

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation (WisDOT)
 DT2094 6/2015

BASIC SHEET 1 - PROJECT SUMMARY

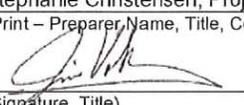
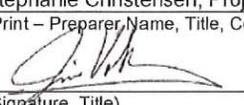
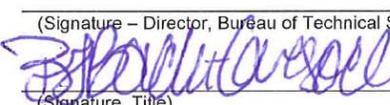
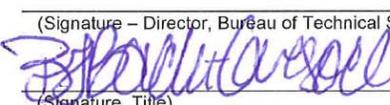
Project ID 1058-25-00 Construction ID 1058-25-70	Project Termini Shawano – Green Bay	Funding Sources (<i>check all that apply</i>) <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local								
Route Designation (<i>if applicable</i>) WIS 29 National Highway System (NHS) Route <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Nearest Community Town of Maple Grove, Shawano County Town of Pittsfield, Brown County	Estimated Project Cost and Funding Source (state and/or federal). Year of Expenditure (YOE) dollars include delivery cost. \$6.66M (YOE 2017 for construction; federal/state)								
Project Title WIS 29 & WIS 156 Intersection	Section / Township / Range Section 25, T25N, R18E Section 30-32, T25N, R19E	Real Estate Acquisition Portion of Estimated Cost (YOE) \$0.46M (YOE 2016)								
County Shawano and Brown County		Utility Relocation Portion of Estimated Cost (YOE) \$0.10M (YOE 2017)								
Bridge Number(s) (<i>if applicable</i>) B-58-129 C-5-150 C-5-151	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. 10/2012 (funding authorized)	<table border="1"> <thead> <tr> <th>Right of Way Acquisition</th> <th>Acres</th> </tr> </thead> <tbody> <tr> <td>Fee</td> <td>12.5</td> </tr> <tr> <td>TLE</td> <td>2.0</td> </tr> <tr> <td>PLE</td> <td>0.0</td> </tr> </tbody> </table>	Right of Way Acquisition	Acres	Fee	12.5	TLE	2.0	PLE	0.0
Right of Way Acquisition	Acres									
Fee	12.5									
TLE	2.0									
PLE	0.0									

Functional Classification of Existing Route (FDM 3-5-2)	Urban	Rural
Freeway/Expressway (WIS 29)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Principal Arterial (WIS 29)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Minor Arterial (WIS 156)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Major Collector	<input type="checkbox"/>	<input type="checkbox"/>
Minor Collector (Existing County Y)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Collector	<input type="checkbox"/>	<input type="checkbox"/>
Local (St. Augustine Rd, existing Old 29 Dr)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
No Functional Class	<input type="checkbox"/>	<input type="checkbox"/>

WisDOT Project Classification (FDM 3-5-2)	
Resurfacing	<input type="checkbox"/>
Pavement Replacement	<input type="checkbox"/>
Reconditioning	<input type="checkbox"/>
Expansion	<input type="checkbox"/>
Bridge Rehabilitation	<input type="checkbox"/>
Bridge Replacement	<input type="checkbox"/>
"Majors" Project (there are both state and federal majors)	<input type="checkbox"/>
SHRM	<input type="checkbox"/>
Reconstruction	<input type="checkbox"/>
Preventive Maintenance	<input type="checkbox"/>
Safety	<input checked="" 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.**

Stephanie Christensen, Project Manager, EMCS, Inc. (Print – Preparer Name, Title, Company/Organization)	9/14/15 (Date – m/d/yy)	 (Signature – Director, Bureau of Technical Services)	9/25/15 (Date – m/d/yy)
 (Signature, Title)	WisDOT Project Manager 9/14/15 (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 title 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.

(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

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2. Abbreviations and Acronyms

- AADT – Annual Average Daily Traffic
- ACHP - Advisory Council on Historic Preservation
- BOA – Bureau of Aeronautics
- County Y – Brown County Highway Y
- DATCP – Department of Agriculture, Trade, and Consumer Protection
- DNR – Wisconsin Department of Natural Resources
- EO – Executive Order
- FEMA – Federal Emergency Management Agency
- FHWA – Federal Highway Administration
- HSIP – Highway Safety Improvement Program
- JCT – Junction
- LOM – Local Officials Meeting

- LOS – Level of Service
- MEV – Million Entering Vehicles
- MUTCD – Manual of Uniform Traffic Control Devices
- NEPA - National Environmental Policy Act
- NHS – National Highway System
- NPS – National Park Service
- NRCS – Natural Resources Conservation Service
- NRHP - National Register of Historic Places
- OSOW – Over-Sized Over-Weight
- PIM – Public Involvement Meeting
- SHPO – State Historic Preservation Office
- USACE – United States Army Corps of Engineers
- USEPA – United States Environmental Protection Agency
- USFWS – United States Fish and Wildlife Service
- WEPA - Wisconsin Environmental Policy Act
- WIS 29 – Wisconsin State Highway 29
- WIS 32 – Wisconsin State Highway 32
- WIS 156 – Wisconsin State Highway 156
- WisDOT – Wisconsin Department of Transportation

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 Location

The WIS 29/WIS 156/St. Augustine Road intersection is located at the east Shawano County/west Brown County line in eastern Wisconsin. The existing intersection is an at-grade intersection with stop control on WIS 156 and St. Augustine Road. The intersection was constructed the mid-1990's as part of the WIS 29 expressway construction. The WIS 29 expressway construction included relocation of WIS 29 through the project area, construction of the at-grade intersection at WIS 156/St. Augustine Road, construction of the WIS 29/32 interchange (0.5-miles from intersection to the interchange exit/entrance ramps), and transfer of Old 29 (now known as Old 29 Drive) to the local municipalities. The Proposed Action focuses on improving safety and operational characteristics of the WIS 29/WIS 156/St. Augustine road intersection.

A study area extending from the existing at-grade intersection at WIS 29 to the WIS 29/32 interchange (approximately 1.7-miles) along WIS 29 and south of WIS 29 (along Old 29 Drive and County Y) was reviewed as part of this National Environmental Policy Act (NEPA) document to ensure the Proposed Action would address environmental matters on a broad scope and to address roadway system connectivity and traffic circulation as part of the intersection improvements.

A project location map showing the intersection location is shown in **Figure 1**. A 2010 aerial photo showing existing land cover and the project study area is shown in **Figure 2**.

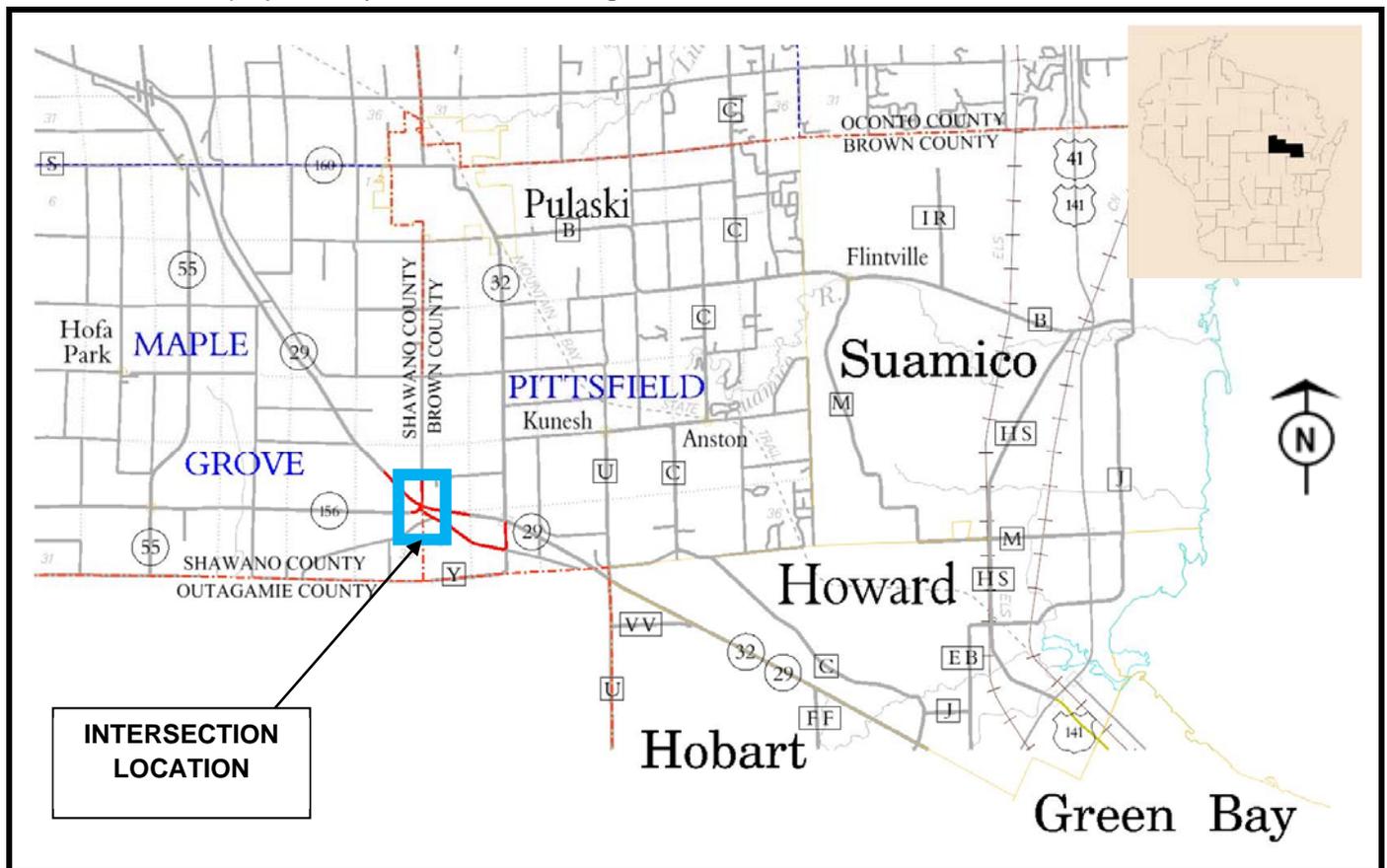


Figure 1 – Project Location Map

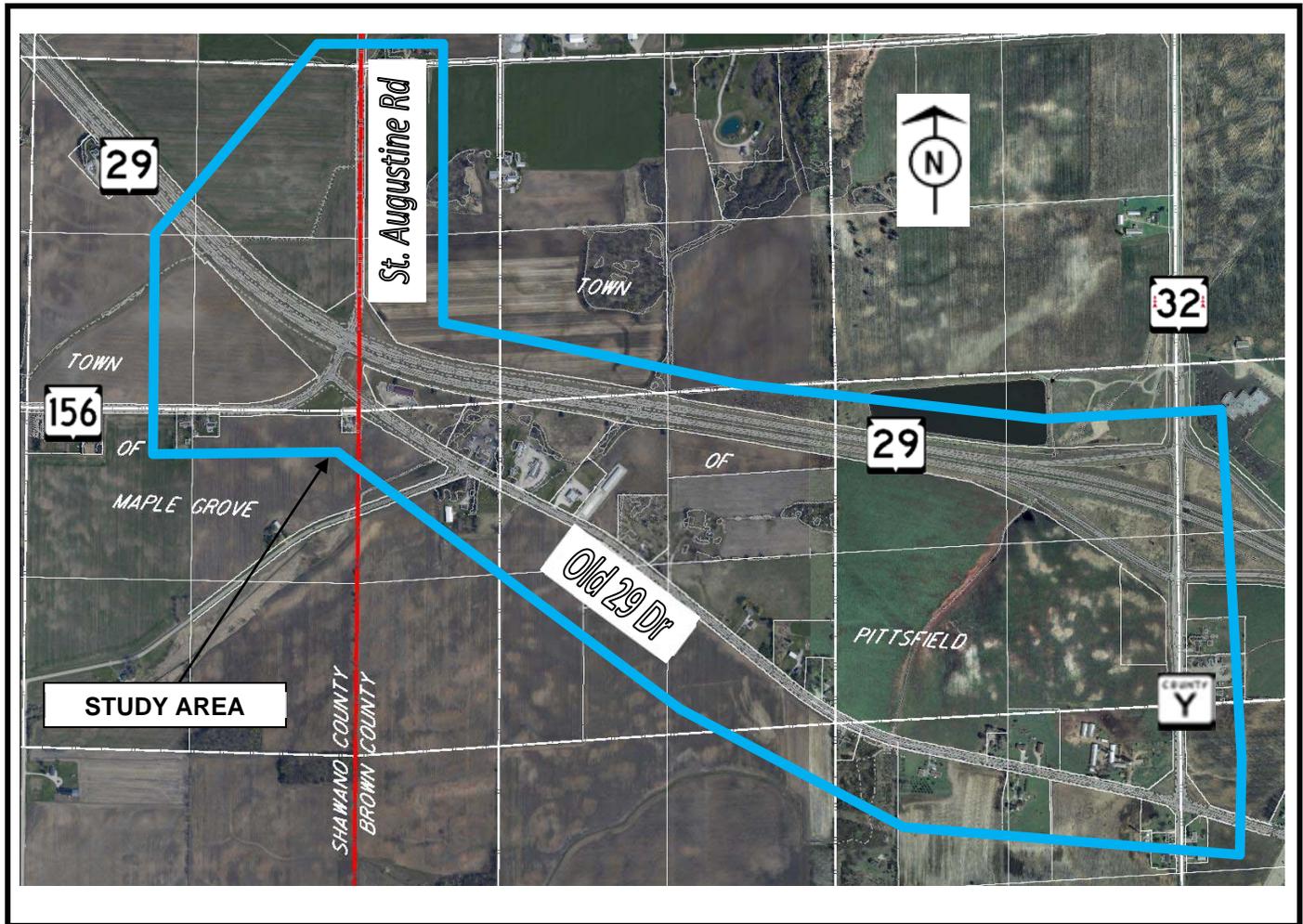


Figure 2 – Aerial Photo (2010) of Land Cover and Study Area (Aerial Source: Shawano County)

Existing Facility

The Proposed Action is located within the rural area of the Town of Maple Grove in Shawano County and the Town of Pittsfield in Brown County. The intersection is located on WIS 29 at the county line and it is a two-way stop controlled intersection of WIS 29 with WIS 156 and St. Augustine Road. The intersection is located on a 70 mph rated curve along the highway speed WIS 29 expressway. An aerial view of the project study area is shown in **Figure 2** above.

The roadways within the study area include WIS 29, WIS 156, St. Augustine Road, Old 29 Drive, and County Y.

WIS 29 is an east/west expressway functionally classified as a principal arterial through the project limits with some locations of access-controlled interchanges such as the WIS 29/32 interchange located within the study areas. The WIS 29/32 interchange is located approximately one-half mile east of the intersection (distance from intersection to start of the ramp exit/entrance locations along WIS 29). Because of the proximity to the interchange, design standards for access spacing were considered during the intersection alternative development.

WIS 156 is functionally classified as a minor arterial with its eastern termini at WIS 29 providing access to rural areas west of WIS 29. St. Augustine Road is a local road serving as a north/south connection from the Village of Pulaski (4-miles north of WIS 29) to WIS 29. Old 29 Drive is the previous location of WIS 29 and is a local road. County Y is a minor collector serving traffic destined for the WIS 29/32 interchange from rural areas south of WIS 29.

The typical sections are described as follows:

- WIS 29: 4-lane divided expressway with 12-foot travel lanes and a 60-foot median; 10-foot outside and 6-foot inside shoulders
- WIS 156: 2-lane rural roadway with 11-foot travel lanes and unpaved shoulders with varying widths (4 to 7-foot)
- St. Augustine Road: 2-lane rural roadway with 11-foot travel lanes and unpaved shoulders (2-foot)
- Old 29 Drive: 2-lane rural roadway with 11-foot travel lanes and unpaved shoulders with varying widths (3 to 6-foot)
- County Y: 2-lane rural roadway with 12-foot travel lanes and 6-foot shoulders (3-foot paved)

The posted speed is 65 on WIS 29, 55 mph on WIS 156, 40 mph (assumed) on St. Augustine Road, 45 mph on Old 29 Drive, and 55 mph on County Y.

The existing right-of-way varies from approximately 66 to 300-feet in width throughout the project area. Stormwater is managed with vegetated roadside ditches.

See **Attachment 1** for existing typical sections of each roadway.

Background Discussion

Wis. Stat. s. 84.295(10)

Wis. Stat. s. 84.295(10) is a long-term official mapping and planning tool available to WisDOT to help protect and preserve right-of-way for future transportation needs. The purpose of Wis. Stat. s. 84.295, as stated in s. 84.295(1), is to more adequately serve the present and anticipated future needs of highway travel and prevent conflicting and costly economic development on lands needed for future highway right-of way. This proactive tool allows WisDOT to address safety, operation, mobility, and capacity issues in advance of impending long-term needs on freeways and expressways.

A freeway preservation study in Shawano and Brown County was initiated 2005 and completed in 2012. The preservation study officially designated WIS 29 as a freeway in Shawano and Brown County. The study was completed through Wis. Stat. s. 84.295(10) (<http://docs.legis.wisconsin.gov/statutes/statutes/84/295/>). The study resulted in preparation of a NEPA document for each county as well as freeway designations, official mapping, and preservation of right of way for future freeway conversion along WIS 29.

The preservation study and official mapping can be used as a long-term vision and management strategy so that when intersection or other improvements become necessary, a comprehensive approach can be applied. The official mapping also allows for local officials, agencies, and property owners to proactively plan in concert with anticipated future highway improvements. Some projects have been programmed in eastern Brown County to address safety and mobility needs along WIS 29 as a result of the study. The remainder of the WIS 29 corridor in Shawano and Brown County can use the preservation study for planning purposes and to provide an initial basis for decision making as needs arise.

While the preservation planning study recommended a grade-separated overpass at this location (see **Figure 3**), this study was used as background only and a full range of alternatives was evaluated in this NEPA document.

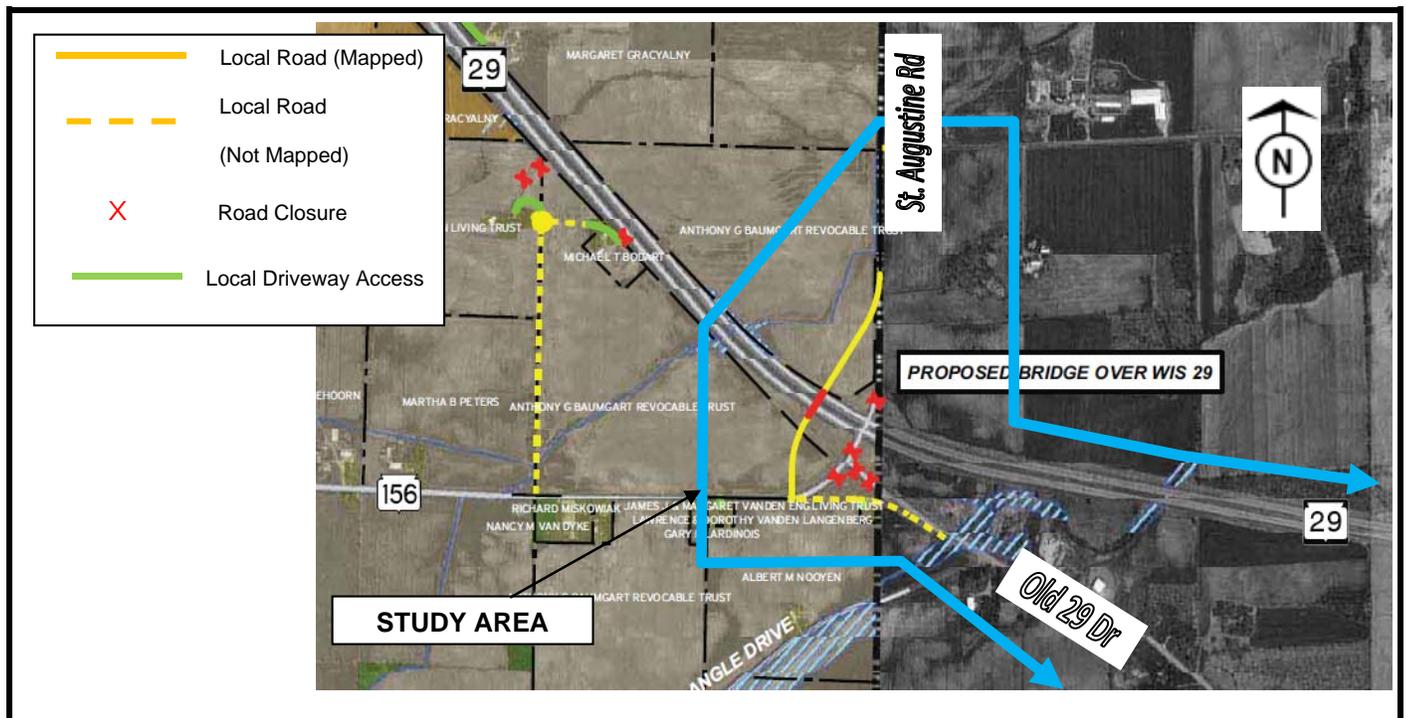


Figure 3 – WIS 29 Preservation Study Recommendations (2012)

Project Funding

In 2012, the WIS 29/WIS 156/St. Augustine Road intersection qualified for safety funding through the Highway Safety Improvement Program (HSIP) due to the crash history at the intersection. While the improvement concept in the original funding application included a J-turn type intersection, intersection type selection is based on the results of the NEPA process presented in this document. Funding applications were amended and approved in January 2014 for increased funding for the preferred alternative for the Proposed Action.

Purpose

The purpose of the Proposed Action is improve safety at the WIS 29/WIS 156/St. Augustine Road intersection.

Need

The project needs which support the project purpose include the following components:

- Safety
- Roadway Deficiencies
- System Linkage and Route Importance

Safety and Traffic Operations

The existing and design year average annual daily traffic (AADT) along the WIS 29 and the intersecting roadways are shown in the table below. Based on design standards, the number of through travel lanes that exist today are adequate to handle the traffic levels forecasted in the design year (2037). Note, the forecasted traffic is shown with and without route changes for WIS 156 in the table below.

Roadway	Existing AADT (2012/2014)	Design Year Forecasted AADT (2037) (without route changes)	Design Year Forecasted AADT (2037) (with route changes)
WIS 29	14,900	18,900	16,800
WIS 156	1,700	2,200	1,900
St. Augustine Road	730	1,100	510

From 2006 to 2010, 14 crashes occurred at the intersection. Twelve of the crashes at this location were angle-type crashes, which are typically the most dangerous type of crash often resulting in more severe injuries. Ten of the crashes that have occurred at the intersection resulted in some level of injury. Five of the crashes resulted in incapacitating injuries. This crash data from this 5-year analysis period was used to initiate the HSIP application to obtain funding to improve the intersection.

The intersection crash rate (2006 to 2010) is 0.46 crashes per million entering vehicles (MEV). While the crash rate is below the statewide average (statewide average is typically 1.5 MEV), the high speed conditions along WIS 29 are resulting in more severe injuries when crashes do occur.

After the initial HSIP application, crashes continued to occur at the intersection. Two additional injury crashes occurred in 2012. In 2014, a crash occurred with a school bus that resulted in one fatality and injured 14 others. As traffic volumes grow, crash rates are anticipated to increase without intersection improvements.

The existing intersection is located on a curve, which may contribute to some drivers misjudging available traffic gaps to safely enter WIS 29 (see **Figure 4** for a photo at the intersection). Observation of traffic movements within the median of WIS 29 also shows that the opposing left turning vehicles will enter the WIS 29 median and obstruct each other's view of approaching through traffic on WIS 29.



Figure 4 – WIS 29/WIS 156 Located on Curve (looking east)

Roadway Deficiencies

The existing intersection has left and right turn lanes approximately 220-feet in length along eastbound WIS 29 to access WIS 156 and St. Augustine Road. There is a 200-foot left turn lane along westbound WIS 29 to access WIS 156. There is a short taper along westbound WIS 29 for the right turn to St. Augustine Road. These turn lanes are less than the desirable standard of 350 to 450-feet in length for at-grade intersections located on an expressway.

While there are deteriorated pavements, culverts, and guardrails within the study area (along WIS 156, St. Augustine Road, Old 29 Drive, County Y), the deteriorated infrastructure is not the driving factor for the Proposed Action. For the grade-separated alternatives presented in this NEPA document, improvements outside of the intersection that address deteriorated pavements, culverts, and guardrails need to be evaluated a part of those build-alternatives.

System Linkage and Route Importance

System linkage refers to the connections among roads, neighborhoods and businesses in the geographical area that may be affected by the proposed project. WIS 29 facilitates interstate travel, provides a critical backbone route between regional economic centers, and functions as a long haul route for automobiles and trucks. Due to its statewide importance and vital role in the regional transportation system, it is essential that the WIS 29 corridor be maintained as a safe and efficient roadway facility.

WIS 29 is an east-west four-lane divided roadway providing uninterrupted traffic flow from I-94 near the Village of Elk Mound (Dunn County) to the City of Green Bay (Brown County). WIS 29 also extends west to US 10 near Prescott and provides interstate services to Minnesota. WIS 29 is functionally classified as a principal arterial and is designated as a freeway through the project limits.

WIS 156 is functionally classified as a minor arterial providing local and regional traffic access to WIS 29 from WIS 22 at Clintonville in Waupaca County to WIS 29 at the Shawano/Brown County line. WIS 156 serves regional truck traffic (10% of the average annual daily traffic is trucks) as a 65-foot restricted truck route. WIS 156 is a critical link through the local agricultural community. The intersection of WIS 29/WIS 156/St. Augustine Road is an important crossing for local farmers who operate on both sides of WIS 29. WIS 29 can act as a barrier to moving slow moving agricultural equipment due to the high speeds along the expressway.

WIS 29 serves as a high volume truck route (trucks account for approximately 20% of average daily traffic within the project areas) serving Wisconsin's commercial, industrial, and agricultural industries. WIS 29 is designed to function as a long haul automobile and truck route from I-94 near Elk Mound to WIS 42 east of Green Bay which provides for

unrestricted truck movements along the corridor. WIS 29 is also a critical freight route for Over-Sized Over-Weight (OSOW) freight movements across Wisconsin. Truck routes in eastern Wisconsin are shown in **Figure 5**.

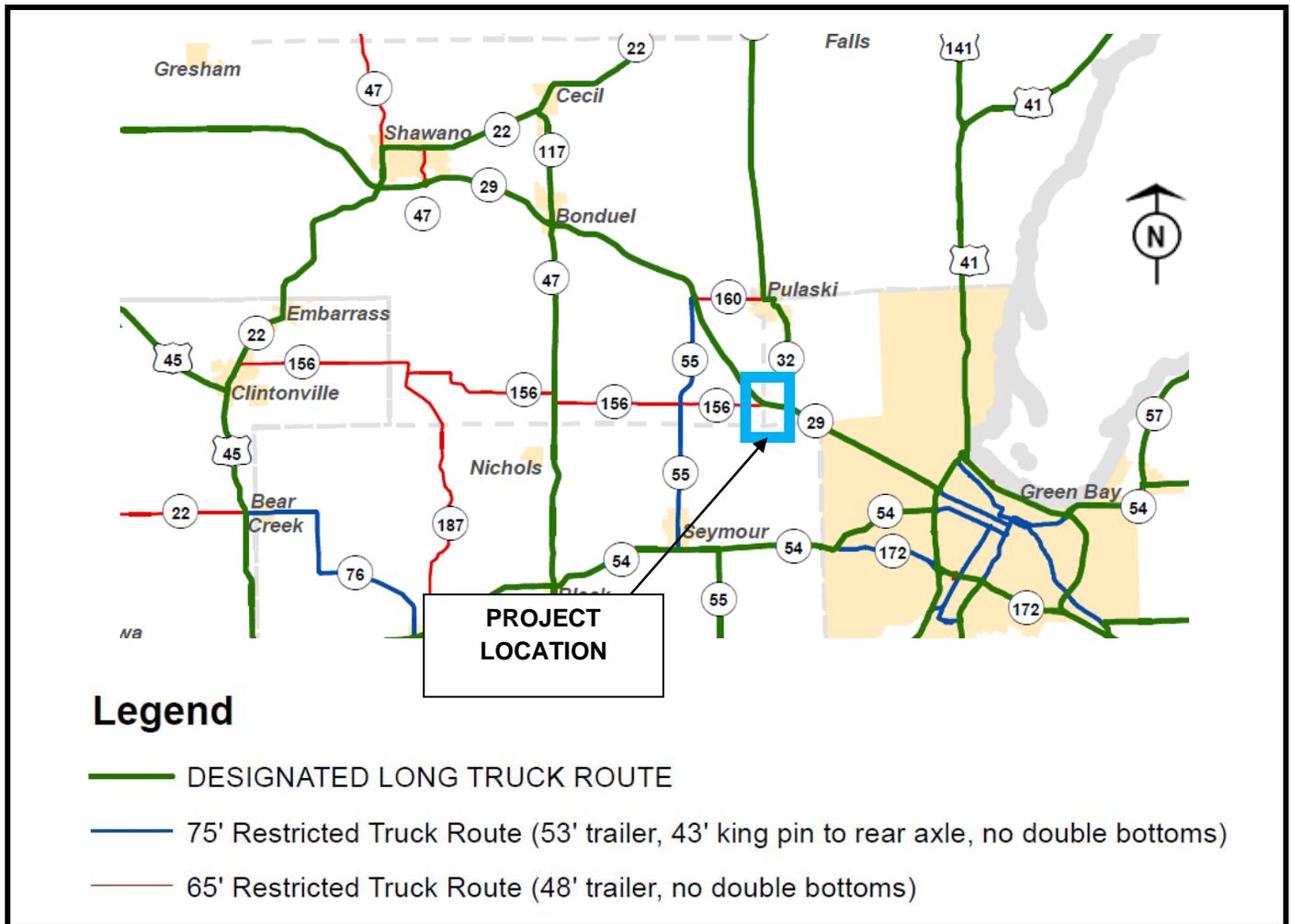


Figure 5 – Truck Routes in Eastern Wisconsin (Source: WisDOT)

WIS 29 is a backbone route as defined in the Wisconsin Connections 2030 Long Range Multi-Modal Transportation Plan (<http://www.wisconsin.gov>). The Wisconsin Connections 2030 routes provide multimodal system linkages, provide safe, dependable access to and from Wisconsin communities, and encourage regional and statewide economic development. The plan places a high priority in protecting highway investments that connect major economic/population centers and carry long-distance, statewide traffic. Across the state, WIS 29 connects the backbones of I-94, US 41, US 51, and US 53 as well as connector routes of US 45, WIS 13, and WIS 47. The backbone network consists of divided highways that connect each region of the state and major economic centers. The connector highways tie economic and tourism centers to the backbone routes. The Connections 2030 routes in eastern Wisconsin are shown in **Figure 6**.

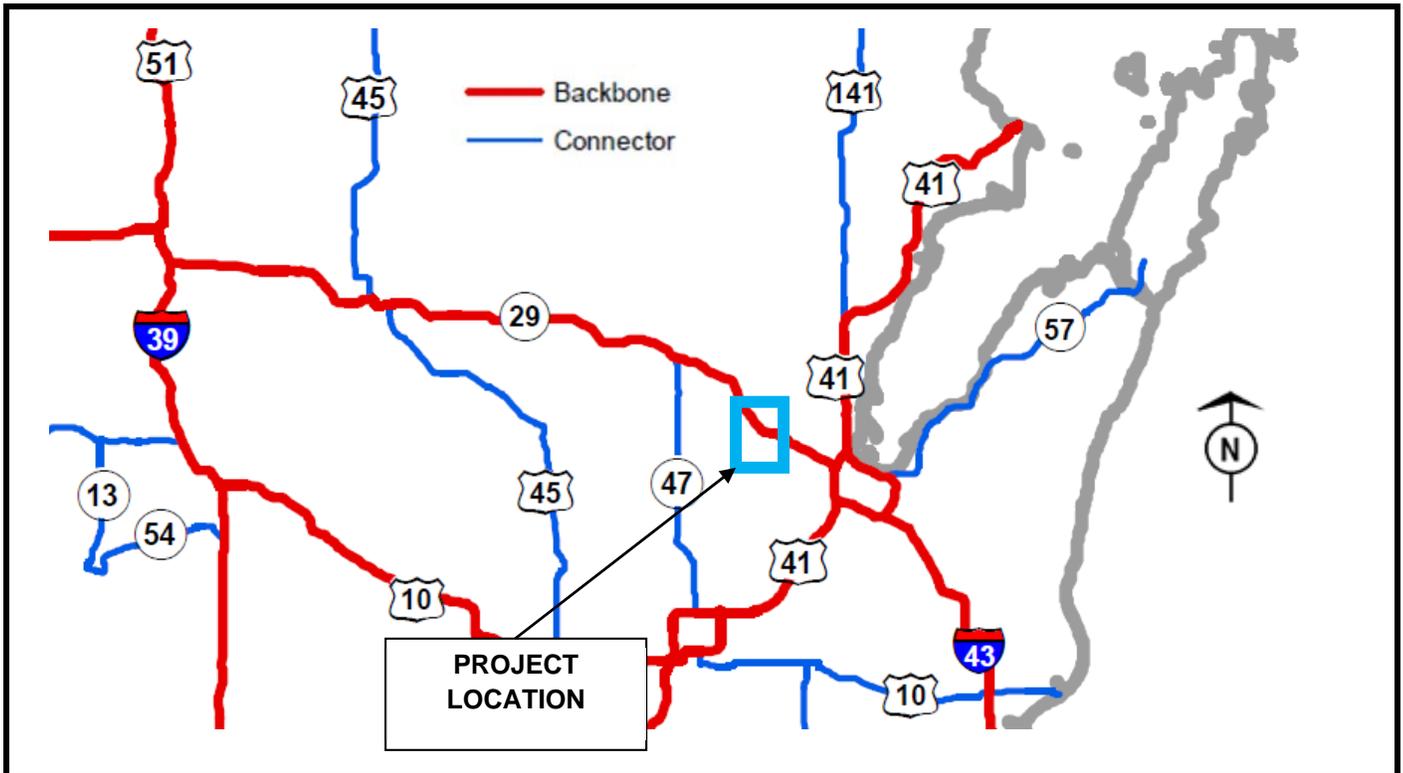


Figure 6 – Connections 2030 Routes in Eastern Wisconsin (Source: WisDOT)

The Proposed Action is within the Wisconsin Heartland corridor as defined in the Connections 2030 plan between Eau Claire and Green Bay. This 200-mile corridor is part of a major passenger and freight corridor that connects Green Bay, Wausau, and Eau Claire to the Twin Cities, Minnesota and locations further west. It serves as a critical link between the Twin Cities and tourism destinations in central and eastern Wisconsin. It also provides critical economic links for the industrial and commercial communities throughout the State of Wisconsin. The Proposed Action is consistent with the goals of the plan. The Connections 2030 routes in the Wisconsin Heartland Corridor within eastern Wisconsin are shown in **Figure 7**.

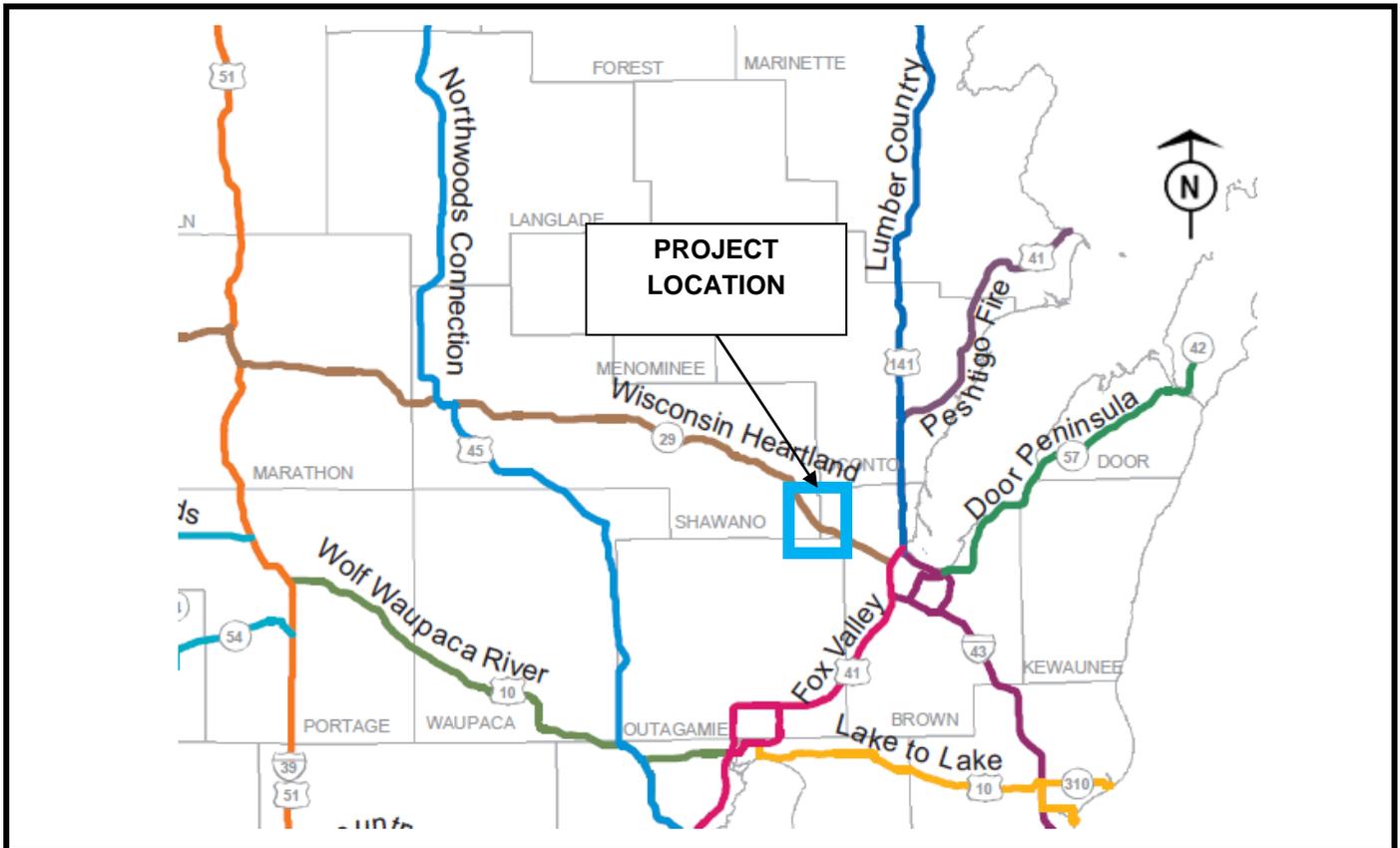


Figure 7 – Connections 2030 System Priority Corridors in Eastern Wisconsin (Source: WisDOT)

WIS 29 is part of the National Highway System (NHS). The NHS routes are critical to the nation's economy, defense, and mobility providing a primary network for movement of goods and services throughout the nation. The NHS supplements the national interstate system. The NHS routes through eastern Wisconsin are shown in **Figure 8**. A full map of all NHS routes within the State of Wisconsin is shown in **Attachment 2**.

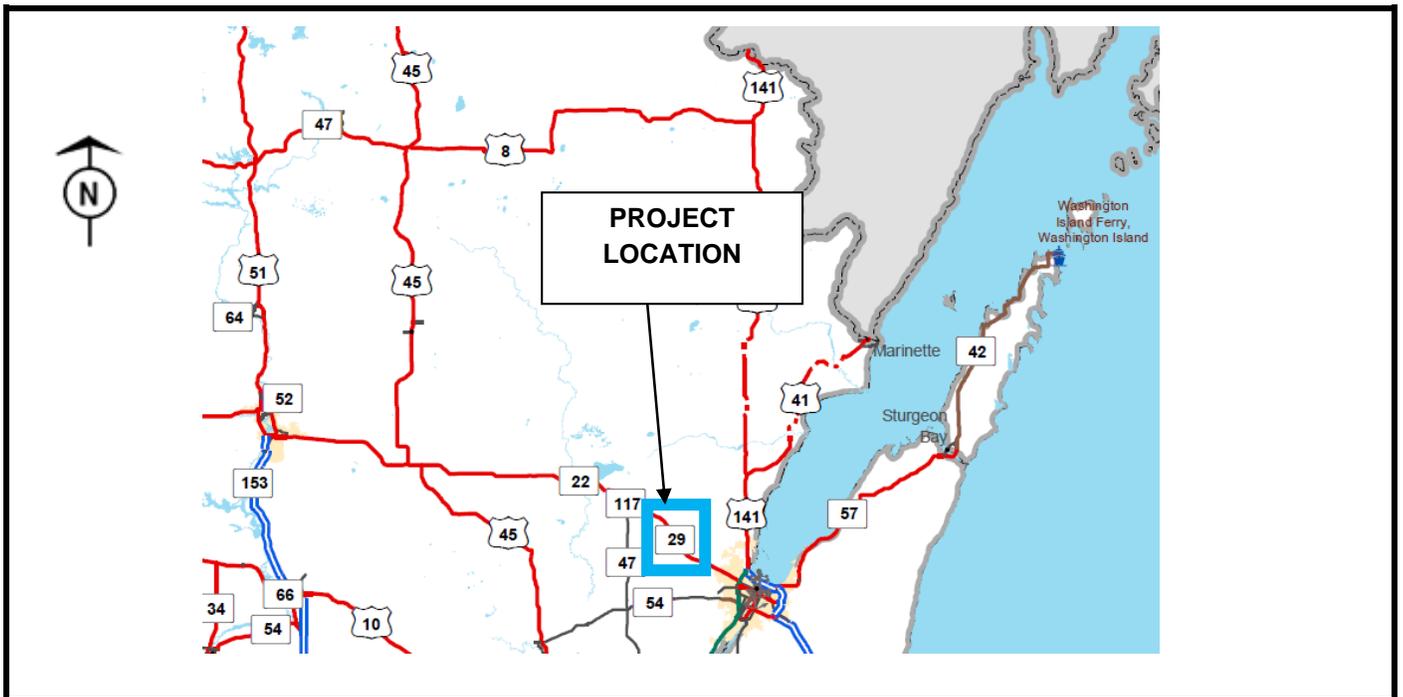


Figure 8 – NHS Routes in Eastern Wisconsin (Source: FHWA)

2. Summary of Alternatives

The range of feasible alternatives developed for the Proposed Action are summarized below. The project study area extends from the existing WIS 29/WIS 156/St. Augustine Road intersection east approximately one-half mile to the existing WIS 29/32 interchange since access spacing standards along the WIS 29 expressway dictate the type of alternatives that can be considered. The proposed alternatives considered were developed in order to address the needs outlined previously in Question 1, including safety conditions, roadway deficiencies, and overall system linkage.

WIS 156 terminates at WIS 29 at the existing at-grade intersection. For alternatives that propose to eliminate the at-grade intersection, WIS 156 traffic will need to be transferred to a local roadway to provide a connection to the existing WIS 29/32 interchange. The Proposed Action study area includes the local roadways listed below in order to consider transfer of WIS 156 traffic.

- Old 29 Drive from WIS 156 to County Y
- County Y from Old 29 Drive to the WIS 29/32 interchange
- Approximately 1.7-miles of local roadways

A detailed project overview is shown in **Attachment 3**. See **Attachment 4** for a preliminary plan view of each build alternative. See **Attachment 1** for the proposed typical sections of each roadway.

Alternative 1 - No Build

Alternative 1 is the No Build Alternative. This alternative would result in no change to the intersection. Safety and functionality of traffic operations would decrease as traffic on WIS 29 continued to increase. Deteriorating safety conditions could lead to partial or full closure of the intersection cutting off safe and dependable access to farmers and adjacent property owners as well as limiting emergency services across WIS 29 from the Village of Pulaski to outlying rural areas.

While this alternative does not meet the purpose and need for the project, it does serve as a baseline for a comparison of impacts related to the build alternatives.

Alternative 2A –WIS 29 Grade-Separated Intersection Option 1 with WIS 156 Connection to WIS 29/32 (Preferred Alternative)

This alternative would include reconstruction of the at-grade WIS 29/WIS 156/St. Augustine Road intersection with a grade-separated overpass of St. Augustine Road over WIS 29. All at-grade access would be removed. WIS 156 would no longer connect to the intersection and would be transferred onto Old 29 Drive and County Y to provide a connection of WIS 156 to the existing WIS 29/32 interchange. Because there are deteriorated pavements, culverts, and guardrails on Old 29 Drive and County Y; improvements would be required in order to transfer WIS 156 onto the existing local roads. Old 29 Drive and County Y would be jurisdictionally transferred to WisDOT to become the future WIS 156 route.

This alternative would be compatible with the long-term WIS 29 freeway preservation plan and the improvements would not require changes or removal if WIS 29 were ever converted to a freeway. This alternative does not make any commitments to convert others sections of WIS 29 to a freeway with access control outside of this intersection.

This alternative would require relocation of one business near WIS 156/Old 29 Drive and one residential apartment contained within that commercial building. Safe access to the business cannot be maintained to WIS 156 due to the proximity of the existing business to the roadway.

This alternative is preferred because:

- It improves intersection safety
- Was strongly support by the public in both the public involvement efforts for the Proposed Action and the WIS 29 long-term preservation planning study
- It provides for a grade-separated crossing of WIS 29 that best accommodates local traffic, slow moving agricultural equipment crossings of WIS 29, and emergency circulation.
- The owner of the property that is proposed to be relocated prefers to be relocated since safe and adequate access to WIS 29 and WIS 156 cannot be maintained to the existing business.

Alternative 2B – WIS 29 Grade-Separated Intersection Option 2 with WIS 156 Connection to WIS 29/32

This alternative would provide for all of the same features as Alternative 2A except a frontage road would be constructed south of WIS 156 near St. Augustine Road to provide local access and avoid relocation of the commercial/residential building.

While this alternative provides for intersection safety improvements with the overpass which is desired by the public and it provides for local and emergency circulation, it is less desirable than Alternative 2A because of the following:

- It would require an additional 2.6-acres of farmland impacts and an additional 0.6-acres of wetland impacts
- The existing building would remain in close proximity to the WIS 156 realignment onto Old 29 Drive and there would be potential for sight distance issues along WIS 156 due to patron parking at the business
- The property owner does not desire to remain at this location without direct access to WIS 29
- The cost to construct access to the commercial/residential building is similar in nature to the relocation costs

Alternative 3 – WIS 29 At-Grade J-Turn Intersection

This alternative would improve the WIS 29/WIS 156/St. Augustine Road intersection with the construction of a J-turn type intersection. A concept of a half a J-turn intersection is shown in **Figure 9**. A J-turn intersection improves safety by reducing the number of traffic conflict points. This type of intersection is an at-grade improvement that removes the potential for the more severe right-angle crashes by eliminating crossing movements and restricting all movements to right and left turns. This alternative would reconstruct the intersection side road approaches and turn lanes along WIS 29, WIS 156, and St. Augustine Road. A J-turn alternative would be an interim improvement along WIS 29 and would require removal if WIS 29 were ever converted to a freeway.

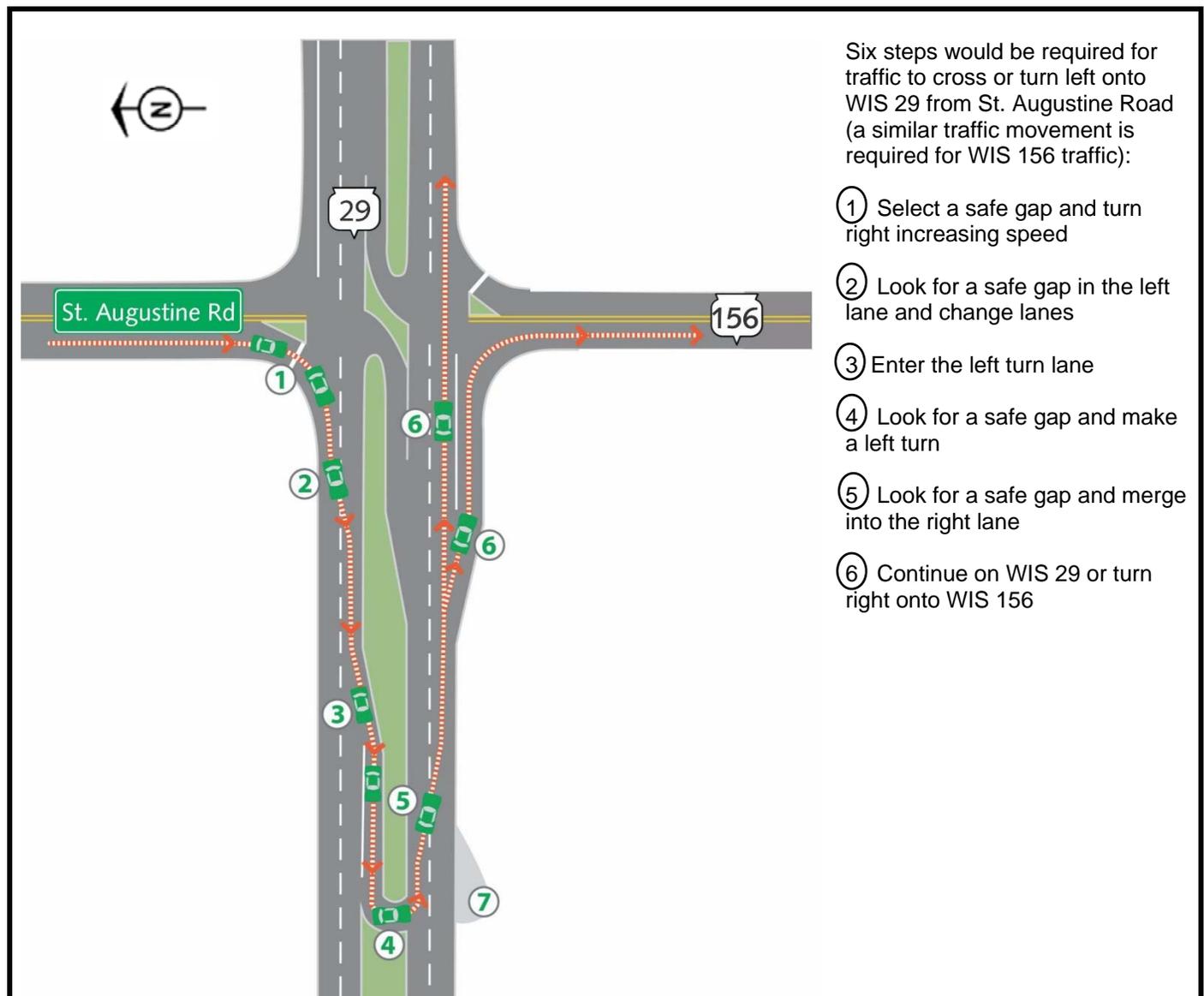


Figure 9 – J-turn Type Intersection Traffic Movements

This alternative is not recommended because:

- This at-grade intersection may introduce safety issues for slow moving agricultural equipment crossing WIS 29. Farming is the primary land use in the project area and there are many farmers that operate on both sides of WIS 29. This is the primary crossing of WIS 29 for many farmers since there is lack of connectivity on the

local road system for the other nearest local road connections to WIS 29 and the farmers typically avoid the WIS 29/32 and WIS 29/55/161 interchanges due to the amount and speeds of traffic through those intersections.

- The at-grade J-turn would require some diversion for emergency services coming from the Village of Pulaski when crossing WIS 29.
- There was a strong public opposition to the J-turn intersection type and public sentiment was to spend public tax dollars on improvements that would not have to be removed if or when WIS 29 is converted to a freeway.
- While a J-turn type intersection would improve intersection safety and would avoid the one commercial/residential relocation, the geometric conditions along WIS 29 (project location is on a curve) and the proximity to the WIS 29/32 interchange (one-half mile to exist/entrance ramps) may not allow a J-turn type intersection to operate as effectively as it would in more desirable geometric conditions such as a tangent roadway with limited access points near the J-turn.

Summary

Alternative 2A is the Preferred Alternative for the Proposed Action. This alternative would include reconstruction of the at-grade intersection at WIS 29/WIS 156/St. Augustine Road with a grade-separated intersection and transfer of WIS 156 onto Old 29 Drive and County Y to provide a connection to the existing WIS 29/32 interchange. All at-grade access to WIS 29 would be removed.

See **Basic Sheet 6** for a comparison of the Preferred Alternative to the other Build Alternatives (Alternative 2B and 3) and the No Build Alternative (Alternative 1). The No Build Alternative (Alternative 1) factors shown in **Basic Sheet 6** are for maintenance type activities at the intersection of WIS 29/WIS 156/St. Augustine Road. An expenditure would be required to maintain pavements and provide for limited intersection treatments (increased signing and pavement marking) in order to maintain the intersection under a No Build Action.

