Two closed LUST sites in the parcel northeast of the interchange. See Factor Sheet D-4
D-5 Stormwater	☐	☐	☒	☐	Stormwater management for the proposed action would be implemented in accordance to Trans 401.
D-6 Erosion Control and Sediment Control	☐	☐	☒	☐	Impacts for the proposed action would be minimized through adherence to standard WisDOT erosion control Best Management Practices (BMPs). Construction site erosion and sediment control would be part of design and construction, as set forth in Trans 401 of the Wisconsin Administrative Code and WisDOT/WDNR Cooperative Agreement.
E. OTHER FACTORS					
E-1	☐	☐	☐	☐	None identified.
E-2	☐	☐	☐	☐	

BASIC SHEET 5 – ALTERNATIVES COMPARISON MATRIX

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

		Alternatives/Sections					
Environmental Issues/Impacts	**Unit of Measure**	**No Build**	**A**	**B**	**C**	**D**	**E**
Project Length	Miles	0	0.44	1.00	0.54	0.54	
PRELIMINARY COST ESTIMATE (YOE)							
Construction	Million $	$0	$6	$12	$8	$9	
Real Estate	Million $	$0	$0	$1	$0	$0	
TOTAL	Million $	$0	$6	$13	$8	$9	
LAND CONVERSIONS							
Wetland Area Converted to ROW	Acres	0	0	0.319	0.319	0.319	
Upland Habitat Area Converted to ROW	Acres	0					
Other Area Converted to ROW	Acres	0					
Total Area Converted to ROW	Acres	0					
REAL ESTATE							
Number of Farms Affected	Number	0	0	4	2	2	
Total Area Required From Farm Operations	Acres	0	0	13.058	3.210	3.210	
AIS Required		☐ Yes ☒ No	☐ Yes ☒ No	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☐ No
Farmland Rating	Score			51 (part VI)	51 (part VI)	51 (part VI)	
Total Buildings Required	Number	0	0	0	0	0	
Housing Units Required	Number	0	0	0	0	0	
Commercial Units Required	Number	0	0	0	0	0	
Other Buildings or Structures Required	Number & Type	0	0	0	0	0	
ENVIRONMENTAL ISSUES/IMPACTS							
Indirect Effects		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☐ No
Cumulative Effects		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☐ No
Environmental Justice Populations		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☐ No
Historic Properties	Number	0	0	0	0	0	
Archeological Sites	Number	0	0	0	0	0	
Burial Site Protection *(authorization required)*		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☐ No
106 MOA Required		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☐ No
4(f) Evaluation Required		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☐ No
6(f) Land Conversion Required		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☐ No
Flood Plain		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☐ No
Total Wetlands Filled	Acres	0	0	0.319	0.319	0.319	
Stream Crossings	Number	0	0	0	0	0	
Endangered Species		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☐ No
Design Year Noise Sensitive Receptors							
No Impact	Number						
Impacted	Number	0	0	0	0	0	
Contaminated Sites	Number	0	0	0	0	0	

BASIC SHEET 6 – TRAFFIC SUMMARY MATRIX

	ALTERNATIVES/SECTIONS					
	No Build	**A**	**B**	**C**	**D**	**E**
TRAFFIC VOLUMES						
Existing ADT Yr. 2012	30,400	30,400	30,400	30,400	30,400	
Const. Yr. ADT Yr. 2016	32,100	32,100	32,100	32,100	32,100	
Const. Plus 10 Yr. ADT Yr. 2026	36,200	36,200	36,200	36,200	36,200	
Design Yr. ADT Yr. 2036	40,400	40,400	40,400	40,400	40,400	
DHV Yr. 2036	4,444	4,444	4,444	4,444	4,444	
TRAFFIC FACTORS						
K [☒ $_{30}$ /☐ $_{100}$/☐ $_{200}$] (%)	11%	11%	11%	11%	11%	%
D (%)	58%	58%	58%	58%	58%	%
Design Year T (% of ADT)	25%	25%	25%	25%	25%	%
T (% of DHV)	16%	16%	16%	16%	16%	%
Level of Service	B	B	B	B	B	
SPEEDS						
Existing Posted	65	65	65	65	65	
Future Posted	65	65	65	65	65	
Design Year Project Design Speed	70	70	70	70	70	
OTHER *(specify)*						
P (% of ADT)	13%	13%	13%	13%	13%	%
K_8 (% OF ADT)	%	%	%	%	%	%
Other						

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

BASIC SHEET 7 – EIS SIGNIFICANCE CRITERIA

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

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

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

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

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

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

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

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

BASIC SHEET 8 – ENVIRONMENTAL COMMITMENTS

Attach a copy of this page to the design study report and the PSE submittal package.

