

CATEGORICAL EXCLUSION CHECK LIST

FOR 23 CFR 771.117(c) ACTIONS
Wisconsin Department of Transportation
Revised July 2015

WisDOT Design and Construction IDs 1234-56-08 Design 1234-56-28 Real Estate 1234-56-78 Construction 1234-56-79 Utilities	Federal Project IDs (if available) N/A	Legal Description (Township, Range, Section) T6N, R21 E, Sections 14, 15	County Badger
Project Name Main Street		Project Termini/ Location Forest Avenue to 43 rd Street (WIS 128)	
Name of Route or Facility to be Improved County Road B (CTH B)	Facility Classification Minor Arterial	Improvement Type Reconstruction	
Estimated Project Cost in Year of Expenditure \$ (include R/W Cost) \$380,000 R/W ID 1234-56-28 FY17 \$3,000,000 Construction ID 1234-56-78 FY18 \$650,000 Utilities ID 1234-68-79 FY18 (Non-Participating)		Funding Source(s) (check all that apply) <input type="checkbox"/> State <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Local	
23 CFR 771.117(c) Project Type Number and Text (23) Federally-funded projects: (i) that receive less than \$5,000,000 of federal funds			
Section 4(f) <input type="checkbox"/> None <input checked="" type="checkbox"/> De Minimis <input type="checkbox"/> Bikeway/ Walkway <input type="checkbox"/> Minor Park/ Rec <input type="checkbox"/> Minor Historic <input type="checkbox"/> Historic Bridge <input type="checkbox"/> Net Benefit <input type="checkbox"/> Exception			
Right of Way Acquisition 1.62 Total Acres 0.01 Fee Simple Acres 0.10 Permanent Easement Acres 1.51 Temporary Easement Acres			
Number of Buildings Acquired <input checked="" type="checkbox"/> None Vacant Buildings Occupied Buildings			
Name of Individual/ Firm Preparing this Form Jane Doe/ABC Engineering, Inc.		CE Preparation Date March 8, 2016	Environmental Process Start Date September 10, 2013

WisDOT Region Environmental Coordinator or Local Program Management Consultant

I certify that I meet the requirements for staff who review and recommend approval of Categorical Exclusion (CE) actions, specified in the FHWA – WisDOT CE Agreement. I further certify that I have reviewed this document, and agree with the determination that the proposed project and resultant impacts meet the definition of a CE as described in 23 CFR 771.117(a) & (b), and will not result in significant environmental impacts. I recommend this CE for approval.

WisDOT Region, Central Office, or Local Program Project Manager

I certify that I am familiar with this proposed project and its impacts and that the information contained in this document is accurate and can be relied upon for documentation decisions. I further certify that the mitigation measures and commitments proposed herein will be incorporated into the project plans and contract documents. I approve this CE.

(Signature)

(Signature)

(Print Name)

(Print Name)

(Date)

(Date)

A determination that this project satisfies the criteria for an FHWA (c)-listed Categorical Exclusion (CE) does not relieve the applicant of the requirement to comply with other laws and regulations including, but not limited to, Section 404 of the Clean Water Act, Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, and Section 4(f) of the US Department of Transportation Act. Coordination to comply with these other laws may require FHWA involvement. Furthermore, designation of this project as a (c)-listed CE does not relieve the requirement for WisDOT to coordinate with WDNR under the Cooperative Agreement. Any correspondence or documentation used to comply with Federal, State, or Local laws or regulations should be maintained in the project file and provided with this checklist upon request.

Acronyms used in this document:

ADA – Americans with Disabilities Act
CE – Categorical Exclusion
CFR – Code of Federal Regulations
CTH – County Trunk Highway
DATCP – Wisconsin Department of Agriculture, Trade and Consumer Protection
FHWA – Federal Highway Administration
FY – Fiscal Year
MPH – Miles per Hour
MPO – Metropolitan Planning Organization
N/A – Not Applicable
NEPA – National Environmental Policy Act
NHS – National Highway System
NTN – Notice to Tribal Nations
PCI – Pavement Condition Index
R/W – Right of Way
SEWRPC – Southeastern Wisconsin Regional Planning Commission
Sta – Station (refers to the location along the reference line for the project)
WDNR – Wisconsin Department of Natural Resources
WisDOT – Wisconsin Department of Transportation

I. Proposed (c)-list Categorical Exclusion – Insert the number and text of the applicable FHWA (c)-list CE from 23 CFR 771.117(c). Updated copies of the FHWA CE regulations are available on the [US Government Printing Office Website](http://www.gpo.gov).

