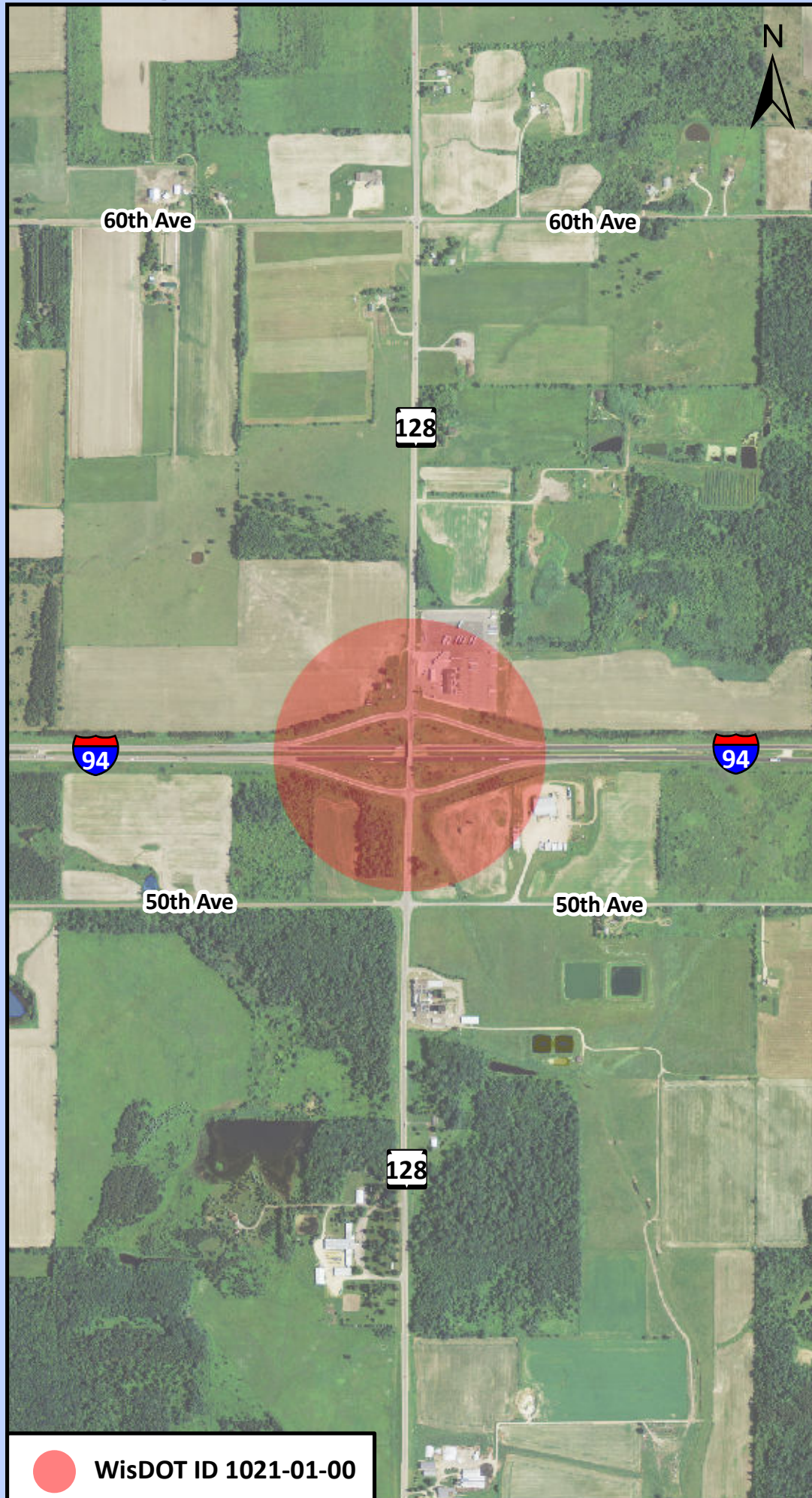
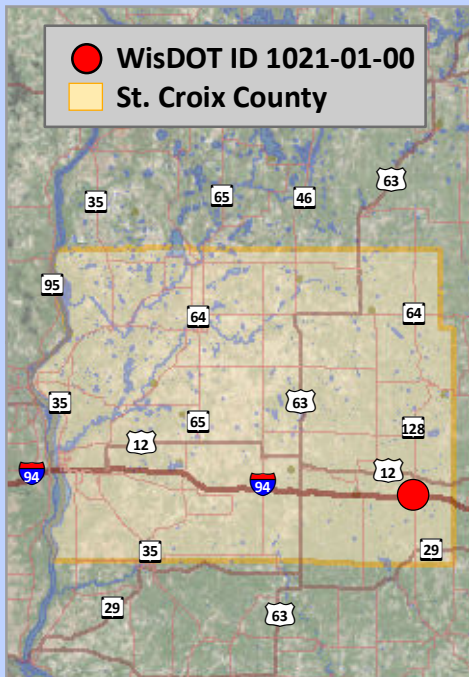
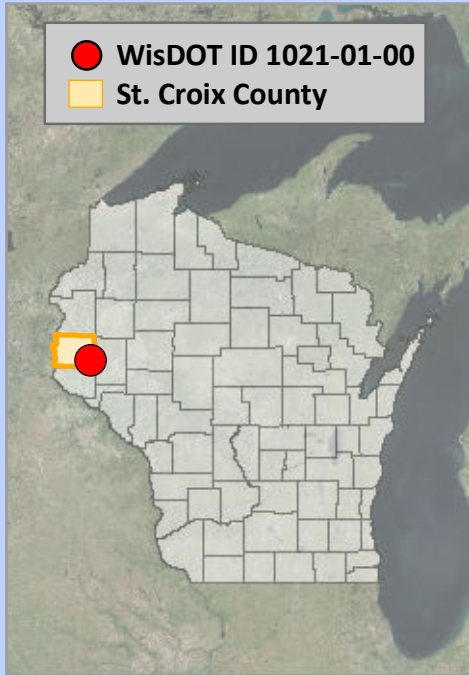


Attachment 1
Project Location Map

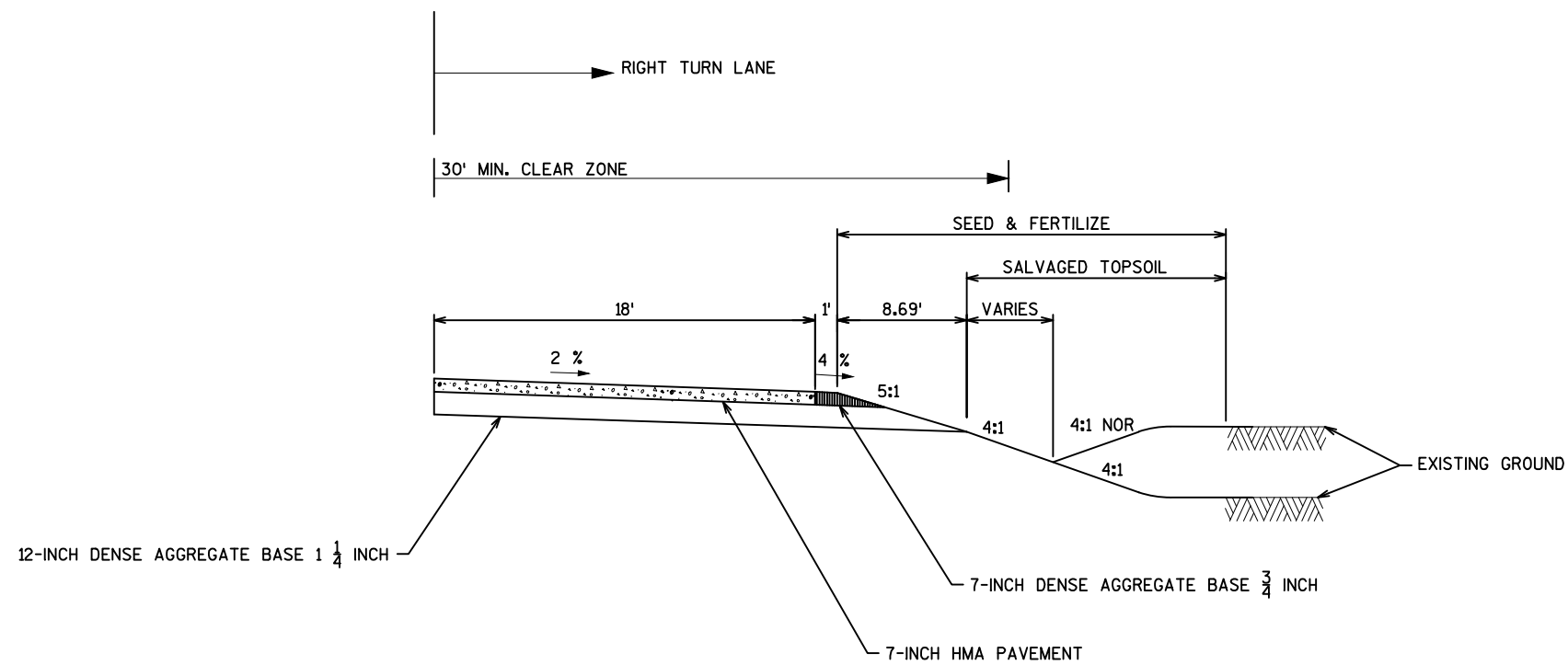
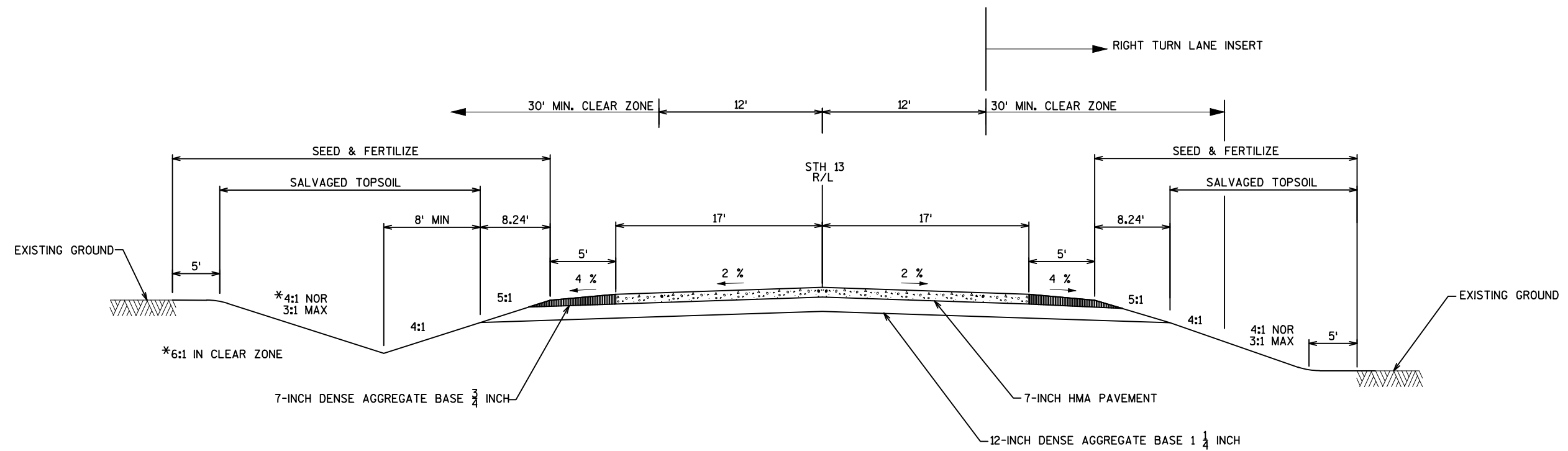
IH 94 & WIS 128 Interchange

WisDOT ID 1021-01-00
IH 94 & STH 128 Interchange
St. Croix County



Attachment 2

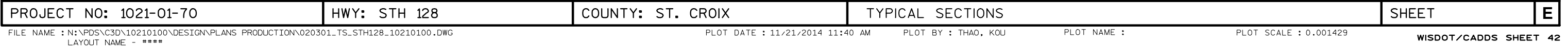
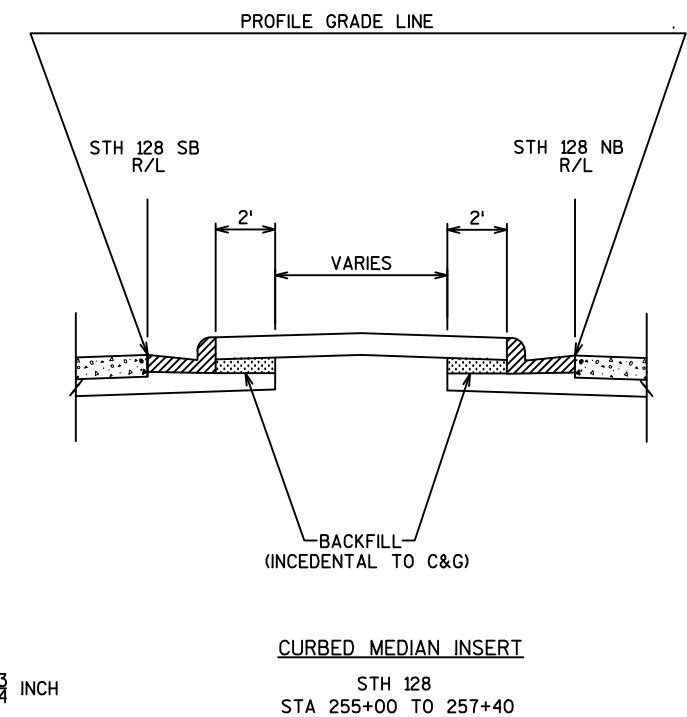
Typical Sections and Preliminary Plans

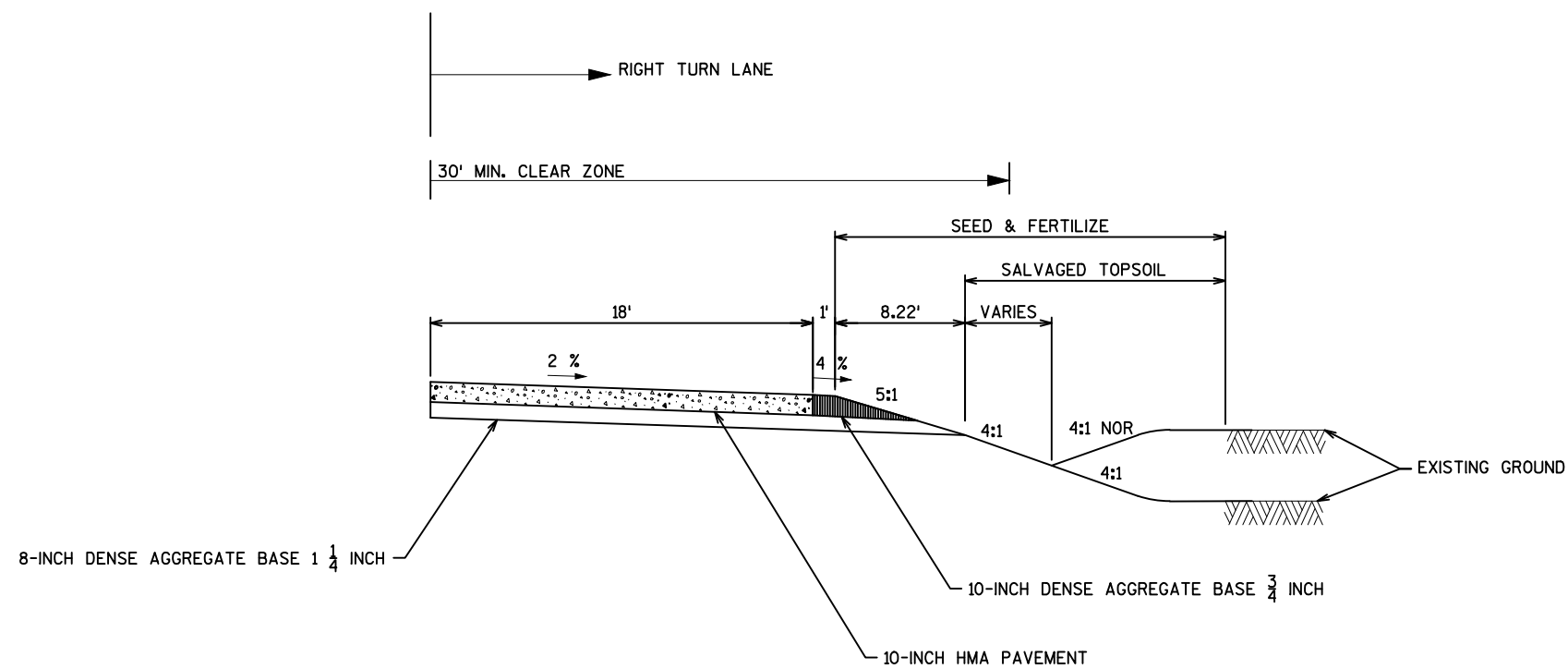
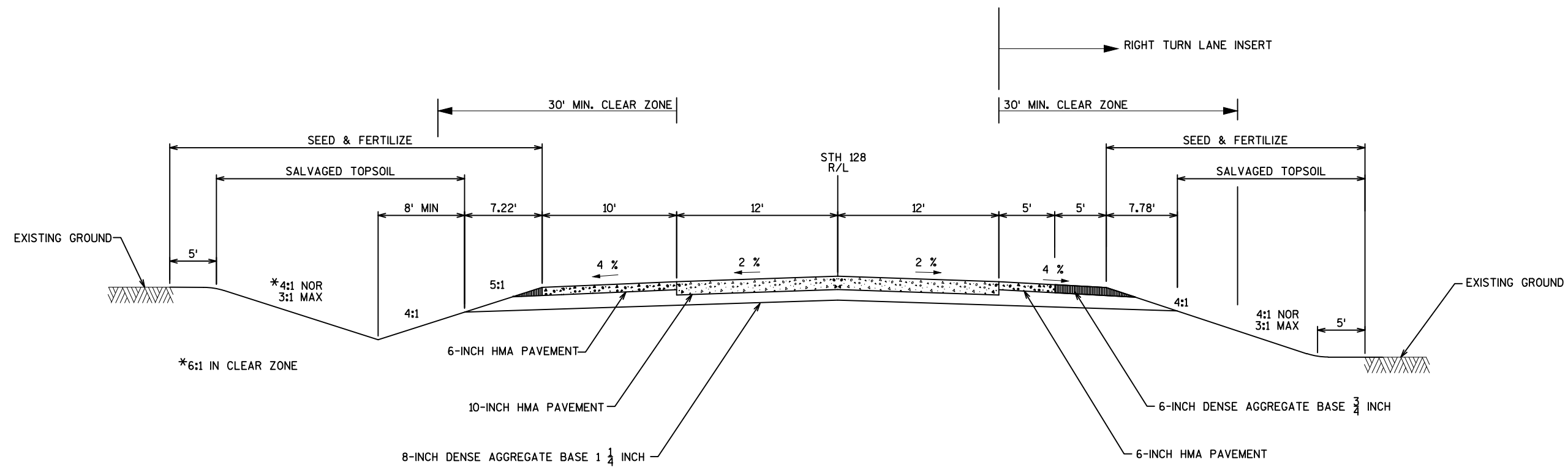


TYPICAL FINISHED SECTION

STH 128
STA 238+00, BACK

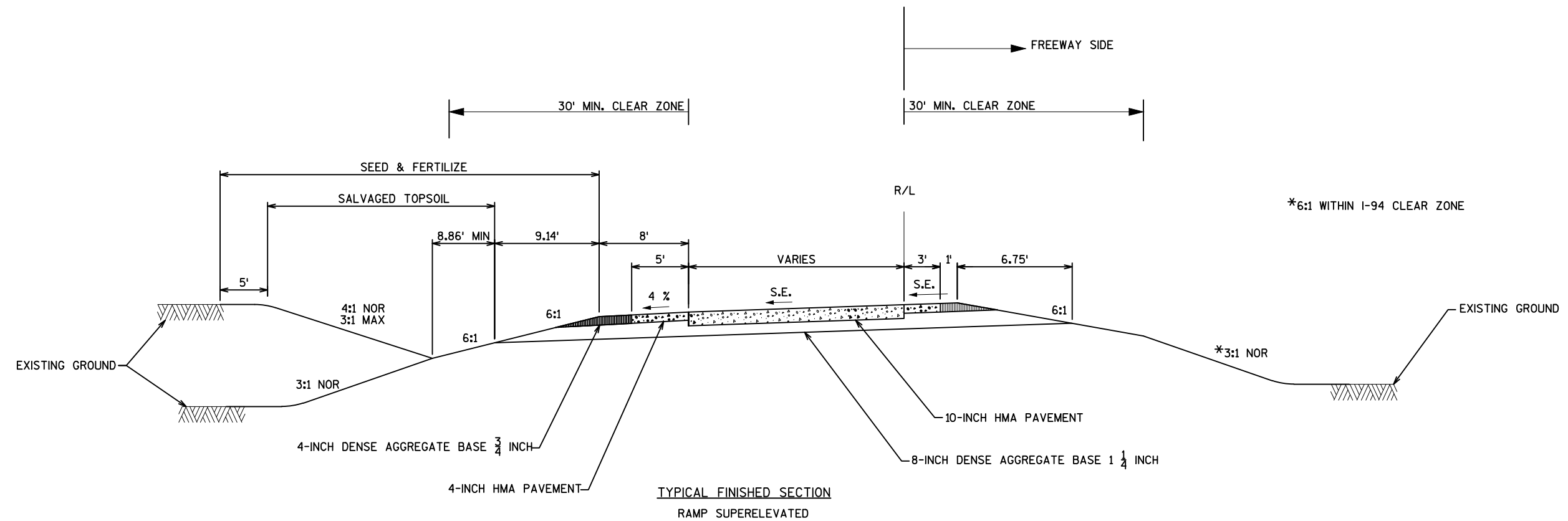
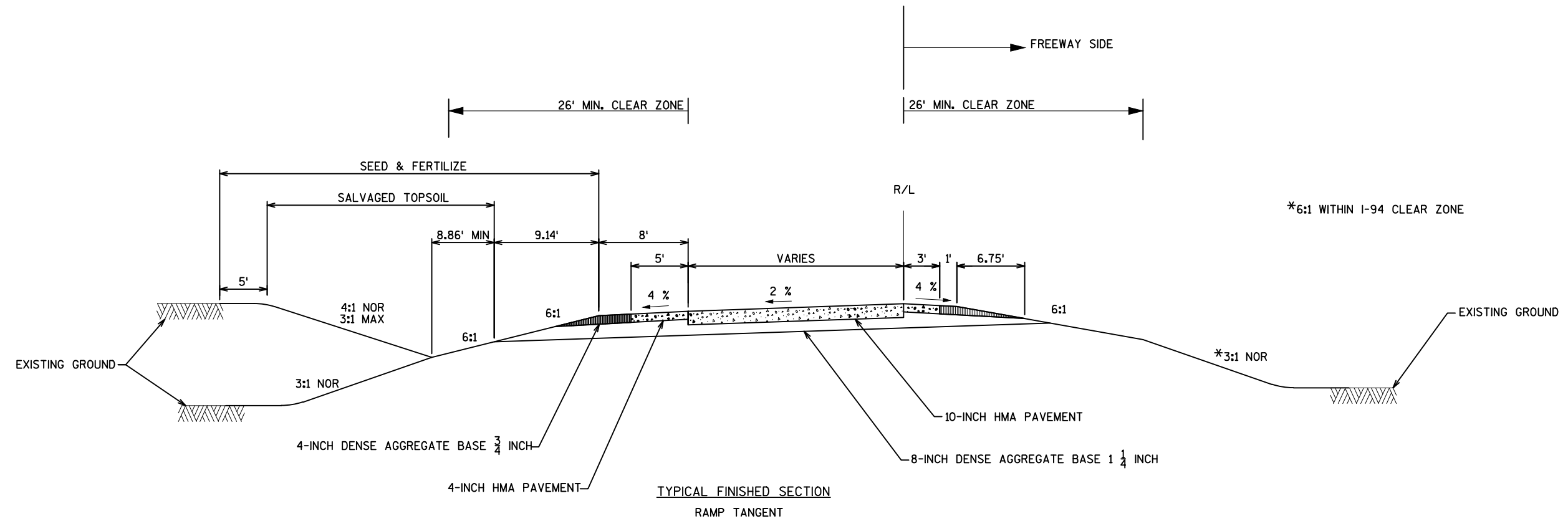
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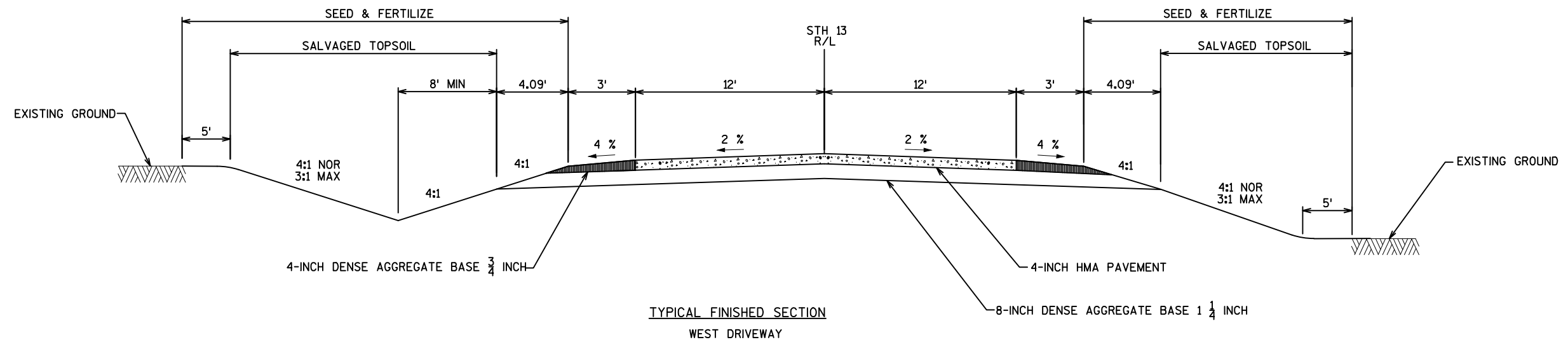
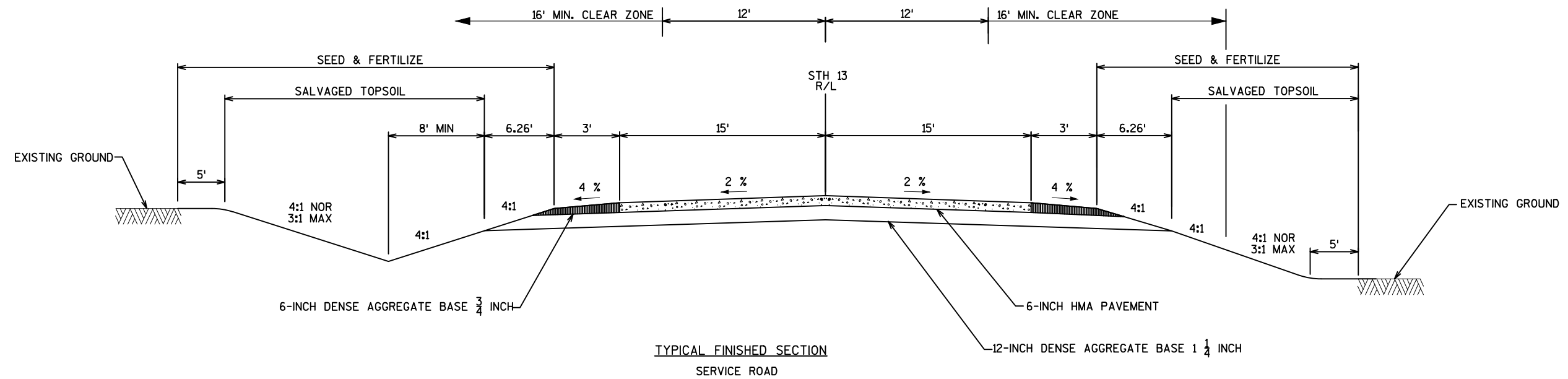


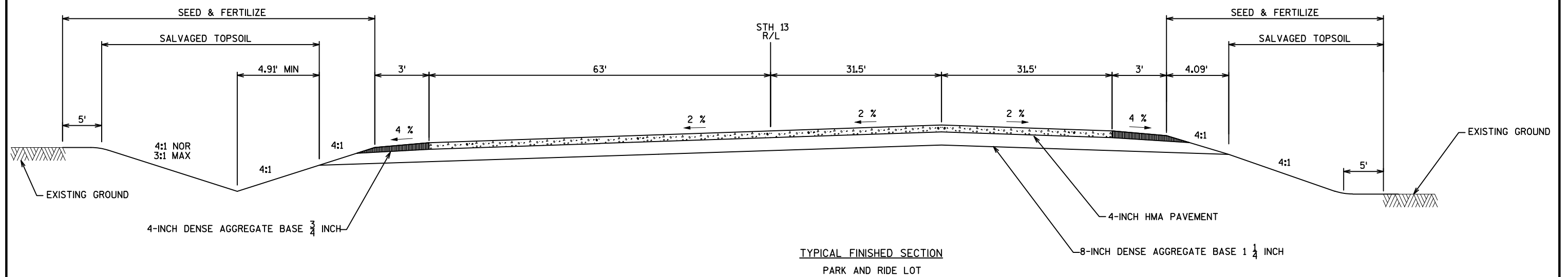
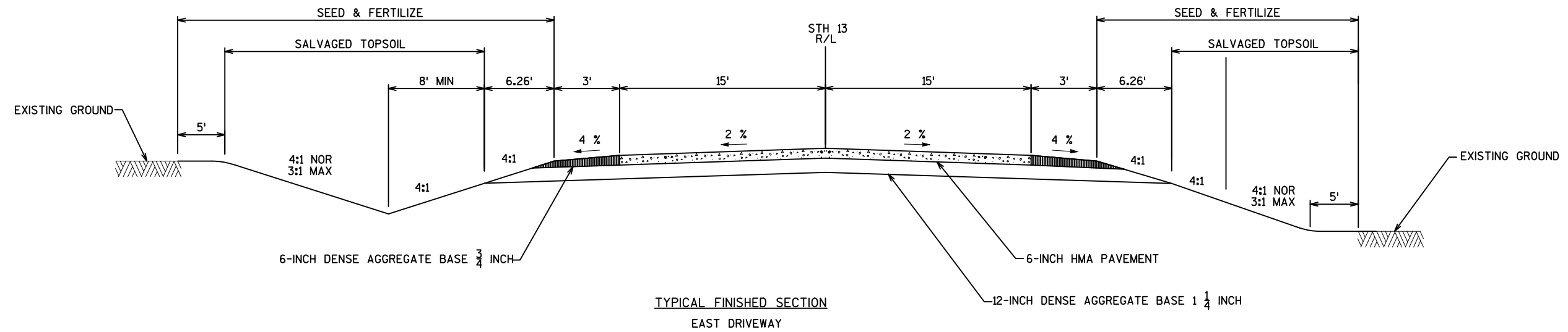


