

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation (WisDOT)

DT2094 6/2015

BASIC SHEET 1 - PROJECT SUMMARY

Project ID 5419-06-00	Project Termini CTH OO TO USH 14	Funding Sources (check all that apply) <input checked="" type="checkbox"/> Federal <input type="checkbox"/> State <input checked="" type="checkbox"/> Local								
Construction ID 5419-06-XX		Estimated Project Cost and Funding Source (state and/or federal). Year of Expenditure (YOE) dollars include delivery cost. \$4,379,000.00 in 2019 dollars								
Route Designation (if applicable) CTH O	Nearest Community Richland Center	Real Estate Acquisition Portion of Estimated Cost (YOE) 65,000 in 2019 dollars								
National Highway System (NHS) Route <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Utility Relocation Portion of Estimated Cost (YOE) \$0.00 in 2019 dollars								
Project Title STH 80 - Richland Center	Section / Township / Range 2,3,10/T9N/R1E 25,26,34,35/T10N/R1E									
County Richland										
Bridge Number(s) (if applicable)	For an ER, indicate the date funding was authorized to begin preliminary engineering. For an EA, indicate the date the Process Initiation Letter was accepted by FHWA. 09/22/2004 m/d/yyyy	<table border="1"> <tr> <th>Right of Way Acquisition</th> <th>Acres</th> </tr> <tr> <td>Fee</td> <td>16.3</td> </tr> <tr> <td>TLE</td> <td>1.9</td> </tr> <tr> <td>PLE</td> <td>0</td> </tr> </table>	Right of Way Acquisition	Acres	Fee	16.3	TLE	1.9	PLE	0
Right of Way Acquisition	Acres									
Fee	16.3									
TLE	1.9									
PLE	0									

Functional Classification of Existing Route (FDM 3-5-2)	Urban	Rural	WisDOT Project Classification (FDM 3-5-2)	
Freeway/Expressway	<input type="checkbox"/>	<input type="checkbox"/>	Resurfacing	<input type="checkbox"/>
Principal Arterial	<input type="checkbox"/>	<input type="checkbox"/>	Pavement Replacement	<input type="checkbox"/>
Minor Arterial	<input type="checkbox"/>	<input type="checkbox"/>	Reconditioning	<input type="checkbox"/>
Major Collector	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Expansion	<input type="checkbox"/>
Minor Collector	<input type="checkbox"/>	<input type="checkbox"/>	Bridge Rehabilitation	<input type="checkbox"/>
Collector	<input type="checkbox"/>	<input type="checkbox"/>	Bridge Replacement	<input type="checkbox"/>
Local	<input type="checkbox"/>	<input type="checkbox"/>	"Majors" Project (there are both state and federal majors)	<input type="checkbox"/>
No Functional Class	<input type="checkbox"/>	<input type="checkbox"/>	SHRM	<input type="checkbox"/>
			Reconstruction	<input checked="" type="checkbox"/>
			Preventive Maintenance	<input type="checkbox"/>
			Safety	<input type="checkbox"/>
			Other - Describe:	<input type="checkbox"/>

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

(Print - Preparer Name, Title, Company/Organization) (Date - m/d/yy) (Signature - Director, Bureau of Technical Services) (Date - m/d/yy)


(Signature, Title) (Date - m/d/yy) (Signature, Title) (Date - m/d/yy)


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


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


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

- ☐ Will NOT significantly affect the quality of the human environment. This document is a Final CE/Final ER.
- ☐ Will NOT significantly affect the quality of the human environment. This document is a Final EA/Finding of No Significant Impact.
- ☐ Has potential to significantly affect the quality of the human environment. Draft Environmental Impact Statement (EIS) required.

 2-15-17
 (Print - Jarrod Starren, Project Manager, SEH) (Date - m/d/yy)

 3/21/17
 (Signature - SWR-Management Consultant) (Date - m/d/yy)

 3/21/2017
 (Signature, Title) (Date - m/d/yy)

 4/5/2017
 (Signature, Title) (Date - m/d/yy)

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

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2. Abbreviations and Acronyms

AADT - Annual Average Daily Traffic	NEPA – National Environmental Policy Act
CTH – County Trunk Highway	WEPA – Wisconsin Environmental Policy Act
MOA – Memorandum of Agreement	PIM – Public Involvement Meeting
NHS – National Highway System	SSD – Stopping Sight Distance
NRHP – National Register of Historic Places	MPH – Miles per hour
STP-R – Surface Transportation Program – Rural	FT – Feet
TMP – Transportation Management Plans	WisDOT– Wisconsin Department of Transportation
ISD – Intersection Sight Distance	
DOE – Determination of Eligibility	
RPE – Riparian Wetland Emergent	
RPF – Riparian Wetland Wooded	

3. Environmental Document Statement

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

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

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

BASIC SHEET 3 – PURPOSE AND NEED**1. Purpose and Need****PROJECT STATUS**

Richland County in cooperation with the Wisconsin Department of Transportation is proposing the reconstruction of CTH O. The proposed project is located on CTH O in the Town of Orion and the Town of Richland, Richland County, Wisconsin. The project begins in the Town of Orion on the south side of the intersection of CTH O, CTH OO and Santa Klaus Lane and extends northerly in to the Town of Richland and ends on the north side of the Pine River Trail, south of USH 14 for a total length of 2.9 miles. A project location map is shown in **Figure 1** below, and the project limits are shown in **Figure 2** below.

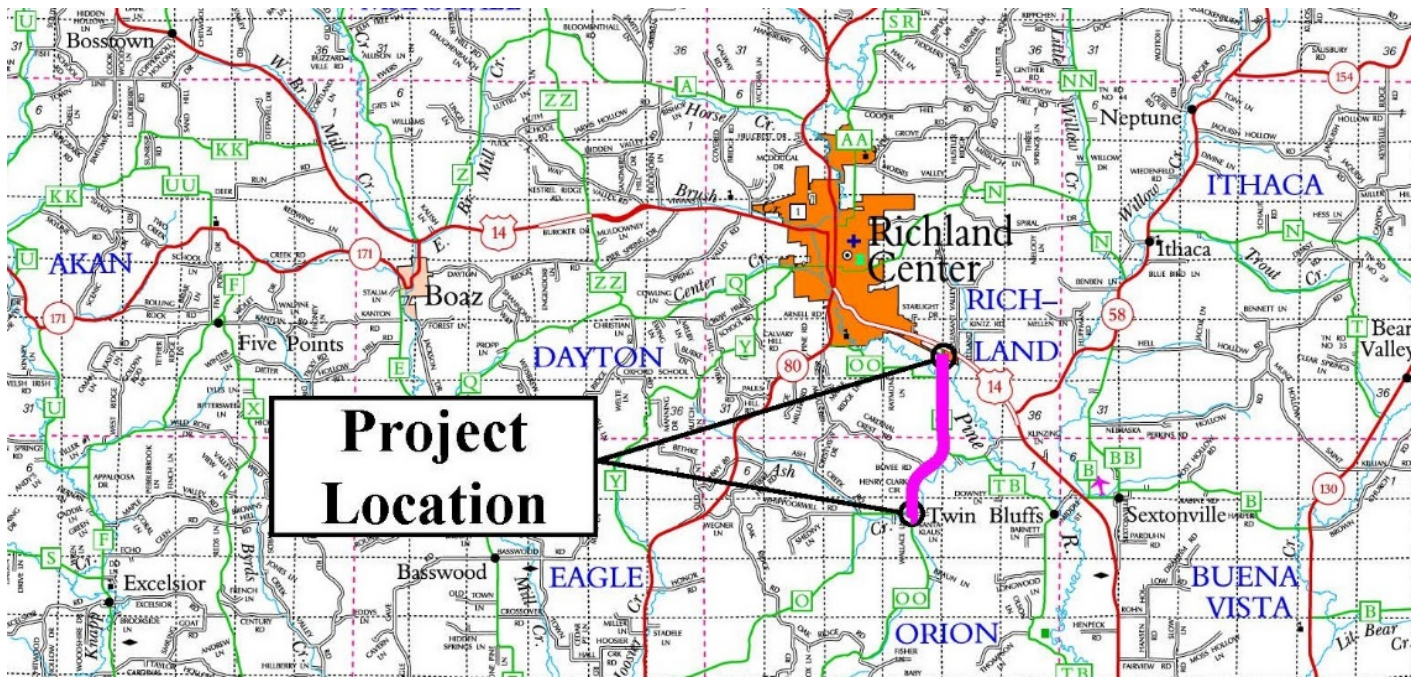


Figure 1 – Project Location

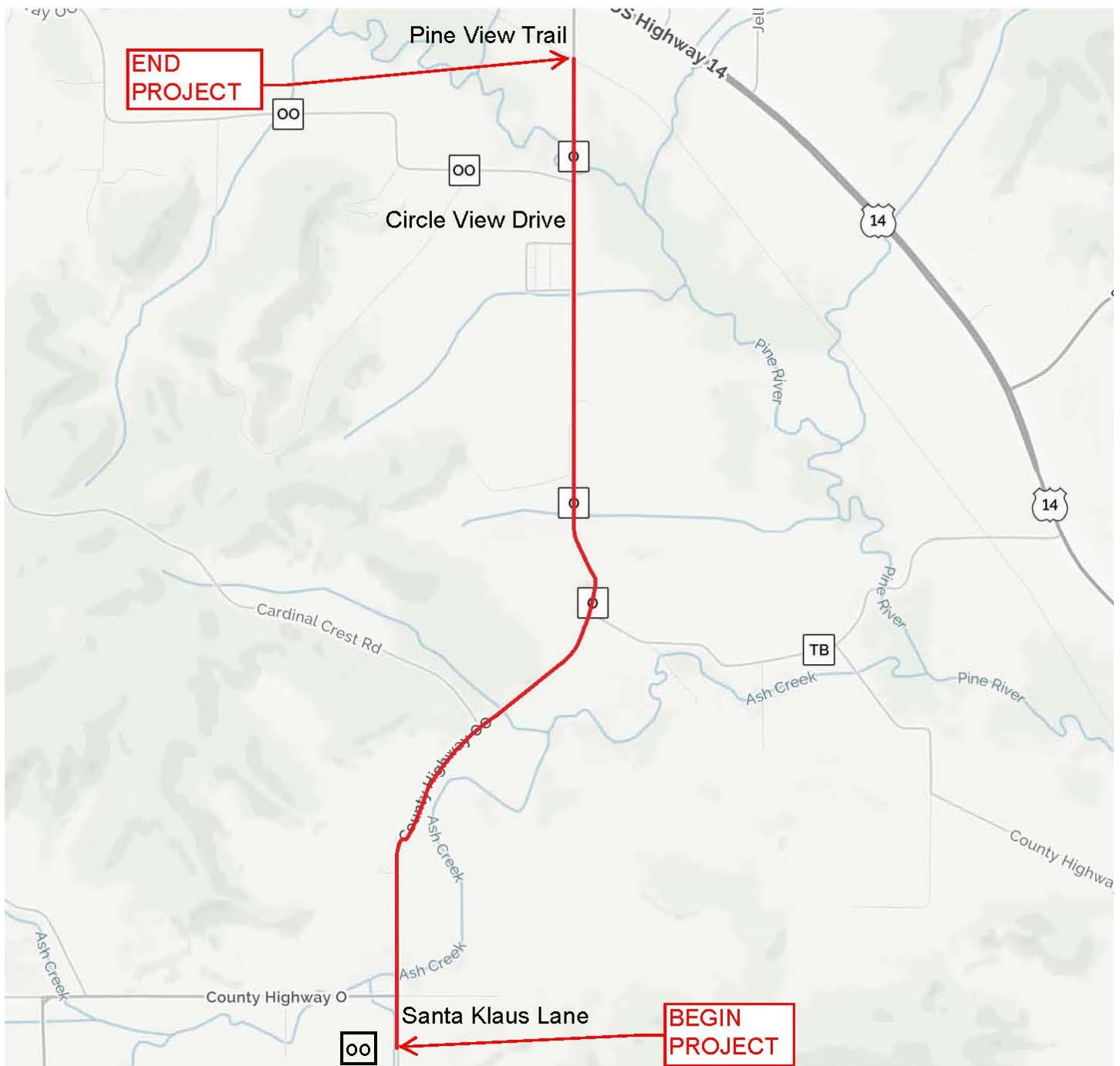


Figure 2 – Project Limits

The project was initially started in the fall of 2004. The initial Phase 1 archaeological investigation for the project indicated 4 potentially eligible archaeology sites. The project lost momentum in 2006 when the subsequent phase 2 archaeological study determined that two of the sites, which are both unavoidable, are being recommended for eligibility for the NRHP and are within the project limits.

In 2011 a renewed effort by the new Richland County Highway Commissioner was initiated to advance the project. The management consultant worked with Richland County to identify additional services needed to continue with preliminary engineering. These efforts included evaluating the south project limits, additional Phase 1 archaeological studies, an architecture/historical survey, cemetery documentation, and Determination of Eligibilities for up to two historic properties (DOE).

Since this additional scope of services was approved in July of 2012, the archaeological, historical, and DOE work has been completed and the Section 106 form has been submitted. A design exception has also been approved for the southern termini of the project.

In 2016 the Memorandum of Agreement (MOA) and data recovery plan for the two sites was completed. An FHWA 10 year extension was granted for the project in 2014. See Appendix 10. Funding for the preliminary engineering was authorized and contained within a previous WisDOT Statewide Transportation Improvement Program (STIP). Construction funding has not been secured and will be applied for in the upcoming 2017-2022 WisDOT STP rural program. Construction is estimated for 2019 or later.

PURPOSE

The primary purpose of the proposed action is to address the safety and functional needs of CTH O.

NEED

The project need can be divided into the following components:

- Safety
- Pavement Deficiencies
- System Linkage & Route Importance
- Modal Relationships

Safety

CTH O was originally constructed in its present alignment in the 1940's. At that time the roadway side slopes were constructed much steeper than is presently allowed by current standards. Fill slopes were constructed as steep as a 2:1 slope. Many of the cut slopes have obstructions (rock outcroppings) within the clear zone. The clear zone is defined as that roadside border area which is made available for safe use by errant vehicles. It starts at the edge of the traveled way and consists of the shoulder, a recoverable slope, and any traversable but non-recoverable slope with a clear run-out area at the toe of the slope. Very few of the slopes are currently protected with guard rail and the required clear zone is not provided. The steep slopes present both a safety and a maintenance concern. Slopes steeper than 3:1 can cause a rollover if a vehicle leaves the roadway. The steepness of the slopes can also cause slope failures, creating a vertical drop adjacent to the roadway.

The existing roadway has shoulders that range from 1ft to 6 ft. The shoulder widths do not meet Wisconsin C2 or C3 Design Standard for this type of roadway and is deemed substandard.

The CTH O roadway horizontal alignment and vertical profile do not meet current standards, creating substandard Stopping Sight Distance. Stopping Sight Distance (SSD) is defined as the length of roadway ahead that is visible to the driver that is sufficiently long to enable a vehicle traveling at or near the design speed to stop before reaching a stationary object in its path.

The intersections throughout the project do not meet current design standards. Visibility at some intersections is poor. Many intersections do not provide safe turning movements either to or from CTH O.

Slow moving, large farm equipment utilize this route frequently. These vehicles need a wider roadway section with adequate Stopping Sight Distance (SSD) and Intersection Sight Distance (ISD) in order to safely travel along this portion of CTH O.

Pavement Deficiencies

The existing pavement was last resurfaced in the 1970's. The existing pavement is severely distressed showing extensive longitudinal cracking, transverse cracking, rutting and differential settlement. The pavement distress appears to be caused by lack of pavement structure, and the areas of rutting indicate a potential subsurface soil problem. The current condition of the roadway is such that repairs are no longer practical and replacement of the pavement structure is needed.

System Linkage & Route Importance

CTH O has become a major route to the east side of the city of Richland Center from areas south of the city. Historic traffic volumes indicate a recent increase in traffic volume associated with the development of new businesses along USH 14 at the northern end of the project. The traffic has increased from an AADT of 420 (1979) to an AADT of 930 (2011). The forecasted AADT is anticipated to be 1,300-2,300 by 2038. The forecasted traffic volumes warrant improvement of the existing roadway to meet current design standards.

Modal Relationships

CTH O is a Richland County Bike Route. Bicycles are not accommodated appropriately from along this route. The Pine River Recreation Trail, used for hiking and biking, intersects with CTH O at the north end of the project. The 14.3 mile trail runs along the west side of US 14 and connects Richland Center and Lone Rock.

2. Summary of Alternatives

Existing Facility

CTH O is a rural major collector and is not part of the NHS. The proposed corridor begins on the south side of the intersection of CTH O, CTH OO and Santa Klaus Lane in the Town of Orion, Richland County. It extends about 2.9 miles (4.7 km) northerly into the Town of Richland and ends at the Pine River Trail. CTH O was previously reconstructed from that point north to USH 14 with an urban typical section. See Figure 2.

The existing rural cross section consists of a 22-ft asphalt roadway and with gravel shoulders that vary in width from 1-6 ft. The existing pavement structure consists of 4-inches of asphaltic pavement over variable thickness base course. See the Appendix 2 for Typical Sections.

Two structures are located on the project, B-52-15 and B-52-137. Structure B-52-15 is a 53.67-foot single span, 28-inch pre-stressed girder bridge over Ash Creek. The structure has a 28-foot clear roadway width and type F railings. Structure B-52-37 is a 122.13-foot, 3-span span concrete haunch slab bridge over the Pine River. The structure has a 34-foot clear roadway width and type F railings. No work will be done to the structures. CTH O roadwork will tie into the existing structures.

The Annual Average Daily Traffic (AADT) from the beginning of the project to the intersection with CTH OO is projected to be between 1000-1100 AADT in 2018. The north end of this project, from CTH OO to USH 14 sees increased traffic, approximately 1800 AADT (2018), due to a big box store located on the Northwest corner of USH 14. Traffic is expected to increase along the entire corridor.

NO-BUILD ALTERNATIVE

This alternative would not address the deteriorated pavement or improve the substandard roadway. It would also not improve the unprotected substandard cut and fill slopes. This alternative would not improve the shoulders, and not make safety and operational improvements.

This alternative would not result in impacts to the environment. The total estimate project cost of this alternative is lower but would have increased maintenance costs associated with the aging roadway.

The No-Build Alternative was not selected as the preferred alternative. While the No-Build Alternative does not meet the purpose and need for the project, it does serve as a baseline for comparison.

ALTERNATIVE A - RECONDITION IMPROVEMENT

This alternative would include restoration of the driving surface by recycling the existing pavement. The pavement would be pulverized and used as an improved base material for the new asphaltic pavement. The improvement would replace the existing 11-ft driving lanes and maintain the existing shoulders.

Intersections throughout the project would be upgraded to meet current standards. Where warranted, intersections would be improved with curb and gutter. The CTH TB intersection would have a right turn lane and bypass lane added. Visibility at the intersections would be improved by acquiring vision triangles where necessary. This alternative would have a minimal impact on the environment.

Alternative A was not selected as the preferred alternative as it does not meet the purpose and need in regards to improving the horizontal and vertical road alignment which would improve the stopping sight distance and create a safer roadway. It also would not address any underlying soil problems and subgrade improvements that may be needed. It would not provide bicycle accommodations or improve the substandard side slopes.

ALTERNATIVE B - RECONSTRUCTION IMPROVEMENT (PREFERRED ALTERNATIVE)

This alternative will realign the existing roadway using current design standards to improve roadway geometrics, stopping sight distance and overall safety. CTH O will be improved to the standards required for the forecasted traffic volumes. The roadway will be reconstructed with a new asphaltic pavement structure.

The existing 11-ft travel lanes will be widened to 12-ft. The narrow shoulders will be constructed to 6-ft, with 3-5 ft. being paved. See Appendix 2 for the Typical Sections. Realignment will be done where needed to achieve a 55 mph design speed. The improved geometry and widened roadway and shoulders will provide better visibility of wider slower moving farm machinery that operates on CTH O. It will also improve safety for bicyclists using this corridor. Slopes adjacent to the roadway that are not within design standards but are within the clear zone will also be flattened or

shielded, including removing any unsafe obstructions. See the Appendix 3 for Plan Sheets.

Intersections throughout the project will be upgraded to meet current design standards. Where warranted, intersections will be improved with curb and gutter. The CTH TB intersection will have a right turn lane and bypass lane added. Visibility and safety at the intersections will be improved by acquiring right-of-way for vision triangles where necessary.

As part of the alternative analysis for the intersection at the south end of the project, five alternatives were evaluated. Four of the alternatives provided a continuous movement for CTH O. The preferred alternative will upgrade the current intersection with CTH O, CTH OO and Santa Klaus Lane to meet current intersection design standards. A design exception for horizontal alignment, in order to use an intersection instead of a continuous CTH O movement, was approved by the Bureau of Project Development.

Alternative B will meet the purpose and need of the project and is selected as the preferred alternative.

3. Description of Proposed Action

The proposed action selected to fulfill the required updates along this section of the CTH O corridor is Alternative B. This alternative best meets the purpose and need of the project, while minimizing environmental impacts. Reconstructing existing horizontal and vertical deficiencies, widening the roadway, correcting roadway slopes and intersection improvements are included in the proposed action.

Horizontal and vertical alignment improvements are necessary along the project corridor in order to meet current standards. The proposed alignment and profile will follow current design standards for a 55 mph design speed.

The existing 11-ft travel lanes will be widened to 12-ft. The narrow shoulders will be constructed to 6-ft, 3-5 ft. being paved. See Appendix 2 for Typical Sections. This proposed action also proposes the flattening or shielding of substandard cut and fill slopes within the clear zone and removing unsafe obstructions. Fill slopes throughout the project will be flattened as required to meet current standards.

The proposed action involves paving 3-feet of shoulder from the beginning of the project to Circle View Drive, and 5-feet of the shoulder from Circle View Drive to the Pine Valley Recreation Trail to accommodate bicycles along the project corridor. The roadway travels through an outlying district or rural area for the majority of the project length and there is no significant development, based on an official land use plan, within the next 10 years. Dedicated pedestrian facilities are not proposed.

Intersections throughout the project will be upgraded to meet current standards and where warranted, intersections will be improved with curb and gutter. The intersection with CTH TB will have a right turn lane and bypass lane. Visibility and safety at the intersections will be improved by acquiring right-of-way for vision triangles where necessary.

New guardrail will be installed on the all four quadrants of structure B-52-15. The existing beam guard will be removed and new guardrail will be installed on the all four quadrants of structure B-52-137. No other work will be done to these structures.

CTH O will be closed to through traffic for the proposed action. Local traffic only will be permitted access in the project area. Traffic will be detoured using USH 14 and STH 80, no improvements are required for the detour.

The Pine River Recreation Trail will remain open during construction. Advanced warning traffic control signs will be placed at the intersection trail and CTH O to warn trail users of the roadway construction ahead.

4. Construction and Operational Energy Requirements

Immediate energy requirements for construction of the Proposed Action will be greater than the No-Build Alternative. However, the No-Build Alternative would perpetuate the use of an inefficient transportation system and substandard roadway. A deficient and hazardous roadway presents an inefficient system that would result in loss of time during travel. Unimproved slopes would potentially increase crash and safety problems. Over the design life of the facility, savings in operational energy would likely be greater than the energy required to construct the facility and, in the long-term, would result in net savings in energy usage.

Maintenance costs would also be greater for the No-Build Alternative. The existing pavement structure would continue to deteriorate and utilize greater amounts of maintenance funds.

5. Land Use Adjoining the Project and Surrounding Area

The project corridor generally contains agricultural and residential properties with a few agricultural based businesses.

The majority of the area adjacent to the project is in a variety of agricultural uses. The primary use is that of agricultural crop ground for the support of dairy and beef farms or for cash cropping. Most of the operational farms along the project are dairy operations, but beef and other cattle operations appear to exist, as well. Two agriculture related businesses are located at the north end of the project; they include a livestock sales barn and a dairy equipment repair shop. The Pine Valley Community Village, is located on Circle View Drive, adjacent to the project. Pine Valley is a health care and rehabilitation facility for residents who require short and long term care services.

The surrounding area land use along the project is primarily agricultural with a small amount of recreational use. The agricultural use includes dairy, beef, and cash crop farms with crop ground and pasture.

Residential and commercial areas are present in the city of Richland Center beyond the north end of the project.

6. Planning and Zoning

The Proposed Action would be compatible with the priorities of the WI-Southwestern-Wisconsin-Regional-Planning-Council-2014-2019. The objective of the plan to maintain a safe, sustainable transportation infrastructure. The proposed shoulders will accommodate the use of the roadway by bicyclists and pedestrians.

7. Indirect Effects and Cumulative Effects

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

An alternative being carried forward for detailed consideration includes;

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

- ☒ None of the above boxes have been checked, it has therefore been concluded that the proposed action will not result in indirect effects or cumulative effects.
- ☐ The proposed action may result in indirect effects or cumulative effects. The Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a Detailed Indirect Effects Analysis attached as _____ indicates a detailed indirect effects and cumulative effects analysis is not required.
- ☐ The proposed action may result in indirect effects or cumulative effects. It has been determined that a detailed indirect effects and cumulative effects analysis is required. See _____ for the detailed analysis.

8. Environmental Justice

How was information obtained about the presence of populations covered by EO 12898? (check all that apply)	
<input checked="" type="checkbox"/> US Census Data	<input type="checkbox"/> Survey Questionnaire
<input type="checkbox"/> Real Estate Company	<input type="checkbox"/> WisDOT Real Estate
<input checked="" type="checkbox"/> Public Involvement Meeting	<input type="checkbox"/> Local Government
<input type="checkbox"/> Official Plan	<input checked="" type="checkbox"/> Windshield Survey*
<input type="checkbox"/> Human Resources Agency Identify agency: Identify plan, approval authority and date of approval:	
<input checked="" type="checkbox"/> Other – Identify: Notices, public records.	

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

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

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

9. Title VI of the 1964 Civil Rights Act, the Americans with Disabilities Act or the Age Discrimination Act
Indicate whether or not issues have been identified or concerns have been expressed related to Title VI of the 1964 Civil Rights Act, the Americans with Disabilities Act or the Age Discrimination Act.
- a. ☒ No – Issues related to the above laws were not identified and concerns were not expressed.
 - b. ☐ Yes – Issues related to the above laws were identified and/or concerns were expressed. Explain:

10. Public Involvement

A. Public Meetings

Date (m/d/yyyy)	Meeting Sponsor (WisDOT, RPC, MPO, etc.)	Type of Meeting (PIM, Public Hearings, etc.)	Location	Approx. Number of Attendees
9/13/2005 2/04/2016	WisDOT Richland County	PIM PIM	Orion Town Hall Richland County Highway Office	25-30 20

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

The public involvement process utilized public land ownership records and addresses located on the project to determine the base mailing list. Additional individuals were notified of meetings via press release in the local newspaper. Of the individuals who partook in the public involvement process, comments by those people were documented and evaluated.

Two public meetings were held. The purpose of the meetings were to gather public concern about the corridor and to present the proposed improvement.

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

Groups participating in the public involvement process were property owners, businesses and public officials. The public involvement process was inclusive of all residents and population groups in the project area and did not exclude any persons because of income, sex, age, race, or disability.

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

One additional public meeting is planned for Spring of 2017 or later. The focus of the meeting will be to inform the public of project details and impacts.

11. Briefly summarize the results of public involvement.

- A. Describe the issues, if any, identified by individuals or groups during the public involvement process:
Issues raised during the public involvement process include; drainage, property access, property takings, safety and traffic volumes. It is desired to not have centerline rumble strips.
1. A question was asked, "Is the flood elevation being changed at the bridge by raising the road?"
 2. A field entrance at 575+80 Rt. should be moved to CTH TB and away from the intersection.
 3. The land owner wants us to check drainage at Station 580 \pm .
 4. Heavy farm traffic currently uses the highway from the project beginning to the farm at Station 515 \pm .
During construction, will the farms be able to use the highway?
 5. Can something be put in for manure transfer?
- B. Briefly describe how the issues identified above were addressed:
1. This was in reference to the bridge at the beginning of the project. The road is being raised about 4 inches near the bridge. The new profile will not affect the highwater elevation.
 2. Field entrance will be moved to CTH TB.
 3. Drainage concerns are being addressed along the entire corridor.
 4. Shoulders will be widened, which will help to better accommodate wider, slower farm equipment. Vertical

alignments and sight distances will be upgraded which will make it easier to see slower moving vehicles. The road will be closed, but the contractor must maintain local traffic. Information about the heavy farm traffic will be placed in the special provisions.

5. Plastic culverts for manure piping and hoses will be added along the project corridor.

12. Local/regional/tribal/federal government coordination

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

Unit of Government (MPO, RPC, City, County, Village, Town, Tribal, Federal, etc.)	Coordination Correspondence Attached (Yes/No)	Coordination Initiation Date (m/d/yyyy)	Coordination Completion Date (m/d/yyyy)	Comments
Richland County	No	9/22/2004	Ongoing	Continuous throughout the project.

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

The Richland County Highway Department expressed concern over the intersection of CTH O and CTH TB. The county requested the intersection be reconstructed with a right turn lane and bypass lane.

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

The intersection of CTH O and CTH TB will be reconstructed to include a right turn lane and a bypass lane.

- D. Indicate any unresolved issues or ongoing discussions:
None.

13. Public Hearing Requirement

- ☐ This document is an Environmental Assessment.
 - ☐ A Notice of Opportunity to Request a Public Hearing **will be** published, or,
 - ☐ A Public Hearing **will be** held.
- ☒ This document is a Type 2c Categorical Exclusion / Environmental Report.
 - ☐ A substantial amount of right-of-way **will** be acquired.
 - ☐ The proposed action **will** substantially change the layout or functions of connecting roadways or of the facility being improved.
 - ☐ The proposed action **will** have a substantial adverse impact on abutting property.
 - ☐ The proposed action **will** have other substantial social, economic, environmental effects.
 - ☐ The department has made a determination that a public hearing is in the public interest.
- ☒ None of the above boxes have been checked, it has therefore been concluded that a Notice of Opportunity to Request a Public Hearing **will not** be published and a Public Hearing **is not** required, or,
 - ☐ A Notice of Opportunity to Request a Public Hearing **will be** published, or,
 - ☐ A Public Hearing **will be** held.

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

BASIC SHEET 4 – TRAFFIC SUMMARY MATRIX

	ALTERNATIVES/SECTIONS					
	No Build	A	B *	C	D	E
TRAFFIC VOLUMES						
Base Yr. AADT Yr. 2011	920 South 1600 North	920 South 1600 North	920 South 1600 North			
Const. Yr. AADT Yr. 2018	1050 South 1800 North	1050 South 1800 North	1050 South 1800 North			
Const. Plus 10 Yr. AADT Yr. 2028	1150 South 2100 North	1150 South 2100 North	1150 South 2100 North			
Design Yr. AADT Yr. 2038	1300 South 2300 North	1300 South 2300 North	1300 South 2300 North			
DHV Yr. 2038	161 South 285 North	161 South 285 North	161 South 285 North			
TRAFFIC FACTORS						
K [<input type="checkbox"/> 30 / <input checked="" type="checkbox"/> 100/ <input type="checkbox"/> 250] (%)	11.0%	11.0%	11.0%	%	%	%
D (%)	60/40%	60/40%	60/40%	%	%	%
Design Year T (% of AADT)	6.1%	6.1%	6.1%	%	%	%
T (% of DHV)	5.1%	5.1%	5.1%	%	%	%
Level of Service	B	B	B			
SPEEDS						
Existing Posted	55	55	55			
Future Posted	55	55	55			
Design Year Project Design Speed	55	55	55			
OTHER (specify)						
P (% of AADT)	15.9%	15.9%	15.9%	%	%	%
K ₈ (% OF AADT)	%	%	%	%	%	%
Other						

AADT = Annual Average Daily Traffic

DHV = Design Hourly Volume

K [_{30/100/200}] : K₃₀ = Interstate, K₁₀₀ = Rural, K₂₅₀ = Urban, % = AADT in DHV

D = % DHV in predominate direction of travel

T = Trucks

P = % AADT in peak hour

K₈ = % AADT occurring in the average of the 8 highest consecutive hours of traffic on an average day (required only if CO analysis is required).

1. Identify the agency that generated the data included in the Traffic Summary Matrix.
Traffic Forecasting Section: Bureau of Planning and Economic Development: Division of Transportation Investment Management
2. Identify the date (month/year) that the traffic forecast data included in the Traffic Summary Matrix was developed.
1/2015
3. Identify the methodology and/or computer program(s) used to develop the data included in the Traffic Summary Matrix.
Highway Capacity Software was used to evaluate Level of Service (LOS). Box-Cox regression used to project past count data.
4. If a metric other than Annual Average Daily Traffic (AADT) is used for describing traffic volumes such as Average Annual Weekday Traffic (AWDT), explain why a different metric was used and how it compares to AADT.

BASIC SHEET 5 – AGENCY AND TRIBAL COORDINATION

Agency	Coordination Required?	Correspondence Attached?	Comments
WisDOT			
Region Real Estate Section	<input type="checkbox"/> No	N/A	Coordination is not required because there will be no Fee, PLE or TLE acquisitions.
	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Strip acquisition of real estate is required along the corridor. Appropriate coordination with property owners will be conducted. Evidence of coordination is not required when no inhabited houses or active businesses will be acquired.
Bureau of Aeronautics	<input type="checkbox"/> No	N/A	Coordination is not required. The project is not located within 5 miles of a public or military use airport.
	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Coordination has been completed and project effects have been addressed. Explain: Richland Center Airport Manager has been notified of the project. Site does not exceed the FAA Notice Criteria. See Appendix 8 – BOA Coordination.
Railroads and Harbors Section	<input checked="" type="checkbox"/> No	N/A	Coordination is not required because no railways or harbors are in or planned for the project area.
	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes <input type="checkbox"/> No	Coordination has been completed and project effects have been addressed. Explain:
STATE AGENCY			
Natural Resources (DNR)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Initial concurrence April 28, 2016. Final Concurrence pending. See Appendix 4 – Initial WDNR Concurrence.
State Historic Preservation Office (SHPO)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>The Section 106 form was approved October 6, 2014. An amended Section 106 form was approved on August 26, 2016.</p> <p>A portion of the proposed improvement are located within two eligible sites: Site # 47R10066 – Wally Site and Site # 47R10464 – Brown Knife Site.</p> <p>A Section 106 Memorandum of Agreement (MOA) related to archaeological impacts was approved for this project on March 21, 2017.</p> <p>Will need to obtain 157.70 burial authorization from WHS one year prior to construction for sites: BR1-0024 (Pine River Cemetery) and BR1-0023 (Pine Valley Manor Cemetery).</p> <p>See Appendix 6 – Historic Preservation & Section 106 Documentation.</p>
Agriculture (DATCP)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Concurrence March 4, 2016. Determined that AIS will not be prepared for this project. See Appendix 5 – DATCP Response.
Other (identify)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
FEDERAL AGENCY			
U.S. Army Corps of Engineers (USACE)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>A 404 permit will be required for the placement of fill in wetlands. Site visits have been conducted with representatives from the COE and the WisDOT WDNR liaison to evaluate the wetland impact.</p> <p>Coordination will continue with the ACOE and WDNR to address final mitigation requirements for wetland and waterway impacts. UASCE authorized a GP-002-WI for the project on February 1, 2017. See Appendix 13 – ACOE Coordination.</p>
U.S. Fish and Wildlife Service (USFWS)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	A review was requested in November 2005. Resubmitted 2/25/16, and 5/11/16. See Appendix 9 – USFWS Coordination.

Natural Resources Conservation Service (NRCS)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	A Farmland Conversion Impact Rating Worksheet (AD-1006) was completed for the project and the rating score was less than 160. The project is not subject to the Farmland Preservation Program as a result. See Appendix 15 – NRCS Coordination.
U.S. National Park Service (NPS)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A
U.S. Coast Guard (USCG)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination with the USCG was not required for this project. No commercially navigable waterways are present within the project limits.
U.S. Environmental Protection Agency (EPA)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A
Advisory Council on Historic Preservation (ACHP)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination with the ACHP was conducted through the Section 106 documentation. The FHWA notified the ACHP of the adverse effect determination with specified documentation for the project and the ACHP has chosen not to participate in the consultation pursuant to 36 CFR 800.6(a)(1)(iii).
Other (identify)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
SOVEREIGN NATIONS			
American Indian Tribes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	<p>Tribes were contacted and an MOA was prepared. Ho-Chunk Nation and Red Cliff Band of Lake Superior Chippewa chose not to attend the Documentation for Consultation meeting.</p> <p>Data Recovery plan has been prepared and site will be monitored during construction. See Appendix's 6 and 7 for Historic Preservation and Native American Coordination.</p>

BASIC SHEET 6 – ALTERNATIVES COMPARISON MATRIX

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

PROJECT PARAMETERS	Unit of Measure	Alternatives/Sections					
		No Build ¹	A	B	C	D	E
Project Length	Miles	2.9	2.9	2.9			
PRELIMINARY COST ESTIMATE (YOE)							
Construction	Million \$	0.4	2.1	4.38			
Real Estate	Million \$	0	0	0.06			
TOTAL	Million \$	0.4	2.1	4.44			
LAND CONVERSIONS							
Total Area Converted to ROW	Acres	0	0	16.3			
REAL ESTATE							
Number of Farms Affected	Number	0	0	7			
Total Area Required From Farm Operations	Acres	0	0	12.4			
AIS Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Farmland Rating	Score	0	0	55			
Total Buildings Required	Number	0	0	0			
Housing Units Required	Number	0	0	0			
Commercial Units Required	Number	0	0	0			
Other Buildings or Structures Required	Number & Type	0	0	0			
ENVIRONMENTAL FACTORS							
Indirect Effects		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Cumulative Effects		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Environmental Justice Populations		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
National Register Eligible Historic Structures in the Area of Potential Effect	Number	0	0	0			
National Register Eligible Archeological Sites in the Area of Potential Effect	Number	0	2	2			
Burial Site Protection (authorization required)		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
106 MOA Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Section 4(f) Evaluation Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Section 6(f) Land Conversion Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Flood Plain		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Unique Upland Habitat Identified		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Total Wetlands Filled	Acres	0	0	0.16			
Stream Crossings	Number	2	2	2			
Threatened/Endangered Species		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Noise Analysis Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Receptors Impacted	Number						
Contaminated Sites	Number	0	0	0			

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

BASIC SHEET 7 – EIS SIGNIFICANCE CRITERIA

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

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

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

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

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

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

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

4. Will the proposed action impact geographically scarce resources?

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

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

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

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

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

7. Will the proposed action be in conflict with official agency plans or local, state, tribal, or national policies, including conflicts resulting from potential effects of transportation on land use and transportation demand?

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

BASIC SHEET 8 – ENVIRONMENTAL COMMITMENTS

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

Factor Sheet	Commitment (If none, include "No special or supplemental commitments required.")
A-1 General Economics	No special or supplemental commitments required.
A-2 Business	<p>CTH O will be closed to through traffic, access to businesses will be maintained through the use of a detour route. The traffic control plan and detour will be defined in the plans and contract special provisions. A press release and map of the detour will be posted on the Richland County Highway Department website notifying the community of the construction schedule.</p> <p>The Richland County Highway Commissioner and the Construction Supervisor will be responsible for fulfilling this commitment during construction.</p>
A-3 Agriculture	<p>The road will be closed during construction, but the contractor must maintain local traffic access and provide access for farm equipment.</p> <p>The Construction Supervisor will be responsible for ensuring this commitment.</p>
B-1 Community or Residential	<p>The road will be closed to through traffic during construction. Access to local businesses and residences will be maintained during construction. The traffic control plan will be defined in the plans and contract special provisions. Timely completion of the project through enforcement of the contract working time will be fulfilled by the Construction Supervisor.</p>
B-2 Indirect Effects	No special or supplemental commitments required.
B-3 Cumulative Effects	No special or supplemental commitments required.
B-4 Environmental Justice	No special or supplemental commitments required.
B-5 Historic Resources	No special or supplemental commitments required.
B-6 Archaeological/Burial Sites	<p>Archaeological Data Recovery will take place in advance of the construction in accordance with the approved Section 106 Memorandum of Agreement (MOA). Refer to Appendix 6 for additional information.</p> <p>A special provision will be added containing language describing the potential delays to the contractor due to potential discoveries or surveys (archaeological and or burial).</p> <p>Archaeological surveys will be conducted for any batch plants, design refinement areas, and any waste, borrow or staging areas required for the project. The survey results will be shared with SHPO and the Consulting parties of the Section 106 Memorandum of Agreement (MOA). Significant discoveries of non-burial related archaeological properties will be handled in accordance Section 106 procedures pursuant to 36 CFR 800, or another area will be obtained for borrow, batch plants, waste sites and staging.</p> <p>Obtain 157.70 burial authorization from the Wisconsin Historical Society (WHS) one year prior to construction for sites: BRI-0024 (Pine River Cemetery) and BRI-0023 (Pine Valley Manor Cemetery).</p> <p>BRI-0022 (Bovee Cemetery) is located adjacent to the project but outside construction limits.</p> <p>These commitments and provision of the MOA will be assured by the Construction Supervisor and regional environmental coordinator.</p>

B-7 Tribal Coordination/Consultation	A MOA and a Data Recovery plan has been drafted to address Archaeological / Historical concerns along the project corridor. The disturbance within the current property historic boundary will be minimized as much as possible. The boundary will be marked on the plans and defined in the contract special provisions and no staging of construction equipment or stockpiling of materials will be allowed. The Construction Supervisor will be responsible for fulfilling this commitment during construction.
B-8 Section 4(f) and 6(f) or Other Unique Areas	Pine River Trail crosses CTH O at the end of the project. The Richland County Parks Commission oversees the trail. The Parks Commission will place signs on the trail and provide updates on the trail closures on their website before and during construction. The Construction Supervisor will be responsible for ensuring this commitment.
B-9 Aesthetics	No special or supplemental commitments required.
C-1 Wetlands	The construction of the roadway would require a wetland impact of 0.16 acres. This includes 0.09 acres wooded riparian wetland. The loss of these wetlands would be charged against a regional wetland bank at a 1.5:1 ratio. This also includes 0.07 acres emergent riparian wetland. The loss of these wetlands would be charged against a regional wetland bank at a 1.3:1 ratio and be coordinated as part of a WisDOT program. This commitment will be assured by the Construction Supervisor and the region environmental coordinator.
C-2 Rivers, Streams and Floodplains	Erosion and sediment transport into waterways during construction will be controlled by methods shown in the latest edition of the WisDOT's Facilities Development Manual and through consultation with the Wisconsin Department of Natural Resources pursuant to the DOT/DNR Cooperative Agreement. An erosion control plan in accordance with WisDOT and WDNR standards will be completed as part of this project and implemented during construction under the direction of the Construction Supervisor.
C-3 Lakes or other Open Water	No special or supplemental commitments required.
C-4 Groundwater, Wells and Springs	No special or supplemental commitments required.
C-5 Upland Wildlife and Habitat	No special or supplemental commitments required.
C-6 Coastal Zones	No special or supplemental commitments required.
C-7 Threatened and Endangered Species	Re-evaluation of the Northern Long Eared Bat (NLEB) determination will be needed once construction funding is obtained and the project is scheduled for construction. Standard special provisions related to the NLEB will be included in the construction contract. The Construction Supervisor will be responsible for fulfilling this commitment during construction.
D-1 Air Quality	No special or supplemental commitments required.
D-2 Construction Stage Sound Quality	No special or supplemental commitments required.
D-3 Traffic Noise	No special or supplemental commitments required.
D-4 Hazardous Substances or Contamination	No special or supplemental commitments required.
D-5 Storm Water	No special or supplemental commitments required.
D-6 Erosion Control	Erosion would be controlled through the use of the methods shown in the latest edition of the WisDOT's Standard Specifications for Road Construction and through consultation with the Wisconsin Department of Natural Resources pursuant to the DOT/DNR Cooperative Agreement. This will be included in the construction contract. The Construction Supervisor will be responsible for fulfilling this commitment during construction.

<p>E-1 Other Oak Wilt & Emerald Ash Borer</p>	<p>Oak Wilt: The spread of oak wilt disease will be avoid cutting or pruning of oaks from April through September. This will be included in the contract special provisions. The Construction Supervisor will be responsible for fulfilling this commitment during construction.</p> <p>Emerald Ash Borer: Ash trees removed as part of this project, will be disposed of in accordance with Wisconsin Administrative Code regarding the invasive species, the Emerald Ash Borer. This will be included in the contract special provisions. The Construction Supervisor will be responsible for fulfilling this commitment during construction.</p>
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BASIC SHEET 9 – ENVIRONMENTAL FACTORS MATRIX (check all that apply)

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
<p>Note: If the effects on the environmental factor can't be adequately summarized in several sentences, the Factor Sheet for the environmental factor must be included.</p>					
A. ECONOMIC FACTORS Factor Sheet A-1, General Economics, must be included if Factor Sheet A-2 or A-3 is completed.					
A-1 General Economics	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The Proposed Action will:</p> <p>Require capital investment by WisDOT and local governments that would not be able to be expended elsewhere.</p> <p>Cause temporary detouring of services and access to local commerce during construction.</p> <p>Assist in ensuring economic viability of the area by promoting safe and efficient travel and access to and through the project area.</p> <p>Accommodate current and planned economic growth for the area.</p> <p>Reduce the cost of maintaining the new roadway compared to maintaining the existing roadway.</p> <p>Although initial expenditure of public funds is required, long term maintenance costs will be reduced.</p>
A-2 Business	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The Proposed Action will:</p> <p>Impact access to local businesses on a short-term basis during the construction of the improvements.</p> <p>Assist in ensuring economic viability of the project area by promoting safe and efficient travel and access for expected heavy truck traffic and additional local and regional traffic.</p> <p>Benefit commercial and industrial establishments by increasing level of service, safety, and access for employees and shipment of goods and services in the project area.</p> <p>Does not require any commercial or industrial acquisition or relocation.</p>
A-3 Agriculture	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The Proposed Action will:</p> <p>Require minor strips of right-of-way acquisition.</p> <p>Provide wider paved shoulders for agricultural traffic.</p>
B. SOCIAL/CULTURAL FACTORS					
B-1 Community or Residential	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The Proposed Action will:</p> <p>Require a temporary traffic detour during construction.</p> <p>Maintain but impact access to properties along the corridor during construction.</p> <p>Assist in ensuring economic viability of the area by promoting safe and efficient travel along the roadway.</p> <p>Enhance local traffic circulation.</p> <p>Enhance bicycle accommodations by providing paved shoulders along the project; between Santa Klaus Lane and Circle View Drive 3.0' paved shoulders are being provided. Higher traffic volumes occur and more potential use occurs between Circle View Drive and the Pine River Trail so 5.0' paved shoulders are being provided.</p>
B-2 Indirect Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No indirect effects were identified as a result of this project.
B-3 Cumulative Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No cumulative effects were identified as a result of this project.
B-4 Environmental Justice	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>This document is in compliance with U.S. DOT and FHWA policies to determine whether a proposed project will have induced socioeconomic impacts or any adverse impacts on minority or low income populations; and it meets the requirements of Executive Order on Environmental Justice 12898—"Federal Actions to Address Environmental Justice in Minority and Low-Income Populations." No minority or low-income populations were identified during the public information or design processes.</p>
For B-5 through B-8, if any of these resources are present on the project, involve the REC early because of possible project schedule implications.					

B-5 Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No historic resource impacts are anticipated. The Section 106 review was approved on October 6, 2014. An amended Section 106 review was approved on August 26, 2016. See Appendix 6.
B-6 Archaeological/Burial Sites	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Section 106 documentation is complete. A Memorandum of Agreement and Data Recovery Plan have been approved for the project for the two recommended eligible sites: Site # 47RI0066 Wally Site and Site # 47RI0464 Brown Knife Site. Obtain 157.70 burial authorization from WHS one year prior to construction for sites: BR1-0024 (Pine River Cemetery) and BR1-0023 (Pine Valley Manor Cemetery). Refer to Appendix 6 for additional information.
B-7 Tribal Coordination /Consultation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No responses from American Indian Tribes have been received. Grading is proposed within the two recommended eligible sites: Site # 47RI0066 Wally Site and Site # 47RI0464 Brown Knife Site. A Section 106 Memorandum of Agreement related to the project's Archaeological impacts has been prepared and approved for the project. Coordination with the Ho-Chunk Nation and the Red Cliff Band of the Lake Superior Chippewa was performed as part of the MOA approval process. Neither the Ho-Chunk Nation nor the Red Cliff Band of the Lake Superior Chippewa chose to attend the Section 106 consultation meeting.
B-8 Section 4(f) and 6(f) or Other Unique Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Pine River Trail crosses the CTH O at the end of the project. The road will be closed during construction and the trail will remain open. Section 4(f) does not apply. No right of way will be taken at the trail location and CTH O will be matching into the existing surface at the trail location.
B-9 Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No significant aesthetic modifications will be made to the highway facility. The completed project would eliminate the deteriorated appearance of the existing roadway and provide uniform roadside slopes.
C. NATURAL RESOURCE FACTORS					
C-1 Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Proposed Action will: Fill 0.16 acres of Type RPE and RPF wetland.
C-2 Rivers, Streams and Floodplains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Proposed Action will: Require slope improvement work to occur near the Pine River and Ash Creek. No work will take place on structures or within the stream channel. Guardrail to be installed at both sites to minimize slopes impacts.
C-3 Lakes or Other Open Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No lakes or other open water impacts.
C-4 Groundwater, Wells, and Springs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No groundwater, wells and springs impacts.
C-5 Upland Wildlife and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No upland wildlife and habitat impacts.
C-6 Coastal Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No coastal zone impacts.
C-7 Threatened and Endangered Species	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No federally or state listed, proposed, or candidate species, or designated critical habitat is present in the project area.
D. PHYSICAL FACTORS					
D-1 Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The project is exempt from permit requirements under Wisconsin Administrative Code – Chapter NR 411. No substantial impacts to air quality are expected.
D-2 Construction Stage Sound Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	To reduce the potential impact of construction noise, the special provisions for this project would require that motorized equipment shall be operated in compliance with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. All motorized construction equipment would be required to have mufflers constructed in accordance with the equipment manufacturer' specifications or a system of equivalent noise reducing capacity. It would also be required that mufflers and exhaust system be maintained in good operating condition, free from leaks and holes.
D-3 Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A noise analysis was not required for this project. No impacts are anticipated.
D-4 Hazardous Substances or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A Phase 1 Environmental Site Assessment revealed no recognized

Contamination					environmental concerns that would typically warrant a Phase II investigation. A Phase 2 Site Investigation was not performed.
D-5 Stormwater	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No stormwater impacts.
D-6 Erosion Control and Sediment Control	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Erosion and sediment transport would be controlled through the use of the methods shown in the latest edition of the WisDOT's Standard Specifications for Highway and Structure Construction through consultation with the Wisconsin Department of Natural Resources pursuant to the DOT/DNR Cooperative Agreement.
E. OTHER FACTORS					
E-1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
E-2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

AGRICULTURE EVALUATION

Wisconsin Department of Transportation

Factor Sheet A-3

Alternative B Reconstruction	Total Length of Center Line of Existing Roadway 2.9 miles Length of This Alternative 2.9 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Total acquisition interest, by type of agricultural land use: 12.40

Type of Land Acquired From Farm Operations	Type of Acquisition (acres)		Total Area Acquired (acres)
	Fee Simple	Easement	
Crop land and pasture	10.27	0.85	11.12
Woodland	0.67	0.00	0.67
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)	0.39	0.22	0.61
Totals	11.33	1.07	12.40

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

Acreage to be Acquired	Number of Farm Operations
Less than 1 acre	3
1 acre to 5 acres	4
More than 5 acres	0

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

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

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

- ☐ No - Explain.
- ☒ Yes
- ☒ The Site Assessment Criteria Score (Part VI of the form) is less than 60 points for this project alternative.
Date Form AD-1006 completed. 2/26/16, 8/22/16
- ☐ The Site Assessment Criteria Score is 60 points or greater.
Date Form AD-1006 completed. _____

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

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

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

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

Is the land acquired "non-significant"?

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

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

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

- ☐ Does Not Apply.
☒ Applies – Discuss. Effects to farmland would include the acquisition of strip right-of-way adjacent to the existing roadway. Easements may be required to correct drainage way problems. Predominantly, the right-of-way that needs to be acquired for the roadway realignment and slope improvement is crop ground. Several small areas do include pasture and some areas are currently not in use. Acquisition would vary up to a maximum of approximately 125 ft. in width. The larger widths of acquisition occur in areas where the existing road side slopes are steep and unsafe and realignment is required. In areas where terrain is not severe, acquisition would range between 0 to 20 ft. Minor triangular acquisitions are needed at select intersections to improve vision and safety. Acquisition would occur from dairy, beef, and cash crop operations.

Affects to farm operations are generally considered to be limited. Although much of the land adjacent to the roadway within the areas of proposed right-of-way is crop ground, the acquisitions would be narrow and would have little impact on the overall farm operation. Acquisition is strip taking adjacent to the existing right-of-way. Most acquisitions are less than 0.5 acres. In nearly all situations, acquisition would be less than 1% of the overall farm area. Although less land would be available for production, the loss of production ability would not be significant. The project will not modify farm access or severe any farm parcels.

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

- ☒ Does Not Apply.
☐ Applies – Discuss.

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

- ☒ Does Not Apply.
☐ Applies – Discuss.

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

- ☒ Does Not Apply.
☐ Applies – Discuss.

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

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

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

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

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

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

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

- ☐ No effects indicated by farm operator or owner.
- ☒ Applies – Discuss. Concerns were raised during the Public Involvement process about farm implement/traffic during construction. The contractor will be required to provide local access for farming operations.

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

- ☒ No
- ☐ Applies – Discuss.

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

Riprap will be placed at the downstream end of cross drains to minimize erosion that is currently occurring. There are currently no erosion control measures.

Plastic culverts for manure piping and hoses will be added along the project corridor.

The proposed roadway has been designed to make it easier to see slower moving vehicles, including farm machinery, by using criteria that balances the safety of the traveling public with the need for additional lands for roadway improvements. Acquisition is limited to what is needed for safety and operational improvements.

ARCHAEOLOGICAL SITES EVALUATION

Wisconsin Department of Transportation

Factor Sheet B-6

Alternative B Reconstruction	Total Length of Center Line of Existing Roadway 2.9 miles Length of This Alternative 2.9 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

If there are any effects to an archaeological site and any American Indian Tribes express interest in the project, Factor Sheet B-7, the Cultural Resources Tribal Issues Factor Sheet must also be completed.
 Section 106 Form or other documentation, with all necessary approvals, must be attached to the Environmental Document for all projects.

1. Parties Contacted:

Parties Contacted	Date Contacted	Comments Received		
		No	Yes	Check if Attached
Richland County Historical Society	10/14/05	X		<input type="checkbox"/>
State Historical Society	1/25/12		X	<input type="checkbox"/>
Native American Tribes	6/27/05, 8/26/15		X	<input type="checkbox"/>
Richland County	Continuous	X		<input type="checkbox"/>
FHWA	1/13/16		X	<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>

Comments identified as received above were provided and addressed as part of the Section 106 approval process for the project and approval of the Memorandum of Agreement for the project.

2. Property Designations:

- ☐ National Historic Landmark
- ☒ National Register of Historic Places (NRHP)
- ☐ State Register of Historic Places
- ☐ Local Registry
- ☐ Tribal Registry

3. Sites Identified by record search or Phase I survey. Attach map to appendices depicting site(s)' approximate location within alternative:

Site #	Site Name	Description & Site Information (e.g., historic, prehistoric, village, campsite, etc.)	Site Recommended for Phase II Evaluation? Y/N	Site Avoided? Y/N
47RI0066	Wally	Campsite	Y	N
47RI0464	Brown Knife	Campsite / Habitation Site	Y	N
47RI0465	Stingy	Lithic Scatter	N	N
47RI0466	C.Lewis	Lithic Scatter	N	N
BRI-0023	Pine Valley Manor	Cemetery	N	Y
BRI-0024	Pine River	Cemetery	N	Y
BRI-0022	Bovee	Cemetery	N	Y

4. Sites evaluated by Phase II survey:

Site #	Site Name	Findings of Phase II Evaluation	Site Determined Eligible for or already listed in the NRHP? Y/N	Site Avoided? Y/N
47RI0066	Wally	Cultural Materials	Y	N
47RI0464	Brown Knife	Intact Subsurface Artifacts	Y	N

5. Do any sites identified in Phase I or II investigations (Question 3 and 4) involve human burials?

☐ No

☒ Yes

☐ American Indian Burial:

Complete Factor Sheet B-7, Tribal Issues.