(23) Federally-funded projects: (i) that receive less than \$5,000,000 of federal funds

Project is not being processed as a (c)(26), (c)(27), or (c)(28) project

Projects proposed for approval as (c)(26), (c)(27), or (c)(28) actions must not include any of the conditions specified in 23 CFR 771.117(e). Check all boxes that apply to the proposed project. If any boxes are checked, the project cannot be documented with this checklist. Instead, process it with a PCE if it meets the criteria in Section VII of the FHWA – WisDOT CE Agreement. If the action is disqualified by the Section VII criteria, prepare an ER, EA, or EIS, as applicable.

23 CFR 771.117(e) Actions described in (c)(26), (c)(27), and (c)(28) of this section may not be processed as CEs under paragraph (c) if they involve:

- (1) An acquisition of more than a minor amount of right-of-way or that would result in any residential or non-residential displacements
**In Wisconsin, a minor amount of right-of-way is defined as fee or PLE acquisition \leq 1 acre/ mile on average for (c)(26) actions and \leq 0.5 acre total for (c)(27)&(28) actions.*
- (2) An action that needs a bridge permit from the US Coast Guard
- (2) An action that does not meet the terms and conditions of a US Army Corps of Engineers nationwide or general permit under Section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act of 1899
- (3) A finding of "adverse effect" to historic properties under the National Historic Preservation Act
- (3) The use of a resource protected under 23 USC 138 or 49 USC 303 (Section 4(f)) except for actions resulting in *de minimis* impacts
**If a project includes a 4(f) de minimis determination or programmatic evaluation, the 4(f) documentation must be submitted to FHWA for review and approval before final approval of this CE.*
- (3) A finding of "may affect, likely to adversely affect" threatened or endangered species or critical habitat under the Endangered Species Act
- (4) Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
**In Wisconsin, projects resulting in major traffic disruptions are those that require a Transportation Management Plan Type 3 or Type 4, as defined in FDM 11-50-5.*

- (5) Changes in access control
**In Wisconsin, changes in access control are any changes beyond minor longitudinal shifts in existing access. Creation of new access, removal of existing access, or substantial shifts in existing access disqualifies a project from using this checklist.*
- (6) A floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreation trails, bicycle and pedestrian paths); construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers

II. Description of Proposed Action – Provide a concise project description below, including the project purpose and need and scope of work. Attach a project location map and other appropriate exhibits (existing and proposed typical sections, etc.). The description must be consistent with the specific CE listed in Section I, above.

Project Status

Badger County (Project Sponsor), in cooperation with City of Greenwood, is proposing improvements to Main Street (CTH B), from Forest Avenue intersection to the 43rd Street (National Highway System) intersection, a length of approximately 0.6 miles. The project is located in Sections 14 and 15, T6N, R21E, in the City of Greenwood, Badger County, Wisconsin (Refer to Exhibit A for project location maps). The City of Greenwood is suburban community located southwest of the City of Badger. The proposed action is funded under the Wisconsin Department of Transportation (WisDOT) Surface Transportation Program – Urban (STP-U).

The Project Sponsor has completed investigation studies of existing roadway elements and is currently performing preliminary engineering design activities, coordinating with jurisdictional agencies, and performing public involvement activities. Investigation studies performed are documented in the project file and include, but are not limited to, topographic survey, pavement and soils studies, historical and archeological studies, location and character of above ground and underground utility facilities, existing and future traffic studies, and crash studies. Coordination with jurisdictional agencies is ongoing (Refer to Section VI. Supporting Documentation). Public involvement activities are ongoing (Refer to Public Involvement summary below). Preliminary plans have been developed for environmental screening and analysis (Refer discussion below and **Exhibits C & D**).

The following is a summary of major milestones achieved to-date with the anticipated schedule if the project is approved:

- WisDOT Cultural Resources Team (CRT) Screening request for archeology and history 9/10/13
- Native Tribal Notification Letters issued 9/11/13
- Ongoing coordination with Wisconsin Department of Natural Resources (WDNR) - 1/3/14 Comment Letter
- Public Involvement Plan (PIP) approved 3/21/14
- PIM#1 Held 6/9/14
- Section 106 Approved 6/5/15
- PIM#2 Held 11/12/15
- Species coordination completed with US Fish and Wildlife Service (USFWS) 3/7/16
- Start of R/W Acquisitions scheduled in July 2016
- Final Plans, Specifications, and Estimate scheduled for completion 8/1/17
- Construction scheduled for Summer 2018

Existing Facility

The existing Main Street facility is an east-west two-lane rural roadway with a posted speed of 30 MPH. The existing facility is classified as an Urban Minor Arterial, with an Average Annual Daily Traffic (AADT) of 10,200 vehicles. It is not on the National Highway System (Refer to **Exhibit A**). 43rd Street (WIS 128) is on the National Highway System.

The existing Main Street roadway section is comprised of two 12-foot lanes, 2-foot to 3-foot paved shoulders, with 2-foot gravel shoulders (total shoulder width of 4-feet to 5-feet). The existing roadway does not have concrete curb & gutter. The roadway does not provide separate bicycle or pedestrian facilities.