See **Attachment 4** for preliminary design plans of the Preferred Alternative (Alternative 2A). See **Attachment 1** for the proposed typical sections for each roadway.

3. Description of Proposed Action

The Proposed Action consists of reconstruction of the Preferred Alternative 2A. The Proposed Action does not make a commitment for future work nor does it unduly foreclose other options for WIS 29, WIS 156, or any local roads within the project area.

Proposed improvements include the following:

- Closure of the WIS 29/WIS 156/St. Augustine Road at-grade intersection
- Construction of a new overpass bridge and roadway approaches on St. Augustine Road over WIS 29; the roadway travel lanes on this low volume roadway would safely accommodate bicycles
- Transfer of WIS 156 onto Old 29 Drive and County Y to provide access to the WIS 29/32 interchange (approximately 1.7-miles)
- Reconstruction of two deteriorated box culverts and outdated guardrail on Old 29 Drive/New WIS 156 over the West Branch of the Suamico River and the Unnamed Tributary to the West Branch of the Suamico River (east)
- Reconstruction of the County Y/Old 29 Drive/New WIS 156 intersection to better manage turning traffic with turn lanes and handle OSOW movements
- Resurfacing the asphaltic pavement on Old 29 Drive/New WIS 156 and County Y/New WIS 156 to provide for 12-foot travel lanes and paved shoulders to accommodate bicycles
- Installation of new signing and pavement marking
- The Proposed Action will require realignment of approximately 1,200-feet of the Unnamed Tributary to the West Branch of the Suamico River (west) along St. Augustine Road north of WIS 29 (See **Factor Sheet C-2** for additional information).
- Permanent right-of-way and easements will be required to accommodate the proposed improvements including relocation of one active business with one residential rental apartment within that same building located near the realignment of existing WIS 156 to Old 29 Drive.

The Proposed Action will be reconstructed while maintaining through traffic on WIS 29 in addition to local traffic and emergency access on WIS 156 and all local roadways. During a portion of the construction duration, WIS 156 would be detoured to WIS 55 then to WIS 29. No improvements to the detour route are anticipated.

The Proposed Action (Preferred Alternative 2A) is shown in **Attachment 4**.

4. Construction and Operational Energy Requirements

The construction energy requirements of the build alternatives are greater than those of the no-build alternative. However, the post-construction operational energy requirements of the facility should be less for the build alternative than for the no-build alternative. The savings in operational energy requirements of the no-build alternatives would more than offset the construction energy requirements and thus, in the long-term, result is a net savings in energy usage.

5. Land Use Adjoining and Surrounding Area

The primary land uses within the project study area include agricultural with some single family residential and limited commercial and retail businesses. Land uses surrounding the project area include agricultural, single family residential, and some natural open space (wetlands and waterways).

See **Figure 2**, shown previously, for an aerial photo (2010) showing existing land cover. The land uses have not changed in the project study area since 2010. See **Figure 5** for an existing land use map in the Town of Maple Grove and see **Figure 6** for existing land use cover of the Town of Pittsfield.

The population was 972 in the Town of Maple Grove and 2,608 in the Town of Pittsfield in 2010. 2040 population forecasts are 855 for the Town of Maple Grove and 3,190 for the Town of Pittsfield.

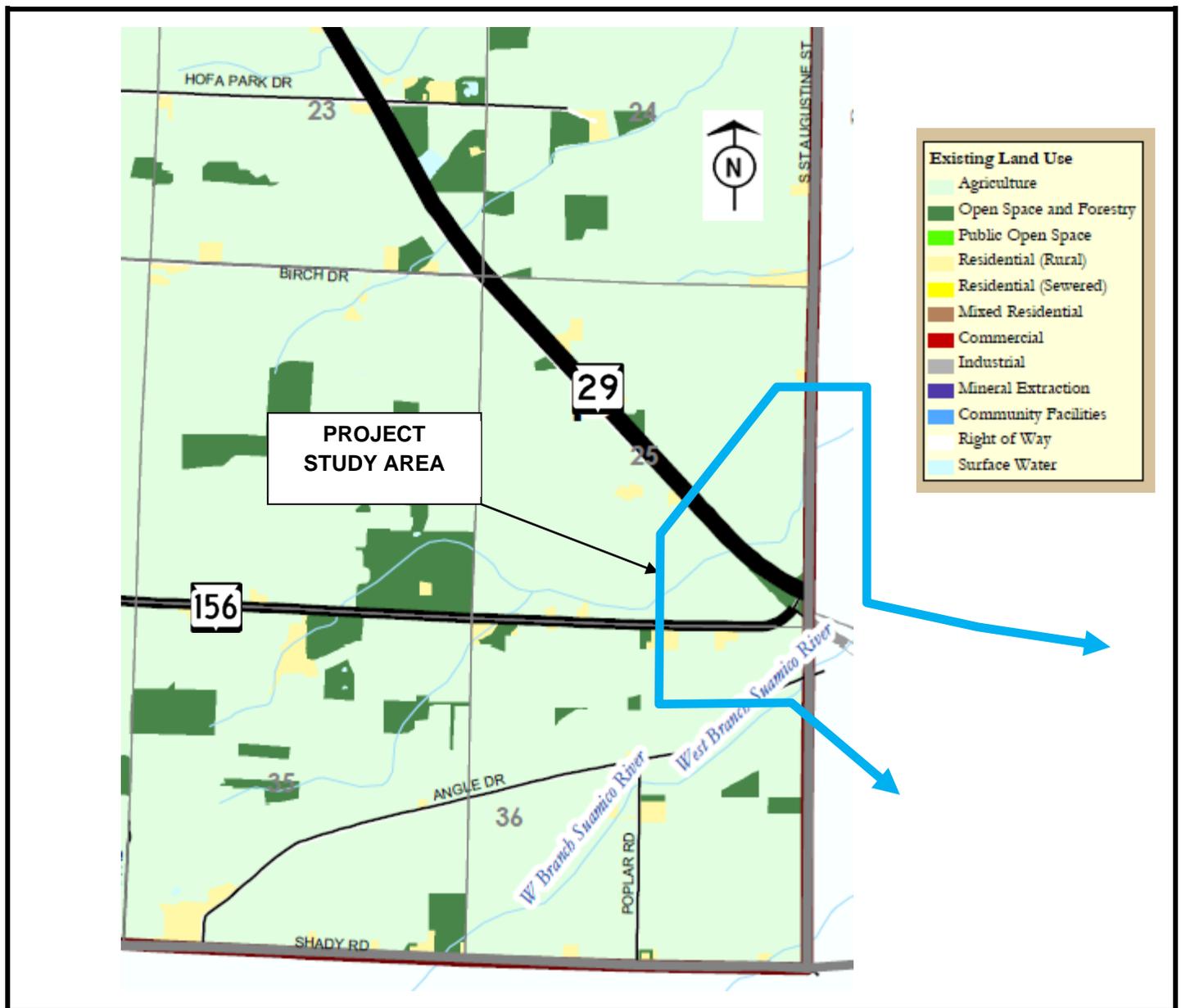


Figure 5 – Town of Maple Grove Existing Land Use (Source: Town of Maple Grove)

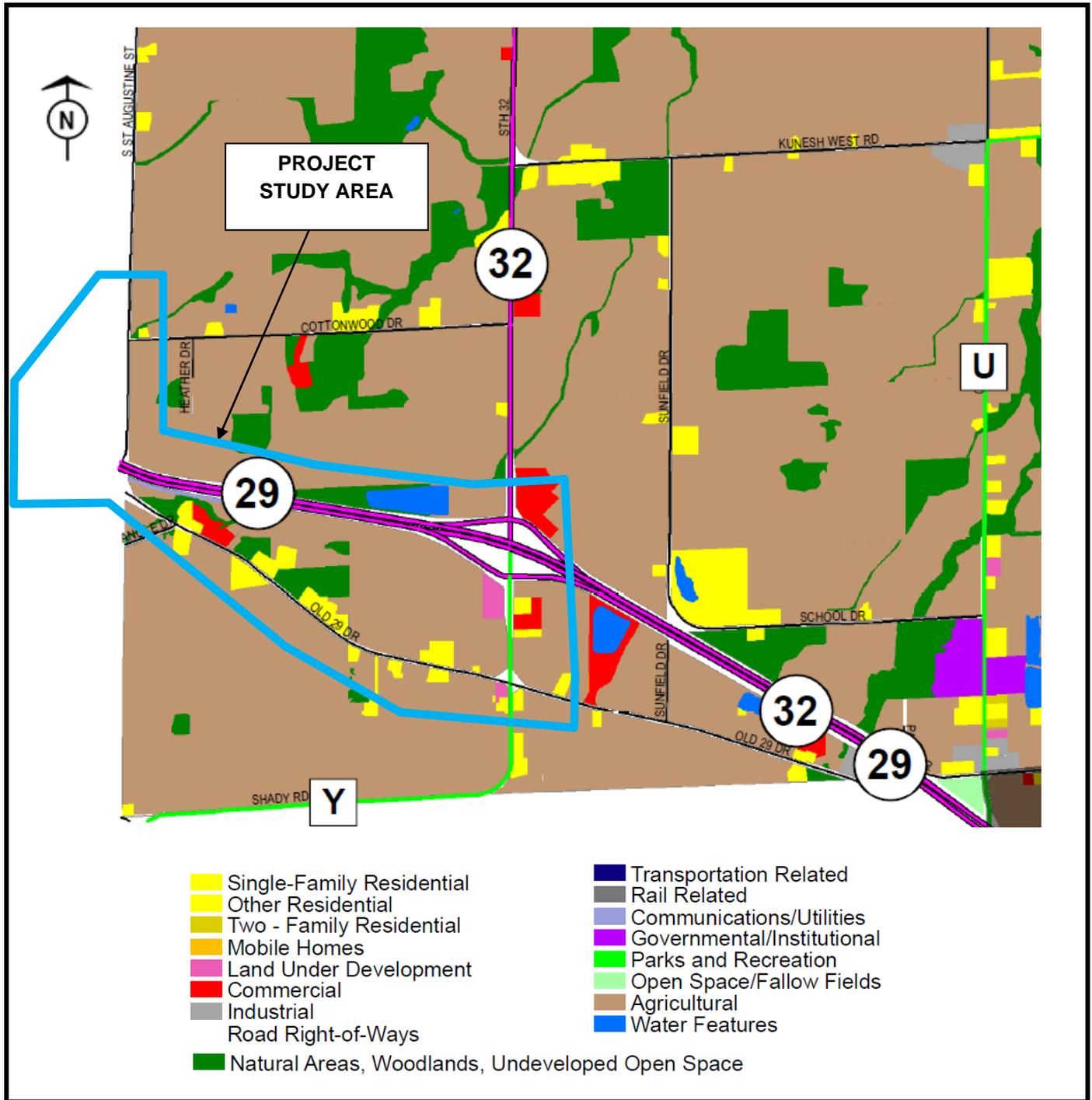


Figure 6 – Town of Pittsfield Existing Land Use (Source: Town of Pittsfield)

6. Planning and Zoning

A component of the WisDOT transportation planning effort is to coordinate with local comprehensive planning initiatives. The communities located along WIS 29 have adopted comprehensive plans.

Access to WIS 29 plays a key role in local land use planning decisions. WisDOT has worked with the local communities, counties, and various agencies to ensure any improvements considered are consistent with long-term land use goals and development plans. This early coordination helped guide the development of the Proposed Action.

The project development efforts associated with the Proposed Action are consistent with the goals laid out in each of the local land use plans. The local and regional comprehensive plans recognize WIS 29 and WIS 156 as critical routes in their comprehensive planning efforts and each plan, in general, emphasizes the following objectives:

- Local communities should continue to collaborate with WisDOT to address transportation issues along WIS 29 and WIS 156 to ensure safety and mobility along these important routes.

- Transportation enhancements should consider multi-modes of transportation which support local recreational and bicycle/pedestrian planning efforts, where feasible.

Other comprehensive plans are available from various agencies for the project area that address economic development, park and recreational uses, and airports. The plans have been reviewed as part of this study to ensure compatibility of the WIS 29 project with multiple modes of transportation and conservation of various resources. A listing of the comprehensive plans that have been reviewed follows. Cover pages of the primary comprehensive plans can be found in **Attachment 5**.

WisDOT Transportation Improvement Program (6-year Highway Improvement Program 2015-2020)

The Proposed Action has been programmed as part of WisDOT's 6-year Highway Improvement Program (<http://www.wisconindot.gov>) for reconstructing existing roadway. The Proposed Action is compatible with the WisDOT Transportation Improvement Program.

Shawano County Year 2030 Comprehensive Plan

The Shawano County 2030 Comprehensive Plan was adopted in January 2009 (<http://www.co.shawano.wi.us>). The comprehensive plan does document ongoing initiatives for safe, efficient well-maintained highways. While the plan does not directly discuss the Proposed Action, it does address the long-term conversion of WIS 29 to an access-controlled facility and acknowledges involvement in the WisDOT preservation planning efforts for the WIS 29 corridor. The plan documents the need for continued corridor preservation on all high priority state and federal highways such as WIS 29 in cooperation with WisDOT. The Proposed Action is compatible with the planning principles laid out in this plan.

Brown County Year 2030 Comprehensive Plan

The Brown County 2030 Comprehensive Plan was adopted in October 2004 and amended in May 2007 (<http://www.co.brown.wi.us>). The comprehensive plan does document ongoing initiatives for safe, efficient well-maintained highways including discussion of the Proposed Action to construct an overpass at WIS 29 and reroute WIS 156 to WIS 29/32 via Old 29 Drive and County Y. Brown County was engaged in the long-term planning process for the future conversion of WIS 29 to an access-controlled facility and they have adopted the potential future access changes in their comprehensive plan. They document the need for the Proposed Action "to be completed as soon as possible to avoid future crashes at the intersection". The plan documents the need for continued corridor preservation on all high priority state and federal highways such as WIS 29 in cooperation with WisDOT. The Proposed Action is compatible with the planning principles laid out in this plan.

Town of Maple Grove 2008 Comprehensive Plan

The Town of Maple Grove 2008 Comprehensive Plan was adopted in August 2008 (<http://www.co.shawano.wi.us>). The comprehensive plan does document ongoing initiatives for safe, efficient well-maintained highways including discussion of the Proposed Action to construct an overpass at WIS 29 and reroute WIS 156 to WIS 29/32 via Old 29 Drive and County Y. The Town of Maple Grove was engaged in the long-term planning process for the future conversion of WIS 29 to an access-controlled facility and they have adopted the potential future access changes in their comprehensive plan. The plan documents the need for continued corridor preservation on all high priority state and federal highways such as WIS 29 in cooperation with WisDOT. The Proposed Action is compatible with the planning principles laid out in this plan.

Town of Pittsfield 2007 Comprehensive Plan

The Town of Pittsfield 2007 Comprehensive Plan was adopted in August 2007 (<http://www.baylakerpc.org>). The comprehensive plan does document ongoing initiatives for safe, efficient well-maintained highways including discussion of the Proposed Action to construct an overpass at WIS 29 and reroute WIS 156 to WIS 29/32 via Old 29 Drive and County Y. The Town of Pittsfield was engaged in the long-term planning process for the future conversion of WIS 29 to an access-controlled facility and they have adopted the potential future access changes in their comprehensive plan. The plan documents the need for continued corridor preservation on all high priority state and federal highways such as WIS 29 in cooperation with WisDOT. The Proposed Action is compatible with the planning principles laid out in this plan.

Zoning Regulations

The Proposed Action is physically located in the Town of Maple Grove and Town of Pittsfield. These municipalities have mapped zoning and zoning regulations in place which cover the project area. The Counties regulate shore-land and floodplain zoning. The Proposed Action is consistent with the land uses and zoning in the project area.

Other Plans

Other local and regional plans reviewed, which cover the project area or are related to connection of various modes of transportation in the east-central Wisconsin area, include the following:

- Regional Comprehensive Plan 2030 (<http://www.ecwrpc.org>) - Adopted April 2003 to provide guidance on regional planning in the east central Wisconsin Region.
- Village of Pulaski Comprehensive Plan (<http://www.ecwrpc.org>) - Adopted October 2007 to provide guidance on planning for the Village of Pulaski. While Pulaski is located 4-miles north of the proposed WIS 29 overpass, St. Augustine Road is the primary connection for emergency services to cross WIS 29 to the outlying rural areas.
- Regional Comprehensive Plan 2030 (<http://www.baylakerpc.org>) - Adopted November 2005 to provide guidance on regional planning in the eastern Wisconsin Region.
- Comprehensive Economic Development Strategy (<http://www.baylakerpc.org>) – Adopted December 2012 by the Bay-Lake Regional Planning Commission for development of an economic strategy for the eastern Wisconsin Region.
- Wisconsin Bicycle Transportation Plan 2020 (<http://www.dot.wisconsin.gov>) - Adopted in 1998 to ensure planning and design of transportation facilities accommodates bicyclists and to set goals for expanding and improving a statewide network of bicycle routes.
- Wisconsin Pedestrian Policy Plan 2020 (<http://www.dot.wisconsin.gov>) - Adopted in 2002 to ensure planning and design of transportation facilities accommodates and improves pedestrian facilities statewide.
- Shawano County Bicycle and Pedestrian Master Plan (<http://www.shawanopathways.org>) - Adopted February 2013 to provide continued direction toward meeting the current and future bicycle and pedestrian needs of the county. There are no bike routes documented in the project area in the plan.
- Brown County Bicycle and Pedestrian Plan Update (<http://www.co.brown.wi.us>) - Adopted April 2011 to provide continued direction toward meeting the current and future bicycle and pedestrian needs of the county.
- Brown County Bicycle Map (<http://www.co.brown.wi.us>) - Adopted January 2013 to document biking conditions within Brown County. The map denotes St. Augustine Road as a roadway suitable for biking within the travel lanes between the Village of Pulaski and WIS 29.
- Wisconsin State Airport System Plan (<http://www.dot.wisconsin.gov>) - Adopted in 2010 to provide a review of Wisconsin's airport system as a step to maintain and improve aviation's important role in the statewide transportation system.

The Proposed Action is consistent with the goals of these local and regional plans.

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 **Attachment 6** 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 (N/A) 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 Information Meeting	<input checked="" 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 type="checkbox"/> Other – Identify:	

*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.

Population and demographic information was obtained from the US Census Bureau (2010 Census). The information shown in the following table provides a comparison of local, county, and state demographic data and indicates the potential for populations covered by EO12898 could be present in the general project area.

Municipality	Population	% Minorities	% 60 Years of Age or Older	Per Capita Income (\$)	Median Household Income (\$)	% Individuals Below Poverty Levels
State of Wisconsin	5,686,986	13.8%	19.3%	\$21,271	\$43,791	8.7%
Shawano County	41,949	2.0%	24.2%	\$17,991	\$38,069	7.9%
Town of Maple Grove	972	0.9%	20.5%	\$16,818	\$45,568	5.5%
Brown County	248,007	13.5%	16.5%	\$21,784	\$46,447	6.9%
Town of Pittsfield	2,608	0.7%	18.2%	\$22,000	\$61,250	2.3%

The US Census Bureau in 2010 defined poverty as any individual making less than \$11,139 per year and any family of two persons making less than \$14,218. Poverty levels for families of more than two and up to more than nine range from \$17,374 to \$45,220.

Populations do not appear to be present or concentrated in the project areas based on review of census data, windshield surveys, stakeholder interactions, and public involvement meetings.

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
9/9/2013	WisDOT	Project Kickoff Meeting	Town of Maple Grove	15
10/29/2013	WisDOT	PIM	Town of Maple Grove	70
5/22/2014	WisDOT	Local Officials Meeting	Town of Maple Grove	10
6/17/2014	WisDOT	PIM	Town of Maple Grove	60
9/1/2015	WisDOT	Local Officials Meeting	Town of Maple Grove	15
10/1/2015 (scheduled)	WisDOT	PIM	Town of Maple Grove	--

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

Methods of public involvement that have been used on this project and that will continue to be used throughout the design and construction phases include:

- Public involvement meetings

- Local officials meetings
- Individual property owner meetings by WisDOT and local units of government
- Individual telephone calls and site visits with stakeholders, agencies, and property owners
- Direct mailings of notices and project design information
- Newsletters
- Press releases
- Project website

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

The public involvement plan is inclusive to all residents and population groups in the study area and will not exclude any persons because of income, race, religion, national origin, sex, age, or handicap. Participants in the public involvement process included property owners (residents, business owners, and business operators), local municipalities, regional agencies, utilities, environmental resource agencies, and interested private citizens who live in the project area. No organizations or special interest groups were identified during the public involvement planning efforts or during the actual meetings that were held.

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

Additional public involvement will continue throughout the remainder of the design process and construction phase of the project. Public involvement methods will include additional public involvement meetings, individual phone calls, site visits with property owners and stakeholders, individual meetings during real estate acquisition, property owner coordination during construction, project website updates, newsletters and direct mailings, and press releases.

11. Briefly summarize the results of public involvement.

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

- Support for safety improvements: There have been numerous crashes at the intersection and there was strong public support for implementing the Proposed Action.
- Lack of support for a J-turn type intersection alternative: In general, the public did not support a J-turn type intersection as they felt it would introduce additional safety issues for slow moving and large agricultural equipment that use the intersection. There are numerous farmers that farm lands on both sides of WIS 29 and having to navigate a J-turn would be dangerous for them as they cross WIS 29.
- Old 29 Drive Improvements and Speed: The existing posted speed limit along Old 29 Drive is 45 mph. The public did not want a speed increase as part of the transfer of WIS 156 onto Old 29 Drive. Some residents expressed concern about the increase in traffic along Old 29 Drive as a result of the WIS 156 transfer onto Old 29 Drive and indicated maintenance of the lower speed limit was a priority along with the need for pavement improvements and possible reconfiguration of the WIS 156/Old 29 Drive/County Y intersection to better manage traffic at the intersection.
- Maintenance of access during construction: Residents and farmers requested that traffic flow be maintained to the extent feasible throughout construction.

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

- Support for safety improvements: The Proposed Action will improve safety at the intersection.
- Lack of support for a J-turn type intersection alternative: The preferred alternative for the Proposed Action includes construction the preferred overpass option which would provide for a safe crossing for slow moving agricultural equipment across WIS 29.
- Old 29 Drive Improvements and Speed: The existing posted speed limit along Old 29 Drive will remain at 45 mph with the WIS 156 transfer. The Proposed Action will include pavement resurfacing along Old 29 Drive, guardrail improvements to meet current safety standards, culvert upgrades, and improvement to the WIS 156/Old 29 Drive/County Y intersection with the addition of turn lanes.
- Maintenance of access during construction: While there may be delays to traffic destined for area homes and adjacent properties during construction, the delays would be temporary and minimized to the extent feasible. Project contract requirements would be used to limit inconveniences to adjacent property owners and maintain local access throughout construction. Driveways would be modified to match the new roadways. Access would be maintained to all adjacent properties upon completion of construction. Construction is

proposed over a two year period in order to maintain local and emergency access throughout construction.

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	Coordination Initiation Date (m/d/yyyy)	Coordination Completion Date (m/d/yyyy)	Comments
Shawano County	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	8/15/2013	Ongoing	Coordination is ongoing to ensure compatibility of the Proposed Action with comprehensive planning efforts, long range transportation needs, community services, and maintenance of access during construction. Coordination is also ongoing with County zoning authorities for work within floodplains. No backwater increase will occur but each county requires permits and additional coordination for work within waterways and floodplains (see Attachment 7 for County floodplain zoning correspondence). Coordination is also ongoing for jurisdictional transfer of the local roadways to WisDOT for transfer of WIS 156 onto Old 29 Drive and County Y. Development of those agreements is ongoing. Meeting notes and all meeting invitations are present in the project file.
Brown County	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	8/15/2013	Ongoing	
Outagamie County	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	8/15/2013	Ongoing	
Town of Maple Grove	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	8/15/2013	Ongoing	
Town of Pittsfield	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	8/15/2013	Ongoing	
Town of Angelica	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	8/15/2013	Ongoing	
Village of Pulaski	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	8/15/2013	Ongoing	
East Central Wisconsin Regional Planning Commission	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	8/15/2013	Ongoing	
Bay-Lake Regional Planning Commission	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	8/15/2013	Ongoing	

Note: Prior to initiation of this intersection safety project in 2013, WisDOT coordinated with local and regional agencies and units of government regarding improvement concepts for long-term WIS 29 freeway preservation. Coordination took place from 2005 to 2012 and resulted in freeway designation, official mapping, and preservation of right of way for future freeway improvements.

B. Describe the issues, if any, identified by units of government during the public involvement process: Units of government and regional planning agencies were provided the opportunity to submit comments and were invited to all local official and public involvement meetings.

- Support for safety improvements: There have been numerous crashes at the intersection and there was strong local support for implementing the Proposed Action. An overpass is more desired by local emergency officials. Emergency services come from the north from the Village of Pulaski and the overpass would provide a safer connection over WIS 29.
- Lack of support for a J-turn type intersection alternative: In general, the local officials did not support a J-turn type intersection as they felt it would introduce additional safety issues for slow moving and large agricultural equipment that use the intersection. There are numerous farmers that farm lands on both sides of WIS 29 and having to navigate a J-turn would be dangerous for them as they cross WIS 29.
- Maintenance of Old 29 Drive/New WIS 156: The Town of Maple Grove, Town of Pittsfield, and Brown County would lose mileage (and associated maintenance funding) from their local road system when Old 29 Drive would become the New WIS 156 route between St. Augustine and the WIS 29/32 interchange.

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

- Support for safety improvements: The Proposed Action will improve safety at the intersection.
- Lack of support for a J-turn type intersection alternative: The preferred alternative for the Proposed Action includes construction of the preferred overpass option which would provide for a safe crossing for slow moving agricultural equipment across WIS 29 as well as safe circulation for emergency services.

- Maintenance of Old 29 Drive/New WIS 156: Old 29 Drive and County Y would be jurisdictionally transferred to WisDOT as part of the proposed improvements. WisDOT would coordinate future maintenance activities with Shawano County and Brown County.

D. Indicate any unresolved issues or ongoing discussions:

Ongoing discussions include the following:

- Jurisdictional transfer of Old 29 Drive from WIS 156 to County Y. The local roadway will be transferred from the Town of Maple Grove and the Town of Pittsfield to WisDOT.
- Jurisdictional transfer of County Y from Old 29 Drive to WIS 29/32. The local roadway will be transferred from the Brown County to WisDOT.

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		
	Alt 1: No Build	Alt 2A/B: WIS 29 Grade-Separated Intersection Options with WIS 156 Connection to WIS 29/32	Alt 3: WIS 29 J-turn At-grade Intersection
TRAFFIC VOLUMES			
Base Yr. AADT Yr. 2012/2014	WIS 29: 14,900 WIS 156 west of WIS 29: 1,700 Old 29 Drive: 490 Old 29 Drive east of County Y: 2,200 County Y: 3,300 St. Augustine Road: 730	WIS 29: 14,900 WIS 156 west of WIS 29: 1,700 Old 29 Drive/New WIS 56: 490 Old 29 Drive east of County Y: 2,200 County Y/New WIS 156: 3,300 St. Augustine Road: 730	WIS 29: 14,900 WIS 156 west of WIS 29: 1,700 Old 29 Drive: 490 Old 29 Drive east of County Y: 2,200 County Y: 3,300 St. Augustine Road: 730
Const. Yr. AADT Yr. 2017	WIS 29: 15,700 WIS 156 west of WIS 29: 1,800 Old 29 Drive: 500 Old 29 Drive east of County Y: 2,200 County Y: 3,300 St. Augustine Road: 780	WIS 29: 15,300 WIS 156 west of WIS 29: 1,800 Old 29 Drive/New WIS 56: 1,900 Old 29 Drive east of County Y: 2,300 County Y/New WIS 156: 4,700 St. Augustine Road: 460	WIS 29: 15,700 WIS 156 west of WIS 29: 1,800 Old 29 Drive: 500 Old 29 Drive east of County Y: 2,200 County Y: 3,300 St. Augustine Road: 780
Const. Plus 10 Yr. AADT Yr. 2027	WIS 29: 17,300 WIS 156 west of WIS 29: 2,000 Old 29 Drive: 520 Old 29 Drive east of County Y: 2,300 County Y: 3,500 St. Augustine Road: 940	WIS 29: 16,100 WIS 156 west of WIS 29: 1,900 Old 29 Drive/New WIS 56: 2,200 Old 29 Drive east of County Y: 2,500 County Y/New WIS 156: 5,000 St. Augustine Road: 490	WIS 29: 17,300 WIS 156 west of WIS 29: 2,000 Old 29 Drive: 520 Old 29 Drive east of County Y: 2,300 County Y: 3,500 St. Augustine Road: 940
Design Yr. AADT Yr. 2037	WIS 29: 18,900 WIS 156 west of WIS 29: 2,200 Old 29 Drive: 550 Old 29 Drive east of County Y: 2,500 County Y: 3,600 St. Augustine Road: 1,100	WIS 29: 16,800 WIS 156 west of WIS 29: 1,900 Old 29 Drive/New WIS 56: 2,500 Old 29 Drive east of County Y: 2,800 County Y/New WIS 156: 5,300 St. Augustine Road: 510	WIS 29: 18,900 WIS 156 west of WIS 29: 2,200 Old 29 Drive: 550 Old 29 Drive east of County Y: 2,500 County Y: 3,600 St. Augustine Road: 1,100
DHV Yr. 2037	275 (STH 156)	325 (STH 156)	275 (STH 156)
TRAFFIC FACTORS (Shown for STH 156)			
K [<input checked="" type="checkbox"/> 30 / <input type="checkbox"/> 100 / <input type="checkbox"/> 200] (%)	12.5%	12.9%	12.5%
D (%)	60/40	60/40	60/40
Design Year T (% of ADT)	9.6%	9.6%	9.6%
T (% of DHV)	8.1%	8.1%	8.1%
Level of Service (Design year 2037)	A	A	A
SPEEDS			
Existing Posted (mph)	WIS 29: 65 WIS 156 west of WIS 29: 55 Old 29 Drive: 45 Old 29 Drive east of County Y: 35 County Y: 55 St. Augustine Road: 40 (not posted)	WIS 29: 65 WIS 156 west of WIS 29: 55 Old 29 Drive/New WIS 56: 45 Old 29 Drive east of County Y: 35 County Y/New WIS 156: 55 St. Augustine Road: 40 (not posted)	WIS 29: 65 WIS 156 west of WIS 29: 55 Old 29 Drive: 45 Old 29 Drive east of County Y: 35 County Y: 55 St. Augustine Road: 40 (not posted)
Future Posted (mph)	WIS 29: 65 WIS 156 west of St. Augustine Road: 55 Old 29 Drive: 45 Old 29 Drive east of County Y: 35 County Y: 55 St. Augustine Road: 40 (not posted)	WIS 29: 65 WIS 156 west of St. Augustine Road: 55 Old 29 Drive/New WIS 56: 45 Old 29 Drive east of County Y: 35 County Y/New WIS 156: 55 St. Augustine Road: 40 (not posted)	WIS 29: 65 WIS 156 west of St. Augustine Road: 55 Old 29 Drive: 45 Old 29 Drive east of County Y: 35 County Y: 55 St. Augustine Road: 40 (not posted)
Design Year Project Design Speed (mph)	WIS 29: 70 WIS 156 west of St. Augustine Road: 55 Old 29 Drive: 45 Old 29 Drive east of County Y: 35 County Y: 55 St. Augustine Road: 45	WIS 29: 70 WIS 156 west of St. Augustine Road: 55 Old 29 Drive/New WIS 56: 45 Old 29 Drive east of County Y: 35 County Y/New WIS 156: 55 St. Augustine Road: 45	WIS 29: 70 WIS 156 west of St. Augustine Road: 55 Old 29 Drive: 45 Old 29 Drive east of County Y: 35 County Y: 55 St. Augustine Road: 45
OTHER (specify)			
P (% of ADT)	--	--	--
K ₈ (% OF ADT)	--	--	--
Other	--	--	--

AADT = Average Annual Daily Traffic

K [_{30/100/200}] : K₃₀ = Interstate, K₁₀₀ = Rural, K₂₀₀ = Urban, % = AADT in DHV

T = Trucks

DHV = Design Hourly Volume

D = % DHV in predominate direction of travel

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.

WisDOT

2. Identify the date (month/year) that the traffic forecast data included in the Traffic Summary Matrix was developed.

March 2015

3. Identify the methodology and/or computer program(s) used to develop the data included in the Traffic Summary Matrix.

WisDOT Traffic Forecasting Section provided forecasts from their regional traffic model. Data used included manual counts, site counters, and knowledge of regional seasonal traffic fluctuations.

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.

Not applicable – AADT was used.

BASIC SHEET 5 - AGENCY AND TRIBAL COORDINATION

Agency	Coordination Required?	Correspondence Attached?	Comments
WisDOT			
Regional Real Estate Section	<input type="checkbox"/> No	N/A	Coordination is ongoing. Project effects and relocation assistance have been assessed and completion of acquisition and relocation assistance will be coordinated during final design. One active business and one residential rental apartment within that business building are proposed to be relocated. A Conceptual Stage Relocation Plan is attached in Attachment 8 .
	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Bureau of Aeronautics (BOA)	<input type="checkbox"/> No	N/A	<ul style="list-style-type: none"> ▪ Coordination was initiated with BOA on August 15, 2013. ▪ A response was received on August 20, 2013. BOA has no aeronautical objections to the Proposed Action. ▪ BOA suggested contacting the Carter Airport prior to the start of construction as a courtesy. The WisDOT project manager will complete any required coordination during final design and construction. ▪ Coordination with BOA is complete. ▪ See Attachment 9 for BOA correspondence.
	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
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	
STATE AGENCY			
Natural Resources (DNR)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> ▪ Coordination was initiated with DNR on August 15, 2013. ▪ On September 17, 2013, DNR provided initial comments. DNR initial comments included recommendations regarding wetlands and waterways, culvert replacements, invasive species, floodplains, and erosion control. The initial comment letter is shown in Attachment 10. ▪ In January 215, additional alternative information and project details were shared with DNR to coordinate the stream realignment of the Unnamed Tributary to the West Branch of the Suamico River along St. Augustine Road north of WIS 29. ▪ On January 28, 2015, DNR agreed to the initial design for the stream realignment and habitat construction. ▪ A project update was sent to DNR on March 16, 2015 to coordinate design details along Old 29 Drive (two box culverts and reconstruction of the intersection at County Y). ▪ On March 17, 2015, DNR provide confirmation of in-water working restrictions and indicated that the initial DNR comments also applied to the proposed work along Old 29 Drive. ▪ Coordination will continue with DNR through project completion to coordinate review of erosion control plans and meet requirements to obtain water quality certification during the design phase and to obtain approval of the Erosion Control Implementation Plan (ECIP) during construction.
State Historic Preservation Office (SHPO)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> ▪ Historic and archaeological field reviews and reporting were completed for the Proposed Action. ▪ The Section 106 Review was approved by SHPO on March 9, 2015 and an amendment approved on June 19, 2015. No archaeological or potentially eligible historic resources are present or would be impacted by the Proposed Action. ▪ Coordination will continue with SHPO, if required, during construction. ▪ See Attachment 11 for the approved Section 106 Reviews.
Agriculture (DATCP)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> ▪ An Agricultural Impact Notice (AIN) was sent to DATCP on December 1, 2014 for the preferred alternative. ▪ An Agriculture Impact Statement was provided by DATCP on January 29, 2015. ▪ An update to the AIN was submitted on May 12, 2015. DATCP indicated no revisions to the AIS would be required. ▪ Coordination with DATCP is complete. ▪ See Attachment 12 for DATCP correspondence.
Other (Identify)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	None identified.
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	<ul style="list-style-type: none"> ▪ Coordination was initiated with USACE on August 15, 2013. An update of project progress was sent to USACE on December 1, 2014. ▪ USACE provided initial comments on August 20, 2013 for the need for Section 404 permit for any potential discharge in wetlands or waterways. ▪ The wetland delineations will be sent to USACE. ▪ Coordination will continue with USACE throughout the project to permit and mitigate wetland and waterway impacts. ▪ See Attachment 13 for USACE correspondence.
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	<ul style="list-style-type: none"> ▪ Coordination was initiated with USFWS on August 15, 2013. An update of project progress was sent to USFWS on December 1, 2014. ▪ A response was received from USFWS on December 16, 2014. ▪ The online Section 7 review process was completed for review of any potential threatened or endangered species. ▪ August 25, 2015 – update sent to USFWS to coordinate the potential for the Karner Blue Butterfly and Northern Long Eared Bat (NLEB) species in the project area. ▪ September 11, 2015 – USFWS agreed there is no potential for presence of or impact to the Karner Blue Butterfly as a result of the Proposed Action. The programmatic consultation for the NLEB was also completed. Avoidance and minimization measures for the NLEB will be implemented to meet the requirements of programmatic consultation process for the NLEB. ▪ Direct coordination with USFWS is complete. USFWS may cooperatively review the Section 404 permit with USACE. ▪ See Attachment 14 for the correspondence with USFWS.
Natural Resources Conservation Service (NRCS)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> ▪ An AD-1006 Farmland Conversion Impact Rating Form was sent to NRCS on December 1, 2014 for the preferred alternative. ▪ NRCS responded on December 19, 2014 that no additional coordination is needed and the remaining parts of the AD-1006 will not be completed by NRCS. ▪ Coordination with NRCS is complete. ▪ See Attachment 15 for NRCS correspondence.
U.S. National Park Service (NPS)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required with NPS as no parkland or lands protected by the NPS would be impacted.
U.S. Coast Guard (USCG)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required with the USCG as no commercially navigated waterways are present in the project area.
U.S. Environmental Protection Agency (EPA)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Direct coordination with EPA is not required.
Advisory Council on Historic Preservation (ACHP)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination with ACHP is not required as no historic or archaeological resources are present.
Other (Identify)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	None identified.
SOVEREIGN NATIONS			
American Indian Tribes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> ▪ Initial coordination sent to applicable American Indian Tribes on August 1, 2013. Three responses were received regarding general coordination and one request was made from the Menominee Tribe for project information. ▪ All applicable Native American Tribes were also invited to all local officials meetings and public involvement meetings. ▪ No historic or archaeological resources were found during field survey. If resources are found during construction, necessary consultation with the applicable American Indian Tribes will occur. ▪ See Attachment 16 for American Indian Tribe correspondence. Local official and public involvement meeting letters are available in project files.

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	Build				
		1 ¹	2A	2B	3		
Project Length	Miles	2.4#	2.6	2.7	0.8##		
PRELIMINARY COST ESTIMATE (YOE)							
Construction (YOE 2017)	Million \$	\$0.10	\$6.20	\$6.35	\$1.00		
Real Estate (YOE 2016)	Million \$	\$0.00	\$0.46	\$0.15	\$0.05		
TOTAL	Million \$	\$0.10	\$6.66	\$6.50	\$1.05		
LAND CONVERSIONS							
Total Area Converted to ROW (Fee)	Acres	0	12.5	15.1	0.3		
REAL ESTATE							
Number of Farms Affected	Number	0	8	8	2		
Total Area Required From Farm Operations	Acres	0	12.2	14.8	0.3		
AIS 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 checked="" type="checkbox"/> No		
Farmland Rating ###	Score	N/A	87	87	87		
Total Buildings Required	Number	0	1	0	0		
Housing Units Required	Number	0	1*	0	0		
Commercial Units Required	Number	0	1	0	0		
Other Buildings or Structures Required	Number & Type	0	0	0	0		
ENVIRONMENTAL FACTORS							
Indirect Effects		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Cumulative Effects		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Environmental Justice Populations		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
National Register Eligible Historic Structures in the Area of Potential Effect	Number	0	0	0	0		
National Register Eligible Archeological Sites in the Area of Potential Effect	Number	0	0	0	0		
Burial Site Protection (authorization required)		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
106 MOA Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Section 4(f) Evaluation Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Section 6(f) Land Conversion Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Flood Plain		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Unique Upland Habitat Identified		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Total Wetlands Filled	Acres	0	2.55	3.15	0.10		
Stream Crossings	Number	0	3	3	0		
Threatened/Endangered Species		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Noise Analysis Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Receptors Impacted	Number						
Contaminated Sites	Number	0	0	0	0		

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

Project length is the study area along WIS 156, Old 29 Drive, County Y, and St. Augustine Road; for the no-build alternative, the project costs noted would be for maintenance only of the WIS 29/WIS 156/St. Augustine Road intersection which is part of the current WisDOT maintained route.

Project length is the length of improvement along WIS 29 for construction of Alternative 3.

Score is for Part VI; NRCS elected to not provide a score for Part VII (See Attachment 15)

* There is one housing unit located within the one commercial building to be relocate

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 provision or supplemental commitments required.")
A-1 General Economics	<p>Commitments Made</p> <p>WisDOT will develop contract provisions requiring the contractor to maintain through, local, and emergency traffic through the project area during construction in order to maintain access to businesses and regional commercial traffic and to minimize delays. WisDOT's Project Manager will ensure fulfillment of this commitment.</p>
A-2 Business	<p>Commitments Made</p> <p>WisDOT will develop contract provisions requiring the contractor to maintain through, local, and emergency traffic through the project area during construction in order to maintain access to businesses and minimize delays. WisDOT's Project Manager will ensure fulfillment of this commitment.</p>
A-3 Agriculture	<p>Commitments Made</p> <p>WisDOT will develop contract provisions requiring the contractor to maintain through, local, and emergency traffic through the project area during construction in order to maintain access to agricultural field and agricultural related businesses using the roadways while minimizing delays. Access to all agricultural fields will be restored and drain tile systems will be restored in any areas of disturbance. WisDOT's Project Manager will ensure fulfillment of this commitment.</p>
B-1 Community or Residential	<p>Commitments Made</p> <p>WisDOT will develop contract provisions requiring the contractor to maintain through, local, and emergency traffic through the project area during construction in order to maintain access to residents and minimize delays. The project will include bicycle accommodations within the paved shoulders where feasible. During design, the project will continue to evaluate and include design measures to minimize impacts to property frontages. WisDOT's Project Manager will ensure fulfillment of this commitment.</p>
B-2 Indirect Effects	<p>No Commitments Needed</p> <p>No special provision or supplemental commitments required.</p>
B-3 Cumulative Effects	<p>No Commitments Needed</p> <p>No special provision or supplemental commitments required.</p>
B-4 Environmental Justice	<p>No Commitments Needed</p> <p>No special provision or supplemental commitments required.</p>
B-5 Historic Resources	<p>Not Applicable</p> <p>No special provision or supplemental commitments required.</p>
B-6 Archaeological/Burial Sites	<p>Not Applicable</p> <p>No special provision or supplemental commitments required.</p>
B-7 Tribal Coordination/Consultation	<p>No Commitments Needed</p> <p>The Oneida Tribe property east of the project along Old 29 Drive will not be impacted and access to Old 29 Drive will be maintained during construction. No special provision or supplemental commitments required.</p>
B-8 Section 4(f) and 6(f) or Other Unique Areas	<p>Not Applicable</p> <p>No special provision or supplemental commitments required.</p>
B-9 Aesthetics	<p>No Commitments Needed</p> <p>No special provision or supplemental commitments required.</p>
C-1 Wetlands	<p>Commitments Made</p> <p>Unavoidable wetland losses of approximately 2.55-acres will be permitted through the Army Corps of Engineers (Section 404 Permit) and will be compensated for at an operating WisDOT Wetland Bank Site in accordance with the WisDOT/DNR Cooperative Agreement and in coordination with DNR and USACE. WisDOT's Project Manager will ensure fulfillment of this commitment.</p>
C-2 Rivers, Streams and Floodplains	<p>Commitments Made</p> <p>Appropriate erosion control measures and best management practices will be added to the project plans and specifications to avoid temporary changes in water quality in the West Branch of the Suamico River and its unnamed tributaries, adjacent wetlands, and floodplains. Any waterway and fish passage will be maintained during replacement of the culverts and all culvert replacements will be set to properly facilitate aquatic organism passage. The stream realignment along the Unnamed Tributary of the West Branch of the Suamico River will include habitat construction. There will be no increases in backwater at any locations as a result of the project. Permits for waterway improvements and culvert replacements will be coordinated during final design with the County zoning authorities, USACE, and DNR. Equipment coming in contact with the waterway will require decontamination in accordance with DNR provisions for invasive species. No in water work will take place from March 1 to June 15 in the West Branch of the Suamico River or the Unnamed Tributaries of the West Branch of the Suamico River. WisDOT's Project Manager will ensure fulfillment of this commitment.</p>

Factor Sheet	Commitment (If none, include "No special provision or supplemental commitments required.")
C-3 Lakes or other Open Water	Not Applicable No special provision or supplemental commitments required.
C-4 Groundwater, Wells and Springs	Not Applicable No special provision or supplemental commitments required.
C-5 Upland Wildlife and Habitat	Not Applicable No special provision or supplemental commitments required.
C-6 Coastal Zones	No Commitments Needed No special provision or supplemental commitments required.
C-7 Threatened and Endangered Species	Commitments Made Commitments have been made to protect the Northern Long Eared Bat (NLEB). All tree cutting at the Unnamed Tributary to the West Branch of the Suamico River (Station 258) will be completed prior to April 1 or after October 1. The project will minimize tree cutting. No active bat roosts will be removed. While no bat roosts are known to be present on the existing box culverts, the structures will be inspected seven (7) days prior to removal for active bat roosts. Dust control and erosion control measures will be implemented to protect any NLEB species or habitat.
D-1 Air Quality	Not Applicable No special provision or supplemental commitments required.
D-2 Construction Stage Sound Quality	Commitments Made WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply. WisDOT's Project Manager will ensure fulfillment of this commitment.
D-3 Traffic Noise	No Commitments Needed No special provision or supplemental commitments required.
D-4 Hazardous Substances or Contamination	No Commitments Needed No special provision or supplemental commitments required.
D-5 Storm Water	Commitments Made Although the project is exempt from TRANS 401 post-construction standards, stormwater runoff control and treatment will be incorporated into the stormwater management strategy to the maximum extent feasible. Anticipated stormwater management measures include vegetated swales and riprap areas at culverts for energy dissipation. An interceptor ditch will be constructed to treat stormwater runoff prior to entering the realignment of the Unnamed Tributary of the West Branch of the Suamico River along St. Augustine Road north of WIS 29. WisDOT's Project Manager will ensure fulfillment of this commitment.
D-6 Erosion Control	Commitments Made Proper erosion control measures will be used to avoid impacts per Cooperative Agreement between WisDOT and DNR and TRANS 401 of Wisconsin's Administrative Code. An Erosion Control Implementation Plan (ECIP) will be prepared for review by DNR and approval by WisDOT prior to construction. Non-netted erosion mats will be used around waterways to avoid trapping small animals. Detailed erosion control measures will be determined during final design. Erosion control will be monitored during construction. WisDOT's Project Manager will ensure fulfillment of this commitment.
E-1 Other	No Commitments Needed No special provision or supplemental commitments required.

BASIC SHEET 9 - ENVIRONMENTAL FACTORS MATRIX

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
<p>A. ECONOMIC FACTORS <i>Factor Sheet A-1, General Economics, must be included if Factor Sheet A-2 or A-3 is completed.</i></p>					
A-1 General Economics	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Delays associated with construction may have a temporary adverse effect on the short-term general economics of the area. The economic benefits that are associated with the Proposed Action include improved safety and mobility through the project area for movement of goods and services. See attached Factor Sheet A-1. Commitments have been made to maintain traffic during construction to serve inter-state, regional, and local traffic which supports the local and regional economy. See Basic Sheet 8.
A-2 Business	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	One active business would be relocated. Strip taking of right-of-way is not required from any other business properties within the project area. Short-term delays associated with construction may have temporary adverse effects on businesses in the project area or commercial traffic traveling through the project area. The economic benefits that are associated with the Proposed Action include improved safety and mobility through the project area for movement of goods and services. See attached Factor Sheet A-2. Commitments have been made for business. See Basic Sheet 8.
A-3 Agriculture	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Strip taking of right-of-way is required from agricultural properties within the project area. No agricultural buildings will be impacted. Short-term delays associated with construction may have temporary adverse effects on farm-related traffic in the project area. The delays would be short-lived in nature and contract provisions would be used to limit inconveniences to agricultural access. The benefits that are associated with the Proposed Action include improved safety and mobility through the project area for agricultural traffic crossing WIS 29. See attached Factor Sheet A-3. Commitments have been made for business. See Basic Sheet 8.
<p>B. SOCIAL/CULTURAL FACTORS</p>					
B-1 Community or Residential	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	One active commercial building containing one residential apartment would be relocated. Strip taking of right-of-way and temporary easements would be required from residential properties in areas of proposed reconstruction. Residents and community services could experience temporary delays and temporary interruption in services related to construction activities. The delays would be short-lived in nature and contract provisions would be used to limit inconveniences to residents and community services. The benefits that are associated with the Proposed Action would include improved mobility and safety through the project area. Bicycle modes would be accommodated through the project area with paved shoulders on Old 29/New WIS 156. The overpass would allow bicycles to safely cross WIS 29. See attached Factor Sheet B-1. Commitments have been made for community and residential. See Basic Sheet 8.
B-2 Indirect Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No substantial indirect effects would result from the proposed improvements.
B-3 Cumulative Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No substantial cumulative effects would result from the proposed improvements.
B-4 Environmental Justice	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No minority, low-income, or protected populations were identified directly in the project area. Although there would be minor delays experienced by all populations during construction, the reconstructed roadway facility would better serve the needs of all populations upon completion. No elderly, minority, low-income, or disabled populations would be disproportionately affected by the Proposed Action.
<p><i>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.</i></p>					
B-5 Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No historic resources are present in the project area.
B-6 Archaeological/Burial Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No archaeological resources are present in the project area.
B-7 Tribal Coordination /Consultation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No archaeological, historical, or Traditional Cultural Resources were identified within the project limits. Responses received from the Native American Tribes are provided in Attachment 16 . The Oneida Tribe owns a truck stop along Old 29 Drive east of County Y. There will be no impacts to the Oneida Tribe property and access to Old 29 Drive near will remain open during construction.
B-8 Section 4(f) and 6(f) or Other Unique Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No Section 4(f) or Section 6(f) resources are present within the project area.

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
B-9 Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Minor changes in view-shed for viewers to and from the roadway facility would result from the Proposed Action near the overpass construction. No adverse or beneficial effects are anticipated as a result of the Proposed Action.
C. NATURAL RESOURCE FACTORS					
C-1 Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	An estimated 2.55-acres of wetlands would be impacted as part of the Proposed Action. See Factor Sheet C-1. Commitments have been made for wetlands. See Basic Sheet 8.
C-2 Rivers, Streams and Floodplains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The West Branch of the Suamico River, two unnamed tributaries to the West Branch of the Suamico River, and one unnamed waterway are located within the project limits. Two culvert crossings would be replaced and one stream would be realigned as part of the Proposed Action. No increases in backwater would occur within any streams or floodplains. See Factor Sheet C-2. Commitments have been made to protect waterways and floodplains in the project area. See Basic Sheet 8.
C-3 Lakes or Other Open Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No lake or open water resources are present within the project area.
C-4 Groundwater, Wells, and Springs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There are no known groundwater recharge or discharge areas, wellhead protection areas, or spring features within the project limits.
C-5 Upland Wildlife and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No high quality upland corridors or communities are present in the project area.
C-6 Coastal Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No coastal zones are present in the project area.
C-7 Threatened and Endangered Species	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No threatened or endangered species will be impacted by the Proposed Action. Avoidance and minimization measures will be implemented to avoid impact to the Northern Long Eared Bat (NLEB). Tree cutting will be completed before April 1 or after October 1 to avoid the NLEB. Other avoidance and minimization measures include limiting tree cutting, dust control, erosion control, and water quality protection.
D. PHYSICAL FACTORS					
D-1 Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This project would not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. This project is not in a non-attainment area and therefore is exempt from permit requirements under Wisconsin Administrative Code Chapter NR411.
D-2 Construction Stage Sound Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	WisDOT Standard Specifications 107.8(6) and 108.7.1 would apply. See attached Factor Sheet D-2. Commitments have been made for construction sound levels. See Basic Sheet 8.
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 as it does not add through lanes. There are no noise receptors in the area of the realignment of St. Augustine Road for construction of the new overpass at WIS 29. No traffic noise impacts are anticipated.
D-4 Hazardous Substances or Contamination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A Phase 1 Hazardous Materials Assessment was completed for all areas within ¼-mile of the project site. No sites are present within the project area that will adversely impact construction of the Proposed Action.
D-5 Stormwater	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Although the project is exempt from TRANS 401 post construction stormwater standards for Total Suspended Solids (TSS) reduction, peak flow, and infiltration requirements; best management practices would be implemented as part of the Proposed Action to enhance stormwater runoff treatment to the maximum extent practical. See attached Factor Sheet D-5. Commitments have been made for stormwater. See Basic Sheet 8.
D-6 Erosion Control and Sediment Control	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Standard erosion control measures (best management practices) would be used to avoid adverse effects to the surrounding areas during and after construction. Construction site erosion and sediment control would be part of the project's design and construction, as set forth in TRANS 401 Wis. Administrative Code and the WisDOT/DNR Cooperative Agreement. Best management practices would be designed in the project plans for temporary and permanent erosion control. An Erosion Control Implementation Plan (ECIP) would be prepared for review by DNR and approval by WisDOT prior to construction. See attached Factor Sheet D-6. Commitments have been made for erosion control. See Basic Sheet 8.
E. OTHER FACTORS					
E-1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No other factors identified.

