

**WIS 64 from
WIS 65 to County D
US 63 from
WIS 64 to Polk Co.
Line
St. Croix County,
Wisconsin
I.D. 1559-01-03**

**WIS 64 Environmental
Assessment**

**Wisconsin
Department of
Transportation**

November 2006

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ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation
DT2094 2004

Project ID 1559-01-03	Funding Source <input type="checkbox"/> State Only <input checked="" type="checkbox"/> Federal	Federal Number
Project Name (Highway, Airport, Rail Line) WIS 64 and US 63 Environmental Assessment		Project Termini WIS 65 - County D; WIS 64 to County Q
Section	County St. Croix	Estimated Project Cost (Include R/W Acquisition) \$50,000,000

It is determined, after review of the comments from the public, and coordination with other agencies, that this action would not significantly affect the quality of the human environment. This document is a

Finding of No Significant Impact (FONSI).

Environmental Assessment (EA) No Significant Impacts Indicated by Initial Assessment

Environmental Assessment (EA) EIS Required

Environmental Report (2-ER)

(Signature) (Date)

(Title)

(Signature) (Date)

(Title)

(Signature) (Date)
(District, Aeronautics, Rails & Harbors)

(Director, Bureau of Equity & Environmental Services) (Date)

(FHWA, FAA, FTA, FRA) (Date)

Tom King _____ 10/30/2006
(Signature) (Date)

DOT Project Manager

(Title)

[Signature] _____ 10-27-06
(Signature) (Date)

CONSULTANT PROJECT MANAGER

(Title)

(Signature) (Date)
(District, Aeronautics, Rails & Harbors)

(Director, Bureau of Equity & Environmental Services) (Date)

(FHWA, FAA, FTA, FRA) (Date)

1) Description of Proposed Action (Attach project location map and other appropriate graphics).

The purpose of this proposed action is to identify and evaluate the potential courses of action to address current and future area traffic and development. The preferred future WIS 64/US 63 corridor for preservation is identified and the proposed staging of improvements is evaluated.

The study corridor is located in northwestern Wisconsin and is shown in Figure 1.01-1. The corridor is in St. Croix County and will encompass three segments totaling about 18.3 miles:

- Section (1)** WIS 64 from WIS 65 to US 63 South/WIS 46
- Section (2)** WIS 64/US 63 from US 63 South to County D
- Section (3)** US 63 from WIS 64 to County Q.

This EA expands upon the corridor alternatives study completed in June 2003. Due to varied land use along the corridor; the construction of the preferred alternative will be implemented with multiple construction projects based on safety needs and operational demands for each segment. This document will provide the framework for local officials to use in their development decisions to preserve the land needed for future transportation improvements.

No funding has been allocated for construction projects at this time, however rapid development in the vicinity of the study corridor is expected to make corridor preservation efforts vital to minimizing the future improvement costs and feasibility, and to provide a decision making tool for local government.

and freight corridor and is critical in connecting northwestern Wisconsin to the Twin Cities market.

2. Area Growth

St. Croix County has been and will continue to be one of the fastest growing counties in the state. Additionally, the WIS 64/US 63 corridor experiences a substantial amount of tourist-oriented traffic, particularly on weekends. This tourist traffic combined with local traffic illustrates WIS 64's importance to regional mobility and access.

3. Safety

a. Crash Rates

All three of the segments studied had total crash rates below the statewide average from 2000 to 2002. Two segments, however, had fatal crash rates that were well above the state average. Segment 1 (WIS 65 to US 63/WIS 46) had a fatal crash rate almost three times higher than the statewide average. Segment 2 (US 63/WIS 46 to County D) had a fatal crash rate almost double the statewide average.

b. Intersection Crashes

In general, intersection crash rates above 1.5 crashes per million entering vehicles indicate a need for investigation of intersection improvements. The intersection of WIS 64 and US 63 North had a crash rate above this value. In addition to a high crash rate, the intersection of WIS 64 and US 63 North had an unusually high number of rear-end-type crashes. Three of these crashes occurred when vehicles moving eastbound through the intersection collided with vehicles slowing or waiting to turn left.

c. Crash Types

The most common type of crash on all three segments was noncollision with the majority of these single vehicle crashes involving deer.

d. Crash Severity

From 2000 to 2002, US 63 between WIS 64 and the Polk County line had a nonfatal injury crash rate of 55 per 100 MVM, above the statewide average for a rural State Trunk Highway of 45 per 100 MVM. The segments between WIS 65 and WIS 46 and between WIS 46 and County D had crashes that resulted in fatalities.

e. Contributing Factors

Deer were a factor in a large number of the crashes on all three segments. Alcohol was a contributing factor in two of the fatal crashes; wet pavement conditions were also a contributing factor in two of the fatal crashes. Driver error including failure to yield, improper passing, inattentive driving, and excess speed was also involved in a large number of crashes.

4. Traffic Operations

a. Traffic Volumes

Current traffic volumes on WIS 64 range from about 4,400 to 5,600 vehicles per day (vpd). US 63 North carries about 3,300 vpd. On average, the vehicle miles traveled on state highways has tended to increase between 2% to 3% annually. To determine the range of future traffic volumes for this corridor, two types of projections were used: (1) WisDOT Central Office projections, and (2) projections using historical traffic trends. The WisDOT Central Office projections forecast from 7,600 to 9,100 vpd on WIS 64 and about 5,600 vpd on US 63 in 2032. Forecasts based on historic trends predict from 13,600 to 17,500 vpd on WIS 64 and 10,300 vpd on US 63. Figure 2.02-1 shows the traffic projections.

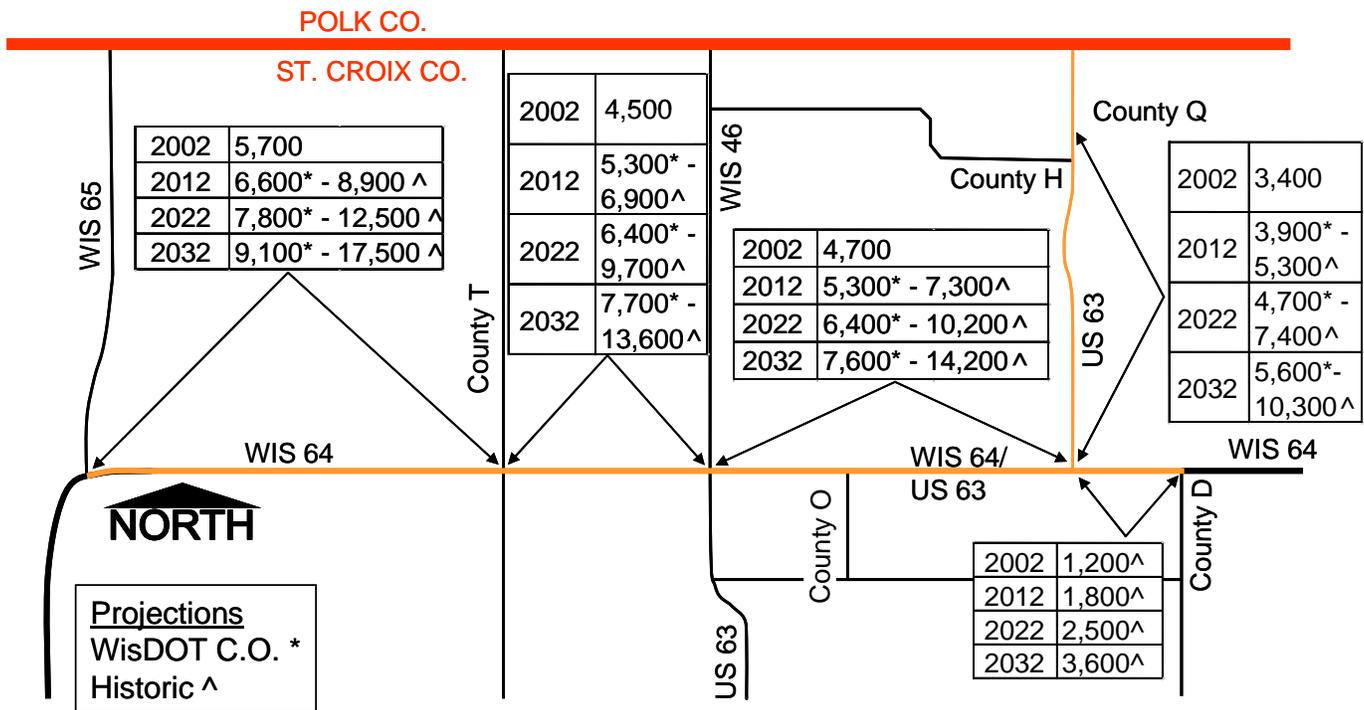
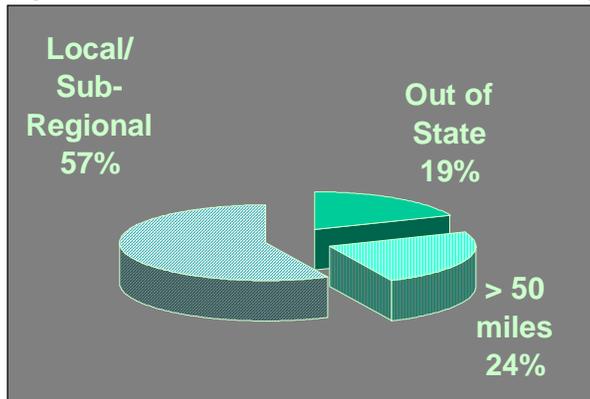


Figure 2.02-1 WIS 64 and US 63 Traffic Projections

Weekday Traffic Composition
(~700 veh on Wed. Afternoon)



Weekend Traffic Composition
(~1900 veh on Fri. Afternoon)

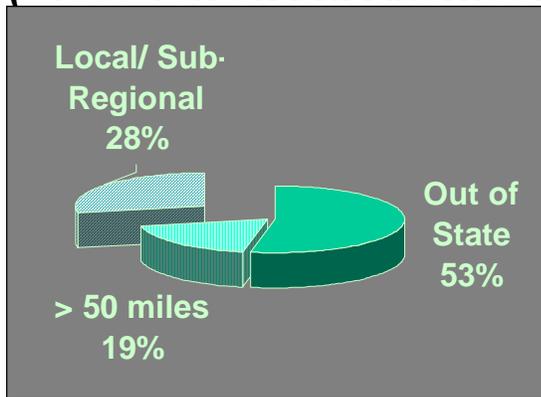


Figure 2.02-2 Vehicle Mix on WIS 64 and US 63

b. Vehicle Mix

The WIS 64 corridor experiences a substantial amount of tourist-oriented traffic particularly on weekends. The study team performed a license plate survey in August of 2002 and found that more than 70% of summer weekend traffic is nonlocal. The volume of traffic increased dramatically on Friday afternoon and is almost 3 times that of other weekday afternoons. This tourist traffic combined with local traffic illustrates WIS 64's importance to both regional mobility and local access. Figure 2.02-2 shows the vehicle mix on the corridor.

c. Rural Two-Lane Operation

In rural areas, the operation of a roadway is primarily characterized by a two-lane operations analysis. With this analysis, the level of service is largely determined by the ability of travelers to travel at their desired traveling speed and the ability to pass slow-moving vehicles when necessary. Two operational measures, average speed and percent time-spent-following, are used to describe the quality of service provided to motorists on a two-lane highway. LOS A is the highest quality of traffic service, and LOS F is the lowest quality of traffic service.

LOS C is considered the lower limit of acceptable operations on Corridors 2020 routes such as the study corridor. Using WisDOT Central Office traffic projections, the existing corridor operates at LOS C and will continue to operate at LOS C through 2032. In 2032, Section 2 will operate close to the LOS D threshold. Using traffic projections based on historic trends, all of the study corridor will operate at LOS D by 2032. The current sections operate at LOS C, yet most will fall to LOS D by 2022.

d. Intersection Operation

In urban areas, intersection LOS is the primary evaluation measure for operation levels. Intersection operation is less of a measure of operation in rural areas, yet it still provides insight on how difficult it may be to enter and cross the highway. Intersection LOS is determined by the average delay (in seconds) of vehicles entering the intersection. LOS E is often considered to be the limit of acceptable delay and LOS F for the total intersection is considered to be an indication of the need for improvement. Many communities establish a delay of up to 55 seconds for signalized intersections and 35 seconds for unsignalized intersections, both corresponding to LOS D, as their minimum standard. Corridors 2020 Routes strive to maintain LOS C operations or better.

Using the more conservative Central Office projections, most intersection movements will operate at acceptable levels through the year 2032. The four-way stop-controlled US 63 South/WIS 46 intersection begins to experience greater delays in the year 2032 with the eastbound approach operating at LOS D.

Using traffic projections based on historic trends, multiple intersections are expected to experience unacceptable operations by 2032. The US 63 South/WIS 46 intersection begins experiencing unacceptable delays in 2012. By 2022 this location as well as the County T and US 63 North intersections experience operations from LOS D to LOS F. By the year 2032, County O also experiences unacceptable operations.

e. Traffic Signal Warrants

The need for traffic signals is usually determined by using a set of criteria called Signal Warrants. Signal warrants are listed in the Manual on Uniform Traffic Control Devices and currently there are up to 15 criteria that can justify signals.

At the WIS 64/US 63 South/WIS 46 intersection, none of the five warrants analyzed are currently being met. According to the lower traffic projections, one warrant would be met in 2022 and three would be met in 2032. According to the high traffic projections, two warrants would be met in 2012, and four would be met in 2022.

At the WIS 64/US 63 North intersection, none of the five warrants analyzed are currently being met. The low traffic projections do not show that any warrants would be met through the year 2032. The high projections indicate that 3 warrants would be met in 2022 and four would be met in 2032.

5. Existing Deficiencies

The study team analyzed the corridor to determine whether it meets horizontal and vertical alignment criteria. WIS 64 and US 63 generally follow straight alignments, so the horizontal alignment meets criteria. eighteen vertical curves on WIS 64 and two on US 63 have design speeds of 50 mph or less.

6. Corridor Preservation

While the first five needs are more fundamental to the project, the sixth need, corridor preservation, is derived from the initial five fundamental needs. Once the best improvement alternative is selected that meets the needs for system linkage, area growth, safety, traffic operations, and existing deficiencies, then corridor preservation will be needed to effectively carry out the transportation plan and minimize the construction impacts to property owners, wetlands, waterfowl production areas, agricultural lands, and archeological sites.

3. Summary of the alternatives considered and if they are not proposed for adoption, why not. (Identify which, if any, of the alternatives is the preferred alternative.)

3.01 INTRODUCTION

The corridor spans two highways, WIS 64 and US 63. The WIS 64 section is 12.2 miles long with varying traffic volumes. The US 63 section is 4.0 miles long. The study team divided the corridors it into three sections. Figure 3.01-1 illustrates the sections along WIS 64 and US 63.

- Section 1 runs for 7.2 miles from WIS 65 to US 63 South/WIS 46.
- Section 2 runs for 5.0 miles from US 63 South/WIS 46 to US 63 North.
- Section 3 travels for another 4.0 miles on US 63 from WIS 64 to County Q.

Note that no needs were identified on WIS 64 from US 63 to County D. No improvements were considered for this portion of the study corridor.

In Section 1, at the westernmost end of the corridor, a portion of WIS 64 is within the City of New Richmond. Approximately 800 feet east of WIS 65, the highway transitions from an urban four-lane to a rural two-lane roadway. Throughout the remainder of Sections 1, 2, and 3, the corridor is a rural two-lane roadway with a 55 mph speed limit.

3.02 ALTERNATIVE IMPROVEMENT TYPES AND PREFERRED ALTERNATIVE

The study team considered multiple types of improvements in each of the three corridor sections. The following sections summarize these different improvement types.

A. No Action

The No Action alternative would not provide improvements to the WIS 64/US 63 corridor other than those associated with routine maintenance. This alternative will not meet existing and anticipated corridor needs.

The No Action Alternative is not the preferred alternative.

B. Transportation Demand Management

Transportation Demand Management (TDM) strategies were considered as an individual alternative, although they could benefit the No Action and Corridor Preservation alternatives as well. TDM seeks more efficient use of transportation systems, typically through one or more of the following:

- Reducing single-occupant vehicle trips through car pooling, ride share services, etc.
- Increasing use of alternate modes of transportation such as bicycle, bus, and rail.

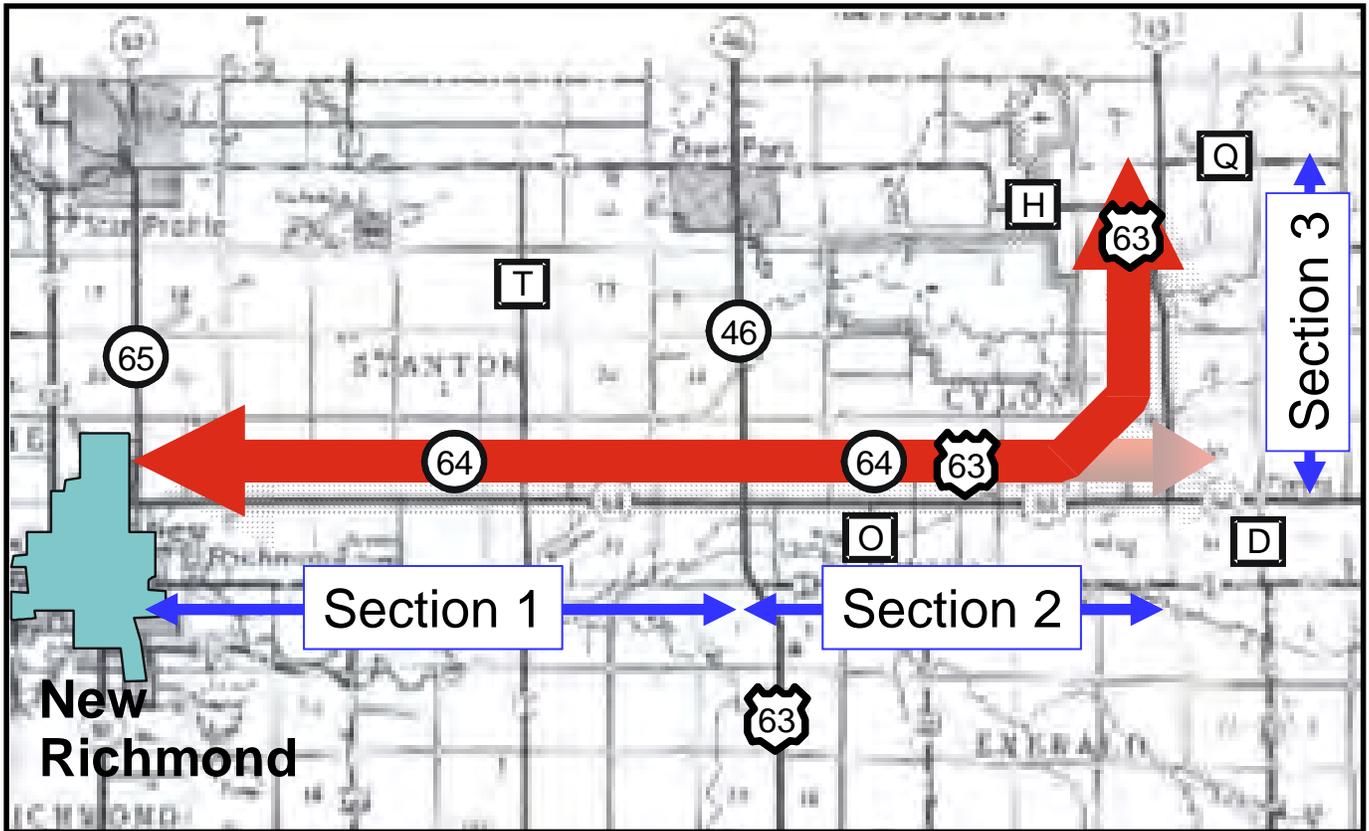


Figure 3.01-1 Study Corridor Sections

- Encouraging travel outside of peak periods.
- Promoting diversity in transportation options available to users.

Specific strategies that are most appropriate for the study corridor include the following:

- Increasing the number of bicycle and pedestrian friendly facilities
- Supporting ride sharing services (car pooling, van pooling, etc.)
- Encouraging teleworking
- Developing regional bus service

WisDOT encourages communities to increase consideration of TDM strategies for existing and future development where appropriate. The study team anticipates, however, that the rural nature of the WIS 64/US 63 corridor combined with the dominance of regional and recreational traffic will limit the feasibility and effectiveness of TDM measures. The dispersed origins and destinations of the corridor's traffic will make it difficult to provide cost-effective transit options. TDM measures are typically less effective for regional traffic and probably are not feasible for most local farm operations. While TDM strategies could extend the two-lane corridor's useful life, the TDM Alternative is not expected to alleviate the operational and safety concerns that will arise in the next 30 years.

The TDM Alternative is not the preferred alternative.

C. Corridor Preservation

The Corridor Preservation alternative would involve cooperation between WisDOT and local agencies in planning for and preserving the corridor needed for staged improvements to address existing and anticipated needs. A description of the improvement stages follows.

- Stage 1: Short-Term Improvements

The short-term improvements considered for the project are intended to have minimal impacts while improving safety and driver comfort on WIS 64 and US 63 North. These improvements try to extend the useful life of the corridor as a two-lane facility. The improvements include intersection treatments and the addition of passing lanes. Figure 3.02-1 shows the locations considered for the addition of passing lanes.

Intersection treatments would include adding lanes so through traffic could bypass turning vehicles or conversion to a roundabout. Passing lanes would be added along the corridor to relieve vehicle platooning. Figure 3.02-2 shows the typical cross section of a highway passing lane. According to WisDOT's Facilities Development Manual (FDM), passing lanes are typically a good alternative on corridors that are anticipated to carry 3,500 to 12,000 vehicles per day on average during the design year. While passing lanes can increase driver comfort by relieving vehicle platoons, they do not increase the capacity of a two-lane road.

- Stage 2: Expansion to a Four-Lane Facility with At-grade Intersections and Direct Access

The Corridors 2020 Connector classification and Connections 2030 identification of WIS 64 and US 63 North indicates the need to preserve and enhance mobility and safety. If traffic volumes continue to grow as anticipated, this will most likely mean expansion to a four-lane facility for at least part of the study corridor in the long-term. In general, the expansion to a four-lane facility considered by this study uses an on-alignment design for several reasons. There are significant environmental resources within the general area including the Willow River watershed, numerous lakes and ponds, large contiguous wetland habitat, as well as significant prairie habitat remnants and pine plantations. It is clear that creating a new highway corridor off of the existing alignments will have higher environmental impacts than on-alignment expansion. In addition to area resources, continued rural development and key highway connections suggest that off-alignment improvements are less desirable than on-alignment expansion. For these reasons, this study proposes that the existing highway serve as one pair of travel lanes and a second pair would be constructed adjacent to it. The new roadbed would generally be constructed on the side of the existing roadway that produces the fewest impacts.

Figure 3.02-3 shows existing state and federal highway connections and some of the local environmental resources adjacent to the study corridor. On-alignment improvements minimize the need for land acquisition and

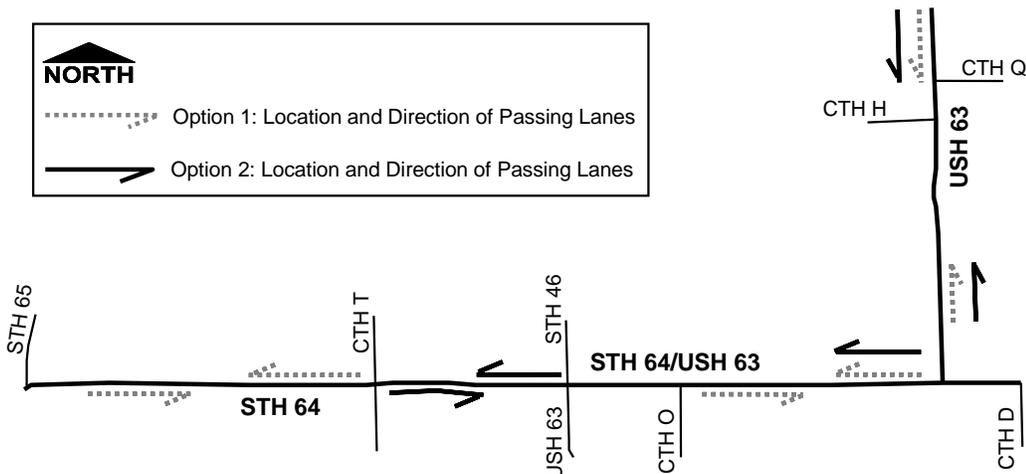
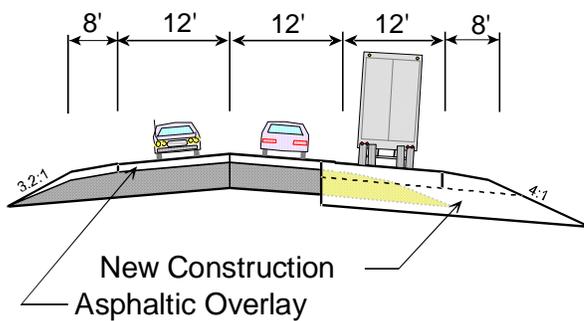


Figure 3.02-1 Passing Lane Locations Considered



- 12' Wide Passing Lane w/ 8' shoulder
- 700' Merge and Approach Taper
- >2500' long Passing Lane
- 7.5" of Asphalt over 15" of Base Course on New Construction portion
- 3.5" Asphaltic Overlay

Figure 3.02-2 Passing Lane Cross Section

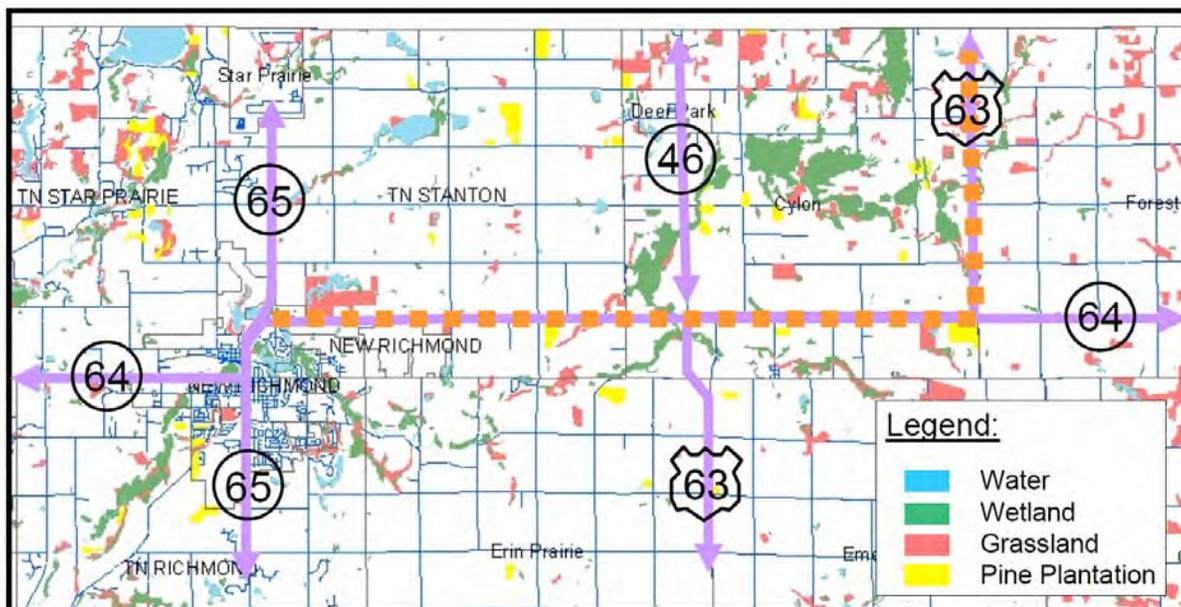


Figure 3.02-3 Local Resources Adjacent to WIS 64 and US 63

will therefore have smaller impacts on historic and archeological sites, open waterways, wetlands and other environmentally sensitive corridors, grassland and prairie habitat remnants, pine plantations, railroad corridors, public lands, and agricultural operations. They will also allow WisDOT to maximize its existing investment in real estate and road material. Some off-alignment improvements have been considered to address specific concerns. These are described in the discussion of each section of the study corridor. Complete realignment of the study corridor is not considered a feasible alternative in this EA.

An improvement to four lanes would likely start with an “expressway-type” facility. Existing intersections would remain at-grade. Driveways and field entrances would be relocated to side roads wherever possible. Private access that could not be relocated would remain as right-in/right-out intersections. Median crossovers would be provided at intersections and approximately every one-half mile between intersections.

- **Stage 3: Upgraded Four-Lane Facility with Grade Separations and No Direct Access**

Stage 3 builds upon the Stage 2 improvements. If traffic operations and safety concerns warrant it, the four-lane “expressway-type” facility would ultimately be functionally upgraded by modifying some at-grade intersections to provide right-in/right-out access only and removing others. Grade separations would be provided periodically to enhance local mobility. Private and commercial access to the highway would be fully removed. Local residences and businesses would be served by a supporting local road network. WisDOT is working with local municipalities to coordinate construction of routes parallel to WIS 64 as land use adjacent to the highway changes.

The Corridor Preservation alternative allows WisDOT to address corridor needs as they develop. Minimizing impacts to existing resources has guided the development of the proposed stages in each section of the corridor. Working with local agencies to preserve the identified future highway corridor will minimize impacts to future resources as land use in the study area changes.

The Corridor Preservation Alternative is the PREFERRED ALTERNATIVE for the study corridor.

3.03 SUMMARY OF PREFERRED ALTERNATIVE

This section of the EA reviews the development of the staged improvements as part of the Corridor Preservation Alternative. While the Corridor Preservation Alternative is the Preferred Alternative, WisDOT needs to identify what type of corridor should be preserved, and where this corridor should be located. Staged improvements allow WisDOT to implement construction as traffic growth and/or safety concerns dictate. The investment made in the early stages must be preserved as later stages are completed. The process generally works backward from the assumed “ultimate” condition (Stage 3 – upgraded four-lane facility) to the lower build options (Stage 2 – expansion to a four-lane facility and Stage 1 – short-term improvements). All three improvement stages were investigated in each section of the study corridors.

A. Section 1–WIS 64 from WIS 65 to US 63 South/WIS 46

- **Stage 1: Short-Term Improvements**

Stage 1 adds passing lanes at two locations within Section 1, one eastbound and one westbound. The eastbound passing lane begins approximately 1,500 feet east of 145th Street and extends about 5,800 feet. The westbound passing lane begins approximately 2,200 feet west of County T and extends about 6,100 feet. Two additional locations were considered between 190th Street and US 63 South/WIS 46. These two were dismissed due to the need for improving the existing bridge over the Willow River and the potential for impacts to the river habitat on the south side of WIS 64.

Intersection improvements are also proposed in Section 1. At County T these include the addition of a left-turn bypass/right-turn lane for westbound WIS 64 and a right-turn flare on the north County T approach. At US 63 South/WIS 46, construction of a modern single-lane roundabout is recommended. The study team also evaluated traffic signals at this location but determined that the roundabout was more cost-effective over its design life. The single lane roundabout also fits better with the long-term plans for this intersection

Stage 1 improvements will increase driver comfort, but they will not be sufficient to eliminate traffic operations concerns. Traffic operations modeling using projections provided by WisDOT Central Office suggests that an at-grade County T intersection under two-way stop sign control will function acceptably through 2032 (with LOS D or better

operations on CTH T). However, operations under traffic volumes forecasted using historic trends fall to LOS F for the northbound and southbound through/left-turn lanes by 2022.

Additionally, Stage 1 improvements may not adequately address safety concerns in Section 1. While adding bypass lanes at key intersections should reduce some types of crashes, unsafe maneuvers tend to increase as traffic operations deteriorate. Head-on collisions also tend to increase on two-lane highways as traffic volumes increase. While Stage 1 improvements will increase driver comfort and safety in the short-term, long-term improvements also need to be considered.

Finally, traffic forecasts exceed the typical upper limit of 12,000 AADT used when planning for passing lanes. The forecasts used in this study based on historic growth trends indicate that WIS 64 may carry more than 12,000 ADT by 2022.

For these reasons, WisDOT feels it is prudent to plan for improvements in addition to those proposed as part of Stage 1.

- Stage 2: Expansion to a Four-Lane Facility with At-Grade Intersections and Direct Access

Stage 2 expands the existing WIS 64 to a four-lane facility with at-grade intersections. Beginning approximately 300 feet east of the WIS 65 intersection, the existing four-lane undivided WIS 64 will be expanded to a four-lane urban highway with a narrow median to minimize impacts to wetland areas associated with Hart Lake. The existing highway will serve as the eastbound lanes, and an additional set of travel lanes will be constructed on the north side of the highway for westbound traffic. Approximately 2000 feet east of WIS 65, the highway alignment will shift to the south to avoid United States Fish and Wildlife Service land located on the north side of the highway. At this point the narrow urban cross-section will be transitioned to a traditional rural four-lane highway section. The traditional rural divided highway section is needed to safely provide the mobility required of a Corridors 2020 Connector Route.

From approximately 400 feet west of 145th Street to 3,500 feet east of 145th Street, a new set of travel lanes will be constructed on the south side of WIS 64 for eastbound traffic. From 5,000 feet east of 145th Street to County T, a new set of travel lanes will be constructed on the north side of the highway for westbound traffic. At County T the highway alignment will shift farther to the north and two new sets of travel lanes will be constructed. This will be done to allow existing WIS 64 to serve as a frontage road providing access to the homes on the south side of the existing highway between County T and the Willow River. Figure 3.03-1 shows the proposed alignment in this area.

Comments received from the public indicated concern regarding the number of crashes involving deer and other animals on WIS 64 between County T and the US 63 South/WIS 46 intersection. It is recommended that the bridges built to cross the Willow River be designed to encourage use as a wildlife crossing. This can be best accomplished by providing a minimum clearance of 12 feet, a natural floor, forest cover within 15 feet of each end, and a level approach with clear visibility of the habitat on the other side. Ideally the end area of the underpass divided by the length will be greater than 0.25. Another crossing is recommended approximately 1000 feet west of the US 63 South/WIS 46 intersection. This could be accomplished with a bridge or box culvert structure. Fencing should be installed between the two crossings to encourage animals to cross at these locations rather than across WIS 64.

Just east of the Willow River, WIS 64 will shift back to the south, and the existing WIS 64 travel lanes will serve westbound traffic while a new set of travel lanes will be built to the south for eastbound traffic to a point 1800 feet east of US 63 South/WIS 46. At this point, the eastbound lanes will shift north and the WIS 64 cross section will narrow in anticipation of the WIS 64/US 63 South/WIS 46 intersection. This intersection will be upgraded from a single-lane roundabout (constructed during Stage 1) to a multilane roundabout.

Stage 2 improvements are expected to alleviate operations and safety concerns initially. How long Stage 2 will provide acceptable operations and safety depends on the actual traffic growth experienced and future land use along the corridor. Traffic operations modeling using projections provided by WisDOT Central Office suggests that an at-grade County T intersection under two-way stop sign control will function acceptably through 2032 (with LOS C or better operations for all opposed movements). However, operations under traffic volumes forecasted using historic trends could fall to LOS E for the northbound left turn by 2022 and are expected to be LOS F for both County T approaches by 2032.

For these reasons, WisDOT feels it is prudent to plan for improvements in addition to those proposed as part of Stage 2.

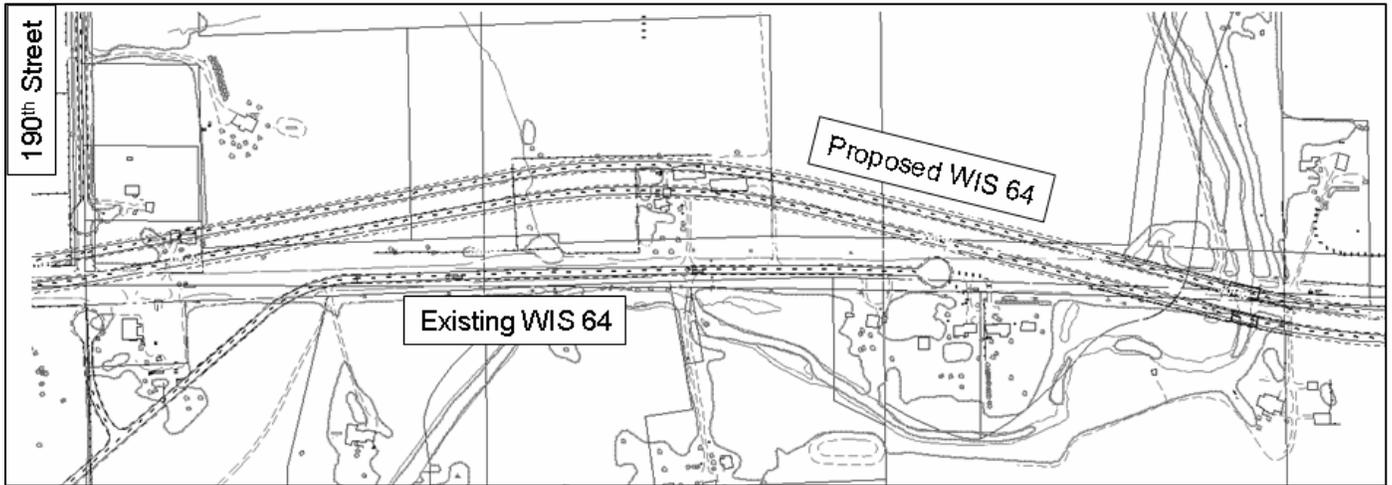


Figure 3.03-1 Proposed Realignment Adjacent to Willow River

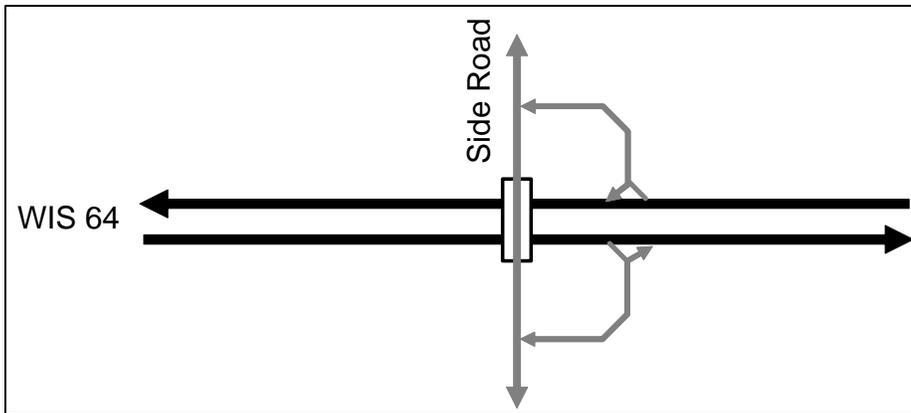


Figure 3.03-2 Jug-Handle Interchange Configuration

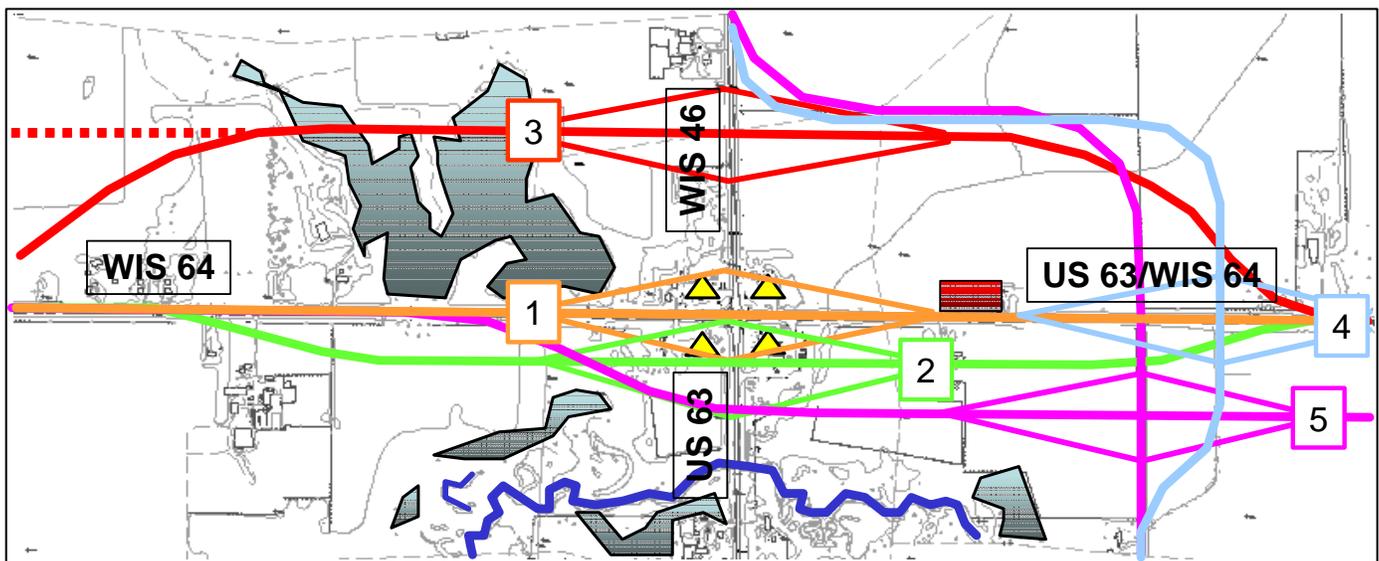


Figure 3.03-3 Interchange Locations Considered at the WIS 64/US 63 South/WIS 46 Intersection

- Stage 3: Upgraded Four-Lane Facility with Grade Separations and No Direct Access

Stage 3 will upgrade the four-lane WIS 64 corridor by modifying the at-grade intersections. Some will provide right-in/right-out access only while others will be grade-separated providing connections to parallel local roadways and enhancing local mobility. In some locations these two features will work together to provide access via a jug-handle interchange, as shown in Figure 3.03-2. Direct private and commercial access will be fully removed, and local residents and businesses will be served off of adjacent local facilities or relocated if alternate access cannot be provided.

WisDOT is working with local municipalities to encourage construction of a supporting system of parallel local roads north and south of WIS 64 to enhance local access and mobility. As land use adjacent to the study corridor changes, land developers must be asked to design these facilities so that they can be extended from parcel to parcel as the community continues to grow.

On the east side of New Richmond, access at 142nd Street would be removed. Access to the homes on 142nd Street would be provided from the south via a proposed local road. A jug-handle interchange would be provided at 145th Street consisting of an overpass on the existing 145th Street alignment and two right-in/right-out accesses (one for eastbound traffic and one for westbound traffic) located just west of the overpass.

Approximately 1.4 miles east of 145th Street is the location of another jug-handle interchange. This interchange would tie into the New Richmond local street system on a proposed north-south arterial road. Another north-south arterial is proposed just west of 170th Street. An overpass on this arterial combined with right-in/right-out access at the existing 170th Street intersection would create the third jug-handle interchange in Section 1.

The County T intersection would become an underpass in Stage 3. Right-in/Right-out accesses would be provided just west of County T to form the fourth and final jug-handle interchange in Section 1. Access would be removed at the 180th and 190th Street intersections.

The WIS 64/US 63 South/WIS 46 intersection would remain a multilane roundabout. Interchange configurations were also considered at the intersection. Two Corridors 2020 Connectors converge at this location, so ideally it would be served by a system interchange allowing free-flow movements on each of the Connector Routes. The traffic volumes, while expected to drive the need for four-lane facilities on WIS 64 and US 63, do not justify the extreme impacts anticipated as a result of the construction of a system interchange. There are large, contiguous wetlands in the northwest, southwest, and southeast quadrants of the intersection, riparian habitat to the south associated with the South Fork of the Willow River, a cemetery on the east side of the intersection, and potential hazardous material sites in each quadrant.

Since a system interchange is not feasible, a standard diamond interchange was also considered. Figure 3.03-3 shows the locations investigated:

1. Directly over the intersection.
2. On US 63 South south of the intersection.
3. On WIS 46 north of the intersection.
4. On WIS 64/US 63 east of the intersection.
5. Off-alignment southeast of the intersection.

Location 1 proposed a diamond interchange directly over the existing intersection. The advantage to this placement is that no realignment is required of WIS 64, US 63, or WIS 46. There would be impacts to wetland habitat in the northwest and southwest quadrants, impacts to all four hazardous material sites, and three commercial relocations.

Location 2 proposed a diamond interchange on US 63 South just south of the existing intersection. This location reduces the commercial relocations required from three to one, but it does require realignment of WIS 64. There would be impacts to wetland and riparian habitat in the southwest and southeast quadrants, impacts to two hazardous material sites, and access to the remaining commercial properties north of the existing intersection would need to be relocated to provide adequate spacing from the westbound ramp terminal.

Location 3 proposed a diamond interchange on WIS 46 north of the existing intersection. This location avoids commercial relocations and hazardous material sites, but it requires a significant realignment of WIS 64. There would also be impacts to wetland habitat in the northwest quadrant and access to the existing commercial properties would

need to be altered to provide adequate spacing from the eastbound ramp's terminal.

Location 4 proposed a diamond interchange on WIS 64 east of the existing intersection. This location avoids commercial relocations and hazardous material sites, but it does require realignment of US 63 South and WIS 46. There would be impacts to wetland and riparian habitat in the southeast quadrant because of a new railroad and river crossing to the south on US 63. Access to the existing commercial properties would be from local roads rather than directly from WIS 64 and would therefore be less direct.

Location 5 proposed an off-alignment diamond interchange southeast of the existing intersection. This location avoids commercial relocations and hazardous material sites, but it does require realignment of US 63 South and WIS 46. There would be impacts to wetland and riparian habitat in the southeast quadrant because of the interchange and the new railroad and river crossing to the south on US 63. Access to the existing commercial properties would be from local roads rather than directly from WIS 64 and would therefore be less direct.

In addition to the significant impacts associated with each of the diamond interchange locations considered, traffic patterns at the intersection do not lend themselves to being served by a diamond interchange. There are nearly as many vehicles using US 63 South as there are using WIS 64 to the west of the intersection. The diamond interchange configuration would favor WIS 64 through traffic at the expense of US 63 through traffic. The multilane roundabout serves the traffic patterns more equally and serves existing land use better than a grade-separated interchange. Traffic operations modeling indicates that the roundabout at this location can serve the projected traffic volumes through 2032 and beyond with minimal impacts at a fraction of the cost to construct and maintain an interchange.

Stage 3 is expected to provide adequate traffic operations and safety throughout Section 1 for the foreseeable future.

Stage 3 is the ultimate proposed stage in Section 1.

B. Section 2–WIS 64/US 63 from US 63 South/WIS 46 to US 63 North

▪ Stage 1: Short-Term Improvements

Stage 1 adds passing lanes at two locations, one eastbound and one westbound. The eastbound passing lane begins approximately 2,400 feet east of County O and extends about 5,700 feet. The westbound passing lane begins approximately 2,200 feet west of US 63 North and extends about 4,500 feet.

Intersection improvements are also proposed in Section 2 at the WIS 64/US 63 North intersection. About 75 percent of the vehicles that travel through this intersection are using US 63 and, therefore, are heading eastbound to northbound or southbound to westbound. These traffic patterns indicate the need to consider serving the majority of the traffic by reconfiguring the intersection. Stage 1 would realign the highway with a sweeping curve to do so. Figure 3.03-4 shows this realignment.

The study team considered two design speeds when designing the sweeping curve realignment, 60 mph and 70 mph. Impacts of the two alternatives were comparable. Discussion with the owner of the property located in the northwest quadrant of the intersection indicated that he would prefer the 70 mph design so more land was available after construction that could be split from his existing property. Additionally, WisDOT preferred the 70 mph design speed because it provides better stopping sight distance at the intersection and will have fewer run-off-the-road crashes. For these reasons, WisDOT's preferred intersection design uses the 70 mph design speed.

Stage 1 improvements will increase driver comfort, but they will not be sufficient to eliminate traffic operations concerns. Traffic operations modeling using projections provided by WisDOT Central Office suggests that an at-grade US 63 North intersection under two-way stop sign control will function acceptably through 2032 (with LOS C or better operations on the east WIS 64 approach). Operations under traffic volumes forecasted using historic trends, however, fall to LOS F for the westbound left-turn movement by 2032.

Stage 1 improvements may not adequately address safety concerns in Section 2. While reconfiguring the US 63 North intersection should reduce some types of crashes, unsafe maneuvers tend to increase as traffic operations deteriorate. Additionally, head-on collisions tend to increase on two-lane highways as traffic volumes increase.

Finally, traffic forecasts exceed the typical upper limit of 12,000 AADT used when planning for passing lanes. The

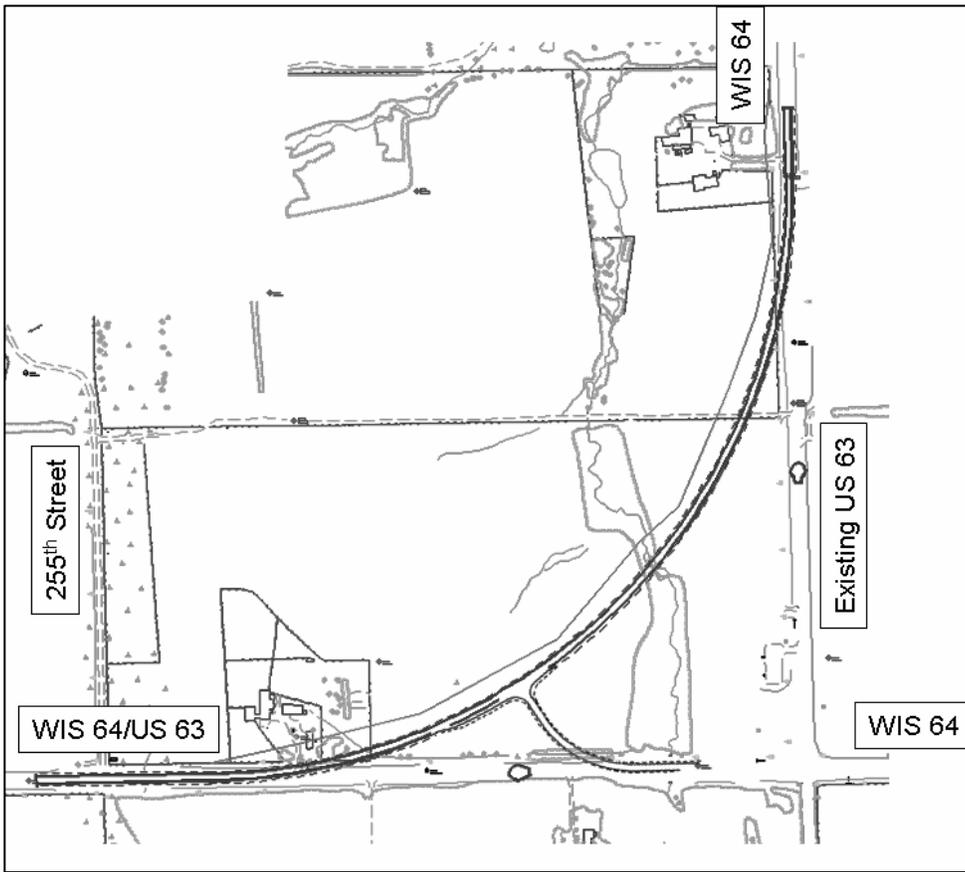


Figure 3.03-4 Sweeping Curve Realignment at US 63 North

forecasts used in this study based on historic growth trends indicate that WIS 64 may carry more than 12,000 ADT by 2032.

For these reasons, WisDOT feels it is prudent to plan for improvements in addition to those proposed as part of Stage 1.

- Stage 2: Expansion to a Four-Lane Facility with At-Grade Intersections and Direct Access

Stage 2 expands the existing WIS 64/US 63 to a four-lane facility with at-grade intersections. Beginning at the multilane roundabout at the WIS 64/US 63 South/WIS 46 intersection and traveling east, the highway would begin as a four-lane section with a narrow median. Approximately 600 feet east of the roundabout, the highway would begin simultaneously shifting south and transitioning to a standard rural divided four-lane cross section with a full (60-foot) median. Adjacent to the Cylon Church property, the westbound travel lanes would lie just to the south of the existing highway to avoid impacts to the cemetery located on the west side of the church grounds. Approximately 500 feet east of the church, the westbound lanes would be centered over the existing highway with new travel lanes constructed on the south side for eastbound traffic. The additional travel lanes would remain on the south side of existing WIS 64 for the remainder of Section 2.

Stage 2 improvements are expected to alleviate operations and safety concerns through 2032, except at the US 63 North intersection. Traffic operations modeling using projections based on historic trends suggest that an at-grade US 63 North intersection under one-way stop sign control will function at LOS D for the east approach. In particular, the westbound left-turn movement is expected to operate near the LOS E threshold.

Stage 2 is the ultimate proposed stage in Section 2, except at the US 63 North intersection.

- Stage 3: Upgraded Four-Lane Facility with Grade Separations and No Direct Access

Stage 3 would upgrade the four-lane WIS 64 corridor by modifying the at-grade intersections and eliminating direct access. All of Section 2 was investigated for Stage 3 improvements. However, development pressure is expected to be far less in Section 2 than adjacent to New Richmond in Section 1. Additionally, existing land use policies of the Towns of Cylon and Forest favor continued rural landscapes and agricultural land uses.

At the WIS 64/US 63 North intersection, the study team investigated expanding the intersection to an interchange. A standard diamond interchange, a “trumpet”-type system interchange, and two jug-handle interchanges were considered. Figure 3.03-5 shows the interchanges. WisDOT does not believe that the projected traffic volumes warrant the additional impacts to adjacent resources and additional construction costs associated with the “trumpet” system interchange or the diamond interchange.

Of the jug-handle interchanges considered, WisDOT prefers Alternative “B” for several reasons. First, Alternative “B” uses more existing roads. Second, Alternative “B” severs less property. Finally, Alternative “B” is expected to be less expensive to construct.

WisDOT believes it is likely an interchange will be needed at the WIS 64/US 63 North intersection in the future although perhaps not until beyond this project’s planning horizon (2032). This future interchange must be considered as land uses change adjacent to the US 63 North intersection.

Stage 3 is the ultimate proposed stage in Section 2 at the US 63 North intersection.

C. Section 3—US 63 North from WIS 64 to County Q

- Stage 1: Short-Term Improvements

The study team considered passing lanes at two locations as part of Stage 1, one northbound and one southbound. The northbound passing lane began approximately 4,400 feet north of WIS 64 and about 3,500 feet in length. The southbound passing lane actually lies north of the study limits, but was evaluated anyway to provide a fair assessment of the potential for Stage 1 improvements to address the highway’s needs. The southbound passing lane was approximately 700 feet south of Polk-St. Croix Road and about 3,300 feet in length. Because of the significant concentration of sensitive river and wetland habitat associated with the Willow River in Section 3, WisDOT dismissed

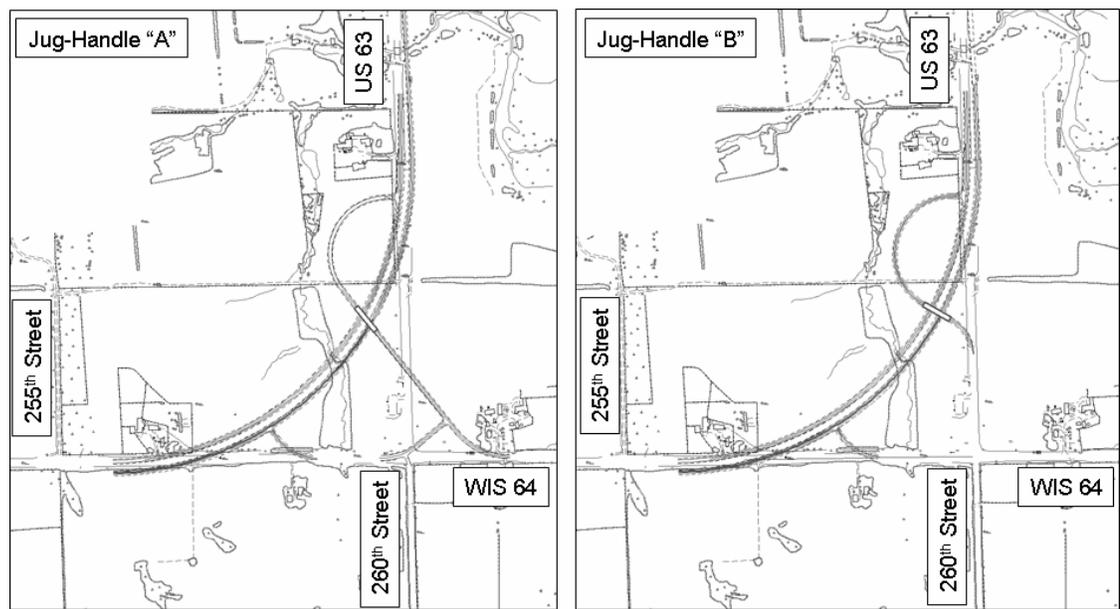
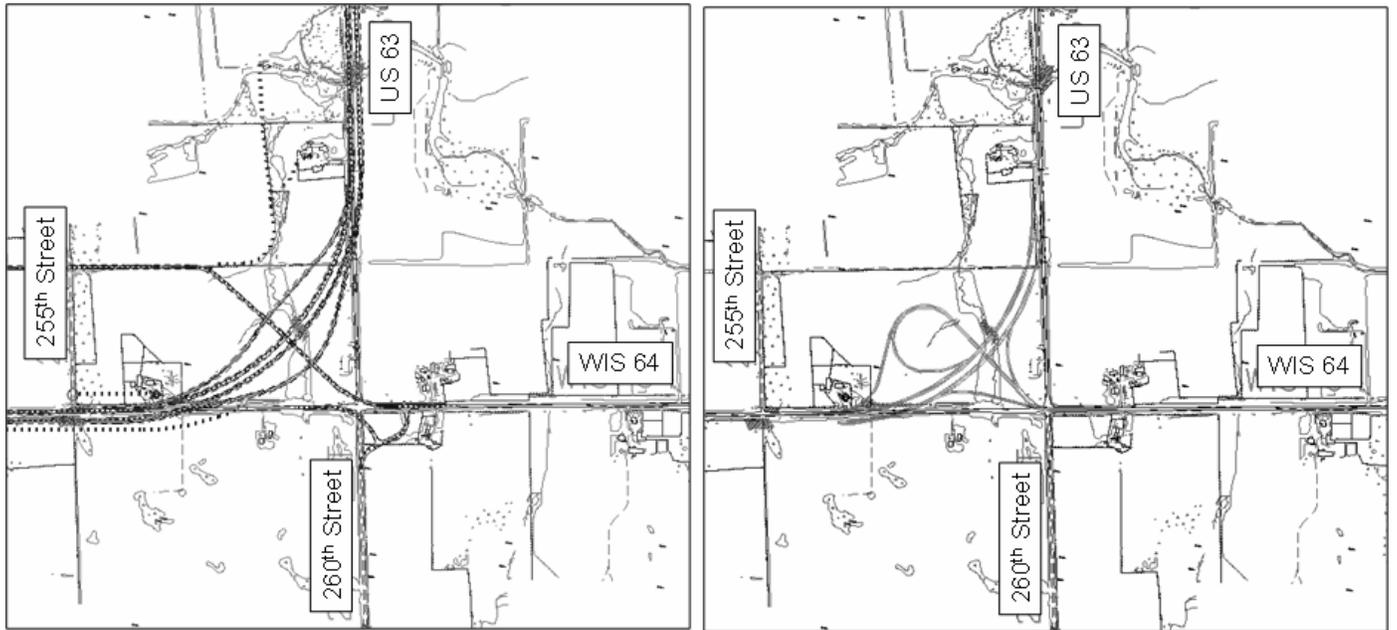


Figure 3.03-5 Interchange Alternatives at US 63 North

the passing lanes from consideration. Locations for passing lanes on US 63 in Polk County will be investigated instead.

Intersection improvements are proposed as part of Stage 1 in Section 3. At the US 63/County Q intersection and the US 63/County H intersection, the improvements include the addition of a left-turn bypass lane and an exclusive right-turn lane. These improvements will make the intersections safer as traffic volumes on US 63 continue to increase.

Stage 1 improvements will increase driver comfort, but they may not be sufficient to eliminate LOS D operations on US 63 if the 2032 Historic Growth projections are fully realized. However, even the higher traffic projections forecast volumes at the low end of the two-lane to four-lane threshold.

Stage 1 improvements should improve safety on a section of the study corridor that does not exhibit existing safety concerns. At this time, WisDOT does not anticipate the need for a four-lane facility in Section 3.

Stage 1 is the ultimate proposed stage in Section 3.