The current land use of the properties that are adjacent to the proposed action is comprised of three sections: The west section of the project corridor, from Forest Avenue to 51st Street, consists of local businesses and a church. The middle section, between 51st Street and 46th Street, consists of an elementary school and single family residential units. The east section of the project, from 46th Street to 43rd Street, consists of a mix of single, multi-family residential units and businesses (see **Exhibit E** for more information).

Project Purpose and Need

The purpose and need of the proposed action is to address existing roadway deteriorated pavement, vehicular and pedestrian crashes, traffic congestion, lack of pedestrian and bicycle facilities, and inadequate drainage within the project limits.

Project Purpose

The purpose of the project is to:

- Address the deteriorated existing pavement.
- Improve and enhance roadway safety.
- Identify traffic calming measures for the improvement of pedestrian safety through the reduction of vehicle speeds.
- Improve visibility for all roadway users.
- Address existing unsafe parking.
- Provide for pedestrian and/or bicycle facilities and accommodations.
- Address existing roadway drainage problems.

Project Needs

In order to meet the project purpose as defined above, the following project needs must be addressed:

Pavement Condition

The construction year of the existing roadway is unknown due to the absence of historical records. The last documented rehabilitation of the roadway occurred in 1985 when the pavement was overlaid with 3” of new asphalt. Today’s roadway pavement structure consists of an asphaltic pavement that varies in thickness from 4”-11” over a base course layer that varies in thickness from 2”-8”. The existing pavement is in “Very Poor” condition as per the WisDOT Pavement Condition Index (PCI). Longitudinal and transverse cracking exist along the entire corridor, with longitudinal cracking along the entire edge line. Alligator cracking and rutting is also present in several spot locations. The extensive rutting, cracking, and settling has resulted in a rough ride and ponding of water during rain events and snow melt causing unsafe conditions. Routine pavement maintenance of the roadway is no longer feasible due to the extent of the deteriorated pavement condition.

The current Pavement Condition Index (PCI) rating for the existing roadway is 35. The PCI method is used for rating pavement condition based on visual signs of pavement distress, such as cracks, ruts and potholes. The PCI rating of 35 for this roadway means that the pavement is in very poor condition.

The PCI is a numerical rating that ranges from 0 for totally failed pavement to 100 for a pavement in perfect condition.

PCI Ratings (numeric)	Pavement Condition (class)
85-100	Very Good to Excellent
70-85	Good
55-70	Fair
40-55	Poor
25-40	Very Poor
10-25	Serious
0-10	Failed

Source: WisDOT PCI Classification, 2014

Visibility

Poor visibility, for all roadway users, during low light conditions is a problem along this corridor. Pedestrians, bicycles, buses, trucks and passenger cars all use Main Street. Greenwood Elementary School (350 students) is a large generator of traffic and BCTS bus stops are located throughout the corridor (see **Exhibits A and B**). Presently, street lighting only exists at intersections. This lack of lighting is a safety concern for all roadway users. There are two vertical crest curves that are substandard which have led to crashes and injuries (see **Exhibits C & V** for preliminary plans and three year crash summary).

Existing Unsafe Parking

Parking is an issue along Main Street for businesses and residents. Due to the lack of available parking, property owners have constructed gravel parking pads along their frontages, within the street right-of-way. Some of these parking pads allow angled parking while others allow parallel parking. This mix of parking styles is contrary to driver expectations. Drivers expect to encounter other vehicles at specific locations, such as side roads and driveways. Undefined and various parking configurations present increase conflict points and contributed to crashes in segments of the corridor.

Excessive Speeds

Speeding is an issue on this corridor. The posted speed limit is 30 mph but vehicles were documented to be travelling over 50 mph during a speed study that was conducted for the project (see **Exhibit V** for speed study summary).

Bicycle and Pedestrian Facilities

WisDOT policy for "Complete Streets", in conformance with Federal Highway Administration (FHWA) policy, State Statute 84.01(35), Wis. Admin. Code and Connections 2030, requires due consideration be given to bicycle and pedestrian accommodations while evaluating all new construction and reconstruction highway projects, funded in whole or in part from state or federal funds.

There are no existing pedestrian or bicycle facilities or accommodations within the project limits between Forest Avenue and 43rd Street. However, east and west of the project limits along Main Street both pedestrian and bicycle accommodations are present. Outside of the project limits sidewalks exist and bicycle accommodations exist by way of bicycle lanes or wide travel lanes. In addition, striped and marked bike lanes exist along Forest Avenue.