☒ Euro-American Burial:

☒ Documentation Attached:

Cemetery Name(s): Bovee
Pine River
Pine Valley Manor

☒ Consultation with Wisconsin Historical Society (Burial Sites Office and SHPO):

Dates: October 6, 2014

☒ Burials will not be affected:

Identify _____

☐ Burials will be affected:

Identify _____

☐ Documentation attached:

☐ Unknown Affiliation:

6. List Environmental Commitments to avoid impacts to sites listed as "Avoided" in Phases I and II, above (Also list on Basic Sheet 8, Environmental Commitments):

BRI-0022 – Bovee Cemetery is located adjacent to the project but outside the project limits. It will not be affected.

BRI-0024 – Pine River Cemetery is located just north of the project limits and outside the planned construction.

BRI-0023 – Pine Valley Manor

The boundary will be marked on the plans and defined in the contract special provisions and no staging of construction equipment or stockpiling of materials will be allowed.

Archaeological Data Recovery will take place in advance of the construction in accordance with the approved Section 106 Memorandum of Agreement (MOA). Refer to Appendix 6 for additional information.

A special provision will be added containing language describing the potential delays to the contractor due to potential discoveries or surveys (archaeological and or burial).

Archaeological surveys will be conducted for any batch plants, design refinement areas, and any waste, borrow or staging areas required for the project. The survey results will be shared with SHPO and the Consulting parties of the Section 106 Memorandum of Agreement (MOA). Significant discoveries of non-burial related archaeological properties will be handled in accordance Section 106 procedures pursuant to 36 CFR 800, or another area will be obtained for borrow, batch plants, waste sites and staging.

7. Identify effects on those sites not avoided in question #4:

Site # 47RI0066 Wally Site

(Complete questions below for each site listed in Question 4, above.)

List any commitments to avoid having an adverse effect. (Also list on the Environmental Commitments Basic Sheet)

☒ Yes, the adverse effect is unavoidable. Describe the adverse effect:

☒ Do FHWA requirements for Section 4(f) apply to the project's use of the historic property?

☒ No

☐ Project is not Federally funded.

☒ Other – Explain:

In accordance with FHWA policy a Section 4(f) exception applies to this historic site as it has been determined through the Consultation process that data recovery efforts will be performed and are appropriate for this site. (FHWA 23CFR774.13.B)

☐ Yes - Complete Factor Sheet B-8, Section 4(f) 6(f) or Other Unique Areas (Form DT2077).

☒ Property is eligible for NRHP and project will have adverse effect.

☐ Other, Explain: _____

☒ Has Documentation for Consultation been prepared?

☐ No

☒ Yes - Complete Question 8

Site # 47RI0464 Brown Knife Site

(Complete questions below for each site listed in Question 4, above.)

List any commitments to avoid having an adverse effect. (Also list on the Environmental Commitments Basic Sheet)

☒ Yes, the adverse effect is unavoidable. Describe the adverse effect:

☒ Do FHWA requirements for Section 4(f) apply to the project's use of the historic property?

☒ No

☐ Project is not Federally funded.

☒ Other – Explain:

In accordance with FHWA policy a Section 4(f) exception applies to this historic site as it has been determined through the Consultation process that data recovery efforts will be performed and are appropriate for this site. (FHWA 23CFR774.13.B)

☐ Yes - Complete Factor Sheet B-8, Section 4(f) 6(f) or Other Unique Areas (Form DT2077).

☒ Property is eligible for NRHP and project will have adverse effect.

☐ Other, Explain: _____

☒ Has Documentation for Consultation been prepared?

☐ No

☒ Yes - Complete Question 8

8. Has a Memorandum of Agreement been signed?

☐ No –Pending

Explain

☒ Yes, attached:

Signatories and dates of signature:

☒ ACOE

September 30, 2016

☒ FHWA

March 21, 2017

☒ WHS

September 2, 2016

☒ American Indian Tribes

Ho-Chunk Nation of Wisconsin – Did not sign

Red Cliff Band of Lake Superior Chippewa – Did not sign

☒ WisDOT

September 8, 2016

☒ WDNR

September 30, 2016

☒ Richland County

September 29, 2016

Commitments:

☒ Data Recovery:

☒ Yes Date plan accepted: March 21, 2017

Prepared by UW-Milwaukee

☐ No

☒ Monitoring.

☐ Other: _____

TRIBAL ISSUES

Factor Sheet B-7

Wisconsin Department of Transportation

Alternative B Reconstruction	Total Length of Center Line of Existing Roadway 2.9 miles Length of This Alternative 2.9 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

American Indian Tribe	Initial Coordination Date	Response Received		Phase I Arch. Report Sent	Phase II Arch. Report Sent	D for C Sent	MOA Sent	Human Remains	Trad. Cultural Properties	Acq. of Tribal Lands
		Yes	No							
Bad River Band of Lake Superior Chippewa Indians of Wis.	6/27/05		X							
Forest County Potawatomi Community of Wisconsin	6/27/05		X							
Ho-Chunk Nation	6/27/05		X	8/23/05	1/4/16	2/29/16	12/18/15			
Iowa Tribe of Oklahoma	6/27/05		X							
Lac Courte Oreilles Band of Lake Superior Chippewa Indians	-----									
Lac du Flambeau Band of Lake Superior Chippewa Indians of Wis.	-----									
Menominee Indian Tribe of Wisconsin	6/27/05		X							
Prairie Island Indian Community. Minnesota Mdewakanton Sioux,	6/27/05		X							
Prairie Band Potawatomi Nation	6/27/05	X								
Stockbridge-Munsee Community Band of Mohican Indians	-----									
Oneida Nation of WI	-----									
Red Cliff Band of Lake Superior Chippewa Indians	6/27/05		X	8/23/05	1/4/16	2/29/16	12/18/15			
Sac & Fox of the Mississippi in Iowa	6/27/05		X							
Sac & Fox Nation of Missouri in Kansas and Nebraska	6/27/05	X								
Sac & Fox Nation of Oklahoma	6/27/05		X							
St. Croix Band of Lake Superior Chippewa Indians	-----									
Sokaogon (Mole Lake) Band of Chippewa Indians	-----									

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

2. Summary of Issues Identified by Tribes:

Tribe	Date	Issues
Ho-Chunk Nation	1/13/16	No issues, the two sites are Ho-Chunk Nation sites. The Ho-Chunk Nation chose not to attend the Section 106 MOA Consultation meeting.
Red Cliff Band of Lake Superior Chippewa Indians	1/13/16	No issues, The Red Cliff Band of Lake Superior Chippewa Indians chose not to attend the Section 106 MOA Consultation meeting.

3. Archaeological and Historic Structure/Buildings Issues:

Historic Structure/Building Issues:

☒ No

☐ Yes Complete Factor Sheet B-5 – Historic Resources Evaluation.

Archaeological Issues:

☐ No

☒ Yes Complete Factor Sheet B-6 – Archaeological Sites Evaluation.

4. Human Remains:

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

☒ No

☐ Yes

☐ Consultation dates:

☐ American Indian Tribe: _____

☐ SHPO: _____

☐ Burial Sites Office: _____

☐ Area avoided.

☐ Burials will not be affected.

☐ Burials left in place.

☐ Burials will be affected:

☐ Permission to re-inter from Wisconsin Historical Society Director (date) _____

☐ MOA prepared?

☐ No

☐ Yes

☐ Signatories to MOA and dates:

☐ FHWA: _____

☐ American Indian Tribe: _____

☐ WisDOT: _____

☐ ACHP: _____

☐ Other _____, _____, _____, _____, _____

☐ Commitments to be included in contract specifications:

☐ All documentation attached:

☐ Project may proceed.

5. Traditional Cultural Property (TCP):

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

- ☒ No
☐ Yes:

Tribal Affiliation:

Type of Property:

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

Is there an effect on a TCP?

- ☐ No Explain
☐ Yes:

Steps to avoid impact to the TCP

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

- ☒ No
☐ Yes:

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

- ☐ No
☐ Yes, explain.

SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS

Wisconsin Department of Transportation

Factor Sheet B-8

Alternative Alternative B	Total Length of Center Line of Existing Roadway 2.9 Length of This Alternative 2.9
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Property Name: Brown Knife Site (47RI0464)**2. Location: T9N, R1E Section 3 (Station 552+00 – 563+00 LT/RT)****3. Ownership or Administration: Richland County and Schmitz Farmland LLC.****4. Type of Resource:**

- ☐ Public Park.
- ☐ Recreational lands.
- ☐ Ice Age National Scenic Trail.
- ☐ NRCS Wetland Reserve Program.
- ☐ Wildlife Refuge.
- ☐ Waterfowl Refuge.
- ☒ Historic/Archaeological Site eligible for the National Register of Historic Places (NRHP).
- ☐ Other – Identify:

5. Do FHWA requirements for section 4(f) apply to the project's use of the property?

- ☒ No - Check all that apply:
- ☐ Project is not federally funded.
 - ☐ No land will be acquired in fee or PLE and the alternative will not affect the use.
 - ☐ Property is not on or eligible for the NRHP.
 - ☐ Property is on or eligible for the NRHP however includes a *de minimus* effect finding.
 - ☐ Interstate Highway System Exemption.
 - ☒ Other - Explain:

An Exception to Section 4(f) requirements applies to the project's use of Site 47RI0464 Brown Knife Site. Refer to Question 10 for additional information.

☐ Yes - Check all that apply:

- ☐ Indicate which of the Programmatic/Negative Declaration 4(f) Evaluation(s) applies.
 - ☐ Historic Bridge.
 - ☐ Park minor involvement.
 - ☐ Historic site minor involvement.
 - ☐ Independent bikeway or walkway.
 - ☐ Great River Road.
 - ☐ Net Benefit to Section 4(f) Property. Explain: _____
- ☐ Full 4(f) evaluation approved on _____.

6. Was special funding used to acquire the land or to make improvements on the property?

- ☒ No - Special funding was not used for the acquisition of this property.
- ☐ Yes:
- ☐ s.6(f) LWCF (Formerly LAWCON).
 - ☐ Dingell-Johnson (D/J funds).
 - ☐ Pittman-Robertson (P/R funds).
 - ☐ Other – Describe:

7. Describe the significance of the property:

For other unique areas, include or attach statements of significance from officials having jurisdiction.

The Brown Knife site (47RI0464) is being recommended eligible for listing in the NRHP. The Brown Knife defines a multicomponent campsite/habitation containing Late Archaic, Early Woodland, and Late Woodland occupations. The Brown Knife site is located 90 meters north of the intersection of Cardinal Crest Road and CTH O on both the west and east sides of CTH O. An intermittent tributary of Ash Creek forms the southern boundary of the site; a bluff forms the northwestern boundary, while Ash Creek forms the eastern boundary. The site lies within the relatively flat creek valley bottom. The western portion of the site is within a wooded pasture and the eastern portion of the site is located within a plowed agricultural field.

The artifact density at 47RI0464 is fairly high with a variety of artifacts being found in a number of different contexts ranged from shovel tests to the surface of plowed fields. It is likely that this site will produce intact subsurface archaeological deposits on both sides of the road despite the fact that the eastern side had been plowed.

The Brown Knife site has produced exotic lithic materials including KRF, Moline chert, Burlington chert and Hixton Silicified Sandstone, all of which indicate that the people living at this site were interacting over a broad portion of the Upper Midwest. Compared to other known archaeological sites in Richland County, the Brown Knife site has one of the more diverse raw material distributions, and is located in a portion of the county that is unusual.

8. Describe the proposed alternative's effects on this property:

- a. Describe any effects on or uses of land from the property. For other areas, include or attach statements from officials having jurisdiction over the property which discusses the alternative's effects on the property: **(A map, sketch, plan, or other graphic which clearly illustrates use of the property and the project's use and effects on the property must be included.)**

The proposed alternative at this site maintains the existing horizontal alignment and slightly improves the vertical profile of the road. The road's width and shoulder width is improved to meet current standards and thus results in effecting the property. See Appendix's for: 2 - Typical Sections, 3 - Plan Sheets, and 6 Historic Preservation and Section 106 for site location and a more detailed description.

- b. Discuss the following alternatives and describe whether they are feasible and prudent and why:
1. Do nothing alternative.

The No-Build alternative would not address the deteriorated pavement or improve the substandard roadway. It would also not improve the unprotected substandard cut and fill slopes. Allowing this roadway to continue to be used while not making safety and operational improvements would be irresponsible.

This alternative would not result in impacts to the environment. The total estimate project cost of this alternative is lower but would have increased maintenance costs associated with the aging roadway.

2. Improvement without using the 4(f) lands.

This alternative would include restoration of the driving surface by recycling the existing pavement. The pavement would be pulverized and used as an improved base material for the new asphaltic pavement. The improvement would replace the existing driving lanes and maintain the existing shoulders.

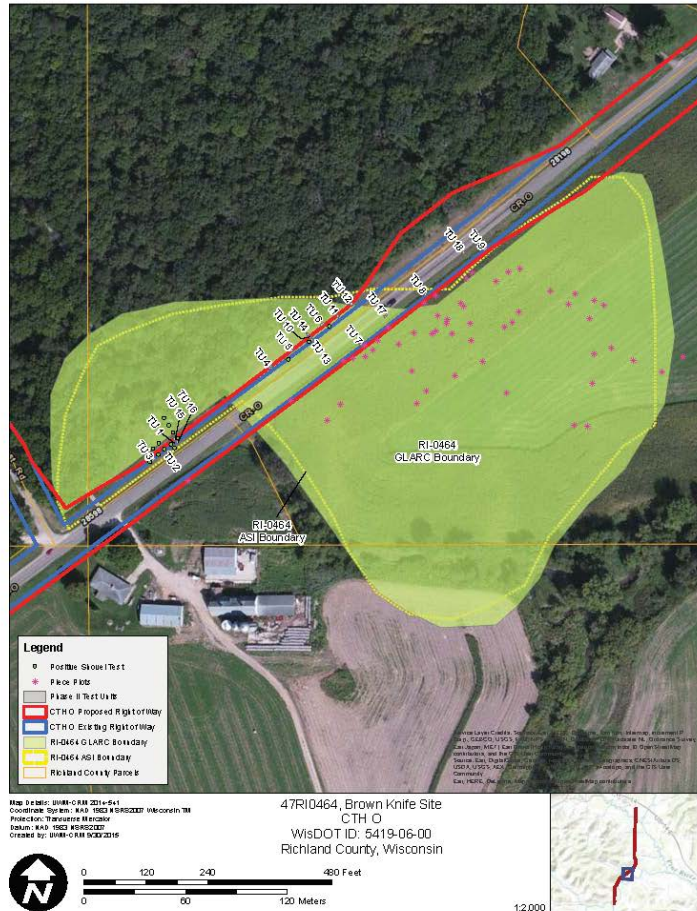
This improvement does meet the purpose and need in regards to improving the deteriorating pavement surface and by being the most cost effective level of improvement. However, it does not meet the part of the purpose and need in regards to improving the horizontal and vertical road alignment to improve the stopping sight distance and create a safer roadway. It does not improve the shoulders or provide bicycle accommodations and does not replace the deteriorated culvert pipe at this location.

3. Alternatives on new location.

Relocating the alignment to avoid the Brown Knife site is not practical and is not consistent with the purpose of the project. The site is located 90 meters north of the intersection of Cardinal Crest Road and CTH O on both the west and east sides of CTH O. In order to completely avoid the site, the alignment would need to be relocated extensively and would require acquiring a nearby house or bypassing the site and nearby houses completely. This would increase the amount of right of way required, it would require extensive alignment adjustments and takings further to the north along CTH O in order to tie back into the existing alignment and

increase the cost of the project. The preferred alternative best meets the purpose and need of the project, while minimizing environmental impacts and cost.

Site 47RI0464 (Brown Knife)



9. Indicate which measures will be used to minimize adverse effects, mitigate for unavoidable adverse effects or enhance beneficial effects:

- ☐ Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.
- ☐ The Small Conversion Policy for Lands Subject to Section 6(f) will be used.
- ☐ Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.
- ☐ Restoration and landscaping of disturbed areas.
- ☐ Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property.
- ☐ Payment of the fair market value of the land and improvement taken.
- ☐ Improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.
- ☐ Such additional or alternative mitigation measures determined necessary based on consultation with officials having jurisdiction. The additional or alternative mitigation measures are listed or summarized below:
- ☒ Property is a historic property or an archeological site. The conditions or mitigation stipulations are listed or summarized below:

Archaeological Data Recovery will take place in advance of the construction in accordance with the approved Memorandum of Agreement (MOA). Refer to Appendix 6 for additional information.

A special provision will be added containing language describing the potential delays to the contractor due to potential discoveries or surveys (archaeological and or burial).

Archaeological surveys will be conducted for any batch plants, design refinement areas, and any waste, borrow or staging areas required for the project. The survey results will be shared with SHPO and the Consulting parties of the Section 106 Memorandum of Agreement (MOA). Significant discoveries of non-burial related archaeological properties will be handled in accordance Section 106 procedures pursuant to 36 CFR 800, or another area will be obtained for borrow, batch plants, waste sites and staging.

☐ Other – Describe:

10. Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the property:

(For historic and archeological sites, refer to Factor Sheet B-5 and/or B-6 for documentation. For other unique areas, attach correspondence from officials having jurisdiction that documents concurrence with impacts and mitigation measures.)

Coordination with the Wisconsin State Historical Society has been conducted. The project improvements are located on land which is recommended eligible for listing on the National Register of Historic Places (NRHP).

Consultation is complete and a Section 106 Memorandum of Agreement and Data Recovery Plan have been approved for the project.

A Section 4(f) approval in regard to impacts to the site is not required. In accordance with the Code of Federal Regulations Title 23 (CFR23), §774.13 Exceptions:

The Administration has identified various exceptions to the requirement for Section 4(f) approval. These exceptions include, but are not limited to:

(b) Archeological sites that are on or eligible for the National Register when:

(1) The Administration concludes that the archeological resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. This exception applies both to situations where data recovery is undertaken and where the Administration decides, with agreement of the official(s) with jurisdiction, not to recover the resource; and

(2) The official(s) with jurisdiction over the Section 4(f) resource have been consulted and have not objected to the Administration finding in paragraph (b)(1) of this section.

Data recovery is being conducted prior to construction. The signed section 106 form and approved MOA are included in Appendix 6.

SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS

Wisconsin Department of Transportation

Factor Sheet B-8

Alternative Alternative B	Total Length of Center Line of Existing Roadway 2.9 Length of This Alternative 2.9
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Property Name: Wally Site (47RI0466)**2. Location: T10N, R1E Section 26 (Station 651+80 – 654+30 RT)****3. Ownership or Administration: Richland County****4. Type of Resource:**

- ☐ Public Park.
- ☐ Recreational lands.
- ☐ Ice Age National Scenic Trail.
- ☐ NRCS Wetland Reserve Program.
- ☐ Wildlife Refuge.
- ☐ Waterfowl Refuge.
- ☒ Historic/Archaeological Site eligible for the National Register of Historic Places (NRHP).
- ☐ Other – Identify:

5. Do FHWA requirements for section 4(f) apply to the project's use of the property?

- ☒ No - Check all that apply:
 - ☐ Project is not federally funded.
 - ☐ No land will be acquired in fee or PLE and the alternative will not affect the use.
 - ☐ Property is not on or eligible for the NRHP.
 - ☐ Property is on or eligible for the NRHP however includes a *de minimus* effect finding.
 - ☐ Interstate Highway System Exemption.
 - ☒ Other - Explain:
An Exception to Section 4(f) requirements applies to the project's use of Site 47RI0066 Wally Site. Refer to Question 10 for additional information.
- ☐ Yes - Check all that apply:
 - ☐ Indicate which of the Programmatic/Negative Declaration 4(f) Evaluation(s) applies.
 - ☐ Historic Bridge.
 - ☐ Park minor involvement.
 - ☐ Historic site minor involvement.
 - ☐ Independent bikeway or walkway.
 - ☐ Great River Road.
 - ☐ Net Benefit to Section 4(f) Property. Explain: _____
 - ☐ Full 4(f) evaluation approved on _____.

6. Was special funding used to acquire the land or to make improvements on the property?

- ☒ No - Special funding was not used for the acquisition of this property.
- ☐ Yes:
 - ☐ s.6(f) LWCF (Formerly LAWCON).
 - ☐ Dingell-Johnson (D/J funds).
 - ☐ Pittman-Robertson (P/R funds).
 - ☐ Other – Describe:

7. Describe the significance of the property:

For other unique areas, include or attach statements of significance from officials having jurisdiction.

The Wally site (47RI0466) is being recommended eligible for listing in the NRHP. Wally Site 47RI0066 defines a lithic scatter or small campsite of an indeterminate prehistoric American Indian affiliation. The site is located east of CTH O on a wide, flat terrace adjacent to a wetland that borders the Pine River. The northern site boundary is 142 m south of the bike path (a former railroad grade) and 15 m south of the southern driveway for Equity Livestock, a business located on the west side of CTH O. Shovel testing to the east of the site, outside of the APE, indicates that the site extends to the east. No cultural materials were recovered west of CTH O.

The site is defined by lithic chipping debris and stone tools, all exhibiting heat treatment. The presence of heat treated raw material forms may indicate that fire-related features once existed at the site and remain partially intact beneath the disturbed plow one horizons. Additional subsurface testing may yield diagnostic cultural materials to assigned 47RI0066 a temporal affiliation and produce useful data relative to regional chronology, subsistence-settlement patterns, and technological organization, important topics for understanding prehistoric lifeways. For these reasons, site 47RI0066 has the potential to yield important data for understanding regional prehistory.

8. Describe the proposed alternative's effects on this property:

- a. Describe any effects on or uses of land from the property. For other areas, include or attach statements from officials having jurisdiction over the property which discusses the alternative's effects on the property: **(A map, sketch, plan, or other graphic which clearly illustrates use of the property and the project's use and effects on the property must be included.)**

The proposed alternative at this site maintains the existing horizontal alignment and slightly improves the vertical profile of the road. The road's width and shoulder width is improved to meet current standards and thus results in effecting the property. See Appendix's for: 2 - Typical Sections, 3 - Plan Sheets, and 6 Historic Preservation and Section 106 for site location and a more detailed description.

- b. Discuss the following alternatives and describe whether they are feasible and prudent and why:

1. Do nothing alternative.

The No-Build alternative would not address the deteriorated pavement or improve the substandard roadway. It would also not improve the unprotected substandard cut and fill slopes. Allowing this roadway to continue to be used while not making safety and operational improvements would be irresponsible.

This alternative would not result in impacts to the environment. The total estimate project cost of this alternative is lower but would have increased maintenance costs associated with the aging roadway.

2. Improvement without using the 4(f) lands.

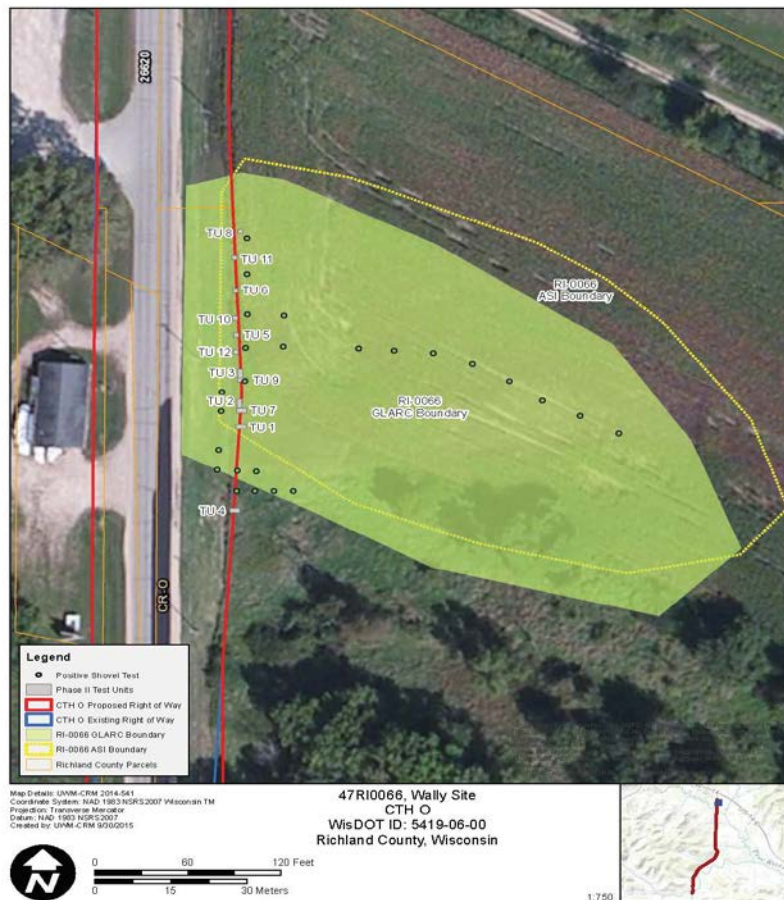
This alternative would include restoration of the driving surface by recycling the existing pavement. The pavement would be pulverized and used as an improved base material for the new asphaltic pavement. The improvement would replace the existing driving lanes and maintain the existing shoulders.

This improvement does meet the purpose and need in regards to improving the deteriorating pavement surface and by being the most cost effective level of improvement. It does not improve the shoulders or provide bicycle accommodations.

3. Alternatives on new location.

Relocating the alignment to avoid the Wally site is not practical and is not consistent with the purpose of the project. The site is located near the end of the project, avoiding the site would introduce additional curves and bring CTH O much closer to an adjacent building. This would increase the amount of right of way required, it would require alignment adjustments and takings further to the north along CTH O in order to tie back into the existing alignment and may affect the Pine River trail. The preferred alternative best meets the purpose and need of the project, while minimizing environmental impacts and cost.

Site 47RI0066 (Wally)



9. Indicate which measures will be used to minimize adverse effects, mitigate for unavoidable adverse effects or enhance beneficial effects:

- ☐ Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.
- ☐ The Small Conversion Policy for Lands Subject to Section 6(f) will be used.
- ☐ Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.
- ☐ Restoration and landscaping of disturbed areas.
- ☐ Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property.
- ☐ Payment of the fair market value of the land and improvement taken.
- ☐ Improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.
- ☐ Such additional or alternative mitigation measures determined necessary based on consultation with officials having jurisdiction. The additional or alternative mitigation measures are listed or summarized below:
- ☒ Property is a historic property or an archeological site. The conditions or mitigation stipulations are listed or summarized below:

Archaeological Data Recovery will take place in advance of the construction in accordance with the approved Memorandum of Agreement (MOA). Refer to Appendix 6 for additional information.

A special provision will be added containing language describing the potential delays to the contractor due to potential discoveries or surveys (archaeological and or burial).

Archaeological surveys will be conducted for any batch plants, design refinement areas, and any waste, borrow or staging areas required for the project. The survey results will be shared with SHPO and the Consulting parties of the Section 106 Memorandum of Agreement (MOA). Significant discoveries of non-burial related archaeological properties will be handled in accordance Section 106 procedures pursuant to 36 CFR 800, or another area will be obtained for borrow, batch plants, waste sites and staging.

☐ Other – Describe:

10. Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the property:

(For historic and archeological sites, refer to Factor Sheet B-5 and/or B-6 for documentation. For other unique areas, attach correspondence from officials having jurisdiction that documents concurrence with impacts and mitigation measures.)

Coordination with the Wisconsin State Historical Society has been conducted. The project improvements are located on land which is recommended eligible for listing on the National Register of Historic Places (NRHP).

Consultation is complete and a Section 106 Memorandum of Agreement and Data Recovery Plan have been approved for the project.

A Section 4(f) approval in regard to impacts to the site is not required. In accordance with the Code of Federal Regulations Title 23 (CFR23), §774.13 Exceptions:

The Administration has identified various exceptions to the requirement for Section 4(f) approval. These exceptions include, but are not limited to:

(b) Archeological sites that are on or eligible for the National Register when:

(1) The Administration concludes that the archeological resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. This exception applies both to situations where data recovery is undertaken and where the Administration decides, with agreement of the official(s) with jurisdiction, not to recover the resource; and

(2) The official(s) with jurisdiction over the Section 4(f) resource have been consulted and have not objected to the Administration finding in paragraph (b)(1) of this section.

Data recovery is being conducted prior to construction. The signed section 106 form and approved MOA are included in Appendix 6.

SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS

Wisconsin Department of Transportation

Factor Sheet B-8

Alternative Alternative B	Total Length of Center Line of Existing Roadway 2.9 Length of This Alternative 2.9
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. **Property Name:** Pine River Trail

2. **Location:** T10N, R1E Section 26 and 27 (Station 657+04 LT/RT)

3. **Ownership or Administration:** Richland County, Administered by the Richland County Parks Commission

4. **Type of Resource:**

- ☐ Public Park.
- ☒ Recreational lands.
- ☐ Ice Age National Scenic Trail.
- ☐ NRCS Wetland Reserve Program.
- ☐ Wildlife Refuge.
- ☐ Waterfowl Refuge.
- ☐ Historic/Archaeological Site eligible for the National Register of Historic Places (NRHP).
- ☐ Other – Identify:

5. **Do FHWA requirements for section 4(f) apply to the project's use of the property?**

- ☒ No - Check all that apply:
 - ☐ Project is not federally funded.
 - ☒ No land will be acquired in fee or PLE and the alternative will not affect the use.
 - ☐ Property is not on or eligible for the NRHP.
 - ☐ Property is on or eligible for the NRHP however includes a *de minimus* effect finding.
 - ☐ Interstate Highway System Exemption.
 - ☐ Other - Explain:
- ☐ Yes - Check all that apply:
 - ☐ Indicate which of the Programmatic/Negative Declaration 4(f) Evaluation(s) applies.
 - ☐ Historic Bridge.
 - ☐ Park minor involvement.
 - ☐ Historic site minor involvement.
 - ☐ Independent bikeway or walkway.
 - ☐ Great River Road.
 - ☐ Net Benefit to Section 4(f) Property. Explain: _____
 - ☐ Full 4(f) evaluation approved on _____.

6. **Was special funding used to acquire the land or to make improvements on the property?**

- ☒ No - Special funding was not used for the acquisition of this property.
- ☐ Yes:
 - ☐ s.6(f) LWCF (Formerly LAWCON).
 - ☐ Dingell-Johnson (D/J funds).
 - ☐ Pittman-Robertson (P/R funds).
 - ☐ Other – Describe:

7. Describe the significance of the property:

The section of trail that crosses CTH O is a segment of the Pine River Recreation Trail, connecting Lone Rock to Richland Center.

See Appendix 11 for trail map and trail information.

8. Describe the proposed alternative's effects on this property:

- a. Describe any effects on or uses of land from the property. For other areas, include or attach statements from officials having jurisdiction over the property which discusses the alternative's effects on the property: **(A map, sketch, plan, or other graphic which clearly illustrates use of the property and the project's use and effects on the property must be included.)**

The proposed alternative at this site maintains the existing horizontal alignment and slightly improves the vertical profile of the road. The effect on the trail will be the disruption of the trail as it crosses the road surface and the construction activities.

See Appendix 2 - Typical Sections, Appendix 3 - Plan Sheets, and Appendix 11 – Pine River Trail Coordination.

- b. Discuss the following alternatives and describe whether they are feasible and prudent and why:

1. Do nothing alternative.

The No-Build alternative would not address the deteriorated pavement or improve the substandard roadway at the trail crossing location. Allowing this roadway to continue to be used while not making safety and operational improvements would be effect the traveling public on the roadway and the Pine River Trail.

This alternative would not result in impacts to the environment. The total estimate project cost of this alternative is lower but would have increased maintenance costs associated with the aging roadway.

2. Improvement without using the 4(f) lands.

The preferred alternative reconstructs CTH O within the existing roadway right of way. The only effect on the 4(f) resource is related to the trail use during construction. Access to the trail crossing will be maintained. These activities don't constitute a use of 4(f) lands.

3. Alternatives on new location.

Not applicable.

9. Indicate which measures will be used to minimize adverse effects, mitigate for unavoidable adverse effects or enhance beneficial effects:

- ☐ Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.
- ☐ The Small Conversion Policy for Lands Subject to Section 6(f) will be used.
- ☐ Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.
- ☒ Restoration and landscaping of disturbed areas.
- ☐ Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property.
- ☐ Payment of the fair market value of the land and improvement taken.
- ☐ Improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.
- ☐ Such additional or alternative mitigation measures determined necessary based on consultation with officials having jurisdiction. The additional or alternative mitigation measures are listed or summarized below:
- ☐ Property is a historic property or an archeological site. The conditions or mitigation stipulations are listed or summarized below:
- ☐ Other – Describe:

10. Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the property:

(For historic and archeological sites, refer to Factor Sheet B-5 and/or B-6 for documentation. For other unique areas, attach correspondence from officials having jurisdiction that documents concurrence with impacts and mitigation measures.)

Coordination with the Richland County has been conducted. The project improvements are located on land which is owned by Richland County. The Richland County Parks Commission was contacted and plans showing the trail disturbance were sent. The project was discussed, the disruption of the trail during the project was discussed. The Commission stated that they would have no problems with the CTH O project. They would be able to provide signing in coordination with Richland County forces ahead of the project and they would put notices on their website informing the public of the project and of any temporary closures resulting from it.

WETLANDS EVALUATION

(9/2013)

Wisconsin Department of Transportation

Factor Sheet C-1

Alternative B Reconstruction	Total Length of Center Line of Existing Roadway 2.9 miles Length of This Alternative 2.9 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Describe Wetlands:

	Wetland 1	Wetland 2	Wetland 3	
Name (if known) or wetland number¹	1	2	3	
County	Richland	Richland	Richland	
Location (Section-Township-Range)	Sections 26,27,34,35-T10N-R1E	Section 3-T9N-R1E	Section 3-T9N-R1E	
Location (Latitude)				
Location (Longitude)				
Location Map	See Wetlands Exhibit	See Wetlands Exhibit	See Wetlands Exhibit	
Wetland Type(s)²	RPE, RPF	RPE	RPE	
Wetland Loss	Acres 0.09	Acres 0.04	Acres 0.03	
Wetland is: (Check all that apply)³	Yes	No	Yes	No
• Isolated from stream, lake or other surface water body		X		X
• Not contiguous (in contact with) a stream, lake, or other water body, but within 100-year floodplain		X		X
• If adjacent or contiguous, identify stream, lake or water body	Pine River	Unnamed Ash Creek Tributary	Unnamed Ash Creek Tributary	

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

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

- ☐ No
☒ Yes:
☐ Advanced Identification Program (ADID) Wetlands
☐ Public or private expenditure has been made to restore, protect, or ecologically manage the wetland on either public or private land
☒ Other – Describe: Wetland 2 is in the Brown Knife NRHP Arch site.

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

The proposed action would require fill in order to construct slope improvements.

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

No waterfowl was observed. The proposed action will not significantly impact waterfowl or waterfowl inhabiting or dependent upon the adjacent river and creeks. However, raccoons, deer, geese, and ducks may be temporarily impacted during construction and the placement of fill.

5. Federal Highway Administration (FHWA) Wetland Policy:

- ☐ Not Applicable - Explain
☐ Individual Wetland Finding Required - Summarize why there are no practicable alternatives to the use of the wetland.

- ☒ Statewide Wetland Finding: **NOTE: All three boxes below must be checked for the Statewide Wetland Finding to apply.**
- ☒ Project is either a bridge replacement or other reconstruction within 0.3 mile of the existing location.
- ☒ The project requires the use of 7.4 acres or less of wetlands.
- ☒ The project has been coordinated with the DNR and there have been no significant concerns expressed over the proposed use of the wetlands.

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

- ☒ Factor Sheet D-6, Erosion Control Evaluation.
- ☐ Factor Sheet D-5, Stormwater Evaluation.
- ☐ Neither Factor Sheet - Briefly describe measures to be used

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

- ☐ Not Applicable - No fill to be placed in wetlands or wetlands are not under USACE jurisdiction.
- ☒ Applicable - Fill will be placed in wetlands under the jurisdiction of the USACE.

Indicate area of wetlands filled: Acres 0.136

Type of 404 permit anticipated:

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

Indicate which GP or LOP is required:

- ☒ **Non-Reporting GP** [GP-002-WI (*expires 7/14/21*)
- ☐ **Reporting GP** [GP-002-WI, GP-003-WI (*expires 12/31/17*), or GP-004-WI]
- ☐ **Letter of Permission** [LOP-06-WI (*in effect 4/17/06, no expiration date*)]
- ☐ **Programmatic GP** [Applies to projects not covered under the DOT/DNR Cooperative Agreement]

8. Wisconsin Department of Natural Resources Coordination - Section 401 Water Quality Certification

- ☐ DNR has provided concurrence on the project wetland delineation. Received on: 5/2/16 (Date)
- ☒ Other- Explain
- DNR has provided initial concurrence and met on-site and agreed with the wetland delineation types and areas.

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

- ☒ No Section 10 Waters
- ☐ Section 10 Waters
- ☐ **Reporting GP** [GP-003-WI (*expires 12/31/17*)]
- ☐ **Reporting GP** [GP-004-WI (*expires 12/31/17*)]

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

- ☒ Not applicable.
- ☐ Required: Submitted on: (Date)

Status of PCN

USACE has made the following determination on: (Date)

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

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

A. Wetland Avoidance:

1. Describe methods used to avoid the use of wetlands, such as using a lower level of improvement or placing the roadway on new location, etc.: Side slopes will be increased to 2.5:1 from the desirable of 4:1 which requires protection with guard rail. Guard rail placed at structures to minimize fills and to maintain existing slopes.

2. Indicate the total area of wetlands avoided:
- Acres: 0.18

B. Minimize the amount of wetlands affected:

1. Describe methods used to minimize the use of wetlands, such as increasing side slopes or use of retaining walls or beam guard, equalizer pipes, upland disposal of hydric soils, etc.: Guard rail placed at structures to minimize fills and to maintain existing slopes. Maintained existing profile at structures, to maintain and minimize the effects on the existing embankments.
2. Indicate the total area of wetlands saved through minimization:
Acres: 0.18

11. Compensation for Unavoidable Wetland Loss:

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

	Type	Acre(s) Loss	Ratio	Compensation Type and Acreage	
				On-site	DOT Mitigation Bank site
RPF(N)	Riparian wetland (wooded)				
RPF(D)	Degraded riparian wetland (wooded)	0.09	1:5		0.12
RPE(N)	Riparian wetland (emergent)				
RPE(D)	Degraded riparian wetland (emergent)	0.07	1:3		0.10
M(N)	Wet and sedge meadows, wet prairie, vernal pools, fens				
M(D)	Degraded meadow				
SM	Shallow marsh				
DM	Deep marsh				
AB(N)	Aquatic bed				
AB(D)	Degraded aquatic bed				
SS	Shrub Swamp, shrub carr, alder thicket				
WS(N)	Wooded swamp				
WS(D)	Degraded wooded swamp				
Bog	Open and forested bogs				

D = Degraded

N = Non-degraded

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

No sites were available because the area is more wetland area, agricultural land or developed and any compensation activities would have off-site consequences to property owners and neighbors.

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

Coordination with the WDNR and USACE is ongoing. Wetland compensation for unavoidable losses was determined through coordination with the SW Region Environmental section. An offsite bank site is to be used. See Appendix 14 – Wetland Impact Tracking Form (WITF).

EROSION CONTROL EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-6

Alternative B Reconstruction	Total Length of Center Line of Existing Roadway 2.9 miles Length of This Alternative 2.9 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. **Give a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length, percent slope and soil types.**
The existing profile varies between -0.03% and +6.4% with a pavement cross slope of 2% and embankment slopes between 1:1 and 10:1. The proposed profile varies from 0.09% to +5.6% with a pavement cross slope of 2% and embankment slopes normally at 4:1.

Soil in this area consists of a lean clay or silt, with areas of weathered sandstone.

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

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

3. **Are there circumstances requiring additional or special consideration?**

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

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

Guidelines and regulations for minimizing the potential for erosion and sedimentation for highway projects include the WisDOT Facilities Development Manual, Chapter 10, *Erosion Control and Storm Water Quality*; Wisconsin Administrative Code Chapter TRANS 401, *Construction Site Erosion Control and Storm Water Management Procedures for Department Actions*; and the DOT/DNR Cooperative Agreement Amendment, *Memorandum of Understanding on Erosion Control and Storm Water Management*. Key concepts are summarized as follows:

Basic Principles and Best Management Practices

- The proposed improvements will be planned to fit topography, soils, drainage patterns, and natural vegetation to the extent practicable.
- Exposed areas at any one time and the duration of exposure will be minimized.
- Control measures will be used to prevent erosion and sedimentation from leaving the site and entering sensitive areas (proper design of drainage channels with respect to width, depth, gradient, side slopes, and energy dissipation); protective groundcover (vegetation, mulch, erosion mat, or riprap); diversion dikes and intercepting embankments to divert sheet flow away from disturbed areas; and sediment control devices (retention/detention basins, ditch checks, erosion bales, and silt fence).
- Disturbed areas will be protected from off-site runoff and sediment will be prevented from leaving the construction site.
- Spoil piles will be stored upland and away from sensitive areas.
- Runoff velocities will be kept low by maintaining short slope lengths, low gradients, and vegetative cover.
- Disturbed areas will be stabilized as soon as practicable (temporary vegetation, mulch, stabilizing emulsions).
- Do not park or store equipment in sensitive areas.

Geometric Design Features and Erosion Control Facilities

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

Erosion Control Implementation Plan

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

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

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

Note: All erosion control measures (i.e., the Erosion Control Plan) shall be coordinated through the WisDOT-WisDNR liaison process and TRANS 401 except when Tribal lands of American Indian Tribes are involved. WisDNR's concurrence is not forthcoming without an Erosion Control Plan. In addition, TRANS 401 requires the contractor to prepare an Erosion Control Implementation Plan (ECIP), which identifies timing and staging of the project's erosion control measures. The ECIP should be submitted to the WisDNR and to WisDOT 14 days prior to the preconstruction conference (Trans401.08(1)) and must be approved by WisDOT before implementation. On Tribal lands, coordination for 402 (erosion) concerns are either to be coordinated with the tribe affected or with the U.S. Environmental Protection Agency (EPA). EPA or the tribes have the 401 water quality responsibility on Trust lands. Describe how the Erosion Control/Storm Water Management Plan can be compatible.

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

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

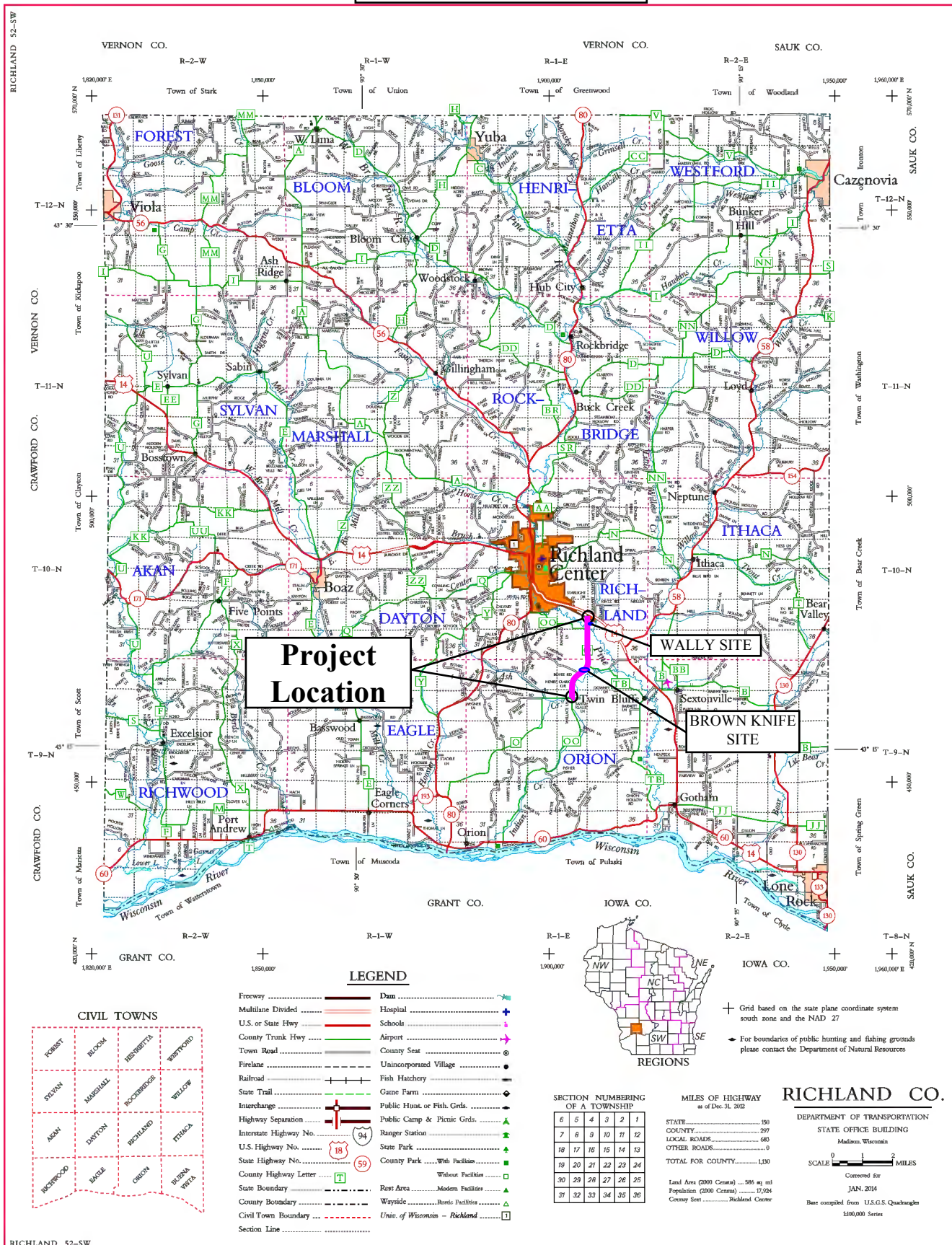
APPENDIX

1. Project Location Map & Title Sheet
2. Typical Sections
3. Plan Sheets
4. Initial WDNR Concurrence
5. DATCP Response
6. Historic Preservation & Section 106 Documentation
7. Native American Coordination
8. BOA Coordination
9. USFWS Coordination
10. FHWA 10 year Rule Extension
11. Pine River Trail Coordination
12. Richland Center Census Data
13. ACOE Coordination
14. Wetland Impact Tracking Form (WITF)
15. NRCS Coordination
16. Data Recovery Plan

APPENDIX

1. Project Location Map & Title Sheet

CTH O
CTH OO - USH 14
5419-06-00



PROJECT ID: 5419-06-71
WITH: N/A

COUNTY: RICHLAND

ORDER OF SHEETS

Section No. 1	Title
Section No. 2	Typical Sections and Details
Section No. 3	Estimate of Quantities
Section No. 3	Miscellaneous Quantities
Section No. 4	Right of Way Plat
Section No. 5	Plan and Profile (Includes Erosion Control Plans)
Section No. 6	Standard Detail Drawings
Section No. 7	Sign Plates
Section No. 8	Structure Plans
Section No. 9	Computer Earthwork Data
Section No. 9	Cross Sections

TOTAL SHEETS =



PROJECT LOCATION

DESIGN DESIGNATION SANTA KLAUS LN-CTH 00 CTH 00-PINE RIVER TRAIL

A.A.D.T. 2018	=	1050	1800
A.A.D.T. 2038	=	1300	2300
D.H.V.	=	161	285
D.D.	=	50%	50%
T.	=	6.1% ADT	6.1% ADT
DESIGN SPEED	=	55 MPH	
ESALS	=	160,600	270,100

CONVENTIONAL SYMBOLS

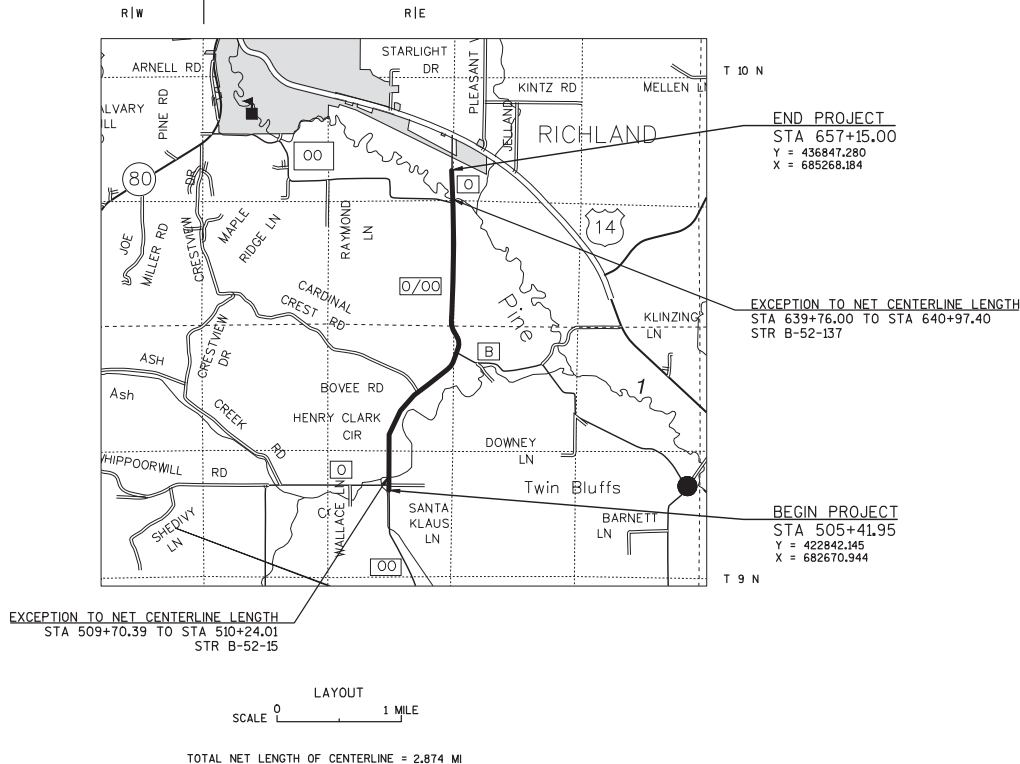
PLAN	
CORPORATE LIMITS	////
PROPERTY LINE	---
LOT LINE	---
LIMITED HIGHWAY EASEMENT	---
EXISTING RIGHT OF WAY	---
PROPOSED OR NEW R/W LINE	---
SLOPE INTERCEPT	---
REFERENCE LINE	---
EXISTING CULVERT	---
PROPOSED CULVERT (Box or Pipe)	---
COMBUSTIBLE FLUIDS	CAUTION
MARSH AREA	---
WOODED OR SHRUB AREA	---

PROFILE	
GRADE LINE	---
ORIGINAL GROUND	---
MARSH OR ROCK PROFILE (To be noted as such)	---
SPECIAL DITCH	---
GRADE ELEVATION	---
CULVERT (Profile View)	---
UTILITIES	
ELECTRIC	---
OVERHEAD UTILITY	---
FIBER OPTIC	---
GAS	---
SANITARY SEWER	---
STORM SEWER	---
TELEPHONE	---
WATER	---
UTILITY PEDESTAL	---
POWER POLE	---
TELEPHONE POLE	---

ROCK	---
LABEL	---
95.36	---
E	---
OH	---
FO	---
G	---
SAN	---
SS	---
T	---
W	---
---	---
---	---
---	---

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
STH 80 - RICHLAND CENTER
(CTH 00 TO USH 14)
CTH 0
RICHLAND COUNTY

STATE PROJECT NUMBER
5419-06-71



COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), RICHLAND COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5419-06-71		

ACCEPTED FOR

COUNTY of RICHLAND

(Date) (Signature & Title of Official)

ORIGINAL PLANS PREPARED BY



(Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor: SEH
Designer: SEH
Management Consultant: KL Engineering

APPROVED FOR THE DEPARTMENT

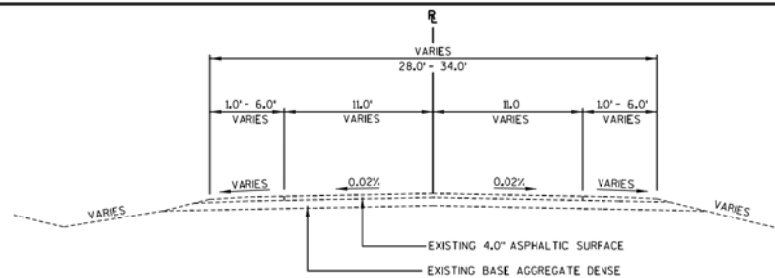
DATE:

Management Consultant Signature

E

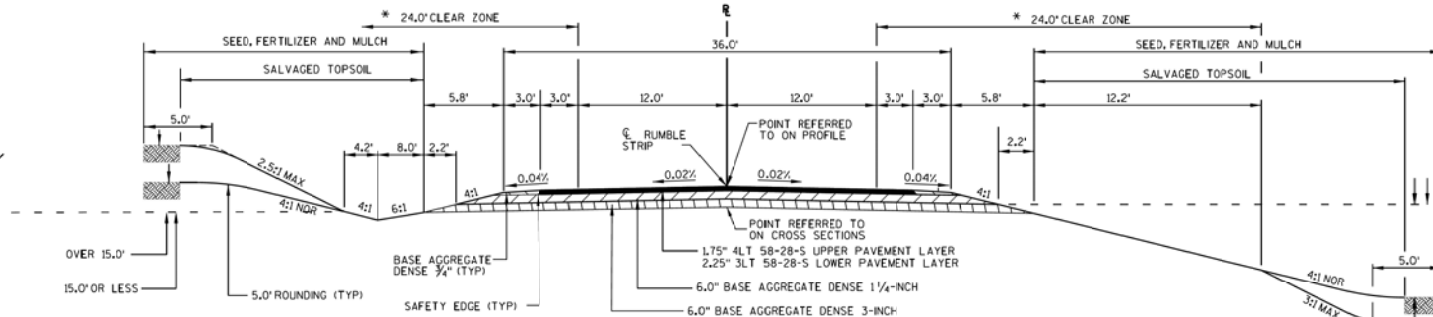
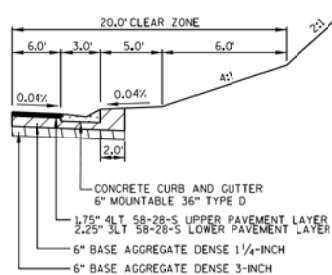
APPENDIX

2. Typical Sections



TYPICAL EXISTING SECTION

C.T.H. 0
STA 505+41 TO STA 657+15.00



TYPICAL FINISHED SECTION

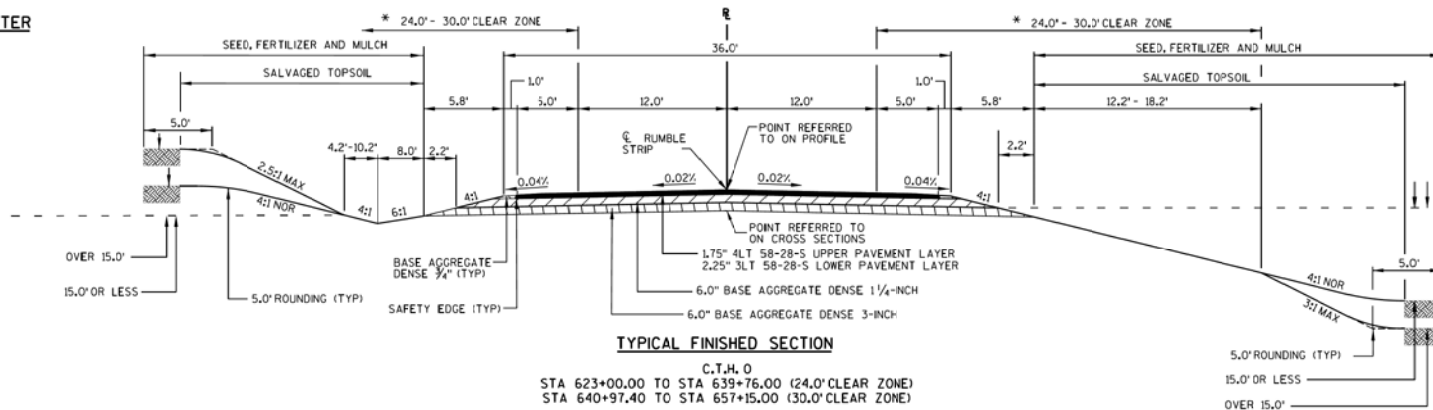
C.T.H. 0
STA 505+41.95 TO STA 623+00.00

C.T.H. TB
STA 70+00.00 TO STA 75+00.00

TYPICAL FINISHED SECTION - CURB & GUTTER

STA 541+00.00 TO STA 550+58.98 LT
STA 558+00.00 TO STA 562+00.00 LT
STA 567+37.97 TO STA 570+50.00 LT
STA 610+48.00 TO STA 615+00.00 RT
STA 625+50.00 TO STA 627+50.00 RT