- Stage 2: Expansion to a Four-Lane Facility with At-Grade Intersections and Direct Access

Stage 2 improvements were evaluated in Section 3. Besides the sweeping curve realignment at the WIS 64/US 63 North/260th Street intersection, the four-lane expansion of US 63 stayed on-alignment. Section 3 contains the largest amount of environmentally sensitive habitat directly adjacent to the highway of any of the study sections. The conceptual design of the four-lane highway included a narrow cross section with a center barrier instead of a traditional median through the locations that contain the most sensitive habitat. Impacts to the riparian and wetland habitats, however, were still anticipated to be high. Additionally, the center barrier makes it more difficult to provide local access.

The scope of the probable impacts to sensitive habitat combined with forecasted volumes at the low end of the two-lane to four-lane conversion threshold were the basis for WisDOT's decision to not plan for Stage 2 or Stage 3 improvements in Section 3.

- Stage 3: Upgraded Four-Lane Facility with Grade Separations and No Direct Access

Stage 3 improvements were investigated in Section 3. Stage 3 would include an interchange combining the County H and County Q intersections. For similar reasons as those listed under the Stage 2 discussion, Stage 3 improvements are not anticipated at this time.

3.04 SUMMARY OF PROPOSED STAGES

Table 3.04-1 shows a summary of the preferred corridor improvement plan. Note that stages preceding the final stage proposed would likely be constructed prior to construction of the final stage. Each stage would be built as traffic volumes and operations dictate.

Location	Stage 1	Stage 2	Stage 3
Section 1	Yes	Yes	Yes
Section 2	Yes	Yes	No *
Section 3	Yes	No	No
* In Section 2, Stage 3 is the ultimate stage at the WIS 64/US 64 North/260th Street intersection			

Table 3.04-1 Proposed Corridor Improvement Plan

4. In general terms, briefly discuss the construction and operational energy requirements and conservation potential of the various alternatives under consideration. Indicate whether the savings in operational energy are greater than the energy required to construct the facility.

Highway energy consumption manifests itself in the raw materials and fuels used to construct, operate, and maintain a highway facility. Construction energy is comprised of the raw materials and equipment necessary to build and maintain the highway. Fuel consumption is affected by the type of vehicle using the roadway, the travel speed, geometry, congestion, and condition.

Of the three stages proposed for the construction of the WIS 64 preferred alternative, the energy required for expansion to a four-lane facility (Stage 2) will likely be greater than the energy required for the passing lanes (Stage 1), grade separations (Stage 3), or the No Build Alternative. All of these types of improvements, however, would require less energy than the construction of a new roadway off-alignment. The operational energy required for Stage 3 of the Preferred Alternative will be less than that required for Stage 2, Stage 1, and the No Build Alternative because of reduced congestion and increased safety. The grade separations improve upon the operational energy of the highway because traffic no longer needs to slow at the at-grade intersections. This description is illustrated in Figure 4.01-1.

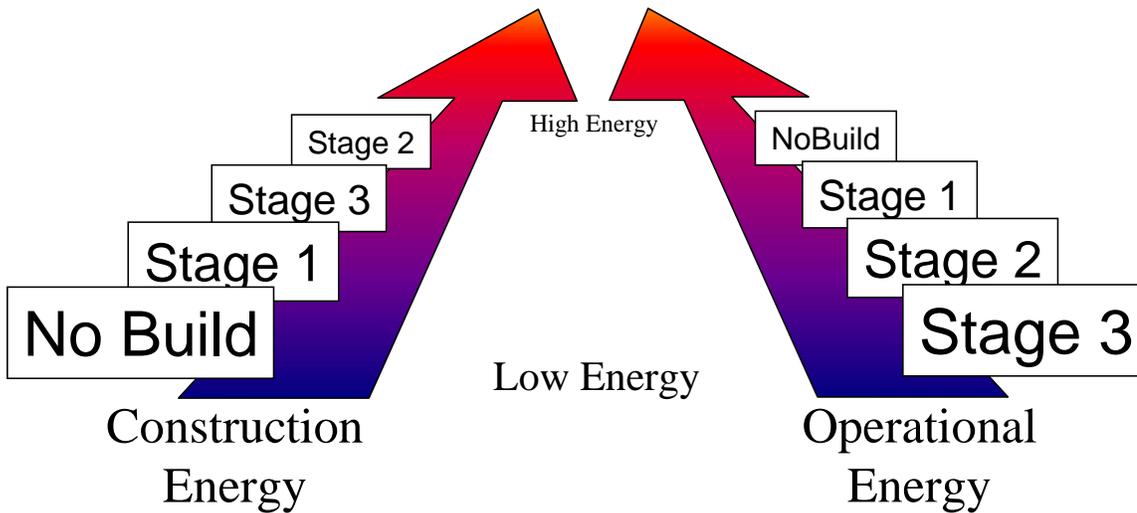


Figure 4.01-1 Construction and Operational Energy for WIS 64 Stages of Preferred Alternative

Over the design life of the facility, savings in operational energy are anticipated to offset the energy required to construct the preferred alternatives.

5. Describe existing land use (Attach land use maps if available).

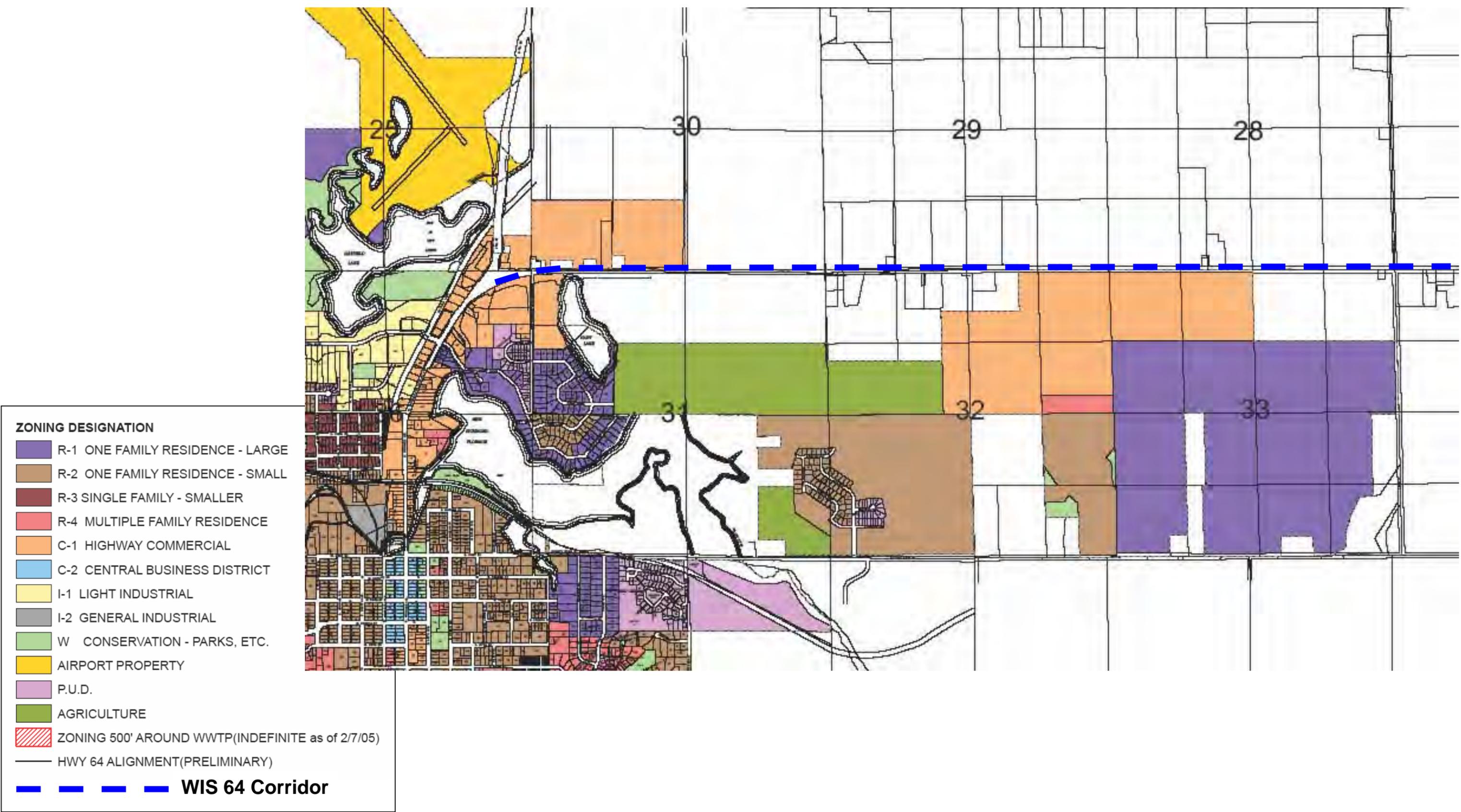
a. Land use in immediate area.

Throughout the preferred alternative corridor, WIS 64 and US 63 will generally remain on alignment. At the western edge of the corridor, WIS 64 is within the City of New Richmond as shown in Figure 5.01-1. New Richmond has been experiencing growth and development and has recently annexed land at the eastern edge of the city. Portions of this newly annexed land border the WIS 64 corridor on its south side in Sections 32 and 33 of Stanton Township. Where the corridor does not travel through or along land within the City of New Richmond's boundaries, it is traveling through the Towns of Stanton, Cylon, and Forest. Stanton and Cylon have adopted the county zoning ordinance, whereas the Town of Forest does not have general zoning. The zoning map for the Towns of Stanton and Cylon is shown in Figure 5.01-2.

At the western end of the corridor, the New Richmond zoning map illustrates that the City intends for the majority of land that is within city limits on the north side of WIS 64 to be developed as highway commercial uses. While some of this land is already in highway commercial use, much of it is currently in agricultural use. Land recently annexed by New Richmond in Sections 32 and 33 of Stanton Township (not shown on the following figures) is planned for mixed residential and commercial use. Just outside of New Richmond, WIS 64 is bordered on the north by a U.S. Fish and Wildlife Service Waterfowl Protection Area (WPA). To the east, and outside of the city limits, the majority of land adjacent to the WIS 64 corridor is in agricultural use and zoned Agriculture, Agriculture-Residential, or Agriculture II. There is also a cluster of commercial land uses around the WIS 64/WIS 46/US 63 south intersection and in a few other locations along the corridor.

b. Land use in area surrounding project area.

At the western end of the corridor, land use in the City of New Richmond is typical of that in many Wisconsin cities. There is a mix of single-family residences, multifamily residences, businesses, industry, institutions, and parks. On the northeast side of the city, near the beginning of the WIS 64 corridor, land use is predominantly airport, highway commercial, and light industry as shown in Figure 5.01-1. East of New Richmond, land use in the greater WIS 64 corridor area is predominantly agricultural. The Town of Stanton has a majority of Agriculture-zoned parcels, while the Town of Cylon has many more sections of Agriculture-Residential zoning as well as a large conservancy area as shown in Figure 5.01-2. Along with New Richmond, there are other nearby municipalities including the villages of Deer Park and Star Prairie, both a few miles north of the WIS 64 corridor.



Source: City of New Richmond, Building/Zoning Department website http://ci.new-richmond.wi.us/index.asp?Type=B_BASIC&SEC={9D43AC39-F2E0-4598-BB78-75B65BAC2749}; 3/7/2005

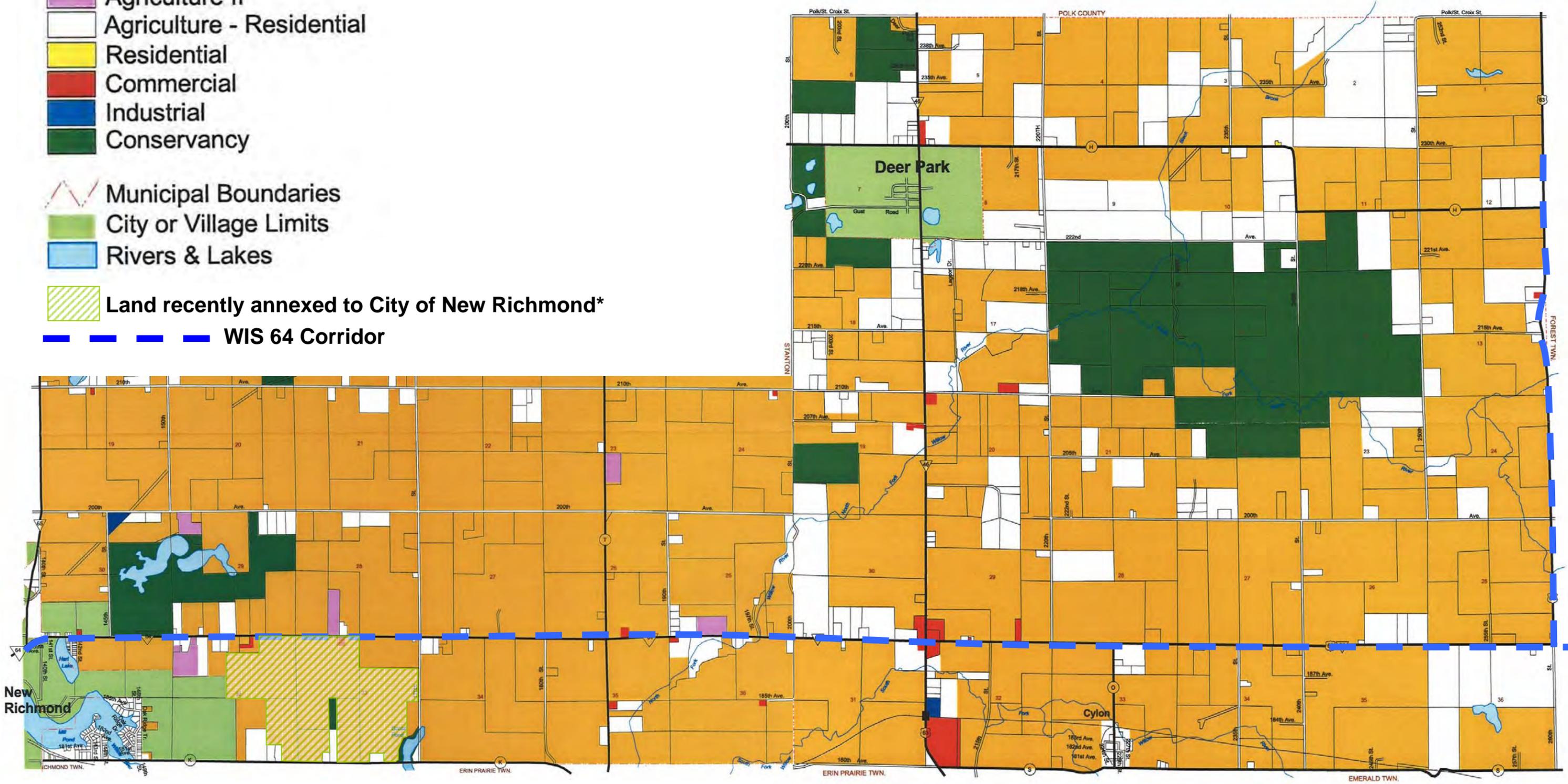
Figure 5.01-1 City of New Richmond (northeast) Zoning Map

LEGEND

- Agriculture
- Agriculture II
- Agriculture - Residential
- Residential
- Commercial
- Industrial
- Conservancy

- Municipal Boundaries
- City or Village Limits
- Rivers & Lakes

- Land recently annexed to City of New Richmond*
- WIS 64 Corridor



Source: St. Croix County Planning Department, Update: 12/2003
 * Newly annexed land based on City of New Richmond Zoning Map: 3/7/2005

Figure 5.01-2 Town of Stanton and Town of Cylon Official Zoning

6. Briefly identify adopted plans for the area and discuss whether the proposed action is compatible with the plan. (For example, the following may be considered: Regional Planning Commission Plans, Transportation Improvement Program, State Transportation Improvement Plan, Local zoning and land use plans, DOT Storm Water Management Plans, others.)

The proposed WIS 64 alternatives are not explicitly mentioned in all area plans; however, the preferred alternatives appear to be compatible with the adopted land use plans for the area. Because the improvements are mainly on-alignment, they have relatively small impacts to adjacent agricultural and conservation lands as compared to off-alignment improvements. The improvement of the roadway could potentially encourage development along the corridor. Some of the development could be unwanted in some of the listed plans, and local governments will need to adopt land use regulations sufficient to manage this potential development.

The adopted land use plans for the proposed WIS 64 corridor areas are listed in Table 6.01-1.

Plan Name	Author and Year
Wisconsin State Highway Plan 2020	Wisconsin DOT (2000)
Translink 21	Wisconsin DOT (1994)
Nonpoint Source Water Pollution Abatement (Priority Watershed Projects)	Wisconsin DNR (1995)
Land Use Policy Plan for West Central Wisconsin	West Central Wisconsin Regional Planning Commission (1978)
Lower Chippewa River Basin Plan	Wisconsin DNR (1996)
St. Croix River Basin Plan	Wisconsin DNR (1994)
St. Croix County Natural Resource Plan	St. Croix County Land and Water Conservation Committee (2000)
St. Croix County Development Management Plan	St. Croix County Planning Department (2000)
The St. Croix Valley Development Design Study	Metropolitan Council (2000)
St. Croix County Outdoor Recreation Plan	St. Croix County Planning Department (2000)
St. Croix County Erosion Control Plan	St. Croix County Land Conservation Committee (1988)
St. Croix County Farmland Preservation Plan	St. Croix County Planning Department (1980)
City of New Richmond Comprehensive Plan	City of New Richmond (2005, working document)
Heartland Towns Comprehensive Plan	Towns of Baldwin, Cylon, Erin Prairie, Hammond, Pleasant Valley, and Stanton (2005, working document)

Table 6.01-1 Land Use Plans in the WIS 64 Corridor Area

7. Early coordination with Agencies.

a. Intra-Agency Coordination

i) Bureau of Aeronautics

No - Coordination is not required. Project is not located within 2 miles (3.22 kilometers) of a public or military use airport, nor would the project change the horizontal or vertical alignment of a transportation facility located within 6.44 kilometers (4 miles) of a public use or military airport.

Yes - Coordination has been completed and project effects have been addressed. Explain.

A letter including a project summary, identification of the preferred alternatives, and a request for comments was sent on April 4, 2005. No response has been received.

ii) District Office Real Estate Section

No - Coordination is not required because no inhabited houses or active businesses will be acquired.

Yes - Coordination has been completed. Project effects and relocation assistance have been addressed. Conceptual Stage Relocation Plan attached as Exhibit (Appendix D).

b. Interagency Coordination

STATE AGENCY	COORDINATION	COMMENTS
	Correspondence Attached Y/N	Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed.
Agriculture (DATCP)	Y	An invitation letter to the agencies field meeting was sent 8/29/03. No DATCP representative attended this meeting held 9/25/03. A summary of the field meeting was sent 10/06/03. A copy of the field meeting notes is included in Appendix A. A letter including a project summary, identification of the preferred alternatives, and a request for comments was sent on 12/30/04. Alice Halpin from DATCP wrote a letter dated 1/18/05 that stated DATCP's opinions on the various alternatives. This letter is included in Appendix A. Once the study team calculated impacts, an e-mail was sent to DATCP on 4/1/05 requesting guidance on how to proceed with the agricultural impact statement process. In a phone call on 4/5/05, Peter Nauth said he felt that the area around this corridor is changing rapidly and that the land planned to be purchased may change ownership and/or land use before the project is constructed. A letter dated 4/13/05 indicated that because of the time lag associated with the acquisition of property, DATCP prefers to wait to prepare the AIS until closer to the time of acquisition. See attached letter in Appendix A.
Natural Resources (DNR)	Y	An invitation letter to the agencies field meeting was sent 8/29/03. Jim Doperalski Jr. attended the field meeting held 9/25/03. During the meeting, Mr. Doperalski and the other attendees made several comments regarding natural resource and environmental issues. A summary of the field meeting was sent 10/06/03. A second field meeting was held on 8/19/04. Mr. Doperalski also attended this meeting and made several comments such as recommending wetland avoidance techniques, staying on alignment as much as possible, and using a roundabout at the four-corners intersection. A copy of the meeting notes from this second field meeting is included in Appendix A. A letter from the DNR dated 10/22/04 gave recommendations regarding waterways, wetlands, uplands, and wildlife. A letter including a project summary, identification of the preferred alternatives, and a request for comments was sent to the DNR on 12/30/04. A letter dated 2/3/05 was sent to the Bureau of Endangered Resources requesting information on endangered resources. No further correspondence has been received.
State Historical Society (SHS)	N	An invitation letter to the agencies field meeting was sent 8/29/03. No SHS representative attended this meeting held 9/25/03. A summary of the field meeting was sent 10/06/03. A letter including a project summary, identification of the preferred alternatives, and a request for comments was sent on 12/30/04. No comments have been received. The Section 106 form was sent on 03/18/06 to BEES for forwarding to SHS. No correspondence is attached.

<p>Others: Legislative Fiscal Bureau</p> <p>West Central Wisconsin Regional Planning Commission (WCWRPC)</p> <p>Governor's Northern Office</p>	<p>Y</p>	<p>An invitation letter to the agencies field meeting was sent 8/29/03. No LFB representative attended this meeting held 9/25/03. A summary of the field meeting was sent 10/06/03. A letter including a project summary, identification of the preferred alternatives, and a request for comments was sent on 12/30/04. No comments have been received. It has been our experience that LFB typically does not comment on these types of projects. No correspondence is attached.</p> <p>An invitation letter to the agencies field meeting was sent 8/29/03. No WCWRPC representative attended this meeting held 9/25/03. A summary of the field meeting was sent 10/06/03. A letter including a project summary, identification of the preferred alternatives, and a request for comments was sent on 12/30/04. In a 4/5/05 phone call, Don Kush indicated that WCWRPC is not very involved in transportation projects once they enter the WisDOT system and that they did not have any comments at this time. The Grants and Development Notification Form (DT1916) was sent on 4/5/05. The completed form was returned and dated 4/7/05 stating that WCWRPC was interested in the project and requested opportunity to comment prior to location. Correspondence is attached in Appendix A.</p> <p>An invitation letter to the agencies field meeting was sent 8/29/03. No representative from the Governor's Northern Office attended this meeting held 9/25/03. A summary of the field meeting was sent 10/06/03. A letter including a project summary, identification of the preferred alternatives, and a request for comments was sent on 4/5/05. No comments have been received on the project.</p>
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FEDERAL AGENCY

<p>Advisory Council on Historic Preservation (ACHP)</p>	<p>N</p>	<p>Not Applicable.</p>
<p>Corps of Engineers (COE)</p>	<p>N</p>	<p>An invitation letter to the agencies field meeting was sent 8/29/03. No COE representative attended this meeting held 9/25/03. A summary of the field meeting was sent 10/06/03. A letter including a project summary, identification of the preferred alternatives, and a request for comments was sent on 12/30/04. In a 4/6/05 phone call, Jim Wienzierl said he would probably not have comments but would like to have the project summary letter sent directly to him and he can then give comments as he sees fit. The project summary letter was sent to Mr. Wienzierl on 4/7/05. No comments have been received.</p>

Environmental Protection Agency (EPA)	Y	<p>An invitation letter to the agencies field meeting was sent 8/29/03. No EPA representative attended this meeting held 9/25/03. A summary of the field meeting was sent 10/06/03. A letter including a project summary, identification of the preferred alternatives, and a request for comments was sent on 12/30/04. In a 02/02/05 letter, Kenneth A. Westlake, Chief of the NEPA Implementation Section of the EPA's Office of Science, Ecosystems, and Communities, commented on the need to provide information in the EA on future congestion and delay levels on WIS 64 and whether these exceed operational thresholds and by how much. Mr. Westlake also expressed concern that the scoping material provided had already screened out feasible alternatives prior to undergoing a NEPA analysis in the EA. He recommended considering a sufficient number of reasonable alternatives for comparison in the EA. Lastly, he suggested the study team discuss in the document whether they have consulted with the Wisconsin SHPO regarding the archaeological site within the study area.</p> <p>A project team response letter was sent on 05/05/05 stating that Mr. Westlake's concerns would be addressed in the EA document. The study follows the NEPA process. Correspondence is attached in Appendix A.</p>
National Park Service (NPS)	Yes	<p>An invitation letter to the agencies field meeting was sent 8/29/03. Nick Chenvance from the NPS Midwest Regional Office sent a fax on 9/5/03 stating that the NPS has no comment on the proposed action. The fax is attached in Appendix A. No NPS representative attended the field meeting held 9/25/03. A summary of the field meeting was sent 10/06/03. A letter including a project summary, identification of the preferred alternative, and a request for comments was sent on 12/30/04. No additional comments have been received.</p>
Natural Resource Conservation Service (NRCS)	N	<p>An invitation letter to the agencies field meeting was sent 8/29/03. No NRCS representative attended this meeting held 9/25/03. A summary of the field meeting was sent 10/06/03. A letter including a project summary, identification of the preferred alternatives, and a request for comments was sent on 12/30/04. An e-mail was sent on 4/5/05 to follow up and ask for comments. Jay Custer replied and suggested contacting Larry Natzke. A project summary letter was sent to Larry Natzke on 4/5/05. No comments have been received on the project. No correspondence is attached.</p>
US Coast Guard (USCG)	No	Not Applicable.
US Fish & Wildlife Service (FWS)	Yes	<p>An invitation letter to the agencies field meeting was sent 8/29/03. No FWS representative attended this meeting held 9/25/03. A summary of the field meeting was sent 10/06/03. A letter including a project summary, identification of the preferred alternatives, and a request for comments was sent on 12/30/04. In a 02/09/05 phone call to Joel Trick, FWS, Mr. Trick stated he had no specific resource concerns. Generally, his main concern is wetlands and impacts to FWS lands in the area. He asked that we verify that none are impacted as that would create 6(f) concerns. Further analysis shows that though a temporary construction easement may be required from a FWS waterfowl production area on the north side of WIS 64 near New Richmond, no permanent right-of-way would be required. Additional coordination was completed with Chet McCarty and David McConnell of FWS during Summer 2005. E-mail was received from Mr. McConnell stating that a letter signed by the District Director would be sent. A letter from Mr. McConnell was received 12/09/05 stating that the proposed improvements do not appear to adversely impact the FWS waterfowl production area. Correspondence is attached in Appendix A.</p>

<p>Other(Identify)</p> <p>Native American Tribes</p>	<p>Y</p>	<p>Related to the US Department of Interior, the Native American Tribes found on the standard contact list for projects in Wisconsin were sent the Initial Notification Letter to Native American Parties dated 9/5/03. This letter also included information on the agency field meeting. No representatives from Native American Tribes attended this meeting held 9/25/03. Archaeological investigations identified the Breault Site near the corridor requiring a Phase 2 investigation. The site was determined to be eligible for the National Register of Historic Places. The draft Archaeological Report and NPS Form 10-900 were sent to all of the Native American contacts on 8/10/05. A phone call was received on 8/22/05 from Wanda McFaggen representing St. Croix Tribal Historic Preservation. Ms. McFaggen requested a copy of the Initial Notification letter from September 2003 (one was sent the same day); she stated that the St. Croix opposed the artifacts from the Breault Site being curated in Milwaukee. Ms. McFageen also asked that the project team consult with Jerry Smith (Lac Courte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin) and Jay Toth (Ho-Chunk Nation Archaeologist). Additional consultation resulted in a letter documenting that artifacts from the Breault Site will be curated at the Mississippi Valley Archaeology Center.</p> <p>Correspondence is attached in Appendix A.</p>
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c. Local Government Coordination

LOCAL UNIT OF GOVERNMENT	COORDINATION	COMMENTS
	<p>Correspondence Attached Y/N</p>	<p>Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed.</p>
<p>St. Croix County: Highway and Planning Departments</p>	<p>Y</p>	<p>An invitation letter to the agencies field meeting was sent 9/5/03 (included in Appendix A). Ellen Denzer, from the Planning Department, attended this meeting held 9/25/03. A summary of the field meeting was sent 10/06/03 (included in Appendix A). On 10/10/03, a copy of the WIS 64 Corridor Study was sent to Ellen Denzer. An invitation to the first Public Information Meeting (PIM 1) was sent 11/13/03. Tim Ramberg, St. Croix County Highway Commissioner and Dave Fodroczi, St. Croix County Director of Planning, attended this meeting held 11/18/03. A summary of PIM 1 was sent 12/02/03. An invitation letter to a local officials meeting was sent 3/15/05. Ellen Denzer and Dave Fodroczi from the Planning Department and Tim Ramberg from the Highway Department attended this meeting held 3/31/05. An invitation to PIM 2 was sent in mid-March 2005. Summaries of the March local officials meeting and April PIM were sent in early May 2005. A letter was sent 5/10/05 asking for input from local officials regarding local access issues near the Willow River crossing (between 190th Street and 200th Street). Written comments were received in a 7/22/05 joint letter from Tim Ramberg and Dave Fodroczi. A project update was sent 9/20/05 outlining the WisDOT-preferred alternative and announcing PIM 3. Written comments were received in a 10/24/05 letter from Tim Ramberg. The results of the noise analysis were sent to local officials 5/31/06. Correspondence is included in Appendix B.</p>

City of New Richmond		<p>An invitation letter to the agencies field meeting was sent 9/5/03 (included in Appendix A). No City of New Richmond representative attended the field meeting held 9/25/03. A summary of the field meeting was sent 10/06/03. An invitation to the first PIM 1 was sent 11/13/03. A summary of PIM 1 was sent 12/02/03. An invitation letter to a local officials meeting was sent 3/15/05. Bob Barbian from the City of New Richmond attended this meeting held 3/31/05. Some revision to the local streets proposed for Stage 3 were made at Bob Barbian's request. An invitation to PIM 2 was sent in mid-March 2005. Summaries of the March local officials meeting and April PIM were sent in early May 2005. A project update was sent 9/20/05 outlining the WisDOT-preferred alternative and announcing PIM 3. The results of the noise analysis were sent to local officials 5/31/06.</p>
Town of Cylon		<p>An invitation letter to the agencies field meeting was sent 9/5/03 (included in Appendix A). No Town of Cylon representative attended the field meeting held 9/25/03. A summary of the field meeting was sent 10/06/03. An invitation to the PIM 1 was sent 11/13/03. A summary of PIM 1 was sent 12/02/03. An invitation letter to a local officials meeting was sent 3/15/05. No Town of Cylon representative attended this meeting held meeting held 3/31/05. An invitation to PIM 2 was sent in mid-March 2005. Summaries of the March local officials meeting and April PIM were sent in early May 2005. A letter was sent 5/10/05 asking for input from local officials regarding local access issues near the Willow River crossin (between 190th Street and 200th Street). A project update was sent 9/20/05 outlining the WisDOT-preferred alternative and announcing PIM 3. The results of the noise analysis were sent to local officials 5/31/06.</p>
Town of Emerald		<p>An invitation letter to the agencies field meeting was sent 9/5/03 (included in Appendix A). No Town of Emerald representative attended the field meeting held 9/25/03. A summary of the field meeting was sent 10/06/03. An invitation to PIM 1 was sent 11/13/03. A summary of PIM 1 was sent 12/02/03. An invitation letter to a local officials meeting was sent 3/15/05. Rene Speer from the Town of Emerald attended this meeting held 3/31/05. An invitation to PIM 2 was sent in mid-March 2005. Summaries of the March local officials meeting and April PIM were sent in early May 2005. A project update was sent 9/20/05 outlining the WisDOT-referred alternative and announcing PIM 3. The results of the noise analysis were sent to local officials 5/31/06.</p>
Town of Erin Prairie		<p>An invitation letter to the agencies field meeting was sent 9/5/03 (included in Appendix A). No Town of Erin Prairie representative attended the field meeting held 9/25/03. A summary of the field meeting was sent 10/06/03. An invitation to PIM 1 was sent 11/13/03. A summary of PIM 1 was sent 12/02/03. An invitation letter to a local officials meeting was sent 3/15/05. A Town of Erin Prairie representative did not attend this meeting held 3/31/05. An invitation to PIM 2 was sent in mid-March 2005. Summaries of the March local officials meeting and April PIM were sent in early May 2005. A project update was sent 9/20/05 outlining the WisDOT-preferred alternative and announcing PIM 3. The results of the noise analysis were sent to local officials 5/31/06.</p>

Town of Forest		<p>An invitation letter to the agencies field meeting was sent 9/5/03 (included in Appendix A). Carl Cress and Leon Helgeson representing the Town of Forest attended the field meeting held 9/25/03. A summary of the field meeting was sent 10/06/03. An invitation to PIM 1 was sent 11/13/03. A summary of PIM 1 was sent 12/02/03. An invitation letter to a local officials meeting was sent 3/15/05. No Town of Forest representative attended this meeting held 3/31/05. An invitation to PIM 2 was sent in mid-March 2005. Summaries of the March local officials meeting and April PIM were sent in early May 2005. A project update was sent 9/20/05 outlining the WisDOT-preferred alternative and announcing PIM 3. The results of the noise analysis were sent to local officials 5/31/06.</p>
Town of Richmond		<p>An invitation letter to the agencies field meeting was sent 9/5/03 (included in Appendix A). No Town of Richmond representative attended the field meeting held 9/25/03. A summary of the field meeting was sent 10/06/03. An invitation to PIM 1 was sent 11/13/03. A summary of PIM 1 was sent 12/02/03. An invitation letter to a local officials meeting was sent 3/15/05. No Town of Richmond representative attended this meeting held 3/31/05. An invitation to PIM 2 was sent in mid-March 2005. Summaries of the March local officials meeting and April PIM were sent in early May 2005. A project update was sent 9/20/05 outlining the WisDOT-preferred alternative and announcing PIM 3. The results of the noise analysis were sent to local officials 5/31/06.</p>
Town of Stanton		<p>An invitation letter to the agencies field meeting was sent 9/5/03. Walter Anderson from the Town of Stanton attended this meeting held 9/25/03. A summary of the field meeting was sent 10/06/03. An invitation to PIM 1 was sent 11/13/03. A summary of PIM 1 was sent 12/02/03. An invitation letter to a local officials meeting was sent 3/15/05. Richard Hesselink representing the Town of Stanton attended this meeting held 3/31/05. An invitation to PIM 2 was sent in mid-March 2005. Summaries of the March local officials meeting and April PIM were sent in early May 2005. A letter was sent 5/10/05 asking for input from local officials regarding local access issues near the Willow River crossing (between 190th Street and 200th Street). Richard Hesselink provided feedback via a telephone call to project representatives on 6/6/05. A project update was sent 9/20/05 outlining the WisDOT-preferred alternative and announcing PIM 3. The results of the noise analysis were sent to local officials 5/31/06.</p>
Town of Star Prairie		<p>An invitation letter to the agencies field meeting was sent 9/5/03 (included in Appendix A). No Town of Star Prairie representative attended the field meeting held 9/25/03. A summary of the field meeting was sent 10/06/03. An invitation PIM 1 was sent 11/13/03. A summary of PIM 1 was sent 12/02/03. An invitation letter to a local officials meeting was sent 3/15/05. Doug Rivard representing the Town of Star Prairie attended this meeting held 3/31/05. An invitation to PIM 2 was sent in mid-March 2005. Summaries of the March local officials meeting and April PIM were sent in early May 2005. A project update was sent 9/20/05 outlining the WisDOT-preferred alternative and announcing PIM 3. The results of the noise analysis were sent to local officials 5/31/06.</p>

ENVIRONMENTAL FACTORS	EFFECTS				
	Adverse	Benefit	None	*N/A	Comments
SOCIO-ECONOMIC FACTORS					
General Economics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Congestion on WIS 64/US 63 will be less with the preferred alternative than with the No Build Alternative. Mobility in the region will be substantially increased, aiding the shipment of goods and services. This will create economic benefits throughout West Central Wisconsin. See the General Economics Factor Sheet.
Community & Residential	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	24 residences (28 buildings) would be relocated by the preferred alternative. Each resident and property owner would be eligible for relocation assistance according to the Federal Uniform Relocation Act of 1972. Construction of the preferred alternative will benefit the local community by improving mobility and safety compared to the No Build Alternative. See the Community and Residential Factor Sheet.
Economic Development and Business	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Zero to three businesses (three buildings) would be relocated by the preferred alternative. Each business and property owner would be eligible for relocation assistance according to the Federal Uniform Relocation Act of 1972. Construction of the preferred alternative will benefit economic development and business by improving mobility and safety compared to the No Build Alternative. See the Economic Development and Business Factor Sheet.
Agriculture	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Six farm buildings (four houses and two outbuildings) would be relocated by the preferred alternative. The four single-family homes are included in the community and residential effects listed above. About 254 acres of farmland would be converted to highway right-of-way. A local road system is proposed to provide alternate access and prevent parcels from becoming severed. An Agricultural Impact Statement (AIS) has not been completed in conjunction with this Environmental Assessment because improvements are not expected until well into the future for this project (confirmed with DATCP). With the considerable residential growth and resulting farmland conversion occurring in St. Croix County, some of this land may not be farmland when the project is actually constructed, particularly with the later stages. An AIS will be completed as construction is more imminent and corridor land use is more predictable. See the Agricultural Impact Evaluation Sheet. Construction of the preferred alternative will benefit the local agriculture by improving mobility and safety in the transportation of agricultural goods to market compared to the No Build Alternative. See the Agriculture Impact Factor Sheet.
Environmental Justice	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	It is not believed that any concentrated minority, elderly, low-income, or handicapped populations exist along the WIS 64/US 63 study corridor. Based on local demographics and observations from the Conceptual Stage Relocation Plan, it is anticipated that 2 persons of minority ethnicities, 7 elderly persons, 9 disabled persons, and 6 persons qualifying as low-income will be impacted by the preferred alternative (out of the 60 persons directly impacted). See the Environmental Justice Factor Sheet.

NATURAL ENVIRONMENT FACTORS

Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The current corridor affects existing wetlands with past impacts resulting from filling, stormwater runoff, and water level changes from past ditching and draining. The preferred alternative would convert approximately 6.7 acres of wetland to highway right-of-way and impact an additional 6.1 acres that lie within the existing right-of-way, all of which would be mitigated. The preferred alternative has been developed to provide a corridor that will operate acceptably and safely for the foreseeable future while minimizing adverse impacts to wetlands and other sensitive habitats. See the Wetlands Factor Sheet.
Streams & Floodplains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The preferred alternative crosses the Willow River and associated floodplain. The Willow River is considered a Trout Water (class II and III). Additional runoff from increased impervious area could produce an adverse impact on the river. Best Management Practices (BMPs) will be implemented for stormwater and erosion control. See the Streams & Floodplains Factor Sheet.
Lakes or Other Open Water	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The preferred alternative impacts Hart Lake. Additional runoff from increased impervious area could produce an adverse impact on the lake. BMPs will be implemented for stormwater and erosion control. See the Lakes or Other Open Water Factor Sheet.
Upland Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No impacts to Upland Habitat are anticipated.
Erosion Control	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Road construction could potentially affect erosion control, but BMPs will be implemented according to all governing ordinances and policies for both the construction phase and for long-term management. See the Erosion Control Factor Sheet.
Storm Water Management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Road construction could potentially affect stormwater quality and quantity; however, stormwater management measures including best management practices will be implemented both during construction and for long-term management. See the Stormwater Management Factor Sheet.

PHYSICAL ENVIRONMENT FACTORS

Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		This project is exempt from permit requirements under Wisconsin Administrative Code Chapter NR 411. No substantial impacts to air quality are expected.
Construction Stage Sound Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply.
Traffic Noise	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Future sound levels will produce a noise impact. See the Traffic Noise Factor Sheet.

CULTURAL ENVIRONMENTAL FACTORS

Section 4(f) and 6(f)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No adverse impacts to 4(f) or 6(f) properties are anticipated. Minor impacts to the United States Fish and Wildlife Service (FWS) Waterfowl Production Area (WPA) located on the north side of WIS 64 just east of New Richmond are anticipated because of grading. The impacts are not expected to affect the quality or operation of the WPA. Correspondence with FWS is included in Appendix A.
Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not Applicable. An historical reconnaissance and evaluation study of the area of potential effect did not produce any properties or structures potentially eligible for the National Register of Historic

					Places. The findings of the study are available upon request.
Archaeological Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Phase 2 investigations were carried out on two sites near the Willow River. One site has been determined to be potentially eligible for the National Register of Historic Places. The preferred alternative remains as close to the existing alignment as possible adjacent to this site and only impacts areas that have been previously disturbed. See the Section 106 Form included in Appendix D. The archaeological report is available upon request.
Hazardous Substances or USTs	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Nine sites of potential environmental concern were identified within one-half mile of the proposed alignment. Of these sites, 5 appear to require no further action while 4 may need further investigation depending on the required excavation depths for the construction of the roundabout intersection at WIS 64/STH 46/US 63 and the potential need to acquire right-of-way adjacent to the sites. These investigations would occur just prior to construction of the roadway. Initially, the existence of hazardous substances or underground storage tanks (USTs) in the project corridor would be an adverse effect because of additional costs required for corrective action. However, the improved environmental conditions resulting from corrective action would be an overall benefit. See the Hazardous Substances or USTs Factor Sheet.
Aesthetics	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impacts on the rural character of the land are minimized by the preferred alternative remaining on-alignment as much as possible. See the Aesthetics Factor Sheet for more information on this topic.
Coastal Zone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not Applicable.
Other	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Secondary Effects</p> <p>Increased capacity and the resulting increased accessibility could enable some dispersion of residential development in the area of the WIS 64 corridor. Keeping the highway improvements on alignment may cause highway-oriented commercial land uses to locate near access points along the WIS 64 corridor.</p> <p>Cumulative Effects</p> <p>The cumulative effects of the preferred alternative include the direct effects of its construction and the secondary effects spurred by the roadway improvements. The cumulative effects will impact farmland, wetlands, and stormwater runoff within and adjacent to the WIS 64 corridor. The extent of the cumulative effects on farmland is anticipated to be moderate with the majority of the secondary effects resulting from residential and commercial development around the eastern periphery of New Richmond. The WIS 64 project, combined with other roadway projects that make this region more accessible, may increase or accelerate area residential development. Much of this development is likely to occur even without construction of the preferred alternative because of the rapid growth of St. Croix County as a whole. Stated another way, the preferred alternative will help generate the planned development of the area and will accommodate the additional traffic that will result. Through coordination with local agencies and appropriate jurisdictions, future cumulative effects will be mitigated. The extent of the cumulative effects on the wetlands and stormwater is anticipated to be small. See the cumulative effects discussion on the Environmental Issues Basic Sheet for additional information on this topic.</p>

* N/A – Blacked out cells in this column require a check in at least one of the other columns.

ENVIRONMENTAL COST MATRIX
Transportation Improvements

Environmental Issue	Unit Measure	Alternatives/Sections						
		SEGMENT 1 (WIS 64) WIS 65 to US 63 S			SEGMENT 2 (WIS 64) US 63 S to County D			SEGMENT 3 (US 63) WIS 64 to County Q
		Stage 1 (Intermediate Improvements) ¹	Stage 2 (Four-Lane Facility with At-Grade Intersections)	Stage 3 (WIS 64 Access Control - Local Road Enhancements)	Stage 1 (Intermediate Improvements) ²	Stage 2 (Four-Lane Facility with At-Grade Intersections)	Stage 3 (Grade Separation at US 63 North)	Stage 1 (Intermediate Improvements)
Project Length	Mi (Km)	7.2 (11.6)	7.2 (11.6)	7.2 (11.6)	6.0 (9.7)	6.0 (9.7)	6.0 (9.7)	4.0 (6.4)
Cost \$				Grade Sep. – Local Roads				
Construction	Million \$	\$2.2 Million ¹	\$18.0 Million	\$8.0 Million - \$20.9 Million	\$3.8 Million	\$15.0 Million	\$2.0 Million	\$0.2 Million
Real Estate	Million \$	< \$0.1 Million	\$2.3 Million	\$1.8 Million - \$0.6 Million	< \$0.1 Million	\$0.6 Million	< \$0.1 Million	< \$0.1 Million
Total	Million \$	\$2.2 Million	\$20.3 Million	\$9.8 Million - \$21.5 Million	\$3.8 Million	\$15.6 Million	\$2.0 Million	\$0.2 Million
Land Conversions								
Total Area Converted to R/W	Acres (Hectares)	0.56 (0.23)	73.29 (29.66)	27.24 – 136.85 (11.02) – (55.38)	9.89 (4.00)	48.83 (19.76)	0.92 (0.37)	0.28 (0.11)
Wetland Area Converted to R/W ³	Acres (Hectares)	0.00 (0.00)	0.93 (0.38)	0.00 – 1.03 (0.00) – (0.42)	0.15 (0.01)	4.56 (1.85)	0.00 (0.00)	0.00 (0.00)
Upland Area Converted to R/W	Acres (Hectares)	0.00 (0.00)	0.00 (0.00)	0.00 – 0.00 (0.00) – (0.00)	0.00 (0.00)	0.00 (0.00)	0.00 (0.00)	0.00 (0.00)
Other Area Converted to R/W	Acres (Hectares)	0.56 (0.23)	72.36 (29.28)	27.24 – 135.82 (11.02) – (55.38)	9.74 (3.94)	44.27 (17.92)	0.92 (0.37)	0.28 (0.11)
Real Estate								
Number of Farms Affected	Number	~ 4	~ 13	~ 17 (total)	~ 7	~ 18	1	~ 5
Total Area From Farm Operations Required	Acres (Hectares)	0.56 (0.23)	62.21 (25.18)	24.31 – 116.332 (9.84) – (47.07)	9.71 (3.93)	40.00 (16.19)	0.92 (0.37)	0.28 (0.11)
AIS Required?	Yes/No	No ⁴	No ⁴	No ⁴	No ⁴	No ⁴	No ⁴	No ⁴
Farmland Rating	Score	Not Evaluated	Not Evaluated	Not Evaluated	Not Evaluated	Not Evaluated	Not Evaluated	Not Evaluated
Total Buildings Required	Number	None	12	13 - 0	None	3	None	None
Housing Units Required	Number	None	10	11 - 0	None	3	None	None
Commercial Units Required	Number	None	0 to 3	None	None	None	None	None
Other Buildings or Structures Required	Number (Type)	None	3 off-premise signs	None	None	None	None	None
Flood Plain	Yes/No	Yes – Pond south of Wis 64, between 140 th and 142 nd streets; and Willow	Yes – Pond south of Wis 64, between 140 th and 142 nd streets; and	Yes – Pond south of Wis 64, between 140 th and 142 nd streets; and Willow	No	No		No

¹ Includes roundabout at US 64/WIS 46 intersection.

² Includes the sweeping curve construction at the US 63 North intersection.

³ Area shown is outside of existing R/W, these quantities will be less than those reported in the Wetlands Impact Evaluation Factor Sheet.

⁴ Because of the anticipated time frame for construction, correspondence with the Department of Agriculture Trade and Consumer Protection indicates a preference to complete an AIS at a later date.

Environmental Issue	Unit Measure	Alternatives/Sections						
		SEGMENT 1 (WIS 64) WIS 65 to US 63 S			SEGMENT 2 (WIS 64) US 63 S to County D			SEGMENT 3 (US 63) WIS 64 to County Q
		Stage 1 (Intermediate Improvements) ¹	Stage 2 (Four-Lane Facility with At-Grade Intersections)	Stage 3 (WIS 64 Access Control - Local Road Enhancements)	Stage 1 (Intermediate Improvements) ²	Stage 2 (Four-Lane Facility with At-Grade Intersections)	Stage 3 (Grade Separation at US 63 North)	Stage 1 (Intermediate Improvements)
		River	Willow River	River				
Stream Crossings	Number	1 intermittent	1 permanent 1 intermittent	1 intermittent (local road)	4 intermittent 1 permanent	7 intermittent 1 permanent	0	0
Endangered Species	Yes/No	No	No	No	No	No	No	No
Historic Properties	Number	0	0	0	0	0	0	0
Archeological Sites	Number	0	0	0	0	0	0	0
106 MOA Required?	Yes/No	No	No	No	No	No	No	No
4(f) Evaluation Required?	Yes/No	No	No	No	No	No	No	No
Environ Justice At Issue?	Yes/No	No	No	No	No	No	No	No
Air Quality Permit?	Yes/No	No	No	No	No	No	No	No
Design Year Noise Sensitive Receptors No Impact Impacted Exceed dBA Levels	Number Number Number	N/A. Traffic noise modeling was performed for ultimate build condition.	N/A. Traffic noise modeling was performed for ultimate build condition.	24 11 13 9	N/A. Traffic noise modeling was performed for ultimate build condition.	N/A. Traffic noise modeling was performed for ultimate build condition.	13 8 5 4	N/A. Traffic noise modeling was performed for ultimate build condition.
Contaminated Sites	Number	2 sites near intersection of WIS 64, US 63, and WIS 46	Same 2 sites may be affected as in Stage 1	0 – 0	2 sites near intersection of WIS 64, US 63, and WIS 46	Same 2 sites may be affected as in Stage 1	0	0

8) Describe how the project development process complied with Executive Order 12898 on Environmental Justice. (EO 12898 requires agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health and environmental effects on minority populations and low-income populations, including the interrelated social and economic effects. Include those covered by the Americans with Disabilities Act and the Age Discrimination Act.)

a) Identify sources of data used to determine presence of minority populations and low-income populations.

- | | | |
|--|--|--|
| <input type="checkbox"/> Windshield Survey | <input type="checkbox"/> Survey Questionnaire | <input type="checkbox"/> Door to Door |
| <input checked="" type="checkbox"/> WisDOT Real Estate | <input checked="" type="checkbox"/> US Census Data | <input type="checkbox"/> Official Plan |
| <input type="checkbox"/> Real Estate Company | | |
- Identify Real Estate Company
- Human Resource Agency
Identify Agency U.S. Department of Housing and Urban Development Block Low to Moderate Income Data

Identify Plan, Approval Authority, and Date of Approval

b) Indicate whether a minority population or a low-income population, including the elderly and the disabled, is in the project's area of influence.

i) The requirements of EO 12898 are met if both "No" boxes are checked below.

- No minority population is in the project's area of influence.
- No low-income population is in the project's area of influence.

ii) If either or both of the "Yes" boxes are checked, item c) below must be completed.

- Yes, a minority population is within the project's area of influence.
- Yes, a low-income population is within project's area of influence.

c) How was information on the proposed action communicated to the minority and/or low-income population(s)? Check all that apply.

- | | | |
|--|---|--|
| <input type="checkbox"/> Advertising | <input type="checkbox"/> Brochures | <input checked="" type="checkbox"/> Newsletter |
| <input type="checkbox"/> Notices | <input type="checkbox"/> Utility Bill Stuffers | <input type="checkbox"/> E-mail |
| <input type="checkbox"/> Public Service Announcements | <input checked="" type="checkbox"/> Direct Mailings | <input type="checkbox"/> Key Person |
| <input checked="" type="checkbox"/> Other (Identify) Newspaper Announcements | | |

d) Identify how input from the minority population and/or low-income population was obtained. Check all that apply.

- | | | |
|---|---|---|
| <input type="checkbox"/> Mailed Survey | <input type="checkbox"/> Door-to-door interview | <input type="checkbox"/> Focus Group Research |
| <input checked="" type="checkbox"/> Public Meeting | <input type="checkbox"/> Public Hearing | <input type="checkbox"/> Key Person Interview |
| <input type="checkbox"/> Targeted Small Group Informational Meeting | | <input type="checkbox"/> Targeted Workshop/Conference |
| <input type="checkbox"/> Other (Identify) | | |

e) Indicate any special provisions which were made to encourage participation from the minority population and/or low-income population(s)

- | | | |
|--|--|--|
| <input type="checkbox"/> Interpreter | <input type="checkbox"/> Listening Aids | <input checked="" type="checkbox"/> Accessibility for Elderly and Disabled |
| <input type="checkbox"/> Transportation Provided | <input type="checkbox"/> Child Care Provided | <input type="checkbox"/> Sign Language |
| <input type="checkbox"/> Other (Identify) | | |

9) Briefly summarize the status and results of public involvement. Briefly describe how the public involvement process complied with EO 12898 on Environmental Justice.

The public involvement process began with a newsletter that introduced the project. The focus then shifted to opportunities to comment at three public informational meetings (PIM). The first PIM was held on November 18, 2003. This meeting was intended to provide residents with information on the corridor location and reasons for and goals of the study. The second PIM was held on April 11, 2005. The meeting was held in the open house format with a scheduled project presentation. The presentation provided a project overview, summary of the alternative development process, and anticipated impacts. After the presentation, the project staff answered questions and took comments. The third PIM was held on October 5, 2005. This meeting provided a project status update and outlined

the preferred improvements. For each of the public meetings, area residents were notified by way of a postcard invitation. Postcards were mailed according to a purchased list so that tenants and owners both were included. Announcements were also included in local newspapers. The meetings were held in buildings that were handicap accessible. No other special provisions were requested by those attending the meetings. Meeting announcements and summaries are included in Appendix C.

- a) Identify groups (e.g., elderly, handicapped), minority populations and low-income populations that participated in the public involvement process. This would include any organizations and special interest groups.

The general public, including elderly, handicapped, and low-income populations participated in the public involvement.

- b) Describe, briefly, the issues, if any, identified by any groups, minority populations and/or low-income populations during the public involvement process.

While there were no issues brought forward by specific groups of individuals, the public in general did bring forward several questions and issues. These are summarized in Appendix C in the meeting minutes for the PIMs held on April 11 and October 5, 2005.

- c) Briefly describe how the issues identified above were addressed. Include a discussion of those that were avoided as well as those that were minimized and those that are to be mitigated. Include a brief discussion of proposed mitigation, if any.

WisDOT attempted to address the issues brought forward by staying on-alignment and phasing the stages of the preferred alternative so that the improvements are constructed as they are needed. See also the responses outlined in the meeting minutes for the PIMs held on April 11 and October 5, 2005, included in Appendix C.

ENVIRONMENTAL ISSUES

Indicate whether the issue listed below is a concern for the proposed action or alternative. If the issue is a concern, explain how it is to be addressed or where it is addressed in this environmental document.

1) Would the proposed action stimulate substantial secondary environmental effects?

No

Yes - Explain or indicate where addressed.

This project will stimulate two different avenues of secondary effects. Corridor preservation itself will influence land use changes. Then implementation of the preferred alternative will have another set of land use effects. This document focuses on the effects of implementing the preferred alternative, yet the document briefly describes some possible secondary effects of corridor preservation.

A. Indirect Effects

Although the No Action and TDM Alternatives were dismissed from consideration in Section 3, they are included here to present a more robust discussion of the link between land use and transportation.

Selecting the No Action Alternative would create a planning vacuum for the local area and development could occur that would severely limit future options for improving local access and regional mobility through the study area.

Selecting the TDM Alternative would likely have a similar effect, though encouragement of TDM strategies generally encourages local planning and the result could be a more connected transportation system with travel options for local users.

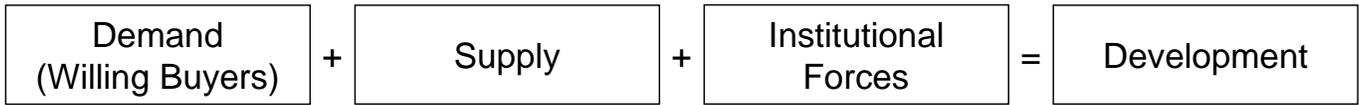
Preserving a WIS 64 corridor through zoning or official mapping will influence land use changes near the corridor. Because the zoning and mapping will be intended to prevent development within the corridor, land owners will be less likely to construct new structures within or adjacent to the preserved corridor. The corridor location will reduce the options land owners have with their property. These effects may slow the conversion of agricultural parcels to developed parcels until the preferred alternative is constructed.

Transportation's role in indirect effects includes enabling residential, office, commercial, and industrial development. When an improvement action enables secondary development, it does not directly cause the development, but along with other factors, it helps to provide more opportunities for development.

Many studies have been performed investigating the role of transportation in secondary development and land use. Most of these studies, while linking transportation improvements to development and land use, vary in their opinions of how substantially highway improvements influence land use. Transportation improvements are one of many factors that influence development. Other factors include land availability, zoning compatibility, and economic vitality. This relationship may be stated another way. In order for the development to occur, development demand, supply, and institutional forces must come into accord. Specifically, a willing property owner/seller must be economically and legally matched with both an interested property buyer/developer and a government entity that will permit (through zoning and land division authority) the development to occur. Highway improvements (as well as all other forms of transportation and communication improvements) tend to increase the supply portion of this equation by improving the accessibility of property. Figure EI-1 explains this process.

Demand and institutional interests must respond to this supply for development to occur. If they do not, development will not occur.

Currently, all the factors necessary for development (demand, supply, and institutional forces) are present in the WIS 64 corridor. Area zoning, subdivision regulations, and land use plans presently allow substantial amounts of residential, commercial, and industrial development to occur. Because other factors necessary for development are present, this WIS 64 improvement may enhance, enable, or influence development opportunities. The mechanisms by which this might occur are discussed in the following paragraphs.



Influences to Equation

Economic Vitality
 Housing Supply
 Buyer Preferences
 - Property Attractiveness
 - Community Preferences

Land Availability
 Land Cost
 Property Accessibility
 (Transportation)

Land Controls
 - Land Use Plans
 - Zoning Regulations
 - Subdivision Regulations

Commercial, industrial,
 and residential buildings

Figure EI-1 Supply and Demand on Development

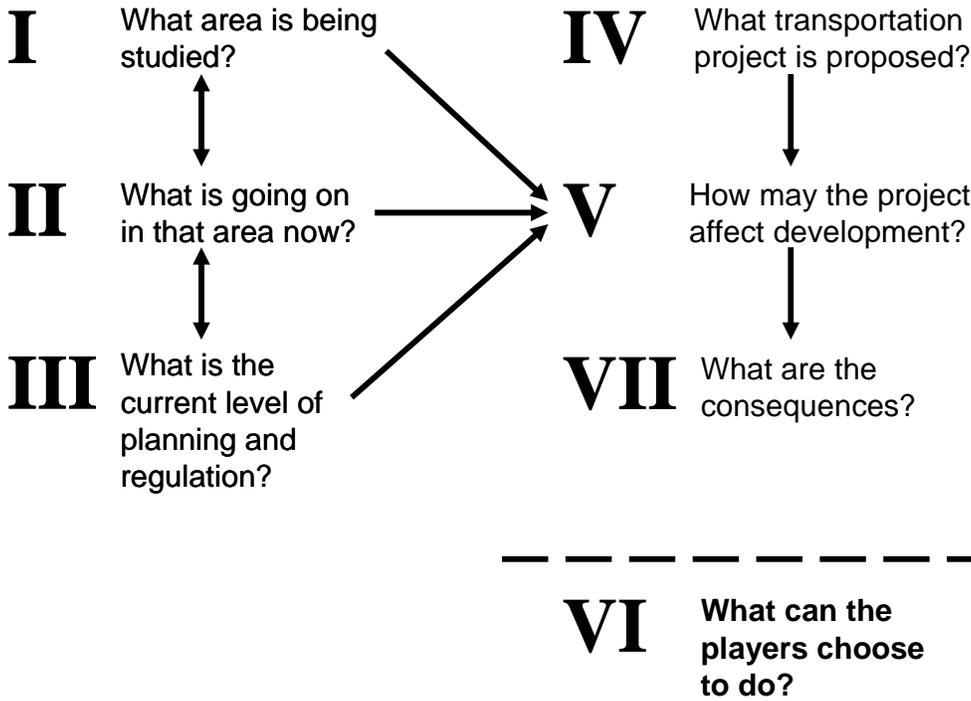


Figure EI-2 Secondary Effects Study Process

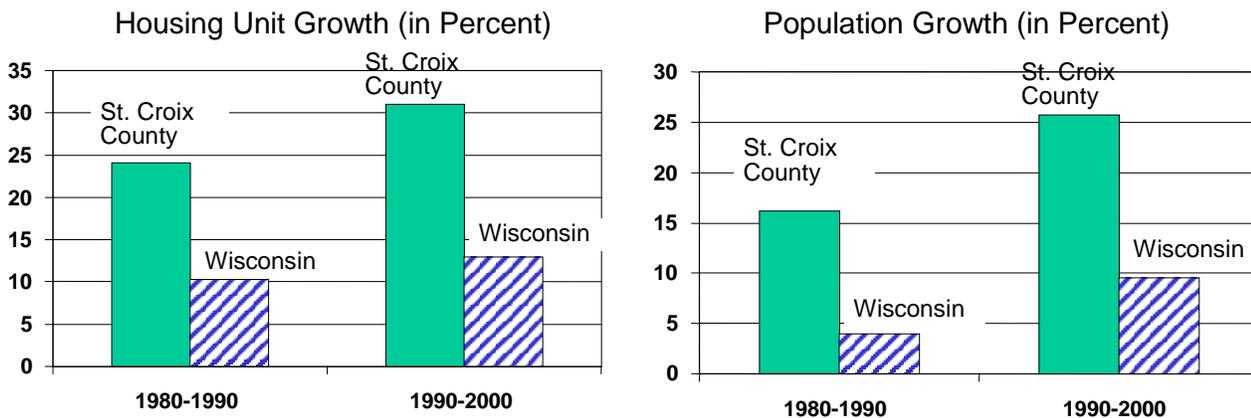


Figure EI-3 St. Croix County Housing Unit and Population Growth

1. Commuter-Related Development

One way in which highway improvements stimulate development is to provide convenient and safe commuting to employment centers located outside of the immediate area, such as the Minneapolis/St Paul and Eau Claire metropolitan areas. Much of the residential development in St Croix County results from land use policies in the Minneapolis/St Paul area and the relatively accessible property in St Croix County.