Within the project limits, Greenwood Elementary School (350 students) is located on Main Street between 51st Street and 49th Street. School children who walk or bike to school must use the narrow shoulders due to the absence of sidewalks and bike accommodations. Badger County Transit System (BCTS) serves the City of Greenwood. Bus route 50 follows Main Street with stops at Forest Avenue, Greenwood Elementary School, Schauer Avenue/48th Street, 46th Street, and 43rd Street (Refer to **Exhibit B** for the BCTS route map). This route runs weekdays during the school year, once in the AM and once in the PM. Within the project limits, the bus stops are poorly defined due to the rural roadway section and narrow shoulders. Sidewalks do not exist and transit riders must use the shoulders for access to and from the bus stops, which is creating unsafe conditions.

Poor Roadway Drainage

Roadway drainage is inadequate as water ponds along the roadway during rain events. This is of particular concern at the roadway low point between 49th Street and Schauer Avenue/48th Street where roadway flooding can occur during rain events and snow melt. Drainage ditches are minimal or nonexistent along much of the project corridor. In addition to safety concerns associated with roadway flooding and ponding, the inadequate drainage is a contributing factor to the continued deteriorating pavement condition.

Summary of Alternatives

No Build Alternative - This alternative includes routine maintenance to the existing facility, which includes filling potholes and refreshing pavement markings within the project limits. This alternative does not meet the purpose or address any of the needs of the project. While this alternative would have lower upfront costs, maintenance costs would continue to escalate over time and reconstruction would eventually be needed. As a result, this alternative is not proposed for adoption because it is neither prudent nor feasible and does not meet the purpose or need for the project. However, it does serve as a basis for a comparison of impacts related to the Preferred Alternative.

Reconditioning Alternative - This alternative includes resurfacing Main Street and widening the existing shoulders to accommodate bicycles. It does not fully meet the purpose or needs of the project. Because of the severity of the existing deteriorated pavement condition, this alternative is not feasible. This alternative would provide a costly short term repair to a pavement structure that would continue to fail due to underlying subbase and subgrade issues. Further, the lack of pedestrian facilities and adequate drainage would remain with this alternative. The roadway typical section would slightly improve by the addition of wider paved shoulders that would accommodate bicycles, but pedestrian accommodations would not be provided with this alternative. WisDOT policy for other project actions, such as pavement resurfacing or reconditioning projects, requires an evaluation to include bicycle and pedestrian accommodations or facilities where possible/practical within the scope of the project. In addition, certain bicycle and pedestrian design practices are required when applicable, e.g., Americans with Disabilities Act (ADA) compliant curb ramps and bicycle-acceptable landscaping or storm drainage grates. City of Greenwood has budgeted and entered into an interagency agreement with Badger County to fund a municipal water and sanitary infrastructure replacement and repair. The scope of the subsurface improvements would add further soil and pavement structure challenges to the reconditioning alternative. This alternative would only partially meet the requirements of WisDOT's policy because pedestrian accommodations would not be added. Some of the safety improvements identified above would be implemented. These minimal improvements would be the following:

- Wider paved shoulders would provide bicycle accommodations
- New pavement markings would include striped crosswalks for pedestrians
- Narrower travel lanes would provide traffic calming
- Street lighting would improve visibility

Because of the shortfalls discussed above, this alternative is not proposed for adoption because it is not prudent and does not meet all project needs.

Reconstruction Alternative (Preferred) – This alternative includes reconstructing Main Street to two-lane facility with:

- On-street parking
- Sidewalk with decorative cross walks
- On-street bicycle lanes
- Curb and gutter
- Storm sewer
- Water and sanitary sewer improvements
- Curb extensions/bump-outs
- Decorative street lighting
- Pavement marking and signing, including school zone signing.

The deteriorated pavement structure would be replaced. The existing drainage system would be upgraded. The roadway cross section would be widened to meet the needs of the surrounding area that includes accommodating the addition of sidewalk, street lighting, bike lanes, and on street parking.

The reconstruct alternative would provide both bicycle and pedestrian facilities along each side of Main Street. The proposed facilities would comprise of both bike lanes and sidewalks (Refer to **Exhibit D** for preliminary project plans).

The bus route would be maintained with its current stops. Concrete bus stop pads for pedestrians would provide connection to the sidewalk.

Reconstruction would have higher upfront construction costs but low continued maintenance costs over the project design life, due in part to the improved subgrade and drainage.

The reconstruction alternative accommodates the planned water main and sanitary sewer improvements planned by the City of Greenwood.

Overall, this alternative provides for the safe and efficient movement of all roadway users by updating the narrow rural typical section to a wider urban section that is appropriate for the urban project setting, while minimizing impacts to the physical, human and natural environment. For these reasons, this alternative is proposed for adoption because it is prudent and feasible and does meet the proposed action's purpose or need.