* 20.0' CLEAR ZONE MINIMUM
STA 552+00.00 TO STA 564+00.00 LT/RT
STA 625+50.00 TO STA 627+50.00 RT
STA 651+75.00 TO STA 654+25.00 RT



TYPICAL FINISHED SECTION

C.T.H. 0
STA 623+00.00 TO STA 639+76.00 (24.0' CLEAR ZONE)
STA 640+97.40 TO STA 657+15.00 (30.0' CLEAR ZONE)

PROJECT NO: 5419-06-71

HWY: C.T.H. 0

COUNTY: RICHLAND

TYPICAL SECTIONS

SHEET

E

FILE NAME : P:\PTV\R\Richland\040200\civ\1 3d\54190671\Sheets\Plan\ty\CTH001.dgn

PLOT TIME : 3:30:54 PM

PLOT DATE : 11/4/2016

PLOT BY : SEH

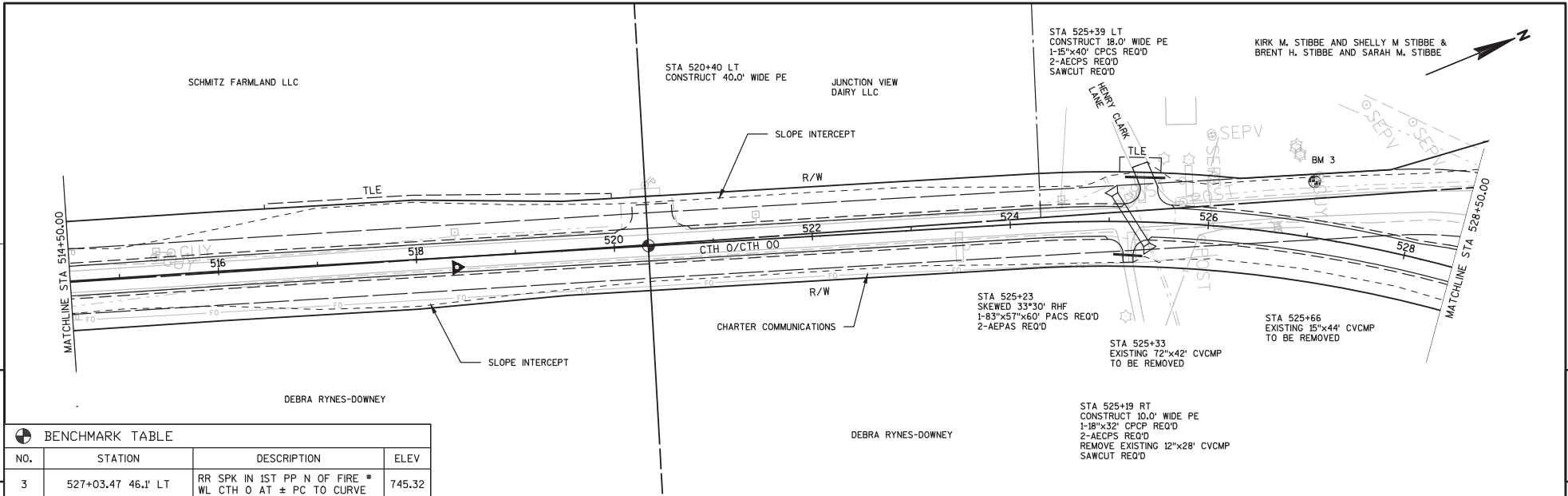
PLOT NAME :

PLOT SCALE : N/A

WISDOT/CADD'S SHEET 42

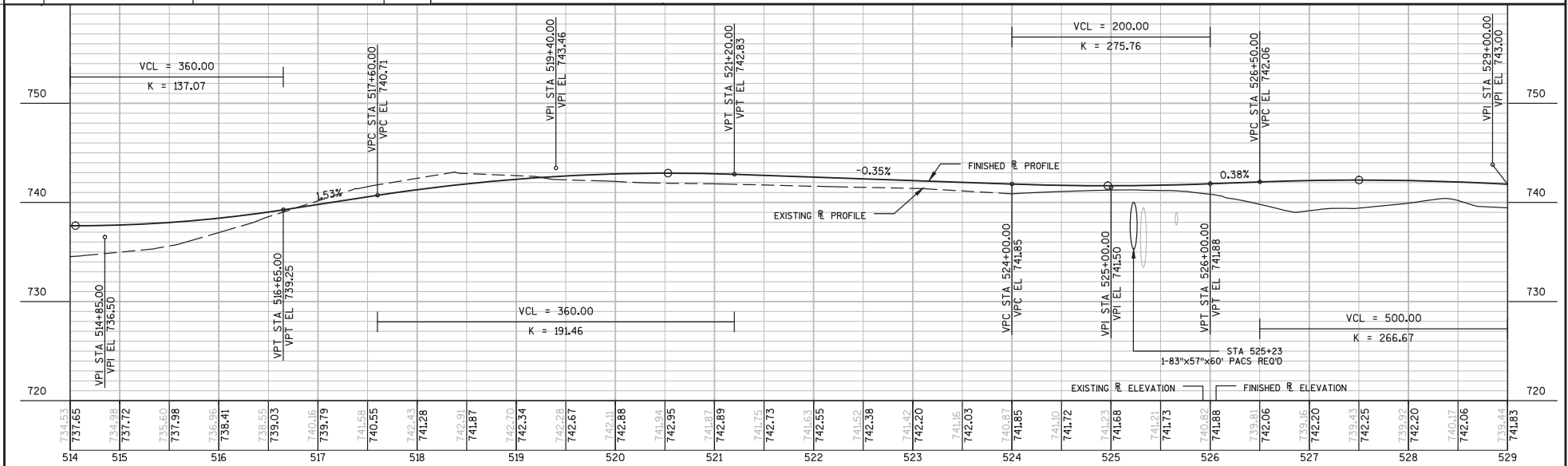
APPENDIX

3. Plan Sheets

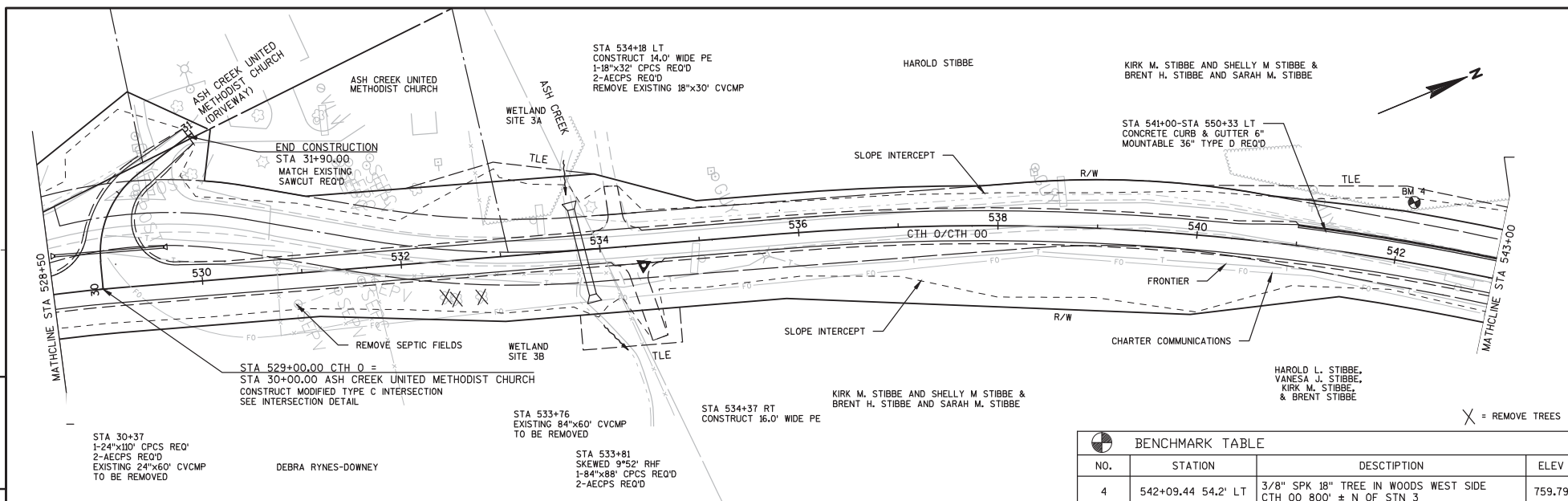


BENCHMARK TABLE

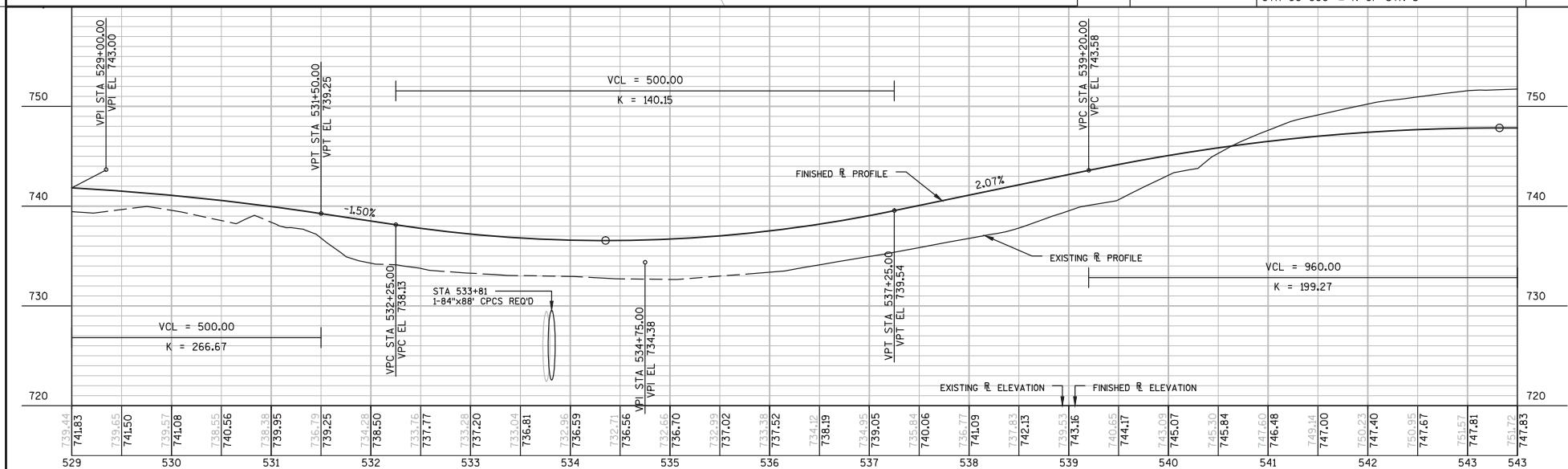
NO.	STATION	DESCRIPTION	ELEV
3	527+03.47 46.1' LT	RR SPK IN 1ST PP N OF FIRE # WL CTH 0 AT ± PC TO CURVE	745.32



PROJECT NO: 5419-06-71	HWY: CTH 0	COUNTY: RICHLAND	PLAN AND PROFILE:	SHEET	E
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BENCHMARK TABLE			
NO.	STATION	DESCRIPTION	ELEV
4	542+09.44 54.2' LT	3/8" SPK 18" TREE IN WOODS WEST SIDE CTH 00 800' ± N OF STN 3	759.79



PROJECT NO: 5419-06-71	HWY: CTH 0	COUNTY: RICHLAND	PLAN AND PROFILE:	SHEET	E
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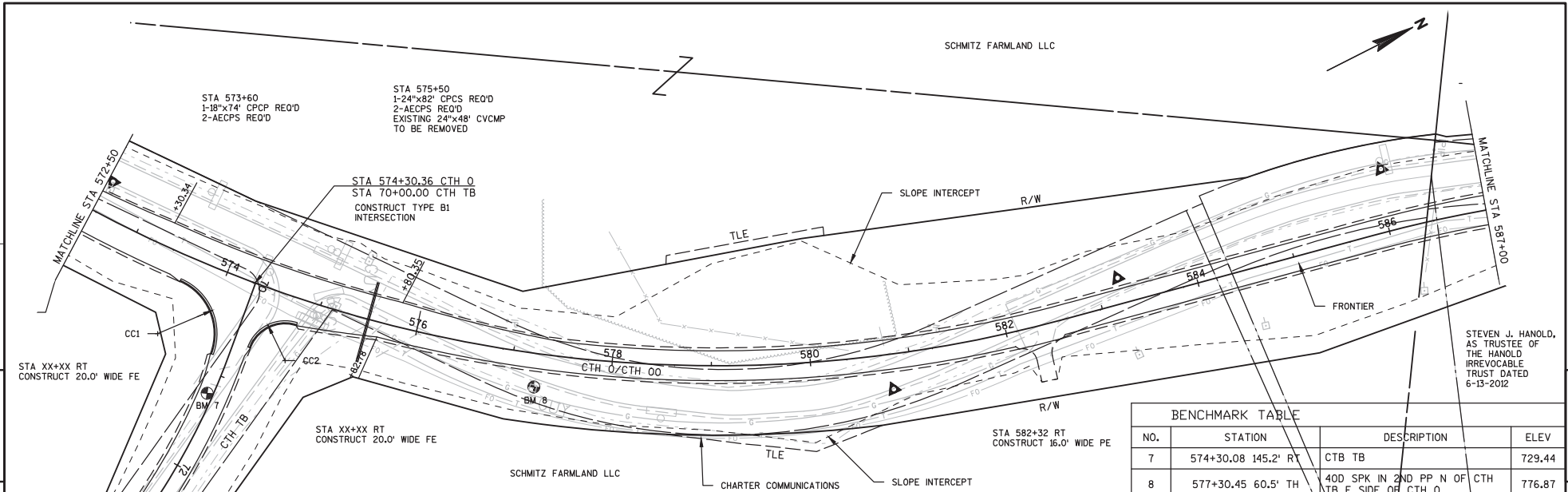
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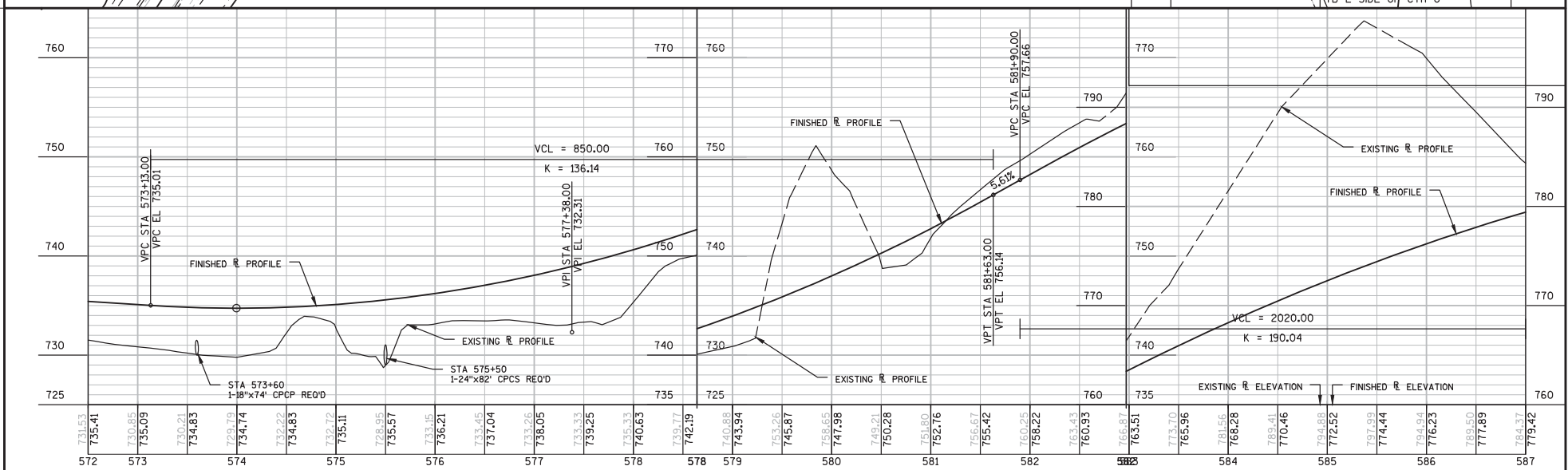
PLOT NAME :

PLOT SCALE : 1:100.XREF

WISDOT/CADD SHEET 44

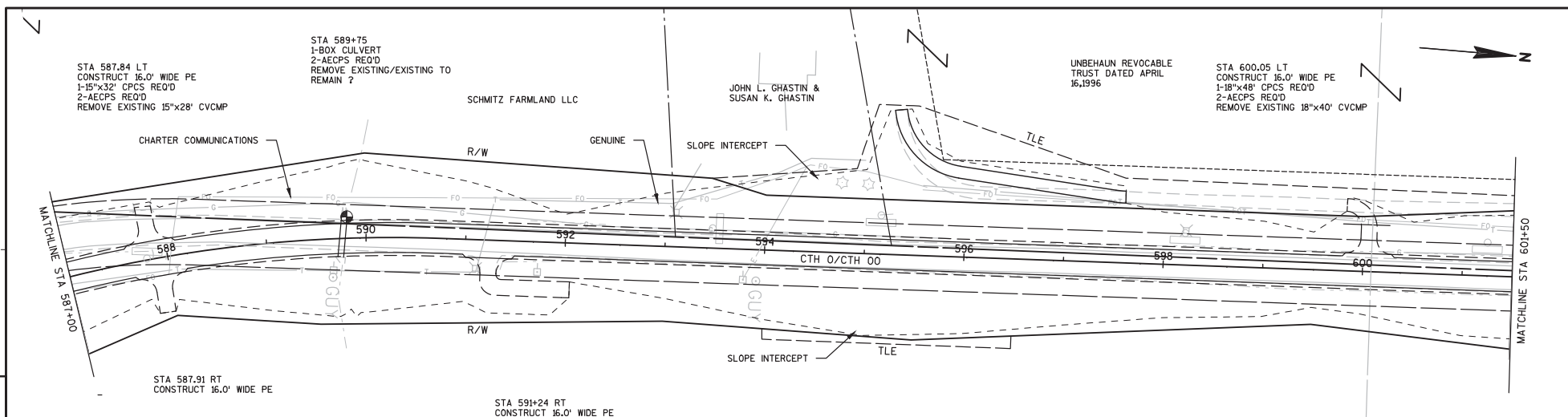


BENCHMARK TABLE				
NO.	STATION	DESCRIPTION	ELEV	
7	574+30.08 145.2' RT	CTB TB	729.44	
8	577+30.45 60.5' TH	40D SPK IN 2ND PP N OF TB E SIDE OF CTH 0	776.87	



PROJECT NO: 5419-06-71	HWY: CTH 0	COUNTY: RICHLAND	PLAN AND PROFILE:	SHEET	E
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5

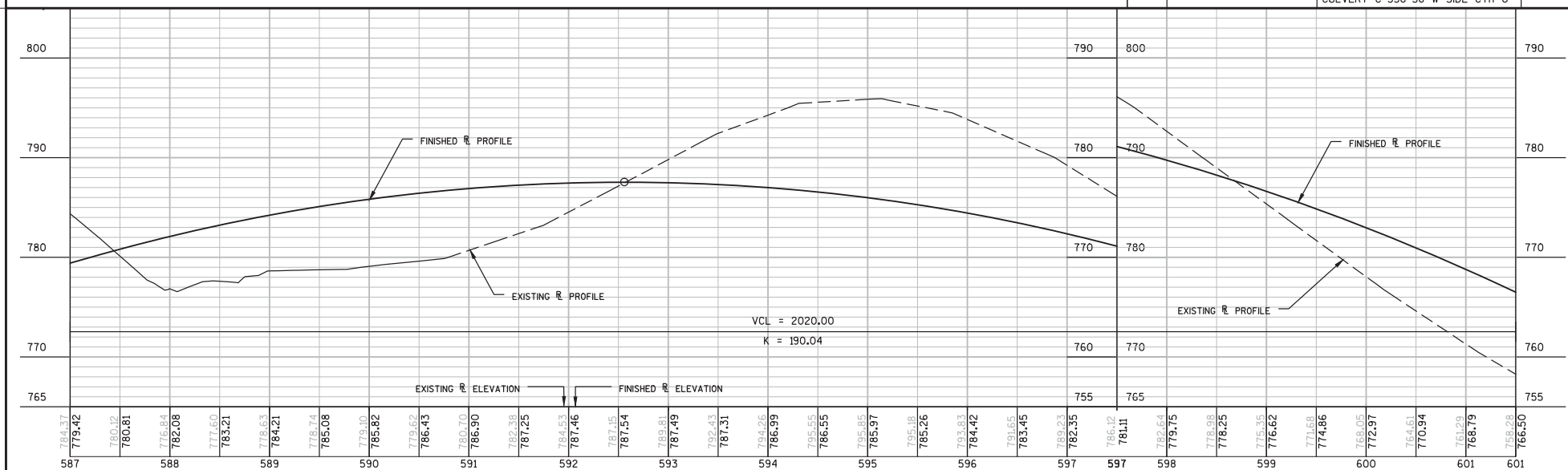


STEVEN J. HANOLD, AS TRUSTEE OF THE
HANOLD IRREVOCABLE TRUST DATED 6-13-2012

BENCHMARK TABLE

NO.	STATION	DESCRIPTION	ELEV
9	589+91.03 20.5' LT	TOP N CONC COR OF BOX CULVERT C-356-36 W SIDE CTH 0	776.87

5



PROJECT NO:5419-06-71

HWY:CTH 0

COUNTY:RICHLAND

PLAN AND PROFILE:

SHEET

E

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PLOT NAME :

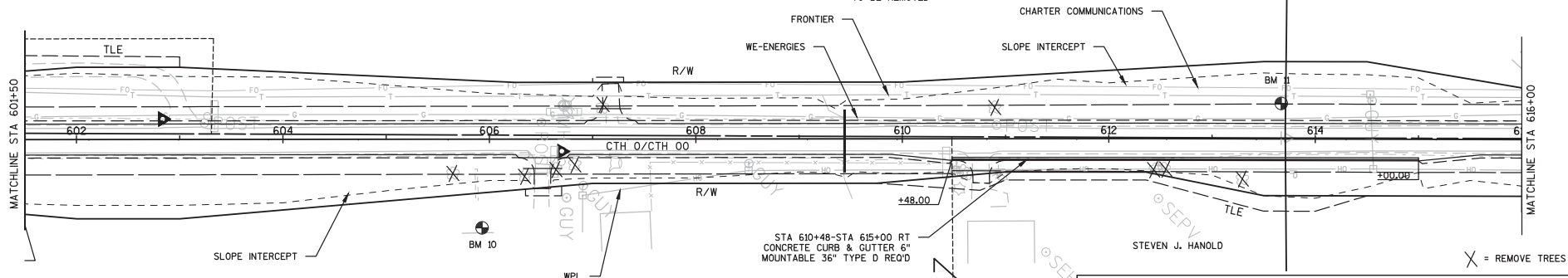
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WISDOT/CADD SHEET 44

UNBEHAUN REVOCABLE TRUST
DATED APRIL 16,1996

STA 607+18 LT
CONSTRUCT 16.0' WIDE PE
1-15"x40" CPCS REQ'D
2-AECPS REQ'D
REMOVE EXISTING 12"x16' CVCMP

STA 609+44
1-18"x60" CPCS REQ'D
2-AECPS REQ'D
EXISTING 18"x40" CVCMP
TO BE REMOVED



STEVEN J. HANOLD, AS TRUSTEE OF THE
HANOLD IRREVOCABLE TRUST DATED 6-13-2012

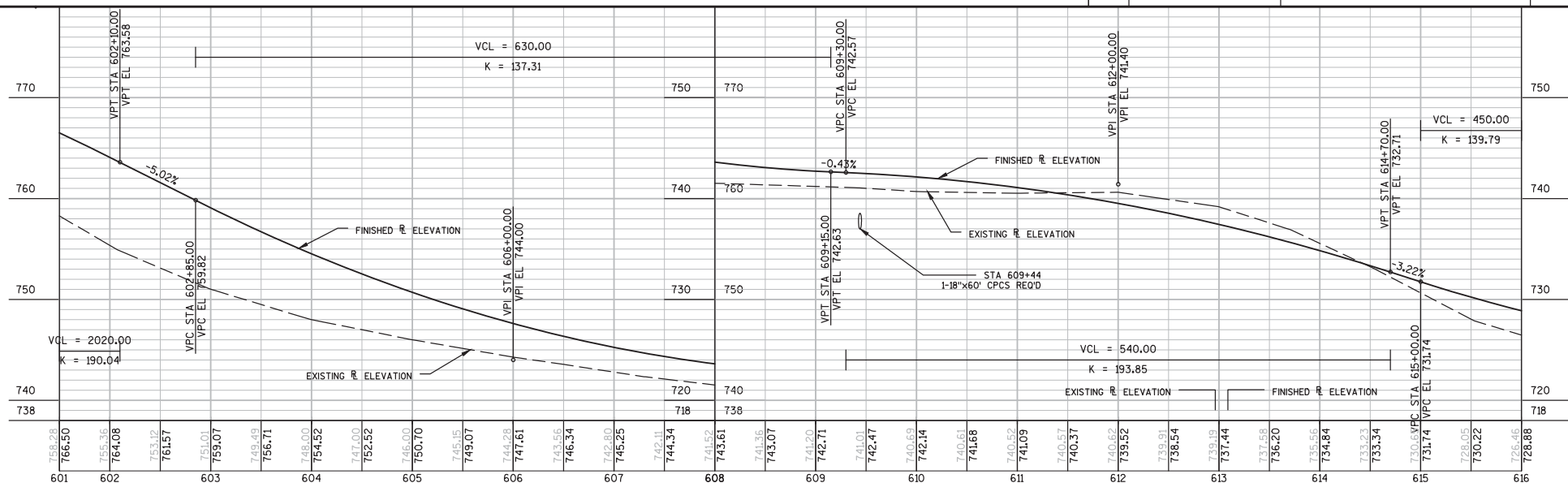
STA 606+51 RT
CONSTRUCT 16.0' WIDE PE
1-15"x40" CPCS REQ'D
2-AECPS REQ'D
REMOVE EXISTING 12"x38' CVCMP

STA 610+76 RT
CONSTRUCT 16.0' WIDE PE
1-15"x32" CPCS REQ'D
2-AECPS REQ'D
REMOVE EXISTING 15"x30' CVCMP

BENCHMARK TABLE

NO.	STATION	DESCRIPTION	ELEV
10	605+96.46 86.1' RT	TOP NW COR CONC RAILING @ HSE #27911	750.51
11	613+69.44 43.1' RT	RR SPK IN 60' TREE WL CTH 0 500'+ N OF DRIVEWAY 27611 @ 1/4 COR SEC LINE	745.46

X = REMOVE TREES



PROJECT NO:5419-06-71

HWY:CTH 0

COUNTY:RICHLAND

PLAN AND PROFILE:

SHEET

E

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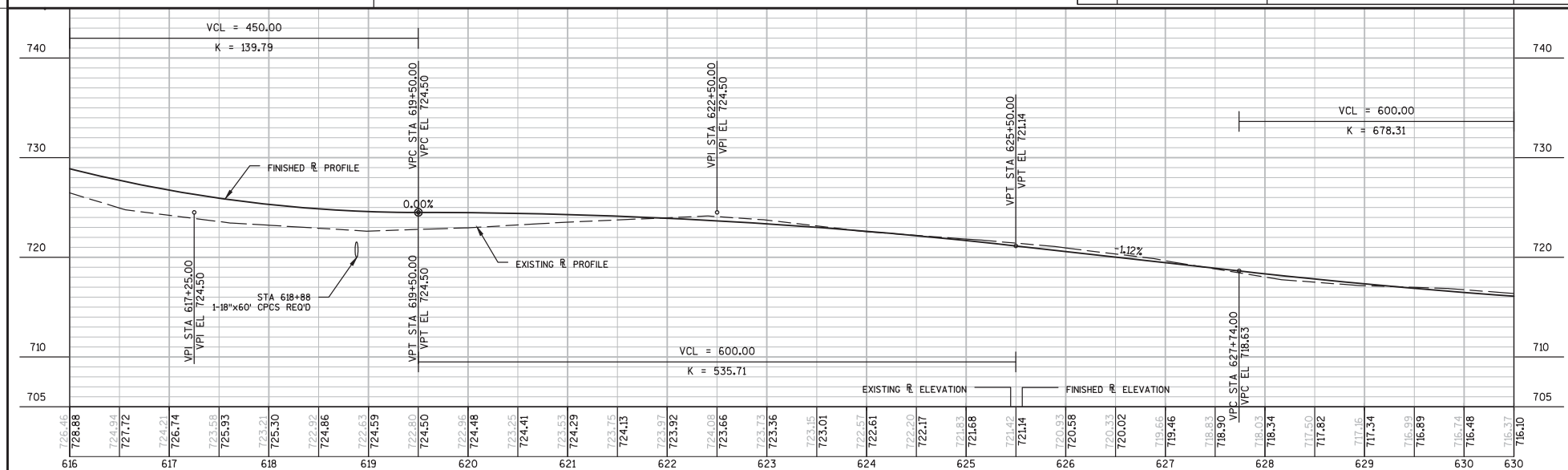
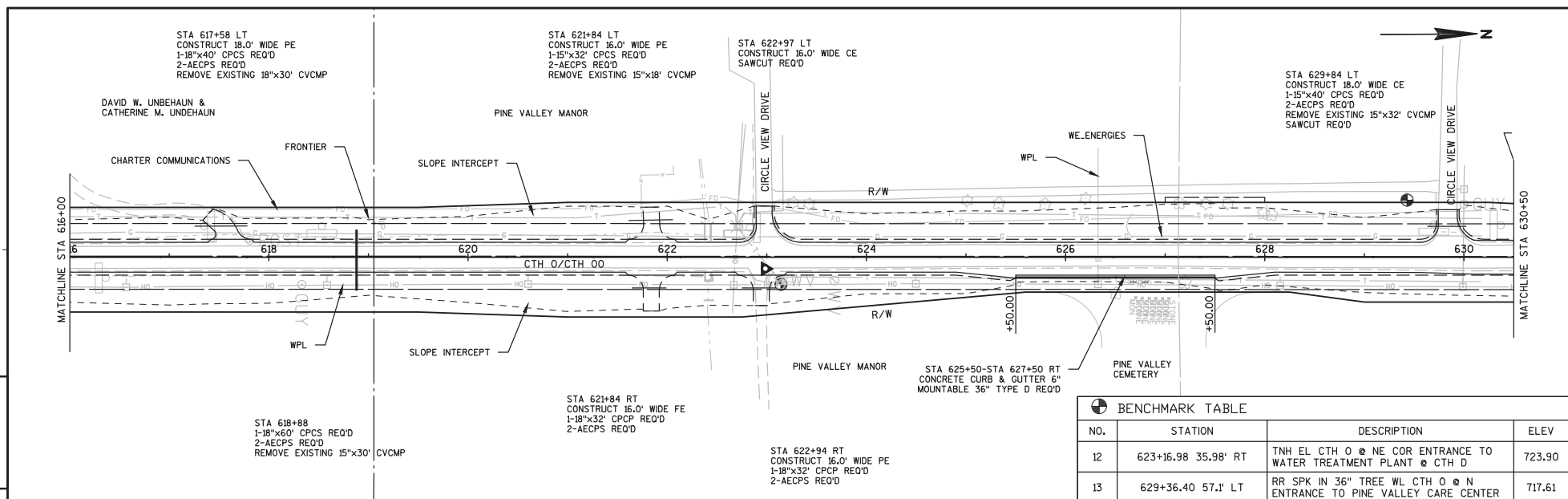
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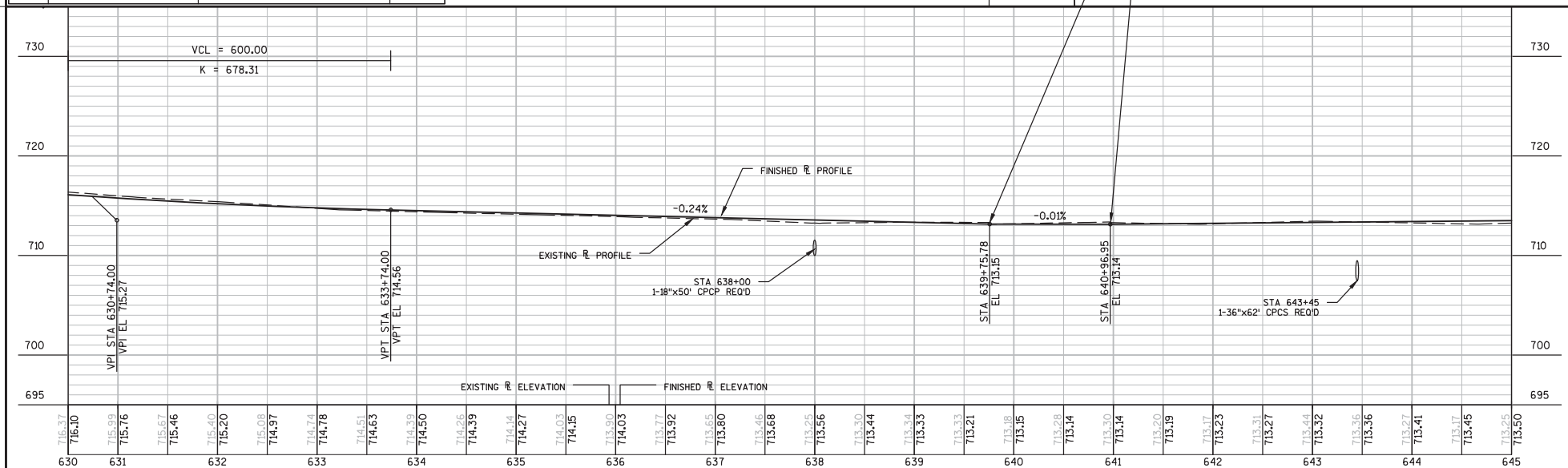
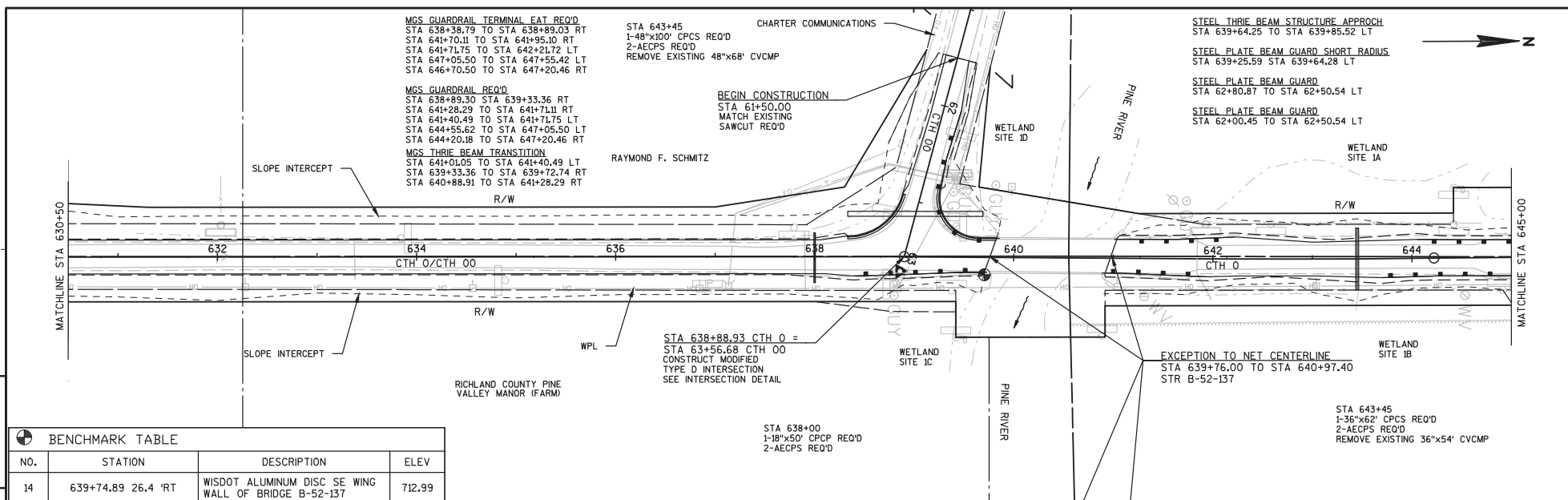
PLOT NAME :

PLOT SCALE : 1:100.XREF

WISDOT/CADD SHEET 44



BENCHMARK TABLE			
NO.	STATION	DESCRIPTION	ELEV
12	623+16.98 35.98' RT	TNH EL CTH 0 @ NE COR ENTRANCE TO WATER TREATMENT PLANT @ CTH D	723.90
13	629+36.40 57.1' LT	RR SPK IN 36" TREE WL CTH 0 @ N ENTRANCE TO PINE VALLEY CARE CENTER	717.61



PROJECT NO: 5419-06-71	HWY: CTH 0	COUNTY: RICHLAND	PLAN AND PROFILE:	SHEET	E
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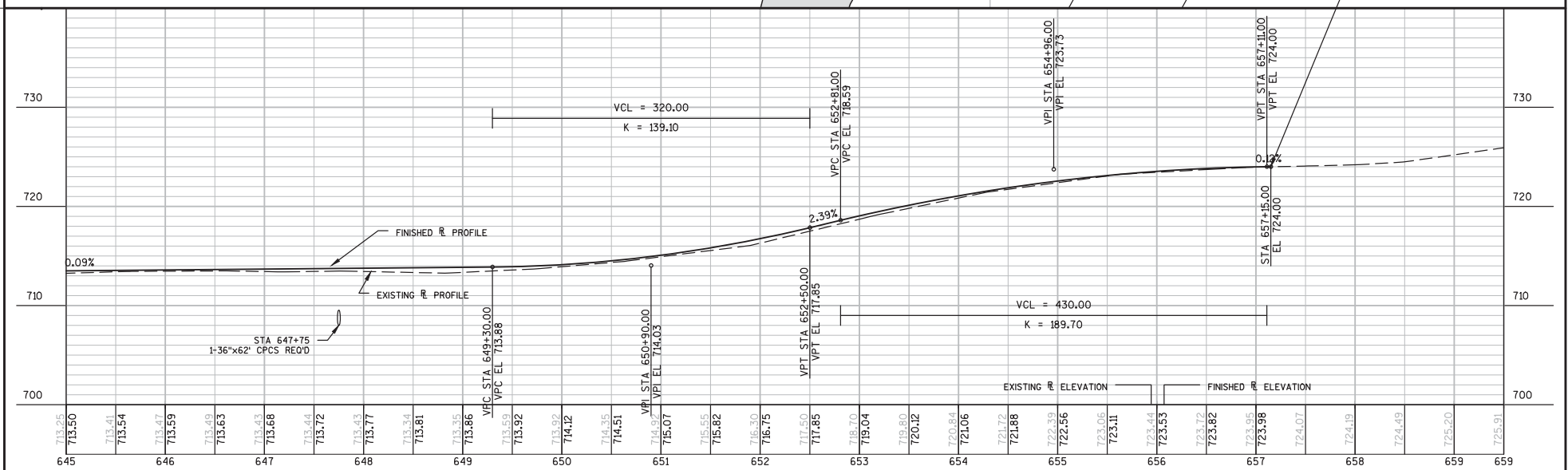
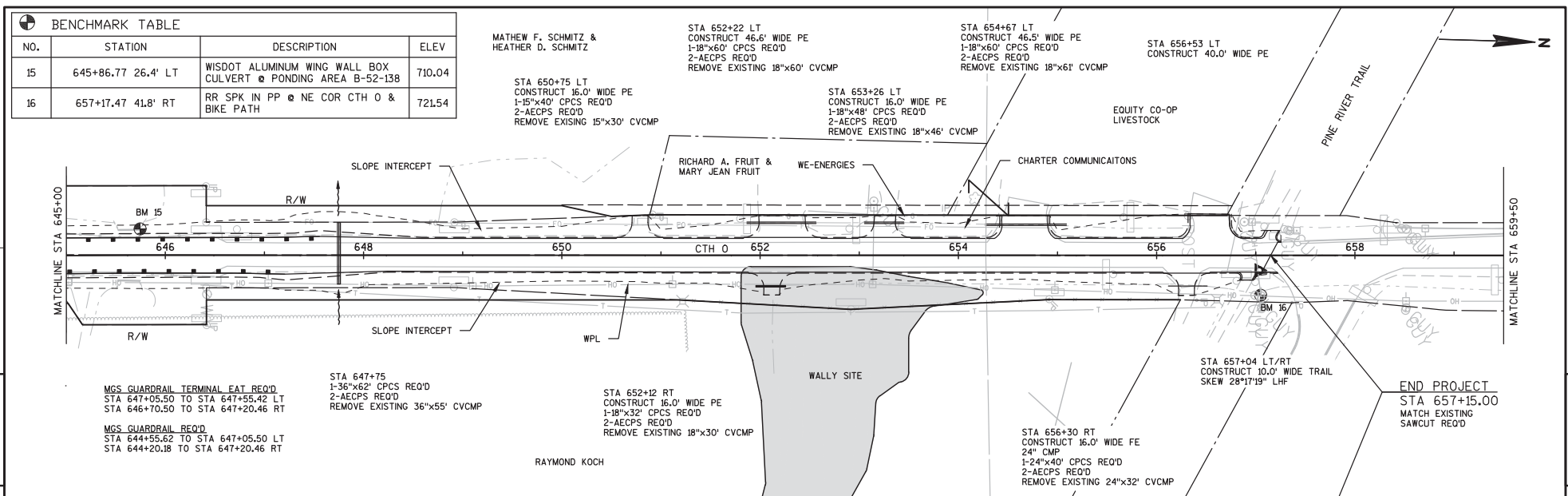
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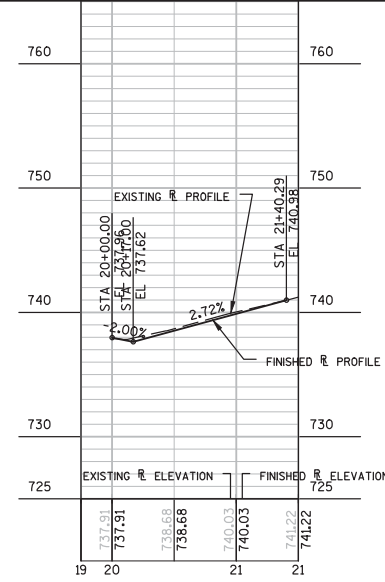
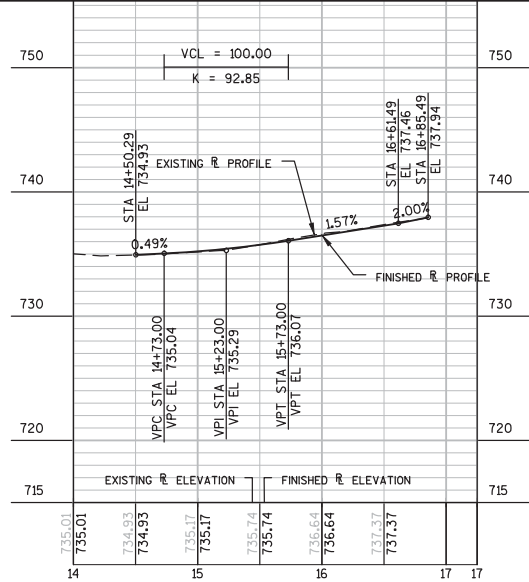
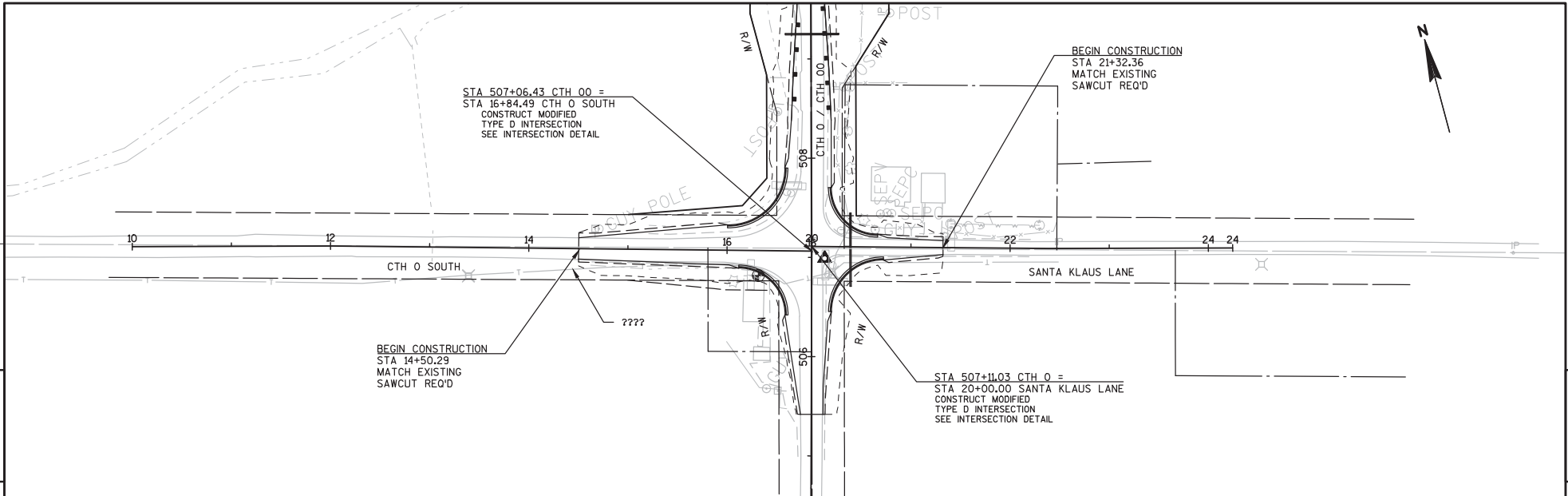
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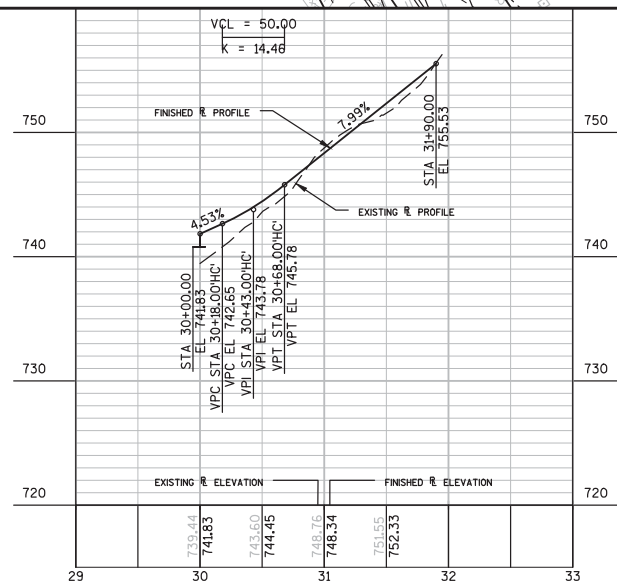
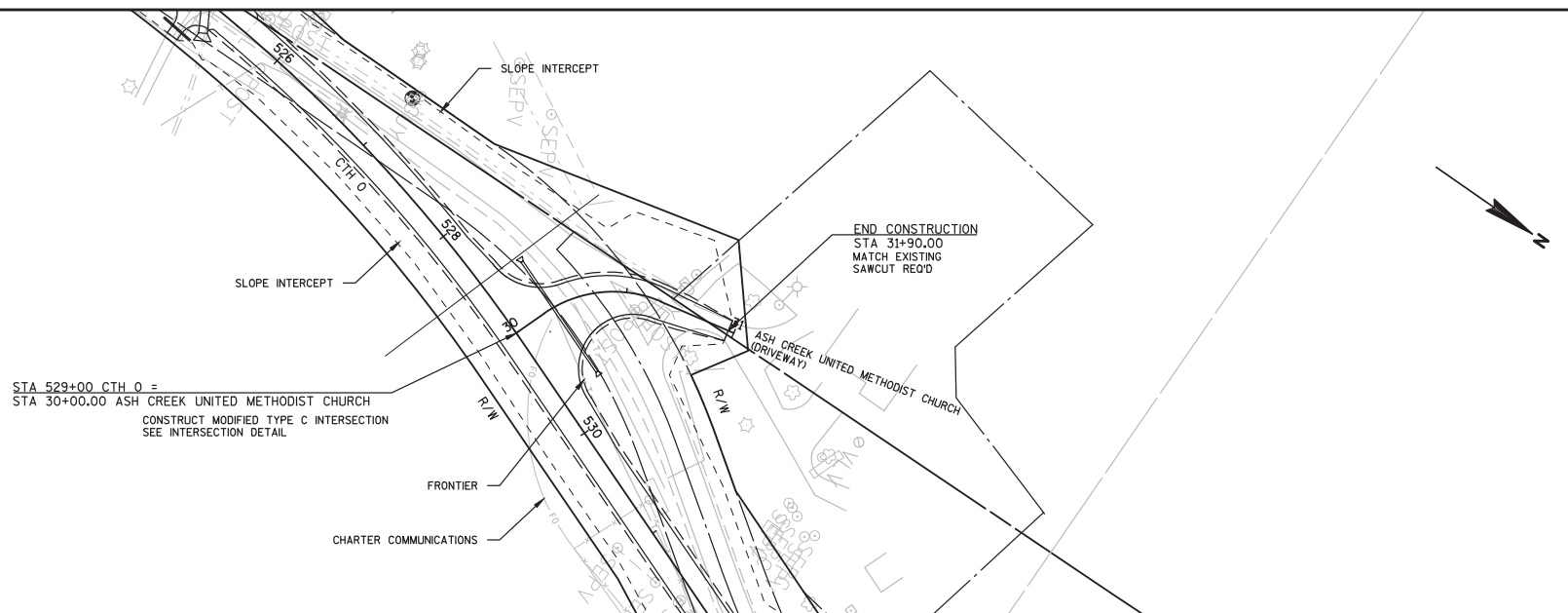
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WISDOT/CADD SHEET 44

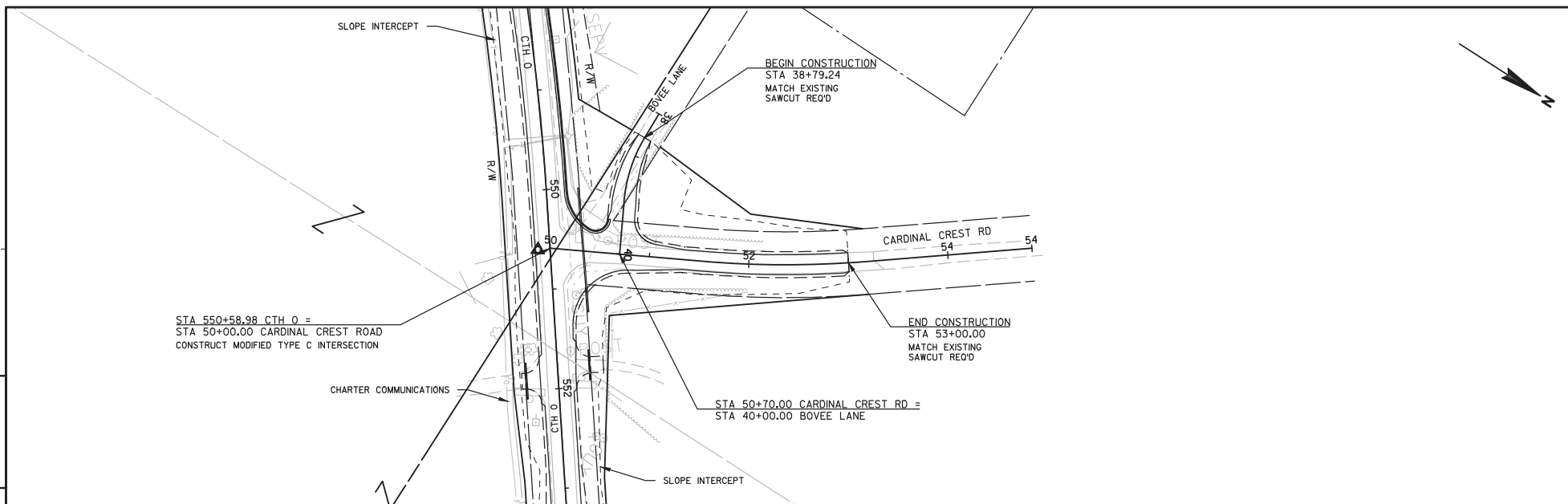


PROJECT NO: 5419-06-71	HWY: CTH 0	COUNTY: RICHLAND	PLAN AND PROFILE:	SHEET	E
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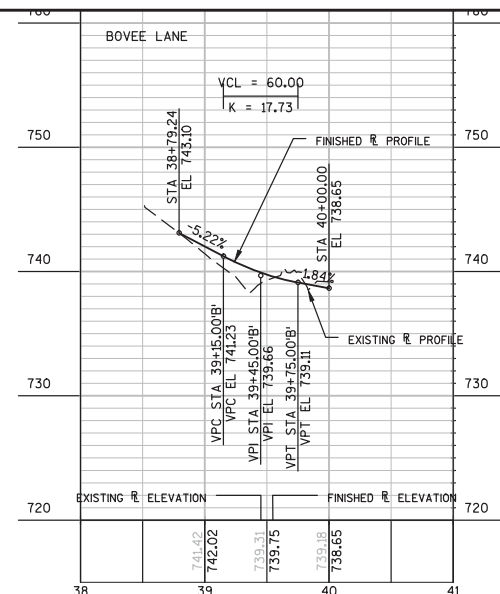
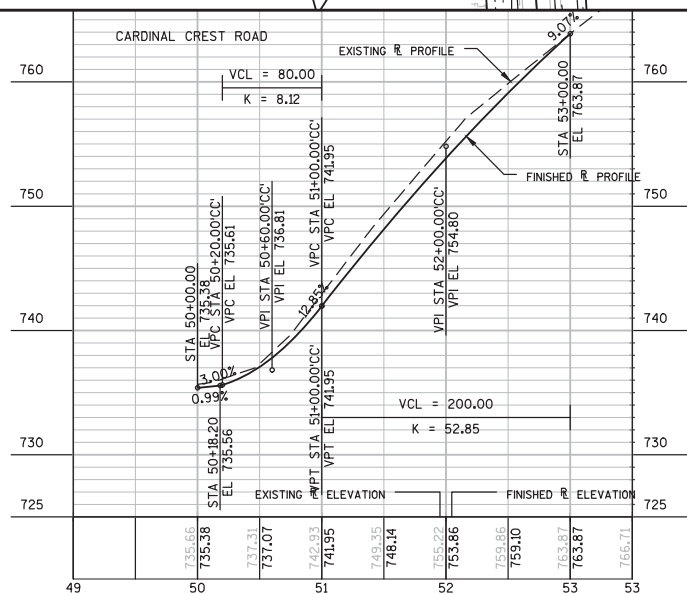




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5



PROJECT NO:5419-06-71

HWY:CTH 0

COUNTY:RICHLAND

PLAN AND PROFILE: CARDINAL CREST ROAD / BOVEE LANE

SHEET

E

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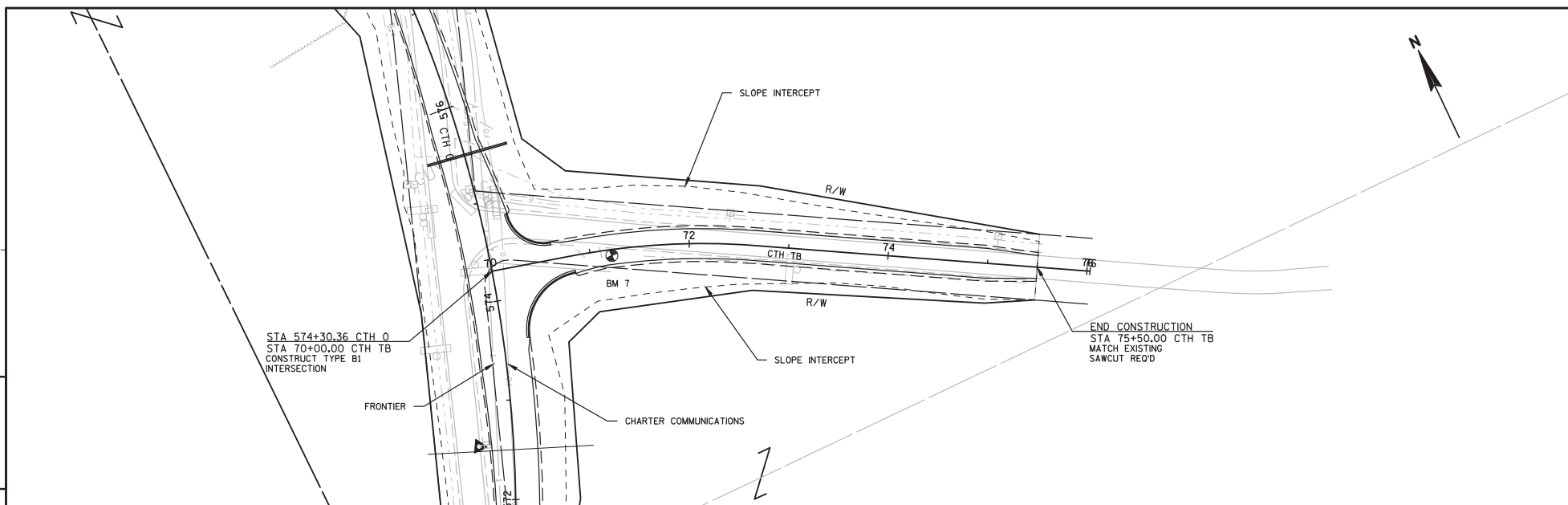
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PLOT NAME :

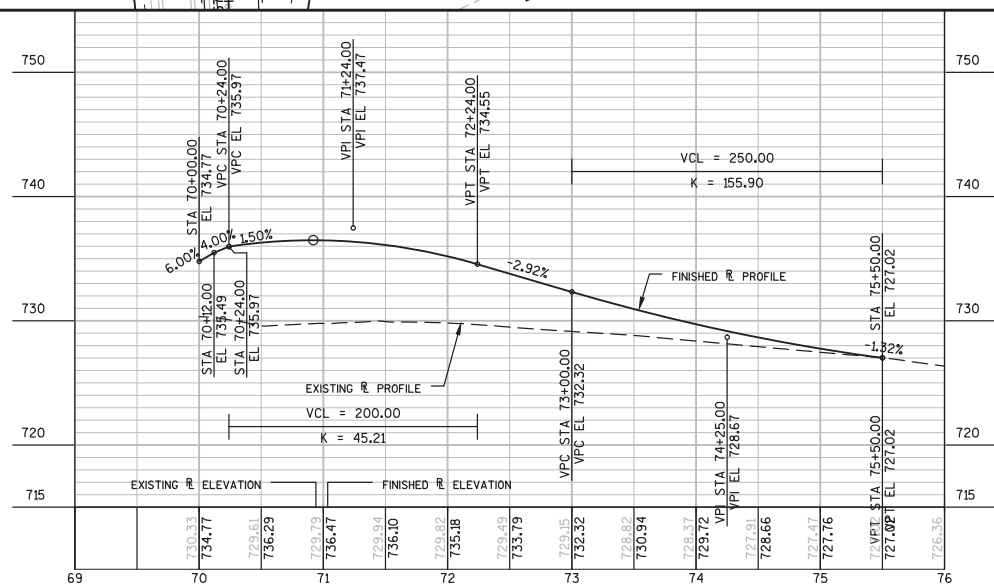
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WISDOT/CADDs SHEET 44

5



5



PROJECT NO: 5419-06-71

HWY: CTH 0

COUNTY: RICHLAND

PLAN AND PROFILE: CTH TB

SHEET

E

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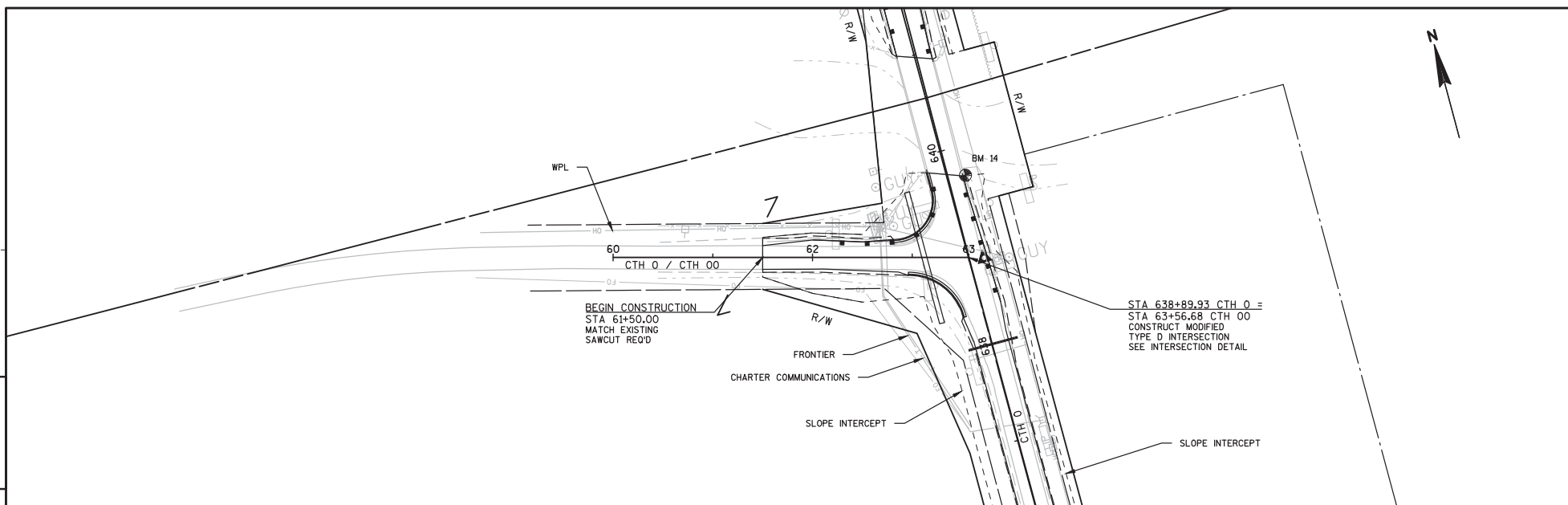
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PLOT NAME :

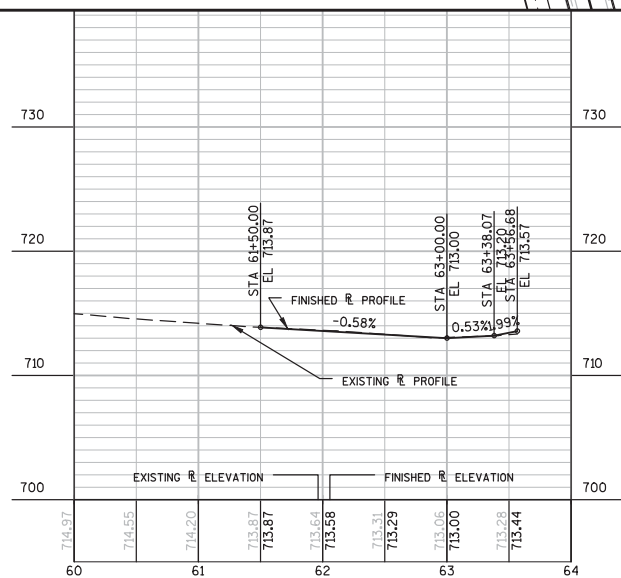
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WISDOT/CADDs SHEET 44

5



5



PROJECT NO:5419-06-71

HWY:CTH 0

COUNTY:RICHLAND

PLAN AND PROFILE: CTH 00

SHEET

E

FILE NAME : P:\PTV\RICHLAND\040200\CIVIL 3D\54190671\SHEETS\PLAN\050115_PP.DWG

PLOT DATE : 2/7/2017 10:51 AM

PLOT BY : NICK ENGH

PLOT NAME :

PLOT SCALE : 1:100..XREF

WISDOT/CADDs SHEET 44

APPENDIX

4. Initial WDNR Concurrence



4-28-16

Jarrold Starren
SEH
10 North Bridge Street
Chippewa Falls WI 54729

Subject: DNR Initial Project Review
Project I.D. 5419-06-00
CTH O
CTH OO to USH 14
Richland County
Sections 2,3,10 T9N, R1E & Sections 26,27,34,35 T10N, R1E

Dear Mr. Starren:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the proposed above-referenced project on 4-6-16. According to your proposal, the purpose of this project is to reconstruct County Highway O. Proposed improvements include clearing and grubbing, grading, fill outside the toe of slope, intersection improvements, right of way acquisition, and shoulder work.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) 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. In addition to the project specific resource concerns highlighted below, it is DNR's expectation that the full range of DOT roadway standards will be applied throughout the design process.