FACTOR SHEET A-1: GENERAL ECONOMICS EVALUATION

Alternative Alternative 2A – WIS 29 Grade-Separated Intersection Option 1 with WIS 156 Connection to WIS 29/32	Total Length of Center Line of Existing Roadway 2.4-miles Length of This Alternative 2.6-miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

Data presented below is cited from publicly available local comprehensive plans and economic data for Shawano County, Brown County, Town of Maple Grove, and Town of Pittsfield.

Economic Activity	Description
a. Agriculture	Agriculture is the primary land use in in the Town of Maple Grove and Town of Pittsfield. According to the county comprehensive plans, agricultural related employment comprised 25% in the Town of Maple Grove. While agricultural-related employment is only 2.5% of the population in the Town of Pittsfield, agricultural land uses dominate the western part of the township in the project area. Farmland is the primary land use throughout the project area.
b. Retail business	According to the county comprehensive plans, retail related employment comprised 7 to 11% of the total employment. Commercial retail businesses are present within the project area along Old 29 Drive near WIS 156 as this is the only area zoned commercial along the project.
c. Wholesale business	Wholesale trade employs approximately 3 to 6% of the workforce in each county. No wholesale businesses are present directly within the project area.
d. Heavy industry	Manufacturing employs approximately 20 to 29% of each county's workforce. There are no major manufacturing industries present within the project area. WIS 29 is a major route throughout eastern Wisconsin and serves to move goods and services related for the manufacturing industry. WIS 156 often serves trucks between US 45 and WIS 29 including OSOW freight accessing WIS 29.
e. Light industry	See d above. Information regarding light industry statistics was not available separate from heavy industry.
f. Tourism	There are no tourism related facilities directly in the project area. Arts, entertainment, and recreation employs 4 to 10% of the workforce in each county. Tourism and recreation occurs throughout Shawano County and Brown County due to the presence of available public land, recreational and snowmobile trails, and natural resources including forests, rivers, and lakes. WIS 29 serves recreational and tourist traffic destined for areas across the State of Wisconsin.
g. Recreation	See f. Information regarding recreational statistics was not available separate from tourism.
h. Forestry	Forestry is not noted as a primary land use or employment sector in Shawano County or Brown County. There are no forests present within the project area.
i. Education, health, and social services	Education services, health care, and social services industry sector is one of the largest job generators in Shawano and Brown County. Total employment ranges from 16 to 20% for jobs generated by the education, health, and social service industries. There are no education, health, or social service facilities present directly within the project area. WIS 29 serves eastern Wisconsin and provides access to communities with a variety of education, health, and social services. St. Augustine Road connects WIS 29 to the Village of Pulaski and the Pulaski High School is located on St. Augustine Road 4-miles north of the proposed overpass with WIS 29. The Pulaski School District serves over 3,700 students.

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

One active business would be relocated as part of the Proposed Action. Minor adverse effects to the industries that move goods and services through the project area and to the approximately five businesses directly within the project area include temporary delays related to construction activities and detours. Local access would be maintained during construction. The Proposed Action would better serve businesses and industries on a regional, state, and local level. The benefits to the users of the highway and businesses include improved mobility and safety. The long-term economic advantages outweigh any potential short-term economic disadvantages.

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

- The proposed project will have no effect on economic development.**
- The proposed project will have an effect on economic development.**
 - Increase, describe:
 - Decrease, describe:

FACTOR SHEET A-2: BUSINESS EVALUATION

Alternative Alternative 2A – WIS 29 Grade-Separated Intersection Option 1 with WIS 156 Connection to WIS 29/32	Total Length of Center Line of Existing Roadway 2.4-miles Length of This Alternative 2.6-miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

- Yes – See **Attachment 8**
- No – None required; no relocations planned

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

Because the project corridor serves eastern Wisconsin and the local communities connected via WIS 29; there are a wide variety of industries which are affected by the Proposed Action including agricultural, recreational, retail, and service businesses. The businesses located directly adjacent to the project include one tavern establishment to be relocated and four service commercial businesses located on Old 29 Drive near WIS 156. No known new near-term developments were identified for the project area.

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

The existing modes of transportation consist of primarily automobile and truck traffic. WIS 29 and WIS 156 carry higher volumes of truck traffic (approximately 20% of average daily traffic for WIS 29 and approximately 10% for WIS 156). WIS 29 and WIS 156 also carry local traffic travelling to and from their homes and businesses within the eastern Wisconsin area. School bus service exists throughout the project area. Other modes of transportation include biking and walking along the travel lanes of WIS 156 and the local roads in the project area. There is no public mass transit service directly in the project area.

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

- The proposed project will have no effect on a transportation-dependent business or industry.
- The Proposed Action may change the conditions for a business that is dependent upon the transportation facility. Identify effects, including effects which may occur during construction.

One active business along Old 29 Drive/New WIS 156 would need to be relocated. Strip acquisition from other businesses is not required.

There may be delays to traffic destined for area businesses during construction. The delays would be temporary and project special provisions would be used to limit inconveniences to businesses and maintain access throughout construction. Driveways to businesses would be modified match the new roadways. Access will be maintained to all businesses upon completion of construction.

5. Describe both beneficial and adverse effects on:

- A. The existing business area affected by the proposed action. Include any factors identified by business people that they feel are important or controversial.
- Adverse effects on area businesses include minor delays during construction.
 - Property owners requested that traffic be maintained to the extent feasible throughout construction. The delays experienced during construction would be temporary and project contract requirements would be used to limit inconveniences to businesses and maintain access throughout construction. Driveways to businesses would be modified to match the new roadways. Access will be maintained to all businesses upon completion of construction.
 - Beneficial effects on areas businesses include provide safer access to businesses.
 - The Proposed Action would provide for safer access to WIS 29 and WIS 156 for patrons of area businesses that use the existing intersection. People using and employed at the businesses along Old 29 Drive/New WIS 156 would have safer access via the existing WIS 29/32 interchange. The St. Augustine Road at-grade access would be eliminated at WIS 29 and the north-south movements between the Village of Pulaski and outlying townships would be safer via the new bridge overpass because the conflicts with the high speed WIS 29 traffic will be removed. The County Y intersection at Old 29 Drive/New WIS 156 will be improved with turning lanes and will accommodate OSOW trucks serving a variety of freight needs for Wisconsin businesses.

See **Basic Sheet 3, Question 11** for additional details on coordination with property owners and businesses during the public involvement efforts.

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

The employees of the one business to be relocated would be impacted. There are no other changes in employment anticipated at the businesses within the project area as a result of the Proposed Action. Access to businesses would be maintained during construction. Employees and traffic serving businesses may incur minor delays during construction. No disproportionate effects are anticipated on any populations.

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

Business/Job Type	Businesses			Jobs	
	Created	Displaced	Value	Created	Displaced
Retail	0	0	0	0	0
Service	0	1	\$120,000	0	5
Wholesale	0	0	0	0	0
Manufacturing	0	0	0	0	0
Other (List)	0	0	0	0	0

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

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

8. Is Special Relocation Assistance Needed?

- No – none identified
 Yes – Describe special relocation needs.

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

- WisDOT Real Estate Conceptual Stage Relocation Plan
 Newspaper listing(s)
 Multiple Listing Service (MLS)
 Other - Identify: Discussions with business owners during PIM meetings and direct contact with property owners

10. Describe the business relocation potential in the community:

- A. Total number of available business buildings in the community. 8
 B. Number of available and comparable business buildings by type and price (Include business buildings in price ranges comparable to those being dislocated, if any).
 • 3 - \$90,000 - \$120,000
 • 3 - \$120,000 - \$170,000
 • 2 - \$170,000 - \$220,000

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

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

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

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

Describe other relocation assistance requirements, not identified above.

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

Based on coordination with the business owner to be relocated, there appears to be no difficulties or unusual circumstances for relocating the business impacted by the Proposed Action.

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

No additional measures were identified regarding the property to be relocated. WisDOT will work with those businesses that are not required to be relocated on an individual basis to minimize access disruptions during construction. Disruption to community services such as utilities and garbage pickup will be minimized through coordination with the community and local service providers.

FACTOR SHEET A-3: AGRICULTURE EVALUATION

Alternative Alternative 2A – WIS 29 Grade-Separated Intersection Option 1 with WIS 156 Connection to WIS 29/32	Total Length of Center Line of Existing Roadway 2.4-miles Length of This Alternative 2.6-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:

Type of Land Acquired From Farm Operations	Type of Acquisition (acres)		Total Area Acquired (acres)
	Fee Simple	Easement	
Crop land and pasture	12.2	1.7	13.9
Woodland	--	--	--
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)	--	--	--
Totals	12.2	1.7	13.9

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

Acreage to be Acquired	Number of Farm Operations
Less than 1 acre	7
1 acre to 5 acres	--
More than 5 acres	1

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.
 - The Site Assessment Criteria Score is 60 points or greater.

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

See **Attachment 12** for a copy of the AIS prepared by DATCP.

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.**
 - Acquisition over 5 acres - **AIN required.** (See **Attachment 12**)

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

Questions 7-16 were not completed as an AIN was completed.

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

- Does Not Apply.
- Applies – Discuss.

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

- Does Not Apply.
- Applies – Discuss.

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

- Does Not Apply.
- Applies – Discuss.

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

- Does Not Apply.
- Applies – Discuss.

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

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

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

- Does Not Apply.
- Applies – Discuss.

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

- Does Not Apply.
- Applies – Discuss.

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

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

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

- No
- Applies – Discuss.

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

FACTOR SHEET B-1: COMMUNITY OR RESIDENTIAL EVALUATION

Alternative Alternative 2A – WIS 29 Grade-Separated Intersection Option 1 with WIS 156 Connection to WIS 29/32	Total Length of Center Line of Existing Roadway 2.4-miles Length of This Alternative 2.6-miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Give a brief description of the community or neighborhood affected by the proposed action:

Name of Community/Neighborhood: Town of Maple Grove	
Incorporated <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Total Population 972	
Demographic Characteristics	
Census Year 2010	% of Population
Minority	0.9%
60 years of age or older	20.5%
Individuals below poverty level	5.5%
Owner occupied housing	87.3%
Renter occupied housing	12.7%
Workforce commuting by automobile	76.4%
Workforce commuting by public transportation	0.5%

Name of Community/Neighborhood: Town of Pittsfield	
Incorporated <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Total Population 2,608	
Demographic Characteristics	
Census Year 2010	% of Population
Minority	0.7%
60 years of age or older	18.2%
Individuals below poverty level	2.3%
Owner occupied housing	95.0%
Renter occupied housing	5.0%
Workforce commuting by automobile	92.9%
Workforce commuting by public transportation	0%

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

The existing modes of transportation consist of primarily automobile and truck traffic. WIS 29 and WIS 156 carry higher volumes of truck traffic (approximately 20% of average daily traffic for WIS 29 and approximately 10% for WIS 156). WIS 29 and WIS 156 also carry local traffic travelling to and from their homes and businesses within the eastern Wisconsin area. School bus service exists throughout the project area.

Other modes of transportation include biking and walking along the travel lanes of WIS 156 and the local roads in the project area. There are no bike accommodations on the existing roadways within the project area. WIS 29 is an expressway and bike and pedestrian facilities are not provided. There are no documented bike routes within the project area except the Brown County comprehensive plan denotes St. Augustine Road as suitable for cycling from WIS 29 to the north to Pulaski.

There is no public mass transit service directly in the project area.

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

The Proposed Action would improve mobility and operations of truck and automobile traffic along WIS 29 and through the WIS 156 intersection. The St. Augustine Road overpass and Old 29 Drive/New WIS 156 would accommodate bicyclists via the overpass and paved shoulders to avoid conflict with the highway traffic. There are no proposed changes to any transit, school bus service, pedestrian accommodations, or other modal services as a result of the Proposed Action.

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

Existing land uses, future land uses, timing of development, local access, the local street network, and environmental constraints have been considered as part of the alternatives development for the Proposed Action.

The pattern of development that is anticipated to occur in the project area with the Proposed Action would most likely be similar to the current pace and type occurring now. The project is not anticipated to have an effect on conversion of existing land used or changes in planned land uses.

Any development will likely to continue to occur adjacent to WIS 29 and WIS 156 as zoning and land uses allow. The Town of Maple Grove has exclusive agricultural zoning and conversion of land uses around the proposed overpass is not likely to occur. The Town of Pittsfield has agricultural and residential zoning in place along Old 29 Drive/New WIS 156. Land conversions are not anticipated as a result of the transfer of WIS 156 onto Old 29 Drive.

Potential land use changes are within the decision-making authority of local governments in the project area. Comprehensive plans and zoning adopted by local governments indicate the type and locations for the future development. However, other key factors such as land availability/cost, regulatory approvals, and economic conditions also influence the amount, type and location of future development.

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

Lane closures on WIS 29 and detour of WIS 156 are anticipated during construction and local property access may be temporarily disrupted during construction. Coordination with emergency services, school bus services, postal services, garbage pickup, and other public services is ongoing and will continue throughout design. The contract provisions would require emergency and access routes, as well as through WIS 29 traffic, to be maintained during construction. After construction, emergency and public services will return to preconstruction daily conditions and will be enhanced due to operational and safety improvements resulting from the Proposed Action.

Some utilities would require relocation as a result of the Proposed Action. Temporary disruptions during relocations of the utilities may occur. Additional coordination with the utility companies and local property owners would be required to minimize disruptions in service.

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

Minor access changes are proposed along Old 29 Drive/WIS 156 with construction of driveways to match the new roadway. All private access is proposed to remain open. All driveways within the excavation areas would be reconstructed to generally match slopes. No changes in grade on the access will occur within the pavement resurfacing areas.

In order to complete construction of the Proposed Action, fee acquisition would be required from some properties adjacent to WIS 29, Old 29 Drive/New WIS 156, and St. Augustine Road. The acquisition would be required to construct the St. Augustine Road overpass improvements at WIS 29, the connection of WIS 156 to Old 29 Drive, replacement of culverts, and reconstruction of the intersection at County Y and Old 29 Drive/New WIS 156. Temporary easements will be required for working room and to blend the roadway slopes into the existing property frontages. Some tree removals would be required within the areas to be acquired.

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

There are no impacts anticipated to any community or neighborhood facilities.

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

- Support for safety improvements: There have been numerous crashes at the intersection and there was strong public support including support of adjacent property owners for implementing the Proposed Action.

- Lack of support for a J-turn type intersection alternative: In general, property owners did not support a J-turn type intersection as they felt it would introduce additional safety issues for slow moving and large agricultural equipment that use the intersection. There are numerous farmers that farm lands on both sides of WIS 29 and having to navigate a J-turn would be dangerous for them as they cross WIS 29.
- Old 29 Drive Improvements and Speed: The existing posted speed limit along Old 29 Drive is 45 mph. Adjacent property owners did not want a speed increase as part of the transfer of WIS 156 onto Old 29 Drive. Some residents expressed concern about the increase in traffic along Old 29 Drive as a result of the WIS 156 transfer onto Old 29 Drive and indicated maintenance of the lower speed limit was a priority along with the need for pavement improvements and possible reconfiguration of the County Y intersection to better manage traffic at the intersection.
- Maintenance of access during construction: Residents and farmers requested that traffic flow be maintained to the extent feasible throughout construction. There may be delays to residents during construction. The delays would be temporary and project contract requirements would be used to limit inconveniences to private properties and maintain access throughout construction. Driveways to residential properties would be modified to match the new roadways. Access will be maintained to all residential properties upon completion of construction

See **Basic Sheet 3, Question 11** for additional details and proposed resolutions to these factors.

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

Community Sensitive Design considerations include multi-modal (bicycle) accommodations on Old 29 Drive/New WIS 156 with paved shoulders. Also steeper slopes and guardrail are proposed to minimize adjacent property impacts. Closely matching the existing profile at the Old 29 Drive/New WIS 156 box culvert replacements and the County Y intersection are proposed to minimize impacts to adjacent properties and minimize tree and vegetation removal.

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

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

- One active business with one residential apartment - See **Attachment 8** for a conceptual relocation plan.

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

Total Number of Households to be Relocated. 1 identified

(Note that this number may be greater than the number shown in 10c) above because an occupied apartment building may have many households.)

a. Number by Ownership

Number of Households Living in Owner Occupied Building 0	Number of Households Living in Rented Quarters 1
---	---

b. Number of households to be relocated that have.

1 Bedroom 0	2 Bedroom 1	3 Bedroom 0	4 or More Bedrooms 0
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c. Number of relocated households by type and price range of dwelling.

Number of Single Family Dwelling.	Price Rang.
Number of Multi-Family Dwellings	Price Range
Number of Apartment 1	Price Range \$500 - \$700/month

owners will be given the opportunity to obtain an appraisal by a qualified appraiser that will be considered by WisDOT in establishing just compensation. Based on the appraisal(s) made, the value of the property would be determined, and that amount offered to the owner.

Identify other relocation assistance requirements not identified above.

16. Identify any difficulties or unusual conditions for relocating households displaced by the proposed action:

Based on coordination with property owners to be relocated during the public involvement process, there appears to be no difficulties or unusual circumstances for relocating the household impacted by the Proposed Action.

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

None identified

Yes - Describe services that will be required

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

No additional measures were identified regarding the property to be relocated. WisDOT will work with residents remaining on an individual basis to minimize access disruptions during construction and to minimize impacts to existing property improvements (driveways, trees, frontages, etc.). Disruption to community services such as utilities and garbage pickup will be minimized through coordination with the community and local service providers.

FACTOR SHEET C-1: WETLANDS EVALUATION

Alternative Alternative 2A – WIS 29 Grade-Separated Intersection Option 1 with WIS 156 Connection to WIS 29/32	Total Length of Center Line of Existing Roadway 2.4-miles Length of This Alternative 2.6-miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Describe Wetlands:

	Site 2, 3, 4 (St. Augustine Rd)	Site 6, 27, 28, 33 (WIS 156 Curve)	Site 25, 26 (WIS 156 Curve)	Site 7 (Box Culvert)	Site 8 (Box Culvert)	Site 13 (Box Culvert)	Site 14 (Box Culvert)	Site 15-16-17-18-19-20 (County Y Intersection)
Location County	Shawano/ Brown	Shawano	Brown	Brown	Brown	Brown	Brown	Brown
Location (Section-Township-Range)	Section 25, T25N, R18E/ Section 30, T25N, R19E	Section 25, T25N, R18E	Section 31, T25N, R19E	Section 31, T25N, R19E	Section 31, T25N, R19E	Section 32, T25N, R19E	Section 32, T25N, R19E	Section 32, T25N, R19E
Location Map	Attachment 18							
Wetland Type(s) ¹	RPE(D)	M(D)	M(D)	RPE(D)	RPF (D)	RPE(D)	RPF (D)	M(D)
Total Wetland Loss (acres)	0.88	0.09	0.37	0.13	0.27	0.06	0.08	0.67
Wetland is: (Check all that apply) ²	Yes/No	Yes/No	Yes/No	Yes/No	Yes/No	Yes/No	Yes/No	Yes/No
Isolated from stream, lake or other surface water body	No	Yes	No	No	No	No	No	No
Not contiguous (in contact with) a stream, lake, or other water body, but within 5-year floodplain	No	No	Yes	No	No	No	No	Yes
If adjacent or contiguous, identify stream, lake or water body by Section-Township-Range	Unnamed Tributary to West Branch of Suamico River; Section 25, T25N, R18E/ Section 30, T25N, R19E	--	--	West Branch of Suamico River; Section 31, T25N, R19E	West Branch of Suamico River; Section 31, T25N, R19E	Unnamed Tributary to West Branch of Suamico River; Section 32, T25N, R19E	Unnamed Tributary to West Branch of Suamico River; Section 32, T25N, R19E	--
¹ Use wetland types as specified in the “WisDOT Wetland Mitigation Banking Technical Guideline, Table 3-C” ² If wetland is contiguous to a stream, complete Factor Sheet C-2, Rivers, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete Factor Sheet C-3, Lake or Water Body Impact Evaluation.								

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

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

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

Anticipated work within the wetlands would include excavation for the proposed roadway construction; placement of fill for roadway embankments; culvert reconstruction; stream realignment; and placement of riprap at pipe outlets to minimize erosion.

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

The wetland areas affected by this project are grassed and wooded wetland corridors that contain various terrestrial and aquatic habitats. These habitats provide for both permanent and seasonal migratory uses for a diversity of species across the roadways through the existing culverts. Species that utilize these wetlands include raccoons, possum, turtles, skunks, rabbit, muskrats, other small mammals, frogs, various amphibians and reptiles, waterfowl, song birds, and other raptors.

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 Impact Evaluation.
- Factor Sheet D-5, Stormwater Impact Evaluation.
- Neither Factor Sheet - Briefly describe measures to be used

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

- Not Applicable - No fill to be placed in wetlands or wetlands are not under USACE jurisdiction.
- Applicable - Fill will be placed in wetlands under the jurisdiction of the USACE.
Indicate area of wetlands filled: Acres: 2.55
Type of 404 permit anticipated:
 - Individual Section 404 Permit required.
 - General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404 Compliance.
Indicate which GP or LOP is required:
 - Non-Reporting GP
 - Provisional GP
 - Provisional LOP
 - Programmatic GP

Expiration date of 404 Permit, if known: The 404 Permit submittal will occur during the final design process. Approval will be obtained prior to construction of the Proposed Action. Coordination with USACE is ongoing.

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

- No Section 10 Waters.

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

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

Status of PCN

USACE has made the following determination on: (Date)
USACE is in the process of review, anticipated date of determination is: (Date)

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

A. Wetland Avoidance:

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

Avoidance measures include overlay of portions of Old 29 Drive/New WIS 156 and County Y/New WIS 156 instead of reconstruction to avoid wetland impacts.

2. Indicate the total area of wetlands avoided:

Acres: 1.0 (estimated)

B. Minimize the amount of wetlands affected:

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

The wetland impacts were minimized by reducing roadway footprint to the extent feasible with use of steeper slopes and guardrail at stream crossings. Along St. Augustine Road, the side slopes were also steepened to 33% (desirable 25%) outside of the clear zone to minimize impacts. The existing profiles would generally be maintained along Old 29 Drive/New WIS 156 and County Y/New WIS 156 to minimize impacts. During final design, additional wetland avoidance measures will be evaluated and implemented, as feasible.

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

Acres: 0.3 (estimated)

10. Compensation for Unavoidable Wetland Loss:

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

	Type	Acre(s) Loss	Ratio	Compensation Type and Acreage			
				On-site	Near/off site	Consolidation Site	Bank site
RPF(N)	Riparian wetland (wooded)						
RPF(D)	Degraded riparian wetland (wooded)	0.35	1.1				Oneida 0.39 ac. /WS
RPE(N)	Riparian wetland (emergent)						
RPE(D)	Degraded riparian wetland (emergent)	1.07	1.1				Oneida 1.18 ac. /M
M(N)	Wet and sedge meadows, wet prairie, vernal pools, fens						
M(D)	Degraded meadow	1.13	1.0				Oneida 1.13 ac. /M
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

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

Not applicable. For the anticipated impacts, construction of on-site mitigation would have created impacts to adjacent property owners which would have outweighed limited wetland impact acreage. It is anticipated that credits will be available from a WisDOT wetland mitigation bank site that will be within the drainage area and floristic province.

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

Initial coordination has been completed with the DNR and USACE. Correspondence with DNR and USACE are included in **Attachment 10** and **Attachment 13**, respectively. Coordination will continue with DNR and USACE to permit wetland fills and obtain water quality certification/final concurrence for the Proposed Action.

Per cooperative coordination with the WisDOT environmental coordinator, DNR, and USACE; wetlands will be mitigated at a WisDOT bank site in accordance with the WisDOT Wetland Mitigation Banking Technical Guideline. Coordination will continue to determine the avoidance and minimization required, mitigation bank site, mitigation ratios, and mitigation wetland types.

FACTOR SHEET C-2: RIVERS, STREAMS AND FLOODPLAINS EVALUATION

Alternative Alternative 2A – WIS 29 Grade-Separated Intersection Option 1 with WIS 156 Connection to WIS 29/32	Total Length of Center Line of Existing Roadway 2.4-miles Length of This Alternative 2.6-miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Stream Name:

The following streams are present in the project area. See **Figure C-2.1** for a waterway location map.

- | | |
|---|---|
| 1 | Unnamed Tributary of the West Branch of the Suamico River (west; along St. Augustine Road) |
| 2 | West Branch of the Suamico River (box culvert replacement on Old 29 Drive/New WIS 156) |
| 3 | Unnamed waterway (no work on Old 29 Drive/New WIS 156) |
| 4 | Unnamed Tributary of the West Branch of the Suamico River (east; box culvert replacement on Old 29 Drive/
New WIS 156) |

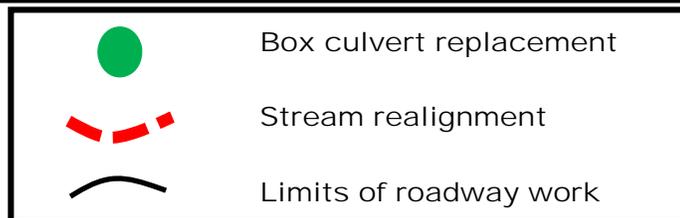
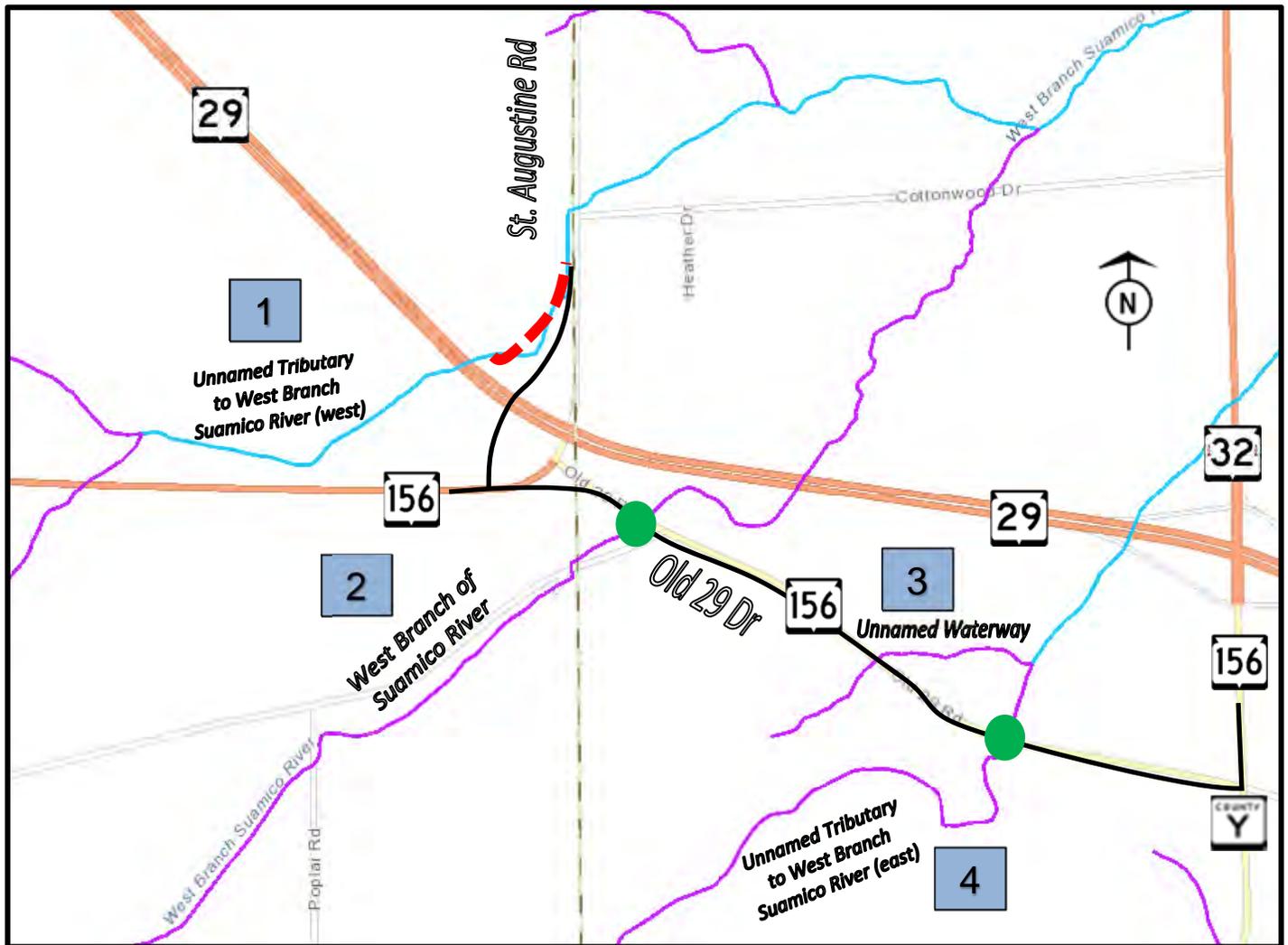


Figure C-2.1 – Project Area Waterways (Source: DNR)

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

- Unknown
- Warm water
- Cold water

If trout stream, identify trout stream classification:

- Wild and Scenic River

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

The individual watersheds are unknown. All streams are part of the Suamico and Little Suamico River watershed draining 139 square miles. The watershed is shown in **Figure C-2.2**.

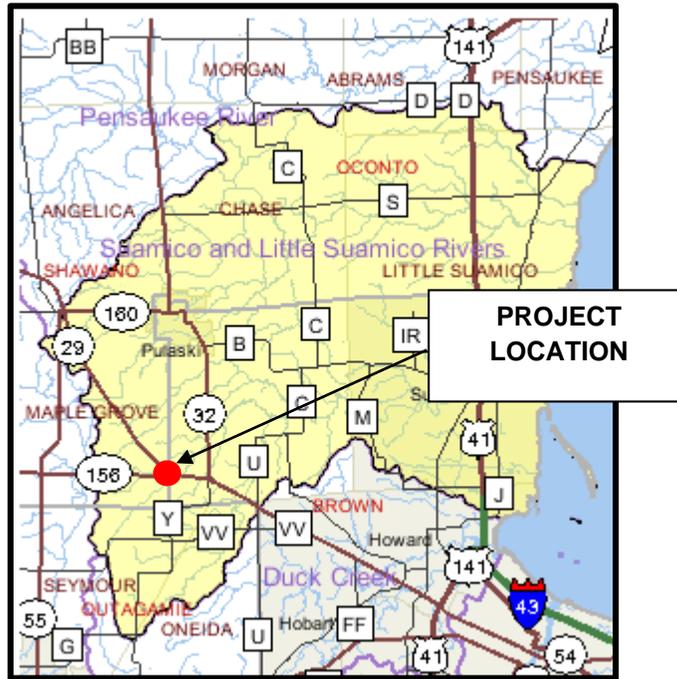


Figure C-2.2 – Suamico and Little Suamico River Watershed (Source: DNR)

4. Stream flow characteristics:

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

5. Stream Characteristics:

A. Substrate:

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

B. Average Water Depth: 0 to 2-feet (varies by season)

C. Vegetation in Stream

- Absent
- Present - Types unknown

D. Identify Aquatic Species Present:

Per coordination with DNR, there may be various fish and aquatic species present in each of the waterways but none of special concern. DNR did not have any concerns with the configuration of the proposed culverts except that they continue to allow species passage in low and high flow conditions with stream embedment of approximately 6-inches. Culverts will be set at an elevation below the natural streambed to avoid trapping

species in low flow conditions. Invasive species can be present in area streams and decontamination measures should be completed during construction to avoid spreading the invasive species.

E. If water quality data is available, include this information:
Not available.

F. Is this river or stream on the DNR's "Impaired Waters" list?
 No
 Yes - List:

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

- Not Applicable
- None identified (two box culvert replacements; no nests present based on field reviews)
- Yes – Identify Bird Species present
Estimated number of nests is:

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

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

8. Describe land adjacent to stream:

Land adjacent to the streams includes wetlands and agricultural fields some residential homes located outside of the floodplain areas.

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

The unnamed tributaries discharge into the West Branch of the Suamico River approximately 1.5 to 2.5-miles downstream of the project area. There are no other identified upstream or downstream dischargers or receivers within 0.5-miles of the project site.

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

St. Augustine Road is a longitudinal encroachment of the Unnamed Tributary of the West Branch of the Suamico River (west). The work is described below:

- 1** To construct the proposed overpass for St. Augustine Road, approximately 1,200-feet of the Unnamed Tributary to the West Branch of Suamico River will require realignment (See **Attachment 17**). The realignment will be constructed to effectively maintain aquatic organism passage and provide for aquatic habitat per coordination with DNR. Coordination of design details is ongoing with DNR. There are no mapped floodplains at the location.

Old 29 Drive/New WIS 156 is a crossing encroachment of the West Branch of the Suamico River and the Unnamed Tributary of the West Branch of the Suamico River (east). The work at each location is described below:

- 2** West Branch of Suamico River – Old 29 Drive/New WIS 156 culvert replacement within waterway; slope and roadway grading adjacent to waterway. There are mapped floodplains at this location.
- 3** Unnamed Waterway – mill and overlay on Old 29 Drive/New WIS 156; no work within waterway. There are no mapped floodplains at this location.
- 4** Unnamed Tributary to the West Branch of Suamico River – Old 29 Drive/New WIS 156 culvert replacement within waterway; slope and roadway grading adjacent to waterway. There are mapped floodplains at this location.

There are no mapped floodplains in Shawano County but there are mapped floodplains in Brown County. The FEMA mapping is shown in **Figure C-2.3** and **Figure C-2.4**. There are no Section 10 waters present within the project area.

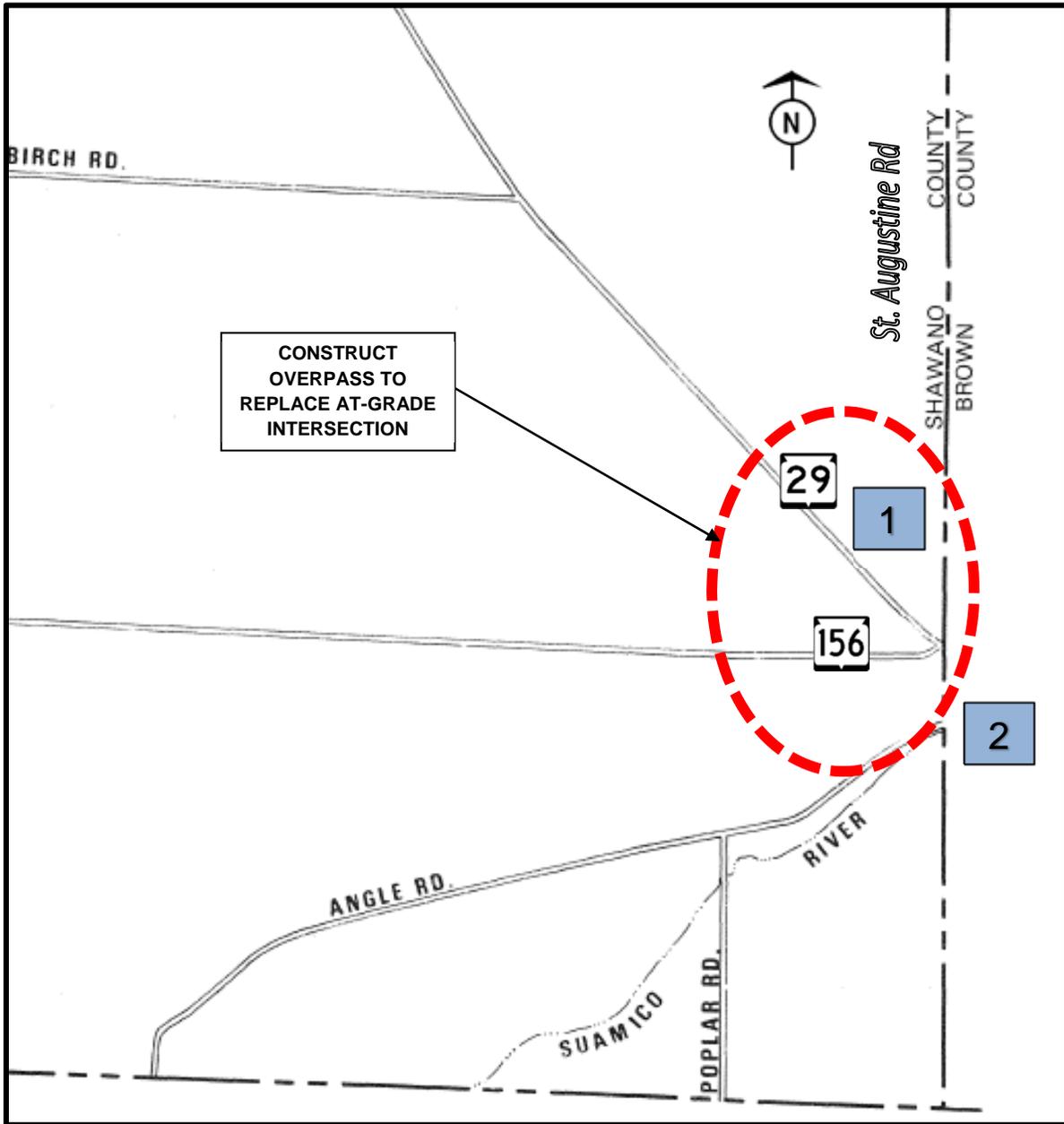


Figure C-2.3 – Project Area FEMA Mapping for Shawano County
 No Mapped Floodplains (Source: FEMA)

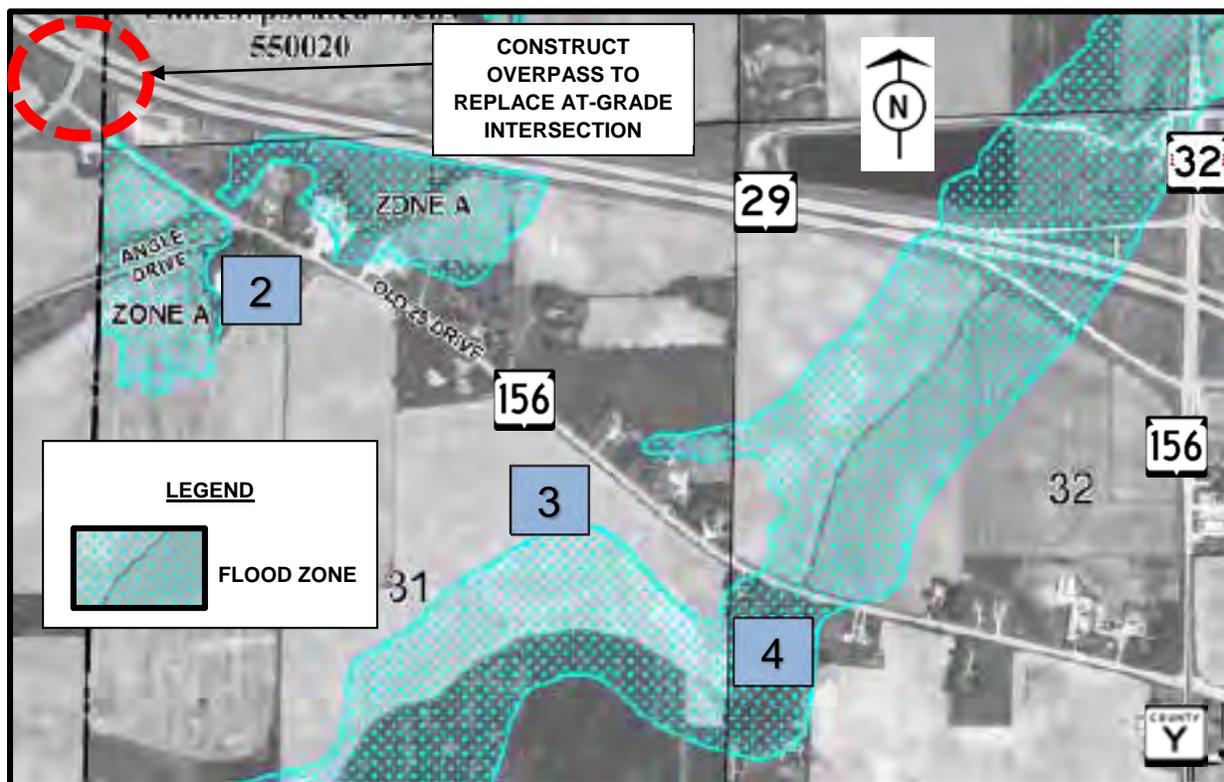


Figure C-2.4 – Project Area FEMA Mapping for Brown County
Mapped Floodplains (Source: FEMA)

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

The proposed work would not increase the backwater of any of the waterways in the project area. Detailed hydraulic models were developed to analyze existing and proposed hydraulic conditions in each area of work.

- | | |
|---|---|
| 1 | The realignment of the Unnamed Tributary of the West Branch of the Suamico River (west) would not increase the backwater throughout the project area upstream and downstream of the stream realignment. |
| 2 | The box culvert at the West Branch of the Suamico River would be sized to pass the 100 year design event without roadway overtopping or backwater increase. |
| 3 | No work. |
| 4 | The box culvert at the Unnamed Tributary of the West Branch of the Suamico River (east) would be sized to pass the 100 year design event without roadway overtopping or backwater increase. |

The project is in compliance with NR116.

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

DNR designates floodplain zoning to the County Zoning Authorities. Coordination has been initiated with Brown County and Shawano County (see **Attachment 7**). Any permit coordination for construction will occur during final design. No increases in backwater are proposed at any of the stream locations.

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

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

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

Existing and planned floodplain uses will continue. Floodplain land uses include agricultural lands, woodlands, and wetlands. Development within floodplains is controlled by Federal, State, and local laws. The Proposed Action would have no impacts on planned floodplain uses.

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

There would be no long-term effects on water quality within the floodplains. During construction, there could be a slight impact to the water quality within the project work area, but this would be contained within the project site through the use of silt fence, turbidity barrier, erosion bales, and other Best Management Practices to control erosion. There would be minimal impacts to aquatic plants, animals, and fish. Flows will be maintained during construction. After construction, the water quality directly within the project area is anticipated to return to preconstruction conditions.

16. Are measures proposed to enhance beneficial effects?

- No
- Yes. Describe:

The Unnamed Tributary of the West Branch of the Suamico River will be realigned as part of the St. Augustine Road overpass construction. The design of the stream realignment will implement measures to minimize erosion while enhancing the environment for aquatic habitat. The habitat enhancements include construction of a meandering stream with riffles and pools (see **Figure C-2.5**). This type of design provides for alternating depths of water from shallow to deeper and variable stream banks which aid in providing for aquatic habitat. While no significant habitat has been determined to be present within the stream, the implementation of this type of design is proposed to mitigate the stream realignment work. Coordination of the final design details is ongoing with DNR.

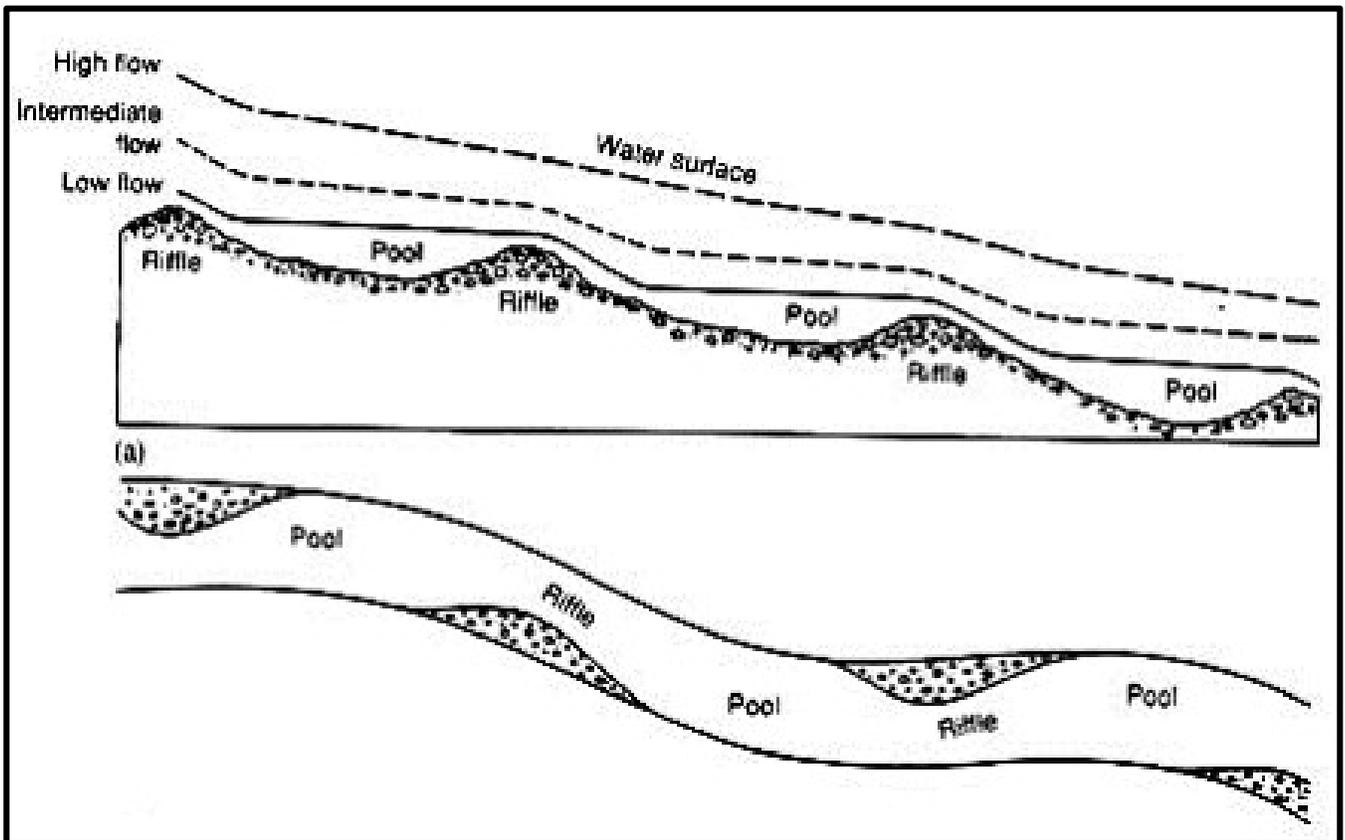


Figure C-2.5 – Riffle/Pool and Meandering Stream Concept

FACTOR SHEET D-2: CONSTRUCTION STAGE SOUND QUALITY EVALUATION

Alternative Alternative 2A – WIS 29 Grade-Separated Intersection Option 1 with WIS 156 Connection to WIS 29/32	Total Length of Center Line of Existing Roadway 2.4-miles Length of This Alternative 2.6-miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

Noise sensitive sites within the general project area consist primarily of residential homes (estimate 25 homes) and one restaurant/bar business. The number of individual persons potentially affected is approximately 100.

2. Describe the types of construction equipment to be used on the project. Discuss the expected severity of noise levels including the frequency and duration of any anticipated high noise levels:

The noise generated by construction equipment will vary greatly, depending on equipment type/model/make, duration of operation and specific type of work effort. However, typical noise levels may occur in the 67 to 107 dBA range at a distance of 50-feet. Other construction noise/distance relationships are shown in **Table D-2.1**.

Distance from Construction Site (feet)	Range of Typical Noise Levels (dBA)¹
25	82 - 102
50	75 - 95
100	69 - 89
200	63 - 83
300	59 - 79
400	57 - 77
500	55 - 75
1000	49 - 69

¹ Point sources = 6dBA reduction per doubling of distance.
Source: EPA and WisDOT

Adverse effects related to construction noise are anticipated to be of a localized, temporary, and transient nature.

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

Check all that apply:

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

FACTOR SHEET D-5: STORMWATER EVALUATION

Alternative Alternative 2A – WIS 29 Grade-Separated Intersection Option 1 with WIS 156 Connection to WIS 29/32	Total Length of Center Line of Existing Roadway 2.4-miles Length of This Alternative 2.6-miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

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

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

Standard best management practices can be used to treat stormwater runoff prior to discharge to these resources. Standard level of protection will be used to treat stormwater runoff and unique measures are not anticipated.

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

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

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

Standard WisDOT guidelines for drainage-related erosion control measures (best management practices) for stormwater runoff control would be incorporated into the stormwater management strategy. Best management practices would be designed, installed, and maintained to infiltrate runoff, remove sediment, and reduce erosion to the maximum extent practicable.

Guidelines and regulations for stormwater management include:

- WisDOT Facilities Development Manual, Chapter 10, *Erosion Control and Stormwater Quality*
- Wisconsin Administrative Code - Chapter TRANS 401, *Construction and Erosion Control and Stormwater Management procedures for Department Actions*
- WisDOT/DNR Cooperative Agreement Amendment – *Memorandum of Understanding on Erosion Control and Stormwater Management*

In general, stormwater management strategies that have been considered during design of the proposed improvements would include the following:

- Prior to land disturbance, preparation and implementation of an approved erosion control implementation plan would be made
- Stormwater discharges would flow through vegetated swales to promote suspended solids reduction prior to discharge offsite; methods such as riprap blankets would be implemented to slow stormwater discharge to promote further suspended solids reduction and avoid erosion.
- Grass-lined ditches parallel each roadway would be used to treat roadway runoff prior to discharging off the right-of-way.

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

The Proposed Action is exempt from Total Suspended Solids (TSS) reduction post-construction stormwater requirement and peak flow requirements (control of 2-year storm in pre versus post development) under TRANS 401. The Proposed Action is also exempt from infiltration requirements (infiltrate up to 2% of project site) under TRANS 401 although some infiltration could occur providing additional stormwater treatment.

The Proposed Action provides for total suspended solids reduction through implementation of best management practices. Design features would include vegetated roadside ditches to reduced suspended solids and treat runoff. Riprap aprons near culvert outlets to transfer and dissipate stormwater energy. The riprap would aid in slowing runoff velocities.

Along the proposed St. Augustine Road realignment north of WIS 29, the proposed overpass would be constructed with an interceptor ditch to treat stormwater and prevent direct runoff of impervious pavement area directly into the realigned Unnamed Tributary of the West Branch of the Suamico River. This design was reviewed and approved by DNR. See **Figure D-5.1** for the proposed typical section of the interceptor ditch to treat the roadway runoff.