2. Development Related to Local Economic Vitality

A second way highway improvements stimulate development is by creating access, safety, or convenience factors that attract new development into the area. An example would be industries that consider such features a prerequisite for locating facilities. New Richmond's proximity to the interstate highway and its location in relation to Minneapolis/St. Paul help it compete with other communities as it seeks to attract industries.

The extent to which transportation improvements facilitate development with this mechanism is less dramatic than with the previously discussed commuter access-related mechanism. However, by stimulating the area's economy, this transportation improvement project will enable or facilitate secondary development. An improved highway may also enable the tourist industry to continue growing without the detractor of highway congestion.

B. Evaluating WIS 64's Role in Secondary Development

The Wisconsin DOT in its Technical Reference Document for Indirect and Cumulative Effects Analysis for Project-Induced Land Development advocates a seven-step process shown in Figure EI-2. The following paragraphs briefly go through the process shown in this graph to summarize some of the secondary effects that could be enabled by the WIS 64 project.

1. What Area is Being Studied?

The area being studied includes the municipalities surrounding the WIS 64 corridor area, specifically the City of New Richmond and the Towns of Stanton, Cylon, and Forest. All are located in St Croix County.

2. What is Going on in that Area Now?

St. Croix County is experiencing substantial population growth and coupled with it is a substantial increase in housing units constructed.

Figure EI-3 illustrates St. Croix County population and housing unit growth and compares it with Wisconsin growth from 1980 to 2000.

There is substantial residential growth in St. Croix County over the past decade. Much of this growth is the result of land use policies being implemented in the Minneapolis/St. Paul metro area. Much of this residential growth is occurring in unsewered rural subdivisions. Some of it is occurring as peripheral development to existing villages and town centers.

3. What is the Current Level of Planning and Regulation?

The City of New Richmond is in the process of developing a comprehensive plan as part of the Smart Growth legislation. Currently the City of New Richmond has zoning that is also serving as the master plan for area development. This zoning currently allows substantial amounts of residential development on the Village's east side. With this plan there is ample supply of vacant land zoned residential to accommodate demand for many years.

In the past, land use regulation in the rural townships has been more relaxed. The adjacent towns now are in various stages of developing comprehensive plans as part of Wisconsin's Smart Growth legislation. The towns of Baldwin, Cylon, Erin Prairie, Hammond, Pleasant Valley, and Stanton are participating in the St. Croix Heartland Planning Project. Through the Planning Project, each of the six towns is doing the following: (1) working with the St. Croix County Planning Department to develop a comprehensive town plan coordinated with the other towns, (2) respecting the individuality of each community and its citizenry, and (3) coordinating with the 2000 St. Croix County Development Management Plan.

Basic Sheet 6, Land Use Plans, lists the plans that govern the WIS 64 corridor.

4. What Transportation Improvement is being Proposed?

This document is proposing a phased set of improvements along the WIS 64 corridor. Stage 1 seeks to construct intersection improvements and passing lanes in approximately 5 to 10 years. Stage 2 would expand the current roadway to a four-lane facility with at-grade intersections in the section of WIS 64 between New Richmond and US 63 N. Stage 2 would be constructed in approximately 15 to 20 years. Stage 3 would seek to create grade-separated crossings of the highway in the section of WIS 64 between New Richmond and US 63 N and would also improve local roadway connections between New Richmond and the WIS 46/WIS 64/US 63 S intersection. This stage would not be constructed for at least 20 years. Specific characteristics of the alternatives are described in more detail in Basic Sheet 3.

5. How may the project affect development?

Industry

Industrial growth and development in the New Richmond area may occur at a slightly higher rate when this project is implemented because of the improved access to the City. This could make the New Richmond community more attractive for industry as well as other business types.

Residential

Substantial residential development is already occurring in St. Croix County as a result of land use policies in the Minneapolis/St. Paul metropolitan area. Sufficient access and capacity already exists on the I-94 corridor to allow these residential development trends to continue. Yet as this improvement incrementally improves access to these metropolitan areas, so it will also help enable continued residential development.

Locationally, the preferred alternative proposes on-alignment improvements along the WIS 64 corridor. Over the years this may encourage more residential development to occur along this corridor.

Commercial

The amount of commercial development will grow in response to area population increases. This commercial development tends to be proportionate to increases in the consumer base. The location of some of this commercial development may change with the implementation of the preferred alternative. Businesses that rely on highway exposure for patronage, such as gas stations, may relocate to interchange locations on the future facility.

Induced Traffic

Another common indirect effect not associated with development is induced traffic. Induced traffic often is classified in two parts: demand transfer, such as changing routes and travel times and net increase in demand, i.e., driving more or farther. Demand transfer often may have positive effects, such as reducing the amount of traffic diverting through neighborhood streets. Increased demand can be associated with decentralization, increased fuel consumption, and more emissions.

When capacity is added to a highway facility, people may change their locational choices, such as job and residence locations. Because added capacity often reduces congestion, travelers select different origins and destinations than in the congested roadway situation. This can lead to decentralization.

Transportation capacity increase is one factor that influences locational choices. Other factors, such as land use policies, housing costs, and regional growth, also have great influence. In the very long term, highway capacity additions may play a part in lower urban densities, more auto-oriented urban design, and higher auto ownership and hence more total travel than would have been the case without capacity increases. Land use policies influence these results as well. Yet some research has found that even with strong land use policies that discourage low-density development/high auto ownership, auto travel growth remains highly dependent on socioeconomic and demographic change. In regions with strong land use policies in place, substantial population growth is coupled with substantial new highway travel. Future development along the WIS 64 corridor is expected to produce higher

traffic growth rates with or without the proposed action.

6. What are the Consequences?

Corridor Preservation

An indirect impact of preserving the corridor may be the effect it has on the sale of properties within the future corridor. It may be more difficult to sell a home or farmstead that is slated for relocation as construction nears. Property owners that choose to wait to sell until WisDOT is able to purchase the land should not see an adverse impact as Wisconsin Statutes regarding value of WisDOT-purchased properties will protect them. Some property owners may see increased interest in their land for development as future access to the highway makes their property more attractive to developers.

Construction of the Preferred Alternatives

The most likely effects of the new facility would be a slight increase in the residential development rate around the WIS 64 corridor area. This development will typically be less dense, more rural in character, and probably consume more land and resources. However, increased residential development may also occur inside New Richmond at higher densities and therefore would consume less land and resources. Overall, possible effects could include:

- Consumption of farmland for residential development.
- Encouragement of decentralization of housing into less dense development patterns (rural development).
- Consumption and/or fragmentation of environmental corridors by residential development.

There are other locational effects that are described in the preceding paragraphs. These include the location of highway-oriented commercial establishments.

7. What can the Players Choose to Do?

There are a variety of land use planning tools that can be implemented to capitalize on the opportunities that the preferred alternative provides yet minimize the threats and weaknesses. Many of these tools are components of a comprehensive plan as defined by the smart growth legislation.

a. Adopt Modern Zoning Standards

Adopting strategic amendments to the Zoning Ordinance and Zoning Map will help locate land uses where they are desired within the community and ensure they are designed in a manner that forwards community objectives. For example, establishing and complying with a zoning map can keep commercial land uses inside New Richmond from relocating along the WIS 64 corridor.

b. Foster Cooperative Intergovernmental Relations

Communities planning jointly for area growth can help focus development in appropriate locations. These arrangements can keep development from playing one community against another. Joint planning arrangements include boundary agreements and exercising extra territorial zoning. Under Wisconsin Statutes, intergovernmental agreements can be binding on the actions of future elected bodies for periods of up to twenty years. Hundreds of such agreements are in place all around the state.

c. Implement Community Character through Zoning Standards

The character and type of development enabled by regional transportation improvements can be largely influenced by zoning standards. Examples of this include:

- (1) Zoning district mix—Character of a community is affected by where and how certain land uses are allowed.
- (2) Landscaping zoning standards—Many communities are using a point-based system to insure that developers include a desired amount of landscaping in their site plans. Different land uses require a certain number of “points” based on the size of the development. Points are awarded for planting trees and shrubs depending on the cost of and size of the items chosen.
- (3) Lighting zoning standards—Impacts of lighting on surrounding neighborhoods and green spaces created by commercial and industrial developments can be controlled with zoning standards.

(4) Signage zoning standards—Controlling the size of signage can reduce the impact of commercial and industrial development on the aesthetics of the community.

(5) Building exterior materials zoning standards—Controlling the materials used in construction of building exteriors can reduce the impact of commercial and industrial development on the aesthetics of the community.

(6) Big box development zoning standards – Controlling the location, site design, and appearance of “big box” development can reduce its impact on the community. Many communities around the state have adopted provisions for placing special development conditions on “big boxes.” Some of these communities (such as the small Interstate communities of Johnson Creek and Cottage Grove) apply these standards to buildings as small as 5,000 square feet of total floor area.

d. Provide and Maintain a Local Road Network

Communities should preserve the capacity and utility of the existing road network. Additionally, they should plan for future transportation needs as their communities respond to anticipated growth that will occur with or without this WIS 64 project. Long-range planning for local roadways should include arterials, collectors, and local roads. Often the roads along the section lines, or “mile roads,” tend to become the future urban arterials. With the Transportation Plan element of a city comprehensive plan, it is often prudent to map out future right-of-way needs so the proper widths can be preserved as the land develops.

Officially mapping components of the transportation plan is one of the most cost-effective planning tools available to the community. The official map can be very effective in preserving planned land uses. Generally, the Official Map is the main tool for implementing the Transportation Plan element of the comprehensive plan.

Official Maps, subdivision ordinances, and zoning ordinances can require that additional widths beyond the typical 66-foot right-of-way be donated back to the community by developers. Also, a grid network should be planned with roads that span the entire community.

e. Use Zoning Ordinances to Regulate Transportation Aspects of Site Design

Zoning ordinances can be written to preserve the transportation system. This delays the need for capacity improvements on both State and local roadways. Example standards include:

(1) Access control zoning standards—It’s important to control the number and locations of new driveways, private drives, and public streets that developments will add on to arterials and other heavily traveled roads.

(2) Parking lot design zoning standards—For safety, and traffic flow concerns, it is very important to control the locations and internal design of parking lots.

(3) Entry throat zoning standards—It’s important to control the design of entry throats for different types of development to prevent vehicles entering the development from queuing on to the adjacent road. Larger developments and businesses with drive-through windows typically require longer entry-throat depths.

(4) Modern parking standards—These are recommendations that are used for the number of stalls each type of development must provide based on quantities such as the size of the building or the number of employees.

(5) Transportation impact analysis—Many communities are requiring that a Traffic Impact Analysis be completed before approving development. Typically, communities are using a “trigger size” of between 5,000 and 10,000 square feet of total floor area.

2) Would the creation of a new environmental effect result from this proposed action?

No

Yes - Explain or indicate where addressed.

3) Would the proposed action impact geographically scarce resources?

No

Yes - Explain or indicate where addressed.

4) Would the proposed action have a precedent-setting nature?

No

Yes - Explain or indicate where addressed.

5) Is the degree of controversy associated with the proposed action high?

No

Yes - Explain or indicate where addressed.

6) Would the proposed action have any conflicts with official agency plans or local, state, or national policies, including conflicts resulting from potential effects of transportation on land use and land use on transportation demand?

No

Yes - Explain or indicate where addressed.

7) Would the proposed action contribute to cumulative environmental impacts of repeated actions?

No

Yes - Explain or indicate where addressed.

FARMLAND

Because of the proximity of the WIS 64 project corridor to the Minneapolis/St. Paul metropolitan area and the existing socioeconomic climate, urban and residential development in St. Croix County has resulted in substantial farmland conversion. The American Farmland Trust identifies St. Croix County as having high quality farmland as well as high development pressure. The 1992 US Census of Agriculture showed a decline of 57,000 acres of farmland between 1978 and 1992. Correspondingly, the Census showed a decline in the number of farm acres from 78 percent of the land in the county in 1978 to 66 percent in 1992.

If the preferred alternative were constructed in 2005, 260 acres of farmland would be converted to highway right-of-way. However, because construction of the preferred alternative will be staged with the first stage not occurring for 5 to 10 years and because of the St. Croix County development trends, it is likely that a substantial amount of today's farmland will have a different land use at the time of construction. It is for these reasons that this Environmental Assessment (EA) is being completed.

Because land use in the WIS 64 corridor is likely to change before construction of the planned highway, an Agricultural Impact Statement has not been completed in conjunction with this EA. However, WisDOT will update and reevaluate this environmental assessment as construction becomes imminent. The document will evaluate the secondary and cumulative effects on agriculture and farmland at that time.

LAND USE

The preferred alternative generally conforms to area land use plans, anticipating heavier development on the west end of the corridor adjacent to New Richmond, and continued rural land uses farther east and to the north. Corridor preservation efforts associated with the proposed improvement plan may spur development plans near New Richmond.

WETLANDS AND STORMWATER

Many of the wetlands in the proposed WIS 64 corridor have already been affected by previous activities such as filling, stormwater runoff, and water level changes from past ditching and draining. These previous activities are associated with agricultural land use, railroad development, and previous highway development.

The effects associated with the proposed WIS 64 highway project include some filling and stormwater runoff. Approximately 7 acres of wetland would be converted to highway right-of-way. However, any filled wetland will be mitigated and will be mitigated adjacent to the existing wetland where possible. The resulting cumulative impacts will then primarily be associated with the quality of stormwater runoff and the quantity of runoff resulting from an increase in impervious surfaces. Stormwater management measures, including BMPs, will be implemented both during construction and for the long term.

ENVIRONMENTAL COMMITMENTS

Identify and describe any commitments made to protect the environment. Indicate when the commitment should be implemented and who in WisDOT would have jurisdiction to assure fulfillment for each commitment.

ATTACH THIS PAGE TO THE DESIGN STUDY REPORT

- | | | |
|-------------------------------------|-----------------------|---|
| A. General Economics | No Commitments Needed | |
| B. Community & Residential | No Commitments Needed | The goal of this EA is identification of the future WIS 64 corridor so preservation efforts can begin. The impacts being evaluated in this document include, to the extent possible, those associated with the construction of the preferred alternative. The EA seeks to identify the preferred future WIS 64 corridor to a level of detail sufficient to discourage or prohibit development within its limits. This will allow local governmental jurisdictions to minimize future community, residential, commercial, and industrial impacts of the improvement when it is constructed. WisDOT Northwest Region Planning will be the WisDOT liaison for the local officials. |
| C. Commercial & Industrial | No Commitments Needed | See comments for Part B above. |
| D. Agriculture | No Commitments Needed | None at this time. Impacts will be evaluated when EA is updated for construction. |
| E. Environmental Justice | No Commitments Needed | See comments for Part B above. |
| F. Wetlands | No Commitments Needed | None beyond standard practice (mitigation of impacted wetlands). |
| G. Streams & Floodplains | No Commitments Needed | None beyond standard practice. |
| H. Lakes or Other Open Water | No Commitments Needed | None beyond standard practice. |
| I. Upland Habitat | No Commitments Needed | None beyond standard practice. |
| J. Erosion Control | Commitments Made | See factor sheet. |
| K. Storm Water Management | Commitments Made | See factor sheet |
| L. Air Quality | | |
| | | <input checked="" type="checkbox"/> The project is exempt from permit requirements per Wisconsin Administrative Code – Chapter NR 411 criteria. |
| | | <input type="checkbox"/> A construction permit is required for this project and an application has been submitted to the Department of Natural Resources – Bureau of Air Management. Construction on the project will not begin until the Construction Permit has been issued. See the Air Quality Factor Sheet. |
| | | <input type="checkbox"/> A construction permit is required for this project and has been issued by the Department of Natural Resources – Bureau of Air Management. The Construction Permit Number is . See the Air Quality Factor Sheet. |
| M. Construction Stage Sound Quality | | |
| | | <input type="checkbox"/> No receptors are located in the project area. No impacts are anticipated from construction noise. |

To reduce the potential impact of Construction Noise, the special provisions for this project will require that motorized equipment shall be operated in compliance with all applicable local, state and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. At a minimum, the special provisions will require that motorized construction equipment shall not be operated between 6 PM and 7 AM without prior written approval of the project engineer. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good working order, free from leaks or holes. See Construction Stage Sound Quality Factor Sheet.

N. Traffic Noise	Commitments Made	Traffic noise impacts may result from the preferred alterantive. It is not anticipated that the project will qualify for federal assistance for noise abatement. It is recommended that local jurisdictions suggest or require abatement measures (berms, walls) to be implemented as land use changes adjacent to the highway.
O. Section 4(f) and 6(f)	Not Applicable	
P. Historic Resources	Not Applicable	
Q. Archaeological Resources	Not Applicable	
R. Hazardous Substances or USTs	Commitments Made	See Phase I report.
S. Aesthetics	No Commitments Needed	
T. Coastal Zone	Not Applicable	
U. Other		

GENERAL ECONOMICS IMPACT EVALUATION

DT2078 2004

Wisconsin Department of Transportation

Alternative Preferred	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Portion of Project This Sheet is Evaluating Not Applicable	

- 1) Describe, briefly, the existing economic characteristics of the area around the project. This could include type(s) of farming, retail or wholesale businesses, manufacturing, tourism, or other elements contributing to the area's economy and potentially affected by the project.

The project corridor consists of commercial and industrial land uses located in the northeast portion of New Richmond, agricultural lands throughout the towns of Stanton, Cylon, and Forest, and residences scattered throughout the corridor. Generally, the towns have a low level of employment, with many residents commuting to the City of New Richmond or other urban areas for employment.

Industrial uses within the City of New Richmond include packaging machinery and equipment, urethane foam fabricators, commercial printing, electro-mechanical assembly and packaging, and plastic injection molding products, among many others. Retail and service uses include skilled nursing facilities, educational services, local government, general acute care hospital, clinics, automobile parts sales, petroleum distribution, farm and garden equipment, automobile sales, and commercial and consumer lending.

According to the 2002 Census of Agriculture, St. Croix County agriculture includes both crop and livestock farming. Crops include oats, barley, sorghum for silage, soybeans, potatoes, forage, sunflower seeds, vegetables, and fruit. Livestock includes poultry, cattle, hogs, sheep, goats, and horses (ponies, mules, burros, and donkeys).

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

The WIS 64 study corridor is an important regional corridor for Wisconsin transportation. WIS 64 is designated as the Indian Lakes Corridor in Connections 2030 and as a connector highway from the Minnesota state line east to US 63. Here, the designated connector route continues north along US 63. As a connector route, this transportation facility provides accessibility to cities and regions around the state and plays a vital role in economic development. This route has contributed to an economic climate that encourages business and residential investment. Yet as development continues, congestion and travel time are growing. Without maintaining a high level of service on these roadways, it may become more difficult to attract investment and reinvestment in the area. Additionally, congestion increases transportation costs and the delivery of services, which can be a major cost for some businesses.

By reducing congestion and maintaining mobility, the proposed WIS 64 corridor improvements foster the economic climate in the area. Congestion becomes less of a factor in locating businesses. Shipping and transportation costs decrease. Good transportation facilities also help maintain the perception that New Richmond and the surrounding towns are good places to work and live. This helps attract and retain area employers.

The proposed improvements would require some farmland to be converted to highway right-of-way. The proposed improvements also require the relocation of some residences and commercial businesses.

- 3) In general, will the proposed action increase or decrease the potential for economic development in the area influenced by the project?

In general, the proposed improvement will increase the potential for economic development in the area.

Alternative Preferred	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Portion of Project This Sheet is Evaluating if Different From First Basic Sheet Not Applicable	

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

Community/Neighborhood Name

City of New Richmond and Towns of Stanton, Cylon, and Forest

Community/Neighborhood Population

City of New Richmond: 6,310
Town of Stanton: 1,003 (unincorporated)
Town of Cylon: 629 (unincorporated)
Town of Forest: 590 (unincorporated)
(source: Census 2000)

Community is Unincorporated
 Yes No

Community/Neighborhood Characteristics

Parts of three townships (Stanton, Cylon, and Forest) and one city (City of New Richmond) are potentially directly affected by the WIS 64 corridor improvements from WIS 65 to County D and on US 63 from WIS 64 to County Q. The communities in the WIS 64 corridor area have defining characteristics. The area is primarily agricultural and rural residential, but it is also located about 40 miles east of the Minneapolis/St. Paul, Minnesota metropolitan area. According to 2000 Census data, nearly 850 people live in blocks adjacent to the proposed corridor. However, not all needed demographic data could be gathered at the U.S. Census block level. For that reason, the greater WIS 64 corridor was analyzed. The greater WIS 64 corridor consists of the following 2000 Census geographies:

- Census Tract 1205: Block Group 4
- Census Tract 1206: Block Group 1 and 4
- Census Tract 1207: Block Group 1

About 4,500 people live in the greater WIS 64 corridor. Figure B.1-1 shows the limits of the greater WIS 64 corridor used for demographic purposes in this study.

The demographic profile for the communities shows a fairly homogenous community. The first and second columns of Table B.1-1 show the demographic profiles for Wisconsin and St. Croix County, respectively. These general profiles are baselines against which the characteristics of the greater WIS 64 corridor can be referenced. The 2000 Census information shows the following:

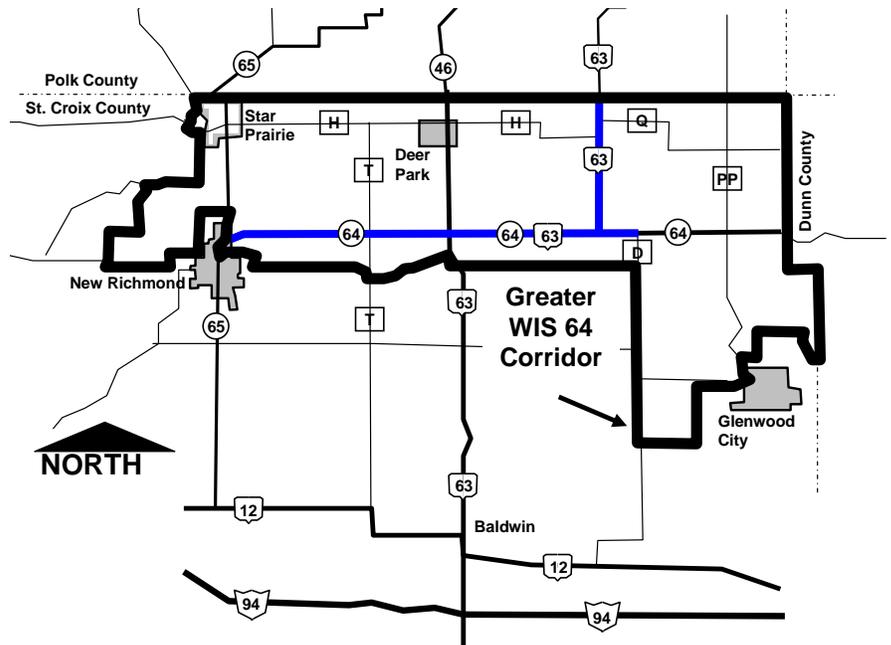


Figure B.1-1 Greater WIS 64 Corridor, St. Croix County

- As compared to St. Croix County as a whole, a slightly higher percentage of people of ethnic minority reside in the greater WIS 64 corridor area. However, compared to the Wisconsin average, a much smaller percentage of ethnic minorities live in either the WIS 64 corridor area or St. Croix County.

- A slightly higher percentage of elderly persons reside in the greater WIS 64 area than in St. Croix County, and both of these areas have a smaller percentage than the statewide percentage.
- The percentages of persons with disabilities are similar between the greater WIS 64 area and the state as a whole. By contrast, St. Croix County itself has a somewhat smaller percentage of persons with disabilities.

- In the greater WIS 64 corridor area, there is a slightly higher percentage of persons with low income than in St. Croix County, though the percentage in the greater WIS 64 corridor area is very comparable to the statewide percentage. The U.S. Department of Housing and Urban Development's (HUD's) "very low income" statistics have been cited for low income. Very low income is defined by HUD as 30 percent of the area's median income or below. For the Minneapolis-St. Paul Metropolitan Area in year 2004, the limit for very low income is \$19,750. Federal Highway Administration (FHWA) guidelines recommend using the Department of Health and Human Services (HHS) poverty guidelines. However, these statistics are not readily available at the U.S. Census Bureau block group level. HUD income statistics are readily available at the block group level. Though HUD very low income numbers are slightly higher than HHS's low income, the HUD numbers are comparable to the HHS guidelines and would include all households covered under the HHS guidelines.

Characteristic	Wisconsin	St. Croix County	WIS 64 Corridor
Total Population ¹	5,363,675	63,155	4,456
Persons of Minority ¹	14.7%	2.9%	4.1%
Elderly Persons ¹	13.1%	9.9%	11.1%
Persons with Disabilities ²	16.0%	12.7%	15.6%
Persons with Low-Income ³	9.6%	7.5%	9.5%

¹ 2000 US Census, Summary File 1

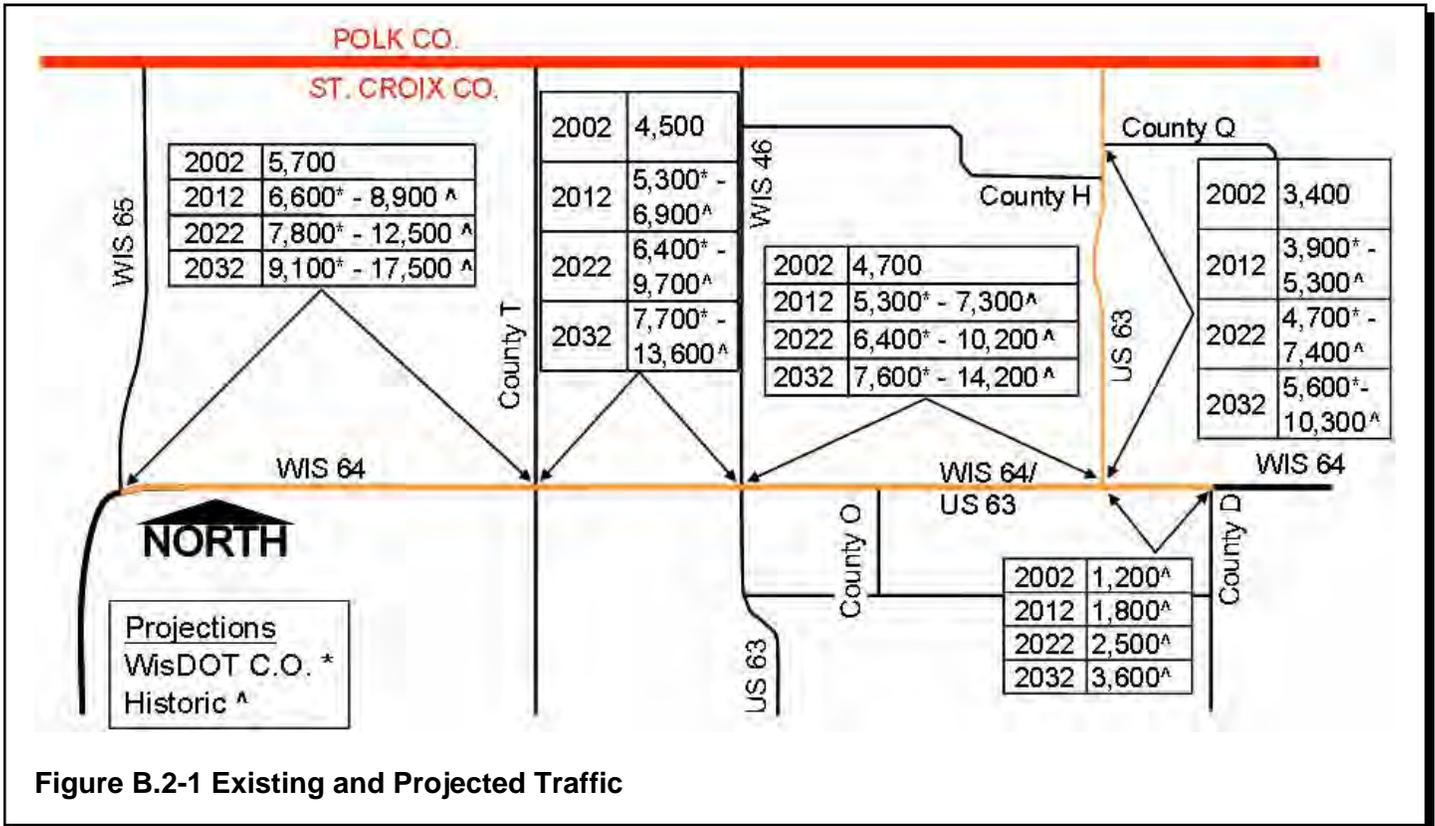
² 2000 US Census, Summary File 3

³ Very Low Income as defined in the 2004 US Department of Housing and Urban Development Low and Moderate Income Summary Data, see: www.hud.gov/offices/cpd/systems/census/lowmod/index.cfm

Table B.1-1 Demographic Characteristics

2) Identify and discuss the existing modes of transportation and their traffic within the community or neighborhood.

Within the greater WIS 64 corridor area, transportation consists primarily of personal motor vehicles (car, truck, motorcycle). For school-aged children, school buses provide transportation, and for the elderly and people with disabilities, the St. Croix County Department on Aging provides specialized transportation services. A handicap-accessible van stationed in New Richmond operates within an approximate 5-mile radius of the city from Monday through Thursday providing transportation for the elderly and disabled and, when space is available, for the public for a fare. There is also a volunteer driver program that takes persons 60 years and older to long distance medical appointments for a donation. Within the city and village areas, transportation is supplemented with bicycling and walking. St. Croix County does not currently operate a public transit system, though both the City of New Richmond and St. Croix County support or participate in shared taxi programs. There is also a park and ride lot in the northwest quadrant of the WIS 64/US 63 N intersection with about 15 paved stalls. A Canadian National branch rail line serves New Richmond and then runs east-west about 1000 meters or more south of WIS 64. Existing daily traffic volumes in the WIS 64 corridor area as well as projected future traffic volumes are shown in Figure B.2-1.



According to the Census Bureau statistics and compared to St. Croix County, the greater WIS 64 corridor area has a slightly higher percentage of owner-occupied housing units with no vehicle available but a significantly smaller percentage of renter-occupied housing units with no vehicle available. As compared to Wisconsin, both St. Croix County and the greater WIS 64 corridor area have smaller percentages of occupied housing units (both owner and renter occupied) where there is no vehicle available. The percentage comparisons are shown in Table B.2-1.

Characteristic	Wisconsin	St. Croix County	WIS 64 Corridor
Total Occupied Housing Units	2,084,544	23,410	1,509
Number Owner Occupied Units	1,426,660	17,885	1,254
% Owner Occupied Units with No Vehicle Available	3.3%	1.4%	2.8%
Number Renter Occupied Units	657,884	5,525	255
% Renter Occupied Units with No Vehicle Available	17.8%	13.1%	5.9%

Source: 2000 US Census, Summary File 3 (detailed information on social, economic and housing characteristics compiled from a 1 in 6 households sample that received the Census 2000 long-form questionnaire)

Table B.2-1 Vehicles Available By Occupied Housing Unit Tenure for the Greater WIS 64 Corridor Area

St. Croix County has designated bicycle routes as well as a long-range bicycle transportation plan. The plan recommends several bike routes within the greater WIS 64 corridor area, mainly 235th Street and County Highways H, T, C, and D.

- 3) Identify and discuss the probable changes resulting from the proposed action to the modes of transportation and their traffic within the community or neighborhood.

The proposed improvements for the WIS 64 corridor are not intended to change the modes of transportation or the traffic levels anticipated for the corridor area. Traffic volumes on the preferred corridor may increase more quickly than they would under the No Build Alternative because of increased mobility and decreased congestion. Additionally, it is recommended that the proposed local road system in Segment 1 include pedestrian and bicycle accommodations to encourage the use of these alternative modes for local mobility.

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

This issue is complicated by the fact that the proposed improvements are many years in the future. Discussion on the effects that corridor preservation may have on existing and planned land use is covered in the Environmental Issues section beginning on page 29.

Construction of the preferred alternative will likely have an effect on the planned land use in the communities in the corridor area. WisDOT is working with local jurisdictions so planning for the preferred alternative can be used to minimize future impacts resulting from implementation of the improvements.

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

No changes are anticipated to emergency or other public services in the WIS 64 corridor area during the construction stages of the preferred alternative. Generally, construction improvements will be staged so that traffic is still able to flow along the corridor. At times during construction, ordinary delays because of high traffic volumes could be exacerbated because of the presence of construction equipment. After construction of the projects, congestion should be reduced and therefore should improve response times for emergency and other public services.

- 6) Describe any physical or access changes and their effects to lot frontages, driveways, or sidewalks. This could include effects on side slopes or driveways (steeper or flatter), reduced terraces, tree removal, vision corners, sidewalk removal, etc.

Changes to access are not anticipated because of Stage 1 construction. Construction of Stage 2 will include elimination of or relocation of private access points to side roads wherever possible. Access points that cannot be eliminated or relocated would remain with right-in/right-out access only. Median crossovers will be provided at side roads and approximately every half mile between side roads. Stage 3 (proposed in Segment 1 only) will construct a fully-access controlled highway. Side roads will be grade-separated and private access points will be removed. Properties that cannot be provided access from an adjacent local road will be relocated.

- 7) Indicate whether a community/neighborhood facility will be affected by the proposed action and indicate what effect(s) this will have, overall, on the community/neighborhood. Also include and identify any minority population or low-income population that may be affected by the proposed action.

No community or neighborhood facilities will be affected by the preferred alternative. As a result, no minority or low-income populations will be affected.

- 8) Place an "X" in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the proposed action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether any minority and/or low-income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, form DT2093, Environmental Justice Impact Evaluation, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements.

- a) Is disabled population affected?
 No
 Yes – See form DT2093, Environmental Justice Impact Evaluation
- b) Is elderly population affected?
 No
 Yes – See form DT2093, Environmental Justice Impact Evaluation
- c) Are minority populations affected?
 No
 Yes – See form DT2093, Environmental Justice Impact Evaluation
- d) Are low-income populations affected?

- No
 Yes – See form DT2093, Environmental Justice Impact Evaluation

9) Identify and discuss, in general terms, factors that residents have indicated to be important or controversial.

Comments received from the public are included in the summaries of the April 11 and October 5, 2005, public information meetings. The summaries are included in Appendix C.

10) Indicate the number and type of any residential buildings which would be removed 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.

- a) None
 b) No occupied residential building
 c) Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc. If item c) is checked, you must complete items 11 through 18.

23 single family homes and 1 rented duplex will be acquired. 28 buildings total will be acquired. See the Conceptual Stage Relocation Plan, included in Appendix D.

11) Estimate the number of households that would be displaced from the Occupied residential buildings identified in item 10c) above.

Total Number of Households to be Relocated
 25

(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 23	Number of Households Living in Rented Quarters 2
--	---

b) Number of households to be relocated that have

1 Bedroom	2 Bedroom	3 Bedroom	4 or More Bedrooms
	6	14	4

c) Number of relocated households by type and price range of dwelling

Number of Single Family Dwellings 23	Price Range \$75,000 to \$275,000
Number of Multi-Family Dwellings 1	Price Range \$170,000
Number of Apartments	Price Range

12) Describe the relocation potential in the community.

a) Number of Available Dwellings

1 Bedroom	2 Bedrooms	3 Bedrooms	4 or More Bedrooms
	64	119	29

b) Number of Available and Comparable Dwellings by Location

Dwellings listed above were within the Towns of Stanton, Cylon, and New Richmond. See the Conceptual Stage Relocation Plan in Appendix D for more information.

c) Number of Available and Comparable Dwellings by Type and Price. (Include dwellings in price ranges comparable to those being dislocated, if any.)

Single Family Dwellings Price Range

\$100,000 to \$150,000 - 26

\$150,000 to \$175,000 - 52

\$175,000 to \$200,000 - 45

\$200,000 to \$250,000 - 51

Multi-Family Dwellings

Rent of ~\$600 per month – 4 apartments

Rent of ~\$700 per month – 2 apartments

See the Conceptual Stage Relocation Plan in Appendix D for more information.

Apartments

See Above.

13) Identify all the sources of information used to obtain the data in item 12.

- WisDOT Real Estate
 Newspaper Listing(s)

- Multiple Listing Service (MLS)
 Other – Identify

14) Indicate the number of households to be relocated that have the following special characteristics.

It is not believed that any concentrated minority, elderly, low-income, or handicapped populations exist along the WIS 64/US 63 study corridor. The information below is based on local demographics and observations from the Conceptual Stage Relocation Plan.

Number of Minority Households 1	Number of Elderly Households 3
Number of Households with Disabled Residents 4	Number of Low-Income Households 2
Number of Households Made up of a Large Family (5 or more individuals) Unknown	Number of Households with no Special Characteristics 15
Number of Households for Which it is not Known Whether They Have Special Characteristics 10	

15) Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24.

See the Conceptual Stage Relocation Plan included in Appendix D.

16) Identify any difficulties or unusual conditions for relocation household displaced by the proposed action.

See the Conceptual Stage Relocation Plan included in Appendix D.

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.

- No
 Yes – Describe services that will be required.

See the Conceptual Stage Relocation Plan included in Appendix D.

18) Describe any additional measures which would be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected.

See the Conceptual Stage Relocation Plan included in Appendix D.

**ECONOMIC DEVELOPMENT AND BUSINESS
IMPACT EVALUATION**

DT2095 2004

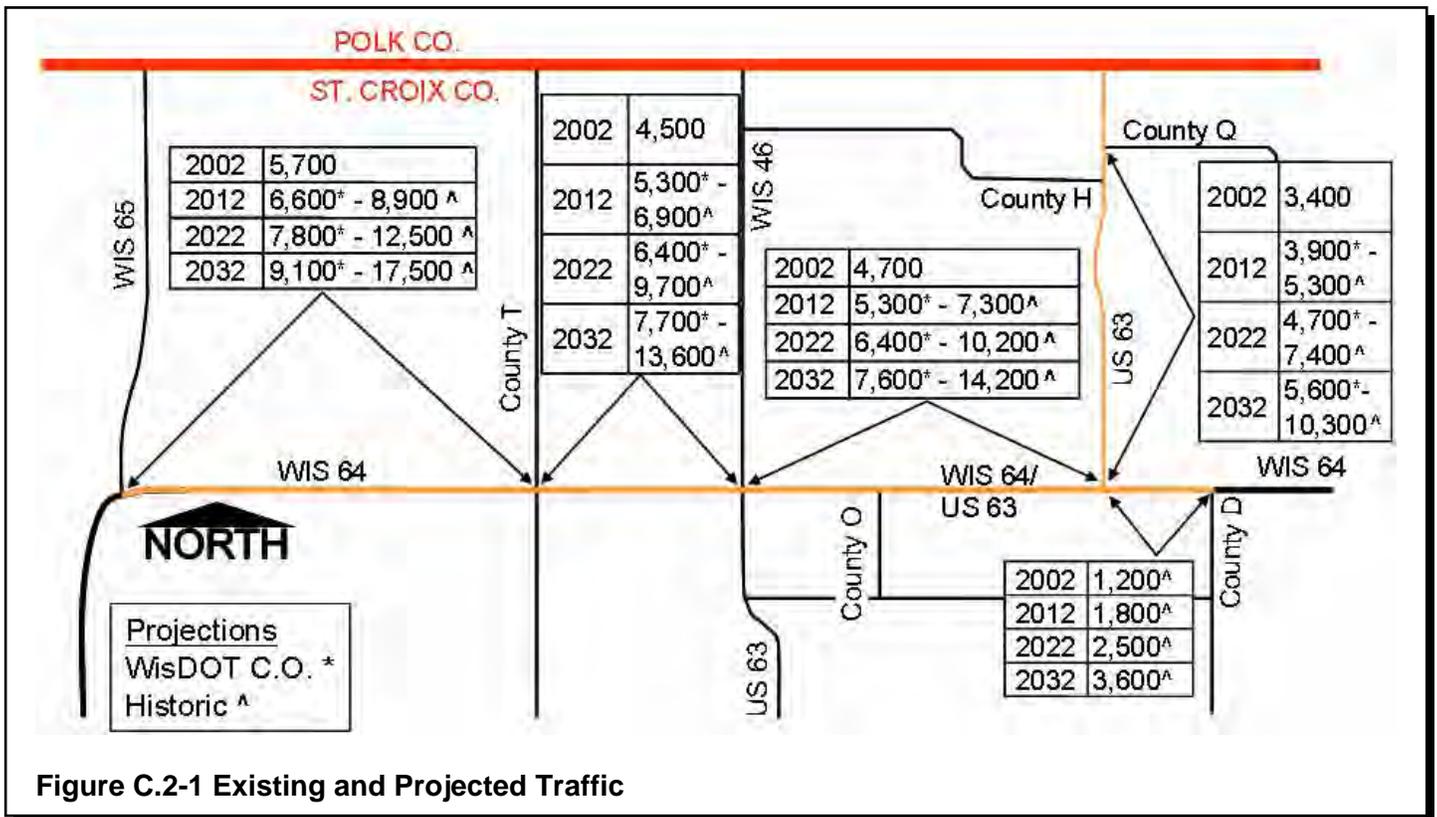
Alternative Preferred	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Portion of Project This Sheet is Evaluating if Different From First Basic Sheet Not Applicable	

1) Describe the economic development or existing business areas affected by the proposed action.

The proposed improvements would directly affect some businesses located near the WIS 65/WIS 64 intersection on the northeast side of New Richmond along with scattered businesses along the WIS 64/US 63 corridor.

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

Within the greater WIS 64 corridor area, transportation consists primarily of personal motor vehicles (car, truck, motorcycle). For school-aged children, school buses provide transportation, and for the elderly and people with disabilities, the St. Croix County Department on Aging provides specialized transportation services. A handicap-accessible van stationed in New Richmond operates within an approximate 5-mile radius of the city from Monday through Thursday providing transportation for the elderly and disabled and, when space is available, for the public for a fare. There is also a volunteer driver program that takes persons 60 years and older to long distance medical appointments for a donation. Within the city and village areas, transportation is supplemented with bicycling and walking. St. Croix County does not currently operate a public transit system, though both the City of New Richmond and St. Croix County support or participate in shared taxi programs. There is also a park and ride lot in the northwest quadrant of the WIS 64/US 63 N intersection with about 15 paved stalls. A Canadian National branch rail line serves New Richmond and then runs east-west about 1000 meters or more south of WIS 64. Existing daily traffic volumes in the WIS 64 corridor area as well as projected future traffic volumes are shown in Figure C.2-1.



- 3) Place an "X" in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the proposed action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low-income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, form DT2093, Environmental Justice Impact Evaluation, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements.

- a) Is disabled population affected?
 - No
 - Yes – See form DT2093, Environmental Justice Impact Evaluation
- b) Is elderly population affected?
 - No
 - Yes – See form DT2093, Environmental Justice Impact Evaluation
- c) Are minority populations affected?
 - No
 - Yes – See form DT2093, Environmental Justice Impact Evaluation
- d) Are low-income populations affected?
 - No
 - Yes – See form DT2093, Environmental Justice Impact Evaluation

- 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 will change the conditions for a business that is dependent upon the transportation facility. Identify effects, including effects which may occur during construction.

Virtually all the businesses in the area depend on WIS 64 for continued economic viability. Zero to three existing businesses would be displaced by the proposed improvements, which is an adverse effect (this count does not include farms that would be affected). The businesses that remain, however, should experience positive effects such as decreased congestion and increased accessibility for customer and suppliers. Because the improvements stay on-alignment, area businesses do not need to be concerned about the effects of bypassed traffic.

- 5) Estimate the number of businesses and jobs that would be created or displaced because of the project.

- a) Total number created None

Number created by type including number of jobs.

Retail businesses created	Retail jobs created
Service businesses created	Service jobs created
Wholesale businesses created	Wholesale jobs created
Manufacturing businesses created	Manufacturing jobs created - 210 employee-years (construction for all three stages, assumes 30% of construction cost is labor, and \$100,000 for annual salary and benefits per employee)

The scale of additional jobs created outside of project construction is unknown at this time. The proposed improvements may serve to accelerate changes in area land use, particularly near New Richmond where local plans call for residential development south of WIS 64 supported by moderate commercial development. This commercial development could create from 20 to 100 or more jobs.

b) Total number displaced. None

Number displaced by type and number of jobs.

Unknown at this time. Up to three properties requiring relocation may operate a home-based business. These businesses may or may not continue to operate after construction of the preferred alternative. Relocation assistance is assumed to be needed in the Conceptual Stage Relocation Plan. An estimate of the jobs displaced is not included.

Retail businesses displaced
Service businesses displaced
Wholesale businesses displaced
Manufacturing businesses displaced

Retail jobs displaced
Service jobs displaced
Wholesale jobs displaced
Manufacturing jobs displaced

6) Identify any special characteristics of the created or displaced businesses or their employees.

Unknown at this time.

a) Number of created businesses by special characteristics None

Number of created businesses that will employ elderly
serve elderly
Number of created businesses that will employ disabled
serve disabled
Number of created businesses that will employ low income people
serve low income people
Number of created businesses that will employ a minority population
serve a minority population

b) Number of displaced businesses by special characteristics None

Number of displaced businesses that will employ elderly
serve elderly
Number of displaced businesses that will employ disabled
serve disabled
Number of displaced businesses that will employ low income people
serve low income people
Number of displaced businesses that will employ a minority population
serve a minority population

7) Is Special Relocation Assistance Needed?

Unknown at this time. Conceptual Stage Relocation Plan assumes that it will be needed for three businesses.

No

Yes – Describe special relocation needs

See the Conceptual Stage Relocation Plan included in Appendix D.

8) Describe the business relocation potential in the community

Unknown at this time.

a) Total number of available business buildings in the community

b) Number of available and comparable business buildings by location

Number of available and comparable business buildings within

Number of available and comparable business buildings within

Number of available and comparable business buildings within

- c) Number of available and comparable business buildings by type and price (Include business buildings in price ranges comparable to those being dislocated, if any.)

Number of available and comparable single business buildings in the price range of

Number of available and comparable single business buildings in the price range of

Number of available and comparable single business buildings in the price range of

Number of available and comparable multi- business buildings in the price range of

Number of available and comparable multi- business buildings in the price range of

Number of available and comparable multi- business buildings in the price range of

Unknown at this time. The proposed improvements may serve to accelerate changes in area land use, particularly near New Richmond where local plans call for continued development of business and industrial parks around the City.

- 9) Identify all the sources of information used to obtain the data in item 8.

WisDOT Real Estate
 Newspaper listing(s)

Multiple Listing Service (MLS)
 Other – Identify:

- 10) Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24.

See the Conceptual Stage Relocation Plan included in Appendix D.

- 11) Identify any difficulties for relocating a business displaced by the proposed action and describe any special services needed to remedy identified unusual conditions.

See the Conceptual Stage Relocation Plan included in Appendix D.

- 12) Describe any additional measures which would be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected.

Unknown at this time.

- 13) Generally describe both the beneficial and adverse effects accruing to:

- a) The area's economic development potential or existing business area caused by the proposed action. Include any factors identified by business people that they feel are important or controversial.

The preferred alternative may displace up to three home-based businesses, an adverse effect. The area in general, however, should experience positive effects such as decreased congestion, increased accessibility for customers and suppliers, and improved transportation safety on the corridor. The proposed improvement will also provide a better link to Northwest Wisconsin and the Twin Cities market.

No specific concerns were voiced by business representatives. Appendix C includes summaries of public feedback received at the April 11 and October 5, 2005, public informational meetings.

- b) The employment potential and existing employees in businesses affected by the proposal. Include, as appropriate, a discussion of effects accruing to minority populations or low-income populations.

The preferred alternative should provide positive effects to employees and employers for the same reasons as listed above.

Minority and low-income population employees and businesses should not be adversely affected by the proposed improvements any more than the remaining population categories.

AGRICULTURAL IMPACT EVALUATION

DT2063 2003

Wisconsin Department of Transportation

Alternative Preferred	Length of Center line and termini this sheet is evaluating if different from Sheet 1.		
Preferred Yes	0 mi.		
Type of Land Acquired From Farm Operations	Type of Acquisition		Total Area Acquired
	Area Acquired In Fee Simple	Area Acquired By Easement	
Crop land and pasture	Acres	Acres	254.3 Acres
Woodland	Acres	Acres	27.0 Acres
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)	Acres	Acres	16.6 Acres
TOTAL	Acres	Acres	297.9 Acres

1. Indicate the number of farm operations from which land will be acquired.

Total Number of Farm Operations from which land will be acquired 23

- a) Number of Farm Operations from which 1 acre or less will be acquired.
- b) Number of Farm Operations from which more than 1 acre but less than 5 acres will be acquired.
- c) Number of Farm Operations from which more than 5 acres will be acquired.

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

Does Not Apply

NOTE: Coordination with the Department of Agriculture Trade and Consumer Protection indicated that an Agricultural Impact Evaluation should not be completed at this time considering the time frame anticipated for construction of the preferred alternatives. Remaining questions have not been investigated. Completion of an Agricultural Impact Evaluation will be required prior to construction.

State law requires that WisDOT compensate farm owners for any loss in revenue due to acquisition of property for right-of-way purposes.

3. Describe changes in access to farm operations caused by proposed action.

Does Not Apply

Not investigated at this time.

WisDOT will accommodate access to farmsteads and fields via local roads, where possible. Stage 3 in Section 1 may require less direct access to fields lying on both sides of WIS 64 that are farmed by a single operator. Property for which access cannot be provided would be purchased by WisDOT.

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

Does Not Apply

Not investigated at this time.

WisDOT will compensate farm operators if their operations are made more difficult due to severance by the study corridor.

5. 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. As appropriate, address the location, type, condition and importance to the farm operation.

Does Not Apply

Not investigated at this time.

If it is determined that farm infrastructure must be acquired for construction of the preferred alternative, WisDOT will compensate the owners.

6. 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.

Not investigated at this time.

The existence of livestock underpasses and evaluation of potential locations for these will be evaluated as part of the highway design process. Wildlife underpasses are recommended at the Willow River and approximately 1000 feet west of the US 63/WIS 46 intersection. See the Basic Sheets question 3 for more information.

7. Describe the effects generated by the obliteration of the old roadway.

Does Not Apply

Not investigated at this time.

Roadway obliteration typically requires clearing and grubbing, removal of the roadway and base course, and restoration with topsoil and seed.

8. Identify and describe any proposed changes in the land use or secondary development that will affect farm operations and is related to the development of this project.

Does Not Apply

Not investigated at this time.

Area land use plans suggest that changes in land use (from agricultural to residential and commercial uses) are likely to be common on the west end of the study corridor within the City of New Richmond limits and immediately adjacent to them. Farther east, the towns of Stanton and Cylon plan on preserving agricultural land use to a large degree.

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

No effects indicated by farm operator or owner.

Not investigated at this time.

Additional investigation of this and all of the items included on this factor sheet will be completed as part of the development of an Agricultural Impact Evaluation, to be completed closer to anticipated project construction.

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

No effects will accrue to farm owners, operators or workers from minority populations or low-income populations

Yes – Discuss.

Not investigated at this time.

Area demographics suggest that no minorities or low-income populations are farm owners or operators.

11. Describe measures to minimize adverse effects or enhance benefits.

Adverse impacts are generally minimized by proposing on-alignment improvements. This minimizes farm severances.

ENVIRONMENTAL JUSTICE IMPACT EVALUATION

DT2093 3/2005

Wisconsin Department of Transportation

Alternative
Preferred

Preferred
 Yes No

Length of Center Line and Termini This Sheet is Evaluating
Not Applicable

Instructions: For definitions of Environmental justice protected populations, visit:

www.fhwa.dot.gov/legsregs/directives/orders/6640_23.htm , www.aoa.gov/prof/poverty_guidelines/poverty_guidelines.asp

1. Determine the presence and estimate the size of the minority population and/or low-income population affected by the proposed action.

No minority populations or low-income populations are present in the project's area of influence. (Process is complete.)

Yes, a minority population or low-income population is located in the project's area of influence. (Proceed with the evaluation.)

2. Identify and give a brief description of the minority populations or low-income populations affected by the proposed action. Include the relative size of the populations and their pertinent demographic characteristics. (Check all that apply.)

Black (having origins in any of the black racial groups of Africa)

Low income

Elderly

Disabled

Hispanic (of Mexican, Puerto Rican, Cuban or South American, or other Spanish culture or origin, regardless of race)

Low income

Elderly

Disabled

Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands)

Low income

Elderly

Disabled

American Indian and Alaska Native (having origins in any of the original people of North American and who maintains cultural identification through tribal affiliation or community recognition)

Low income

Elderly

Disabled

White and any combination of the above.

Low income

Elderly

Disabled

Non-minority low-income population

Elderly

Disabled

Note: The information below is based on 2000 Census Block Group information and data provided in the Conceptual Stage Relocation Plan. It is unknown if or how many individuals from the populations specified are directly impacted by the preferred alternative through relocation.

According to 2000 US Census data, nearly 850 people live in blocks adjacent to the proposed corridor. However, not all needed demographic data could be gathered at the U.S. Census block level. For that reason, the greater WIS 64 corridor was analyzed. The greater WIS 64 corridor consists of the following 2000 Census geographies:

- Census Tract 1205: Block Group 4
- Census Tract 1206: Block Group 1 and 4
- Census Tract 1207: Block Group 1

About 4,500 people live in the greater WIS 64 corridor. The greater WIS 64 corridor used for demographic purposes in this study is shown in Figure B.1-1 in the Community and Residential Impact Evaluation Factor Sheet.

The demographic profile for the communities shows a fairly homogenous community. The first and second columns of Table E.2-1 show the demographic profiles for Wisconsin and St. Croix County, respectively. These general profiles are baselines against which the characteristics of the greater WIS 64 corridor can be referenced.

Characteristic	Wisconsin	St. Croix County	WIS 64 Corridor
Total Population	5,363,675	63,155	4,456
Persons of Minority ¹	14.7%	2.9%	4.1%
Elderly Persons ¹	13.1%	9.9%	11.1%
Persons with Disabilities ²	16.0%	12.7%	15.6%
Persons with Low-Income ³	9.6%	7.5%	9.5%

¹ 2000 Census, Summary File 1

² 2000 Census, Summary File 3

³ Very Low Income as defined in the 2004 US Department of Housing and Urban Development Low and Moderate Income Summary Data, see: www.hud.gov/offices/cpd/systems/census/lowmod/incex.cfm

Table E.2-1 Demographic Characteristics

The 2000 US Census information shows the following:

- As compared to St. Croix County as a whole, a slightly higher percentage of people of ethnic minority reside in the greater WIS 64 corridor area. However, compared to the Wisconsin average, a much smaller percentage of ethnic minorities live in either the WIS 64 corridor area or St. Croix County.
- A slightly higher percentage of elderly persons reside in the greater WIS 64 area than in St. Croix County, and both of these areas have a smaller percentage than the statewide percentage.
- The percentages of persons with disabilities are similar between the greater WIS 64 area and the state as a whole. By contrast, St. Croix County itself has a somewhat smaller percentage of persons with disabilities.
- In the greater WIS 64 corridor area, there is a slightly higher percentage of persons with low income than in St. Croix County, though the percentage in the greater WIS 64 corridor area is very comparable to the statewide percentage. The U.S. Department of Housing and Urban Development’s (HUD’s) “very low income” statistics have been cited for low income. Very low income is defined by HUD as 30 percent of the area’s median income or below. For the Minneapolis-St. Paul Metropolitan Area in year 2004, the limit for very low income is \$19,750. Federal Highway Administration (FHWA) guidelines recommend using the Department of Health and Human Services (HHS) poverty guidelines. However, these statistics are not readily available at the US Census Bureau block group level. HUD income statistics are readily available at the block group level. Though HUD very low income numbers are slightly higher than HHS’s low income, the HUD numbers are comparable to the HHS guidelines and would include all households covered under the HHS guidelines.

More specific information on the ethnic demographics in the greater WIS 64 corridor is included in Table E.2-2:

Ethnicity	Total Population	Low-Income ¹	Elderly ¹	Disabled ^{1,2}
Black (having origins in any of the black racial groups in Africa)	44	3	3	15
Hispanic (of Mexican, Puerto Rican, Cuban or South American, or other Spanish culture or origin, regardless of race)	51	7	2	10
Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands)	22	3	0	3
American Indian and Alaska Native (having origins in any of the original people of North America and who maintains a cultural identification through tribal affiliation or community recognition)	16	2	0	4
White and any combination of the above	38	-	-	-
Non-minority	4285	163	429	822

¹Based on Countywide, ethnicity specific demographics

²Ages 5 and above, noninstitutionalized civilians

Source: 2000 Census Data, Census Tract 1205 – Block Group 4, Census Tract 1206 – Block Group 1 and 4, Census Tract 1207 – Block Group 1

Table E.2-2 Greater WIS 64 Corridor Area Demographics

3. As a result of public involvement and inter-agency coordination, identify and describe issues of concern or controversy to the minority population or low-income population.

- No issues of concern or controversy identified.
 Issues of concern or controversy identified below. Describe issues and how they were resolved.

4. Based on data and scientific analyses (e.g., modeling, regression analysis, etc.), identify and describe effect(s) to the minority population or low-income population.

Effects to the minority and/or low-income population along the WIS 64/US 63 corridor will be the same as those to the general population. No disproportionate impacts are anticipated.

Indicate which other environmental factors are involved or inter-related.

- | | | |
|---|---|---|
| <input checked="" type="checkbox"/> General Economics | <input checked="" type="checkbox"/> Community & Residential | <input checked="" type="checkbox"/> Economic Development & Business |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Wetlands | <input type="checkbox"/> Streams & Floodplains |
| <input type="checkbox"/> Lakes & Other Open Water | <input type="checkbox"/> Upland | <input type="checkbox"/> Erosion Control |
| <input type="checkbox"/> Storm Water Management | <input type="checkbox"/> Air Quality | <input type="checkbox"/> Construction Stage Sound Quality |
| <input type="checkbox"/> Traffic Noise | <input type="checkbox"/> Section 4(f) & 6(f) | <input type="checkbox"/> Historic Resources |
| <input type="checkbox"/> Archeological Resources | <input type="checkbox"/> Hazardous Substances & USTs | <input type="checkbox"/> Aesthetics |
| <input type="checkbox"/> Coastal Zone | <input type="checkbox"/> Noise | <input type="checkbox"/> Other |

(NOTE: 3 and 4 above may overlap)

5. Indicate whether effects to a minority population or a low-income population are beneficial or adverse.

- Only beneficial effects will occur. Describe effects on affected population and discuss whether they are direct, indirect or cumulative. Include a discussion of any measures to enhance beneficial effects. (Process is complete.)

- Identified adverse effects are proportionate to those experienced by the general population. Describe effects on affected population and discuss whether they are direct, indirect or cumulative. Include a discussion of any measures to avoid, minimize, or mitigate adverse effects. (Process is complete.)

Effects to the minority and/or low-income population along the WIS 64/US 63 corridor will be the same as those to the general population, including general economics, community and residential, and economic development and business. Beneficial general economic effects are expected; these would tend to be indirect and cumulative effects. Both beneficial and adverse impacts to the community and local residents are anticipated. The community will generally benefit from the improved traffic operations, reduced congestion, and improved safety on the WIS 64/US 63 corridor that will result from the preferred alternative. Adverse community and residential impacts include the relocation of residents. Both beneficial and adverse economic development and business effects would be expected. In general, economic development should prosper with completion of the project; however, some home-based business relocations may result from the preferred alternative. It is not known at this time if any employees of the potential business relocations are part of the minority or low-income population on the study corridor. Each property and business owner would be eligible for relocation assistance in accordance with the Uniform Relocation Act of 1972. This law is in place to ensure that property owners and tenants are treated fairly when the public interest requires purchase and/or relocation of their property.

Effects to the elderly and/or disabled population along the WIS 64/US 63 corridor will also be the same as those to the general population, as noted above.

- Identified effects are disproportionately high and adverse. A disproportionately high and adverse effect means an adverse effect that: 1) is predominately borne by a minority population and/or a low-income population; or 2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Describe disproportionately high and adverse effects on affected population and discuss whether they are direct, indirect or cumulative. Include a discussion of any measures to avoid, minimize, or mitigate disproportionately high and adverse effects or enhance beneficial effects.

6. Indicate whether the individuals in the affected population(s) are protected under Title VI of the 1964 Civil Rights Act. (Title IV prohibits discrimination on the basis of race, color, or country of origin. See item 2 above for definitions of Title VI minorities.)