A. Project-Specific Resource Concerns

Wetlands:

There is potential for wetland impacts to occur as a result of this project. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the DOT Wetland Mitigation Banking Technical Guideline. Per the Cooperative Agreement, mitigation banking is the preferred compensation option, however DOT and DNR agree that other practicable and ecologically valuable project specific opportunities may be pursued on a case-by-case basis. DNR requests information regarding the amount and type of unavoidable wetland impacts.

Fisheries/Stream Work:

It is our understanding that there will be no in stream work required for this project. No timing restrictions are required.

Endangered Resources

Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated 4-25-16, no Endangered Resources or suitable habitat that could be impacted by this project are known or likely to occur in the project area or its vicinity.

There are no known Northern Long-Eared Bat (NLEB) roost sites or hibernaculum within a 2 mile radius of the proposed project corridor. No impact to NLEB is anticipated.

Floodplains:

A determination must be made as to whether or not the project lies within a mapped/zoned floodplain. Floodplain impacts should be assessed and/or quantified and appropriate coordination must be carried out in accordance with the DOT/DNR Cooperative Agreement. Coordination must also occur with the Richland County Zoning Program.

Burning:

If burning of brush will occur as part of this project, the contractor should be informed that it is illegal to burn materials other than clean wood. It is also illegal to start or maintain fires using oily substances, or other materials prohibited under chapter NR 429, Wis. Adm. Code. All necessary burning permits must be obtained prior to construction, as required under local and state fire protection regulations, in order to comply with NR 429 (Malodorous Emissions & Open Burning) http://docs.legis.wisconsin.gov/code/admin_code/nr/400/429.pdf.

Burning permits are available through the local DNR ranger or fire warden, however other local burning permits maybe required.

B. Project Specific Construction Site Considerations

The following issues should be addressed in the Special Provisions, and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP). An adequate 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. Erosion control and stormwater measures must adhere to the DNR/DOT Cooperative Agreement, Trans 401, and applicable federal laws.

Erosion Control and Storm Water Management:

- Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.
- If erosion mat is used along stream banks, DNR recommends that biodegradable 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.

- If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. Do not house any dewatering technique in a wetland.
- The contractor should restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils should take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, the site must be properly winterized.
- All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Do not stockpile materials in wetlands, waterways, or floodplains.

Navigation Concerns During Construction:

This reach of the Pine River and Ash Creek are not used by recreational watercraft. It will not be necessary to place navigational aids during construction. Additionally not work will be performed that could affect watercraft navigation.

Other Issues/Unique Features: The Cooperative Agreement allows our agencies to be flexible with our review process in order to ensure the DOT project remains on schedule. At times we will identify unique resources or project specific concerns that necessitate creative solutions to complex resource issues. We believe the requests below are necessary to adequately protect resources, are reasonable, are site specific, and will not set precedence or new policy for statewide policy or guidance. The request made below apply only to this project, and should be incorporated into the project Special Provisions.

- **Oak Wilt:** This project involves work that may involve cutting or wounding of oak trees. To prevent the spread of oak wilt disease, please avoid cutting or pruning of oaks from April through September. See the DNR webpage at: <http://dnr.wi.gov/topic/foresthealth/oakwilt.html> .
- **Emerald Ash Borer:** This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. It is illegal to move or transport ash material, the emerald ash borer, and hardwood debris (i.e. firewood) from EAB quarantined areas to a non-quarantined area without a compliance agreement issued by WI Department of Agriculture, Trade and Consumer Protection. Regulated items include cut hardwood (non-coniferous) firewood, ash logs, ash mulch or bark fragments larger than on inch in diameter, or ash nursery stock (DATCP statute 21).
 - For more information regarding the EAB and quarantine areas please click on the following link: <http://datcpservices.wisconsin.gov/eab/article.jsp?topicid=20>
 - Recommendations to reduce the spread of EAB in potentially infested Ash wood: <http://datcpservices.wisconsin.gov/eab/articleassets/Recommendations%20to%20reduce%20the%20spread%20of%20EAB.pdf>

This project may require a permit from the U.S. Army Corps of Engineers (ACOE). For further details you will

need to contact Kerrie Hauser of the ACOE located in the La Crescent office, at 651-290-5903. All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, and additional consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 608-275-3308, or email at andrew.barta@wisconsin.gov.

Sincerely,

Andy Barta

Andy Barta
Environmental Analysis & Review Specialist

cc: Steve Vetsch – WisDOT Rec
Kerrie Hasuer - ACOE
Jim Chitwood – Richland County Highway Commissioner
Dan Gustafson – SEH

APPENDIX

5. DATCP Response



State of Wisconsin
Governor Scott Walker

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

March 4, 2016

Dan Gustafson
Short Elliot Hendrickson, Inc
10 North Bridge Street
Chippewa Falls, WI 54729-2550

Dear Dan Gustafson:

Re: Project ID: 5419-06-71
Project Name: CTH "O": CTH "OO" to Pine River Trail
County: Richland

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, based on the reasoning provided below.

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, DATCP should be renotified. Please contact me with any questions.

None of the acquisitions from farm operations are more than 5 acres.

Sincerely,

Alice Halpin
Agricultural Impact Statements
(608)224-4646
Alice.Halpin@wi.gov
DATCP ID: #4133

Agriculture generates \$88 billion for Wisconsin

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APPENDIX

6. Historic Preservation & Section 106 Documentation

14-0945/21

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 9/2013

Instructions, see FDM Chapter 26.

RECEIVED
SEP 18 2014
SHPO
DIV HIST PRES

PROJECT INFORMATION

Project ID 5419-06-00	Highway – Street CTH O	County Richland
Project Termini STH 80 - Richland Center		Region – Office Southwest Local Program
Regional Project Engineer – Project Manager Karen Richardson, P.E., SW Region Local Program Management Consultant		(Area Code) Telephone Number 608.829.3858
Consultant Project Engineer – Project Manager Dan Gustafson, P.E., SEH		(Area Code) Telephone Number 715.720.6267
Archaeological Consultant Geil Klein, M.S. Great Lakes Archaeological Research Center, Inc.		(Area Code) Telephone Number 414.481.2093
Architecture/History Consultant Geil Klein, M.S. Great Lakes Archaeological Research Center, Inc.		(Area Code) Telephone Number 414.481.2093
Date of Need October 1, 2014		SHSW Number
Return a Signed Copy of This Form to karenrichardson@kjohnsonengineers.com		

II. PROJECT DESCRIPTION

Project Length 2.9 miles	Land to be Acquired: Fee Simple 23.0 acres	Land to be Acquired: Easement 2.0 acres
-----------------------------	---	--

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width LT & RT	33' - 41'	33' - 100'	Terrace Width	N/A	N/A
Shoulder LT & RT	14' - 17'	18'	Sidewalk Width	N/A	N/A
Slope Intercept LT & RT	18' - 90'	18' - 90'	Number of Lanes	2	2
Edge of Pavement LT & RT	11'	12'	Grade Separated Crossing	N/A	N/A
Back of Curb Line	N/A	21'	Vision Triangle acres	None	None
Realignment	N/A	0' - 70'	Temporary Bypass acres	N/A	N/A
Other – List:			Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that depict "maximum" impacts.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Tree topping and/or grubbing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

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

The proposed project consists of the reconstruction of CTH O between CTH OO (Santa Klaus Lane) northerly to USH 14, or approximately 2.9 miles. The project corridor width is approximately 33 to 100 ft on either side of the road, measuring the existing CTH O centerline. The project is within portions of Sections 25, 26, 34, 35 of Township 10 North, Range 1 East and Sections 2, 3 and 10 of Township 9 North Range 1 East. The existing facility is a rural 2-lane highway functionally classified as a major collector. This improvement proposes the reconstruction of the existing roadway to rectify the existing deficiencies and substandard features. The roadway alignment and profile do not meet current standards and are creating a hazardous driving condition in many locations. The project will be constructed to C3 design criteria for rural state trunk highways functionally classified as collectors. The existing 11-foot travel lanes will be widened to 12-foot and the nearly non-existent shoulders will be constructed to a width of 6-feet with 3 of the 6 feet being paved. The substandard horizontal and vertical curves will be reconstructed to meet a design speed of 60 mph. Currently, several locations contain curves well below the required design speed. This improvement proposes upgrades to intersections to meet current design standards. Many of the existing intersections do not meet the current design standards. These intersections will be improved by widening or adding curb and gutter. This will require a change in the ditch cut or fill slopes but will be isolated to the intersection location. Curb and gutter will better delineate the intersections.

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: Email

☒ 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 the project corridor.

V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY

☒ Archaeological survey is needed

☐ Archaeological survey is not needed - Provide justification

☐ Screening list (date).

HISTORY

☒ Architecture/History survey is needed

☐ Architecture/History survey is not needed

☐ No structures or buildings of any kind within APE

☐ Screening list (date).

VI. SURVEY COMPLETED

ARCHAEOLOGY

☐ NO archaeological sites(s) identified - ASFR attached

☐ NO potentially eligible site(s) in project area - Phase I Report attached

☒ Potentially eligible site(s) identified-Phase I Report attached

☐ Avoided through redesign

☒ Phase II conducted - go to VII (Evaluation).

☐ Phase I Report attached - Cemetery/cataloged burial documentation

HISTORY

☐ NO buildings/structures identified - A/HSF attached

☒ Potentially eligible buildings/structures identified in the APE - A/HSF attached

☐ Potentially eligible buildings/structures avoided - documentation attached

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

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

☒ Arch site(s) eligible for NRHP - Phase II Report attached

☐ Site(s) eligible for NRHP - DOE attached

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

☐ Building/structure(s) eligible for NRHP - DOE attached

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

Obtain 157.70 burial authorization from WHS one year prior to construction for sites:

BR1-0024 (Pine River Cemetery) & BR1-0023 (Pine Valley Manor Cemetery)

IX. PROJECT DECISION

☐ No historic properties (historical or archaeological) in the APE.

☐ No historic properties (historical or archaeological) affected.

☒ Historic properties (historical and/or archaeological) may be affected by project;

☒ Go to Step 4: Assess affects and begin consultation on affects

☐ Documentation for Determination of No Adverse Effects is included with this form. WisDOT has concluded that this project will have No Adverse Effect on historic properties. Signature by SHPO below indicates SHPO concurrence in the DNAE and concludes the Section 106 Review process for this project.

X. SIGNATURES

X

(Regional Project Manager Signature)

8/12/14
(Date - m/d/yyyy)

X

(Consultant Project Manager Signature)

7-28-14
(Date - m/d/yyyy)

X

(WisDOT Historic Preservation Officer Signature)

9/17/14
(Date - m/d/yyyy)

X

(State Preservation Officer Signature)

Oct 6 2014
(Date - m/d/yyyy)

14-0965/21
RECEIVED

SEP 18 2014

DIV HIST PRES
(March 2011)

Wisconsin Department of Transportation
Determination of Eligibility Form for Historic Districts

WisDOT Project ID #: 5409-06-00

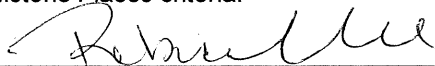
WHS #: _____

District Name: Richland County Poor Farm
Location: 25951 Circle View Dr.
City & County: Town of Richland, Richland County Zip Code: 53581
Town: 10N Range: 1E Section: 34

Dates of Construction: 1895 – 1979

Certification:

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility ____ meets x does not meet the National Register of Historic Places criteria.




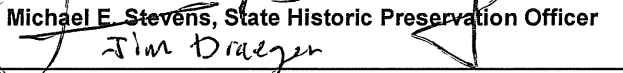
Rebecca Burkel, WisDOT Historic Preservation Officer

9/17/14

Date

State Historic Preservation Office

In my opinion, the property _____ meets X does not meet the National Register criteria.


Michael E. Stevens, State Historic Preservation Officer


10/6/14

Date

Comments (FOR AGENCY USE ONLY):

Division of Historic Preservation/Public History
Wisconsin Historical Society
816 State Street
Madison, WI 53706

14-0965/R1

**Wisconsin Historical Society
Determination of Eligibility Form**

RECEIVED

(DOE March 2011)

SEP 18 2014

DIV HIST PRES

WisDOT Project ID #: 5409-06-00

WHS #: _____

Property Name(s): Howard-Hanold Farmstead
 Address/Location: 27611 CTH O
 City & County: Town of Richland, Richland County Zip Code: 53575
 Town: 10N Range: 1E Section: 35
 Date of Construction: c.1900, c.1915, c.1940

WisDOT Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility:

☐ Meets the National Register of Historic Places criteria.
☒ Does not meet the National Register of Historic Places criteria.



9/17/14

Rebecca Burkel, WisDOT Historic Preservation Officer

Date

State Historic Preservation Office

In my opinion, the property:

☐ Meets the National Register of Historic Places criteria.
☒ Does not meet the National Register of Historic Places criteria.



Michael E. Stevens, State Historic Preservation Officer

10/6/14

Date



Comments (FOR AGENCY USE ONLY):

Division of Historic Preservation
 Wisconsin Historical Society
 816 State Street
 Madison, WI 53706



SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 6/2014

For instructions, see [FDM Chapter 26](#).

I. PROJECT INFORMATION

☒ Amended Submittal (include new information only)

Project ID 5419-06-00	Highway – Street CTH O	County Richland	BY:
Project Termini STH 80 - Richland Center		Region – Office Southwest Local Program	
Regional Project Engineer – Project Manager Mike Banaszak, P.E., SW Region Local Program Management Consultant		(Area Code) Telephone Number 608.663.1218	
Consultant Project Engineer – Project Manager Jarrod Starren, P.E., SEH		(Area Code) Telephone Number 715.720.6261	
Archaeological Consultant Geil Klein, M.S. Great Lakes Archaeological Research Center, Inc.		(Area Code) Telephone Number 414.481.2093	
Architecture/History Consultant Geil Klein, M.S. Great Lakes Archaeological Research Center, Inc.		(Area Code) Telephone Number 414.481.2093	
Date of Need July 22, 2016		SHSW Number 14-0965/R1	
Return a Signed Copy of This Form to mbanaszak@KLEngineering.com			

II. PROJECT DESCRIPTION

Project Length 2.9 miles	Land to be Acquired: Fee Simple 15.9 acres	Land to be Acquired: Easement 1.6 acres
-----------------------------	---	--

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width LT & RT	33' - 41'	33' - 100'	Terrace Width	N/A	N/A
Shoulder LT & RT	14' - 17'	18'	Sidewalk Width	N/A	N/A
Slope Intercept LT & RT	18' - 90'	18' - 96' RT 18'-147' LT	Number of Lanes	2	2
Edge of Pavement LT & RT	11'	12'	Grade Separated Crossing	N/A	N/A
Back of Curb Line	N/A	21'	Vision Triangle acres	None	None
Realignment	N/A	0'-70'	Temporary Bypass acres	N/A	N/A
Other – List:			Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that Depict "Maximum" Impacts.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Tree Topping and/or Grubbing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Brief Narrative Project Description: Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements. For amendments (e.g. design refinements, scope changes, etc) description should only include new/added project actions and materials.

The proposed project consists of the reconstruction of CTH O, beginning south of the intersection of CTH OO (Santa Klaus Lane) and extending northerly to the south side of the Pine River Trail, south of USH 14, or approximately 2.9 miles. The project corridor width is approximately 33 to 100 ft on either side of the road, measuring from the existing CTH O centerline. The project is within portions of Sections 25, 26, 34, 35 of Township 10 North, Range 1 East and Sections 2, 3 and 10 of Township 9 North Range 1 East. The existing facility is a rural 2-lane highway functionally classified as a major collector. This improvement proposes the reconstruction of the existing roadway to rectify the existing deficiencies and substandard features. The roadway alignment and profile do not meet current standards and are creating a hazardous driving condition in many locations. The project will be constructed to C2 and C3 design criteria for rural state trunk highways functionally classified as collectors. The existing 11-foot travel lanes will be widened to 12-foot and the nearly non-existent shoulders will be constructed to a width of 6-feet with 3 to 5 feet of the 6 feet being paved. The substandard horizontal and vertical curves will be reconstructed to meet a design speed of 55 mph. Currently, several locations

contain curves well below the required design speed. This improvement proposes upgrades to intersections to meet current design standards. Many of the existing intersections do not meet the current design standards. These intersections will be improved by widening or adding curb and gutter. This will require a change in the ditch cut or fill slopes but will be isolated to the intersection location. Curb and gutter will better delineate the intersections.

☐ Add continuation sheet, if needed.

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION (continued)

Wisconsin Department of Transportation DT1635

III. CONSULTATION

How has notification of the project been provided to:

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Property Owners | <input checked="" type="checkbox"/> Historical Societies/Organizations | <input checked="" type="checkbox"/> Native American Tribes |
| <input checked="" type="checkbox"/> Public Information Meeting Notice | <input type="checkbox"/> Public Information Meeting Notice | <input type="checkbox"/> Public Info. Mtg. Notice |
| <input checked="" type="checkbox"/> Letter - Required for Archaeology | <input type="checkbox"/> Letter | <input checked="" type="checkbox"/> Letter |
| <input type="checkbox"/> Telephone Call | <input type="checkbox"/> Telephone Call | <input type="checkbox"/> Telephone Call |
| <input type="checkbox"/> Other: | <input checked="" type="checkbox"/> Other: Email | <input type="checkbox"/> 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 the project corridor.

V. PHASE I - ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY	HISTORY
<input checked="" type="checkbox"/> Archaeological survey is needed	<input type="checkbox"/> Architecture/History survey is needed
<input type="checkbox"/> Archaeological survey is not needed	<input checked="" type="checkbox"/> Architecture/History survey is not needed
<input type="checkbox"/> Screening list (date)	<input type="checkbox"/> Screening list (date)
<input type="checkbox"/> Burial site in project area, Wis. Stat. 157.70 applies	<input type="checkbox"/> No structures or buildings of any kind within APE
	<input type="checkbox"/> Non-Survey History Documentation attached

VI. SURVEY COMPLETED

ARCHAEOLOGY	HISTORY
<input checked="" type="checkbox"/> NO archaeological sites(s) identified - ASFR attached	<input type="checkbox"/> NO buildings/structures identified - Report attached
<input type="checkbox"/> NO potentially eligible site(s) in project area - Phase I Report attached	<input type="checkbox"/> Potentially eligible buildings/structures identified in the APE - Report attached
<input checked="" type="checkbox"/> Potentially eligible site(s) identified-Phase I Report attached	<input type="checkbox"/> Avoided through redesign
<input type="checkbox"/> Avoided through redesign	<input type="checkbox"/> Previously listed/eligible property identified in the APE - Report attached
<input checked="" type="checkbox"/> Phase II conducted - go to VII (Evaluation)	
<input type="checkbox"/> Phase I Report - Cemetery/cataloged burial documentation	

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

<input type="checkbox"/> No arch site(s) eligible for NRHP - Phase II Report attached	<input type="checkbox"/> No buildings/structure(s) eligible for NRHP - DOE attached
<input checked="" type="checkbox"/> Arch site(s) eligible for NRHP - Phase II Report attached	<input type="checkbox"/> Building/structure(s) eligible for NRHP - DOE attached
<input type="checkbox"/> Site(s) eligible for NRHP - DOE attached	

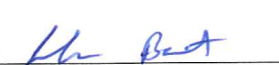




VIII. COMMITMENTS/SPECIAL PROVISIONS - must be included with special provisions language

- ☒ Per Wis. Stat. 157.70 obtain burial authorization from WHS one year prior to construction.
BR1-0024 (Pine River Cemetery) and BR1-0023 (Pine Valley Manor Cemetery)

IX. PROJECT DECISION

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

X. SIGNATURES

<input checked="" type="checkbox"/>  7/8/2016 (Regional Project Manager Signature) (Date - m/d/yy)	<input checked="" type="checkbox"/>  8/16/16 (WisDOT Historic Preservation Officer Signature) (Date - m/d/yy)	<input checked="" type="checkbox"/>  (State Preservation Officer Signature) (Date - m/d/yy)
<input checked="" type="checkbox"/>  6-21-16 (Consultant Project Manager Signature) (Date - m/d/yy)	 Aug. 26 2016 (Date - m/d/yy)	

DOCUMENTATION FOR CONSULTATION

Project ID 5419-06-00

WHS 14-0965/RI

CTH O

STH 80 to Richland Center

Richland County

FINAL

February 29, 2016

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DOCUMENTATION FOR CONSULTATION

Project ID 5419-06-00

WHS 14-0965/RI

CTH O, STH 80 to Richland Center

Richland County

1. Description of the Undertaking

The project is the reconstruction of CTH O, from STH 80 to Richland Center, in Richland County, Wisconsin (Attachment 1). The project corridor begins 235-feet (70.5 m) west of the intersection of CTH O and CTH OO in the Town of Orion, Richland County. It extends about 2.9 miles (4.6 km) northerly into the town of Richland and ends on the south side of the Pine River Trail, just south of USH 14.

This improvement proposes the reconstruction of the existing roadway to rectify existing deficiencies and substandard features. The roadway alignment and profile do not meet current standards creating hazardous driving conditions in many locations due to substandard stopping sight distances. The existing 11-foot (3.3 m) travel lanes will be widened to 12-foot (3.6 m). The nearly non-existent shoulders will be constructed to 6-feet (1.8 m) with approximately 3-feet (0.9 m) being paved.

This improvement also proposes the flattening or shielding of substandard cut and fill slopes within the clear zone and removing unsafe obstructions. Fill slopes throughout the project will be flattened as required to meet current standards.

Intersections throughout the project will be upgraded to meet current standards. Where warranted, intersections will be improved with curb and gutter, the intersection with CTH TB will have a right turn lane and bypass lane. Visibility and safety at the intersections will be improved by acquiring right-of-way for vision triangles where necessary.

This improvement proposes upgrades to intersections to meet current design standards. Many intersections exist that do not meet current standards. These intersections will be improved by widening or adding curb and gutter. This will require a change in the ditch cut or fill slopes but be isolated to the intersection location. Curb and gutter will also better delineate the intersections.

2. Description of Steps Taken to Identify Historic Properties

A. Architectural/Historical Resources

1. Area of Potential Effect

Given the project description and its potential to impact the project area, an APE was established that included properties immediately adjacent to the proposed corridor and the entire proposed right of way. All resources that were at least forty years old and possessed a degree of historic integrity were examined for potential historic significance.

2. Architectural/Historical Survey

All buildings within the project APE were reviewed for any apparent architectural and/or historical integrity that warranted survey. A total of five properties were surveyed, of which two properties were recommended as potentially eligible. Determination of Eligibility (DOE) forms were prepared

for these two properties: Howard Honold Farmstead (27611 CTH O) and the Richland County Poor Farm (25951 Circle View Road). The Determination of Eligibility forms did not recommend either property as meeting the criteria for listing in the NRHP. The Wisconsin State Historic Preservation Office concurred with this recommendation (Attachment 4).

B. Archaeological Resources

1. Previously Recorded Archaeological and Burial Sites

An archival and literature search, using WHPD, was conducted to identify previously recorded archaeological and burial sites within an one mile radius of the project area. A total of fourteen archaeological sites were identified within the one mile radius of the project area. Two archaeological sites and three cemeteries were identified as coincident with the project area. The two archaeological sites are 47RI0066 and 47RI0067. Although codified separately, sites 47RI0066 47RI0067 represent a single site. The cemeteries (all uncatalogued) include Bovee Cemetery (BRI-0022), Pine Valley Manor Cemetery (BRI-0023), and the Pine River Cemetery (BRI-0024) (Attachment 2).

2. Archaeological Field Investigations

A Phase I archaeological survey was conducted within the project area of potential effect, defined as all areas of proposed ground disturbance. Standard archaeological methods were followed according to the *Guide for Public Archaeology in Wisconsin* (revised 2012). The archaeological field investigations identified four archaeological sites in the project APE including 47RI0066 (Wally), 47RI0464 (Brown Knife), 47RI0465 (Stingy), and 47RI0466 (C. Lewis).

Sites 47RI0465 (Stingy) and 47RI0466 (C. Lewis) were recommended as not meeting the criteria for listing on the NRHP based on the Phase I study; the Wisconsin State Historic Preservation Office (SHPO) concurred with this recommendation. Additional Phase II studies were completed at sites 47RI0066 (Wally) and 47RI0464 (Brown Knife). Based on these studies, both sites were recommended as meeting the criteria for listing in the NRHP and SHPO has concurred with this recommendation (Attachment 4).

3. Cemetery Documentation

There are three cemeteries that are immediately adjacent and/or within close proximity to the project area: Bovee Cemetery (BRI-0022), Pine Valley Manor Cemetery (BRI-0023), and Pine River Cemetery (BRI-0024). None of the cemeteries are catalogued.

Bovee Cemetery (BRI-0022) is an uncataloged burial site located 0.75 miles north of the intersection of CTH O and CTH OO, at the end of Bovee Road, approximately 75-100 meters up the bluff. The boundaries of the cemetery are well outside the CTH O project corridor. The cemetery is a well-defined square with metal fencing and a gated entrance. Burials are oriented in north-to-south rows with burials extending to the east and west sides of the headstones. There is no visual evidence of associated burials in the wooded area outside the perimeter fence.

Pine Valley Manor Cemetery (BRI-0023) is an uncataloged burial site located 0.8 miles south of the intersection of USH 14 and CTH O on CTH O (Attachment 5). The western cemetery boundaries are within the existing and proposed right of way. The cemetery lies east of the Pine Valley Manor County Home complex. The Pine Valley Manor Cemetery is the more recent of two cemeteries related to the complex; the older cemetery is located a half-mile west of the complex. The Pine Valley Manor Cemetery was opened in 1948; the dates of burials range from 1950 to the present day as the cemetery

is still actively in use. Burials are oriented in north-to-south rows with burials extending to the east side of the markers. Burial markers are flat metal plates attached to concrete blocks flush with the ground. The first formal row of burial markers is approximately 12-15 meters (39.4-49.2 feet) from the pavement edge of existing CTH O. Two potential grave markers were observed at the east side of the roadside ditch; these consist of a fragment of a standing headstone and a small concrete square, similar to the other burial markers but lacking a metal name plate. It is not known if these markers are associated with intact burials. These two potential grave markers lie approximately 4-5 meters (13.1-16.4 feet) from the edge of CTH O within the proposed CTH O right-of-way.

Pine River Cemetery (BRI-0024) is an uncataloged burial site located 0.25 miles south of the intersection of USH 14 and CTH O on CTH O (Attachment 5). The cemetery boundaries abut the project area. The dates of burials range from the mid-1850s to the present day as the cemetery is still actively in use. Burials are oriented in north-to-south rows with burials extending to the east side of the headstones. South of the gravel driveway there is a 0.75-1 meter tall retaining wall that separates the burials from the road; no wall or grade change is present north of the driveway. The first formal row of burial markers on the eastern edge of the cemetery are 7 meters from the pavement edge of existing CTH O. The eastern border of the cemetery extends to the edge of the current CTH O right-of-way, and abuts the ROW, and the southeast corner of the cemetery lies 15 meters north of the end of the proposed project area.

3. Description of Affected Historic Properties

Two historic properties are affected by the project: 47RI0066 (Wally Site) and 47RI0464 (Brown Knife Site) (Attachment 3).

A. Site 47RI0066 (Wally)

Site 47RI0066 (Wally) defines a pre-contact American Indian open air campsite and lithic scatter associated with the Middle Archaic period (Attachment 6). The site is located east of CTH O near the northern terminus at USH 14, on a low terrace north of the Pine River. The site extends into the proposed CTH O right-of-way on its western border. The site encompasses approximately 0.79 hectares (1.95 acres), although the boundaries likely extend outside the surveyed area to the east. The period of significance for the site is the Middle Archaic period dating from approximately 5000 to 1700 B.C (calibrated). The historic boundary for the Wally site is an irregular polygon extending southeast from CTH O into an agricultural parcel.

B. Site 47RI0464 (Brown Knife)

Site 47RI0464 (Brown Knife) defines a pre-contact American Indian multicomponent campsite/habitation site containing Late Archaic, Early Woodland, and Late Woodland occupations (Attachment 7). The site is located east and west of CTH O on a low valley bottom north and west of Ash Creek and a tributary of Ash Creek. The site encompasses approximately 4.8 ha (11.9 acres). The period of significance for the site covers the Early Woodland, Middle Woodland, Late Woodland, and Mississippian periods (circa AD 0 to 1300). The historic boundary for the Brown Knife site is an irregular polygon extending west and east of CTH O.

4. Description of the Undertaking's Effects on Historic Properties.

Based on information from the Phase I survey and the Phase II evaluations for the CTH O project, intact archaeological deposits exist within the project area. As such, any ground disturbance within the project area has the potential to affect portions of site 47RI0066 (Wally) and 47RI0464 (Brown Knife).

5. Discussion of Project Alternatives

A full range of alternatives have been considered for the project.

A. Alternative 1: No-Build

This alternative will not address the deteriorated pavement or improve the substandard roadway. It also will not improve the unprotected substandard cut and fill slopes. This alternative is not recommended due to the lack of safety and operational improvements. While the No-Build Alternative does not meet the purpose and need for the project, it does serve as a baseline for comparison.

B. Alternative 2: Recondition Improvement

This alternative proposes the restoration of the driving surface by recycling the existing pavement. The pavement will be pulverized and used as an improved base material for the new asphaltic pavement. The improvement proposes replacing the existing 11 ft (3.3 m) driving lanes and widening the shoulder to 6 ft (1.8 m).

Intersections throughout the project will be upgraded to meet current standards. Where warranted, intersections will be improved with curb and gutter. The CTH TB intersection will have a right turn lane and bypass lane added. Visibility at the intersections will be improved by acquiring vision triangles where necessary.

Alternative 2 was not selected as the preferred alternative. This alternative does meet the purpose and need in regards to improving the existing pavement surface and improving the roadside slopes and by being the most cost effective level of improvement. However, it does not meet the purpose and need in regards to improving the horizontal and vertical road alignment to improve the stopping sight distance and create a safer roadway.

C. Alternative 3: Reconstruction Improvement (Preferred Alternative)

This alternative proposes realigning the existing roadway using current design standards to improve stopping sight distance and overall safety. CTH O will be improved to the standards required for the forecasted traffic volumes. The roadway will be reconstructed with a new asphaltic pavement structure.

The existing 11-foot (3.3 m) travel lanes will be widened to 12-feet (3.6 m). The nearly non-existent shoulders will be constructed to 6-feet (1.8 m), 3-feet (0.9 m) being paved. This improvement alternative will realign the existing roadway to achieve a 55 mph design speed and widen the typical section. This improvement also proposes the flattening or shielding of substandard cut and fill slopes within the clear zone and removing unsafe obstructions.

Intersections throughout the project will be upgraded to meet current standards. Where warranted, intersections will be improved with curb and gutter. The CTH TB intersection will have a right turn lane and bypass lane added. Visibility and safety at the intersections will be improved by acquiring right-of-way for vision triangles where necessary.

6. Discussion of Actions that Minimize or Mitigate Adverse Effect

Prior to consultation, the project was designed to minimize impacts to the historic properties.

The proposed roadway has been designed using criteria that balances the safety of the traveling public with the need for additional lands for roadway improvements. Acquisition is limited to what is needed for safety and operational improvements. Curb and gutter will be placed at several locations to reduce impacts near cemeteries and driveways.

The traffic volumes between the south terminus and CTH OO will allow the roadway clear zone to be reduced from 30 feet to 20 feet. This will reduce the impacts of the reconstruction in the areas of historical and archaeological significance and reduce the amount of rock excavation required.

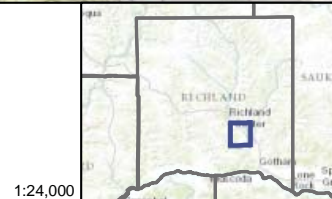
7. Views of Consulting Parties and the Public

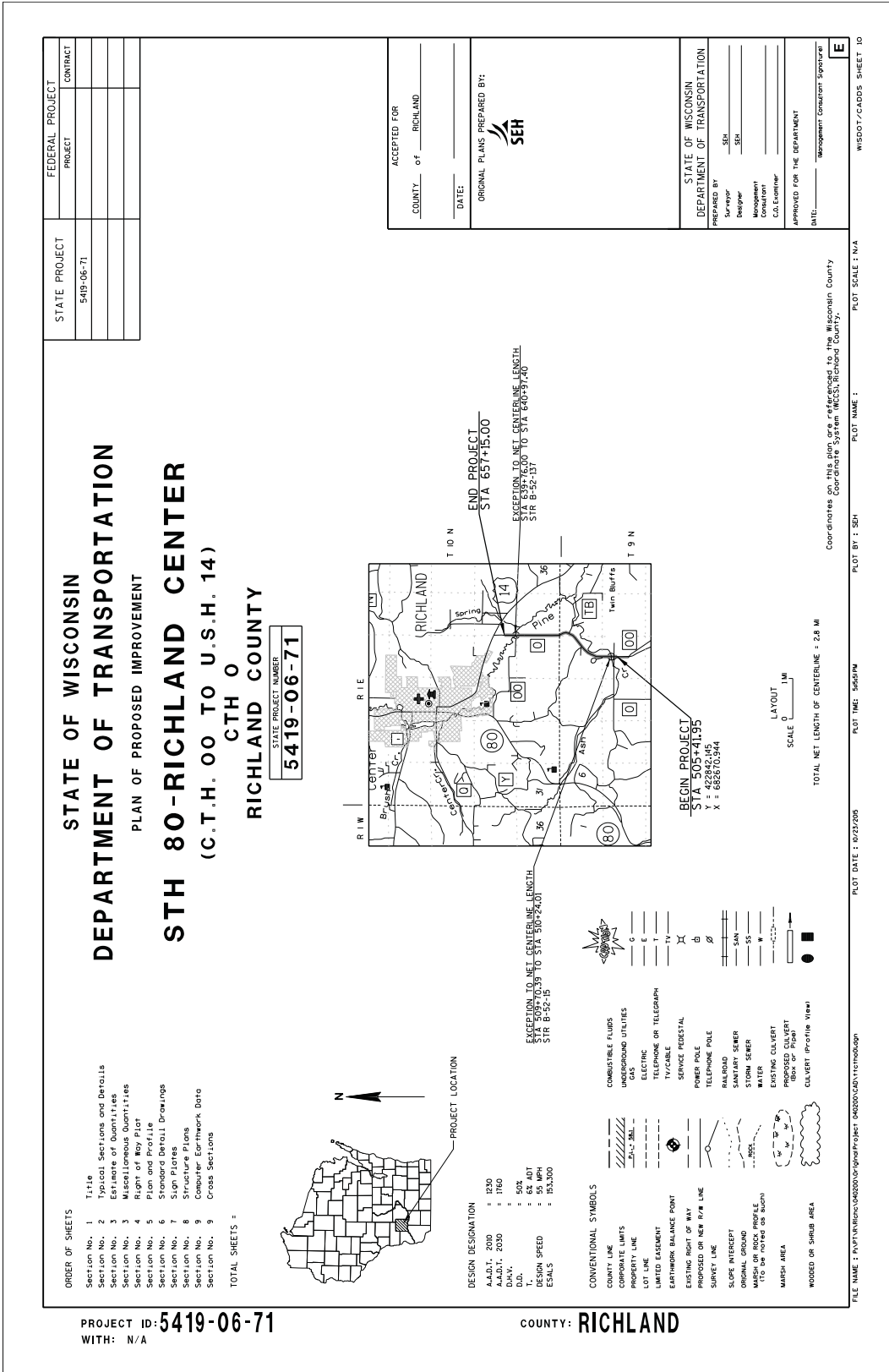
In addition to the general public, individual stakeholders that have been actively involved and/or have been coordinated with in regard to the project planning activities include: Richland County, the Wisconsin Department of Transportation, Federal Highway Administration, and the Wisconsin Historical Society. Native American tribes with interests in projects within Richland County were also notified about the project to solicit input. Continued coordination with the tribes and other stakeholders will be conducted as the project moves forward.

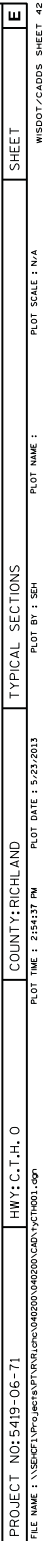
The CTH O project has included public input. A public meeting was held on September 13, 2005 (Attachment 8). A second meeting was held on February 4, 2016. No concerns regarding historic properties were raised during the public meetings.

A consultation meeting was held on January 13, 2015 (Attachment 9). The impacts from the project to NRHP-eligible archaeological sites were discussed. Data recovery of a portion of each site was agreed upon as the appropriate mitigation measure.

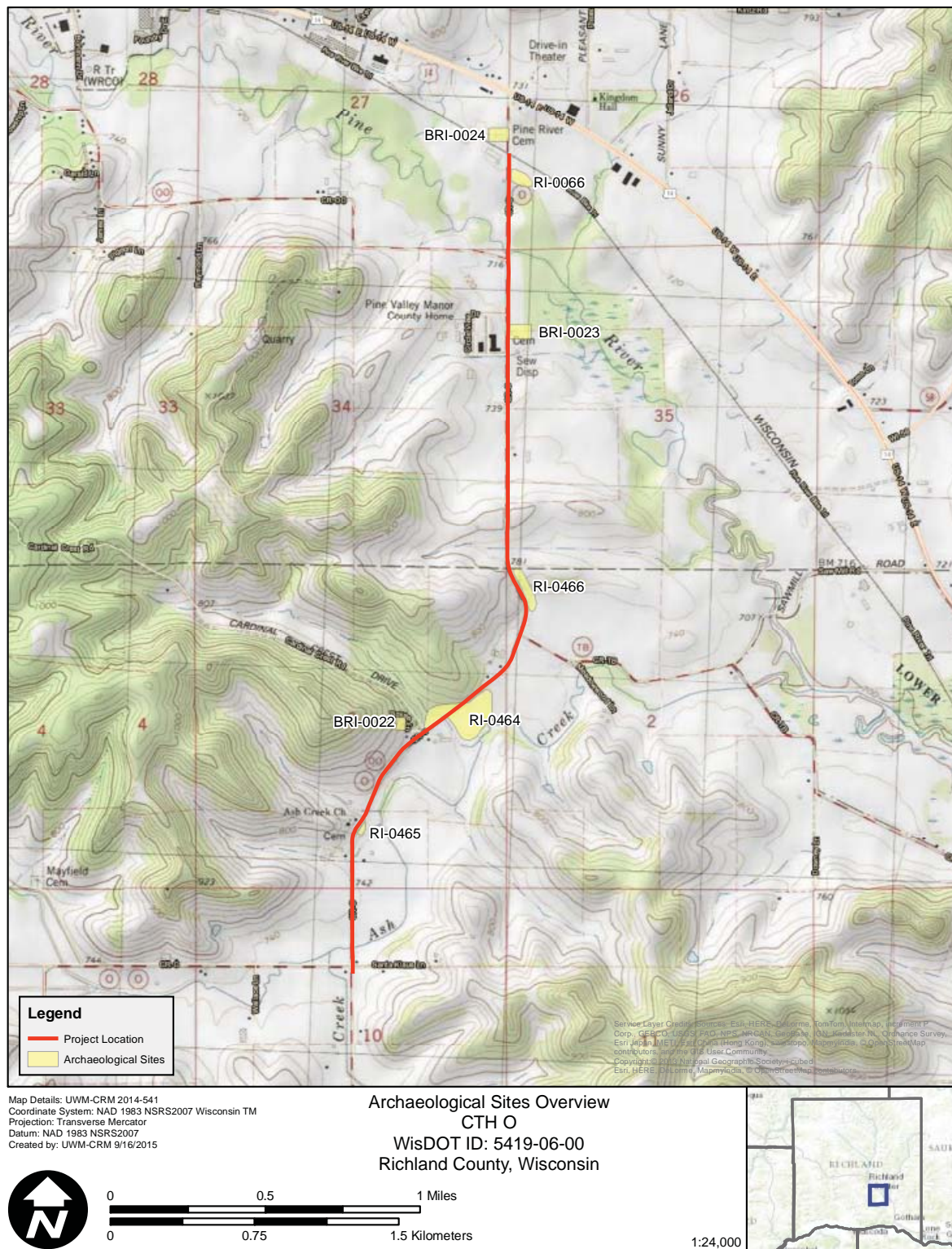
Attachment 1: Project Location, Overview, and Typical Sections



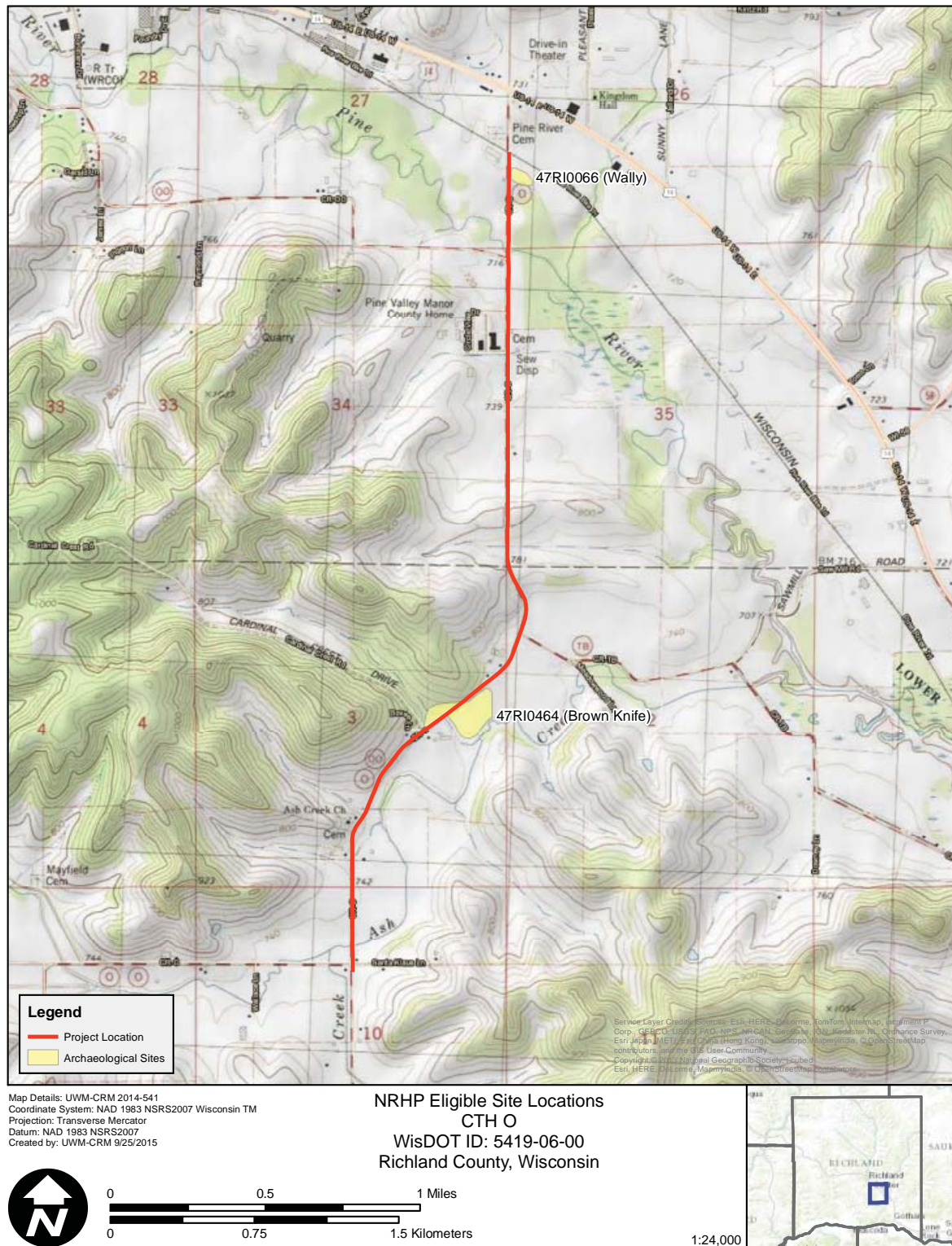




Attachment 2: Location of Archaeological Sites and Historic Euroamerican Cemeteries.



Attachment 3: NRHP Eligible Properties



Attachment 4: SHPO Concurrence

14-0965/RI

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
 DT1635 9/2013
 Instructions, see FDM Chapter 26.

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 SHPO

PROJECT INFORMATION

Project ID 5419-06-00	Highway – Street CTH O	County Richland
Project Termini STH 80 - Richland Center		Region – Office Southwest Local Program
Regional Project Engineer – Project Manager Karen Richardson, P.E., SW Region Local Program Management Consultant		(Area Code) Telephone Number 608.829.3858
Consultant Project Engineer – Project Manager Dan Gustafson, P.E., SEH		(Area Code) Telephone Number 715.720.6267
Archaeological Consultant Geil Klein, M.S. Great Lakes Archaeological Research Center, Inc.		(Area Code) Telephone Number 414.481.2093
Architecture/History Consultant Geil Klein, M.S. Great Lakes Archaeological Research Center, Inc.		(Area Code) Telephone Number 414.481.2093
Date of Need October 1, 2014		SHSW Number
Return a Signed Copy of This Form to karenrichardson@kjohnsonengineers.com		




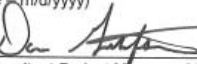
II. PROJECT DESCRIPTION

Project Length 2.9 miles	Land to be Acquired: Fee Simple 23.0 acres	Land to be Acquired: Easement 2.0 acres
-----------------------------	---	--

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width LT & RT	33' - 41'	33' - 100'	Terrace Width	N/A	N/A
Shoulder LT & RT	14' - 17'	18'	Sidewalk Width	N/A	N/A
Slope Intercept LT & RT	18' - 90'	18' - 90'	Number of Lanes	2	2
Edge of Pavement LT & RT	11'	12'	Grade Separated Crossing	N/A	N/A
Back of Curb Line	N/A	21'	Vision Triangle acres	None	None
Realignment	N/A	0' - 70'	Temporary Bypass acres	N/A	N/A
Other – List:			Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that depict "maximum" impacts.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Tree topping and/or grubbing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

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

The proposed project consists of the reconstruction of CTH O between CTH OO (Santa Klaus Lane) northerly to USH 14, or approximately 2.9 miles. The project corridor width is approximately 33 to 100 ft on either side of the road, measuring the existing CTH O centerline. The project is within portions of Sections 25, 26, 34, 35 of Township 10 North, Range 1 East and Sections 2, 3 and 10 of Township 9 North Range 1 East. The existing facility is a rural 2-lane highway functionally classified as a major collector. This improvement proposes the reconstruction of the existing roadway to rectify the existing deficiencies and substandard features. The roadway alignment and profile do not meet current standards and are creating a hazardous driving condition in many locations. The project will be constructed to C3 design criteria for rural state trunk highways functionally classified as collectors. The existing 11-foot travel lanes will be widened to 12-foot and the nearly non-existent shoulders will be constructed to a width of 6-feet with 3 of the 6 feet being paved. The substandard horizontal and vertical curves will be reconstructed to meet a design speed of 60 mph. Currently, several locations contain curves well below the required design speed. This improvement proposes upgrades to intersections to meet current design standards. Many of the existing intersections do not meet the current design standards. These intersections will be improved by widening or adding curb and gutter. This will require a change in the ditch cut or fill slopes but will be isolated to the intersection location. Curb and gutter will better delineate the intersections.