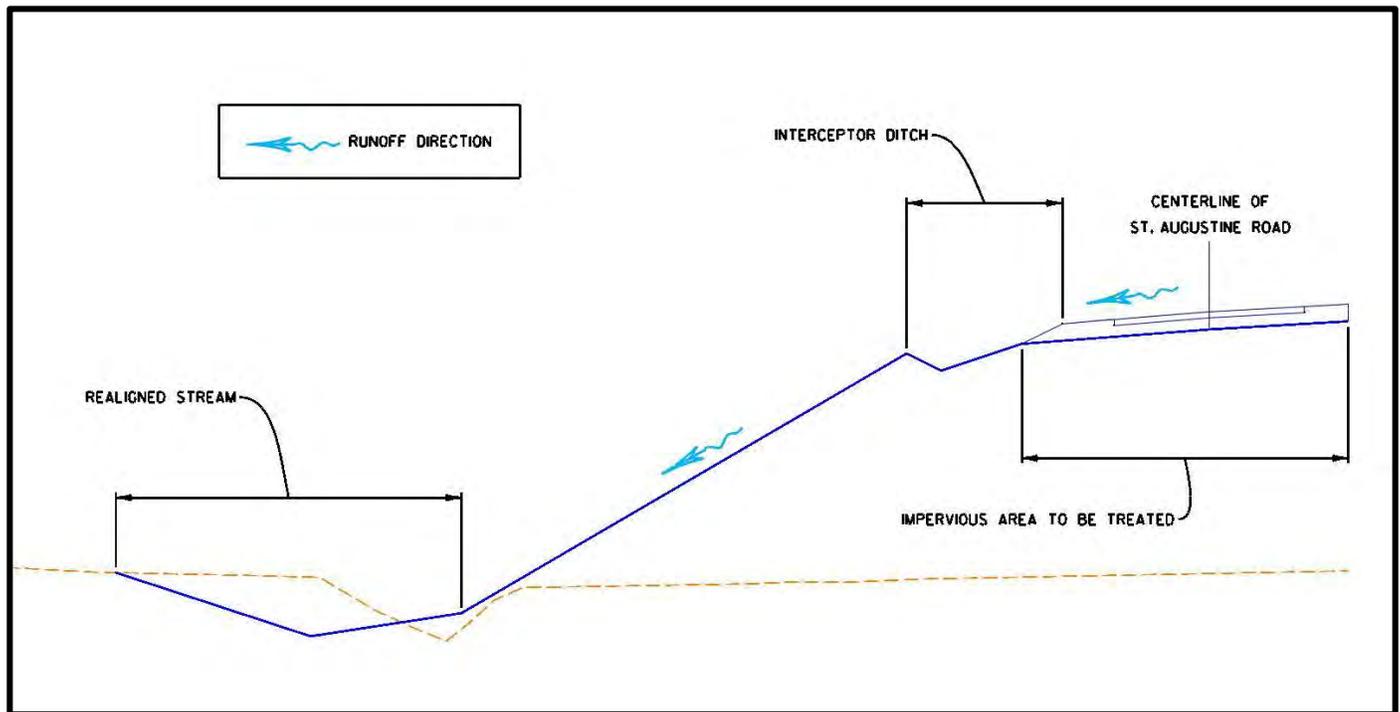


Figure D-5.1 – Typical Section of Proposed Interceptor Ditch along St. Augustine Road (view looking north along St. Augustine Road)

5. Identify the stormwater management measures to be utilized.

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

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

- No - No drainage districts present
 Yes
- Has initial coordination with a drainage board been completed?
- No
 Yes

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

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

- No - the project is outside of WisDOT's stormwater management area.
- Yes - The project affects one of the following and is regulated by a WPDES stormwater discharge permit, issued by the DNR:
 - A WisDOT storm sewer system, located within a municipality with a population greater than 100,000.
 - A WisDOT storm sewer system located within the area of a notified owner of a municipal separate storm sewer system.
 - An urbanized area, as defined by the U.S. Census Bureau, NR216.02(3).
 - A municipal separate storm sewer system serving a population less than 10,000.

8. Has the effect on downstream properties been considered?

- No
- Yes - There are no effects on downstream properties as a result of the Proposed Action.

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

- No
- Yes - Complete the following:
 - Safety measures, such as fencing are not needed for potential conflicts with existing and expected surrounding land use.
 - Safety measures are needed for potential conflicts with existing and expected surrounding land use. Describe:

FACTOR SHEET D-6: EROSION CONTROL EVALUATION

Alternative Alternative 2A – WIS 29 Grade-Separated Intersection Option 1 with WIS 156 Connection to WIS 29/32	Total Length of Center Line of Existing Roadway 2.4-miles Length of This Alternative 2.6-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 longitudinal slopes range from 0% to 2%. The existing perpendicular slopes range from 0% to 33%. The proposed longitudinal slopes range from 0% to 5%. The proposed perpendicular slopes range from 2% to 33%. Slope lengths vary from 200-feet to 1,500-feet longitudinally along each roadway and from 2-feet to 100-feet perpendicular to the roadway pavement section. The increase in slopes will occur at the proposed St. Augustine Road overpass while grades in the rest of the project area will be maintained close to the existing longitudinal and perpendicular slopes. The soils generally consist of silty clays with lower infiltration potential.

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:

The Unnamed Tributary of the West Branch of the Suamico River will be realigned as part of the St. Augustine Road overpass. The design of the stream realignment will implement measures to minimize erosion while enhancing the environment for aquatic habitat.

Implementation of standard best management practices is required for the resources present within the project area. The specific recommendations for erosion control practices are outlined in the following questions.

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) – wetlands and streams
 - Other - Describe any unique or atypical erosion control measures to be used to manage additional or special circumstances:

The Unnamed Tributary of the West Branch of the Suamico River will be realigned as part of the St. Augustine Road overpass construction. The design of the stream realignment will implement measures to minimize erosion while enhancing the environment for aquatic habitat.

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

Best management erosion control methods will be used during construction as per WisDOT Standard Specifications for Highway and Structure Construction. Construction site erosion and sediment control would be part of the project's design and construction as set forth in Wisconsin Administrative Code – Chapter TRANS 401 and the WisDOT/DNR Cooperative Agreement. An Erosion Control Implementation Plan (ECIP) will be prepared for review by the DNR and WisDOT prior to construction.

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

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

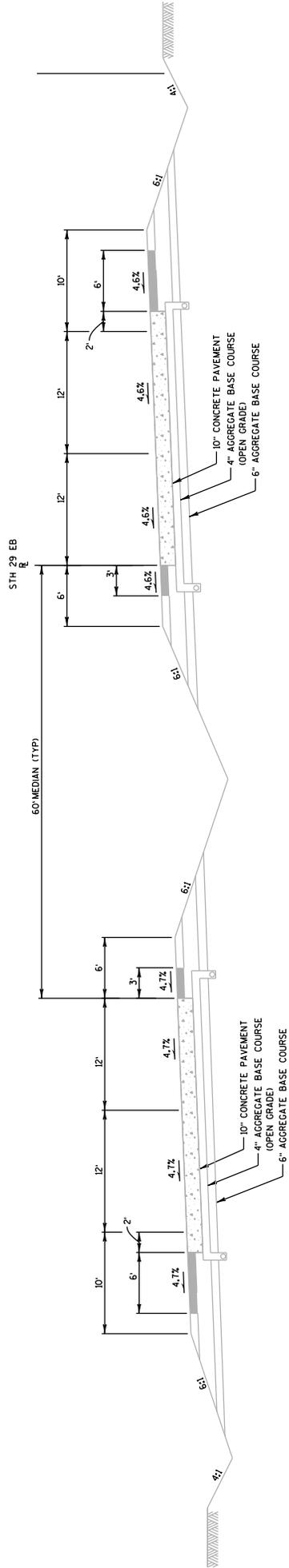
Status: Design and coordination of final erosion control measures is ongoing with DNR and US Army Corps of Engineers.

Note: All erosion control measures (i.e., the Erosion Control Plan) shall be coordinated through the WisDOT-DNR liaison process and TRANS 401 except when Tribal lands of American Indian Tribes are involved. DNR'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 DNR and to WisDOT 14 days prior to the preconstruction conference (Trans 401.08(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.

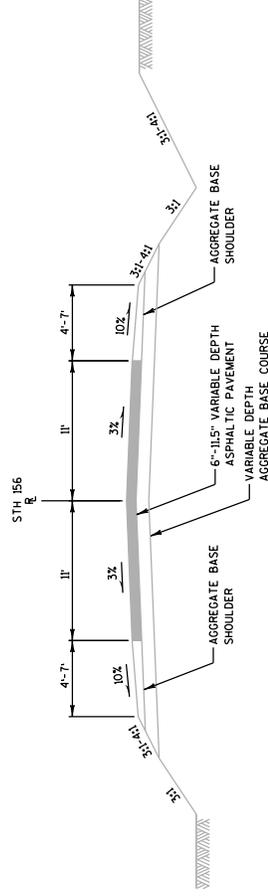
6. Identify the temporary and permanent erosion control measures to be utilized on the project. Consult the FDM, Chapter 10, and the Products Acceptability List (PAL).

- | | |
|---|---|
| <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 checked="" 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 checked="" type="checkbox"/> Ditch or slope sodding | <input type="checkbox"/> Buffer strips |
| <input checked="" type="checkbox"/> Soil stabilizer | <input checked="" type="checkbox"/> Dewatering – use settling basin |
| <input checked="" type="checkbox"/> Inlet protection | <input type="checkbox"/> Silt screen |
| <input checked="" type="checkbox"/> Turbidity barriers | <input checked="" type="checkbox"/> Temporary diversion channel |
| <input checked="" type="checkbox"/> Temporary settling basin | <input checked="" type="checkbox"/> Permanent seeding |
| <input checked="" type="checkbox"/> Mulching | |
| <input checked="" type="checkbox"/> Other - Describe: | |

- Non-netted erosion mats will be used around wetlands and waterways to avoid entrapment of small animals.
- The Unnamed Tributary of the West Branch of the Suamico River will be realigned as part of the St. Augustine Road overpass construction. The design of the stream realignment will implement measures to minimize erosion while enhancing the environment for aquatic habitat. Coordination of design details is ongoing with DNR.

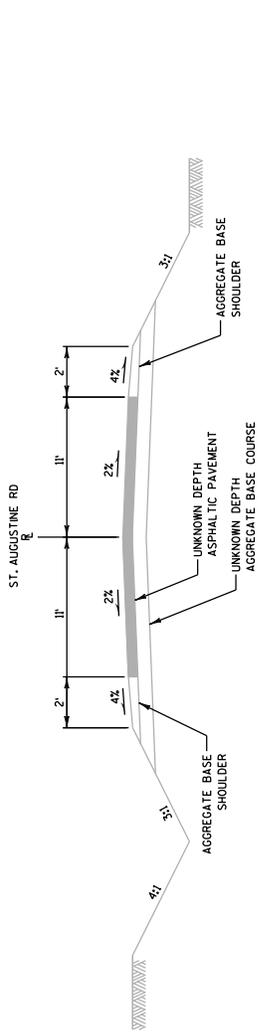


TYPICAL EXISTING SECTION
STH 29

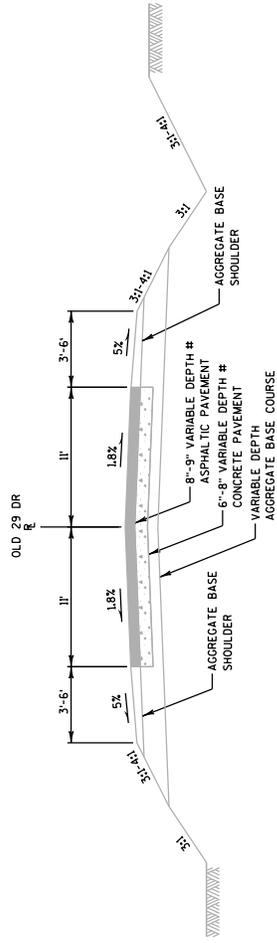


TYPICAL EXISTING SECTION
STH 156

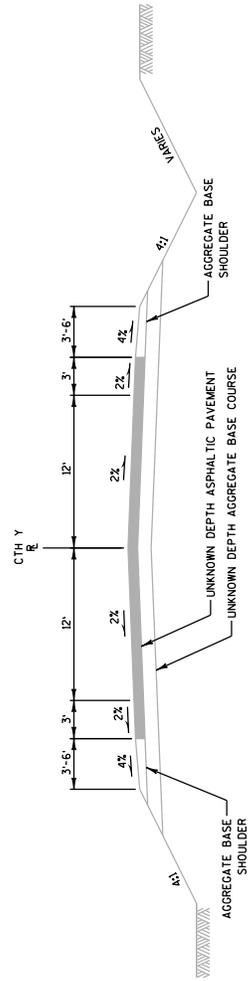
ATTACHMENT 1



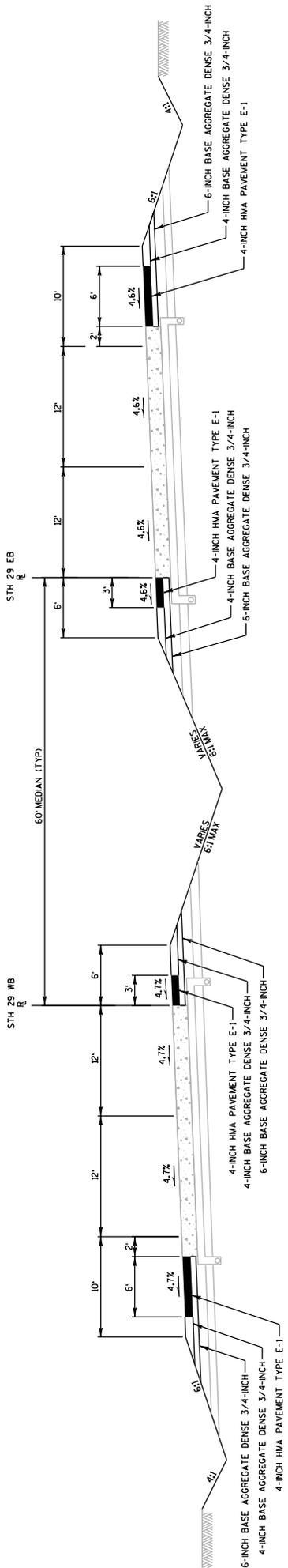
TYPICAL EXISTING SECTION
ST. AUGUSTINE RD



TYPICAL EXISTING SECTION
OLD 29 DR

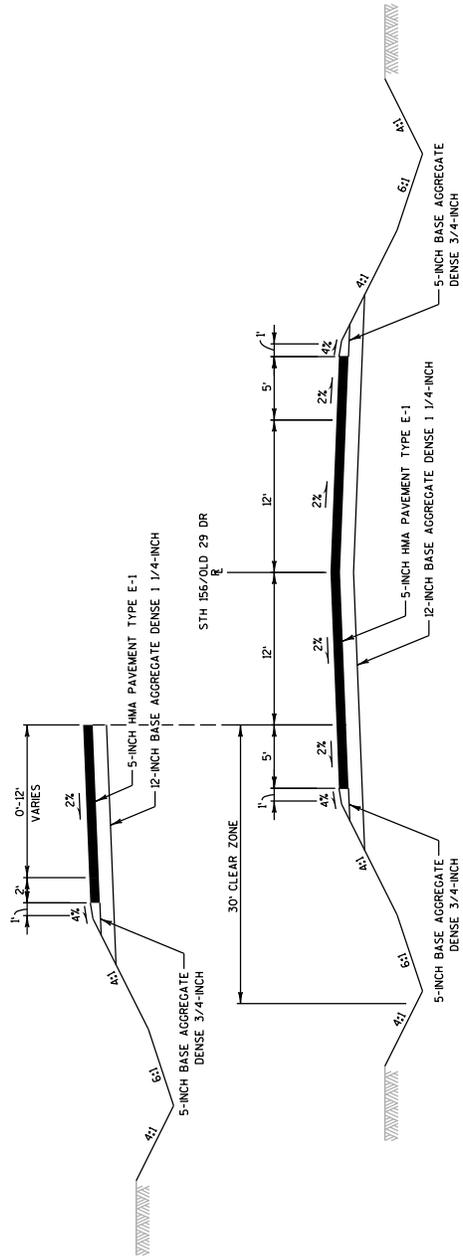


TYPICAL EXISTING SECTION
CTH Y



REMOVE TURN LANES AT INTERSECTION

TYPICAL FINISHED SECTION
 STH 29
 STA 316EB+50 - STA 335EB+09

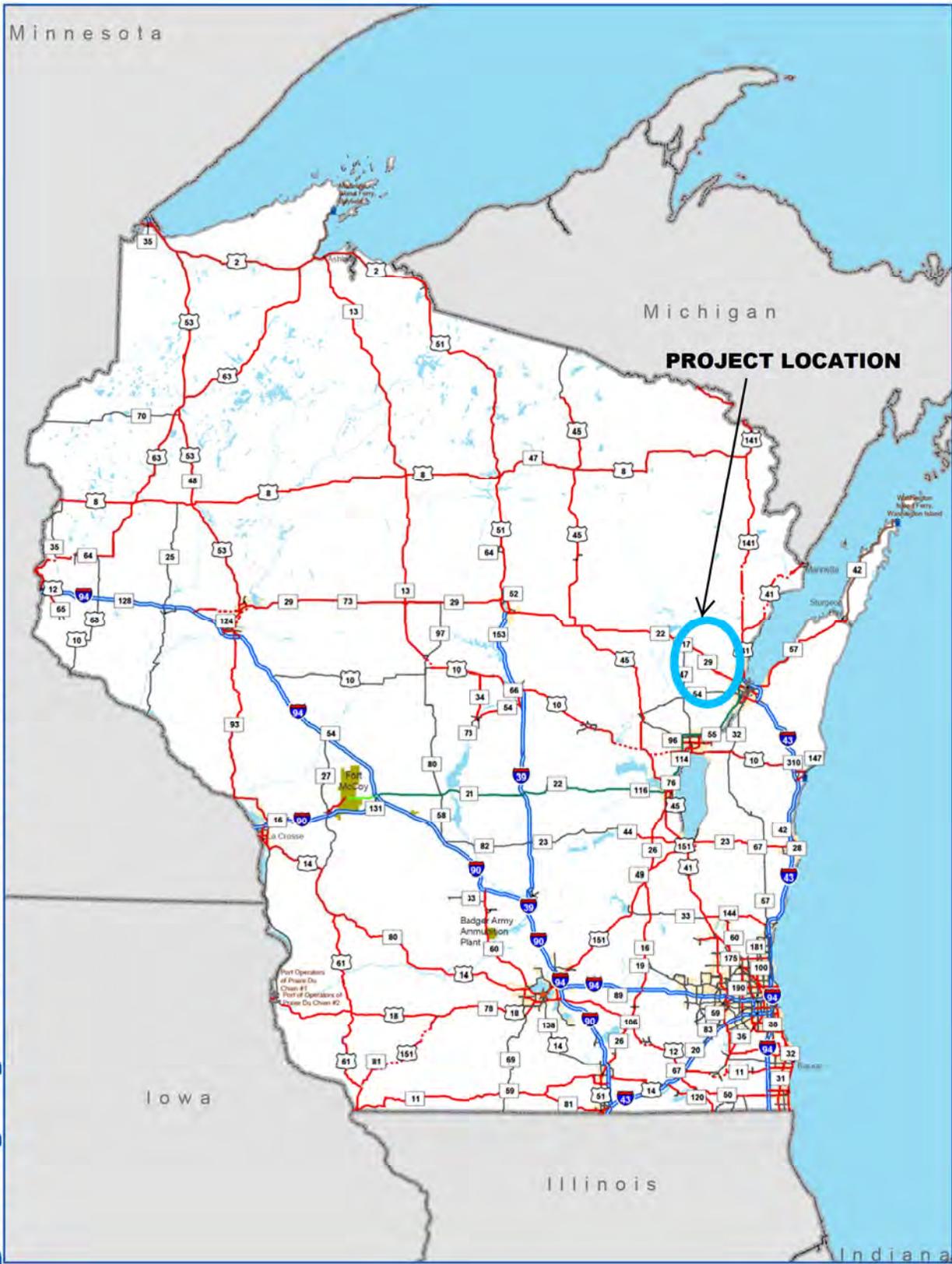


RECONSTRUCT CURVE TO CONNECT TO OLD 29 DRIVE
 RECONSTRUCT SECTIONS OVER CULVERT REPLACEMENTS
 RECONSTRUCT COUNTY Y INTERSECTION

TYPICAL FINISHED SECTION
 STH 156/OLD 29 DR

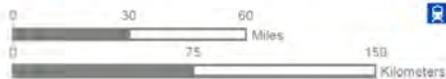
ATTACHMENT 1

National Highway System: Wisconsin

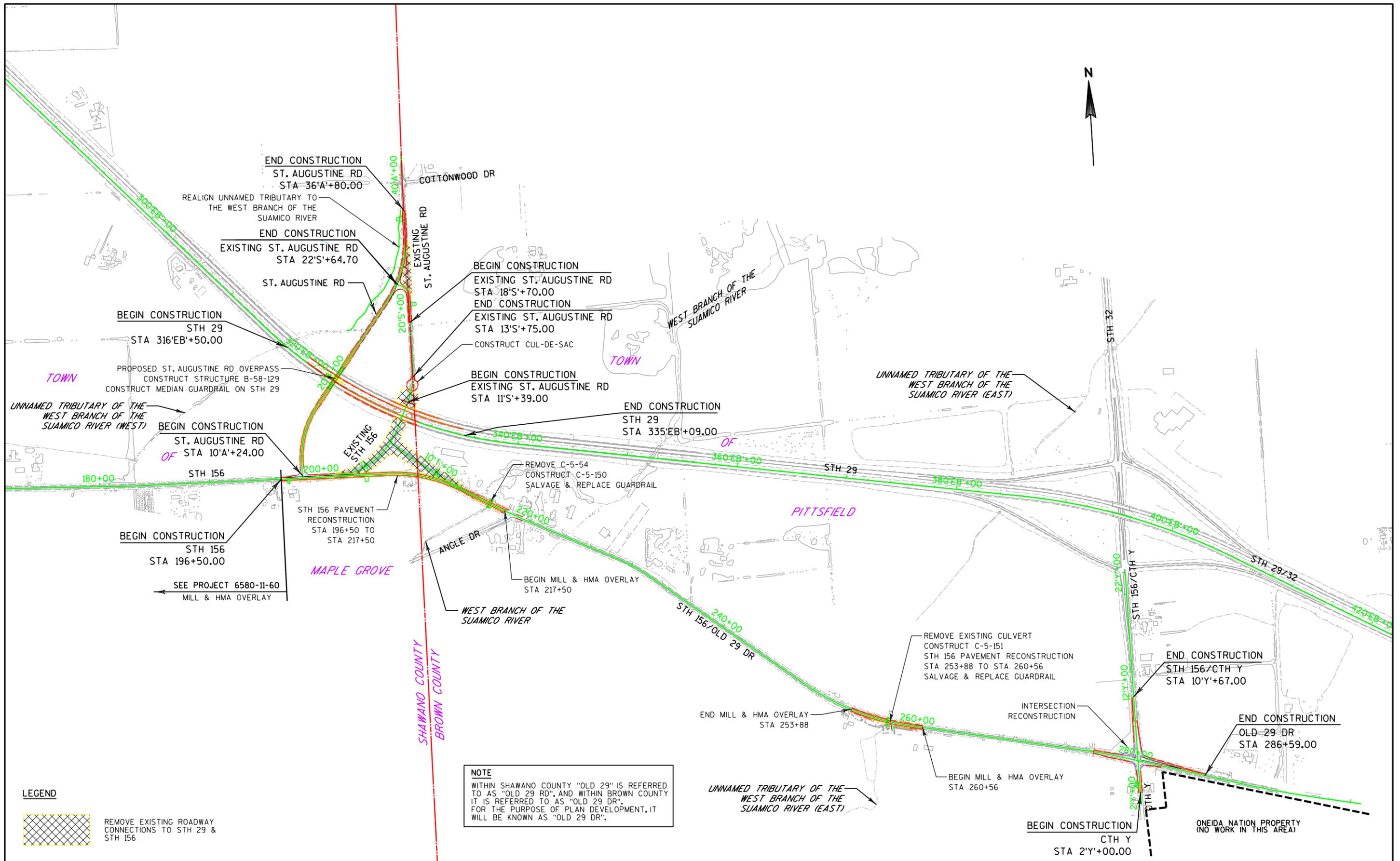


U.S. Department of Transportation
Federal Highway Administration

- | | | | |
|--------------------------------|------------------------|-------------------------|---------------------------------|
| Eisenhower Interstate System | Census Urbanized Areas | Airport | Multipurpose Passenger Facility |
| Other NHS Routes | Department of Defense | Intercity Bus Terminal | Port Terminal |
| Non-Interstate STRAHNET Route | Water | Ferry Terminal | Truck/Rail Facility |
| STRAHNET Connector | | Truck/Pipeline Terminal | AMTRAK Station |
| Intermodal Connector | | | Public Transit Station |
| Intermodal/STRAHNET Connector | | | |
| Unbuilt NHS Routes | | | |
| MAP-21 NHS Principal Arterials | | | |



FHWA, March 25, 2015



WIS 29/156 INTERSECTION

PROJECT I.D. 1058-25-70
SHAWANO - GREEN BAY
WIS 29 - WIS 156 INTERSECTION
WIS 29
SHAWANO COUNTY

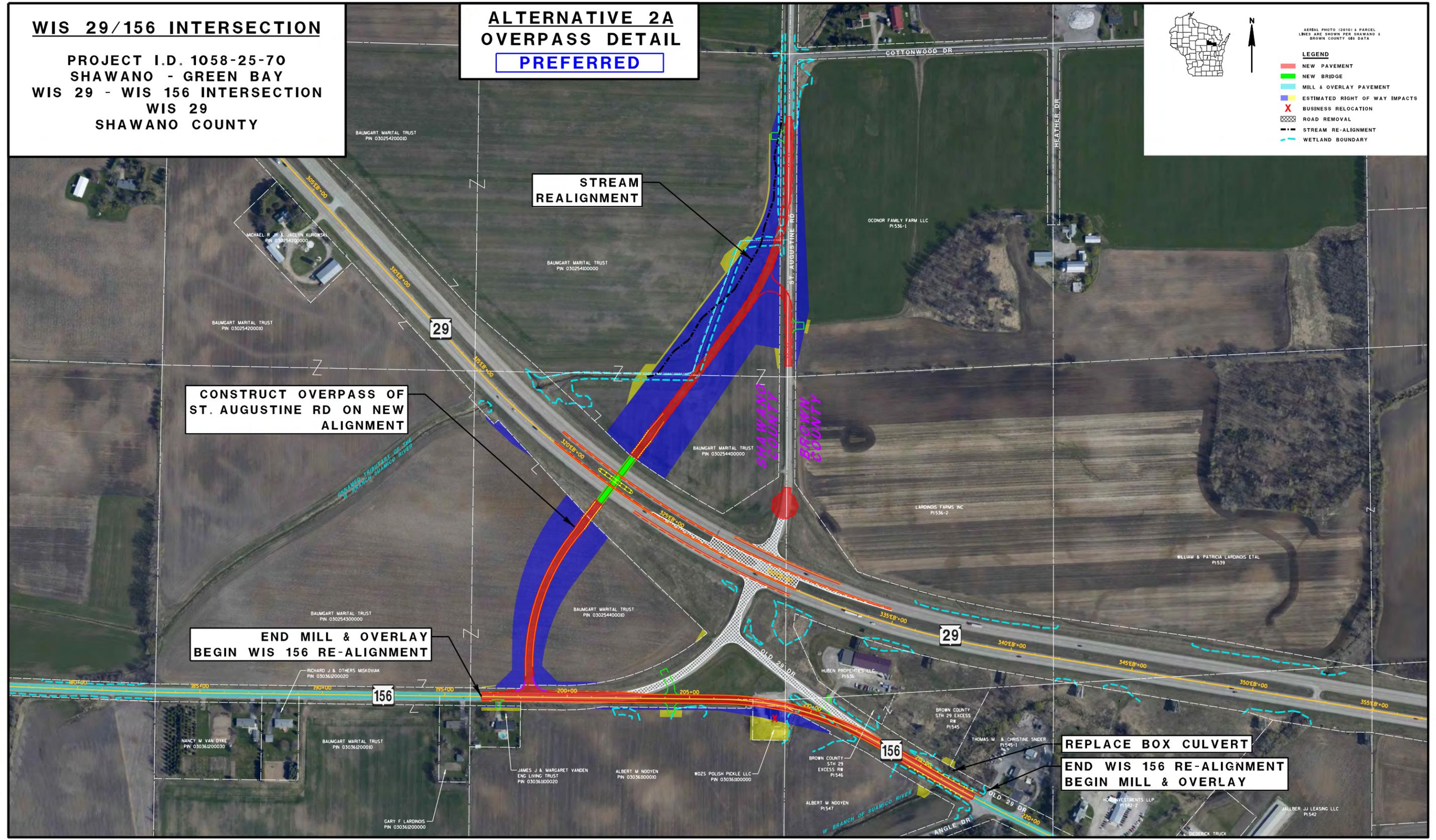
ALTERNATIVE 2A OVERPASS DETAIL

PREFERRED



AERIAL PHOTO (2010) & PARCEL
LINES ARE SHOWN PER SHAWANO &
BROWN COUNTY GIS DATA

- LEGEND**
- NEW PAVEMENT
 - NEW BRIDGE
 - MILL & OVERLAY PAVEMENT
 - ESTIMATED RIGHT OF WAY IMPACTS
 - BUSINESS RELOCATION
 - ROAD REMOVAL
 - STREAM RE-ALIGNMENT
 - WETLAND BOUNDARY



**STREAM
REALIGNMENT**

**CONSTRUCT OVERPASS OF
ST. AUGUSTINE RD ON NEW
ALIGNMENT**

**END MILL & OVERLAY
BEGIN WIS 156 RE-ALIGNMENT**

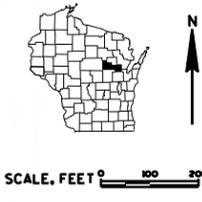
REPLACE BOX CULVERT

**END WIS 156 RE-ALIGNMENT
BEGIN MILL & OVERLAY**

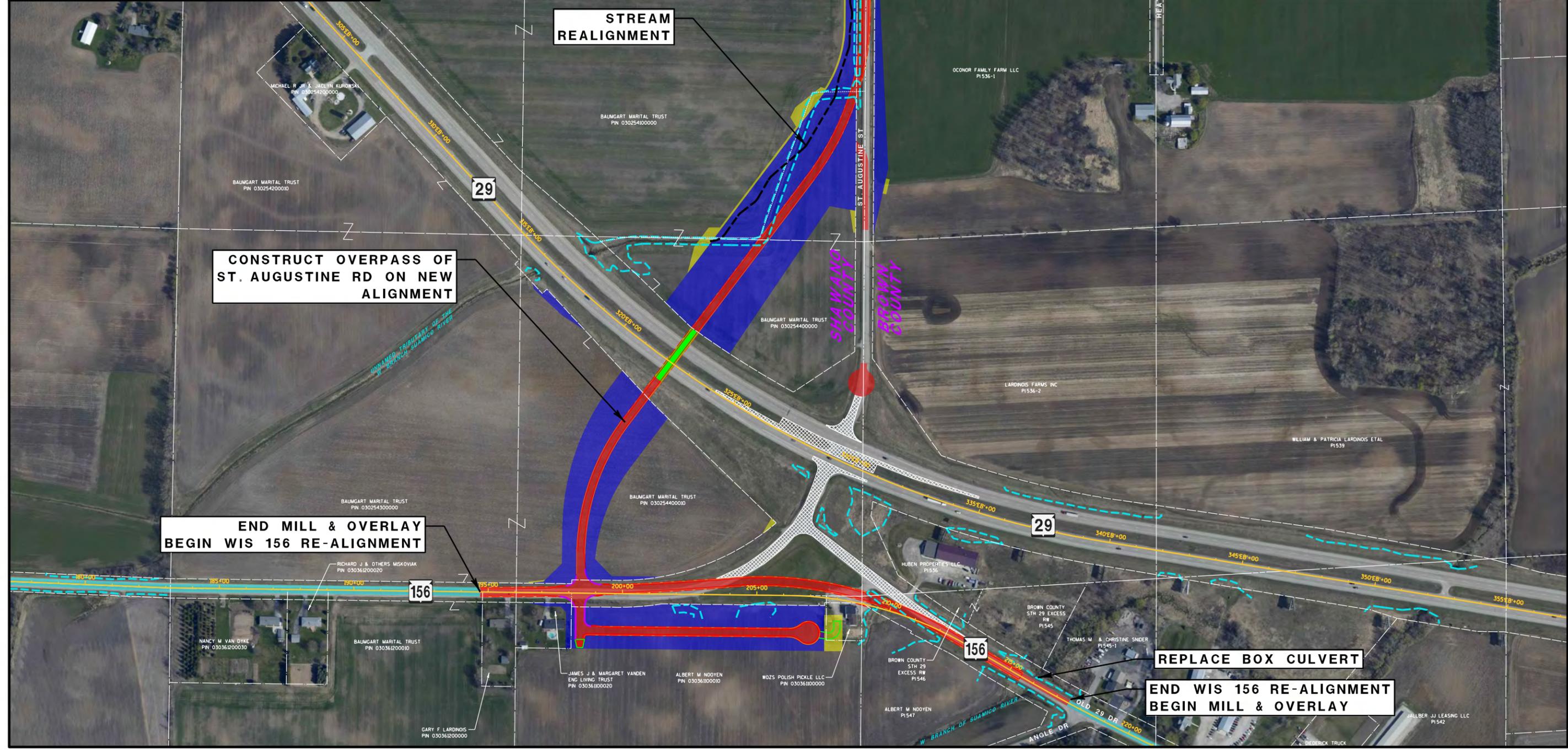
WIS 29/156 INTERSECTION

PROJECT I.D. 1058-25-70
SHAWANO - GREEN BAY
WIS 29 - WIS 156 INTERSECTION
WIS 29
SHAWANO COUNTY

ALTERNATIVE 2B OVERPASS DETAIL

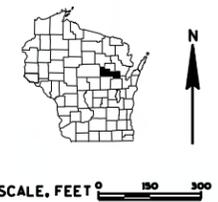


- AERIAL PHOTO (2010) & PARCEL LINES ARE SHOWN PER SHAWANO & BROWN COUNTY GIS DATA
- LEGEND**
- NEW PAVEMENT
 - NEW BRIDGE
 - MILL & OVERLAY PAVEMENT
 - ESTIMATED RIGHT OF WAY IMPACTS
 - BUSINESS RELOCATION
 - ROAD REMOVAL
 - STREAM RE-ALIGNMENT
 - WETLAND BOUNDARY



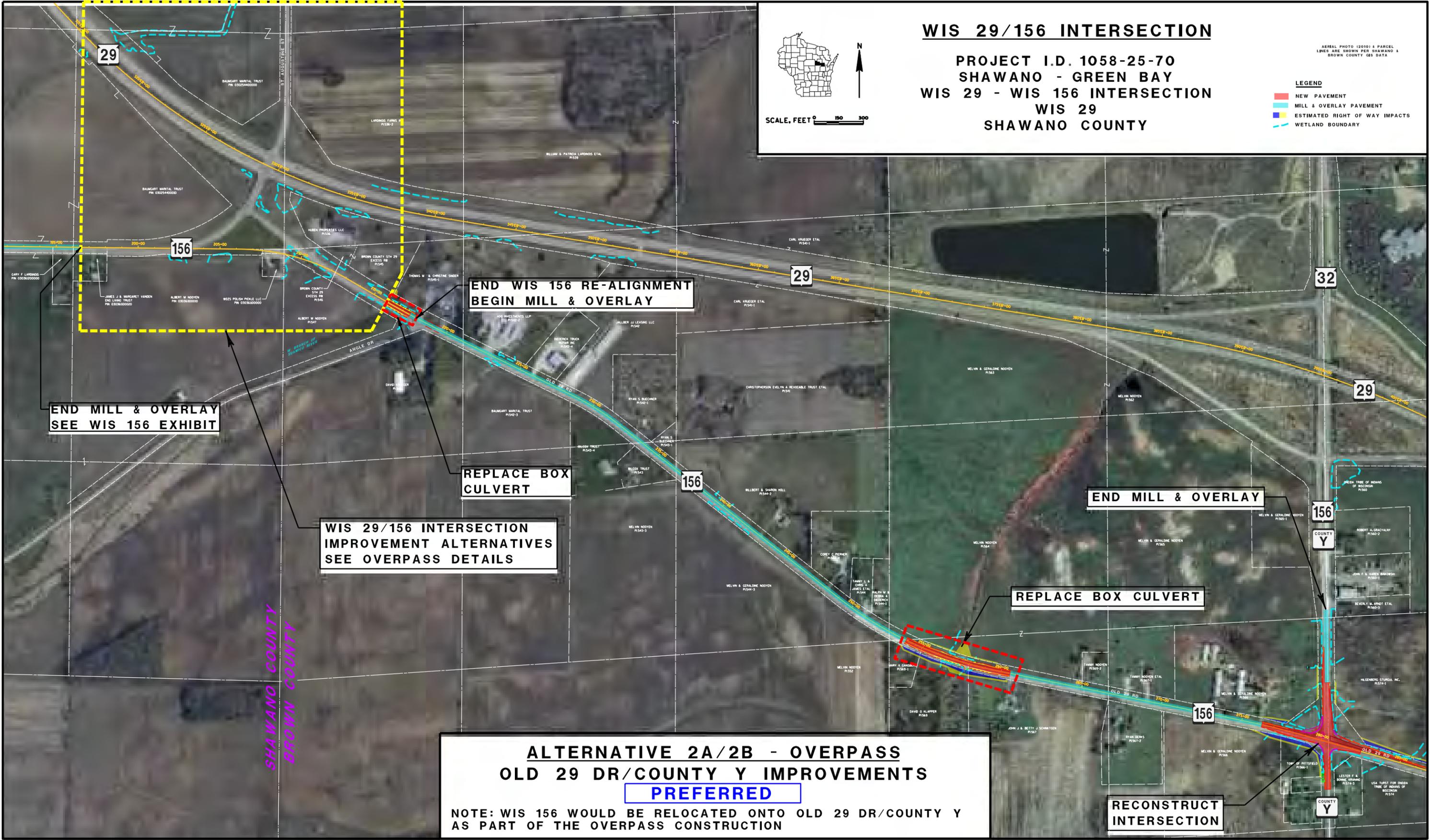
WIS 29/156 INTERSECTION

PROJECT I.D. 1058-25-70
SHAWANO - GREEN BAY
WIS 29 - WIS 156 INTERSECTION
WIS 29
SHAWANO COUNTY



AERIAL PHOTO (2010) & PARCEL LINES ARE SHOWN PER SHAWANO & BROWN COUNTY GIS DATA

- LEGEND**
- NEW PAVEMENT
 - MILL & OVERLAY PAVEMENT
 - ESTIMATED RIGHT OF WAY IMPACTS
 - WETLAND BOUNDARY



**ALTERNATIVE 2A/2B - OVERPASS
OLD 29 DR/COUNTY Y IMPROVEMENTS**
PREFERRED
NOTE: WIS 156 WOULD BE RELOCATED ONTO OLD 29 DR/COUNTY Y AS PART OF THE OVERPASS CONSTRUCTION

ALTERNATIVE 3 J-TURN

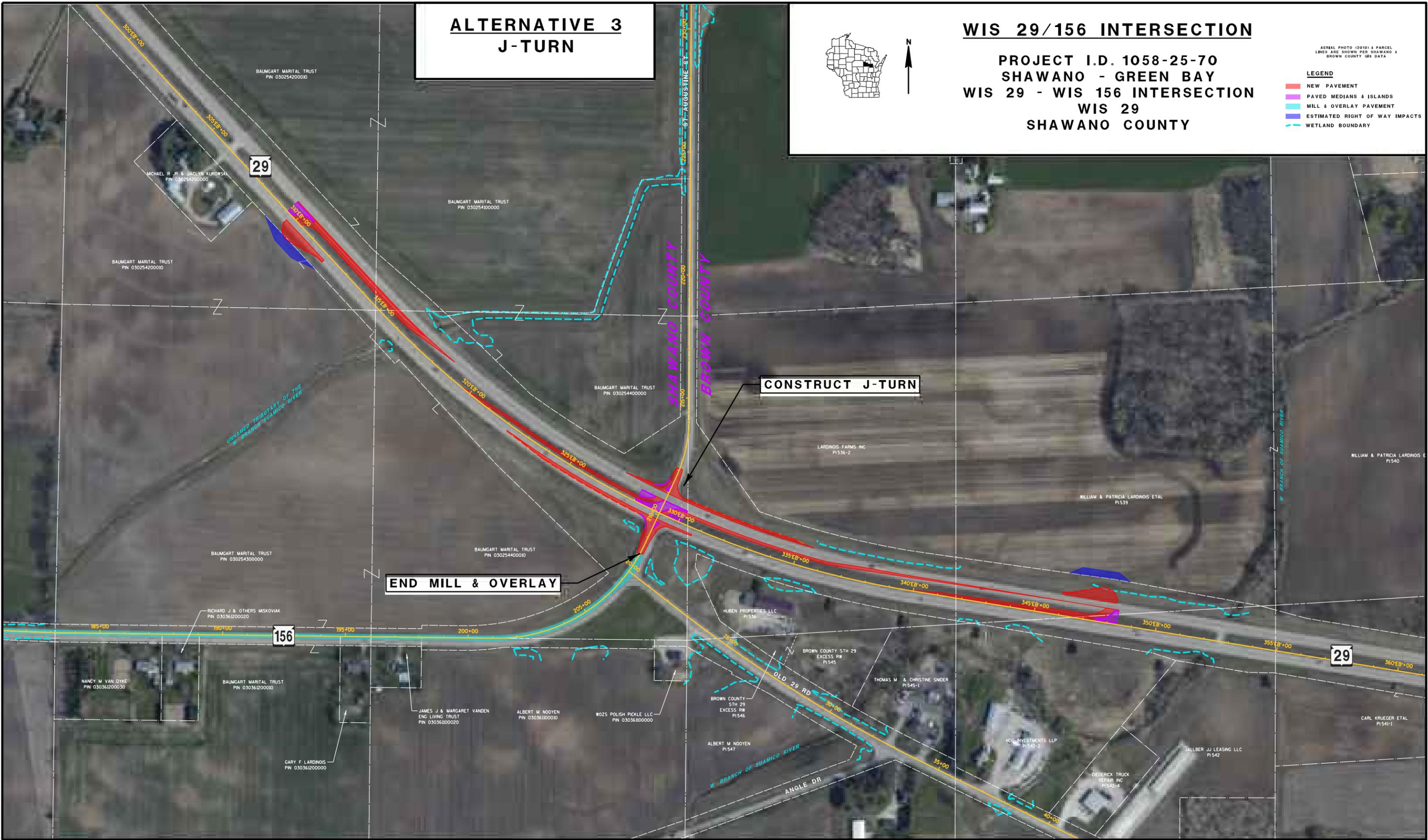


WIS 29/156 INTERSECTION

PROJECT I.D. 1058-25-70
SHAWANO - GREEN BAY
WIS 29 - WIS 156 INTERSECTION
WIS 29
SHAWANO COUNTY

AERIAL PHOTO (2010) & PARCEL
LINES ARE SHOWN PER SHAWANO &
BROWN COUNTY GIS DATA

- LEGEND**
- NEW PAVEMENT
 - PAVED MEDIANS & ISLANDS
 - MILL & OVERLAY PAVEMENT
 - ESTIMATED RIGHT OF WAY IMPACTS
 - WETLAND BOUNDARY



Shawano County Comprehensive Plan

SHAWANO AREA COMMUNITIES



COMPREHENSIVE PLANNING PROJECT

PLANNING, DEVELOPMENT,
AND ZONING COMMITTEE
RECOMMENDED: December 3, 2008

COUNTY BOARD OF SUPERVISORS
ADOPTED: January 29, 2009



BROWN COUNTY COMPREHENSIVE PLAN

a vision for great communities

Brown County Planning Commission
305 E. Walnut Street, Rm. 320
PO Box 23600
Green Bay, WI 54305-3600

www.co.brown.wi.us/planning
Amended 5/23/2007
Adopted October 20, 2004
Staff Report Number 219

ATTACHMENT 5

Town of Maple Grove Comprehensive Plan



SHAWANO AREA COMMUNITIES

COMPREHENSIVE PLANNING PROJECT

PLAN COMMISSION RECOMMENDED: June 17, 2008
TOWN BOARD ADOPTION: August 14, 2008



Town of Pittsfield Comprehensive Plan



Adopted August 14, 2007

ATTACHMENT 5

Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a Detailed Indirect Effects Analysis

Factors to Consider

1. Project Design Concepts and Scope
2. Project Purpose and Need
3. Project Type (Categorical Exclusions, etc.)
4. Facility Function (Current and Planned—principal arterial, rural arterial, etc.)
5. Project Location
6. Improved Travel Times to an Area
7. Local Land Use and Planning Considerations
8. Population and Demographic Considerations
9. Rate of Urbanization
10. Public Concerns

Available sources of information including County and local land use plans, zoning, census data, workforce profiles, and aerial mapping were reviewed to assess each of the following factors. Analysis and conclusions of each factor are outlined below.

1. Project Design Concepts and Scope

- Do the project design concepts include any one of the following?
 - Additional thru travel lanes (expansion)
 - New alignment/access on new location
 - New and/or improved interchanges and access on existing or new location
 - Bypass alternatives

Answer:

The design concepts include an overpass of the WIS 156/St. Augustine Road intersection with WIS 29 and transfer of WIS 156 onto Old 29 Drive and County Y to provide access to the existing WIS 29/32 interchange. The concepts do not include expansion or bypass.

2. Project Purpose and Need

- Does the project purpose and need include:
 - Economic development –in part or full (i.e. improved access to a planned industrial park, new interchange for a new warehouse operation).

Answer: The project does not include economic development. While a safe and efficient roadway supports regional and local economic development, the primary need for the project is safety and not economics.

3. Project Type

- What is the project document “type”?
 - EIS project—a detailed indirect effects analysis is warranted.
 - Many EAs will require a detailed indirect effects analysis (However, it also depends on the project design concepts and other factors noted here.)
 - If a Categorical Exclusion applies, a detailed assessment is not generally warranted, however documentation must be provided that addresses this determination including basic sheet information.

Answer: Categorical Exclusion - Environmental Report.

4. Facility Function

- What is the primary function of the existing facility? What is the proposed facility?
 - Urban arterial
 - Rural arterial

Answer: Based on WisDOT functional classification maps, WIS 29 is a rural Principal Arterial. WIS 29 is a vital link across the state which serves local communities and regional traffic. The Proposed Action does not change the function of WIS 29.

5. Project Location (Location can be a combination.)

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

Answer: The project area is rural with scatted development.

6. Improved travel times to an area or region

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

Answer: The project will not provide a 5 minute or more improvement in travel times.

7. Land Use and Planning

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

Answer: Existing land use types in the project area are primarily rural agricultural with some scattered residential and commercial development. Local land use plans show agricultural and residential planned/future uses with some natural open space. The future land use maps show the existing commercial development areas along Old 29 Drive but does not plan for any additional land conversions for commercial use within the project study area.

Comprehensive plans are adopted for Shawano County, Brown County, Town of Maple Grove, and Town of Pittsfield as well as the surrounding communities. The preferred alternative does not conflict with the local comprehensive planning efforts and the Proposed Action is directly identified in most of the plans.

Zoning is in place by each municipality. Zoning in the project area is primarily for agricultural land uses with some scattered residential and commercial uses. The preferred alternative does not conflict with local zoning in the project area.

8. Population/Demographic Changes

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

Answer: County comprehensive plans show approximately 10% population growth anticipated from 2010 to 2030 but most of the growth is anticipated in urbanized areas.

Population increases of approximately 10% occurred in Shawano County in the 1970's and 1990's. Growth was about 3% in the 1980's in Shawano County. In Brown County, population growths of approximately 10% occurred in each of those same decades.

Generally the demographics rates have remained steady over the past 10 to 20 years. Unemployment rates mimic the national and state unemployment rates and the state of the economy.

9. Rate of Urbanization

- Does the project study area contain proposed new developments?
- What are the main changes in developed area vs. undeveloped areas over past 5, 10 and 20 years?
- Have there been significant conversions of agricultural land uses to other land use types, such as residential or industrial?

Answer: The project study area does not contain new developments. Some commercial and residential land conversions have occurred within the project area over the past two decades.

There have not been any major conversions in land use in the past two decades directly in the project area.

Because the project area is zoned agricultural, there has been little change in land use in the project area.

10. Public, State and/or Federal Agency Concerns

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

Answer: There have been no concerns provided by any project stakeholders regarding indirect effects from the Proposed Action.

January 28, 2015

Robert Jacobson, Zoning Administrator
Shawano County Planning and Development Department
311 N. Main St
Shawano, WI 54166

Bill Bosiacki, Zoning Administrator
Brown County Planning and Zoning
305 E. Walnut St., Room 320; P.O. Box 23600
Green Bay, WI 54305-3600

Subject: Project Information for Coordination of Floodplain Zoning

Project ID 1058-25-70
Shawano - Green Bay
STH 29 & STH 156 Intersection
STH 29
Shawano County

Project ID 6580-11-60
Clintonville - Howard
STH 55 – STH 29
STH 156
Shawano County

EMCS, Inc. has been retained by the Wisconsin Department of Transportation to provide design services for the proposed improvement projects to improve safety at the intersection of STH 29/156 and to rehabilitate the pavement on STH 156. The project is located in the Town of Maple Grove in Shawano County and Town of Pittsfield in Brown County. See the enclosed project location maps and overviews. Per my discussions with each of last week, I am following up with some project information to coordinate any floodplain zoning issues.

This proposed project will evaluate improvements to the STH 29/156 intersection to address safety. Different types of intersection improvements will be evaluated at STH 29/156, including an overpass or a J-turn type intersection. Pavement improvements, guardrail replacements, and culvert replacements will be completed along STH 156 (existing alignment and proposed alignment along Old 29).

Since August 2013, WisDOT has held coordination meetings with the public and local officials. The overpass alternative is the recommended alternative to improve the safety at the STH 29 and STH 156 intersection for the following reasons:

- Overwhelming support from the local officials and from property owners at the public involvement meetings
- Agricultural equipment traffic movements and land uses are less compatible with a J-turn intersection and can be accommodated better with an overpass; the public and locals felt strongly that a J-turn would further compromise safety for slow moving agricultural equipment for farmers with operations on both sides of STH 29; the overpass better accommodates emergency services across STH 29 coming from Pulaski
- Promotes slower moving STH 156 truck traffic to use the STH 32 interchange to access STH 29
- Safest alternative; removes all traffic conflicts at the STH 29/156 intersection
- Implements a component of long-term freeway conversion without the need for a short-term expenditure

The proposed improvements for the STH 29/156 intersection include:

- Closure of the STH 29/156 intersection
- Construction of a new overpass to St. Augustine Road
- Relocation of STH 156 onto Old 29 and CTH Y to provide access to the STH 29/32 interchange
- Resurfacing the asphaltic pavement on Old 29 (new STH 156)
- Paving the shoulders along Old 29 (new STH 156) and shaping aggregate shoulders
- Replacing deteriorated guard rail

The proposed improvements on STH 156 include:

- Resurfacing the asphaltic pavement on STH 156 between STH 55 and STH 29
- Paving the shoulders along the roadway and shaping aggregate shoulders
- Constructing a new box culvert at the unnamed tributary of the Black Creek
- Replacing one deteriorated cross culvert
- Replacing or removing deteriorated guard rail

New right of way and temporary easements will be required at spot locations to accommodate improvements. Construction is currently scheduled for 2017. The two projects are currently scheduled to be bid as one construction package.

Environmental studies are being undertaken by the design team. An environmental document will be prepared each project ID and they are scheduled for completion in early 2015.

As part of the environmental and resource agency coordination efforts we are providing preliminary information for your review and comment regarding any floodplain zoning coordination needed. The following describes the work and provides exhibits in areas of known floodplains or existing waterways:

Attachment #	Description
1.	Project location maps (2)
2.	Project overviews (2)
3.	STH 156 – construct box culvert at tributary to Black Creek (Station <ul style="list-style-type: none">• Hydraulic analysis completed to construct box culvert to accommodate 100-year storm – existing 100-year elevation (856.8) in culverts; proposed 100-year elevation (855.22) for box culvert; no increases in backwater elevations upstream of culvert
4.	St. Augustine Road Overpass at STH 29/156 intersection – a new overpass is proposed to be constructed at the STH 29/156 and St. Augustine intersection. This will include realignment of STH 156 with one curve reconstruction and connection of STH 156 onto Old 29 and CTH Y. The tributary to the Little Suamico River is located northwest of the overpass. As part of the ongoing coordination with WDNR, the stream will be realigned and riffles/pools will be used to enhance habitat. WDNR has provided preliminary comments on the realignment and coordination details of stream habitat are ongoing. <ul style="list-style-type: none">• Preliminary cross sections of the stream realignment are provided north of STH 29• The existing channel is generally a V-ditch with 3:1 to 4:1 side slopes• The proposed channel is V-ditch with 6:1 side slopes per coordination with WDNR• The driveway culvert to one agricultural driveway (Station 30+00, LT) will be upsized to pass at least a 25-year storm and will match the width of the proposed channel; no changes in backwater are anticipated and flow is anticipated to improve through this area since the existing (the existing culvert is a 36" metal culvert; the proposed culvert is a 84" equivalent concrete horizontal elliptical pipe)• There are no changes to the existing box culvert under STH 29 located west of the overpass• No changes in backwater along the tributary anticipated from existing conditions

5. STH 156 realignment onto Old 29 and work along Old 29 (new STH 156) – reconstruct STH 156 curve to connect to Old 29 as part of overpass construction; mill and overlay pavement on Old 29 and CTH Y while replacing guardrail and upgrading side slopes around the guardrail to meet current safety standards at two existing bridge structures; no work to occur within waterways which cross Old 29; no changes in floodplain anticipated; see plans and cross sections at
- Station 216
 - Station 257

Please review the project information and let me know if there is additional coordination required with your County Zoning Departments related to floodplains.