Factor Sheet	Comments
A-1 General Economics	STH 128 will remain open to traffic throughout construction. Access to the businesses within the project area will be maintained throughout construction. The WisDOT construction engineer will ensure fulfillment of this commitment.
A-2 Business	Access to businesses within the project area will change, but will be maintained throughout construction. The WisDOT construction engineer will ensure fulfillment of this commitment.
A-3 Agriculture	If requested during real estate negotiotions, would allow current owners to continue to farm acquired areas until needed for construction.
B-1 Community or Residential	STH 128 will remain open to traffic throughout construction. Access will be maintained for through, local and emergency vehicle traffic. The WisDOT construcion engineer will ensure fulfillment of this commitment.
B-2 Indirect Effects	No commitments needed.
B-3 Cumulative Effects	No commitments needed.
B-4 Environmental Justice	No commitments needed.
B-5 Historic Resources	No commitments needed.
B-6 Archaeological Sites	No commitments needed.
B-7 Tribal Coordination/Consultation	The Lac Du Flambeau Band of Lake Superior Chippewa Indians requested all results of archival and archaeological reports be forwarded to them. The WisDOT Cultural Resources Section will ensure fulfillment of this commitment.
B-8 Section 4(f) and 6(f) or Other Unique Areas	No commitments needed.
B-9 Aesthetics	No commitments needed.
C-1 Wetlands	A total of 0.319 acres of wetlands will be impacted by this project. The impacts will by mitigated in accordance with the WisDOT/WDNR Cooperative Agreement and the WisDOT Wetland Mitigation Banking Technical Guideline, at a 1.0 debit ratio at the Knight's Creek site, as administered by WisDOT.
C-2 Rivers, Streams and Floodplains	No commitments needed.
C-3 Lakes or other Open Water	No commitments needed.
C-4 Groundwater, Wells and Springs	No commitments needed.
C-5 Upland Wildlife and Habitat	No commitments needed.
C-6 Coastal Zones	No commitments needed.
C-7 Threatened and Endangered Species	No commitments needed.
D-1 Air Quality	No commitments needed.
D-2 Construction Stage Sound Quality	WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply. The WisDOT construction engineer will ensure fulfillment of this commitment.
D-3 Traffic Noise	No commitments needed.
D-4 Hazardous Substances or Contamination	No asbestos was found on the existing bridge. WisDOT Standard Special Provision 107-125 will be included in the special provisions. The WisDOT project manager will ensure fulfillment of this commitment.
D-5 Storm Water	Storm water management will be implemented in accordance with Trans 401.

D-6 Erosion Control	Construction site erosion and sediment control procedures will be followed as set forth in Trans 401 of the Wisconsin Administrative Code and the WisDOT/WDNR Cooperative Agreement. Best Management Practices will be used. An erosion control plan will be developed during final design, and an Erosion Control Implementation Plan will be prepared and submitted to WDNR for approval prior to construction. The WisDOT project manager and WisDOT construction engineer will ensure fulfillment of these commitments.
E- Other	

Factor Sheets (to follow Basic Sheets)

Appendices

Attachment 1 - Project Location Map

Attachment 2 - Typical Sections and Preliminary Plans

Attachment 3 - Area Land Use Maps

Attachment 4 - Referenced Plans/Studies

Attachment 5 - Section 106

Attachment 6 - Local Government and Stakeholder Communication

Attachment 7 - Wisconsin Department of Natural Resources (WDNR) Communication

Attachment 8 - American Indian Tribes Communication

Attachment 9 - Indirect Effect Analysis

Attachment 10 - Wetland Impact Exhibit

Attachment 11 - U.S. Army Corps of Engineers (USACE) Communication

Attachment 12 - Department of Agriculture, Trade, and Consumer Protection (DATCP) Communication

GENERAL ECONOMICS EVALUATION

Wisconsin Department of Transportation

Factor Sheet A -1

Alternative D, Roundabout Control Intersections	Total Length of Center Line of Existing Roadway 0.540 Miles Length of This Alternative 0.540 Miles
Preferred ☒ Yes ☐ No ☐ None Identified	