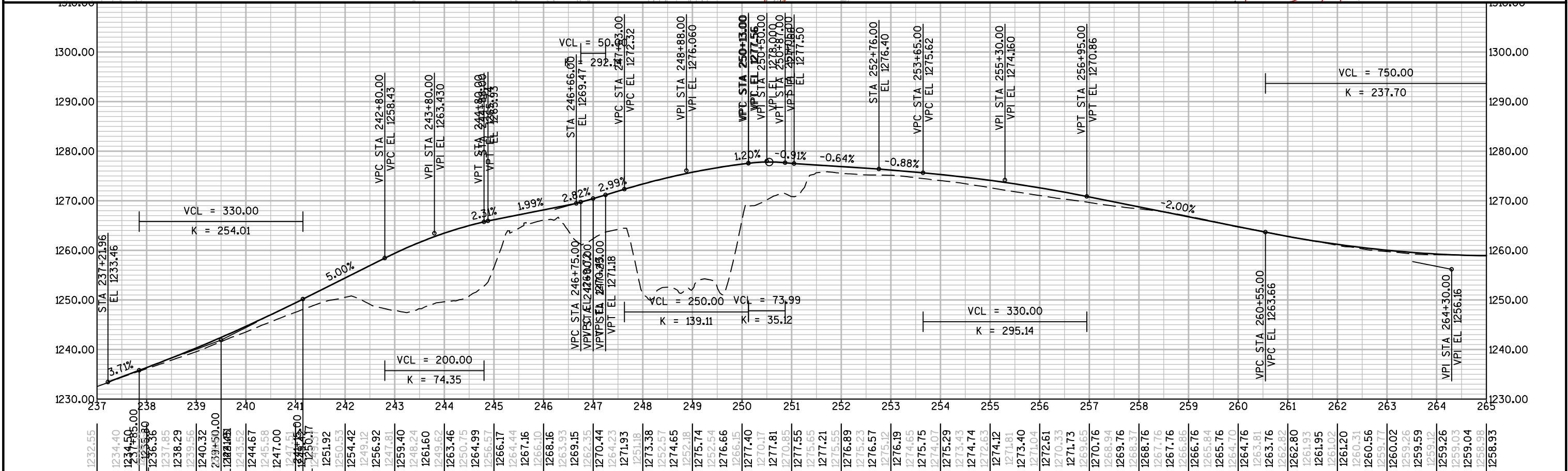
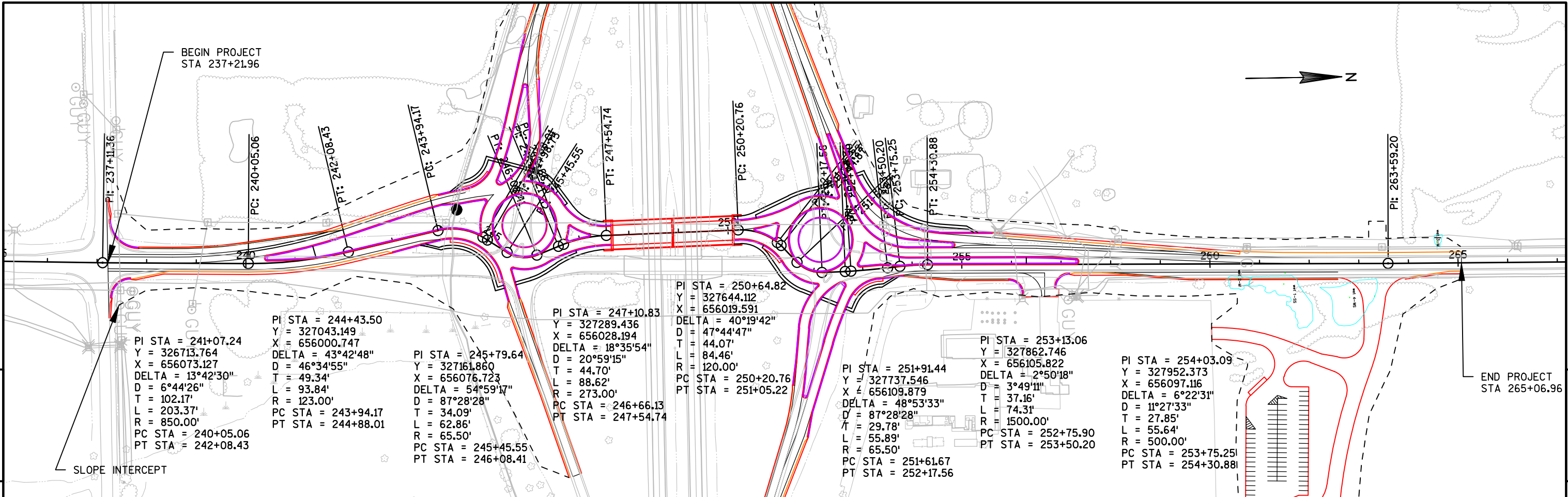
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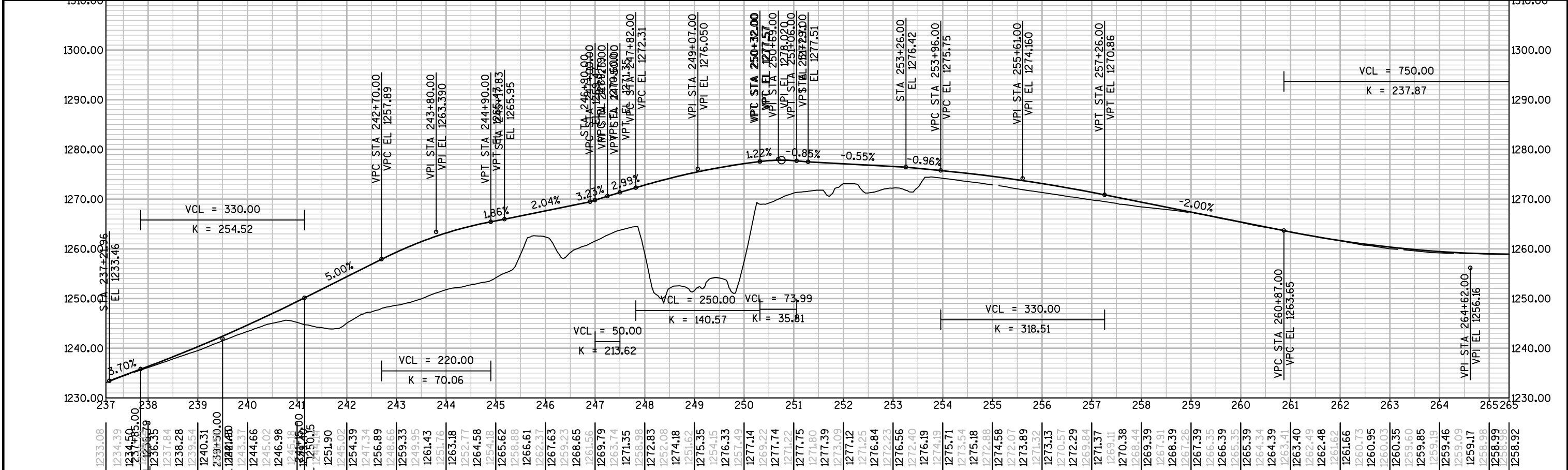
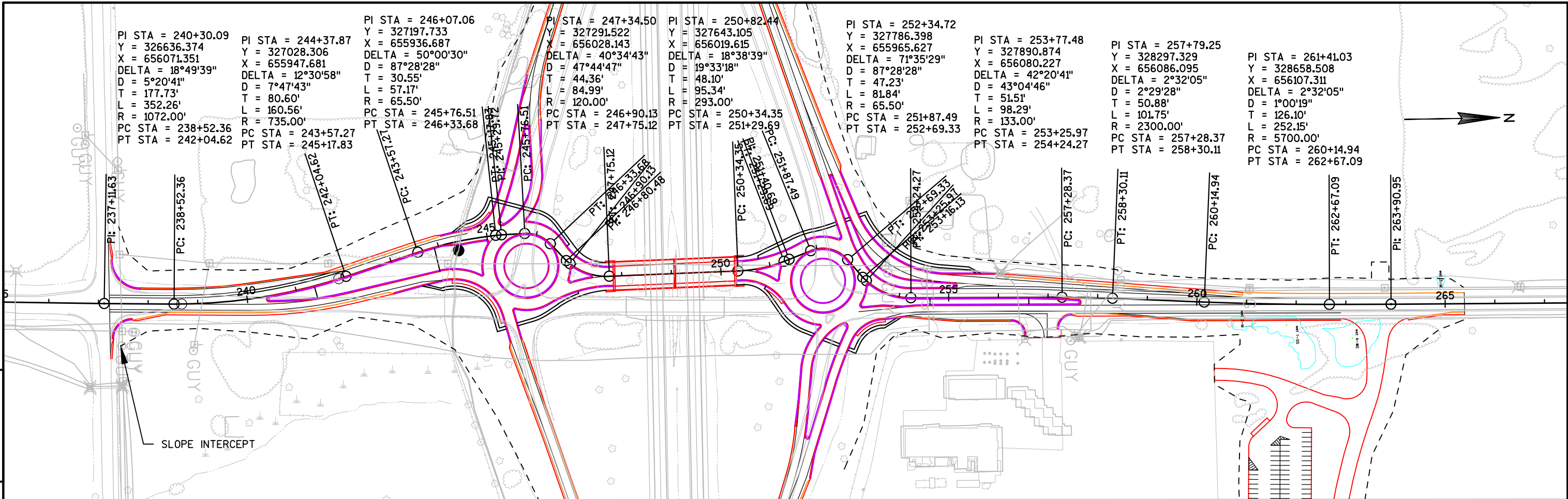
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STA 261+00 TO 264+50

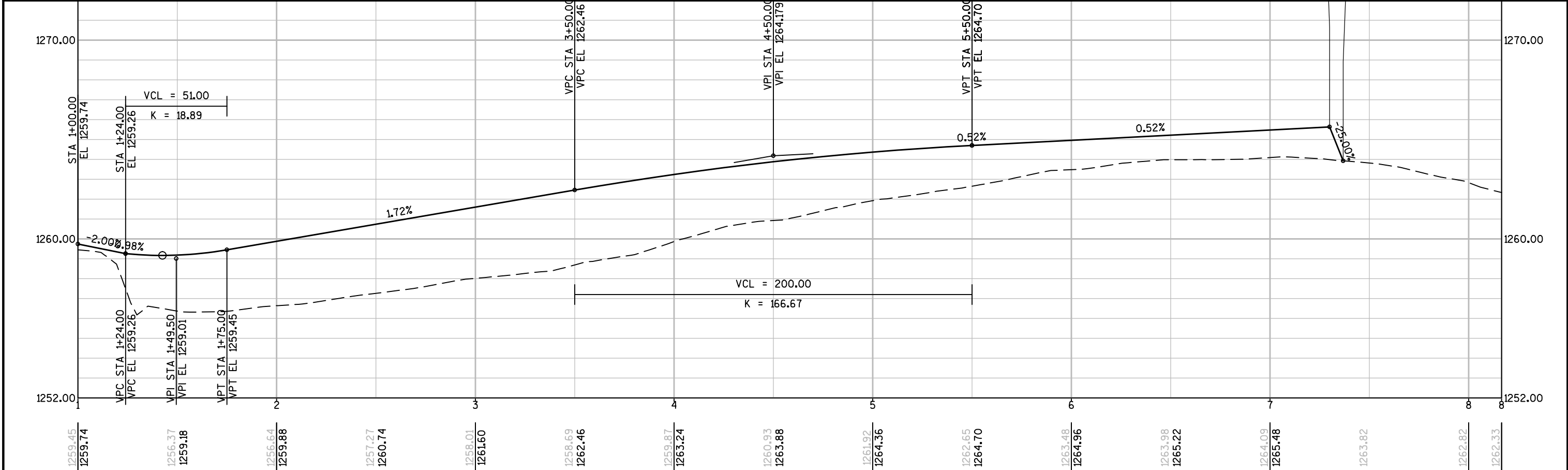
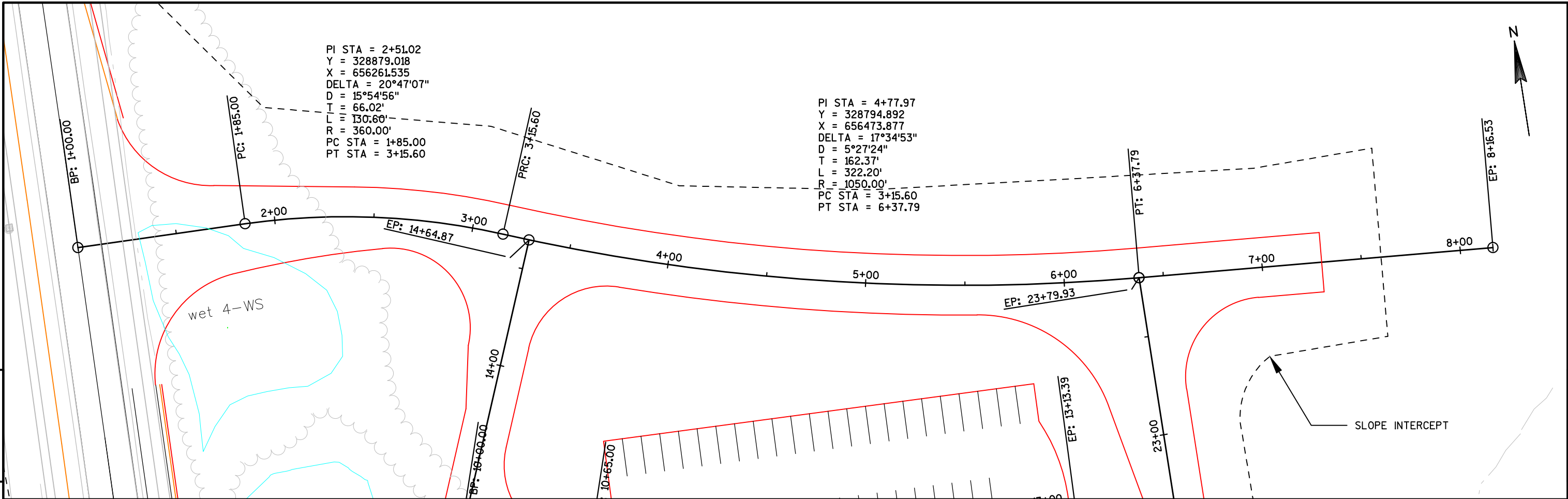


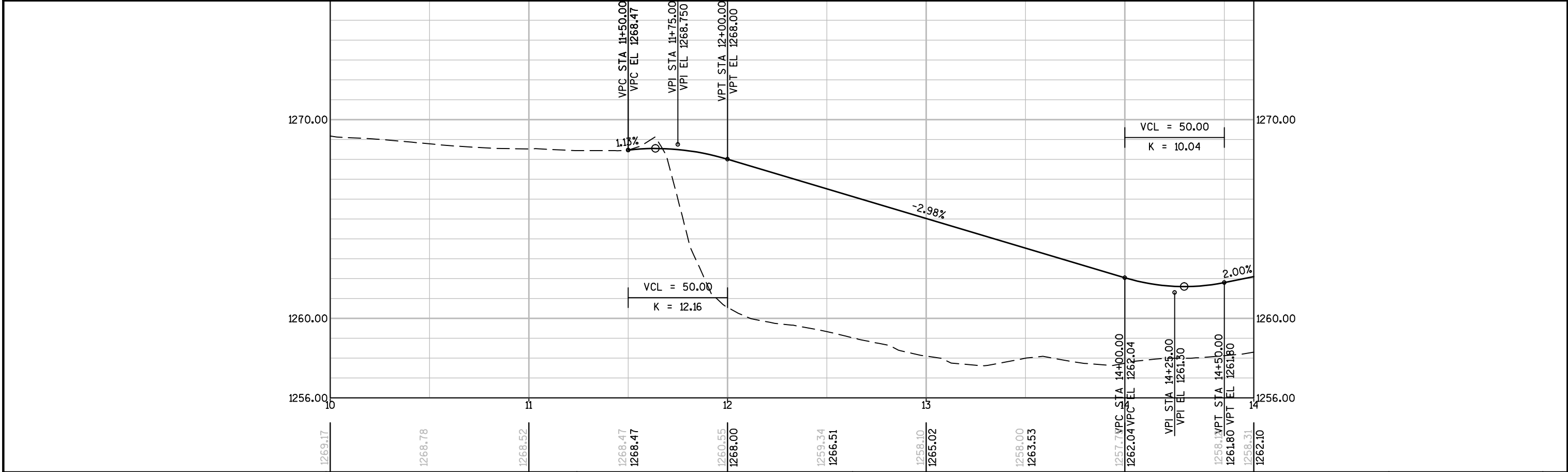
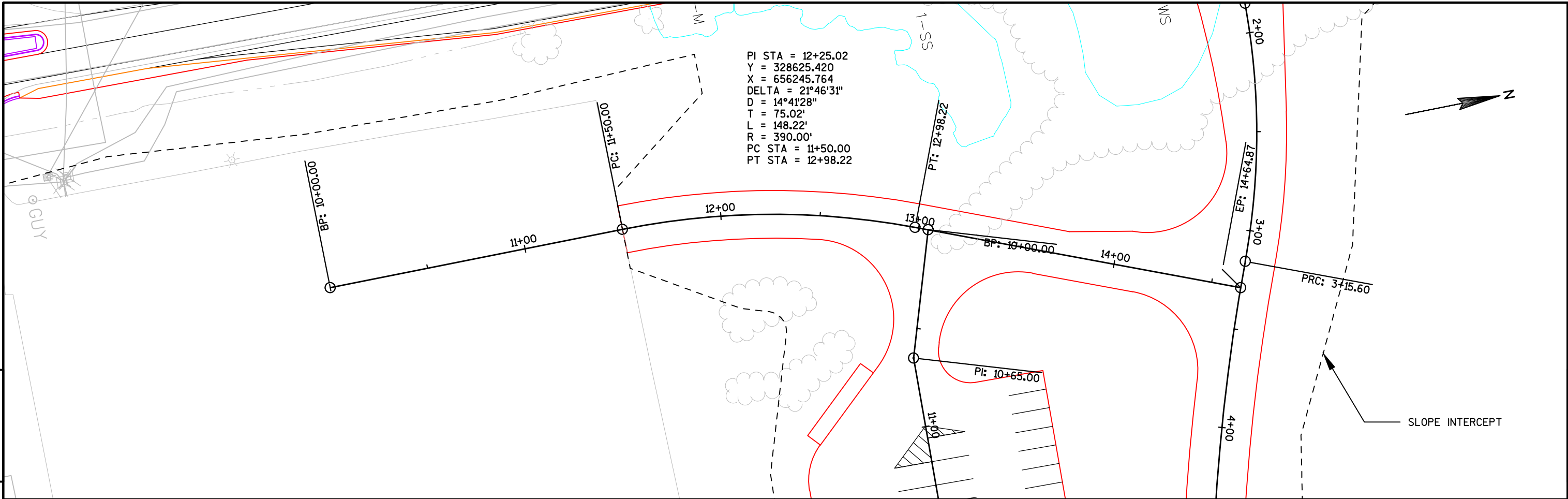