If you have any questions, need added information, or would like to coordinate a site visit, please contact me at (715) 845-1081 or at schristensen@emcsinc.com.

Sincerely,



Stephanie G. Christensen, P.E.
EMCS Project Manager

Enclosures

SHAWANO COUNTY ZONING CORRESPONDENCE

From: Bob Jacobson [mailto:Bob.Jacobson@co.shawano.wi.us]

Sent: Thursday, January 29, 2015 11:13 AM

To: Stephanie Christensen <SChristensen@emcsinc.com>

Subject: RE: ID 1058-25-70 and **6580-11-60**, STH 29/STH 156 Proposed Improvements, Shawano and Brown County - County Floodplain Zoning Review

Stephanie-

Based on the Hydrologic information provided, Shawano County will have no ordinance requirements regarding the box culvert under Hwy 156.

If the DNR has determined that the tributary to the Suamico is navigable in that portion of Shawano County then we will require a conditional use permit for the realignment. This process requires public hearings with the local municipality-Maple Grove, and the County. We also request any hydrologic study documentation for the realignment of the tributary be provided as well.

Robert W. Jacobson

Shawano County Zoning Administrator

715-526-4630

From: Stephanie Christensen [mailto:SChristensen@emcsinc.com]

Sent: Wednesday, January 28, 2015 6:06 AM

To: Bob Jacobson; 'Bosiacki_BS@co.brown.wi.us'

Subject: ID 1058-25-70 and 6580-11-60, STH 29/STH 156 Proposed Improvements, Shawano and Brown County - County Floodplain Zoning Review

Bob and Bill

From my phone calls with each of you last week, I am providing one packet that describes the proposed work at the STH 29/156 intersection and along STH 156 from STH 55 to STH 29. The project is located within Shawano and Brown County.

The work is being completed by WisDOT. The intent of the transmittal is to coordinate any floodplain zoning concerns and next steps with each of your agencies.

I have outlined some overview maps and am providing some detail information on the work in the area of known floodplains or existing waterways.

Please review the attached information. If you have questions or need additional information, please let me know.

We would like to discuss any future steps with you as soon as feasible so we can make appropriate commitments in our environment documents. Once we understand any additional needed coordination, we can proceed with providing you the information needed.

If you prefer a hard copy of the materials, please let me know.

Thanks.

Stephanie G. Christensen, PE

BROWN COUNTY ZONING CORRESPONDENCE

DNR FOLLOW UP TO COUNTY – additional correspondence will be sent to the county and DNR documenting no change in backwater through Zone A

From: Winkler, Miles A - DNR [mailto:Miles.Winkler@wisconsin.gov]
Sent: Thursday, January 29, 2015 11:44 AM
To: Stephanie Christensen <SChristensen@emcsinc.com>
Cc: Bosiacki, Bill S. <Bosiacki_BS@co.brown.wi.us>; Heyroth_MR (Heyroth_MR@co.brown.wi.us) <Heyroth_MR@co.brown.wi.us>; Doperalski, James P - DNR <James.Doperalski@wisconsin.gov>
Subject: RE: ID 1058-25-70 and 6580-11-60, STH 29/STH 156 Proposed Improvements, Shawano and Brown County - County Floodplain Zoning Review

Hi Stephanie

One major floodplain concern is that the Zone A does overtop Old 29 RD which appears that it will be widened. Can you provide copy of the analysis and documentation for our files that indicate there will be no change to the zone A floodplain boundary or change in elevation?

Thanks and have a great day.

Miles

Miles A. Winkler
Phone: (920) 662-5195
Miles.winkler@wisconsin.gov

INITIAL COUNTY RESPONSE

From: Heyroth, Matt R. [mailto:Heyroth_MR@co.brown.wi.us]
Sent: Wednesday, January 28, 2015 10:19 AM
To: Stephanie Christensen <SChristensen@emcsinc.com>
Cc: Bosiacki, Bill S. <Bosiacki_BS@co.brown.wi.us>; Heyroth, Matt R. <Heyroth_MR@co.brown.wi.us>; 'Winkler, Miles A - DNR' <Miles.Winkler@wisconsin.gov>
Subject: RE: ID 1058-25-70 and 6580-11-60, STH 29/STH 156 Proposed Improvements, Shawano and Brown County - County Floodplain Zoning Review

Stephanie,

Attached is the one page Brown County shoreland permit application for the proposed grading & excavating in the floodplain. If I'm understanding the proposal there will be no change to the zone A floodplain boundary or change in elevation therefore no FEMA LOMR will be required for the portions of the project located in Brown County. Depending on the total sq. ft. area of disturbance in Brown County will determine the permit fee. Fees are \$250 for under 10,000 sq. ft. , \$375 for 10-20,000 sq.ft. or \$500 for >20,000 sq. ft.

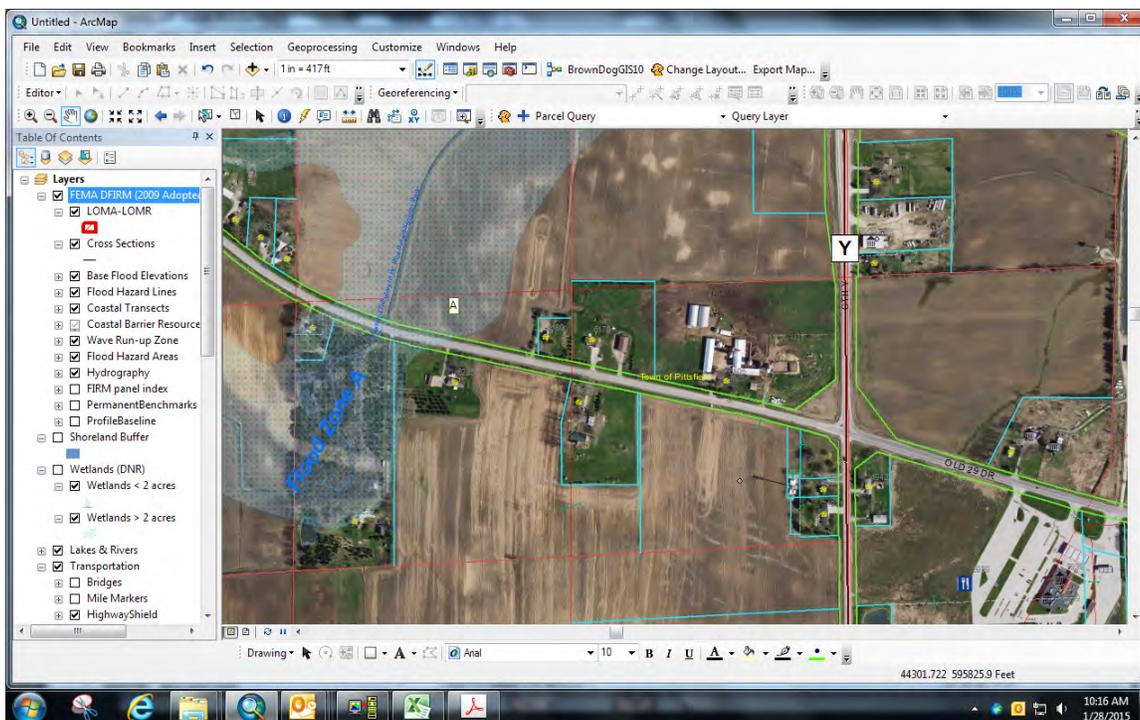
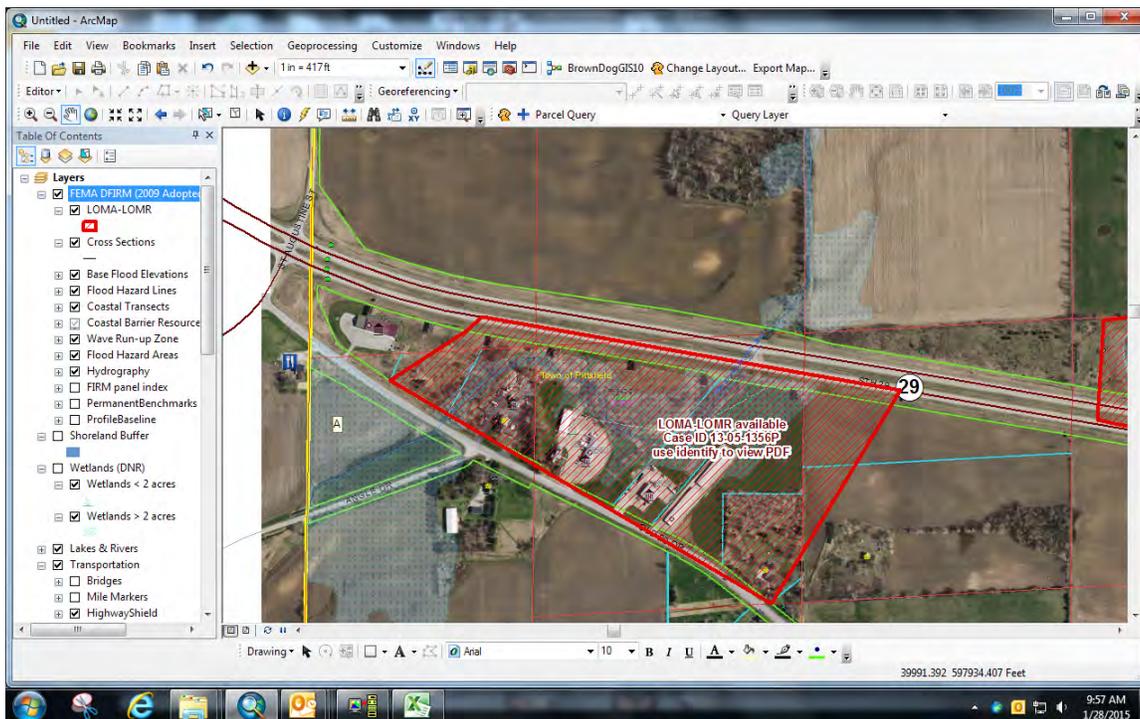
Our major concern is that the Zone A does overtop Old 29 RD which appears that it will be widened. I have copied Miles Winkler, DNR regional floodplain engineer on this email for comment and review also.

Let me know if you have any additional questions.

Thank You,

Matt Heyroth
Assistant ZA
Brown County
(920) 448-6480

ATTACHMENT 7



From: Stephanie Christensen [<mailto:SChristensen@emcsinc.com>]

Sent: Wednesday, January 28, 2015 6:06 AM

To: Bob Jacobson; 'Bosiacki_BS@co.brown.wi.us'

Subject: ID 1058-25-70 and 6580-11-60, STH 29/STH 156 Proposed Improvements, Shawano and Brown County - County Floodplain Zoning Review

Bob and Bill

From my phone calls with each of you last week, I am providing one packet that describes the proposed work at the STH 29/156 intersection and along STH 156 from STH 55 to STH 29. The project is located within Shawano and Brown County.

The work is being completed by WisDOT. The intent of the transmittal is to coordinate any floodplain zoning concerns and next steps with each of your agencies.

I have outlined some overview maps and am providing some detail information on the work in the area of known floodplains or existing waterways.

Please review the attached information. If you have questions or need additional information, please let me know.

We would like to discuss any future steps with you as soon as feasible so we can make appropriate commitments in our environment documents. Once we understand any additional needed coordination, we can proceed with providing you the information needed.

If you prefer a hard copy of the materials, please let me know.

Thanks.

Stephanie G. Christensen, PE

CONCEPTUAL STAGE PLAN RELOCATION PROGRAM



PROJECT ID: 1058-25-20

SHAWANO COUNTY

**SHAWANO – GREEN BAY
STH 29 / STH 156 Intersection**

Prepared by: Niccole Smith
Real Estate Specialist – Senior
Relocation Specialist – North Central Region
Wisconsin Department of Transportation

November 3, 2014
Revised July 23, 2015

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STATEMENT

Acquisition of real property and relocation will be conducted in accordance with Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (The Uniform Act), as amended. The Uniform Act is to ensure that private property will not be taken without just compensation and no person will be deprived of life, liberty, or property without due process of the law. The Uniform Act provides assistance to displaced persons, businesses, farms, and non-profit organizations. This assistance is to help find comparable, decent, safe and sanitary housing and/or comparable locations for business, farm, and non-profit organizations. It also may be in the form of services, increased housing payments, moving costs, increased interest payments, closing costs and other incidental expenses.

Prior to right-of-way acquisition, all owners and tenants will be contacted by the Department of Transportation, or its representatives, to explain the acquisition process. The relocation assistance program rights and benefits will be explained in detail. They will also be provided with pamphlets covering acquisition and relocation rights. Both pamphlets summarize the rights and benefits available to owners/tenants of property who are required to move due to a public project. No owner or tenant will be required to move until available replacement dwellings within their means and/or business sites are provided for all said owners or tenants. Relocation assistance will be provided by the State of Wisconsin, or its consultant, in accordance with Wisconsin Statutes, Department of Industry, Labor and Human Relations (DILHR) rules and regulations, and with the Uniform Act.

Objectives of the Uniform Act include:

- Uniform, Fair and Equitable Treatment of persons whose real property is acquired or who are displaced in connection with Federally funded projects
- To ensure such persons do not suffer a disproportionate impact as a result of projects which benefit the public
- To ensure relocation services are provided to displaced persons to lessen the emotional and financial impact of displacement
- To ensure that no individual or family is displaced unless Decent, Safe and Sanitary (DSS) housing is available within the displaced person's financial means
- To encourage and expedite acquisition by agreement
- To minimize litigation and relieve congestion in courts
- To promote public confidence in Federally funded land acquisition programs

PURPOSE

During early stages of highway project development, the department is to plan in such a manner that evaluates potential relocation impacts on the proposed project. This document is written for the purpose of recognizing issues and developing solutions to minimize adverse impacts of displacement, and so all impacts are clearly understood and planned accordingly.

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

- The approximate number of individuals, families, businesses and non-profit organizations that would be relocated by the project
- The probable availability of decent, safe and sanitary replacement housing and or comparable locations for businesses, farms, and non-profit organizations within the financial means of the individuals and families affected by the project
- An estimate of the total relocation assistance costs

PROJECT INFORMATION

Name: Shawano – Green Bay
Termini: STH 29 / STH 156 Intersection
Highway: State Highways 29 and 156

From 2006 to 2010, 14 crashes have occurred at the intersection of STH 29 and STH 156. Twelve of the crashes were angle-type which is considered the most dangerous because they are more severe and often result in injury. Ten of the crashes resulted in some level of injury. In 2011, one angle-type crash occurred resulting in three incapacitating injuries. Also, the existing intersection is located on a curve which may be contributing to some drivers misjudging available traffic gaps to safely enter STH 29.

The recommended alternative (overpass) allows agricultural equipment traffic movements and land uses that are less compatible with a J-turn intersection alternative. The overpass is the safest alternative, removing all traffic conflicts at the STH 29 and STH 156 intersection. Lastly it promotes STH 156 truck traffic to utilize the STH 32 interchange to access STH 29.

WisDOT completed a planning study in summer 2013 to document the long-term vision for the STH 29 corridor. During the planning study, WisDOT completed a series of local officials and public involvement meetings. An overpass at STH 156 and St. Augustine Street was officially mapped (Wis. Stat. 84.295) to allow for a long-term conversion of STH 29 to a freeway. An overpass was selected as the preferred alternative at the STH 29 / STH 156 and St. Augustine Street intersection due to the need to maintain connectivity across WIS 29 for agricultural traffic and emergency services.

This STH 29/156 intersection safety project is not intended to convert STH 29 to freeway standards. The proposed improvements are needed to address the current safety concerns at the STH 29 / STH 156 intersection. Although portions of the long-term freeway conversion would be implemented as part of an overpass alternative, existing access along STH 29 would remain unchanged at this time. The other improvements associated with the long-term freeway conversion will not be implemented as part of the intersection project. The recommended alternative (overpass) implements a component of the long-term freeway conversion without the need for a short-term expenditure.

This project will construct an overpass and close access at STH 29. One curve on STH 156 will be reconstructed to connect STH 156 to Old 29 Road. STH 156 will be relocated onto Old 29 Road and CTH Y to connect to STH 29. This will cause the relocation of one business and one residential tenant.

GENERAL COMMUNITY CHARACTERISTICS

The location of the project is in Maple Grove, a township in Shawano County. Several unincorporated communities are located in or partially in this township. These communities include Hofa Park, Laney, Rose Lawn, Angelica, Frazer Corners, and Pittsfield. This township sits in the southeastern corner of Shawano County and borders Brown County just 20 minutes from the large city of Green Bay. The 2000 census lists a township population of 1045 persons with a 29.6 persons per square mile population density. Maple Grove is 35.3 square miles in area.

Shawano County was founded in 1853 under the name Shawanaw County. It was later renamed Shawano County in 1854. A Menominee chief named Sawanoh (the south) led a band of American Indians on the banks of what is now Shawano Lake. This band is said to have been the first residents in this area. It is believed the city, county, and lake were named after Chief Sawanoh. In the 1850's Shawano County was a timber county, covered in dense pine and hardwood forests. Prospectors logged this timber and floated the logs down the Wolf River to the markets in the larger cities. In addition, earlier settlers included French-Canadian and British fur traders. From the mid-nineteenth century on, the county was settled by European Americans including German and Polish immigrants for agricultural purposes.

Today, Shawano County is 909 square miles in size; 893 square miles of land and 16 square miles of water. Lakes in the county total 8912 acres and the rivers running through the county include the Embarrass River, Oconto, Pensaukee, Pigeon, Red, Shioc, and Wolf Rivers. The county seat is the city of Shawano. The county is also home to 25 townships, 11 villages, and 2 cities (Shawano and Marion). Adjacent counties include: Menominee, Oconto, Brown, Outagamie, Waupaca, Portage, Marathon, and Langlade. Major highways running through the county: US Highway 45 and State Highways 22, 29, 32, 47, 52, 55, 110, 117, 153, 156, 160, and 187.

According to the US Census Bureau, the county's population in 2010 was 41,949 with a population density of 47 persons per square mile. Racial makeup of the county is listed as 88.9% White, 0.40% African American, 8.10% American Indian, 0.50% Asian, and 2.50% Hispanic. Of the total 2010 population, 9562 persons were below the age 18, while 32,387 were 18 years or older.

The US Census reported Shawano County having 20,720 total housing units in 2010; 12,999 were owner occupied while 4,020 were renter occupied, and 3,701 were listed as vacant. Median Value for owner occupied housing units was \$128,200, median household income was \$45,901, and 11.4% of the population were persons listed below poverty level.

A 2013 Shawano County Workforce Profile via State of Wisconsin DWD shows the most prominent industry subsectors to include: educational services, government, food service and drinking places, nursing and residential care facilities, amusement, gambling, and recreation, food manufacturing, merchant wholesalers, merchandise stores, transportation equipment manufacturing, and ambulatory health care services. Prominent employers (250-499 employees and 100-249 employees) include Mohican North Star Casino, Thedacare Group, Arrowcast Inc, Shawano County, Wal-Mart, Stockbridge-Munsee Community, Nueske Hillcrest Farm Meats, County Market, Krueger Intl Inc, and Genex Coop Inc.

GENERAL COMMUNITY CHARACTERISTICS (continued)

This same workforce profile mentioned above discusses the significance of Shawano County residents working in neighboring counties. Shawano County's average commute to work is 23 minutes, slightly higher than the state average. Almost 40% of people who live in Shawano County work outside of Shawano, mostly in Brown, Marathon, and Waupaca counties.

DIVISIVE OR DISRUPTIVE EFFECTS

The primary disruptive effects will occur during construction, as well as the relocation of one property consisting of one business relocation and one residential tenant relocation. Access to the abutting properties will be maintained. Construction is currently scheduled to begin in spring 2017 and is expected to be complete in 2018. During construction, STH 29 will remain open to traffic. Motorists can expect to encounter periodic single lane closures in each direction for work to occur adjacent to the STH 29 travel lanes.

As part of the tied project (6580-11-20), STH 156 will be detoured along STH 55 to STH 29 only during culvert replacement operations. Access to adjacent properties will be maintained during construction. Motorists can expect to encounter flagging operations throughout construction along STH 156, Old 29 Road, and CTH Y.

The relocation units will have professional moving services available, making it possible to reduce physical moving time and effort for the owners/tenants. All relocatees will move prior to the project and will not be impacted by construction activities. The analysis determined that there is an adequate supply of available comparable properties located near the project area.

NEIGHBORHOOD IMPACT

The proposed action includes the acquisition of one commercial property that requires relocation of a business and a residential tenant. There are no anticipated adverse impacts to local residential housing market.

Relocatees will most likely find comparable replacement properties within the same or other outlying towns along the Highway 29 corridor between Shawano and Green Bay in Shawano and Brown Counties. The proposed action and associated relocations will not inhibit access to jobs, schools, churches, etc.

DESCRIPTION OF RELOCATION PROPERTIES

Based on information provided by the property listings in the Central Wisconsin Board of Realtors, and online real estate websites, adequate replacement properties exist for both relocations.

The charts below indicate the occupancy type, and general building characteristics for the occupants to be relocated. The charts also indicate the estimated maximum relocation benefits including: replacement business payment, replacement housing payment, interest/closing costs, and moving payments. Photos of the property to be acquired are located on pages 10-12.

Parcel ID #	# of units	Occupancy	Building Sq Ft	Replacement Business Payment	Reestablishment	Moving Cost
13	01	Owner	3,500	\$50,000	\$10,000	\$10,000

Parcel ID #	# of units	Occupancy	Building Sq Ft	Replacement Housing Payment	Incidentals	Moving Cost
13	01	Tenant	900	\$12,000	\$700	\$1,300

Once more detailed information has been obtained from the subject property; the availability of comparable properties within the surrounding areas will be determined by a review of current listings from multiple sources such as: local multiple listing service, online web services, and listings in the local newspapers. Currently, the data has been collected from exterior inspections. A more comprehensive Acquisition Stage Plan will be drafted and sent to BHRE prior to any acquisitions/relocations occurring.

RELOCATION ESTIMATE

The total business relocation cost is estimated at \$70,000*

The total residential relocation cost is estimated at \$14,000*

Estimate was based on review of commercial and residential rental property information sources, including local listings and online advertisements, which were comparable commercial buildings for sale and comparable available apartments for rent within the subject area. In addition, estimate reflects the supporting information which indicates that the business relocation is an owner occupant.

Total relocation costs are estimated at \$84,000*

Does not include acquisition cost

SPECIAL RELOCATION ADVISORY SERVICES

There appears to be no special relocation advisory services noted at the time of this report.

REMEDIES FOR INSUFFICIENT RELACEMENT PROPERTY

No special program is required at this time. The survey data indicated that there should be adequate relocation properties available. Special provisions will be made if replacement property cannot be found including the provision of Housing of Last Resort as offered by the Uniform Act.

**COMMERCIAL PROPERTY INCLUDING RESIDENTIAL TENANT
(Parcel # 13)**



Photo taken by Niccole Smith on October 17, 2014 (facing south)

**COMMERCIAL PROPERTY INCLUDING RESIDENTIAL TENANT
(Parcel # 13)**



Photo taken by Niccole Smith on October 17, 2014 (facing southeast)

**COMMERCIAL PROPERTY INCLUDING RESIDENTIAL TENANT
(Parcel # 13)**



Photo taken by Niccole Smith on October 17, 2014 (facing southwest)

DATA SOURCES

- Central Board of Realtors (multiple listing service)
- Websites for local listings search
- United States Census Bureau
- Wisconsin Department of Workforce Development
- Shawano County website
- www.wisconline.com

BOA CORRESPONDENCE

From: Hetland, Justin - DOT [<mailto:Justin.Hetland@dot.wi.gov>]
Sent: Tuesday, August 20, 2013 10:10 AM
To: Stephanie Christensen
Subject: RE: STH 29 & STH 156 Intersection

Hi Stephanie,
This applies to both projects.
Justin

From: Stephanie Christensen [<mailto:SChristensen@emcsinc.com>]
Sent: Tuesday, August 20, 2013 9:15 AM
To: Hetland, Justin - DOT
Subject: RE: STH 29 & STH 156 Intersection

Justin

Does this reply apply to both project IDs or will you be sending a separate response to address the STH 156 project ID?

Project ID 1058-25-70
Shawano - Green Bay
STH 29 & STH 156 Intersection
STH 29
Shawano County

Project ID 6580-11-60
Clintonville - Howard
STH 55 – STH 29
STH 156
Shawano County

From: Hetland, Justin - DOT [<mailto:Justin.Hetland@dot.wi.gov>]
Sent: Tuesday, August 20, 2013 8:14 AM
To: Stephanie Christensen
Subject: STH 29 & STH 156 Intersection

Ms Christensen,

I've reviewed Project ID 1058-25-70 STH 29 & STH 156 Intersection and do not have any issues at this time with the project from a Bureau of Aeronautics standpoint. Since portions of the project come close to the Carter Airport, you'll want to check FAA's OE/AAA website to see if you will have to file any notices of proposed construction for the project, perhaps for cranes or other types of equipment. You can use the 'Notice Criteria Tool' to see if any of your equipment will require study by the FAA, here's the link: <https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>
If you have any questions about this process I can assist you. You may have to file with the FAA for equipment used during construction of the project. Filing with the FAA is required at least 45 days prior to the start of construction to give them enough time to complete the study, however determinations last a year and a half so I'd recommend filing with the FAA once the project is a little closer to being started.

On a final note, due to the proximity to the Carter Airport, the Bureau of Aeronautics recommends contacting the airport as a friendly heads up about your project. The airport will welcome any information you have about the use of cranes and other equipment that may affect airport operations. You can contact the Carter Airport at (920)822-3644.

Please let me know if you have any questions!

JUSTIN M HETLAND

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

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
Northeast Region Headquarters
2984 Shawano Ave.
Green Bay, WI 54313-6727

Scott Walker, Governor
Cathy Stepp, Secretary
Jean Rombach-Bartels, Regional Director
Telephone 920-662-5114
FAX 920-662-5413



September 17, 2013

DOT: Shawano

Stephanie G. Christensen, P.E.
EMCS
630 South 36th Avenue
Wausau, WI 54401

Subject: **DNR Initial Project Review:**
Project I.D. 1058-25-70 and 6580-11-60
STH 29 and STH 156
STH 29 to STH 55
STH 29/STH 156 Intersection and STH 156 Rehabilitation
Shawano County

Dear Ms. Christensen:

The Department has received the information you provided for the proposed above referenced project on a. According to your proposal, the purposes of these projects are to rebuild the STH 29 and STH 156 intersection and to rehabilitate STH 156. Proposed improvements include building J-turns on STH 29 or building and overpass on STH 156 over STH 29, resurfacing STH 156, constructing a new box culvert on STH 156, replacing guardrail, and new signing and pavement marking. The existing structure is over and unnamed tributary of Black Creek.

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

A. Project-Specific Resource Concerns

Wetlands & Waterways:

There is potential for wetland impacts to occur as a result of this project and therefore wetland impacts must be avoided and/or minimized to the greatest extent possible. Unavoidable wetland impacts must be mitigated for in accordance with the DOT/DNR Cooperative Agreement and the Wisconsin Department of Transportation Wetland Mitigation Banking Technical Guideline. DOT is having a wetland delineation done for the project. Further coordination will be needed.

Endangered Resources (ER)

Based upon a review of the Natural Heritage Inventory (NHI) and other Department records on September 10, 2013, 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.

Fisheries/Stream work

Unnamed Tributary to Black Creek is a forage fishery stream that may be used by spawning fish during the spring spawning season. In order to protect developing fish eggs and substrate for aquatic organisms, all instream work that could adversely impact water quality should be undertaken between March 1 and June 15.

Culverts/Aquatic organism passage

The culvert should be set in such a manner that it does not cause stream fragmentation and allows fish and other aquatic organisms to migrate upstream and downstream during low-flow conditions. This requires that the invert be set an adequate distance below the final streambed elevation to allow a natural and continuous streambed condition to occur. A gravel bed substrate may be installed in the culvert to obtain this condition. The desired end-result is that during high-flow conditions, the stream does not cause a large pool (scour hole) to develop at the downstream edge of the structure. Such a pool can act as an impassable barrier to aquatic organisms during low-flow conditions.

Invasive species & VHS

This project has potential to introduce invasive species to a sensitive plant community.

Adequate precautions should be taken to prevent transporting or introducing invasive species via construction equipment, as provided under NR 40, Wis. Administrative Code. This website provides further information and lists those species classified as Restricted or Prohibited under NR 40: <http://dnr.wi.gov/invasives/classification/>.

All equipment must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions should require contractors to implement the following measures before and after mobilizing in-water equipment to prevent the spread of Viral Hemorrhagic Septicemia (VHS), Zebra Mussel, and other invasive species. Follow **STSP 107-055** Environmental Protection – Aquatic Exotic Species Control, which includes the protocol found here: http://dnr.wi.gov/fish/documents/disinfection_protocols.pdf

For up to date information on invasive species and infested waters go to <http://dnr.wi.gov/lakes/invasives/AISByWaterbody.aspx>

Floodplains

A determination must be made as to whether the project lies within a mapped/zoned floodplain. In order to meet the standards of NR 116, Floodplain Management, a hydraulic and hydrologic analysis must be conducted for the 100-year flood event for any new structure or existing structure that is not being replaced “in-kind” within a mapped floodplain. These results must be submitted to the Department and the plans for the structure must comply with the provisions of the local community's floodplain zoning ordinance. For project-specific information, please consult with the Shawano County Zoning Administrator.

For areas lying outside mapped/zoned floodplain, DNR may request the results of DOT flow and backwater calculations.

Dredging

The width and depth of Tributary of Black Creek must not be altered. However, a minor amount of dredging necessary to place the structure elements is permissible.

B. Construction Site Considerations:

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

Erosion control/Stormwater

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

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

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

Structure removal/Bridge demolition

Due to the characteristics of this section of the Tributary of Black Creek STSP 203-020, *Removing Old Structure Over Waterway With Minimal Debris*, will be adequate for this project. Please coordinate with DNR early in the design phase of the project if the bridge must be dropped into the waterway before removal.

Temporary Stream Channel or Culvert

If a temporary channel is needed for culvert construction, the channel should be lined with plastic or other non-erodible material and weighted down with clean stone. A temporary channel or culvert must be capable of carrying all stream flows during the construction period and must maintain a suitable depth and velocity to allow the passage of migrating fish and aquatic species. Fish that become stranded in dewatered areas or temporary channels should be captured and returned to the active channel immediately.

These requirements should be addressed in the special provisions and require the contractor to outline these construction methods in the ECIP.

The above comments represent the Department's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after review of plans and further consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at (920) 662-5119.

Sincerely,



James P. Doperalski Jr.
Environmental Analysis & Review Specialist
Northeast Region

CC: Jim Volkman, DOT
Rosie Meer, DOT
File

DNR CORRESPONDENCE

BOX CULVERTS AND INITIAL COMMENTS

From: Doperalski, James P - DNR [mailto:James.Doperalski@wisconsin.gov]

Sent: Tuesday, March 17, 2015 11:28 AM

To: Stephanie Christensen <SChristensen@emcsinc.com>

Cc: Volkmann, Jim - DOT <Jim.Volkmann@dot.wi.gov>; Smith, Janet - DOT <Janet.Smith@dot.wi.gov>; Bill Siegler <wsiegler@emcsinc.com>

Subject: RE: ID 1058-25-70 and 6580-11-60, STH 29/156, Shawano County - Project Updates for Added Box Culverts on Old 29 and Confirmation of In-water Working Restrictions

Stephanie,

I got your voicemail. Thank you for contacting me. You are correct the instream date restrictions in my initial review letter is incorrect. **The instream date restrictions for these structures should be:**

“No instream work between March 1 and June 15.”

I checked with the area Fish Biologist regarding instream date restrictions and he suggested we include the same instream restriction. DNR does conduct sampling in the area and when water is high there is good potential for use by fish for spawning.

As far as other comments wetland mapping does show mapped wetlands on the western Western Branch Suamico River crossing on Old 29 and wetland indicator soils at both crossings on Old 29. My comments on these crossing are similar to the waterway crossing on STH 156 regarding aquatic organism passage.

James P. Doperalski Jr.

Phone: (920) 662-5119

James.Doperalski@wisconsin.gov

From: Stephanie Christensen [mailto:SChristensen@emcsinc.com]

Sent: Monday, March 16, 2015 11:52 AM

To: Doperalski, James P - DNR

Cc: Volkmann, Jim - DOT; Smith, Janet - DOT; Bill Siegler

Subject: ID 1058-25-70 and 6580-11-60, STH 29/156, Shawano County - Project Updates for Added Box Culverts on Old 29 and Confirmation of In-water Working Restrictions

Jim

Due to some recent structural inspections, part of the project will now include replacement of the two box culverts on Old 29 (new STH 156). Because of this, we will be developing hydraulic models for all locations and will have further coordination with you and the County floodplain zoning authorities with the modeling results. This should alleviate any questions each zoning authority had.

Can you provide us any initial comments on these added box culvert replacement locations?

Also in order for us to better plan our construction schedule (which may extend over a two season period to allow for circulation of traffic), can you confirm working in-water working restrictions for all waterways (Tributary to Back Creek, 3 Tributary to Suamico)? Note, the initial letter states work only in-stream work will be allowed from March 1 to June 15 along STH 156. Please reconfirm these if these are the dates for work in the stream or no work in the stream. Attached is a copy of the initial letter.

Thanks.

Stephanie G. Christensen, PE

ATTACHMENT 10

STREAM REALIGNMENT DETAILS

From: Doperalski, James P - DNR [mailto:James.Doperalski@wisconsin.gov]

Sent: Wednesday, January 28, 2015 9:13 AM

To: Stephanie Christensen <SChristensen@emcsinc.com>

Cc: Volkmann, Jim - DOT <Jim.Volkmann@dot.wi.gov>; Smith, Janet - DOT <Janet.Smith@dot.wi.gov>; Bill Siegler <wsiegler@emcsinc.com>

Subject: RE: 1058-25-70 and 6580-11-60, Stream Re-alignment

I have no issues with your proposal.

For substrate material I'm generally an advocated for a more natural bed and bank and prefer to mimic what is out there. For the stream bed select crushed material may work, but it doesn't need to be placed too thickly. For the banks I'd prefer to see rip rap used sparingly. I am not opposed to rock for scour protection at the ends of any structure, but if rock is needed on the bed then it should be depressed so that it doesn't rise above the bed. For the banks, covering the rock higher with topsoil and then seed and emat (non-bonded netting) can address the potential for small animals to get trapped in the voids.

James P. Doperalski Jr.

Phone: (920) 662-5119

James.Doperalski@wisconsin.gov

From: Stephanie Christensen [mailto:SChristensen@emcsinc.com]

Sent: Wednesday, January 28, 2015 6:05 AM

To: Doperalski, James P - DNR

Cc: Volkmann, Jim - DOT; Smith, Janet - DOT; Bill Siegler

Subject: RE: 1058-25-70 and 6580-11-60, Stream Re-alignment

Jim

Thanks for clarifying these details. This data you sent helps immensely.

The V-ditch more closely mimics the existing conditions and the flat bottom widens the stream beyond existing conditions. We are proposing the 6:1 side slopes along a meandering alignment. An independent alignment will be provided in the plans so we can ensure the menders are built in.

We will implement the Newbury Weir concept you have provided. Based on a typical bank full width of about 12'-15' (estimated 2-year). The riffle/pool interval at 5-7 times would be 60-105'. We spaced them at about 105' each side of the culvert crossing and would propose up to 9 of them. Let me know if you would like to see a change in frequency.

I am attaching a current plan view and updated cross sections for the realignment for your review.

Thanks,
Stephanie

From: Stephanie Christensen

Sent: Wednesday, January 21, 2015 1:21 PM

To: Doperalski, James P - DNR

Cc: Volkmann, Jim - DOT; Smith, Janet - DOT; Bill Siegler

Subject: RE: 1058-25-70 and 6580-11-60, Stream Re-alignment

Thanks for commenting Jim.

We will review the data you sent and provide an updated concept. This should work well within our footprint we have set.

Thanks.

ATTACHMENT 10

----- Original message -----

From: "Doperalski, James P - DNR" <James.Doperalski@wisconsin.gov>

Date: 01/21/2015 1:11 PM (GMT-06:00)

To: Stephanie Christensen <SChristensen@emcsinc.com>

Cc: "Volkman, Jim - DOT" <Jim.Volkman@dot.wi.gov>, "Smith, Janet - DOT" <Janet.Smith@dot.wi.gov>, Bill Siegler <wsiegler@emcsinc.com>

Subject: RE: 1058-25-70 and 6580-11-60, Stream Re-alignment

I think we need to talk for a couple reasons.

1. I am not opposed to having a flat bottom if that works better for the design. What I said is that I'd prefer not to widen the stream beyond what is currently there. If you can maintain the existing width with a flat bottom then I am OK with that.

2. When I talk about a pools and pool depth I'm in reference to a pool-riffle system. From what I'm seeing in the design you have not incorporated any riffles. It is the riffles that create the pools. So rather than excavating the stream bed to create a pool the riffle put on the stream bed, which increases the depth of the stream (pool) immediately upstream. As the water moves over the riffle it is shallower thus allowing the opportunity to pick up dissolved oxygen. The riffle design could be similar a Newbury Weir in which the upstream side is 4:1 slope and the downstream side is around 20:1 slope. Attached are two pdf's to show what I am talking about.

As far as the alignment what you have proposed looks fine. Instead of looking at how many pools to place I'd look at how many weirs to incorporate. I would think for the length of stream we are talking about 4 would be acceptable. If you'd like you could also use the guidance I've seen to determine how many riffles to put in place. The guidance is in the hand written note at the top of the first attachment and is one weir for about 5-7 times the bank full width. Bank full width of the stream is about the width of the stream at the 2 year storm event.

James P. Doperalski Jr.

Phone: (920) 662-5119

James.Doperalski@wisconsin.gov

From: Stephanie Christensen [<mailto:SChristensen@emcsinc.com>]

Sent: Tuesday, January 20, 2015 7:24 PM

To: Doperalski, James P - DNR

Cc: Volkman, Jim - DOT; Smith, Janet - DOT; Bill Siegler

Subject: Re: 1058-25-70 and 6580-11-60, Stream Re-alignment

Jim

Thanks for working through some of these items with us. I am providing you with some additional updated information so we can develop initial consensus on the stream realignment design. We need to lock in our R/W very soon and want to be sure the stream realignment doesn't require additional impact area.

Here are some thoughts on the added information and our phone discussions:

- The alignment of the stream has changed over time; I am providing some aerial photos that show how this has moved. The stream was aligned after 1938 and after 1969 resulting in its current location.

- The updated proposed design now uses a "V-ditch" design for the stream and does not introduce a flat bottom into the stream to address your initial comment below.

- The proposed design now includes an interceptor ditch adjacent to the roadway. This will treat the roadway stormwater prior to it merging with the stream. This will provide treatment that isn't occurring now for approximately 500' of the stream length (there is about 1415' of original stream length within the project construction limits)

ATTACHMENT 10

- In order to mitigate a reduction in stream length due to realignment, we have worked in some pools into the stream to provide some habitat. I am attaching a concept stream alignment and profile. The pools are about 40' in length and 1' deep per our discussion. We show 4 of them within the stream alignment of the work area. The file attached also shows the proposed profile and where the 1' deep pools would be placed. To maintain footprint, the stream cross section would vary from 6:1 side slopes (typical) to 3:1 (max) at the deepest part of the pool. The length of the meandering stream is approximately 1255'. There is some ability to vary the typical section on the inside of the meander (leave flat near existing ground elevation and maintain a V-ditch VS. working in a shelf); you can see the variable options in the cross sections.

We would like to confirm direction on this preliminary design so we can ensure we have enough ROW to make any final design tweaks.

- Also regarding Old 29, the work around the guardrails doesn't involve in-stream work (not replacing box culverts) and typically our cuts and fills are balanced in side slope working areas. I will follow up with Brown County to determine if there is any needed coordination. There are no mapped floodplains in Shawano County. I will reach out to Shawano County Zoning as well to discuss any needed review.

Please review the attached St. Augustine information and provide any follow up comments.

Thanks,
Stephanie

From: Doperalski, James P - DNR <James.Doperalski@wisconsin.gov>
Sent: Tuesday, January 20, 2015 8:25 AM
To: Stephanie Christensen
Cc: Bill Siegler
Subject: RE: 1058-25-70 and 6580-11-60, Stream Re-alignment

Thanks for looking into it. Based on the that information I'd say 1 foot pool depth is a good option.

James P. Doperalski Jr.
Phone: (920) 662-5119
James.Doperalski@wisconsin.gov

From: Stephanie Christensen [<mailto:SChristensen@emcsinc.com>]
Sent: Tuesday, January 20, 2015 6:40 AM
To: Doperalski, James P - DNR
Cc: Bill Siegler
Subject: Re: 1058-25-70 and 6580-11-60, Stream Re-alignment

Jim

I talked to the farmer who has rented this parcel for 15 years. His said the "normal" depth of stream requires you to wear boots to cross. We discussed the water depths is typically between 1 and 2-feet under normal conditions.

Based on this, can you provide thoughts on the pool depth? I would like to send you updated cross sections today or tomorrow so we can come to preliminary consensus on this.

Thanks.

From: Doperalski, James P - DNR <James.Doperalski@wisconsin.gov>
Sent: Friday, January 16, 2015 10:35 AM
To: Stephanie Christensen
Cc: Bill Siegler
Subject: RE: 1058-25-70 and 6580-11-60, Stream Re-alignment

2 feet could work if the stream is perennial. If it is an intermittent stream then I'd be concerned that the pool could act as a fish trap. Do you know what the flows are like in that stream? If it does dry up a certain times of the year then we should look at a more run-riffle stream habitat, which is similar to a pool-riffle design except that the pools are close to the elevation as the riffle.

James P. Doperalski Jr.
Phone: (920) 662-5119
James.Doperalski@wisconsin.gov

From: Stephanie Christensen [<mailto:SChristensen@emcsinc.com>]
Sent: Thursday, January 15, 2015 11:02 PM
To: Doperalski, James P - DNR
Cc: Bill Siegler
Subject: RE: 1058-25-70 and 6580-11-60, Stream Re-alignment

Thanks Jim. This plan has some meandering but not any apparent pools/riffles as part of the design. It appears they just armored the entire stream. We don't plan to follow this approach and will maintain a vegetated cross section.

Per our discussion today, we will work on trying to meander the stream alignment some and create pools/riffles. Do you feel 2' deep pools below the normal stream bed would be deep enough or too excessive? In order to maintain footprint, we may try to add some variation in the side slopes at the pools.

More to follow early next week so we can have further discussion.

Thanks.

From: Doperalski, James P - DNR [<mailto:James.Doperalski@wisconsin.gov>]
Sent: Thursday, January 15, 2015 2:08 PM
To: Stephanie Christensen
Subject: RE: 1058-25-70 and 6580-11-60, Stream Re-alignment

Stephanie,

I found the plans for the Beaver Dam Creek Realignment on the USH 41/STH 29 Interchange project. The DOT ID is 1133-03-02. If you have any questions or need to discuss this further give me a call.

James P. Doperalski Jr.
Phone: (920) 662-5119
James.Doperalski@wisconsin.gov

From: Doperalski, James P - DNR
Sent: Thursday, December 18, 2014 3:55 PM
To: schristensen@emcsinc.com
Cc: Smith, Janet - DOT; Volkmann, Jim - DOT
Subject: 1058-25-70 and 6580-11-60, STH 156 and STH 29 Intersection and STH 156 STH 29 to STH 55

Stephanie,

I've completed my review of the information submitted to DNR on December 2, 2014. Based on the this information the DNR supports the proposal to rebuilt STH 156 over STH 29 however there are some concerns. Below are DNR's comments on the project.

1. The DNR does not object to eliminating beam guard on STH 156 at the Black Creek crossing provided wetland impacts are minimized.
2. DNR does not support widening the bed of the tributary to Suamico River along the realigned roadway. Widening the head waters could reduce water depths and have a negative impact on aquatic habitat and lead to choking of the stream channel by undesirable vegetation such *Phragmites*.
3. DNR has concerns with the relocation plans of the tributary to Suamico River for the following reasons.
 - a. It appears that stream length will be reduced.
 - b. The waterway would be relocated to the ditch of the roadway would could have a negative impact of water quality due to direct roadway runoff. DNR would prefer a buffer be placed between the roadway drainage and the waterway.
4. DNR does not object to 6:1 side slopes for the proposed realignment of the tributary to Suamico River.
5. The waterway crossings along Old 29 Drive would likely have instream date restriction due to the potential for fish spawning.
6. There are mapped floodplains along Old 29 Drive. If impacts to the floodplain are possible I'd recommend getting in contact with Bob Jacobson, Shawano County Zoning Administrator (715-526-6766) to discuss potential impacts. My initial review letter (September 17, 2013) has language addressing floodplains which could apply if impacts are anticipated.
7. Comments from my September 17, 2013 initial review letter would still apply.

If you have questions feel free to contact me.

James P. Doperalski Jr.

Environmental Analysis and Review Specialist – Advanced
Bureau of Energy Transportation and Environmental Analysis (BETEA)
Wisconsin Department of Natural Resources



SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 9/2013

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SHPO

For instructions, see FDM Chapter 26.

FEB 27 2015

I. PROJECT INFORMATION

Project ID 1058-25-00	Highway – Street STH 29	County Shawano
Project Termini Shawano - Green Bay, STH 29 & STH 156 Intersection	Region – Office North Central - Rhinelander	
Regional Project Engineer – Project Manager Jim Volkmann	(Area Code) Telephone Number (715) 365-5773	
Consultant Project Engineer – Project Manager Stephanie Christensen, EMCS, Inc.	(Area Code) Telephone Number (715) 845-1081	
Archaeological Consultant CCRG, Inc.	(Area Code) Telephone Number (414) 446-4121	
Architecture/History Consultant CCRG, Inc.	(Area Code) Telephone Number (414) 446-4121	
Date of Need February 2015	SHSW Number	
Return a Signed Copy of This Form to Jim Volkmann, NCR		

II. PROJECT DESCRIPTION

Project Length 2.5 miles	Land to be Acquired: Fee Simple 12 acres	Land to be Acquired: Easement 1 acres
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Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width Feet	33	33-1250	Terrace Width	N/A	N/A
Shoulder Feet	13	17-1065	Sidewalk Width	N/A	N/A
Slope Intercept Feet	33	33-1250	Number of Lanes Each	2	2
Edge of Pavement Feet	11	11-1059	Grade Separated Crossing St. Augustine Rd over STH 29	No	Yes
Back of Curb Line	N/A	N/A	Vision Triangle acres	N/A	N/A
Realignment	No	Yes	Temporary Bypass acres	N/A	N/A
Other – List:	N/A	N/A	Stream Channel Change	<input checked="" type="checkbox"/> Yes	<input 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 type="checkbox"/> Yes	<input checked="" 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.

NOTE: Distances noted above are from centerline of St. Augustine Road which is the new overpass and realigned roadway. Other minor right-of-way needs are present along existing STH 156 and Old 29 Drive (new STH 156) to accommodate the intersection reconfiguration.

WisDOT is planning for a proposed improvement project to improve safety at the STH 29 and STH 156 intersection in Shawano County. The Proposed Action is located at the intersection of STH 29 and STH 156 at the east Shawano County line with Brown County. The project is located in the Town of Maple Grove, Shawano County and Town of Pittsfield, Brown County. The project is approximately 2.5-miles in total length due to the relocation of STH 156 onto Old 29 Drive and CTH Y as part of the intersection closure. See **Attachment 1** for a project location map and for a project overview.

The purpose of the Proposed Action is to improve safety at the STH 29/156 intersection. From 2006 to 2010, 14 crashes occurred at this location with most resulting in injury. Intersection reconfiguration is needed to improve safety. An overpass configuration is the preferred alternative.

The proposed improvements include:

- Closure of the STH 29/156 intersection
- Construction of a new overpass to St. Augustine Road
- Transfer of STH 156 onto Old 29 and CTH Y to provide access to the STH 29/32 interchange
- Resurfacing the asphaltic pavement on Old 29 (new STH 156) to improve driving surface and paving the shoulders along Old 29 (new STH 156)
- Replacing deteriorated guard rail
- Installing new signing and pavement marking

Ground disturbing activities include overpass construction with subgrade excavation and new pavement construction, pavement mill and overlay, aggregate shoulder shaping, guardrail upgrades, and slope and shoulder grading. Within the resurfacing sections of Old 29 and CTH Y (new STH 156 route), work generally will be limited to between existing shoulder points except where spot grading is required for guardrail upgrades. A Phase I archaeological survey was completed in all potential grading areas outside of existing shoulder points.

See **Attachment 2** for a map depicting area of maximum ground disturbing activity and the preliminary design. Fee acquisition and temporary easements will be required to construct the overpass and replace the guardrail along Old 29 Drive (new STH 156). The remaining work will be done within the existing right-of-way throughout the project.

Add continuation sheet, if needed.

III. CONSULTATION

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

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

IV. AREA OF POTENTIAL EFFECTS – APE

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

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

The Area of Potential Effects (APE) was defined to include properties adjacent to the proposed project corridor that may be affected directly or indirectly by the project and considers both visual and audible effects.

V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

- | | |
|---|---|
| <p>ARCHAEOLOGY</p> <p><input checked="" type="checkbox"/> Archaeological survey is needed</p> <p><input type="checkbox"/> Archaeological survey is not needed - Provide justification</p> <p><input type="checkbox"/> Screening list (date).</p> | <p>HISTORY</p> <p><input checked="" type="checkbox"/> Architecture/History survey is needed</p> <p><input type="checkbox"/> Architecture/History survey is not needed</p> <p><input type="checkbox"/> No structures or buildings of any kind within APE</p> <p><input type="checkbox"/> Screening list (date).</p> |
|---|---|

VI. SURVEY COMPLETED

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

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 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 | |

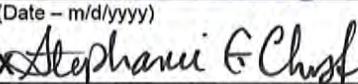
VIII. COMMITMENTS/SPECIAL PROVISIONS – must be included with special provisions language

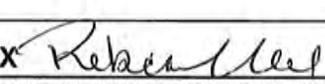
IX. PROJECT DECISION

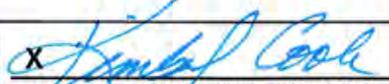
- No historic properties (historical or archaeological) in the APE.
- No historic properties (historical or archaeological) affected.
- Historic properties (historical and/or archaeological) may be affected by project;
- Go to Step 4: Assess affects and begin consultation on affects
- Documentation for 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)
 2-2-2015
 (Date – m/d/yyyy)

X 
 (Consultant Project Manager Signature)
 2-2-2015
 (Date – m/d/yyyy)

X 
 (WisDOT Historic Preservation Officer Signature)
 2/20/15
 (Date – m/d/yyyy)

X 
 (State Preservation Officer Signature)
 March 9 2015
 (Date – m/d/yyyy)

15-0166/SW SHPO



AMENDMENT #1 to SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 9/2013

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JUN 02 2015

For instructions, see FDM Chapter 26.

I. PROJECT INFORMATION

Project ID 1058-25-00	Highway - Street STH 29	County Shawano
Project Termini Shawano - Green Bay, STH 29 & STH 156 Intersection		Region - Office North Central - Rhinelander
Regional Project Engineer - Project Manager Jim Volkmann		(Area Code) Telephone Number (715) 365-5773
Consultant Project Engineer - Project Manager Stephanie Christensen, EMCS, Inc.		(Area Code) Telephone Number (715) 845-1081
Archaeological Consultant CCRG, Inc.		(Area Code) Telephone Number (414) 446-4121
Architecture/History Consultant - --		(Area Code) Telephone Number ---
Date of Need June 2015		SHSW Number 15-0166/SW
Return a Signed Copy of This Form to Jim Volkmann, NCR		

II. PROJECT DESCRIPTION

Project Length 2.5 miles	Land to be Acquired: Fee Simple 13 acres	Land to be Acquired: Easement 1 acres
-----------------------------	---	--

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width Feet	42-50	42-100	Terrace Width	N/A	N/A
Shoulder Feet	15-21	15-57	Sidewalk Width	N/A	N/A
Slope Intercept Feet	42-50	42-100	Number of Lanes Each	2	2
Edge of Pavement Feet	11	12-55	Grade Separated Crossing St. Augustine Rd over STH 29	No	Yes
Back of Curb Line	N/A	N/A	Vision Triangle acres	N/A	N/A
Realignment	No	No	Temporary Bypass acres	N/A	N/A
Other - List:	N/A	N/A	Stream Channel Change	<input checked="" type="checkbox"/> Yes	<input 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 type="checkbox"/> Yes	<input checked="" 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.