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

Economic Activity	Description
a. Agriculture	Four active farm operation properties are adjacent to the proposed project. Much of the land use surrounding the project area is also agricultural.
b. Retail business	Two businesses are located adjacent to the proposed project, a gas station/truck stop/restaurant in the northeast quadrant of the interchange and a truck repair business in the southeast quadrant of the interchange. A farm supply store is located approximately one-half mile south of the project area.
c. Wholesale business	No wholesale businesses are located adjacent to or near the proposed project.
d. Heavy industry	No heavy industry is located adjacent to or near the proposed project.
e. Light industry	No light industry is located adjacent to or near the proposed project.
f. Tourism	There are no tourism-specific establishments adjacent to the project or in the surrounding area.
g. Recreation	A local park is located in the Village of Wilson, approximately one and one-half mile northwest of the proposed project. Glen Hills County Park is located approximately five miles north of the proposed project.
h. Forestry	There are no forested lands adjacent to or near the proposed project.
i.	

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:

STH 128 is a rural minor arterial that provides connection to IH 94 commercial, agricultural, and residential areas in eastern St. Croix County and north-eastern Pierce County. The STH 128 and IH 94 interchange provides access to the interstate and is vital to commuters to the Twin Cities. The Town of Cady has identified the corridor along STH 128 in the interchange area as a site for future commercial or industrial development in their comprehensive plan. The economic advantages of the proposed action are long term. Existing structure replacement, access modifications, and construction of a park and ride facility under the proposed action would support this future development by providing a safe and efficient roadway facility and ride share opportunities.

The economic disadvantages of the proposed action are primarily temporary. During construction, businesses in the project area may have economic disadvantage due to delay and access inconveniences associated with project staging, though STH 128 will remain open to traffic throughout construction. Long term economic disadvantages of the proposed action include the acquisition of farmland from 2 existing farm operations for roadway improvements and the construction of a park and ride facility.

The advantages of the proposed action outweigh the disadvantages and will help accommodate future and planned economic growth for the project area.

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: Safety and operational efficiency improvements and park and ride facility construction associated with the proposed action would result in the STH 128 and IH 94 interchange being a desirable interchange for development.

☐ Decrease, describe: _____

BUSINESS EVALUATION

Wisconsin Department of Transportation

Factor Sheet A-2

Alternative D, Roundabout Control Intersections	Total Length of Center Line of Existing Roadway 0.540 Miles Length of This Alternative 0.540 Miles
Preferred ☒ Yes ☐ No ☐ None identified	

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

☐ Yes

☒ No - (Explain) No businesses will be relocated as part of the proposed action, so a Conceptual Stage Relocation Plan is not needed.

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

In the northeast quadrant of the STH 128 and IH 94 interchange, there is an existing gas station/truck stop/restaurant business with two driveway accesses to STH 128 that are a short, substandard distance from the interchange. The proposed action includes safety and operational efficiency improvements along STH 128 north of the interchange by modifying access to this business. The proposed action would close the existing southern driveway, modify the northern driveway to a right-in/right-out only access, and construct a new public street north of the business with two driveway accesses to the business.

In the southeast quadrant of the STH 128 and IH 94 interchange, there is an existing truck repair business. No effect to this proposed business from the proposed action is anticipated.

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

Transportation modes in the existing business area are primarily vehicular. A large percentage of the traffic between the STH 128 and IH 94 interchange and the business in the northeast quadrant is large trucks (semi-tractors with trailers) due to truck stop facilities at the business. Passenger vehicles use the parking lot of the existing business in the northeast quadrant of the interchange as an unofficial park and ride. Amish buggies are also used in the project area.

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

☐ The proposed project will have no effect on a transportation-dependent business or industry.

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

Though STH 128 would remain open to traffic during construction and business access would be maintained throughout, the businesses may experience short-term economic impacts due to travel delay and access inconveniences during construction staging. Proposed access changes to the business in the northeast quadrant would have long-term effects to vehicle circulation patterns within the property.

5. Describe both beneficial and adverse effects on:

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

Access changes associated with the proposed action would affect circulation patterns within the lot of the existing gas station/truck stop/restaurant in the northeast quadrant of the interchange. Coordination with representatives of this business has occurred regarding new access points to minimize effects. The proposed action would construct a park and ride facility next to this business, which may have a beneficial effect by attracting additional customers.

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

No effects to employees of existing businesses in the project area are anticipated.