- No – Title VI protections do not apply, but other requirements under the Age Discrimination Act or Americans With Disabilities Act do apply. Describe effects and how they will be avoided, minimized or mitigated.

- Yes - Title VI protections apply. Describe any special services, considerations, or mitigation that will be used to avoid, minimize, or mitigate effects to Title VI individuals.

Title VI considerations will continue to be part of WisDOT's evaluation of this project and its

7. Will the Alternative/Project be carried out even with disproportionately high and adverse effects on a minority population or low-income population?

- No, the Alternative/Project will not be carried out because of disproportionately high and adverse effects on a minority population or low-income population.

- There is no substantial need for the Alternative/Project.

- Another alternative with less severe effects on the minority population or low-income population can meet the needs of this and is practical.
 - Yes, the Alternative/Project will be carried out with the mitigation of disproportionately high and adverse effects.
 - Yes, a substantial need for the Alternative/Project exists based on the overall public interest. Alternatives that would have less adverse effects on minority populations or low-income populations have either:
 - Adverse social, economic, environmental, or human health impacts that are more severe; or
 - Would involve increased costs of an extraordinary magnitude.
8. Identify and discuss mitigation and enhancement efforts to address disproportionately high and adverse effects to Title VI protected minority people if different from those shown in item 5 above.

Alternative Preferred	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Portion of Project This Sheet is Evaluating if Different From First Basic Sheet	

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

Typical construction techniques would include removing topsoil and vegetation, grading to approximate contour, and installing drainage structures and roadway as needed. Correspondingly, some filling in wetlands would occur. Care would be used in avoiding impacts to additional or adjacent wetlands where possible. The wetland locations are described in the next question.

2) Describe the location of wetland(s) affected by the proposal. Include wetland name(s), if available. (Use maps, sketches, or other graphic aids.)

The following information is summarized from project-specific corridor reviews using various mapping sources and windshield surveys to approximate and describe these areas. The approximate location and types of wetlands identified from a collective windshield survey and off-site review are provided with question 10. The wetlands are typical of those in a rural agricultural environment. A field review and delineation will be necessary during final design to determine actual impacts.

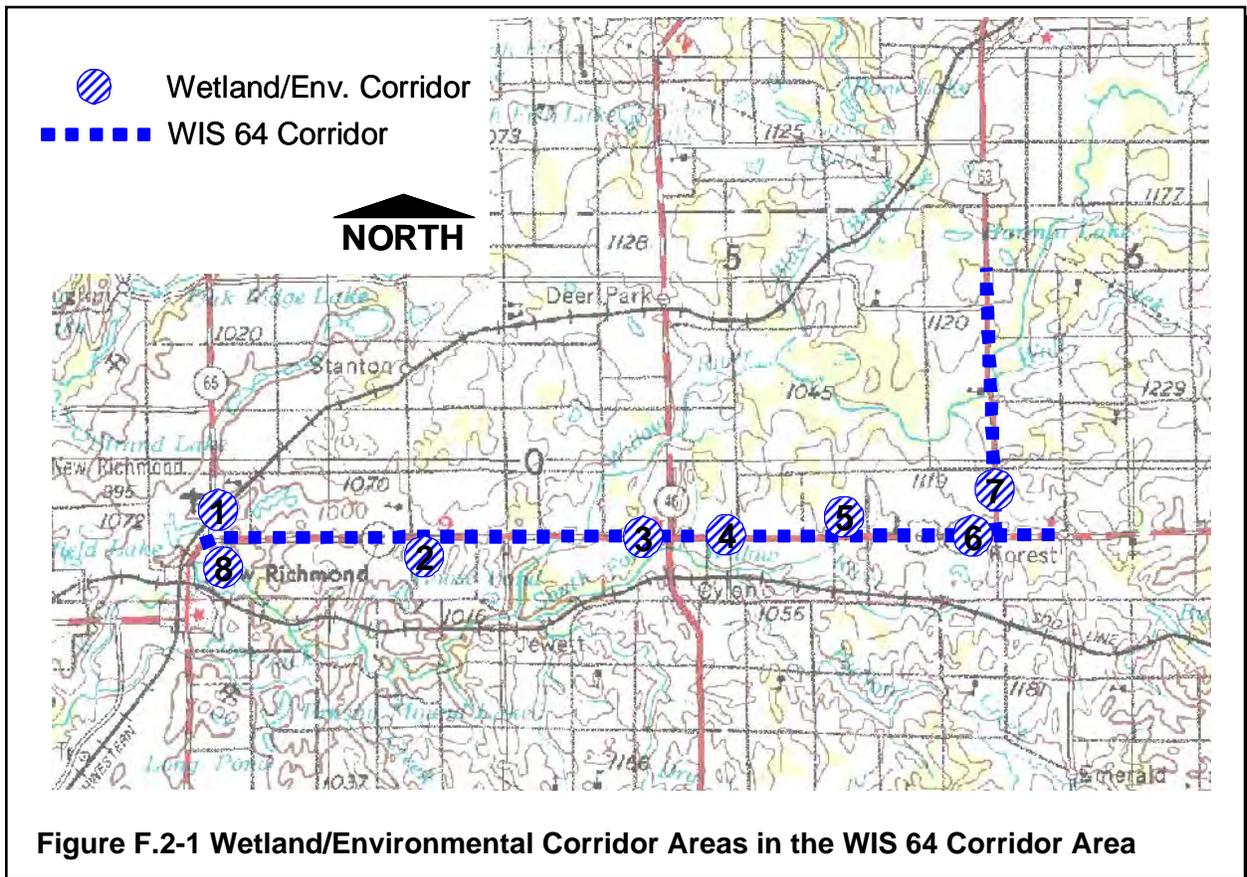


Figure F.2-1 schematically shows the WIS 64 corridor and adjacent, associated wetlands and environmental corridor areas. Note that areas shown are based on wetland mapping, aerial photography, hydric soil maps, and site visits. Not all of these areas indicated are necessarily considered wetlands by regulatory agencies (WDNR and USACE). Additionally, wetland areas are identified only where the preferred alternative is likely to impact them.

In Segment 1 of the corridor (New Richmond to the WIS 64/US 63 S/WIS 46 intersection), there are four wetland areas identified that could be impacted by the preferred alternative. Wetland area 1 is a wet depression area across WIS 64 from Hart Lake. Though this area is not mapped through the Wisconsin Wetlands Inventory, the marshy areas were evident during mapping review and field meetings with resource agencies. Wetland area 2 is a drainage ditch and pond just east of 170th Street. Wetland area 3 is northwest and southwest of the WIS 46/WIS 64/US 63 S intersection and is a larger wooded wetland. Some wet meadow (reverted cropland) and riparian corridor exists associated with USGS mapping. The first three areas are impacted during Stages 1 and 2 of the preferred alternative. In Stage 3, local road connections are built and improved. These improvements impact three additional areas in Segment 1. Wetland area 8 is adjacent to the New Richmond Flowage.

Segment 2 (WIS 64/US 63 S/WIS 46 to US 63 N) includes three wetland areas: 4, 5, and 6. Wetland area 4 includes a few isolated wet field areas or wetlands between 215th Street and County O. Wetland area 5 involves poorly drained fields, considered border-line wetlands. Wetland area 6 is in the area of the sweeping curve to US 63 N. These wetlands consist mostly of wet mesic woodlands and drainage areas. The width of this wetland area can only be estimated at this point.

Segment 3 (US 63 from WIS 64 to County Q) includes area 7, an expansive higher quality wetland area bordering a creek next to the road. This wetland area is mostly wet meadows with some grazing use adjacent to a meandering creek.

3) This wetland is:

Isolated from stream, lake, or other surface water body.

[In various agricultural areas, including wetland area 10]

Not contiguous, but within 5-year floodplain.

[Adjacent to drainageways and unnamed tributaries to the Willow River, including wetland areas 2, 3, 4, 5, and 6]

Contiguous (in contact) with a stream, lake, or other water body.

[Crosses the South Fork of the Willow River (wetland areas 7 and 11); adjacent to Hart Lake (wetland area 1), the New Richmond Flowage (wetland area 9), and Harmin Lake wetlands (wetland area 8).]

Identify corresponding stream, lake, or other water body by name or town-range location: Stated above.

NOTE: If wetland is contiguous or adjacent to a stream, complete form DT2097, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete form DT2071, Lake or Water Body Impact Evaluation.

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

Expected waterfowl and wildlife inhabiting or dependent on the wetlands are typical of the species within the agricultural and prairie regions of Wisconsin and Minnesota. These typically include deer, beaver, muskrat, reptiles, amphibians, insects and other invertebrates, ducks, geese, pheasant, and woodcock. Northern woodlands adjacent to lakes harbor additional woodland species such as raccoons, opossums, grouse, fox, bear, and others.

5) Are there any known endangered or threatened species affected by the project?

No

The DNR letter dated 10/22/04 indicates there are no records for any federal or state endangered, threatened, or special concern species in the corridor boundary.

Yes – Identify the species and indicate whether it is on Federal or State lists.

Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.

Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.

6) FHWA Wetland Policy

Not Applicable – Explain

Individual Wetland Finding Required – Summarize why there are no practicable alternatives to the use of the wetland.

Individual wetland finding would apply. The preferred alternative constructs on-alignment improvements. The use of a small amount of wetland area is necessary to avoid the more substantial environmental impacts associated with building improvements off-alignment. Discussions with WDNR indicate that they concur that building improvements on-alignment is preferred to constructing a new roadway off-alignment. To try to avoid wetland areas by shifting the alignment would significantly increase the cost of the project as well as introduce numerous road realignments, farm severances, and the potential for increase a residential relocations. Wetland impact minimization will be employed as described in Question 11.

Statewide Wetland Finding. **NOTE: All must be checked for the Statewide Wetland Finding to apply.**

Project is either a bridge replacement or other reconstruction within 0.5 km (0.3 mile) of the existing location.

The project requires the use of 3 hectares (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.

7) Erosion control or storm water management measures which will be used to protect the wetland are shown on form (either or both)

DT2080, Erosion Control Impact Evaluation

DT2076, Stormwater Impact Evaluation

Neither form – Briefly describe measures to be used

8) Section 404 Permit

Not Applicable – No fill to be placed in wetlands

Applicable – Fill will be placed in wetlands.
Indicate area of wetlands filled: 12.8 Acres (5.2 Hectares)

Individual Section 404 Permit required

General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404 Compliance.
Indicate which GP or LOP required.

Non-Reporting GP

Provisional GP

Provisional LOP

Programmatic GP

9) Section 10 Waters. For navigable waters of the United States (Section 10) indicate which Nationwide Permit is required.

Not Applicable.

Indicate whether Pre-Construction Notification (PCN) to the U.S. Corps of Engineers (USACE) is:

Required

Submitted on (Date)

Status of PCN

USACE has made the following determination on (Date)

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

10) Identify wetland type(s) which will be filled or converted to another use. Use the DOT Wetland Bank System. (See FDM Procedure 24-5-10, Figure 2.) If the National Wetlands Inventory (NWI) or Wisconsin Wetlands Inventory (WWI) are used to identify the types of wetlands, translate them to the DOT Wetland Bank System, wetland types.

a) Approximate areas of wetlands filled or converted by type.

Location	Wetland Type (WWI)	WisDOT Wetland Bank Type	Area of Wetland Converted
1. Wetlands across WIS 64 from Hart Lake	Unmapped wetland area	M (wet meadow to emergent)	~ 0.30 acres (0.12 ha)
2. East of 170th St and South of WIS 64 (Sta. 167+50)	E1K (emergent/wet meadow, persistent, wet soil, palustrine)	M (wet meadow)	~ 0.03 acres (0.01 ha)
3. Northwest and southwest of WIS 46/US 63 S (Sta. 358+50 to 368+00)	S3/E2H (scrub/shrub, broad-leaved deciduous; emergent/wet meadow, narrow-leaved persistent, standing water, palustrine)	SS (shrub swamp, shrub carr, alder thicket) M	~ 1.93 acres (0.78 ha)
	T3/S3K (forested, broad-leaved deciduous; scrub/shrub, broad-leaved deciduous, wet soil, palustrine)	RPF (riparian wetland (wooded)) SS	
	T3K (forested, broad-leaved deciduous, wet soil, palustrine)	RPF	
4. Between 215th St. and County O (Sta. 414+00 to 450+00)	E1K	M	~ 2.91 acres (1.18 ha)
	E2H	M	
5. Between 235th St. and 240th St. (Sta. 519+00 to 533+00)	Wetlands smaller than 2 acres	Poorly drained fields	~ 2.23 acres (0.90 ha)
6. Between 255th St. and US 63 N (Sta. 618+00 to 643+00)	Wetlands smaller than 2 acres and unmapped wetland areas	Unmapped wet mesic woodlands	~ 0.77 acres (0.31 ha)
7. US 63 N, between WIS 64 and 200 th Ave. (Sta. 662+00 to 680+00)	E2H	M	~1.58 acres (0.64 ha)
	E1Kg (emergent/wet meadow, persistent, wet soil, palustrine, grazed)	M	
8. Wetlands adjacent to New Richmond Flowage	E2H	M	~ 0.40 acres (0.16 ha)
	S3K	SS	
Other – scattered along corridor	Low Quality Wetlands (unmapped, poorly drained fields and low areas)	Poorly drained fields	~ 2.60 acres (1.05 ha)

11) Wetland Mitigation

(NOTE: Avoidance and minimization mitigation are required.)

a) Wetland Avoidance

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

In Segment 3 of the preferred alternative, only intersection improvements were selected to be constructed that avoid the sensitive wetland areas along US 63. Additionally, the preferred alternative is phased, so that impacts to wetlands are avoided until traffic levels warrant the improvements.

At the WIS 64/US 63 South/WIS 46 intersection, a roundabout has been chosen as the preferred alternative over a traditional interchange. This avoids significant impacts to high quality wetlands located northwest, southwest, and southeast of the intersection. This is included with the discussion of minimization that follows.

- ii) Indicate the total area of wetlands avoided

It is estimated that a minimum of 5 acres of wetlands are avoided.

b) Minimize the amount of wetland affected

- i) Describe the 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.

During two field meetings (September 25, 2003 and August 19, 2004) and in a October 22, 2004 letter, the DNR identified specific wetland areas and recommended some strategies to minimize impacts to wetlands. These documents are included in Appendix A. Comments follow:

- The project team should consider wetland avoidance techniques (such as a narrow cross section, bridging of open water) on the east side of New Richmond near WIS 65 (Wetland area 1). Bridges could allow the pocket of wetland on the north side of the existing highway to be connected to the pond on the south side of the road. [This suggestion was implemented through the use of a narrower, urban divided four-lane section adjacent to Hart Lake.]
- The DNR preferred alternative for crossing the Willow River west of the US 63/WIS 64/WIS 46 intersection (four-corners intersection) is to remain on-alignment as much as is practical. The alternatives that consider a realignment to the north are not preferred. The DNR feels that impacts to extensive wetland and sensitive habitat north of WIS 64, particularly northwest of the four-corners intersection, are unacceptable. [This suggestion was implemented.]
- The preferred DNR improvement alternative at the four-corners intersection is a multilane roundabout at the existing intersection location. Impacts to sensitive habitat in the northwest and, to a lesser extent, the southwest and southeast quadrants of the intersection are minimized with this alternative. [This suggestion was implemented.]
- If feasible, the DNR recommends avoiding impacts to the sensitive habitat located north of WIS 64 between 235th and 240th Street. This could be accomplished by moving the proposed second set of travel lanes to the south side of WIS 64. [This suggestion was implemented.]
- The DNR recommends considering a narrow US 63 cross section through the most sensitive habitat between County Q and Polk/St. Croix Road. The narrow section minimizes impacts that are likely on both sides of the highway and may reduce wetland impacts and the number of relocations required. If feasible, the DNR recommends minor changes in alignment that may further reduce impacts to the habitat adjacent to existing US 63. [This suggestion was implemented as part of the decision not to expand to four lanes in Segment 3.]
- Impacts to the wetland located at the WIS 64/US 63 N intersection should be minimized. A continuous flow curve at this intersection could have an impact on this wetland and may need to be adjusted to reduce impacts. [This suggestion was implemented as part of the decision to propose a jug-handle interchange rather than a standard diamond interchange.]

The preferred alternative attempts to minimize impacts to wetland areas by staying on-alignment as much as possible. In locations where the preferred alternative needs to traverse a wetland or stream area, whenever possible it was designed to minimize impacts by crossing at a narrow part of the wetland or stream. The recommendations from the DNR above have been considered and implemented in the preliminary design of the improvements. During the final design phase, efforts will be made to minimize wetland takings by steepening slopes and possibly reducing median widths. Additional measures will be investigated.

ii) Indicate the total area of wetlands saved through minimization

It is estimated that a minimum of 4.4 acres (1.8 hectares) of wetlands are saved via minimization.

This amount may increase during the design phase. Sensitive areas along corridor total about 1.5 miles. Assuming a potential to reduce roadway width by 10 feet along these areas, an approximate area of wetlands saved through minimization would be 1.8 acres (0.7 hectares).

c) Compensation for unavoidable loss

Is compensation of unavoidable wetland loss required?

- Yes
 No. Explain.

Unavoidable wetlands would be replaced through the use of an on-site wetland mitigation area. If not possible, the acreage will be debited from a WisDOT wetland bank site. Because the corridor preservation is occurring far in advance of the project, there is an opportunity to mitigate wetland losses before losses occur.

During field meetings and in DNR correspondence, several potential areas for mitigation were identified as described in the correspondence in Appendix A as well as in the project files. These areas include a site in section 20 in the Town of Cylon and near the intersection of WIS 64/WIS 46/US 63 S.

d) Type and amount of compensation

- On-Site Replacement – Wetland replacement located in the general proximity of the project site within the same local watershed. These replacements are often contiguous to the project. [To the extent possible. See above.]

Wetland type of on-site replacement

Total area of on-site replacement
Acres
(Hectares)

- Near-Site or Off-Site Replacement – Replacement opportunity for wetland compensation within a 8.05 kilometers (5 mile) corridor centered over the highway alignment or a wetland replacement located away from the project site, generally outside the project's local watershed.

Wetland type of off-site replacement

Total area of off-site replacement
Acres
(Hectares)

- No near or off-site replacement – Describe reasons no near or off-site opportunities were found.
- Wetland Mitigation Bank Site – A wetland compensation site containing wetland credit areas and wetland types from bank developed wetland restoration/creation projects or surplus areas from the wetland compensation projects of specific DOT facility development projects.

Indicate name or location of wetland mitigation bank site to be used for the replacement of unavoidable wetland loss.

Wetland type of bank-site replacement

Total area of bank-site replacement

Acres

(Hectares)

Describe decision process used to determine the use of bank-site and provide any coordination documentation with regulatory or resource agencies.

STREAMS AND FLOODPLAINS IMPACT EVALUATION

DT2097 2004

Wisconsin Department of Transportation

Alternative Preferred	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Length of Project This Sheet is Evaluating Not Applicable	
1) Stream Name Willow River	2) Stream Location T-31N R-17W Sections 25 and 26
3) Stream Type (Indicate Stream Class, if known) <input type="checkbox"/> Unknown <input type="checkbox"/> Warm water <input checked="" type="checkbox"/> Trout-Class <input type="checkbox"/> Wild and Scenic River	4) Size of Upstream Watershed Area <input checked="" type="checkbox"/> Permanent Flow (year-round) <input type="checkbox"/> Temporary Flow (dry part of year)
5) Stream Characteristics	
a) Substrate <input type="checkbox"/> Sand <input checked="" type="checkbox"/> Silt <input type="checkbox"/> Clay <input type="checkbox"/> Cobbles <input type="checkbox"/> Other-describe: Class 3 Trout Stream	c) Vegetation in Stream <input type="checkbox"/> Absent <input checked="" type="checkbox"/> Present - If known describe: limited emergents, grass, shrubs, and trees on banks
b) Average Water Depth 1-2 feet	e) If water quality data is available, include this information (e.g., DNR or local discharger might have such records). The Willow River is listed as an impaired stream well downstream of the project location, from river mile 13.5 to 15, under Section 303(d) of the Clean Water Act. The water quality impairment is due primarily to organic enrichment and low dissolved oxygen. According to the US EPA Enviromapper for Watersheds, the Upper Willow River is listed as having "Less serious water quality problems - high vulnerability."
d) Identify Fish Species Present Limited coldwater fishery. Mainly dominated by forage minnows, pan fish, and suckers. Likely winterkills in associated basins.	

6) Are there any known endangered or threatened species affected by the project?

No

Yes - Identify the species and indicate whether it is on Federal or State lists.

Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.

Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.

NOTE: Coordination with DNR and internet database searches did not identify any threatened or endangered species. WisDOT will re-evaluate during the design and construction process.

7) If bridge replacement, are migratory bird nests present?

No

Yes – Identify Bird Species present

NOTE: Not Evaluated at this time. WisDOT will evaluate during the design and construction process. If it appears that migratory birds are nesting on existing structures that are going to be removed, WisDOT will take appropriate humane actions to prevent nesting or conduct replacement activities when the migratory birds nesting season is finished.

Estimated number of nests is: NA

8) Is a U.S. Fish & Wildlife Depredation Permit required to remove swallow nests?

Not Applicable

No - Describe mitigative measures.

NOTE: Not Evaluated at this time. WisDOT will evaluate during the design and construction process. If it appears that swallows are nesting on existing structures and need to be removed, WisDOT will coordinate with USFWS to obtain appropriate permits and take appropriate humane actions to prevent nesting or conduct replacement activities when the swallow nesting season is finished.

Yes

9) Describe land adjacent to stream. If wetland, give type.

In St. Croix County the land adjacent to the Willow River is primarily agricultural. In the project area, the land adjacent to the river is wooded riparian habitat.

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

There are no known point source dischargers or receivers on the streams within 1/2 mile (0.8 km) of the project site.

11) Section 404 Permit

Not Applicable - No fill to be placed in wetlands.

Applicable - Fill will be placed in wetlands.
Indicate area of wetlands filled. 12.8 Acres (5.2 Hectares)

Individual Section 404 Permit required

General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404.
Indicate which GP or LOP is required.

Non-Reporting GP

Provisional GP

Provisional LOP

Programmatic GP

12) Section 10 Waters

For navigable waters of the United States (Section 10) indicate whether the U.S. Coast Guard has been notified?

No

Yes - Describe results of Notification.

Not Applicable

Identify which Nationwide Section 10/404 Permit is required.

Either an individual permit, a General Permit GP001-WI, or a letter of permission.

Indicate whether Pre-Construction Notification (PCN) to the U.S. Corps of Engineers(USACE) is:

Required

Submitted on (Date)

Status of PCN
USACE has made the following determination on (Date)

Not applicable at this time.

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

- 13) 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: U.S. Coast Guard must be notified when Section 10 waters are affected by a proposal.)

WIS 64 crosses the Willow River by bridge. Proposed work in the area includes constructing two new two-lane bridges as a crossing encroachment within the 100-year floodplain. The proposed crossing is as close to the existing location as possible. Bridge construction includes placing fill up to the bridge, constructing abutments, and constructing the deck.

- 14) Discuss the effects of any backwater which would be created by the proposed action. Indicate whether the proposed activities would be consistent with NR 116, the National Flood Insurance Program, and Governor's Executive Order #73.

For FEMA floodplain areas, the existing backwater condition, per DNR/DOT cooperative agreements, would be improved or maintained by the proposed structures. This is consistent with state and local zoning.

- 15) Describe and provide the results of coordination with any floodplain zoning authority.

FEMA floodplain maps were used in reference to the proposed project area and the project falls within 100-year and 500-year floodplains. Based on this information, the project would design variations to avoid and minimize impacts to the surrounding environment.

- 16) 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.

- 17) Discuss existing or planned floodplain use and briefly summarize the project's effects on that use.

The project corridor crosses the 100-year floodplain of the Willow River. Within the floodplain, the land use consists of a wooded area bordered by agricultural land. The preferred alternative would require land from these areas. At the time of construction, some land use changes may have occurred. It is anticipated that land in Section 1 of the study corridor will be developing into mixed residential and commercial use in the coming years.

- 18) 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.

Both during and after construction, water quality may be affected by an increase in erosion and stormwater runoff because of an increase in impervious area. However, BMPs will be implemented according to all governing ordinances and policies both during the construction phase and for long-term management, resulting in little-to-no effect. Because the highway already exists and the preferred improvements are largely on-alignment, little effect is anticipated on plants, animals, and fish in the area. Salt spray from traffic may influence the presence of tree and shrub species near the roadway. Salt tolerant species should be used in restoration or landscaping plans as needed.

- 19) Describe proposed measures to minimize adverse effects or to enhance beneficial effects.

Construction within the streams and floodplains will be minimized. Where construction is necessary, standard WisDOT erosion control methods will also be used during construction according to WisDOT Standard Specifications for Highway and Structure Construction.

WisDOT, through TRANS 401 and the Cooperative Agreement, would comply with the substantive permit requirements of Chapter 238 Wis. Stats., Wisconsin Pollutant Discharge Elimination System.

Specific measures or recommendations are discussed on the Erosion Control and Stormwater Management Factor Sheets.

20) Erosion control or storm water management measures which will be used to protect the stream are shown on form DT2080, Erosion Control Impact Evaluation and form DT2076, Stormwater Impact Evaluation.

Yes

No - Briefly describe measures to be used such as sheet piling, cofferdam, turbidity barrier, barges, construction blackout window, etc.

probable effects on plants and animals inhabiting or dependent upon the lake or waterbody.

NOTE: Form will not allow editing above. Approximate size is 26.5 acres, the depth is unknown.

Both during and after construction, water quality may be affected because of an increase in impervious area. However, BMPs will be implemented according to all governing ordinances and policies both during the construction phase and for long-term management, resulting in little-to-no effect. Because the highway already exists, little effect is anticipated on plants, animals, and fish in the area.

19) Describe proposed measures to minimize adverse effects or to enhance beneficial effects.

A narrow four-lane cross section is proposed adjacent to Hart Lake to minimize impacts. Standard WisDOT erosion control methods will be used during construction according to WisDOT Standard Specifications for Highway and Structure Construction.

WisDOT, through TRANS 401 and the Cooperative Agreement, would comply with the substantive permit requirements of Chapter 238 Wis. Stats., Wisconsin Pollutant Discharge Elimination System.

Specific measures or recommendations are discussed on the Erosion Control and Stormwater Management Factor Sheets.

20) Erosion control or storm water management measures to be used to protect the waterbody are shown on the Erosion Control Factor Sheet and the Stormwater Management Factor Sheet

Yes

No - Briefly describe measures to be used such as sheet piling, cofferdam, turbidity barrier, barges, construction blackout window, etc.

EROSION CONTROL

DT2080 2005

Wisconsin Department of Transportation

Alternative
Preferred

Preferred
 Yes No

Length of Center Line and Termini This Sheet is Evaluating
Not Applicable

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.

Existing side slopes average 4:1. Existing longitudinal slopes reach a maximum of 5.0%. Soils in the area are predominantly Sattre-Pillot-Antigo association and Santiago-Jewett-Magnor association.

Stage 1 (Passing Lanes and Intersection Improvements, preferred for Section 3): The side slopes in Stage 1 average 4:1. Longitudinally, the slopes range from 0.0% and 5.0%.

Stage 2 (Construction of a four-lane facility with at-grade intersections, preferred for Section 2 mainline): In Stage 2, the side slopes average 4:1 and the median slopes average 6:1. The longitudinal slopes range between 0.01% and 4.24%.

Stage 3 (Grade-Separation and Local Road Enhancements, preferred for Section 1 and the WIS 64/US 63 North intersection in Section 2): In Stage 3, on the WIS 64/US 63 corridor, the side slopes average 4:1 and the median slopes average 6:1. The longitudinal slopes range between 0.01% and 4.24%. For the local road connections, side slopes are an average 4:1, while the longitudinal slope ranges between 0.11% and 6.20%.

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
 Other – Describe

Wetland

Lake

Endangered species habitat

3. Are there circumstances requiring additional or special consideration?

No additional or special circumstances are present.

Yes - Additional or special circumstances exist. Indicate all that are present.

Areas of groundwater discharge

Areas of groundwater recharge (fractured bedrock, wetlands, streams)

Long or steep cut or fill slopes

Overland flow/runoff

Other – Describe any unique or atypical erosion control measures to be used to manage additional or special circumstances.

4. Describe overall Erosion Control strategy to minimize adverse effects and/or enhance beneficial effects.

Standard WisDOT erosion control methods will be used during construction according to WisDOT Standard Specifications for Highway and Structures Construction. Additionally, minimum soil erosion control requirements enforced by the St. Croix County Land Conservation Department will be followed.

Temporary and permanent erosion control methods would include minimizing the amount of land exposed at one time (staged construction), erosion bales, temporary seeding, silt fence, erosion mats, riprap (channel stabilization), separating construction from live water, seeding and mulching, sediment traps, dust abatement, ditch or slope sodding, grass-lined conveyance (parallel to flow), distancing outfalls from waterway edge, vegetated filter strips (perpendicular to flow), and detention/retention basins.

Construction site erosion and sediment control would be part of the project's design and construction as set forth in TRANS 401 Wis. Adm. Code and the WisDOT/WisDNR Cooperative Agreement. An Erosion Control Implementation Plan (ECIP) would be prepared for and reviewed by the DNR prior to construction. The ECIP will include sediment and erosion control measures to do the following to the maximum extent practicable: (1) prevent the tracking of sediment from the construction site onto roads and other paved surfaces, (2) prevent the discharge of sediment as part of site dewatering, (3) protect separated storm sewer inlet structures from receiving sediment, and (4) encourage and enforce proper use and storage of chemicals, cement, and other compounds.

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

WDNR
Army Corp of Engineers

County Land Conservation Department

Native American Tribe

(All Erosion Control measures (i.e., the Erosion Control Plan) shall be coordinated through the DOT-DNR liaison process and TRANS 401 except when Tribal lands of Native Americans are involved. DNR's concurrence is not forthcoming without an Erosion Control Plan. In addition, TRANS 401 requires the contractor 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 WDNR 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 checked="" type="checkbox"/> Detention basin |
| <input checked="" type="checkbox"/> Temporary seeding | <input type="checkbox"/> Vegetative swales |
| <input checked="" type="checkbox"/> Silt fence | <input type="checkbox"/> Pave haul roads |
| <input checked="" type="checkbox"/> Ditch checks | <input checked="" type="checkbox"/> Dust abatement |
| <input checked="" type="checkbox"/> Erosion or turf reinforcement mat | <input checked="" type="checkbox"/> Rip rap |
| <input checked="" type="checkbox"/> Ditch or slope sodding | <input checked="" type="checkbox"/> Buffer strips |
| <input checked="" type="checkbox"/> Soil stabilizer | <input type="checkbox"/> Dewatering – Describe method |
| <input checked="" type="checkbox"/> Inlet protection | <input type="checkbox"/> Silt screen |
| <input type="checkbox"/> Turbidity barriers | <input type="checkbox"/> Temporary diversion channel |
| <input checked="" type="checkbox"/> Temporary settling basin | <input checked="" type="checkbox"/> Permanent seeding |
| <input checked="" type="checkbox"/> Mulching | <input checked="" type="checkbox"/> Other - Describe Erosion Bales,
Tracking Pads |

STORMWATER IMPACT EVALUATION

DT2076 2005

Wisconsin Department of Transportation

Alternative Preferred	Length of Centerline and Termini This Sheet is Evaluating Not Applicable
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Surrounding land use and a discussion of adopted plans are described on DT2094, Environmental Evaluation of Facilities Development Actions.

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 proposal.

Yes – Water special natural resources exist in the project area.

River/stream
 Other - Describe

Wetland

Lake

Endangered species habitat

Stormwater runoff will likely increase with the proposed improvements because of increased impervious surface. Temporary and permanent soil and erosion and sedimentation control practices are required for the improvements.

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

Areas of groundwater recharge

Stream relocations

Overland flow/runoff

Long or steep cut or fill slopes

High velocity flows

Cold water stream

Impaired waterway

Large quantity flows

Exceptional/outstanding resource waters

Increased backwater

Other – Describe any unique, innovative, or atypical stormwater management measures to be used to manage additional or special circumstances.

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

Standard WisDOT guidelines for drainage-related erosion control and stormwater management will be integrated to the maximum extent practicable (MEP). Additionally, minimum St. Croix County stormwater management and soil erosion control regulations will be considered. The stormwater strategy will include vegetated swales and wet detention where possible to provide runoff treatment prior to discharge to the surrounding waters or wetlands. BMPs will be designed, installed, and maintained to manage runoff to the MEP.

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

A stormwater management plan will be developed to be incorporated into the project's design to reduce or minimize runoff impacts to surrounding waters. Coordination with WisDOT, DNR, and surrounding municipalities will be required. The stormwater management plan will be in accordance with TRANS 401.

5. Identify the storm water management measures to be utilized on the project.

Swale treatment (parallel to flow) Trans 401.106(10)

Vegetated filter strips (perpendicular to flow)

Distancing outfalls from waterway edge

In-line storm sewer treatment, such as catch basins, non-mechanical treatment systems

Detention/retention basins - Trans 401.106(6)(3)

Buffer areas - Trans 401.106(6) - Describe

Constructed storm water wetlands

Infiltration - Trans 401.106(5)

Other

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

No – There will be no effects to a recognized drainage district.

Yes - Identify the affected drainage district.

Has initial coordination with drainage board been completed?

No

Yes - Discuss results.

Has initial coordination with Department of Agriculture, Trade and Consumer Protection (DATCP) been completed?

No

Yes - Discuss results.

7. Indicate whether the project is within DOT's Phase I or Phase II storm water management area. (NOTE: See Procedure 20-30-1, Figure 1, Attachment A4 the Cooperative Agreement between the Wisconsin Departments of Transportation and Natural Resources. Contact Bureau of Equity and Environmental Services Stormwater Engineer or the District Environmental Coordinator for more details on the following areas.)

No - The project is outside of WisDOT's stormwater management area.

Yes - The project affects one of the following regulated by a WPDES storm water discharge permit issued by the DNR.

WisDOT storm sewer system located within municipalities with populations > 100,000.

WisDOT storm sewer system located within a notified owner of municipal separate storm sewer systems.

Urbanized areas as defined by the U.S. Census Bureau, NR216.02(3).

Municipal separate storm sewer systems serving > 10,000.

8. Has the affect of downstream properties been considered?

No

Yes – Coordination is in process.

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

No - There are no property acquisitions acquired for stormwater management purposes.

Yes - Complete the following.

Safety measures, such as fencing, flooding, 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 proposed safety measures.

AIR QUALITY IMPACT EVALUATION

DT2072 2004

Wisconsin Department of Transportation

Alternative Preferred	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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Portion of Project This Sheet is Evaluating if Different From Sheet 1
Not Applicable

Carbon Monoxide

1) Is this project exempt from air quality analysis under Wisconsin Administrative Code – NR 411

- No – NR 411 exemptions do not apply
 Yes – NR 411 exemption(s) apply – Identify exemption(s) and explain why project is exempt.

The project is exempt under Wisconsin Administrative Code NR 411.04 (Exemptions from indirect source permit requirements) as follows:

The proposed improvements are located within a metropolitan county (St. Croix County, Wisconsin), but all stages have a projected peak-hour volume increase of less than 1200 vph within 10 years of modification.

The proposed improvement, in certain areas, includes a shift in the nearest roadway edge greater than 12 feet toward any potential receptor. The proposed improvement meets the exemptions because the new road segment has no more than two approach lanes (not including exclusive turn lanes), is more than 25 feet from any potential receptors, and has a peak-hour traffic volume on each approach of less than 1800 motor vehicles per hour.

2) An air quality analysis was required

- No
 Yes – Identify the air quality modeling technique or program used to perform the analysis. Attach the Maximum Projected Carbon Monoxide (CO) Concentrations worksheet to this evaluation to illustrate the results.

3. If an air quality analysis was performed, will a Construction Permit be required to address air quality before the project may proceed

- No
 Letter of concurrence from DNR Bureau of Air Management requested. (See attached request letter – Exhibit)
 Letter of concurrence received from DNR Bureau of Air Management. (See attached Exhibit)
 Yes – Indicate:

Date Permit Requested	OR Date of Permit
-----------------------	-------------------

Ozone

4) Is the project located in a county which is designated non-attainment or maintenance for ozone

- No
 Yes – If Yes, one of the following boxes must be checked

- This project is included in the approved Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) endorsed by the region's Metropolitan Planning Organization (MPO). The TIP was found to conform by the Federal Highway Administration and the Federal Transit Administration. Provide RTP Name, TIP name, TIP number and conformity finding date(s).

RTP Name	TIP Name
MPO Name	TIP Number

Conformity Finding Date(s)

- This project is located outside of a Metropolitan Planning Organization's boundaries and has received a positive conformity determination per the rural conformity section of the WisDOT/WDNR Memorandum of Agreement regarding determination of conformity. Provide conformity finding date.
- This project is located outside of a Metropolitan Planning Organization's boundaries, it is a project comparable to one of those described in 40 CFR 93.126 and is included in the State Transportation Improvement Program (STIP).
- This project is exempt per 40 93.127
- Other, describe

CONSTRUCTION STAGE SOUND QUALITY IMPACT EVALUATION

DT2074 2005

Wisconsin Department of Transportation

Alternative

Preferred Alternative

Preferred

Yes No

Length of Center Line and Termini This Sheet is Evaluating

Not Applicable

- 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.

The City of New Richmond is located just west of the project corridor. Noise from the construction of the preferred alternative in Section 1 (WIS 64 from WIS 65 to US 63 South and WIS 46 North) would have potential to impact the northeast side of the City. Land use in this area of the City includes commercial and residential. Noise from the construction of the preferred alternative throughout the rest of the corridor would impact primarily agricultural land with scattered rural residential land uses and a few pockets of commercial land use.

If construction were to begin today, approximately 500 people may be affected by construction noise in Section 1, and about 200 people may be affected in each of Sections 2 and 3. These numbers are based on the population inhabiting adjacent blocks during Census 2000 and are conservative numbers since some census blocks extend up to a mile from the corridor. As the City of New Richmond expands, it is likely that the population on the western end of the corridor will also grow, permitting a greater number of people to be affected by construction noise in Section 1. It is also possible that, depending on zoning and other land use controls, property owners along the corridor may subdivide their property allowing a greater household density and a greater number of people to be affected by construction noise.

- 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 (15.2 meters).

Figure M.2-1 shows typical noise levels for a variety of construction equipment. Adverse effects related to construction noise are anticipated to be of a localized, temporary, and transient nature.

NOTE TO AUTHOR – If a copy of the “Construction Equipment Sound Level” figure is not available from the District Environmental Coordinator, a copy may be obtained from the Central Office Noise Engineer.

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

WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply.

Equipment Powered by Internal Combustion Engines	Range Of Sound Levels (dBA) at 15 m (50 ft)
Earth Moving	
Compactors (Rollers)	72-75
Front Loaders	72-85
Backhoes	77-94
Tractors	76-97
Scrapers, Graders	80-94
Pavers	86-89
Trucks	54-95
Materials Handling	
Concrete Mixers	75-87
Concrete Pumps	81-84
Cranes (Movable)	76-86
Cranes (Derrick)	86-89
Stationary	
Pumps	67-72
Generators	72-82
Compressors	75-87
IMPACT EQUIPMENT	
Pneumatic Wrenches	82-89
Jack Hammers & Rock Drills	81-97
Impact Pile Drivers (Peaks)	95-105
OTHER	
Vibrator	69-81
Saws	72-83

Source: Figure 2-36, Report to the President and Congress on Noise, prepared by the U.S. EPA, February, 1972.

Table M.2-1 Construction Equipment Sound Levels

TRAFFIC NOISE IMPACT EVALUATION

DT2092 2005

Wisconsin Department of Transportation

Alternative Preferred	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Portion of Project This Sheet is Evaluating Segments 1 and 2 (WIS 64, from WIS 65 to US 63 North)	

Need for Noise Analysis

- 1) Is the proposed action considered a Type I project? (A type I project is defined as a project that involves construction of a roadway on new location or the physical alteration of an existing highway which substantially changes either the horizontal or vertical alignment or increases the number of through-traffic lanes.)
- No – Complete only form DT2074, Construction Stage Sound Quality Impact Evaluation.
 Yes – Complete form DT2074, Construction Stage Sound Quality Impact Evaluation and the rest of this sheet.

Traffic Data

- 2) Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on DT2094, Environmental Evaluation of Facilities Development Action, Traffic Summary Basic Sheet.
- No
 Yes – Indicate volumes and explain why they were used.

Automobiles Veh/hr
 Trucks Veh/hr
 Or Percentage (T) %

The traffic volumes used in the traffic noise model are shown below in Figure N.2-1. The 2002 traffic volumes used for the traffic noise analysis were taken from actual traffic counts over the PM peak hour in 2002. These counts were used because they provided accurate turning-movement numbers and more precise peak-hour volumes. The 2032 design hourly volumes were calculated by applying the K% and D% factors to the 2032 projections based on historic volumes. The K, D, and T% traffic factors listed in the Traffic Summary Basic Sheet were used in the traffic noise analysis.

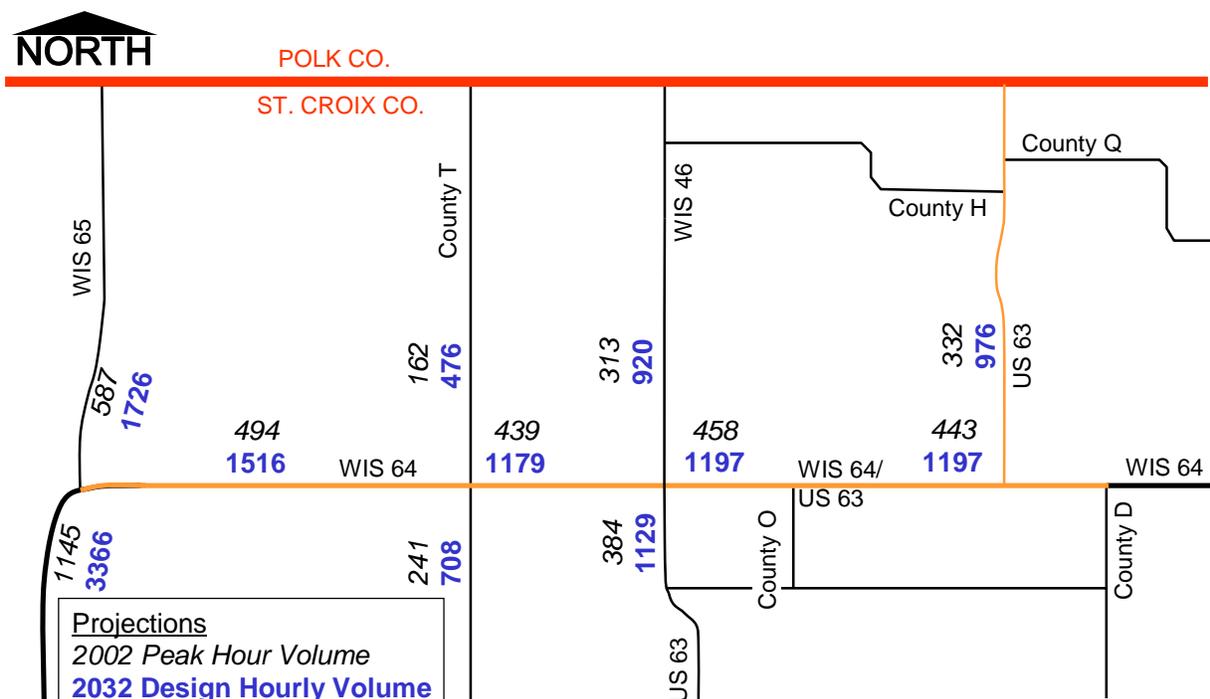


Figure N.2-1 Traffic Noise Analysis–Hourly Traffic Volumes

- 3) Identify and describe the noise analysis technique or program used to identify existing and future sound levels. (See attached receptor location map as Exhibit N.3-1 through N.3-12.) A receptor location map shall be included with this document.

The study team used the Federal Highway Administration's (FHWA's) Traffic Noise Model Version 2.5 (TNM 2.5) to identify existing and future sound levels.

- 4) Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic sound. (See attached receptor location map – Exhibit N.3-1 through N.3-12.)

The City of New Richmond is located at the western end of the WIS 64 corridor. In this portion of Segment 1, there are several single-family homes and commercial buildings. Traveling east along the corridor, the density decreases and there are occasional houses and farm buildings. Some buildings are used commercially, but a residence may be on the property. At the intersection of US 63 S, WIS 64, and WIS 46 (Four Corners intersection), there are commercial uses in each quadrant. For the purposes of this traffic noise analysis, only the commercial buildings near New Richmond and those at the four-corners intersection are considered Activity Category C (having a Noise Abatement Criteria of 72 dBA). The remaining buildings (mostly agricultural, ag-residential, and commercial) are considered Activity Category B (having a Noise Abatement Criteria of 67 dBA). The noise analysis did not extend along Segment 3 (US 63 N, between WIS 64 and the County Q) because there will be no increase in the number of through lanes.

Note pertaining to R37: Noise model was originally created based on a diamond interchange at US 63N/WIS 64 as shown in this graphic. Since completion of the noise model, the interchange has been revised to a jug-handle configuration, eliminating the diamond ramps. The jug-handle configuration moves ramp traffic farther from the only receiver in the area, R37. Therefore, noise levels at this receiver would decrease after this revision as compared to the diamond interchange. With the diamond interchange, R37 was projected to experience a decrease in noise levels of 4 dBA between 2002 and 2032 and therefore experience no noise impact. With the revision, R37 would experience a decrease at least as great and would also experience no noise impact.

- 5) If this proposal is implemented will future sound levels produce a noise impact?

- No
 Yes, the impact will occur because
 The Noise Abatement Criteria (NAC) is approached (1 dBA less than the NAC) or exceeded.
 Existing sound levels will increase by 15 dBA or more.

- 6) Will traffic noise abatement measures be implemented?

- Not applicable – Traffic noise impacts will not occur.
 No – Traffic noise abatement is not reasonable or feasible (explain why). In areas currently undeveloped, local units of government shall be notified of predicted sound levels for land use planning purposes. **A COPY OF THIS WRITTEN NOTIFICATION SHALL BE INCLUDED WITH THIS DOCUMENT.**
 Yes – Traffic noise abatement has been determined to be feasible and reasonable. Describe any traffic noise abatement measures which are proposed to be implemented. Explain how it will be determined whether or not those measures will be implemented.

Noise abatement measures are not reasonable or feasible. The following abatement measures were considered.

- **Design Features:** This improvement is intended to be predominantly on-alignment so as to minimize environmental impacts. Therefore, we are limited in how we can shift the vertical and horizontal alignments. While the additional lanes of the improved roadway could be shifted away from some receptors, it typically requires shifting it closer to others.
- **Traffic Control:** Prohibition of trucks, or restrictions to certain time periods, is not feasible as this road is designated as a connector highway in the Corridors 2020 State Highway Plan. The purpose of connectors is to provide accessibility to cities and regions around the state and to support economic development.
- **Buffer Strips:** The purchase of real estate adjacent to the highway is an undesirable option as this increases the amount of real estate that WisDOT would need to purchase. WisDOT is trying to minimize the impacts of the roadway by keeping it on alignment. Adjacent landowners are likely to want to keep as much of their property as

they can. Additionally, in many cases, there would be residential and agricultural buildings in the buffer area that would become additional relocations if WisDOT were to pursue purchasing buffer strips.

- **Soundproofing:** The buildings with noise impacts are not public buildings and would not qualify for the use of federal funding.
- **Noise Barriers:** Wisconsin Administrative Code – Chapter Trans 405, “Siting Noise Barriers,” mandates noise wall siting criteria. To be considered reasonable, any noise wall protecting a receptor must reduce noise levels by 8 dBA or more, and the total cost of a noise barrier may not exceed \$30,000 per abutting residence. Because of the rural nature of the corridor and the large distances between receptors, noise walls would be unreasonably expensive per benefiting receiver. Additionally, most of these receptors require access onto the WIS 64 highway, which would require breaks in the noise wall that would substantially diminish the effectiveness of the walls.

A letter will be sent to the City of New Richmond and the Townships of Stanton, Cylon, and Forest regarding the projected noise levels along WIS 64. A copy of this letter is included in Appendix B, Local Government Coordination. Table N.6-1 below shows typical noise levels for reference. Table N.6-2 shows the projected noise levels at each modeled receptor.

Sound Source	Sound Level (dBA)	Subjective Response
	140	Threshold of pain
Military jet takeoff with afterburner at 50 feet	130	
Rock and roll band	120	Uncomfortably loud
Jet fly-over at 1,000 feet	110	
Power lawn mower at operator	100	Very loud
Diesel truck (55 mph) at 50 feet	90	
High urban ambient sound automobile (55 mph) at 50 feet	80	Moderately loud
TV-audio, vacuum cleaner	70	
Normal conversation	60	
	50	Quiet
Lower limit urban ambient sound	40	
	30	Very quiet
Unoccupied broadcast studio	20	
	10	
	0	Threshold of hearing

Table N.6-1 Comparative Sound Levels

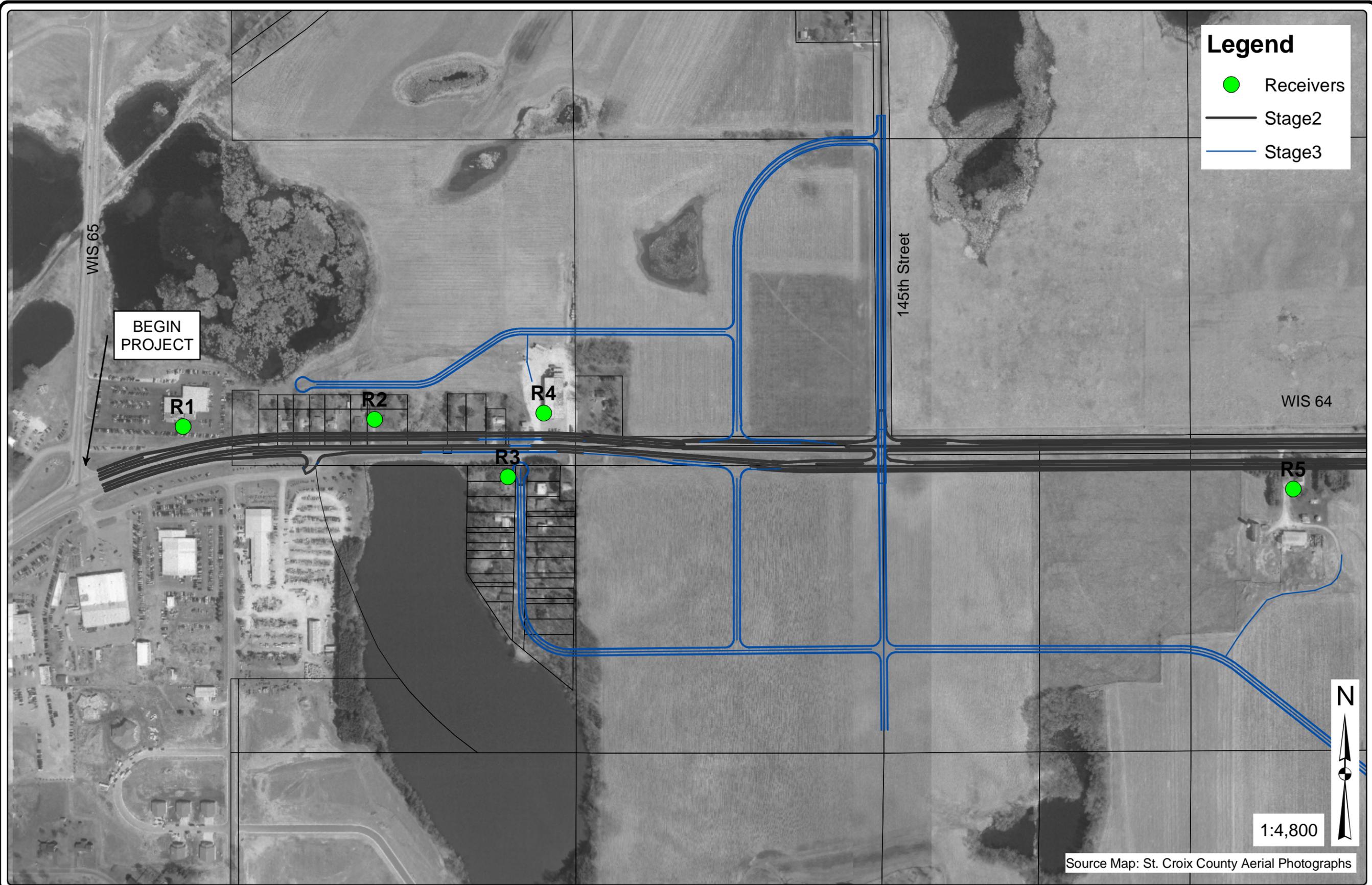
Receptor Location or Site Identification (See attached map)	Distance from C/L of Near Lane to Receptor in meter (m)	Number of Families of People Typical of this Receptor Site	Sound Level L_{eq}^1 (dBA)			Impact Evaluation		
			Noise Abatement Criteria ² (NAC)	Future Sound Level	Existing Sound Level	Difference in Future and Existing Sound Levels (Col. e minus Col. f)	Difference in Future Sound Levels and Noise Abatement Criteria (Col. e minus Col. d)	Impact ³ or No Impact
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
R1	27	commercial	72	71	61	10	-1	I
R2	20	SF	67	72	61	11	5	I
R3	34	SF	67	69	62	7	2	I
R4	29	commercial	72	70	60	10	-2	N
R5	30	SF - Ag	67	69	56	13	2	I
R6	53	SF - Ag	67	64	53	11	-3	N

¹ Use whole numbers only.

² Insert the actual Noise Abatement Criteria from Wisconsin Administrative Code, Chapter Trans. 405.04, Table 1.

³ An impact occurs when future sound levels exceed existing sound levels by 15 dB or more, or, future sound levels approach or exceed the Noise Abatement Criteria (“approach” is defined as 1 dB less than the Noise Abatement Criteria, therefore an impact occurs when Column (h) is -1 db or greater). I = Impact, N = No Impact.