This Section 106 Review submittal amends previously approved Section 106 Review (Attachment 10) for the subject Project ID to add additional areas of proposed impacts along Old 29 Drive and CTH Y (new STH 156) to complete reconstruction of two box culverts and the intersection of Old 29 Drive and CTH Y. All additional improvements covered in this amendment are within the original project area and just require additional strip taking of right-of-way. Therefore additional archaeological field surveys were completed for those areas. A description of the project and prior studies follow along with the added work.

NOTE: Distances noted above are from centerline of Old 29 Drive and CTH Y (new STH 156) is in the area of additional right-of-way needs for the improvements being added under this Amendment. The grade separation and stream changes noted above are along St. Augustine Road and were also reported in the original Section 106 Review.

WisDOT is planning for a proposed improvement project to improve safety at the STH 29 and STH 156 intersection in Shawano County. The Proposed Action is located at the intersection of STH 29 and STH 156 at the east Shawano

County line with Brown County. The project is located in the Town of Maple Grove, Shawano County and Town of Pittsfield, Brown County. The project is approximately 2.5-miles in total length due to the relocation of STH 156 onto Old 29 Drive and CTH Y as part of the intersection closure. See **Attachment 1** for a project location map and for a project overview.

The purpose of the Proposed Action is to improve safety at the STH 29/156 intersection. From 2006 to 2010, 14 crashes occurred at this location with most resulting in injury. Intersection reconfiguration is needed to improve safety. An overpass configuration is the preferred alternative.

The proposed improvements include:

- Closure of the STH 29/156 intersection
- Construction of a new overpass to St. Augustine Road
- Transfer of STH 156 onto Old 29 and CTH Y to provide access to the STH 29/32 interchange
- Resurfacing the asphaltic pavement on Old 29 (new STH 156) to improve driving surface and paving the shoulders along Old 29 (new STH 156)
- Replacing deteriorated guard rail
- Installing new signing and pavement marking
- Reconstruction of two box culverts along Old 29 Drive (new STH 156)
- Reconstruction of the CTH Y and Old 29 Drive intersection (new STH 156) to improve operations

Ground disturbing activities include overpass construction with subgrade excavation and new pavement construction, pavement mill and overlay, aggregate shoulder shaping, guardrail upgrades, and slope and shoulder grading. Within the resurfacing sections of Old 29 and CTH Y (new STH 156 route), work generally will be limited to between existing shoulder points except where spot grading is required for guardrail upgrades, box culvert replacements along Old 29 Drive (new STH 156), and CTH Y intersection reconstruction.

An architectural/history survey and archaeological survey were completed in all potential grading areas outside of existing shoulder points and a Section 106 Review was approved in March 2015. See **Attachment 10**. Additional areas were surveyed for archaeological review in April 2015 and are included in this Section 106 Review Amendment #1. No additional architectural/history surveys were required and were completed in the original Section 106 Review.

See **Attachment 2** for a map depicting area of maximum ground disturbing activity, the previously surveyed areas, the newly surveyed areas, and the preliminary design.

Fee acquisition and temporary easements will be required to construct the overpass and replace the guardrail and box culverts along Old 29 Drive (new STH 156) as well reconstruct the CTH Y intersection. The remaining work will be done within the existing right-of-way throughout the project.

Add continuation sheet, if needed.

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 checked="" type="checkbox"/> Public Information Meeting Notice | <input checked="" 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.

The Area of Potential Effects (APE) was defined to include properties adjacent to the proposed project corridor that may be affected directly or indirectly by the project and considers both visual and audible effects.

V. PHASE I ARCHEOLOGICAL 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 - Provide justification	<input checked="" 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 checked="" 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 type="checkbox"/> Potentially eligible buildings/structures identified in the APE - A/HSF attached
<input 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	* (A/HSF completed under original Section 106; additional A/HSF not required for this amendment)
<input 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

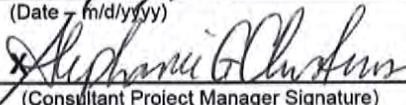
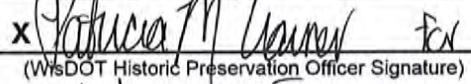
<input type="checkbox"/> No arch site(s) eligible for NRHP - Phase II Report attached	<input type="checkbox"/> No buildings/structure(s) eligible for NRHP - DOE attached
<input type="checkbox"/> Arch site(s) eligible for NRHP - Phase II Report attached	<input type="checkbox"/> Building/structure(s) eligible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

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

<p><input checked="" type="checkbox"/>  (Regional Project Manager Signature)</p> <p>5/18/2015 (Date - m/d/yyyy)</p> <p> (Consultant Project Manager Signature)</p> <p>5/13/2015 (Date - m/d/yyyy)</p>	<p><input checked="" type="checkbox"/>  FN (WisDOT Historic Preservation Officer Signature)</p> <p>1 June 2015 (Date - m/d/yyyy)</p>	<p><input checked="" type="checkbox"/>  (State/Preservation Officer Signature)</p> <p>June 19 2015 (Date - m/d/yyyy)</p>
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December 1, 2014

AIS Program - Land Resources Bureau
Agricultural Resources Management Division
Dept of Agriculture, Trade and Consumer Protection
2811 Agriculture Drive
PO Box 8911
Madison, WI 53708-8911

Subject: **AIN for STH 29/156 Intersection**
Project ID 1058-25-70
Shawano - Green Bay
STH 29 & STH 156 Intersection
STH 29
Shawano County

EMCS, Inc. has been retained by the Wisconsin Department of Transportation to provide design services for the proposed improvement project to improve safety at the STH 29 and STH 156 intersection. The intersection is located at the Shawano County/Brown County line. The project is located in the Town of Maple Grove, Shawano County and Town of Pittsfield, Brown County. See the enclosed project location map. The project is approximately 2.5-miles in total length.

There is a need to improve safety at the STH 29/156 intersection. From 2006 to 2010, 14 crashes occurred at this location. Twelve of the crashes at the STH 29/156 intersection were angle-type, which is considered the most dangerous because they are more severe and often result in injury. Ten of the crashes resulted in some level of injury. One angle-type crash occurred in 2011 resulting in three incapacitating injuries. In addition, the existing intersection is located on a curve, which may be contributing to some drivers misjudging available traffic gaps to safely enter STH 29.

Through a series of local and public meetings, an overpass option was selected at the intersection overwhelmingly by the public to address the safety. This option provides the most compatible design to accommodate large farm equipment using the intersection to access both sides of STH 29.

The proposed improvements include:

- Closure of the STH 29/156 intersection
- Construction of a new overpass to St. Augustine Road
- Relocation of STH 156 onto Old 29 and CTH Y to provide access to the STH 29/32 interchange
- Resurfacing the asphaltic pavement on Old 29 (new STH 156)
- Paving the shoulders along Old 29 (new STH 156)
- Replacing deteriorated guard rail
- Installing new signing and pavement marking

Strip acquisition of new right-of-way would be required for slope and ditch grading at spot locations for the guardrail improvements along Old 29. Real estate is also needed to construct an overpass and construct a new curve connecting STH 156 and Old 29. Construction is currently scheduled for 2017.

We are in the process of preparing a Type III Environmental Report which is anticipated to be ready for approval by February 2015.

Please find enclosed the Agricultural Impact Notice (AIN) for the subject project. Five parcels have acquisitions of one acre or less and one parcel has acquisition over five acres. A completed Agricultural Impact Notice form, project location map, and detailed maps depicting farmland impacts and proposed designs are enclosed.

Please notify us within 10 ten days of receipt of this document if DATCP will be preparing an Agricultural Impact Statement for the project. If you would like additional information please contact me at (715) 845-1081 or via email at schristensen@emcsinc.com. Thank you for your assistance on this project.

Sincerely,



Stephanie G. Christensen, P.E.
EMCS Project Manager

CC: Jim Volkmann, WisDOT North Central Region

Enclosure

AGRICULTURAL IMPACT NOTICE

DT1999 2003 (Replaces ED872)

Wisconsin Department of Transportation

Proposing Agency Wisconsin Department of Transportation		
Project ID 1058-25-70	Highway STH 29	County Shawano County
Project Title Shawano – Green Bay, STH 29 & STH 156 Intersection		Project Length 2.5-miles (total of all roadways)
Type and Status of Environmental Document Type III Environmental Report (ER), Anticipated February 2015		
Proposing Agency Wants to Review Pre-Publication Draft of AIS? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		AIS Needed by What Date? February 1, 2015

1. Project Description

a. Describe existing facility - Include existing right of way width.

The Wisconsin Department of Transportation (WisDOT) is planning for a proposed improvement project to improve safety at the STH 29 and STH 156 in Shawano County. The project is located in the Town of Maple Grove, Shawano County and Town of Pittsfield, Brown County. See **Attachment 1** for a project location map. See **Attachment 2** for a project overview. The project is approximately 2.5-miles in total length.

STH 29 is an east-west rural four-lane rural expressway with a posted speed of 65 mph within the project limits. STH 29 is functionally classified as a principal arterial. Stormwater is managed with roadside grass-lined ditches. Existing right-of-way varies throughout the project from 66-feet to 150-feet along STH 156, St. Augustine, and Old 29. The right-of-way along STH 29 is 250-feet to 400-feet.

b. Describe Proposed Action - Include anticipated right of way width and any easements.

The purpose of the Proposed Action is to improve the safety at the STH 29/156 intersection. From 2006 to 2010, 14 crashes occurred at this location. Twelve of the crashes at the STH 29/156 intersection were angle-type, which is considered the most dangerous because they are more severe and often result in injury. Ten of the crashes resulted in some level of injury. One angle-type crash occurred in 2011 resulting in three incapacitating injuries. In addition, the existing intersection is located on a curve, which may be contributing to some drivers misjudging available traffic gaps to safely enter STH 29.

Two primary alternatives were considered. An at-grade J-turn intersection that restricts crossing movements and an overpass were considered (see discussion in question 2). The overpass alternative is the recommended alternative for the following reasons:

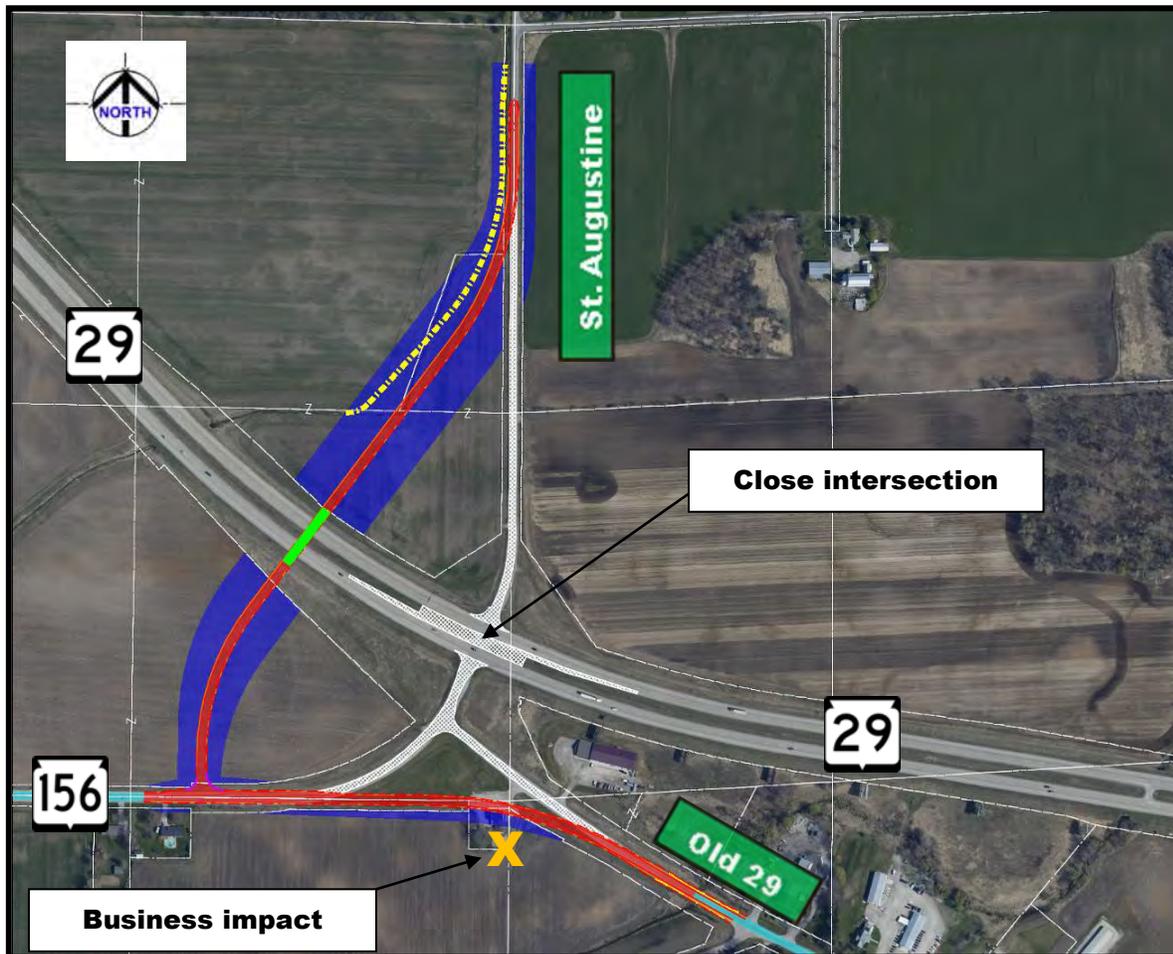
- Based upon overwhelming support from the local officials and public involvement meetings
- Agricultural equipment traffic movements and land uses are less compatible with a J-turn intersection and can be accommodate better with an overpass; the public and locals felt strongly that a J-turn would further compromise safety for slow moving agricultural equipment for farmers with operations on both sides of STH 29
- Promotes STH 156 truck traffic to use the STH 32 interchange to access STH 29
- Safest alternative; removes all traffic conflicts at the STH 29/156 intersection
- Implements a component of the long-term freeway conversion without the need for a short-term expenditure

See the following page for a schematic of the overpass at the intersection.

The proposed improvements include:

- Closure of the STH 29/156 intersection
- Construction of a new overpass to St. Augustine Road
- Relocation of STH 156 onto Old 29 and CTH Y to provide access to the STH 29/32 interchange
- Resurfacing the asphaltic pavement on Old 29 (new STH 156)
- Paving the shoulders along Old 29 (new STH 156)
- Replacing deteriorated guard rail
- Installing new signing and pavement marking

Recommended Overpass Alternative at Intersection



Ground disturbing activities include overpass construction with subgrade excavation, pavement mill and overlay, aggregate shoulder shaping, guardrail upgrades, and slope and shoulder grading.

Strip acquisition of new right-of-way would be required for slope and ditch grading at spot locations for the guardrail improvements along Old 29 (new STH 156). Real estate is also needed to construct an overpass and construct a new curve connecting STH 156 and Old 29. The proposed right-of-way would vary in width in width from approximately 66-feet to 310-feet along Old 29 (new STH 156) and St. Augustine Road overpass.

Preliminary plans of the proposed improvements including estimated right-of-way needs from farmland parcels are shown in **Attachment 3**. The maps show existing property lines, existing right-of-way, property owner names, and areas of proposed acquisition. There are six parcels requiring farmland acquisition for a total area of approximately 15-acres. Minor taking (0.5-acres) of temporary easements will also be required from farm parcels to accommodate slope grading and driveway connections. The summary of farmland impacts is shown in **Attachment 4**.

The project will be constructed with Project ID 6580-11-60 to improve the pavement surface along STH 156 from STH 55 to STH 29. Separate environmental documentation will be prepared for that project since it has independent utility and needs.

2. Alternatives considered - Identify the preferred alternative if any, and if other alternatives are no longer under consideration include the reasons why they are not proposed for adoption.

BACKGROUND DATA

Long-term WIS 29 freeway conversion

WisDOT completed a planning study in summer 2013 to document the long-term vision for the STH 29 corridor. During the planning study, WisDOT completed a series of local officials and public involvement meetings. An overpass at STH 156/St. Augustine Street was officially mapped (Wis. Stat. 84.295) to allow for a long-term conversion of STH 29 to a freeway. An overpass was selected as the preferred alternative at the STH 29/156 and St. Augustine Street intersection due to the need to maintain connectivity across STH 29 for agricultural traffic and emergency services.

This STH 29/156 intersection safety project is not intended to convert STH 29 to freeway standards. The proposed improvements are needed to address the current safety concerns at the STH 29/156 intersection. Although portions of the long-term freeway conversion would be implemented as part of an overpass alternative, existing access along STH 29 would remain unchanged at this time. The other improvements associated with the long-term freeway conversion will not be implemented as part of the intersection project.

A J-turn at this intersection would be an interim solution and would be removed in the future when the long-term STH 29 freeway conversion is implemented.

Selection of a proposed WIS 29/156 intersection alternative

An overpass and J-turn alternative were fully evaluated and reviewed by the public. Determination of the recommended alternative is based upon:

- Public input
- Input from regulatory agencies and local governments
- Information gathered regarding natural and social impacts

ALTERNATIVES

Three alternatives were considered as part of the Proposed Action. Sketches and background information on each alternative are shown in more detail in **Attachment 5.**

Alternative 1 - No Build

This alternative would maintain the existing conditions and leave the existing intersection in place. Safety conditions would continue to deteriorate as traffic on STH 29 grows. While the alternative does not meet the purpose and need for the project, it does serve as a baseline for a comparison of impacts related to the recommended alternative.

Alternative 2A and 2B – Pavement Rehabilitation with Passing Lane Construction

Features of these alternatives would include

- Closure of the STH 29/156 intersection
- Construction of a new overpass to St. Augustine Road
- Relocation of STH 156 onto Old 29 and CTH Y to provide access to the STH 29/32 interchange
- Resurfacing the asphaltic pavement on Old 29 (new STH 156)
- Paving the shoulders along Old 29 (new STH 156)
- Replacing deteriorated guard rail
- Installing new signing and pavement marking

The only difference between Alternative 2A and 2B is the one business relocation.

Alternative 2A is the preferred alternative since it addresses safety while providing continuity over STH 29 for farming equipment and emergency services. The business relocation is supported by the property owner and the business relocation provides the safest condition in the area of the proposed STH 156 curve and minimizes farmland impacts.

See **Attachment 2** for a project overview and **Attachment 3** for preliminary plans in acquisition areas.

Alternative 3 – J-Turn Intersection

This alternative would construction a J-turn type intersection. The intersection would restriction crossing movements which produce the most severe crashes. Drivers would cross STH 29 through a series of U-turns and left and right

turns. While the alternative does meet the purpose and need for the project, it was deemed incompatible for the large farm equipment farming both sides of STH 29. The public overwhelmingly commented against the J-turn concept and the local officials, general public, and farming property owners were in support of an overpass.

3. Maps and Exhibits

a. Include a project location map showing the project's limits.

See **Attachment 1** for a project location map and **Attachment 2** for a project overview.

b. Include an exhibit illustrating property lines, parcel numbers, and any roadway to be obliterated. The exhibit (township plat map, aerial photograph, layout sketch, contour map, etc.) should clearly present the pertinent information and be commensurate with the scope of the project and its apparent impact on farm operations.

See **Attachment 2** for a project overview.

Preliminary plans of the proposed improvements including estimated right-of-way needs from farmland parcels are shown in **Attachment 3**. The maps show existing property lines, existing right-of-way, property owner names, and areas of proposed acquisition.

There is one parcel requiring more than five acres of acquisition and five parcels with less than one acre of acquisition.

Farm Operation Interests of 5 Acres or Less but more than 1 Acre

Project ID 1058-25-70				Project Title Shawano – Green Bay, STH 29 & STH 156 Intersection																								
		Acres																										
Parcel No.	Owner(s) (Include operator if diff. from owner)	Acquired	Fee	Ease	Existing Farm Operation	Present Use/Remarks																						
--	--	--	--	--	--	--																						
<p>There are 5 acquisitions that are 1 acre or less, and are categorically non-significant totaling 1.44 Acres</p> <table border="1" data-bbox="89 735 893 1102"> <thead> <tr> <th>PARCEL NUMBER</th> <th>PROPOSED FEE IMPACTS (ACRES)</th> <th>PROPOSED EASEMENT IMPACTS (ACRES)</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>0.34</td> <td>0.11</td> </tr> <tr> <td>3</td> <td>0.75</td> <td>0.02</td> </tr> <tr> <td>4</td> <td>0.00</td> <td>0.04</td> </tr> <tr> <td>5</td> <td>0.09</td> <td>0.01</td> </tr> <tr> <td>6</td> <td>0.08</td> <td>0.00</td> </tr> <tr> <td>TOTAL</td> <td>1.26</td> <td>0.18</td> </tr> </tbody> </table>						PARCEL NUMBER	PROPOSED FEE IMPACTS (ACRES)	PROPOSED EASEMENT IMPACTS (ACRES)	2	0.34	0.11	3	0.75	0.02	4	0.00	0.04	5	0.09	0.01	6	0.08	0.00	TOTAL	1.26	0.18		
PARCEL NUMBER	PROPOSED FEE IMPACTS (ACRES)	PROPOSED EASEMENT IMPACTS (ACRES)																										
2	0.34	0.11																										
3	0.75	0.02																										
4	0.00	0.04																										
5	0.09	0.01																										
6	0.08	0.00																										
TOTAL	1.26	0.18																										
						<p>See Attachment 3 for Farmland Impact Maps</p>																						

Farm Operation Interest Over 5 Acres

Parcel Number 1	Project ID 1058-25-70			
Owner Baumgart Marital Trust (Susan Mielcarek – Trust Re)	Operator (If different from owner) Mike Bodart (Renter)			
Type of Land	Acres			Remaining
	Before	Acquired		
		Fee Simple	Easement	
Cropland and pasture	184	11.73	0.31	172.27
Woodland	--	--	--	--
Land of undetermined or other use	--	--	--	--
Total Acres of Farm Operation	184	11.73	0.31	172.27

Description of farm operation and nature of acquisition - Discuss as appropriate any resulting severances, changes in access, expected changes in land use, effect on farm structures, effect on cattle or livestock passes or crossings, roadway obliteration (if any) etc.

The property consists primarily of cropland that is actively farmed. The cropland is in a family trust and is actively farmed by a renter.

The STH 29/156 intersection improvements will require acquisition of a portion of the cropland. The trust owns property on both sides of STH 29 in the existing and proposed conditions.

Two areas are impacted by the proposed STH 29/156 improvements.

- South of STH 29, a strip of cropland will be required to construct the overpass.
 - The farmland will be severed but access will be provided to all remaining portions from STH 156.
 - No farm-related outbuildings are on the property.
- North of STH 29, a strip of cropland will be required to construct the overpass.
 - The farmland will be severed but access will remain from Old St. Augustine and New St. Augustine to most of the remaining portions. A branch of the Suamico River runs through the parcel. This tributary will be realigned as part of the overpass. Approximately 1.15 acres of property will be landlocked between the new roadway and stream. This landlocked area is proposed to be acquired since no access can be obtained without creating another crossing of the stream which isn't environmentally feasible.
 - No farm-related outbuildings are on the property.

The temporary easements will remain as part of the parcel after completion of construction and occupancy is only temporary to accommodate slope grading and driveway reconstruction.

The proposed acquisition will not impact uses on the remaining portions of property and access to the parcel will be enhanced with wider driveways per discussion with the renter to accommodate larger farm equipment.

Note: Existing farm operation area estimated from the Shawano County plat book.

Mailing List - Needed when an AIS is likely to be published. Use additional sheets as necessary.

- a. List the names and addresses of all affected farmland owners, and operators if different from owners. If names and addresses have not been verified indicate the date and source of information.**

PARCEL NUMBER	PARCEL OWNER	OWNER MAILING ADDRESS
1	BAUMGART MARITAL TRUST**	1433 LEAR LANE, DE PERE, WI 54115
2	ALBERT M. NOOYEN	W140 ANGLE DRIVE, SEYMOUR, WI 54165
3	OCONOR FAMILY FARM LLC	3948 WHITETAIL CT, ONEIDA, WI 54155
4	MELVIN NOOYEN	5629 OLD 29 DR, GREEN BAY, WI 54313
5	DAVID O. KLAPPER	6170 OLD 29 DR, SEYMOUR, WI 54165
6	JOHN J. & BETTY J. SCHINKTGEN	6225 OLD 29 DR, SEYMOUR, WI 54165

Notes:

Addresses obtained from Shawano and Brown County GIS in November 2014 and public involvement efforts.

** The trust representative is Susan Mielcarek and the renter is Mike Bodart. Conversations were held with each of these representatives about the overpass proposal. Their contact information at the time of preparation of this AIN is shown below.

- Trust Representative - Susan Mielcarek – address shown above; phone number is (920) 609-1467
- Renter - Mike Bodart – address is 5709 Kunesh Road, Pulaski, WI 54162; phone number is (920) 619-7595

- b. List the names and addresses of any other individual, group, club, or committee which has demonstrated an interest in and requested receipt of the AIS.**

None requested.

Attachments

1. Project Location Map
2. Project Overview
3. Farmland Impacts Maps
4. Farmland Impact Summary
5. Intersection Alternative Information



State of Wisconsin
Governor Scott Walker

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

December 5, 2014

Stephanie Christensen
EMCS
630 South 36th Avenue
Wausau, WI 54401



Dear Stephanie Christensen:

Re: Project ID: 1058-25-70
Project Name: STH 29 & STH 156 Interchange
County: Shawano

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

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

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

Sincerely,

Alice Halpin
Agricultural Impact Program

DATCP ID: #4025

AGRICULTURAL **I**MPACT **S**TATEMENT



STH 29 & STH 156 Intersection

Published January 29, 2015

**Wisconsin Department of Agriculture,
Trade and Consumer Protection
DATCP #4025**

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AGRICULTURAL IMPACT STATEMENT

**STH 29/156 Intersection
Shawano County
Wisconsin Department of Transportation
Project ID#: 1058-25-70**

I. INTRODUCTION

The Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) has prepared this agricultural impact statement (AIS) in accordance with §32.035, *Wisconsin Statutes*. The AIS is an informational and advisory document that describes and analyzes the potential effects of the project on farm operations and agricultural resources, but cannot stop a project.

DATCP is required to prepare an AIS when the actual or potential exercise of eminent domain powers involves an acquisition of interest in more than 5 acres of land from any farm operation.¹ DATCP may choose to prepare an AIS if an acquisition of 5 or fewer acres will have a significant impact on a farm operation. Significant impacts could include the acquisition of buildings, the acquisition of land used to grow high-value crops, or the severance of land. DATCP should be notified of such projects regardless of whether the proposing agency intends to use its condemnation authority in the acquisition of project lands. The proposing agency may not negotiate with or make a jurisdictional offer to a landowner until 30 days after the AIS is published. Refer to Appendix I for the text of the AIS statute and Appendix II for text from the Eminent Domain statute.

DATCP is not involved in determining whether or not eminent domain powers will be used or the amount of compensation to be paid for the acquisition of any property. The AIS reflects the general objectives of DATCP in its recognition of the importance of conserving important agricultural resources and maintaining a healthy rural economy.

Sources of information used to prepare this statement include the *Wisconsin 2014 Agricultural Statistics* and other yearly issues; the *2012 Census of Agriculture*; the *Shawano County Farmland Preservation Plan*; Natural Resources Conservation Service (NRCS) Web Soil Survey, the *Soil Survey of Shawano County*; Shawano and Brown County Extension; the Wisconsin Department of Transportation; and the owners and operators of the affected farmland.

¹The term *farm operation* includes all owned and rented parcels of land; buildings and equipment; livestock; and personnel used by an individual, partnership, or corporation under single management to produce agricultural commodities.

II. DESCRIPTION OF THE PROJECT

The Wisconsin Department of Transportation (WisDOT) is proposing a project which will improve safety at the intersection of State Trunk Highway (STH) 29 and STH 156 in Shawano County. The project is located in the Town of Maple Grove within Shawano County and in the Town of Pittsfield within Brown County (Figure 1). The project will require the fee-simple² acquisition of 11.7 acres of land from one farmland owner and five other acquisitions of parcels that total 1.3 acres. There are a total of 0.7 acres of temporary highway easements. One business may be relocated depending on the alternative selected. WisDOT has indicated that acquisitions of the needed land are expected to begin in the spring of 2015 and construction is planned for 2017.

STH 29 is an east-west rural four-lane expressway³ with a posted speed of 65 mph within the project limits. STH 29 is functionally classified as a principal arterial.⁴ Storm water is managed with roadside grass-lined ditches. Existing right-of-way (ROW) varies throughout the project from 66-feet to 150-feet along STH 156, St. Augustine, and Old 29. The ROW along STH 29 is 250-feet to 400-feet.

Project Need

The purpose of the Proposed Action is to improve the safety at the STH 29/156 intersection. From 2006 to 2010, 14 crashes occurred at this intersection. Twelve of the crashes at the STH 29/156 intersection were angle-type, which are considered the most dangerous because they are more severe and often result in injury. Ten of the crashes resulted in some level of injury. One angle-type crash occurred in 2011, resulting in three incapacitating injuries. In addition, the existing intersection is located on a curve, which may contribute to some drivers misjudging available traffic gaps to safely enter STH 29.

Alternatives

A No Build alternative was rejected due to safety considerations. Two primary alternatives were considered: an at-grade J-turn intersection and an overpass option.

The J-Turn alternative would restrict the crossing movements which produce the most severe crashes. Drivers would cross STH 29 through a series of U-turns and left and right turns.

The proposed overpass alternative will include (Figure 2):

- Closing the STH 29/156 intersection

²A fee-simple acquisition means that the buyer purchases exclusive rights to the property. This is in contrast to an easement where a buyer purchases partial rights to property.

³ An expressway is a divided arterial highway for through traffic with full or partial control of access and generally having grade separation at interchanges.

⁴An arterial is a principal roadway providing high speed, high volume travel between major points in both urban and rural areas.

- Constructing a new overpass to St. Augustine Road
- Relocating STH 156 onto Old 29 and County Trunk Highway “Y” (CTH “Y”) to provide access to the STH 29/32 interchange
- Resurfacing the asphaltic pavement on Old 29 (new STH 156)
- Paving the shoulders along Old 29 (new STH 156)
- Replacing deteriorated guard rail
- Installing new signing and pavement marking

Figure 1. Project Location Map



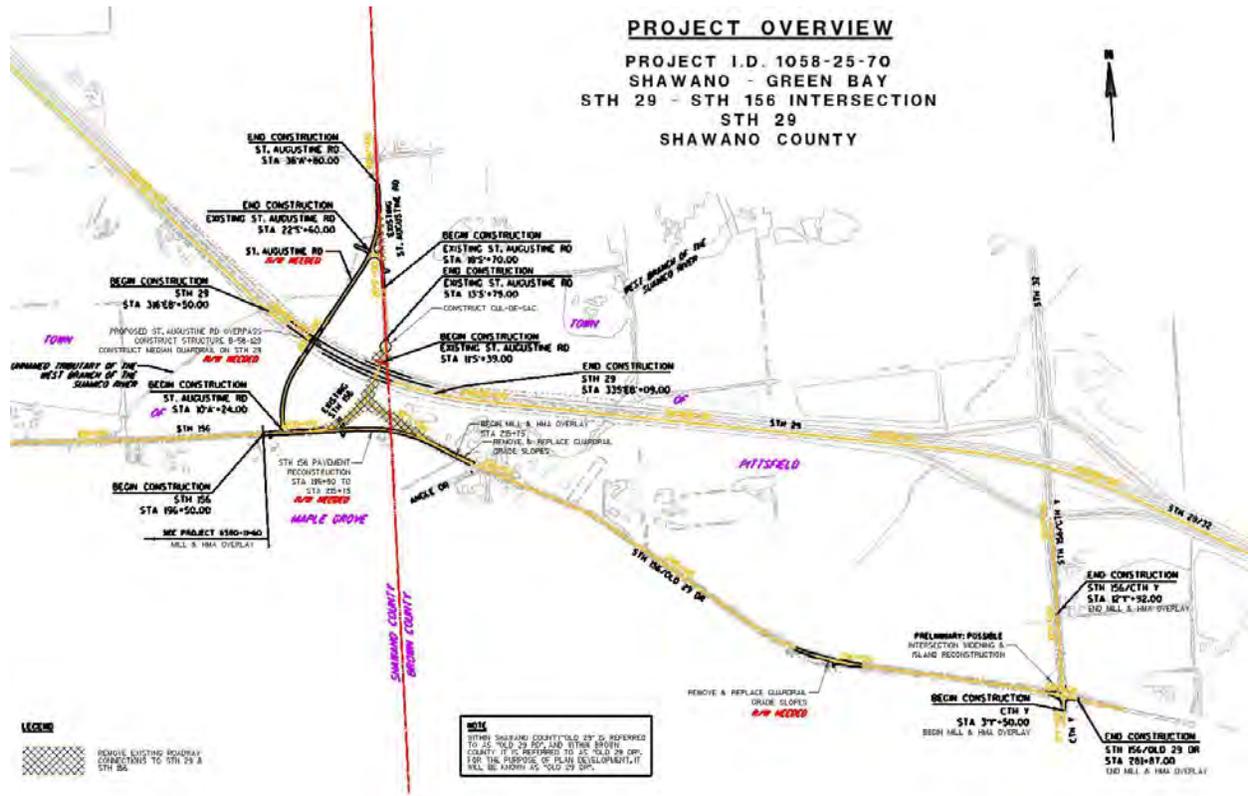
WisDOT reviewed the alternatives and selected the overpass option based on:

- Public input
- Input from regulatory agencies and local governments
- Information gathered regarding natural and social impacts.

The overpass alternative was selected for the following reasons:

- Overwhelming support for the overpass from local officials and public meetings
- **Agricultural equipment traffic movements and land use can be accommodated better with an overpass** and would be less compatible with the J-turn intersection
- The public felt strongly that **a J-turn would further compromise safety for slow moving agricultural equipment for farmers** with operations on both sides of STH 29
- Promotes STH 156 truck traffic to use the STH 32 interchange to access STH 29
- Safest alternative as it removes all traffic conflicts at the STH 29/156 intersection
- Implements a component of the long-term freeway conversion without the need for short-term expenditure

Figure 2. Project Overview



III. AGRICULTURAL SETTING

The information provided in this section is intended to describe the existing agricultural sector of the project area in general terms. Data will be presented for each of the potentially affected counties and for the state as a whole. Data in the Agricultural Setting section can be used to compare those individual operations with the larger agricultural economy and with average farms in the region. This section includes descriptions of the agricultural sector's contribution to the overall economy, the change in the amounts of commodity crops grown, the overall amount of farmland and the average size of farms. Recent data on the sale of and taxes on farmland may provide landowners with a comparison to use when evaluating compensation offers. Descriptions of some of the most popular government programs will provide details about their function and the importance they have to the bottom line of many farm operations.

Agricultural Productivity

Crops and livestock are the primary sources of income for most farms. The crops that are grown may be sent directly to market or used on the farm for livestock feed. Therefore, the amount of crops grown can offer clues to the importance of farming in a region's economy. In addition, the changes in the amount of particular crops grown can show changes in the types of farms that are prevalent in a region's agriculture. For example, a shift away from growing alfalfa and corn for silage to corn for grain and soybeans suggests a reduction in dairying and a shift toward cash crop farming.

The counties affected by the Project have vibrant agricultural sectors. In 2013, milk was the leading agricultural commodity, followed by grain and cattle in both counties in the project area. Nursery and greenhouse products and vegetables are also important commodities produced in the two counties.

Agricultural land uses have shifted over time in many of the counties due to a reduction in the number of dairy farms and an increase in prices for corn and soybeans. This has resulted in acreage increases for corn and soybeans in many areas that were formally used to grow alfalfa hay (Table 1). Farm equipment used to produce corn and soybeans has increased in size and become more technologically sophisticated.

Table 1. Acres of Selected Crops for 1996 and 2013

County	Acres					
	All Corn		Alfalfa Hay		Soybeans	
	2013	1996	2013	1996	2013	1996
Brown	67,700	65,000	20,900	39,900	18,000	10,200
Shawano	87,500	69,800	20,700	53,000	22,100	6,700

Brown County has the largest workforce of the counties affected by this highway project at approximately 181,000 workers and 21,038 agricultural workers. However, the intersection project will only affect a very small area in the northwestern portion of the county. In contrast, twenty two percent of Shawano County’s workforce is part of the agriculture sector (Table 2). In addition to farmers and farm laborers, agriculture provides employment for veterinarians, crop and livestock consultants, feed, seed, fuel, and other input suppliers, farm machinery dealers, barn builders, agricultural lenders and other professionals, as well as employees in food processing and other value-added industries.

Table 2. Workers in the Agriculture Sector

County	Number of Workers in Agriculture	Workforce in Agriculture (%)
Brown	21,038	12
Shawano	4,267	22

Comparing the two counties in the project area, agriculture accounts for the largest value of business sales in Brown County at \$5.7 billion. In Shawano County, agriculture accounts for twenty-five percent of total business sales, respectively (Table 3).

Table 3. Agricultural Business Sales by County

County	Agricultural Business Sales (\$ Million)	Agriculture as a Percentage of the County’s Total Business Sales
Brown	5,700	20
Shawano	487	25

Agriculture's contribution to overall county income is largest in Shawano County at twenty five percent followed by Brown County at twenty percent. Brown County has the largest agricultural income and taxes paid by agriculture-related businesses (Table 4). Agricultural income includes wages, salaries, benefits, and profits of farmers and workers in agriculture-related businesses. The taxes identified do not include property taxes paid to local school districts. They do include local and state taxes from the economic activity generated by farms and agriculture-related businesses. Of the two counties in the project area, taxes paid by the agriculture sector were largest in Brown County and smallest in Shawano County.

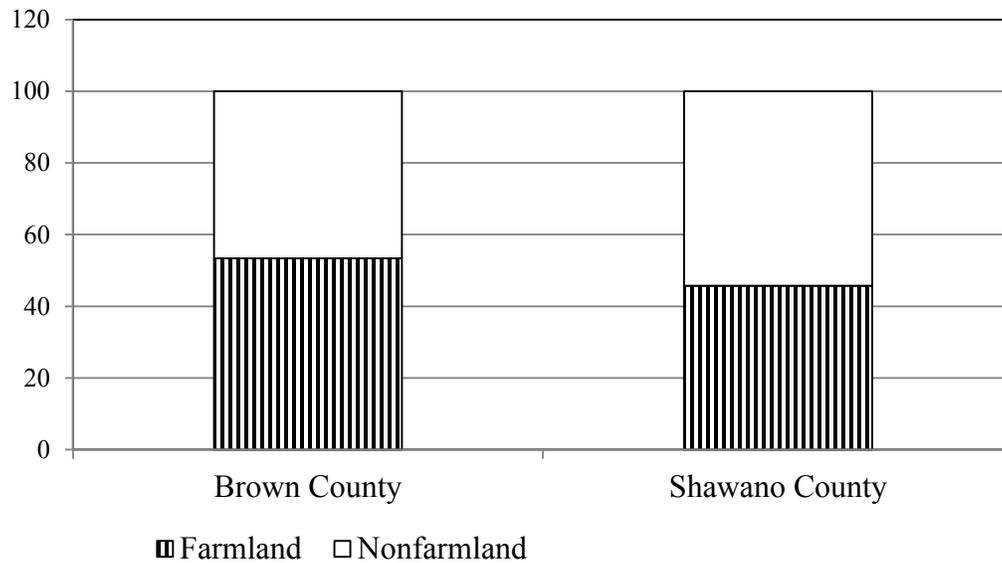
Table 4. Income and Taxes Generated by the Agriculture Sector

County	Agricultural Income (\$ Million)	Agricultural Income as a Percentage of total Income	Taxes Paid by Agriculture (\$ Million)
Brown	1,600	12	139
Shawano	175	16	16

Land in Farms, Number of Farms, and Average Size of Farms

Brown County has more than 50 percent of its land area classified as farmland while Shawano County has less than 50 percent of land associated with farms (Figure 3). Brown County is classified as an urban county (having an average of 100 or more residents per square mile) while Shawano is a rural county.

Figure 3. Percentage of Land in Farms



According to the *Census of Agriculture*, both counties showed a decrease in the number of farms between the 2007 and 2012 (Table 5).

Table 5. Change in the Number of Farms, 2012 to 2007

County	Number of Farms in 2012	Number of Farms in 2007	Change in the Number of Farms	Percent Change
Brown	1,322	1,484	-162	-11
Shawano	1,278	1,450	-172	-12

Comparisons of 2007 and 2012 Census of Agriculture data show that the amount of land in farms decreased in both counties (Table 6).

Table 6. Change in the Acres of Farmland, 2012 to 2007

County	Acres of Farmland in 2012	Acres of Farmland in 2007	Change in Acres	Percentage Change
Brown	309,750	324,196	-14,446	-4
Shawano	261,141	271,718	-10,577	-4

The average size of farms increased in both counties between 2007 and 2012 (Table 7).

Table 7. Change in Average Size of Farms

County	Average Farm Size (acres)	
	2012	2007
Brown	234	218
Shawano	204	187

Size Distribution of Farms

Table 8 shows the percentage of farms in each size category for the two counties. Brown County has a larger proportionate number of small farms.

Table 8. Number of Farms per Size Category

County	0 to 49 Acres	50 to 179 Acres	180 to 500 Acres	More than 500 Acres
Brown	586	269	189	72
Shawano	341	495	338	104

Property Taxes and Values

Table -9 lists the average property tax, assessed value, and sale price per acre of agricultural land in Brown and Shawano counties and all Wisconsin counties. The assessed values and property taxes are based on the “use value” of agricultural land. Wisconsin Statutes define agricultural land as “land, exclusive of buildings and improvements that is devoted primarily to agricultural use.” This information will be useful to help determine easement values. Brown County has the highest average tax per acre on farmland. Brown County also has the highest average sale price per acre of farmland compared to Shawano County.

Table 9. Farmland Taxes and Values

County	2013/14 Dollars per Acre of Farmland		
	Average Tax	Assessed Value	Sale Value
Brown	\$3.38	\$170	\$8,423
Shawano	3.15	173	5,400
Wisconsin	3.32	171	4,791

In a 2011 report, the University of Wisconsin Extension described agriculture's contribution to the Brown and Shawano⁵ economies. Researchers estimated that agriculture provides jobs for 21,038 people in Brown County, which represents 12 percent of the county's 180,690-member workforce. Agriculture accounts for \$5.7 billion in business sales or 20 percent of Brown County's total business sales. Every dollar of sales from agricultural products generates an additional \$0.62 of business sales in other parts of Brown County's economy. Agriculture also contributes \$1.6 billion to county income, 12 percent of Brown County's total income. Brown County agriculture pays \$139 million in taxes. This does not include property taxes for local school districts.

Agriculture provides jobs for 4,267 people in Shawano County, which represents 22 percent of the county's 18,994-member workforce. Agriculture accounts for \$487 million in business sales or 25 percent of Shawano County's total business sales. Every dollar of sales from agricultural products generates an additional \$0.33 of business sales in other parts of Shawano County's economy. Agriculture also contributes \$175 million to county income, 16 percent of Shawano County's total income. Shawano County agriculture pays nearly \$16 million in taxes. This does not include property taxes for local school districts.

Agricultural Rankings

In 2012, Brown County ranked third out of Wisconsin's 72 counties in the number of cattle and calves and seventh in milk and silage production.⁶ In that same year, farmers in the county harvested 26,700 acres of corn for grain, 19,200 acres of soybeans, 19,200 acres of alfalfa hay, and 44,400 acres of corn for silage. They also raised 105,000 head of cattle and calves.

Shawano County ranked second out of Wisconsin's 72 counties in the number of goats, fourth in sheep and sixth in forage production.⁷ In that same year, farmers in the county harvested 55,600 acres of corn for grain, 22,200 acres of soybeans, 18,900 acres of alfalfa hay, and 32,300 acres of corn silage. They also raised 87,000 head of cattle and calves.

Soils

The major soils⁸ that will be affected by the proposed project⁹ are the Solona Loam with 0 to 3 percent slopes and the Solona-Ossineke Complex with 1 to 6 percent slopes.

⁵ Brown and Shawano County Agriculture: Value and Economic Impact, University of Wisconsin-Extension, Cooperative Extension, 2011, <http://www.uwex.edu/ces/ag/wisag/>

⁶ Wisconsin 2012 Census of Agriculture, Wisconsin Agricultural Statistics Service, National Agricultural Statistics Service USDA, Wisconsin Department of Agriculture, Trade and Consumer Protection, 2012.

⁷ Wisconsin 2014 Agricultural Statistics, Wisconsin Agricultural Statistics Service, National Agricultural Statistics Service USDA, Wisconsin Department of Agriculture, Trade and Consumer Protection, 2012.

⁸ Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at <http://websoilsurvey.nrcs.usda.gov/>. Accessed March 7, 2013.

⁹ Soil Survey of Shawano County, USDA Soil Conservation Service in cooperation with the Research Division of the College of Agricultural and Life Sciences, University of Wisconsin, July 1978, sheet 77, pp. 22-69.

Solona Loam with 0 to 3 percent slopes is a deep, poorly drained soil formed in loamy glacial till on ground moraines. This soil has moderate permeability the potential for runoff is dependent on slope gradient. Crops such as corn, soybeans, alfalfa hay, and oats are grown on this soil. It is the primary soil type in the project area. This soil type is classified as prime farmland if drained.

The Solona-Ossineke Complex is present in the project area in a smaller area. This soil is a moderately well drained soil formed in loamy basal till on ground moraines, disintegration moraines, and drumlins. This soil is also prime farmland if drained and is used to produce corn, soybeans, alfalfa hay, and oats.

Farmland Preservation Program (FPP)

The Farmland Preservation Program provides counties, towns, and landowners with tools to aid in protecting agricultural land for continued agricultural use and to promote activities that support the larger agricultural economy. Through this program, counties adopt state-certified farmland preservation plans which map areas identified as important for farmland preservation and agricultural development based upon reasonable criteria. Within these farmland preservation areas, local governments and owners of farmland can petition for designation by the state as an Agricultural Enterprise Area (AEA). This designation highlights the importance of the area for agriculture and further supports local farmland preservation and agricultural development goals. Designation as an AEA also enables eligible landowners to enter into farmland preservation agreements. Through an agreement, a landowner agrees to voluntarily restrict the use of their land for agriculture for fifteen years and to follow the state soil and water conservation standards to protect water quality and soil health. The property owner with 12.04 acres of cropland to be acquired is not participating in the Farmland Preservation Program. The land to be acquired for the proposed project is within the area of the Maple Grove AEA.

Farmland owners with land zoned for exclusive agricultural use or land covered by an agreement signed before the Working Lands Initiative do not have to pay back any of the tax credits they have received through the program on land that would be acquired for this project. However, the loss of any farmland enrolled in the federal government's various commodity programs could affect a farmer's base acreage resulting in lower revenue from these programs.

IV. AGRICULTURAL IMPACTS

An AIS is required by law when more than 5 acres from any farm operation will be acquired for a public project. Thirty days after the publication date of the AIS, the purchasing agency may begin negotiating with the affected farmland owners.

Table 10 lists the farmland owners who will be affected by the proposed project and the amount of land to be acquired from each of them.

Table 10. Proposed Acquisition of Farmland

Farmland Owners	Acres to be Acquired
Baumgart Marital Trust	12.24
5 acquisitions each less than one acre	1.44
Total	13.48

DATCP contacted the landowner, Baumgart Marital Trust, who will lose more than one acre of land due to the proposed project. The following is a brief description of the parcel and the landowner's comments and concerns.

Farm Owner/Operator: Baumgart Marital Trust – Susan Mielcarek

Proposed Acquisition: Fee-simple acquisition of 10.58 acres, plus 1.15 land locked acres, plus 0.51 acre of Temporary Limited Easement.

The affected parcel is farmed by Michael Bodart who has rented it for many years. Mr. Bodart has a large cash crop operation and was contacted for comments about the proposed project.

The proposed overpass will cut across a field that is farmed by Mr. Bodart. He stated that the project will result him losing approximately 20 acres of cropland. The field is has tile drains and Mr. Bodart is concerned that the overpass construction will affect field drainage and result in flooding. He recommended that the overpass be sited over the existing intersection, which would reduce that amount of farmland lost and have less of an impact on field drainage. The intersection design team is working with Mr. Bodart to resolve any problems with drainage and field access.

Access

WisDOT has indicated that some access points to farmland will be eliminated. Approximately 1.15 acres of property will be landlocked between the new roadway and stream. This land will be

acquired since there is no way to access without another stream crossing. Refer to Appendix III, which includes portion of the statutes that pertain to access.

Drainage

Proper field drainage is vital to a successful farm operation. Highway construction can disrupt improvements such as drainage tiling, grassed waterways, ditches, and culverts, which regulate the drainage of farm fields. In addition, construction of impervious surfaces can impede drainage and increase runoff. If drainage is impaired, water can settle in fields and cause substantial damage, such as harming or killing crops and other vegetation, concentrating mineral salts, flooding farm buildings, or causing hoof rot and other diseases that affect livestock. Where salt is used on road surfaces, runoff water can increase the content of salt in nearby soils.

Section 88.87 of the *Wisconsin Statutes* requires highways to be built with adequate ditches, culverts, and other facilities to prevent obstruction of drainage, protect property owners from damage to lands caused by unreasonable diversion or retention of surface water, and maintain, as nearly as possible, the original drainage flow patterns. Refer to Appendix IV for the statutes pertaining to drainage rights. Landowners whose property is damaged by improper construction or maintenance of highway facilities and highway drainage structures may file a claim with WisDOT within three years after the damage occurs.

The proposed project is not located within any drainage districts. However, drainage could potentially be affected by this project and special considerations should be made to ensure long-term impacts to drainage and drainage tiles do not occur.

Fencing

Compensation for fencing within the acquired parcels will be included in the appraisal. If fencing or other improvements are damaged outside of the acquisitions, the owner would receive damages, or the improvement will be repaired or replaced to a condition similar or equal to that existing before the damage was done.

Appraisal Process

WisDOT will provide an appraisal of the affected property to the landowners. This will be the basis for their compensation offer. The amount of compensation is based on the appraisal(s) and is established during the negotiation process between WisDOT and the individual landowner. An appraisal is an estimate of fair market value. WisDOT is required to provide landowners with information about their rights in this process before negotiations begin.¹⁰ Landowners have the right to obtain their own appraisal of their property and could be compensated for the cost of this appraisal if the following conditions are met:

1. The appraisal must be submitted to WisDOT within 60 days after the landowner receives WisDOT's appraisal.
2. The appraisal fee must be reasonable.
3. The appraisal must be complete.

¹⁰For more information, contact the Relocation Unit, Bureau of Planning and Technical Assistance, Department of Administration, P.O. Box 7868, Madison WI 53707-7868, or call (608)267-0317.

V. RECOMMENDATIONS

DATCP recommends the following as ways to mitigate the potential adverse impacts to agriculture associated with the proposed project:

1. Where access is relocated or a new access point is provided, WisDOT should consult with the affected landowner(s) to ensure that the new or altered access point is in a safe location for efficient farm use.
2. Current farm operators should be allowed to continue farming land acquired for the proposed project until it is needed for construction.
3. To address potential drainage problems that may occur as a result of the project, WisDOT should discuss design and construction plans with the Brown County and Shawano County land conservationists during the design process for this project.
4. The county land conservationists should be consulted to ensure that construction proceeds in a manner that minimizes crop damage, soil compaction, and soil erosion on adjacent farmland.
5. Farmland owners and operators should be given advanced notice of acquisition and construction schedules so that farm activities can be adjusted accordingly. To the extent feasible, the timing of the acquisition and construction should be coordinated with them to minimize crop damage and disruption of farm operations.