III. CONSULTATION		
How has notification of the project been provided to:		
<input checked="" type="checkbox"/> Property Owners	<input checked="" type="checkbox"/> Historical Societies/Organizations	<input checked="" type="checkbox"/> Native American Tribes
<input checked="" type="checkbox"/> Public Information Meeting Notice	<input type="checkbox"/> Public Information Meeting Notice	<input type="checkbox"/> Public Info. Mtg. Notice
<input checked="" type="checkbox"/> Letter - Required for Archaeology	<input type="checkbox"/> Letter	<input checked="" type="checkbox"/> Letter
<input type="checkbox"/> Telephone Call	<input type="checkbox"/> Telephone Call	<input type="checkbox"/> Telephone Call
<input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Other: Email	<input type="checkbox"/> 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 the project corridor.		
V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED		
ARCHAEOLOGY		HISTORY
<input checked="" type="checkbox"/> Archaeological survey is needed		<input checked="" type="checkbox"/> Architecture/History survey is needed
<input type="checkbox"/> Archaeological survey is not needed - Provide justification		<input type="checkbox"/> Architecture/History survey is not needed
<input type="checkbox"/> Screening list (date).		<input type="checkbox"/> No structures or buildings of any kind within APE
		<input type="checkbox"/> Screening list (date).
VI. SURVEY COMPLETED		
ARCHAEOLOGY		HISTORY
<input type="checkbox"/> NO archaeological sites(s) identified – ASFR attached		<input type="checkbox"/> NO buildings/structures identified – A/HSF attached
<input type="checkbox"/> NO potentially eligible site(s) in project area – Phase I Report attached		<input checked="" type="checkbox"/> Potentially eligible buildings/structures identified in the APE – A/HSF attached
<input checked="" type="checkbox"/> Potentially eligible site(s) identified-Phase I Report attached		<input type="checkbox"/> Potentially eligible buildings/structures avoided – documentation attached
<input type="checkbox"/> Avoided through redesign		
<input checked="" type="checkbox"/> Phase II conducted – go to VII (Evaluation).		
<input type="checkbox"/> Phase I Report attached – Cemetery/cataloged burial documentation		
VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED		
<input type="checkbox"/> No arch site(s) eligible for NRHP – Phase II Report attached		<input checked="" type="checkbox"/> No buildings/structure(s) eligible for NRHP – DOE attached
<input checked="" type="checkbox"/> Arch site(s) eligible for NRHP – Phase II Report attached		<input type="checkbox"/> Building/structure(s) eligible for NRHP – DOE attached
<input type="checkbox"/> Site(s) eligible for NRHP – DOE attached		
VIII. COMMITMENTS/SPECIAL PROVISIONS – must be included with special provisions language		
Obtain 15770 burial authorization from WHS one year prior to construction for sites: BRI-0024 (Pine River Cemetery) & BRI-0023 (Pine Valley Manor Cemetery)		
IX. PROJECT DECISION		
<input type="checkbox"/> No historic properties (historical or archaeological) in the APE.		
<input type="checkbox"/> No historic properties (historical or archaeological) affected.		
<input checked="" type="checkbox"/> Historic properties (historical and/or archaeological) may be affected by project;		
<input checked="" type="checkbox"/> Go to Step 4: Assess affects and begin consultation on affects		
<input type="checkbox"/> Documentation for Determination of No Adverse Effects is included with this form. WisDOT has concluded that this project will have No Adverse Effect on historic properties. Signature by SHPO below indicates SHPO concurrence in the DNAE and concludes the Section 106 Review process for this project.		
X. SIGNATURES		
X  (Regional Project Manager Signature)	X  (WisDOT Historic Preservation Officer Signature)	X  (State Preservation Officer Signature)
8/12/14 (Date – m/d/yyyy)	9/15/14 (Date – m/d/yyyy)	Oct 6 2014 (Date – m/d/yyyy)
X  (Consultant Project Manager Signature)		
7-28-14 (m/d/yyyy)		

14-0965/RI
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SEP 18 2014

DIV HIST PRES
(March 2011)

Wisconsin Department of Transportation
Determination of Eligibility Form for Historic Districts

WisDOT Project ID #: 5409-06-00

WHS #: _____

District Name: Richland County Poor Farm
Location: 25951 Circle View Dr.
City & County: Town of Richland, Richland County Zip Code: 53581
Town: 10N Range: 1E Section: 34

Dates of Construction: 1895 - 1979


Certification:

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility ____ meets X does not meet the National Register of Historic Places criteria.


Rebecca Burkel, WisDOT Historic Preservation Officer Date 9/17/14

State Historic Preservation Office

In my opinion, the property ____ meets X does not meet the National Register criteria.


Michael E. Stevens, State Historic Preservation Officer Date 10/6/14

Comments (FOR AGENCY USE ONLY):

Division of Historic Preservation/Public History
Wisconsin Historical Society
816 State Street
Madison, WI 53706

14-0965/RI

Wisconsin Historical Society
Determination of Eligibility Form

RECEIVED
(DOE March 2011)

SEP 18 2014

DIV HIST PRES

WisDOT Project ID #: 5409-06-00

WHS #:

Property Name(s): Howard-Hanold Farmstead
Address/Location: 27611 CTH O
City & County: Town of Richland, Richland County Zip Code: 53575
Town: 10N Range: 1E Section: 35
Date of Construction: c.1900, c.1915, c.1940

WisDOT Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility:

☐ Meets the National Register of Historic Places criteria.
☒ Does not meet the National Register of Historic Places criteria.

Rebecca Burkel

9/17/14

Rebecca Burkel, WisDOT Historic Preservation Officer

Date

State Historic Preservation Office

In my opinion, the property:

☐ Meets the National Register of Historic Places criteria.
☒ Does not meet the National Register of Historic Places criteria.

Michael E. Stevens

Michael E. Stevens, State Historic Preservation Officer

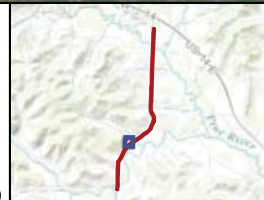
Jim Draeger

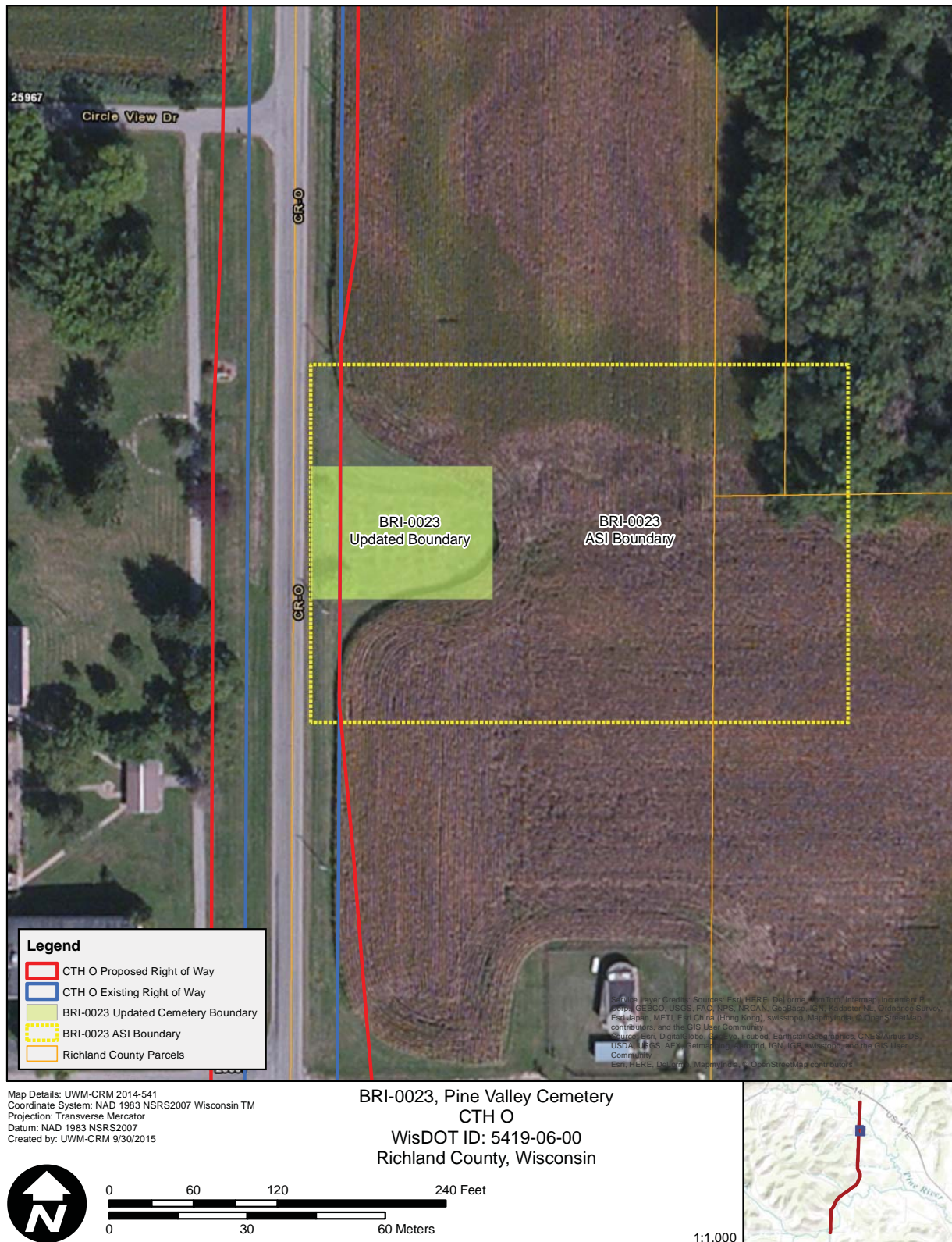
10/6/14
Date

Comments (FOR AGENCY USE ONLY):

Division of Historic Preservation
Wisconsin Historical Society
816 State Street
Madison, WI 53706

Attachment 5: Historic Euroamerican Cemeteries







**Pine Valley Manor Cemetery Map
BRI0023**

WisDOT ID: 5419-06-00

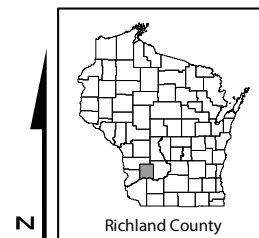
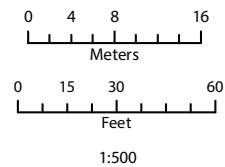
Great Lakes Archaeological Research
Center, Inc. Project 12.090

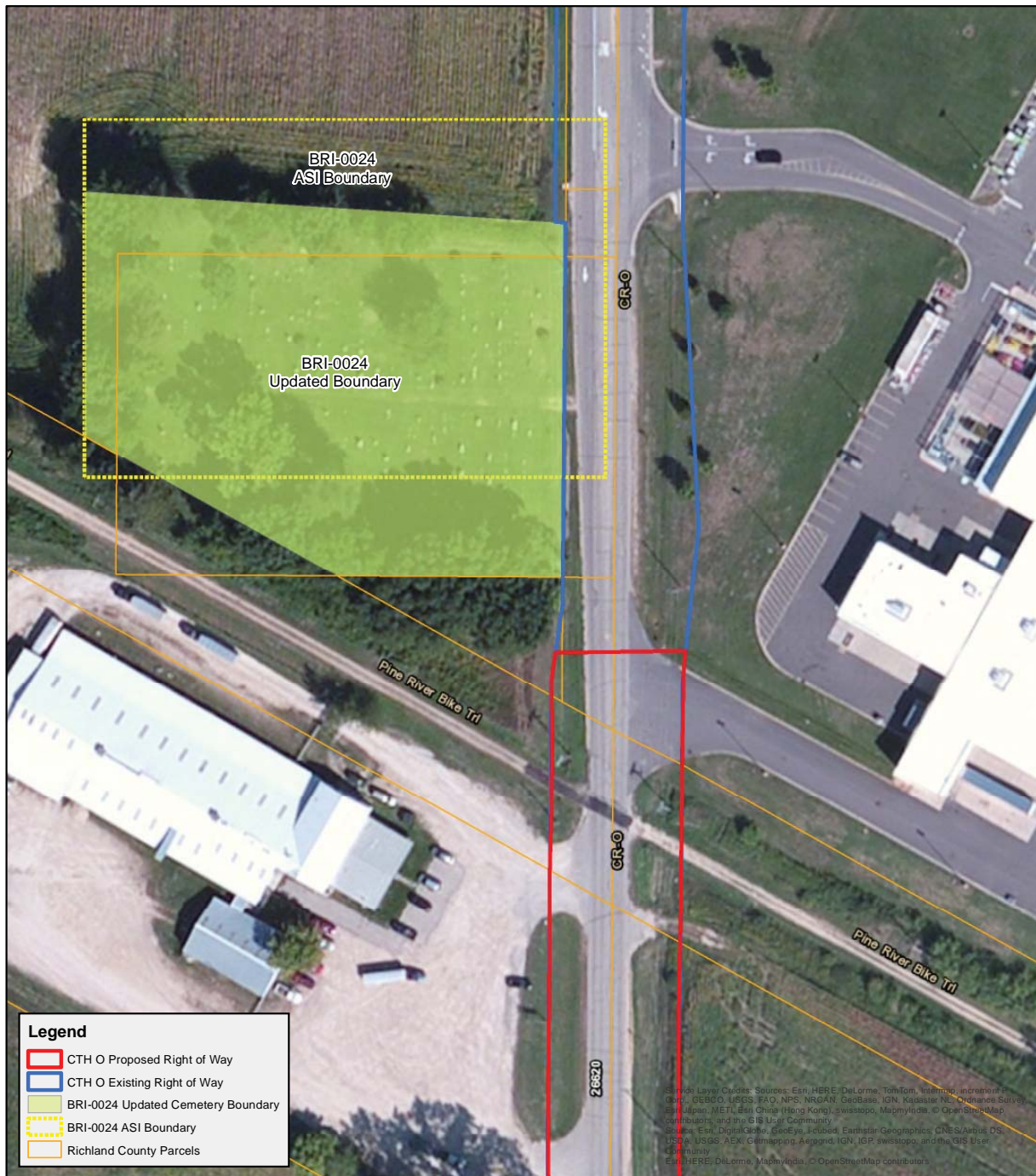
Mapped: 4 December 2012, NJW

Data Sources: ESRI, Bing, GLARC.

Legend

- Concrete Marker
- Headstone
- Cemetery Sign
- CTH O Right of Way





Attachment 6: Site 47RI0066 (Wally)



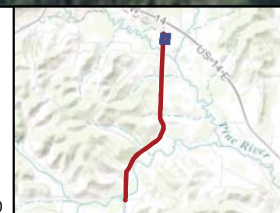
Map Details: UWM-CRM 2014-541
 Coordinate System: NAD 1983 NSRS2007 Wisconsin TM
 Projection: Transverse Mercator
 Datum: NAD 1983 NSRS2007
 Created by: UWM-CRM 9/30/2015

47RI0066, Wally Site
 CTH O
 WisDOT ID: 5419-06-00
 Richland County, Wisconsin



0 60 120 Feet
 0 15 30 Meters

1:750



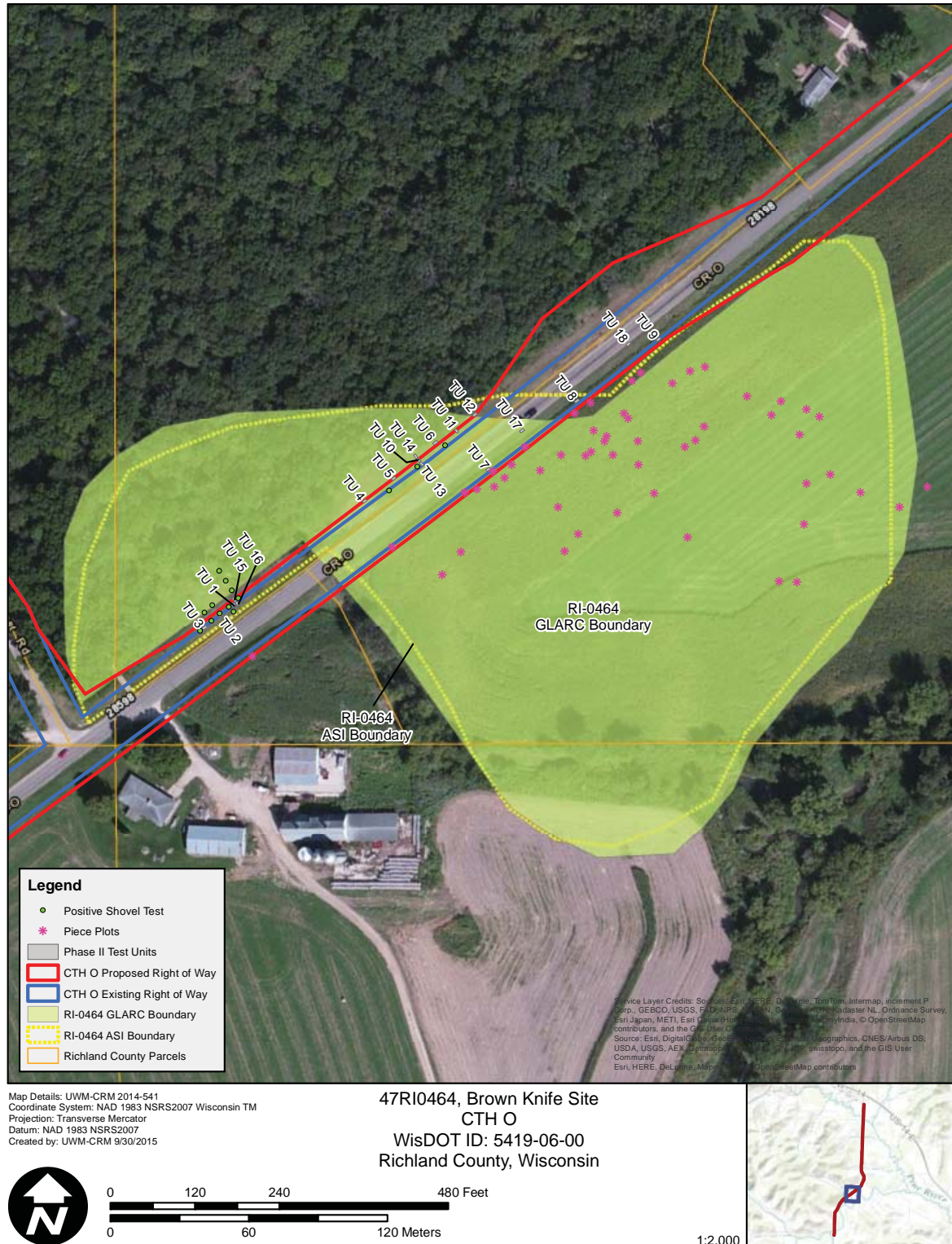


Overview photograph of site 47RI0066 (Wally), facing north.



Overview photograph of site 47RI0066 (Wally), facing south.

Attachment 7: Site 47RI0464 (Brown Knife)



Attachment 8: Public Information Meetings



Building a Better World
for All of Us®

MINUTES

Public Informational Meeting Minutes

February 4, 2016

10:00 a.m.

Richland County Highway Office

- I. Project is a federally funded STP Rural reconstruction project on CTH O, Richland County beginning at the CTH O/CTH OO intersection and ending at the Pine River Trail. Existing 11 foot lanes will be widened to 12 feet and the shoulders widened to 6 feet. Three (3) feet of the shoulder will be paved. Project will be designed to the current standards.
- II. Project began in 2004 and was put on hold in 2006. Project was restarted in 2010 and the moved forward slowly due to lack of construction funding.
- III. The Archaeological sites were discussed and described as follows:

Site 47RI0066 (Wally) defines a pre-contact American Indian open air campsite and lithic scatter associated with the Middle Archaic period dating from approximately 5000 to 1700 B.C (calibrated). The site is significant for its information potential, to inform about the prehistory of the region and lifeways during the Middle Archaic period.

Site 47RI0464 (Brown Knife) defines a pre-contact American Indian multicomponent campsite/habitation site containing Late Archaic, Early Woodland, and Late Woodland occupations (circa AD 0 to 1300). The site is significant for its information potential, to inform about the prehistory of the region and lifeways.

The landowners of the Brown Knife site do not recall finding any items while working the land.
- IV. There was some concern regarding the construction at the Pine Valley Health Care facility. Was the drainage going to be altered? We aren't sure. The survey for this project was done in 2004 and changes made to the area along the road are unknown. Area in front of the cemetery will have curb and gutter to reduce the potential for impacts to the cemetery.
- V. The people in attendance were asked if there was any knowledge of the pets buried in front of the cemetery. There was no knowledge.
- VI. Cattle pass at 590+00± may not be a cattle pass. It will be replaced with a culvert. It receives a lot of water according to a resident.
- VII. Heavy farm traffic currently uses the highway from the project beginning to the farm at Station 515±.
- VIII. It is desired to not have centerline rumble strips.
- IX. Provisions will be made to place plastic culverts for manure piping and hoses.
- X. County may have a permit process for manure piping.
- XI. A question was asked, "Is the flood elevation being changed at the bridge by raising the road?" Road is being raised about 4 inches near the bridge. We will check but the slight raise is allowed.
- XII. A field entrance at 575+80 Rt. should be moved to CTH TB and away from the intersection.
- XIII. The land owner wants us to check drainage at Station 580±.

Public Informational Meeting Minutes
February 4, 2016
Page 2

XIV. During construction, will the farm be able to use the highway? Yes. We will close road but the contractor must maintain local traffic. We may place information about the heavy farm traffic in special provisions.

SEH believes that this document accurately reflects the business transacted during the meeting. If any attendee believes that there are any inconsistencies, omissions or errors in the minutes, they should notify the writer at once. Unless objections are raised within seven (7) days, we will consider this account accurate and acceptable to all.

If there are errors contained in this document, or if relevant information has been omitted, please contact Dan Gustafson at 715.720.6267.

ak

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PUBLIC INFORMATION MEETING MINUTES

RE: CTH O
CTH OO - USH 14
ID 5419-06-00, Richland County

Date of Meeting: Tuesday, September 13, 2005
Time of Meeting: 4:00 – 7:00 P.M.
Location: Orion Town Hall
Richland County, Wisconsin

Project Manager: Scott Hasburgh, PE
Design Lead: Josh Weiss, PE
WisDOT Contact: Nate Byom
Richland County Contact: Randy Schoenberg

SEH No.: A-RICH0402.00 16.00

The Public Information Meeting for the CTH O project in Richland County was held on Tuesday September 13, 2005 at the Orion Town Hall in Richland County Wisconsin. The meeting was held as an informal open house. Displays of the corridor and a typical section were on display to show the planned improvements. Plan sheets of the plan/profiles and cross sections were available to look at specific preliminary impacts. A handout that explained the improvements along with a frequently asked questions handout was distributed to people attending. SEH, WisDOT and Richland County staff was present to help explain the project and answer questions. It was estimated that approximately 25 to 30 local property owners/renters or representatives of local businesses attended the meeting with various questions. Following is a list of concerns that were presented through discussion and on Comment Forms that were returned:

- 'You need to have a drainage tube under the road that matches the ditch we have dug. The 2 big hills in back of us drain here. It doesn't drain fast enough under our driveway and ends up on the road.' Comment Form provided by Jan and Darrell Berglin, 28312 CTH O, Richland, WI 53581. 608.647.4701. Private Citizen, Elected Official, Sheriff.
- Discussions with the property owner at Station 595+00 left has concerns about losing two large trees in front of his house. The slope intercepts are very close to the trees and he was asking about the possibility of a small retaining wall around them to keep them. They are in the location with significant cut and in an area where rock cut will occur with some overburden on top of the rock cut. He also informed us of the easement his driveway is located on with the adjacent property owner.
- Discussions with the property owners at Stations 607+00 and 611+00 right were concerned about losing a majority of their front yards. Their homes are in close proximity to the existing roadway, and the increased width of the road (a majority due to shoulder increase) along with establishing a ditch would significantly reduce their front yard. The possibility of curb and gutter through a portion was discussed. He also informed us of the location of his septic field at Station 612+40. The septic field runs east from the septic vent.
- A representative of Equity Livestock was concerned about access to their property. According to him they have two days they have a majority of their deliveries. Due to the location of their property near the very end of the project, access should not be impacted. They were informed that short term closures of their driveways may occur to replace pipes if needed, but since they have two driveways, they should always have access.
- Discussions with a few local residents that live south of the project concerned about construction. They were informed that if they rented land along the project they would have access to it, but the road would be closed to through traffic during construction.
- Spoke with Harold Stibbe and his son about the impact of the roadway improvements to their farm operations. Discussed that right-of-way would need to be purchased along farm land and adjacent to a home. They were favorable to having some work on temporary easement as opposed to having the fee acquisition so close to the house.

Short Elliott Hendrickson Inc., 6418 Normandy Lane, Madison, WI 53719-1149

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Meeting Minutes
Richland CTH O
Page 2

- Spoke with Jan and Darrell Berglin about drainage issues mentioned above. They were also concerned about the sight distance on the roadway, particularly their driveway. Their drive is marked with a "Blind Driveway" sign. We discussed that the changes to the roadway alignment and profile would improve the sight distance to meet current standards. They were happy the road is moving away from the house.
- Spoke with a representative of Ash Creek Church concerning the improvements near the buildings. They were not concerned that the septic system will need to be relocated based on being compensated. They were happy moving the road would flatten the driveway.
- There was extensive general discussion with groups of owners about how the reconstruction would flatten or straighten the roadway and that traffic did not get bad until Wal-Mart and a few other businesses moved out on US 14.

jw/sh
x:\y\riche\040200_cth_o\meetings\pim\pim minutes september 13.doc

Attachment 9: Consultation Meeting and Sign In

MOA Meeting – January 13, 2016

- **(WisDOT/FHWA) Opening remarks, introductions, logistics, etc.**

Jim Becker begins meeting: everyone in attendance introduced themselves:

Jim Becker – WisDOT

John Bainter – WisDOT

Dan Gustafson – SEH

Jarrold Starren – SEH

Jennifer Haas – UWM-CRM

Jim Chitwood – Richland County

Mark Dudzik – WDNR

Ian Chidister – FHWA

Kerrie Hauser – USACE

Rielene Marquez – USACE

Bill Quackenbush – Ho-Chunk:

Could not attend, due to burial law / effigy mound changes, presentation at the capital.

Larry Balber – Red Cliff:

Could not attend, said he might call in, but he did not.

No other Tribal representatives attended or called in.

SHPO: Did not attend or call in.

KJohnson Engineers – WisDOT Management Consultant: Could not attend and did not call in.

- **(County/Rep) Project description/Project History**

SEH was asked to give a brief project description and overview – since everyone in attendance was familiar with the project and project description and everyone was in agreement to this, none was given.

- **(UWM-CRM)** **Arch Investigations & DRP Overview**
- **(WisDOT/FHWA)** **Section 106 MOA consultation & open discussion**

Jennifer Haas (UWM-CRM) reviewed documentation on archaeological investigations, provided hand-outs and described the findings along the project.

4 Sites were found, 2 were recommended as eligible: Wally Site and the Brown Knife Site.
3 Cemeteries were found, 2 are not close to the project.

Kerrie Hauser (USACE) – Will the plans show that the contractor cannot go outside the APE for the project ?

Need to include special provisions and show in the plans that we will stay out of the Arch sites and wetland areas that are not being directly constructed in. Need to stay within the APE as shown on the Section 106 form. No staging of construction equipment or using areas outside of the R/W or on Arch sites or in wetland areas as stockpile or material sites. Arch sites to be fenced off during the project.

Data recovery – only in areas of disruption on a project. Data recovery not performed on 100% of the area. Areas will be staked during construction. USACE does not want any work to occur outside of marked areas. Orange construction fence areas.

2 of the sites are not eligible.

Jim Chitwood: What happens if human remains are discovered ?

If human remains are discovered:

- Secure the area
- Call law enforcement
- Shall be left in place
- Recovered and contained by on-site archaeologist
- Get evidence
- Consult with tribes
- 157 process for remains
- SHPO will decide what is to be done

Property owner has the final say on what will be done.

- Leave in place
- Design to avoid
- Relocate the remains

FHWA – Last public meeting was in 2005, need to have another soon to notify public of the project and the D for C process. This can be done as a stand alone meeting, or could occur at the next County Highway meeting. Will need this PIM / meeting before MOA is finalized and signed off on. Meeting should discuss the project, 106 issues, right of way and environmental aspects. Jennifer will provide statements for the meeting in regards to the MOA process.

- **(All) If interested and weather permitting (Site visit)**

No site visit was completed at this time.

- **(All) If needed closing comments/Adjourn**

Closing by Jim Becker: Went around the table asking for further comments and questions.

Jim Chitwood: Orion, should they have a signature block on the MOA document?

Ian Chidister: 4f on the project

This project should be covered by an exception. Exception can be used instead of a full 4f, within the consultation process. 4f will not be required.

See the FHWA website on environmental policy p.29, 3a and 3b.

State in the environmental document that it was discussed during the consultation process with/through archaeology, so it will not be required; use exception also see 774.13.B

ER – FHWA will review.

Jennifer Haas: Cemetery boundaries, can we redefine these ?

Boundary of Pine Valley Cemetery currently goes up to edge of road – will look into re-defining it.

Add monitoring of Pine Valley Cemetery to MOA and give Stationing of cemetery limits.

Jim Becker: Advisory Council for Historical Preservation

Data Recovery

SHPO has concurred so far

Stipulations of MOA

MOA to be changed to add that mitigation will be within the APE

On site monitoring will be revised to be within the eligible sites

Tribes allowed to monitor

Curation of Artifacts

County owns – can be gifted to UW Milwaukee

Guide to Wisconsin Public Archaeology

ATTENDANCE ROSTER

Section 106 MOA Consultation Meeting

CTH O (CTH OO to USH 14)

ID 5419-06-71

Richland County

January 13, 2016 9:30 AM

**** PLEASE SIGN SHEET ****

NAME	Representing	Mailing Address	Phone #
1. Dan Gustafson	SBH	10 N. Bridge Street Chippewa Falls	7157206267
2. Jim Chitwood	Richland Co.	120 Bowen Circle Richland County	609-647-4707
3. Sarah Starnes	SEH	10 N Bridge Street Chippewa Falls	715-720-6261
4. Jennifer Haas	uwm cem	3413 N Downer Ave Milwaukee WI 53211	414 463 3158
5. John Bynater	WISDOT	3550 Marmion Coake Rd, LaCrosse, WI 608-785-5728	
6. Mark Dudzik	DNR	2300 N. MLK Drive MILWAU 53212	414-263-867
7. Mrs CHRISTOPHER	FTHWA	525 Juncos Rd. Ste 800, Madison, WI 53717	608-829-7503
8. Kerrie Hauser	USACE	1114 South Oak Street, LaCrosse, WI 54601	608-785-5728
9. Reelene Marquez	USACE	1114 S. Oak St., La Crosse WI 54601	608-785-5728
10. Jim Becker	WISDOT	4802 Shavano Ave, Madison WI	608-261-0137



September 2, 2016

Mr. Jim Becker
Wisconsin Dept. of Transportation
Bureau of Technical Services - Cultural Resources Team
4802 Sheboygan Ave., Rm. 451
Madison, WI 53707-7965

RE: WisDOT # 5419-06-00 / WHS # 14-0965 RI
Reconstruct CTH O: CTH OO to USH 14, MOA
Richland County

Dear Mr. Becker:

Enclosed is the requested Memorandum of Agreement (MOA) signature page for the CTH O reconstruction (Richland County), signed by Jim Draeger, the Wisconsin State Historic Preservation Officer. We have retained a copy for our records. Please forward a copy of the remaining signatures when they become available.

Thank you for your cooperation on this project. We look forward to working with you to fulfill the terms of the MOA. Please feel free to contact our office if you have any questions.

Sincerely,

Kimberly Cook
Wisconsin Historical Society
State Historic Preservation Office

**MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)
AND THE WISCONSIN STATE HISTORIC PRESERVATION OFFICE (SHPO)
REGARDING CTH O IMPROVEMENTS STH 80 – RICHLAND CENTER
RICHLAND COUNTY, WISCONSIN**

Whereas, the Federal Highway Administration (FHWA) in cooperation with the Wisconsin Department of Transportation (WisDOT) plans to reconstruct the existing CTH O two-lane facility between STH 80 and Richland Center, consisting of widening the pavement on travel lanes, paving shoulders, flattening or shielding of fill slopes, and intersection improvements (Project ID 5419-06-00/WHS#14-0965/RI), in the Town of Orion, Richland County, Wisconsin;

Whereas, the FHWA & WisDOT in consultation with Interested Parties and the Wisconsin State Historic Preservation Office (SHPO), has defined the proposed undertaking's Area of Potential Effects (APE) as described in attachment #1 in accordance with 36 CFR 800.16(d);

Whereas, the FHWA & WisDOT has determined that the undertaking will have an adverse effect on Wally [47RI0066] and Brown Knife [47RI0464] which are recommended eligible for listing in the National Register of Historic Places, and has consulted with Wisconsin State Historic Preservation Officer pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108, formerly 16 U.S.C. § 470f); and

Whereas, the Ho-Chunk Nation of Wisconsin is a sovereign federally recognized tribe with government to government status with the United States of America;

Whereas, the Red Cliff Band of Lake Superior Chippewa is a sovereign federally recognized tribe with government to government status with the United States of America;

Whereas, the FHWA & WisDOT has requested consultation with the Ho-Chunk Nation of Wisconsin and the Red Cliff Band of Lake Superior Chippewa and are being invited to sign this MOA as concurring parties;

Whereas, the FHWA & WisDOT has consulted with the WisDNR, USACE and Richland County regarding the effects of the undertaking on historic properties and has invited them to sign this MOA as an invited party; and;

Whereas the Federal Highway Administration (FHWA) will be providing funding for the project and the project will require a Department of the Army permit from the St. Paul District, U.S. Army Corps of Engineers (USACE). The Corps and the FHWA agree that the FHWA shall be the lead federal agency responsible for satisfaction of federal responsibilities pursuant to § 106, and

Whereas, in accordance with 36 CFR § 800.6(a)(1) FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation, and the ACHP has chosen not to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

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Whereas, the undertaking consists of data recovery (*systematic subsurface excavation, analysis curation and reporting of significant information*) at the Wally [47RI0066] and Brown Knife [47RI0464] sites;

Whereas, the Wisconsin SHPO has concurred with the May 2016 Data Recovery Plan titled: “*Data Recovery Plan for 47RI0066 (Wally) and 47RI0464 (Brown Knife), CTH O, Richland County, Wisconsin*” (attachment #2); and

Whereas the consulting parties of this MOA concur with the “*Data Recovery Plan for 47RI0066 (Wally) and 47RI0464 (Brown Knife), CTH O, Richland County, Wisconsin*” (attachment #2); and

Whereas the public has been given an opportunity to comment on the undertaking's effects pursuant to 36 CFR 800.6(a)(4) through public information meetings and notices regarding project impacts, and

Whereas, human burial discoveries will be treated in accordance with Wisconsin §. 157.70, and

Now, therefore the FHWA & WisDOT and the Wisconsin SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

The FHWA shall ensure that the following measures are carried out:

Mitigation of Effects to Archaeological Sites: Wally [47RI0066] and Brown Knife [47RI0464]

1. WisDOT shall ensure that the DRP at attachment #2 is executed in order to obtain significant information from the Wally [47RI0066] and Brown Knife [47RI0464] archaeological sites.
2. No staging areas to occur within 50' of the archaeological sites Wally [47RI0066] and Brown Knife [47RI0464].
3. Archaeological surveys are to be conducted for borrow, batch plants, waste sites, design refinements (including erosion), and staging areas to be used for this project. Results of these surveys will be provided to SHPO and the signatories of this MOA. If significant discoveries of non-burial related archaeological properties are discovered, Section 106 procedures pursuant to 36 CFR 800 will be followed or another area will be obtained for borrow, batch plants, waste sites and staging areas.

On Site Monitoring

1. On site monitoring during construction shall be conducted for Wally [47RI0066], Brown Knife [47RI0464], and the Pine Valley Manor Cemetery [BRI-0023]. (attachment #3)
 - a. Monitoring shall occur between Stations 551+00 to Station 563+00 for the Brown Knife site [47RI0464].
 - b. Monitoring shall occur between Stations 626+00 to Stations 627+50 for the Pine Valley Manor Cemetery [BRI-0023].
 - c. Monitoring shall occur between Stations 651+50 to Station 654+50 for the Wally site [47RI0066].
2. The on-site project manager will notify the SHPO/THPO, WisDOT Environmental Process and Documents Section (EPDS), and interested Tribe(s) ten days prior to the start of construction for monitoring purposes.
3. A qualified archaeologist to excavate human burial sites shall be present to monitor project-related ground-disturbing activities at the Pine Valley Manor Cemetery [BRI-0023].
4. If requested, a tribal representative will be allowed to monitor ground-disturbing activities.
 - a. To ensure human safety, this activity shall be coordinated with the on-site project manager.
5. Upon discovery of a human burial(s), the archaeologist will inform the on-site project manager to stop construction activities in the immediate area and to establish a 15-foot protective barrier around the discovery.

Note: The archaeologist is responsible for defining the proper location for the temporary protective barrier. The protective barrier will remain in place until s.s. 157.70 authorization is received from the Wisconsin Historical Society.

Inadvertent or Post Review Discoveries

Protective steps will be taken to safeguard archaeological site(s) and/or human remains after working hours. Measures will include one or more of the following: fencing, signage, temporary backfilling of area to conceal the location, and notification of local authorities to include the area in their patrol.

Burial Related

1. The on-site construction project manager shall immediately stop construction activities and protect the site area if any inadvertent burial related discoveries (human remains) are encountered. The treatment of burial related discoveries shall comply with provisions

August 2016

contained in Wisconsin §157.70.

- a. The on-site construction project manager will immediately notify EPDS and EPDS will notify FHWA, the Wisconsin Historical Society (WHS), consulting tribes, and interested consulting parties of the discovery(ies).

Non-burial Related

1. The on-site construction project manager shall immediately stop construction activities and protect the area of the discovery if any significant non-burial related discoveries are encountered.
 - a. The on-site project manager will immediately notify WisDOT's EPDS.
 - b. The on-site project manager will immediately notify WisDOT's EPDS and EPDS will notify FHWA, the SHPO, interested tribes, and signatories of this MOA.
 - c. A professional archaeologist will be consulted to determine significance of the discovery.
 - d. Through an expedited consultation pursuant to 36 CFR 800.13(b), FHWA & WisDOT will consult with the signatories of this MOA to determine an appropriate treatment to resolve project impacts. The area will remain protected until authorization is received to proceed.

Administrative stipulations:

1. Contracts pertaining to construct access and intersection improvements on CTH O (STH 80 to Richland Center) (Project ID 5419-06-00/WHS#14-0965/RI) in the Town of Orion, Richland County, Wisconsin shall contain language describing the potential delays to the contractor due to potential discoveries (archaeological and or burial).
2. No construction staging will occur within or adjacent to the archaeological sites eligible for the NRHP: Wally [47RI0066] and Brown Knife [47RI0464].
3. Interested Tribes will be offered an opportunity prior to the start of data recovery field investigations to meet with archaeologists to discuss culturally sensitive issues.

OTHER TERMS AND CONDITIONS

Public Interpretation

1. Upon completion of the field data recovery, including completion of interim report(s), FHWA & WisDOT shall provide a preliminary plan to the signatories of this MOA for review and comment.
 - a. Types of public outreach could include, but are not limited to, articles for publication, public lectures, web sites, presentations, etc.
 - b. FHWA & WisDOT will consult with the signers of this MOA to determine the appropriate format for public interpretation.
2. Public outreach efforts accomplished as a result of this project (i.e. lectures, presentations, articles, news releases, publications etc.) will be completed within 5 years following acceptance of the final report.

Curation

1. All notes, records, photographs, and archaeological materials determined to be *On State, state sub-division, or privately owned land* will be curated in accordance with the Secretary of Interior Guidelines, 36 CFR 79, and in compliance with Wisconsin s.s. 44.40.
 - a. Curation of archaeological materials recovered from private lands will require the consent of the property owner. If consent is not obtained, only the notes, records, photographs, and all other non-artifactual remains, will be curated in accordance with the Secretary of Interior Guidelines, 36 CFR 79, and in compliance with Wisconsin s.s. 44.40.

Reports

1. Archaeological reports will be completed within two (2) years upon completion of the data recovery, which includes lab analysis. All reports will be in compliance with contemporary professional standards and with the *Department of Interior's Format Standards for Final Reports of Data Recovery Programs* (47 FR 5377-79).
2. Draft report(s) will be provided to the signers of the MOA for a 30 day review and comment period.
3. Information resulting from the archaeological survey and data recovery shall be provided to the State Archaeologist in a form acceptable for inclusion in the WHS, Historic Preservation Division's Database.

Professional Qualifications

1. All archaeological and historic preservation work conducted pursuant to this agreement is carried out by or under the supervision of a person or persons meeting at a minimum the Secretary of the Interior's Professional Qualifications Standards. These guidelines include field research, analysis, report preparation and curation.

DISPUTE RESOLUTION

Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FHWA & WisDOT shall consult with such party to resolve the objection. If FHWA & WisDOT determines that such objection cannot be resolved, FHWA will:

A. Forward all documentation relevant to the dispute, including the FHWA/WisDOT's proposed resolution, to the ACHP. The ACHP shall provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of the written response. FHWA & WisDOT will then proceed according to its final decision.

B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.

C. FHWA & WisDOT's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

D. Disputes regarding human remains on *State, state sub-division, or privately owned lands* will be in accordance with Wisconsin § 157.70.

AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

TERMINATION

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment per the **amendment** stipulation above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories. Once the MOA is terminated, and prior to work continuing on the undertaking, FHWA & WisDOT shall either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FHWA & WisDOT shall notify the signatories as to the course of action it will pursue.

DURATION (SUNSET PROVISION)

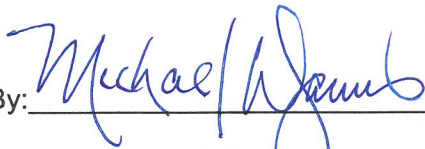
This MOA will expire if its terms are not carried out within [10 years] from the date of its execution. Prior to such time (FHWA & WisDOT) may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with 36 CFR 800.

Execution of this Memorandum of Agreement by FHWA & WisDOT and the Wisconsin SHPO and implementation of its terms evidence that FHWA has taken into account the effects of this undertaking (Project ID 5419-06-00/SHSW#14-0965/RI) on historic properties and afforded the ACHP an opportunity to comment.

IN WITNESS THEREOF, THE PARTIES HAVE EXECUTED THIS MEMORANDUM OF AGREEMENT AS OF THE LAST SIGNATURE DATE BELOW.

Signatories:

Federal Highway Administration

By: 

Michael Davies, P.E., Division Administrator

Date: 3/21/2017

Wisconsin State Historic Preservation Office

By: _____

Date: _____

Jim Draeger, State Historic Preservation Officer

August 2016

TERMINATION

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment per the **amendment** stipulation above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories. Once the MOA is terminated, and prior to work continuing on the undertaking, FHWA & WisDOT shall either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FHWA & WisDOT shall notify the signatories as to the course of action it will pursue.

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IN WITNESS THEREOF, THE PARTIES HAVE EXECUTED THIS MEMORANDUM OF AGREEMENT AS OF THE LAST SIGNATURE DATE BELOW.

Signatories:

Federal Highway Administration

By: _____

Date: _____

Ian Chidister, Environmental Program Manager

Wisconsin State Historic Preservation Office

By:  _____

Date: 9/2/16

Jim Draeger, State Historic Preservation Officer

August 2016

Memorandum of Agreement August 2016
CTH O, STH 80 to Richland Center
Richland County, Wisconsin
Project I.D. 5419-06-00/SHSW# 14-0965/RI

Invited Signatories:

St. Paul District, US Army Corps of Engineers

By: 

Date: 9/30/16

Chad S. Konickson, Chief, Regulatory Branch

Wisconsin Department of Transportation

By: _____

Date: _____

Steve Krebs, Director of Bureau of Technical Services

Wisconsin Department of Natural Resources

By: _____

Date: _____

Mark Dudzik, DNR Archaeologist

Richland County

By: _____

Date: _____

Jim Chitwood, Richland County Commissioner

August 2016

Memorandum of Agreement August 2016
CTH O, STH 80 to Richland Center
Richland County, Wisconsin
Project I.D. 5419-06-00/SHSW# 14-0965/RI

Invited Signatories:

St. Paul District, US Army Corps of Engineers

By: _____

Date: _____

Chad S. Konickson, Chief, Regulatory Branch

Wisconsin Department of Transportation

By: Steve Krebs

Date: 9/8/16

Steve Krebs, Director of Bureau of Technical Services

Wisconsin Department of Natural Resources

By: Mark Dudzik

Date: 08.30.2016

Mark Dudzik, DNR Archaeologist

Richland County

By: _____

Date: _____

Jim Chitwood, Richland County Commissioner

August 2016

Memorandum of Agreement August 2016
CTH O, STH 80 to Richland Center
Richland County, Wisconsin
Project I.D. 5419-06-00/SHSW# 14-0965/RI

Invited Signatories:

St. Paul District, US Army Corps of Engineers

By: _____

Date: _____

Chad S. Konickson, Chief, Regulatory Branch

Wisconsin Department of Transportation

By: _____

Date: _____

Steve Krebs, Director of Bureau of Technical Services

Wisconsin Department of Natural Resources

By: _____

Date: _____

Mark Dudzik, DNR Archaeologist

Richland County

By:  _____

Date: 9-29-2016

Jim Chitwood, Richland County Commissioner

August 2016

Memorandum of Agreement August 2016
CTH O, STH 80 to Richland Center
Richland County, Wisconsin
Project I.D. 5419-06-00/SHSW# 14-0965/RI

Concurring Parties:

Ho-Chunk Nation of Wisconsin

By:_____

Date:_____

William Quackenbush, Ho-Chunk Nation of Wisconsin
Tribal Historic Preservation Officer

August 2016

Memorandum of Agreement August 2016
CTH O, STH 80 to Richland Center
Richland County, Wisconsin
Project I.D. 5419-06-00/SHSW# 14-0965/RI

Concurring Parties:

Red Cliff Band of Lake Superior Chippewa

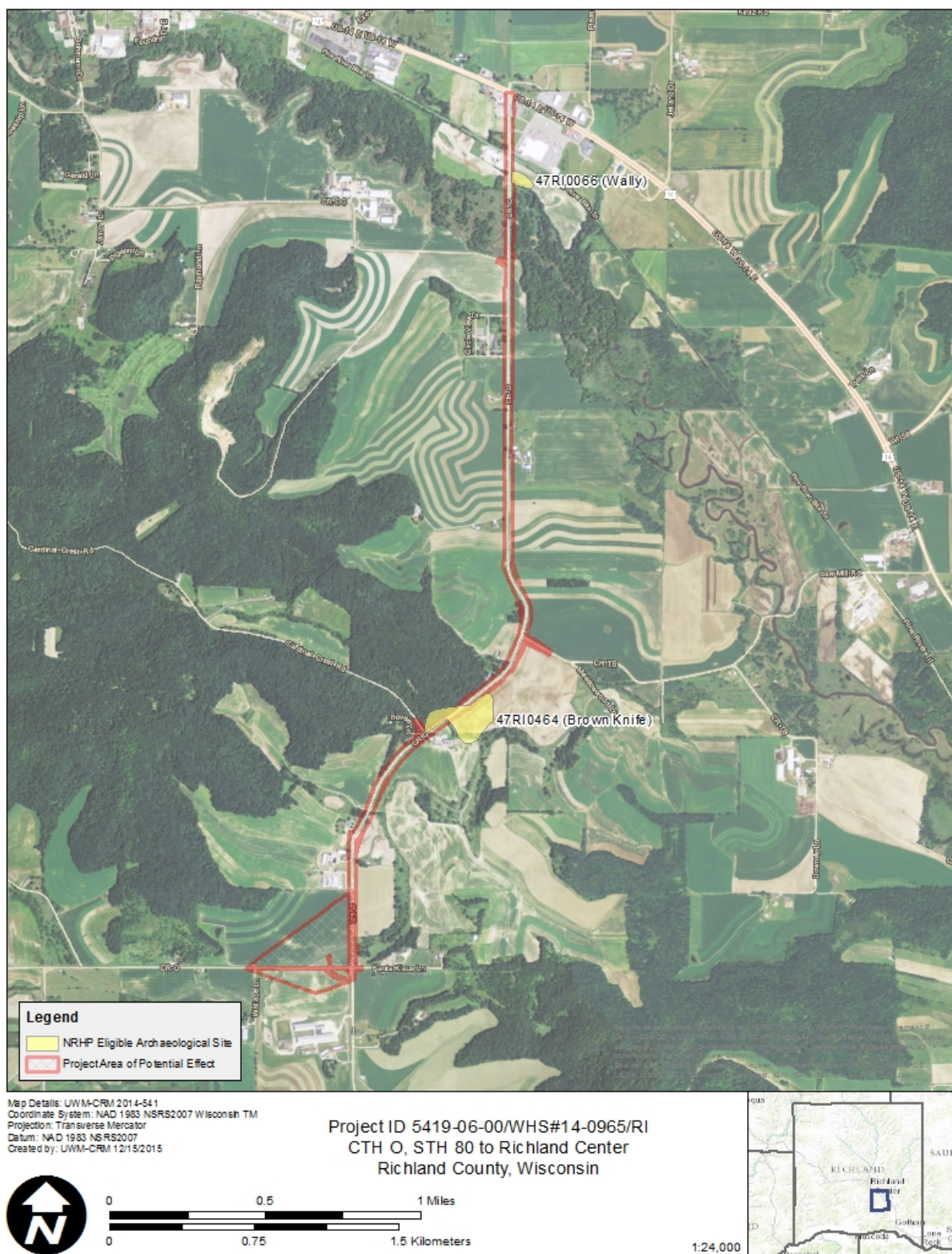
By:_____

Date:_____

Larry Balber, Red Cliff Band of Lake Superior Chippewa
Tribal Historic Preservation Officer

August 2016

Attachment #1 : APE (Area of Potential Effect)



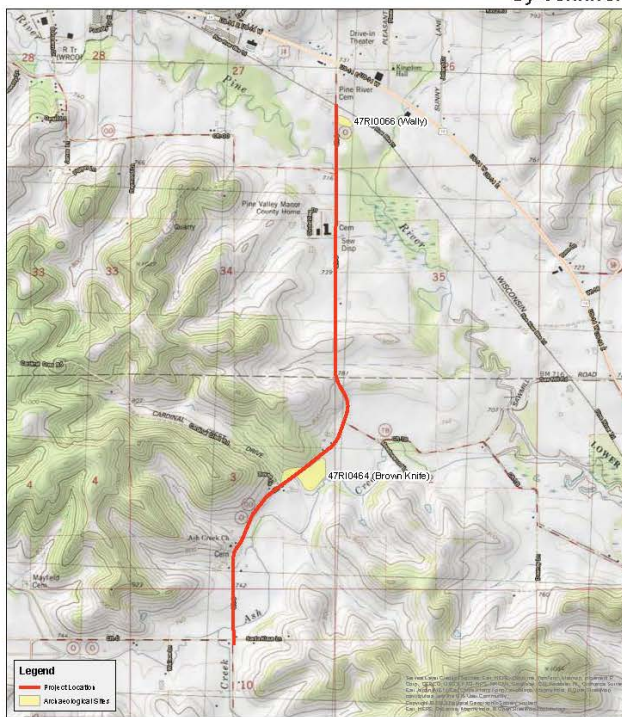
August 2016

Attachment #2: Data Recovery Plan (Title Page)



**DATA RECOVERY PLAN FOR 47RI0066
(WALLY) & 47RI0464 (BROWN KNIFE),
CTH O, RICHLAND COUNTY,
WISCONSIN**

By Jennifer R. Haas, M.A.

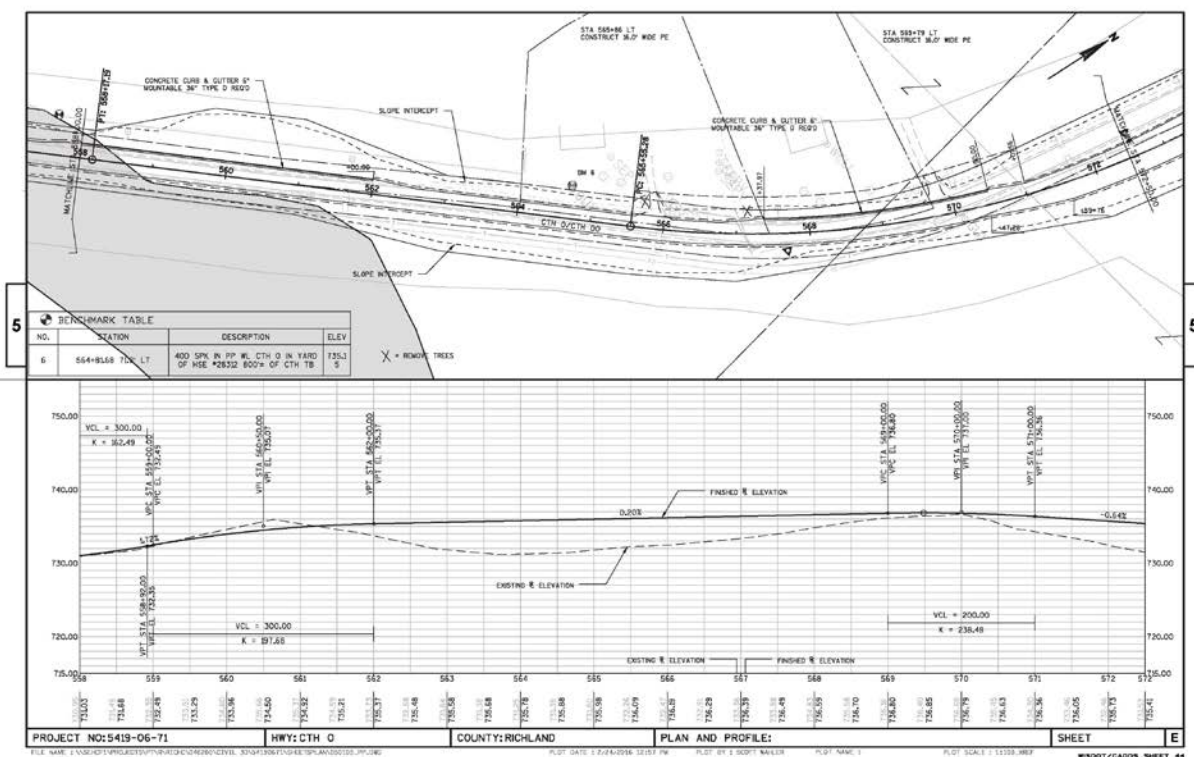


University of Wisconsin-Milwaukee Cultural Resource Management

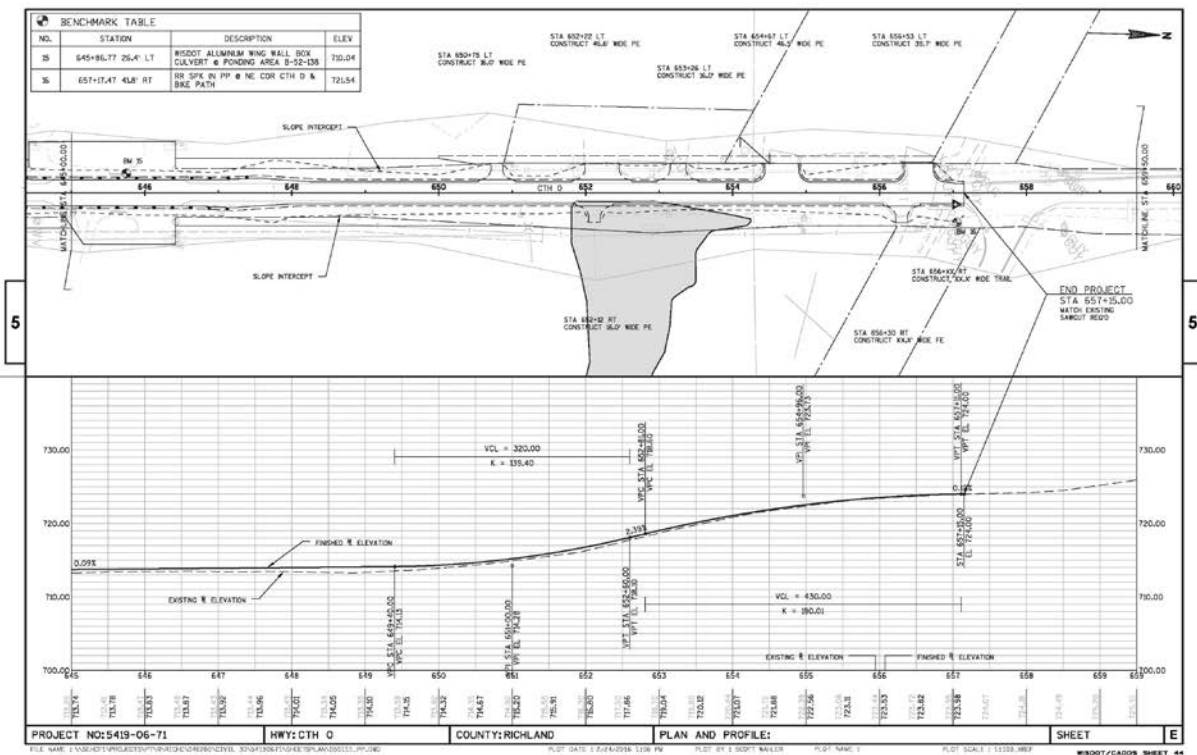
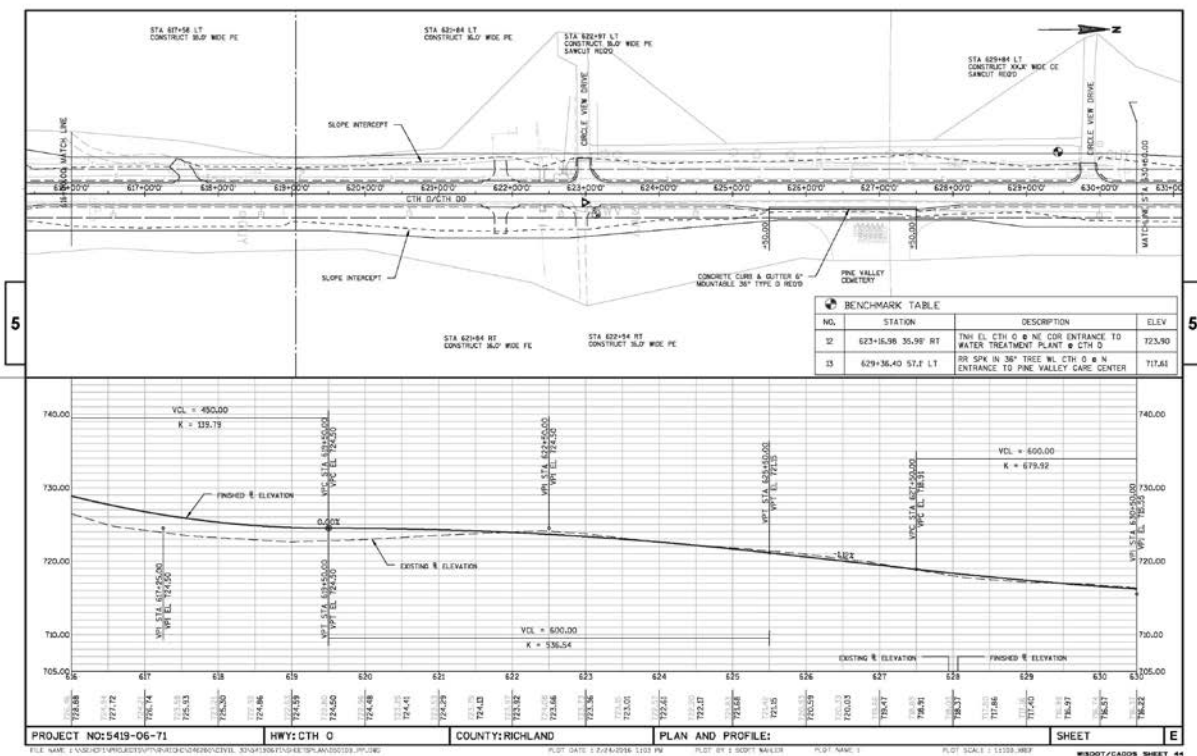


Archaeological Research Laboratory

August 2016



Memorandum of Agreement August 2016
CTH O, STH 80 to Richland Center
Richland County, Wisconsin
Project I.D. 5419-06-00/SHSW# 14-0965/RI



August 2016

APPENDIX

7. Native American Coordination

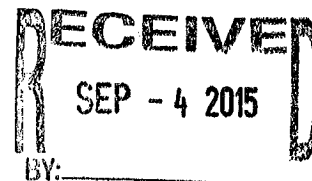


Division of Transportation
System Development
Southwest Region
2101 Wright Street
Madison, WI 53704-2583

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

Telephone: 608-246-3800
Teletypewriter (TTY): 608-246-5385
Facsimile (FAX): 608-246-7996

September 3, 2015



«FirstName»
«Company»
«Last_Name»
«Address1»
«Address2»
«CityState» «PostalCode»

RE: Project I.D. 5419-06-00
CTH OO – USH 14
CTH O
Richland County

Subject Line: Requesting consultation regarding effects to historic properties from project impacts

Dear «Salutation»:

Richland County, in conjunction with the Wisconsin Department of Transportation (WisDOT), is in the process of developing plans for a proposed project located on CTH O from west of the southern intersection of CTH OO to the Pine River Trail south of USH 14 in the Town of Orion, T9N, R1E, Sections 2, 3 and 10, and in the Town of Richland, T10N, R1E, Sections 26, 27, 34 and 35 in Richland County. The project is approximately 2.9 miles long.