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

Business/Job Type	Businesses			Jobs	
	Created	Displaced	Value	Created	Displaced
Retail	0	0		0	0
Service	0	0		0	0
Wholesale	0	0		0	0
Manufacturing	0	0		0	0
Other (List)					

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

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

8. Is Special Relocation Assistance Needed?

☒ No
☐ Yes – Describe special relocation needs.

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

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

No businesses will be acquired or relocated as part of the proposed action.

10. Describe the business relocation potential in the community:

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

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

No businesses will be acquired or relocated as part of the proposed action.

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

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

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

just compensation. Reasonable cost of an owner's appraisal will be reimbursed to the owner if received within 60 days of initiation of negotiations. Based on the appraisal(s) made, the value of the property will be determined, and that amount offered to the owner.

☐ Describe other relocation assistance requirements, not identified above.

No businesses will be acquired or relocated as part of the proposed action.

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

No businesses will be acquired or relocated as part of the proposed action.

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

No businesses will be acquired or relocated as part of the proposed action.

AGRICULTURE EVALUATION

Wisconsin Department of Transportation

Factor Sheet A-3

Alternative D, Roundabout Control Intersections	Total Length of Center Line of Existing Roadway 0.540 Miles Length of This Alternative 0.540 Miles
Preferred ☒ Yes ☐ No ☐ 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	3.210	0.705	3.915
Woodland			
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)			
Totals	3.210	0.705	3.915

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

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

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

☒ No
- ☐ 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. NRCS does not require submittal of Form AD 1006 in cases where the site assessment criteria score (Part VI of the form) is less than 60 points for each project alternative.

☐ 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. 4/16/2015
- ☐ 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 _____

☐ 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:

WETLANDS EVALUATION
(9/2013)

Wisconsin Department of Transportation

Factor Sheet C-1

Alternative D, Roundabout Control Intersections	Total Length of Center Line of Existing Roadway 0.540 Miles Length of This Alternative 0.540 Miles
Preferred ☒ Yes ☐ No ☐ None identified	

1. Describe Wetlands:

	Wetland 1		Wetland 2		Wetland 3		Wetland 4		Wetland 5	
Name (if known) or wetland number[1]	1-SS		2-M		3-M		4-WS		5-M	
County	St. Croix		St. Croix		St. Croix		St. Croix		St. Croix	
Location (Section-Township-Range)	Section 3 – T28N – R15W		Section 3 – T28N – R15W		Section 4 – T28N – R15W		Section 3 – T28N – R15W		Section 3 – T28N – R15W	
Location (Latitude)										
Location (Longitude)										
Location Map	See Attach. 10		See Attach. 10		See Attach. 10		See Attach. 10		See Attach. 10	
Wetland Type(s)[2]	Shrub Scrub		Wet Meadow		Wet Meadow		Wooded Swamp		Wet Meadow	
Wetland Loss	0.125 Acres		0.022 Acres		0.005 Acres		0.150 Acres		0.017 Acres	
Wetland is: (Check all that apply)[3]	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
• **Isolated from stream, lake or other surface water body**	X		X		X		X		X	
• **Not contiguous (in contact with) a stream, lake, or other water body, but within 100-year floodplain**		X		X		X		X		X
• **If adjacent or contiguous, identify stream, lake or water body**										

[1]Use wetland numbering from the project wetland delineation report.
[2]Use wetland types as specified in the "*WisDOT FDM 24-5 Attachment 10.2 Wetland Type Correspondence Table"*
[3]If wetland is contiguous to a stream, complete Factor Sheet C-2, Rivers, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete Factor Sheet C-3, Lake or Water Body Impact Evaluation.

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

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

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

The wetlands in the project area will be filled as part of the proposed action. Fill is necessary due to roadway widening and profile adjustments and due to access changes (construction of a new service road).

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

   No wildlife observed.

5. **Federal Highway Administration (FHWA) Wetland Policy:**
   - ☐ Not Applicable - Explain
   - ☐ Individual Wetland Finding Required - Summarize why there are no practicable alternatives to the use of the wetland.
   - ☒ Statewide Wetland Finding: **NOTE: All three boxes below must be checked for the Statewide Wetland Finding to apply.**
     - ☒ Project is either a bridge replacement or other reconstruction within 0.3 mile of the existing location.
     - ☒ The project requires the use of 7.4 acres or less of wetlands.
     - ☒ The project has been coordinated with the DNR and there have been no significant concerns expressed over the proposed use of the wetlands.