R7	53	SF - Ag	67	64	55	9	-3	N
R8	40	SF - Ag	67	67	57	10	0	I
R9	43	SF - Ag/ commercial	67	66	61	5	-1	I
R10	30	SF - Ag/ commercial	67	70	61	9	3	I
R11	34	SF - Ag	67	69	60	9	2	I
R12	27	SF - Ag	67	70	56	14	3	I
R13	37	SF - Ag	67	69	59	10	2	I
R14	50	SF - Ag	67	65	57	8	-2	N
R15	85	SF - Ag	67	60	50	10	-7	N
R16	98	SF - Ag	67	59	52	7	-8	N
R17	23	SF - Ag/ commercial	67	70	56	14	3	I
R18	41	SF - Ag/ commercial	67	66	63	3	-1	I
R19	50	SF - Ag	67	63	53	10	-4	N
R20	114	SF - Ag	67	56	48	8	-11	N
R21	28	SF - Ag	67	69	61	8	2	I
R22	46	SF - Ag	67	65	54	11	-2	N
R23	27	commercial	72	70	61	9	-2	N
R24	26	commercial	72	70	62	8	-2	N
R25	47	commercial	72	68	61	7	-4	N
R26	49	commercial	72	66	59	7	-6	N
R27	50	SF - Ag	67	65	55	10	-2	N
R28	26	church	67	71	67	4	4	I
R29	43	SF - Ag	67	66	61	5	-1	I
R30	125	SF - Ag	67	57	49	8	-10	N
R31	23	SF - Ag	67	72	65	7	5	I
R32	64	SF - Ag	67	63	58	5	-4	N
R33	88	SF - Ag	67	60	52	8	-7	N
R34	50	SF - Ag	67	65	58	7	-2	N
R35	35	SF - Ag	67	68	60	8	1	I
R36	32	SF - Ag	67	69	60	9	2	I
R37*	154	SF - Ag	67	52	56	-4	-15	N
*See note above in question 4								



Legend

- Receivers
- Stage2
- Stage3

TRAFFIC NOISE ANALYSIS
 WIS 64/US 63 NORTH PROJECT
 WIS 64 FROM WIS 65 TO CTH D AND
 US 63 FROM WIS 64 TO ST. CROIX/POLK COUNTY LINE
 I.D. 1559-01-03



FIGURE N.3-1
 1-089.459



Legend

- Receivers
- Stage2
- Stage3

TRAFFIC NOISE ANALYSIS
 WIS 64/US 63 NORTH PROJECT
 WIS 64 FROM WIS 65 TO CTH D AND
 US 63 FROM WIS 64 TO ST. CROIX/POLK COUNTY LINE
 I.D. 1559-01-03

1:4,800



Source Map: St. Croix County Aerial Photographs



FIGURE N.3-2
1-089.459



Legend

- Receivers
- Stage 2
- Stage 3

TRAFFIC NOISE ANALYSIS
 WIS 64/US 63 NORTH PROJECT
 WIS 64 FROM WIS 65 TO CTH D AND
 US 63 FROM WIS 64 TO ST. CROIX/POLK COUNTY LINE
 I.D. 1559-01-03



FIGURE N.3-3
 1-089.459

Source Map: St. Croix County Aerial Photographs



Legend

- Receivers
- Stage 2
- Stage 3

TRAFFIC NOISE ANALYSIS
 WIS 64/US 63 NORTH PROJECT
 WIS 64 FROM WIS 65 TO CTH D AND
 US 63 FROM WIS 64 TO ST. CROIX/POLK COUNTY LINE
 I.D. 1559-01-03



FIGURE N.3-4
 1-089.459



Legend

- Receivers
- Stage2
- Stage3

TRAFFIC NOISE ANALYSIS
 WIS 64/US 63 NORTH PROJECT
 WIS 64 FROM WIS 65 TO CTH D AND
 US 63 FROM WIS 64 TO ST. CROIX/POLK COUNTY LINE
 I.D. 1559-01-03



1:4,800

Source Map: St. Croix County Aerial Photographs



FIGURE N.3-5
1-089.459



Legend

- Receivers
- Stage2
- Stage3

TRAFFIC NOISE ANALYSIS
 WIS 64/US 63 NORTH PROJECT
 WIS 64 FROM WIS 65 TO CTH D AND
 US 63 FROM WIS 64 TO ST. CROIX/POLK COUNTY LINE
 I.D. 1559-01-03



FIGURE N.3-6
 1-089.459

Source Map: St. Croix County Aerial Photographs



Legend

- Receivers
- Stage2
- Stage3

TRAFFIC NOISE ANALYSIS
 WIS 64/US 63 NORTH PROJECT
 WIS 64 FROM WIS 65 TO CTH D AND
 US 63 FROM WIS 64 TO ST. CROIX/POLK COUNTY LINE
 I.D. 1559-01-03



FIGURE N.3-7
 1-089.459



Legend

- Receivers
- Stage 2
- Stage 3

TRAFFIC NOISE ANALYSIS
 WIS 64/US 63 NORTH PROJECT
 WIS 64 FROM WIS 65 TO CTH D AND
 US 63 FROM WIS 64 TO ST. CROIX/POLK COUNTY LINE
 I.D. 1559-01-03



FIGURE N.3-8
 1-089.459

Source Map: St. Croix County Aerial Photographs

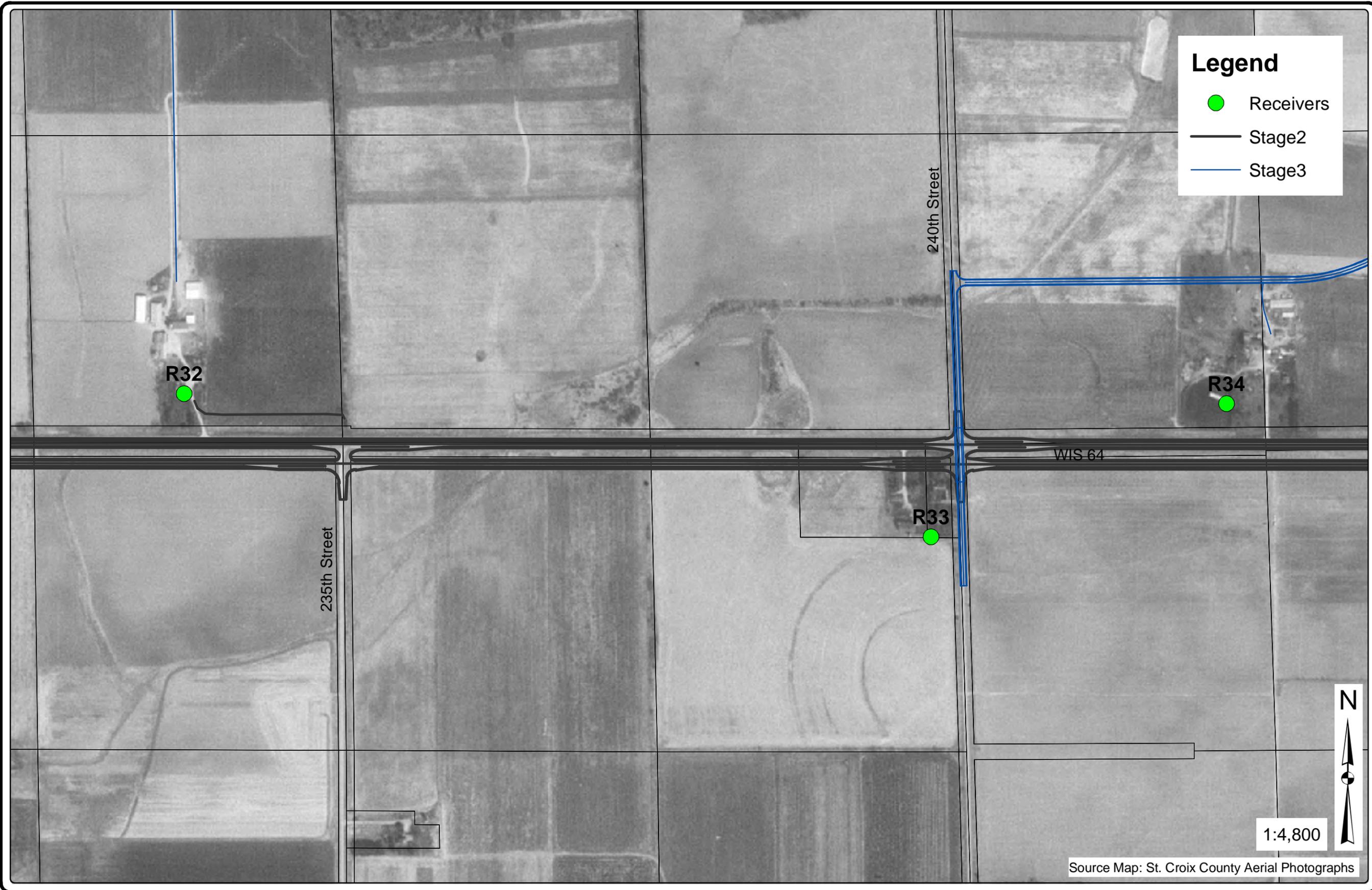
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TRAFFIC NOISE ANALYSIS
 WIS 64/US 63 NORTH PROJECT
 WIS 64 FROM WIS 65 TO CTH D AND
 US 63 FROM WIS 64 TO ST. CROIX/POLK COUNTY LINE
 I.D. 1559-01-03



FIGURE N.3-9
 1-089.459



Legend

- Receivers
- Stage2
- Stage3

TRAFFIC NOISE ANALYSIS
 WIS 64/US 63 NORTH PROJECT
 WIS 64 FROM WIS 65 TO CTH D AND
 US 63 FROM WIS 64 TO ST. CROIX/POLK COUNTY LINE
 I.D. 1559-01-03



FIGURE N.3-10
1-089.459



Legend

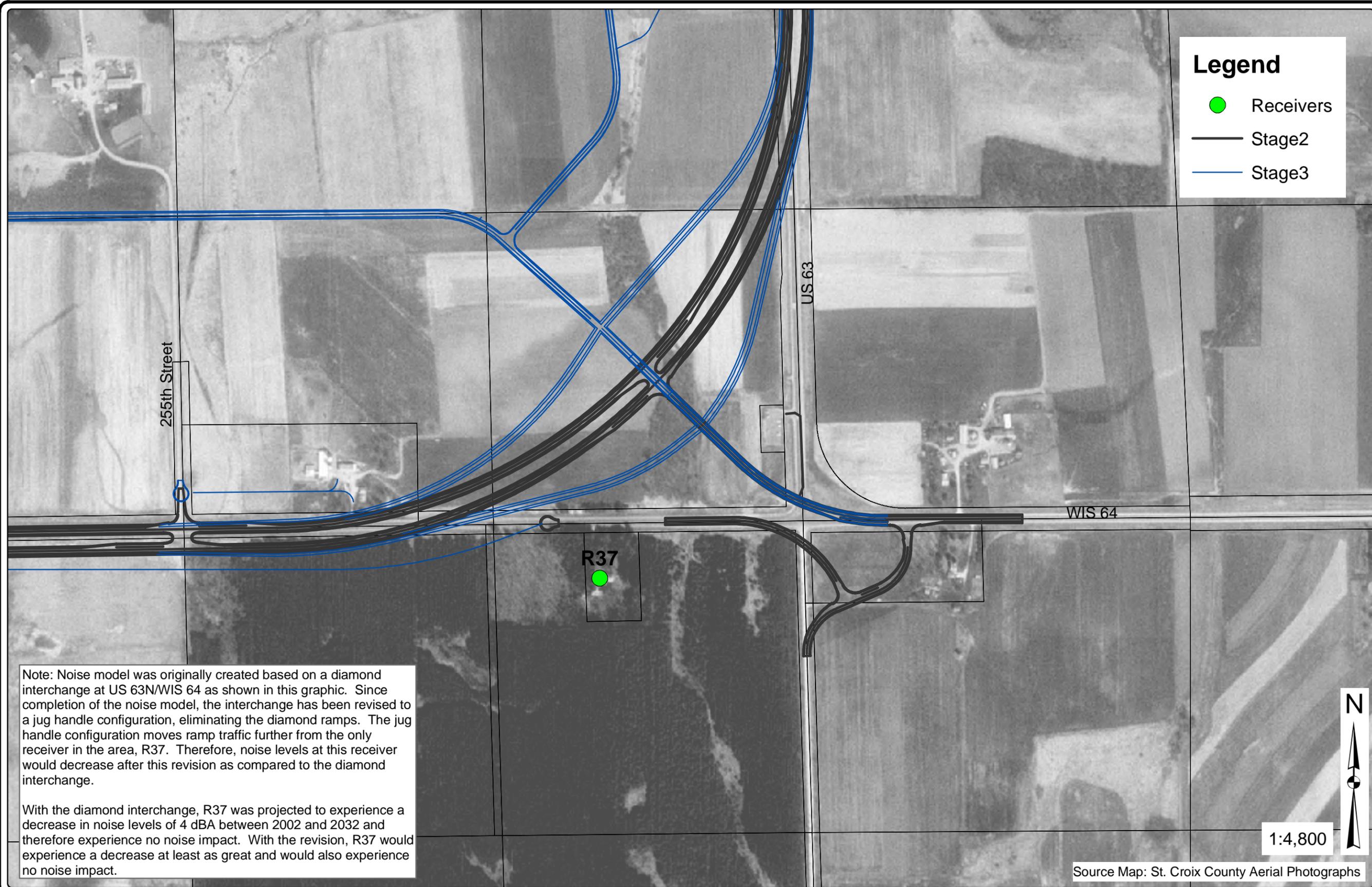
- Receivers
- Stage2
- Stage3

TRAFFIC NOISE ANALYSIS
 WIS 64/US 63 NORTH PROJECT
 WIS 64 FROM WIS 65 TO CTH D AND
 US 63 FROM WIS 64 TO ST. CROIX/POLK COUNTY LINE
 I.D. 1559-01-03



FIGURE N.3-11
1-089.459

Source Map: St. Croix County Aerial Photographs



Legend

- Receivers
- Stage2
- Stage3

Note: Noise model was originally created based on a diamond interchange at US 63N/WIS 64 as shown in this graphic. Since completion of the noise model, the interchange has been revised to a jug handle configuration, eliminating the diamond ramps. The jug handle configuration moves ramp traffic further from the only receiver in the area, R37. Therefore, noise levels at this receiver would decrease after this revision as compared to the diamond interchange.

With the diamond interchange, R37 was projected to experience a decrease in noise levels of 4 dBA between 2002 and 2032 and therefore experience no noise impact. With the revision, R37 would experience a decrease at least as great and would also experience no noise impact.

TRAFFIC NOISE ANALYSIS
 WIS 64/US 63 NORTH PROJECT
 WIS 64 FROM WIS 65 TO CTH D AND
 US 63 FROM WIS 64 TO ST. CROIX/POLK COUNTY LINE
 I.D. 1559-01-03



FIGURE N.3-12
1-089.459

Source Map: St. Croix County Aerial Photographs

S:\@Sat051--100\089\459\GIS\NoiseFigure12.mxd

ARCHAEOLOGICAL SITES IMPACT EVALUATION

DT2064 2003

Wisconsin Department of Transportation

1. Native American Tribe(s) have been notified of the project. Those tribes expressing an interest will be considered a consulting party.

Date Notified (M/DD/YY)	Expressed Interest (Y/N)	Native American Tribe
9/05/03		Bad River Band of Lake Superior Chippewa Indians of Wisconsin
9/05/03		Forest County Potawatomi Community of Wisconsin
9/05/03	Yes	Ho-Chunk Nation
9/05/03		Iowa Tribe of Oklahoma
9/05/03	Yes	Lac Courte Oreilles Band of Lake Superior Chippewa Indians
9/05/03		Lac du Flambeau Band of Lake Superior Chippewa
9/05/03		Menominee Indian Tribe of Wisconsin
9/05/03		Minnesota Mdewakanton Sioux, Prairie Island Indian Community
9/05/03		Stockbridge Munsee Board of Mohican Indians
9/05/03		Oneida Nation
9/05/03		Red Cliff Band of Lake Superior Chippewa Indians
9/05/03		Sac & Fox of the Mississippi in Iowa
9/05/03		Sac & Fox Nation of Missouri
9/05/03		Sac & Fox Nation of Oklahoma
9/05/03	Yes	St. Croix Band of Lake Superior Chippewa Indians
9/05/03		Sokaogon (Mole Lake) Band of Chippewa Indians

Consultation:	Tribe Ho-Chunk	Issue Requested curation at MVAC	Date _____
	_____	_____	_____
	St. Croix Band	Requested curation at MVAC	_____
	_____	_____	_____
	_____	_____	_____

2. Identify each site by alternative. Attach map to appendices depicting site(s) approximate location within alternate

Alternative (If applicable)	Site Name	Site #	Phase 2	Site Eligible for NHRP	Description & Pertinent Info on Site, e.g., historic, prehistoric, village, campsite, etc.	Site Affected	Effect
	Pullman	47 Sc-132	Not Required	No	Prehistoric campsite	No	No
	Rise	47 Sc-137	Not Required	No	Prehistoric campsite	No	No
	Krumm	47 Sc-136	Not Required	No	Prehistoric campsite	No	No
	Breault	47 Sc-131	Completed	Yes	Late Woodland campsite	No	No
	Cylon Graded School	47 Sc-135	Not Required	No	Historic Euro-American school	No	No
	Old Cody Farm	47 Sc-134	Not Required	No	Historic Euro-American farmstead	No	No
	Bazille	47 Sc-133	Not Required	No	Historic Cultural Material	No	No
	T&M	47 Sc-140	Not Required	No	Historic Euro-American farmstead	No	No
	Reed	47 Sc-139	Not Required	No	Prehistoric campsite	No	No

3. National Historic Landmark in project area? Yes, Name _____ No

4. Traditional Cultural Properties (TCP) in project area? Yes No

Type of TCP _____

Discuss consultation and explain the treatment/mitigation.

5. Sacred Sites in project area? Yes No
Discuss consultation and decisions reached. Attach documentation.

6. Cemeteries in project area? Yes No

Name of cemetery(ies) Cylon (BSc-17), _____, _____

Documentation Attached

Deed

Cemetery Association

Plat Map

Other Sketch map of marked graves in relation to APE

Consultation with Wisconsin Historical Society (Burials Sites Office & SHPO)

Dates March 1, 2006 _____

Burials will not be affected.

Burials will be affected.

Documentation attached.

Project may proceed.

7. Human Remains/Burials Reported or Encountered During Archaeological Studies

Yes No If yes, Native American Euro-American

Area avoided.

Burials will not be affected.

Burials left in place.

Burials will be affected.

Project may proceed.

Consultation and dates

Native Americans _____

SHPO _____

Burial Sites Office _____

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

All documentation attached

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

No

Project is not Federally funded

Property is eligible for the National Register of Historic Places, will have no adverse effect.

Other – Explain. _____

Yes - Complete Factor Sheet O - Unique Area Impact Evaluation

Project is eligible, will have adverse effect.

Other, Explain. _____

9. Dates of Consultation

SHPO March 1, 2006, _____, _____

Native American August 2005, _____, _____

10. Has a Determination(s) of Eligibility (DOE) been prepared?

No - Draft EIS-- Survey will be conducted on selected alternative and any DOE prepared will be documented in the Final EIS

Yes No - EA- DOEs must be completed prior to the FONSI. When there are multiple alternatives, Phase 2 will be completed only on the preferred alternative.

Yes – DOE prepared for:
Name of eligible sites: Breault (47 Sc-131), _____, _____

11. Documentaion for Consultation

Yes No

12. MOA prepared? Yes No

Signatories to MOA

- FHWA: Date: _____
- Native American Tribe Date: _____
- WisDOT: Date _____
- ACHP: Date _____
- Other _____, _____, _____, _____, _____

13. Data Recovery Plan

Yes Date Accepted: _____
 No
Prepared by _____

14. Advisory Council on Historic Preservation (ACHP) will participate in project Yes No
Date FHWA contacted ACHP _____

15. Public Interpretation Participants
NA, _____, _____, _____, _____

16. Commitments to be included in contract specifications

Fence ROW at cemetery and Breault site, ;, engineers should provide WisDOT with revised metes and bounds for ROW in front of cemetery and WisDOT real estate should contact cemetery to confirm that they agree to confer ownership of ROW to WisDOT, WisDOT will provide St. Croix County register of deeds and Burial Sites Preservation Office with new metes and bounds.

HAZARDOUS SUBSTANCES OR UNDERGROUND STORAGE TANKS (USTs)

Wisconsin Department of Transportation
DT2079 10/2004

Alternative Ultimate Build-Out (stages 3, 2, and 1)	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Length of Center Line and Termini This Sheet is Evaluating Not Applicable	

- 1) Briefly describe the results of the Phase 1 hazardous materials assessment for this alternative. Do not use property identifiers (owner name, address or business name).

A Phase 1 Hazardous Materials Assessment was conducted along the majority of the project corridor. The portion of WIS 64 between US 63 and County Q was not included in the study area because no improvements are anticipated in this section. Nine sites of environmental concern were identified within approximately one-half mile of the project corridor. The sites of concern included six leaking underground storage tank (LUST) sites, one environmental repair program (ERP) site, and two sites identified as active retail gasoline stations with registered underground storage tanks (USTs). No further action is required for five of the sites.

The remaining four sites of concern are all located near the intersection of WIS 64, US 63, and STH 46 and may require further investigation depending on required excavation depths at the intersection and the potential need to acquire right-of-way adjacent to the sites.

- 2) Which contaminants are known or suspected to be affecting sites on this alternative?

- | | | |
|-----------------------------|---|------------------------------------|
| <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes, how many sites 4 | Petroleum |
| <input type="checkbox"/> No | <input type="checkbox"/> Yes, how many sites | Hazardous Waste |
| <input type="checkbox"/> No | <input type="checkbox"/> Yes, how many sites | Closed Landfill Sites |
| <input type="checkbox"/> No | <input type="checkbox"/> Yes, how many sites | Open Landfill Sites |
| <input type="checkbox"/> No | <input type="checkbox"/> Yes, how many sites | Farm/Agricultural/Other Dump Sites |
| <input type="checkbox"/> No | <input type="checkbox"/> Yes, how many sites | Other |

- 3) How many sites require further investigation? 4 sites may require investigation. This will depend on required excavation depths and right-of-way acquisition.

Were any sites not included in the Phase 1 assessment?

- No
 Yes, how many

Why were they not reviewed?

For the Preferred Alternative

- 4) Describe the results of any additional investigation (include number of sites investigated, level of investigation, and results for each site).

No investigation beyond the Phase 1 Assessment was performed.

- 5) Describe measures taken in selection of this alternative to avoid hazardous materials contamination for this project, for example: changes in location, changes in design, or relocation of utilities.

Various intersection improvements have been evaluated, with emphasis on a design that would minimize excavation adjacent to the contaminated sites and require no or minimal R/W acquisition. The roundabout intersection design appears to be the best choice for minimizing impacts.

- 6) For areas where contamination cannot be avoided by the proposed alternative, describe the remediation measures to be incorporated into the design, (e.g., waste handling plan, remediation of contamination, design changes to minimize disturbances).

This project is in the planning stage and is not proposed for construction until traffic volumes warrant the improvements. Multiple courses of action may be taken for the various sites of concern in the future, including design and location alterations or remediation. As design and construction approaches, these sites should be reevaluated to determine construction impacts and the current status of the hazardous materials issues identified.

The district will work with all concerned parties to insure that the disposition of any petroleum contamination is resolved to the satisfaction of the Wisconsin DNR, WisDOT BEES, and FHWA before acquisition of any questionable site, and before advertising the project for letting. Nonpetroleum sites will be handled on a case-by-case basis with detailed documentation and coordination with FHWA as needed.

AESTHETICS IMPACT EVALUATION

DT2062 2003

Wisconsin Department of Transportation

Alternative Ultimate Build-Out (stages 3, 2, and 1)	Length of Center line and termini this sheet is evaluating if different from Sheet 1. NA mi.
Preferred Yes	

1. Identify the alternative discussed on this sheet if it is different from the proposed action addressed in item 1 of Basic Sheet 1 or is different from the "Preferred Alternative" identified in item 3 of Basic Sheet 2.

Not Applicable.

2. Identify and briefly describe the visual character of the landscape. Include elements in the viewshed such as landforms, waterbodies, vegetation and human developments.

The visual character of the landscape in the WIS 64 corridor is primarily rural with cultivated fields covering rolling hills and occasional wooded parcels. The City of New Richmond (population 7,000) is located at the west end of the study corridor. At this end of the corridor there are commercial and agricultural-residential land uses. Between 145th and 170th Streets, north of the corridor, there is a U.S. Fish and Wildlife (FWS) Waterfowl Production Area (WPA) with wetland, lake, and wooded habitat. The majority of the rest of the corridor is farmland with occasional wooded areas and crossings of the Willow River and other streams.

3. Indicate the visual quality of the viewshed and identify landscape elements which would be visually sensitive.

The view shed from and to the project corridor is typical for this area of Wisconsin and Minnesota. That is, there are no features visible that might be considered as outstanding by locals or visitors. The rural nature of the project area (at this point in time) and the lack of significant visual vistas suggest a routine visual quotient.

4. Identify the viewers who will have a view of the improved transportation facility and those with a view from the improved transportation facility. Indicate the relative numbers (low, medium, high) of each group.

Businesses, residents, farmers, and drivers on roads crossing the facility would have a view of the improved transportation facility. In Segment 1, the eastern portion of the City of New Richmond would have a view of the facility. This view would be more visible in areas where a grade separation is proposed. Segments 2 and 3 are more rural in character so there would be relatively few viewers of the roadway.

Between 6,000 and 16,000 vehicles per day are anticipated to use WIS 64 and US 63 in 2032 throughout the corridor and would have a view from the improved roadway. This is a relatively high number of travelers that would have a view of the predominantly rural landscape from the roadway.

5. Indicate the relative time of day (morning, afternoon, evening, night) and the approximate amount of viewing time each viewer group would have each day.

The facility would be visible to users and observers at all hours of the day. There are no estimates of amount of viewing time for those observing the facility. Drivers would experience the longest exposure to the improved facility. Those crossing the facility would view it for much shorter periods of time.

6. Describe whether and how the project would affect the visual character of the landscape.

With the construction of the Preferred Alternative, the visual character of the landscape from the roadway is not anticipated to change significantly since the roadway will remain on-alignment. One change that will likely occur with or without the project is the development of highway-oriented commercial uses (as outlined in area planning and zoning). Construction of the divided highway may accelerate this development. One consideration is that at this time it is difficult to anticipate the visual character of the area in the future. The project will not be constructed for some time and significant growth is anticipated for this area of St. Croix County.

7. Indicate the effects the project would have on the viewer groups.

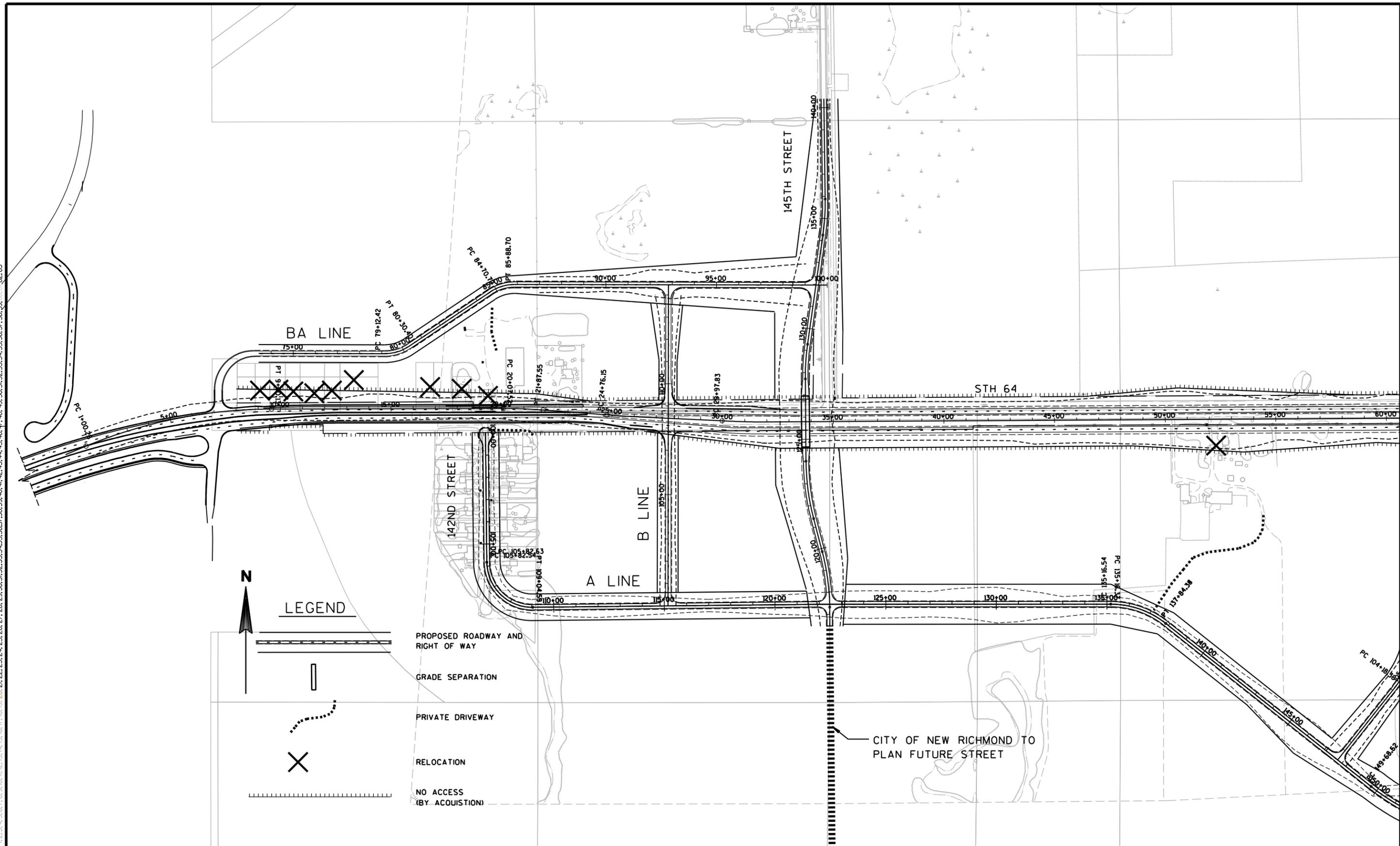
In the majority of the project area, the construction of the proposed alternative would have little effect on the viewer groups, since it remains generally on-alignment. WIS 64 will have similar characteristics to what exists today and

should not greatly interfere with the rural landscape. Adjacent residents, farms, and businesses may see the roadway somewhat closer depending on where the new lanes are constructed relative to the existing corridor. Changes in roadway elevation associated with grade-separated crossings will make the roadway more visible for some viewer groups. Additionally, the local roadway network will be enhanced in Stage 3, such as with local service roads. These new roadways will affect the landscape for local residents, farmers, and businesses, and these roads may occasionally be visible from the roadway. Generally, travelers on WIS 64 will continue to see a rural landscape.

8. Identify and discuss reasonable mitigation measures to avoid or minimize adverse visual effects or enhance positive aesthetic effects of the project.

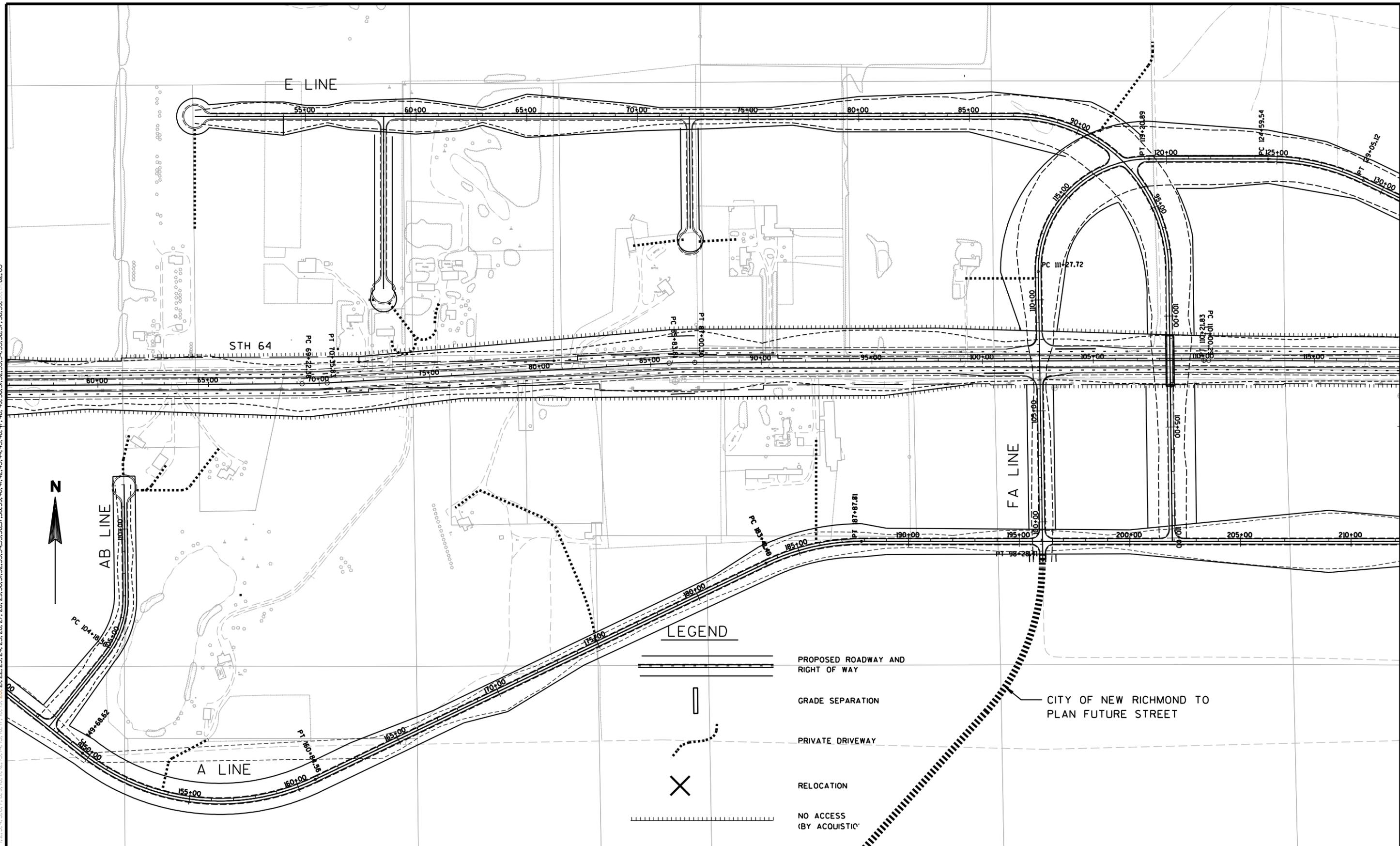
Keeping the majority of the WIS 64 corridor on or very close to the existing alignment minimizes adverse visual effects of the project when it is constructed. In short, areas where the highway shifts off-alignment, it is generally done to protect wetland and other natural areas or minimize relocations that would otherwise be needed because of restricted land access.

LEVELS ON * 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

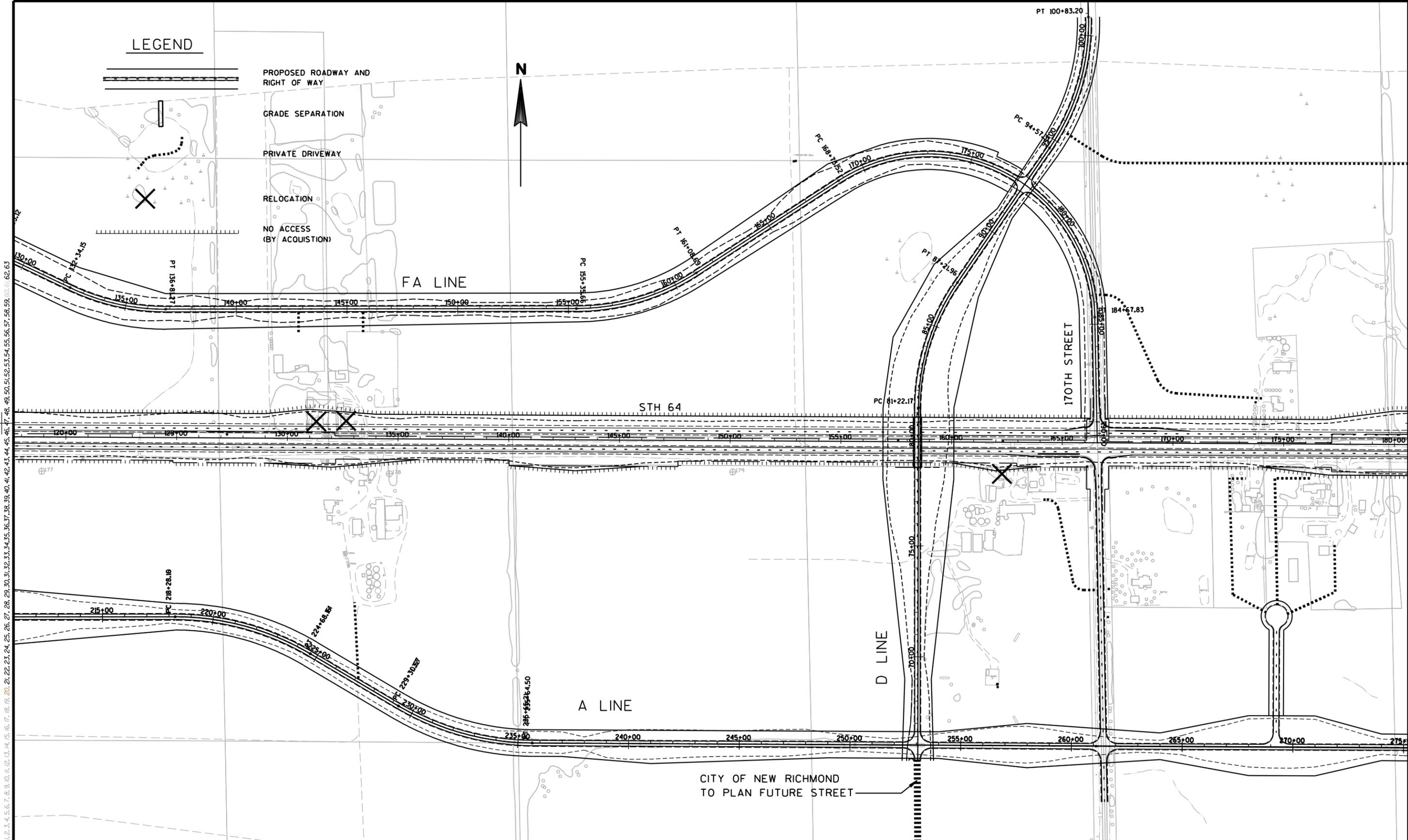


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		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:		

LEVELS ON * 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63



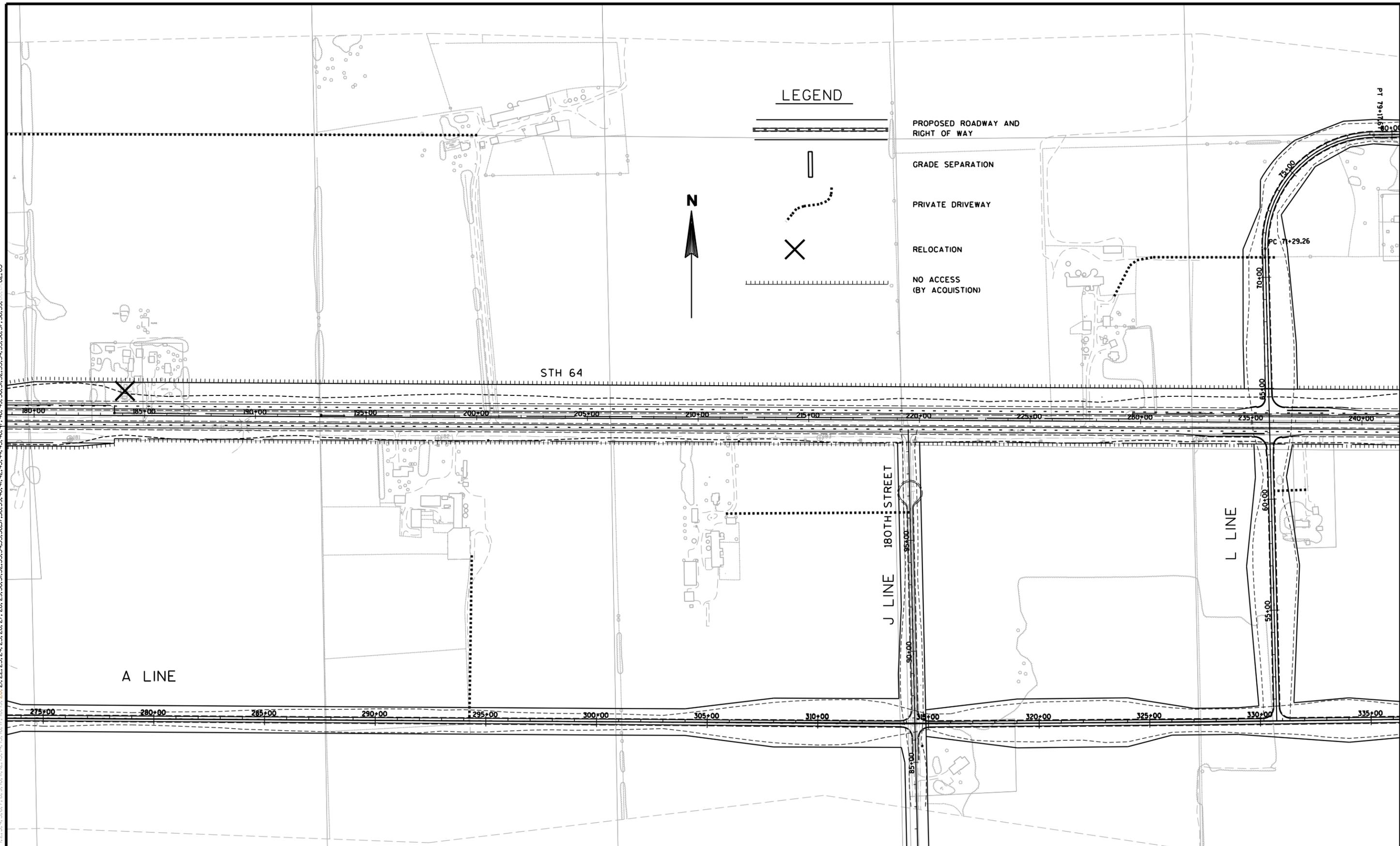
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GRID FACTOR:			COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:		



REVISION DATE:	SCALE, FEET: 0 200 400	DATE:	HIGHWAY: STH 64	R/W PROJECT NUMBER: 1559-01-03	SHEET NUMBER: 3	E
		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:		

LEVELS ON * 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

LEVELS ON * 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63



LEGEND

- PROPOSED ROADWAY AND RIGHT OF WAY
- GRADE SEPARATION
- PRIVATE DRIVEWAY
- RELOCATION
- NO ACCESS (BY ACQUISITION)



STH 64

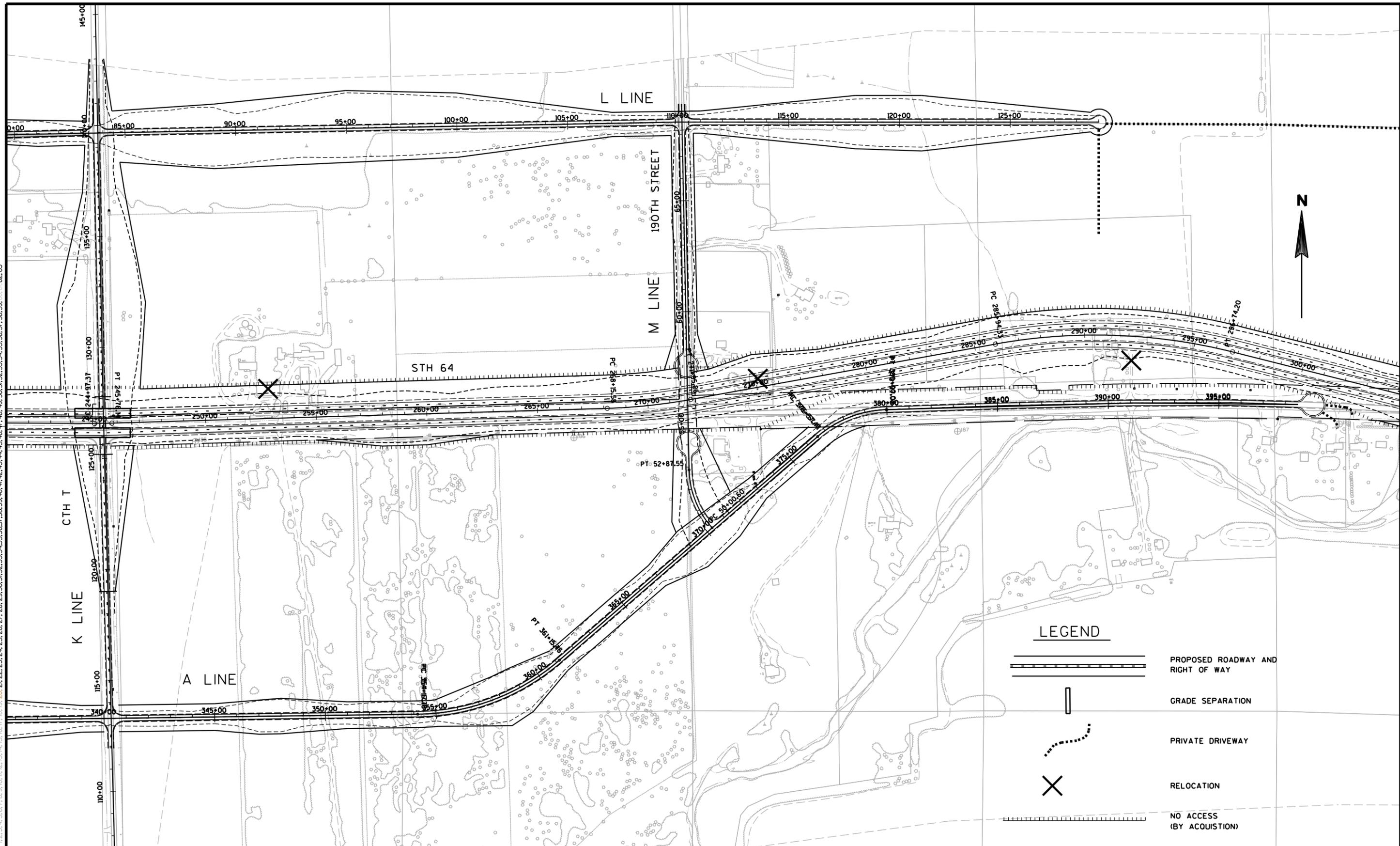
A LINE

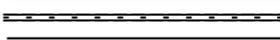
J LINE 180TH STREET

L LINE

REVISION DATE:	SCALE, FEET: 0 200 400	DATE:	HIGHWAY: STH 64	R/W PROJECT NUMBER: 1559-01-03	SHEET NUMBER: 4	E
		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:		

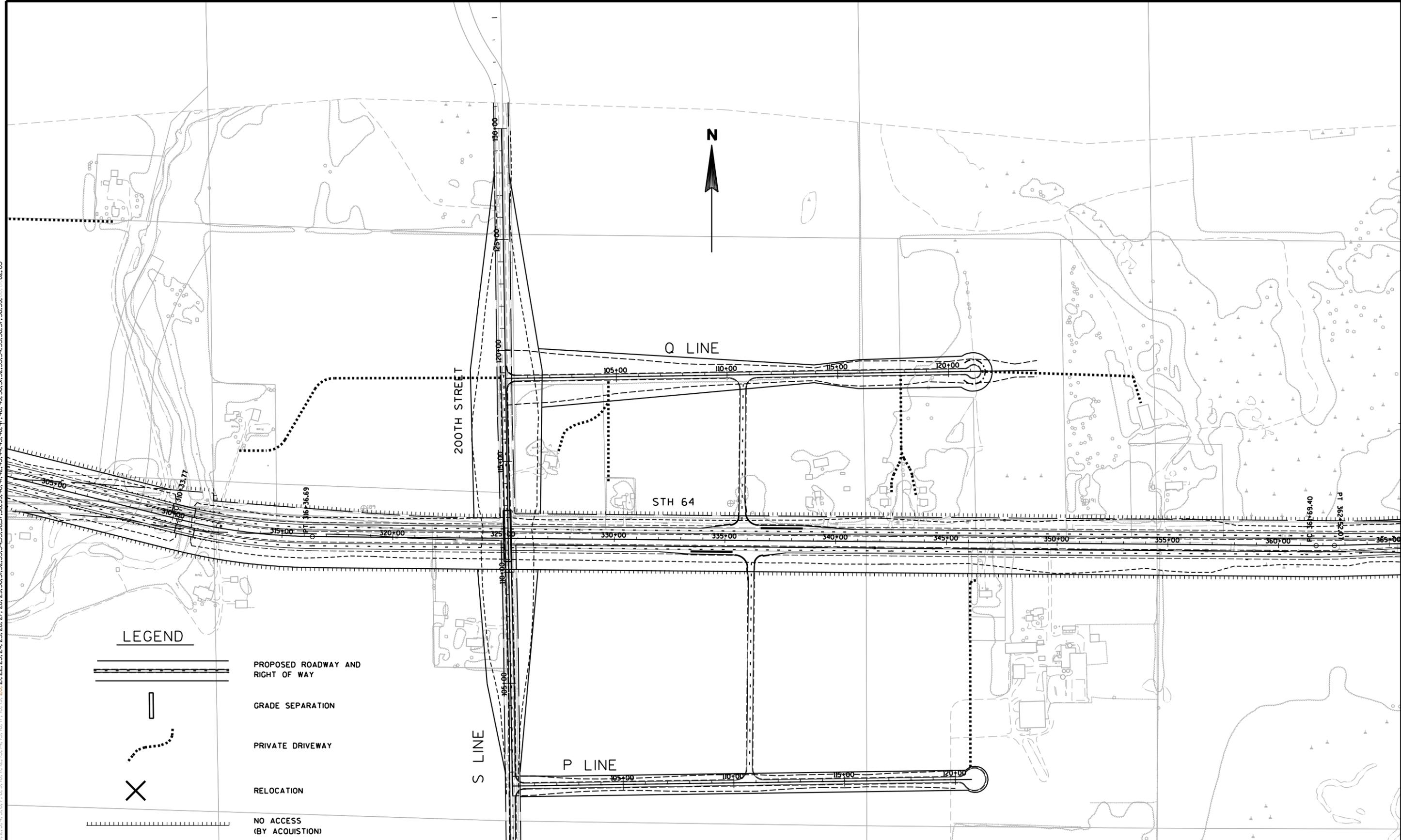
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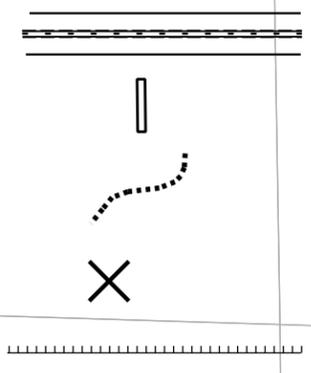
-  PROPOSED ROADWAY AND RIGHT OF WAY
-  GRADE SEPARATION
-  PRIVATE DRIVEWAY
-  RELOCATION
-  NO ACCESS (BY ACQUISITION)

REVISION DATE:	SCALE, FEET: 0 200 400	DATE:	HIGHWAY: STH 64	R/W PROJECT NUMBER: 1559-01-03	SHEET NUMBER: 5	E
		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:		

LEVELS ON : 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63



LEGEND



PROPOSED ROADWAY AND
RIGHT OF WAY

GRADE SEPARATION

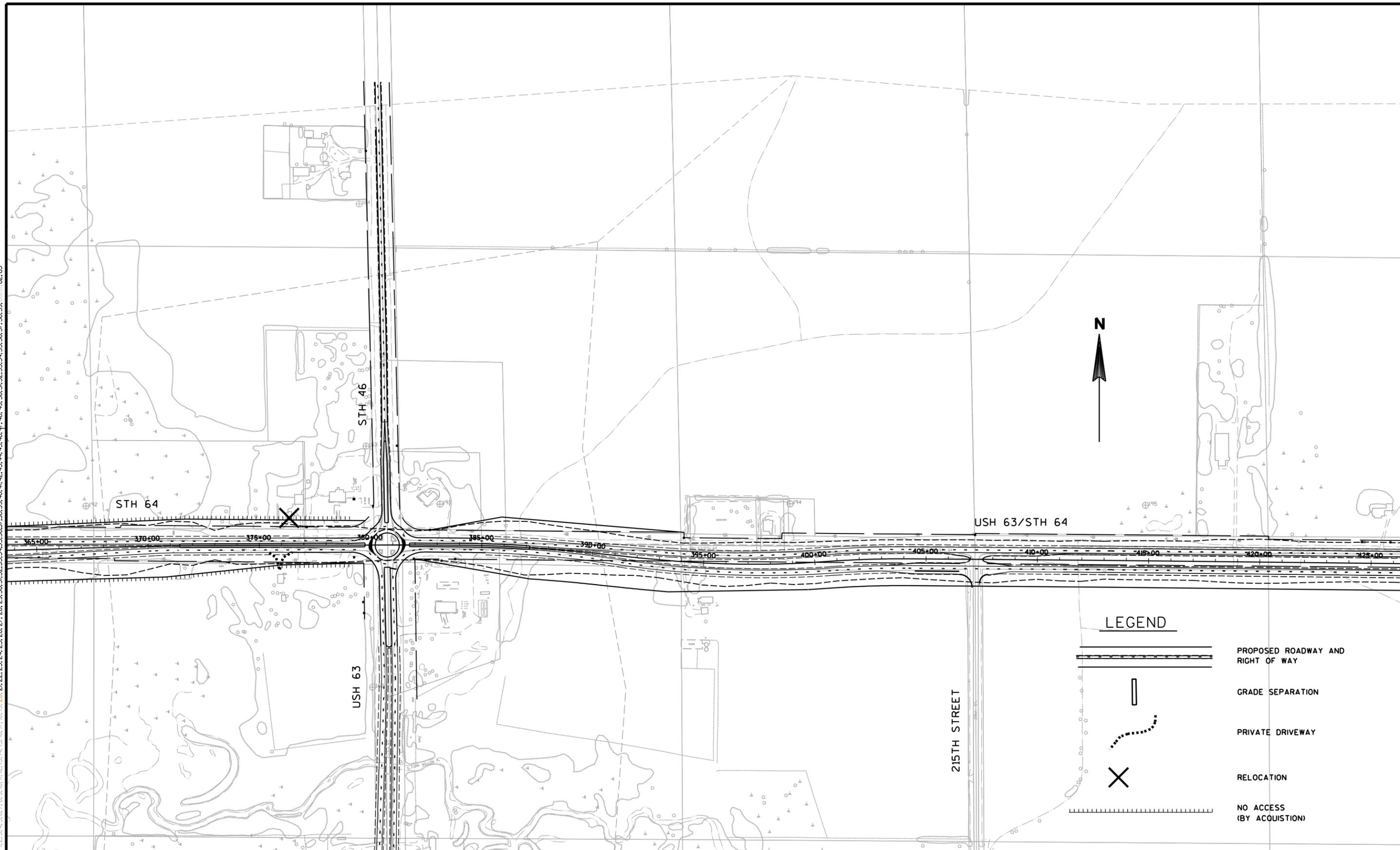
PRIVATE DRIVEWAY

RELOCATION

NO ACCESS
(BY ACQUISITION)

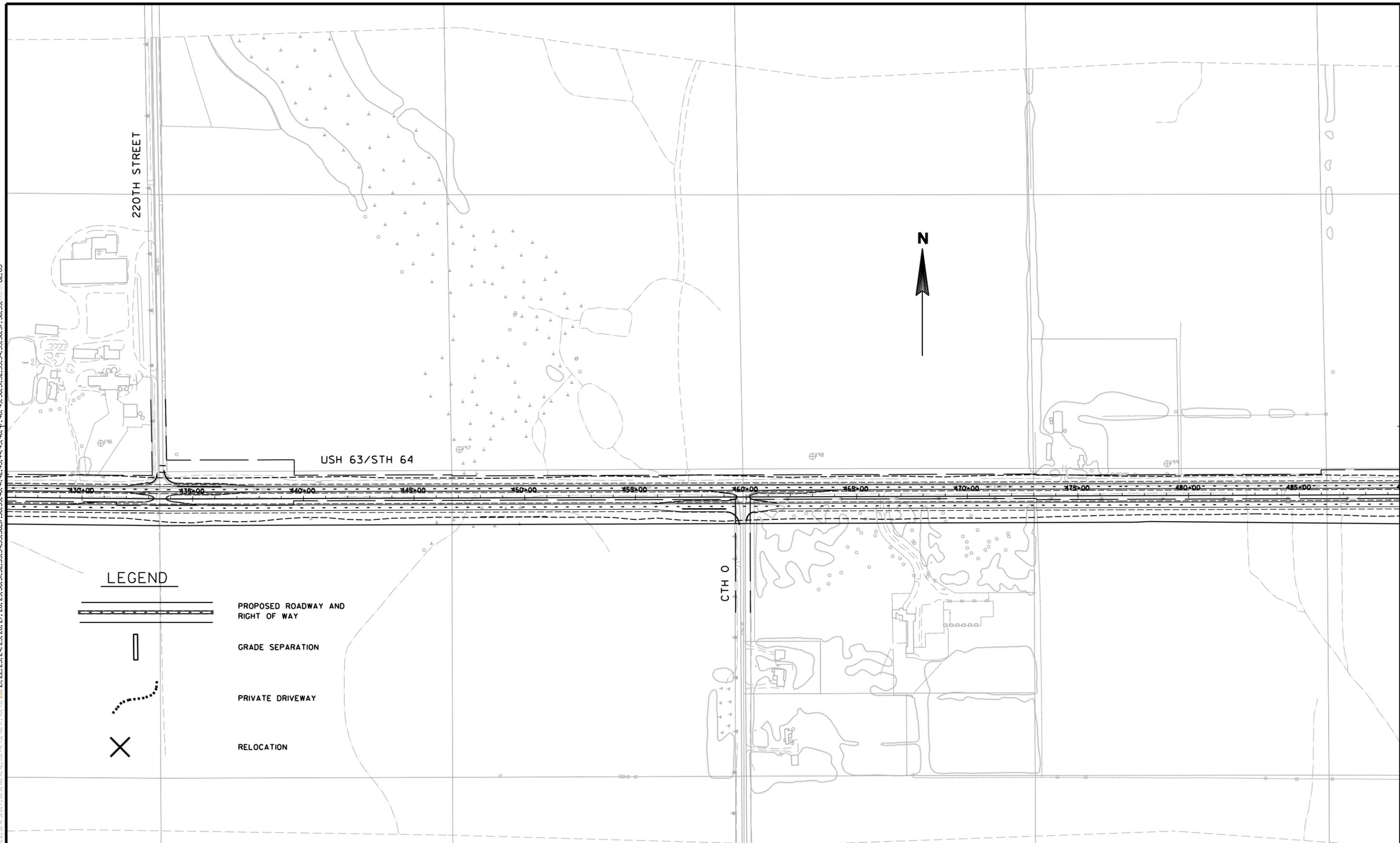
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		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:		

LEVELS ON : 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



REVISION DATE:	SCALE, FEET: 0 200 400	DATE:	HIGHWAY: STH 64	R/W PROJECT NUMBER: 1559-01-03	SHEET NUMBER: 7	E
		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:		

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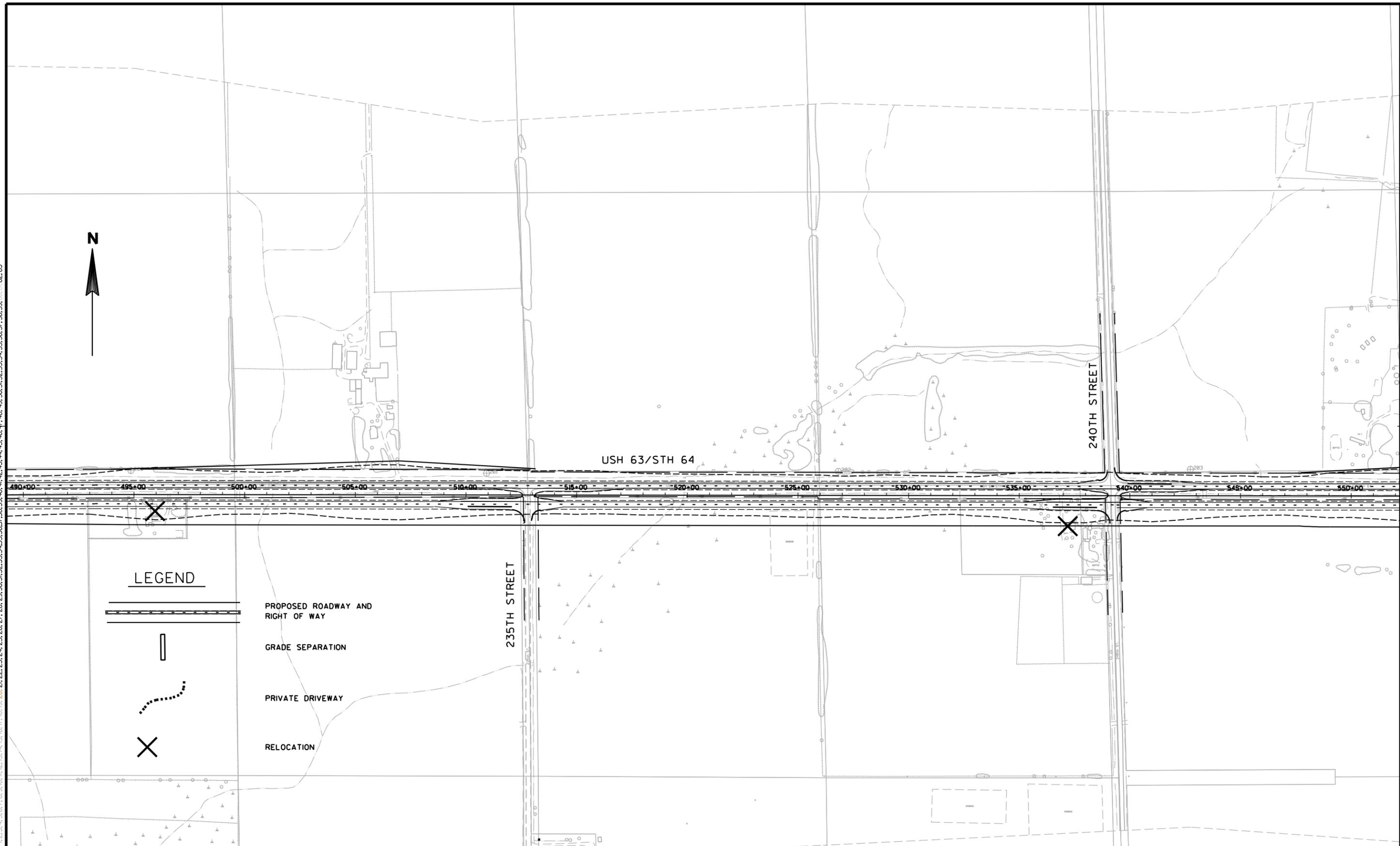


LEGEND

-  PROPOSED ROADWAY AND RIGHT OF WAY
-  GRADE SEPARATION
-  PRIVATE DRIVEWAY
-  RELOCATION

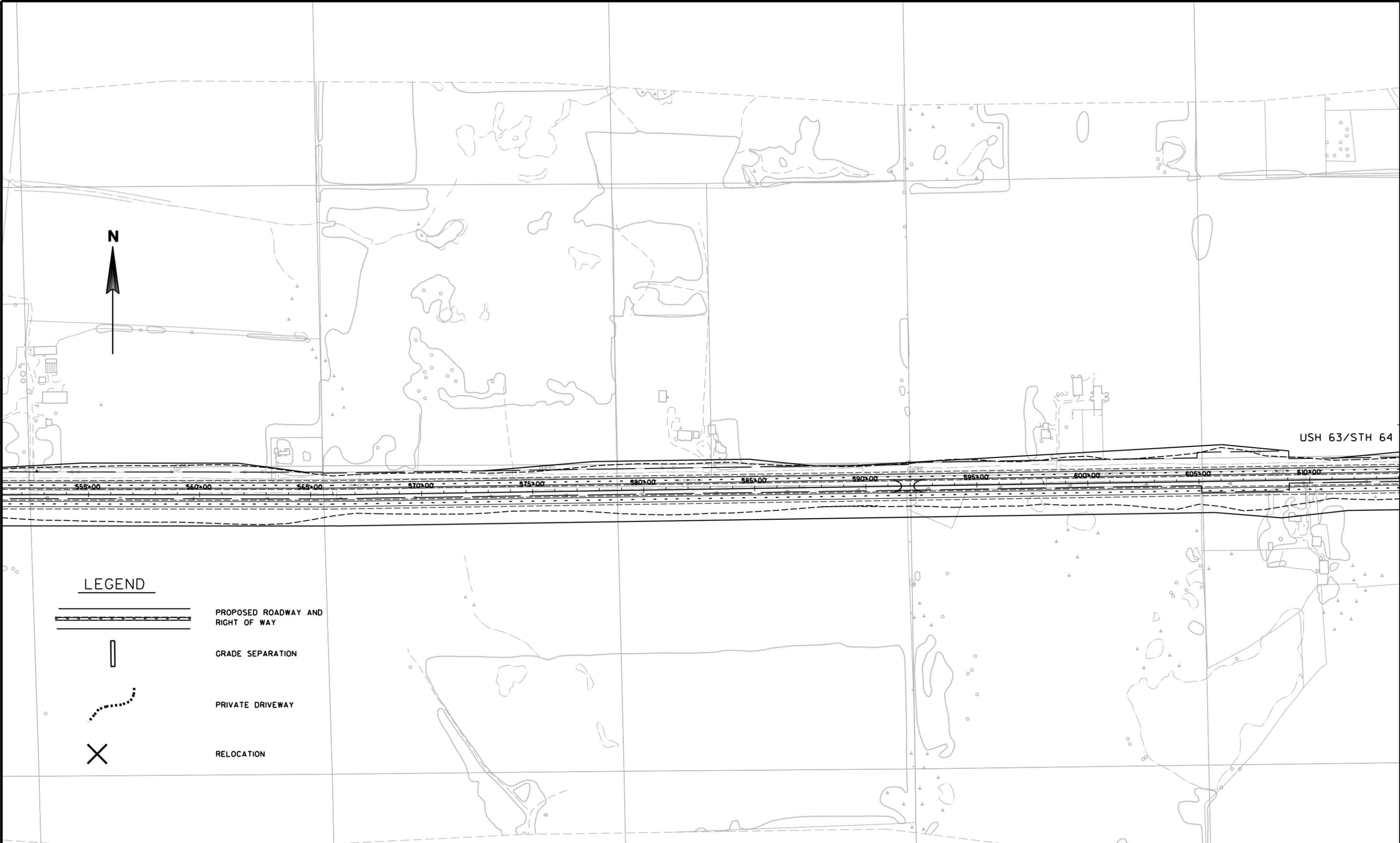
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		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:		

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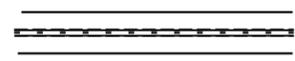
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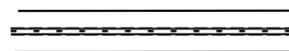
USH 63/STH 64

LEGEND

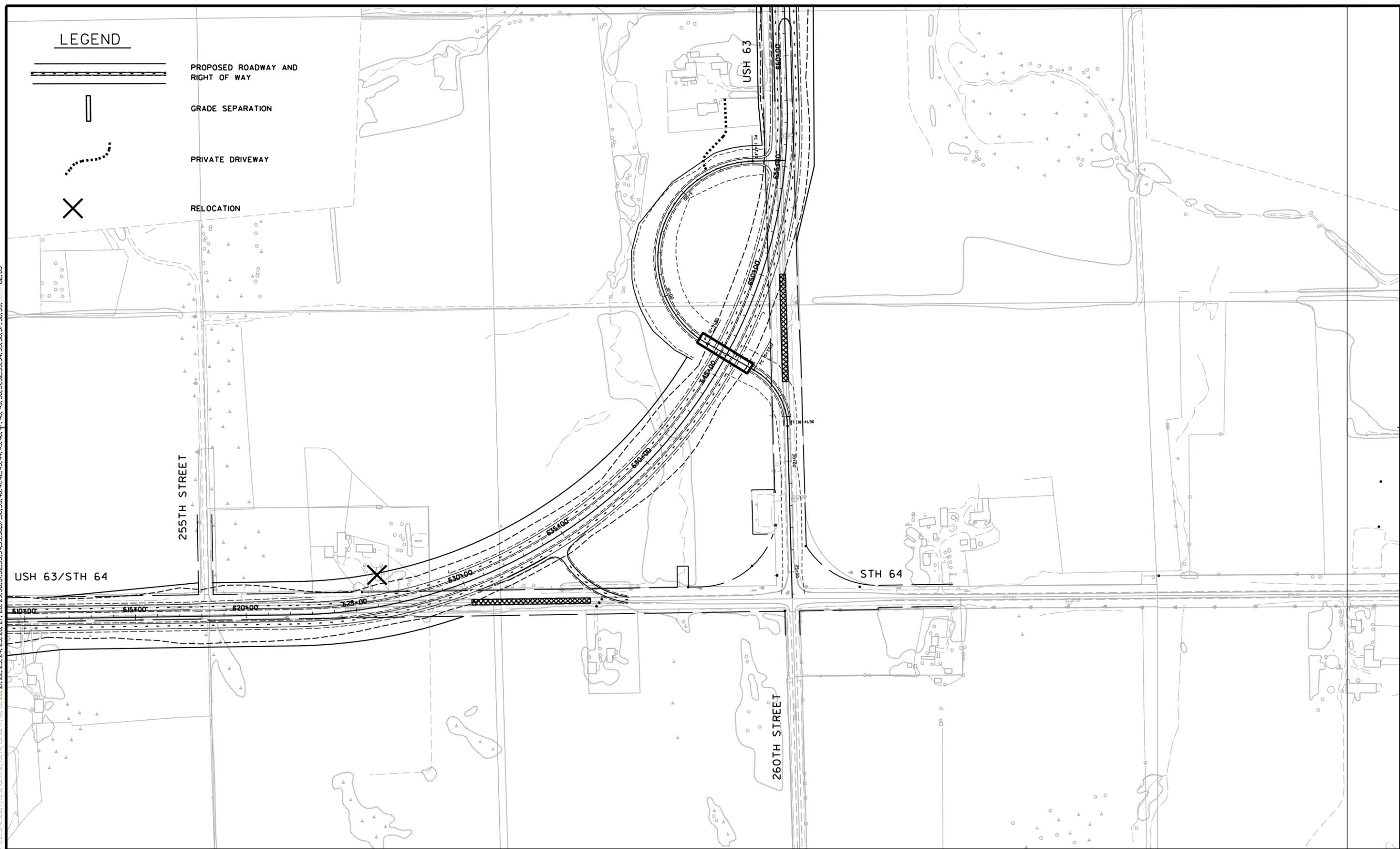
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-  GRADE SEPARATION
-  PRIVATE DRIVEWAY
-  RELOCATION

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LEGEND

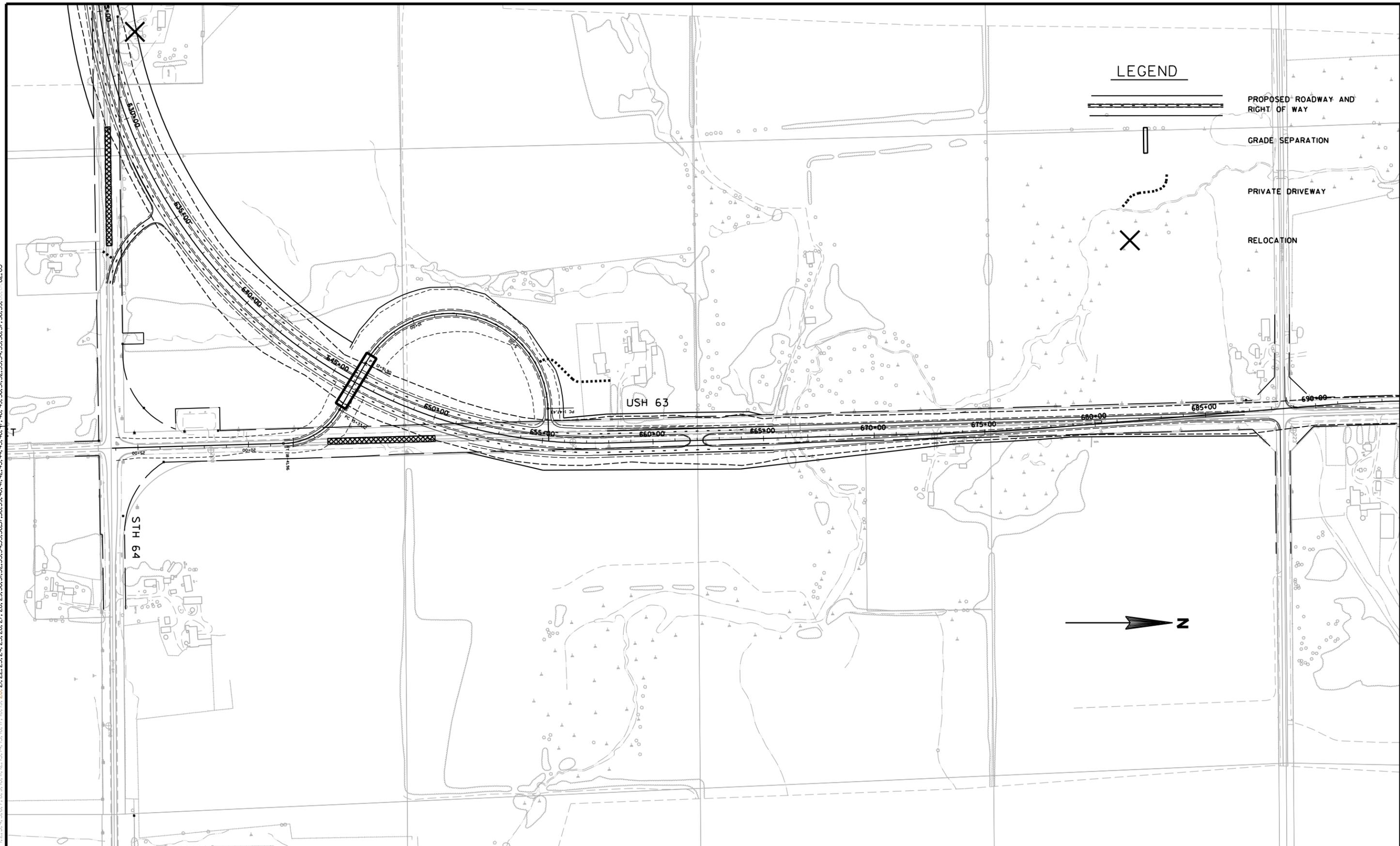
-  PROPOSED ROADWAY AND RIGHT OF WAY
-  GRADE SEPARATION
-  PRIVATE DRIVEWAY
-  RELOCATION

LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



REVISION DATE:	SCALE, FEET: 	DATE:	HIGHWAY: STH 64	R/W PROJECT NUMBER: 1559-01-03	SHEET NUMBER: 11	E
		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:		

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		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:		

PN.01 PURPOSE

The purpose of this project is to identify a WIS 64/US 63 corridor that meets future transportation and safety needs so that corridor preservation efforts can begin as soon as possible. The future WIS 64/US 63 preferred alternative should create a transportation system that compliments planned land uses and preserves highway mobility on the study corridor while also addressing local transportation needs and minimizes impacts to sensitive areas.