Description of Proposed Action

The proposed and recommended action includes the reconstruction of 0.6 miles of Main Street, between Forest Avenue and 43rd Street. This alternative includes reconstructing Main Street from a 2-lane rural section to a 2-lane urban section with on-street bicycle lanes, curb and gutter, storm sewer, on street parking, curb extensions/bump-outs, sidewalk, decorative crosswalks, streetscaping elements and decorative street lighting (Refer to **Exhibit C** for existing typical sections and **Exhibit D** for proposed project plans). The proposed action was selected because it best meets the identified project needs. The reconstruction alternative would address the project needs in the following ways:

- The existing deteriorated pavement condition would be addressed by removing the existing pavement and base course and replacing it with a new roadway pavement structure, including making any subgrade improvements.
- Traffic calming measures to reduce speed and improve pedestrian safety such as narrow travel lanes, curb bump outs to reduce crosswalk distances, raised medians for pedestrian refuge, signing, and pavement marking will be part of the project.
- Decorative street lighting and crosswalks will be installed along the length of the project to improve visibility for motorists, pedestrians, and bicyclists.
- Improved safety will be achieved by providing on-street, parallel parking in specified locations within the project limits.
- Pedestrian accommodations will be provided by installing sidewalk along both sides of the roadway within the project limits. Bicycle accommodations will be provided by having bicycle lanes in each direction.
- Existing drainage problems would be corrected by converting the roadway from a rural cross section to an urban cross section. Therefore, the existing drainage ditches and culverts will be replaced with concrete curb & gutter and a storm sewer system to handle storm water runoff.

During construction, Main Street is proposed to be open to through traffic one-way (eastbound) and a detour posted utilizing 43rd Street (WIS 128). One-way thru traffic is planned to provide access to local schools, businesses, and other public resources within the project area. Loading zones for businesses on both sides of the road is proposed. The bus route would be maintained one-way during construction. Access to residences and businesses on Main Street would be maintained but would be limited at times by construction operations. The project is located in an urban area with numerous side roads which would aid in maintaining access to residences and businesses (See Conceptual Construction Staging and Traffic Management Plan summary in **Exhibit U**.)

The proposed action is consistent with local, regional, and state planning activities (see **Exhibits E, F, and G**):

City of Greenwood Comprehensive Plan, 2008

TIP Name: Southeastern Wisconsin Regional Planning Commission (SEWRPC) 2015-2018 Transportation Improvement Program (TIP)

Project Name: RECONSTRUCT MAIN STREET IN THE CITY OF GREENWOOD, FOREST AVE – 43RD STREET

TIP Number: 445

Project Sponsor: Badger County

2015-2018 FINAL STIP Project Listing

SE Region

BADGER County

2015 1234-56-78 12/08/15 206 LET RECST 0.9 (CTH B) MAIN STREET \$3,000,000 - \$3,999,999

FOREST AVENUE TO 43RD STREET

CONST/RECONSTRUCT W/ NO ADDL LANES

STP URBAN OVER 200,000 STP-MAD/MIL/GB/MSP/A

The proposed action is subject to the Wisconsin Department of Natural Resources (WDNR)/WisDOT Cooperative Agreement (CHAPTER TRANS 400 and 30.2022 WI Stats).

Public Involvement

Badger County, in cooperation with the City of Greenwood, hosted two open-house style public information meetings (PIM) to present the project concepts to the public and to solicit input regarding project needs. The meetings were held from 6:00 to 8:00 p.m. on June 9, 2014 and November 12, 2015 at the Lower Civic Room of the Greenwood City Hall

which is accessible to persons with disabilities. Approximately 50 people attended each meeting. Summarized comments received at both meetings and how the comments were addressed are as follows (See **Exhibit H** for more information from PIM #1 and PIM #2):