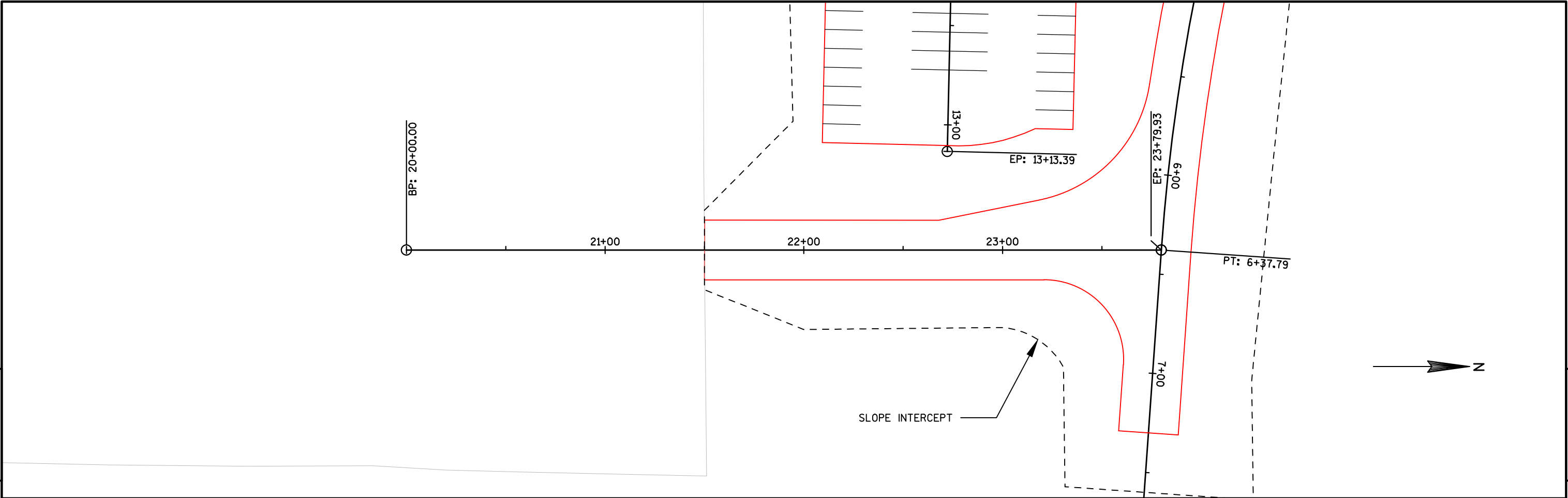




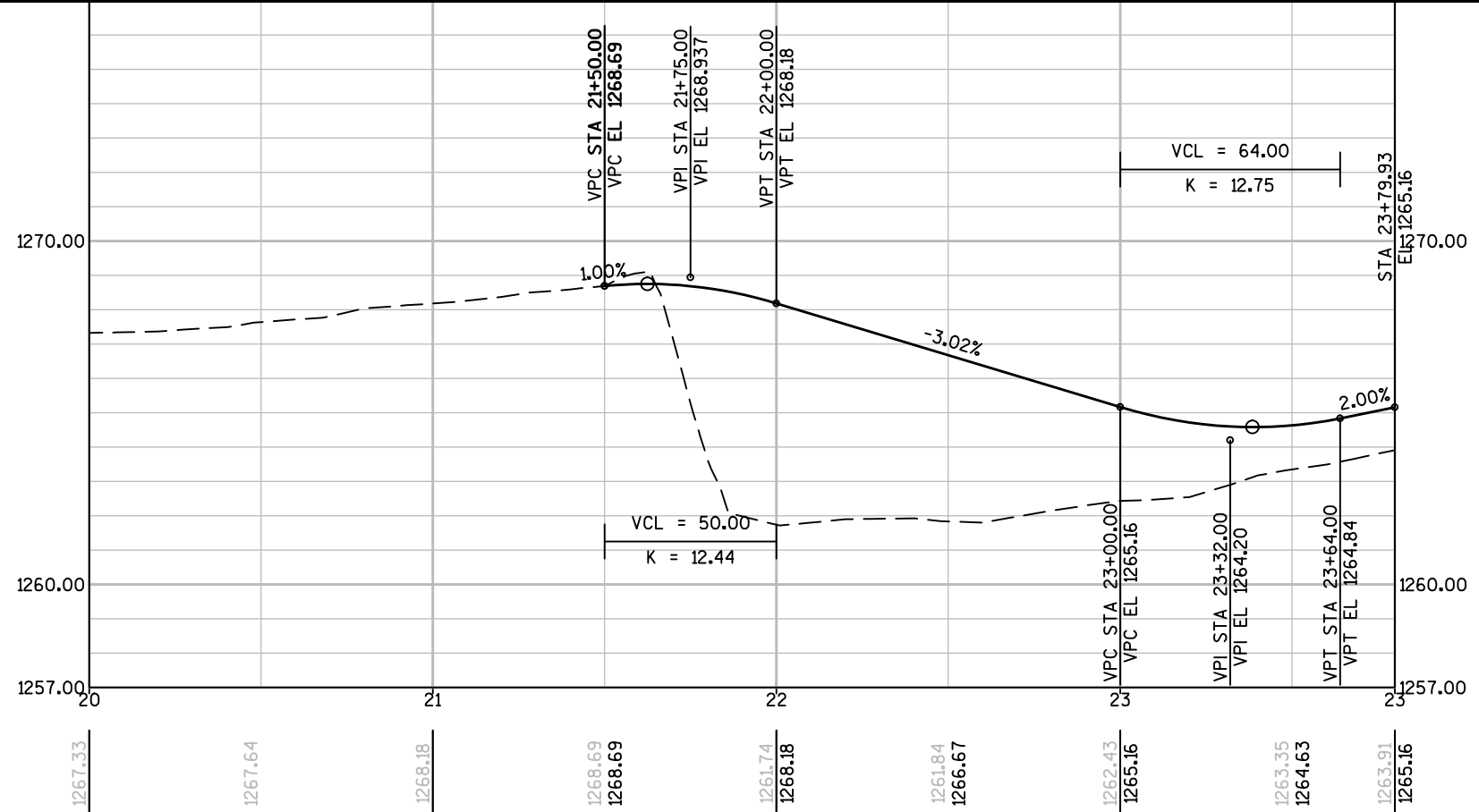




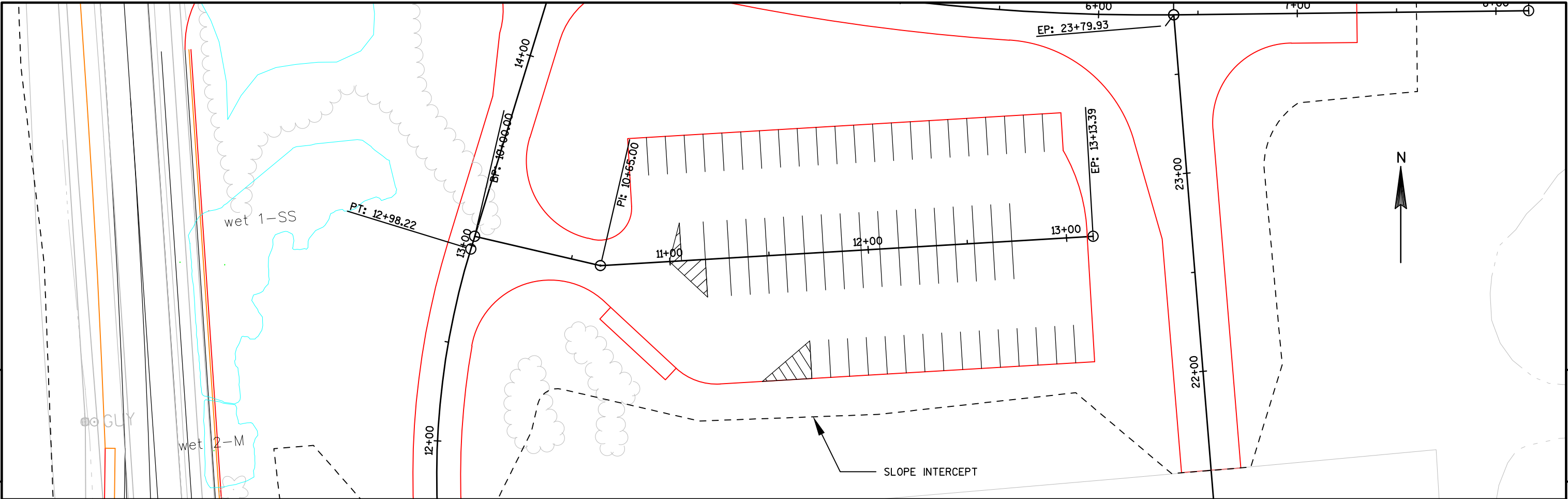
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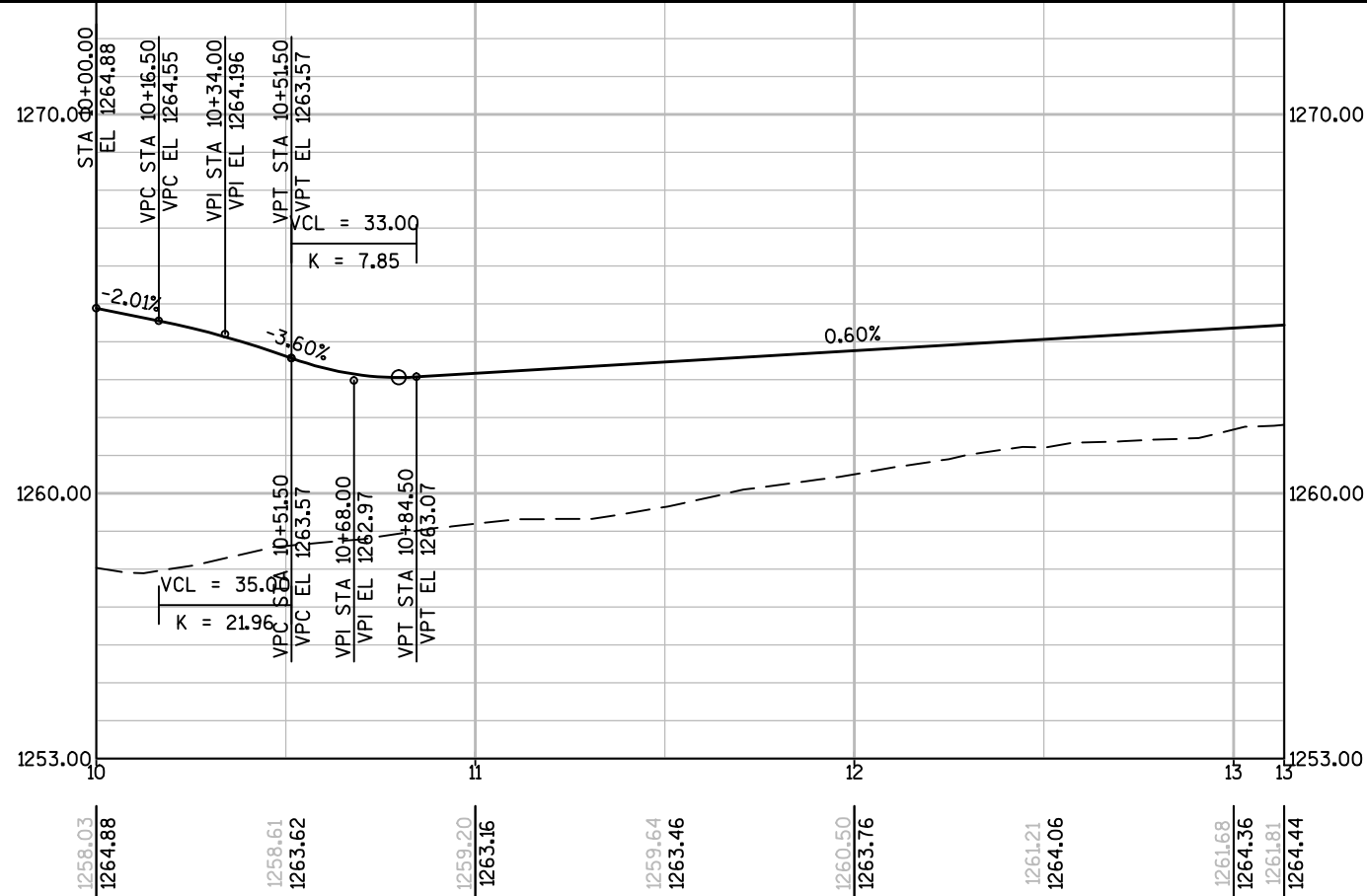
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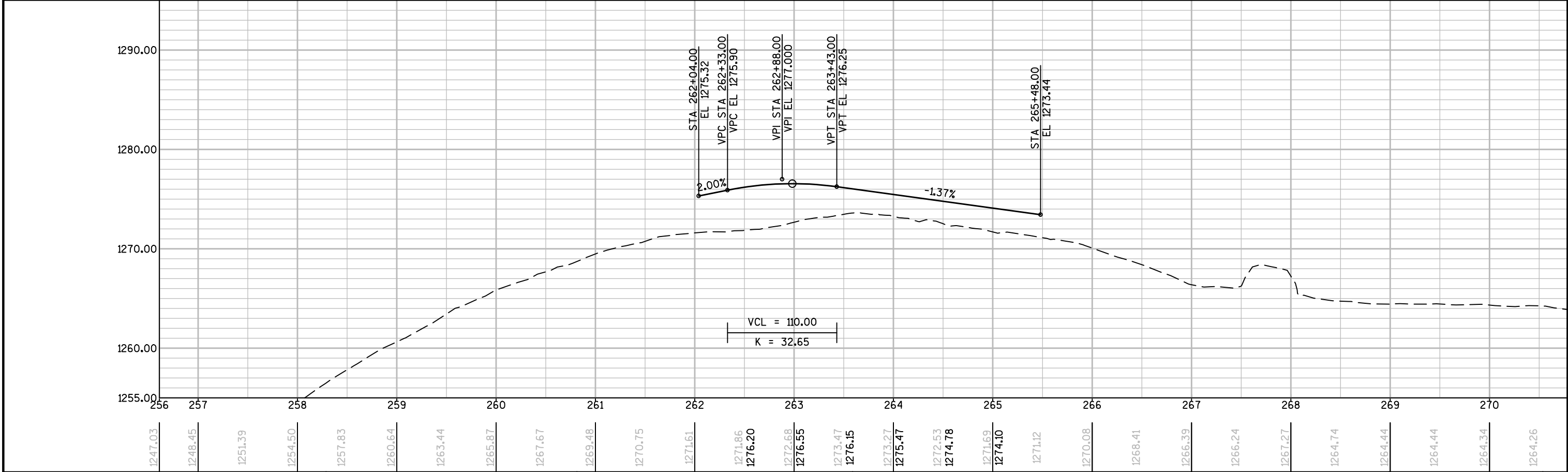
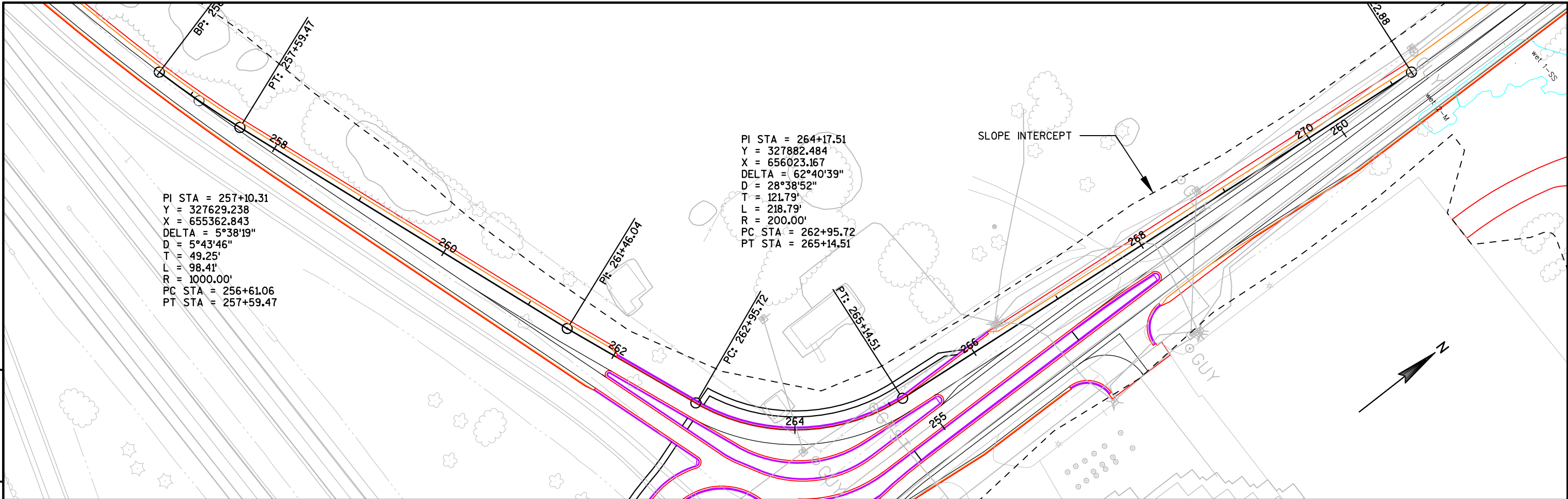


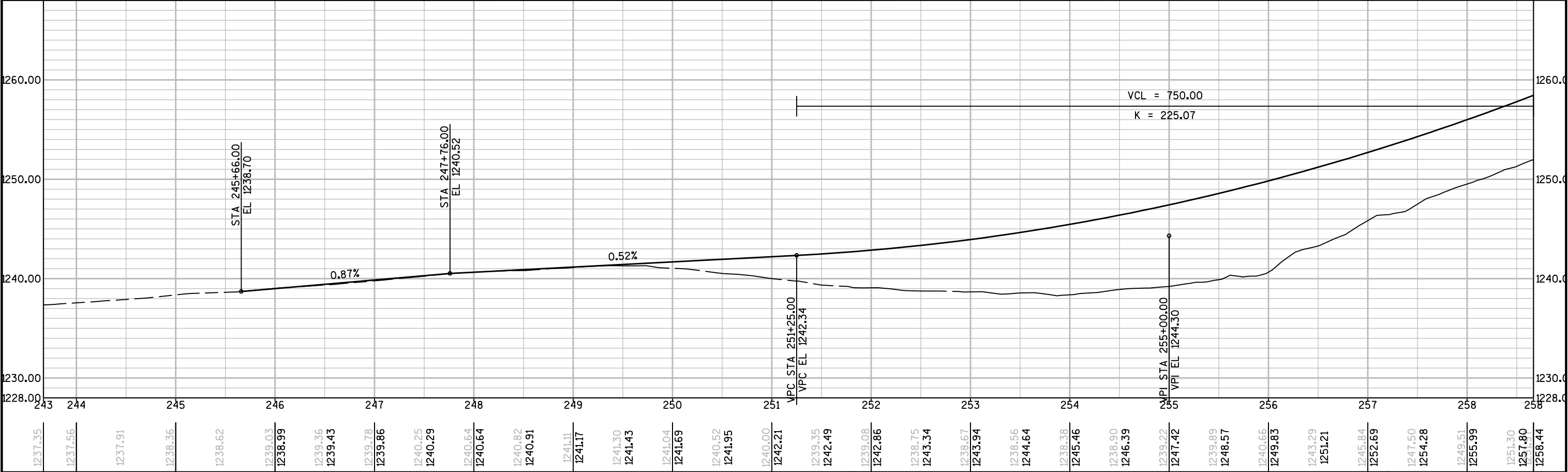
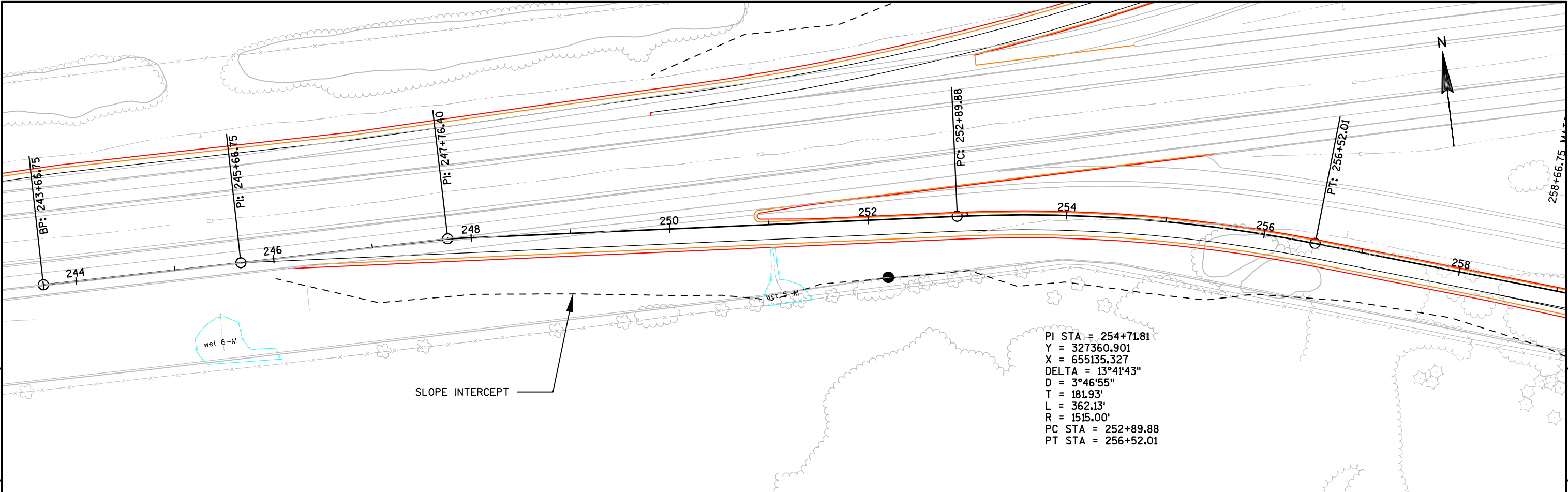
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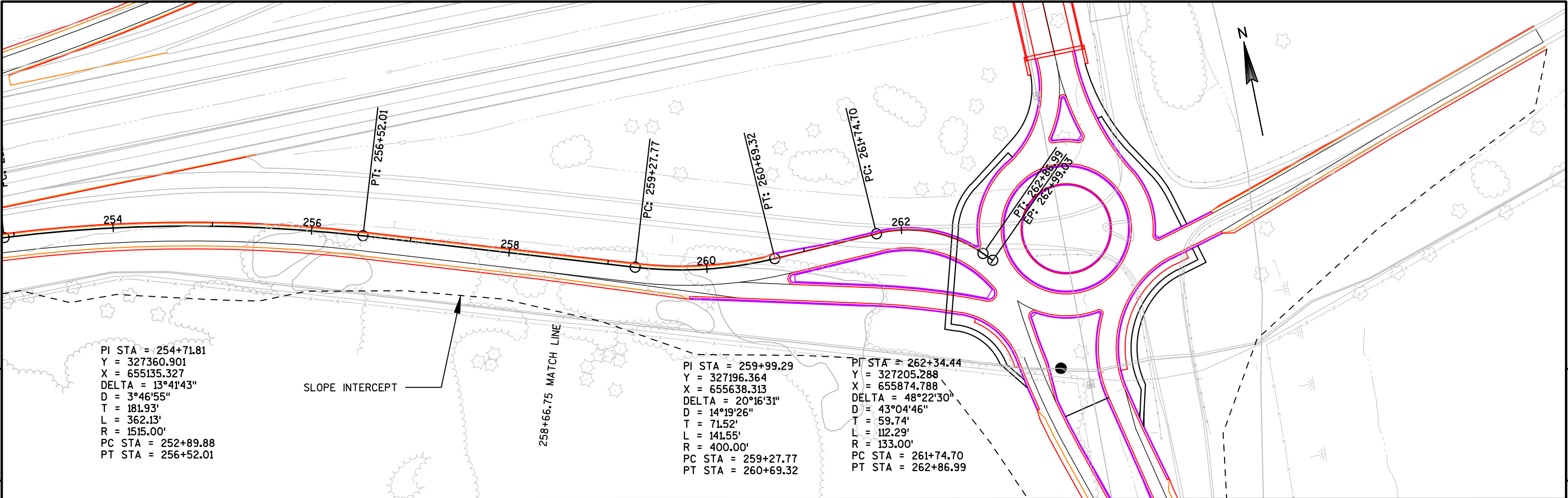
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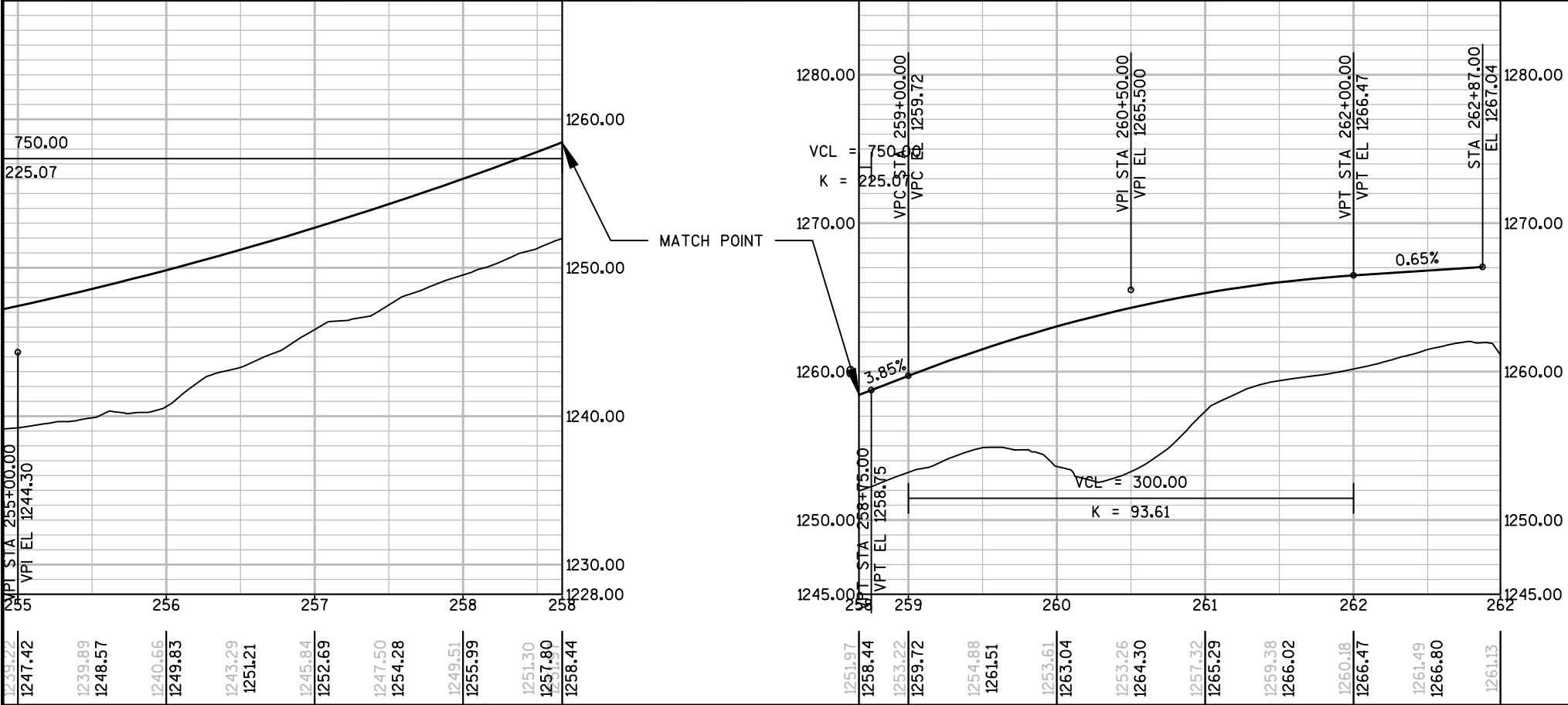




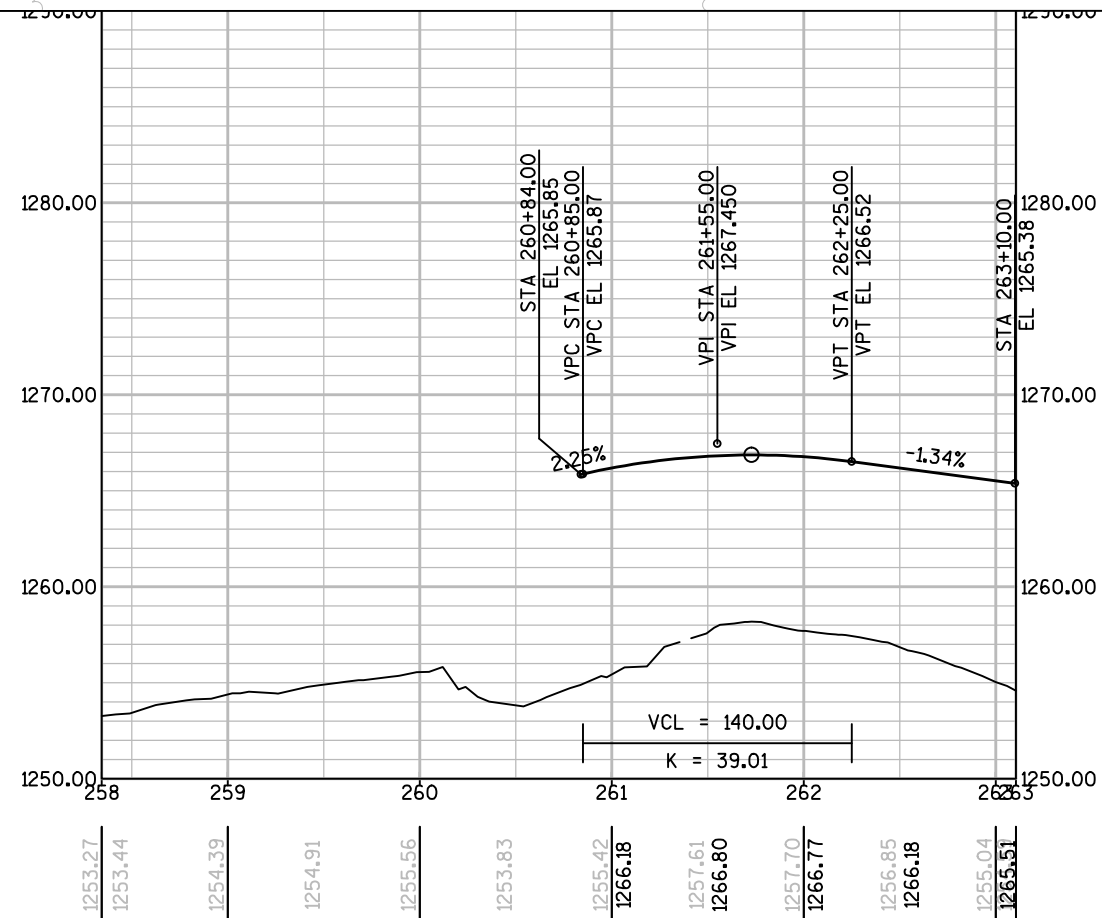
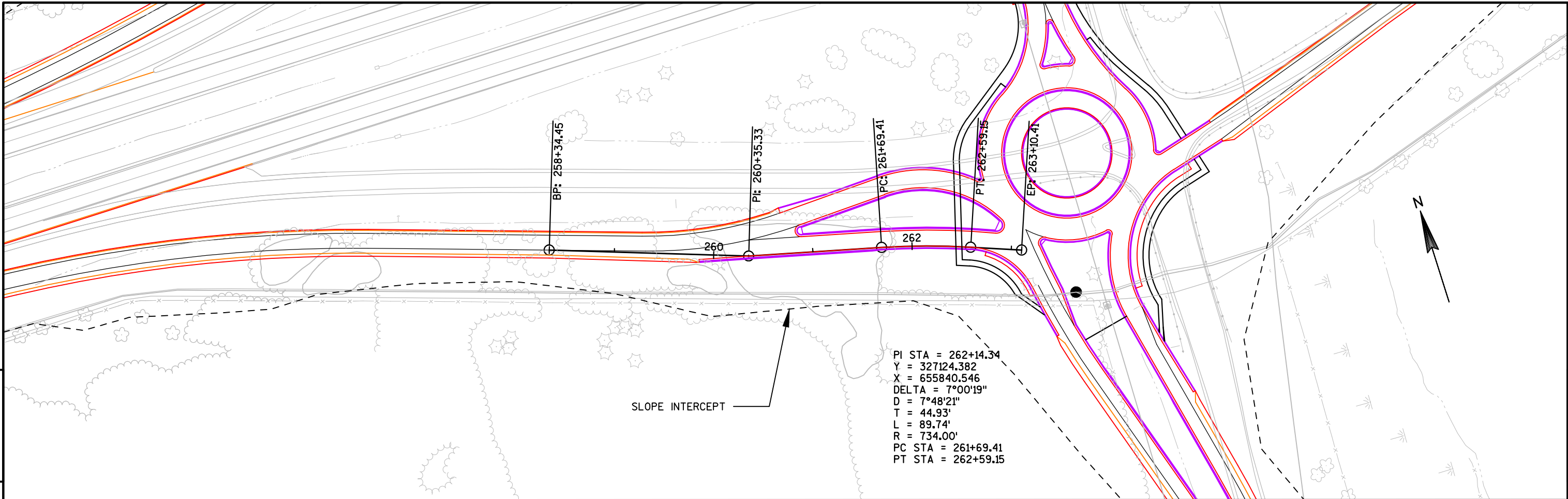
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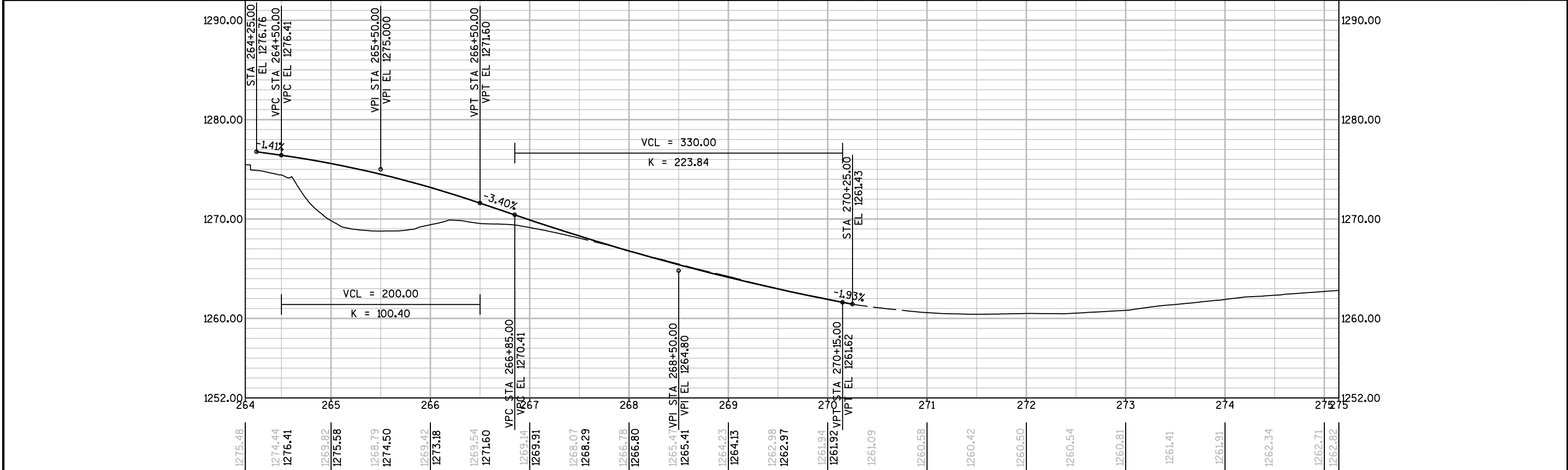
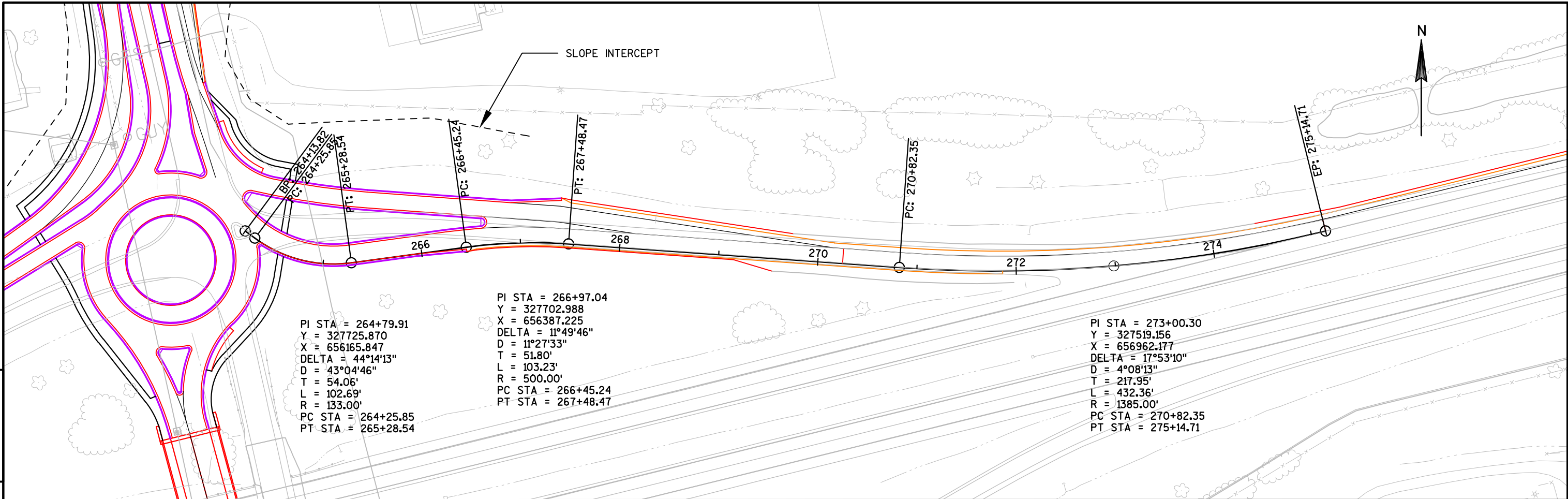


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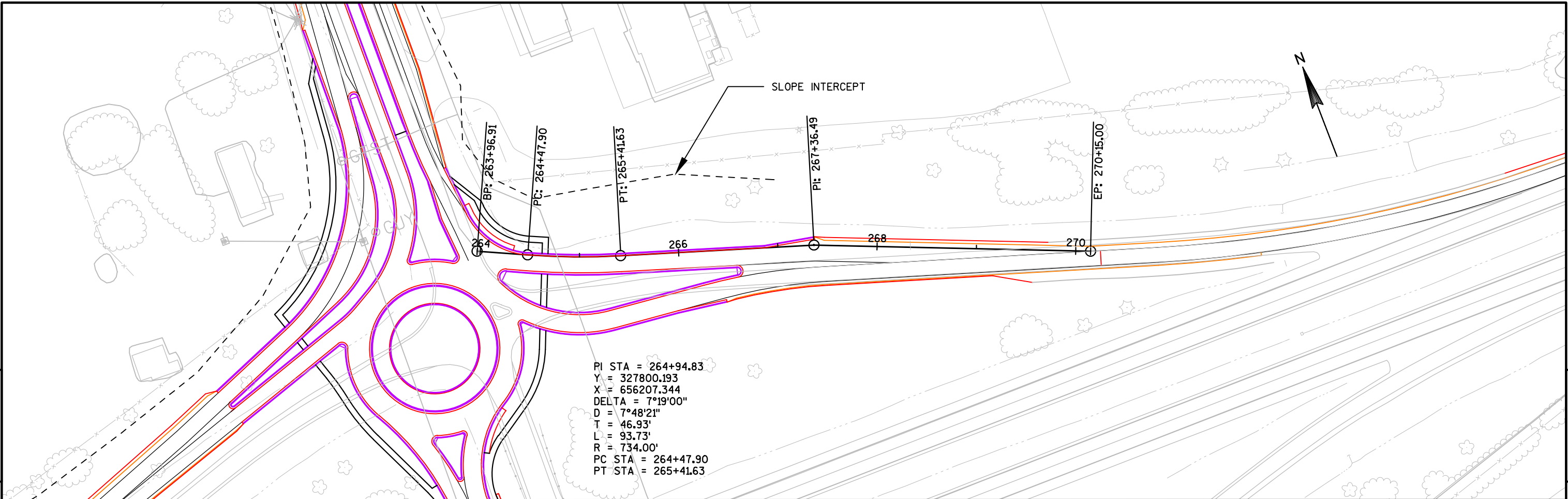


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1251.97	1258.44	1253.22	1259.72	1254.88	1261.51	1253.61	1263.04	1253.26	1264.30	1257.32	1265.29	1259.38	1266.02	1260.18	1266.47	1261.49
1261.13																