PN.02 NEED

Several factors contribute to future mobility within the corridor and influence the type and schedule of the WIS 64/US 63 planned improvements. The need for the proposed action to provide safe and efficient travel within the corridor for the existing and long-term travel demands extends into many categories:

1. System Linkage
2. Area Growth
3. Safety
 - a. Crash Rates
 - b. Intersection Crashes
 - c. Crash Types
 - d. Crash Severity
 - e. Contributing Factors
4. Traffic Operations
 - a. Traffic Volumes
 - b. Vehicle Mix
 - c. Rural Two-Lane Operation
 - d. Intersection Operation
 - e. Traffic Signal Warrants
5. Existing Deficiencies
6. Corridor Preservation

While the first five needs are more fundamental to the project, the sixth need, corridor preservation, is derived from the initial five fundamental needs. Once the best improvement alternative is selected that meets the needs for system linkage, area growth, safety, traffic operations, and existing deficiencies, then corridor preservation will be needed to effectively carry out the transportation plan and minimize the construction impacts to property owners, wetlands, waterfowl production areas, agricultural lands, and archeological sites.

The following sections describe these needs.

PN.03 SYSTEM LINKAGE

This WIS 64/US 63 corridor is an important regional corridor for Wisconsin transportation. WIS 64 is designated as a connector highway from the Minnesota state line to US 63. Here, the designated connector route continues north along US 63. Connector routes, as identified in the Corridors 2020 State Highway Plan, provide accessibility to cities and regions around the state and play a vital role in economic development. The Wisconsin Department of Transportation (WisDOT) is currently updating the long-range transportation plan for the state. The new plan is titled Connections 2030 and it builds in part on the Corridors 2020 State Highway Plan. Connections 2030 also identifies the study corridor as part of the "Indian Head Lakes Corridor." It notes that this corridor is part of a major passenger and freight corridor and is critical in connecting the tourism/recreation areas of northwestern Wisconsin to the Twin Cities market.

WIS 64 is a four-lane expressway from the Minnesota state line to WIS 65 in New Richmond. It is the primary route for those destined to the northwestern part of the state and those connecting with the backbone route of US 53 and connector routes of US 8 and US 2.

During the 1990s, St. Croix County was one of the fastest growing counties in the state. St. Croix County growth has significantly outpaced that of the state as a whole. Villages are expanding and subdivisions are appearing in once rural areas. The rural setting combined with its proximity to economic centers of the Twin Cities and Eau Claire is attracting new residents. Figure PN.04-1 compares the population and housing growth in St. Croix County to the statewide average rate. Housing units in the county increased 24 percent from 1980 to 1990 and 31 percent from 1990 to 2000. This amounts to a net housing increase of over 60 percent in 20 years.

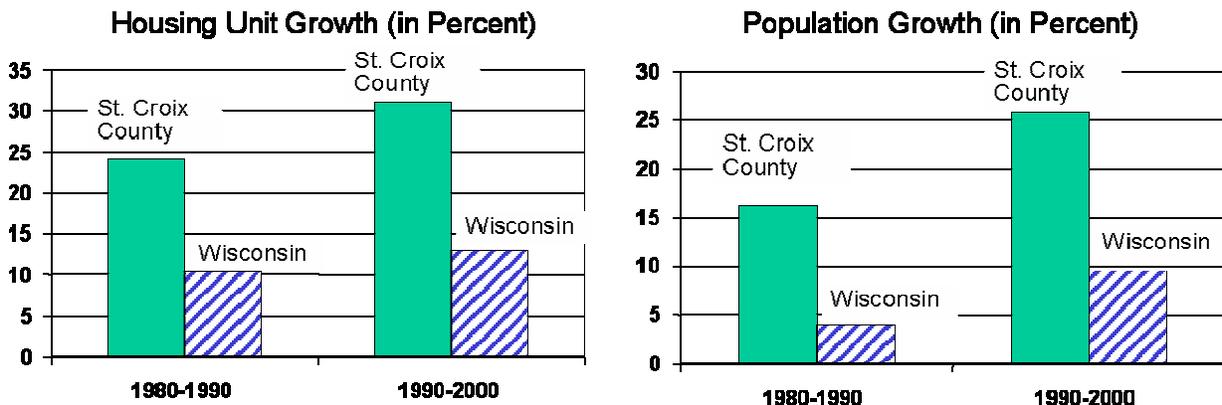


Figure PN.04-1 St. Croix County Growth Compared to Wisconsin Growth

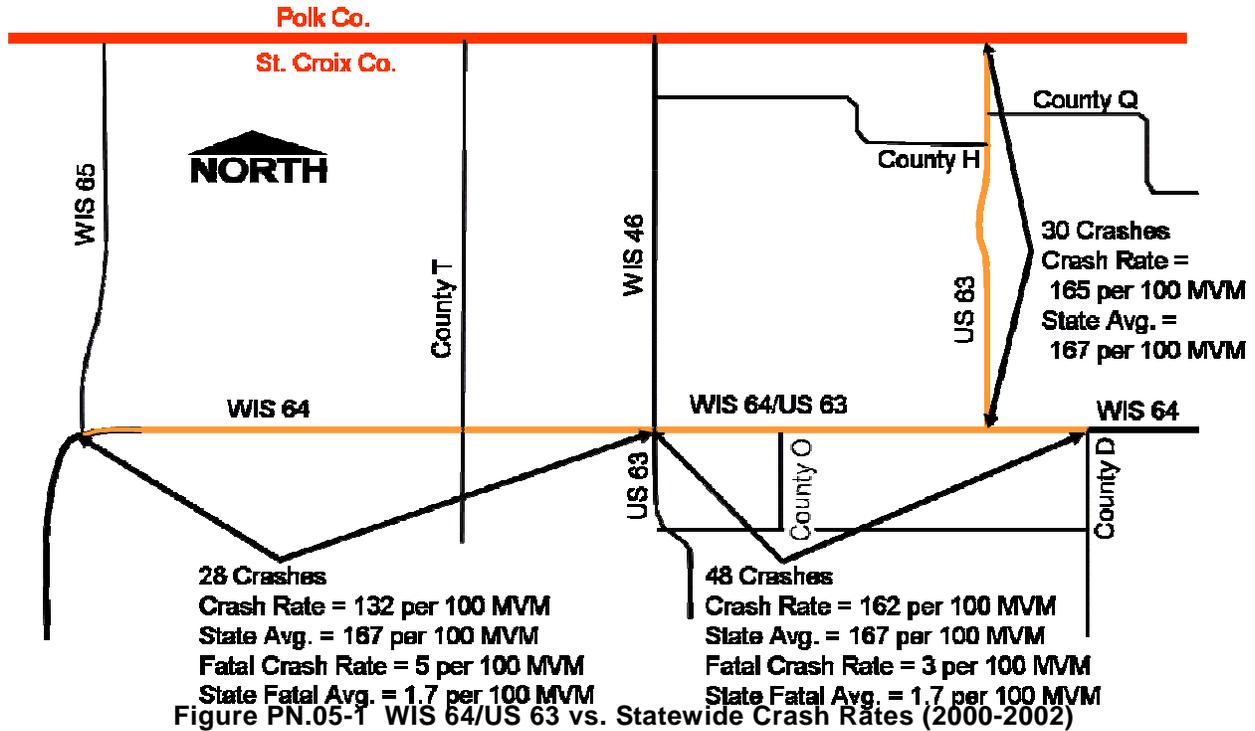
From 1980 to 1990, St. Croix County's population increased 16 percent while Wisconsin's population only increased 4 percent. From 1990 to 2000, St. Croix County's population increased almost 26 percent compared to Wisconsin's 10 percent. In the period from 1990-2000 Somerset, Hudson, Baldwin, and New Richmond were the four fastest growing municipalities within the County, with Somerset growing at a rate of 45.2 percent. Additionally, the WIS 64/US 63 corridor experiences a substantial amount of tourist-oriented traffic, particularly on weekends. US 63 and WIS 64 is the primary link between the Twin Cities, southern Minnesota, and Iowa to northern Wisconsin tourist destinations such as Turtle Lake, Hayward, and Bayfield. This tourist traffic combined with local traffic illustrates WIS 64's importance to regional mobility and access.

PN.05 SAFETY

The relative safety of a roadway can be assessed by analyzing the crash data and comparing it to statewide averages for roadways of similar characteristics. This section will review crash rates, intersection crashes, crash types, crash severity, and contributing factors.

A. Crash Rates

Crash records obtained from WisDOT were used to determine the crash rates for three segments of the WIS 64 Corridor. Data from 2000-2002 was used to determine the overall crash rates and the fatal crash rates for each segment. These rates were then compared to the state averages for the same three-year period. The number of crashes, crash rates, and state average crash rates for each segment are shown in Figure PN.05-1.



All three of the segments studied had total crash rates below the statewide average. Two segments, however, had fatal crash rates that were well above the state average. The segment between WIS 65 and WIS 46 had two fatal crashes during the three-year period resulting in a fatal crash rate of 5 per 100 million vehicle miles (MVM), which is almost three times higher than the statewide average. The segment from WIS 46 to County D had one fatal crash resulting in a fatal crash rate of 3 per 100 MVM, which is almost double the statewide average. There were no crashes resulting in a fatality on US 63 from WIS 46 to the Polk County line during the years analyzed.

B. Intersection Crashes

Crash records were obtained from WisDOT for each of the intersections within the project limits. Between 2000 and 2002, there were 27 isolated intersection crashes.

The number of crashes and the intersection crash rates for each intersection are illustrated in Table PN.05-1. The entering volume for each intersection was estimated using the average daily traffic values for each entering mainline and side road segment.

INTERSECTION	Total Crashes	Estimated Side Road ADT	Estimated Entering ADT	Intersection Crash Rate
WIS 65 and WIS 64	9	2100	9495	0.71
WIS 64 and County T	3	1800	4985	0.40
WIS 64 and WIS 46	4	4200	4425	0.42
WIS 64 and County D	1	440	1100	0.59
WIS 64/US 63 and US 63 N	9	550	3895	1.85
US 63 and County H	1	320	3320	0.25

Intersections not listed had no crashes from 2000-2002

Table PN.05-1 Intersection Crash Rates, 2000-2002

In general, intersection crash rates above 1.5 crashes per million entering vehicles indicate a need for investigation of intersection improvements. The intersection of WIS 64 and US 63 North had a crash rate above this value. This intersection had nine crashes during the three-year period resulting in a crash rate of 1.85. Table PN.05-2 provides detailed information about the crashes at

each intersection including the time, date, manner of collision, severity, and contributing factors. In addition to a high crash rate, the intersection of WIS 64 and US 63 North had an unusually high number of rear-end-type crashes. While there were no rear-end crashes at any of the other intersections during the three-year period, there were five rear-end crashes at this intersection, accounting for 56% of the crashes. Three of these crashes occurred when vehicles moving eastbound through the intersection collided with vehicles slowing or waiting to turn left. Of the nine crashes at this intersection, four of the crashes (44%) involved injuries. The high crash rate combined with the high frequency of crashes with injuries and rear-end-type crashes indicates a need for further investigation and consideration of safety improvements at this intersection. It should also be noted that while the intersections of WIS 64 with WIS 65 and County T had low crash rates, both intersections had a fatal crash during the three-year period studied. Four of the crashes (40%) at the County T intersection also involved injuries. Improvements to this CTH T, US 63/ WIS 64/ WIS 46, and US 63 / WIS 64 are being studied for possible inclusion in a 2010 paving project for WIS 64/US 63.

Information		Manner of Collision					Severity			Contributing Factor		
Date	Time	Angle	Sideswipe	Rear End	Non Collision	Total	PD	INJ	FAT	Weather	Alcohol	Driver
WIS 65 & WIS 64												
5/20/2000	9:00 AM	1	-	-	-	1	-	1	-	-	-	FTY
9/11/2000	9:00 AM	1	-	-	-	1	1	-	-	-	-	FTY
9/29/2000	4:00 PM	1	-	-	-	1	1	-	1	-	-	FTY
5/22/2001	5:00 PM	1	-	-	-	1	-	1	-	WET	-	FTY
8/2/2001	6:00 PM	1	-	-	-	1	1	-	-	-	-	FTY
8/24/2001	10:00 AM	1	-	-	-	1	-	1	-	-	-	FTY
12/20/2001	3:00 PM	1	-	-	-	1	1	-	-	-	-	OTR
5/27/2002	5:00 PM	1	-	-	-	1	-	1	-	-	-	FTY
10/15/2002	1:00 PM	1	-	-	-	1	1	-	-	-	-	FTY
	<i>Total</i>	9	0	0	0	9	5	4	1	1	0	9
WIS 64 & County T												
9/30/2000	5:00 PM	1	-	-	-	1	1	-	-	-	Y	FTY
11/16/2001	8:00 AM	1	-	-	-	1	1	-	-	-	-	FTY
5/26/2002	4:00 PM	1	-	-	-	1	-	-	1	WET	-	FTY
	<i>Total</i>	3	0	0	0	3	2	0	1	1	1	3
WIS 64 & WIS 46												
7/29/2000	6:00 PM	-	1	-	-	1	1	-	-	-	-	ID
5/6/2001	9:00 PM	1	-	-	-	1	-	1	-	WET	-	FTY
10/12/2001	5:00 AM	-	-	-	1	1	1	-	-	-	-	-
10/4/2002	8:00 PM	1	-	-	-	1	1	-	-	-	-	FTY
	<i>Total</i>	2	1	0	1	4	3	1	0	1	0	3
WIS 64 & County D												
8/25/2001	1:00 PM	1	-	-	-	1	1	-	-	-	-	FTY
	<i>Total</i>	1	0	0	0	1	1	0	0	0	0	1
WIS 64/US 63 & US 63												
1/17/2000	8:00 AM	-	-	1	-	1	1	-	-	-	-	ID
8/6/2000	10:00 AM	-	-	-	1	1	1	-	-	-	-	ID
8/7/2000	9:00 AM	-	1	-	-	1	1	-	-	-	-	IO
10/27/2000	1:00 PM	-	-	1	-	1	1	-	-	-	-	FTY
6/21/2001	7:00 AM	-	-	1	-	1	-	1	-	-	-	ID/FVC
6/24/2001	9:00 AM	-	-	1	-	1	-	1	-	-	-	ID
5/24/2002	9:00 PM	-	-	1	-	1	-	1	-	-	Y	DC
7/27/2002	9:00 PM	1	-	-	-	1	-	1	-	-	-	DTC
8/6/2002	10:00 AM	1	-	-	-	1	1	-	-	-	-	ID
	<i>Total</i>	2	1	5	1	9	5	4	0	0	1	9
US 63 & County H												
6/19/2002	6:00 AM	-	1	-	-	1	1	-	-	WET	-	LOC
	<i>Total</i>	0	1	0	0	1	1	0	0	1	0	1

Table PN.05-2 Intersection Crash Information, 2000-2002

C. Crash Types

The types of crashes for the three segments of the WIS 64/US 63 study corridor are illustrated in Figure PN.05-2.

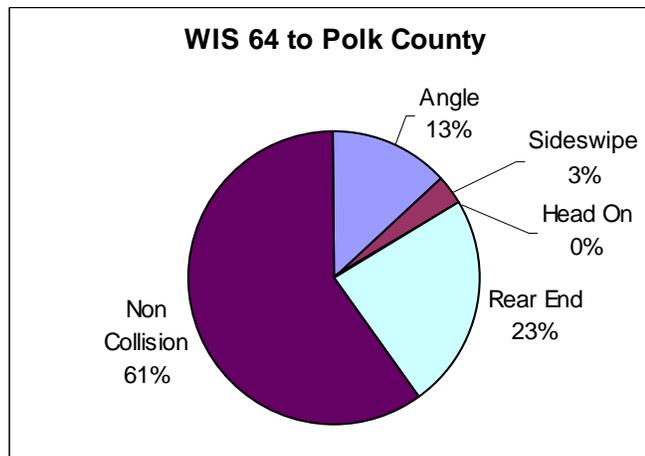
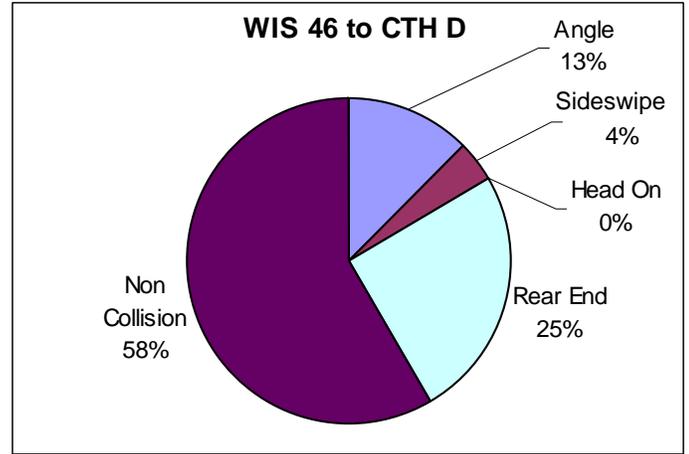
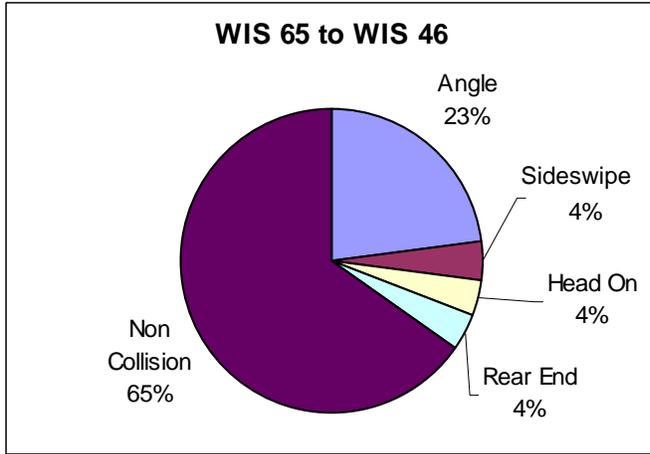


Figure PN.05-2 WIS 64 Manner of Collision

The most common type of crash on all three segments was noncollision with the majority of these single vehicle crashes involving deer. Deer-related crashes accounted for 82% of the noncollision type crashes on the segment between WIS 65 and WIS 46, 61% of the noncollision crashes between WIS 46 and County D, and 75% of the noncollision crashes on the WIS 64 to Polk County segment. There were two head-on collisions on WIS 64 between WIS 65 and WIS 46. One occurred to the east of the intersection of 190th Street and the other occurred to the east of 145th Street. Wet pavement was a factor in one of the head-on crashes and alcohol was a contributing factor in the other.

D. Crash Severity

The crash severity levels for the three segments of the WIS 64/US 63 study corridor are illustrated in Figure PN.05-3.

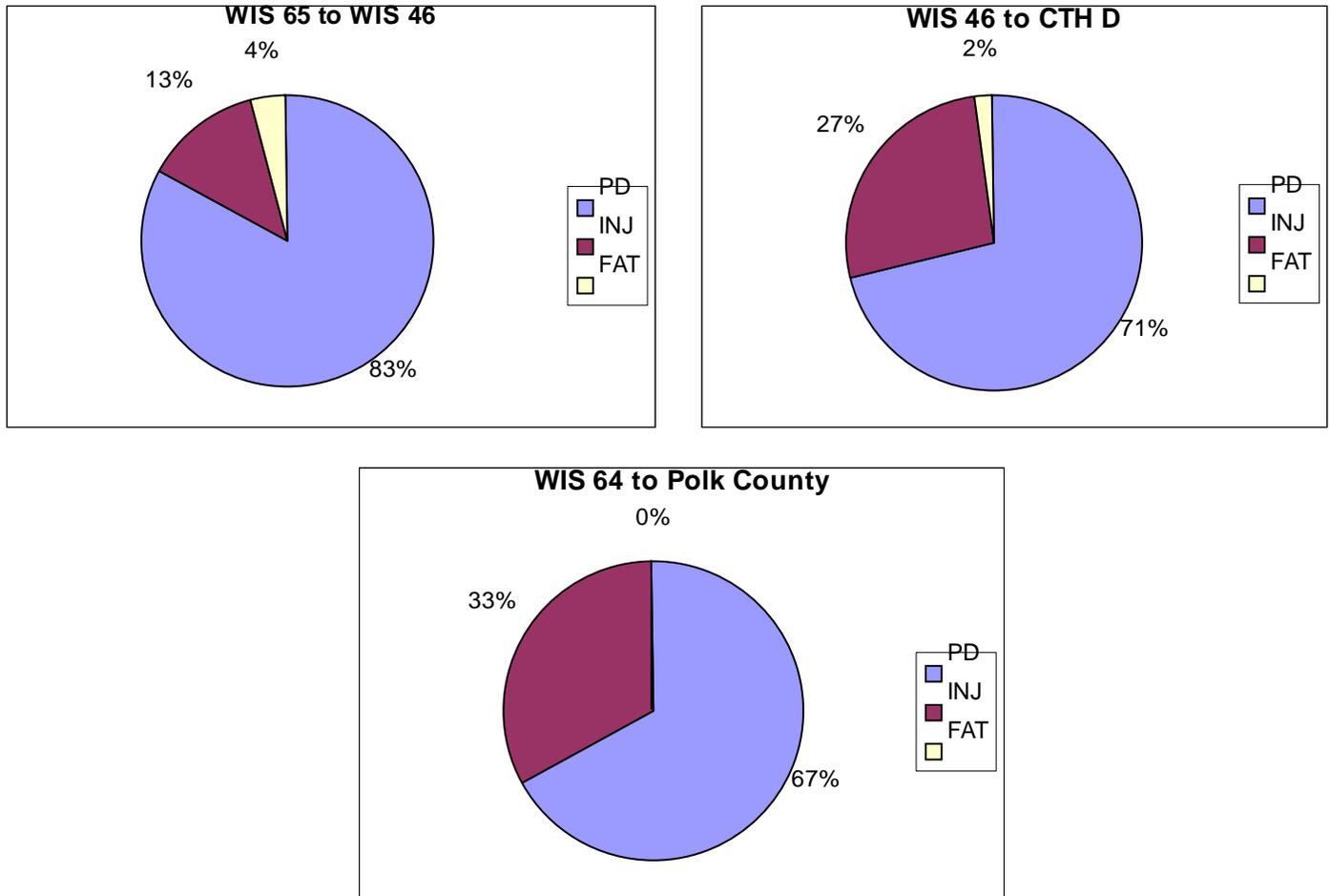


Figure PN.05-3 WIS 64 Crash Severity

The majority of crashes on all three segments studied involved property damages only. US 63 between WIS 64 and the Polk County line had a nonfatal injury crash rate of 55 per 100 MVM, above the statewide average for a rural State Trunk Highway of 45 per 100 MVM. The segments between WIS 65 and WIS 46 and between WIS 46 and County D had crashes that resulted in fatalities.

E. Contributing Factors

The factors that contributed to crashes on the three segments of WIS 64 are illustrated in Figure PN.05-4.

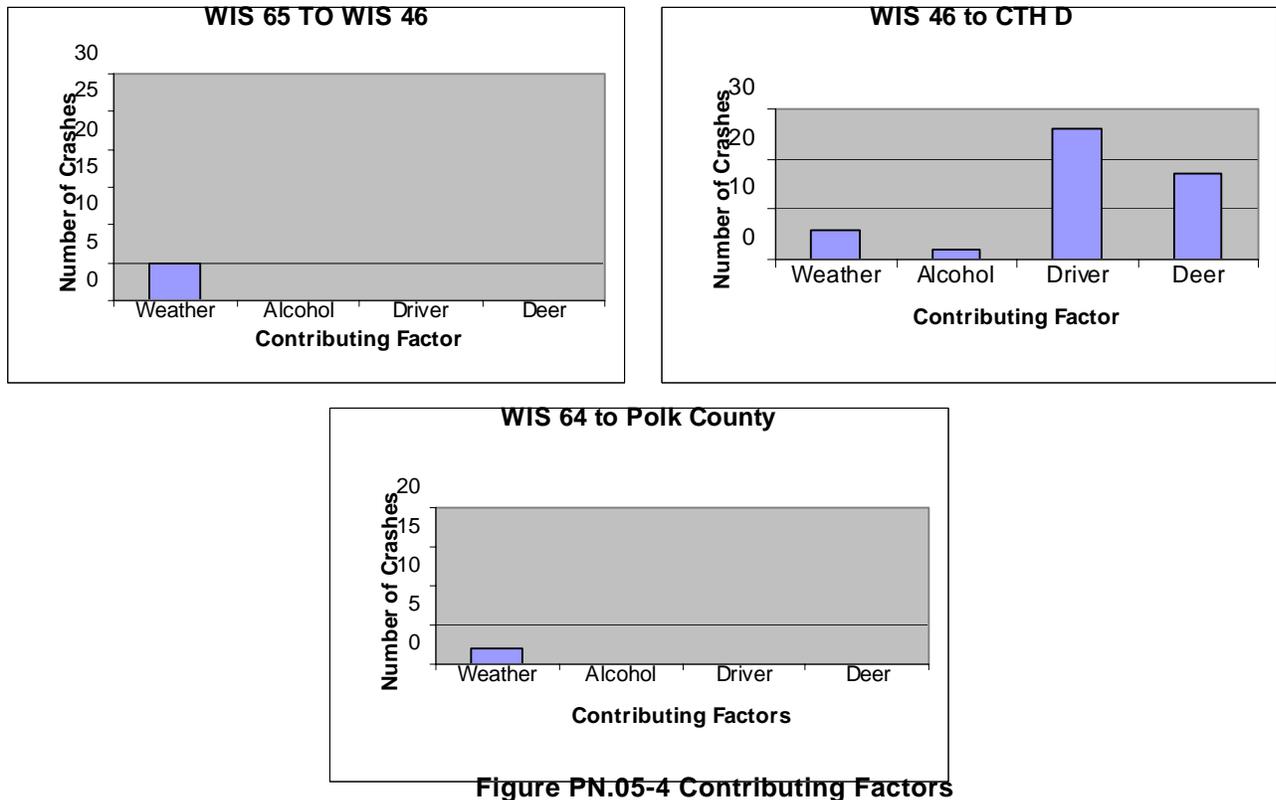


Figure PN.05-4 Contributing Factors

One of the fatal crashes between WIS 64 and WIS 46 was an alcohol-related head-on collision. The other fatal crash in this section was an angle collision where wet pavement conditions may have been a contributing factor. There was a single fatality between WIS 46 and US 63 North. This crash was a single-vehicle crash that involved alcohol, excess speed, and wet pavement conditions.

Deer were a factor in a large number of the crashes on all three segments. On the segment between WIS 65 and WIS 46, deer were involved in 28 crashes or 54% of the total crashes. There are a number of bridges crossing waterways in the corridor. When the replacement of the structures are necessary, designs that encourage use for wildlife will be incorporated to reduce vehicle deer crashes.

Driver error including failure to yield, improper passing, inattentive driving, and excess speed was also involved in a large number of crashes. Weather and alcohol were factors in a smaller number of crashes overall but were a key factor in the head-on and fatal crashes that occurred.

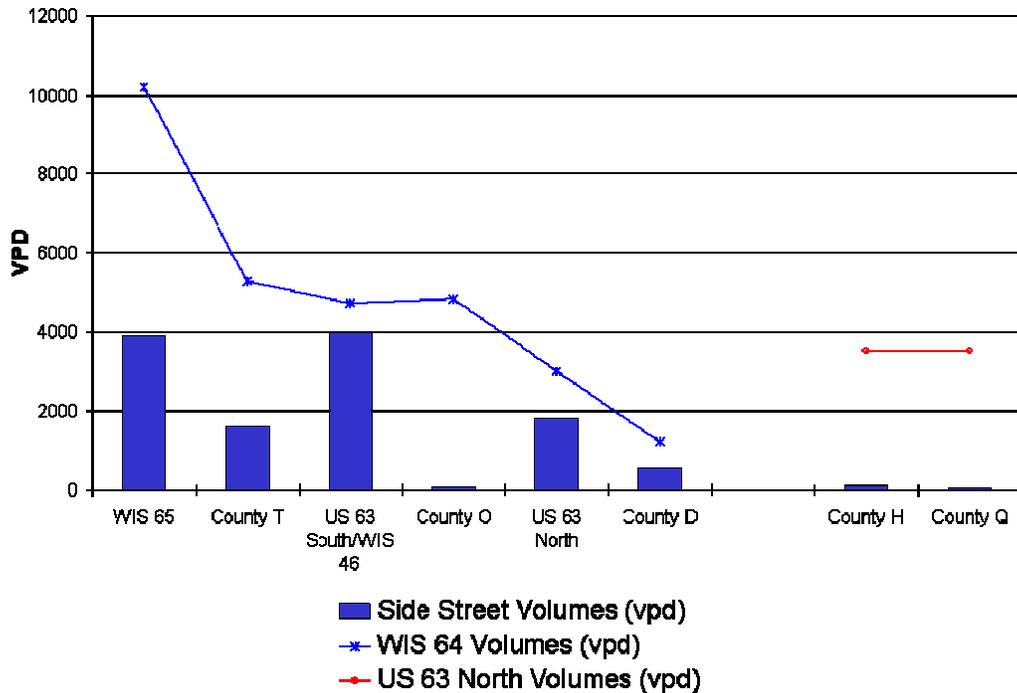
2.06 TRAFFIC OPERATIONS

A. Traffic Volumes

Existing Traffic: Current traffic volumes on WIS 64 range from about 4,400 to 5,600 vpd. US 63 North carries about 3,300 vpd. Figure PN.06-1 illustrates the range of existing mainline and side-street traffic volumes provided by WisDOT Central Office for the year 2002.

Projected Traffic: On average, the vehicle miles traveled (VMT) on state highways has tended to

increase between 2% to 3% annually. To determine the range of future traffic volumes for this corridor, two types of projections were used: (1) WisDOT Central Office projections, and (2) projections using historical traffic trends.



Note: Factored from hourly counts taken in June 2002 and WisDOT Traffic Data.

Figure PN.06-1 2002 Mainline Volumes Compared to Side-Street Volumes

WisDOT Central Office provided projections showing corridor traffic volumes increasing at about 1.5% to 1.7% annually. Figure PN.06-2 shows these projections for the years 2012, 2022, and 2032.

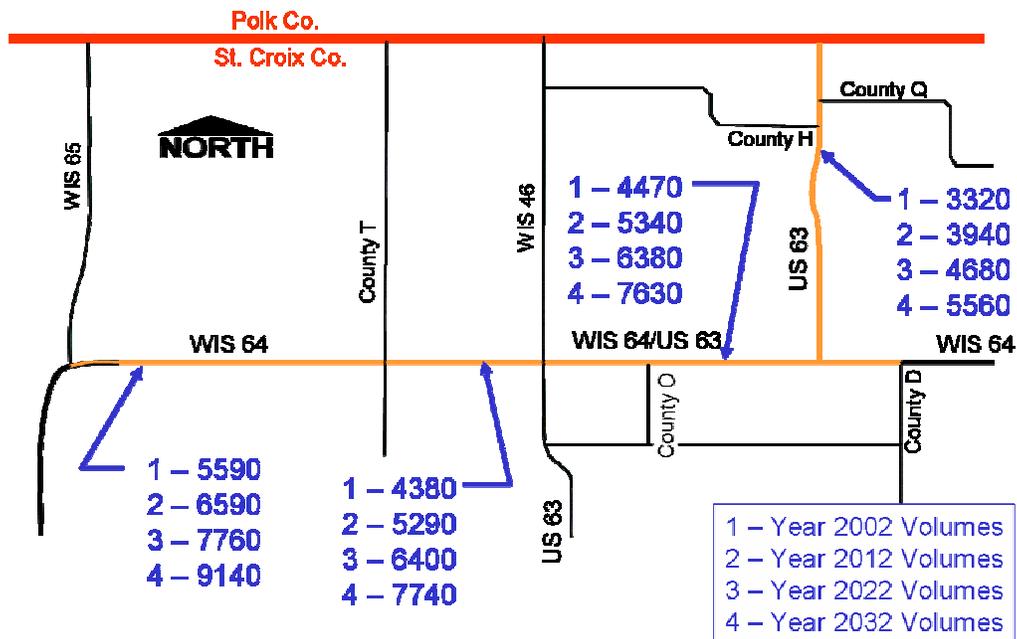


Figure PN.06-2 Projected Corridor AADT from WisDOT Central Office

The study team analyzed historical traffic trends for the two corridors and various side roads using linear regressions. Historical trends show traffic increases of 0% to 15.2% per year since 1979, depending on the location along the corridor. As an example, Figure PN.06-3 shows a linear regression for WIS 64 traffic volumes between WIS 46 and US 63 North, predicting an annual traffic growth of 6.4%. The average growth rate for all the corridors was 5.7% per year, which is well above the growth rate projected by WisDOT Central Office. The predicted growth rate of 5.7% per year is relatively high and typically would not be sustained over many years. Most current projection methods would use a discounted regression to project traffic, which assumes traffic growth will plateau because of economics and changes in travel behavior. The study team created a forecast based on historic data that assumed 5% growth annually for the first 10 years and 4% annually for each subsequent year. Figure PN.06-4 shows the results of this traffic forecast.

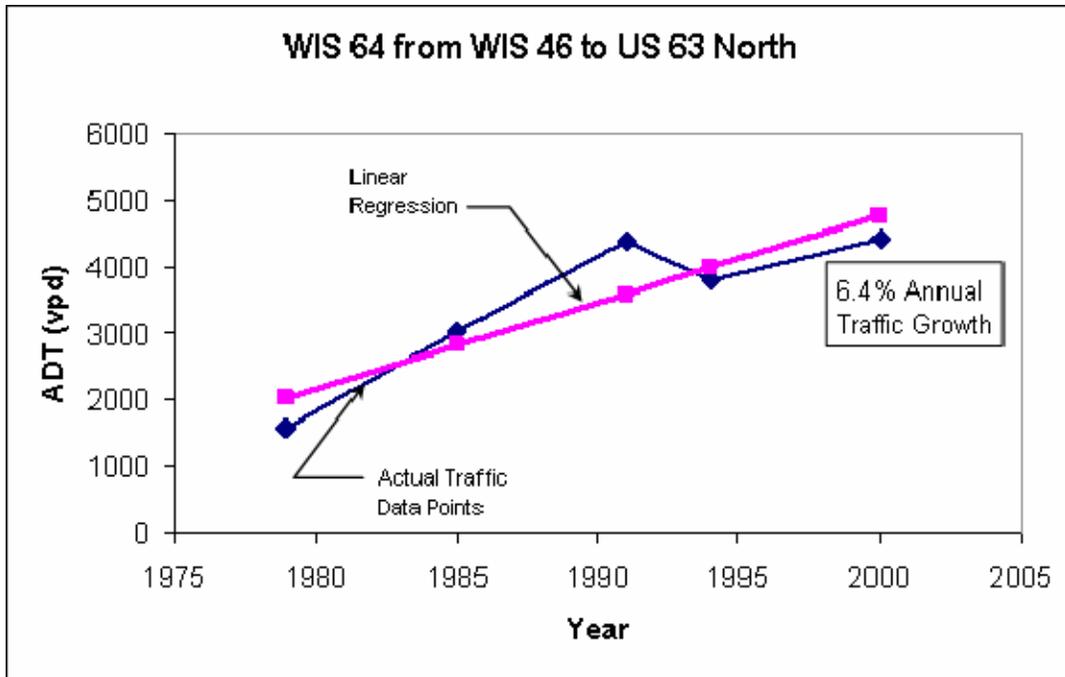


Figure PN.06-3 Historic Traffic Growth

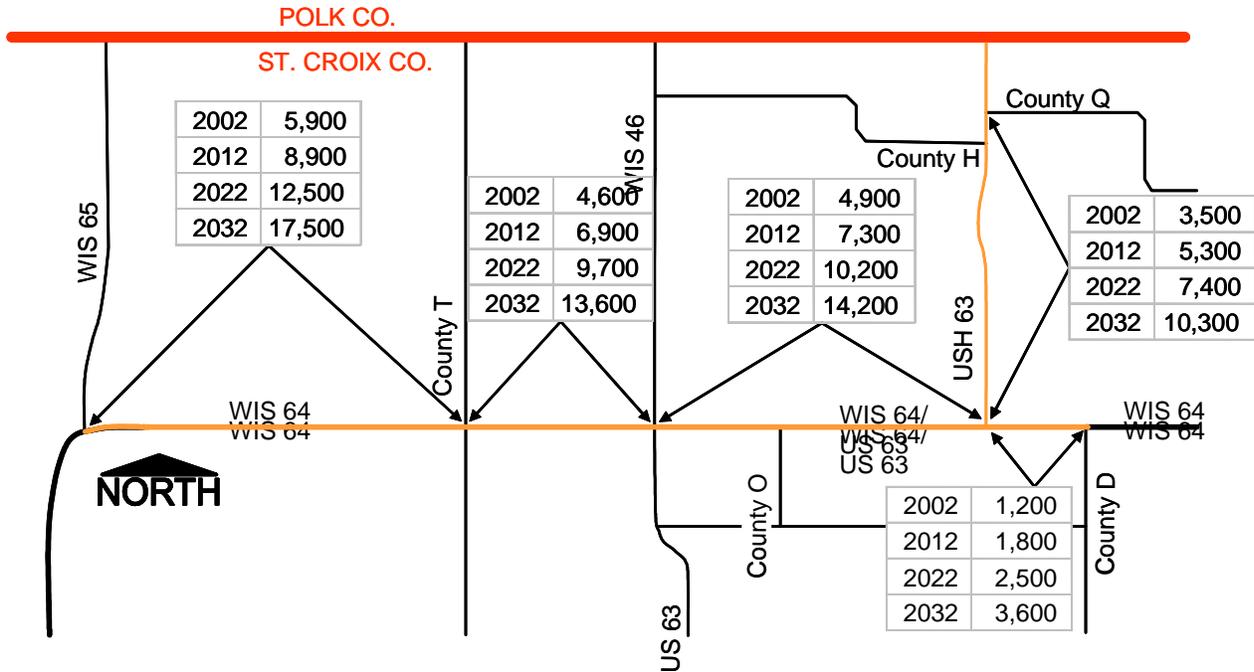


Figure PN.06-4 Projected Corridor AADT Based on Historic Growth Rates

Actual traffic volumes experienced during the projection years will likely be within the range provided by the two forecasts. The traffic projections supplied by the WisDOT Central Office provide a conservative estimate for planning purposes. If traffic grows at a higher rate consistent with past traffic growth, improvements may need to be implemented on a quicker timetable. For the purposes of this document, the study team chose to work with the full range of traffic projections for the corridor as shown by the graphic in Figure PN.06-5.

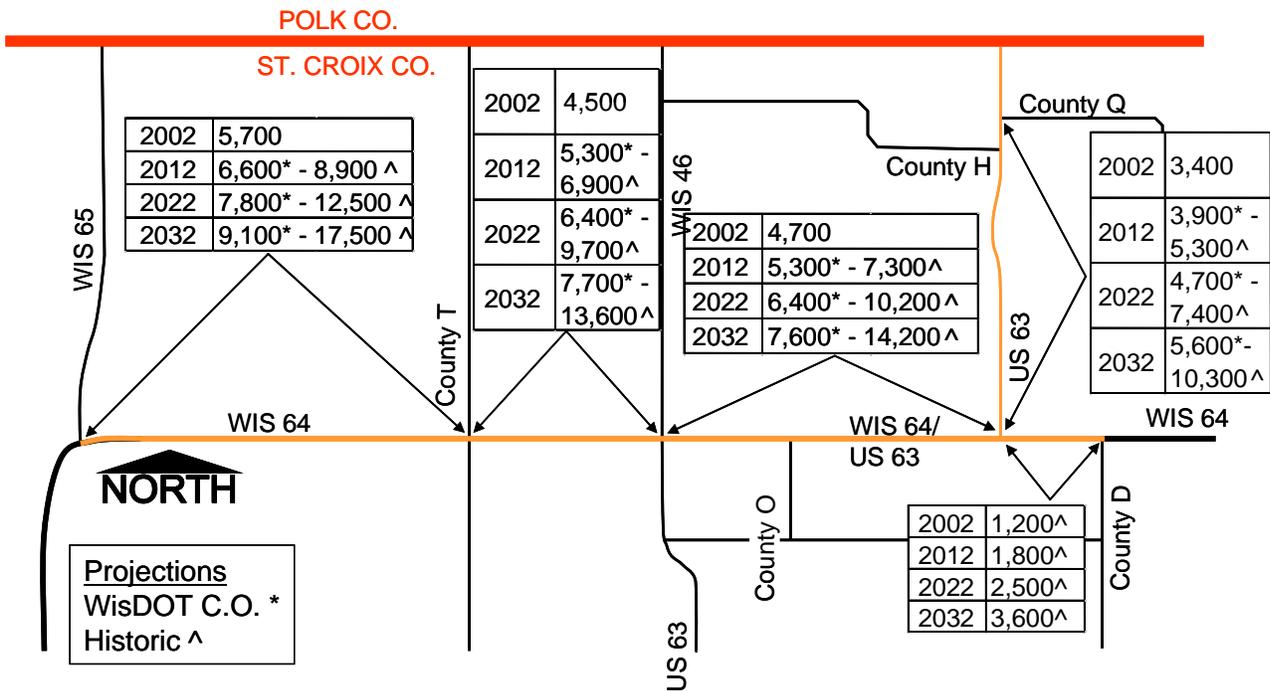
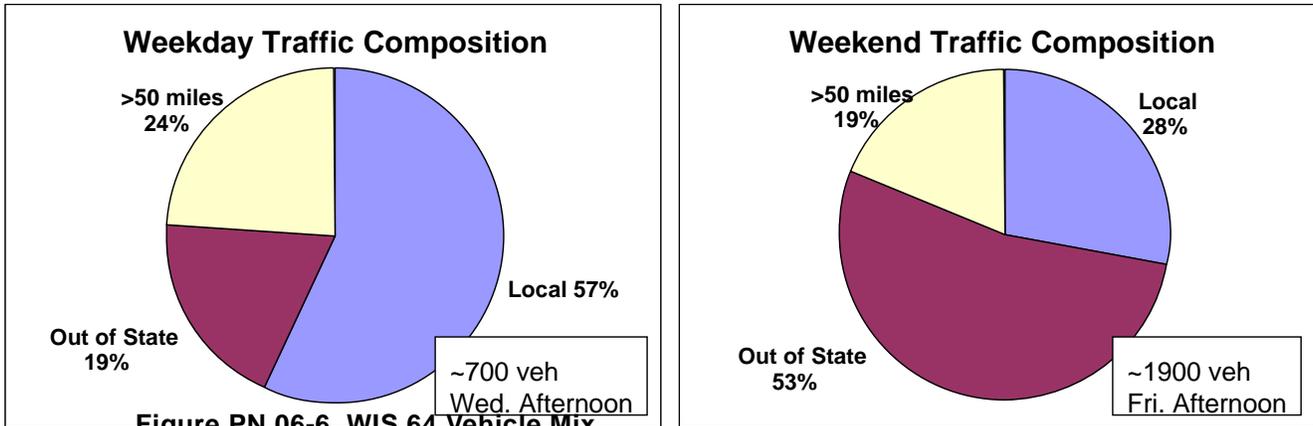


Figure PN.06-5 Range of Traffic Projections used for the Environmental Assessment

B. Vehicle Mix

The WIS 64 corridor experiences a substantial amount of tourist-oriented traffic particularly on weekends. The study team performed a license plate survey in August of 2002 and found that more than 50% of WIS 64 traffic is from out of state on summer weekends as shown in Figure PN.06-6.



Additionally, 19% of the weekend traffic was registered in Wisconsin but from more than 50 miles away. This indicates that more than 70% of weekend traffic is nonlocal. The volume of traffic increased dramatically on Friday afternoon as well. The volume on Friday afternoon is almost 3 times that of other weekday afternoons. On Wednesday afternoon, approximately 700 vehicles used the intersection compared to approximately 1900 on Friday afternoon. This tourist traffic combined with local traffic illustrates WIS 64's importance to regional mobility and access.

C. Rural Two-Lane Operation

In rural areas, the operation of a roadway is primarily characterized by a two-lane operations analysis. With this analysis, the level of service is largely determined by the ability of travelers to travel at their desired traveling speed and the ability to pass slow-moving vehicles when necessary. Platooning occurs when travelers are not able to travel at their desired traveling speed because of a slow-moving vehicle. The amount of platooning that occurs on a highway is a function of the volume of vehicles on the highway, the makeup of those vehicles, the number of passing opportunities available, and the amount of opposing traffic. Platooning is relieved when vehicles are able to pass the slow-moving vehicle. Passing demand increases as the traffic volumes increase, yet the ability to pass in the opposing lane declines as traffic volumes increase. A two-lane highway's passing capacity is highly dependent on the opposing traffic stream. Motorists are forced to change their individual travel speed as volumes increase and the ability to pass declines.

Two operational measures, average speed and percent time-spent-following, are used to describe the quality of service provided to motorists on a two-lane highway. Table PN.06-1 describes the range of level of services that can be attained on two-lane highways. LOS A is the highest quality of traffic service, and LOS F is the lowest quality of traffic service.

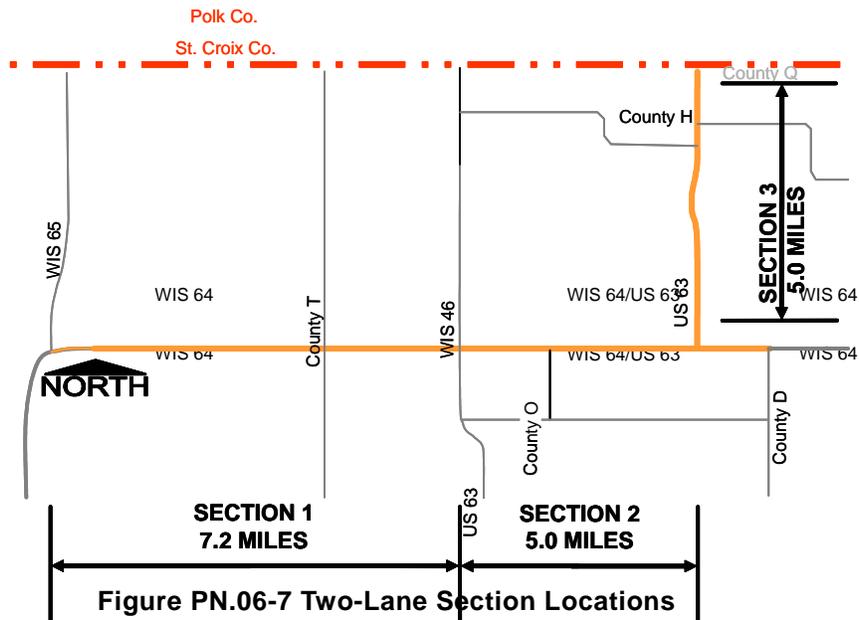
LOS	Two-Lane Highway
A	Highest quality of traffic service, where motorists are able to drive at their desired speed. Average speeds of 55 mph. Drivers would be delayed no more than 35 percent of the time by slow-moving vehicles.
B	On average, drivers are delayed up to 50 percent of the time. Service flow rates of 750 pcph, total in both directions, can be achieved under ideal conditions. Speeds of 50 mph or slightly higher are expected on level terrain.
C	Noticeable increases in platoon formation, platoon size, and frequency of passing impediment.

	Percent time-spent-following may reach 65 percent. Average speed still exceeds 45 mph on level terrain, even though unrestricted passing demand exceeds passing capacity.
D	Passing demand is very high, while passing capacity approaches zero. Mean platoon sizes of 5 to 10 vehicles are common, although speeds of 40 mph can still be maintained under ideal conditions. The fraction of no passing zones along the roadway section usually has little influence on passing. The percentage of time motorists are delayed approaches 80 percent.
E	Defined as traffic flow conditions on two-lane highways having a percent time-spent-following of greater than 80 percent. Speeds may range from 25 to 40 mph. Passing is virtually impossible and platooning becomes intense.
F	As with other highway types, LOS F represents heavily congested flow with traffic demand exceeding capacity. Volumes are lower than capacity, and speeds are highly variable.

Table PN.06-1 Two-Lane Highway Operational Characteristics from 2000 HCM

To determine rural operation levels, the study team divided the corridor into three sections. Since the WIS 64 section is 12.2 miles long with slightly different traffic volumes west and east of US 63/WIS 46, it was divided into Section 1 and Section 2. Section 3 then covers the US 63 segment from WIS 64 to the Polk County line. Figure PN.06-7 illustrates the sections along WIS 64 and US 63.

The study analyzed each section using the 2000 Highway Capacity Software's (HCS) two-lane analysis for 2002, 2012, 2022, and 2032 traffic volumes. Tables PN.06-2 (WisDOT Projections) and PN.06-3 (Historical Trends Projections on page 2-6) show the LOS for each two-lane section for these conditions. Note that LOS C is considered the lower limit of acceptable operations on Corridors 2020 routes such as the study corridor.



Section	2002	2012	2022	2032
1	ADT = 5,471 vpd PHV = 461 vpd % Passing = 71% LOS C	ADT = 6,128 vpd PHV = 515 vpd % Passing = 71% LOS C	ADT = 7,276 vpd PHV = 596 vpd % Passing = 71% LOS C	ADT = 8,642 vpd PHV = 690 vpd % Passing = 71% LOS C
2	ADT = 4,840 vpd PHV = 448 vpd % Passing = 60% LOS C	ADT = 5,340 vpd PHV = 518 vpd % Passing = 60% LOS C	ADT = 6,380 vpd PHV = 601 vpd % Passing = 60% LOS C	ADT = 7,630 vpd PHV = 697 vpd % Passing = 60% LOS C
3	ADT = 3,320 vpd PHV = 303 vpd % Passing = 61% LOS B	ADT = 3,940 vpd PHV = 360 vpd % Passing = 61% LOS C	ADT = 4,680 vpd PHV = 428 vpd % Passing = 61% LOS C	ADT = 5,560 vpd PHV = 508 vpd % Passing = 61% LOS C

Table PN.06-2 Two-Lane Operation Levels – WisDOT Traffic Projections

Section	2002	2012	2022	2032
1	ADT = 5,471 vpd PHV = 451 vpd % Passing = 71% LOS C	ADT = 8,206 vpd PHV = 659 vpd % Passing = 71% LOS C	ADT = 11,488 vpd PHV = 901 vpd % Passing = 71% LOS D	ADT = 16,084 vpd PHV = 1,232 vpd % Passing = 71% LOS D
2	ADT = 4,840 vpd PHV = 448 vpd % Passing = 60% LOS C	ADT = 7,260 vpd PHV = 671 vpd % Passing = 60% LOS C	ADT = 10,164 vpd PHV = 939 vpd % Passing = 60% LOS D	ADT = 14,230 vpd PHV = 1,315 vpd % Passing = 60% LOS D
3	ADT = 3,520 vpd PHV = 322 vpd % Passing = 61% LOS B	ADT = 5,280 vpd PHV = 482 vpd % Passing = 61% LOS C	ADT = 7,392 vpd PHV = 675 vpd % Passing = 61% LOS C	ADT = 10,349 vpd PHV = 945 vpd % Passing = 61% LOS D

Table PN.06-3 Two-Lane Operation Levels – Historical Traffic Growth Trends

Using WisDOT Central Office traffic projections, the current sections operate at LOS C and will continue to operate at LOS C through 2032. In 2032, Section 2 will operate close to the LOS D threshold.

Using traffic projections based on historic trends, all of the study corridor will operate at LOS D by 2032. The current sections operate at LOS C, yet most will fall to LOS D by 2022. At LOS D, vehicles can be delayed up to 75% of the time and mean platoon sizes can range between five to ten vehicles. Also, at LOS D, the available passing opportunity begins to have little effect on highway operations. This means that improving the amount of highway where passing is allowed will have little effect on the LOS. In this scenario, a roadway project that improves the passing percentage by 20% will have much less effect on an LOS D road than it would on a roadway operating at LOS C or B. This is because at LOS D, the amount of traffic in the opposing lane prevents passing and becomes a controlling factor. Also, under these conditions platoons grow very large, preventing vehicles from passing. However, during the nonpeak periods, increasing the passing opportunity will have a positive impact on operations.

D. Intersection Operation

The operation of a roadway (e.g., congestion levels) is typically described as Level of Service (LOS). The LOS rating system describes the traffic flow conditions of a roadway or intersection and ranges from A (free flow conditions) to F (over capacity). In urban areas, intersection operation is the primary evaluation measure for operation levels. Intersection operation is less of a measure of operation in rural areas, yet it still provides insight on how difficult it may be to enter and cross the highway.