- Overwhelming majority (80%) of all attendees were in favor of the reconstruction alternative
- There was significant concern from many attendees regarding safety of children who walk and ride bikes to the Greenwood Elementary School based on lack of pedestrian and bike facilities. Many attendees commented that speeding vehicles and lack of visibility at two vertical crests contributed to numerous “close calls” and will likely lead to more injury crashes or potential fatalities if improvements are not made.
 - Project staff stated that the addition of sidewalks on both sides of Main Street and marked bike lanes will contribute to safer environment for school children and all users. In addition, it is proposed that the inadequate vertical profile is planned for improvement to provide for enhanced visibility and safety for all roadway users.
- There was some concern from a few attendees about accessibility for users who are visually impaired, restricted to a wheelchair, or have other disabilities. These attendees would like to see proper facilities for disabled users incorporated into the project.
 - Project staff stated that pedestrian facilities proposed are required to be compliant with the federal Americans with Disabilities Act (ADA) as is the case for all public works projects. Curb ramps with detectable warning fields, audible signal equipment, and other ADA compliant elements, are proposed in this action.
- A few property owners raised concerns regarding special assessments for proposed sidewalk costs and suggested that sidewalk only be incorporated on one side or the other. Some suggested sidewalk on the south side of Main Street to “better serve children walking to the school”.
 - City of Greenwood officials clarified that sidewalk costs will not be “special assessed” to affected property owners, but rather “generally” assessed as is the policy for the City for all sidewalk costs.
 - City officials also stated that the Greenwood School District and many concerned parents have commented that there is an equal need for sidewalks on both sides of the road based on destinations of school children living in neighborhoods on either side of Main Street. In addition, sidewalk on both sides is vital and supported by adjacent business owners and the local Chamber.
- A few residents provided verbal and written comments regarding flooding that occurs frequently at 49th Street and Schauer Avenue. One property owner stated that his basement flooded in a 2013 rain event.
 - Project staff stated that storm water studies have identified the need for the proposed storm sewer system to convey runoff effectively to the Green Creek. Project staff explained that although some localized runoff could not be corrected on private properties, that runoff from within the roadway right-of-way would be properly and adequately conveyed to the Green Creek to alleviate flooding events.
- A few business owners and a representative from the Greenwood Chamber of Commerce requested another Public Information Meeting (PIM) be held prior to the start of construction with the contractor in attendance. Business owners would like to discuss final plans for access and special signing during construction. One business owner requested contact with the contractor to replace the led water lateral to her business if water upgrades would be part of the project.
 - City officials are planning to discuss a third PIM requested by businesses and school district. Although not originally planned by the County, input from attendees of both PIMs has highlighted its need. City officials committed to a final decision regarding an additional PIM during final design and publishing a notice in the Greenwood Gazette and City Website if planned.
 - City officials stated that would provide the contractor information to any interested citizen who may have special needs such access during construction or private water lateral improvements. City of Greenwood officials were clear to point out that any agreement between a property owner and a contractor is not coordinated nor sanctioned by the City of Greenwood nor Badger County. Further, officials could not guarantee nor compel any contractor to enter into an agreement with a private owner.

III. Project is a Complete FHWA Action – Check all boxes that apply to the proposed project. To process your project with this checklist, you must be able to check either boxes (1-3) or the last box. If this is not possible, adjust the scope of the project to meet the criteria.

23 CFR 771.111(f) In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated shall:

- (1) Connect logical termini and be of sufficient length to address environmental matters on a broad scope
- (2) Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made
- (3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements
- Project is not an action resulting in construction and does not require compliance with (1-3) above

IV. Categorical Exclusion Definition - Check all boxes that apply to the proposed project. If you are unable to check a box in this section, evaluate the scope of the project and prepare more detailed environmental documentation.

23 CFR 771.117(a) Categorical exclusions (CEs) are actions which, based on past experience with similar actions, do not involve significant environmental impacts. They are actions which:

- Do not induce significant impacts to planned growth or land use for the area
- Do not require the relocation of significant numbers of people
- Do not have a significant impact on any natural, cultural, recreational, historic or other resource
- Do not involve significant air, noise, or water quality impacts
- Do not have significant impacts on travel patterns
- Do not otherwise, either individually or cumulatively, have any significant environmental impacts

V. Unusual Circumstances - Check all boxes that apply to the proposed project. If any boxes in this section are checked, evaluate the scope of the project and coordinate with FHWA regarding the completion of more detailed environmental documentation.

23 CFR 771.117(b) Any action which normally would be classified as a CE but could involve unusual circumstances will require the FHWA, in cooperation with the applicant, to conduct appropriate environmental studies to determine if the CE classification is proper. Such unusual circumstances include:

- (1) Significant environmental impacts
- (2) Substantial controversy on environmental grounds
- (3) Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act
- (4) Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action
- Other unusual circumstances not listed in FHWA regulations (describe below)
(In Wisconsin, auxiliary lane and capacity expansion projects that are proposed for processing with this checklist are examples of unique or unusual circumstances and will require consultation with FHWA before proceeding with the project.)

Describe any unique or unusual circumstances and subsequent coordination with FHWA:

Section 4(f) Impact

A Section 4(f) De minimis Determination and Approval under the Nationwide Section 4(f) Evaluation for Minor Involvements with Public Parks, Recreational Lands and Wildlife And Waterfowl Refuges has been approved by FHWA for the Greenwood Elementary School, located at 17400 Main Street and the Memorial United Methodist Church, located at 17900 Main Street (Parcel numbers NBC 1259-997-003 and NBC 1259-998 respectively). See **Attachment 6** for impact and R/W acquisition.

VI. Supporting Documentation – List any additional discussion, agency correspondence, or supporting documentation used in this CE determination. Attach this documentation to the checklist and maintain a copy in the project file. Projects with 4(f) *de minimis* determinations or programmatic evaluations will require review by WisDOT Central Office and review and approval by FHWA prior to the approval of this CE.