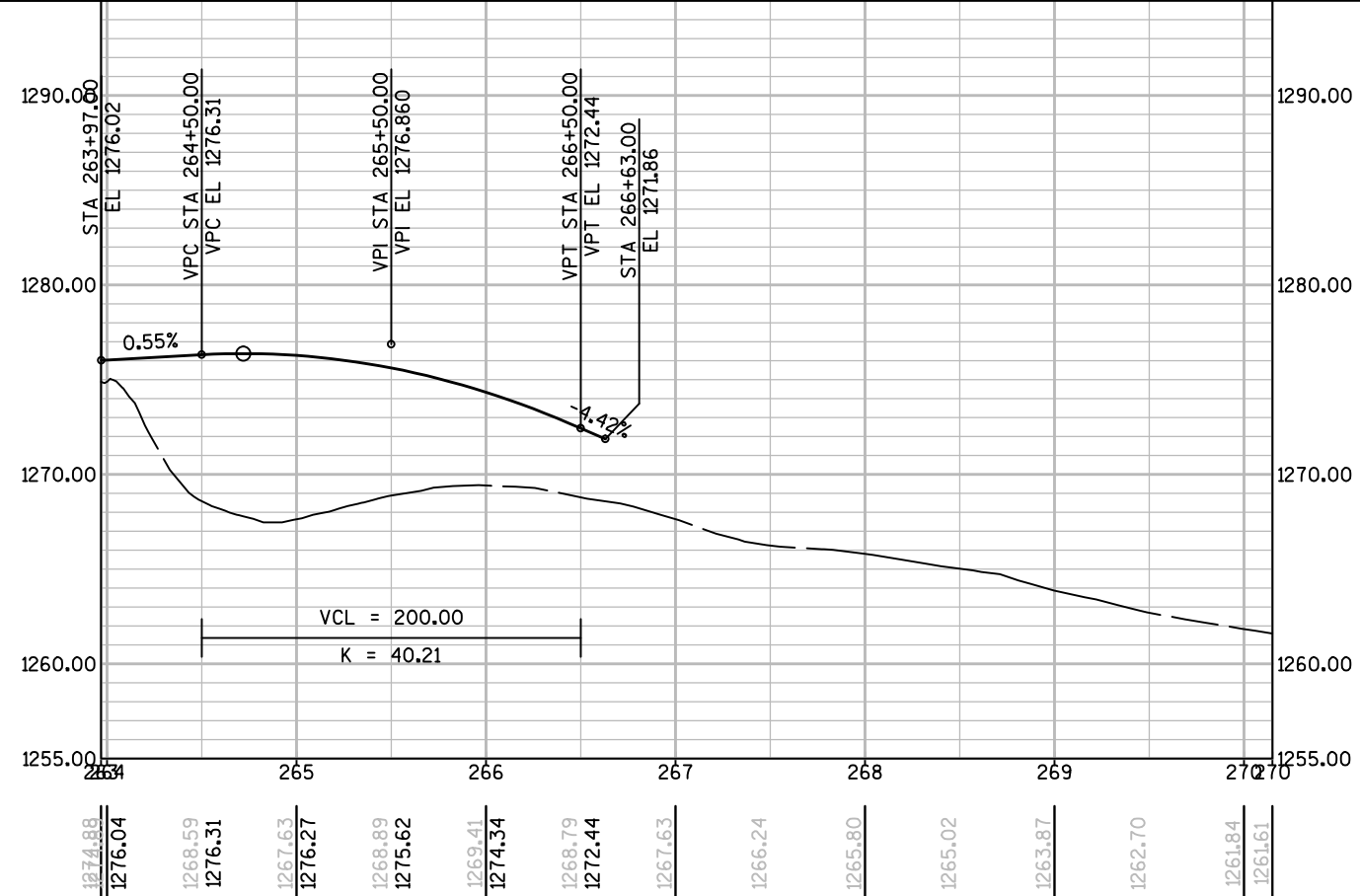




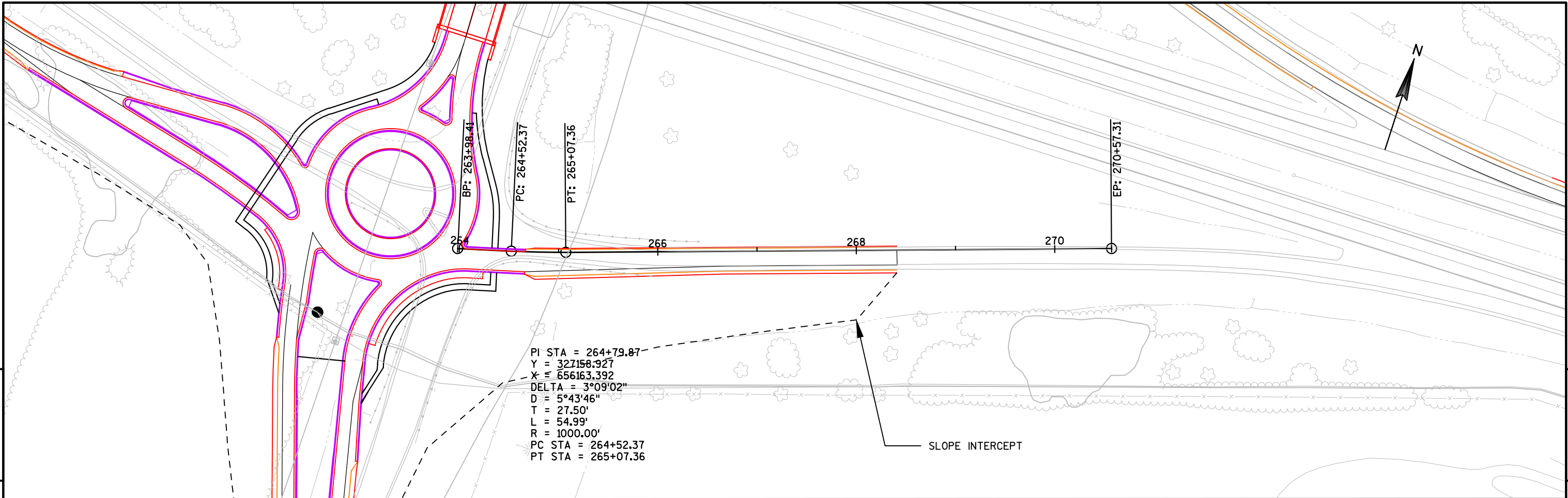
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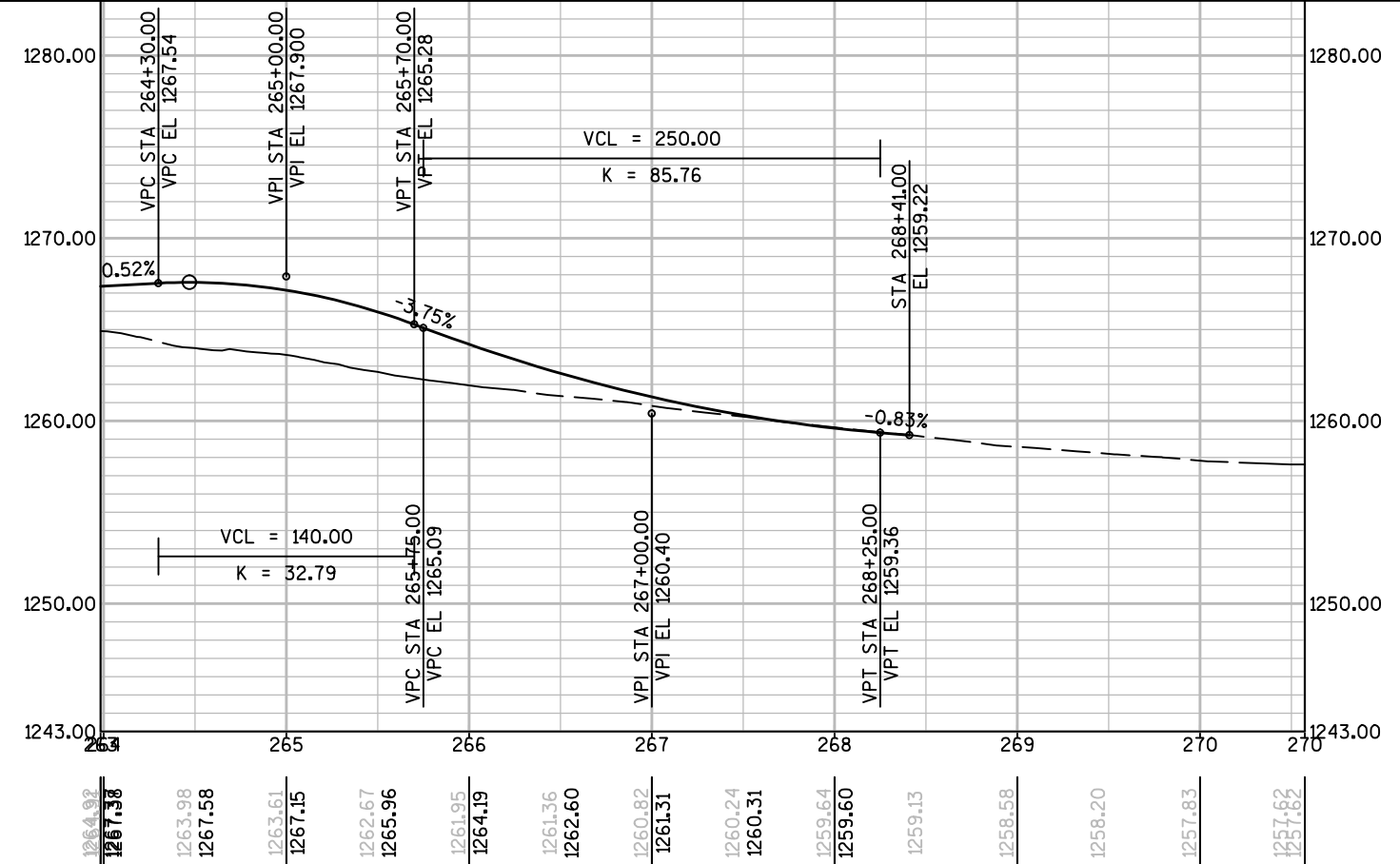
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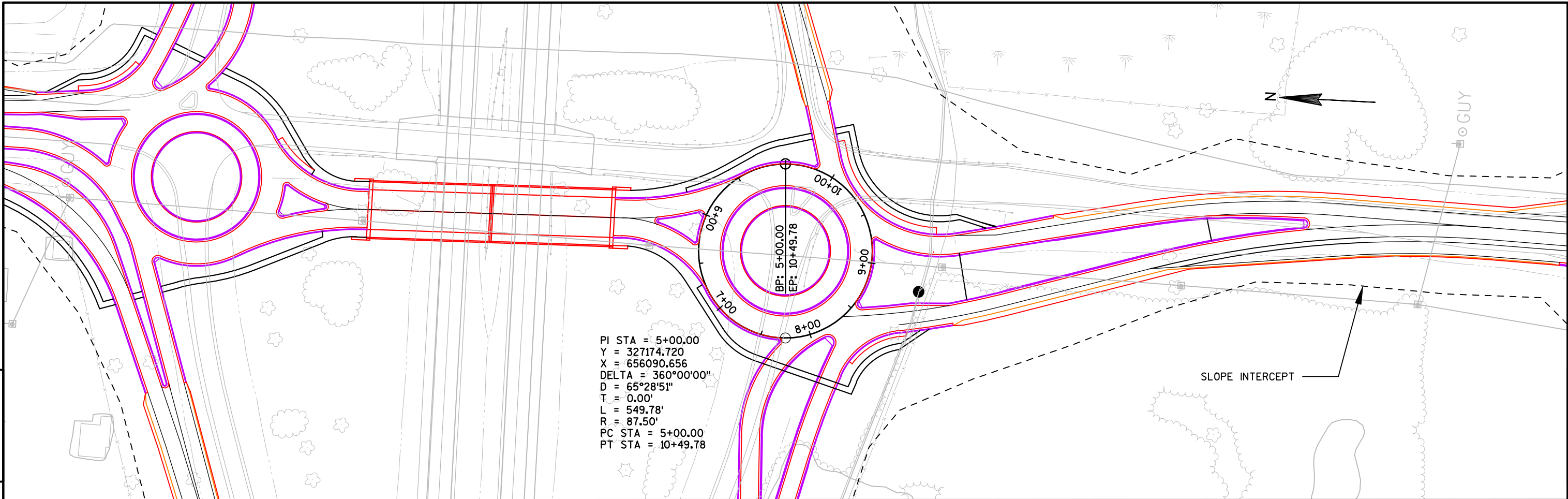


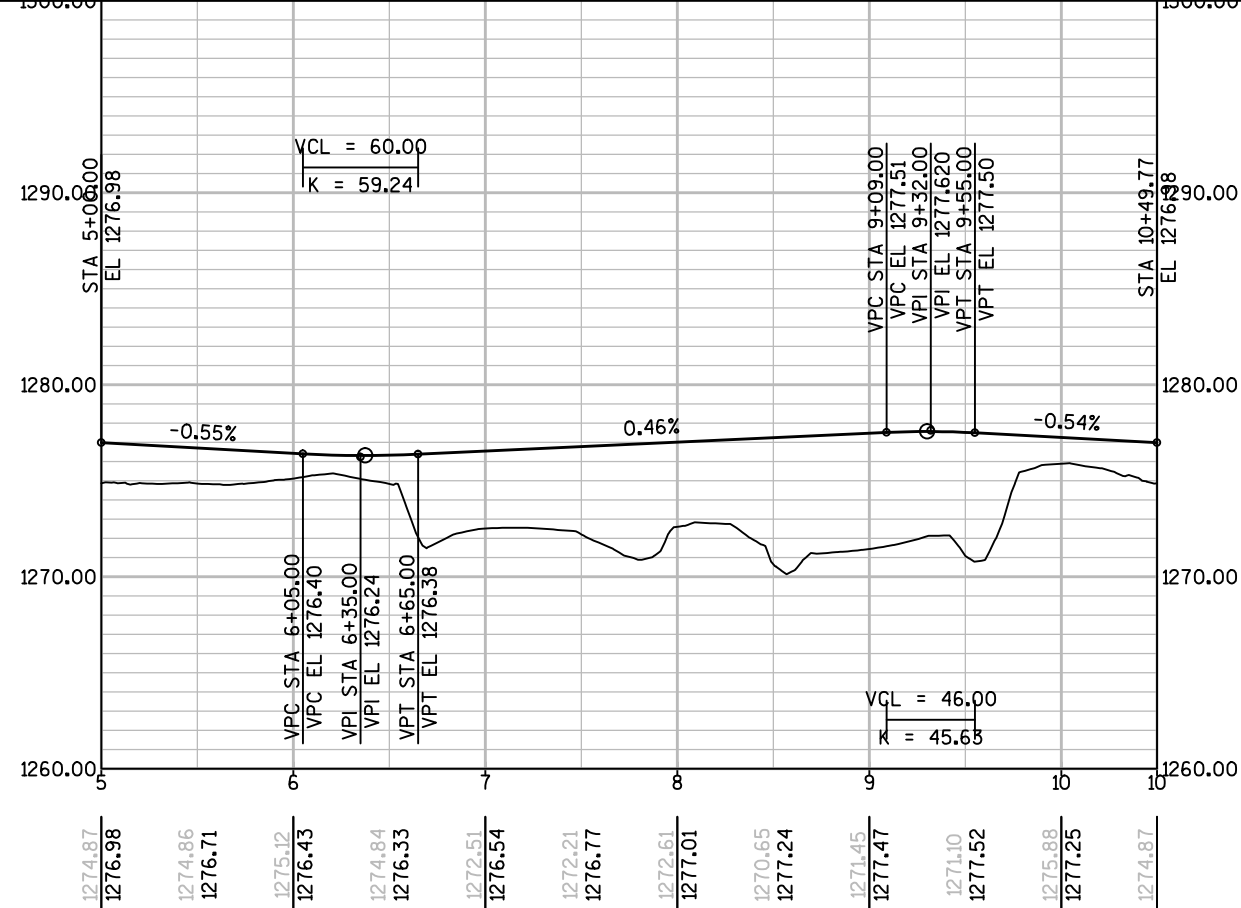
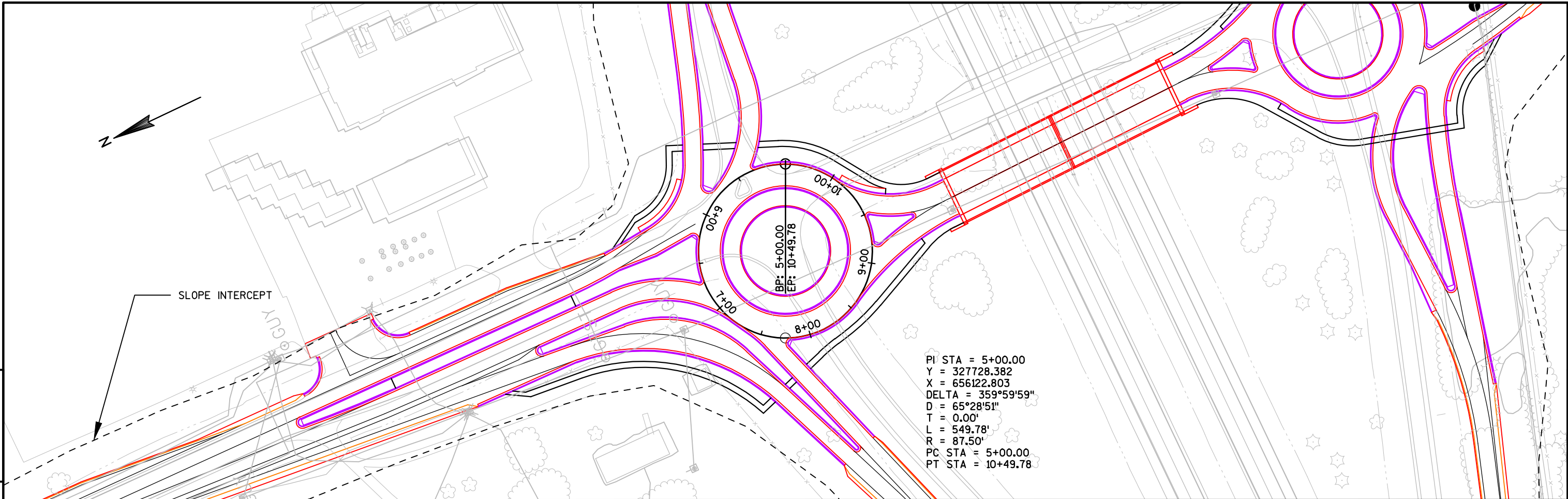
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5







DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR; RF=
OPERATIONAL RATING FACTOR; RF=
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): KIPS.
STRUCTURE IS DESIGNED FOR A FUTURE WEARING
SURFACE OF 20 POUNDS PER SQUARE FOOT.

MATERIAL PROPERTIES:

CONCRETE MASONRY:

DECK $f'_c = 4,000$ P.S.I.
ALL OTHER $f'_c = 3,500$ P.S.I.
45W" PRESTRESSED GIRDERS $f'_c = 8,000$ P.S.I.

STEEL AND REINFORCEMENT:

BAR STEEL REINFORCEMENT, GRADE 60 $f_y = 60,000$ P.S.I.
STRUCTURAL CARBON STEEL A.S.T.M. A709 GRADE 36 $f_y = 36,000$ P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

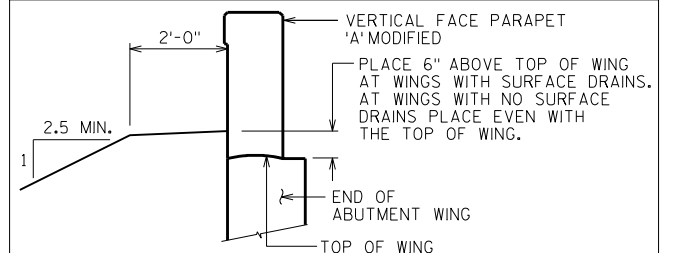
ABUTMENTS TO BE SUPPORTED ON HP XX X XX STEEL PILING
DRIVEN TO A MINIMUM BEARING VALUE OF XXX * TONS PER PILE.
ESTIMATED XX' LONG.

PIER TO BE SUPPORTED ON HP XX X XX STEEL PILING
DRIVEN TO A MINIMUM BEARING VALUE OF XXX * TONS PER PILE.
ESTIMATED XX' LONG.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN
IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR
OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

TRAFFIC VOLUME

S.T.H. 128 I.H. 94
A.D.T.=5100 (2036) A.D.T.=46600 (2036)
R.D.S.=50 M.P.H. R.D.S.=70 M.P.H.



TYPICAL FILL SECTION AT WING TIPS

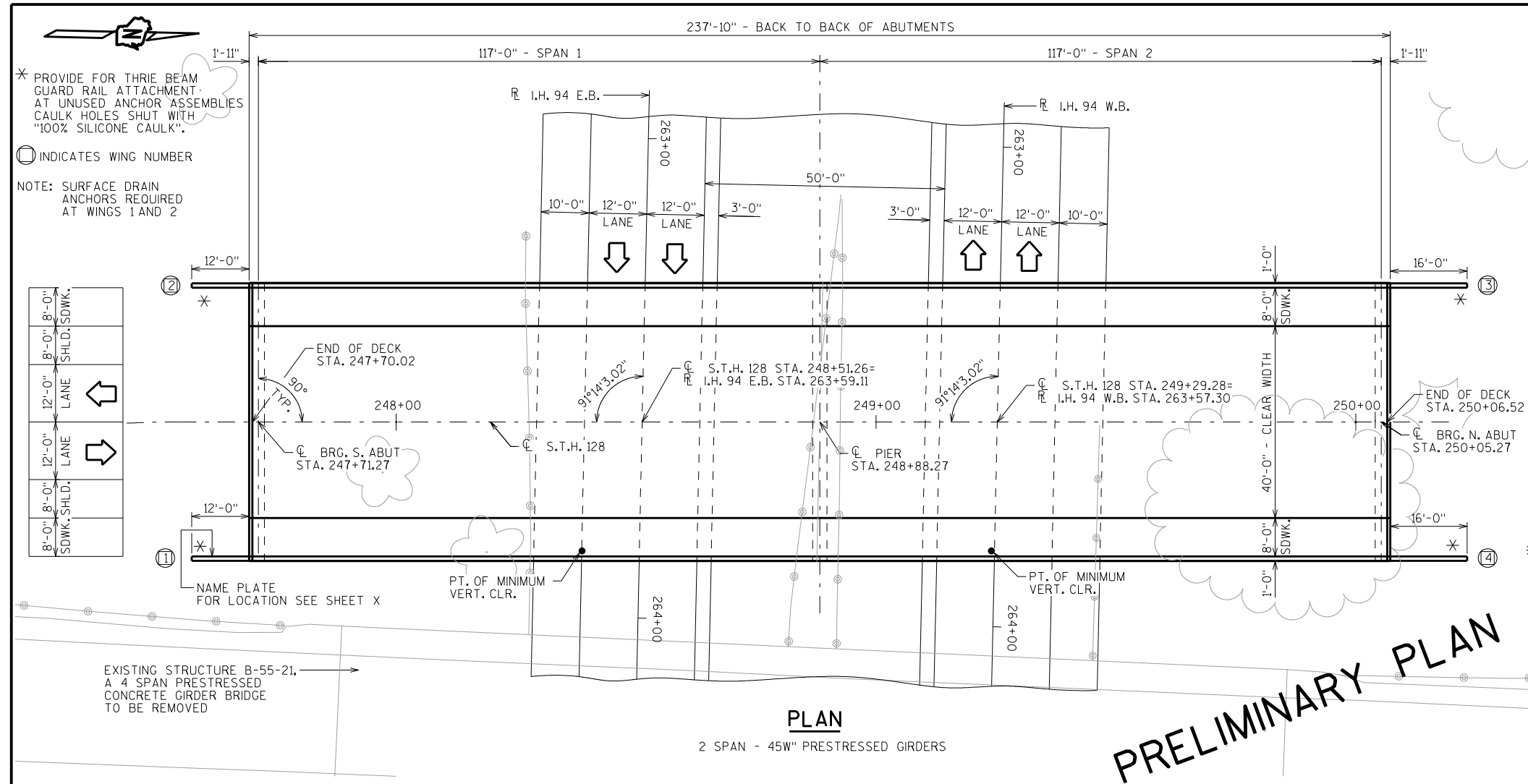
STRUCTURE DESIGN CONTACT:

MICHAEL LARSON (608) 267-4539
LAURA SHADEWALD (608) 267-9592

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.
- 11.
- 12.
- 13.
- 14.
- 15.

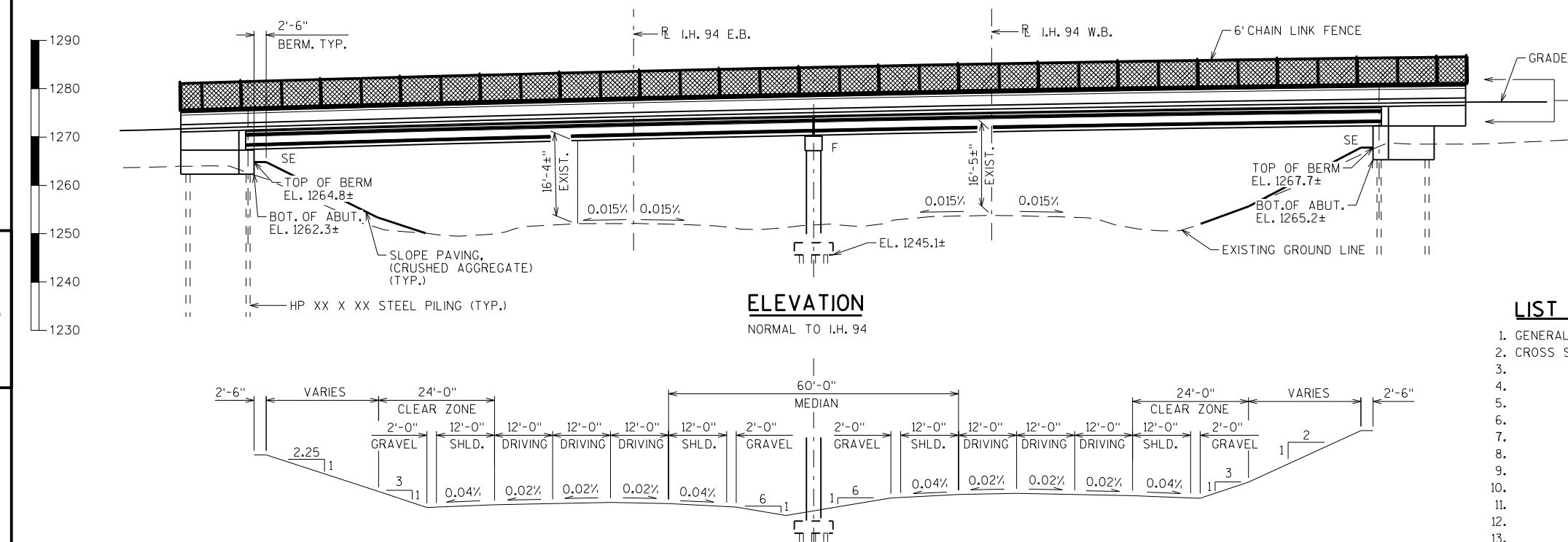
NO.	DATE	REVISION	BY
ACCEPTED _____ CHIEF STRUCTURES DESIGN ENGINEER DATE _____			
STRUCTURE B-55-266			
S.T.H. 128 OVER I.H. 94			
COUNTY	ST. CROIX	TOWN/CITY/VILLAGE	CADY
DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.			
DESIGNED BY	MJL	DESIGN CK'D.	PMM
DRAWN BY	MJL	PLANS CK'D.	BLB
GENERAL PLAN			SHEET 1 OF 2



PLAN

2 SPAN - 45W" PRESTRESSED GIRDERS

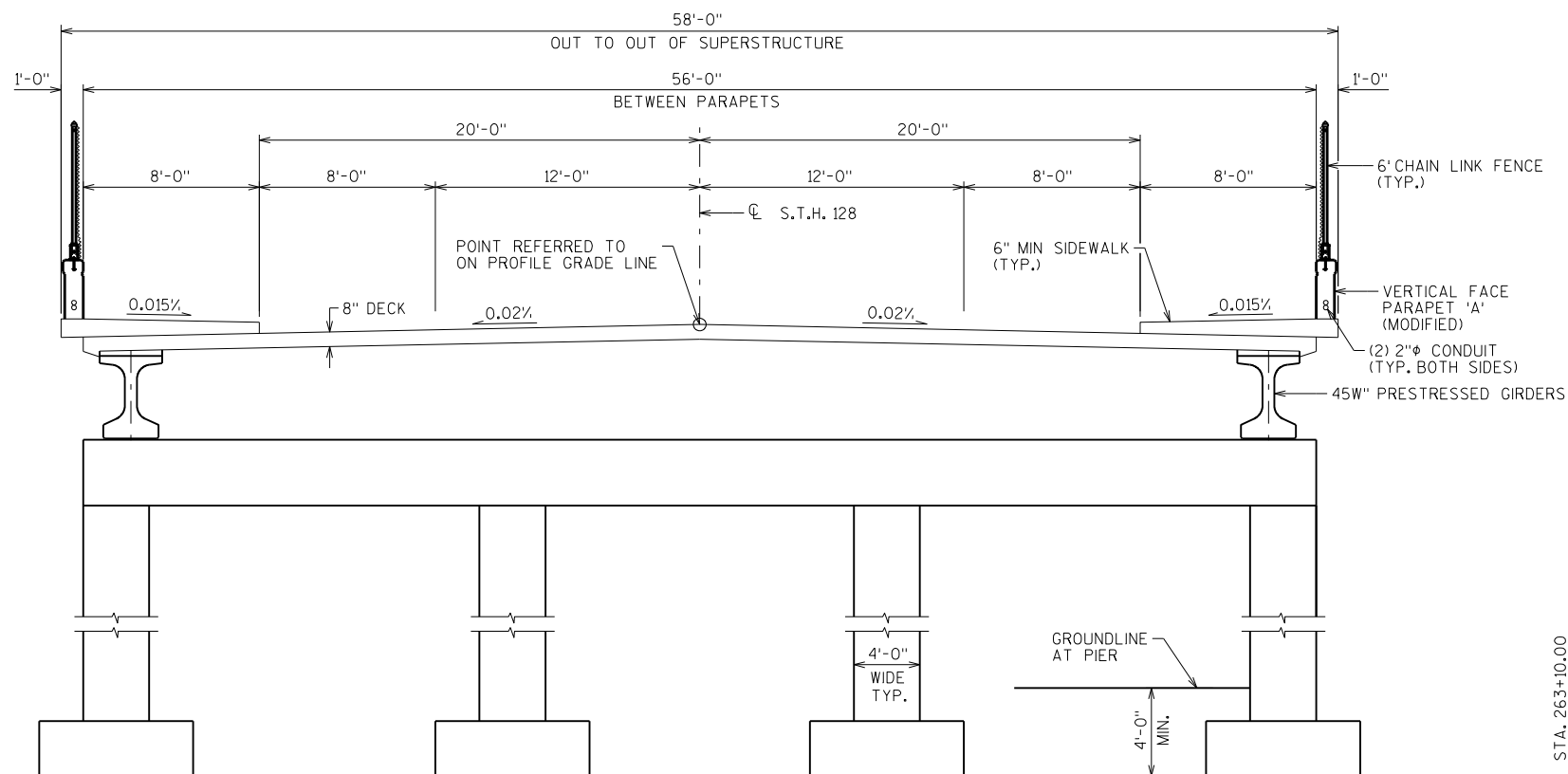
PRELIMINARY PLAN



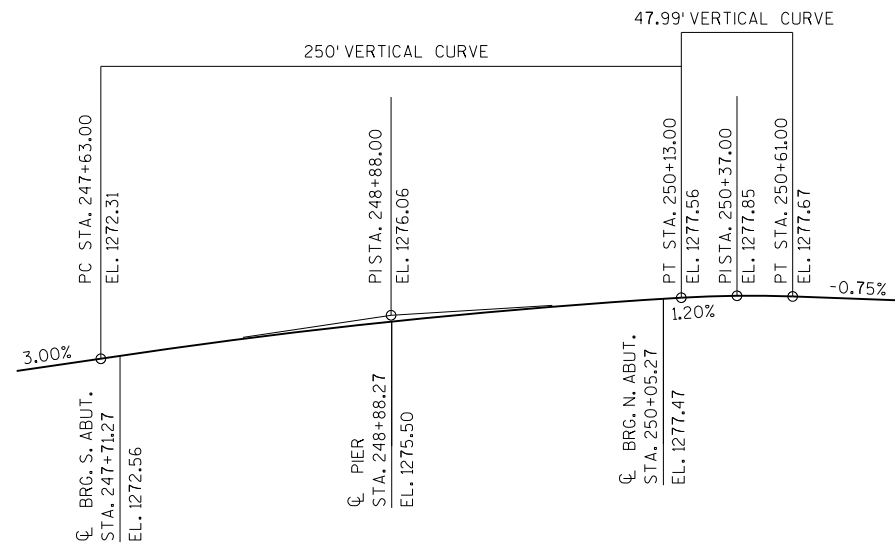
ELEVATION

NORMAL TO I.H. 94

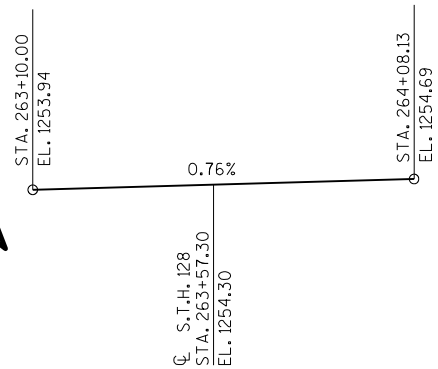
TYPICAL SECTION THRU FUTURE I.H. 94



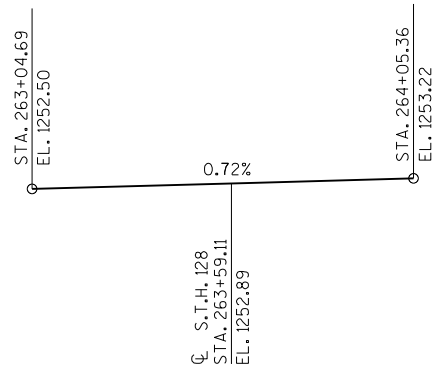
CROSS SECTION THRU ROADWAY LOOKING NORTH



PROFILE GRADE LINE ON S.T.H. 128



PROFILE GRADE LINE ON I.H. 94 W.B.