For intersections, LOS is determined by the average delay (in seconds) of vehicles entering the intersection. The average delay is based on the peak 15-minute period of the peak hour being analyzed. Since this delay is an average value, some vehicles will experience greater delay, and some will experience less delay than the average value. Intersections with short average delays have high LOS; conversely, intersections with long average delays have low LOS. LOS E is often considered to be the limit of acceptable delay and LOS F for the total intersection is considered to be an indication of the need for improvement. Many communities establish a delay of up to 55 seconds for signalized intersections and 35 seconds for unsignalized intersections, both corresponding to LOS D, as their minimum standard. Corridors 2020 Routes strive to maintain LOS C operations or better.

LOS characteristics are different for signalized and unsignalized intersections. Drivers anticipate longer delays at signalized intersections that carry large amounts of traffic. However, drivers generally feel unsignalized intersections should have less delay. Additionally, several driver behavior considerations combine to make delays at unsignalized intersections less desirable than at signalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, whereas drivers on the minor approaches to unsignalized intersections must remain attentive to identify acceptable gaps for entry. Typically, LOS is only calculated for the legs of an unsignalized intersection that have to yield to other movements (stop control or left turns). Table PN.06-4 describes LOS characteristics for both signalized and unsignalized intersections.

LOS	Signalized Intersections	Unsignalized Intersections
A	Describes intersections with very low levels of delay that average less than 10 seconds per vehicle. This condition occurs with extremely favorable signal progression and most vehicles arrive on the green phase of the signal.	Describes intersections with very low levels of delay that average less than 10 seconds per vehicle.
B	Describes intersections with low levels of delay that are more than 10 seconds yet less than 20 seconds per vehicle. This condition generally occurs with short-cycle lengths and/or good signal progression.	Describes intersections with low levels of delay that are more than 10 seconds yet less than 15 seconds per vehicle.
C	Describes intersections with average delays ranging from 20 to 35 seconds per vehicle. Individual cycle failures (waiting through more than one cycle) may appear at this Level of Service. The number of vehicles stopping is also substantial at this Level of Service.	Describes intersections with average delays ranging from 15 to 25 seconds per vehicle.
D	Describes intersections with average delays ranging from 35 to 55 seconds per vehicle. The influence of congestion becomes more noticeable. This Level of Service may result from long-cycle lengths, unfavorable progression and/or high vehicle-to-capacity ratios. Many vehicles stop and the proportion of nonstopping vehicles declines. Individual cycle failures are noticeable.	Describes intersections with average delays ranging from 25 to 35 seconds per vehicle. The influence of congestion becomes more noticeable.
E	Describes intersections with average delays ranging from 55 to 80 seconds per vehicle. Individual cycle failures are frequent occurrences. This Level of Service is considered by most agencies to be the limit of acceptable delay.	Describes intersections with average delays ranging from 35 to 50 seconds per vehicle.
F	Describes intersections with average delays that are more than 80 seconds per vehicle. This Level of	Describes intersections with average delays that are more than 50 seconds per vehicle. LOS F

LOS	Signalized Intersections	Unsignalized Intersections
	Service, considered to be unacceptable by most drivers, often occurs with oversaturation. The number of vehicles entering the intersection exceeds the intersection's capacity.	exists where there are insufficient gaps of suitable size to allow side-street traffic to cross safely through a major street traffic stream. This LOS is usually evident from extremely long total delays for side-street traffic and queuing on the minor approaches.
Source: 1997 Highway Capacity Manual		

Table PN.06-4 Level of Services Characteristics

The study analyzed seven intersections to determine their operation levels. The locations of these intersections are illustrated in Figure PN.06-8. These intersections experience the greatest traffic volumes in the corridor and provide a representative sample of side road delays throughout the corridor.

Because most of the intersections are two-way stop-controlled, only the LOS for yielding movements is provided. In most cases, the through WIS 64 and US 63 movements experience little-to-no delay since these movements have the right-of-way. The one exception to this is US 63 South/WIS 46 intersection, which is four-way stop-controlled.

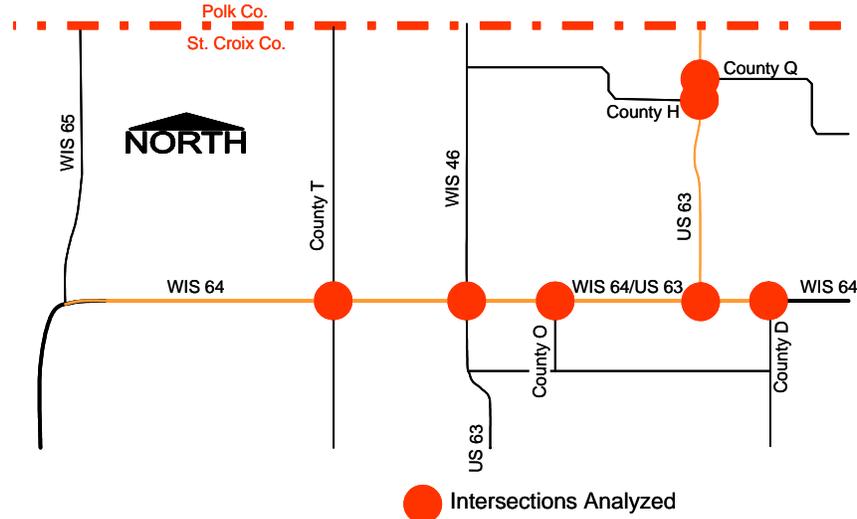


Figure PN.06-8 Intersections Analyzed

Table PN.06-5 shows the projected LOS for yielding movements using the conservative traffic projections provided by WisDOT Central Office. The analysis was performed using Highway Capacity Manual Software. There may be instances where temporary peaking characteristics produce delays that are greater than those shown in the table. Some of these peaks may occur on summer weekends. According to the analysis, with these traffic projections, most intersection movements will operate at acceptable levels through the year 2032. The four-way stop-controlled US 63 South/WIS 46 intersection begins to experience greater delays in the year 2032. Movements that operate at unacceptable levels are shaded.

	2002	2012	2022	2032
County T/WIS 64	EB L – A – 7.5 WB LTR – A – 8.0 NB LTR – A – 7.5 SB LTR – A – 7.3	EB L – A – 7.6 WB LTR – A – 8.1 NB LTR – A – 7.9 SB LTR – A – 7.5	EB L – A – 7.6 WB LTR – A – 8.3 NB LTR – A – 8.4 SB LTR – A – 7.8	EB L – A – 7.7 WB LTR – A – 8.5 NB LTR – A – 9.2 SB LTR – A – 8.1
US 63 South/WIS 64	EB A – B – 12.5 WB A – B – 10.5 NB A – A – 9.9 SB A – A – 10.2	EB A – B – 14.8 WB A – B – 11.5 NB A – B – 10.7 SB A – B – 11.1	EB A – C – 19.7 WB A – B – 13.1 NB A – B – 12.0 SB A – B – 12.6	EB A – D – 32.4 WB A – C – 15.8 NB A – B – 13.9 SB A – B – 14.8
County O/WIS 64	WB L – A – 8.2 NB LR – B – 11.7	WB L – A – 8.4 NB LR – B – 12.4	WB L – A – 8.6 NB LR – B – 13.4	WB L – A – 8.9 NB LR – B – 14.8
US 63 North/WIS 64	EB L – A – 7.7 WB L – A – 7.5 NB LTR – B – 14.9 SB L – B – 14.5 SB R – A – 9.1	EB L – A – 7.8 WB L – A – 7.5 NB LTR – C – 15.3 SB L – C – 16.5 SB R – A – 9.2	EB L – A – 8.0 WB L – A – 7.6 NB LTR – C – 17.0 SB L – C – 19.4 SB R – A – 9.4	EB L – A – 8.1 WB L – A – 7.6 NB LTR – C – 19.9 SB L – C – 24.3 SB R – A – 9.6
County D/WIS 64	EB – A – 7.4 WB – A – 7.7 NB LTR – B – 10.1 SB LTR – A – 9.9	EB – A – 7.5 WB – A – 7.8 NB LTR – B – 10.5 SB LTR – A – 10.2	EB – A – 7.5 WB – A – 7.9 NB LTR – B – 11.1 SB LTR – B – 10.7	EB – A – 7.5 WB – A – 7.9 NB LTR – B – 11.7 SB LTR – B – 11.0
County H/US 63	NB – A – 7.6 EB LR – B – 10.4	NB LT – A – 7.7 EB LR – B – 10.8	NB LT – A – 7.7 EB LR – B – 10.8	NB LT – A – 7.7 EB LR – B – 10.8
County Q/US 63	SB – A – 7.8 WB LR – B – 10.5	SB LT – A – 7.9 WB LR – B – 11.2	SB LT – A – 8.0 WB LR – B – 11.9	SB – A – 8.1 WB LR – B – 12.7

EB – Eastbound, WB – Westbound, NB – Northbound, SB – Southbound, L – Left, T – Through, R – Right, A – Approach

Table PN.06-5 Intersection LOS Using WisDOT Central Office Traffic Projections

Table PN.06-6 shows the operation levels for corridor intersections using traffic projections based on historic trends. Movements that operate at unacceptable levels are shaded. The US 63 South/WIS 46 intersection begins experiencing unacceptable delays in 2012. By 2022 three intersections have movements with unacceptable operation levels and some of these delays exceed 100 seconds. By the year 2032, four intersection approaches have movements with unacceptable operation levels and delays that are so great the traffic software is unable to predict them accurately (as indicated by the double asterisk **).

	2002	2012	2022	2032
County T/WIS 64	EB L – A – 7.5 WB LTR – A – 8.0 NB LTR – A – 7.5 SB LTR – A – 7.3	EB L – A – 7.7 WB LTR – A – 8.4 NB LTR – A – 9.0 SB LTR – A – 8.0	EB L – A – 7.9 WB LTR – A – 9.1 NB LTR – F – 59.1 SB LTR – F – **	EB L – A – 8.2 WB LTR – B – 10.4 NB LTR – F – ** SB LTR – F – **
US 63 South/WIS 64	EB A – B – 12.5 WB A – B – 10.5 NB A – A – 9.9 SB – B – 10.2	EB A – D – 25.5 WB A – B – 14.6 NB A – B – 13.1 SB – B – 13.8	EB A – F – ** WB A – D – 26.4 NB A – C – 19.7 SB – C – 22.2	EB A – F – ** WB A – F – 90.5 NB A – E – 40.9 SB – F – 58.8
County O/WIS 64	WB L – A – 8.2 NB LR – B – 11.7	WB L – A – 8.8 NB LR – B – 14.7	WB L – A – 9.6 NB LR – C – 20.4	WB L – B – 11.1 NB LR – E – 36.8
US 63 North/WIS 64	EB L – A – 7.7 WB L – A – 7.5 NB LTR – B – 14.9 SB L – B – 14.5 SB R – A – 9.1	EB L – A – 8.1 WB L – A – 7.6 NB LTR – C – 19.4 SB L – C – 22.4 SB R – A – 9.5	EB L – A – 8.6 WB L – A – 7.8 NB LTR – D – 32.5 SB L – F – 54.0 SB R – B – 10.2	EB L – A – 9.7 WB L – A – 8.0 NB LTR – F – 96.3 SB L – F – ** SB R – B – 11.6
County D/WIS 64	EB – A – 7.4 WB – A – 7.7 NB LTR – B – 10.1 SB LTR – A – 9.9	EB – A – 7.5 WB – A – 7.9 NB LTR – B – 11.5 SB LTR – A – 11.0	EB – A – 7.6 WB – A – 7.7 NB LTR – B – 13.9 SB LTR – A – 12.5	EB – A – 7.7 WB – A – 8.7 NB LTR – C – 21.6 SB LTR – C – 15.2
County H/US 63	NB – A – 7.6 EB LR – B – 10.4	NB – A – 7.8 EB LR – B – 11.8	NB – A – 8.0 EB LR – B – 14.1	NB – A – 8.4 EB – C – 19.3
County Q/US 63	SB – A – 7.8 WB LR – B – 10.5	SB – A – 8.1 WB LR – B – 11.9	SB – A – 8.4 WB LR – B – 14.1	SB – A – 9.0 WB – C – 18.3

EB – Eastbound, WB – Westbound, NB – Northbound, SB – Southbound, L – Left, T – Through, R – Right, A – Approach
** Demand exceeds capacity; software unable to accurately predict delay

Table PN.06-6 Intersection LOS Using Historical Trends Traffic Projections

E. Traffic Signal Warrants

The need for traffic signals is usually determined by using a set of criteria called Signal Warrants. Signal warrants are listed in the Manual on Uniform Traffic Control Devices and currently there are up to 15 criteria that can justify signals. Rarely is a signal installed at an intersection without meeting at least one signal warrant. Often signals are not installed even when several warrants are met because it is in the overall interest of the system to not introduce signal delay or queuing. The study team looked at the five most commonly met warrants for rural areas. The warrants analyzed were:

1. Warrant 1A: Minimum Vehicular Volume
2. Warrant 1B: Interruption of Continuous Traffic
3. Warrant 2: Four Hour Volume
4. Warrant 3: Peak Hour Volume
5. Warrant 7: Crash Experience

Fifteen-hour turning movement counts were performed at both the WIS 64/US 63 South/WIS46 intersection and the WIS 64/US 63 North intersection. The study team then analyzed the two intersections to see if they met warrants based on the 2002 counts. The study team also analyzed the intersections using both the low (WisDOT Central Office) and high (historic) range of traffic projections to see if the warrants would be met in the future. Please refer to Section PN.06(A) for a discussion on the range of traffic projections used for this study. Tables PN.06-7 and PN.06-8 below show the results of the warrant analysis.

Warrant	Year	2002	2012		2022		2032	
			low	high	low	high	low	high
W1A: Minimum Vehicle Interruption		No	No	Yes	Yes	Yes	Yes	Yes
W1B: Interruption of Continuous Traffic		No	No	No	No	Yes	No	Yes
W2: Four Hour Volume		No	No	No	No	Yes	Yes	Yes
W3: Peak Hour Volume		No	No	Yes	No	Yes	Yes	Yes
W7: Crash Experience		No	N/A	N/A	N/A	N/A	N/A	N/A

Table PN.06-7 WIS 64/US 63 S/WIS 46 Intersection – Traffic Signal Warrant Summary

Warrant	Year	2002	2012		2022		2032	
			low	high	low	high	low	high
W1A: Minimum Vehicle Interruption		No	No	No	No	Yes	No	Yes
W1B: Interruption of Continuous Traffic		No	No	No	No	No	No	Yes
W2: Four Hour Volume		No	No	No	No	Yes	No	Yes
W3: Peak Hour Volume		No	No	No	No	Yes	No	Yes
W7: Crash Experience		No	N/A	N/A	N/A	N/A	N/A	N/A

Table PN.06-8 US 63 N/WIS 46 Intersection – Traffic Signal Warrant Summary

At the WIS 64/US 63 South/WIS 46 intersection, none of the five warrants analyzed are currently being met. According to the high traffic projections, two warrants would be met in 2012, and four would be met in 2022. According to the lower traffic projections, one warrant would be met in 2022 and three would be met in 2032.

At the WIS 64/US 63 North intersection, none of the five warrants analyzed are currently being met. The low traffic projections do not show that any warrants would be met through the year 2032. The high projections indicate that three warrants would be met in 2022 and four would be met in 2032.

2.07 EXISTING DEFICIENCIES

The study team analyzed the corridor to determine whether it meets horizontal and vertical alignment criteria. WIS 64 and US 63 generally follow straight alignments, so the horizontal alignment meets criteria. Some portions of the vertical profile fall below current standards for a 60 mph design speed. The study team used three sets of plans to review the roadway alignments. The sets were from 1932, 1951, and 1961, with the most recent set being used whenever possible. Table PN.07-1 shows the station, plan set, and design speed of the substandard vertical curves along this corridor.

Station to	Station	Type	Plan set date	K	Design Speed
27+11	31+11	Crest	STH 64 1951	178	50
42+25	44+25	Crest	STH 64 1951	167	50
67+00	76+50	Crest	STH 64 1951	158	50
88+59	92+59	Sag	STH 64 1951	125	50
98+08	102+08	Sag	STH 64 1951	121	50
113+48	117+67	Sag	STH 64 1951	81	45
147+79	153+99	Crest	STH 64 1951	160	50
195+85	204+85	Sag	STH 64 1951	114	50
205+14	209+14	Sag	STH 64 1951	114	50
272+08	275+08	Sag	STH 64 1951	158	45
276+69	282+69	Sag	STH 64 1951	122	50
306+70	313+00	Sag	STH 64 1951	103	50
393+60	404+40	Crest	STH 64 1951	171	50
404+99	411+99	Sag	STH 64 1951	125	55
596+85	606+85	Crest	STH 64 1951	185	50
607+04	612+04	Sag	STH 64 1951	128	55
622+98	630+98	Crest	STH 64 1951	182	50
637+21	643+21	Sag	STH 64 1951	105	50
0+93	2+06	Crest	USH 63 1937	100	40
21+13	25+13	Crest	USH 63 1937	181	50

Table PN.07-1 Substandard Vertical Curves

PN.08 CORRIDOR PRESERVATION

As mentioned previously, this document evaluates the effects from the construction of the proposed alternative. The proposed alternative is needed because of those factors outlined in Sections PN.03 through PN.07. To efficiently and effectively construct this proposed alternative, corridor preservation measures will additionally be needed. Because the proposed alternative will be a phased construction process that may not be completed for 20 years or more, the future corridor needs to be protected so that development adjacent to the future highway is properly planned.

	Percent time-spent-following may reach 65 percent. Average speed still exceeds 45 mph on level terrain, even though unrestricted passing demand exceeds passing capacity.
D	Passing demand is very high, while passing capacity approaches zero. Mean platoon sizes of 5 to 10 vehicles are common, although speeds of 40 mph can still be maintained under ideal conditions. The fraction of no passing zones along the roadway section usually has little influence on passing. The percentage of time motorists are delayed approaches 80 percent.
E	Defined as traffic flow conditions on two-lane highways having a percent time-spent-following of greater than 80 percent. Speeds may range from 25 to 40 mph. Passing is virtually impossible and platooning becomes intense.
F	As with other highway types, LOS F represents heavily congested flow with traffic demand exceeding capacity. Volumes are lower than capacity, and speeds are highly variable.

Table PN.06-1 Two-Lane Highway Operational Characteristics from 2000 HCM

To determine rural operation levels, the study team divided the corridor into three sections. Since the WIS 64 section is 12.2 miles long with slightly different traffic volumes west and east of US 63/WIS 46, it was divided into Section 1 and Section 2. Section 3 then covers the US 63 segment from WIS 64 to the Polk County line. Figure PN.06-7 illustrates the sections along WIS 64 and US 63.

The study analyzed each section using the 2000 Highway Capacity Software's (HCS) two-lane analysis for 2002, 2012, 2022, and 2032 traffic volumes. Tables PN.06-2 (WisDOT Projections) and PN.06-3 (Historical Trends Projections on page 2-6) show the LOS for each two-lane section for these conditions. Note that LOS C is considered the lower limit of acceptable operations on Corridors 2020 routes such as the study corridor.

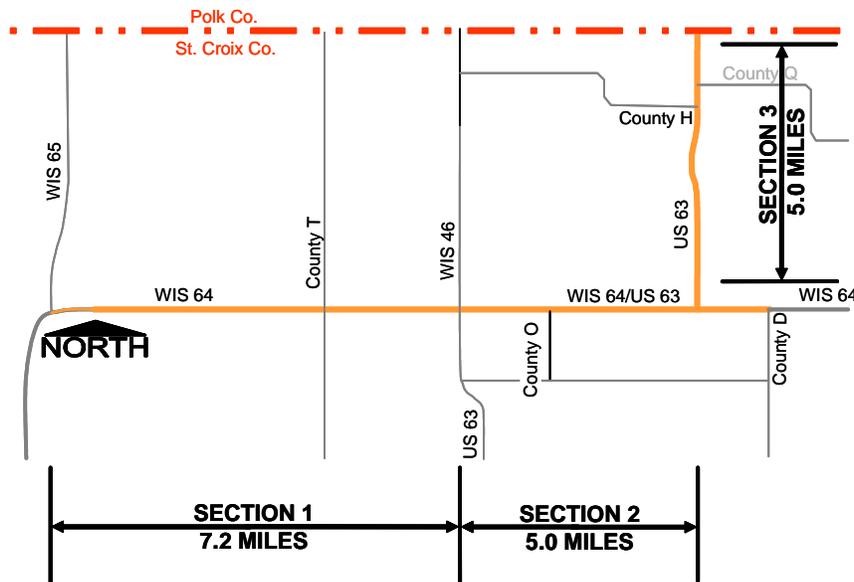


Figure PN.06-7 Two-Lane Section Locations

Section	2002	2012	2022	2032
1	ADT = 5,471 vpd PHV = 461 vpd % Passing = 71% LOS C	ADT = 6,128 vpd PHV = 515 vpd % Passing = 71% LOS C	ADT = 7,276 vpd PHV = 596 vpd % Passing = 71% LOS C	ADT = 8,642 vpd PHV = 690 vpd % Passing = 71% LOS C
2	ADT = 4,840 vpd PHV = 448 vpd % Passing = 60% LOS C	ADT = 5,340 vpd PHV = 518 vpd % Passing = 60% LOS C	ADT = 6,380 vpd PHV = 601 vpd % Passing = 60% LOS C	ADT = 7,630 vpd PHV = 697 vpd % Passing = 60% LOS C
3	ADT = 3,320 vpd PHV = 303 vpd % Passing = 61% LOS B	ADT = 3,940 vpd PHV = 360 vpd % Passing = 61% LOS C	ADT = 4,680 vpd PHV = 428 vpd % Passing = 61% LOS C	ADT = 5,560 vpd PHV = 508 vpd % Passing = 61% LOS C

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Table PN.06-3 Two-Lane Operation Levels – Historical Traffic Growth Trends

Using WisDOT Central Office traffic projections, the current sections operate at LOS C and will continue to operate at LOS C through 2032. In 2032, Section 2 will operate close to the LOS D threshold.

Using traffic projections based on historic trends, all of the study corridor will operate at LOS D by 2032. The current sections operate at LOS C, yet most will fall to LOS D by 2022. At LOS D, vehicles can be delayed up to 75% of the time and mean platoon sizes can range between five to ten vehicles. Also, at LOS D, the available passing opportunity begins to have little effect on highway operations. This means that improving the amount of highway where passing is allowed will have little effect on the LOS. In this scenario, a roadway project that improves the passing percentage by 20% will have much less effect on an LOS D road than it would on a roadway operating at LOS C or B. This is because at LOS D, the amount of traffic in the opposing lane prevents passing and becomes a controlling factor. Also, under these conditions platoons grow very large, preventing vehicles from passing. However, during the nonpeak periods, increasing the passing opportunity will have a positive impact on operations.

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For intersections, LOS is determined by the average delay (in seconds) of vehicles entering the intersection. The average delay is based on the peak 15-minute period of the peak hour being analyzed. Since this delay is an average value, some vehicles will experience greater delay, and some will experience less delay than the average value. Intersections with short average delays have high LOS; conversely, intersections with long average delays have low LOS. LOS E is often considered to be the limit of acceptable delay and LOS F for the total intersection is considered to be an indication of the need for improvement. Many communities establish a delay of up to 55 seconds for signalized intersections and 35 seconds for unsignalized intersections, both corresponding to LOS D, as their minimum standard. Corridors 2020 Routes strive to maintain LOS C operations or better.

LOS characteristics are different for signalized and unsignalized intersections. Drivers anticipate longer delays at signalized intersections that carry large amounts of traffic. However, drivers generally feel unsignalized intersections should have less delay. Additionally, several driver behavior considerations combine to make delays at unsignalized intersections less desirable than at signalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, whereas drivers on the minor approaches to unsignalized intersections must remain attentive to identify acceptable gaps for entry. Typically, LOS is only calculated for the legs of an unsignalized intersection that have to yield to other movements (stop control or left turns). Table PN.06-4 describes LOS characteristics for both signalized and unsignalized intersections.

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C	Describes intersections with average delays ranging from 20 to 35 seconds per vehicle. Individual cycle failures (waiting through more than one cycle) may appear at this Level of Service. The number of vehicles stopping is also substantial at this Level of Service.	Describes intersections with average delays ranging from 15 to 25 seconds per vehicle.
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LOS	Signalized Intersections	Unsignalized Intersections
	Service, considered to be unacceptable by most drivers, often occurs with oversaturation. The number of vehicles entering the intersection exceeds the intersection's capacity.	exists where there are insufficient gaps of suitable size to allow side-street traffic to cross safely through a major street traffic stream. This LOS is usually evident from extremely long total delays for side-street traffic and queuing on the minor approaches.
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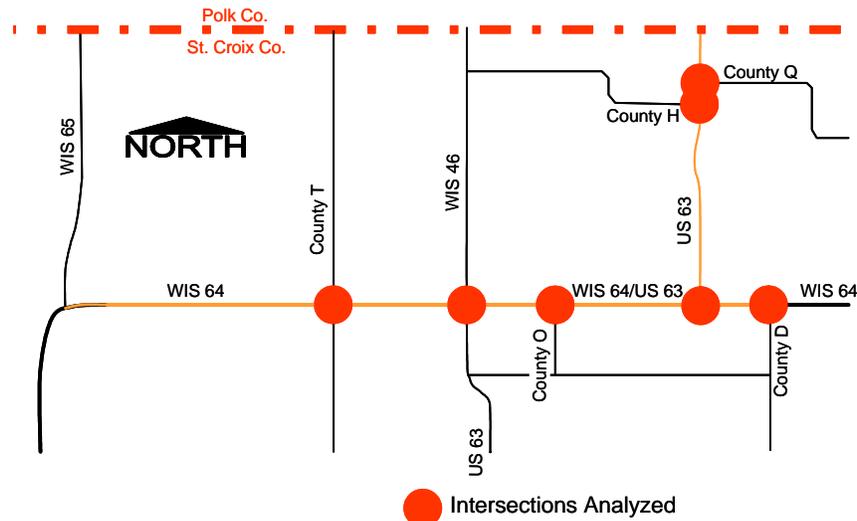


Figure PN.06-8 Intersections Analyzed

Table PN.06-5 shows the projected LOS for yielding movements using the conservative traffic projections provided by WisDOT Central Office. The analysis was performed using Highway Capacity Manual Software. There may be instances where temporary peaking characteristics produce delays that are greater than those shown in the table. Some of these peaks may occur on summer weekends. According to the analysis, with these traffic projections, most intersection movements will operate at acceptable levels through the year 2032. The four-way stop-controlled US 63 South/WIS 46 intersection begins to experience greater delays in the year 2032. Movements that operate at unacceptable levels are shaded.

	2002	2012	2022	2032
County T/WIS 64	EB L – A – 7.5 WB LTR – A – 8.0 NB LTR – A – 7.5 SB LTR – A – 7.3	EB L – A – 7.6 WB LTR – A – 8.1 NB LTR – A – 7.9 SB LTR – A – 7.5	EB L – A – 7.6 WB LTR – A – 8.3 NB LTR – A – 8.4 SB LTR – A – 7.8	EB L – A – 7.7 WB LTR – A – 8.5 NB LTR – A – 9.2 SB LTR – A – 8.1
US 63 South/WIS 64	EB A – B – 12.5 WB A – B – 10.5 NB A – A – 9.9 SB A – A – 10.2	EB A – B – 14.8 WB A – B – 11.5 NB A – B – 10.7 SB A – B – 11.1	EB A – C – 19.7 WB A – B – 13.1 NB A – B – 12.0 SB A – B – 12.6	EB A – D – 32.4 WB A – C – 15.8 NB A – B – 13.9 SB A – B – 14.8
County O/WIS 64	WB L – A – 8.2 NB LR – B – 11.7	WB L – A – 8.4 NB LR – B – 12.4	WB L – A – 8.6 NB LR – B – 13.4	WB L – A – 8.9 NB LR – B – 14.8
US 63 North/WIS 64	EB L – A – 7.7 WB L – A – 7.5 NB LTR – B – 14.9 SB L – B – 14.5 SB R – A – 9.1	EB L – A – 7.8 WB L – A – 7.5 NB LTR – C – 15.3 SB L – C – 16.5 SB R – A – 9.2	EB L – A – 8.0 WB L – A – 7.6 NB LTR – C – 17.0 SB L – C – 19.4 SB R – A – 9.4	EB L – A – 8.1 WB L – A – 7.6 NB LTR – C – 19.9 SB L – C – 24.3 SB R – A – 9.6
County D/WIS 64	EB – A – 7.4 WB – A – 7.7 NB LTR – B – 10.1 SB LTR – A – 9.9	EB – A – 7.5 WB – A – 7.8 NB LTR – B – 10.5 SB LTR – A – 10.2	EB – A – 7.5 WB – A – 7.9 NB LTR – B – 11.1 SB LTR – B – 10.7	EB – A – 7.5 WB – A – 7.9 NB LTR – B – 11.7 SB LTR – B – 11.0
County H/US 63	NB – A – 7.6 EB LR – B – 10.4	NB LT – A – 7.7 EB LR – B – 10.8	NB LT – A – 7.7 EB LR – B – 10.8	NB LT – A – 7.7 EB LR – B – 10.8
County Q/US 63	SB – A – 7.8 WB LR – B – 10.5	SB LT – A – 7.9 WB LR – B – 11.2	SB LT – A – 8.0 WB LR – B – 11.9	SB – A – 8.1 WB LR – B – 12.7

EB – Eastbound, WB – Westbound, NB – Northbound, SB – Southbound, L – Left, T – Through, R – Right, A – Approach

Table PN.06-5 Intersection LOS Using WisDOT Central Office Traffic Projections

Table PN.06-6 shows the operation levels for corridor intersections using traffic projections based on historic trends. Movements that operate at unacceptable levels are shaded. The US 63 South/WIS 46 intersection begins experiencing unacceptable delays in 2012. By 2022 three intersections have movements with unacceptable operation levels and some of these delays exceed 100 seconds. By the year 2032, four intersection approaches have movements with unacceptable operation levels and delays that are so great the traffic software is unable to predict them accurately (as indicated by the double asterisk **).

	2002	2012	2022	2032
County T/WIS 64	EB L – A – 7.5 WB LTR – A – 8.0 NB LTR – A – 7.5 SB LTR – A – 7.3	EB L – A – 7.7 WB LTR – A – 8.4 NB LTR – A – 9.0 SB LTR – A – 8.0	EB L – A – 7.9 WB LTR – A – 9.1 NB LTR – F – 59.1 SB LTR – F – **	EB L – A – 8.2 WB LTR – B – 10.4 NB LTR – F – ** SB LTR – F – **
US 63 South/WIS 64	EB A – B – 12.5 WB A – B – 10.5 NB A – A – 9.9 SB – B – 10.2	EB A – D – 25.5 WB A – B – 14.6 NB A – B – 13.1 SB – B – 13.8	EB A – F – ** WB A – D – 26.4 NB A – C – 19.7 SB – C – 22.2	EB A – F – ** WB A – F – 90.5 NB A – E – 40.9 SB – F – 58.8
County O/WIS 64	WB L – A – 8.2 NB LR – B – 11.7	WB L – A – 8.8 NB LR – B – 14.7	WB L – A – 9.6 NB LR – C – 20.4	WB L – B – 11.1 NB LR – E – 36.8
US 63 North/WIS 64	EB L – A – 7.7 WB L – A – 7.5 NB LTR – B – 14.9 SB L – B – 14.5 SB R – A – 9.1	EB L – A – 8.1 WB L – A – 7.6 NB LTR – C – 19.4 SB L – C – 22.4 SB R – A – 9.5	EB L – A – 8.6 WB L – A – 7.8 NB LTR – D – 32.5 SB L – F – 54.0 SB R – B – 10.2	EB L – A – 9.7 WB L – A – 8.0 NB LTR – F – 96.3 SB L – F – ** SB R – B – 11.6
County D/WIS 64	EB – A – 7.4 WB – A – 7.7 NB LTR – B – 10.1 SB LTR – A – 9.9	EB – A – 7.5 WB – A – 7.9 NB LTR – B – 11.5 SB LTR – A – 11.0	EB – A – 7.6 WB – A – 7.7 NB LTR – B – 13.9 SB LTR – A – 12.5	EB – A – 7.7 WB – A – 8.7 NB LTR – C – 21.6 SB LTR – C – 15.2
County H/US 63	NB – A – 7.6 EB LR – B – 10.4	NB – A – 7.8 EB LR – B – 11.8	NB – A – 8.0 EB LR – B – 14.1	NB – A – 8.4 EB – C – 19.3
County Q/US 63	SB – A – 7.8 WB LR – B – 10.5	SB – A – 8.1 WB LR – B – 11.9	SB – A – 8.4 WB LR – B – 14.1	SB – A – 9.0 WB – C – 18.3

EB – Eastbound, WB – Westbound, NB – Northbound, SB – Southbound, L – Left, T – Through, R – Right, A – Approach
** Demand exceeds capacity; software unable to accurately predict delay

Table PN.06-6 Intersection LOS Using Historical Trends Traffic Projections

E. Traffic Signal Warrants

The need for traffic signals is usually determined by using a set of criteria called Signal Warrants. Signal warrants are listed in the Manual on Uniform Traffic Control Devices and currently there are up to 15 criteria that can justify signals. Rarely is a signal installed at an intersection without meeting at least one signal warrant. Often signals are not installed even when several warrants are met because it is in the overall interest of the system to not introduce signal delay or queuing. The study team looked at the five most commonly met warrants for rural areas. The warrants analyzed were:

1. Warrant 1A: Minimum Vehicular Volume
2. Warrant 1B: Interruption of Continuous Traffic
3. Warrant 2: Four Hour Volume
4. Warrant 3: Peak Hour Volume
5. Warrant 7: Crash Experience

Fifteen-hour turning movement counts were performed at both the WIS 64/US 63 South/WIS46 intersection and the WIS 64/US 63 North intersection. The study team then analyzed the two intersections to see if they met warrants based on the 2002 counts. The study team also analyzed the intersections using both the low (WisDOT Central Office) and high (historic) range of traffic projections to see if the warrants would be met in the future. Please refer to Section PN.06(A) for a discussion on the range of traffic projections used for this study. Tables PN.06-7 and PN.06-8 below show the results of the warrant analysis.

Warrant	Year	2002	2012		2022		2032	
			low	high	low	high	low	high
W1A: Minimum Vehicle Interruption		No	No	Yes	Yes	Yes	Yes	Yes
W1B: Interruption of Continuous Traffic		No	No	No	No	Yes	No	Yes
W2: Four Hour Volume		No	No	No	No	Yes	Yes	Yes
W3: Peak Hour Volume		No	No	Yes	No	Yes	Yes	Yes
W7: Crash Experience		No	N/A	N/A	N/A	N/A	N/A	N/A

Table PN.06-7 WIS 64/US 63 S/WIS 46 Intersection – Traffic Signal Warrant Summary

Warrant	Year	2002	2012		2022		2032	
			low	high	low	high	low	high
W1A: Minimum Vehicle Interruption		No	No	No	No	Yes	No	Yes
W1B: Interruption of Continuous Traffic		No	No	No	No	No	No	Yes
W2: Four Hour Volume		No	No	No	No	Yes	No	Yes
W3: Peak Hour Volume		No	No	No	No	Yes	No	Yes
W7: Crash Experience		No	N/A	N/A	N/A	N/A	N/A	N/A

Table PN.06-8 US 63 N/WIS 46 Intersection – Traffic Signal Warrant Summary

At the WIS 64/US 63 South/WIS 46 intersection, none of the five warrants analyzed are currently being met. According to the high traffic projections, two warrants would be met in 2012, and four would be met in 2022. According to the lower traffic projections, one warrant would be met in 2022 and three would be met in 2032.

At the WIS 64/US 63 North intersection, none of the five warrants analyzed are currently being met. The low traffic projections do not show that any warrants would be met through the year 2032. The high projections indicate that three warrants would be met in 2022 and four would be met in 2032.

2.07 EXISTING DEFICIENCIES

The study team analyzed the corridor to determine whether it meets horizontal and vertical alignment criteria. WIS 64 and US 63 generally follow straight alignments, so the horizontal alignment meets criteria. Some portions of the vertical profile fall below current standards for a 60 mph design speed. The study team used three sets of plans to review the roadway alignments. The sets were from 1932, 1951, and 1961, with the most recent set being used whenever possible. Table PN.07-1 shows the station, plan set, and design speed of the substandard vertical curves along this corridor.

Station to	Station	Type	Plan set date	K	Design Speed
27+11	31+11	Crest	STH 64 1951	178	50
42+25	44+25	Crest	STH 64 1951	167	50
67+00	76+50	Crest	STH 64 1951	158	50
88+59	92+59	Sag	STH 64 1951	125	50
98+08	102+08	Sag	STH 64 1951	121	50
113+48	117+67	Sag	STH 64 1951	81	45
147+79	153+99	Crest	STH 64 1951	160	50
195+85	204+85	Sag	STH 64 1951	114	50
205+14	209+14	Sag	STH 64 1951	114	50
272+08	275+08	Sag	STH 64 1951	158	45
276+69	282+69	Sag	STH 64 1951	122	50
306+70	313+00	Sag	STH 64 1951	103	50
393+60	404+40	Crest	STH 64 1951	171	50
404+99	411+99	Sag	STH 64 1951	125	55
596+85	606+85	Crest	STH 64 1951	185	50
607+04	612+04	Sag	STH 64 1951	128	55
622+98	630+98	Crest	STH 64 1951	182	50
637+21	643+21	Sag	STH 64 1951	105	50
0+93	2+06	Crest	USH 63 1937	100	40
21+13	25+13	Crest	USH 63 1937	181	50

Table PN.07-1 Substandard Vertical Curves

PN.08 CORRIDOR PRESERVATION

As mentioned previously, this document evaluates the effects from the construction of the proposed alternative. The proposed alternative is needed because of those factors outlined in Sections PN.03 through PN.07. To efficiently and effectively construct this proposed alternative, corridor preservation measures will additionally be needed. Because the proposed alternative will be a phased construction process that may not be completed for 20 years or more, the future corridor needs to be protected so that development adjacent to the future highway is properly planned.

**WIS 64 Environmental Assessment
Agencies Field Meeting, September 25, 2003
Meeting Summary**

Attending: Jim Koenig, Wisconsin Department of Transportation, District 6
Jeff Abboud, WisDOT D6
Troy Stapelmann, WisDOT D6
Jim Doperalski, Wisconsin Department of Natural Resources
Kim Tohm, Representative for Senator Sheila Harsdorf
Ellen Denzer, St. Croix County Planning Department
Walter Anderson, Town of Stanton
Carl Cress, Town of Forest
Leon Helgeson, Town of Forest
Jeff Held, Strand Associates, Inc.
Tom Lynch, Strand Associates, Inc.

The meeting began in the parking lot of the Crossroads on the Corner restaurant located at the intersection of WIS 64, US 63, and WIS 46. First there was a brief review of the project goals and the preliminary study completed in April 2002. Potential short-term improvements may include intersection improvements and the addition of passing lanes. WisDOT is currently scoping these improvements. Long-term improvement would likely be conversion to a four-lane expressway-type facility with the ability to ultimately become a freeway facility. The four-lane facility would remain on-alignment as much as possible to help minimize impacts. Following the discussion the group drove the corridor together. The following items were discussed:

WIS 64 from WIS 65 to Four Corners Intersection

- The WIS 64/WIS 65 intersection (which is the west limit of the WIS 64 EA corridor) is going to be relocated as part of the current WIS 64 project west of New Richmond. Future improvements evaluated as part of this project should include consideration of this fact.
- Low marshy areas exist on both sides of WIS 64 near the east limits of the City of New Richmond.
- US Fish and Wildlife land directly abuts WIS 64 on the north side from 145th Street to the east for 0.5 miles. The land is a waterfowl production area and will require adjacent highway improvement alternatives to carefully consider stormwater impacts.
- Land owned by Wilson Greaton, Jr. located approximately 4600 feet west of 170th Street appears to have characteristics of Prairie habitat and may be in the DNR's CRP program.
- Land located on the west side of 170th Street north and south of WIS 64 is part of a single farm operation (the plat book indicates that it's owned by Steven and Amy Krumm). Cash crops are farmed; no livestock operation is present.
- In the southeast quadrant of the WIS 64/170th Street intersection, there is a low area surrounded by marshy habitat.
- The WIS 64/CTH T intersection was mentioned as being dangerous. Sight distance is limited by vertical curves on both highways.
- East of 190th Street, the Willow River runs adjacent to WIS 64 on the south side. Highway improvements will need to take place north of the existing alignment to avoid major impacts to the river habitat. Because of the number of homes located on the south side of WIS 64 in

this area, leaving the existing highway as a frontage road and relocating the improved highway to the north should be considered.

WIS 64/US 63 from Four Corners Intersection to CTH D

- Land to the northwest, southwest, and southeast of the WIS 64/US 63/WIS 46 intersection all appear to be environmentally sensitive. Consensus was that west of the intersection the highway improvements should probably be to the south. This area looked like a reasonable location for future on-site mitigation measures as well.
- On-site pump and treat remediation equipment is visible at the Crossroads at the Corners restaurant on the northwest corner of the property.
- Marshy areas were noted about 2000 feet west of 220th Street on the north side of WIS 64/US 63 and about 1000 feet west of 220th Street on the south side of WIS 64/US 63.
- The home located approximately 1200 feet east of CTH O on the north side of WIS 64/US 63 appears to be abandoned.
- A low, marshy area exists on both sides of the highway approximately 800 feet west of 240th Street. The south side of WIS 64/US 63 looks like the better location for improvements.

US 63 from WIS 64 to the Polk County Line

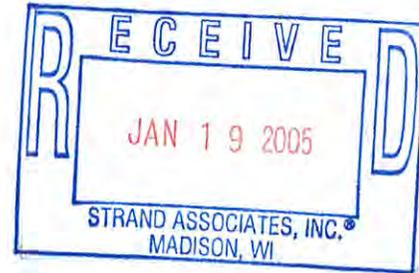
- Stream crossing approximately 1200 feet south of 200th Avenue includes marshy and wet areas on both sides of US 63.
- There is the potential for significant environmental impacts between 210th Avenue and 220th Avenue from the Jack Green Creek on the east side of the highway and associated wetlands and marshy areas on both sides. Areas adjacent to the creek would be ideal for on-site mitigation if possible.
- There is the potential for significant environmental impacts between CTH Q and the Polk County line from an elevated existing roadbed through wet and marshy lands.
- The group was informed that the first public meeting for the project would probably be held in November 2003. Copies of these meeting minutes have been sent to all those attending as well as local officials and agency representatives that could not attend.

Jeff Held, Strand Associates, Inc.



State of Wisconsin
Jim Doyle, Governor

Department of Agriculture, Trade and Consumer Protection
Rod Nilsestuen, Secretary



January 18, 2005

Jeffrey S. Held, P.E.
Strand and Associates, Inc.
910 West Wingra Drive
Madison, WI 53715

Re: STH 64/USH 63: New Richmond to Polk - St. Croix Road
St. Croix County
WisDOT ID#: 1559-01-03

Dear Mr. Held:

Thank you for giving the Wisconsin Department of Agriculture, Trade, and Consumer Protection (DATCP) the opportunity to comment on the proposed changes to STH 64 and USH 63 between New Richmond and Polk - St. Croix Road in St. Croix County.

According to the information that Strand has provided, the Wisconsin Department of Transportation (WisDOT) is planning to improve the STH 64/USH 63 corridor in three stages. Stage 1 includes the improvement of several intersections and the addition of passing lanes. Stage 2 would expand the highways to four lanes with at-grade intersections. Stage 3 would include the grade separation of all intersections and the improvement of the parallel road system so that direct access can be removed from the highway. In terms of direct impacts on agriculture, a "no build" alternative would have the fewest direct impacts on agriculture because it would not require the acquisition of any farmland and would, therefore, not result in the loss of cropland, pasture, and buildings or cause other direct impacts on farms.

When evaluating the impacts that a project would have on agriculture, DATCP's primary concerns include: the loss of farmland, the number of farm parcels to be severed, changes in access to farmland, the loss of farm buildings, and impacts on drainage. The following is a brief discussion of the proposed project's potential impacts on agriculture.

Acquisition of farmland: The loss of farmland, especially cropland or pasture, can reduce the productive capacity of a farm operation. Farmers with livestock also need to have an adequate amount of land on which to grow feed crops and spread manure. If they cannot find replacement land, they may be forced to cull some of their livestock. Farmers who lose land because of the proposed project may have difficulty finding comparable replacement acreage for a number of

Agriculture generates \$51.5 billion for Wisconsin

reasons including: (1) other area farmers will also be in the market, thereby increasing demand and perhaps price for farmland; (2) the supply of farmland will decrease because of right-of-way acquisitions; (3) the productive potential of available farmland may be less than the farmland taken; and (4) travel distances to available farmland may be cost prohibitive.

In terms of the loss of farmland, it appears that stage 2 will have the greatest impacts since that is the stage in the project that will likely have the largest amount of farmland acquisitions.

Soils: Another factor to consider when evaluating the loss of farmland is the quality of the affected soils. Prime farmland is defined as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops. DATCP estimates that just over 70 percent of the corridor passes through prime farmland.

Starting at the western edge of the town of Stanton and heading east, the proposed project passes through about 3/4 of a mile of the Sattre-Pillot-Antigo soil association, 4 miles of the Santiago-Jewett-Magnor soil association, 3 1/3 miles of the Sattre-Pillot-Antigo soil association, 6 miles of the Santiago-Jewett-Magnor soil association (including a mile between USH 63 and CTH "D"), 1/3 of a mile of the Sattre-Pillot-Antigo soil association, 3 miles of the Santiago-Jewett-Magnor soil association, and about 1/3 of a mile of the Sattre-Pillot-Antigo soil association.

The Sattre-Pillot-Antigo soil association has well drained and nearly level to sloping soils that are medium textured. They are found on outwash plains and stream terraces. This association consists of about 30 percent Sattre soils, 20 percent Pillot soils, 15 percent Antigo soils, and 35 percent minor soils. The Sattre and Antigo soils are prime where the slopes are 6 percent or less and Pillot soils are prime where the slopes are 3 percent or less.

The Santiago-Jewett-Magnor soil association has well drained to somewhat poorly drained and nearly level to sloping soils that are medium textured. They are found on till plains. This association consists of about 24 percent Santiago soils, 19 percent Jewett soils, 11 percent Magnor soils, and 46 percent minor soils. The Santiago, Jewett, and Magnor soils are prime where the slopes are 6 percent or less.

Zoning: The towns of Cylon and Stanton have exclusive agricultural zoning. There are also some current Farmland Preservation agreements in both towns that began before zoning was in place. At least one affected parcel in the town of Cylon owned by Roger and David Goodrich has an effective Farmland Preservation agreement. The town of Forest does not have exclusive agricultural zoning. Therefore, farmland owners in this town can only participate in the Farmland Preservation program if they have valid Farmland Preservation Agreements.

Severances: Severance of farms, particularly those that leave irregularly shaped remnant parcels, can make equipment usage awkward and production more costly. This increased cost is due in part to the additional time, fuel, and equipment wear associated with maneuvering equipment in

corners of fields that are not square or along sides of fields that are not straight. Severances can also create access problems where farm buildings are separated from cropland and pasture.

This project does not appear to create many severed parcels. Some may be created where intersections are redesigned. The use of the existing roadway as two lanes of the expanded four-lane highway and the use of local roads to provide access rather than constructing frontage roads are important design features that will minimize the number of potential severances.

Access: WisDOT has indicated that access to residential, commercial, and agricultural property along the highway will be restricted to permit only right-turn-in right-turn-out as part of Stage 2. Except at designated intersections, Stage 3 will divert all highway access to other local roads.

Any changes to existing access may interfere with the efficiency of a farm operation by altering the movements of livestock and farm machinery. The proposed project may create a barrier on farms with land on both sides of the highway. Some farmland that is now accessible directly from the highway would require a longer drive due to the initial right-in right-out restriction and the eventual relocation of all private access points. This will increase the time spent and cost of farming these parcels.

Acquisition of buildings: The loss or relocation of buildings can disrupt the efficiency of a farm operation. If affected buildings are relocated to another part of the farm or if buildings are included in an acquisition and replacement buildings are constructed elsewhere on the farm, the landowner may lose additional cropland or pasture in addition to the land lost for highway right-of-way. Also, if new replacement buildings are constructed, the cost to build them may be greater than the market value paid for the acquired buildings. This difference would be an additional burden on the landowner.

This project will likely affect farm buildings, but the exact number of farm buildings to be acquired or relocated is not known at this time.

Drainage: St. Croix County does not have any formalized drainage districts. About 2.5 percent of the soils along the project corridor are classified as prime where drained. These soils may have tiling or grassed waterways to improve their productivity. Highway construction can damage such improvements and impede the flow of surface water. This may lead to saturated soils and ponding that can hinder the growth of or kill plants.

DATCP supports WisDOT's plan to construct this project in stages as traffic needs require highway expansion and access restriction rather than constructing a four-lane, controlled access facility right away. This will delay many of the direct impacts on agriculture, which will allow operators to continue farming without disruption of their operations for as long as possible.

When WisDOT has compiled information about the farmland owners to be affected, the number of acres of farmland to be acquired, the number of farm buildings to be affected, etc., DATCP

will prepare an Agricultural Impact Statement (AIS) for this project. The AIS will provide detailed information on the impacts to agriculture that would be caused by the proposed project.

Thank you for allowing DATCP the opportunity to comment on the proposed project. If you have any questions, please feel free to call me at (608)224-4646.

Sincerely,

A handwritten signature in cursive script that reads "Alice Halpin".

Alice Halpin
Agricultural Impact Analyst

cc: Jim Koenig, P.E., Wisconsin Department of Transportation



State of Wisconsin
Jim Doyle, Governor

Department of Agriculture, Trade and Consumer Protection
Rod Nilsestuen, Secretary

April 13, 2005

Tory E. Kress
Strand Associates, Inc.
910 West Wingra Drive
Madison, WI 53715



Dear Ms. Kress:

I am responding to your email inquiry regarding the preparation of an agricultural impact statement (AIS) for the proposed improvements to STH 64/USH 63 in St. Croix County (Project ID 1559-01-03).

WisDOT does not anticipate acquiring farmland until well into the future for this project. Because of this, DATCP prefers to wait to prepare the AIS until closer to the time of acquisition. Waiting until that time to prepare the AIS would allow DATCP to more accurately represent the farmland owners' concerns prior to construction.

If you have any questions regarding the AIS for this project, please contact me at 608.224.4650.

Sincerely,

Peter Nauth
Agricultural Impact Program

Agriculture generates \$51.5 billion for Wisconsin

FIELD MEETING MINUTES
WIS 64 Environmental Assessment
I.D. 1559-01-03
Wisconsin Department of Transportation
August 19, 2004, 9 A.M.

Meeting Date: Thursday, August 19, 2004
Location: WisDOT District 6 Offices and WIS 64 Study Corridor
Purpose: Field Review of Proposed Improvement Alternatives

Attendees:

<u>Name:</u>	<u>Company or Title:</u>
Jim Koenig	WisDOT, D6 Project Manager
Troy Stapelmann	WisDOT, D6 Env. Coordinator
Jim Doperalski	Wisconsin DNR
Jeff Held	Strand Associates, Inc.
Jim McCarthy	Strand Associates, Inc.

Distribution:

Same as above

Display Items:

Roll Plots of Proposed Improvement Alternatives

Meeting Description:

The meeting participants met in Eau Claire and drove to the project corridor in a Wisconsin Department of Transportation (WisDOT) van. We drove the corridor and discussed the proposed four-lane improvement alternatives. Exhibit 1 shows the major comments from the group and contains maps from the 1951 Economic Land Inventory showing additional detail. The three maps show areas that will be analyzed in greater detail as design of the proposed improvements progresses. Following is a summary of the comments:

1. The DNR recommends that the project team consider wetland avoidance techniques (such as a narrow cross section, bridging of open water, etc.) on the east side of New Richmond near WIS 65. Bridges could allow the pocket of wetland on the north side of the existing highway to be connected to the pond on the south side of the road. Depending on the quality of the wetlands and the conditions existing in the pond, the DNR may consider removal of previous fill or overexcavation of upland areas as mitigation for some wetland impacts.

2. The DNR preferred alternative for crossing the Willow River west of the US 63/WIS 64/WIS 46 (four-corners) intersection is to remain on-alignment as much as is practical. The alternatives that consider a realignment to the north are not preferred. DNR feels that impacts to extensive wetland and sensitive habitat north of WIS 64, particularly northwest of the four-corners intersection are unacceptable. Additional archaeological investigations should be carried out south of WIS 64, east of the river to determine if the documented site on the north side of WIS 64 continues on the other side of the highway.
3. Provided that traffic operations are acceptable, the preferred DNR improvement alternative at the four-corners intersection is a multilane roundabout at the existing intersection location. Impacts to sensitive habitat in the northwest and, to a lesser extent, the southwest and southeast quadrants of the intersection are minimized with this alternative. If an interchange must be considered, the DNR would prefer to see it located on-alignment, or to the south of WIS 64. An interchange north of WIS 64 is not preferred.

If feasible, the DNR suggests considering an interchange configuration with impacts primarily in the northeast quadrant of the intersection.

4. If feasible, the DNR recommends avoiding impacts to the sensitive habitat located north of WIS 64 between 235th Street and 240th Street. This could be accomplished by moving the proposed second set of travel lanes to the south side of WIS 64.
5. The DNR recommends considering a narrow US 63 cross section through the most sensitive habitat between CTH Q and Polk/St. Croix Road. The narrow section minimizes impacts that are likely on both sides of the highway and may reduce wetland impacts and the number of relocations required.

If feasible, the DNR recommends minor changes in alignment that may further reduce impacts to the habitat adjacent to existing US 63.

The study team will investigate the recommendations above and implement them wherever feasible. If there are any additions and/or comments, please call me at 608-251-2129 ext. 1175.

Prepared by Jeffrey S. Held, P.E. and respectfully submitted to all in attendance.





State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Scott Hassett, Secretary
Scott Humrickhouse, Regional Director

West Central Region Headquarters
1300 W. Clairemont Avenue
PO Box 4001
Eau Claire, Wisconsin 54702-4001
Telephone 715-839-3700
FAX 715-839-6076
TTY Access via relay - 711

October 22, 2004

Jeff Held
Strand Associates
910 West Wingra Drive
Madison, WI 53715



IN REPLY REFER TO:

SUBJECT: DOT/DNR Initial Project Review
Project I.D.#: 1559-01-03
Project Title: STH 64 and STH 63 Corridor Preservation
Highway: STH 64 East of New Richmond to STH 63 North County Line
County: St. Croix

Dear Mr. Held:

Preliminary information on the above referenced project has been reviewed by DNR West Central Region staff under the DOT/DNR Cooperative Agreement. This letter is intended to provide the Department's comments on the surrounding landscape and potential concerns from an upgraded roadway.

Waterways

The east end of the project passes just north of Hart Lake. The Department is not aware of a viable fishery since it is considered a winterkill lake. There is however local interest in an aeration system. Depending on the proposed alignment there may be potential for lake shore restoration. During our field tour we discussed connecting Hart Lake with the wetland on the north side of the highway. If the current roadway is wide enough we recommend leaving the site in its current condition.

Willow River is classified as trout water (class II and III). The Department prefers an alignment as close as possible to the existing alignment at the western crossing (site 2 on the August 19, 2004 meeting minutes). STH 63 North crosses Creek twice and runs parallel to Willow Creek. The Department also prefers an alignment that is close as possible to the existing alignment at these locations. Placing the alignment at the existing location minimizes impacts to the riparian corridor. Erosion must be controlled during construction to minimize water quality impacts and sedimentation.

There are other smaller waterway crossings scattered throughout the project. Although fishery concerns are minimal erosion control is a concern. Again erosion must be controlled during construction.

Wetlands

There are several wetlands throughout the corridor. The wetlands range from open water to lowland forest. During our field tour we identified most of the wetlands that have the potential to be impacted. We also discussed ways to avoid and minimize the negative impacts such as narrowing medians, tightening side slopes, and adjusting the alignment.

There is a large area of wetlands and woodland near the Four-Corners intersection and to the north (Section 30 and 19). This area provides high quality wildlife habitat. As stated in our field tour the Department prefers these areas be avoided. The Departments preferred configuration at this intersection is the roundabout alternative. If this

alternative is not feasible then an alternative, which avoids the northwest quadrant of the intersection and minimizes impacts to the southwest and southeast quadrants is preferred.

Impacts to the wetland located at STH 64 and STH 63 North intersection should be minimized. During the field tour an intersection, which provides continuous flow traffic from STH 64 eastbound to STH 63 northbound was proposed. This design could have an impact on this wetland and thus may need to be adjusted to reduce the impacts.

STH 63 north has two wetland areas that need special attention. The first one is located near the Willow River about a mile south of CTH H. In this area the river runs parallel to STH 63 on the east. The second area was discussed in the August 19, 2004 meeting minutes.

Any unavoidable wetland impacts must be mitigated according to the DOT/DNR Cooperative Agreement and WDOT Wetland Mitigation Banking Technical Guideline. Depending on the acreage of wetland impacts after avoidance and minimization onsite or near-site mitigation may be preferred. The Department has identified a parcel of land that may have the potential to be used for onsite or near-site mitigation. The site is located in the Town of Cylon, T.31N. – R.16W., Section 20. Aerial maps and soil maps have been included for your reference. If you would like to discuss this further please let me know.

Uplands and Wildlife

Much of the surrounding landscape consists of open fields with scattered woodland and the wetlands described above. According to our prairie remnant database there does not appear to be any prairie remnants with the project corridor. There are rural residences scattered along the corridor. There is federal land located on the north side of the corridor near New Richmond. Contact with US Fish and Wildlife Service must be made to discuss any potential impacts.

Small mammals, common furbearers, songbirds, and deer commonly use this area. There are no records for any federal or state endangered, threatened, or special concern species in the corridor boundary.

The Department supports WDOT effort for corridor preservation. Due to substantial growth St. Croix County is currently experiencing it is important to plan ahead to deal with the growth. It is also important to consider the potential environmental impacts as a result of this growth and provide a roadway system that addresses these concerns not only from the foot print point of view, but also from the secondary impacts point of view such as access roads.

I look forward to working with you to develop a roadway, which provides safe and efficient transportation while minimizing environmental impacts. If any of the concerns or information provided in this letter require further clarification, please contact this office at (715) 839-1609.