List of Exhibits

Exhibit A – Project Location and NEPA Maps
Exhibit B – BCTS Route Map and Correspondence
Exhibit C – Existing and Proposed Typical Sections
Exhibit D – Proposed Preliminary Plans
Exhibit E – City of Greenwood Comprehensive Land Use Plan
Exhibit F – SEWRPC: A Regional Transportation System Plan for Southeastern Wisconsin: 2035
Exhibit G – WisDOT Statewide Transportation Improvement Program (STIP) 2015 - 2018
Exhibit H – Public Involvement Documentation
Exhibit I – Native American Tribes Coordination
Exhibit J – City of Greenwood Coordination
Exhibit K – Greenwood Metropolitan Sewerage District (MMSD) Coordination
Exhibit L – Wisconsin Department of Natural Resources (WDNR) Coordination
Exhibit M – Local Historical Society Coordination
Exhibit N – U.S. Census Bureau Data; Factor Sheet B-4 Environmental Justice
Exhibit O – Section 106 Documentation
Exhibit P – Factor Sheet B-8; Section 4(f) Resources at Greenwood Elementary School
Exhibit Q – Factor Sheet B-8; Section 4(f) Resources at Memorial United Methodist Church
Exhibit R – Section 4(f) Finding of De Minimis Impact for Memorial United Methodist Church
Exhibit S – Phase I Hazardous Materials Assessment Approval
Exhibit T – Northern Long-eared Bat and United States Fish and Wildlife Service Correspondence
Exhibit U – Conceptual Construction Staging and Traffic Management Plan
Exhibit V – Crash and Speed Study Summary

Agency Coordination Status

State Historic Preservation Office (SHPO): The proposed action was coordinated with WisDOT Cultural Resources Unit and the project was placed on the Screening List for Archaeology only. The Section 106 Report was approved by SHPO on June 5, 2015. See **Exhibit O**.

Wisconsin Department of Natural Resources: Coordination with WDNR is ongoing. A WDNR Initial Comment letter was received on January 3, 2014. See **Exhibit L**.

Native Tribal Coordination: Letters were mailed to Native American Tribes by WisDOT on September 11, 2013. One response letter was received from the Forest County Potawatomi Community requesting the results of any archival review, cultural resource investigation studies, and archaeological reports. As the project is included on the screening list for archaeology, no additional information is available to forward to the Forest County Potawatomi Community. Coordination is complete. See **Exhibit I**.

U.S. Fish and Wildlife Service: Northern Long Long-Eared Bat Coordination was completed for tree removals on March 7, 2016. See **Exhibit T**.

Additional Environmental Investigations and Supporting Documentation

- A low-income or minority population will not be impacted by this project. Refer to **Exhibit N** for US Census Bureau Data and Factor Sheet B-4.
- Refer to **Exhibit P** (Factor Sheet B-8) for documentation concerning Section 4(f) resources at the Greenwood Elementary School. The school property (or a portion thereof) is eligible for history, in regards to Educational History. FHWA requirements for Section 4(f) do not apply to the project's use of the his historic property since no right-of-way or Permanent Limited Easements will be acquired from the property and the project will not substantially impair the characteristics that qualify the property for the National Register of Historic Places (NRHP).
- Refer to **Exhibit Q** (Factor Sheet B-8) for documentation concerning Section 4(f) resources at Memorial United Methodist Church. The church property (or a portion thereof) is eligible for history, in regards to either Religious History or Ethnic Heritage, or both. Right-of-way will be acquired from the eligible National Register of Historic

Places (NRHP) property but a *de minimis* determination has been proposed. Refer to **Exhibit R** for Section 4(f) Finding of *De Minimis* Impact for Memorial United Methodist Church.

- A Phase I Hazardous Materials Assessment was approved 03/17/2015. The Phase I report indicates that no further environmental activities are warranted for the project. Refer to **Exhibit S** for the Phase I report Executive Summary and approval memo.

VII. Mitigation & Commitments – List any environmental mitigation measures or commitments that will be incorporated into the project. Any items listed below must be incorporated into the project plans and contract documents. *Attach a copy of this page to the design study report (DSR) and the plans, specifications, and estimate (PS&E) submittal package.*