PROFILE GRADE LINE ON I.H. 94 E.B.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	SOUTH ABUT.	NORTH ABUT.	PIER	TOTALS
203.0200	REMOVING OLD STRUCTURE STA. 248+88	LS	—	—	—	—	1
203.0225.S	DEBRIS CONTAINMENT	LS	—	—	—	—	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-55-266	LS	—	—	—	—	
210.0100	BACKFILL STRUCTURE	CY	—	—	—	—	
502.0100	CONCRETE MASONRY BRIDGES	CY	—	—	—	—	
502.3200	PROTECTIVE SURFACE TREATMENT	SY	—	—	—	—	
503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF	—	—	—	—	
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	—	—	—	—	
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	—	—	—	—	
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	—	—	—	—	
506.4000	STEEL DIAPHRAGMS B-55-266	EACH	—	—	—	—	
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	—	—	—	—	
550.11XX	PILING STEEL HP XX-INCH X XXLB	LF	—	—	—	—	
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	—	—	—	—	
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	—	—	—	—	
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	—	—	—	—	
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	—	—	—	—	
SPV.0090	FENCE CHAIN LINK POLYMER-COATED 6-FT.	LF	—	—	—	—	
NON-BID ITEMS							
	FILLER	SIZE					1/2" & 3/4"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK SURFACE, ENTIRE SIDEWALK, AND THE FRONT FACE AND THE TOP OF THE PARAPET, INCLUDING PARAPETS ON ABUTMENT WINGS.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-55-266			
DRAWN BY MJL		PLANS CK'D. BLB	
CROSS SECTION & QUANTITIES			SHEET 2

Attachment 3
Area Land Use Maps



Town of Cady Existing Land Use



Land Cover

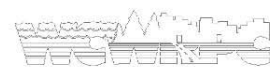
- Agriculture
- Barren
- Forest
- Wetlands
- Grassland
- Open Water

Land Use

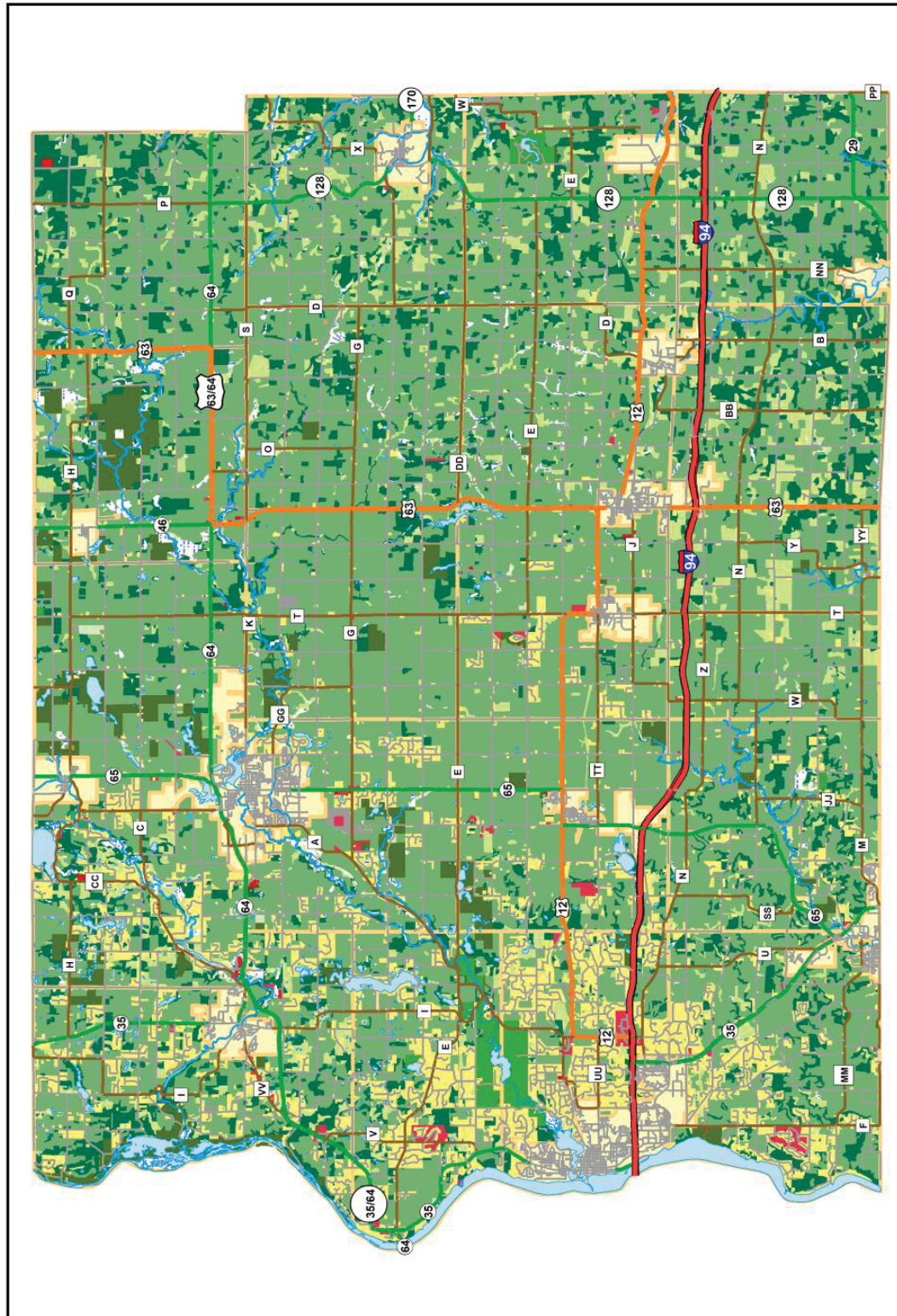
- Government
- Residential
- Utility

0 0.5 1 2 Miles

Source: WISCLAND 1998, WCWRPC Land Use Survey 1998



West Central Wisconsin Regional Planning Commission
Drafted: BDN 08/19/09



Existing Land Use - 2010 St. Croix County, WI



Source: 2010 St. Croix County Assessment Records,
WROC 2010 Orthophotography,
St. Croix County Planning & Zoning Department.
Note: This map is for general reference and general planning
purposes only. It is not intended for detailed site planning.

Attachment 4
Referenced Plans/Studies

CONNECTIONS

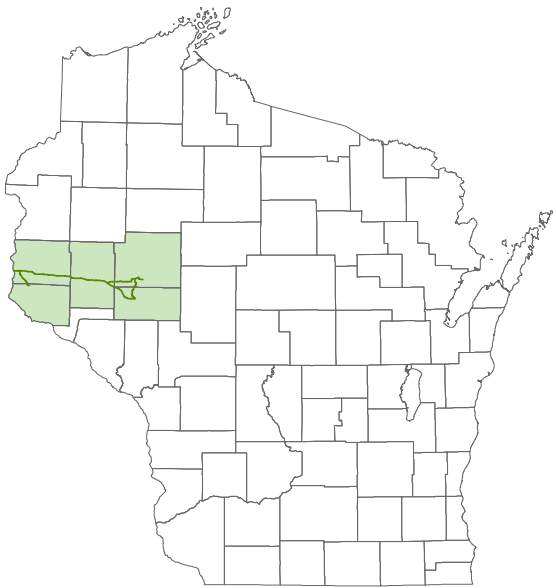
2030



Statewide
Long-Range
Transportation
Plan



Wisconsin Department of Transportation



Chippewa Valley Corridor – Twin Cities, MN to Eau Claire

Corridor Overview

This 80-mile corridor is part of a major passenger and freight corridor linking the Twin Cities, southern Wisconsin and Chicago, IL. It also provides critical economic links for the growing west central Wisconsin region, as well as Green Bay and the Fox Valley, to the fast growing Twin Cities metro area. St. Croix County is one of the fastest growing counties in the state as it becomes part of the extended Twin Cities metro area. The corridor includes the Wisconsin Veterans Memorial Highway (I-94 from the Illinois/Wisconsin state line to the Minnesota/Wisconsin state line). It also includes the urban and urbanized areas of Hudson, River Falls, Menomonie and Eau Claire.

Current Corridor Characteristics

- Airports:
 - › Air carrier (passenger) airport: Chippewa Valley Regional
 - › Transport/corporate airport: Menomonie Municipal
- Highways:
 - › Primary state highways: I-94, US 53, WIS 29, WIS 35
 - › Corridors 2030 Backbone Routes: I-94, US 53
 - › Corridors 2030 Connector Route: WIS 35
- Public Transit:
 - › Bus systems: Eau Claire
 - › Shared-ride taxi: River Falls, Chippewa Falls
 - › Specialized transit: Available in all counties; level of service depends on location
- Fixed Guideway Transit: None along this corridor
- Rail Freight: Freight rail service exists
- Intercity Passenger Rail: None along this corridor
- Intercity Bus: Service between Minneapolis/St. Paul, MN and Chicago, IL, with a stop in Eau Claire
- Ports and Harbors: None along this corridor
- Ferry: None along this corridor
- Bicycle/Pedestrian:
 - › Major trails: Red Cedar State Trail, Chippewa River State Trail
 - › Accommodations, linkages and accessibility along and across some facilities

Future Corridor Vision

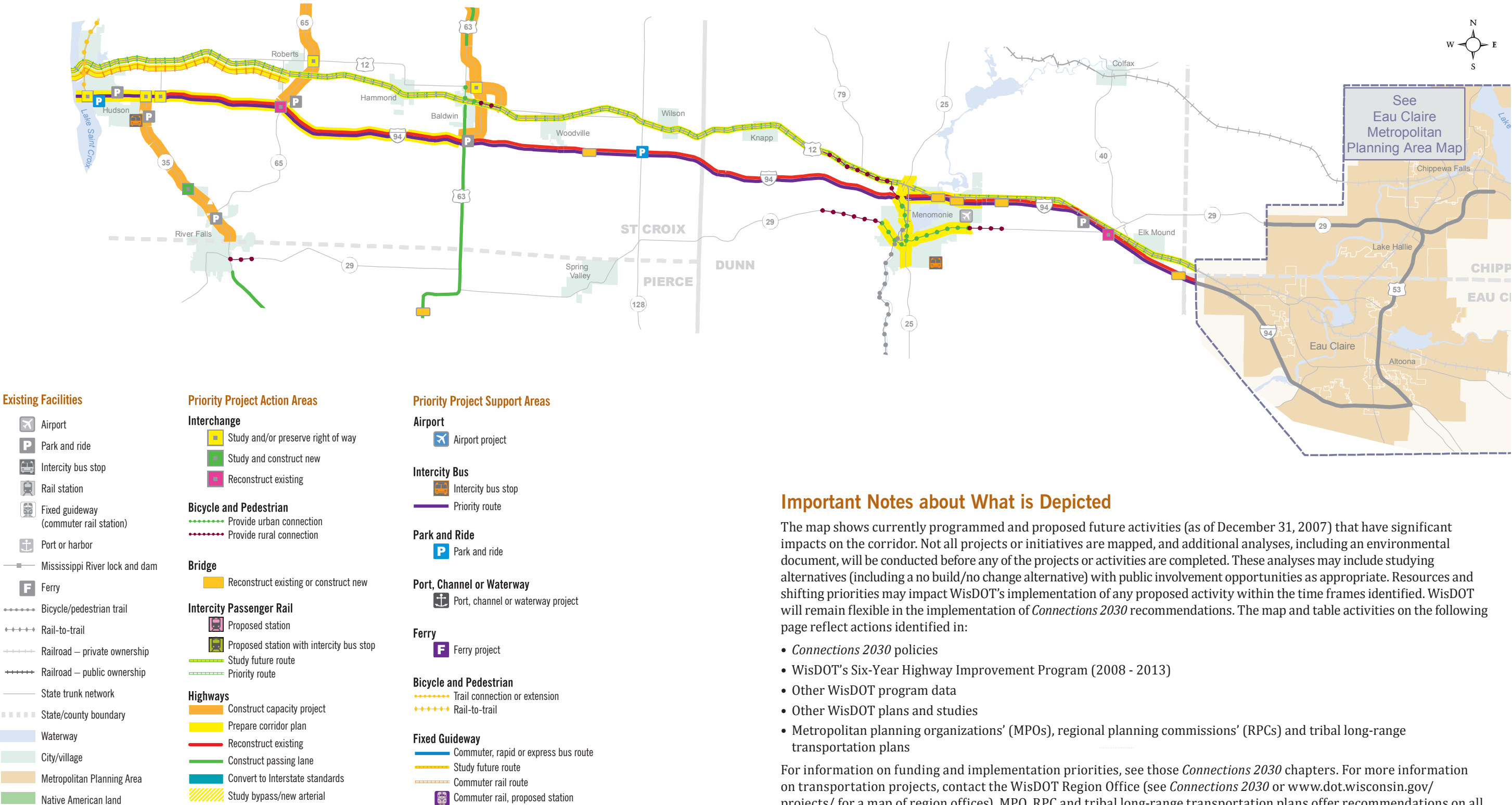
- Airports: Continued service, increased direct air service and infrastructure projects to support business airplane-capable airports
- Highways: Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along I-94, US 53, WIS 29 and WIS 35 by implementing the *State Access Management Plan* vision:
 - › Tier 1; I-94, US 53, portions of WIS 29
 - › Tier 2A; WIS 35 (I-94 to River Falls)
- Public Transit: Increased regional coordination and continued service
- Fixed Guideway Transit: None along this corridor
- Rail Freight: Continued freight service and corridor preservation
- Intercity Passenger Rail:
 - › New Service:
 - Minneapolis/St. Paul, MN - Madison - Milwaukee - and Chicago, IL intercity passenger rail service
 - All new intercity passenger rail services will operate within existing corridors
- Intercity Bus:
 - › Continued existing services
 - › New service:
 - Phase 1: Between Eau Claire and Duluth/Superior, with a stop in Chippewa Falls; and between Minneapolis/St. Paul, MN and Green Bay, with stop in Chippewa Falls and Eau Claire
 - Phase 2: Between Eau Claire and Tomah passenger rail station
- Ports and Harbors: None along this corridor
- Ferry: None along this corridor
- Bicycle/Pedestrian: Continued and enhanced accommodations and linkages along and across facilities

	Year 2007	Year 2030
County populations		
St. Croix	79,020	106,026
Pierce	40,235	45,850
Dunn	43,118	50,656
Chippewa	61,604	65,723
Eau Claire	98,000	117,253
Population age 65 and older	33,667	77,177
Enplanements		
Chippewa Valley Regional Airport	22,832	44,000
Average annual daily traffic along		
I-94	23,200 – 50,400	36,600 – 121,900
US 53	19,700 – 24,900	25,800 – 34,800
WIS 29	9,600 – 11,700	12,000 – 15,500
WIS 35	16,900 – 19,200	17,300 – 19,000
Truck volume along		
I-94	High	High
US 53	Medium	High
WIS 29	Medium	Medium
WIS 35	Low	Low

Refer to the “Corridor Map - Data Definitions and Sources” for more information.



Chippewa Valley Corridor – Twin Cities, MN to Eau Claire



For more information, refer to the Corridor Map Legend Definitions document at www.wiconnections2030.gov.

Important Notes about What is Depicted

The map shows currently programmed and proposed future activities (as of December 31, 2007) that have significant impacts on the corridor. Not all projects or initiatives are mapped, and additional analyses, including an environmental document, will be conducted before any of the projects or activities are completed. These analyses may include studying alternatives (including a no build/no change alternative) with public involvement opportunities as appropriate. Resources and shifting priorities may impact WisDOT's implementation of any proposed activity within the time frames identified. WisDOT will remain flexible in the implementation of *Connections 2030* recommendations. The map and table activities on the following page reflect actions identified in:

- *Connections 2030* policies
- WisDOT's Six-Year Highway Improvement Program (2008 - 2013)
- Other WisDOT program data
- Other WisDOT plans and studies
- Metropolitan planning organizations' (MPOs), regional planning commissions' (RPCs) and tribal long-range transportation plans

For information on funding and implementation priorities, see those *Connections 2030* chapters. For more information on transportation projects, contact the WisDOT Region Office (see *Connections 2030* or www.dot.wisconsin.gov/projects/ for a map of region offices). MPO, RPC and tribal long-range transportation plans offer recommendations on all transportation modes within their boundaries.



Chippewa Valley Corridor – Twin Cities, MN to Eau Claire

Current and Proposed Future Activities These activities may not occur in the time frame identified due to budget constraints, changing conditions or shifting priorities. Refer to the “Important Notes about What is Depicted” for more information or contact the WisDOT Region Office.

Short-Term (2008 – 2013)	
I-94	Rehabilitate and widen bridge at County Rd E (Dunn Co) and I-94 east of Menomonie; replace bridges at Stokke Parkway (Dunn Co) and I-94 and at 970th St/Evergreen Rd and I-94
I-94	Reconstruct from WIS 65 (Roberts) to US 12 (Hudson)
I-94	Study interchange reconstruction at WIS 35 north and I-94; WIS 35 south and I-94; and US 12 and I-94
I-94	Reconstruct existing interchange at WIS 65 and I-94 if supported by environmental document
I-94	Prepare plan in cooperation with the city of Menomonie to develop an official map of I-94 alternative route and future local arterials to provide congestion relief to US 12, WIS 25 and WIS 29
US 63	Construct candidate passing lanes from County Rd E (St Croix Co) to WIS 64 if supported by environmental document
WIS 35	Study and construct new interchange at Radio Rd (St Croix County) and WIS 35
Fixed Guideway	Support the Twin Cities Metropolitan Council’s study of potential commuter rail service between Roberts and the Twin Cities, MN and Somerset and the Twin Cities, MN, as part of the Council’s <i>2030 Transit Master Plan Update</i>
Intercity Bus	Support new intercity bus service between Minneapolis/St. Paul, MN and Green Bay with stops in Hudson, Menomonie, Eau Claire, Chippewa Falls, Wausau and Shawano

Mid-Term (2014 – 2019)	
I-94	Replace bridge at the Red Cedar River near Menomonie and I-94 if supported by environmental document
US 63	Replace bridge over the Rush River if supported by environmental document
Bicycle/Pedestrian	Provide rural accommodations along WIS 29 from WIS 35/WIS 65 (River Falls) to 900th St (St. Croix Co)
Bicycle/Pedestrian	Provide urban and rural accommodations along US 12 through Baldwin from 80th Ave (Baldwin) to 230th St (St. Croix Co)
Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 29 and WIS 29/US 12 through Menomonie from County Rd K (Dunn Co) to County Rd E (Dunn Co)
Bicycle/Pedestrian	Provide urban and rural accommodations along US 12 from WIS 29 (Menomonie) to County Rd K (Dunn Co)
Bicycle/Pedestrian	Support construction of a path system related to the Stillwater Bridge project; and construction of an adjoining path along WIS 35 to I-94
Intercity Passenger Rail	Implement intercity passenger rail service between Minneapolis/St Paul, MN and Chicago, IL via Eau Claire with proposed stops in Hudson, Menomonie, Eau Claire, Wisconsin Dells, Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant and/or via La Crosse with proposed stops in La Crosse, Tomah, Wisconsin Dells, Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study

Long-Term (2020 – 2030)	
I-94	Replace bridge at Eau Galle River and I-94 if supported by environmental document
I-94	Reconstruct from WIS 65 (Roberts) to WIS 312 if supported by environmental document
I-94	Reconstruct existing interchanges at US 12/ WIS 29 and I-94 if supported by environmental document
I-94	Prepare corridor plan from Minnesota/Wisconsin state line to WIS 63
US 12/63	Construct bypass of Baldwin and candidate expressway upgrades from I-94 to WIS 64 if supported by environmental document
WIS 35	Convert to freeway from River Falls municipal limits to I-94 if supported by environmental document
WIS 65	Construct bypass of Roberts and construct candidate expressway upgrades from I-94 to New Richmond municipal limits if supported by environmental document
Park & Ride	Support potential park and ride construction near the intersection of I-94 and WIS 128 and near the travel information center along I-94 in Hudson if supported by environmental document

Entire Planning Period	
US 12/63	Study interchange and/or preserve right-of-way at US 63 and US 12 if supported by environmental document
US 12/WIS 65	Study interchange and/or preserve right-of-way at WIS 65 and US 12 if supported by environmental document
US 63	Construct candidate passing lanes from WIS 63/72 split to Florence St if supported by environmental document
WIS 65	Construct candidate passing lanes from US 10/ US 63 to River Falls municipal limit if supported by environmental document
Airports	Support continued preservation, maintenance and infrastructure projects at <i>State Airport System Plan</i> airports
Bicycle/Pedestrian	Support accommodations and linkages to create a connected network that provides accessibility along and across facilities
Intercity Bus	Support continued intercity service between Minneapolis/St. Paul, MN and Chicago, IL with stops in Eau Claire, Tomah, Wisconsin Dells, Madison and Beloit; and between Minneapolis/St. Paul, MN and Chicago, IL with stops in Eau Claire, Tomah, Wisconsin Dells, Madison and Milwaukee
Intercity Passenger Rail	Study the potential for serving West Central, North Central, Central and South Central Wisconsin and implement the results of the studies
Intercity Passenger Rail	Work with the Office of the Commissioner of Railroads to preserve intercity passenger rail corridors by discouraging new at-grade crossings of the corridors
Local Roads	Support continued preservation, maintenance and infrastructure projects
Park & Ride	Support continued preservation and maintenance
Park & Ride	Support expansion of existing park and ride facilities, if needed and if supported by environmental document
Public Transit	Support continued shared-ride taxi service in River Falls
Public Transit	Work with counties and transit service providers to coordinate and expand rural transit service
Rail Freight	Support the preservation of existing freight services and corridors
Specialized Transit	Support continued service and encourage improved service coordination
State Highways	Construct grade separations at rail crossings if supported by environmental document
State Highways	Preserve and maintain infrastructure
State Highways	Improve traffic movement with traffic operations infrastructure strategies

About Multimodal Corridors

The *Connections 2030* planning process identified statewide multimodal, intercity corridors as visual communication tools to view existing conditions, transportation features and future recommendations. These corridors collectively represent a starting point toward long-term implementation of *Connections 2030* and the corridor management process.

These multimodal corridors:

- Serve critical sectors of the economy or major population centers
- Carry significant travel activity for passenger and/or freight traffic
- Show significant growth in travel or economic development
- Serve an important role for other transportation modes

Corridor selection was also influenced by local land use and development plans. Each corridor is a broad geographical band that follows a general directional flow connecting trips that may include streets, highways, rail, pedestrian, bicycle facilities and routes and transit route alignments. A corridor generally follows the directional flow of a state highway alignment. It includes parallel state and local roads, service roads and facilities for other transportation modes, such as rail, pedestrian, and transit, which influence the mobility, capacity, safety and other functional elements of the corridor.