Appendix I: Agricultural Impact Statements

The Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) is required to prepare an Agricultural Impact Statement (AIS) whenever more than five acres of land from at least one farm operation will be acquired for a public project if the agency acquiring the land has the authority to use eminent domain for the acquisition(s). The DATCP has the option to prepare an AIS for projects affecting five or fewer acres from each farm. An AIS would be prepared in such a case if the proposed project would have significant effects on a farm operation. The agency proposing the acquisition(s) is required to provide the DATCP with the details of the project and acquisition(s). After receiving the needed information, DATCP has 60 days to analyze the project's effects on farm operations, make recommendations about it and publish the AIS. DATCP will provide copies of the AIS to affected farmland owners, various state and local officials, local media and libraries, and any other individual or group who requests a copy. Thirty days after the date of publication, the proposing agency may begin negotiating with the landowner(s) for the property.

Section 32.035 of the Wisconsin Statutes: Agricultural impact statement.

(1) Definitions. In this section:

(a) "Department" means department of agriculture, trade and consumer protection.

(b) "Farm operation" means any activity conducted solely or primarily for the production of one or more agricultural commodities resulting from an agricultural use, as defined in s. 91.01 (1), for sale and home use, and customarily producing the commodities in sufficient quantity to be capable of contributing materially to the operator's support.

(2) EXCEPTION. This section shall not apply if an environmental impact statement under s. 1.11 is prepared for the proposed project and if the department submits the information required under this section as part of such statement or if the condemnation is for an easement for the purpose of constructing or operating an electric transmission line, except a high voltage transmission line as defined in s. 196.491(1)(f).

(3) PROCEDURE. The condemnor shall notify the department of any project involving the actual or potential exercise of the powers of eminent domain affecting a farm operation. If the condemnor is the department of natural resources, the notice required by this subsection shall be given at the time that permission of the senate and assembly committees on natural resources is sought under s. 23.09(2)(d) or 27.01(2)(a). To prepare an agricultural impact statement under this section, the department may require the condemnor to compile and submit information about an affected farm operation. The department shall charge the condemnor a fee approximating the actual costs of preparing the statement. The department may not publish the statement if the fee is not paid.

(4) IMPACT STATEMENT. (a) When an impact statement is required; permitted. The department shall prepare an agricultural impact statement for each project, except a project under ch. 81 or a project located entirely within the boundaries of a city or village, if the project involves the actual or potential exercise of the powers of eminent domain and if any interest in more than 5 acres from any farm operation may be taken. The department may prepare an agricultural impact

statement on a project located entirely within the boundaries of a city or village or involving any interest in 5 or fewer acres of any farm operation if the condemnation would have a significant effect on any farm operation as a whole.

(b) *Contents.* The agricultural impact statement shall include:

1. A list of the acreage and description of all land lost to agricultural production and all other land with reduced productive capacity, whether or not the land is taken.

2. The department's analyses, conclusions and recommendations concerning the agricultural impact of the project.

(c) *Preparation time; publication.* The department shall prepare the impact statement within 60 days of receiving the information requested from the condemnor under sub. (3). The department shall publish the statement upon receipt of the fee required under sub. (3).

(d) *Waiting period.* The condemnor may not negotiate with an owner or make a jurisdictional offer under this subchapter until 30 days after the impact statement is published.

(5) **PUBLICATION.** Upon completing the impact statement, the department shall distribute the impact statement to the following:

(a) The governor's office.

(b) The senate and assembly committees on agriculture and transportation.

(c) All local and regional units of government which have jurisdiction over the area affected by the project. The department shall request that each unit post the statement at the place normally used for public notice.

(d) Local and regional news media in the area affected.

(e) Public libraries in the area affected.

(f) Any individual, group, club or committee which has demonstrated an interest and has requested receipt of such information.

(g) The condemnor.

Appendix II: Eminent Domain

Fair compensation for a partial taking of property under eminent domain is the larger of two figures: (1) the fair market value of the acquired property or (2) the fair market value of the entire parcel before the acquisition minus the fair market value of the remaining parcel. Compensation will be paid for the land acquired, any improvements acquired (structures, fencing, etc.), loss of access, loss of a use of this property, and damages resulting from severance of the property (including land and improvements). The condemnor may provide compensation for increased travel distances.

In addition to other compensation, a condemnor is required to make a payment of \$50,000 or less to any displaced farm or business owner who has owned the property for at least one year and who purchases a comparable replacement farm or business within two years of the acquisition. The amount of this payment would include any additional amount of money needed to equal the reasonable cost of a replacement farm or business, any increased interest or debt service charges, and closing costs. Displaced renters may also receive compensation if they rent or lease a comparable replacement farm or business within two years of the acquisition. If the displaced tenant rents or leases a comparable farm or business, the payment would include the amount needed to rent the replacement property for four years. This payment would not exceed \$30,000. If the renter decides to purchase a comparable farm or business, the payment would be equal to the rental or lease of that property for four years plus closing fees.

If a project would displace any person, business, or farm operation, the condemnor must file and have approved a written relocation payment plan and a relocation assistance service plan with the Department of Commerce. The condemnor must determine the relocation payment, assist displaced persons, businesses and farm operations to find comparable replacement properties, provide information about any government assistance to displaced persons, and coordinate the displacement with other project activities in a timely manner to avoid causing hardship

Section 32.09 of the Wisconsin Statutes describes the compensation provided for property acquisition and certain damages:

(6) In the case of a partial taking of property other than an easement, the compensation to be paid by the condemnor shall be the greater of either the fair market value of the property taken as of the date of evaluation or the sum determined by deducting from the fair market value of the whole property immediately before the date of evaluation, the fair market value of the remainder immediately after the date of evaluation, assuming the completion of the public improvement and giving effect, without allowance of offset for general benefits, and without restriction because of enumeration but without duplication, to the following items of loss or damage to the property where shown to exist:

- (a) Loss of land including improvements and fixtures actually taken.
- (b) Deprivation or restriction of existing right of access to highway from abutting land,

provided that nothing herein shall operate to restrict the power of the state or any of its subdivisions or any municipality to deprive or restrict such access without compensation under any duly authorized exercise of the police power.

(c) Loss of air rights.

(d) Loss of a legal nonconforming use.

(e) Damages resulting from actual severance of land including damages resulting from severance of improvements or fixtures and proximity damage to improvements remaining on condemnee's land. In determining severance damages under this paragraph, the condemnor may consider damages which may arise during construction of the public improvement, including damages from noise, dirt, temporary interference with vehicular or pedestrian access to the property and limitations on use of the property. The condemnor may also consider costs of extra travel made necessary by the public improvement based on the increased distance after construction of the public improvement necessary to reach any point on the property from any other point on the property.

(f) Damages to property abutting on a highway right-of-way due to change of grade where accompanied by a taking of land.

(g) Cost of fencing reasonably necessary to separate land taken from remainder of condemnee's land, less the amount allowed for fencing taken under par. (a), but no such damage shall be allowed where the public improvement includes fencing of right of way without cost to abutting lands.

Section 32.19 of the Wisconsin Statutes outlines payments to be made to displaced tenant-occupied businesses and farm operations.

(4m) BUSINESS OR FARM REPLACEMENT PAYMENT. (a) *Owner-occupied business or farm operation.* In addition to amounts otherwise authorized by this subchapter, the condemnor shall make a payment, not to exceed \$50,000, to any owner displaced person who has owned and occupied the business operation, or owned the farm operation, for not less than one year prior to the initiation of negotiations for the acquisition of the real property on which the business or farm operation lies, and who actually purchases a comparable replacement business or farm operation for the acquired property within two years after the date the person vacates the acquired property or receives payment from the condemnor, whichever is later. An owner displaced person who has owned and occupied the business operation, or owned the farm operation, for not less than one year prior to the initiation of negotiations for the acquisition of the real property on which the business or farm operation lies may elect to receive the payment under par. (b) 1. in lieu of the payment under this paragraph, but the amount of payment under par. (b) 1. to such an owner displaced person may not exceed the amount the owner displaced person is eligible to receive under this paragraph. The additional payment under this paragraph shall include the following amounts:

1. The amount, if any, which when added to the acquisition cost of the property, other than any dwelling on the property, equals the reasonable cost of a comparable replacement business or

farm operation for the acquired property, as determined by the condemnor.

2. The amount, if any, which will compensate such owner displaced person for any increased interest and other debt service costs which such person is required to pay for financing the acquisitions of any replacement property, if the property acquired was encumbered by a bona fide mortgage or land contract which was a valid lien on the property for at least one year prior to the initiation of negotiations for its acquisition. The amount under this subdivision shall be determined according to rules promulgated by the department of commerce.

3. Reasonable expenses incurred by the displaced person for evidence of title, recording fees and other closing costs incident to the purchase of the replacement property, but not including prepaid expenses.

(b) *Tenant-occupied business or farm operation.* In addition to amounts otherwise authorized by this subchapter, the condemnor shall make a payment to any tenant displaced person who has owned and occupied the business operation, or owned the farm operation, for not less than one year prior to initiation of negotiations for the acquisition of the real property on which the business or operation lies or, if displacement is not a direct result of acquisition, such other event as determined by the department of commerce, and who actually rents or purchases a comparable replacement business or farm operation within 2 years after the date the person vacates the property. At the option of the tenant displaced person, such payment shall be either:

1. The amount, not to exceed \$30,000, which is necessary to lease or rent a comparable replacement business or farm operation for a period of 4 years. The payment shall be computed by determining the average monthly rent paid for the property from which the person was displaced for the 12 months prior to the initiation of negotiations or, if displacement is not a direct result of acquisition, such other event as determined by the department of commerce and the monthly rent of a comparable replacement business or farm operation and multiply the difference by 48; or

2. If the tenant displaced person elects to purchase a comparable replacement business or farm operation, the amount determined under subd. 1 plus expenses under par. (a) 3.

(5) EMINENT DOMAIN. Nothing in this section or ss. 32.25 to 32.27 shall be construed as creating in any condemnation proceedings brought under the power of eminent domain, any element of damages.

Section 32.25 of the Wisconsin Statutes delineates steps to be followed when displacing persons, businesses, and farm operations.

(1) Except as provided under sub.(3) and s. 85.09 (4m), no condemnor may proceed with any activity that may involve the displacement of persons, business concerns or farm operations until the condemnor has filed in writing a relocation payment plan and relocation assistance service plan and has had both plans approved in writing by the department of commerce.

(2) The relocation assistance service plan shall contain evidence that the condemnor has taken reasonable and appropriate steps to:

(a) Determine the cost of any relocation payments and services or the methods that are going to be used to determine such costs.

(b) Assist owners of displaced business concerns and farm operations in obtaining and becoming established in suitable business locations or replacement farms.

(c) Assist displaced owners or renters in the location of comparable dwellings.

(d) Supply information concerning programs of federal, state and local governments which offer assistance to displaced persons and business concerns.

(e) Assist in minimizing hardships to displaced persons in adjusting to relocation.

(f) Secure, to the greatest extent practicable, the coordination of relocation activities with other project activities and other planned or proposed governmental actions in the community or nearby areas which may affect the implementation of the relocation program.

(g) Determine the approximate number of persons, farms or businesses that will be displaced and the availability of decent, safe and sanitary replacement housing.

(h) Assure that, within a reasonable time prior to displacement, there will be available, to the extent that may reasonably be accomplished, housing meeting the standards established by the department of commerce for decent, safe and sanitary dwellings. The housing, so far as practicable, shall be in areas not generally less desirable in regard to public utilities, public and commercial facilities and at rents or prices within the financial means of the families and individuals displaced and equal in number to the number of such displaced families or individuals and reasonably accessible to their places of employment.

(i) Assure that a person shall not be required to move from a dwelling unless the person has had a reasonable opportunity to relocate to a comparable dwelling.

(3)(a) Subsection (1) does not apply to any of the following activities engaged in by a condemnor:

1. Obtaining an appraisal of property.

2. Obtaining an option to purchase property, regardless of whether the option specifies the purchase price, if the property is not part of a program or project receiving federal financial assistance.

Appendix III: Access

WisDOT must reconstruct any entrance to property abutting a highway if there is a change in the highway alignment affecting that entrance. If a new highway severs property, WisDOT must provide an entrance to both parcels of land. The landowner is responsible for the maintenance of these access points after construction is completed.

WisDOT has the authority to limit the number of access points to and from rural segments of the state trunk system serving more than 2,000 vehicles per day. Access to a road or private property may be taken away if WisDOT determines a need for access control. A controlled-access highway is one where the entrance to and departure from the highway is limited. Access controls can be placed on a new or existing highway and WisDOT can limit access by providing a grade separation, service roads or closing access to an intersecting road. Additional access to a controlled-access highway will not be provided without WisDOT's written permission. When a controlled-access highway severs a parcel, WisDOT may provide a crossover point for the owner to travel between the severed parcels. The access in these cases is removed when the parcels are no longer owned by the same party.

Section 86.05 of the Wisconsin Statutes states that access shall be provided to land which abuts a highway:

Entrances to highway restored. Whenever it is necessary, in making any highway improvement to cut or fill or otherwise grade the highway in front of any entrance to abutting premises, a suitable entrance to the premises shall be constructed as a part of the improvements, and if the premises are divided by the highway, then one such entrance shall be constructed on each side of the highway. Thereafter, each entrance shall be maintained by the owner of the premises. During the time the highway is under construction, the state, county, city, village or town shall not be responsible for any damage that may be sustained through the absence of an entrance to any such premises.

Section 84.25 of the Wisconsin Statutes describes access restrictions concerning a controlled-access highway:

(3) CONSTRUCTION; OTHER POWERS OF DEPARTMENT. In order to provide for the public safety, convenience and the general welfare, the department may use an existing highway or provide new and additional facilities for a controlled-access highway and so design the same and its appurtenances, and so regulate, restrict or prohibit access to or departure from it as the department deems necessary or desirable. The department may eliminate intersections at grade of controlled-access highways with existing highways or streets, by grade separation or service road, or by closing off such roads and streets at the right-of-way boundary line of such controlled-access highway and may divide and separate any controlled-access highway into separate roadways or lanes by raised curbsings, dividing sections or other physical separations or

by signs, markers, stripes or other suitable devices, and may execute any construction necessary in the development of a controlled-access highway including service roads or separation of grade structures.

(4) **CONNECTIONS BY OTHER HIGHWAYS.** After the establishment of any controlled-access highway, no street or highway or private driveway, shall be opened into or connected with any controlled-access highway without the previous consent and approval of the department in writing, which shall be given only if the public interest shall be served thereby and shall specify the terms and conditions on which such consent and approval is given.

(5) **USE OF HIGHWAY.** No person shall have any right of entrance upon or departure from or travel across any controlled-access highway, or to or from abutting lands except at places designated and provided for such purposes, and on such terms and conditions as may be specified from time to time by the department.

(6) **ABUTTING OWNERS.** After the designation of a controlled-access highway, the owners or occupants of abutting lands shall have no right or easement of access, by reason of the fact that their property abuts on the controlled-access highway or for other reason, except only the controlled right of access and of light, air or view.

(7) **SPECIAL CROSSING PERMITS.** Whenever property held under one ownership is severed by a controlled-access highway, the department may permit a crossing at a designated location, to be used solely for travel between the severed parcels, and such use shall cease if such parcels pass into separate ownership.

Appendix IV: Drainage

Roads and railroad grades must be constructed and maintained so they do not impede the general flow of surface water in an unreasonable manner. Roads and railroad grades must be constructed with adequate ditches, culverts and other facilities to maintain a practical drainage pattern.

The following specifications and statutes cited address some of the impacts which could potentially occur during and after the proposed highway project. The statutes cited can be found in full in the following: Wisconsin Statutes at <https://docs.legis.wisconsin.gov/statutes/statutes/88/VIII/87>. WisDOT's specifications can be found in 2012 Standard Specifications, State of Wisconsin, Department of Transportation at <http://roadwaystandards.dot.wi.gov/standards/stndspec/index.htm>. DATCP recommends that farmland owners concerned about drainage should consult these texts for further information.

Section 88.87(2) of the Wisconsin Statutes describes regulations concerning rights of drainage:

- (a) Whenever any county, town, city, village, railroad company or the department of transportation has heretofore constructed and now maintains or hereafter constructs and maintains any highway or railroad grade in or across any marsh, lowland, natural depression, natural watercourse, natural or man-made channel or drainage course, it shall not impede the general flow of surface water or stream water in any unreasonable manner so as to cause either an unnecessary accumulation of waters flooding or water-soaking uplands or an unreasonable accumulation and discharge of surface water flooding or water-soaking lowlands. All such highways and railroad grades shall be constructed with adequate ditches, culverts, and other facilities as may be feasible, consonant with sound engineering practices, to the end of maintaining as far as practicable the original flow lines of drainage. This paragraph does not apply to highways or railroad grades used to hold and retain water for cranberry or conservation management purposes.
- (b) Drainage rights and easements may be purchased or condemned by the public authority or railroad company having control of the highway or railroad grade to aid in the prevention of damage to property owners which might otherwise occur as a result of failure to comply with par. (a).
- (c) If a city, village, town, county, or railroad company or the department of transportation constructs and maintains a highway or railroad grade not in accordance with par. (a), any property owner damaged by the highway or railroad grade may, within 3 years after the alleged damage occurred, file a claim with the appropriate governmental agency or railroad company. The claim shall consist of a sworn statement of the alleged faulty construction and a description, sufficient to determine the location of the lands, of the lands alleged to have been damaged by flooding or water-soaking. Within 90 days after the filing of that claim, the governmental agency or railroad company shall either correct the cause of the water damage, acquire rights to use the land for drainage or overflow purposes, or deny the claim. If the agency or company denies the claim or fails to take any action within 90 days after the filing of the claim, the property owner may bring

an action in inverse condemnation under ch. 32 or sue for such other relief, other than damages, as may be just and equitable.

WisDOT specification 205.3.3 further describes its policies concerning drainage:

- (1) During construction, maintain roadway, ditches, and channels in a well-drained condition at all times by keeping the excavation areas and embankments sloped to the approximate section of the ultimate earth grade. Perform blading or leveling operations when placing embankments and during the process of excavation except if the excavation is in ledge rock or areas where leveling is not practical or necessary. If it is necessary in the prosecution of the work to interrupt existing surface drainage, sewers, or under drainage, provide temporary drainage until completing permanent drainage work.
- (2) If storing salvaged topsoil on the right-of-way during construction operations, stockpile it to preclude interference with or obstruction of surface drainage.
- (3) Seal subgrade surfaces as specified for subgrade intermediate consolidation and trimming in 207.3.9.
- (4) Preserve, protect, and maintain all existing tile drains, sewers, and other subsurface drains, or parts thereof, that the engineer judges should continue in service without change. Repair, at no expense to the department, all damage to these facilities resulting from negligence or carelessness of the contractor's operations.

Appendix V: General Criteria for the Classification of Important Farmlands

The following discussion summarizes the USDA Natural Resources Conservation Service's written criteria for classifying farmlands, greater detail can be obtained from the Natural Resources Conservation Service office located at 6515 Watts Road, Suite 200, Madison, WI 53719-2726.

Prime Farmland

Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is also available for these uses (the land could be cropland, pastureland, rangeland, forest land, or other land, but not urban built-up land or water). It has the soil quality, growing season, and moisture supply needed to economically produce sustained high yields of crops when treated and managed, including water management, according to acceptable farming methods. In general, prime farmlands have an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, acceptable salt and sodium content, and few or no rocks. They are permeable to water and air. Prime farmlands are not excessively erodible or saturated with water for a long period of time, and they either do not flood frequently or are protected from flooding.

Unique Farmland

Unique farmland is land other than prime farmland that is used for the production of specific high value food and fiber crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to economically produce sustained high quality and/or high yields of a specific crop when treated and managed according to acceptable farming methods. Examples of such crops are citrus, tree nuts, olives, cranberries, fruit, and vegetables.

Additional Farmland of Statewide Importance

This is land, in addition to prime and unique farmland, that is of statewide importance for the production of food, feed, fiber, forage, and oilseed crops. Criteria for defining and delineating this land are to be determined by the appropriate state agency or agencies. Generally, additional farmlands of statewide importance include those that are nearly prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some may produce as high a yield as prime farmlands if conditions are favorable. In some states, additional farmlands of statewide importance may include tracts of land that have been designated for agriculture by state law.

Additional Farmland of Local Importance

In some local areas there is concern for certain additional farmland for the production of food, feed, fiber, forage, and oilseed crops, even though these lands are not identified as having national or statewide importance. Where appropriate, these lands are to be identified by the local agency or agencies concerned. In places, additional farmlands of local importance may include tracts of land that have been designated for agriculture by local ordinance.

Appendix VI: NRCS Soil Capability Classes

The following discussion summarizes the USDA Natural Resources Conservation Service's written criteria for land capability classification, greater detail can be obtained from the Natural Resources Conservation Service office located at 6515 Watts Road, Suite 200, Madison, WI 53719-2726.

Land suited to Cultivation and Other Uses:

Class I soils have few limitations that restrict their use.

Class II soils have some limitations that reduce the choice of plants or require moderate conservation practices.

Class III soils have severe limitations that reduce the choice of plants or require special conservation practices, or both.

Class IV soils have very severe limitations that restrict the choice of plants , require very careful management, or both.

Land Limited in Use-Generally Not Suited to Cultivation

Class V soils have little or no erosion hazard but have other limitations impractical to remove that limit their use largely to pasture, range, woodland, or wildlife food and cover.

Class VI soils have severe limitations that make them generally unsuited to cultivation and limit their use largely to pasture or range, woodland, or wildlife food and cover.

Class VII soils have very severe limitations that make them unsuited to cultivation and that restrict their use largely to grazing, woodland, or wildlife.

Class VIII soils and landforms have limitations that preclude their use for commercial plant production.

Soil Capability Subclasses

A subclass is a group of capability units within a class which has the dominant soil or climatic limitations for agricultural use. Capability Class I has no subclasses. There are four subclasses, designated by letter symbols and defined as follows:

- e** Erosion susceptibility is the dominant problem or hazard. Both erosion susceptibility and past erosion damage are major soil factors for placement in this subclass.
- s** Soil limitations within the rooting zone, such as shallowness of rooting zones, stones, low moisture-holding capacity, low fertility that is difficult to correct, and salinity or sodium, are dominant.
- w** Excess water is the dominant hazard or limitation. Poor soil drainage, wetness, high water table, and overflow are the criteria for placing soils in this subclass.
- c** Climate (temperature or lack of moisture) is the only major hazard or limitation.

May 12, 2015

AIS Program - Land Resources Bureau
Agricultural Resources Management Division
Dept of Agriculture, Trade and Consumer Protection
2811 Agriculture Drive, PO Box 8911
Madison, WI 53708-8911

Subject: **AIN for STH 29/156 Intersection – PROJECT UPDATE**
Project ID 1058-25-70, Shawano - Green Bay, STH 29 & STH 156 Intersection, STH 29, Shawano County

EMCS, Inc. has been retained by the Wisconsin Department of Transportation to provide design services for the proposed improvement project to improve safety at the STH 29 and STH 156 intersection. The intersection is located at the Shawano County/Brown County line. The project is located in the Town of Maple Grove, Shawano County and Town of Pittsfield, Brown County. See the enclosed project location map. The project is approximately 2.5-miles in total length.

EMCS transmitted the Agricultural Impact Notice (AIN) to DATCP on December 1, 2014 and received the AIS in January 2015 from DATCP. Since that time, WisDOT has identified some additional improvements which may require additional strip takings from farmed parcels. The proposed changes since transmittal of the original AIN include the following additional project improvements:

- Replacement of two box culverts along Old 29 Drive (new STH 156)
- Reconstruction of the CTH Y intersection (new STH 156) to improve traffic operations

These changes require an estimated 1.2 acres of additional property from five parcels. Three of the five parcels (2, 4, and 5) were provided in the original AIN transmitted to DATCP. Three additional farmland parcels (part of 4 and new 8 and 9) are estimated to be impacted near CTH Y. No parcels are estimated over 1-acre of impacts. The estimated changes since the original AIN are shown on the attached maps and the summary spreadsheet.

Please notify us within 10 ten days of receipt of this document if DATCP will require revisions to the original Agricultural Impact Statement for the project to address any of the enclosed estimated changes. If you would like additional information please contact me at (715) 845-1081 or via email at schristensen@emcsinc.com. Thank you for your assistance on this project.

Sincerely,



Stephanie G. Christensen, P.E.
EMCS Project Manager

Enclosures

1. Project Location Map
2. Project Overview with areas of estimated changes
3. Aerial maps with farmland impacts (estimated changes shown in orange)
4. Summary of estimated changes to farmland impacts

DATCP CORRESPONDENCE

From: Battaglia, Robert J - DATCP [mailto:Robert.Battaglia@wisconsin.gov]
Sent: Thursday, May 14, 2015 11:18 AM
To: Stephanie Christensen <SChristensen@emcsinc.com>
Cc: Halpin, Alice L - DATCP <Alice.Halpin@wisconsin.gov>; Tekler, Lindsay M - DATCP <Lindsay.Tekler@wisconsin.gov>
Subject: RE: Agricultural Impact Statement - ID 1058-25-70, STH 29/156, Shawano County

Stephanie:

Thanks for sending us the information on the additional improvements. I reviewed the maps and photos and don't see any need to change the Agricultural Impact Statement for this project.

Robert Battaglia
Agricultural Impact Analyst

From: Stephanie Christensen [mailto:SChristensen@emcsinc.com]
Sent: Tuesday, May 12, 2015 9:15 PM
To: Battaglia, Robert J - DATCP
Cc: Halpin, Alice L - DATCP
Subject: Re: Agricultural Impact Statement - ID 1058-25-70, STH 29/156, Shawano County

Hi Bob

I am transmitting an update on the subject project. There are additional improvements to two box culverts and the CTH Y intersection that will be added. As a result, there are minor changes to some of the parcels (not the Baumgart parcel in which the AIN focused). None of the changes are estimated to result in more than one acre of impact to any one parcel.

A summary of the estimated impact changes are attached. Can you provide me a response as to whether these changes will warrant a change to the AIS by DATCP?

Please let me know if you need additional information to make a determination.

Thanks.

--

Stephanie G. Christensen, PE (WI)

COE CORRESPONDENCE

From: Domer, Nicholas T MVP [mailto:Nicholas.T.Domer@usace.army.mil]
Sent: Tuesday, August 20, 2013 10:56 AM
To: Stephanie Christensen <SChristensen@emcsinc.com>
Subject: STH 29/156 intersection and STH 156 pavement improvement project

Stephanie,

In response to your request for comments on the STH 29/156 intersection and STH 156 pavement improvement project. Please consider the following general information concerning our regulatory program that may apply to the proposed project.

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

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

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

Nick Domer, Lead Project Manager
St. Paul District, Corps of Engineers
Green Bay Field Office
211 N. Broadway St., Suite 221
Green Bay, WI 54303
Ph: (920) 448-2824; Fax:(920) 448-2813
nicholas.t.domer@usace.army.mil



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Wisconsin-Minnesota Ecological Services Field Office



4101 American Blvd. East
Bloomington, Minnesota 55425-1665
Telephone 612-725-3548
FAX 612-725-3609

2661 Scott Tower Drive
New Franken, Wisconsin 54229-9565
Telephone 920-866-1717
FAX 920-866-1710

505 Science Drive
Madison, Wisconsin 53711-1093
Telephone 608-238-9333
FAX 608-238-9334

To: Stephanie Christensen USFWS Project ID: 15-TA-0101

Regarding your: Letter E-mail Fax Dated: December 1, 2014

RE: Project ID's 1058-25-70/6580-11-60, STH 29 & STH 156 Improvements, Shawano County, WI

Pursuant to the **Endangered Species Act of 1973**, the **Fish and Wildlife Coordination Act**, and the **Migratory Bird Treaty Act**, the U.S. Fish and Wildlife Service (Service) has reviewed the information provided for the project noted above. Our comments follow (see checked boxes below).

- Due to the project location, federally-listed, proposed, or candidate species may occur within the project area. To evaluate your project for endangered and threatened species concerns, please visit our website at http://www.fws.gov/midwest/endangered/lists/cty_indx.html. If you find that there are endangered, threatened, proposed, or candidate species in the county where your project occurs, you may proceed with your initial determination by following the technical assistance instructions, also on the Web, at: <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. The instructions will lead you to contact this office if your project may affect one or more candidate, proposed, or listed species or proposed or final critical habitat. If you determine that your proposed action will have no effect whatsoever on these species or critical habitat there is no requirement to consult with this office and your Section 7 responsibilities are completed.
- Due to the project location, no federally-listed, proposed, or candidate species, or designated critical habitat occurs within the area that would be affected directly or indirectly by the proposed action (action area).
- We recommend checking our website (<http://www.fws.gov/midwest/endangered>) every 6 months from the date of this letter to ensure that listed species presence/absence information for the proposed project is current.
- If migratory birds are known to nest on any structures (e.g., bridges) which may be disturbed by project construction, activities should begin (and be concluded) before the initiation of the breeding season for those species or after the breeding has concluded. Alternatively, the structures can be *tightly screened* before the breeding season (May 1 through August 30) to prevent nesting. If you will not be able to begin construction prior to or after the breeding season, please contact our office.
- Under the Migratory Bird Treaty Act of 1918, as amended, it is unlawful to take, capture, kill, or possess migratory birds, their nests, eggs, and young. If migratory birds are known to nest on any structures or habitat which may be disturbed by project construction, activities (e.g., tree removal) should begin and be completed before the initiation of the breeding season for those species or after breeding has concluded. Generally, we recommend that any habitat disturbance occur before May 1 or after August 30 to minimize potential impacts to migratory birds, but please be aware that some species may initiate nesting before May 1.

- NOV 20 2014
DEC 16 2014
- We recommend, when possible, that bridges and abutments be designed and constructed in such a way as to allow terrestrial wildlife to pass under the bridge without entering the river during normal flow conditions. This may require lengthening the bridge, limitations on the use of exposed riprap, modifications to the surface of the riprap (e.g., grouting the surface or filling with soil or other natural materials), or modifications in the substrate and/or slope at the base of the abutments, as some wildlife species cannot or prefer not to traverse areas of riprap.
 - The Service supports and encourages the maintenance or creation of habitat connectivity wherever possible. As such, we recommend installing bridges or culverts that do not impede the movement of water, sediments, or aquatic species along existing waterways. Specifically, we strongly recommend replacing failing culverts with bridges or bottomless culverts where possible. At minimum, we recommend new culverts be set at a zero slope, with a width that matches bank flow.
 - We note that the project area may include wetlands. In refining and selecting project alternatives, efforts should be made to select an alternative that does not adversely impact wetlands. If no other alternative is feasible and it is clearly demonstrated that project construction resulting in wetland disturbance or loss cannot be avoided, a wetland mitigation plan should be developed that identifies measures proposed to minimize adverse impacts and replace lost wetland habitat values and other wetland functions and values.

USFWS Contact(s): Lisa Mandell **Phone Number:** 612-725-3548 x2201

Date: December 16, 2014

USFWS Online Section 7 Review

Brown	Northern long-eared bat <i>Myotis septentrionalis</i>	Threatened	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. During summer, roosts and forages in upland forests.
	Rufa red knot (<i>Calidris canutus rufa</i>)	Threatened	Along Green Bay
	Dwarf lake iris <i>Iris lacustris</i>	Threatened	Partially shaded sandy-gravelly soils on lakeshores
Shawano	Gray wolf <i>Canis lupus</i>	Endangered	Northern forested areas
	Northern long-eared bat <i>Myotis septentrionalis</i>	Threatened	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. During summer, roosts and forages in upland forests.
	Whooping crane <i>Grus americanus</i>	**Non-essential experimental population	Open wetlands and lakeshores
	Snuffbox <i>Epioblasma triquetra</i>	Endangered	Small to medium-sized creeks and some larger rivers, in areas with a swift current
	Karner blue butterfly <i>Lycaeides melissa samuelis</i>	Endangered	Prairie, oak savanna, and jack pine areas with wild lupine

USFWS CORRESPONDENCE

From: Horton, Andrew [mailto:andrew_horton@fws.gov]

Sent: Friday, September 11, 2015 3:21 PM

To: Amelse, Ann - DOT

Subject: Re: WisDOT ID 1058-25-00/70 Project Submittal Form for Programmatic Consultation regarding NLEB

Ann,

To follow up on our phone conversation, given that the action area is not within a high potential area for karner blue butterfly and that your site visit did not reveal suitable habitat, we do not anticipate impacts to the species.

I have reviewed the project for NLEB concerns and this project meets the terms of the informal programmatic consultation under FHWA. Let me know if you need any additional technical assistance.

- Andrew.

August 25, 2014 email to USFWS

Mr. Horton,

The Wisconsin Department of Transportation (WisDOT) North Central Region (NCR) is submitting the attached Project Submittal Form to initiate consultation with the USFWS regarding Section 7 of the Endangered Species Act under the Programmatic Range-Wide Informal Consultation for Indiana Bat and Northern Long-eared Bat (Federal Highway Administration, Federal Railroad Administration, and USFWS dated 6/4/2015).

Based on the attached information, a Northern Long-eared Bat effect determination of "May Affect, Not Likely to Adversely Affect with Avoidance and Minimization Measures" was made for this project. No other federally listed species are anticipated to be affected by the project.

We appreciate the opportunity to coordinate with you on this project. If you need any additional information or have any questions or concerns, please don't hesitate to give me a call at 715-421-7357.

Thank you,

Ann Amelse

Environmental Analysis & Review Specialist

Wisconsin Dept. of Transportation, North Central Region

1681 Second Avenue South

Wisconsin Rapids, WI 54495

Office: 715-421-7357

Cell: 715-451-9552

Subsequent to the submittal of this package to Andrew Horton from Ann Amelse on 8/25/2014, commitments were made to avoid tree cutting at the box culvert from April 1 to September 31. In addition, the project area was further reviewed for Karner Blue habitat, and no habitat was identified.

**Federal Highway Administration (FHWA) and Federal Railroad Administration (FRA)
Range-wide Programmatic Informal Consultation for
Indiana Bat and Northern Long-eared Bat**

Project Submittal Form for FHWA, FRA, and Transportation Agencies
Updated June 23, 2015

In order to use the programmatic informal consultation to fulfill Endangered Species Act consultation requirements, transportation agencies must use this form to submit project-level information for all may affect, not likely to adversely affect (NLAA) determinations to the appropriate U.S. Fish and Wildlife Service (Service) field office prior to project commencement. For more information, see the Standard Operating Procedure for Site Specific Project(s) Submission in the User's Guide.

In submitting this form, the transportation agency ensures that the proposed project(s) adhere to the criteria of the range-wide programmatic informal BA. Upon submittal of this form, the appropriate Service field office may review the site-specific information provided and request additional information. If the applying transportation agency is not notified within 14 calendar days of emailing the Project Submittal Form to the Service field office, it may proceed under the range-wide programmatic informal consultation.

Further instructions on completing the form can be found by hovering your cursor over each text box.

-
1. Date: 8/25/2015
 2. Lead Agency: FHWA
This refers to the Federal governmental lead action agency initiating consultation; select FHWA or FRA as appropriate
 3. Requesting Agency: WI Department of Transportation
 - a. Name: Ann Amelse
 - b. Title: Regional Environmental Coordinator
 - c. Phone: 715-421-7357
 - d. Email: ann.amelse@dot.wi.gov
 4. Consultation Code¹: 03E17000-2015-SLI-0181
 5. Project Name(s): Project 1058-25-00, WIS 29-156

¹ Available through IPaC System Official Species List: <https://ecos.fws.gov/ipac/>

6. Project Description:

Please attach additional documentation or explanatory text if necessary

The WIS 29/WIS 156/St. Augustine Road intersection qualified for safety funding through the Highway Safety Improvement Program (HSIP) due to the crash history at the intersection. The intersection will be reconstructed with a grade-separated overpass during 2017 and 2018.

Proposed improvements include the following: Closure of the existing at-grade intersection, construction of a new overpass bridge and roadway approaches on St. Augustine Road over WIS 29, transfer of WIS 156 onto Old 29 Drive and County Y to provide access to the WIS 29/32 interchange, reconstruction of two deteriorated box culverts and outdated guardrail on Old 29 Drive/New WIS 156 over the W. Branch of the Suamico River and the Unnamed Tributary to the W. Branch of the Suamico River (east), reconstruction of the County Y/Old 29 Drive/New WIS 156 intersection, resurfacing the asphaltic pavement on Old 29 Drive/New WIS 156 and County Y/New WIS 156, installation of new signing and pavement marking, realignment of approximately 1,200-feet of the Unnamed Tributary to the W. Branch of the Suamico River (west).

7. Other species from Official Species List:

No effect – project(s) are inside the range, but no suitable habitat – see additional information attached

- ✓ May Affect – see additional information provided for those species (either attached or forthcoming)

8. For Ibat/NLEB, if Applicable, Explain Your No Effect Determination

No effect – project(s) are outside the species' range (*form complete*)

No effect – project(s) are inside the range, but no suitable summer habitat (*form complete*)

No effect from maintenance, alteration, or demolition of bridge(s)/structure(s) – results of inspection surveys indicate no signs of bats. (*form complete*)

No effect – other (*see Section 2.2 of the User's Guide – form complete*)

Otherwise, please continue below.

9. Affected Resource/Habitat Type

- ✓ Trees
- ✓ Bridge
- Other Non-Tree Roosting Structure (e.g., building)
- ✓ Other (please explain): wetlands and waterways

10. For Tree Removal Projects:

- a. Please verify that no documented roosts or foraging habitat will be impacted and that project is within 100 feet of existing road surface:
- b. Please verify that all tree removal will occur during the inactive season²:
- c. Timing of clearing: tree clearing August 1 - November 30, 2017
- d. Amount of clearing: scattered trees near one box culvert location

11. For Bridge/Structure Work Projects:

- a. Proposed work: replace two box culverts
- b. Timing of work: July to November 2017
- c. Evidence of bat activity on bridge/structure:
photographs show no evidence of bat activity at either culvert
- d. If applicable, verify that superstructure work will not bother roosting bats in any way:
- e. If applicable, verify that bridge/structure work will occur only in the winter months:

Some shrub clearing will also occur as part of the project, but the shrub area is not considered suitable habitat. Shrub clearing proposed to occur July-November 2017.

² Coordinate with local Service field office for appropriate dates.

12. Please confirm the following:

Proposed project(s) adhere to the criteria of the range-wide programmatic informal BA (see Section 2.0).

All applicable AMMs will be implemented, including³:

- | | |
|-----------------------|------------------------------------|
| Tree Removal AMM 1: ✓ | Dust Control AMM 1: ✓ |
| Tree Removal AMM 2: | Water Control AMM 1: ✓ |
| Tree Removal AMM 3: ✓ | Water Control AMM 2: ✓ |
| Tree Removal AMM 4: ✓ | Water Control AMM 3: ✓ |
| Bridge AMM 1: | Water Control AMM 4: ✓ |
| Bridge AMM 2: ✓ | Water Control AMM 5: ✓ |
| Bridge AMM 3: | Water Control AMM 6: ✓ |
| Bridge AMM 4: ✓ | Wetland/Stream Protection AMM 1: |
| Structure AMM 1: | Wetland/Stream Protection AMM 2: ✓ |
| Structure AMM 2: | Wetland/Stream Protection AMM 3: ✓ |
| Structure AMM 3: | Wetland/Stream Protection AMM 4: ✓ |
| Structure AMM 4: | Wetland/Stream Protection AMM 5: ✓ |
| Lighting AMM 1: | Wetland/Stream Protection AMM 6: ✓ |
| Lighting AMM 2: | |

Regarding Tree Removal AMM2, the project timeline does not allow avoidance of the entire active season, but the project can commit (via special provision) to not removing trees (located at the eastern box culvert) during the June-July pup season.
Regarding Wetland/Stream Protection AMM 1, tree/shrub clearing is required around the box culverts in order to physically construct them. WisDOT is consequently unable to maintain the buffers around the streams since the culverts carry the streams.

³ See AMMs Fact Sheet (Appendix B) for more information on the following AMMs.



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Green Bay Ecological Services Field Office
2661 SCOTT TOWER DRIVE
NEW FRANKEN, WI 54229
PHONE: (920)866-1717 FAX: (920)866-1710

Consultation Code: 03E17000-2015-SLI-0181

August 25, 2015

Event Code: 03E17000-2015-E-00179

Project Name: 1058-25-00, WIS 29-156

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project "may affect" listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects and projects that include installing towers that use guy wires or are over 200 feet in height (e.g., communication towers)**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: 1058-25-00, WIS 29-156

Official Species List

Provided by:

Green Bay Ecological Services Field Office
2661 SCOTT TOWER DRIVE
NEW FRANKEN, WI 54229
(920) 866-1717

Consultation Code: 03E17000-2015-SLI-0181

Event Code: 03E17000-2015-E-00179

Project Type: TRANSPORTATION

Project Name: 1058-25-00, WIS 29-156

Project Description: The WIS 29/WIS 156/St. Augustine Road intersection qualified for safety funding through the Highway Safety Improvement Program (HSIP) due to the crash history at the intersection. The intersection will be reconstructed with a grade-separated overpass during 2017 and 2018. Proposed improvements include: Transfer of WIS 156 onto Old 29 Drive and County Y to provide access to the WIS 29/32 interchange, reconstruct 2 box culverts, realign 1200 ft of waterway, reconstruct CTH Y/Old 29 Dr intersection

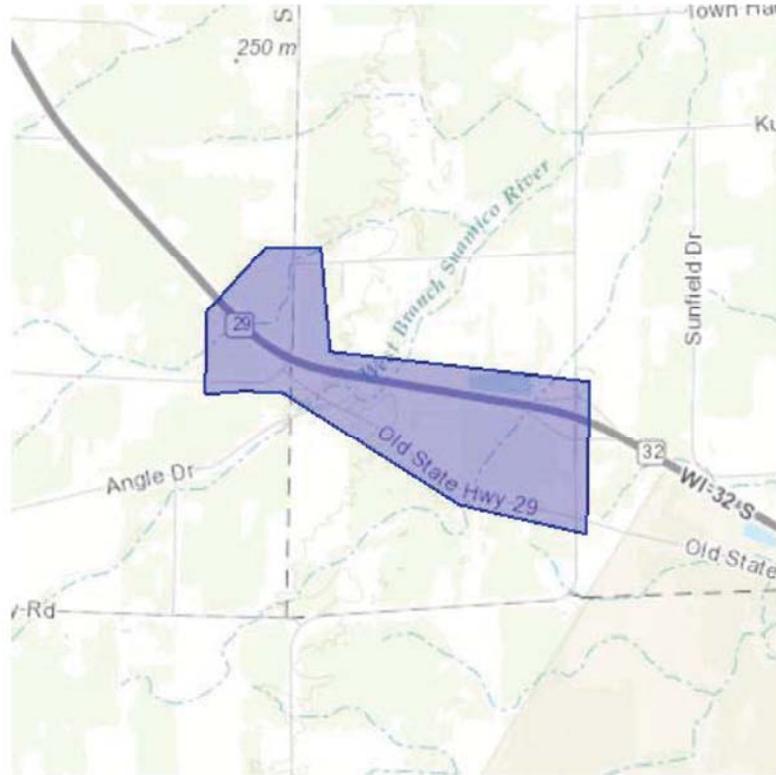
Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.



United States Department of Interior
Fish and Wildlife Service

Project name: 1058-25-00, WIS 29-156

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-88.23053169355262 44.591726314643296, -88.21961402893066 44.58991706529793, -88.21933937491849 44.59925610571526, -88.24172401742544 44.60101617685927, -88.24241066293325 44.607469311156635, -88.24728584499098 44.607420425354256, -88.25231552124023 44.603521738256845, -88.25241851911414 44.59851050367336, -88.24905395507812 44.59862662402904, -88.24570655822754 44.59862051214267, -88.23053169355262 44.591726314643296)))

Project Counties: Brown, WI | Shawano, WI



United States Department of Interior
Fish and Wildlife Service

Project name: 1058-25-00, WIS 29-156

Endangered Species Act Species List

There are a total of 5 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Birds	Status	Has Critical Habitat	Condition(s)
Whooping crane (<i>Grus americana</i>) Population: U.S.A.(AL, AR, GA, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, OH, SC, TN, VA, WI, WV)	Experimental Population, Non-Essential		
Flowering Plants			
Dwarf Lake iris (<i>Iris lacustris</i>)	Threatened		
Insects			
Karner Blue butterfly (<i>Lycaeides melissa samuelis</i>) Population: Entire	Endangered		
Mammals			
Gray wolf (<i>Canis lupus</i>) Population: U.S.A.: All of AL, AR, CA, CO, CT, DE, FL, GA, KS, KY, LA, MA, MD, ME, MO, MS, NC, NE, NH, NJ, NV, NY, OK, PA, RI, SC, TN, TX, VA, VT and WV; and portions of AZ, IA, IN, IL, ND, NM, OH, OR, SD, UT, and WA. Mexico.	Endangered		



United States Department of Interior
Fish and Wildlife Service

Project name: 1058-25-00, WIS 29-156

Northern long-eared Bat (<i>Myotis septentrionalis</i>)	Threatened		
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United States Department of Interior
Fish and Wildlife Service

Project name: 1058-25-00, WIS 29-156

Critical habitats that lie within your project area

There are no critical habitats within your project area.

Project 1058-25-00, WIS 29-156: Official Species List Discussion

Other species (aside from the NLEB) from the project's Official Species List include dwarf lake iris (*Iris lacustris*), Karner Blue butterfly (*Lycaeides melissa samuelis*), gray wolf (*Canis lupus*), and experimental population of Whooping Crane (*Grus americana*). Natural Heritage Inventory (NHI) screening from WDNR did not identify any of these species within the project area. Below are preliminary effect determinations for each of the species listed above.

Dwarf lake iris (*Iris lacustris*)

This species only grows around the Great Lakes and occurs near the northern shores of Lakes Huron and Michigan in Michigan, Wisconsin, and Ontario, Canada. There is no Great Lakes shoreline (suitable habitat) located within or adjacent to the project area, so the project is not likely to affect the dwarf lake iris.

Karner Blue butterfly (*Lycaeides melissa samuelis*)

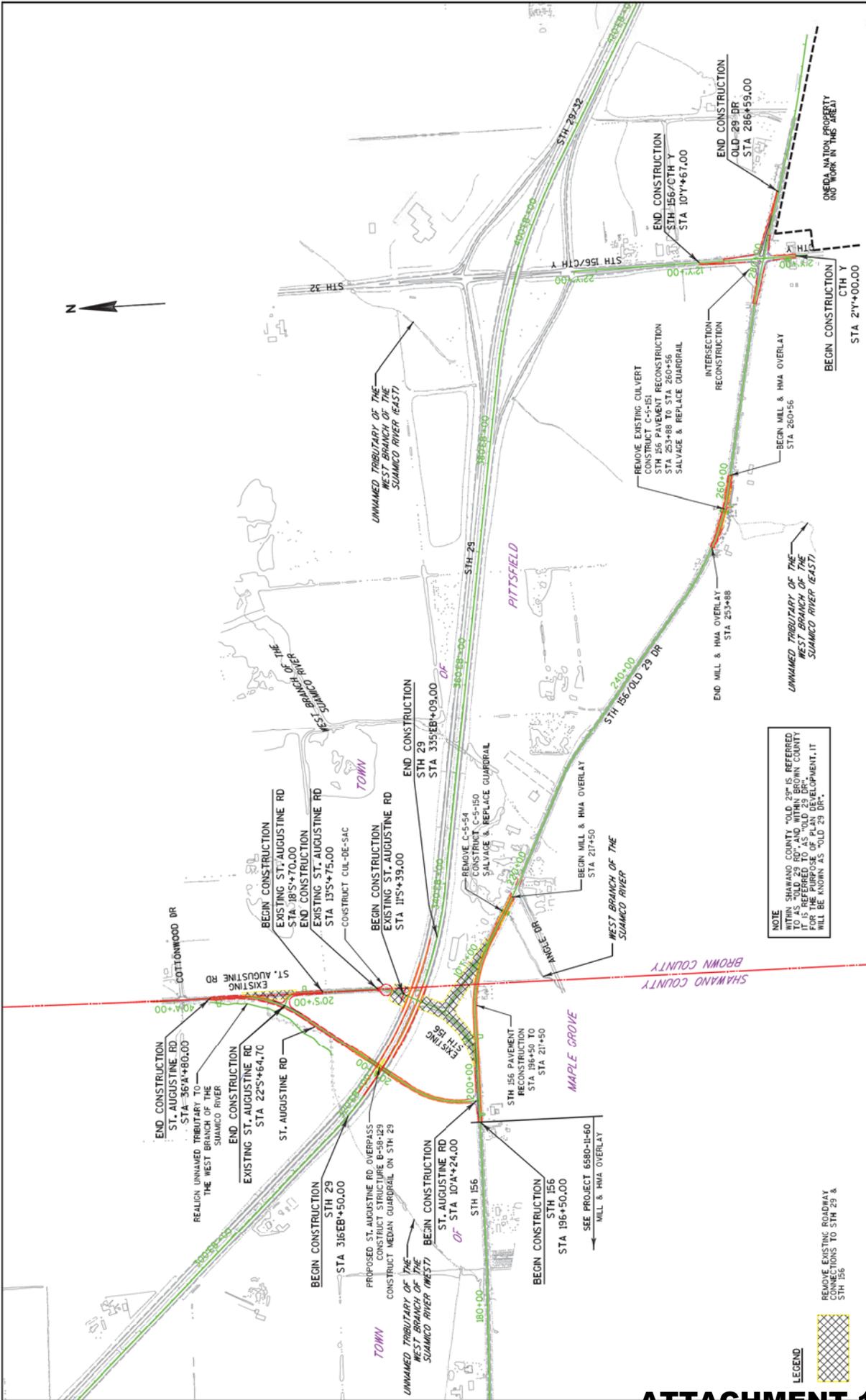
Detailed field surveys have not been conducted in the project area, so there may be potential for suitable habitat to exist. If suitable habitat would be impacted by the project, the Karner Blue butterfly would likely be adversely affected if it is present. The project will commit to conduct Karner Blue butterfly surveys during the 2016 flight season in order to determine presence/absence of the species and its suitable habitat.

Gray Wolf (*Canis lupus*)

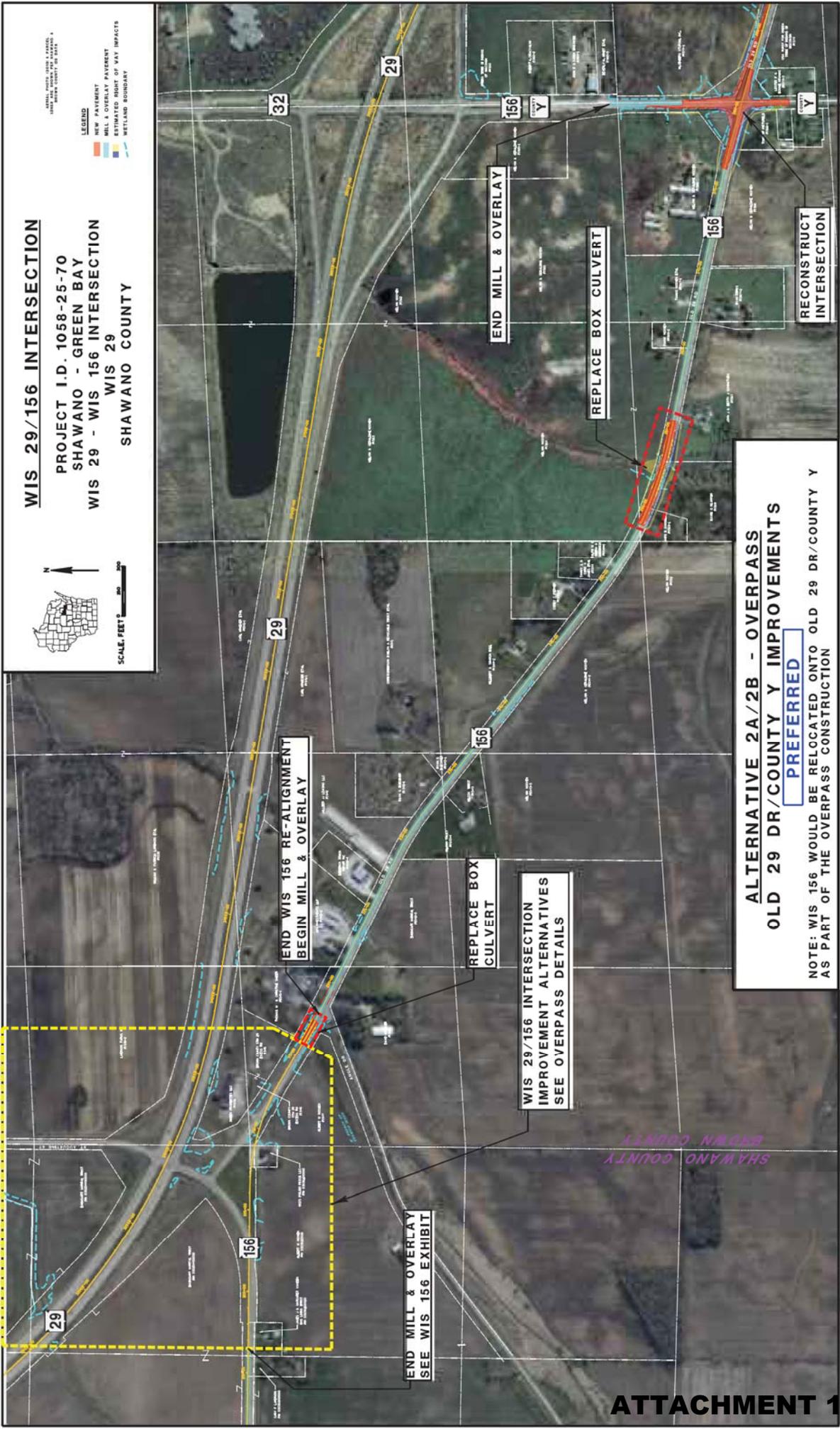
Based on know field conditions within the project area, high potential wolf habitat is not located within or adjacent to the project corridor. If potential habitat for this species would be affected by the project, it would not be likely to adversely impact the species due to the regional abundance of suitable habitat and the mobility of this species to remove itself from threatening circumstances

Whooping Crane (*Grus americana*)

Based on know field conditions within the project area, high potential whooping crane habitat is not located within or adjacent to the project corridor. If potential habitat for this species would be affected by the project, it would not be likely to adversely impact the species due to the regional abundance of suitable habitat and the mobility of this species to remove itself from threatening circumstances



NOTE
 WITHIN SHAWANO COUNTY "OLD 29" IS REFERRED TO AS "OLD 29 RD", AND WITHIN BROWN COUNTY IT IS REFERRED TO AS "OLD 29 DR". DEVELOPMENT IT WILL BE KNOWN AS "OLD 29 DR".