The project, which is being designed by Short Elliott Hendrickson Inc. (SEH®), will consist of reconstruction of the existing roadway along with realignment of the substandard horizontal and vertical curves to update the roadway to a 50 mph design speed.

On September 13, 2005, a public information meeting was held at the Orion Town Hall and another will be held in the spring of 2016 to familiarize and update interested parties with the project.

Initial project notifications were sent out in June of 2005. Cultural resource investigation studies were conducted for the above project from June 2005 to 2006, and in 2012. These investigations included Phase 1 and Phase 2 archaeological investigations which enabled WisDOT to determine that two sites are located in the project area and will be affected by the project. Other environmental studies were also conducted and included: endangered species survey, contaminated material investigations, soil testing, and right-of-way surveys. Additional soil testing and right-of-way surveys will be conducted in 2015 and 2016. 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.

Based on the results of the archaeological field efforts (Phase 1 & 2), we have determined that the project actions will result in a finding of 'adverse effect' pursuant to 36 CFR 800.5. Included for your review are copies of relevant documents supporting our findings, including archeological reports for your review prior to the consultation meeting and a project location map showing the location of the archaeology properties. In the near future, a meeting will be scheduled inviting you to consult on the results and findings of the cultural resource studies. If you would like to receive additional information regarding this proposed project, please contact:

Lynn Cloud; DTSD, Bureau of Technical Services, Environmental Services Section; 4802 Sheboygan Avenue; Room 451; Madison, Wisconsin 53707 (608) 266-0099.

Sincerely,

John Bainter JS

John Bainter, P.E.
Southwest Region Local Program Project Manager

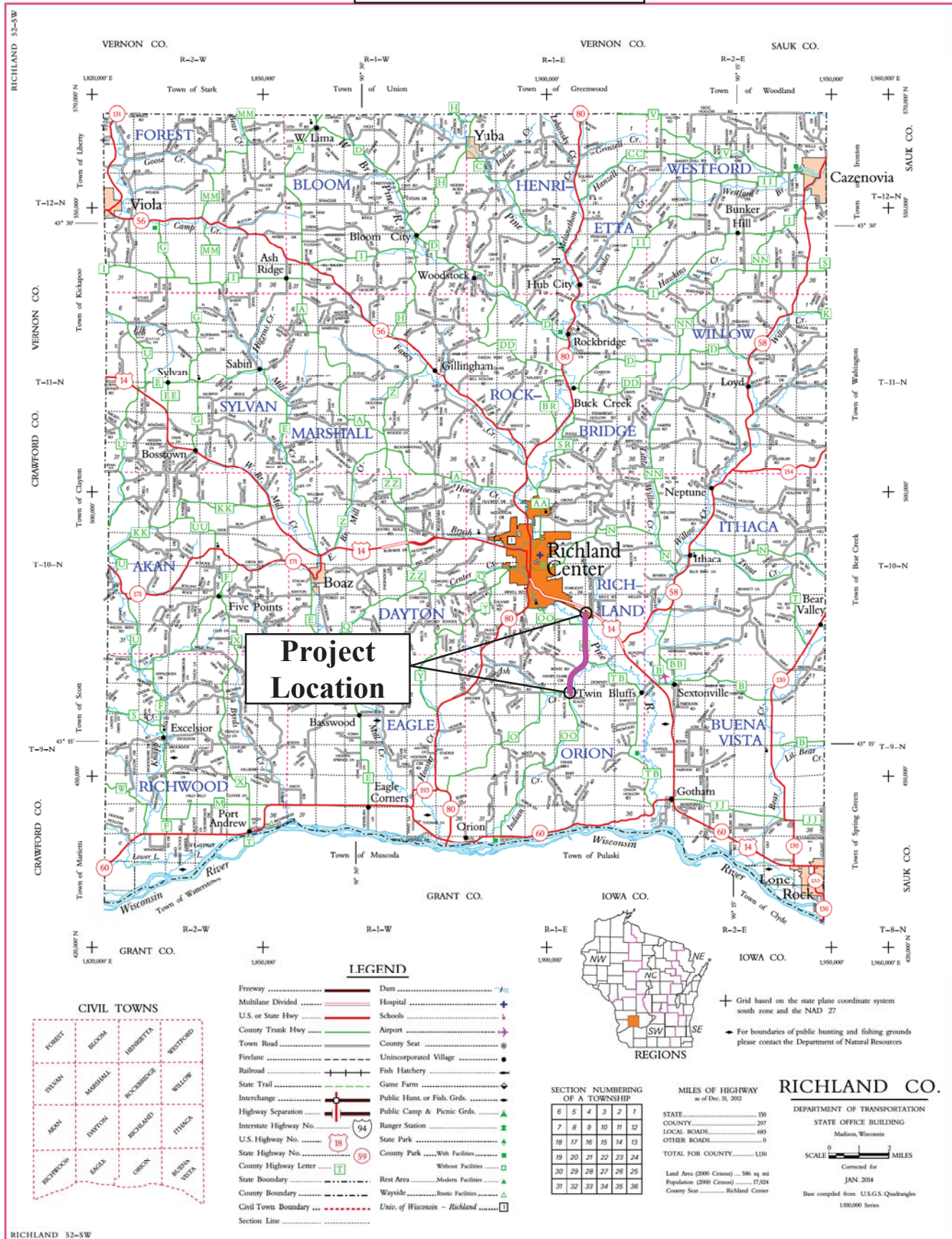
cc: Rebecca Burkel, DTSD, Bureau of Technical Services, Environmental Services Section
Karen Richardson, Kjohnson Engineers, Southwest Region Local Program Management Consultant
Dan Gustafson, Short Elliott Hendrickson Inc., Project Manager

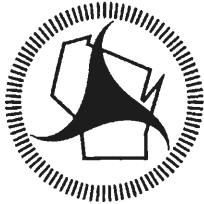
Enclosures: Project Location Map, Project ID 5419-06-00
Phase I/II Archaeological Investigation for CTH O, CTH OO to USH 14, Richland County, Wisconsin, by
Jennifer Haas, Principal Investigator, Great Lakes Archaeological Research Center, dated April 2013.

CTH O

CTH OO - USH 14

5419-06-00





Wisconsin Department of Transportation

www.dot.wisconsin.gov

Jim Doyle
Governor

Frank J. Busalacchi
Secretary

DIVISION OF TRANSPORTATION DISTRICTS District 5

3550 Mormon Coulee Road
La Crosse WI 54601-6767

Telephone: (608) 785-9022
Facsimile (FAX): (608) 785-9969
E-Mail: LACROSSE.DTD@DOT.STATE.WI.US

June 27, 2005

Ms. Sandra Massey
Sac & Fox Nation of Oklahoma
NAGPRA Coordinator
RR1 Box 721
Perkins, OK 74059

CTH O
CTH OO to USH 14
ID: 5419-06-00
Richland County

Dear Ms. Sandra Massey:

The Wisconsin Department of Transportation (WisDOT) is in the process of developing plans for a proposed project located on CTH O from USH 14 to the southern intersection of CTH OO in the Town of Richland, T10N, R1E, Sections 26, 27, 34 and 35 and in the Town of Orion, T9N, R1E, Sections 2, 3 and 10. The project is approximately 3 miles long. The project will consist of reconstruction of the existing roadway along with realignment of the substandard horizontal and vertical curves to update the roadway to a 60 mph design speed.

In the summer of 2005 a public information meeting will be held to familiarize interested parties with the project. In the near future, archaeological identification studies will be conducted for the above project. These investigations will enable WisDOT to determine whether archaeological resources are located in the project area and to assess the project's effect upon these resources. Other environmental studies will also be conducted and include historical building survey, endangered species survey, contaminated material investigations, soil testing and right-of-way surveys. Information obtained from these studies will assist engineers in design to avoid or minimize the proposed project's effect upon cultural and natural resources.

We would be pleased to receive any comments regarding this project, or information you wish to share pertaining to archaeological resources located in the area. If your tribe would like to become an interested party under Section 106 of the National Historic Preservation Act or if you would like to receive additional information regarding this proposed project, please contact Gwen Carr, Bureau of Environment; 4802 Sheboygan Avenue; Room 451; Madison, Wisconsin, 53702 (608) 267-6693.

Sincerely,

Nathan Byom

Nathan Byom
Project Manager

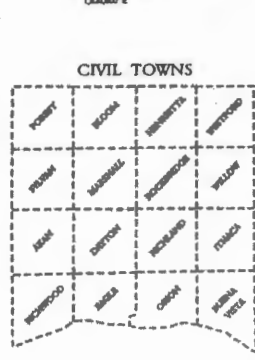
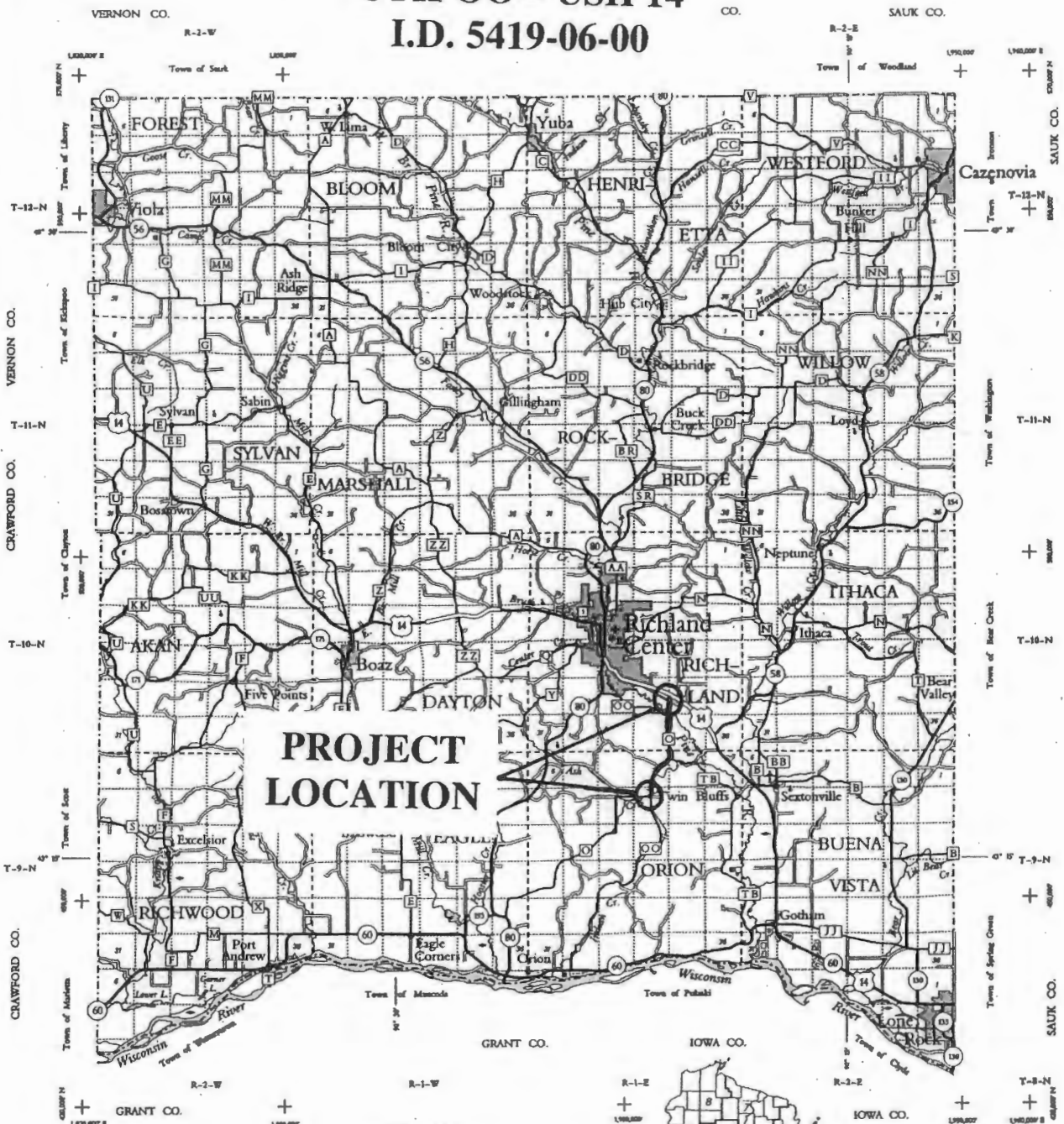
cc: Scott Hasburgh, Short Elliott Hendrickson Inc.

X:\R\RICHC\040200_CTH_O\Correspondence\Initial Notification 6_27_05.doc

CTH O

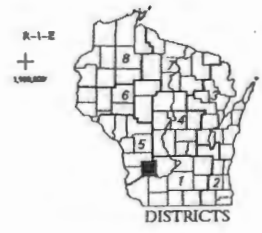
CTH OO - USH 14

I.D. 5419-06-00



LEGEND

Freeway	.....	Dam	.....
Mainline Divided	.....	Hospital	.....
U.S. or State Hwy	.....	Schools	.....
County Trunk Hwy	.....	Airport	.....
Town, Road	.....	County Seat	.....
Fireline	.....	Unincorporated Village	.....
Railroad	.....	Fish Hatchery	.....
State Trail	.....	Game Farm	.....
Interchange	.....	Public House or Fish Cdn.	.....
Highway Separation	.....	Public Camp or Picnic Gdn.	.....
Interstate Highway No.	.....	Ranger Station	.....
U.S. Highway No.	.....	State Park	.....
State Highway No.	.....	County Park	.....
County Highway Letter	.....	County Park with Public	.....
State Boundary	.....	Without Public	.....
County Boundary	.....	Rest Area	.....
Civil Town Boundary	.....	Minors Public	.....
Section Line	.....	Waypoint	.....
		Uninc. of Wisconsin - Richland	.....



SECTION NUMBERS OF A TOWNSHIP

1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30
31	32	33	34	35	36

MILES OF HIGHWAY as of Dec. 31, 1979

STATE	.....
COUNTY	.....
LOCAL ROADS	.....
OTHER ROADS	.....
TOTAL FOR COUNTY	.....

Land Area (9999.000) = 999.9 sq. mi.
Population (9999.000) = 999.9
County Seat Richland Center

RICHLAND CO.

DEPARTMENT OF TRANSPORTATION

STATE OFFICE BUILDING

Madison, Wisconsin

SCALE 1" = 2 MILES

Current As
JAN 1985

Map compiled from U.S.G.S. Quadrangle
150000 Series

MS. SANDRA MASSEY
SAC & FOX NATION OF OKLAHOMA
NAGPRA COORDINATOR
RR1 BOX 721
PERKINS OK 74059

DEANNE BAHR
SAC & FOX NATION OF MISSOURI
305 N MAIN
RESERVE KS 66434

JONATHON BUFFALO
SAC & FOX NATION
OF MISSISSIPPI IN IOWA
349 MESKWAKI ROAD
TAMA IA 52339

MARIANNE LONG
& VICTOR ROUBIDOUX
HISTORIC PRESERVATION OFFICERS
IOWA TRIBE OF OKLAHOMA
RR1 BOX 721
PERKINS OK 74059

REY KITCHKUMME
HISTORIC PRESERVATION OFFICER
PRAIRIE BAND POTAWATOMI NATION
16281 Q ROAD
MAYETA KS 66509

SCOTT DOIG
MINNESOTA MDEWAKANTON SIOUX
PRAIRIE ISLAND COMMUNITY
5636 STURGEON LAKE ROAD
WELCH MN 55089

MICHAEL ALLEN
EXECUTIVE DIRECTOR
GREAT LAKES
INTER-TRIBAL COUNCIL, INC.
PO BOX 9
LAC DU FLAMBEAU WI 54538

PATRICK MAYOTTE
BAD RIVER BAND OF LAKE SUPERIOR
CHIPPEWA INDIANS OF WISCONSIN
PO BOX 39
ODANAH WI 54861

ALICE DANIELS
HISTORICAL CULTURAL CENTER
FOREST COUNTY POTAWATOMI
COMMUNITY OF WISCONSIN
TRIBAL OFFICE
PO BOX 340
CRANDON WI 54520

SUSETTE LAMERE
CULTURAL RESOURCES DIVISION
MANAGER
HO-CHUNK NATION
EXECUTIVE OFFICES
PO BOX 667
BLACK RIVER FALLS WI 54615

DAVID GRIGNON, THPO
MENOMINEE INDIAN TRIBE OF
WISCONSIN
PO BOX 910
KESHENA WI 54135

LISA BRESSETTE THPO
RED CLIFF BAND OF LAKE SUPERIOR
CHIPPEWA INDIANS OF WISCONSIN
88385 PIKE ROAD HIGHWAY 13
BAYFIELD WI 54814

Tribal Historic Preservation Officer	THPO Address	D1	D2	D3	D4	D5	D6	D7	D8
Michael Allen, Executive Director	Great Lakes Inter-Tribal Council, Inc. P. O. Box 9 Lac du Flambeau, WI 54538	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Patrick Mayotte	Bad River Band of Lake Superior Chippewa Indians of Wisconsin P.O. Box 39 Odanah, WI 54861	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Alice Daniels Historical Cultural Center	Forest County Potawatomi Community of Wisconsin Tribal Office P.O. Box 340 Crandon, WI 54520	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Susette LaMere, Cultural Resources Division Manager	Ho-Chunk Nation Executive Offices P.O. Box 667 Black River Falls, WI 54615	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Brian Bisonette, THPO	Lac Courte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin Tribal Office Route 2, Box 2700 Hayward, WI 54843	No	No	Yes	Yes	No	Yes	Yes	Yes
Kelly S. Jackson, THPO	Lac du Flambeau Band of Lake Superior Chippewa Indians of Wisconsin Tribal Office P.O. Box 67 Lac du Flambeau, WI 54538	No	No	Yes	Yes	No	Yes	Yes	Yes
David Grignon, THPO	Menominee Indian Tribe of Wisconsin P.O. Box 910 Keshena, WI 54135	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Corina Williams, THPO	Oneida Nation Cultural Heritage Department P.O. Box 365 Oneida, WI 54155-0365	No	No	Yes	No	No	No	No	No
Lisa Bressette, THPO	Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin Red Cliff Tribal Council 88385 Pike Road, Highway 13 Bayfield, WI 54814	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

From JO Sh

Tribal Historic Preservation Officer	THPO Address	D1	D2	D3	D4	D5	D6	D7	D8
Wanda McFaggen,	St. Croix Tribal Historic Preservation. 3769 State Road 70 P.O. Box 45287 Hertel, WI 54845	No	No	Yes	Yes	No	Yes	Yes	Yes
Robert Van Zile	Sokaogon Chippewa Community Mole Lake Band 3086 State Highway 55 Crandon, WI 54520	No	Yes	Yes	Yes	No	Yes	Yes	Yes
Sherry White,	Stockbridge Munsee Community of Wisconsin Tribal Office N8476 Mo He Con Nuck Road Bowler, WI 54416	No	No	Yes	No	No	No	No	No
Ms. Sandra Massey NAGPRA Representative	Sac & Fox Nation of Oklahoma NAGPRA Coordinator RR1, Box 721 Perkins, OK 74059	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Deanne Bahr	Sac and Fox Nation of Missouri 305 N. Main Reserve, Kansas 66434	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Jonathon Buffalo	Sac and Fox nation of Mississippi in Iowa 349 Meskwaki Road Tama, Iowa 52339-9629	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Marianne Long/Victor Roubidoux Historic Preservation Officers	Iowa Tribe of Oklahoma RR 1, Box 721 Perkins, OK 74059	Yes Grant Iowa Lafayette	No	Yes Winnebago Outagamie Calumet Manitowoc Brown Kewaunee Door Shawano Oconto	No	Yes Richland Crawford Vernon LaCrosse Trempealeau Buffalo	Yes Pepin Pierce	No	No
Rey Kitchkumme Historic Preservation Officer	Prairie Band Potawatomi Nation 16281 Q Road Mayeta, KS 66509	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Scott Doig	Minnesota Mdewakanton Sioux Prairie Island Community 5636 Sturgeon Lake Rd Welch, MN 55089	No	No	No	No	Yes	Yes	No	No



Sac & Fox Nation of Missouri in Kansas & Nebraska

305 North Main St., Reserve, KS 66434

Phone: (785) 742-7471

Fax: (785) 742-3785

July 20, 2005

Nathan Byom
Wisconsin Department of Transportation
Division of Transportation Districts
District 5
3550 Mormon Coulee Road
La Crosse WI 54601-6767

Dear Mr. Byom;

Thank you for your letter, which is in compliance with Section 106 of the National Historic Preservation Act, and Section 110. I apologize for the late response to your letter.

Project: CTH O
CTH OO to USH 14
ID: 5419-06-00
Richland County

The Sac and Fox Nation of Missouri in Kansas and Nebraska NAGPRA department have determined the above project as:

No objections. However, if human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, please stop immediately and notify NAGPRA representative Deanne Bahr, at the address above.

There are two other bands of Sac and Fox that also need to be contacted, the Sac and Fox Nation of Oklahoma and the Sac and Fox of the Mississippi in Iowa.

Johnathan Buffalo
Sac and Fox of the Mississippi in Iowa
349 Meskwaki Rd.
Tama, IA 52339-9629

Sandra Massey
Sac and Fox Nation of Oklahoma
Rt. 2, Box 246
Stroud, OK 74079

If you have any questions, please contact me at the number or address above.

Sincerely,

A handwritten signature in cursive script that reads "Deanne Bahr".

Deanne Bahr
Sac and Fox Nation of Missouri in Kansas and Nebraska
NAGPRA Contact Representative



Prairie Band Potawatomi Nation
Government Center

July 4, 2005

JUL 11 2005

WisDOT District 5
3550 Mormon Coulee Road
La Crosse, Wisconsin 54601

Dear Sir / Madam:

I am writing to inform you that I am in receipt of your recent National Historic Preservation Act (NHPA), Section 106 and Section 110 correspondence.

After reviewing the contents of your recent mailing we would like to inform that we have no objections to the following project(s):

Project(s): CTH O CTH 00 to USH 14 ID: 5419-06-00

At this time we are unaware of any historical cultural resources in the proposed development area. However, we do request to be immediately contacted if any inadvertent discoveries are uncovered at anytime throughout the various phases of the project.

Please feel free to call me at (785) 966-4007 or additional information can be faxed to (785) 966-4009. We look forward to working with you.

Respectfully,

Zach Pahmahmie
Tribal Chairman
NAGPRA Representative
Prairie Band Potawatomi Nation

ZP/vrs

APPENDIX

8. BOA Coordination



Building a Better World
for All of Us®

RECORD OF CONVERSATION

Conversation With: David Fry SEH File No.: ARICH0402
Co/Org: Richland Center Municipal Airport Parks & Maintenance Department SEH File Loc: 14.00
Phone No.: 608-647-8108, ext 2 Owner's File No.: _____
Fax No.: _____ Date/Time: 10-10-2016
Subject: Airport Notification By: Jarrold Starren

Conversation Type:

☐ In Person ☐ At SEH ☐ At Site Other: _____
☒ Telephone ☐ Incoming ☒ Outgoing

Items Discussed:

CTH O Road Reconstruction

I called David Fry - Richland Center Park Foreman/City Forester/Airport Manager.

Left message on October 6th and October 7th.

He returned my call on October 10th and I was not available, returned his call October 10th at 3:20pm.

We discussed the project, I informed him of the project location, what work was going to be done and what types of equipment would be used and that the project would not be constructed until at least 2019. I told him that I was following the DOT / BOA FAA format to inform him of a project with 5 miles of an airport, and that we were about 2.5 miles away. He knew the location of CTH O in comparison to the airport location and said they would have no issues with the project. He said we could list him as a contact for the Airport if we needed to and that he did not need to see any plans. David Fry (608) 604-6713 or (608) 604-0398.

Follow-Up Required:

Please contact the writer if errors are contained in this record, or if relevant information has been omitted.

c: [Click to **type cc's** **OR** delete this line]

document1



**Airport Notification : Project 5419-06-00/71: CTH O (CTH OO - USH 14)
Richland County WI**

Jarrod Starren to: justin.hetland

08/23/2016 03:14 PM

Bcc: Jarrod Starren

Justin,

We spoke on the phone last week regarding this project in Richland County and I did use the Notice Criteria tool on the website and for this project the criteria was not met. This project is about 2.5 miles from the Richland Center airport.

The project begins at the intersection of CTH O, CTH OO and Santa Klaus Lane in the town of Orion, Richland County and extends about 2.9 miles north to the town of Richland and ends on the south side of the Pine River Trail, south of USH 14 in the City of Richland Center. The roadway alignment and profile will be improved to meet current 55 mph standards. The existing 11-foot travel lanes will be widened to 12-foot and the shoulder will be 6-foot (3-foot paved). Many of the existing intersections will be improved by widening or adding curb and gutter. Spot tree clearing will take place as needed for slope grading. Less than an acre of clearing is anticipated. Construction is scheduled for 2019 or later.



1 Project Location Map & Title Sheet.pdf



richland-ctr.pdf



oeaaa.faa.gov_oeaaa_external_gisTools_gisAction.jsp.pdf

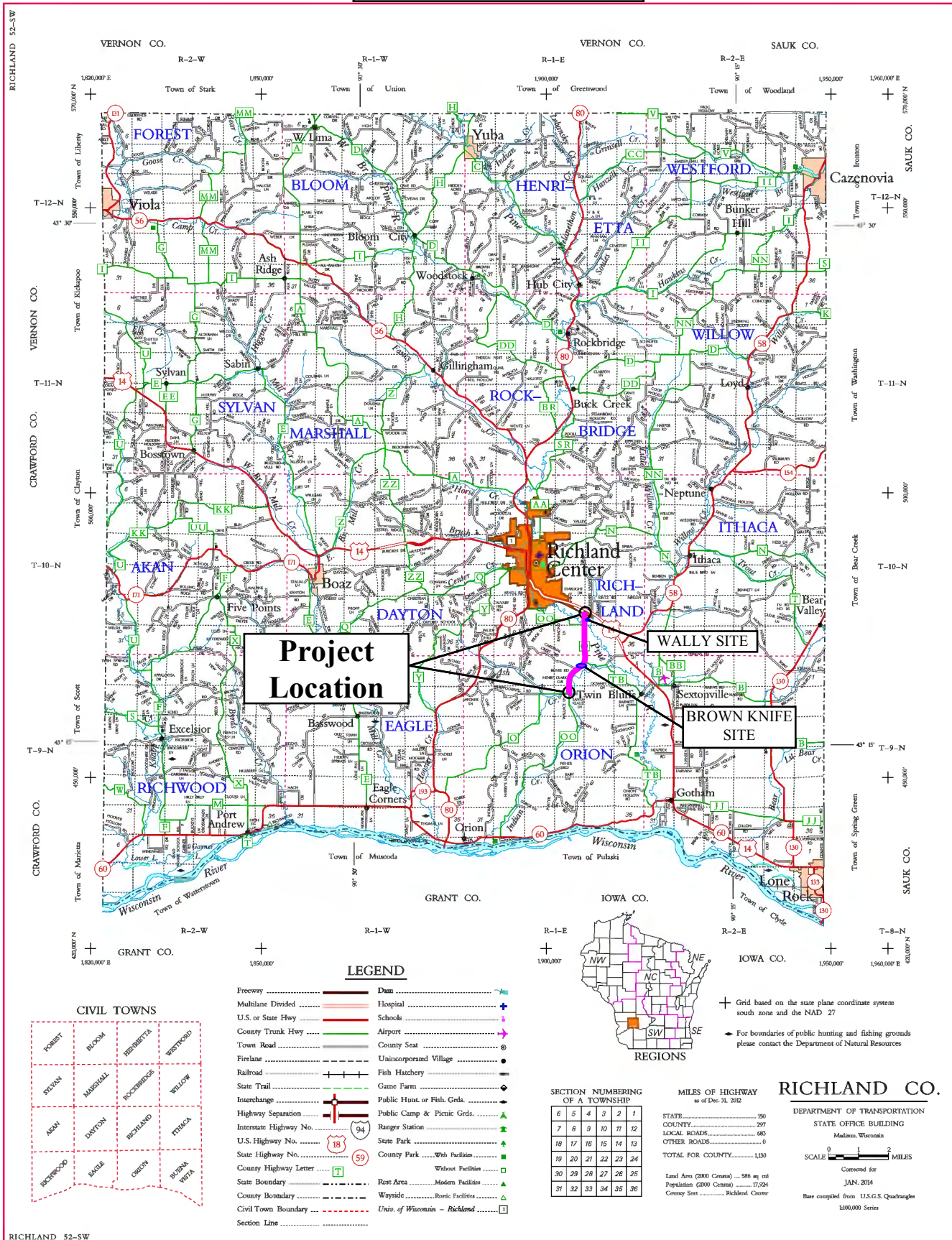
We will contact the Airport Manager and include them in the project Special provisions.

If you have any questions or need any more information please let us know.

Thank you.

Jarrod Starren, PE
Project Manager / Project Engineer
SEH
10 North Bridge Street
Chippewa Falls, WI 54729
715.720.6261 direct
715.271.1213 cell
sehinc.com
Building a Better World for All of Us®

CTH O
CTH OO - USH 14
5419-06-00



PROJECT ID: 5419-06-71
WITH: N/A

COUNTY: RICHLAND

ORDER OF SHEETS

Section No. 1	Title
Section No. 2	Typical Sections and Details
Section No. 3	Estimate of Quantities
Section No. 3	Miscellaneous Quantities
Section No. 4	Right of Way Plat
Section No. 5	Plan and Profile (Includes Erosion Control Plans)
Section No. 6	Standard Detail Drawings
Section No. 7	Sign Plates
Section No. 8	Structure Plans
Section No. 9	Computer Earthwork Data
Section No. 9	Cross Sections

TOTAL SHEETS =



PROJECT LOCATION

DESIGN DESIGNATION SANTA KLAUS LN-CTH 00 CTH 00-PINE RIVER TRAIL

A.A.D.T.	2018	=	1050	1800
A.A.D.T.	2038	=	1300	2300
D.H.V.		=	161	285
D.D.		=	50%	50%
T.		=	6.1% ADT	6.1% ADT
DESIGN SPEED		=	55 MPH	
ESALS		=	160,600	270,100

CONVENTIONAL SYMBOLS

PLAN	
CORPORATE LIMITS	
PROPERTY LINE	
LOT LINE	
LIMITED HIGHWAY EASEMENT	
EXISTING RIGHT OF WAY	
PROPOSED OR NEW R/W LINE	
SLOPE INTERCEPT	
REFERENCE LINE	
EXISTING CULVERT	
PROPOSED CULVERT (Box or Pipe)	
COMBUSTIBLE FLUIDS	
MARSH AREA	
WOODED OR SHRUB AREA	

PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
OVERHEAD UTILITY	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

ROCK	
LABEL	
95.36	
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TP	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

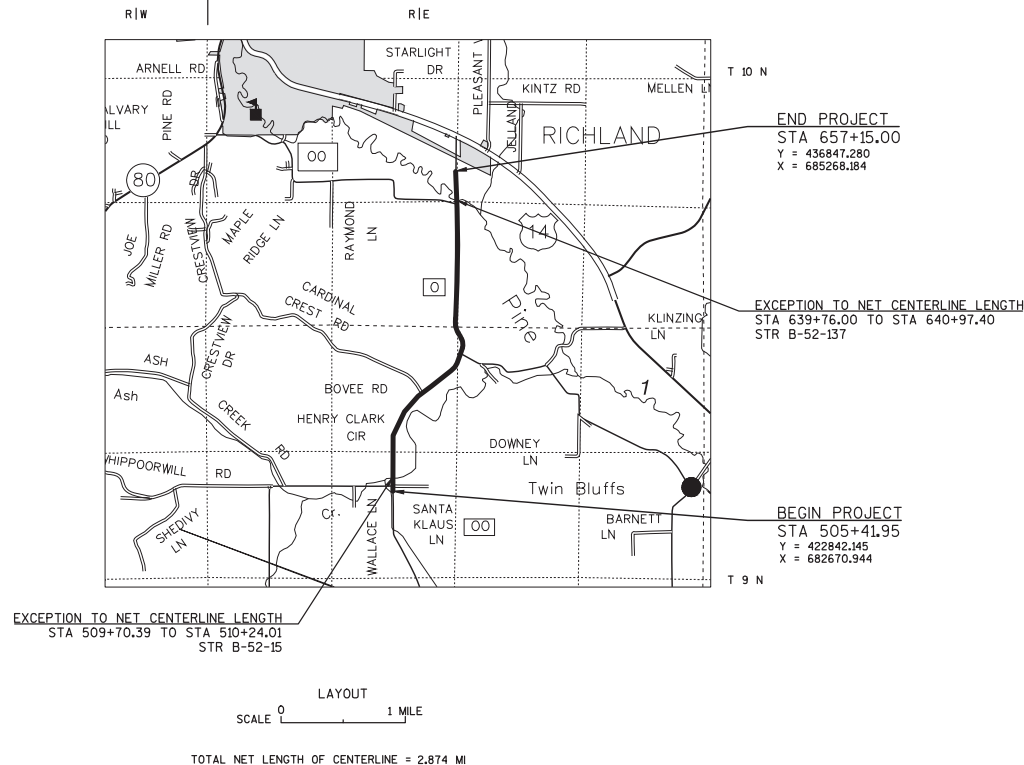
PLAN OF PROPOSED IMPROVEMENT

STH 80 - RICHLAND CENTER

(CTH 00 TO USH 14)

CTH 0
RICHLAND COUNTY

STATE PROJECT NUMBER
5419-06-71



COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN
COUNTY COORDINATE SYSTEM (WCCS), RICHLAND COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5419-06-71		

ACCEPTED FOR

COUNTY of RICHLAND

(Date) (Signature & Title of Official)

ORIGINAL PLANS PREPARED BY



(Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	SEH
Designer	SEH
Project Manager	
Regional Examiner	
Regional Supervisor	

APPROVED FOR THE DEPARTMENT

DATE: (Signature)

E



Communication	Navigation	Services
CTAF 122.9 APP/DEP 133.3	Elevation 742' TPA 1742'	FUEL: 100LL Airport Manager 608-647-6148
	VOR to Field: 112.8 LNR 265°/7 NM	
NOTES: 1. CAUTION: 90' obstruction 4,700' from runway 35 threshold. 2. Runway 9/27 not plowed in winter —call manager for conditions. 3. Ultralight activity. 4. Deer in vicinity of airport.		



**Federal Aviation
Administration**

« OE/AAA

Notice Criteria Tool

[Notice Criteria Tool - Desk Reference Guide V_2014.2.0](#)

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference [CFR Title 14 Part 77.9](#).

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio
- your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b)
- your structure will emit frequencies, and does not meet the conditions of the [FAA Co-location Policy](#)
- your structure will be in an instrument approach area and might exceed part 77 Subpart C
- your proposed structure will be in proximity to a navigation facility and may impact the assurance of navigation signal reception
- your structure will be on an airport or heliport
- filing has been requested by the FAA

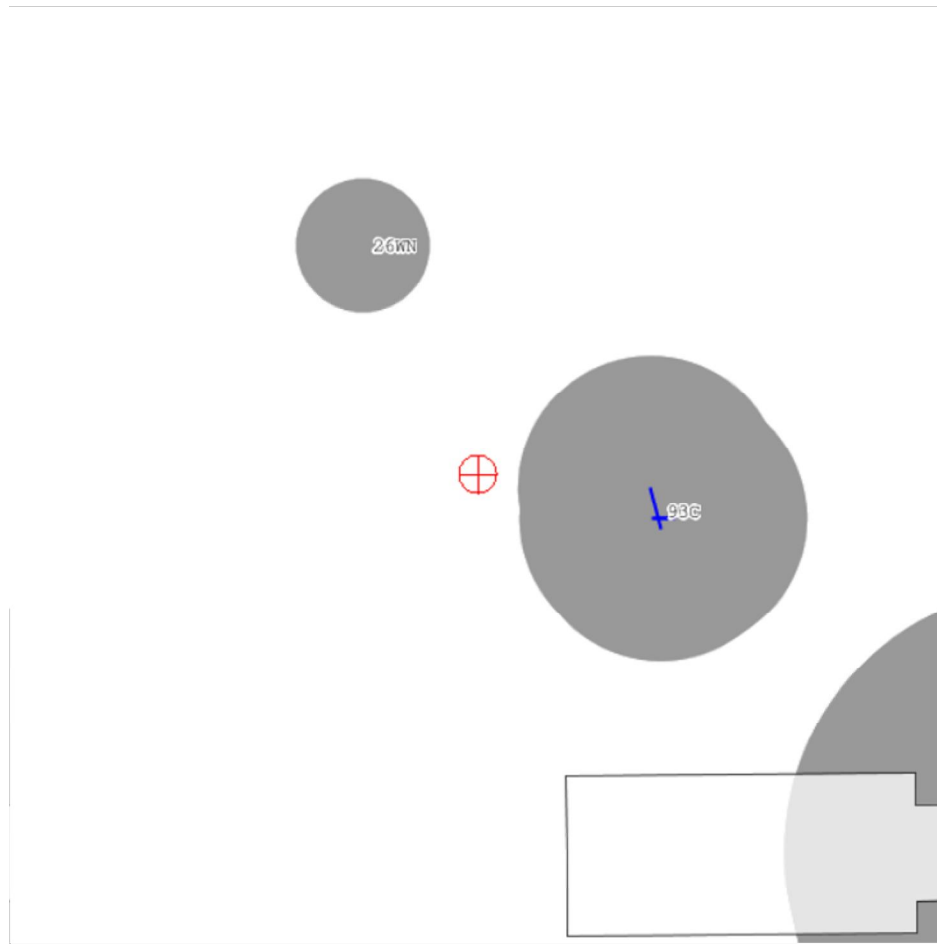
If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the [Air Traffic Areas of Responsibility map](#) for Off Airport construction, or contact the [FAA Airports Region / District Office](#) for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

Latitude:	<input type="text" value="43"/> Deg	<input type="text" value="17"/> M	<input type="text" value="27.4"/> S	<input type="text" value="N"/> <input type="button" value="v"/>
Longitude:	<input type="text" value="90"/> Deg	<input type="text" value="20"/> M	<input type="text" value="58"/> S	<input type="text" value="W"/> <input type="button" value="v"/>
Horizontal Datum:	<input type="text" value="NAD83"/> <input type="button" value="v"/>			
Site Elevation (SE):	<input type="text" value="744"/> (nearest foot)			
Unadjusted Structure Height :	<input type="text" value="30"/> (nearest foot)			
Height Adjustment:	<input type="text" value="15"/> (nearest foot)			
Total Structure Height (AGL):	<input type="text" value="45"/> (nearest foot)			
Traverseway:	<input type="text" value="Public Roadway"/> <input type="button" value="v"/>			
(Additional height is added to certain structures under 77.9(c)) User can increase the default height adjustment for Traverseway, Private Roadway and Waterway				
Is structure on airport:	<input checked="" type="radio"/> No <input type="radio"/> Yes			

Results

You do not exceed Notice Criteria.



APPENDIX

9. USFWS Coordination



**{In Archive} RE: Request to Initiate Informal Section 7 Consultation:
5419-06-00, STH 80 - Richland Center, CTH O Richland County** 

Justin Shavlik to: Andrew Horton

05/11/2016 04:49 PM

Cc: Jeff Melville,

Archive: This message is being viewed in an archive.

Andrew,

WisDOT is submitting the following information and determination to fulfil Section 7(a)(2) responsibilities under the ESA pertaining to potential impacts to the northern long-eared bat. WisDOT intends to rely on the programmatic biological opinion developed for the final 4(d) rule and this submittal to satisfy our Section 7(a)(2) responsibilities, as outlined in the streamlined consultation framework. In accordance with the final 4(d) rule issued for the northern long eared bat WisDOT has determined that the proposed activity, described in greater detail below, will not result in prohibited take of the NLEB. The activity involves tree removal, but will not occur within 0.25 miles of a known hibernacula, nor will the activity remove a known maternity roost tree or any other tree within 150 feet of a known maternity roost tree from June 1 - July 31. Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated 4-25-16, no Endangered Resources or suitable habitat that could be impacted by this project are known or likely to occur in the project area or its vicinity. John Bainter is the WisDOT local program project manager, John.Bainter@dot.wi.gov, 608-785-9729. Jeff Melville is the WisDOT local program management consultant, jmelville@KLengineering.com, 608-663-1218.

This is a follow up to the last submittal on 2/25/16. See below.



streamlined consult form54190600.pdf IC CTH O Richland; 5419-06-00.pdf 54190600_SpeciesList.pdf



54190600_resources.pdf Project Location Map.pdf

Thanks!

Justin P. Shavlik, EIT
Graduate Engineer
SEH
10 North Bridge Street, Chippewa Falls, WI 54729
715.720.6279 direct
920.246.4599 cell
sehinc.com
Building a Better World for All of Us®

Jeff Melville

Justin Made minor revisions to the e-mail.(Missi...

05/11/2016 10:04:39 AM

From: Jeff Melville <jmelville@klengineering.com>
To: Justin Shavlik <jshavlik@sehinc.com>
Date: 05/11/2016 10:04 AM
Subject: RE: Request to Initiate Informal Section 7 Consultation: 5419-06-00, STH 80 - Richland Center, CTH O Richland County

Justin

Made minor revisions to the e-mail.(Missing one sentence and added my contact info) Use my edited

version below.

The signed form is attached. Include all these attachments in the submittal.
Copy me on the submittal to Andrew Horton



Jeff Melville, P.E.
SW Region Local Program Management Consultant
KL Engineering, Inc.
701 Deming Way, Suite 110
Madison, WI 53717
608.663.1218 - office
608.829.3996 - fax
jmelville@klengineering.com



From: Justin Shavlik [mailto:jshavlik@sehinc.com]
Sent: Tuesday, May 10, 2016 5:08 PM
To: Jeff Melville <jmelville@klengineering.com>
Cc: Dan Gustafson <dgustafson@sehinc.com>; Justin Shavlik <jshavlik@sehinc.com>
Subject: RE: Request to Initiate Informal Section 7 Consultation: 5419-06-00, STH 80 - Richland Center, CTH O Richland County

Jeff,

Here is the updated streamlined consultant form and the draft email to Andrew.

Andrew,

WisDOT is submitting the following information and determination to fulfil Section 7(a)(2) responsibilities under the ESA pertaining to potential impacts to the northern long-eared bat. WisDOT intends to rely on the programmatic biological opinion developed for the final 4(d) rule and this submittal to satisfy our Section 7(a)(2) responsibilities, as outlined in the streamlined consultation framework. In accordance with the final 4(d) rule issued for the northern long eared bat WisDOT has determined that the proposed activity, described in greater detail below, will not result in prohibited take of the NLEB. The activity involves tree removal, but will not occur within 0.25 miles of a known hibernacula, nor will the activity remove a known maternity roost tree or any other tree within 150 feet of a known maternity roost tree from June 1 – July 31. Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated 4-25-16, no Endangered Resources or suitable habitat that could be impacted by this project are known or likely to occur in the project area or its vicinity. John Bainter is the WisDOT local program project manager, John.Bainter@dot.wi.gov, 608-785-9729. Jeff Melville is the WisDOT local program management consultant, jmelville@KLEngineering.com, 608-663-1218.

Justin P. Shavlik, EIT
Graduate Engineer
SEH
10 North Bridge Street, Chippewa Falls, WI 54729
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Building a Better World for All of Us®

From: Jeff Melville <jmelville@klengineering.com>
To: Justin Shavlik <jshavlik@sehinc.com>
Cc: "Alyssa.Barrette@dot.wi.gov" <Alyssa.Barrette@dot.wi.gov>, Dan Gustafson <dgustafson@sehinc.com>, Jarrod Starren <jstarren@sehinc.com>, Jim Chitwood <jim.chitwood@co.richland.wi.us>, Andrew Horton <andrew_horton@fws.gov>
Date: 05/02/2016 03:20 PM
Subject: RE: Request to Initiate Informal Section 7 Consultation: 5419-06-00, STH 80 - Richland Center, CTH O Richland County

From: Justin Shavlik [<mailto:jshavlik@sehinc.com>]
Sent: Monday, May 02, 2016 2:16 PM
To: Andrew Horton <andrew_horton@fws.gov>
Cc: Alyssa.Barrette@dot.wi.gov; Dan Gustafson <dgustafson@sehinc.com>; Jarrod Starren <jstarren@sehinc.com>; Jim Chitwood <jim.chitwood@co.richland.wi.us>; Jeff Melville <jmelville@klengineering.com>
Subject: Request to Initiate Informal Section 7 Consultation: 5419-06-00, STH 80 - Richland Center, CTH O Richland County

"In accordance with the streamlined consultation framework, WisDOT intends to rely on the programmatic biological opinion developed for the final 4(d) rule and this submittal to satisfy our Section 7(a)(2) responsibilities."

This is a follow up to the original submittal on 2/25/16. See below.

The WDNR has determined that there are no known NLEB roost sites or hibernaculum within a 2 mile radius of the proposed project corridor.

Thanks!

Justin P. Shavlik, EIT
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From: Justin Shavlik/seh
To: "Andrew Horton" <andrew_horton@fws.gov>
Cc: Alyssa.Barrette@dot.wi.gov, Dan Gustafson/seh@seh, Jarrod Starren/seh@seh, "Jim Chitwood" <jim.chitwood@co.richland.wi.us>, "Karen Richardson" <karenrichardson@kjohnsonengineers.com>
Date: 02/25/2016 02:33 PM
Subject: 5419-06-00, STH 80 - Richland Center, CTH O Richland County_F&WS Correspondence

Andrew,

We are seeking concurrence on the agency's effect determination for the NLEB, based on the FHWA, FRA and USFWS's programmatic consultation process. This email is to initiate informal consultation under Section 7 of the Endangered Species Act to determine potential impacts to the NLEB that may result from the proposed project.

This is a highway reconstruction project. The project begins at the intersection of CTH O, CTH OO and Santa Klaus Lane in the town of Orion, Richland County and extends about 2.9 miles north to the town of Richland and ends on the south side of the Pine River Trail, south of USH 14 in the City of Richland Center. The review agency for the project will be the Wisconsin Department of Transportation. Construction is scheduled to take place in 2019 or later.

Evaluation of the proposed project has indicated that the project may affect but is not likely to adversely affect the northern long-eared bat provided all applicable avoidance and minimization measures are adhered to.

Please let me know if you have any questions

Thanks!

[attachment "Project Location Map.pdf" deleted by Justin Shavlik/seh] [attachment "54190600_SpeciesList.pdf" deleted by Justin Shavlik/seh] [attachment "54190600_resources.pdf" deleted by Justin Shavlik/seh] [attachment "54190600_ProjectSubmittalForm062315.pdf" deleted by Justin Shavlik/seh]

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Northern Long-Eared Bat 4(d) Rule Streamlined Consultation Form

Federal agencies should use this form for the optional streamlined consultation framework for the northern long-eared bat (NLEB). This framework allows federal agencies to rely upon the U.S. Fish and Wildlife Service's (USFWS) January 5, 2016, intra-Service Programmatic Biological Opinion (BO) on the final 4(d) rule for the NLEB for section 7(a)(2) compliance by: (1) notifying the USFWS that an action agency will use the streamlined framework; (2) describing the project with sufficient detail to support the required determination; and (3) enabling the USFWS to track effects and determine if reinitiation of consultation is required per 50 CFR 402.16.

This form is not necessary if an agency determines that a proposed action will have no effect to the NLEB or if the USFWS has concurred in writing with an agency's determination that a proposed action may affect, but is not likely to adversely affect the NLEB (i.e., the standard informal consultation process). Actions that may cause prohibited incidental take require separate formal consultation. Providing this information does not address section 7(a)(2) compliance for any other listed species.

Information to Determine 4(d) Rule Compliance:	YES	NO
1. Does the project occur wholly outside of the WNS Zone ¹ ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Have you contacted the appropriate agency ² to determine if your project is near known hibernacula or maternity roost trees?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Could the project disturb hibernating NLEBs in a known hibernaculum?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Could the project alter the entrance or interior environment of a known hibernaculum?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Does the project remove any trees within 0.25 miles of a known hibernaculum at any time of year?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Would the project cut or destroy known occupied maternity roost trees, or any other trees within a 150-foot radius from the maternity roost tree from June 1 through July 31.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

You are eligible to use this form if you have answered yes to question #1 **or** yes to question #2 **and** no to questions 3, 4, 5 and 6. The remainder of the form will be used by the USFWS to track our assumptions in the BO.

Agency and Applicant³ (Name, Email, Phone No.): Wisconsin Department of Transportation

Project Name: 5419-06-00/71, STH 80 - Richland Center, CTH O

Project Location (include coordinates if known): CTH O, Richland County, Lat: 43.274393, Long: -90.360480. Consultation Code: 03E17000-2016-SLI-0399

Basic Project Description (provide narrative below or attach additional information): The project begins at the intersection of CTH O, CTH OO and Santa Klaus Lane in the town of Orion, Richland County and extends about 2.9 miles north to the town of Richland and ends on the south side of the Pine River Trail, south of USH 14 in the City of Richland Center. The roadway alignment and profile will be improved to meet current 55 mph standards. The existing 11-foot travel lanes will be widened to 12-foot and the shoulder will be 6-foot (3-foot paved). Many of the existing intersections will be improved by widening or adding curb and gutter. Spot tree clearing will take place as needed for slope rading. Less than an acre of clearing is anticipated. Construction is scheduled for 2019 or later.

¹ <http://www.fws.gov/midwest/endangered/mammals/nleb/pdf/WNSZone.pdf>

² See <http://www.fws.gov/midwest/endangered/mammals/nleb/nhisites.html>

³ If applicable - only needed for federal actions with applicants (e.g., for a permit, etc.) who are party to the consultation.

Evaluation of the proposed project has indicated that the project may affect, but is not likely to adversely affect the northern long-eared bat. Avoidance and minimization measures to make this determination include incorporating appropriate water quality best management practices in compliance with State/Federal permits. The WDNR has determined that there no known NLEB roost sites or hibernaculum within a 2 mile radius of the proposed project corridor.

General Project Information

	YES	NO
Does the project occur within 0.25 miles of a known hibernaculum?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project occur within 150 feet of a known maternity roost tree?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project include forest conversion ⁴ ? (if yes, report acreage below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Estimated total acres of forest conversion	<1 acre	
If known, estimated acres ⁵ of forest conversion from April 1 to October 31	Unknown	
If known, estimated acres of forest conversion from June 1 to July 31 ⁶	Unknown	
Does the project include timber harvest? (if yes, report acreage below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Estimated total acres of timber harvest		
If known, estimated acres of timber harvest from April 1 to October 31		
If known, estimated acres of timber harvest from June 1 to July 31		
Does the project include prescribed fire? (if yes, report acreage below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Estimated total acres of prescribed fire		
If known, estimated acres of prescribed fire from April 1 to October 31		
If known, estimated acres of prescribed fire from June 1 to July 31		
Does the project install new wind turbines? (if yes, report capacity in MW below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Estimated wind capacity (MW)		

Agency Determination:

By signing this form, the action agency determines that this project may affect the NLEB, but that any resulting incidental take of the NLEB is not prohibited by the final 4(d) rule.

If the USFWS does not respond within 30 days from submittal of this form, the action agency may presume that its determination is informed by the best available information and that its project responsibilities under 7(a)(2) with respect to the NLEB are fulfilled through the USFWS January 5, 2016, Programmatic BO. The action agency will update this determination annually for multi-year activities.

The action agency understands that the USFWS presumes that all activities are implemented as described herein. The action agency will promptly report any departures from the described activities to the appropriate USFWS Field Office. The action agency will provide the appropriate USFWS Field Office with the results of any surveys conducted for the NLEB. Involved parties will promptly notify the appropriate USFWS Field Office upon finding a dead, injured, or sick NLEB.

Signature: _____



Date Submitted: _____



⁴ Any activity that temporarily or permanently removes suitable forested habitat, including, but not limited to, tree removal from development, energy production and transmission, mining, agriculture, etc. (see page 48 of the BO).

⁵ If the project removes less than 10 trees and the acreage is unknown, report the acreage as less than 0.1 acre.

⁶ If the activity includes tree clearing in June and July, also include those acreage in April to October.

5419-06-00/71, STH 80 - Richland Center, CTH O

IPaC Trust Resource Report

Generated February 25, 2016 01:10 PM MST, IPaC v2.3.2

This report is for informational purposes only and should not be used for planning or analyzing project level impacts. For project reviews that require U.S. Fish & Wildlife Service review or concurrence, please return to the IPaC website and request an official species list from the Regulatory Documents page.