Corridor Map – Data Definitions and Sources

Data Definitions

Corridors 2030

- (See *Connections 2030 Chapter 5, Preserve and Maintain Wisconsin's Transportation System*, for more information.)
- Backbone system: Multilane, divided highways interconnecting all major population and economic centers of the state and linking them to the national transportation network
 - Connector system: Two- and four-lane highways directly linking other significant economic and tourism centers to the Backbone system

State Access Management Plan vision

- (See *Connections 2030 Chapter 9, Promote Transportation Efficiencies*, for more information.)
- Tier 1: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at interchanges (with some existing safely spaced, locked and gated emergency vehicle driveways and a few isolated field entrances possible at select locations)
 - Tier 2A: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections (with some existing safely spaced, locked and gated emergency vehicle driveways and few isolated field entrances)
 - Tier 2B: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, lower volume private, residential, field or emergency service driveways
 - Tier 3: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, higher volume private, residential and field or emergency service driveways
 - Tier 4: By 2030, in rural areas (outside of city and village boundaries), access to the highway will be at safely spaced driveways and roads

State Airport System Plan classifications

- Air carrier (passenger)/air cargo: Designed to accommodate virtually all aircraft up to and, in some cases, including wide body jets and large military transports
- Transport/corporate: Intended to serve corporate, small passenger and cargo jet aircraft used in regional service, and small airplanes (piston or turboprop) used in commuter air service
- General utility: Intended to serve virtually all small aviation single and twin-engine aircraft (both piston and turboprop) with a maximum take-off weight of 12,500 pounds or less
- Basic utility: Intended to serve all small-engine piston aircraft and many of the smaller twin-engine piston aircraft with a gross takeoff weight of 12,500 pounds or less

Truck volume descriptions

- Low (0 – 501 trucks per day), Medium (501 – 2,500 trucks per day),
- High (2,501 – 8,000 trucks per day), Very High (more than 8,000 trucks per day)

Urban/urbanized areas

- Urban areas: Areas with populations between 5,000 and 49,999
- Urbanized areas: Areas with populations of 50,000 or more

Data Sources

Annual average daily traffic (AADT)

- Current data: WisDOT, *2005 Wisconsin Highway Traffic Volume Data*, December 2006
- Forecast data: WisDOT, August 2007

Enplanements

- Current data: WisDOT, *2006 Wisconsin Aviation Activity*, April 2007
- Forecast data: Flight Transportation Associates, Inc., *Updated Wisconsin State Airport System Plan Aviation Activity Forecasts*, September 2005; Southeast Wisconsin Regional Planning Commissions, *Review and Update of Regional Airport System Plan Forecasts*, 2005

National Highway System (NHS) intermodal terminals

- Federal Highway Administration, October 2007

Passenger rail ridership

- Current data: WisDOT, 2007
- Forecast data:
 - › Transportation Economics & Management Systems, Inc., *Midwest Regional Rail Initiative Project Notebook*, 2004
 - › Forecast year 2020
 - › Forecast Milwaukee station data includes all Milwaukee area stations (Milwaukee Intermodal Station, General Mitchell International Airport and Granville)

Population

- Current population: Wisconsin Department of Administration, *January 1, 2007 Preliminary Population Estimates for Wisconsin Counties*, August 10, 2007
- 2030 Population: Wisconsin Department of Administration, *Final Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030*, January 2004
- Current Age 65 and older population: 2000 US Census, Summary File 1, Variable P12: Sex by Age
- 2030 Age 65 and older population: Wisconsin Department of Administration, *Final Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030*, January 2004

Public and specialized transit

- WisDOT, January 2008

Truck volume

- WisDOT, August 2007

Wisconsin Metropolitan Planning Organizations (MPOs)

- Chippewa – Eau Claire Metropolitan Planning Organization, *Long Range Transportation Plan 2005 – 2030*, October 2005
- Dubuque Metro Area Transportation Study, *2031 Long-Range Transportation Plan*
- Duluth – Superior Metropolitan Interstate Council, *Access and Mobility for People and Freight 2030*, September 2005

- Fond du Lac Metropolitan Planning Organization, *Long Range Transportation/Land Use Plan for the Fond du Lac Urbanized Area*, October 2005
- Fox Cities Metropolitan Planning Organization, *Long Range Transportation/Land Use Plan for the Fox Cities Urbanized Area*, October 2005
- Green Bay Metropolitan Planning Organization, *Long Range Transportation Plan*, November 2005
- Janesville Metropolitan Planning Organization, *2005 – 2035 Long Range Transportation Plan*, December 2005
- La Crosse Area Planning Committee, *2030 La Crosse and La Crescent Metropolitan Area Transportation Plan*, August 2005
- Madison Area Transportation Planning Board, *Regional Transportation Plan 2030*, November 2005
- Oshkosh Metropolitan Planning Organization, *Long Range Transportation/Land Use Plan for the Oshkosh Urbanized Area*, October 2005
- Sheboygan Metropolitan Planning Organization, *Year 2035 Sheboygan Area Transportation Plan*, January 2006
- Southeastern Wisconsin Regional Planning Commission, *Planning Report 49, A Regional Transportation System Plan for Southeastern Wisconsin 2035*, March 2006
- Stateline Area Transportation Study, *2006 – 2035 Long-Range Transportation Plan*, December 2005
- Wausau Metropolitan Planning Commission, *Wausau Area Metropolitan Area Long-Range Transportation Plan – 2035*, December 2005

Wisconsin Tribal Transportation Plans

- Bad River Band of Lake Superior Tribe of Chippewa Indians, *Long Range Tribal Transportation Plan*, July 2006
- Forest County Potawatomi Community, *Long Range Transportation Plan*, March 2008
- Ho-Chunk Nation, *Ho-Chunk Nation Long Range Transportation Plan*, June 2005, amended March 2007
- Lac Courte Oreilles Band of Lake Superior Chippewa Indians, *2006 Transportation Plan*, March 2006
- Lac du Flambeau Band of Lake Superior Chippewa Indians, *Long-Range Transportation Plan*, February 2007
- Menominee Nation, *Menominee Indian Reservation Long-Range Transportation Plan*, May 2007
- Oneida Tribe of Indians of Wisconsin, *Transportation Improvement Plan*, December 2003, amended March 2007
- Red Cliff Band of Lake Superior Tribe of Chippewa Indians, *Long Range Transportation Plan for the Red Cliff Reservation*, February 2006
- St. Croix Chippewa Indians of Wisconsin, *St. Croix Tribal Council 2007 Long Range Transportation Plan*, March 2007
- Sokaogon Chippewa Community, *Long Range Transportation Plan*, March 2007
- Stockbridge-Munsee Community Band of Mohican Indians, *2006 Tribal Long-Range Transportation Plan Update*, May 2007

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WEST CENTRAL WISCONSIN COMPREHENSIVE PLAN

2010 TO 2030

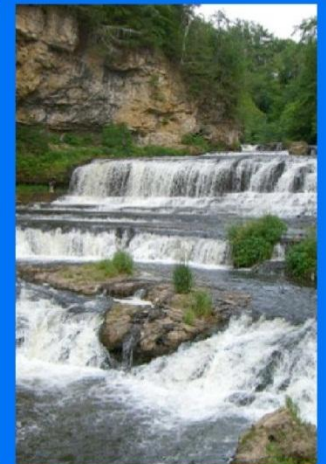
adopted September 9, 2010



**PREPARED BY WEST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION
SERVING BARRON, CHIPPEWA, CLARK, DUNN, EAU CLAIRE, POLK, & ST. CROIX COUNTIES**

ST. CROIX COUNTY, WISCONSIN

2012-2035 COMPREHENSIVE PLAN



Adopted November 5, 2012

Adopted on November 5, 2012
St. Croix County Board of Supervisors
Resolution #24(2012)
Ordinance #818(2012)

Prepared by:
St. Croix County Planning & Zoning Department
University of Wisconsin – Extension
West Central Wisconsin Regional Planning Commission

Financial Assistance Provided by:
State of Wisconsin
Department of Administration and
Department of Agriculture, Trade and Consumer Protection

ACKNOWLEDGEMENTS

Community Development Committee

Agnes Ring, Chair
Andy Brinkman, Vice Chair
Travis Schachtner, Secretary
Richard Ottino
Duane Russett
Edward Sontag, FSA Representative

Cover photos of scenes in St. Croix County provided by St. Croix Economic Development Corporation and West Central Wisconsin Regional Planning Commission.

St. Croix County Parks and Recreation Bicycle and Pedestrian Plan



**Prepared by
West Central Wisconsin Regional Planning Commission
March, 2008**

TOWN OF CADY COMPREHENSIVE PLAN 2009-2030



Adopted November 19, 2009

TOWN OF CADY COMPREHENSIVE PLAN 2009-2030

VISION STATEMENT

In the year 2030, we envision that the Town of Cady will continue to offer the rural country setting, friendly and small-town atmosphere, and well rated quality of life that it does today.

Clean water resources, farmlands, forests, and scenic open spaces will continue to offer residents and visitors the opportunity to enjoy the natural beauty and resources of our community.

Agriculture will remain an important economic activity, with an emphasis on encouraging increasing and future agricultural markets. Interstate 94 will be used as a tool for desirable economic growth in the Town. Development will be planned in a manner which considers and finds balance with our natural resources and rural character. The Town will have a working relationship with the villages of Spring Valley and Wilson and St. Croix County to ensure the best locations for the placement of uses that could possibly have a negative impact on the rural character of the Town and that belong in a non-rural setting.

We will achieve this vision by maintaining an open and responsive Town government, which balances the interests of residents with those characteristics of our community that make it a healthy and good place to raise a family, enjoy its environment, and operate a business.



TOWN BOARD

Mike Tully - Chairman
Hugh Hampton
Roger Timm

PLAN COMMISSION

Bob Pinkston - Chairman
Ken Greiber
Bob Klanderman
Ken Timm
Roger Timm

prepared by:

Town of Cady Plan Commission

with technical assistance from:

West Central Wisconsin Regional Planning Commission

www.townofcady.com

2014 – 2017

STIP

Statewide
Transportation
Improvement
Program

Prepared in accordance with 23 USC 134 and 135

January 2014

Attachment 5

Section 106

From: [Cloud, Lynn - DOT](#)
To: [Lambele, Stacie - DOT](#)
Cc: [Schaff, Nicholas A - DOT](#); sec 106
Subject: Completed Section 106: WisDOT ID# 1021-01-00
Date: Friday, January 24, 2014 11:00:56 AM
Attachments: [SEC 1021-01-00.pdf](#)

Attached is the signed section 106 for the above project. SHPO concurred with "No historic properties in the APE".

Please print for use in your environmental document. If the scope or activities of the undertaking should change the project will need to be re-evaluated for effects to historic properties and further consultation with ESS is required.

Cultural Resources

Wisconsin Department of Transportation

P.O. Box 7965

Madison, WI 53707-7965

bees.cr@dot.wi.gov

[James Becker III](#) - (608) 261-0137: can assist you with: archaeology, burials, and Section 106

[Lynn Cloud](#) - (608) 266-0099: can assist you with: project coordination, excess parcels, borrow, and Section 106.

[Jason Kennedy](#) - (608-267-6693): can assist you with: Section 106, burials, and commitments

Lynn Cloud

Environmental Services - Cultural Resource Team

Hill Farms, Room 451

Phone: 608-266-0099

Fax: 608-264-6667

14-0021/SC
RECEIVED SHPO
JAN 15 2014
DIV HIST PRES

SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 11/2006

For instructions, see FDM Chapter 26

I. PROJECT INFORMATION

Project ID 1021-01-00	Highway - Street IH 94	County St. Croix
Project Termini IH 94 - STH 128 Intersection		Region - Office Northwest Region, Eau Claire Office
Regional Project Engineer - Project Manager Stacie Lambele		Area Code - Telephone Number 715-833-5569/stacie.lambele@dot.wi.gov
Consultant Project Engineer - Project Manager		Area Code - Telephone Number
Archaeological Consultant MVAC		Area Code - Telephone Number
Architecture/History Consultant		Area Code - Telephone Number
Date of Need 1/17/14		SHSW # 14-0021/SC
Return a signed copy of this form to:		

II. PROJECT DESCRIPTION

Project Length 0.3 miles	Land to be Acquired: Fee Simple acres	Land to be Acquired: Easement acres
-----------------------------	--	--

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	320-350	320-350	Terrace Width		
Shoulder			Sidewalk Width		
Slope Intercept			Number of Lanes		
Edge of Pavement			Grade Separated Crossing		
Back of Curb Line			Vision Triangle acres		
Realignment			Temporary Bypass acres		
Other - List:			Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that depict "maximum" impacts.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Tree topping and/or grubbing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

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

WisDOT is planning an interchange improvement project (I.D. 1021-01-00) for the interchange of IH 94 and STH 128. The project is required to address the existing STH 128 bridge over IH 94 which was constructed in 1958. The superstructure and substructure of this bridge are in bad condition. Currently, a majority of the structural pier reinforcing steel is exposed with heavy section loss. B-55-0021 does not meet current vertical clearance and width standards. In addition, the existing ramps are of insufficient length and have substandard geometry. The project is currently scheduled for 2016 construction.

Interstate Highway 94 is classified as a principal arterial. STH 128 is classified as an arterial route. The project is located southwest of the Village of Wilson in St. Croix County.

The intersection alternatives to be analyzed are as follows:

1. No-Build
2. Reconstructed intersection with left-turn lanes on STH 128, channelized right-turn lanes on all approaches, using two-way stop control.
3. Reconstructed single lane roundabout type intersection.

☐ Add continuation sheet, if needed.

III. CONSULTATION

How has notification of the project been provided to:

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

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

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

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

IV. AREA OF POTENTIAL EFFECTS - APE

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

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

Properties adjacent to intersection

V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY

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

HISTORY

- ☐ Architecture/History survey is needed
- ☒ Architecture/History survey is not needed
☐ No structures or buildings of any kind within APE
☒ Screening list 7/12/12 (date).

VI. SURVEY COMPLETED

ARCHAEOLOGY

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

HISTORY

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

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

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

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

VIII. COMMITMENTS/SPECIAL PROVISIONS - must be included with special provisions language

IX. PROJECT DECISION

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

[Signature]
(Regional Project Manager)

11/25/13
(Date)

(Consultant Project Manager)

(Date)

[Signature]
(WIDOT Historic Preservation Officer)

1/14/14
(Date)

[Signature]
(State Historic Preservation Officer)

Jan 16 2014
(Date)

Attachment 6

Local Government and Stakeholder Communication

Date: 5/5/2014

To: Project File 1021-01-00

From: Stacey Rusch

Subject: Notes From Town of Cady Board Meeting
I-94/WIS 128 Interchange, St. Croix County

Rick Shermo and I attended the Town of Cady Board Meeting at 8 PM on 5/5/14 (Notice and minutes attached) to discuss the proposed I-94/WIS 128 project. Project discussion is summarized below.

Attendees: Mike Tully, Chairman, Town of Cady
Bob Klanderman, Supervisor, Town of Cady
Jim Mikla, Supervisor, Town of Cady
Teresa Treloff, Treasurer, Town of Cady
Tim Ramberg, St. Croix County Highway Commissioner
5 Town of Cady Residents

We provided handouts of Project Frequently Asked Questions and conceptual layouts of Option 1 and Option 2 (attached).

Rick discussed the proposed project:

- Project Need – Bridge replacement; operational issues
- Existing & Forecasted Traffic Volumes – approximately 2,000 AADT growth projected between the ramps and Kwik Trip
- Design Considerations/Standards/Parameters
 - Bridge length accommodate future 6-lane I-94
 - Profile changes – WIS 128 will need to be raised to meet current bridge vertical clearance standards – touched on impacts of raising
 - Access spacing – desirable spacing for new access is approximately ¼ mile, minimum is 1000'; try to improve existing access spacing as much as practical

- Trans 75 – bikes and pedestrians accommodated by shoulder width; absence of need for sidewalks
 - Accommodating Horse & Buggy brought up by resident (Amish in area)
- OSOW – accommodate up and over at interchange
- Retain 45 MPH – was lowered to this due to operational issues
- Alternatives
 - No Build – doesn't address structure need
 - Replace Bridge In Kind – doesn't address operational issues ramp terminals – Kwik Trip
 - Relocate WIS 128 to the west & make existing WIS 128 a frontage road – big footprint & impacts; high cost
 - Option 1 (Stop-controlled ramp terminal intersections)
 - Discussed proposed bridge typical – lanes, widths
 - Try to match in at 50th Avenue
 - Close 1st Kwik Trip driveway
 - Potentially make 2nd Kwik Trip driveway right-in/right-out only – analyzing further
 - Public Street Connection
 - Placed across from property line west side of WIS 128 – future intersection/access to both parcels
 - Would have Kwik Trip driveway connection
 - Storm water detention between Park & Ride and WIS 128
 - Keep WIS 128 open to traffic by building the bridge in halves with one lane/temp signals
 - WisDOT Concerns – only achieve minimum sight distance; 4% grade not the most favorable for stop condition
 - Option 2 (Roundabout ramp terminal intersections)
 - Bike Accommodations – side paths by default accommodate pedestrians too
 - Build new bridge next to existing
 - Keeps WIS 128 open
 - But causes grade chase down west ramps
 - A lot of staging at ramp terminals to keep open to trucks
 - SB right-turn bypass lane proposed – not a necessity, but feel it adds value – ease/operations, especially for trucks
 - Roundabout versus stop-controlled – better safety & operational efficiency
 - Same access changes proposed as Option 1

Some discussion from attendees as to their opinions of roundabouts. Comments that work nice once people get used to

them – don't have to stop, just yield. Comments that know some people who dislike them. Discussed that proposed are single lane, which are easier for most to travel through than some of the existing multi-lane roundabouts in the area.

- Public Road Stub
 - Gets transferred to township
 - Rick asked about property north of proposed public road on east side of WIS 128
 - Was compost site, now Cemstone owns – plan to screen plastic out of dirt – open plant eventually?

Additional Questions/Comments

- Cost of Options?
Option 1 (Stop-Controlled) approx. \$6.5 - \$7 Million
Option 2 (Roundabouts) approx. \$7 - \$7.5 Million
- Proposed Kwik Trip Access Changes
Concern expressed regarding exiting – mix of cars and trucks
- Construction Access – Will farm equipment be able to get across the bridge with the proposed staging for both alternatives?
Maybe not. Usually reduced width, especially 1st stage when building in halves.
- Would the state maintain ownership of the Park & Ride facility and drainage area?
State likes to transfer ownership if we can. Drainage area would be small; just a settling basin.
- St. Croix County Maintenance Requests
 - Possible to flatten the outside curb of the roundabouts? Plow wings are digging into.
Don't think so. Outside curbs are designed to guide traffic/slow traffic down.
 - Roundabouts should accommodate combines. Bottoming out/scraping at some existing roundabouts.
Proposing large diameter. Accommodating large trucks and OSOW up and over, so combines should not have issues.
 - Resident added that trucks towing semis should also be considered.

- Would the roundabouts be like the ones at 4 corners? Dislike those.
Clarified referring to WIS 64/US 63. Not familiar with that one. This one will be single lane and proposing large diameter due to truck and OSOW up and over accommodation.
- Other upcoming I-94 projects?
Discussed schedule dates for upcoming I-94 resurfacing, bridge replacement, and pavement replacement projects in the area (St.Croix & Dunn Counties).
- Which Option do we recommend?
State prefers roundabouts – safer and more efficient. Roundabouts reduce the severity of crashes (less injury/fatality crashes) because less conflict points (no T-bones) and reduced speed through the intersection.
Even though they cost more?
Yes, due to the safety benefit.
- Upcoming Public Involvement Meeting
Wednesday, May 21st, 5:30-7:30 PM at the Baldwin Ag Center

Stacey to send invite letter; will post on Town of Cady website

Town of Cady
Board Meeting

The Town of Cady will hold their monthly meeting on Monday, May 5, 2014 at 8:00 p.m. at the town hall. Agenda: call to order, minutes, public input, Stacie Lambele the Project Manager for 2016 128/94 Interchange project, vouchers, treasurer's report, discuss cleanup day, update on roads, correspondence, adjourn.

Shelly Ninneman
Clerk

Regular meeting, held on May 5th , 2014 was called to Order. Jim Mikla, Mike Tully, Terri Trealoff and Bob klanderman were present. Pledge of allegiance was said. Bob Kladerman read the April minutes. Approved by Mike Tully and second by Jim Mikla.

Public discussion was heard.

Patching & grading to be continued in May. Roger will talk to Spring Lake about road bands and when to lift them. 338 yards of sand were used compared to over 600 last year. Martell Township wants to Rent shoulder disc in exchange for the use of a paving machine.

Stacie ^{Rusch}~~Lambert~~ was here to talk about the 2016 contruction project on 128 interchange area. Bridge over 94 on Hwy 128 needs replacing. The bridge is over 50 years old, deteriorating and has lack of sight distance on exit and entrance. On the 21st of May there will be a Public ~~Safety information~~ ^{Information} meeting at the Ag Center in Baldwin from 5:30-7:30.

7300 cars /day is forecasted in the next 20 years. Bridge will be built next to the existing bridge and done in sections.

Plan #1: Replace and make bridge longer to accommodate 3 lanes on 94, in the future

Plan #2 Add round-a-bouts to Plan #1

Bills were paid

Next Meeting will be on June 2nd, 2014 @ 7 pm

Motion to adjourn made by Mike Tully and second by Jim Mikla

by Terri Trealoff

Date: 5/12/2014

To: Project File 1021-01-00

From: Stacey Rusch

Subject: Notes From Town of Springfield Board Meeting
I-94/WIS 128 Interchange, St. Croix County

Rick Shermo and I attended the Town of Springfield Board Meeting at 6:30 PM on 5/12/14 (Notice and minutes attached) to discuss the proposed I-94/WIS 128 project. Project discussion is summarized below.

Attendees: See attached meeting minutes from Town Clerk

We provided handouts of Project Frequently Asked Questions and conceptual layouts of Option 1 and Option 2 (attached).

Rick discussed the proposed project:

- Project Need – Bridge replacement; operational issues
- Existing & Forecasted Traffic Volumes – approximately 2,000 AADT growth projected between the ramps and Kwik Trip
- Design Considerations/Standards/Parameters
 - Existing bridge is ~ 10' narrower than current standards
 - Bridge length accommodate future 6-lane I-94
 - Profile changes – WIS 128 will need to be raised to meet current bridge vertical clearance standards & to improve intersection sight distance
 - Access spacing – desirable spacing for new access is approximately ¼ mile, minimum is 1000'; try to improve existing access spacing as much as practical

- Trans 75 – bikes and pedestrians accommodated by shoulder width; absence of need for sidewalks
- OSOW – accommodate up and over at interchange
- Retain 45 MPH – was lowered to this due to operational issues
- Alternatives
 - Option 1 (Stop-controlled ramp terminal intersections)
 - Discussed proposed bridge typical – lanes, widths
 - Try to match in at 50th Avenue
 - Close 1st Kwik Trip driveway
 - Potentially make 2nd Kwik Trip driveway right-in/right-out only – analyzing further
 - Public Street Connection
 - Placed across from property line west side of WIS 128 – future intersection/access to both parcels
 - Would have Kwik Trip driveway connection
 - Keep WIS 128 open to traffic by building the bridge in halves with one lane/temp signals
 - WisDOT Concerns – only achieve minimum sight distance; 4% grade not the most favorable for stop condition
 - Option 2 (Roundabout ramp terminal intersections)
 - Bike Accommodations – side paths by default accommodate pedestrians too
 - Build new bridge next to existing
 - Keeps WIS 128 open
 - But causes grade chase down west ramps
 - A lot of staging at ramp terminals to keep open to trucks
 - SB right-turn bypass lane proposed – not a necessity, but feel it adds value – ease/operations, especially for trucks
 - Roundabout versus stop-controlled – better safety & operational efficiency
 - Same access changes proposed as Option 1
- Public Road Stub
 - Gets transferred to township

Questions/Comments

- Cost difference between the two options?
Option 1 (Stop-Controlled) approx. \$6.5 - \$7 Million
Option 2 (Roundabouts) approx. \$7 - \$7.5 Million

- Several questions regarding proposed Kwik Trip access changes to clarify how cars and trucks would enter and exit.
Explained still determining access points for Kwik Trip off of proposed public road – likely will be two to separate cars and trucks as much as possible. Discussed operational benefits of only right-in/right-out driveway on STH 128 and rest of access from proposed public street.
- Is there a need for a Park & Ride? Aren't those typically for bigger cities? Won't be used here. Kwik Trip parking lot is sufficient.
Discussed that Kwik Trip is allowing use of a portion of their lot for customers to park and ride, but that it does not meet our Park & Ride Lot standards (no lighting). Would like to make sure Park & Ride facility continues to exist at this location (what if Kwik Trip needs space for expansion where vehicles currently parking now?). Park and Rides are being utilized along the interstate from Menomonie to the west.
- Who would own/maintain the proposed public street?
State would transfer to the township.
- Statement about lack of sight distance at the IH 94/CTH B interchange ramp terminal intersections – don't do the same here.
Discussed with stop-controlled option, would incorporate a flare off the end of the bridge to help with this and that bridge width would be wider at STH 128 which also helps. Also discussed that this consideration makes the roundabout option preferable.
- Will the roundabout side paths accommodate Amish?
No, horse and buggies would have to move through the circle. Discussed that the shoulder width on STH 128 and across the bridge would be 10' total, 8' of which would be paved. Also discussed that with the roundabouts, traffic should be traveling at slower speeds (~25 MPH, compared to 45 MPH with stop-controlled).
- Will the roundabouts be bigger to accommodate semis?
These would be bigger than the ones at Hanley Road. This one will be single lane and proposing large diameter due to truck and OSOW up and over accommodation.
- Who chooses the alternative to be built?
Explained state is recommending the roundabout option, and selects the preferred alternative after public involvement/input. If a significant reason not to proceed with the recommended option becomes apparent from public involvement, alternate option may become preferred. Federal Highways approves the

preferred option selected by the state.

- Why are we just hearing about this project now? Counties have 5 year program. Could have bought land where the Park & Ride is going and made a buck.
Explained state has 6 year improvement program and that we are following our process.
- Several people commented that they like roundabouts.
- Why a side path with the roundabouts? Were pedestrian or bike counts ever taken? Only 1 person occasionally walking in this area – a guy with a gas can in his hand.
Explained Trans 75 requirements and absence of need in this area for sidewalk. Therefore accommodating bikes/peds with shoulder. Discussed side paths are standard with roundabouts to get any potential bikes/peds through the intersection safely.
- Other upcoming I-94 projects?
Discussed schedule dates for upcoming I-94 resurfacing, bridge replacement, and pavement replacement projects in the area (St.Croix & Dunn Counties).
- State recommends the roundabout option.
State prefers roundabouts – safer and more efficient. Roundabouts reduce the severity of crashes (less injury/fatality crashes) because less conflict points (no T-bones) and reduced speed through the intersection.
- Upcoming Public Involvement Meeting
*Wednesday, May 21st, 5:30-7:30 PM at the Baldwin Ag Center
Information is on the WisDOT project website*

Xcel Energy advises caution on fast-flowing rivers

EAU CLAIRE – Due to a late spring melt, recent rainfall and high river flows, Xcel Energy crews have been unable to safely install boat restraining barriers upstream of the company’s Holcombe, Cornell, Wissota and Chippewa Falls hydroelectric plants on the lower Chippewa River and the St. Croix Falls hydro on the St. Croix River. In addition, boat barriers upstream of the Thornapple and Ladysmith hydro plants on the Flambeau River and Saxon Falls hydro on the Montreal River have washed away due to high river flows and debris. Boaters and fisherman in these areas are urged to use extreme caution when approaching the dams, keep a safe distance and obey all warning signs and signals. Typically at this time of year, Xcel Energy crews install

a cable with a series of floats that runs across the rivers to mark a restricted area for boaters upstream of the dams. The barriers will be installed when the rivers subside and it is safe to do the work. Xcel Energy encourages boaters to take precautions that would protect them in the event of a mechanical failure. The fast river flows mean there is not much time for rescue before a boat would drift from the barrier location downstream to the dam. Power is being generated at the powerhouses and excess water is being discharged through the spillway gates. The company offers these tips for personal safety near dams:

- Obey all warning signs, barriers and flashing lights, horns and sirens.

- Always stay outside buoy lines and away from restricted areas near dams.
- Never boat or fish alone when near a dam.
- Leave your boat motor running to provide maneuvering power.
- Stay clear of spillways. Changing currents and “boiling” waves can make boat control difficult near dams.
- Reverse currents occur below dams. They can pull a boat back toward the dam into the spillway and capsize it.
- Never anchor boats below a dam because water levels can change rapidly.
- Wear a personal flotation device (PFD) – a life jacket.
- Bring a cell phone and contact 9-1-1 in an emergency.

May 15th workshop explores role of area businesses and private-public partnerning during disaster recovery

Following a major disaster, area businesses and organizations will have a key role in the recovery of our communities. Resources will be needed, such as heavy equipment, supplies, and volunteers. But organizations can only provide such assistance if they are prepared internally. This includes understanding how critical infrastructure may be impacted. Disaster Ready Chippewa Valley invites businesses and organizations to join them on May 15th for a free Critical Infrastructure and Business Recovery Workshop. Attendees will learn about local utility and

public-sector emergency plans, with discussion on how their organization may be impacted or involved. During the afternoon, attendees will participate in a highly interactive mock exercise for a regional long-term power outage scenario. Speakers will include Xcel Energy, American Red Cross, County Emergency Management Offices, WEAU-TV, Eau Claire Energy Cooperative, City of Menomonie, National Weather Service, Eau Claire Emergency Center, Firestorm Crisis Consulting, and others. Please register by May 8th. This free workshop will take place from 8:30 AM to 4:00 PM on May

15th at The Plaza Hotel in Eau Claire and lunch will be provided. For more information and registration materials, including how to become a member of DRCV, please visit our website at www.disasterreadychippewavalley.org or contact Chris Straight, West Central Regional Planning Commission, at 715-836-2918 and at disasterreadyev@gmail.com. Disaster Ready Chippewa Valley, Inc. is a non-profit, public-private partnership promoting and championing the disaster preparedness of businesses and organizations in Chippewa, Dunn and Eau Claire counties.

Workshop concerning invasive garlic mustard

The Saint Croix County Resource Management Division will be conducting an outdoor workshop to help members of the community identify invasive Garlic Mustard and learn control methods that include

manual pulling and chemical application. Garlic mustard is a serious threat to our areas native plants and animals. It outcompetes many of our native wildflowers by dominating light, moisture, nutrients, and soil

space. Many of these native plants are an important food source for the wildlife in the area. Garlic Mustard is easily identified by its spring blossoms in early spring. The workshop will involve being out in the woods and hills of Camp St. Croix for a hands on demonstration. Event will be held rain or shine so please wear appropriate clothing and bring work gloves and your enthusiasm. This workshop is open to the public and landowners with their own infestations of garlic mustard. The workshop will be conducted on Saturday, May 31 from 9:00 a.m. – 11:00 a.m. at Camp St. Croix. Camp St. Croix is located 1 mile south of Hudson on Co. Rd F, Watch for signs. Emails can be sent to ben.eichman@co.saint-croix.wi.us or call (715)-531-1922.



CROWING MOMENT — Nikki Gabbert shows a big smile as she is crowned as the 2014 Glenwood City Junior Prom queen by Jenny Lindquist, last year's queen. —photo by Shawn DeWitt



TYLER WOODRUFF was crowned the 2014 Glenwood City Junior Prom king by last year's king Brennan Kessler. —photo by Shawn DeWitt



NOAA emergency radios save lives

(MADISON) – Recent tornado outbreaks in the central U.S. remind us that it is time to prepare for possible tornadoes here in Wisconsin. Wisconsin residents are encouraged to own a NOAA All Hazards Weather Radio, a 24-hour source of weather forecasts, watches, warnings, and non-weather emergency information

provided by the National Weather Service and its parent agency, the National Oceanic and Atmospheric Administration (NOAA). “NOAA All Hazards Weather Radios save lives,” says Brian Satula, Wisconsin Emergency Management Administrator. “The early warning of possible danger gives you and your family time to act and stay safe.” Satula adds this reminder, “Listen, Act and Live! Listen to the weather radio warnings and take action right away. You’ll have a much better chance of surviving disaster.” Many communities have outdoor warning sirens. Tornado sirens are designed to alert people who may be outdoors. If you are inside a building or sleeping you may not hear the sirens. That’s why NOAA All Hazards Weather Radios are called “smoke detectors for severe weather.” It should be your primary source to alert you and your families about severe weather and other emergencies. A NOAA Weather Radio with an alarm and battery back-up is one of the best ways to protect your family, especially at night when the alarm feature can wake you up during severe weather and give you and your family time to seek appropriate shelter. There are also weather radios available that are portable and can be used while camping, boating and other outdoor activities.

ReadyWisconsin profiles people who survived tornadoes thanks to an emergency weather radio. You can see those profiles at <http://readywisconsin.wi.gov> The NOAA Weather Radio All Hazards network started in 1972 and is the sole government-operated radio system to provide direct warnings for all hazardous conditions that pose a threat to lives and property. There are 37 stations that broadcast weather and hazards information to the residents of Wisconsin, and over 1,000 stations nationwide. Weather radios come in many sizes, with a variety of functions and costs. They can be purchased at most electronic stores. Most weather radio receivers are either battery-operated portables or AC-powered desktop models with battery backup. Many receivers have digital technology called Specific Area Message Encoding (SAME) that allows users to program their radios to alarm only for hazardous conditions that affect their county. For additional information about weather radios including real life stories of Wisconsin residents who survived a tornado thanks to the early warning from a NOAA All Hazards Weather Radio, go to <http://readywisconsin.wi.gov>. You’ll also find a Q & A section with the most asked questions about emergency weather radios.