Environmental Factor	Commitment (If none, include 'No special or supplemental commitments required.')
General Economics	No Special or supplemental commitments required.
Business	Businesses may be inconvenienced by construction, but Main Street will be constructed under one-way thru traffic and alternative detour route. The Designer will include this commitment in the construction plans and contract special provisions (specials). The Construction Project Leader (CPL) will be responsible for fulfilling this commitment during construction. Main Street Greenhouses would lose their gravel parking pads within the roadway right-of-way but on-street parking during construction but on road parking would be added at the completion of the project.
Agriculture	No Special or supplemental commitments required.
Community or Residential	Bike lanes and sidewalks will be added to the corridor providing for alternative modes of transportation. This would benefit students that walk or bike to Greenwood Elementary School and improve access for transit bus riders. During construction access to homes will be maintained for residents and emergency vehicles, and a detour will be provided. The current bus route will be maintained as well. The Designer will include this commitment in the specials. The CPL will be responsible for fulfilling this commitment during construction.
Indirect Effects	No Special or supplemental commitments required.
Cumulative Effects	No Special or supplemental commitments required.
Environmental Justice	No Special or supplemental commitments required.
Historic Resources	Through the WisDOT Section 106, Determination of Eligibility (DOE) process, Greenwood Elementary School and Memorial United Methodist Church were deemed potentially eligible for the National Register of Historic Places (NRHP). Refer to Exhibit P for documentation concerning Section 4(f) resources at Greenwood Elementary School. Refer to Exhibit Q for documentation concerning Section 4(f) resources at Memorial United Methodist Church. Refer to Exhibit R for determination of De Minimis Impact for Memorial United Methodist Church. An Assessment of Effects (AOE) was performed which resulted in a Determination of No Adverse Effect (DNAE) for both properties. The State Historic Preservation Office (SHPO) concurred with the DNAE on June 5, 2015 (Refer to Exhibit O).
Archaeological/Burial Sites	No Special or supplemental commitments required.
Tribal Coordination/Consultation	No Special or supplemental commitments required.

Section 4(f) and 6(f) or Other Unique Areas	No Section 6(f) properties exist within the project corridor. Greenwood Elementary School is a historic site that is eligible for the NRHP. However, FHWA requirements for Section 4(f) do not apply to the project's use of the property. The proposed action will not acquire land in fee or PLE and the alternative will not affect the use. (Refer to Exhibit O for SHPO concurrence of DNAE and Exhibit P for documentation concerning Section 4(f) resources at Greenwood Elementary School.) Memorial United Methodist Church is a historic site that is eligible for the NRHP. Temporary limited easements and permanent limited easements will be necessary for grading. However, the proposed action results in a determination of a de minimis impact to a Section 4(f) property. (Refer to Exhibit O for the State Historic Preservation Office (SHPO) concurrence of the "Determination of No Adverse Effect" (DNAE) and Exhibit R for Section 4(f) <i>De Minimis</i> finding.)
Aesthetics	No Special or supplemental commitments required.
Wetlands	No Special or supplemental commitments required.
Rivers, Streams and Floodplains	No Special or supplemental commitments required.
Lakes or other Open Water	No Special or supplemental commitments required.
Groundwater, Wells and Springs	No Special or supplemental commitments required.
Upland Wildlife and Habitat	No Special or supplemental commitments required.
Coastal Zones	No Special or supplemental commitments required.
Threatened and Endangered Species	Due to the potential for the presence of the Northern Long-eared Bat (NLEB), clearing operations will take place during the inactive season (October 1 – March 31), any temporary lighting will be directed away from suitable habitat. Downward-facing, full cut-off lens lights will be used and lighting will be directed away from suitable habitat when installed. The Designer will include this commitment in the specials. The CPL will be responsible for fulfilling this commitment during construction.
Air Quality	No Special or supplemental commitments required.
Construction Stage Sound Quality	The contractor will be restricted from operating motorized equipment between the hours of 7:00 PM and 7:00 AM in accordance with local noise ordinance. The Designer will include this commitment in the specials. The CPL will be responsible for fulfilling this commitment during construction.
Traffic Noise	No Special or supplemental commitments required.
Hazardous Substances or Contamination	No Special or supplemental commitments required.
Storm Water	In the proposed action, an urban storm sewer system will replace the existing rural system of ditches and culverts. The City of Greenwood is covered by a Wisconsin Pollutant Discharge Elimination System (WPDES) Municipal Storm Water permit. Catch basins will be incorporated into the project as a storm water management measure to improve surface water quality. The Designer will include this commitment in the plans and specials. The CPL will be responsible for fulfilling this commitment during construction.

Erosion Control	Erosion control measures are required as per the Wisconsin Department of Transportation/Wisconsin Department of Natural Resources Cooperative Agreement in order to minimize potential adverse effects caused by storm water runoff. The Designer will include this commitment in the plans and specials. The CPL will be responsible for fulfilling this commitment during construction.
Other: Emerald Ash Borer	Ash trees removed as part of the proposed action, will be disposed of in accordance with Wisconsin Administrative Code regarding the invasive species, the Emerald Ash Borer. The Designer will include this commitment in the specials. The CPL will be responsible for fulfilling this commitment during construction.

EXAMPLE