6. **Erosion control or storm water management practices which will be used to protect the wetland are indicated on form: (Check all that apply)**
   - ☒ Factor Sheet D-6, Erosion Control Evaluation.
   - ☐ Factor Sheet D-5, Stormwater Evaluation.
   - ☐ Neither Factor Sheet - Briefly describe measures to be used

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 0.319

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

     Indicate which GP or LOP is required:
     - ☒ **Non-Reporting GP** [GP-002-WI (*expires 5/31/16*) or GP-004-WI (*expires 12/31/17*)]
     - ☐ **Reporting GP** [GP-002-WI, GP-003-WI (*expires12/31/17*), or GP-004-WI]
     - ☐ **Letter of Permission** [LOP-06-WI (*in effect 4/17/06, no expiration date*)]
     - ☐ **Programmatic GP** [Applies to projects not covered under the DOT/DNR Cooperative Agreement]

8. **Wisconsin Department of Natural Resources Coordination - Section 401 Water Quality Certification**
   - ☐ DNR has provided concurrence on the project wetland delineation. Received on: (Date)
   - ☒ Other- Explain

     DNR coordination is on-going. Wetland impact and mitigation information sent to DNR and USACE on 2/23/15. See Attachments 7 and 11.

9. **Section 10 Waters (Rivers and Harbors Act). For navigable waters of the United States (Section 10) indicate which 404 permit is required:**
   - ☒ No Section 10 Waters
   - ☐ Section 10 Waters
     - ☐ **Reporting GP** [GP-003-WI (*expires12/31/17*)]
     - ☐ **Reporting GP** [GP-004-WI (*expires 12/31/17*)]

   Indicate whether Pre-Construction Notification (PCN) to the USACE is:
   - ☐ Not applicable.
   - ☐ Required: Submitted on: (Date)

   Status of PCN

   USACE has made the following determination on: (Date)

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

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

A. Wetland Avoidance:

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

   Criteria used to evaluate the project alternatives included avoiding wetlands to the extent possible.

2. Indicate the total area of wetlands avoided:
   Acres: 0.010

B. Minimize the amount of wetlands affected:

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

   Side slopes were increased to reduce the potential impact to wetlands.

2. Indicate the total area of wetlands saved through minimization:
   Acres: 0.010

11. Compensation for Unavoidable Wetland Loss:

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

	Type	Acre(s) Loss	Ratio	Compensation Type and Acreage	
				On-site	DOT Mitigation Bank site
RPF(N)	Riparian wetland (wooded)				
RPF(D)	Degraded riparian wetland (wooded)				
RPE(N)	Riparian wetland (emergent)				
RPE(D)	Degraded riparian wetland (emergent)				
M(N)	Wet and sedge meadows, wet prairie, vernal pools, fens	0.044	1.0		Knight's Creek
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	0.125	1.0		Knight's Creek
WS(N)	Wooded swamp	0.150	1.0		Knight's Creek
WS(D)	Degraded wooded swamp				
Bog	Open and forested bogs				

D = Degraded
N = Non-degraded

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

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

Coordination with WDNR and USACE is ongoing. See Attachments 7 and 11 for correspondence.

CONSTRUCTION STAGE SOUND QUALITY EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-2