ATTENTION

VILLAGE OF BOYCEVILLE WATER CUSTOMERS

The Public Works Dept. will be flushing water mains and turning main line valves between May 5th and May 16th. You may experience discolored water or varying pressure. If this persists or you have any questions please call the Public Works Dept. at 715-643-2678, or the Village Hall at 715-643-2351.

THANK YOU FOR YOUR PATIENCE
BOYCEVILLE PUBLIC WORKS DEPT.

WNAXLP34c35

TOWN OF EMERALD

TOWN BOARD MEETING

Wednesday, May 14, 2014 at 7:30 P.M.
Emerald Town Hall located at 2432 Co. Rd. G

Discussion regarding comprehensive revision of St Croix County zoning and recommendation to re-adopt map or revised map if applicable

Discussion/recommendation re: Rezone - Ag/Res to Commercial Timothy Schillinger/Emerald Tavern

Set liquor, cigarette license fees

Please see postings for complete agenda.

Dated this 3rd day of May 2014.

BARBARA PRINSEN, Clerk

WNAXLP35c*

NOTICE

The Boyceville Village Board will hold their monthly meeting May 12, 2014 at 7:00 p.m. in the Boyceville Village hall.

TENTATIVE AGENDA

1. Call to order
2. Pledge of Allegiance
3. Roll Call
4. Minutes of Monthly Meeting April 14, 2014, Special Meeting May 5, 2014 and committee meetings held by the Library – May 6th, Finance Planning & Personnel –May 7th, Water & Sewer –April 29th,
5. Report of Village Department heads
6. Comments and suggestions from pre-registered citizens
7. Old Business
- Consent Agenda
- Building permits issued: Warren Carter, 1311 Tiffany St., roofing, Evy Snyder, 910 Tiffany St., siding, Baptist Parsonage, 1114 Center St., roofing, insulation, remodeling
8. Presentation of accounts and claims against the Village
9. Act on building permit application from SureSite as agent for AT & T to add antennas to the pole mount at 808A Nordveien Drive
10. Annual update from Eric Turner, Dunn County Economic Development.
11. Accept updated 6 Year Airport Improvement Plan
12. Act on operator's license application from Nicole Lemon, Brandon Schillinger, and Twyla Wirth for the period ending June 30, 2014
13. Act on application from Boyceville Fire Fighters Association for a temporary Class “B” license to sell fermented malt beverages at picnics or similar gatherings to hold Thunder In the Pines at Range Road Lot #9, May 31, 2014 through June 1, 2014
14. Review Village cover letter to be used by HydroDesigns for cross connection inspections
15. Act on HydroDesigns contract to perform cross connection inspections and services for 2014
16. Adjourn

May 2, 2014

C. J. Swanepoel, Village Clerk Treasurer

WNAXLP35c*

TOWN OF GLENWOOD

Monthly Town Board Meeting

at the Glenwood Town Shop
3099 160th Ave., Glenwood City, WI
Monday, May 12th, 2014 • 7:00 P. M.

See postings for complete agenda.

Building permits will be issued prior to the meeting from 6:45 until 7:00 p.m.

Dated May 2, 2014

MICHAEL MYERS
Clerk

WNAXLP35c*

TOWN OF SPRINGFIELD

Regular Monthly meeting

TUESDAY, MAY 12TH, 2014, 6:30 P.M.
SPRINGFIELD TOWN HALL
856 310th Street, Glenwood City

AGENDA: 1. Approve April minutes; 2. Financial Report; 3. Approve bills to pay; 4. Zoning Office/Review Town Maps; 5. Wis. D.O.T. to discuss 128/94 Construction project for 2016; 6. CSB/Barrie Trebor-MacConnell; 7. Public Input; 8. Adjourn

VICKY L. BENSON, Clerk-Treasurer

WNAXLP35c*

NOTICE

The Finance, Planning & Personnel Committee of the Boyceville Village Board will meet May 7, 2014 at 4:00 p.m. at the Village hall. Other board members may be attending along with the committee; however, no official business will be conducted.

AGENDA

1. Call to order
2. Attendance
3. Audit bills
4. Decision on replacement fund Certificate Deposits to be redeemed prior to expiration
5. Discuss purchasing new dump truck
6. Review TIF District rulings regarding tax exempt property being located in such a district
7. Closed Session pursuant to Wis. Stats. 19.85 (1)(c) considering employment, promotion, compensation or performance evaluation data of any public employee over which the governmental body has jurisdiction or any public employee over which the governmental body has jurisdiction or exercises responsibility. The committee will discuss hiring a limited term employee
8. Reconvene in open session to announce any action taken in closed session
9. Action regarding hiring part time help.

May 5, 2014

C. J. Swanepoel, Village Clerk/Treasurer

WNAXLP35c*

NOTICE

VILLAGE OF BOYCEVILLE WATER CUSTOMERS

The Consumer Confidence Report will not be directly delivered to each water customer but is available upon request at the Village Hall or by calling 715-643-2351 during normal business hours.

THANK YOU
BOYCEVILLE PUBLIC WORKS DEPT.

WNAXLP35c*

TOWN OF EMERALD

PLAN COMMISSION

Wednesday, May 14, 2013 at 6:30 P.M.
Emerald Town Hall located at 2432 Co. Rd. G

Agenda Includes:

Discussion regarding comprehensive revision of St Croix County zoning and recommendation to re-adopt map or revised map if applicable

Discussion/recommendation re: Rezone - Ag/Res to Commercial Timothy Schillinger/Emerald Tavern

Please see postings for complete agenda

Dated this 3rd day of May 2014.

BARBARA PRINSEN
Town Clerk

WNAXLP35c*

TUESDAY, MAY12TH, 2014, REGULAR MEETING

The REGULAR MONTHLY MEETING for the Town of Springfield was called to order by Chairman Bill Reusch @6:30 P.M. PRESENT: Mark Erickson, Rudy & Martha Erickson, Ed Flanum, Fran Griffen, Warren Benson, James Sr. Julie and Jenny Krueger, Stacey Rusch, Rick Shermo, Keith & Fran Kromrey, Levi Gengerisch, Melvin Borntreger, Joseph Borntreger, Kevin Grabau, Alex Blackburn, Kelsey Hoitom, Terry Pickerign, Carolyn & Gary Kreiger, Chairman Bill Reusch, Supervisors Jim Mahoney and Brian Mahoney, and cl-tr Vicky Benson. Ellen Denzer arrived at 7:15p.m.

The minutes from the April, 2014, meeting was read by the cl-tr. A motion was made by Bill & 2nd by Jim to approve the minute as read. Motion Carried.

The financial report for April was read by the cl-tr. A motion was made by Jim & 2nd by Bill to approve the report as read. Motion Carried.

A motion was made by Bill & 2nd by Jim to approve the bills to be paid in May at a total of \$7,928.33. Motion Carried.

A motion was made by Bill & 2nd by Jim to transfer \$5,000.00 from Treasury Account Savings to General Fund checking. Motion Carried.

Ed Flanum from Northland Surveying approached the board with a 1 lot CSM for Barrie Trebor-MacConnell. A motion was made by Bill & 2nd by Brian to approve the 1 lot CSM located in Part of the NE ¼ or the NW ¼ of Sec. 18, t29N, R15W, Town of Springfield, St. Croix County Wisconsin. Motion Carried.

Stacy Rusch from the Wisconsin D.O.T. approached the board to discuss the project to replace the bridge at highways 94/128 which will be done in the year 2016. Rick Shermo project engineer explained that the bridge is 50 years old and in need of replacement and a Park & Ride Area will be created also. A study showed that approximately 5,000 vehicles a day travel thru this area. The new bridge is expected to last for 50-75 years. The 45 mile an hour speed limit thru that area will remain the same. He explained 2 options. Option 1 estimated cost would be between 6 ½ and 7 million dollars which would include adding 2 extra lanes on the bridge. Option 2 estimated cost is between 7-7 ½ million and would include 2 roundabouts. Both options include a Park and Ride to the north of Kwik Trip which would include a street which would be later given to the town and maintained by the town. No detours are planned at this time. There is a public information meeting scheduled for Wednesday May 21st at the Ag Center in Baldwin, more information on this can be found on the DOT website. Questions were taken from the residents.

Chairman Bill Reusch read a statement regarding town zoning vs County zoning. Ellen Denzer from St. Croix County Zoning approached the board to explain the Comprehensive Planning Revision taking place because of the Farmland Preservation Plan which was adopted with the county in 2012. The town of Springfield is currently under county planning. It has to be decided by October 3, 2014, if the town will remain in County Zoning, do their own zoning or opt out of zoning completely. If the town would decide to opt out or do their own zoning the town will still be under county zoning for the following items: Sanitary Regulations, Non-metallic Mining, Subdivisions, animal Waste, and Shoreland flood plain. This is the first time in 40 years that towns that are county zoned have the option to opt out but in the future they will be updated more often and this option will come up every 15 years. The County

Zoning wants to know the towns intentions by the July 1st this item will be put on the June agenda. Questions were taken from the residents and answered by Ellen Denzer, Kevin Grabau and Alex Blackburn.

Public Input: There was much discussion made on the County Zoning.

A motion was made by Bill & 2nd by Jim to adjourn. Motion Carried. Meeting Adjourned

Vicky L. Benson
Clerk-Treasurer
Town of Springfield
St. Croix County Wisconsin

I-94/WIS 128 Interchange Improvement Project

May 2014

Baldwin-Menomonie Road, St. Croix County *Frequently Asked Questions*

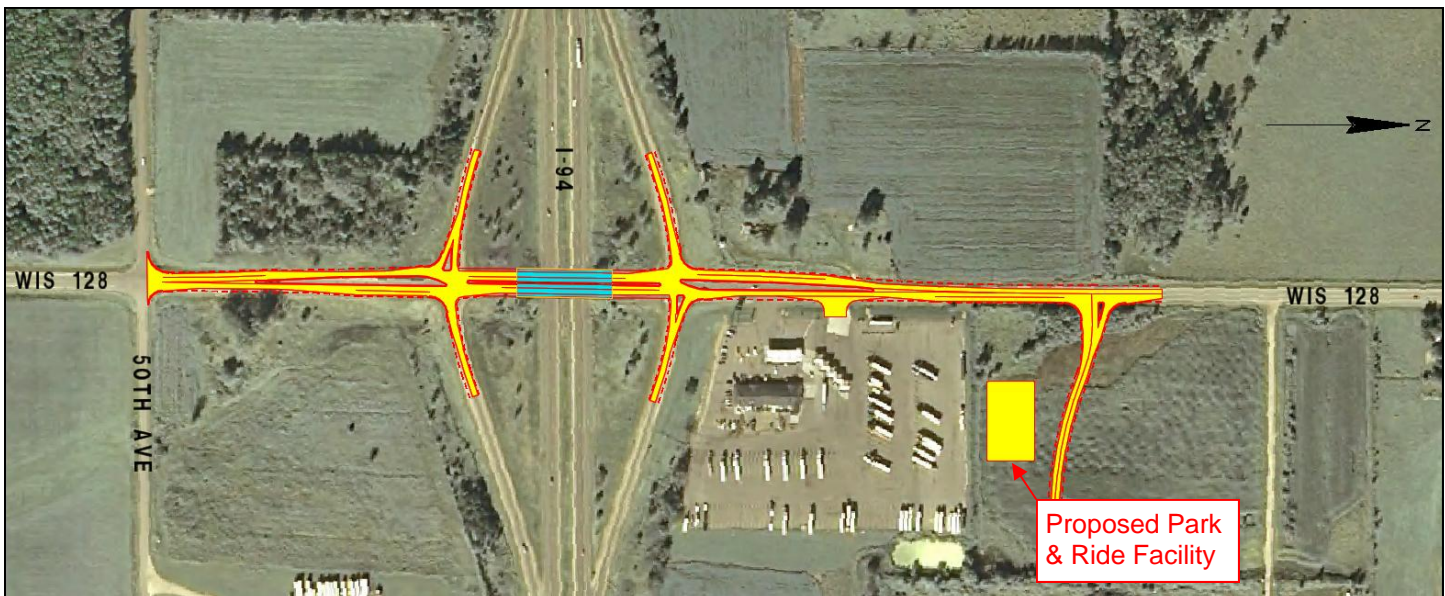
What improvements are planned?

The project is located approximately 1.5 miles southwest of the Village of Wilson, along WIS 128, in the Town of Cady.

The project consists of reconstruction and widening of WIS 128 within a half mile of the interchange and will include replacement of the WIS 128 bridge over I-94. Reconstruction of the I-94 ramp terminal intersections with WIS 128 and the addition of a park & ride facility will also be part of the project. Two alternatives are being evaluated as improvement options for the ramp terminal intersections: roundabouts and stop-controlled intersections. The alternatives are shown on the back of this page.

When will the interchange be reconstructed?

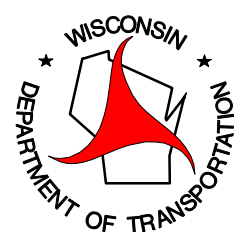
The preparation of designs and plans will be completed in the fall of 2015, and the project will be constructed in 2016. The project schedule is shown on the back of this page.



Why is reconstruction of the I-94/WIS 128 interchange needed?

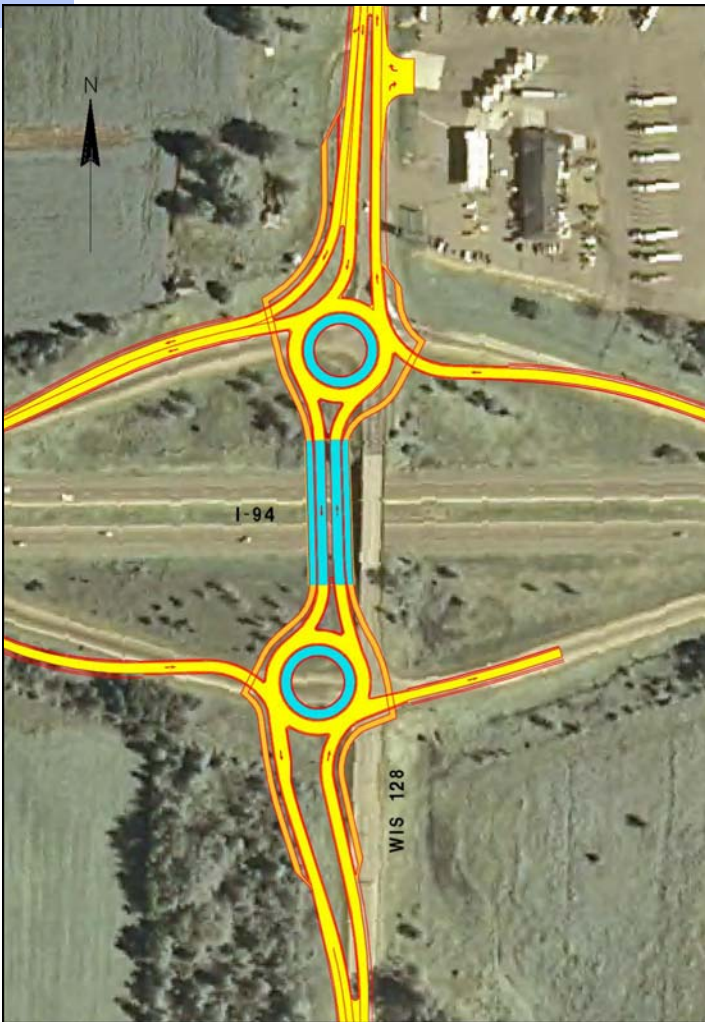
WIS 128 is a rural minor arterial route and I-94 is a high-priority principal arterial through northwestern Wisconsin. Both routes facilitate inter-regional and inter-state travel. The WIS 128 interchange structure was originally constructed in 1958 and needs replacement. Ramp intersection improvements are needed to maintain safe and efficient operations due to increasing traffic use. Proposed project improvements include:

- Replace the WIS 128 bridge over I-94
- Correct substandard geometric intersection and ramp features
- Replace pavement and widen the roadway on WIS 128
- Add a park & ride facility

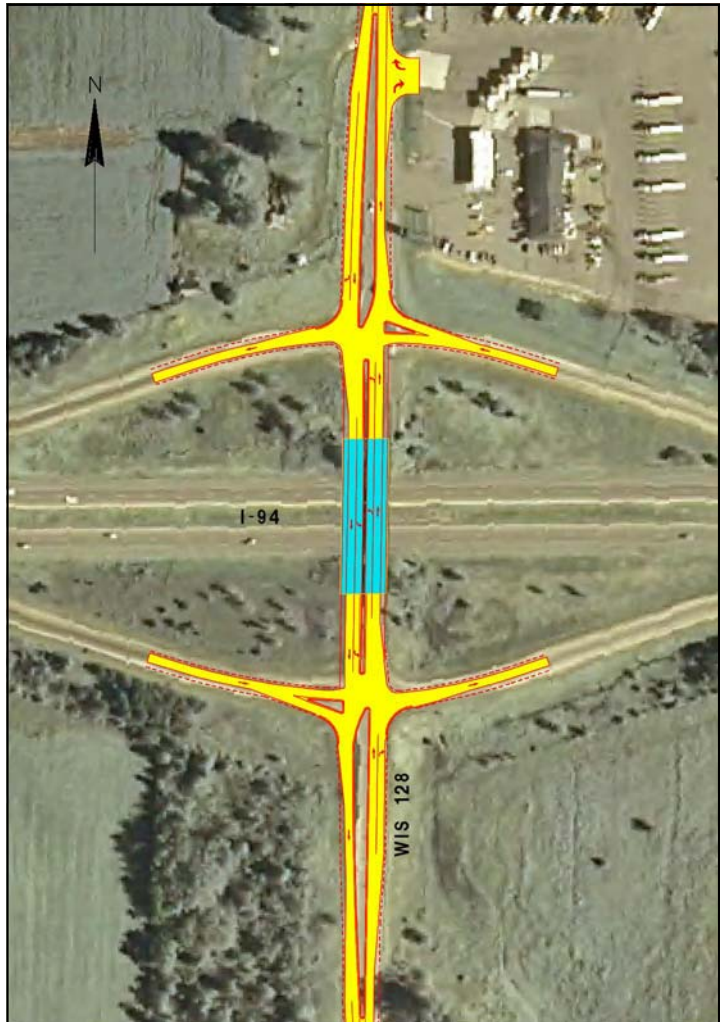


I-94/WIS 128 Interchange Improvement Project

ROUNDAABOUT ALTERNATIVE



STOP-CONTROLLED ALTERNATIVE



What are the benefits of a roundabout?

A recent study of 30 roundabouts in Wisconsin showed a 38% reduction in injury and fatal crashes. Roundabouts reduce the potential for serious crashes (such as T-bone) because travel speed is reduced as drivers yield to traffic on entry.

Contrary to many peoples' perceptions, roundabouts move traffic through an intersection faster, and with less congestion on approaching roads. Roundabouts promote a continuous flow of traffic. Unlike intersections with traffic signals, you don't have to wait for a green light at a roundabout. Traffic is not required to stop - only yield - so the intersection can handle more traffic in the same amount of time.

Project Contact Information

Please contact one of the individuals listed below with questions, comments, or concerns regarding the I-94/WIS 128 interchange project.

Project Schedule

Fall 2013

- ✓ Field investigations

Spring 2014

- ✓ Preliminary alternatives
- Public Information Meeting
- Environmental Report

Fall 2014

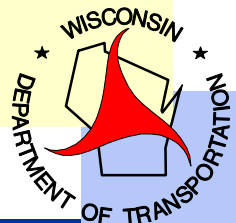
- Public Information Meeting
- Real estate acquisition begins

Fall 2015

- Design Complete

Spring-Fall 2016

- Construction

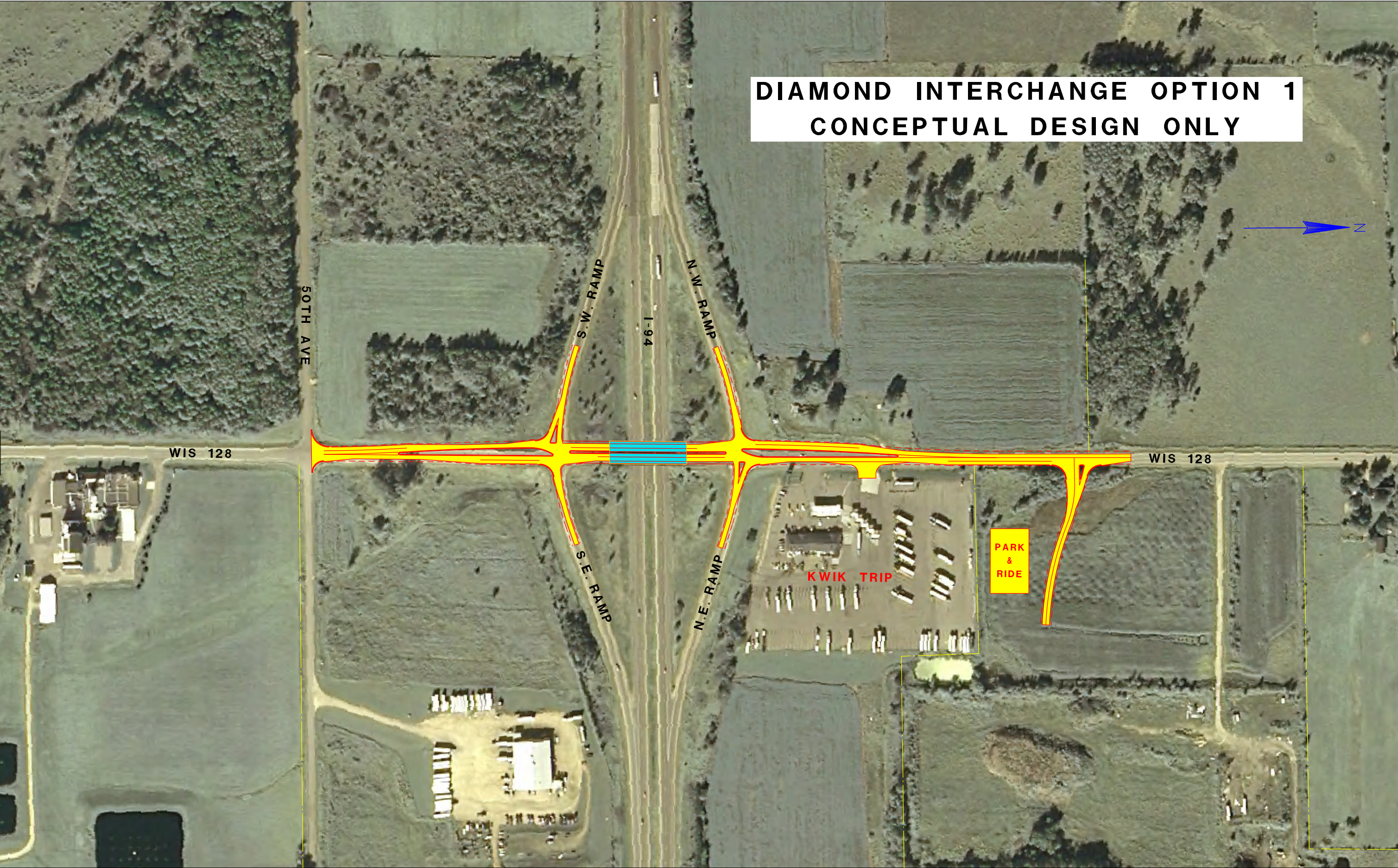


Stacie Lambele, PE
WisDOT Project Manager
(715) 833-5569
Stacie.Lambele@dot.wi.gov

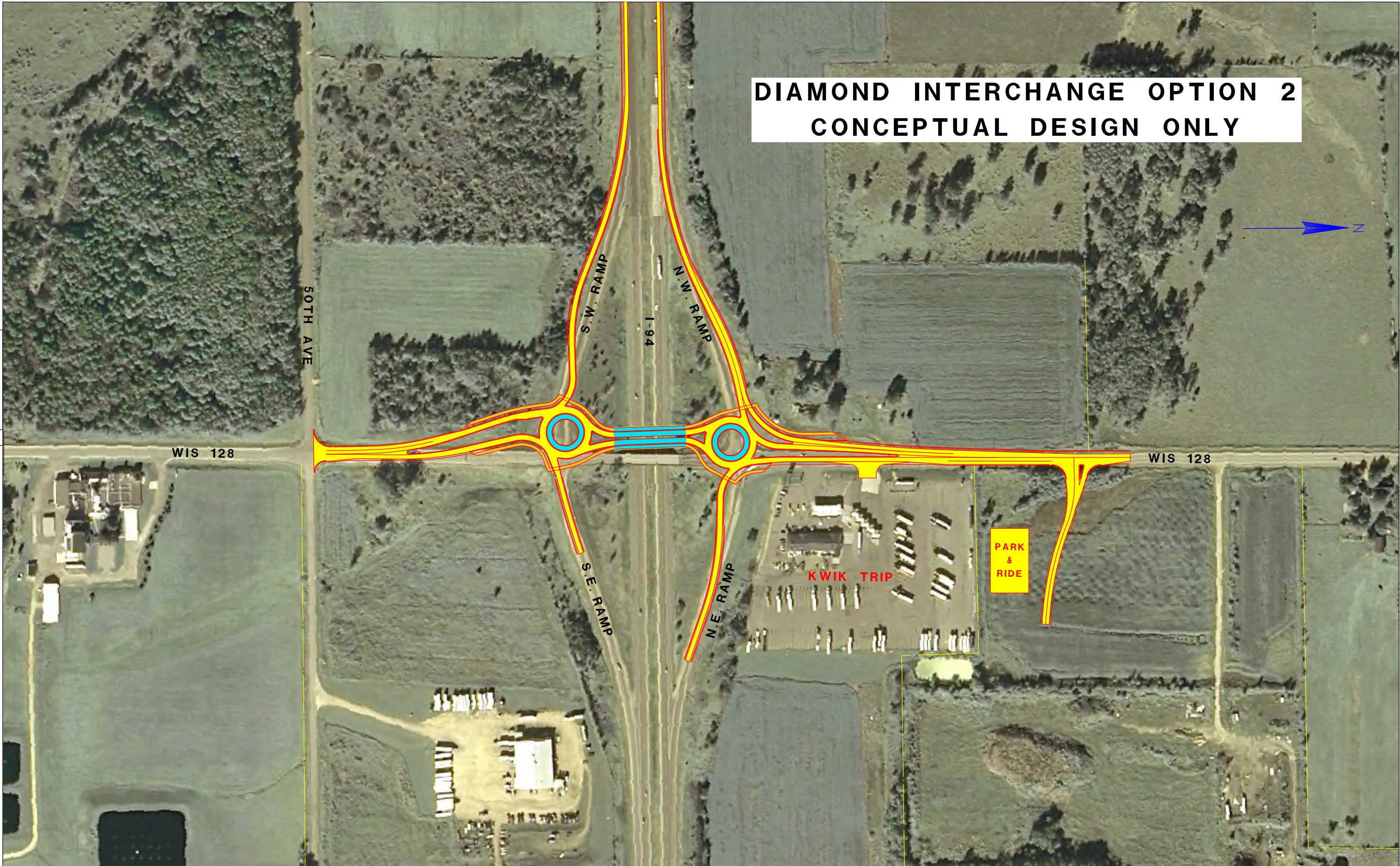
Rick Shermo, PE
WisDOT Supervisor
(715) 836-2399
Richard.Shermo@dot.wi.gov

Chris Ouellette
WisDOT Regional Communications Manager
(715) 833-9814
Chris.Ouellette@dot.wi.gov

DIAMOND INTERCHANGE OPTION 1
CONCEPTUAL DESIGN ONLY



DIAMOND INTERCHANGE OPTION 2
CONCEPTUAL DESIGN ONLY



From: [Lambele, Stacie - DOT](#)
To: [Ramberg, Tim](#)
Cc: [Shermo, Richard - DOT](#); [Rusch, Stacey - DOT](#)
Subject: STH 129/IH 94 meetings
Date: Wednesday, April 30, 2014 9:54:03 AM

Hi Tim,

As we discussed, we will be having meetings with the Town of Cady and the Town of Springfield prior to the Public Information Meeting for the STH 128/IH 94 project.

If anyone from the County would like to attend either of the town meetings, we are on the agenda with the Town of Cady on Monday, May 5th at 8:00 p.m. and also with the Town of Springfield on Monday, May 12th at 6:30 p.m.

I have also scheduled the Public Information Meeting at the Baldwin Ag Center (thanks for the info) which will be held on Wednesday, May 22nd from 5:30 to 7:30 p.m.

If you have any questions, give us a call.

Thank you.

Stacie

Stacie N. Lambele, P.E.

Project Development Project Manager

Wisconsin Dept. of Transportation

NW Region - Eau Claire

715-833-5569 office

715-577-2967 cell



Please consider the environment before printing this e-mail

Attachment 7

Wisconsin Department of Natural Resources (WDNR) Communication

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

Scott Walker, Governor
Cathy Stepp, Secretary
Dan Bauman, Regional Director
Telephone 715-839-3700
FAX 715-839-6076
TTY Access via relay - 711



August 20, 2012

David Solberg, P.E.
DOT PDS Project Manager
DTSD NW Region – Eau Claire Office
718 West Clairemont Avenue
Eau Claire, WI 54701

Subject: **DNR Initial Project Review:**
Project I.D. 1021-01-00
IH 94
Baldwin - Menomonie
STH 128 Bridge B-55-0021
St Croix County
T28N R15W S3

Dear Mr. Solberg:

The Department has received the information you provided for the proposed above referenced project on a. According to your proposal, the purpose of this project is to replace the STH 128 bridge over IH 94. Proposed improvements include replacing the existing bridge with a bridge that meets current standards and accommodates a 6 lane highway, re-align STH 128 and the interchange to the west, construct ramps to provide appropriate ISD at STH 128, and new entrance ramps to be parallel type with 1,200 foot acceleration lane. The existing structure is a three span girder bridge.

Preliminary information has been reviewed by DNR staff for the project under the DOT/DNR Cooperative Agreement. Initial comments on the project as proposed are included below and assume that additional information will be provided that addresses all resource concerns identified.

A. Project-Specific Resource Concerns

Wetlands

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

B. Construction Site Considerations:

The following issues may be addressed in the Special Provisions and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP).

Erosion control/Stormwater

Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.