US Fish & Wildlife Service

IPaC Trust Resource Report

**NAME**

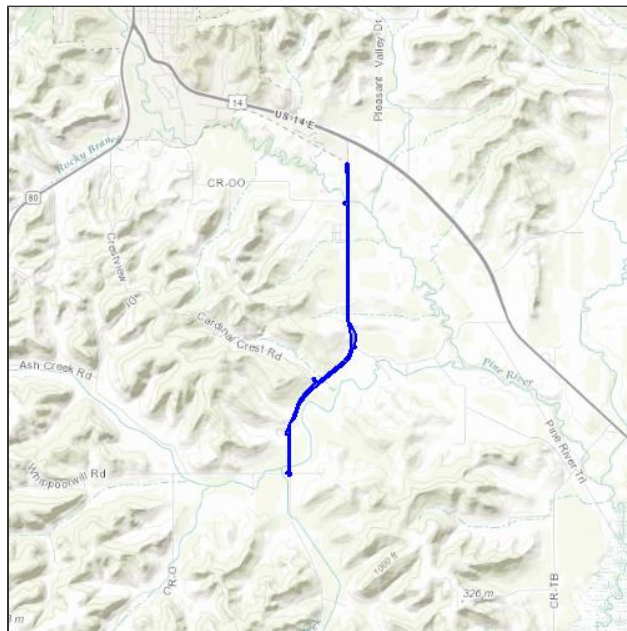
5419-06-00/71, STH 80 - Richland Center, CTH O

LOCATION

Richland County, Wisconsin

DESCRIPTION

The project begins at the intersection of CTH O, CTH OO and Santa Klaus Lane in the town of Orion, Richland County and extends about 2.9 miles north to the town of Richland and ends on the south side of the Pine River Trail, south of USH 14 in the City of Richland Center. The roadway alignment and profile will be improved to meet current 55 mph standards. The existing 11-foot travel lanes will be widened to 12-foot and the shoulder will be 6-feet. Construction is scheduled for 2019 or later.

**IPAC LINK**

<http://ecos.fws.gov/ipac/project/H3QPM-4A2XN-GBZFC-FEIXD-VZF6B4>

U.S. Fish & Wildlife Contact Information

Trust resources in this location are managed by:

Green Bay Ecological Services Field Office

2661 Scott Tower Drive
New Franken, WI 54229-9565
(920) 866-1717

Endangered Species

Proposed, candidate, threatened, and endangered species are managed by the [Endangered Species Program](#) of the U.S. Fish & Wildlife Service.

This USFWS trust resource report is for informational purposes only and should not be used for planning or analyzing project level impacts.

For project evaluations that require FWS concurrence/review, please return to the IPaC website and request an official species list from the Regulatory Documents section.

[Section 7](#) of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list from the Regulatory Documents section in IPaC.

The list of species below are those that may occur or could potentially be affected by activities in this location:

Birds

Whooping Crane *Grus americana*

Experimental Population, Non-Essential

CRITICAL HABITAT

No critical habitat has been designated for this species.

https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B003

Clams

Higgins Eye (pearly mussel) *Lampsilis higginsii*

Endangered

CRITICAL HABITAT

No critical habitat has been designated for this species.

https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=F009

Sheepnose Mussel *Plethobasus cyphus*

Endangered

CRITICAL HABITAT

No critical habitat has been designated for this species.

https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=F046

Flowering Plants

Northern Wild Monkshood *Aconitum noveboracense*

Threatened

CRITICAL HABITAT

No critical habitat has been designated for this species.

https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=Q1SN

Insects

Hine's Emerald Dragonfly *Somatochlora hineana*

Endangered

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=I06P

Mammals

Northern Long-eared Bat *Myotis septentrionalis*

Threatened

CRITICAL HABITAT

No critical habitat has been designated for this species.

https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=A0JE

Critical Habitats

There are no critical habitats in this location

Migratory Birds

Birds are protected by the [Migratory Bird Treaty Act](#) and the [Bald and Golden Eagle Protection Act](#).

Any activity which results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service (1). There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

Additional information can be found using the following links:

- Birds of Conservation Concern
<http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Conservation measures for birds
<http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Year-round bird occurrence data
<http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/akn-histogram-tools.php>

The following species of migratory birds could potentially be affected by activities in this location:

American Bittern *Botaurus lentiginosus*

Bird of conservation concern

Season: Breeding

https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0F3

Bald Eagle *Haliaeetus leucocephalus*

Bird of conservation concern

Year-round

https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B008

Black Tern *Chlidonias niger*

Bird of conservation concern

Season: Breeding

https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B09F

Black-billed Cuckoo *Coccyzus erythrophthalmus*

Bird of conservation concern

Season: Breeding

https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HI

Blue-winged Warbler *Vermivora pinus*

Bird of conservation concern

Season: Breeding

Bobolink *Dolichonyx oryzivorus*

Bird of conservation concern

Season: Breeding

Brown Thrasher *Toxostoma rufum*

Bird of conservation concern

Season: Breeding

Cerulean Warbler <i>Dendroica cerulea</i> Season: Breeding https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B09I	Bird of conservation concern
Dickcissel <i>Spiza americana</i> Season: Breeding	Bird of conservation concern
Henslow's Sparrow <i>Ammodramus henslowii</i> Season: Breeding https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B09D	Bird of conservation concern
Kentucky Warbler <i>Oporornis formosus</i> Season: Breeding	Bird of conservation concern
Least Bittern <i>Ixobrychus exilis</i> Season: Breeding	Bird of conservation concern
Loggerhead Shrike <i>Lanius ludovicianus</i> Season: Breeding https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0FY	Bird of conservation concern
Marsh Wren <i>Cistothorus palustris</i> Season: Breeding	Bird of conservation concern
Peregrine Falcon <i>Falco peregrinus</i> Season: Breeding https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0FU	Bird of conservation concern
Pied-billed Grebe <i>Podilymbus podiceps</i> Season: Breeding	Bird of conservation concern
Prothonotary Warbler <i>Protonotaria citrea</i> Season: Breeding	Bird of conservation concern
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> Year-round	Bird of conservation concern
Short-eared Owl <i>Asio flammeus</i> Season: Wintering https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0HD	Bird of conservation concern
Swainson's Hawk <i>Buteo swainsoni</i> Season: Breeding https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B070	Bird of conservation concern
Upland Sandpiper <i>Bartramia longicauda</i> Season: Breeding https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0HC	Bird of conservation concern
Willow Flycatcher <i>Empidonax traillii</i> Season: Breeding https://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0F6	Bird of conservation concern
Wood Thrush <i>Hylocichla mustelina</i> Season: Breeding	Bird of conservation concern

Refuges

Any activity proposed on [National Wildlife Refuge](#) lands must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuges in this location

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Wetland data is unavailable at this time.



4-28-16

Jarrold Starren
SEH
10 North Bridge Street
Chippewa Falls WI 54729

Subject: DNR Initial Project Review
Project I.D. 5419-06-00
CTH O
CTH OO to USH 14
Richland County
Sections 2,3,10 T9N, R1E & Sections 26,27,34,35 T10N, R1E

Dear Mr. Starren:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the proposed above-referenced project on 4-6-16. According to your proposal, the purpose of this project is to reconstruct County Highway O. Proposed improvements include clearing and grubbing, grading, fill outside the toe of slope, intersection improvements, right of way acquisition, and shoulder work.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) 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. In addition to the project specific resource concerns highlighted below, it is DNR's expectation that the full range of DOT roadway standards will be applied throughout the design process.

A. Project-Specific Resource Concerns

Wetlands:

There is potential for wetland impacts to occur as a result of this project. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the DOT Wetland Mitigation Banking Technical Guideline. Per the Cooperative Agreement, mitigation banking is the preferred compensation option, however DOT and DNR agree that other practicable and ecologically valuable project specific opportunities may be pursued on a case-by-case basis. DNR requests information regarding the amount and type of unavoidable wetland impacts.

Fisheries/Stream Work:

It is our understanding that there will be no in stream work required for this project. No timing restrictions are required.

Endangered Resources

Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated 4-25-16, no Endangered Resources or suitable habitat that could be impacted by this project are known or likely to occur in the project area or its vicinity.

There are no known Northern Long-Eared Bat (NLEB) roost sites or hibernaculum within a 2 mile radius of the proposed project corridor. No impact to NLEB is anticipated.

Floodplains:

A determination must be made as to whether or not the project lies within a mapped/zoned floodplain. Floodplain impacts should be assessed and/or quantified and appropriate coordination must be carried out in accordance with the DOT/DNR Cooperative Agreement. Coordination must also occur with the Richland County Zoning Program.

Burning:

If burning of brush will occur as part of this project, the contractor should be informed that it is illegal to burn materials other than clean wood. It is also illegal to start or maintain fires using oily substances, or other materials prohibited under chapter NR 429, Wis. Adm. Code. All necessary burning permits must be obtained prior to construction, as required under local and state fire protection regulations, in order to comply with NR 429 (Malodorous Emissions & Open Burning) http://docs.legis.wisconsin.gov/code/admin_code/nr/400/429.pdf.

Burning permits are available through the local DNR ranger or fire warden, however other local burning permits maybe required.

B. Project Specific Construction Site Considerations

The following issues should be addressed in the Special Provisions, and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP). An adequate 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. Erosion control and stormwater measures must adhere to the DNR/DOT Cooperative Agreement, Trans 401, and applicable federal laws.

Erosion Control and Storm Water Management:

- Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.
- If erosion mat is used along stream banks, DNR recommends that biodegradable 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.

- If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. Do not house any dewatering technique in a wetland.
- The contractor should restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils should take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, the site must be properly winterized.
- All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Do not stockpile materials in wetlands, waterways, or floodplains.

Navigation Concerns During Construction:

This reach of the Pine River and Ash Creek are not used by recreational watercraft. It will not be necessary to place navigational aids during construction. Additionally not work will be performed that could affect watercraft navigation.

Other Issues/Unique Features: The Cooperative Agreement allows our agencies to be flexible with our review process in order to ensure the DOT project remains on schedule. At times we will identify unique resources or project specific concerns that necessitate creative solutions to complex resource issues. We believe the requests below are necessary to adequately protect resources, are reasonable, are site specific, and will not set precedence or new policy for statewide policy or guidance. The request made below apply only to this project, and should be incorporated into the project Special Provisions.

- **Oak Wilt:** This project involves work that may involve cutting or wounding of oak trees. To prevent the spread of oak wilt disease, please avoid cutting or pruning of oaks from April through September. See the DNR webpage at: <http://dnr.wi.gov/topic/foresthealth/oakwilt.html> .
- **Emerald Ash Borer:** This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. It is illegal to move or transport ash material, the emerald ash borer, and hardwood debris (i.e. firewood) from EAB quarantined areas to a non-quarantined area without a compliance agreement issued by WI Department of Agriculture, Trade and Consumer Protection. Regulated items include cut hardwood (non-coniferous) firewood, ash logs, ash mulch or bark fragments larger than on inch in diameter, or ash nursery stock (DATCP statute 21).
 - For more information regarding the EAB and quarantine areas please click on the following link: <http://datcpservices.wisconsin.gov/eab/article.jsp?topicid=20>
 - Recommendations to reduce the spread of EAB in potentially infested Ash wood: <http://datcpservices.wisconsin.gov/eab/articleassets/Recommendations%20to%20reduce%20the%20spread%20of%20EAB.pdf>

This project may require a permit from the U.S. Army Corps of Engineers (ACOE). For further details you will

need to contact Kerrie Hauser of the ACOE located in the La Crescent office, at 651-290-5903. All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, and additional consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 608-275-3308, or email at andrew.barta@wisconsin.gov.

Sincerely,

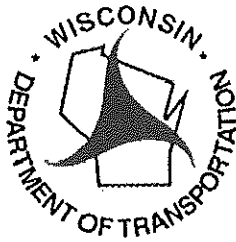
Andy Barta

Andy Barta
Environmental Analysis & Review Specialist

cc: Steve Vetsch – WisDOT Rec
Kerrie Hasuer - ACOE
Jim Chitwood – Richland County Highway Commissioner
Dan Gustafson – SEH

APPENDIX

10. FHWA 10 year Rule Extension



**Request for FHWA Extension per
Code of Federal Regulation
Title 23 Vol. 1
23 CFR 630.112 (c)(1) (2)**

Date of Request: August 5, 2014

Project ID: 5419-06-00
Project Title: CTH O
Project Limits: STH 80 – Richland Center
County: Richland
Hwy: CTH OO – USH 14

Federal Authorization Date: September 22, 2004

Federal Dollars Spent to Date: \$253,875.20

Design Federal Aid Project Number: 2004864

Environmental Document Complete: NO

Environmental Document FHWA Approval Date:

(Required for 1-EIS, 2C Categorical Exclusion and 4-FONSI Finding of no significant impact)

Length of Extension Requested: 30 months Extension Expiration Date (MM-DD-YY): March 22, 2017

Justification for Extension:

This is a 2.8 mile local program STP rural reconstruction project. The project was initially managed through the WisDOT La Crosse regional office and then transferred to the Management Consultant in 2006.

The initial Phase 1 archaeological investigation for the project indicated 4 potentially eligible archaeology sites. The project lost momentum in 2006 when the subsequent phase 2 archaeological study determined that two of the sites, which are both unavoidable, are being recommended for eligibility for the NRHP and are within the project limits.

In 2011 a renewed effort by the new Richland County Highway Commissioner was initiated to advance the project. The management consultant worked with Richland County to identify additional services needed to continue with preliminary engineering. These efforts included evaluating the south project limits, additional Phase 1 archaeological studies, an architecture/historical survey, cemetery documentation, and Determination of Eligibilities for up to two historic properties (DOE).

Since this additional scope of services was approved in July of 2012, the archaeological, historical, and DOE work has been completed and the Section 106 form has been submitted. A design exception has also been approved for the southern termini of the project.

Richland County applied for construction funding in the 2013-2018 program cycle but was unsuccessful.

We believe that these conditions meet the conditions for a time extension allowed by FHWA order 5020.1, item 6d(2); *Complex project consultations involving Federal, State, local agencies, or sovereign nations.*

An extension is being requested to complete the project to the right-of-way acquisition phase. Federal funds have been approved for right-of-way acquisition. The following milestones are anticipated to meet the proposed schedule.

Section 106 Form Approval	October	2014
Section 106 Consultation/MOA	January	2016
Environmental Document	April	2016
Design Study Report	July	2016
Plat and Relocation Order	November	2016
Fed Funding authorization for Real Estate	February	2017
Begin Real Estate acquisition by County	March	2017

It is anticipated the real estate acquisition phase will be completed in approximately 1 year. Richland County will be applying for construction funding in the next program cycle.

Impact:

CTH O is one of the highest volume county highways in Richland County and is in need of improvement. The county lacks sufficient funding to complete the project solely with local funds.

Region Requestor:

Stephen Flottmeyer
Stephen Flottmeyer, P.E.

WisDOT Programming Supervisor

Name

Title

Date

Phone

785-9875
608-785-3650

Region Information Contact:

John Bainter
John Bainter, P.E.

WisDOT Local Road Project Manager

Name

Title

Date

Phone

8/7/14
608-785-9729

FHWA:

Approved:



Denied:



Name

Title

Date

Phone

The determination is made by FHWA that Local Public Agency (LPA) non-compliance will occur after March 22, 2017 and WisDOT will request repayment of federal funds. There should be no further 10 Year Extension requests and/or approvals. After March 22, 2017 there will be no recourse for LPA except federal fund repayment. MRC 9-29-2014

Addendum for 10 year Extension Request, 5419-06-00 CTH O, Richland County

Significant Project Development Dates

Federal Authorization	September 22	2004
Contract Executed	September 28	2004
Operational Planning Meeting held	March	2005
Pavement Type Selection Report Approved	July	2005
Contract Amendment 1 Approved – for additional Archaeology investigation to determine if the four identified sites are Eligible for the National Register	November	2005
Contract Amendment 2 approved – to change title search companies	September	2006
Archaeology Phase 1 report completed; two sites are eligible for the National Register Archaeology subcontractor anticipates the need to go to consultation for both sites	December	2006
Progress meeting held – several design issues identified, including rock excavation, box culverts, anticipated need for archaeology consultation	December	2006
Determination by ESS that a History Survey will be needed	May	2007
Richland County Highway Commissioner requests that project be suspended for one year due to budget constraints; will revisit decision in one year	December	2008
New Richland County Highway Commissioner is committed to this project	August	2010
Management Consultant and Design Consultant met with new Highway Commissioner to review project status and need for an amendment	April	2011
Contract Amendment 3 Approved – for survey and preliminary road design through the CTH O/CTH OO/Santa Klaus Lane intersection, preparation of a History Survey, and for conversion of project plans to current design software	July	2012
Contract Amendment 4 Approved – for preparation of an Exception to Standards for a four way stop at south end of project	June	2013
Exception to Standards approved by WisDOT	October	2013
County informed that this project was not selected for construction funding in the 2013-16 cycle; County plans to apply in the next cycle	January	2014
Section 106 submitted to WisDOT	August	2014
Section 106 Form Approval	October	2014
County to apply for construction funding in the next program cycle – anticipated	January	2015
Section 106 Consultation/MOA-coordination with ESS/SHPO/FHWA/Others	January	2016
Environmental Document	April	2016
Design Study Report	September	2016
Plat and Relocation Order	November	2016
Fed Funding authorization for Real Estate	January	2017
Begin Real Estate acquisition by County	February	2017
PS&E *	August	2018
Construction Letting *	December	2018
Begin Construction *	Spring	2019

* Assumes construction funding is approved in the next program cycle and available in FY19

APPENDIX

11. Pine River Trail Coordination



RE: CTH O - Pine River Recreation Trail crossing
Cooper, Cathy - NRCS-CD, Richland Center, WI
10/13/2016 11:11 AM

To:

Jarrold Starren

Hide Details

From: "Cooper, Cathy - NRCS-CD, Richland Center, WI" <Cathy.Cooper@wi.nacdnet.net>

To: Jarrold Starren <jstarren@sehinc.com>

The Richland County Parks Commission does not have a problem with the road construction on County Highway O and the Pine River Bike Trail. They do ask that if any of the surfacing is damaged that it be restored to the existing surface material of screening.

Cathy Cooper

From: Jarrold Starren [<mailto:jstarren@sehinc.com>]

Sent: Tuesday, October 11, 2016 9:08 PM

To: Cooper, Cathy - NRCS-CD, Richland Center, WI <Cathy.Cooper@wi.nacdnet.net>

Cc: Dan Gustafson <dgustafson@sehinc.com>

Subject: CTH O - Pine River Recreation Trail crossing

Cathy,

Richland County in conjunction with the Wisconsin Department of Transportation (WisDOT) are in the process of developing plans for a proposed highway reconstruction project.

The project begins at the intersection of CTH O, CTH OO and Santa Klaus Lane in the town of Orion, Richland County and extends about 2.9 miles north to the town of Richland and ends on the north side of the Pine River Trail, south of USH 14 in the City of Richland Center.

The project, which is being designed by Short Elliott Hendrickson Inc. (SEH®), will consist of reconstruction of the existing roadway along with realignment of the substandard horizontal and vertical curves to update the roadway to current design standards. The review agency for the project will be the Wisconsin Department of Transportation. Construction is scheduled to take place in 2019 or later.

CTH O will be closed to through traffic during construction. The project ends just beyond the crossing of the Pine River Recreation trail, south of USH 14. The construction will affect approximately 50 feet of the trail at its crossing with CTH O. The trail at this location will be replaced at its existing location and at the same profile and will be paved.

During the construction this portion of the trail may be closed temporarily, or will require bicyclists to stop and walk across at the crossing of CTH O.

Attached below is a project Title sheet and project overview showing the project's location, typical section of the proposed roadway, and plan sheet showing the the project layout at the trail crossing.

Please let me know if you have any questions, comments or concerns with the project.

(See attached file: CTH O Attachment Plan Sheets.pdf)

Thank you.

Jarrold Starren, PE
Project Manager / Project Engineer
SEH
10 North Bridge Street

Chippewa Falls, WI 54729
715.720.6261 direct
715.271.1213 cell
sehinc.com
Building a Better World for All of Us®

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RECORD OF CONVERSATION

Conversation With: <u>Cathy Cooper</u>	SEH File No.: <u>ARICH0402</u>
Co/Org: <u>Richland County Parks Commission</u>	SEH File Loc: <u>14.00</u>
Phone No.: <u>608-647-647-2100</u>	Owner's File No.: _____
Fax No.: _____	Date/Time: <u>10-12-2016</u>
Subject: <u>Pine River Trail Coordination</u>	By: <u>Jarrold Starren</u>

Conversation Type:

<input type="checkbox"/> In Person	<input type="checkbox"/> At SEH	<input type="checkbox"/> At Site	Other: _____
<input checked="" type="checkbox"/> Telephone	<input type="checkbox"/> Incoming	<input checked="" type="checkbox"/> Outgoing	

Items Discussed:

CTH O Road Reconstruction

I called Cathy Cooper - Richland County Parks Commission on October 11th. She was not in tried again on October 12th and did get ahold of her.

We discussed the project, I informed her of the project location, what work was going to be done and what types of equipment would be used and that the project would not be constructed until at least 2019. I told her that I was following the DOT format to inform her of a project affecting their trail system. I had also emailed her a copy of the plans with a project description and she had reviewed them. She told me that they would not have any issues or concerns with the project. She said the trail was paved on one side of CTH O and not on the other. I said that we had seen that and were going to sawcut the pavement and match into it just approximately 25 ft from the CTH O centerline - and we would pave a small bump out on the unpaved side - matching the existing trail, so that if in the future they decided to pave the trail they would not have to go into CTH O. I did tell her we would be effecting about 50 ft of the trail. We spoke about the construction - that CTH O would be closed to through traffic, and the trail could remain open, but users would need to be made aware of the construction and that the trail at times may be closed. She said that would not be a problem, that they would work directly with Richland County highway department to sign the trail before the project. She said that they have a website and that they would post it on the website before the project and would update it accordingly. She told me she would send a short email stating they have no issues with the project.

Follow-Up Required:

Please contact the writer if errors are contained in this record, or if relevant information has been omitted.

c: [Click to **type cc's** **OR** delete this line]

document1

In Richland Center, the trail starts/ends in Krouskop Park on Hwy. 14 West. In Krouskop Park, there is adequate parking, toilet facilities and drinking water.

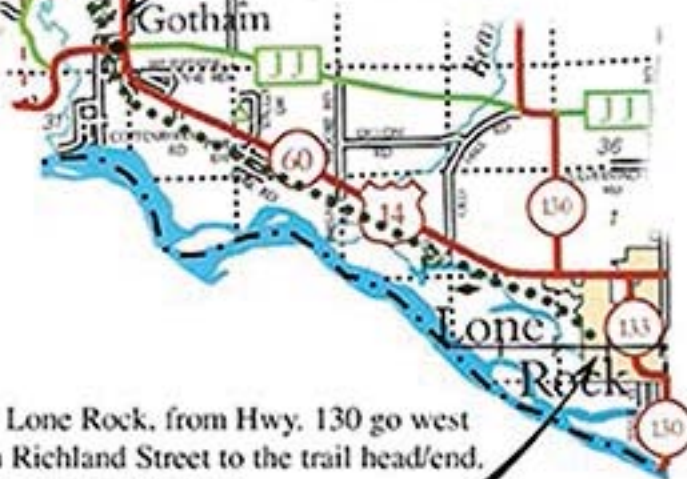
PINE RIVER *Recreation Trail*



In Twin Bluffs there is parking, a shelter, a picnic table, and a porta-potty.



In Gotham, the town park is on Fulton Street, one block south of the trail and its intersection with Hwy. 60.



In Lone Rock, from Hwy. 130 go west on Richland Street to the trail head/end. There is parking here.



PINE RIVER *Recreation Trail*

The Pine River Recreation Trail presents an unusual assortment of ecosystem, including lowland hardwood forests, cattail marshes, the Sextonville tamarack bog, an oak savannah, prairies, and jack pine barrens. Each of these ecosystems is briefly described on County-sponsored markers installed by an Eagle Scout. The trail traces the course of the meandering Pine River from Richland Center south to the swift-flowing Wisconsin River, near Gotham.

The 14.3 mile trail is generally flat and is constructed of asphalt in the City and of well-compacted crushed limestone in the County. Fifteen bridges along the route span lengths of 16 feet to 241 feet for the magnificent curved bridge south of

Twin Bluffs. In the City the trail is located on the dike on the east side of the Pine River. Be certain to note the historic footbridge which westsiders use to come into the central city. You may want to tarry a while in the City Arboretum, which has 65 species of trees, each labeled with a brief description. The Arboretum also contains over 100 shrubs and perennials. As it leaves the City, the trail is built on an abandoned railroad right of way, which runs all the way to Lone Rock.

The entire trail may be used for hiking and biking; outside of the city the trail may be used for snowmobiling, weather permitting. No other motorized vehicles are allowed. Dogs must be on a leash. This is a “carry-on, carry-off” trail, and you are invited to enjoy the picnic tables located along the trail for resting and picnicking. No permit or fee is required for using the trail. The trail is maintained by the City of Richland Center and by Richland County.

PINE RIVER *Recreation Trail*



Sponsored by the City of Richland Center and Richland County.

**Richland Area Chamber/
Main Street Partnership
PO Box 128,
Richland Center, Wisconsin 53581
608-647-6205 • 800-422-1318
www.richlandchamber.com**

APPENDIX

12. Richland Center Census Data

[Census Viewer](#)

- [Home](#)
- [Compare Versions](#)
- [F.A.Q.](#)
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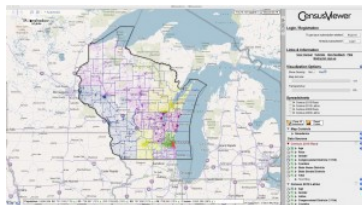
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[Counties](#) \ /[Cities](#)

>

Richland County, Wisconsin

Population of Richland County, Wisconsin: Census 2010 and 2000 Interactive Map, Demographics, Statistics, Graphs, Quick Facts



Compare population statistics about Richland County, WI by race, age, gender, Latino/Hispanic origin etc. [CensusViewer](#) delivers detailed demographics and population statistics from the 2010 Census, 2000 Census, American Community Survey (ACS), registered voter files, commercial data sources and more.

Experience breakthrough technology for census data discovery, population analysis and visualization over Bing Maps. Visually "fly over" a state, viewing in great detail the census blocks, census tracts, cities, counties and various political districts in your selection or "zoom down" to the street level to get demographic statistics and information about the population in an individual census block or census tract.

Click on any map link to see our blazing-fast data visualization over Bing Maps in action. [Read more](#) about the unprecedented demographic insight and analytical power of CensusViewer interactive maps.

[CensusViewer maps, data and statistics pages for all states, counties and cities.](#)

Richland County, Wisconsin - Overview	2010 Census		2000 Census		2000-2010 Change	
	Counts	Percentages	Counts	Percentages	Change	Percentages
Total Population	18,021	100.00%	17,924	100.00%	97	0.54%
Population by Race						
American Indian and Alaska native alone	46	0.26%	46	0.26%	0	0%
Asian alone	95	0.53%	38	0.21%	57	150.00%
Black or African American alone	82	0.46%	27	0.15%	55	203.70%
Native Hawaiian and Other Pacific native alone	4	0.02%	5	0.03%	-1	-20.00%
Some other race alone	119	0.66%	51	0.28%	68	133.33%
Two or more races	135	0.75%	121	0.68%	14	11.57%
White alone	17,540	97.33%	17,636	98.39%	-96	-0.54%
Population by Hispanic or Latino Origin (of any race)						
Persons Not of Hispanic or Latino Origin	17,661	98.00%	17,757	99.07%	-96	-0.54%
Persons of Hispanic or Latino Origin	360	2.00%	167	0.93%	193	115.57%
Population by Gender						
Female	8,979	49.83%	9,042	50.45%	-63	-0.70%
Male	9,042	50.17%	8,882	49.55%	160	1.80%
Population by Age						

APPENDIX

13. ACOE Coordination



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

REPLY TO ATTENTION OF
REGULATORY BRANCH

February 1, 2017

Regulatory File No. 2015-03634-KJH

Jim Chitwood
Richland County Highway Department
120 Bowen Circle
Richland Center, Wisconsin 53581

Dear Mr. Chitwood:

This letter concerns a request for Department of the Army authorization by Richland County Highway Department to discharge fill material into 0.136 acre of wetlands and 0.016 acre of tributaries to Ash Creek for the reconstruction of County Highway O (CTH O) from Santa Klaus Lane to U.S. Highway 14 (WisDOT Project ID: 5419-06-00). The project site is in Sections 26-27 and 34-35, Township 10 North, Range 1 East, and in Sections 3 and 10 Township 9 North, Range 1 East Richland County, Wisconsin.

This work is authorized by Department of the Army General Permit (GP-002-WI) for Maintenance Activities (Category 1.a.1) provided the enclosed conditions are followed and you obtain confirmation that Clean Water Act Section 401 water quality certification (WQC) has been granted or waived for the project by the Wisconsin Department of Natural Resources (WDNR). All GP-002-WI authorizations are provisional and require you obtain confirmation of WQC from the WDNR.

If your project will require off-site fill material that is not obtained from a licensed commercial facility, you must notify us at least five working days before start of work. A cultural resources survey may be required if a licensed commercial facility is not used.

This General Permit is valid until July 14, 2021, unless reissued, or revoked. In general, the time limit for completing work ends on that date. For additional information regarding the time limit for completing work, please review GP-002-WI General Condition 1. It is the permittee's responsibility to remain informed of changes to the General Permit program. If this authorized work is not undertaken within the above time period, or the project specifications have changed, our office must be contacted to determine the need for further approval or re-verification.

It is your responsibility to ensure that the work complies with the terms of this letter and the enclosures. It is also your responsibility to obtain all required state and local permits and approvals before you proceed with the project.

A preliminary jurisdictional determination (JD) has been prepared for the site of your project. The preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps representative identified in the final paragraph of this letter. You also may provide new information for further consideration by the Corps to reevaluate the JD. If this JD is acceptable, please sign and date both copies of the Preliminary Jurisdictional Determination form and return one copy to the address below within 15 days from the date of this letter.

U.S. Army Corps of Engineers
St. Paul District
1114 South Oak Street
La Crescent, Minnesota 55947-1338
Attn: Kerrie J. Hauser

If you have any questions, please contact Kerrie J. Hauser in our La Crescent office at (651) 290-5903 or kerrie.j.hauser@usace.army.mil. In any correspondence or inquiries, please refer to the Regulatory file number shown above.

Sincerely,



Todd Vesperman
Chief, Southeast Section

Enclosures

Copy electronically furnished to:
WDNR, Andy Barta Transportation Liaison

GP-002-WI GENERAL AND STANDARD CONDITIONS

GENERAL INFORMATION

In ALL cases, GP-002-WI requires that adverse impacts on water and wetland resources be avoided and minimized to the maximum extent practicable. Also, activities that would adversely affect federal endangered plant or animal species or certain cultural or archaeological resources, or that would impair reserved Native American tribal rights, including, but not limited to, reserved water rights and treaty fishing and hunting rights, are not eligible for authorization under GP-002-WI.

Department of the Army General Conditions:

1. GP-002-WI expires on July 14, 2021. Unless activities authorized under the GP-002-WI issued on July 15, 2016, have commenced construction or are under contract to commence construction by July 14, 2021, the time limit for completing work ends upon the expiration date of GP-002-WI. Activities authorized under GP-002-WI which have commenced construction or are under contract to commence construction by July 14, 2021, will have until July 13, 2022, to complete their activities under the terms and conditions of GP-002-WI. If you find that you require additional time to complete authorized activities, submit your time extension request to this office for consideration at least three months before the expiration date is reached.

2. You must maintain the activity authorized by GP-002-WI in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity. Should you wish to cease to maintain an activity authorized by the reporting GP, or abandon it without a good faith transfer; you must obtain a

modification of the Corps of Engineers (Corps) authorization, which may require restoration of the area. If you wish to transfer responsibility for project completion or maintenance, please contact this office so we may provide you with the necessary documentation to transfer the authorization.

3. If you discover any previously unknown historic or archaeological remains while accomplishing any activity authorized by GP-002-WI, you must immediately stop work and notify the Corps. The Corps will initiate the federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

4. You must allow representatives from this office to inspect the proposed project site and the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of GP-002-WI.

5. If a conditioned water quality certification has been issued for your project by the Wisconsin Department of Natural Resources (WDNR), you must comply with the conditions specified in the certification as special conditions to this permit.

6. You must also comply with the other GP-002-WI terms and conditions specified below as well as any project specific conditions imposed by the St. Paul District.

Further Information:

1. Congressional Authorities: Authorization to undertake the activities described above is pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344). Work that requires authorization under Section 10 of the Rivers and

Harbors Act must be authorized separately through other GPs or individual permits.

2. Limits of this Authorization:

a. GP-002-WI does not obviate the need to obtain other federal, state, or local authorizations required by law.

b. GP-002-WI does not grant any property rights or exclusive privileges.

c. GP-002-WI does not authorize any injury to the property or rights of others.

d. GP-002-WI does not authorize interference with any existing or proposed federal project.

3. Limits of Federal Liability. In authorizing work, the Federal Government does not assume any liability, including for the following:

a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.

b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.

c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.

d. Design or construction deficiencies associated with the permitted work.

e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data. The determination by this office that an activity is not contrary to the public interest will be made in reliance on the information provided by the applicant.

GP-002-WI GENERAL AND STANDARD CONDITIONS

5. **Reevaluation of Decision.** This office may reevaluate its decision on an authorization at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

a. The applicant fails to comply with the terms and conditions of this general permit.

b. The information provided by the applicant in support of the permit application proves to have been false, incomplete, or inaccurate (see 4 above).

c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

A reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring the permittee to comply with the terms and conditions of the permit and for the initiation of legal action where appropriate.

6. This office may also reevaluate its decision to issue GP-002-WI at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following: significant new information surfaces which this office did not consider in reaching the original public interest decision. Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7.

GP-002-WI Standard Conditions:

1. **Discretionary Authority:** The Corps retains discretionary authority to require a standard individual permit review of any activity eligible for authorization under GP-002-WI based on concern for the aquatic environment.

2. **Federal Trust Responsibility to Indian Tribes:** Projects the Corps finds to have potential to affect tribal interests will be coordinated with the appropriate Indian Tribal governments. The Tribe's views and the federal trust responsibility will be considered in the Corps evaluation. Based on treaty rights, no activity or its operation may impair reserved treaty rights, including, but not limited to, reserved water rights and treaty fishing and hunting rights.

3. **Form and Verification of Authorization:** Every GP-002-WI authorization that requires submission of an application will be verified in writing by the Corps. Any verification issued may include required special conditions.

4. **Case-by-Case Conditions:** The authorized activity must comply with any special conditions that may have been added by the Corps or by a state, tribe, or the United States Environmental Protection Agency in its Section 401 Water Quality Certification or consistency determination under the Coastal Zone Management Act. Such conditions will be specifically identified in any Corps authorization.

5. **Avoidance and Minimization:** Discharges of dredged or fill material into waters of the United States must be avoided and minimized to the maximum extent practicable.

6. **State Water Quality Certification and Coastal Zone Management (CZM) Consistency Determination:** GP-002-WI authorizations are provisional and

require that the Wisconsin Department of Natural Resources (WDNR) provide confirmation that the activity complies with state water quality certification. A CZM consistency determination may also be required or waived by the Wisconsin Coastal Management Program. If such a condition applies, it will be noted in the Corps authorization letter for the project.

7. **Proper Maintenance:** Any structure or fill authorized shall be properly maintained, including maintenance to ensure public safety.

8. **Erosion and Siltation Controls:** Appropriate erosion and siltation controls must be used and maintained in effective operating condition during construction, and all exposed soil and other fills, as well as any work below the ordinary high water mark must be permanently stabilized at the earliest practicable date. Work should be done in accordance with state-approved published practices. Upon completion of earthwork operations, all exposed slopes, fills, and disturbed areas must be given sufficient protection by appropriate means such as landscaping, or planting and maintaining vegetative cover, to prevent subsequent erosion. Cofferdams shall be constructed and maintained so as to prevent erosion into the water. If earthen material is used for cofferdam construction, sheet piling, riprap or a synthetic cover must be used to prevent dam erosion. All non-biodegradable erosion controls must be removed within two weeks of site stabilization unless otherwise conditioned in the Corps project confirmation letter.

9. **Removal of Temporary Fills:** Any temporary fills, including construction mats, must be removed in their entirety and the affected areas returned to their

GP-002-WI GENERAL AND STANDARD CONDITIONS

preexisting elevation. The timeframe for completing this removal shall be:

a. Not later than the timeframe stipulated in the activity description (unless extended in writing by our office);

b. Not later than the timeframe stipulated in our office's verification letter; or

c. Not longer than two weeks from the date the temporary fill was placed in waters of the United States (condition c. applies only if a timeframe is not otherwise established by applying a. or b. above).

10. Federal Threatened and Endangered Species: GP-002-WI does not affect the Corps responsibility to insure that all Section 404 authorizations comply with Section 7 of the Federal Endangered Species Act (ESA).

a. No activity is authorized which is likely to jeopardize the continued existence of a threatened or endangered species or a species proposed for such designation, as identified under the ESA or which is likely to destroy or adversely modify the critical habitat of such species. Permittees shall notify the Corps if any listed species or critical habitat might be affected or is in the vicinity of the project, and shall not begin work on the activity until notified by the Corps that the requirements of the ESA have been satisfied and that the activity is authorized.

b. Authorization of an activity under GP-002-WI does not authorize the take of a threatened or endangered species as defined under the ESA. In the absence of separate authorization (e.g., an ESA Section 10 Permit, a Biological Opinion with incidental take provisions, etc.) from the United States Fish and Wildlife Service (FWS), both lethal and

non-lethal takes of protected species are in violation of the ESA. Information on the location of threatened and endangered species and their critical habitat can be obtained directly from the offices of the FWS, WDNR or their internet pages.

11. Historic Properties, Cultural Resources: GP-002-WI does not affect the Corps responsibility to insure that all Section 404 authorizations comply with Section 106 of the National Historic Preservation Act (NHPA). No activity which may affect historic properties listed, or eligible for listing, in the National Register of Historic Places (NRHP) is authorized, until the Corps has complied with the provisions of 33 CFR Part 325, Appendix C. Project sponsors must disclose in the Corps permit application if the authorized activity may affect any historic properties listed, determined to be eligible, or which the prospective permittee has reason to believe may be eligible for listing on the NRHP, and shall not begin the activity until notified by the Corps that the requirements of the NHPA have been satisfied and that the activity is authorized. Information on the location and existence of historic resources can be obtained from the State Historic Preservation Office (SHPO) and the NRHP. If cultural, archaeological, or historical resources are unearthed during activities authorized by this permit, work must be stopped immediately and the SHPO must be contacted for further instruction.

12. Spawning Areas: Discharges in spawning areas during spawning seasons must be avoided to the maximum extent practicable.

13. Obstruction of High Flows: To the maximum extent practicable, discharges must not permanently restrict or impede passage of

normal or expected high flows or cause the relocation of the water (unless the primary purpose is to impound waters).

14. Adverse Effects from Impoundments: If the discharge creates an impoundment of water, adverse effects on the aquatic system due to the accelerated passage of water and/or the restriction of its flow shall be minimized to the maximum extent practicable.

15. Waterfowl Breeding Areas: Discharges into breeding areas for migratory waterfowl must be avoided to the maximum extent practicable.

16. Navigation: No activity may cause more than a minimal adverse effect on navigation.

17. Aquatic Life Movements: No activity may substantially disrupt the movement of those species of aquatic life indigenous to the waterbody, including those species which normally migrate through the area, unless the activity's primary purpose is to impound water.

18. Equipment: Heavy equipment working in wetlands must be placed on mats, or other measures must be taken to minimize soil disturbance. Where temporary construction mats are used, they must be placed in a manner that minimizes the matted area to the minimum necessary to allow safe access to work areas and operation of equipment. To prevent the introduction of invasive species, all construction mats used shall be cleaned and free of debris (excess soil and plant material) prior to delivery at the project site.

19. Water Quality Standards: All work or discharges to a watercourse resulting from permitted construction activities, particularly hydraulic dredging, must meet applicable federal, state, and local water quality and

GP-002-WI GENERAL AND STANDARD CONDITIONS

effluent standards on a continuing basis.

20. Preventive Measures:

Measures must be adopted to prevent potential pollutants from entering the watercourse. Construction materials and debris, including fuels, oil, and other liquid substances, will not be stored in the construction area in a way that allows them to enter the watercourse as a result of spillage, natural runoff, or flooding.

21. Disposal Sites: If dredged or excavated material is placed on an upland disposal site (above the ordinary high-water mark), the site must be securely diked or contained by an acceptable method that prevents the return of potentially polluting materials to the watercourse by surface runoff or by leaching. Construction of containment areas, whether bulkhead or upland disposal site, must be complete prior to the placement of any dredged material.

22. Suitable Fill Material: All fill (including riprap), if authorized under this permit, must consist of suitable material (e.g. no trash, debris, car bodies, asphalt, etc.,) free from toxic pollutants in toxic amounts (see Section 307 of the Clean Water Act). In addition, rock or fill material used for activities dependent upon this permit and obtained by excavation must either be obtained from existing quarries or, if a new borrow site is opened up to obtain fill material, the State Historic Preservation Office (SHPO) must be notified prior to the use of the new site. Evidence of this consultation with the SHPO will be forwarded to the Corps.

23. Water Intakes/Activities: An investigation must be made to identify water intakes or other activities that may be affected by suspended solids and turbidity increases caused by work in the watercourse. Sufficient notice

must be given to the owners of property where the activities would take place to allow them to prepare for any changes in water quality.

24. Spill Contingency Plan: A contingency plan must be formulated that would be effective in the event of a spill. This requirement is particularly applicable in operations involving the handling of petroleum products. If a spill of any potential pollutant should occur, it is the responsibility of the permittee to remove such material, to minimize any contamination resulting from this spill, and to immediately notify the state Emergency Management Duty Officer at 1-800-943-0003 and the National Response Center at telephone number 1-800-424-8802.

25. Other Permit Requirements: No GP-002-WI authorization eliminates the need for other local, state or Federal authorizations, including but not limited to National Pollutant Discharge Elimination System or State Disposal System permits.

26. State Section 401 Certification Conditions and Limitations: All GP-002-WI authorizations are provisional, and require individual Section 401 Clean Water Act Water Quality Certification or waiver from the Wisconsin Department of Natural Resources.

27. Wisconsin Coastal Management Program (WCMP) Conditions: The WCPM's Federal consistency determination for GP-002-WI provides that no GP-002-WI authorization for an activity taking place in coastal wetlands identified as ridge and swale complexes and/or wetlands adjacent to the Mink River (Door County), and the Kakagon and Bad Rivers (Ashland County) will be valid unless and until a Federal consistency determination is granted or waived by the WCMP. This requirement therefore is

incorporated as a permit condition of GP-002-WI. Project proponents will be notified of this condition in the Corps' GP-002-WI verification letter for projects in these areas.

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM**BACKGROUND INFORMATION****A. REPORT COMPLETION DATE FOR PJD:** February 1, 2017**B. NAME AND ADDRESS OF PERSON REQUESTING PJD:** Jim Chitwood, Richland County Hwy, 120 Bowen Circle, Richland Center, WI 53581**C. DISTRICT OFFICE, FILE NAME, AND NUMBER:** CTH O Reconstruction, 2015-03634-KJH**D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:****(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)**

State: Wisconsin County/parish/borough: Richland County City: Richland Center

Center coordinates of site (lat/long in degree decimal format):

Lat.: 43.29337

Long.: -90.35496

Universal Transverse Mercator: 15, X:714568.875, Y:4796791.006

Name of nearest waterbody: Pine River

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):☒ Office (Desk) Determination. Date: January 23, 2017☒ Field Determination. Date(s): October 5, 2015**TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.**

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
1A	43.30911	-90.35093	0.26 acre	Wetland	Section 404
1B	43.30872	-90.35045	0.42 acre	Wetland	Section 404
1C	43.30760	-90.35055	0.01 acre	Wetland	Section 404
1D	43.30761	-90.35089	0.13 acre	Wetland	Section 404
2A	43.28609	-90.35467	0.01 acre	Wetland	Section 404
2B	43.28594	-90.35446	0.01 acre	Wetland	Section 404

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION, continued

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e. wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e. Section 404 or Section 10/404)
3A	43.28162	-90.35970	0.01 acre	Wetland	Section 404
3B	43.28156	-90.35945	0.01	Wetland	Section 404
1	43.28601	-90.35457	36 Feet	Stream	Section 404
2	43.28159	-90.35958	90 Feet	Stream	Section 404

- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there "*may be*" waters of the U.S. and/or that there "*may be*" navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- ☒ Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Map: Consultant, SEH, Inc.
- ☒ Data sheets prepared/submitted by or on behalf of the PJD requestor.
☒ Office concurs with data sheets/delineation report.
☐ Office does not concur with data sheets/delineation report. Rationale: _____
- ☐ Data sheets prepared by the Corps: _____
- ☐ Corps navigable waters' study: _____
- ☐ U.S. Geological Survey Hydrologic Atlas: _____
☐ USGS NHD data.
☐ USGS 8 and 12 digit HUC maps.
- ☒ U.S. Geological Survey map(s). Cite scale & quad name: 1:24k Quad WI - Sectonville
- ☒ Natural Resources Conservation Service Soil Survey. Citation: NRCS Web Soil Survey
- ☐ National wetlands inventory map(s). Cite name: _____
- ☒ State/local wetland inventory map(s): WWI
- ☐ FEMA/FIRM maps: _____
- ☐ 100-year Floodplain Elevation is: _____.(National Geodetic Vertical Datum of 1929)
- ☒ Photographs: ☒ Aerial (Name & Date): WDNR Surface Water Data Viewer 2010 & 2015
or ☒ Other (Name & Date): Google Earth 2014
- ☐ Previous determination(s). File no. and date of response letter: _____
- ☒ Other information (please specify): Field Visit October 5, 2015

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Lewis J. Hauser February 1, 2017
Signature and date of
Regulatory staff member
completing PJD

Signature and date of
person requesting PJD
(REQUIRED, unless obtaining
the signature is impracticable)¹

¹ Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

APPENDIX

14. Wetland Impact Tracking Form (WITF)



RE: 5419-06-00, STH 80 - Richland Center, CTH O, Richland County_Wetland Correspondence

Bartowitz, Kyle A - DOT

to:

'Justin Shavlik'

09/23/2016 10:11 AM

Cc:

"Banaszak, Mike", Jarrod Starren, Dan Gustafson, "Barta, Andrew H - DNR",

"kerrie.j.hauser@usace.army.mil", Jim Chitwood

Hide Details

From: "Bartowitz, Kyle A - DOT" <Kyle.Bartowitz@dot.wi.gov> Sort List...

To: 'Justin Shavlik' <jshavlik@sehinc.com>

Cc: "Banaszak, Mike" <MBanaszak@KLEngineering.com>, Jarrod Starren <jstarren@sehinc.com>, Dan Gustafson <dgustafson@sehinc.com>, "Barta, Andrew H - DNR" <Andrew.Barta@wisconsin.gov>, "kerrie.j.hauser@usace.army.mil" <kerrie.j.hauser@usace.army.mil>, Jim Chitwood <jim.chitwood@co.richland.wi.us>

1 Attachment



KAB 9-23-2016 WITF 5419-06-00.xls

Hi Justin,

Attached is the completed WITF for this project, with impacts debited to Neptune bank site in Richland County. If you have any questions, please let me know.

Thanks,

Kyle Bartowitz

Environmental Analysis and Review Specialist

WisDOT Southwest Region - Madison Office

(608) 242-8049

From: Justin Shavlik [<mailto:jshavlik@sehinc.com>]

Sent: Thursday, September 22, 2016 4:14 PM

To: Bartowitz, Kyle A - DOT <Kyle.Bartowitz@dot.wi.gov>

Cc: Banaszak, Mike <MBanaszak@KLEngineering.com>; Jarrod Starren <jstarren@sehinc.com>; Dan Gustafson <dgustafson@sehinc.com>; Barta, Andrew H - DNR <Andrew.Barta@wisconsin.gov>; kerrie.j.hauser@usace.army.mil; Jim Chitwood <jim.chitwood@co.richland.wi.us>

Subject: 5419-06-00, STH 80 - Richland Center, CTH O, Richland County_Wetland Correspondence

Kyle,

Attached is a location map and wetland documentation for the subject highway reconstruction project. The project is on CTH O in the Town of Richland, Richland County, Wisconsin. The Richland County Highway Department is proposing to reconstruct the highway to upgrade existing horizontal and vertical deficiencies, correct roadway slopes and intersection improvements. The review agency for the project will be the Wisconsin Department of Transportation. Construction is scheduled to take place in 2019 at the earliest and possibly later because construction is not funded yet..

Please review the enclosed documents and indicate which bank site should be used as well as what debit ratio. If you have any questions please contact me. Thank you for your cooperation.

Justin P. Shavlik, EIT
Graduate Engineer
SEH
10 North Bridge Street, Chippewa Falls, WI 54729
715.720.6279 direct
920.246.4599 cell
sehinc.com
Building a Better World for All of Us®



Wisconsin Department of Transportation

Division of Transportation System Development
Southwest Region

WETLAND IMPACT TRACKING FORM

****This form must be filled out for all projects.****

Return This Completed Form to:

Kyle Bartowitz
Environmental Coordinator
WisDOT - SW Region
2101 Wright St.
Madison, WI 53704
Phone: (608) 242-8049
kyle.bartowitz@dot.wi.gov

**Please Complete All Information
Highlighted In Yellow**

**WisDOT Regional
Environmental Coordinator
(REC) Will Complete Sections
Highlighted In Green**

Project Design I.D. #: 5419-06-00
Project Construction I.D. #: 5419-06-71
Hwy/ Project Title : STH 80 - Richland Center
CTH OO to USH 14
County : Richland
Construction Year : 2019
Date this form is completed: 9/22/16
Date this form is approved: 09/23/2016

This Form Prepared by:

Jarrod Starren 715.720.6261 jstarren@sehinc.com
NAME PHONE EMAIL

This Form Approved by:

Kyle Bartowitz (608) 242-8049 kyle.bartowitz@dot.wi.gov
NAME PHONE EMAIL

Is a discharge of dredged or fill material into wetlands anticipated?

NO ☐ **⇒ Form complete; no further information is required (RETURN FORM TO REC).**

YES ☒ **⇒ 1. Complete remainder of form:**
- After final wetland impacts are determined, complete yellow portions on both pages of this form and submit to REC for finalization and approval.
2. Include this final APPROVED form with DNR 401 and USACE 404 permit applications.
3. After receiving USACE 404 permit and DNR 401 final concurrence, return this final APPROVED form to REC along with copy of USACE 404 permit, DNR 401 final concurrence letter, and D size plan sheet showing wetland impact areas.

Wetland Delineation/

Determination completed by:

Brian Kronstedt 715.423.3525 quest@wctc.net
NAME PHONE EMAIL

Environmental Specialist
QUALIFICATIONS

Describe methods used to avoid and minimize impacts to wetlands:

In an effort to further reduce wetland impacts, the foreslopes were steepened from 4:1 to 3:1 outside the clear zone.

Was professional discretion used to determine debit ratio?

No ☒
Yes ☐

**⇒ Describe discretionary
rationale below:**

WETLAND IMPACT / REPLACEMENT SUMMARY

Type Impacted	Area Impacted	Type Mitigated	Area Mitigated
AB	-	AB	-
BOG	-	BOG	-
DM	-	DM	-
M	-	M	0.22
RPE	0.07	RPE	-
RPF	0.09	RPF	-
SM	-	SM	-
SS	-	SS	-
WS	-	WS	-
AB(D)	-	TOTAL	0.22
DM(D)	-		
M(D)	-		
RPE(D)	-		
RPF(D)	-		
SM(D)	-		
SS(D)	-		
WS(D)	-		
TOTAL	0.16		



WETLAND IMPACT TRACKING FORM - PAGE 2

DETAILED TABLE OF WETLAND IMPACTS

Directions to complete Page 2:

1. One location may be made up of several different wetland types. List each type of wetland impacted from each location on the project corridor separately in the table below.
2. The Environmental Coordinator will enter the appropriate ratio and bank information.
3. Use Department of Transportation Wetland Classification System:
<http://roadwaystandards.dot.wi.gov/standards/fdm/24-05-010att.pdf#fd24-5a10.2>
4. Total areas should be reported to the **nearest 0.01 acre**. Any impacts less than 0.01 acre should be rounded up to 0.01 acre.

						DOT REC will provide this information.		
Point #	Wetland ID	Impact Location (project station)	Lat/Long	Type Impacted	Area Impacted	Debit Ratio	Type Mitigated	Area Mitigated
	1	STA 639+75 to 648+00 LT & RT	Lat: Long:	RPF	0.083	1.500	M	0.125
	2	STA 555+00 LT & RT	Lat: Long:	RPE	0.035	1.300	M	0.046
	3	STA 533+75 LT & RT	Lat: Long:	RPE	0.034	1.300	M	0.044
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000

Is there potential for onsite mitigation? If unknown, check with the REC.

YES

Where is it located? (T/R, station, map)

NO

List bank site to be used. (Determined by REC)

Neptune (Richland County)

Please attach another sheet if the space provided is not adequate for all impacts or to add any additional comments.

APPENDIX

15. NRCS Coordination

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request		4. Sheet 1 of _____	
1. Name of Project		5. Federal Agency Involved			
2. Type of Project		6. County and State			
PART II (To be completed by NRCS)		1. Date Request Received by NRCS		2. Person Completing Form	
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form).		YES <input type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated | Average Farm Size	
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ %		7. Amount of Farmland As Defined in FPPA Acres: _____ %		
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System		10. Date Land Evaluation Returned by NRCS		
PART III (To be completed by Federal Agency)		Alternative Corridor For Segment			
		Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly, Or To Receive Services					
C. Total Acres In Corridor					
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					
PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)					
PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))		Maximum Points			
1. Area in Nonurban Use	15				
2. Perimeter in Nonurban Use	10				
3. Percent Of Corridor Being Farmed	20				
4. Protection Provided By State And Local Government	20				
5. Size of Present Farm Unit Compared To Average	10				
6. Creation Of Nonfarmable Farmland	25				
7. Availability Of Farm Support Services	5				
8. On-Farm Investments	20				
9. Effects Of Conversion On Farm Support Services	25				
10. Compatibility With Existing Agricultural Use	10				
TOTAL CORRIDOR ASSESSMENT POINTS	160				
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100				
Total Corridor Assessment (From Part VI above or a local site assessment)	160				
TOTAL POINTS (Total of above 2 lines)	260				
1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>		
5. Reason For Selection:					

Signature of Person Completing this Part:

DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

APPENDIX

16. Data Recovery Plan

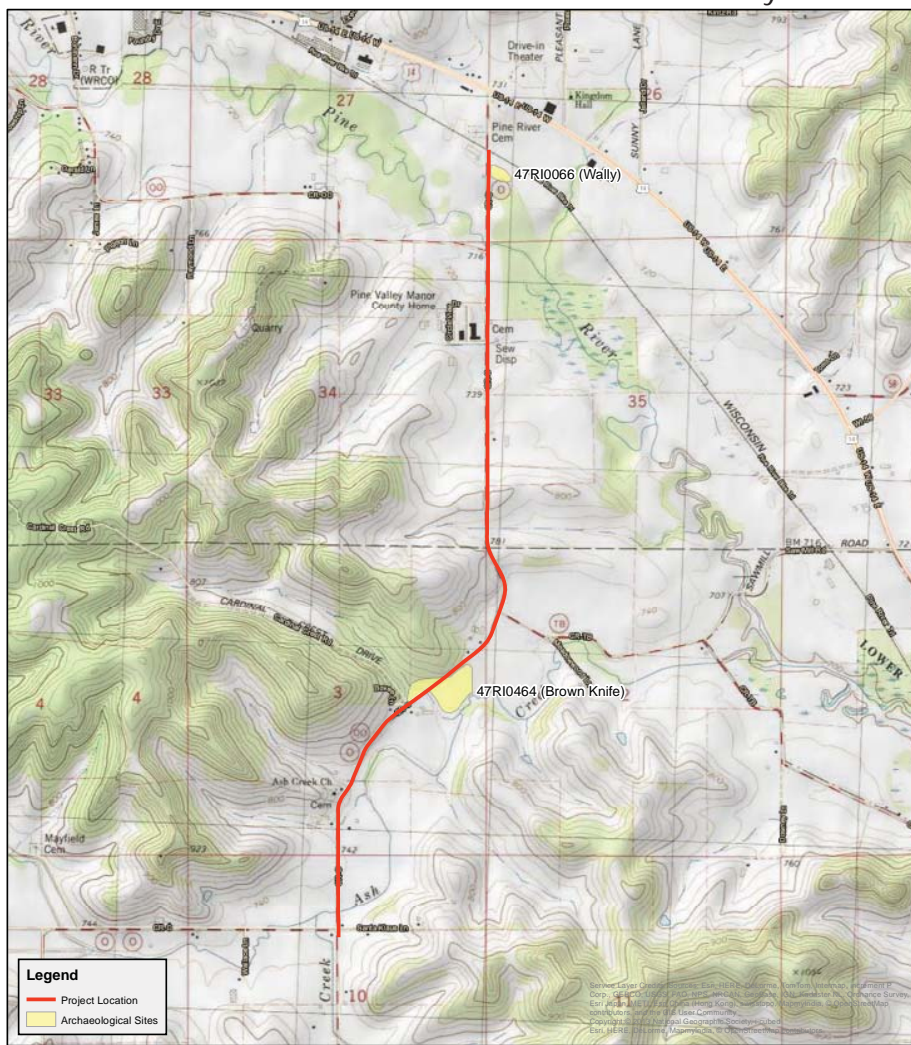


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DATA RECOVERY PLAN FOR 47RI0066 (WALLY) & 47RI0464 (BROWN KNIFE), CTH O, RICHLAND COUNTY, WISCONSIN

By Jennifer R. Haas, M.A.