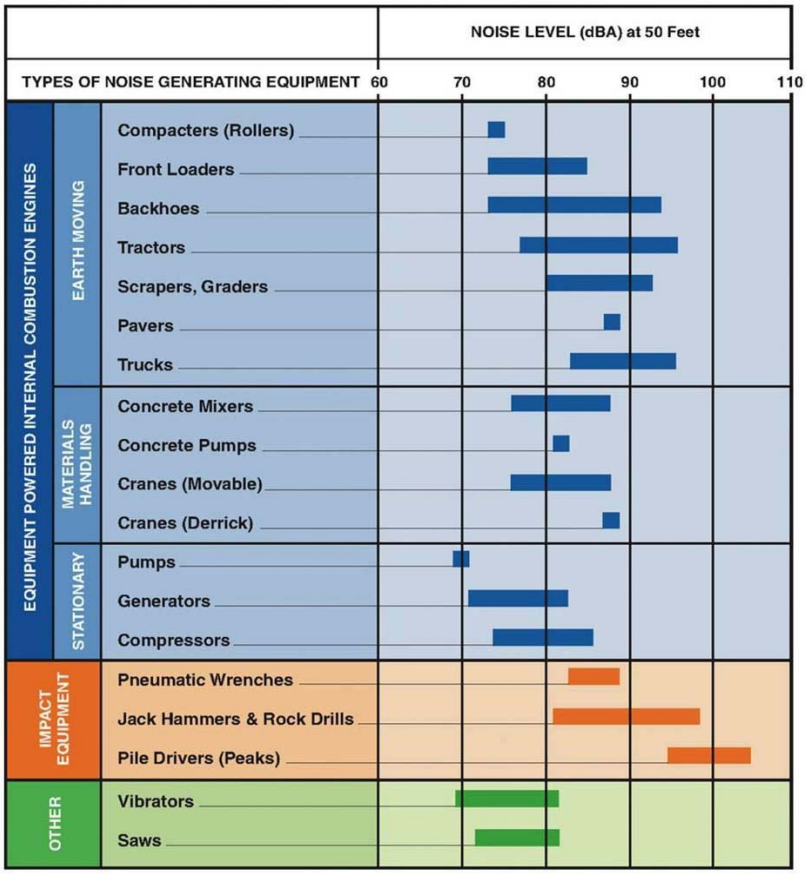
Alternative D, Roundabout Control Intersections	Total Length of Center Line of Existing Roadway 0.540 Miles Length of This Alternative 0.540 Miles
Preferred ☒ Yes ☐ No ☐ None Identified	

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

There is one residential property adjacent to the proposed action, in the northwest quadrant of the STH 128 and IH 94 interchange. Currently, no one resides on this property and only remnants of buildings exist. No schools or libraries are present near the project area. Two commercial businesses, a gas station/truck stop in the northeast quadrant and a truck repair business in the southeast quadrant, are located in the project area. A church is located approximately 1 mile north of the project area. Construction of the proposed action would occur primarily during the day on weekdays, and noise generating actions would be limited to minimize impacts. Night construction would be infrequent and primarily consist of activities related to existing bridge removal and new bridge construction.

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. Noise levels for typical construction equipment that would be used in the proposed action are shown in the table below.



The proposed action would include evening or over-night construction activity to minimize impacts to travelers during the A.M. and P.M. peak traffic periods. Construction would be planned so that most activities generating the most noise would occur during the day. Construction activities relating to placement of new bridge girders over IH 94, construction of the new median bridge pier, ramp taper construction, and existing bridge removal would occur at night.

Evening/night-time construction noise would be highest when the existing bridge is removed and when the existing IH 94 shoulder pavement is milled. These activities would be short-term.

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

☐ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply.
☒ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply.
☐ Special construction stage noise abatement measures will be required. Describe:

HAZARDOUS SUBSTANCES OR CONTAMINATION EVALUATION Wisconsin Department of Transportation

Factor Sheet D-4

Alternative D, Roundabout Control Intersections	Total Length of Center Line of Existing Roadway 0.540 Miles Length of This Alternative 0.540 Miles
Preferred ☒ Yes ☐ No ☐ None Identified	

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

Site Reference #	Land Use of Concern (Past or Present)	Contaminants of Concern	Phase 1 Recommendations	Phase 2 Recommended? Y/N
603	Gas Station	petroleum	2 LUST sites that are closed. Very unlikely residual contamination would be encountered during construction.	N

Attach additional sheets, if necessary
Additional comments: _____

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

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

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

Phase 2 or 2.5 Assessments not completed. Phase 1 Assessment did not recommend further investigation.

Site Reference #	Phase 2/2.5 Recommendations	Remediation Recommended?		Is WisDOT a Responsible Party?	
		Yes	No	Yes	No

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

None.

5. Describe proposed action to avoid hazardous materials contamination:

Standard special provisions addressing hazardous materials will be included in the contract documents in the event contaminants are encountered during construction.

6. Describe the remediation and waste management practices to be included in the design for areas where contamination cannot be avoided (e.g., waste handling plan, remediation of contamination, design changes to minimize disturbances):

Staging of construction activities will minimize impacts to areas of potential contamination. Standard special provisions addressing hazardous materials will be included in the contract documents in the event contaminants are encountered during construction.

7. List any parcels with known contamination, proposed for acquisition:

Strip right-of-way acquisition of 0.180 acres is proposed from the parcel in the northeast quadrant of the interchange. This parcel has 2 known closed LUST sites.