WIS 29/156 INTERSECTION
 PROJECT I.D. 1058-25-70
 SHAWANO - GREEN BAY
 WIS 29 - WIS 156 INTERSECTION
 WIS 29
 SHAWANO COUNTY



LEGEND
 NEW PAVEMENT
 MILL & OVERLAY PAVEMENT
 WETLAND BOUNDARY

END WIS 156 RE-ALIGNMENT
 BEGIN MILL & OVERLAY

REPLACE BOX
 CULVERT

WIS 29/156 INTERSECTION
 IMPROVEMENT ALTERNATIVES
 SEE OVERPASS DETAILS

END MILL & OVERLAY
 SEE WIS 156 EXHIBIT

END MILL & OVERLAY

REPLACE BOX CULVERT

RECONSTRUCT
 INTERSECTION

**ALTERNATIVE 2A/2B - OVERPASS
 OLD 29 DR/COUNTY Y IMPROVEMENTS**
PREFERRED
 NOTE: WIS 156 WOULD BE RELOCATED ONTO OLD 29 DR/COUNTY Y
 AS PART OF THE OVERPASS CONSTRUCTION

SHAWANO COUNTY
 BROWN COUNTY

LEGEND

- EXISTING ROAD RIGHT-OF-WAY
- NEW ROAD RIGHT-OF-WAY
- NEW PAVEMENT
- MILL & OVERLAY PAVEMENT
- ESTIMATED RIGHT-OF-WAY IMPACTS
- ROAD RELOCATION
- ROAD REMOVAL
- STREAM RE-ALIGNMENT
- WETLAND BOUNDARY

**ALTERNATIVE 2A
OVERPASS DETAIL
PREFERRED**

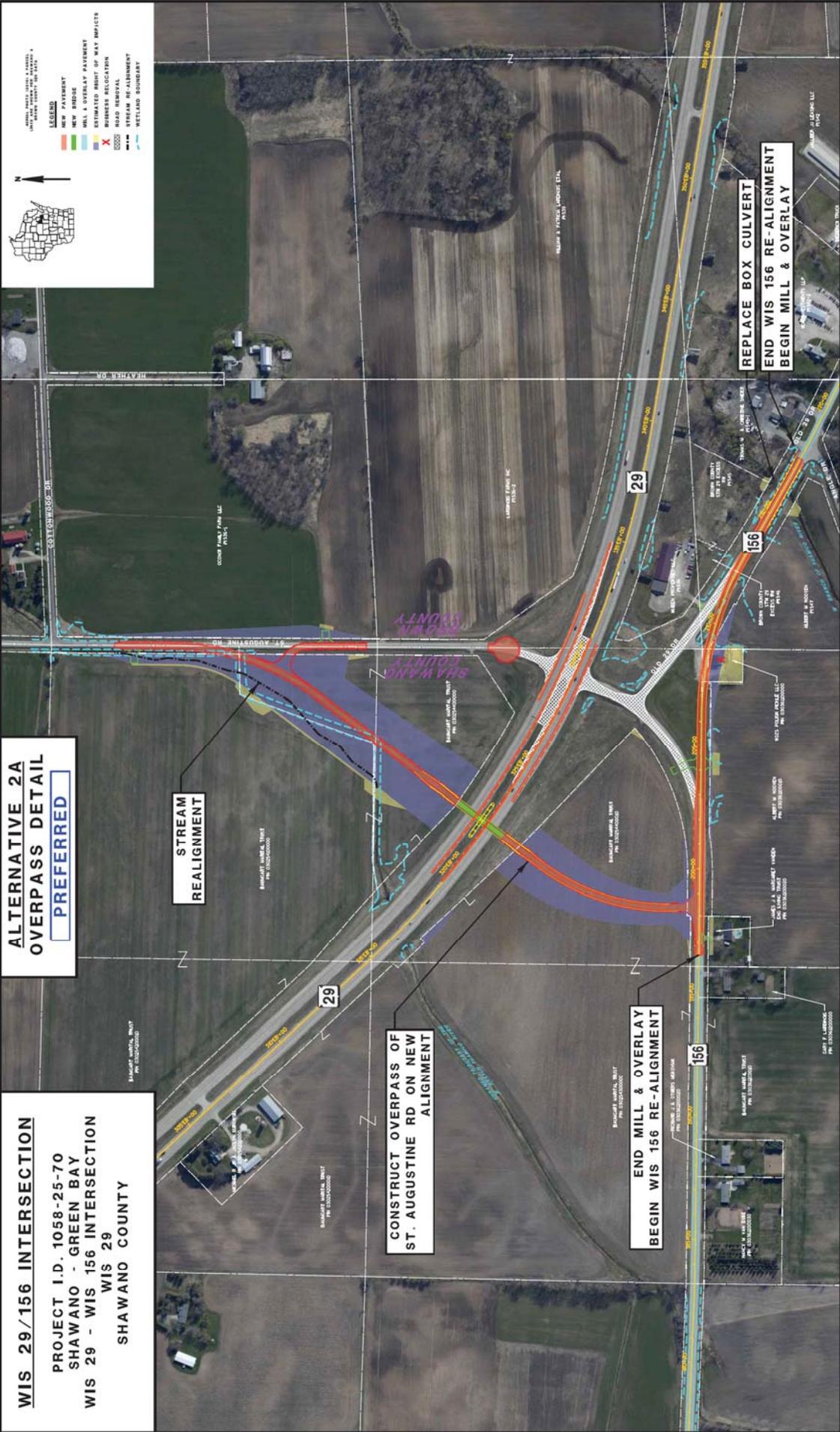
WIS 29/156 INTERSECTION
 PROJECT I.D. 1058-25-70
 SHAWANO - GREEN BAY
 WIS 29 - WIS 156 INTERSECTION
 WIS 29
 SHAWANO COUNTY

**STREAM
REALIGNMENT**

**CONSTRUCT OVERPASS OF
ST. AUGUSTINE RD ON NEW
ALIGNMENT**

**END MILL & OVERLAY
BEGIN WIS 156 RE-ALIGNMENT**

**REPLACE BOX CULVERT
END WIS 156 RE-ALIGNMENT
BEGIN MILL & OVERLAY**



OVERPASS

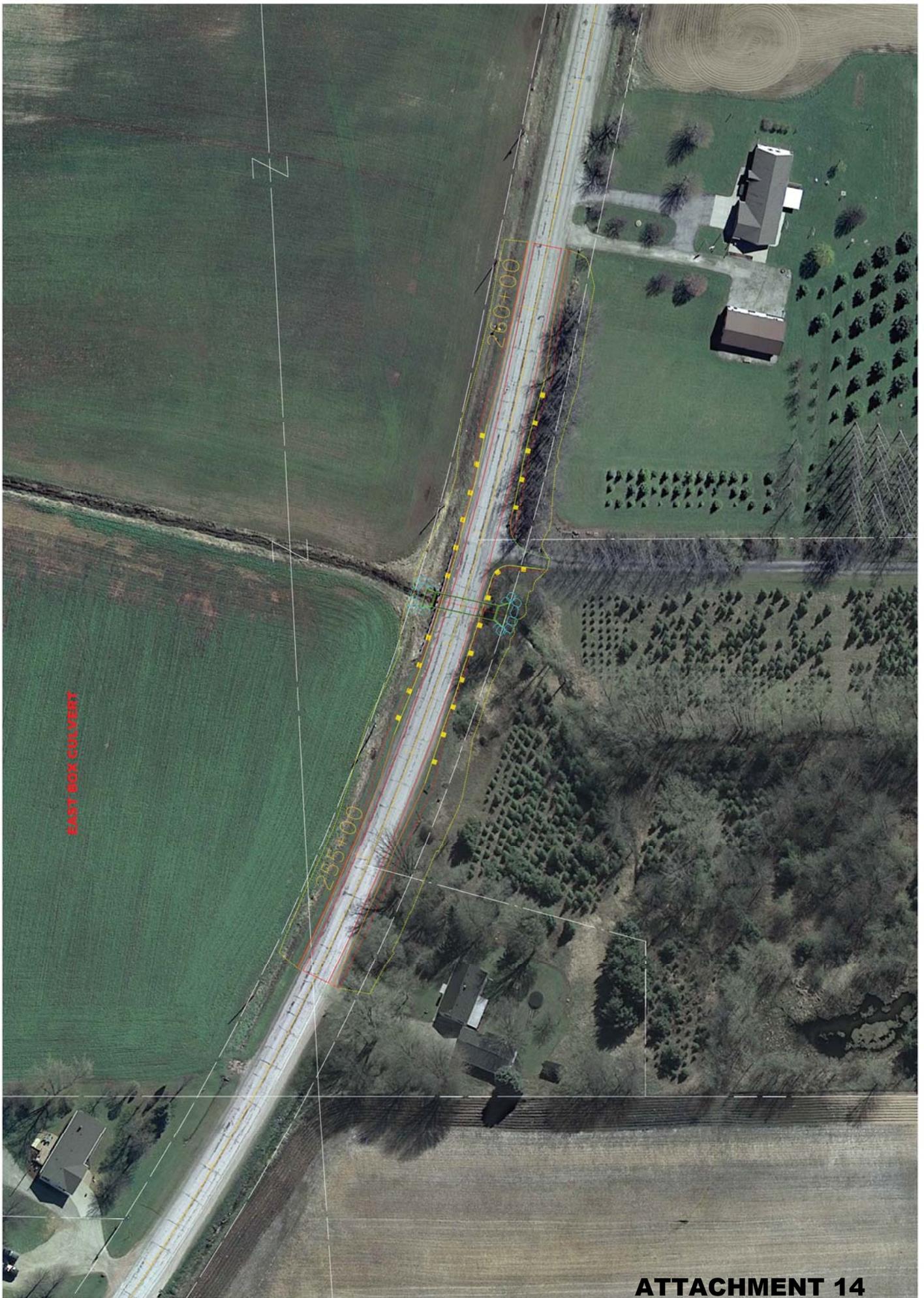




WEST BOX CUL VERT

215+00

220+00



EAST BOX CULVERT

255+00

260+00



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Figure 1: South Elevation of Culvert Looking North



Figure 2: Southeast Wingwall Looking Northwest



Figure 3: Southwest Wingwall Looking Northeast



Figure 4: Panoramic North Elevation Looking South



Figure 5: Northwest Wingwall Looking Southwest



Figure 6: Spall at Northwest Wingwall Corner Looking Southwest



Figure 7: Crack in North Header of Top Slab Looking South



Figure 8: Northeast Wingwall Looking Southeast



Figure 9: Spall in Top of Northeast Wingwall Looking Southeast



Figure 10: Nameplate in Northeast Wingwall



Figure 11: Top of Northeast Wingwall Looking Northwest



Figure 12: Old STH 29 Looking West



Figure 13: Old STH 29 Looking East



Figure 14: Downstream View at Structure Looking North



Figure 15: Panoramic Upstream View at Structure Looking South



Figure 16: Panoramic Upstream View at Upstream Structure



Figure 17: East Elevation of Upstream Structure Looking West

PHOTOGRAPHS OF EXISTING STRUCTURES

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Figure 1: South Elevation of Structure Looking North



Figure 2: Southwest Wingwall Looking Northwest



Figure 3: Southeast Wingwall Looking Northeast



Figure 4: South Header of Structure Looking North



Figure 5: Underside of Top Slab at South Header



Figure 6: Underside of Top Slab Looking North



Figure 7: Upstream View at Structure Looking South



Figure 8: Old STH 29 Looking West at Structure



Figure 9: Old STH 29 Looking East at Structure



Figure 10: Guardrail on South Header Looking South



Figure 11: Guardrail on North Header Looking North



Figure 12: Downstream View at Structure Looking North



Figure 13: Guardrail Attachment to North Header Looking East



Figure 14: Northwest Wingwall Looking Southwest



Figure 15: Northeast Wingwall Looking Southeast



Figure 16: Underside of Top Slab Looking South



Figure 17: Underside of Top Slab Looking South



Figure 18: Vertical Crack in West Barrel Wall Looking Southwest



Figure 19: Vertical Crack in East Barrel Wall Looking Southeast



Figure 20: North Elevation of Structure Looking South

NLEB Avoidance and Minimization Measures

AMM Code	AMM Name	Description of AMM
T1	Tree Removal AMM 1.	Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal in excess of what is required to implement the project safely. Note: Tree Removal AMM 1 is an avoidance measure. If this cannot be applied, projects may still be NLAA as long as removal is in winter and avoids known roosts.
T2	Tree Removal AMM 2.	Apply time of year (TOY) restrictions (restrict between April 1 and September 30) for tree removal ¹⁴ when bats are not likely to be present.
T3	Tree Removal AMM 3.	Ensure tree removal is limited to that specified in project plans. Install bright orange flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits. Ensure that contractors understand clearing limits and how they are marked in the field.
T4	Tree Removal AMM 4.	Do not cut down documented Indiana bat or NLEB roosts (that are still suitable for roosting) or documented foraging habitat any time of year.

B2	Bridge AMM 2.	If construction activity is planned during the active season, perform a final inspection of the bridge no more than 7 days prior to the start of construction activity to ensure bats have not started to use the area of the bridge proposed for work after the original inspection.
B3	Bridge AMM 3.	Bridge repair, retrofit, maintenance, and/or rehabilitation work outside of pup season (June 1- July 31) will occur in the evening while the bats are feeding, starting one hour after sunset, and ending one hour before daylight excluding the hours between 10 p.m. and midnight ¹⁵ and keep the light localized.
B4	Bridge AMM 4.	If bridge repair, retrofit, maintenance, and/or rehabilitation work alters the bridge during the inactive season then ensure suitable roosting sites remain after the work. Suitable roosting sites may be incorporated into the design of the new bridge.

D1	Dust Control AMM 1	To minimize potential effects on air quality, construction contractors will use water trucks and other proactive measures to prevent discharges of dust into the atmosphere that may unreasonably interfere
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WQ1	Water Quality AMM 1.	Erosion Control—The project will incorporate temporary erosion control structures to minimize erosion. Erosion control measures, such as silt fence, temporary seeding, rock checks, and erosion control blankets, will be incorporated as a first step in construction and maintained throughout active construction activities. In addition, U.S. DOT often requires permanent stormwater quality practices, such as stormwater ponds, wetlands, or detention basins for projects that require coverage under the SPDES General Permit.
WQ2	Water Quality AMM 2.	Sediment Control—In addition, the ECIP will describe the temporary and permanent structural and vegetative measures to be used for soil stabilization, runoff control, and sediment control for each stage of the project from initial land clearing and grubbing to project close-out, including a description of structural practices to divert flows from exposed soils, store flows, or otherwise limit runoff and the discharge of pollutants from exposed areas of the site to the degree attainable.
WQ3	Water Quality AMM 3.	Roadside Drainage—Where feasible, vegetated swales will be used to assist with filtering sediment and other pollutants before it reaches streams and adjacent wetlands.
WQ4	Water Quality AMM 4.	Revegetation—All temporarily disturbed areas created from construction activities will be revegetated following State DOT/FRA specifications. Permanent revegetation will occur after sections are completed and consist of a variety of grasses and forbs, including legumes, wildflowers, and cereals. Seed mixes used for temporary sediment and erosion control shall consist of quick-growing species such as ryegrass, Italian ryegrass, or cereal grasses. The species used shall be suitable to the area and not compete with the permanently planted grasses. Mulch consisting of hay, straw, wood fiber, or other suitable materials will be placed evenly after the application of the seed mix to temporarily stabilize unprotected earth.
WQ5	Water Quality AMM 5.	Equipment Service/Maintenance—The ECIP will require that any areas used for servicing and performing maintenance on construction equipment will be designated in locations away from streams.
WQ6	Water Quality AMM 6.	Spill Plan—The ECIP will include a spill plan.

WS2	Wetland/Stream Protection AMM 2.	Locate, design, construct, and maintain stream crossings to provide maximum erosion protection.
WS3	Wetland/Stream Protection AMM 3.	Maintain existing road ditches, culverts, and turnouts to ensure proper drainage and minimize the potential for the development of ruts and mud holes and other erosion-related problems.
WS4	Wetland/Stream Protection AMM 4.	Stabilize, seed, and mulch eroded roadsides and new road cuts with native grasses and legumes, where feasible, in a timely manner to minimize impacts to water bodies.
WS5	Wetland/Stream Protection AMM 5.	Implement erosion and sediment controls where appropriate. Maintain protective vegetative covers over all compatible areas, especially on steep slopes. Where necessary, gravel, fabrics, mulch, riprap, or other materials that are environmentally safe and compatible with the location, may be used, as appropriate, for erosion control in problem areas.
WS6	Wetland/Stream Protection AMM 6.	Erosion and sediment control measures will be inspected within 24 hours of a rain event and will be monitored and maintained throughout construction to ensure proper function.

December 19, 2014

Stephanie Christensen PE
ECMS Inc.
630 South 36th Avenue
Wausau, WI 54401



Dear Stephanie,

Please find the enclosed Farmland Conversion Impact Rating Form for Project ID 1058-70 in Shawano County. Prime farmland exists at this site. However a rating on the Land Evaluation section from NRCS is exempt if project conversions with only one viable alternative has been selected, and there are no alternatives other than the no build plan. The purpose of the form is to compare the alternatives based of the potential to convert prime farmland. I have completed Section II and left Sections IV and V blank.

Good luck with your project.

Sincerely,

Phil Meyer
Area Resource Soil Scientist

Enclosures

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	12/1/14	4. Sheet 1 of 1
1. Name of Project Shawano - Green Bay, STH 29/156 Intersection		5. Federal Agency Involved FHWA		
2. Type of Project Highway Safety Improvement		6. County and State Shawano County, Wisconsin		
PART II (To be completed by NRCS)		1. Date Request Received by NRCS	2. Person Completing Form R Wejn	
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 checked="" type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated Average Farm Size 187	
5. Major Crop(s) Hay, Corn, Soybeans	6. Farmable Land in Government Jurisdiction Acres: 547288 94%	7. Amount of Farmland As Defined in FPPA Acres: 340,858 58%		
8. Name of Land Evaluation System Used LESA	9. Name of Local Site Assessment System None	10. Date Land Evaluation Returned by NRCS 12/19/2014		

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment <u>STH 29/156</u>			
	Overpass			
A. Total Acres To Be Converted Directly	12			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	1			
C. Total Acres In Corridor	13	0	0	0

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	15			
2. Perimeter in Nonurban Use	10	10			
3. Percent Of Corridor Being Farmed	20	20			
4. Protection Provided By State And Local Government	20	20			
5. Size of Present Farm Unit Compared To Average	10	8			
6. Creation Of Nonfarmable Farmland	25	5			
7. Availability Of Farm Support Services	5	5			
8. On-Farm Investments	20	2			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	2			
TOTAL CORRIDOR ASSESSMENT POINTS	160	87	0	0	0

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		0	0	0
TOTAL POINTS (Total of above 2 lines)	260		0	0	0

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 checked="" type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

Farmland Classification—Brown County, Wisconsin, and Shawano County, Wisconsin



Map Scale: 1:2,910 if printed on A portrait (8.5" x 11") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84



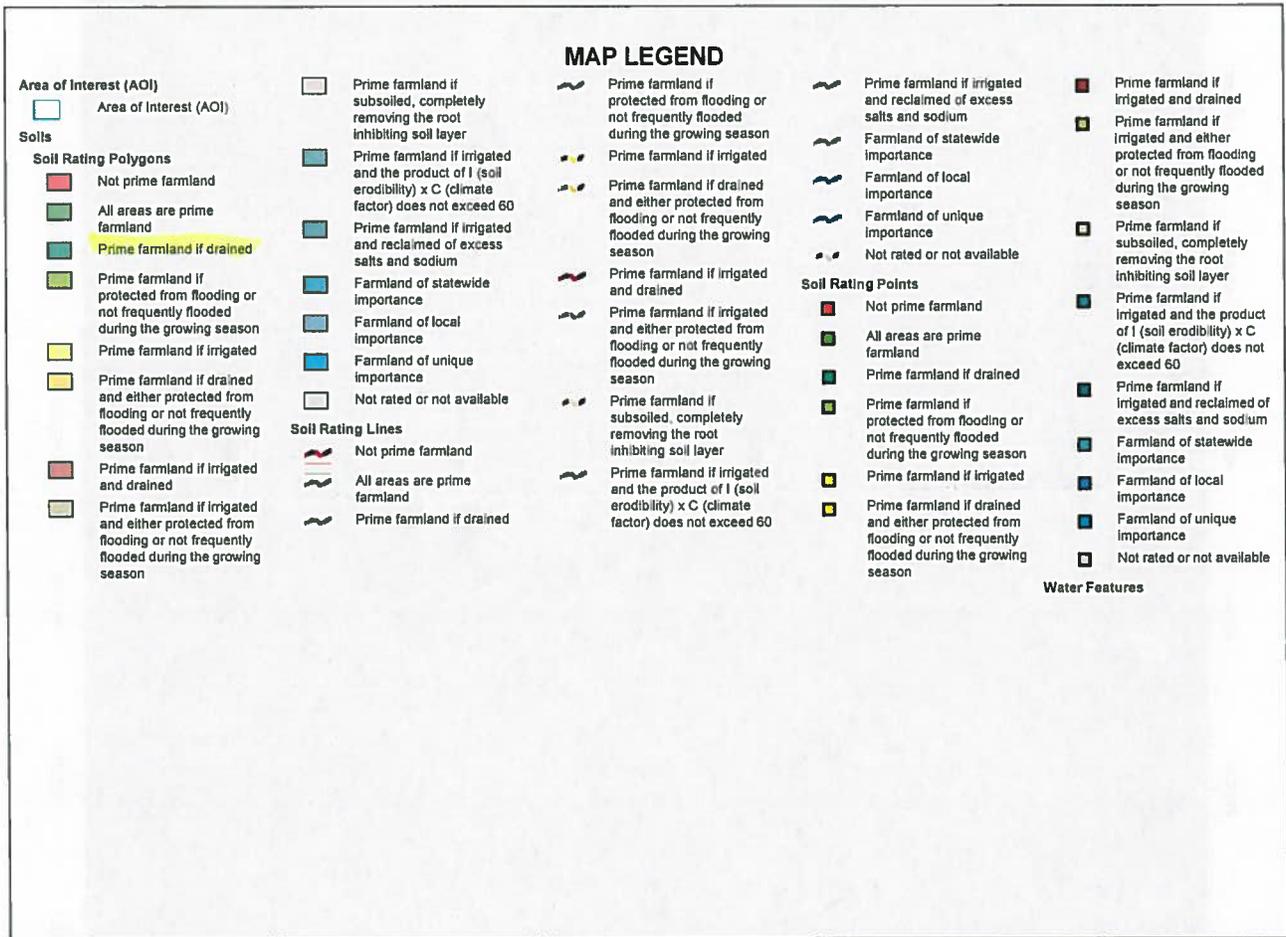
Natural Resources
Conservation Service

Web Soil Survey
National Cooperative Soil Survey

12/19/2014
Page 1 of 4

ATTACHMENT 15

Farmland Classification—Brown County, Wisconsin, and Shawano County, Wisconsin



Farmland Classification

Farmland Classification— Summary by Map Unit — Brown County, Wisconsin (WI009)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
7601	Solona-Ossineke complex, 1 to 6 percent slopes	Prime farmland if drained	3.2	7.3%
Subtotals for Soil Survey Area			3.2	7.3%
Totals for Area of Interest			44.4	100.0%

Farmland Classification— Summary by Map Unit — Shawano County, Wisconsin (WI115)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
7601	Solona-Ossineke complex, 1 to 6 percent slopes	Prime farmland if drained	11.6	26.0%
SoA	Solona loam, 0 to 3 percent slopes	Prime farmland if drained	29.6	66.7%
Subtotals for Soil Survey Area			41.2	92.7%
Totals for Area of Interest			44.4	100.0%

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

Farmland Classification—Brown County, Wisconsin, and Shawano County, Wisconsin

MAP INFORMATION

-  Streams and Canals
- Transportation**
-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads
- Background**
-  Aerial Photography

The soil surveys that comprise your AOI were mapped at scales ranging from 1:15,800 to 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Brown County, Wisconsin
Survey Area Data: Version 8, Sep 18, 2014

Soil Survey Area: Shawano County, Wisconsin
Survey Area Data: Version 11, Sep 19, 2014

Your area of interest (AOI) includes more than one soil survey area. These survey areas may have been mapped at different scales, with a different land use in mind, at different times, or at different levels of detail. This may result in map unit symbols, soil properties, and interpretations that do not completely agree across soil survey area boundaries.

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 4, 2011—Sep 6, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.



Division of Transportation
System Development
 North Central Region – Rhinelander Office
 510 N. Hanson Lake Road
 Rhinelander, WI 54501

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

Telephone: 715-365-3490
 Toll Free: 888-368-3478
 Facsimile (FAX): 715-365-5780
 E-mail: ncr.dtsd@dot.wi.gov

August 15, 2013

Re: **Federal Highway Administration requests for comments concerning Historic Properties and Notification of project undertaking**

Project ID 1058-25-70	Project ID 6580-11-60
Shawano - Green Bay	Clintonville - Howard
WIS 29 & WIS 156 Intersection	WIS 55 – WIS 29
WIS 29	WIS 156
Shawano County	Shawano County

The Wisconsin Department of Transportation (WisDOT) is developing plans for a proposed improvement project to enhance the safety of the WIS 29/156 intersection and to improve the pavement on WIS 156. The project is located in the town of Maple Grove in Shawano County and town of Pittsfield in Brown County. See the enclosed project location map.

This proposed project will evaluate improvements to the WIS 29/156 intersection to address safety. Different types of intersection improvements will be evaluated at WIS 29/156, including an overpass or a J-turn type intersection.

WisDOT is also proposing to mill and overlay WIS 156 between WIS 55 and WIS 29 as part of the project. Other proposed improvements on WIS 156 include:

- Paving the shoulders along the roadway
- Construction of a new box culvert at the unnamed tributary of the Black Creek
- Replacement or removal of deteriorated guard rail
- Installation of new signing and pavement marking

New right of way and temporary easements will be required at spot locations to accommodate improvements. Construction is currently scheduled for 2016.

You will receive future notifications of public information meetings. In the near future, cultural resource investigation studies will be conducted for the above project. These investigations will enable WisDOT to determine whether historical properties as defined in 36 CFR 800 are located in the project area. Other environmental studies will also be conducted and include; endangered species survey, contaminated material investigations, soil testing and right-of-way surveys. Information obtained from these studies will assist the engineers in the design to avoid, minimize or mitigate the proposed project's effect upon cultural and natural resources.

WisDOT would be pleased to receive any comments regarding this project or any information you wish to share pertaining to cultural resources located in the area. If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please contact Jim Volkmann (Project Manager) at (715) 365-5773 or Rosie Meer (Environmental Lead) at (715) 365-5715; North Central Region – Rhinelander Office, 510 Hanson Lake Rd, Rhinelander, WI 54501; with any concerns or information.

Sincerely,

Jim Volkmann

WisDOT Project Manager

CC: Rebecca Burkel, DTSD Bureau of Technical Services, Environmental Services
 Rosie Meer, NC Region Environmental Lead & Cultural Resources Specialist
 Sandy Stankevich, NC Region Tribal Liaison

Enclosure: Project Location Map

COMPANY	COMPANY2	FIRST	LAST	TITLE	ADDRESS1	ADDRESS2	CITY	STATE	ZIP
Bad River Band of Lake Superior	Chippewa Indians of Wisconsin	Edith	Lesso	THPO	Tribal Office	P.O. Box 39	Odenah	WI	54861
Forest County Potawatomi Community of Wisconsin		Mike	Alloway			P.O. Box 340	Crandon	WI	54620
Ho-Chunk Nation		William	Quackembush	THPO	Executive Offices	P.O. Box 867	Black River Falls	WI	54615
Iowa Tribe of Oklahoma				Cultural Preservation Office		RR T, Box 721	Perkins	OK	74059
Lac Courte Oreilles Band of Lake Superior	Chippewa Indians of Wisconsin	Jerry	Smith	THPO	Tribal Office	13394 W. Trepania Road	Hayward	WI	54843
Lac du Flambeau Band of Lake Superior	Chippewa Indians of Wisconsin	Melinda	Young	THPO	Tribal Historic Preservation Office	P.O. Box 67	Lac du Flambeau	WI	54538
Lac Vieux Desert Band of Lake Superior	Chippewa Indians	giweqizhigookway	Martin	THPO	Ketegigaaning Ojibwe Nation	P.O. Box 249	Watersmeet	MI	49969
Menominee Indian Tribe of Wisconsin		David	Gignou	THPO	P.O. Box 910		Keshena	WI	54135
Prairie Band Potawatomi Nation		Steve	Ortiz	Chairman, NHPA Representative	16281 Q Road		Manetta	KS	66509
Red Cliff Band of Lake Superior	Chippewa Indians of Wisconsin	Larry	Balber	THPO		88385 Pike Road	Bayfield	WI	54814
Sac and Fox Nation of Missouri in Kansas and Nebraska		Jane	Nicce		305 North Main		Reserve	KS	66434
Sac & Fox Nation of Oklahoma		Sandra	Massey	NAGPRA Representative	RR 2, Box 246		Stroud	OK	74079
Sac & Fox Nation of Mississippi in Iowa		Jonathon	Buffalo	NAGPRA Representative	349 Meskwaki Road		Tama	IA	52339
Sakaogon Chippewa Community Mole Lake Band				Cultural Resource Director	3051 Sand Lake Road		Crandon	WI	54520
St. Croix Band	Chippewa Indians of Wisconsin	Wanda	McFadden		Tribal Historic Preservation Office	24663 Angeline Ave.	Websier	WI	54893
Stockbridge Muncie Community of Wisconsin		Sherry	White	THPO	Tribal Office	W13447 Camp 14 Road	Bowler	WI	54416
Oneida Tribe of Indians of Wisconsin		Corina	Burke	THPO	Tribal Office	P.O. Box 365	Oneida	WI	54155

Project is partially within Brown County. Includes all Shawano County and Brown County tribal contacts.



Forest County Potawatomi

Cultural Center and Museum

POTAWATOMI
(Keeper of the Fire)

September 3, 2013

Jim Volkmann, WisDOT Project Manager
WisDOT
North Central Region – Rhinelander Office
510 n. Hanson Lake Road
Rhinelander, WI 54501

Re: Project ID 1058-25-70, Project ID 6580-11-60

Dear Jim Volkmann:

This letter is in response to the proposed project referenced above, as provided in the letter dated August 15, 2013. As this project occurs within Potawatomi ancestral and previously occupied lands, we would like to express our concerns with any impacts to historic and cultural properties located within the project area of potential effect for the project mentioned above.

We appreciate receiving results of an archival review, cultural resource investigation studies, and archaeological reports. Should there be an impact or effect to cultural or historic properties as a result of this project, we will request consultation pursuant to Section 106 of the National Historic Preservation Act, as amended.

You may send the results of the archival review, cultural resource assessments, and archaeological report to:

Forest County Potawatomi Community
Attn: Melissa Cook, Tribal Historic Preservation Officer
8130 Mish ko swen Drive
P.O. Box 340
Crandon, WI 54520
Melissa.Cook@fcpotawatomi-nsn.gov (for digital format)

If you have any questions, please contact me at 715-478-7248 or by email Melissa.Cook@fcpotawatomi-nsn.gov.

Respectfully,

Melissa Cook
Tribal Historic Preservation Officer

5460 Everybody's Road • Crandon, Wisconsin 54520
Telephone (715) 478-7474 • (800) 960-5479 • Fax (715) 478-7482

ATTACHMENT 16



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

Division of Historic Preservation

August 28, 2013

Jim Volkmann
Project Manager
North Central Region
510 N. Hanson Lake Road
Rhineland, WI 54501

**SUBJECT: Project ID: 1058-25-70; Shawano to Green Bay; WIS 29 & WIS 156
Intersection; WIS 29; Shawano County, WI
Project ID: 6580-11-60; Clintonville - Howard; WIS 55 - WIS 29; WIS 156;
Shawano County, WI**

Dear Mr. Volkmann:

In response to your letter dated **August 15, 2013**, the Lac du Flambeau Band of Lake Superior Chippewa Indians would like to express concerns with any impacts to historic and cultural properties located within the project area of potential effect for the project mentioned above. This project is located within areas that have previously been occupied by the Northern Ojibwe Bands.

Please forward all results of an archival review and archaeological reports. Should there be an impact or effect to historic properties as a result of this project, we will request consultation pursuant to Section 106 of the National Historic Preservation Act, as amended,

However, if a review has not yet been completed, the Lac du Flambeau Tribal Historic Preservation Office is available to assist in the identification of cultural resources, or an archaeological/historical assessment or archival review for a fee.

Please contact us if you have any questions or concerns at (715) 588-2139. You may send the results of the archival review and archaeological report to:

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

Or in digital format to: ldfthpo@ldftribe.com Thank you.

Sincerely,

Melinda J. Young
Tribal Historic Preservation Officer

P.O. Box 67
Lac du Flambeau, WI 54538

Phone: 715 588-2139 or 588-2270
Fax: 715 588-2419
E-Mail: ldfthpo@nnet.net

It is the mission of the Lac du Flambeau Cultural Committee and the Lac du Flambeau Tribal Historic Preservation Office to promote, educate, enhance, identify, encourage, and preserve cultural and traditional activities, materials, and areas for the benefit of future generations. We shall also defend all ancestral burials and traditional cultural properties from disinterment or desecration.

ATTACHMENT 16

Stockbridge-Munsee Tribal Historic Preservation Office

Sherry White - Tribal Historic Preservation Officer
W13447 Camp 14 Road
P.O. Box 70
Bowler, WI 54416

Date 06-05-14
Project Number 1058-25-70 & 6580-11-60
TCNS Number Towns of Maple Grove & Pittsfield
Company Name WisDOT

We have received your letter for the above listed project. Before we can process the request we need more information. The additional items needed are checked below.

Additional Information Required:

- Site visit by Tribal Historic Preservation Officer
- Archeological survey, Phase 1
- Colored maps
- Pictures of the site
- Any reports the State Historic Preservation Office may have
- Review fee of \$300.00 must be included with letter
- Has site been previously disturbed, please explain what the use was and when it was disturbed

After reviewing your letter:

- We are in the process of gathering more information on this site and will respond to your project request once all information has been gathered.
- This project has the potential to affect a Mohican cultural site, please contact us
- This project is not within Mohican area of interest
- This project is within Mohican territory, but we are not aware of any cultural site within the project area.

Additional comments

Should this project inadvertently uncover a Native American site, we require you to halt all construction and notify the Stockbridge-Munsee Tribe immediately.

Please do not resubmit projects for changes that are not ground disturbance

Sherry White
Sherry White, Tribal Historic Preservation Officer

TRIBE CORRESPONDENCE

From: Becker, James - DOT
Sent: Thursday, July 09, 2015 10:40 AM
To: Volkmann, Jim - DOT
Cc: Stankevich, Sandy - DOT; Smith, Janet - DOT; Amelse, Ann - DOT
Subject: FW: ESS Portal Notification (June 2015 Projects) ID# 1058-25-00

Jim,

FYI in my response to Mr. David Grignon (MEN – THPO).

Sandy, Janet, Ann – FYI as appropriate.

Jim B.

From: Becker, James - DOT
Sent: Thursday, July 09, 2015 10:38 AM
To: 'David Grignon'
Subject: RE: ESS Portal Notification (June 2015 Projects) ID# 1058-25-00

Dave,

In response to your email, I've attached 3 files:

1. The section 106 form which describes the project and proposed project actions (for your quick reference I've highlighted the primary work efforts in bullet format below)
2. The other two attachments are ASFR's containing results of the archaeological field investigations.

Based on the 106 form, proposed ground disturbances will be limited between existing shoulder points. With exceptions to where spot grading is required for guardrail upgrades, and box culvert replacements.

- Closure of the STH 29/156 intersection
- Construction of a new overpass to St. Augustine Road
- Transfer of STH 156 onto Old 29 and CTH y to provide access to the STH 29/32 interchange
- Resurfacing the asphaltic pavement on Old 29 (new STH 156) to improve driving surface and paving the shoulders along Old 29 (new STH 156)
- Replacing deteriorated guard rail
- Installing new signing and pavement marking
- Reconstruction of two box culverts along Old 29 Drive (new STH 156)
- Reconstruction of the CTH Y and Old 29 Drive intersection (new STH 156) to improve conditions.

****note**** These results can also be found on the Cultural Resource Portal:

http://archaeolab.anthro.uwm.edu/wisdot_cr/Cultural_Resources_Portal/2015_Projects/June_2015.html

Please let me know if I've missed anything, or if you need additional information – thanks.

PS, hope you're feeling better.

Jim

From: David Grignon [<mailto:dgrignon@mitw.org>]
Sent: Wednesday, July 08, 2015 8:07 AM
To: Becker, James - DOT
Subject: RE: ESS Portal Notification (June 2015 Projects)

James,

What kind of work is going on Highway 29 in Shawano County?

David Grignon
THPO Menominee Tribe

From: Becker, James - DOT [<mailto:James.Becker@dot.wi.gov>]
Sent: Monday, July 06, 2015 10:13 AM
To: Becker, James - DOT; DOT BEES Cultural Resources; Bill L. Quackenbush (E-mail); David Grignon; Larry Balber (E-mail); Mike Alloway (E-mail); Rusty Barber (E-mail); Jerry Smith LCO-THPO; Sherry White (E-mail); Wanda McFaggen (E-mail); Edith Leoso - Bad River - THPO (thpo@badriver-nsn.gov); 'ldfthpo@ldftribe.com'; Melissa Cook (Melissa.Cook@fcpotawatomi-nsn.gov); 'bbisonette@lco-nsn.gov'; Corina Williams
Cc: Kennedy, Jason - DOT; Cloud, Lynn - DOT; Jackson, Kelly S - DOT; Yancey, Danielle L - DOT; DOT BEES Cultural Resources; Brian D Nicholls; Bacher-Gresock, Bethaney; Chidister, Ian
Subject: RE: ESS Portal Notification (June 2015 Projects)

All;

Attached are the June 2015 uploads to the ESS Portal, which are currently being uploaded. I anticipate they will be completely uploaded by the end of this week (July 10, 2015)

Regards,

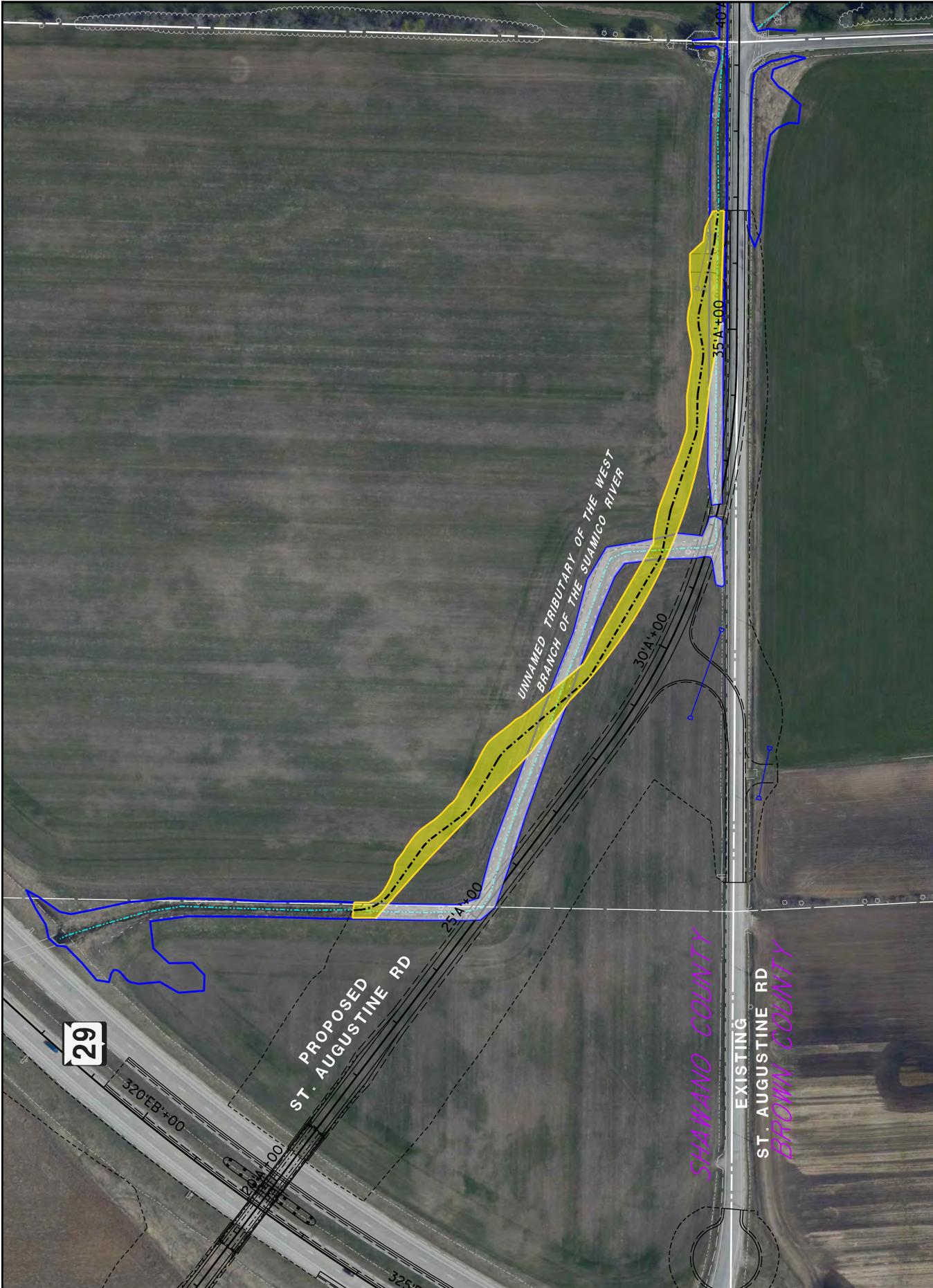
Jim

Logon website:
<http://archaeolab.anthro.uwm.edu/>

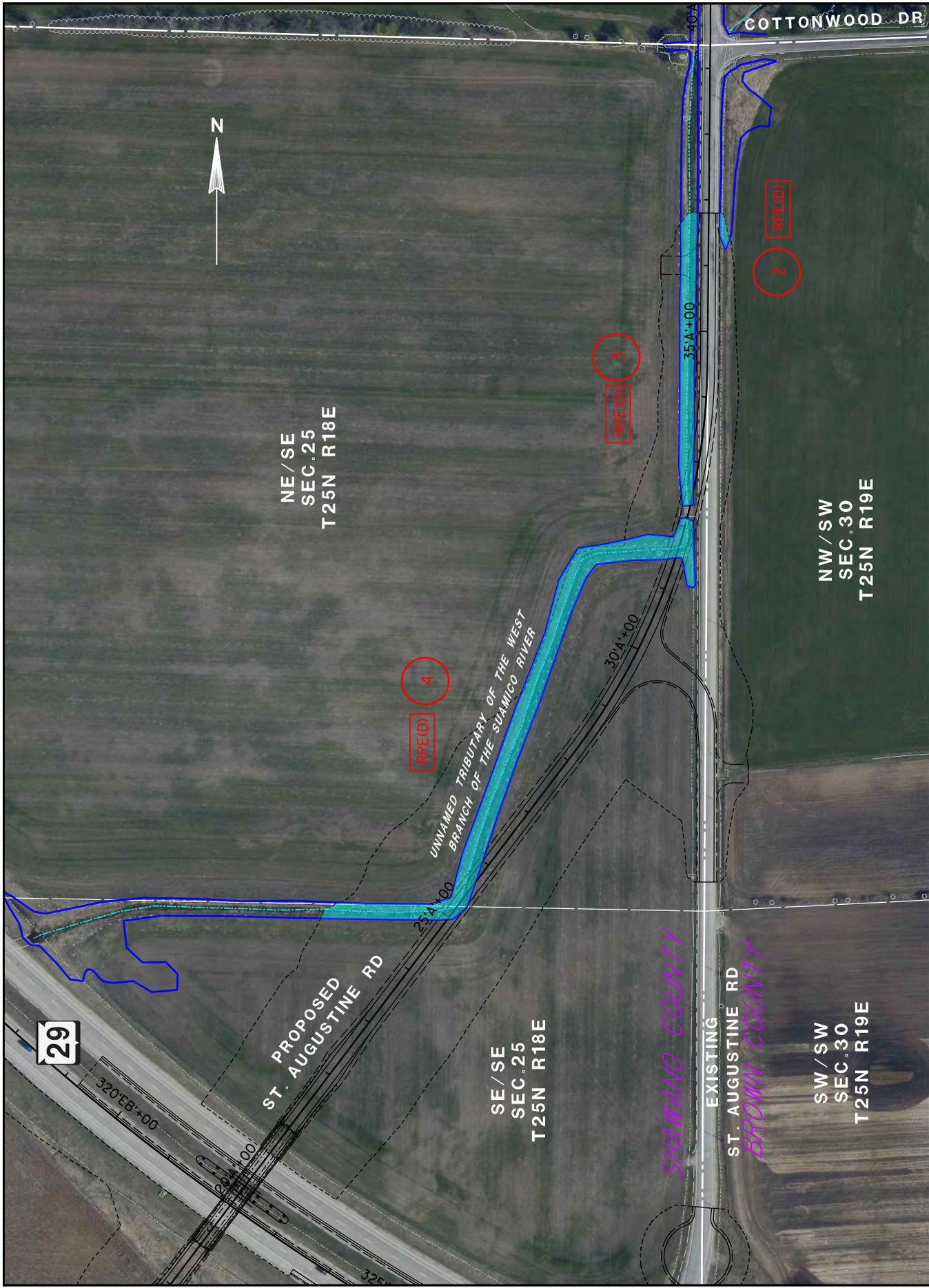
Link to adobe if there's a need to download adobe reader to view the attached file:
<http://www.adobe.com/>

=====
Cultural Resources

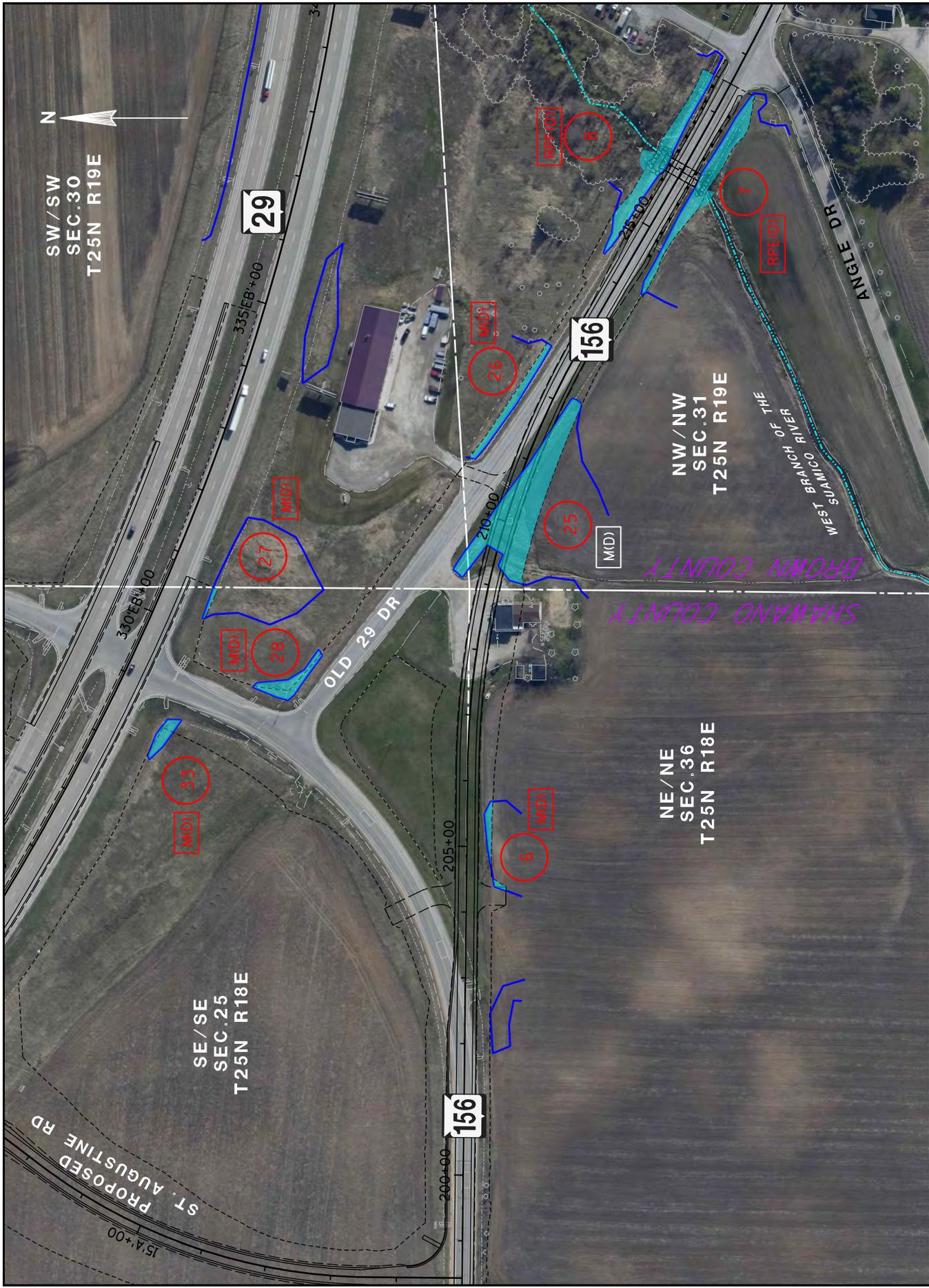
Wisconsin Department of Transportation
P.O. Box 7965
Madison, WI 53707-7965
bees.cr@dot.wi.gov



STREAM REALIGNMENT



PRELIMINARY WETLAND IMPACTS



XXX WETLAND NUMBER/TYPE
XXXX WETLAND NUMBER/TYPE
 WETLAND BOUNDARY

WATERWAY
 PRELIMINARY WETLAND IMPACTS

PRELIMINARY WETLAND IMPACTS



XXX WETLAND NUMBER/TYPE
XXXX WETLAND NUMBER/TYPE
 WATERWAY
 WETLAND BOUNDARY
 PRELIMINARY WETLAND IMPACTS

PRELIMINARY WETLAND IMPACTS



- (XXX) XXXX WETLAND NUMBER/TYPE
- WETLAND BOUNDARY
- WATERWAY
- PRELIMINARY WETLAND IMPACTS

PRELIMINARY WETLAND IMPACTS