University of Wisconsin-Milwaukee Cultural Resource Management

Cover Photo Captions:

USGS Topographic map showing location of 47RI0066 (Wally) and 47RI0464 (Brown Knife).

DATA RECOVERY PLAN FOR 47RI0066 (WALLY)
& 47RI0464 (BROWN KNIFE), CTH O, RICHLAND
COUNTY, WISCONSIN

Prepared by



Jennifer R. Haas, Principal Investigator

Report Prepared For:
Short Elliot and Hendrickson, Inc.
6418 Normandy Lane, Suite 100
Madison, WI 53719

Wisconsin DOT
Cultural Resources Team
4802 Sheboygan Ave, Rm 451
Madison, WI 53707-7965

University of Wisconsin-Milwaukee
Cultural Resources Management Program
University of Wisconsin-Milwaukee
Archaeological Research Laboratory
UWM-CRM Project 2014-541
Milwaukee, Wisconsin
September 2015

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DISCLAIMER AND WARRANTY

Information contained in this report should be considered confidential and only used to comply with requirements of the National Historic Preservation Act of 1966 as amended or Wisconsin Statutes 44.40 and 157.70. The looting or destruction of historic properties may be subject to legal fines, imprisonment, and/or penalties.

The research conducted in this report was authorized and funded by the Federal Highway Administration and WisDOT in compliance with Sections 106 and 110 of the National Historic Preservation Act of 1966 as amended. The research was conducted in compliance with the Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation as amended and annotated, the Wisconsin Archaeological Survey's *Guide for Public Archaeology in Wisconsin* (2012), and Chapters 44.40 and 157.70 of the Wisconsin Statutes.

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PART 1. INTRODUCTION AND PROJECT BACKGROUND

Introduction

The data recovery plan presented in this document was designed by Cultural Resource Management at the University of Wisconsin-Milwaukee, Department of Anthropology (UWM-CRM) through consultation with the Richland County, the Federal Highway Administration, the Wisconsin Department of Transportation, the Wisconsin State Historic Preservation Office (SHPO), and other stakeholders. Two historic properties, determined eligible for listing in the National Register of Historic Places (NRHP), are the subject of this data recovery plan: 47RI0066 (Wally) and 47RI00464 (Brown Knife). Both properties are located within the area of potential effect for the CTH O project, STH 80 to Richland Center, Richland County, Wisconsin (WisDOT 5419-06-00, WHS 14-0965/RI) (Figure 1.1). The CTH O project area is within the unglaciated Driftless Area of southwestern Wisconsin and traverses the dissected uplands north of the Wisconsin River.

Site 47RI0066 (Wally) defines a small open air campsite of a Middle Archaic affiliation that dates to circa 5000 to 1700 B.C (Haas and Christiansen 2013). The site is located on a wide, flat terrace overlooking a wetland that borders the Pine River. The site was initially identified in the early 1900s by “two stone celts and flint chip heaps” (Brown, n.d). The site was re-identified in 2005 during the Phase I survey for the CTH O project. Shovel testing east of CTH O yielded a lithic scatter dominated by heat treated Prairie du Chien chert. Subsequent Phase II testing yielded diagnostic materials dating the Middle Archaic period. The material remains were derived from an intact B horizon, retaining good vertical integrity. The site also retains good horizontal integrity, with identifiable, discrete activity areas including a lithic reduction locale.

Based on the Phase I and II investigations, site 47RI0066 (Wally) meets the criteria for listing in the NRHP.

Site 47RI0464 (Brown Knife) defines multi-component open-air habitation containing Early Woodland, Middle Woodland, Late Woodland, and Mississippian occupations. The site is located on a low terrace north of Ash Creek. A small tributary of Ash Creek defines the southern boundary of the site east of CTH O and bisects the site west of CTH O. Site 47RI0464 was identified during Phase I testing within the CTH O project area. Phase I and II investigations yielded diagnostic materials dating to the Early Woodland, Middle Woodland, Late Woodland, and Mississippian periods. Although some material remains were recovered from a disturbed plowzone (Ap) context, many were derived from an intact A horizon, identified stratigraphically below the plowzone, as well as from B horizon soils. The site also retains good horizontal integrity with an intensive activity area identified south of the Ash Creek tributary west of CTH O. Based on the Phase I and II investigations, site 47RI0464 meets the criteria for listing in the NRHP.

This data recovery plan has been developed to mitigate impacts that would result from the reconstruction of CTH O. The data recovery plan meets the guidelines and standards established by the United States Secretary of Interior (1983) and incorporated in the *Guide for Public Archeology in Wisconsin* (Dudzik et al. 2012) endorsed by the Wisconsin Archaeological Survey and the Wisconsin Historical Society. Data recovery is an appropriate technique for the archaeological sites. Finally, this plan was reviewed by the State Historic Preservation Office for compliance with Section 106 of the National Historic Preservation Act and the regulations of the Advisory Council on Historic Preservation.

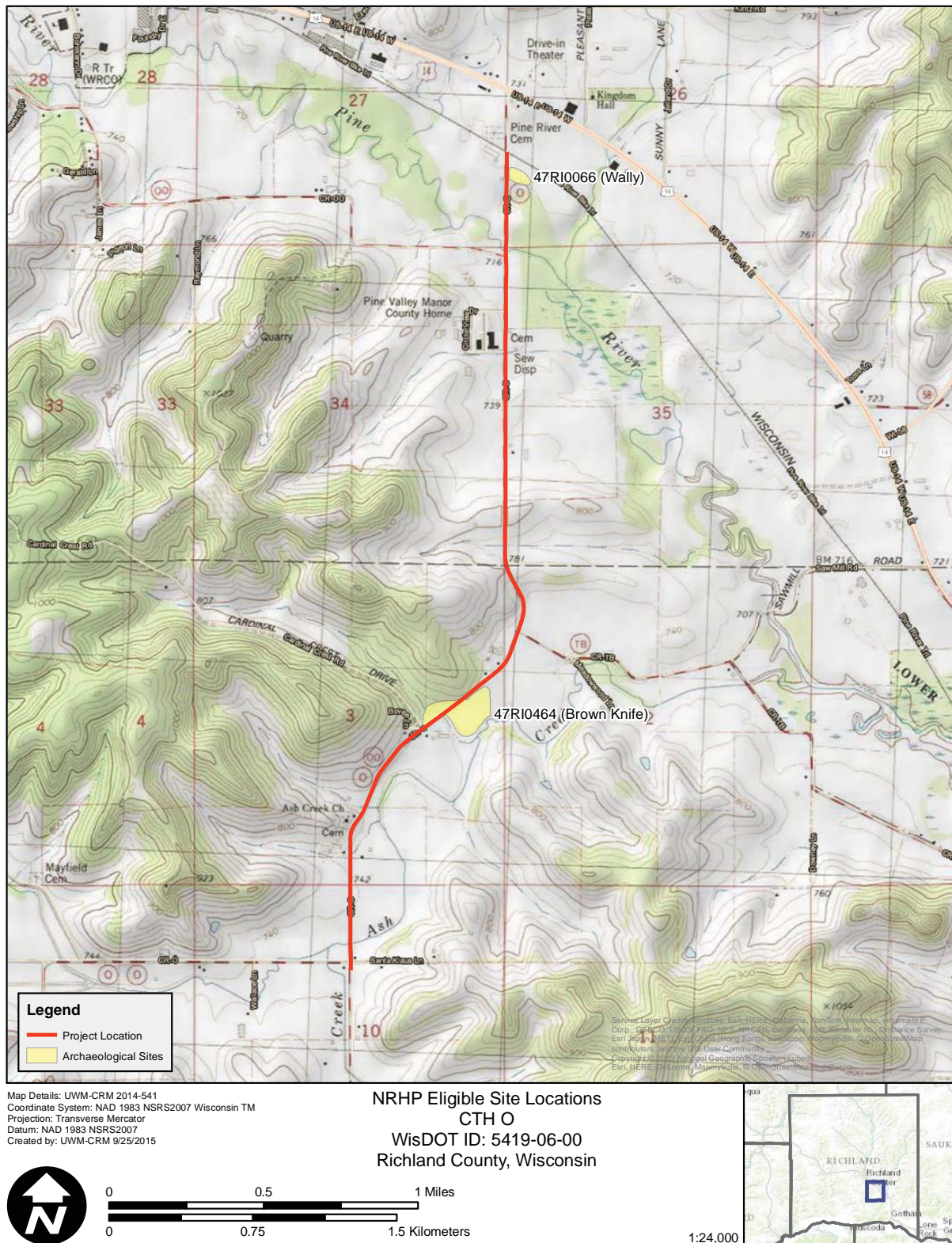


Figure 1.1. CTH O, STH 80 to Richland Center, Richland County and location of sites 47RI0066 (Wally) and 47RI0464 (Brown Knife).

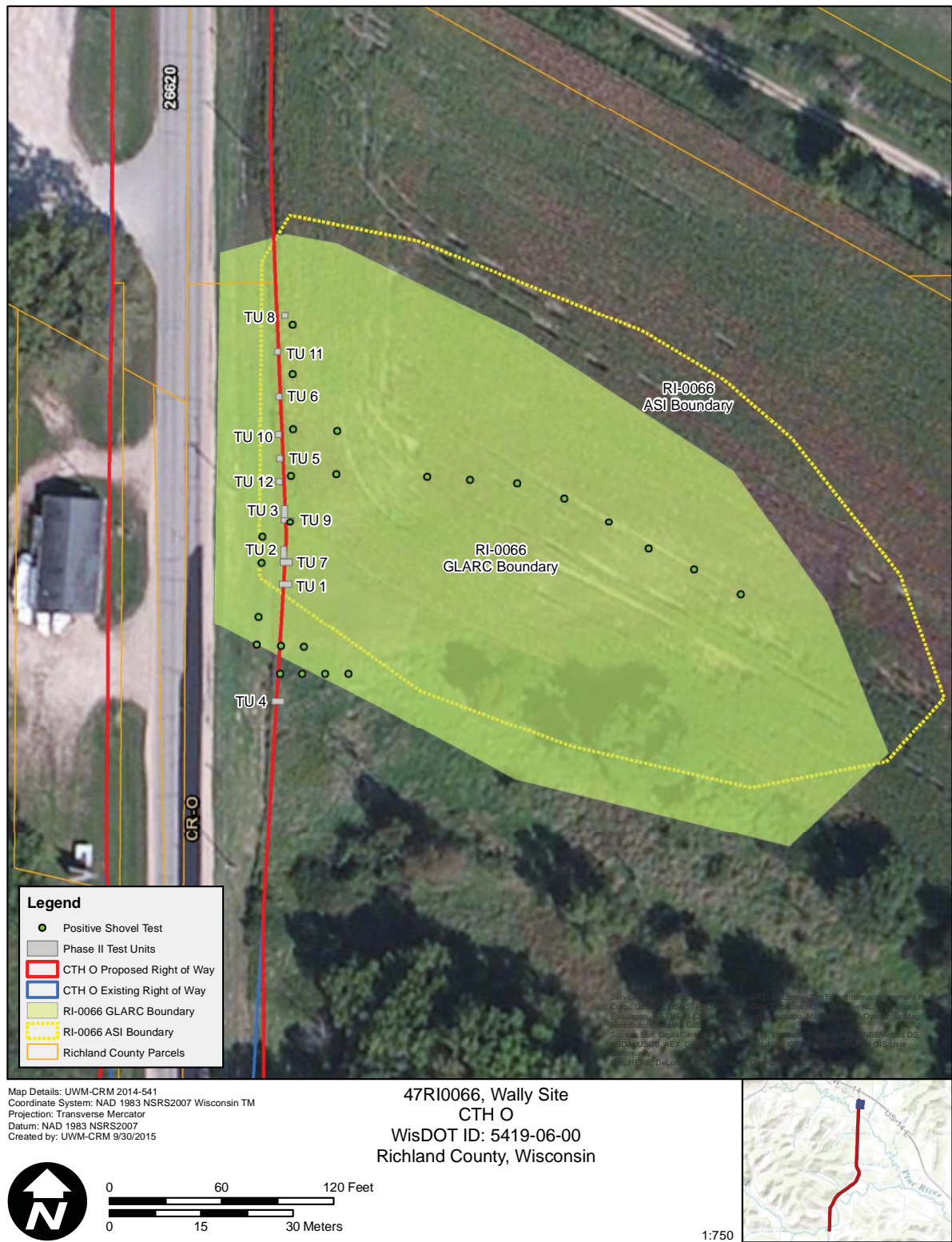


Figure 1.2. Location of site 47RI0066 (Wally) relative to the CTH O project area.

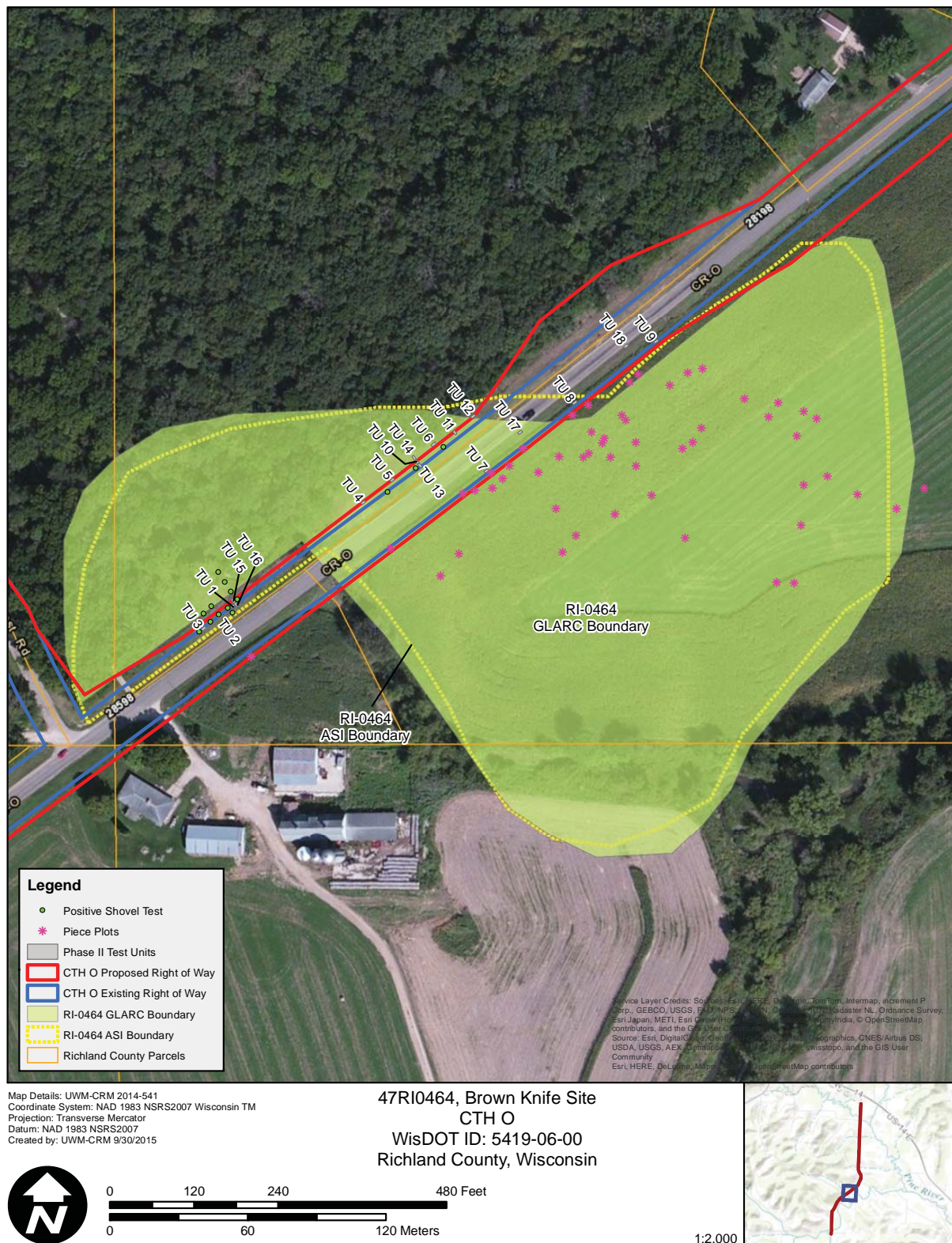


Figure 1.3. Location of site 47RI0464 (Brown Knife) relative to the CTH O project area.

Summary of the Investigations

From 2005 to 2006, and in 2012, Great Lakes Archaeological Research Center, Inc. (GLARC) conducted Phase I and II archaeological investigations for the CTH O project, STH 80 to Richland Center, in Richland County, Wisconsin (Haas and Christiansen 2013). Archaeological investigations were completed for Short, Elliot, and Hendrickson, Inc. (SEH), Richland County, the Wisconsin Department of Transportation, and the Federal Highway Administration under the auspices of WisDOT Project ID 5992-08-84. The proposed project consists of the reconstruction of CTH O between CTH OO (Santa Klaus Lane) northerly to USH 14, approximately 2.9 miles.

The Phase I and II archaeological investigations, conducted in 2005 and 2006, identified four archaeological sites and three historic Euroamerican cemeteries along CTH O. The historic cemeteries, including Bovee Cemetery (BRI-0022), Pine Valley Manor Cemetery (BRI-0023), and Pine River Cemetery (BRI-0024) would not be affected by the project. The four archaeological sites consist of 47RI0066 (Wally), 47RI0464 (Brown Knife), 47RI0465 (Stingy), 47RI0466 (C.Lewis) and all define open air deposits of a prehistoric American Indian affiliation. None are codified as human burial sites, per WisStat 157.70. Of the four sites, two sites, 47RI0465 (Stingy) and 47RI0466 (C.Lewis) lacked the materials and integrity necessary for inclusion in the NRHP. The other two sites, 47RI0066 (Wally) and 47RI0464 (Brown Knife) were recommended as eligible for listing in the NRHP.

Description and Significance of the Historic Properties

Site 47RI0066 (Wally)

Site 47RI0066 (Wally) is located within the CTH O project area, east of the existing highway, near the northern terminus at USH 14. The site encompasses approximately 0.79 hectares,

although the boundaries likely extend outside of the project area to the east. No evidence of the site was encountered west of CTH O. Shovel testing conducted as part of the Phase I investigations identified several positive shovel tests containing pre-contact materials including high quantities of chipped stone flaking debris and a few chipped stone tools. Raw materials were overwhelmingly of heat treated Prairie du Chien chert, though Galena chert was also represented. Subsequent Phase II investigations recovered diagnostic materials, two Raddatz projectile points of heat treated Prairie du Chien chert, as well as quantities of chipped stone flaking debris and tools. Cultural materials were derived from both disturbed Ap horizons and intact B horizon soils.

Justification for Data Recovery

Site 47RI0066 (Wally) has been determined eligible for listing in the National Register of Historic Places under Criterion D. Site 47RI0066 defines an open-air pre-contact American Indian archaeological site with evidence for buried artifacts, cultural features, and the potential for well-preserved ecofacts. Based on subsurface testing, the artifact bearing deposits occur between 0 and 120 cmbs within the Ap (plowzone) and B horizon stratum. One cultural component, a Middle Archaic occupation, has been identified at the site. Middle Archaic period dates to approximately 4000 B.C. to 1500 B.C. in radiocarbon years or from 5000 to 1700 B.C. in calibrated dates (Pleger and Stoltman 2009).

The diagnostic assemblage from 47RI0066 (Wally) consists of two Raddatz Side Notched forms, both manufactured from heat treated Prairie du Chien chert. The Raddatz Side Notched type has been firmly established within the Middle Archaic time period, especially within the southern portion of Wisconsin, where it occurs in stratified contexts in rockshelters and river valleys, as well as in open air sites in upland settings (Pleger and Stoltman 2009:705).

Although the sites affiliated with the Middle Archaic

are easily recognized by the distinctive large side notched projectile point forms, little is known about the period. The Middle Archaic period in Wisconsin is largely known through scattered surface finds, with few excavated or stratified archaeological sites (Kuehn 2007). As a consequence, what is known for the Middle Archaic in Wisconsin is generally inferred from well-studied regions to the east and to the south. Basic information regarding technology, chronology, subsistence, and mortuary patterns are needed for the Middle Archaic period in Wisconsin (Kuehn 2007).

The subsurface context for the material remains from 47RI0066 (Wally) provide an opportunity to study paleoenvironment and site formation processes, subsistence-settlement behavior, technological innovation and adaptation, artifact stylistic attributes, chronology, and inter- and intra-regional interaction. Scientific excavation of archaeological data from 47RI0066 can be compared to the few well studied Middle Archaic occupations along the Pine River and Wisconsin River trench including the Pine River Site (47RI0318), the Nourse Site (47RI0153), Bobwhite Site (47RI0185), and the Bryan Mound Group (47CR0048) (Christiansen and Rosebrough 1999; Dickerson et al. 1996; Dickerson and Meinholz 2007; Finney et al. 1992).

Site 47RI0464 (Brown Knife)

Site 47RI0464 (Brown Knife) defines an open-air pre-contact American Indian habitation site harboring Early Woodland, Middle Woodland, Late Woodland, and Mississippian occupations. The site is located east and west of CTH O on a low terrace above Ash Creek. The site encompasses approximately 4.8 hectares (11.9 acres). Surface collection and shovel testing conducted as part of the Phase I investigations identified several positive shovel tests west of CTH O and an extensive surface scatter east of CTH O. Diagnostic materials recovered during the Phase I study indicated Early Woodland and Late Woodland occupations, with material culture represented by ceramics, stone tools, waste flakes, and faunal remains. Subsequent

Phase II investigations yielded evidence of additional Middle Woodland and Mississippian occupations. Cultural materials from the site are derived from an intact A horizon, identified stratigraphically below the disturbed Ap horizon in portions of the site, and B horizon. The plowzone horizon has also produced cultural materials. The pre-contact occupations are concentrated between 20 to 60 cmbs.

Diagnostic materials recovered from the site include several projectile points/knives including Waubesa Contracting Stem, Snyders, Madison, and Cahokia. The vertical stratigraphy and diagnostic materials indicate that the site was occupied during the late Early Woodland (Prairie Phase), Middle Woodland (Trempealeau Phase), Late Woodland (Eastman Phase/Mature Late Woodland), and Mississippian periods.

Justification for Data Recovery

Site 47RI0464 (Brown Knife) has been determined eligible for listing in the National Register of Historic Places under Criterion D. Site 47RI0464 defines an open-air pre-contact American Indian archaeological site with evidence for buried artifacts and the potential for well-preserved ecofacts and cultural features. Based on subsurface testing, the artifact bearing deposits occur between 0 and 60 cmbs within the Ap (plowzone), A and B horizon stratum. Four components, Early Woodland (Prairie Phase), Middle Woodland (Trempealeau Phase), Late Woodland (Eastman Phase/ Mature Late Woodland), and Mississippian occupations have been identified at the site.

Initial occupation of the site occurred during the late Early Woodland, evidenced by a four Waubesa Contracting Stem points. Waubesa Contracting Stem projectile points/knives are typically dated in the Upper Mississippi River Valley to circa AD 0 and 100 (Boszhardt 2003). Waubesa projectile points/knives, along with incised over cord-marked pottery, are recognized as regional variant of Black Sand that originates to the south in Illinois. Regional variants of Black Sand in southern Wisconsin include

the Lake Farms phase (southeastern Wisconsin) and Prairie phase (southwestern Wisconsin). In general, Prairie phase is thought to date to between 300 to 100 B.C., however, Prairie phase components in the Prairie du Chien locality have produced calibrated dates of AD 60 and AD 70 (Stoltman 2005:5). These later dates have raised the question of possible contemporaneity between Prairie Phase and the Havana culture of Illinois (Farnsworth 1986; Stoltman 1986; Stoltman 2005).

Although Early Woodland components have been encountered at some well excavated sites (c.f. Christiansen et al. 1999; Stoltman 2005), this period remains poorly known in the Pine River valley and Wisconsin River locality of the Driftless area. The archaeological data recovery at 47RI0464 (Brown Knife) can address research questions relating to regional culture history and chronology, diagnostic material culture and technology, subsistence economy, settlement patterning, and intra-and inter-regional interaction.

A Middle Woodland occupation at 47RI0464 (Brown Knife) is represented by a single Snyders projectile point/knife recovered from Test Unit 15. Artifacts such as Havana ceramics, Snyders projectile points/knives, and pyramidal blade cores are diagnostic of the Trempealeau phase. The Trempealeau Phase is also generally recognized as the primary context of Hopewell interaction in southwestern Wisconsin (McKern 1931; Stoltman 1979, 2005). Given the context of the marked increase in inter-regional interaction during the Trempealeau phase, the exotic raw materials from 47RI0464 (Brown Knife) may be associated with the Middle Woodland occupation.

Middle Woodland components are known for many sites in the Pine River valley and Wisconsin river locality of the Driftless Area, as well as along the Upper Mississippi River valley. Historically, two sequential phases of Middle Woodland were known for the Upper Mississippi River Valley, an earlier Trempealeau phase and the later Millville phase. Distinguished by mortuary programs and diagnostic ceramic wares, Trempealeau origins were

tied to Havana Hopewell. Millville represented the subsequent regionalization manifest in later Middle Woodland following the demise of Hopewell (Johansen et al. 1998).

The relationship between Trempealeau and Millville has been a source of continued dialogue and debate. Stoltman (2005) argues, based on multiple lines of evidence from 47CR0467 (DEET Thinker), 47CR0414 (Cipra), and 47CR0460 (Tillmont), including the lack of non-mortuary, purely Havana sites, stratigraphic context, and radiocarbon dates, that Millville represents the non-mortuary aspect of Trempealeau. At these sites, Havana wares are found along side Linn Ware, so that there is the co-occurrence, without stratigraphic separation, of classic Havana type materials with classic Millville phase artifacts.

Johansen et al. (1998) also provide an alternative to the unilineal model for Trempealeau and Millville. Based on evidence that Millville chronology is much longer than currently conceptualized, Johansen et al. (1998) argue that Trempealeau and Millville are coeval, defining a pattern of co-residence by two distinct groups with distinctive material culture. Under this model, Trempealeau represents people who migrated into the region, presumably from the Illinois area, and shared habitation areas with Millville. The disappearance of Trempealeau is explained by either out migration and/or assimilation into the local Millville cultural milieu (Johansen et al. 1998).

The archaeological data recovery at 47RI0464 (Brown Knife) can provide much needed data to further elucidate the nature of the relationship between Millville and Trempealeau. The excavations can also address research questions relating to diagnostic material culture and technology, subsistence economy, settlement patterning, and intra-and inter-regional interaction.

A Late Woodland, Eastman phase (Mature Late Woodland), component is represented at 47RI0464 (Brown Knife) by two Madison Triangular points recovered from Tests Units 15 and 16. Some of

the thin, grit-tempered undecorated ceramics may represent Madison ware vessels and therefore associated with the Late Woodland occupation. The Eastman phase defines the local manifestation of the Effigy Mound “culture” in southwestern Wisconsin and dates to circa AD 700 to 1000 (Stoltman and Christiansen 2000). Madison ware ceramics and small side-notched and triangular bow and arrow heads are diagnostic of this period.

Late Woodland occupations are well represented in the Pine River valley, the Wisconsin river locality of the Driftless Area, as well as along the Upper Mississippi River valley. Despite the numerous Late Woodland sites, aspects of Late Woodland lifeways, and relationships with other Late Prehistoric groups, remain poorly understood. The information from 47RI0464 (Brown Knife) can further elucidate the increasingly complex social landscape of the Late Woodland period. The archaeological data recovery at 47RI0464 (Brown Knife) can also address research questions relating to regional culture

history and chronology, diagnostic material culture and technology, subsistence economy, settlement patterning, and intra-and inter-regional interaction..

The terminal occupation at 47RI0464 is related to a Middle Mississippian manifestation, evidenced by the occurrence of two Cahokia points. Although extensive Mississippian habitations are known along the Upper Mississippi River valley at sites such as Fred Edwards and Fisher Mounds (Benden et al. 2010; Finney and Stoltman 1991), few sites are known for the Wisconsin River and Pine River Valley. As Christiansen et al. (1999) note, there appears to be a lack of substantial Oneota and Middle Mississippian sites in the region, despite over 150 years of research, that may suggest an abandonment of the region during the late prehistoric period. Given this context, the Mississippian component at 47RI0464 (Brown Knife) is all the more intriguing and can address the cultural systematics of the Late Prehistoric period.

PART 2. RESEARCH DESIGN

Introduction

The research strategy to mitigate the adverse effect that would be caused to the historic properties from the CTH O construction consists of using material culture to address specific research questions that relate to the regional prehistory.

Research Questions

A number of research questions, pertaining to culture history and chronology, diagnostic artifacts and material culture, site activities and function, subsistence economy, settlement patterns, and inter- and intra-regional interaction will be addressed through the material culture at sites 47RI0066 (Wally) and 47RI0464 (Brown Knife). The material culture will include artifacts and ecofacts recovered during the proposed data recovery operations.

The primary goal of the archaeological data recovery activities at 47RI0066 (Wally) and 47RI0464 (Brown Knife) is to systematically and scientifically excavate portion of each site, using modern archaeological methods of recovery and documentation, to mitigate the impacts to the site that would be caused by the construction of the CTH O project. By implementing a program of archaeological data recovery at these properties, it is possible to mitigate the adverse effect that would be caused to the properties from the road construction. Prior to the archaeological data recovery operations, a carefully developed research design is necessary in order to define and describe the objectives and methods to be used during the field recovery and subsequent laboratory analysis and interpretation.

Culture History and Chronology

Culture history and cultural chronology remain central to research in current archaeology in southwestern Wisconsin. Reliable cultural historical constructs are entirely dependent upon accurate cultural chronologies, grounded in the sound application of absolute and relative dating techniques. In this regard, studies of artifact style are important in terms of identifying related components and defining basic cultural-historical units. Culture history can be initially addressed by determining which components and occupations are present, and well represented, at sites 47RI0066 (Wally) and 47RI0464 (Brown Knife).

In order to develop appropriate culture histories for the region, a necessary first step is to determine the specific cultural components (and to what extent) are represented at sites 47RI0066 (Wally) and 47RI0464 (Brown Knife) and then to firmly associate these occupations within radiometric dates. In southwestern Wisconsin, chronological and culture-historical assessments are typically accomplished through three techniques: radiocarbon dating; comparative analysis of temporally-culturally diagnostic artifacts (projectile points and ceramics); and stratigraphic correlations. These data then can be used for comparison with the known cultural-historical frameworks for the Driftless Area.

The archaeological mitigation at 47RI0066 (Wally) and 47RI0464 (Brown Knife) will be directed towards the recovery and analysis of materials date-able by radiocarbon. In situ features have a good potential to provide adequate samples for radiocarbon dating. In addition, studies of projectile point and ceramic styles will be used to identify and help clarify cultural-historical relationships.

The previous investigations at 47RI0066 (Wally) and 47RI0464 (Brown Knife) have identified Middle Archaic, Early Woodland, Middle Woodland, Late Woodland, and Middle Mississippian components.

Site 47RI0066 (Wally)

At site 47RI0066 (Wally Site), a substantial Middle Archaic occupation has been identified. This component may be related to the Osceola Phase (3000 to 1200 BC) based on the presence of two Raddatz Side Notched hafted bifaces.

As Kuehn (2002) notes, a fundamental problem in Wisconsin Archaic research is the paucity of radiocarbon dates, and the resulting lack of a well-defined temporal framework. This data void precludes examination of specific questions concerning changes in settlement patterns and mobility, subsistence practices, lithic technology, and mortuary behavior, representing a significant problem for Archaic research (e.g. Benchley et al. 1997; Flick and Goldstein 1993; Kuehn 2002; Sassaman 2008).

In Wisconsin, well-defined chronological frameworks for the Middle Archaic have not been established and existing chronologies are largely based on a limited number of radiocarbon dates and on temporal frameworks developed elsewhere in the Midwest (Kuehn 2002: 20). A recent compilation of dates from the Upper Midwest, including Southwestern Wisconsin, supports a date range from 4,000 to 2,000 B.C for the Middle Archaic. These dates are slightly later than dates for the Middle Archaic developed elsewhere in the Midwest. Kuehn (2002:29) suggests that this discrepancy may be attributable to the limited radiocarbon database and/or reflects a time transgressive scenario.

Specific research questions relative to Culture History and Chronology at site 47RI0066 include:

What cultural historical phases can be associated with the identified components?

What are the ages of the archaeological complexes represented at the sites and how do they fit within the known chronology of the Driftless Area?

How do the Middle Archaic dates from the site compare to range identified by Kuehn (2002)?

Site 47RI0464 (Brown Knife)

A site 47RI0464, multiple components have been identified, including Early Woodland, Middle Woodland, Late Woodland, and Mississippian. It is unclear if intensity of occupation varied through time. Specific research questions for site 47RI0464 (Brown Knife) include:

How do the ages of the archaeological complexes at 47RI0464 correspond to the known chronology of southeastern Wisconsin?

Does the Early Woodland component represent the earliest occupation of site? Is there any evidence for Paleoindian and/or Archaic occupations?

Can the Early Woodland component be associated with the Prairie Phase?

Does the Middle Woodland occupation relate to the Trempealeau "Phase"? Is there evidence for a Millville "Phase"? If these phases are identified, is there any evidence for overlapping dates (c.f. Stoltman 2005) Alternatively, is there evidence for sequential dates?

Is there any evidence for transitional late Middle Woodland and early Late Woodland (Mill Phase) occupations at 47RI0464?

What are the dates of the Mississippian component and how do they compare to other Mississippian sites in the region?

Diagnostic Artifacts and Material Culture

Diagnostic artifacts, including lithic and ceramic stylistic attributes, are critical components in the development of cultural historical and chronological frameworks. Paleoindian, Archaic, Woodland, Mississippian, and Historic occupations have been identified in the Driftless Area of southwestern Wisconsin. Patterned stone tools and ceramics represent the two artifact classes that provide the most information in relation to stylistic variation in the archaeological record of the region. Examining variation is central to making certain temporal inferences and cultural-historical linkages between identified occupations and regionally defined cultural complexes.

What diagnostic artifact types, inclusive of patterned stone tools and ceramic wares, are present at sites 47RI0066 (Wally) and 47RI0464 (Brown Knife). How do these types relate to those type of artifacts from other sites in Richland County, Wisconsin River Valley, and the more broadly defined Driftless Area?

Is there evidence for copper use at 47RI0066 (Wally)?

Is there evidence for gridding tools, associated with more intensive plant use, at 47RI0066 (Wally)?

Can diagnostic lithics and ceramics identify specific occupations at 47RI0066 (Wally) and 47RI0464 (Brown Knife)?

Do the diagnostic forms from 47RI0066 (Wally) compare to other well excavated sites in the Driftless Area?

How do the diagnostic forms from 47RI00464 (Brown Knife) compare to those used to define the Early Woodland Prairie Phase and Lake Farms Phase?

How do the stylistic forms at 47RI0464 (Brown Knife) compare to the regional manifestation of Hopewell known for southwestern Wisconsin, the Trempealeau Phase? How do they compare to the later Middle Woodland Milville Phase?

What transitional late Middle Woodland and early Late

Woodland (Mill Phase) forms are present at 47RI0464? How do these transitional forms compare to the regional framework?

Are there any non-ceramic artifact forms that can only be associated with the Late Woodland occupation? Is there any evidence for collared ceramics?

Can the diagnostic forms elucidate the type and nature of the Mississippian occupation at 47RI0464 (Brown Knife)?

Site Formation Processes and Depositional Environment

An important research theme, one that is ancillary to culture history and chronology, is the site stratigraphy and site formation processes at 47RI0066 and 47RI0464. An early occupation has been identified at 47RI0066 and multiple occupations are present at 47RI0464. The site formation processes and depositional environment at both sites can be addressed in order to answer important research questions.

By analyzing the site formation processes and depositional environment for each occupation, it is possible to predict where other similar sites might occur on the landscape.

Site 47RI0066 (Wally)

A number of open-air Middle Archaic sites, including 47RI0318 (Pine River), 47RI0153 (Nourse), and 47RI0185 (Bobwhite) have been identified along the Pine River in similar topographic and landscape settings. At these sites, Middle Archaic represents the initial occupation.

Is there evidence for earlier occupations, or does Middle Archaic represent the initial occupation of the Pine River Valley. Or is this due to formation processes, earlier sites deeply buried or not preserved because of glacial activity.

Site 47RI0464 (Brown Knife)

Site 47RI0464 (Brown Knife) harbors multiple

occupation and it will be important to determine if the different components can be distinguished through vertical provenience.

Do the occupations at 47RI0464 (Brown Knife) exhibit spatial patterning so that components can be distinguished based on vertical provenience?

Site Activities and Function

Site activities represented at a site are indicated by the form, location, and contents of cultural features and the horizontal distribution of artifacts associated with features. Specific questions regarding site activities have been developed for 47RI0066 (Wally) and 47RI0464 (Brown Knife).

What is the spatial organization of the identifiable activity areas within each site, including areas of tool manufacture, food preparation, food storage, and housing.

What is the function of 47RI0066 (Wally) and 47RI0464 (Brown Knife)?

At site 47RI0464 (Brown Knife), does the function vary by component or remain constant through time?

What activities can be inferred from the horizontal distribution of artifacts and other materials recovered from site 47RI0066 (Wally) and 47RI0464 (Brown Knife)? Are there any cultural features that can be identified at each site? If so, can activity areas be associated with these features?

How do the site activities inform about the size and composition of the social groups that used the sites?

Subsistence Economy

Subsistence practices refer to the acquisition of resources, inclusive of foodstuffs and raw materials, necessary to maintain life. Well preserved faunal remains and floral macro-remains, especially those from feature contexts can be used to address the subsistence pursuits of the site occupants. Tool forms can also inform about subsistence related activities.

What plant and animal resources were used at site 47RI0066 (Wally) and 47RI0464 (Brown Knife)?

Is there any evidence of fish harvesting associated with the Middle Archaic component at 47RI0066 (Wally)?

Is there evidence for more intensive use of plants at 47RI0066 (Wally)?

At 47RI0464 (Brown Knife), Early, Middle, and Late Woodland occupations are present, encompassing a time period encompasses the transition from hunter/gathering to horticultural economy and increasing dependence on maize agriculture.

Is there evidence for native cultigens at 47RI0464 (Brown Knife)? If so, is there an increasing commitment to native cultigens through time?

What is the evidence for tropical cultigens at 47RI0464 (Brown Knife)? If so, when do they appear and what role do they play in the subsistence economy?

Is there evidence for change in resource utilization over time? If so, what environmental or cultural factors influence those changes?

Settlement Patterns

Settlement patterns define ways in which people occupy and distribute themselves across the landscape in order to acquire or produce subsistence goods, including food and other raw materials, necessary to sustain life. By determining site function and activities that occurred at the site, seasonality of site occupation, landscape and geomorphic setting, and inter-site comparisons, it is possible to develop models of settlement behavior.

What settlement patterns can be inferred from the Archaic and Woodland occupations at 47RI0066 (Wally) and 47RI0464 (Brown Knife)?

How do these settlement patterns relate to the local environment?

Does the Middle Archaic component at 47RI0066 (Wally) represent a base camp?

Theler (1987) has developed a settlement model for prehistoric populations occupying the Driftless Area during the Woodland period. This model consist of seasonal population aggregation and dispersal. Families would have congregated in the large river valleys during the summer months to harvest mussels, fish and other species best hunted cooperatively, and dispersed into the surrounding uplands in the winter in order to find shelter and hunt and process deer.

How do the Woodland occupations at 47RI0464 (Brown Knife) compare to the regional model developed by Theler (1987)?

Inter-Regional and Intra-Regional Interaction

Inter- and intra-regional interaction can be inferred from artifact style as well as the presence of non-local materials in the artifact assemblage. Non-local materials would indicate contact, either directly or indirectly, between peoples occupying sites in the region and other groups. An attempt to understand prehistoric trade and the extent of prehistoric trade networks can be made by identifying non local materials and their likely source or origin. Stylistic attributes, especially on ceramic vessels, may be another way to infer interaction.

What is the relationship between the Early Woodland occupations at 47RI0464 (Brown Knife) to more southerly manifestations such as Black Sand and the Marion Phase, as well as to the Lake Farms Phase of southeastern Wisconsin?

What evidence is there for inter-regional interaction during the Middle Woodland period at 47RI0464 (Brown Knife)?

What is the nature of the cultural dynamics during the Late Woodland period? What is the evidence for interaction with Upper and Middle Mississippian groups?

PART 3. RESEARCH METHODS, SCHEDULE, AND PERSONNEL

Introduction

The following narrative describes the field and laboratory methodology and techniques that will be used during the archaeological mitigation within the 47RI0066 (Wally) and 47RI0464 (Brown Knife). The research methods follow those standards promulgated by the Wisconsin Archaeological Survey in the *Guide for Public Archeology in Wisconsin, as Revised* (Dudzick et al. 2012).

Field Methods

Sample Size

Archaeological data recovery will include hand excavation, of a percentage of the total proposed ground disturbance expected for CTH O construction.

At site 47RI0066 (Wally), the proposed CTH O road construction would disturb approximately 900 square meters, representing approximately 11.4 percent of the total site area. Data recovery will include hand excavation of 135 square meters, or 1 percent of the site area that would be impacted by the CTH O construction.

At site 47RI0464 (Brown Knife), the proposed CTH O road construction would disturb approximately 2,850 square meters within the site boundaries (excludes impervious surface). Data recovery will include hand excavation of 428 square meters, or 15 percent of the site area that would be impacted by the CTH O construction.

Permitting

Site 47RI0066 and 47RI0464 are located on private property and municipal lands (CTH O right-of-

way). Prior to the start of field investigations, UWM CRM will obtain a Public Lands Permit from the Wisconsin Historical Society to conduct the archaeological investigations.

Site Grid and Mapping

Using a total station, a grid will be established at site 47RI0066 (Wally) and 47RI0464 (Brown Knife) for the Phase III excavations. All excavation unit will be laid out on grid coordinates and one corner of the unit will be designated as the datum corner. Elevation will be obtained, in feet above mean sea level, of the site datum and each unit datum. The total station will be used to create site maps and will include topographic features, all excavation units, shovel tests, soil cores, features, and all other relevant data.

Block and Unit Excavation

Data recovery operations will focus on unit excavations of 2 x 2 meter excavation units and block excavations of adjoining 2 x 2 m excavation units. Excavation units will proceed by hand in arbitrary 5 cm levels through undisturbed horizons. The Ap horizon will be excavated as one natural level. All diagnostic artifacts will be piece plotted and level matrix will be screened through one-quarter inch hardware mesh. A one liter soil sample from each unit level will be collected and processed through flotation to obtain floral, faunal, and micro-lithics. Upon completion of the block and unit excavations, all excavated areas will be backfilled and compacted.

Excavation of Features and Artifact Concentrations

All features encountered during the course of the investigations will be excavated according to strict parameters to control contamination of the

matrix and to retain as much information about the feature as possible. Every feature will be provided an individual lot number, which will be used in reference to all cultural residue, soil, carbon and flotation samples, and all other material recovered from analysis. All features will be mapped in planview, cross sectioned, and mapped in profile. After the feature is mapped and photographed, the feature is bisected along its longest axis. A portion of the feature will be excavated in mass and screened through one-quarter inch hardware mesh. Once half of the feature is removed, a “window” will be excavated to reveal the profile of the feature. The profile will be mapped, photographed, and measured from the unit datum. After the shape of the feature is recorded, the remaining half of the feature will be excavated with a portion saved as a flotation sample (at least one liter) and the remaining portion screened through one-quarter inch mesh.

Field Documentation

Standard field documentation will be completed including: field notebook, lot number book, unit level forms, unit summary forms, feature forms, and log books (photography, C-14 sample, soil sample, flotation sample). A site notebook will be maintained in which all forms and associated documentation will be kept, and the general progress of the excavation and observations will be recorded in a log book maintained by the field supervisor.

Sampling for Specialized Analysis

A representative sample of matrix collected from feature and non-feature contexts will be collected in the field for subsequent specialized analyses including micro-faunal, paleoethnobotanical, geomorphological, and radiocarbon dating. The procedures for sample collection and subsequent handling vary according to the specific requirements of the analysis.

Flotation Sample Processing

Flotation samples collected during the course of the excavations will be placed in ventilated sand bags. Provenience information will be written directly on the sand bag, on a tag placed inside the bag, and on a paper tag affixed to the outside of the bag. Prior to flotation, all sand bags will be allowed to thoroughly dry and the volume of each sample will be recorded. Flotation samples will be processed using a Flot Tech machine. The light fraction will be captured in a brass geological sieve, 40 mesh per inch, lined with tightly woven nylon. The heavy fraction will be captured in a 1.0 mm mesh and then placed on tightly woven mesh and/or muslin. Both the light and heavy fraction will be allowed to thoroughly dry. Care will be taken to avoid too rapid drying of the light and heavy fractions that can lead to breakage of the delicate macro-botanical remains.

Samples for Radiocarbon Assays

Samples will be collected, when possible, for radiocarbon assays. Pieces of charred floral material will be removed using a trowel and then placed in an aluminum foil bag. Appropriate samples will be sent to Beta-Analytic to AMS dating, upon approval from the Corps.

Accidental Discovery of Human Remains

If human remains are discovered, all work in the area of the discovery will be stopped and the area protected. If the human remains appear to be less than 50 years old, the local law enforcement agency will be contacted. If the remains are located outside of the area of proposed ground disturbing activity for the project and are not in jeopardy of being removed by looters/collectors, the remains will be left in situ. The location of the burial will be mapped in the total station and plotted on project mapping. The remains, and all associated funerary items, will then be stabilized, protected, and covered back up with the original soil. In addition, the following actions will occur:

(1) The WisDOT project manager will immediately notify the Burial Sites Preservation Office (BSPO) and the Archaeology Program Manager (Cultural Resources Team Leader) at WisDOT Bureau of Technical Services (BTS). WisDOT BTS will notify FHWA, SHPO, Native American Tribes of interest, and interested consulting parties of the discovery.

(2) On state, municipal, or privately owned lands, the treatment of burial related discoveries will comply with Wisconsin Statute 157.70. Any such finds will be considered within the category of a “known uncatalogued burial site,” and a Wisconsin Historic Preservation Division standard contract for treatment of human remains will be followed.

(3) If it necessary to remove the human remains from the site, the human remains will be temporarily housed at a facility identified in Appendix A until final disposition.

(4) Re-interment of human remains and associated objects with Native American cultural affiliation will be carried out in accordance with provisions in Wisconsin Statute 157.70.

(5) Disposition of human remains and associated objects with Euroamerican cultural affiliation will follow priorities established in Wisconsin Statute 157.70.

(6) All re-interred burials will be cataloged in accordance with Wisconsin Statute 157.70.

(7) Human skeletal elements discovered in non-burial context (unintended or accidental location) are considered isolated human remains. Isolated remains may include, but are not limited to; teeth, bones in previously disturbed context (e.g. fill), and bones in refuse context. Disposition of these remains will be coordinated in consultation with the FHWA, Native American Tribes of interest, and interested consulting parties of this project upon completion of the construction activities.

Laboratory Methods and Analysis

All artifacts, samples, maps, records, notes and other project documentation generated during the field investigations will be brought to the UWM-CRM Archaeological Research Laboratory in Milwaukee, Wisconsin. Laboratory staff will process the artifacts and samples according to standard laboratory procedures.

Initial Procedures

Initial procedures involve generating a laboratory log, cleaning, and rebagging. The laboratory log sheet cross checks the field lot numbers with actual artifact and sample bags entering the laboratory. Artifact cleaning includes gentle dry brushing and water processing. Finally, all artifacts, following cleaning, are removed from their paper field bag and placed in an archivally stable zip lock plastic bag. Provenience information from the paper bag is transcribed onto the plastic bag and the original information clipped and placed inside the plastic bag.

Ceramic Analysis

Following Rice (1987) and Sinopli (1991), ceramics in this study will be treated at the vessel unit of analysis as functional tools. The Madison ware typology follows that laid out by Baerreis (1952, 1953) and Keslin (1958), as well as more recent studies (Richards 1992; Rosebrough 2010; Zych 2013). Vessels are described primarily in terms of attributes, acknowledging the limitations of typological systems.

Vessel and body sherds will be initially separated; body sherds are those that are not distinguishable as basal or shoulder sherds. Undecorated body sherds will be assessed for temper and surface treatment, then counted and weighed. Ceramic fragments smaller than the diameter of a penny will be assessed for temper only. Rim sherds and decorated body sherds will be checked for cross-mends. Rim sherds will be the basis for assigning unique vessel

designations.

Vessels will be assessed in terms of morphological characteristics, paste characteristics, surface treatment and decorative treatment following current conventions. Morphological characteristics considered will include vessel form, rim form and lip form.

Lithic Analysis

The lithic analysis will be based on Jeske's (2014) *Lithic Documentation and Schema for Individual Debitage Analysis and Debitage Mass Analysis* which is a modification of Lurie and Jeske (1990). All pieces of chipped stone will be examined for cultural modification (flaking, battering, and use-wear) under 10x magnification. Tools will be classified as pieces of stone ordebitage that show evidence of further cultural modification. Regional guides, along with comparative collections at the University of Wisconsin-Milwaukee Archaeological Research Laboratory, will be used to identify lithic raw materials. The schema will entail recording contextual information, metric attributes, and several variables intended to generate data related to raw material use and technology. This model allows for easy comparison between assemblages, is time efficient, and does not assume tool function. Two levels of analysis will be conducted on the assemblage: massdebitage analysis and individual tool analysis.

Faunal Analysis

During the initial inventory stage, faunal remains are sorted into unidentifiable and identifiable remains; the identifiable remains will be subjected to further analysis. Faunal data will be recorded on small acid-free tags, which are curated along side the faunal material. The data recovered for each bone fragment will include the following fields: Lot/Catalogue Number, Count, Weight (in grams, to the nearest hundredth), Class (mammal, bird, reptile, amphibian, fish, mollusk), Taxon (taxonomic identification to the family, genus, or species level), Element

(body part- femur, lumbar vertebrae, upper 2nd molar, etc.), Side (left , right, axial), Representation (portion of element present), Ephiphysis (state of ephiphyseal union, when applicable), Taphonomy (cultural or natural modifications), Size Grade, Comments.

The primary data recording will be conducted at the laboratory. Identifications will be made in reference to comparative collections and in consultation with reference texts. Faunal assemblages will be quantified using the Number of Identified Specimen (NISP) a and Minimum Number of Individuals (MNI).

Floral Analysis-Macroremains

One of the main research objectives for the project is to obtain information with regard to the procurement, processing, and disposition of plant remains by the past occupants of the sites. To this end, flotation samples will be collected from each cultural feature identified during the Phase III mitigation, as well as from a sample of each excavation unit. It is expected that the flotation samples, especially from the cultural features, will yield a significant amount of wood charcoal and plant macroremains that can provide insight as to the subsistence economy and seasonality of occupation for each cultural component.

Analytical Methods

The processed flotation samples will be analyzed at the laboratory in Milwaukee. A complete inventory of all flotation samples will be initially completed. Observation and experimentation has shown that many plant remains sink during water flotation, especially when they are caught up in matrix or waterlogged (Wagner 1988:21). Because of this, both the heavy and light fractions will be analyzed for botanical remains. Throughout the entire laboratory process, the flotation light fraction and the flotation heavy fraction will be kept separate. This is done to provide further data concerning recovery techniques. Consequently, in the following

description of the laboratory methodology, each step is applied to the flotation heavy and the flotation light fraction separately. However, the information from the heavy and light fraction from each flotation sample will be combined prior to further analysis and interpretation. Both the heavy and the light fraction, are thoroughly dried, and are passed through a 2.0 mm brass geological sieve. All charred botanical material from the greater than 2.0 mm size grade is sorted into nut, wood, resin, and seed categories. The seeds are identified to family, and if possible, to genus. Each taxa is then counted and weighed. All wood that is greater than 2.0 mm in size is counted and weighed. In addition, identifications to genus is made on a subsample of 20 randomly selected wood fragments that are greater than 2.8 mm (Pearsall 2000). The material in the smallest size grade (< 2.0 mm) are scanned under a binocular microscope (10X-30X). For large flotation samples, a subsample, sampled using a riffle sorter, of this size grade is scanned. All charred seeds and seed fragments from this size grade are removed, identified, and tabulated. Although the presence of wood, nut, and amorphous fragments are recorded for this size grade < 2.0 mm fraction, these types of fragments are not removed, quantified, or examined. Identifications are made with aid of standard manuals (Martin and Barkley 1961; Montgomery 1977) and in reference to comparative specimens in the laboratory. Nut fragments are identified by comparison of general morphology to examples in the reference collection. Seeds are identified by comparison of characteristics such as size, shape, details of the surface, hilum shape and placement, and embryo type. Although large quantities of uncarbonized plant remains may be present in the samples, only the carbonized plant remains will be considered for cultural interpretation. Previous studies have demonstrated that uncarbonized plant materials are rarely preserved at open air sites in temperate environments (e.g. Asch and Asch 1985:343; Egan 1988). Consequently, uncarbonized seeds most likely represent naturalized species that may be recently intrusive. Small, uncarbonized seeds in subsurface deposits accumulate by tumbling down pores in the soil, or are transported by soil

fauna. Nonetheless, uncarbonized remains in the samples will be noted, as these plant macro-remains may be useful for the paleoecological interpretation.

Cataloguing

All cultural material will be assigned a unique lot inventory number in the field. All artifacts from each provenience within the site will be entered into a database. The lot inventory number is written on all artifacts in black India ink, with an undercoat and topcoat of clear acrylic. All artifacts and associated documentation will be temporarily stored at the ARL laboratory in Milwaukee, Wisconsin.

Curation

All artifacts, notes, and documentation from the archaeological data recovery efforts will be curated at the University of Wisconsin-Milwaukee. This curation facility meets the requirements specified in the Curation of Federally-Owned and Administered Archaeological Collections, Federal Register, Volume 55, No. 177, September 12, 1990 (36 CFR 79). The cost for the permanent curation is the responsibility of the project sponsors.

Reporting

Monthly Progress Reports

During the course of the data recovery operations, UWM CRM will provide monthly progress reports. These reports will be in letter format and will describe the progress of the archival research, field investigations, analysis, interpretation, and report preparation. The letter report will also address any issues of concern.

Draft Report

Three copies of the draft report of investigations will be submitted following completion of the field investigations. One legible copy of the project field notes will be submitted with the draft report.

Final Report

One original and ten hard copies of the final report will be submitted within 30 days upon receipt of the comments from the draft contract report. The final report will incorporate all the comments made on the draft report. A copy of the report, in a .pdf format, will also be provided to the Corps.

Final Submittals

Upon acceptance of the final report, all original notes, records, and collections, including field notes, field documentation, artifacts, and artifact inventories, will be submitted to the curation facility.

Key Personnel

Principal Investigator:	Jennifer R. Haas
Field Director:	Jennifer Picard
Faunal Analysis:	Rachel McTavish
Floral Analysis:	Jennifer Picard
Ceramic Analysis:	Seth Schneider
Lithic Analysis:	Richard Kubicek

Public Interpretation

Public interpretation will consist of publication in a scholarly journal such as the *The Wisconsin Archeologist*. Dissemination of final reports will also be used to inform the public.

Proposed Schedule

Signed MOA and Approved Data Recovery Plan:	March 2016
Field Investigations:	June to September 2016
Completion of Field Work:	September 2016
Laboratory Analysis and Report Writing:	October 2016 to September 2017
Submittal and Draft Report:	September 2017
Submittal of Final Report:	Within 30 days upon receipt of Comments
Curation Submittal:	Within 2 months of the final report acceptance

Please Note: Field work will be conducted as long as weather and ground conditions permit.

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