An adequate erosion control implementation plan (ECIP) for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference.

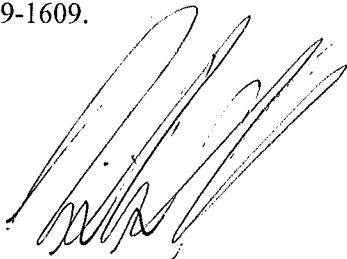
If erosion mat is used along stream banks, the department recommends that biodegradable and non-netted mat be used (e.g., Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.

Asbestos

A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (NR 406, 410, and 447 Wis. Adm. Code) may be required. Please refer to DOT FDM 21-35-45 and the DNR's notification requirements web page: <http://www.dnr.state.wi.us/air/compenf/asbestos/reqfees.htm> for further guidance on asbestos inspections and notifications. Contact Mark Davis, Air Management Specialist 608-266-3658, with questions on the form. The DNR's online notification system is available at <http://www.dnr.state.wi.us/air/compenf/asbestos/notify.htm>. The notification must be submitted 10 working days in advance of demolition projects.

The above comments represent the Department's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after review of plans and further consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at (715) 839-1609.

Sincerely,



Nick Schaff
Environmental Analysis & Review Specialist

CC: Troy Stapelmann – WisDOT NW Region
Jessica Felix – WisDOT NW Region

Attachment 8

American Indian Tribes Communication

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

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



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

Scott Walker
Mark Gottlieb, P.E., Secretary
Internet: www.dot.wisconsin.gov

Telephone: (715) 836-2891
Toll Free: 800-991-5285
Facsimile (FAX): (715) 836-2807
E-mail: nwr.dtsd@dot.wi.gov

July 24, 2012

BAD RIVER BAND OF LAKE SUPERIOR CHIPPEWA INDIANS OF WISCONSIN
ATTN: EDITH LEOSO, THPO
P.O. BOX 39
ODANAH, WI 54861

Re: Project 1021-01-00, STH 128 Interchange, IH-94

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718 W. Clairemont Ave.
Eau Claire, WI 54701

Telephone: 715-833-5570

Sincerely,

Tou X. Yang, P.E.
Project Leader

cc: James Becker



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

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Mark Gottlieb, P.E., Secretary
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July 24, 2012

FOREST COUNTY POTAWATOMI COMMUNITY OF WISCONSIN
ATTN: MELISSA COOK, THPO
TRIBAL OFFICE
P.O. BOX 340
CRANDON, WI 54520

Re: Project 1021-01-00, STH 128 Interchange, IH-94

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Sincerely,

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Project Leader

cc: James Becker



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July 24, 2012

FOND DU LAC BAND OF LAKE SUPERIOR CHIPPEWA
LEROY DEFOE, THPO
1720 BIG LAKE ROAD
CLOQUET, MN 55720

Re: Project 1021-01-00, STH 128 Interchange, IH-94

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Telephone: 715-833-5570

Sincerely,

Tou X. Yang, P.E.
Project Leader

cc: James Becker



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July 24, 2012

HO-CHUNK NATION
ATTN: WILLIAM QUACKENBUSH, THPO
EXECUTIVE OFFICES
P.O. BOX 667 405 AIRPORT ROAD
BLACK RIVER FALLS, WI 54615

Re: Project 1021-01-00, STH 128 Interchange, IH-94

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Sincerely,

Tou X. Yang, P.E.
Project Leader

cc: James Becker



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July 24, 2012

LAC COURTE OREILLES BAND OF LAKE SUPERIOR CHIPPEWA INDIANS OF WISCONSIN
JERRY SMITH, THPO
TRIBAL OFFICE
13394 W. TREPANIA ROAD
HAYWARD, WI 54843

Re: Project 1021-01-00, STH 128 Interchange, IH-94

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Eau Claire, WI 54701

Telephone: 715-833-5570

Sincerely,

Tou X. Yang, P.E.
Project Leader

cc: James Becker



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July 24, 2012

LAC DU FLAMBEAU BAND OF LAKE SUPERIOR CHIPPEWA INDIANS OF WISCONSIN
ATTN: MELINDA YOUNG, THPO
TRIBAL HISTORIC PRESERVATION OFFICE
P.O. BOX 67
LAC DU FLAMBEAU, WI 54538

Re: Project 1021-01-00, STH 128 Interchange, IH-94

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July 24, 2012

LAC VIEUX DESERT BAND OF LAKE SUPERIOR CHIPPEWA INDIANS
ATTN: GIWEGIIZHIGOOKWAY MARTIN, THPO
KETEGITIGAANING OJIBWE NATION
P.O. BOX 249
WATERSMEET, MI 49969

Re: Project 1021-01-00, STH 128 Interchange, IH-94

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July 24, 2012

MENOMINEE INDIAN TRIBE OF WISCONSIN
ATTN: DAVE GRIGNON, THPO
P.O. BOX 910
KESHENA, WI 54135

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July 24, 2012

PRAIRIE BAND POTAWATOMI NATION
ATTN: CHAIRMAN STEVE ORTIZ, NHPA REP.
16281 Q ROAD
MAYETTA, KS 66509

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Eau Claire, WI 54701

Telephone: 715-833-5570

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Project Leader

cc: James Becker



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July 24, 2012

PRAIRIE ISLAND INDIAN COMMUNITY
ATTN: MARC MOGAN
MINNESOTA MDEWAKANTON SIOUX
5636 STURGEON LAKE ROAD
WELCH, MN 55089

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Project Leader

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July 24, 2012

RED CLIFF BAND OF LAKE SUPERIOR
CHIPPEWA INDIANS OF WISCONSIN
ATTN: LARRY BALBER, THPO
RED CLIFF BAND OF LAKE SUPERIOR CHIPPEWA INDIANS
88385 PIKE ROAD, HIGHWAY 13
BAYFIELD, WI 54814

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July 24, 2012

SAC AND FOX NATION OF MISSOURI IN KANSAS AND NEBRASKA
ATTN: JANE NIOCE
305 N. MAIN
RESERVE, KANSAS 66434

Re: Project 1021-01-00, STH 128 Interchange, IH-94

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July 24, 2012

SAC AND FOX NATION OF OKLAHOMA
ATTN: SANDRA MASSEY, NAGPRA REP.
RR 2, BOX 246
STROUD, OK 74079

Re: Project 1021-01-00, STH 128 Interchange, IH-94

The Wisconsin Department of Transportation (WisDOT) is in the process of developing plans for a proposed project on Interstate Highway 94 at the State Highway 128 Interchange in St. Croix County. The project will consist replacing the existing STH 128 bridge over IH-94 and realigning the STH 128 approximately 120 feet west of the current location to provide longer entrance and exit ramps.

A public information meeting will be held sometime in the near future to familiarize interested parties with the project. When the date and time have been finalized, it will be announced in the local news media. In the near future, cultural resource investigation studies will be conducted for the above project. These investigations will enable WisDOT to determine whether historical properties as defined in 36 CFR 800 are located in the project area. Other environmental studies will also be conducted and include; endangered species survey, contaminated material investigations, soil testing and right-of-way surveys. Information obtained from these studies will assist the engineers in the design to avoid, minimize or mitigate the proposed project's effect upon cultural and natural resources.

WisDOT would be pleased to receive any comments regarding this project or any information you wish to share pertaining to cultural resources located in the area. If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please contact WisDOT Project Manager, Tou X. Yang, at:

718 W. Clairemont Ave.
Eau Claire, WI 54701

Telephone: 715-833-5570

Sincerely,

Tou X. Yang, P.E.
Project Leader

cc: James Becker



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

Scott Walker
Mark Gottlieb, P.E., Secretary
Internet: www.dot.wisconsin.gov

Telephone: (715) 836-2891
Toll Free: 800-991-5285
Facsimile (FAX): (715) 836-2807
E-mail: nwr.dtsd@dot.wi.gov

July 24, 2012

SAC AND FOX OF THE MISSISSIPPI IN IOWA
ATTN: JONATHAN BUFFALO, NAGPRA REP.
349 MESKWAKI ROAD
TAMA, IOWA 52339-9629

Re: Project 1021-01-00, STH 128 Interchange, IH-94

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July 24, 2012

SOKAOGON CHIPPEWA COMMUNITY
MOLE LAKE BAND
ATTN: CULTURAL RESOURCE DIRECTOR
3051 SAND LAKE ROAD
CRANDON, WI 54520

Re: Project 1021-01-00, STH 128 Interchange, IH-94

The Wisconsin Department of Transportation (WisDOT) is in the process of developing plans for a proposed project on Interstate Highway 94 at the State Highway 128 Interchange in St. Croix County. The project will consist replacing the existing STH 128 bridge over IH-94 and realigning the STH 128 approximately 120 feet west of the current location to provide longer entrance and exit ramps.

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718 W. Clairemont Ave.
Eau Claire, WI 54701

Telephone: 715-833-5570

Sincerely,

Tou X. Yang, P.E.
Project Leader

cc: James Becker



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July 24, 2012

ST. CROIX BAND CHIPPEWA INDIANS OF WISCONSIN
ATTN: WANDA MCFAGGEN
TRIBAL HISTORIC PRESERVATION OFFICE
24663 ANGELINE AVE.
WEBSTER, WI 54893-9246

Re: Project 1021-01-00, STH 128 Interchange, IH-94

The Wisconsin Department of Transportation (WisDOT) is in the process of developing plans for a proposed project on Interstate Highway 94 at the State Highway 128 Interchange in St. Croix County. The project will consist replacing the existing STH 128 bridge over IH-94 and realigning the STH 128 approximately 120 feet west of the current location to provide longer entrance and exit ramps.

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Eau Claire, WI 54701

Telephone: 715-833-5570

Sincerely,

Tou X. Yang, P.E.
Project Leader

cc: James Becker

Attachment 9
Indirect Effects Analysis

Pre-Screening Worksheet For Determining the Need to Conduct a Detailed Indirect Effects Analysis

Project Design Concepts and Scope

Do the project design concepts include any one of the following?

<input type="checkbox"/>	Additional thru travel lanes (expansion)
<input type="checkbox"/>	New alignment
<input type="checkbox"/>	New and/or improved interchanges and access
<input type="checkbox"/>	Bypass alternatives

No. The proposed project would replace the existing STH 128 structure over IH 94 and make improvements to the roadway profile and interchange ramps and terminals. The new STH 128 structure would be built adjacent to the existing structure to minimize traffic impacts during construction. This would result in a slight alignment shift of STH 128 between the IH 94 ramp terminal intersections. No new thru lanes, new interchanges/interstate access, or bypasses are proposed.

Project Purpose and Need

Does the project purpose and need include:

<input type="checkbox"/>	Economic development – in part or full (i.e. improved access to a planned industrial park, new interchange for a new warehouse operation).
--------------------------	---

No. The purpose of the proposed project is to increase the safety and operational efficiency of the IH 94 and STH 128 interchange.

Project Type

What is the project document “type”?

<input type="checkbox"/>	EIS project – a detailed indirect effects analysis is warranted.
<input type="checkbox"/>	Many EAs will require a detailed indirect effects analysis (However, it also depends on the project design concepts and other factors noted here.)
<input type="checkbox"/>	If a Categorical Exclusion applies, a detailed assessment is not generally warranted. However, documentation must be provided that addresses this determination including basic sheet information.

Facility Function

What is the primary function of the existing facility? What is the proposed facility?

<input type="checkbox"/>	Urban arterial
<input checked="" type="checkbox"/>	Rural arterial

No proposed changes to facility primary functions. STH 128 is a rural minor arterial, and IH 94 is a principal arterial.

Project Location (Location can be a combination)

	Urban (within a Metropolitan Planning Area)
	Suburban (part of larger metropolitan/regional area, may or may not be part of a metropolitan planning area)
X	Small community (population under 5000)
	Rural with scattered development
X	Rural, primarily farming/agricultural area

The proposed project is located southwest of the Village of Wilson, in the Town of Cady in St. Croix County. The IH 94 and STH 128 interchange is approximately 28 miles east of the Wisconsin/Minnesota border, outside of the Minneapolis – St. Paul – Bloomington MSA.

Improved travel times to an area or region

	Will the proposed project provide an improvement of 5 or more minutes? (Based on research, improvements in travel time can impact the attractiveness of an area for new development.)
--	--

No. The proposed project will not provide an improvement in travel time.

Land Use and Planning

	What are the existing land use types in the project area?
	What do the local plans, neighborhood plans, and regional plans indicate for future changes in land use?
	What types of permitted uses are indicated in the local zoning?
	Would the project potentially conflict with plans in the project area? (e.g. capacity expansion in areas in which agricultural preservation is important to local government?)

The existing land use type in the project area is primarily agriculture. There are two existing commercial parcels adjacent to the project area, as well as a few wooded and open grassland parcels. There is no local zoning in the project area. Local and regional plans for the project area identify the STH 128 corridor through the IH 94 interchange as a site for future commercial or industrial development. The proposed project would support this potential development by improving safety and operational efficiency of the IH 94 and STH 128 interchange.

Population/Demographic Changes

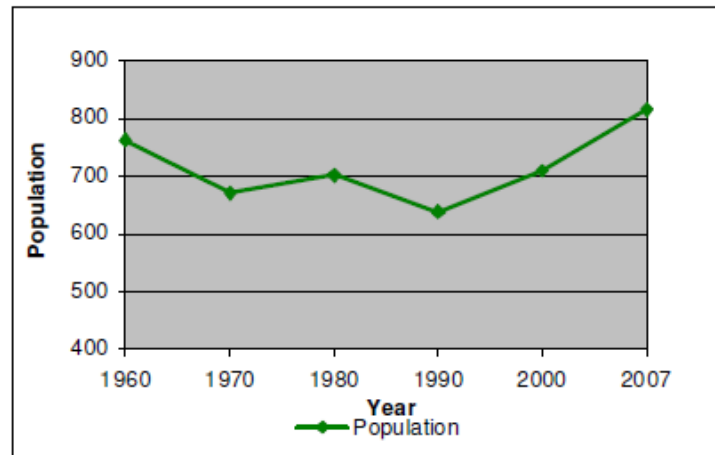
	Have the population changes over the past 5, 10, and 20 years been high, medium, or low growth rate vs. state average over the same period? (i.e. USDA defines high growth in rural areas as greater than annual population growth of 1.4%)
	What are the projections for the future for population? (Use Wisconsin DOA projections.)
	Have there been considerable changes for population demographics and employment

over the past 10 – 20 or more years?

In general, this region of the State has experienced a high growth rate in population in the last two decades. This population increase has largely been attributed to workers choosing to live in suburban and rural areas and commute to the Minneapolis – St. Paul – Bloomington area. Specific population and demographic changes and projections from the Town of Cady Comprehensive Plan:

DEMOGRAPHIC PROFILE: EXISTING CONDITIONS

- There has been a net population increase of 53 people between 1960 and 2007 in the Town of Cady, though population has fluctuated during the time period. More recently, the Town experienced an increase in population of 177 people between 1990 and 2007 (a 27.7 percent increase).
- Wisconsin Department of Administration estimates that the 2007 population for the Town of Cady was 815, which is 101 people more than the 2000 Census. This represents a significant 14.8 percent increase.
- In 2004, the Wisconsin Department of Administration population projections predict the Town will grow to 794 in 2015 and to 822 in 2025. For all practical purposes, this would not be a significant increase from the 2007 estimate.
- The Town of Cady population increased in median age from 33.6 years in 1990 increasing to 36.5 years in 2000.
- Between 1990 and 2000, the Town of Cady experienced no change in the number of individuals that are 65 years of age and older. In 1990, 11.5 percent of the individuals fit into this category, while in 2000, 11.4 percent were 65 years of age and older.
- Town of Cady residents saw an improvement in educational attainment with 91.4 percent of residents over 25 years of age in 2000 having at least attained a high school diploma as compared to 72.4 percent in 1990.
- By 2000, approximately 44.2 percent of Cady residents over 25 years of age had at least some post-secondary education compared to 24.5 percent in 1990.
- Town of Cady experienced a dramatic decrease in poverty between 1990 and 2000. In 1990, 12.3 percent of persons and 8.1 percent of families were in poverty. Those numbers decreased to 2.4 percent of persons and 0.5 percent of families in 2000.
- With 99.3 percent of the population being defined as “White alone” by the 2000 Census, the Town of Cady did not experience an increase in minority population between 1990 and 2000.



Rate of Urbanization

Does the project study area contain proposed new developments?
--

What are the main changes in developed area vs. undeveloped areas over the past 5,
--

	10, and 20 years?
	Have there been significant conversions of agricultural land uses to other land use types, such as residential or industrial?

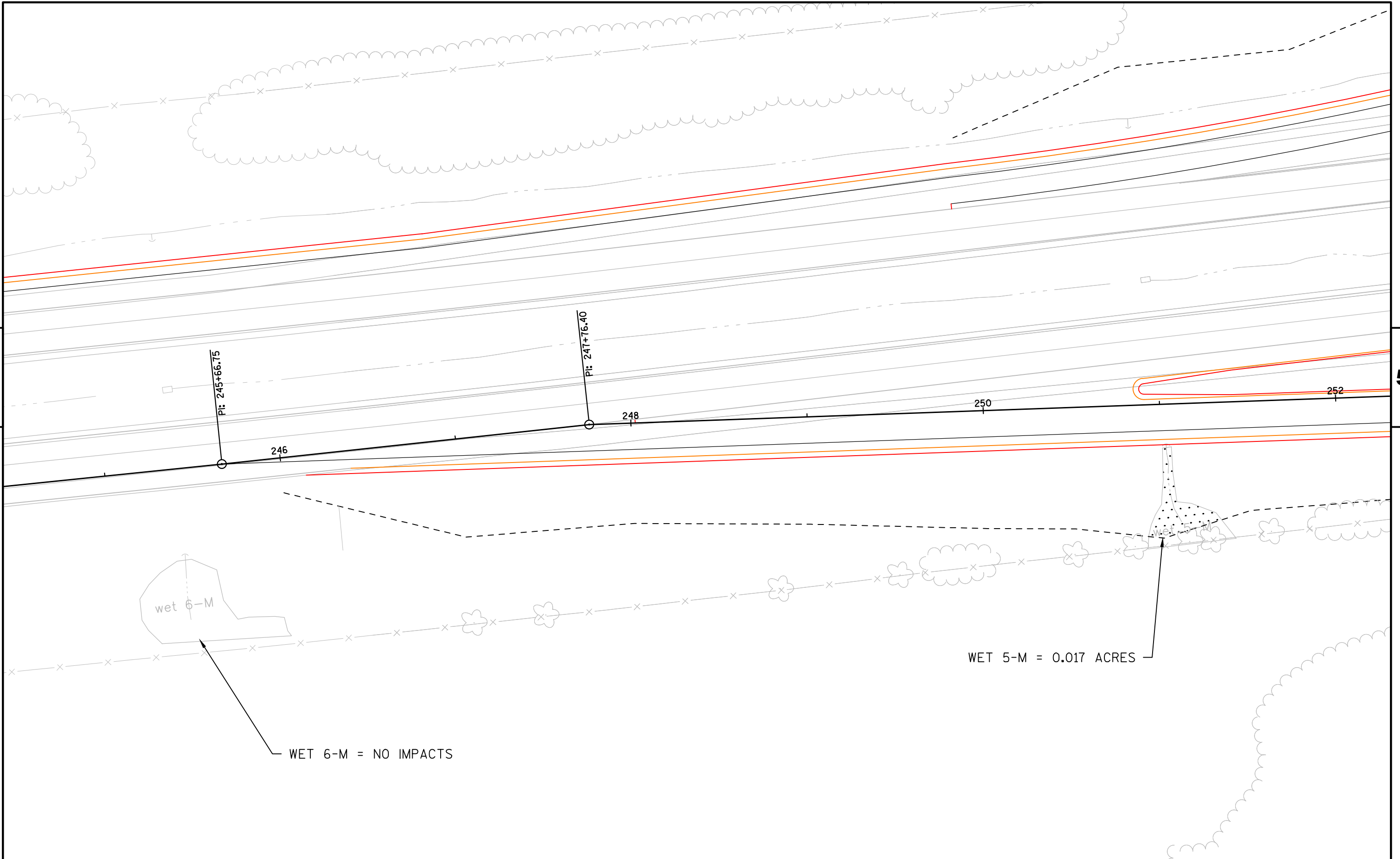
The proposed project area does not contain proposed new development, nor has there been development within the project area in the past decade.

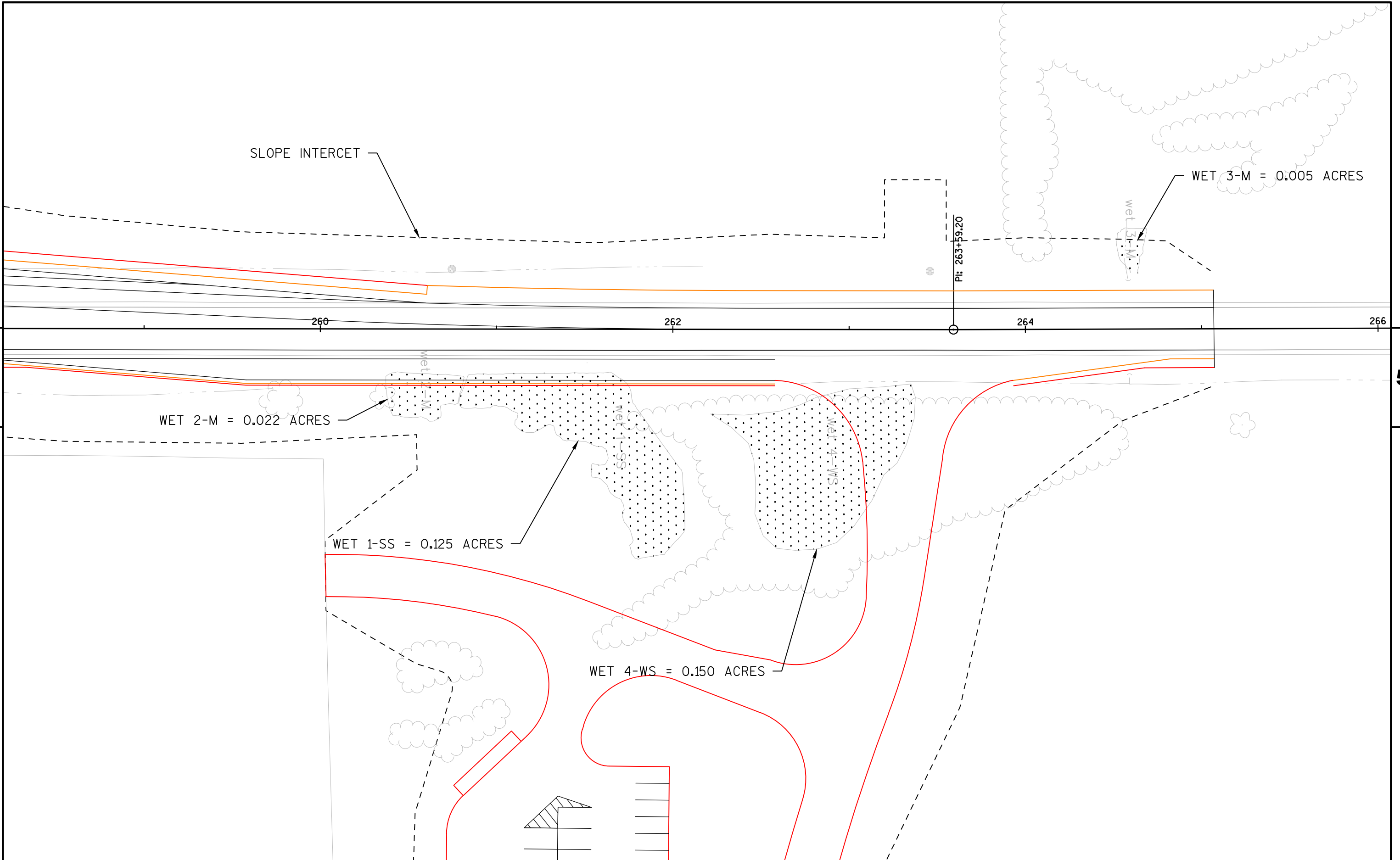
Public, State and/or Federal Agency Concerns

	Have local officials, federal and/or state agencies, property owners, stakeholders or others raised concerns related to potential indirect effects from the project? (e.g. land use changes, “sprawl”, increase in traffic, loss of farmland, etc.)
--	--

No. Communication with local units of government, property owners, and agencies will continue throughout the environmental review process and project development.

Attachment 10
Wetland Impact Exhibit





Attachment 11

U.S. Army Corps of Engineers (USACE) Communication



Division of Transportation
System Development
Northwest Region – Eau Claire Office
718 W. Clairemont Ave.
Eau Claire, WI 54701

Scott Walker, Governor
Mark Gottlieb, Secretary
Internet: www.dot.wisconsin.gov

Telephone: 715-836-3911
Toll Free: 800-590-1868
Facsimile (FAX): 715-392-7863
E-mail: nw.dted@dot.wi.gov

February 23, 2015

ATTN: Stacey Rusch
Wisconsin DOT
718 West Clairemont Ave
Eau Claire, WI 54701

RE: Project Id 1021-01-00/70
IH 94 Baldwin-Menominee
STH 128 & IH 94 Interchange
St. Croix County

Dear Stacey:

We received your request for use of a WisDOT wetland bank site to mitigate wetland losses associated with the above project. Since there are no feasible on-site or near-site mitigation opportunities, we approve of this use.

We plan to mitigate the wetland losses at the Knight's Creek Wetland Mitigation Bank Site located in Dunn County. Mitigation at this bank site will be within the same major watershed and floristic province as the project, which is in St. Croix County.

There will be 0.044 acres of wet meadow wetland (M) lost due to this project. These wetland losses will be mitigated with 0.044 acres of wet meadow wetland (M). There will be 0.125 acres of shrub scrub wetland (SS) lost due to this project. These wetland losses will be mitigated with 0.125 acres of shrub scrub wetland (SS). There will be 0.150 acres of wooded swamp wetland (WS) lost due to this project. These wetland losses will be mitigated with 0.150 acres of shrub scrub wetland (SS). In accordance with the WisDOT Wetland Mitigation Banking Technical Guideline, we will mitigate these losses at the following ratios, acreages and wetland types from the Knight's Creek wetland Mitigation Bank Site:

Site #	Impact Location (project station)	Type Impacted	Area Impacted	Debit Ratio	Type Mitigated	Area Mitigated
1	STA 260+80-262+00 RT	SS	0.125	1.0	SS	0.125
2	STA 260+35-260+80 RT	M	0.022	1.0	M	0.022
3	STA 264+50-264+65 LT	M	0.005	1.0	M	0.005
4	STA 262+20-263+35 RT	WS	0.150	1.0	SS	0.150
5	STA 250+90-251+30 RT	M	0.017	1.0	M	0.017

If you have any questions, please call me at 715-836-2097 or email me at katie.lueth@dot.wi.gov.

Sincerely,

Katie Lueth
Environmental Intern

Cc: Nick Schaff -Wisconsin DOT
Chris Willger -Wisconsin DNR
Nate Campbell – US Army Corps of Engineers

Attachment 12

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



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

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

Telephone: 715-836-2891
Facsimile (FAX): 715-836-2807

E-mail: nwr.dtsd@dot.wi.gov

March 5, 2015

ATTN: ALICE HALPIN
AIS PROGRAM, LAND RESOURCES BUREAU
DEPT OF AGRICULTURE, TRADE & CONSUMER PROTECTION
2811 AGRICULTURAL DRIVE
PO BOX 8911
MADISON, WI 53708-8911

Subject: WisDOT I.D. 1021-01-00
Baldwin – Menomonie
STH 128 Bridge B-55-0266
IH 94
St. Croix County

Dear Ms. Halpin:

The Wisconsin Department of Transportation (WisDOT) is in the process of designing proposed improvements to the IH 94 and STH 128 interchange in St. Croix County, Wisconsin. The project is located southwest of the Village of Wilson, in Sections 3 and 4 of T28N – R15W in the Town of Cady. A project location map is enclosed for your reference.

The proposed project includes replacement of the STH 128 structure over IH 94, ramp terminal intersection improvements, ramp lengthening, reconstruction of approximately one-half mile of STH 128, a new park and ride facility, and improvement of access spacing along STH 128. When completed, this project will extend the life of the existing roadway infrastructure and improve safety and operations in the interchange area.

Two adjacent agricultural properties are expected to be impacted by the proposed project. Strip acquisition and a temporary limited easement (TLE) for construction will be needed from an agricultural property to the northwest of the interchange, and would be categorically non-significant (0.539 acres total of fee and TLE acquisition). The other property is located northeast of the interchange, and acquisition of 3.4 acres total (2.8 acres fee and 0.6 acres TLE) from this parcel is proposed for construction of a new public street and a park and ride facility. This parcel is owned by a leasing corporation that currently rents out the property for mixed use. A portion has been rented out as cropland, and the rest of the parcel contains a pit and a compost drop off/waste site. At a public involvement meeting for the project, the owner indicated to WisDOT that they intend to develop the parcel into a concrete redi-mix plant.

An Agricultural Impact Notice has been completed and is enclosed for your review. Please review the contents of the submittal and provide us with any comments or concerns you may have regarding the project. If you require additional information or have any questions, I can be reached at (715) 836-3919 or stacey.rusch@dot.wi.gov.

Sincerely,

A handwritten signature in blue ink that reads "Stacey Rusch".

Stacey Rusch, P.E.
WisDOT Project Manager

Enclosures

cc: Nick Schaff, WisDOT Northwest Region Environmental Coordinator



State of Wisconsin
Governor Scott Walker

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

March 10, 2015

Stacey Rusch
WisDOT NW Region
718 W Clairemont Ave
Eau Claire, WI 54701-5108

Dear Stacey Rusch:

Re: Project ID: 1021-01-00
Project Name: IH 94: STH 128 Bridge
County: Saint Croix

The Department of Agriculture, Trade, and Consumer Protection (DATCP) has reviewed the notification and any supplemental information you have provided concerning the potential need for an agricultural impact statement (AIS) for the above project. We have determined that an AIS will not be prepared for this project.

Please note that if the proposed project or project specifications are altered in any way which could be construed as increasing the potential adverse effects of the project on agriculture or on any farm operation, the DATCP should be renotified. Please contact me with any questions.

Sincerely,

Alice Halpin
Agricultural Impact Statements
(608)244-4646
Alice.Halpin@wi.gov

DATCP ID: #4049