8. Bridge Projects Only: Has the structure been inspected for the presence of asbestos containing materials (ACMs)?

☐ No - Explain

☒ Yes:

Were regulated ACMs identified?

☒ No

☐ Yes:

State the standard language to be incorporated in the special provisions of the project:

EROSION CONTROL EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-6

Alternative D, Roundabout Control Intersections	Total Length of Center Line of Existing Roadway 0.540 Miles Length of This Alternative 0.540 Miles
Preferred ☒ Yes ☐ No ☐ None identified	

1. Give a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length, percent slope and soil types.
The existing longitudinal slopes in the project area range from 1.5% to 4.0% and have lengths up to 600-feet. The existing perpendicular slopes in the project area range from 0% to 25% with lengths up to 80-feet.

The proposed longitudinal slopes for the project range from 0.64% to 5.0% and have lengths up to 600-feet. The proposed perpendicular slopes for the project range from 0% to 33% with lengths up to 80-feet.

Soil types in the project area consist of sands and silts. The results of subsurface soil investigations indicate generally suitable site conditions for the proposed bridge structure. General site preparation would consist of removing topsoil and other material containing more than 5% organics from within 3-feet of the finished pavement and foundation areas. Soils unsuitable for construction would be removed and disposed of offsite.

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 _____

Wetlands within the project area would be filled as part of the project and would be mitigated offsite through the banking system.

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

4. Describe overall erosion control strategy to minimize adverse effects and/or enhance beneficial effects.
Guidelines and regulations for minimizing erosion potential for WisDOT projects that would be followed for the proposed project include the WisDOT Facilities Development Manual, Chapter 10, Erosion Control and Storm Water Quality; Wisconsin Administrative Code Chapter TRANS 401, Construction Site Erosion Control and Storm Water Management Procedures for Department Actions; and the WisDOT/WDNR Cooperative Agreement Amendment-Memorandum of Understanding on Erosion Control and Storm Water Management. Key concepts include:

Basic Principles and Best Management Practices

- The proposed improvements will be planned to fit topography, soils, drainage patterns, and natural vegetation to the extent practical.
- The size of exposed areas at any one time and the duration of exposure will be minimized utilizing staged construction.
- Control measures will be used to prevent erosion in sensitive areas (proper design of drainage channels with respect to width, depth, gradient, side slopes, and energy dissipation); protective ground cover (vegetation, mulch, erosion mat, or riprap); diversion dikes and intercepting embankments to divert sheet flow away from disturbed areas; and sediment control devices (retention/detention/infiltration basins, ditch checks, erosion bales, and silt fence).
- Disturbed areas will be protected from offsite runoff and sediment will be prevented from leaving the construction

site.
- Runoff velocities will be kept low by maintaining short slope lengths, low gradients, and vegetative cover.
- Disturbed areas will be stabilized as soon as practical (temporary vegetation, mulch, stabilizing emulsions).

Geometric Design Features, Erosion Design Features and Erosion Control Facilities
- Smooth grade lines with gradual changes will be used.
- Natural and existing drainage patterns will be preserved to the extent possible.
- Stabilized slopes, soil, and ditches will be left undisturbed where possible.
- Trees and shrubs will be preserved, and over-clearing will be minimized.
- Culverts will be located and aligned to avoid erosion at the outlet and inlet.
- An undisturbed buffer will be left between disturbed soil and sensitive areas where possible.
- The soil surface will be protected by using permanent and temporary erosion control measures such as seeding and sodding, mulch, erosion mat, and riprap.
- Sediment will be removed and velocities reduced by using erosion bales, silt fence, stone or rock ditch checks, sediment traps, and basins.

Erosion Control Implementation Plan

Prior to construction, the construction contractor will be required to prepare an Erosion Control Implementation Plan that includes all erosion control commitments made. WisDOT and WDNR will review the Erosion Control Implementation plan. The construction plans and contract special provisions will include the specific erosion control measures agreed on by WisDOT in consultation with WDNR.

Standard WisDOT erosion control methods would be used during construction as per WisDOT Standard Specifications for Highway and Structure Construction. Temporary and permanent erosion control methods would include minimizing the amount of land exposed at one time, temporary ditch checks, temporary seeding, silt fencing, erosion mats, riprap (culvert outfalls), seeding and mulching, dust abatement, and grass-lined conveyance (parallel to flow). WDNR would be coordinated with during construction.

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

Project coordination with WDNR will continue through the design and construction phases per the WisDOT/WDNR Cooperative Agreement.

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

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