Sincerely,



James P. Doperalski Jr.
Environmental Analysis and Review Specialist

cc. Jim Koenig – DOT 6
Kris Belling – Baldwin
Marty Engel - Baldwin

ditch
↓

photo from A-65



2nd Ave

2nd Ave

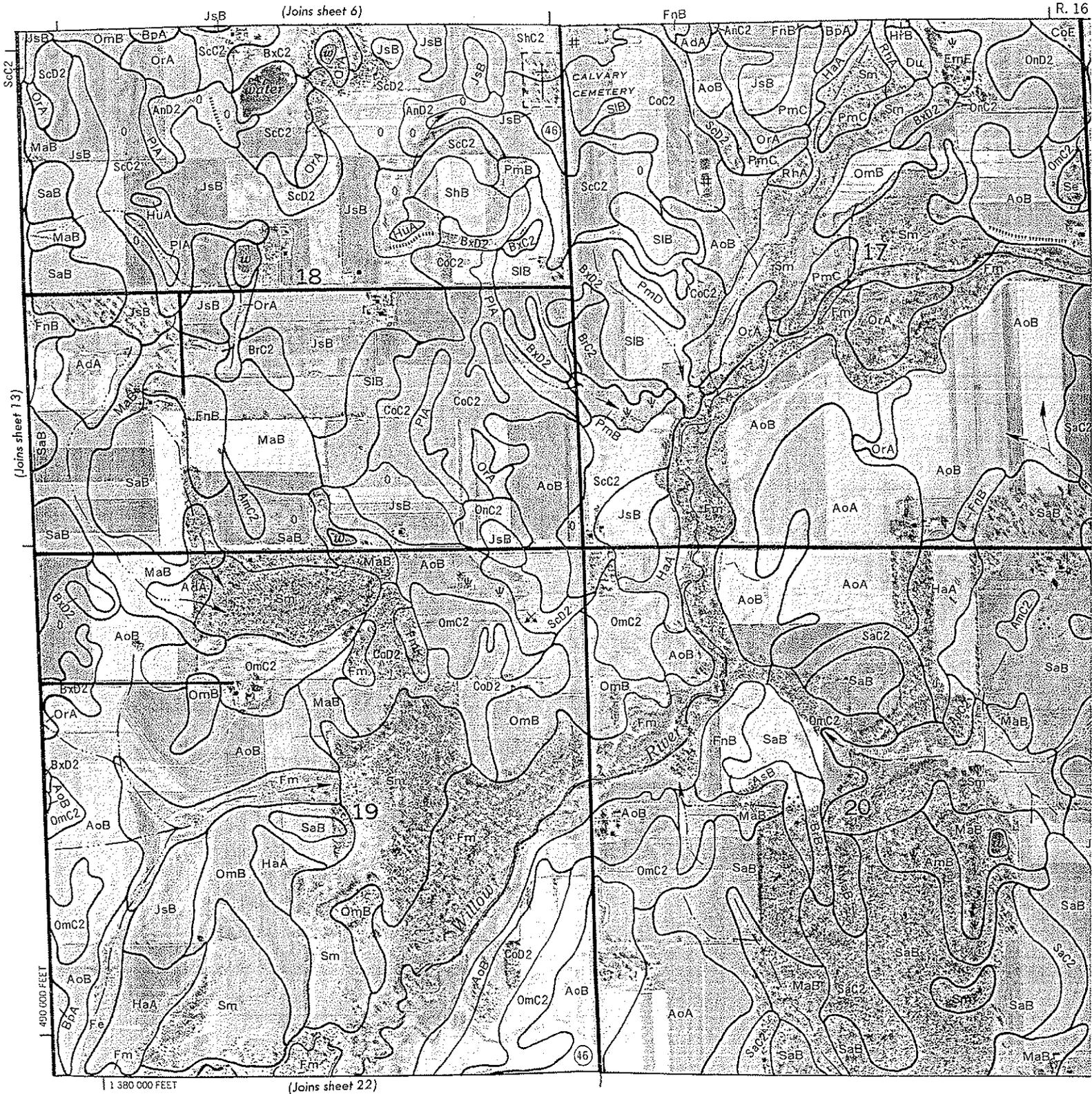
photo from 1993

- Show window that opened when beams plugged the ditch

- Thomas Gray agent

- when used it had 30-3500 sq water





soils - Sm -
 Seelyville muck

GRANTS AND DEVELOPMENT NOTIFICATION

DT1916 2002 (Replaces ED511)

Wisconsin Department of Transportation

Project Identification No. 1559-01-03	Federal Catalog No.	Date April 5, 2005
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The Department of Transportation, Division of Transportation Infrastructure Development has begun engineering studies, or will begin such studies prior to July 1, , for the improvement of the section of highway, road, or street, hereinafter described:

Route Number WIS 64 & US 63	Name	
Termini New Richmond to County D ; WIS 64 to Polk County line		
County St. Croix	Municipality	Length 18.3 miles

Total Estimated Cost
 \$ roughly approximated at \$50 million. costs will be further refined.

The improvement may include the following general design considerations:

1 Location Change

- a. Complete relocation
- b. Partial relocation
- c. No relocation

2. Right of Way Acquisition

- a. New location
- b. Widen present R.O.W.
- c. None or minor
- d. Access control

3. Construction Elements

- a. Reconstruct to existing standards
- b. Reconstruct to wider and/or improved alignment
- c. Add lanes structures interchanges
- d. Construct a full freeway
- e. Other: improve local road connections

One intersection will be converted to a sweeping curve, slightly off-alignment

Project will require acquisition of an estimated 312 acres of ROW.
 Anticipated Environmental Impact
Agricultural, forest, grassland, wetland, and pine plantation land will be affected.

Preparation of an Environmental Impact Statement is is not planned.

An EA is currently being prepared.

To promote and facilitate coordination of highway planning with other local, regional, state and national planning, the project notification is being made available to all agencies that may be affected by such highway improvement planning. This work may involve an application to the Federal Highway Administration for Federal-aid and be reflected in the fiscal _____ (year) federal-aid highway program.

EA is being prepared for corridor preservation. Improvements will be phased in 3 stages from approx. 2012 - 2032.

Please complete and return this form.

- a. No interest in the proposed improvement.
- b. Interested in the proposed improvement and support proceeding (no issues).
- c. Interested in the proposed improvement and request opportunity to comment prior to location approval.
- d. The proposed improvement will conflict with local, regional or state planning.

If statement D is checked, this notification form must be followed by a letter indicating the conflicting planning and whether or not the issues have been resolved.

Don Kusk 4/7/05
 (Signature) (Date)
Senior Planner
 (Title)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

FEB 02 2005



James Koenig, Project Manager
Wisconsin Department of Transportation
718 West Clairmont
Eau Claire, Wisconsin 54701

Re: Comments on the Upcoming Environmental Assessment for the Wisconsin Route 64 and U.S. Route 63 Project in St. Croix County, Wisconsin

Dear Mr. Koenig:

The Environmental Protection Agency (U.S. EPA) has reviewed scoping information, dated December 30, 2004, regarding proposed long-term solutions for Wisconsin Route 64 and U.S. Route 63 (WIS 64/US 63) in St. Croix County, Wisconsin. This scoping information will be used to develop an environmental assessment (EA) for this case. According to the scoping information, the need for the project is to address the study area's expected growth combined with existing and projected traffic conditions. Additionally, the purpose of the proposed project is to:

1. Maintain and improve WIS 64/US 63 mobility in a way that is consistent with its Principle Arterial classification in the State Highway System and is Connector classification in the Corridors 2020 State Highway Plan.
2. Reduce future congestion levels projected for the study corridor including the side road delays and through travel delays.
3. Preserve a transportation corridor through planned land use and zoning.

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, we are responding with comments.

We are concerned about the lack of documented justification for the stated project purpose and need. As indicated above, the purpose of the proposed project is to reduce future congestion levels for the study corridor. The scoping information also states that, "Projections indicate that within 30 years multiple sections of the project corridor will not meet acceptable operational thresholds for a two-lane rural highway designated as a Corridors 2020 Connector." Finally, the scoping information indicates that the average delays per vehicle experienced at three intersections in the project corridor are expected to exceed allowable levels in the future.

However, the scoping information does not provide any information about future congestion levels or intersection delays in the study corridor under the existing transportation infrastructure, nor does it provide data about which sections of the project corridor will exceed the operational thresholds and the magnitude of these overages. Current conditions and future no-build and build scenarios should be documented with Levels of Service and Average Daily Traffic counts for the different project sections. This information should be included in the EA in order to justify the purpose and need for the project.

We are also concerned about the limited feasible alternatives provided in the scoping information. The only alternatives considered for evaluation in the scoping document are three stages of build alternatives:

1. Intermediate improvements
2. Construction of a four-lane facility with at-grade intersections
3. Grade separations and enhancement of parallel local roads

The scoping document also includes a preferred alternative, which implements one of the three build alternatives within one of three sections in the project corridor. Therefore, the scoping document appears to prematurely screen out other feasible alternatives before the multiple alternatives could undergo a NEPA analysis in the EA. The EA should include a sufficient number of reasonable alternatives for comparison (based on environmental impacts and mitigation strategies). In addition to the existing build alternatives, the project proponents should consider adding no-build solutions (such as travel demand reduction and transportation systems management), and off-alignment solutions as feasible alternatives.

Finally, the scoping document refers to an archeological site within the study area. The scoping document indicates that the project proponents are consulting with a study archeologist, but is not clear if the project proponents are also consulting with the Wisconsin State Historical Preservation Office (Wisconsin SHPO). The project proponents should consult with the Wisconsin SHPO (if they are not already doing so), in order to ensure compliance with the National Historic Preservation Act.

Thank you for the opportunity to comment on the scoping information. If you have any questions or comments, please feel free to contact Newton Ellens, of my staff, at (312) 353-5562.

Sincerely yours,



Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Science, Ecosystems, and Communities



910 West Wingra Drive
Madison, WI 53715
Phone: 608-251-4843
Fax: 608-251-8655

Office Locations

Madison, WI
Joliet, IL
Louisville, KY
Lexington, KY
Mobile, AL
Columbus, IN
Lancaster, OH
Indianapolis, IN
Milwaukee, WI

www.strand.com

May 5, 2005

Kenneth A. Westlake
Chief, NEPA Implementation Section
United States Environmental Protection Agency, Region 5
77 West Jackson Boulevard
Chicago, IL 60604-3590

Re: Comments on the Environmental Assessment for the Wisconsin Route 64 and U.S. Route 63 Project in St. Croix County, Wisconsin

Dear Mr. Westlake:

Thank you for commenting on our agency update letter dated December 30, 2004, regarding proposed long-term solutions for Wisconsin Route 64 and U.S. Route 63 (WIS 64/US 63) in St. Croix County, Wisconsin. We would like to address your comments regarding the Environmental Assessment (EA) that is being prepared for this corridor.

You noted that you are "concerned about the lack of documented justification for the stated project purpose and need." You also noted that "Current conditions and future no-build and build scenarios should be documented with Levels of Service and Average Daily Traffic counts for the different project sections" in the EA. The draft EA will include additional information on the purpose and need for the study including the items you identified.

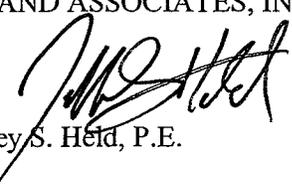
You noted that you are "also concerned about the limited feasible alternatives provided in the scoping information." Agency scoping was completed through a field meeting on the corridor in August 2003 and a summary of the meeting sent to agencies that were unable to participate. The December 30, 2004, letter was sent as an update to the agencies to introduce the current preferred alternatives and solicit feedback. All the alternatives considered, including no-build and off-alignment options, will be described in the draft EA.

Finally, you note that the project team should consult with the Wisconsin State Historical Preservation Office (Wisconsin SHPO) regarding the Breault archaeological site identified adjacent to the study corridor. Commonwealth Cultural Resources, Inc. are carrying out the archaeological investigations for the WIS 64/US 63 EA. They will coordinate directly with Wisconsin SHPO.

Thank you for your comments. Please contact me to discuss the project or if you would like additional information.

Sincerely,

STRAND ASSOCIATES, INC.


Jeffrey S. Held, P.E.



National Park Service
U.S. Department of the Interior

Midwest Regional Office
Planning and Compliance

1709 Jackson Street
Omaha, Nebraska 68102

(402) 221-7286 phone
(402) 221-3465 fax

Midwest Regional Office fax

To: Jeffrey Held, Strand Associates, Inc.
Fax number: 608-251-8655
From: Nick Chevance
Date: Friday, September 05, 2003
Pages to follow: 0
Subject: Re: Wisconsin 64/US 63 North EA

Comments:

Dear Sirs:

We have received your letter of September 2, 2003 concerning the above referenced project.

- We have no comment on your proposed action.
- We have no comment at this time; please provide us with a copy of the draft EIS when it becomes available
- We have forwarded your letter to
- Please address any future correspondence to the following:

Regional Environmental Coordinator
National Park Service
Midwest Regional Office
1709 Jackson Street
Omaha, NE 68102

These comments are provided as informal technical assistance and are not intended to reflect our probable response to any document that may be prepared in this matter to comply with the National Environmental Policy Act or any other applicable environmental protection mandate.

Sincerely,

Nick Chevance
Regional Environmental Coordinator

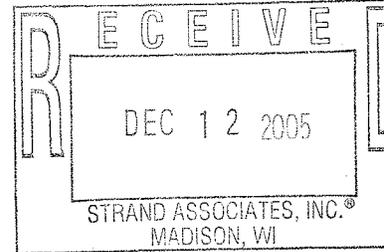
EXPERIENCE YOUR AMERICA

The National Park Service cares for special places saved by the American people so that all may experience our heritage.



United States Department of the Interior

FISH AND WILDLIFE SERVICE
1764 95th Street
New Richmond, WI 54017



FWS/NWRS-St. Croix WMD

December 9, 2005

Strand Associates, Inc.
910 West Wingra Drive
Madison, WI 53715
Attn: Jeff Held

Dear Mr. Held:

After reviewing the photo and engineering needs for the proposed improvements on Wisconsin Highway 64 in Section 30 T31.N-R17W of St. Croix County, Wisconsin, it does not appear there would be any long term adverse effect to Erickson Waterfowl Production Area. You have estimated the size of the proposed encroachment to be approximately 0.20 acres and the work to be grading of the slopes. In your photo you identified the work as "anticipated grading easement needs". An easement would not be acceptable, but a one time issuance of a Special Use Permit would allow the described work to be accomplished.

If the project is approved, our office should be notified. We will need to review the approved plans to determine what the final encroachment will be into the WPA and then will prepare an Environmental Assessment Statement prior to issuing a Special Use Permit for the work.

If you have any additional concerns or questions, you should contact me at (715) 246-7784, or by e-mail - David_McConnell@fws.gov.

Sincerely,

David L. McConnell
Refuge Operations Specialist

Attachment:

From: Jeff Held
To: Carr, Gwen
Date: 8/23/2005 11:48:04 AM
Subject: I.D. 1559-01-03 - WIS 64 EA Tribal Consultation

Hi Gwen,

This email provides a summary of the contact I've had with Native American tribal representatives, and of our conference call earlier today.

08-17-05 - Phone call from Edith Leoso representing the Bad River Band of Lake Superior Chippewa Indians of Wisconsin

- Edith asked me to verify whether certain tribal representatives had been included in our latest mailing of the archaeological reports. I was able to confirm that each of the people she mentioned was on our address list.
- Edith asked that she be listed as the contact for the Bad River Band (rather than Sharon Lemieux)

08-22-05 - Phone call from Wanda McFaggen representing St. Croix Tribal Historic Preservation

- Wanda was concerned that we had not complied with Section 106 because the tribes were not consulted prior to the Phase 2 investigation.
- Wanda strongly recommended that we consult with Jerry Smith (Lac Courte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin) and Jay Toth (Ho-Chunk Nation Archaeologist).
- Wanda asked that I send a copy of the Initial Notification letter from September 2003, I did so.
- Wanda stated that the St. Croix strongly oppose the artifacts being curated in Milwaukee.
- Wanda noted a change in her contact address, it should be:
Wanda McFaggen
St. Croix Tribal Historic Preservation
24663 Angeline Avenue
Webster, WI 54893

08-23-05 - Conference call with Jeff Held, Katie Egan-Bruhy, Jim Koenig, and Gwen Carr

- Katie will send an email regarding options for artifact curation and suggesting a possible field meeting with tribal representatives to Gwen.
- Gwen will include the information from Katie's email in her own email that continues consultation/coordination with tribal representatives both for the WIS 64 EA (I.D. 1559-01-03) and to establish general consultation procedures to be implemented on future projects.

Please let me know if I missed or misinterpreted anything. Thanks!

Jeff

Jeffrey S. Held, P.E.
jeff.held@strand.com
Phone: 608-251-4843
Fax: 608-251-8655

Strand Associates, Inc.

CC: Egan-Bruhy/CCRG, Katie; James.Koenig@dot.state.wi.us; Lynch, Tom

Stockbridge-Munsee Tribal Historic Preservation Office

Sherry White - Tribal Historic Preservation Officer

8510 MohHeConNuck Road

P.O. Box 70

Bowler, WI 54416

August 23, 2005

SA
Strand Associates Inc.
Engineers
Jeffrey S. Held, P.E.
910 West Wingra Drive
Madison, WI 53715

RE: I.D. 1559-01-03 WIS 64/US 63 Environmental Assessment

Dear Mr. Held:

Thank you for contacting the Stockbridge-Munsee Tribe regarding the above referenced project. The Tribe is committed to protecting archaeological sites that are important to tribal heritage, culture and religion. Furthermore, the tribe is particularly concerned with archaeological sites that may contain human burial remains and associated funerary objects.

As described in your correspondence, the proposed ground disturbing activity of this project does not appear to endanger archaeological sites of interest to the Stockbridge-Munsee Tribe. Our interest is in Section 3 not Section 6, therefore, we will defer to your State Archaeologist and your state's Office of Historical Preservation regarding the need for archaeological surveys of further investigation. Should either of these agencies recommend an archaeological survey of the proposed construction site, we ask that the Stockbridge-Munsee Tribe be informed of the results of the survey, including copies of site forms and reports. Also, any changes to the above referenced project should be resubmitted to the Historic Preservation Office.

Should this project inadvertently uncover an archaeological site, even after an archaeological survey, we request that you immediately contact the appropriate state agencies, as well as the Stockbridge-Munsee Tribe. Also, we ask that you halt all construction and ground disturbing activities until the Tribe and these state agencies are consulted.

We appreciate your cooperation in contacting the Historic Preservation Office. Should you have any questions, feel free to contact me.

Sincerely,



Sherry White,
Tribal Historic Preservation Officer



Sac & Fox Tribe of the Mississippi in Iowa

349 Meskwaki Road, Tama, IA 52339-9629 • (641) 484-4678 FAX (641) 484-5424

"MESKWAKI NATION"

August 25, 2005

Strand Associates, Inc
910 West Wingra Drive
Madison, WI 53715

To Whom It May Concern:

Thank you for the letter of August 10, 2005 concerning the project:

I.D. 1559-01-03 WIS 64/US 63 Environmental Assessment

At this time, the Historical Preservation Department of the Sac and Fox of the Mississippi in Iowa has determined the above listed has:

- No interest in the area geographically
- No comment on the proposed undertaking
- No objections. However, if human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, please stop immediately and notify the NAGPRA Representative, Johnathan L Buffalo.
- Have an objection or require additional project information. Please send the following:

Sincerely,

Johnathan L. Buffalo
Historical Preservation Coordinator
Sac and Fox of the Mississippi in Iowa

Cc: File

From: "Katie Egan-Bruhy/CCRG" <bizo1sd4@verizon.net>
To: "Carr, Gwen" <gwen.carr@dot.state.wi.us>
Date: 8/25/2005 5:22:22 PM
Subject: Re: Curation, archaeological collections WIS 64 (ID 1559-01-03) and consultation

Gwen,

I will draft a letter per the curation agreement I discussed with Joe Tiffany and set a date of 6 months following receipt of SHPO concurrence for curation of the collection.

Thanks for the assistance and hopefully the new protocol you put together will help to avoid the Native American tribes from being left out of the consultation process until the 11th hour.

Would you also notify Edith Leoso and Jerry Smith of Jay response and forward the letter on to them when you receive it.

Thanks and Best regards,

Katie

----- Original Message -----

From: Carr, Gwen

To: 'bizo1sd4@verizon.net'

Sent: Thursday, August 25, 2005 3:55 PM

Subject: FW: Curation, archaeological collections WIS 64 (ID 1559-01-03) and consultation

Katie, heres Jays reply. PLease just send me confirmation in a letter from you and /or MVAC regarding this for my files and to send to Jay. Thanks

Gwen

-----Original Message-----

From: Jay Toth [mailto:JToth@ho-chunk.com]

Sent: Wednesday, August 24, 2005 4:02 PM

To: Carr, Gwen

Cc: Larry Garvin; Bill Quackenbush

Subject: Re: Curation, archaeological collections WIS 64 (ID 1559-01-03) and consultation

I don't believe that we need to meet. I am pleased that the cultural materials will be placed closer to the area they were found.

Please let Wanda at St. Croix know too!

I appreciate your efforts regarding this project Gwen.

Na-wey

JAY

----- Original Message -----

From: Carr, Gwen

To: 'Jay Toth'

Sent: Wednesday, August 24, 2005 1:24 PM

Subject: Curation, archaeological collections WIS 64 (ID 1559-01-03) and consultation

Jay ~ I just received this from CCRG regarding the curation of the artifacts in question. DO you feel it would be appropriate for us to meet regarding this? I understand that larger ramifications of the consultation process..and it is something I am attempting to begin to address in our THPO project. Let me know.

Gwen

-----Original Message-----

From: Katie Egan-Bruhy/CCRG [mailto:bizo1sd4@verizon.net]

Sent: Tuesday, August 23, 2005 1:30 PM

To: carr, gwen

Cc: Koenig, James; Held, Jeff

Subject: Curation, archaeological collections WIS 64 (ID 1559-01-03) and consultation

Gwen,

I just spoke with Joe Tiffany, Director of the Mississippi Valley Archaeology Center (MVAC), about curating the archaeological collections from the WIS 64 project (ID 1559-01-03). He said that they would be pleased to accept the collections.

This fall, we will contact the landowners of the properties from which we recovered archaeological collections and recommend that they donate the collections to MVAC for curation. Following receipt of a "deed of gift" form from the landowner for the collections, we will submit them, along with copies of the field documents, to MVAC for curation.

Please let me know if I can be of further assistance on this project. I would be pleased to meet with you and any of the tribal representatives who are interested and/or concerned about the project to discuss our findings and recommendations. Just let me know.

Thanks,

Katie

Kathryn C. Egan-Bruhy, Ph.D., RPA

Regional Director

CCRG

P.O. Box 1061

Minocqua, WI 54548

Phone (715) 358-5686

Cell Phone (715) 482-5492

Fax (715) 358-6656

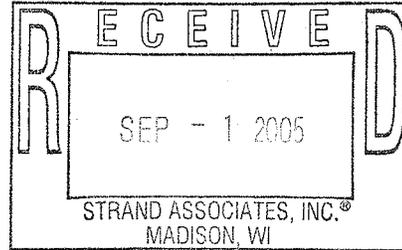
E-Mail eganbruhy@ccrginc.com

CC: "Held, Jeff" <Jeff.Held@Strand.com>, "Koenig, James" <james.koenig@dot.state.wi.us>, <JToth@ho-chunk.com>

COMMONWEALTH



Ms. Gwen Carr
DTID-BEES Room 451
HFSTB
P.O. Box 7965
Madison, WI 53707-7965



RE: Curation of Archaeological Collections
WIS 64, New Richmond to Connorsville Road
St. Croix County, Wisconsin
WisDOT ID: 1559-01-03

Dear Ms. Carr;

This letter is to formalize our e-mail correspondence from last week regarding the proposed disposition of archaeological collections recovered during the Phase I and Phase II investigations for the proposed WIS 64, New Richmond to Connorsville Road, St. Croix County, Wisconsin project (WisDOT ID: 1559-01-03). Per the request of Mr. Toth, Ho-Chunk Nation, and Ms. McFaggen, St. Croix Band of Lake Superior Chippewa, I have made arrangements with Dr. Tiffany, Director, Mississippi Valley Archaeology Center (MVAC) to curate the archaeological collections in the MVAC curation facilities. Further, we propose to initiate curation of the collections within three months of receiving notification of SHPO concurrence on the project. Finally, we will notify your office when the collections transfer is completed.

We appreciate your assistance in facilitating this arrangement. Please let me know if you or any of the tribal representatives consulting on this project have any other questions or concerns.

Sincerely,

Kathryn C. Egan-Bruhy, Ph.D., RPA
Regional Director

cc: J. Tiffany, MVAC
J. Held, Strand Associates ✓
J. Becker, BEES/WisDOT
J. Koenig, Northwest Region/WisDOT

Main Office: 2530 Spring Arbor Road Jackson, Michigan 49203 • (517) 788-3550/Fax (517) 788-6594

New York Office: 2495 Main Street Room 448 Buffalo, New York 14214 • (716) 831-9003/Fax (716) 831-9003

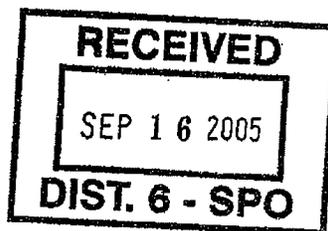
Wisconsin Office: P.O. Box 1061 Minocqua, Wisconsin 54548 • (715) 358-5686/Fax (715) 358-6656

www.ccrinc.com



Sac and Fox Nation of Missouri in Kansas and Nebraska

305 North Main Street • Reserve, Kansas 66434
Phone (785) 742-7471 • Fax (785) 742-3785



September 8, 2005

Jim Koenig, P.E.
WisDOT Northwest Region Project Manager
718 West Clairemont Avenue
Eau Claire WI 54701-5108

Dear Mr. Koenig

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

The Sac and Fox Nation of Missouri in Kansas and Nebraska do not have an interest in this site:

I.D. 1559-01-03 WIS 64/US63 Environmental Assessment

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

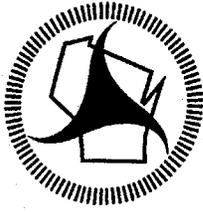
Johnathan Buffalo, Sac and Fox of the Mississippi in Iowa
349 Meskwaki Rd.
Tama, IA 52339-9629

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

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

Sincerely,

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



06 - 0337/se

RECEIVED
APR 21 2006
DIV HIST PRES

Wisconsin Department of Transportation

RECEIVED
MAY 22 2006
STRAND ASSOCIATES, INC.
MADISON, WI

**Division of Transportation Infrastructure
Development**
Bureau of Environment
4802 Sheboygan Avenue, Room 451
P.O. Box 7965
Madison, WI 53707-7965
Telephone: (608) 266-0099
Facsimile (FAX): (608) 266-7818

April 11, 2006

Sherman Banker
Office of Preservation Planning, Division of Historic Preservation
Wisconsin State Historical Society
816 State Street
Madison, WI 53706-1488

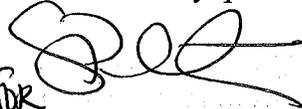
WisDOT Project I.D. 1559-01-03
STH 65 - CTH D
STH 64 and USH 63
St. Croix County

The architecture history consultant who completed the survey for this project did not survey the residence located at 1642 STH 64 in Stanton Township due to its lack of architectural distinction, lack of integrity, and lack of historical significance. After completion of the survey, the property owner contacted the project engineer and stated that his house had been a schoolhouse of the frontier era, and his belief that it is historic. At the request of the engineer, the architecture history consultant reevaluated the property and found that it never had served as a school. The summary of this research is attached the AHSF.

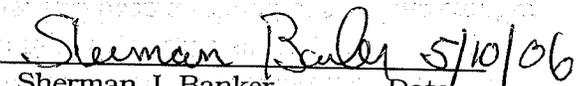
One potentially eligible historic structure was identified during the survey - the Forest Co-operative Creamery at c.2698 STH 64. The building is set back from STH 64 and located outside the APE. Therefore, a DOE is not recommended at this time. If the project scope changes the eligibility will be reevaluated.

One potentially eligible archaeological site was identified - the Breault Site. The project was redesigned to traverse a portion of the site that has been disturbed and lacks integrity or the potential to yield significant information. Therefore, the project will have no effect on eligible archaeological resources.

If you have any questions, please contact me at robert.newbery@dot.state.wi.us or (608) 266-0369.


Robert S. Newbery
Staff Historian

I concur with this effect determination.


Sherman J. Banker Date 5/10/06

Enclosures

cc: RMN
Jeff Held, Strand Associates

III. NOTIFICATION

How has notification of the project been provided to:

- Property Owners
 - Public Information Meeting Notice
 - Letter [required for Archaeology]
 - Telephone Call
 - Other - the archaeologists met with

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

- Native American Tribes
 - Must notify with:**
 - Public Info. Mtg. Notice
 - Letter

landowners who were present at the time of the survey

*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]

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

An initial study corridor was examined, consisting of all those properties adjacent to STH 64 and USH 63 for the length of the project. Within the study corridor, those properties that were at least 50 years old and displayed the potential for architectural or historical significance, while maintaining a degree of integrity, were surveyed. The APE was then defined based on the proposed design plans and reduced from the area initially examined to the area within and immediately adjacent to the proposed reconstruction.

If you wish to claim there is no APE for buildings/structures, you must justify that claim. [NOTE: If there are no buildings/structures of any kind in the APE, go to Item V., check "Architecture/History survey is not needed" and state why.]

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.

V. SURVEY NEEDED

ARCHAEOLOGY	HISTORY
<input checked="" type="checkbox"/> Archaeological survey is needed [See Chapter 26-35-1 of FDM for procedure and # of exhibits] <input type="checkbox"/> Archaeological survey is not needed - provide justification <ul style="list-style-type: none"> <input type="checkbox"/> SHPO records search conducted ____ (date). <input type="checkbox"/> Screening list ____ (date). <input type="checkbox"/> No potential to affect archaeological sites Describe project area and attach project plans	<input checked="" type="checkbox"/> Architecture/History survey is needed <input type="checkbox"/> Architecture/History survey is not needed

VI. SURVEY COMPLETED-Documentation required for submittal to BOE

ARCHAEOLOGY	HISTORY
<input checked="" type="checkbox"/> Project maps attached [most recent design] <input type="checkbox"/> ASFR attached [NO archaeological sites(s) identified] <input type="checkbox"/> Report attached [NO potentially eligible site(s) in project area] <input checked="" type="checkbox"/> Report attached [potentially eligible site(s) avoided] <input checked="" type="checkbox"/> Report attached - cemetery documentation <input type="checkbox"/> Native American response letters & reports [Send four reports + # of copies for NA requests to district.]	<input type="checkbox"/> A/HSF attached [NO buildings/structures identified] <input checked="" type="checkbox"/> A/HSF attached [potentially eligible buildings/structures identified.] The property this has been recommended potentially eligible lies outside of the APE; therefore, the architectural/historian has not recommended that a DOE be prepared.

VII. EVALUATION COMPLETED-Documentation required for submittal to BOE

<input type="checkbox"/> Report attached [no arch site(s) eligible for NRHP] <input type="checkbox"/> Report and DOE attached [arch site(s) eligible for NRHP] <input checked="" type="checkbox"/> Report and draft DOE attached [arch site(s) eligible for NRHP—avoided through project redesign]	<input type="checkbox"/> DOE attached [no buildings/structure(s) eligible for NRHP] <input type="checkbox"/> DOE attached [building/structure(s) eligible for NRHP]
--	--

VIII. COMMITMENTS

WisDOT will negotiate revision of the deeded boundary with the Cylon Cemetery and provide documentation that the Cylon Cemetery Association is willing sell a portion of the cemetery. In addition, WisDOT will provide the Burial Sites Preservation Office, Wisconsin Historical Society with a new certified survey showing the modification to the ROW boundary. Finally, the ROW boundary adjacent to the cemetery and the Breault site will be fenced prior to construction to ensure that no graves within the cemetery are inadvertently disturbed or that undisturbed portions of the Breault site are disturbed. An archaeologist should be present to monitor in case of unanticipated discovery of human remains at the cemetery.

IX.

PROJECT REVIEW

- No eligible properties in APE
- No effect on historic buildings and/or archaeological sites eligible for NRHP (see continuation sheet)
- Eligible properties may be affected by project-go to Step 4: Assess effects and begin consultation

James Harris
(District Project Manager)
3/15/2006
(Date)
[Signature]
(Consultant Project Manager)
3/15/06
(Date)

4/13/06
(WisDOT Historic Preservation Officer)
[Signature]
(Date)

[Signature]
(State Historic Preservation Officer)
5/10/06
(Date)

IX. PROJECT REVIEW (continued)

Within project study area there is one building, the old Forest Co-operative Creamery at c. 2698 STH 64 that is possibly eligible for the National Register of Historic Places (NRHP) under *Criterion C* as a creamery building type and possibly under *Criterion A*, representing the co-operative movement. The building is in deteriorated condition. When the APE was set, the creamery was found to be located outside of it. The building is set back from STH 64 and the proposed reconstruction of STH 64/USH 63 does not include any changes to the roadway in front of this property (which lies at the east terminus of the project). In addition, right-of-way will not be acquired from this property. Therefore, the Forest Co-operative Creamery is located outside the APE and a Determination of Eligibility is not recommended.

One historic Euro-American cemetery, the Cylon Cemetery (BSc-17), and nine archaeological sites were investigated during the Phase I archaeological investigation of the APE. The current design is limited to the current ROW within the area of the Cylon Cemetery and should, therefore, avoid graves and maintain the 5-ft (1.5-m) buffer from graves, as required by Wisconsin's burial site preservation law (Wis Stat. § 157.70). However, given that the current ROW encroaches on the deeded boundary, it would be useful for WisDOT to negotiate revision of the deeded boundary with the Cylon Cemetery. WisDOT should provide documentation that the Cylon Cemetery Association is willing sell a portion of the cemetery and provide the Burial Sites Preservation Office, Wisconsin Historical Society with a new certified survey showing the modification to the ROW boundary. Finally, the ROW boundary should be fenced during construction to ensure that no graves north beyond the current ditch line are inadvertently disturbed. An archaeologist should be present to monitor in case of unanticipated discovery of human remains.

Only one of the nine archaeological sites identified, the Breault site (47 Sc-131), is possibly eligible for the NRHP under *Criterion D* for its potential to yield information significant in terms of local and regional prehistory (see attached Determination of Eligibility form). The project was, however, redesigned to traverse a portion of the site area that is disturbed and lacks integrity or the potential to yield significant information. Therefore, the proposed project will have no effect on archaeological resources eligible or possibly eligible for the NRHP.

P.O. Box 108
1150 Davis Street
Hammond, Wisconsin 54015

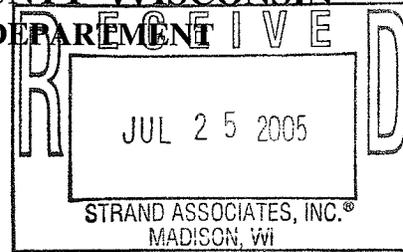


(715) 796-2227
Fax (715) 796-2339

ST. CROIX COUNTY WISCONSIN
HIGHWAY DEPARTMENT

July 22, 2005

Jeffrey S. Held, P.E.
Strand Associates, Inc.
910 West Wingra Drive
Madison, WI 53715



Re: STH 64 Local Access Issues

Dear Mr. Held:

Thank you for your letter of May 10, 2005. After review of the maps and discussion of the alternatives provided, the Highway and Planning and Zoning Departments would like to provide the following comments and suggestions:

- A minimum of interchanges on STH 64 is the best approach, however the location of each is very important. The County Trunk Highway system, specifically CTH "T", serves a very important collector function and carries a high volume of traffic. Not providing an access at "T" and creating an interchange on a local road instead creates a disconnect in our county system and we feel that should be reconsidered.

If the eventual solution is a freeway-type facility, then the plan should call for an interchange at the junction of STH 64 and CTH "T". This fits with the "feeder system" concept of town roads feeding the county trunk system that in turn feeds the state highway system. Too, as we see how the County has developed in recent years and review the projections, it seems clear to us that the bulk of the development will involve people making trips more regional in nature, rather than local. Therefore, access to a high volume facility such as is under consideration for STH 64 from the county trunk highway system becomes even more important to the efficient flow of traffic.

- Regarding access via the local (town) road system, it is apparent to us that, at least at this point, there is no desire on the part of the town to construct new roads on their system. However, they would probably be open to taking over what may become an abandoned portion of the current STH 64, for example. The basic concern as we see it is one of taking existing property for new roads.

Access to individual properties is more problematic and we did not feel comfortable endorsing any of the specific alternatives provided. Rather we felt there were some benefits to each so we have provided general comments instead.

- The least miles of road built the better to serve these homes.
- From a planning perspective, it is preferable to purchase commercial establishments rather than provide long, indirect access.
- Another bridge across the Willow River is problematic.

P.O. Box 108
1150 Davis Street
Hammond, Wisconsin 54015



(715) 796-2227
Fax (715) 796-2339

ST. CROIX COUNTY WISCONSIN HIGHWAY DEPARTMENT

October 24, 2005

Jim Koenig, P.E.
WisDOT - NW Regional Planning
718 W. Clairemont Avenue
Eau Claire, WI 54701

Re: WIS 64 EA Alternative Improvements

Dear Jim,

We have received the September 23, 2005 letter from Jeff Held of Strand Associates regarding the WIS 64 EA Alternative Improvements. Thank you. I did not make it over to the Public Information Meeting in New Richmond on October 5, 2005, but would like to just touch base with you that we have looked it over and just have a few notes for you.

We again realize the challenges this project presents. The improvement stages proposed seem to be logical and workable from the county perspective as long as access remains at CTH "T". The type of access is not as important at this time as knowing there will be access at CTH "T". We also take this to be a preliminary look at a proposed design and are looking forward to working with WisDOT as plans move along as we see not definite timeframe noted for each proposed stage.

We understand that the construction of passing lanes at CTH "O" also look to be most proper to accommodate that access in the intermediate improvement stage, while it also looks to remain an at-grade access with turning lanes after the last phase is complete also.

Since it is noted that there are no improvements to WIS 64 anticipated from US 63 north to CTH "D" at this time, the current accesses to CTH "H" and CTH "Q" will remain and be adequate as is.

Also, from a funding perspective, we are anticipating that construction of the interchanges, as well as, the turning and passing lanes along with any associated local road alterations will be part of this project and as such included in WisDOT's budget for the improvements with state funds.

Thank you for the opportunity to comment and note our understanding of the document for clarification. We feel that the positive communication between affecting agencies can do a great deal in assisting with dealing with the transportation challenges we all face.

Sincerely,

Tim Ramberg
St. Croix County Highway Commissioner

May 31, 2006

«FirstName» «LastName»
«Position»
«Representing»
«Address1»
«CSZ»

Re: Wisconsin Department of Transportation (WisDOT)
WIS 64 Environmental Assessment (I.D. 1559-01-03)–Noise Information Program

Dear «MM» «LastName»:

In recent years, a great deal of effort has been put forth to control highway generated noise and its effects on the human environment. Various agencies of the federal government have been striving to reach this goal by reducing the noise emitted by motor vehicles and by improving highway designs.

The WisDOT endorses the use of all practical design and traffic control measures in the development of highway projects to minimize noise impacts. We are applying on our own projects and monitoring on federally funded projects of local agencies all feasible and prudent measures aimed at enhancing compatibility of highway location and design with existing and planned land use.

To be truly effective, these efforts must be supplemented by those of local governmental agencies. Local governments have traditionally been responsible for exercising land development controls and zoning within their jurisdictions. Through its authority in these areas, local governments can do much to ensure that future land uses and developments are compatible with the noise environment of major arterial highways as well as local streets and roads.

It is the WisDOT's policy that a maximum effort should be made to obtain this compatibility. Accordingly, this department will produce approximate generalized future noise levels for both developed and undeveloped lands or properties in the immediate vicinity of projects improving the State Trunk Highway System. This information will be turned over to local governmental agencies with jurisdiction over land use on abutting properties. In processing their federal-aid projects, the WisDOT will expect transportation officials at local units of government to also develop generalized future noise levels and to provide it to their sister agencies having development control and zoning responsibilities.

Noise information for the WIS 64 (New Richmond to Polk County Line) improvement project is enclosed. Your agency constitutes a logical recipient and user of this information in fulfilling the purpose stated above.

How can you use this noise information to ensure that the desired compatibility between future development and anticipated highway noise levels is achieved? There are several types of

«FirstName» «LastName»
«Representing»
Page 2
May 31, 2006

administrative controls available, including the use of exclusive zoning, public ownership, financial incentives, advisory services, and various forms of legal controls such as building codes, subdivision regulations, and health codes. These and others are described in a publication produced by the Federal Highway Administration entitled "The Audible Landscape: A Manual for Highway Noise and Lane Use." The sole purpose of this manual is to assist local governmental officials, developers, and designers in dealing with noise-sensitive land uses near highways.

The Wisconsin Division of Highways, in December 1975, distributed copies of this booklet to nearly every municipality within the state. If you do not have a copy, it can be ordered from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402. The price is \$1.55. The stock number is 5000-00079. The publication date is November 1974.

You may be asking yourself, "Why should my agency bother with all of this?" The answer is simple: it is needed. Noise becomes more and more of a problem every year. Our population continues to increase, causing more highways, more vehicles, and more residences near highways. Good, strong administrative action is needed. It can only be applied at the local level because that is where the responsibility lies. The efforts you expend can be used to prevent noise problems along local streets and roads as well as those on the State Trunk Highway System.

As a final incentive, the Federal Highway Administration has provided that, in certain instances, they will apply matching funds to projects aimed at reducing noise levels along existing roadways. However, these noise abatement projects will not be approved for any activities or land uses unless local authorities have taken measures to exercise land use control over the remaining undeveloped lands adjacent to highways within their jurisdiction so as to prevent further development of incompatible activities.

In summary, we urge you to use the enclosed noise information to the greatest extent possible in the interest of ensuring a less noisy environment for all.

Sincerely,

STRAND ASSOCIATES, INC.

Jeffrey S. Held, P.E.

Enclosures: Traffic Noise Impact Evaluation from the WIS 64 Environmental Assessment
Traffic Summary Basic Sheet
Graphic Illustrating Distance to 67 dBA

TRAFFIC NOISE IMPACT EVALUATION

DT2092 2005

Wisconsin Department of Transportation

Alternative Preferred

Preferred
 Yes No

Portion of Project This Sheet is Evaluating
 Segments 1 and 2 (WIS 64, from WIS 65 to US 63 North)

Need for Noise Analysis

1) Is the proposed action considered a Type I project? (A type I project is defined as a project that involves construction of a roadway on new location or the physical alteration of an existing highway which substantially changes either the horizontal or vertical alignment or increases the number of through-traffic lanes.)

- No – Complete only form DT2074, Construction Stage Sound Quality Impact Evaluation.
 Yes – Complete form DT2074, Construction Stage Sound Quality Impact Evaluation and the rest of this sheet.

Traffic Data

2) Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on DT2094, Environmental Evaluation of Facilities Development Action, Traffic Summary Basic Sheet.

- No
 Yes – Indicate volumes and explain why they were used.

Automobiles Veh/hr
 Trucks Veh/hr
 Or Percentage (T) %

The traffic volumes used in the traffic noise model are shown below in Figure N-2.1. The 2002 traffic volumes used for the traffic noise analysis were taken from actual traffic counts over the PM peak hour in 2002. These counts were used because they provided accurate turning movement numbers and more precise peak hour volumes. The 2032 design hourly volumes were calculated by applying the K% and D% factors to the 2032 projections based on historic volumes. The K, D, and T% traffic factors listed in the Traffic Summary Basic Sheet were used in the traffic noise analysis.

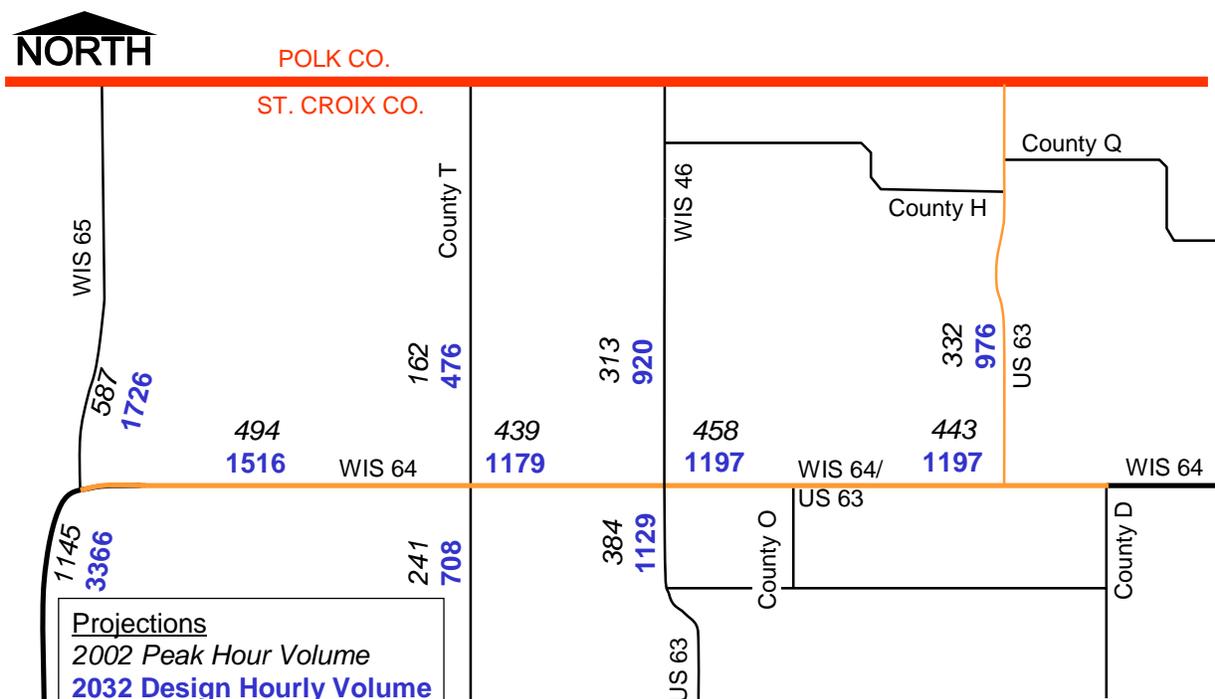


Figure N-2.1 Traffic Noise Analysis – Hourly Traffic Volumes

- 3) Identify and describe the noise analysis technique or program used to identify existing and future sound levels. (See attached receptor location map as Exhibit N.3-1 through N.3-12.) A receptor location map shall be included with this document.

The study team used the Federal Highway Administration's (FHWA's) Traffic Noise Model Version 2.5 (TNM 2.5) to identify existing and future sound levels.

- 4) Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic sound. (See attached receptor location map – Exhibit N.3-1 through N.3-12.)

The City of New Richmond lies at the western end of the WIS 64 corridor. In this portion of segment 1, there are several single-family homes and commercial buildings. Traveling east along the corridor, the density decreases and there are occasional houses and farm buildings. Some buildings are used commercially, but still may have a residence on the property. At the intersection of US 63 S, WIS 64, and WIS 46 (Four Corners intersection), there are commercial uses in each quadrant. For the purposes of this traffic noise analysis, only the commercial buildings near New Richmond and those at the four corners intersection are considered Activity Category C (having a Noise Abatement Criteria of 72 dBA). The remaining buildings (mostly agricultural, ag-residential, and commercial) are considered Activity Category B (having a Noise Abatement Criteria of 67 dBA). The noise analysis did not extend along Segment 3 (US 63 N, between WIS 64 and the Polk County Line) because there will be no increase in the number of through lanes.

Note pertaining to R37: Noise model was originally created based on a diamond interchange at US 63N/WIS 64 as shown in this graphic. Since completion of the noise model, the interchange has been revised to a jug handle configuration, eliminating the diamond ramps. The jug handle configuration moves ramp traffic further from the only receiver in the area, R37. Therefore, noise levels at this receiver would decrease after this revision as compared to the diamond interchange. With the diamond interchange, R37 was projected to experience a decrease in noise levels of 4 dBA between 2002 and 2032 and therefore experience no noise impact. With the revision, R37 would experience a decrease at least as great and would also experience no noise impact.

- 5) If this proposal is implemented will future sound levels produce a noise impact?

- No
 Yes, the impact will occur because
 The Noise Abatement Criteria (NAC) is approached (1 dBA less than the NAC) or exceeded.
 Existing sound levels will increase by 15 dBA or more.

- 6) Will traffic noise abatement measures be implemented?

- Not applicable – Traffic noise impacts will not occur.
 No – Traffic noise abatement is not reasonable or feasible (explain why). In areas currently undeveloped, local units of government shall be notified of predicted sound levels for land use planning purposes. **A COPY OF THIS WRITTEN NOTIFICATION SHALL BE INCLUDED WITH THIS DOCUMENT.**
 Yes – Traffic noise abatement has been determined to be feasible and reasonable. Describe any traffic noise abatement measures which are proposed to be implemented. Explain how it will be determined whether or not those measures will be implemented.

Noise abatement measures are not reasonable or feasible. The following abatement measures were considered.

- **Design Features:** This improvement is intended to be predominantly on-alignment so as to minimize environmental impacts. Therefore, we are limited in how we can shift the vertical and horizontal alignments. While the additional lanes of the improved roadway could be shifted away from some receptors, it typically requires shifting it closer to others.
- **Traffic Control:** Prohibition of trucks, or restrictions to certain time periods, is not feasible as this road is designated as a connector highway in the Corridors 2020 State Highway Plan. The purpose of connectors is to provide accessibility to cities and regions around the state and to support economic development.
- **Buffer Strips:** The purchase of real estate adjacent to the highway is an undesirable option as this increases the amount of real estate that WisDOT would need to purchase. WisDOT is trying to minimize the impacts of the

roadway by keeping it on alignment. Adjacent landowners are likely to want to keep as much of their property as they can. Additionally, in many cases, there would be residential and agricultural buildings in the buffer area that would become additional relocations if WisDOT were to pursue purchasing buffer strips.

- **Soundproofing:** The buildings with noise impacts are not public buildings and would not qualify for the use of federal funding.
- **Noise Barriers:** Wisconsin Administrative Code – Chapter Trans 405, “Siting Noise Barriers,” mandates noise wall siting criteria. To be considered reasonable, any noise wall protecting a receptor must reduce noise levels by 8 dBA or more and the total cost of a noise barrier may not exceed \$30,000 per abutting residence. Due to the rural nature of the corridor and the large distances between receptors, noise walls would be unreasonably expensive per benefiting receiver. Additionally, most of these receptors require access onto the WIS 64 highway, which would require breaks in the noise wall that would substantially diminish the effectiveness of the walls.

A letter will be sent to the City of New Richmond and the Townships of Stanton, Cylon, and Forest regarding the projected noise levels along WIS 64. A copy of this letter is included in Appendix B, Local Government Coordination. Table N.6-1 below shows typical noise levels for reference. Table N.6-2 shows the projected noise levels at each modeled receptor.

Sound Source	Sound Level (dBA)	Subjective Response
	140	Threshold of pain
Military jet takeoff with afterburner at 50 feet	130	
Rock and roll band	120	Uncomfortably loud
Jet fly-over at 1,000 feet	110	
Power lawn mower at operator	100	Very loud
Diesel truck (55 mph) at 50 feet	90	
High urban ambient sound automobile (55 mph) at 50 feet	80	Moderately loud
TV-audio, vacuum cleaner	70	
Normal conversation	60	
	50	Quiet
Lower limit urban ambient sound	40	
	30	Very quiet
Unoccupied broadcast studio	20	
	10	
	0	Threshold of hearing

Table N.6-1 Comparative Sound Levels

Receptor Location or Site Identification (See attached map)	Distance from C/L of Near Lane to Receptor in meter (m)	Number of Families of People Typical of this Receptor Site	Sound Level L_{eq}^1 (dBA)			Impact Evaluation		
			Noise Abatement Criteria ² (NAC)	Future Sound Level	Existing Sound Level	Difference in Future and Existing Sound Levels (Col. e minus Col. f)	Difference in Future Sound Levels and Noise Abatement Criteria (Col. e minus Col. d)	Impact ³ or No Impact
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
R1	27	commercial	72	71	61	10	-1	I
R2	20	SF	67	72	61	11	5	I
R3	34	SF	67	69	62	7	2	I
R4	29	commercial	72	70	60	10	-2	N
R5	30	SF - Ag	67	69	56	13	2	I

¹ Use whole numbers only.

² Insert the actual Noise Abatement Criteria from Wisconsin Administrative Code, Chapter Trans. 405.04, Table 1.

³ An impact occurs when future sound levels exceed existing sound levels by 15 dB or more, or, future sound levels approach or exceed the Noise Abatement Criteria (“approach” is defined as 1 dB less than the Noise Abatement Criteria, therefore an impact occurs when Column (h) is -1 db or greater). I = Impact, N = No Impact.

R6	53	SF - Ag	67	64	53	11	-3	N
R7	53	SF - Ag	67	64	55	9	-3	N
R8	40	SF - Ag	67	67	57	10	0	I
R9	43	SF - Ag/ commercial	67	66	61	5	-1	I
R10	30	SF - Ag/ commercial	67	70	61	9	3	I
R11	34	SF - Ag	67	69	60	9	2	I
R12	27	SF - Ag	67	70	56	14	3	I
R13	37	SF - Ag	67	69	59	10	2	I
R14	50	SF - Ag	67	65	57	8	-2	N
R15	85	SF - Ag	67	60	50	10	-7	N
R16	98	SF - Ag	67	59	52	7	-8	N
R17	23	SF - Ag/ commercial	67	70	56	14	3	I
R18	41	SF - Ag/ commercial	67	66	63	3	-1	I
R19	50	SF - Ag	67	63	53	10	-4	N
R20	114	SF - Ag	67	56	48	8	-11	N
R21	28	SF - Ag	67	69	61	8	2	I
R22	46	SF - Ag	67	65	54	11	-2	N
R23	27	commercial	72	70	61	9	-2	N
R24	26	commercial	72	70	62	8	-2	N
R25	47	commercial	72	68	61	7	-4	N
R26	49	commercial	72	66	59	7	-6	N
R27	50	SF - Ag	67	65	55	10	-2	N
R28	26	church	67	71	67	4	4	I
R29	43	SF - Ag	67	66	61	5	-1	I
R30	125	SF - Ag	67	57	49	8	-10	N
R31	23	SF - Ag	67	72	65	7	5	I
R32	64	SF - Ag	67	63	58	5	-4	N
R33	88	SF - Ag	67	60	52	8	-7	N
R34	50	SF - Ag	67	65	58	7	-2	N
R35	35	SF - Ag	67	68	60	8	1	I
R36	32	SF - Ag	67	69	60	9	2	I
R37*	154	SF - Ag	67	52	56	-4	-15	N
*See note above in question 4								

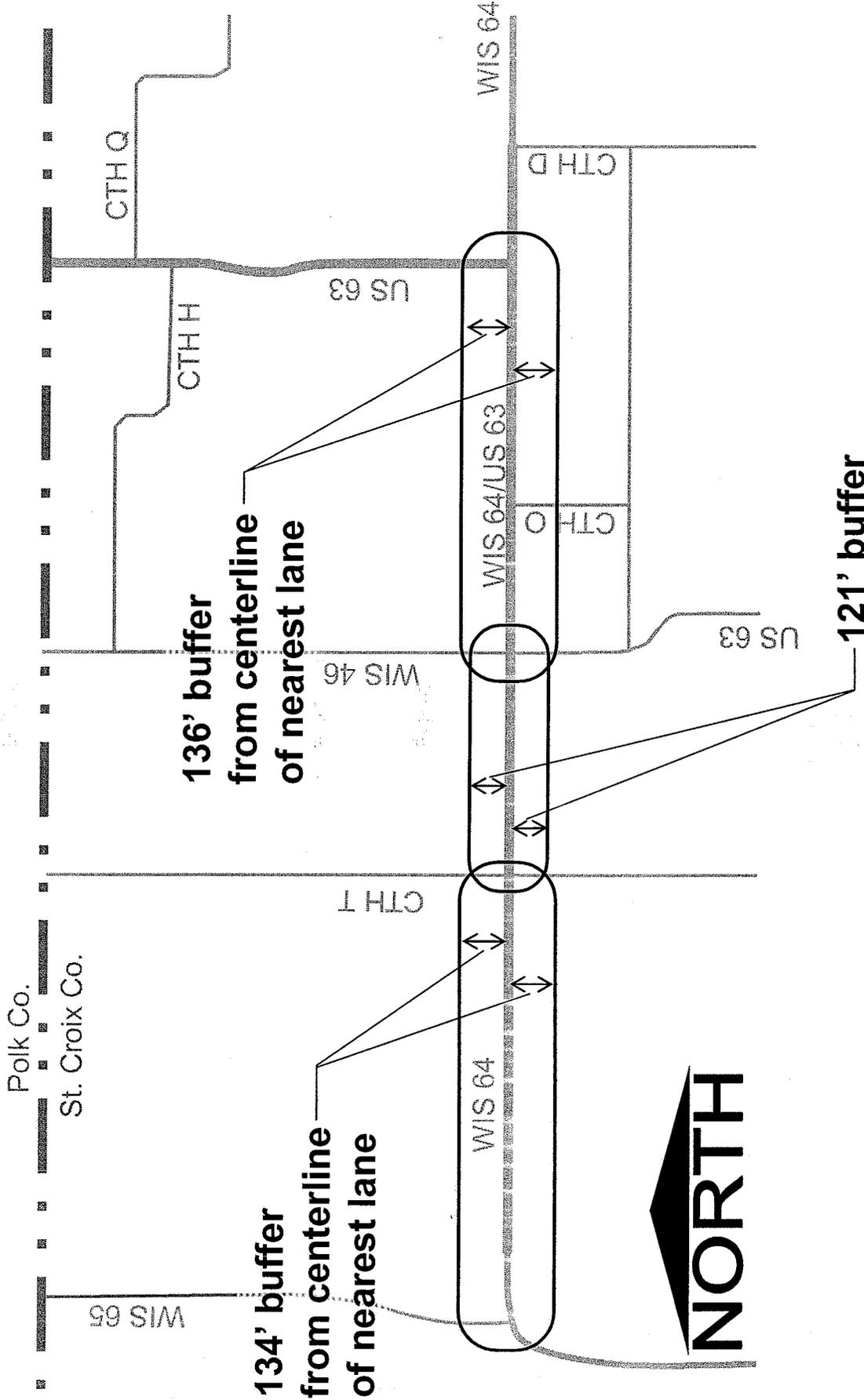
TRAFFIC SUMMARY

	ALTERNATE	Segment 1 (WIS 64)	Segment 2 (WIS 64)	Segment 3 (US 63)
	SEGMENT TERMINI	WIS 65 to US 63 S	US 63 S to County D	WIS 64 to Polk Co. Line
TRAFFIC VOLUMES* Existing	ADT Yr. 2002	5,153 – 5,463	4,470 – 4,235	3,320 – 3,520
Exist. Plus 10 yr.	ADT Yr. 2012	6,121 – 8,195	5,340 – 6,353	3,940 – 5,280
Exist. Plus 20 yr.	ADT Yr. 2022	7,269 – 11,473	6,380 – 8,894	4,680 – 7,392
Design Year	ADT Yr. 2032	8,634 – 16,063	7,630 – 12,451	5,560 – 10,349
	DHV Yr. 2032	749 – 1,394	733 – 1,197	535 – 997
TRAFFIC FACTORS Design Year	K% (_{100/200} or %)	8.7%	9.6%	9.6%
	D (%)	65.4% Eastbound	67.0% Eastbound	58.1% Northbound
	T (% of ADT)†	10.5%	13.1%	13.9%
	T (% of DHV)	6.3%	10.7%	8.2%
	Level of Service††	LOS A	LOS A	LOS A
SPEEDS Existing	Posted	55 mph	55 mph	55 mph
Design Year	Posted	55 mph	55 mph	55 mph
	Project Design Speed	70 mph	70 mph	70 mph
OTHER (specify)	P (% of ADT)	8.7%	9.6%	9.6%
	K (% OF ADT)	N/A	N/A	N/A
	Level of Service Design Year – No Build	LOS C – LOS D	LOS C – LOS D	LOS C – LOS D

ADT = Average Daily Traffic
 K_{100/200} or % = K₁₀₀ = Rural, K₂₀₀ = Urban, % = ADT in DHV D = % DHV in predominate direction of travel
 T = Trucks P = % ADT in Peak hour
 K₈ = % ADT occurring in the average of the 8 highest consecutive hours of traffic on an average day. (Only required when a carbon monoxide analysis must be performed per Wisconsin Administrative Code - Chapter NR 411.)
 DHV = Design Hourly Volume

* Ranges represent (WisDOT Central Office projections – historic traffic growth trends)
 † T% of ADT based on 15-hour counts at US63S / WIS64 / WIS46N and US63N / WIS64 intersections from 5:00 AM to 8:00 PM
 †† LOS of the Preferred Alternative in the design year

Distance from Centerline of Nearest Lane to Point Where
 Sound Levels Are Projected to be 67 dBA* in the Year 2032,
 Assuming Full Build Out of Preferred Alternative



* 67 dBA is the sound level above which residential and sensitive receptors are considered to experience a severe noise impact



WIS 64/US 63 N

Environmental Assessment

Eau Claire
Transportation District
August 2003
Volume 1, Number 1

In this issue

- Planning begins for the future of WIS 64/US 63
- Archaeological investigations will begin this Fall
- Study Team asks for local opinions

Project schedule

- Fall 2003 – Archaeological Investigations, Agency Coordination, Public Meeting, and Alternatives Development
- Winter 2003/2004 – Refinement and Evaluation of Alternatives
- Spring/Summer 2004 – Alternative Selection and Anticipated Impacts
- Fall 2004 – Environmental Assessment Preparation
- Winter 2004/2005 – Environmental Assessment Complete

Contact information

Jim Koenig, PE
WisDOT Project Manager
(715) 838-8391

Jeff Held or Tom Lynch, PE, PTOE
Strand Associates, Inc.
(608) 251-4843

If you have questions or concerns about this project, contact any of the above representatives

Planning Begins for the Future of WIS 64/US 63



Above: A Portion of the Project Corridor

setting and the county's proximity to major metropolitan areas are fueling the growth.

St. Croix county is growing at a more rapid rate than the state of Wisconsin as a whole. From 1980 to 1990, St. Croix County's population increased 16% while Wisconsin's population only increased 4%. From 1990 to 2000, St. Croix County's population increased almost 26% compared to Wisconsin's 10%. The attractive

This high population growth translates directly to high traffic growth. If traffic continues to grow at the same pace that it has over the last 20 years, important highways in the region will begin to experience substantial operational problems in the near future.

For these reasons and more, the Wisconsin Department of Transportation (WisDOT) is working on an Environmental Assessment (EA) for long-term improvements to WIS 64 and US 63. The project covers WIS 64 from WIS 65 on the east side of the city of New Richmond to CTH D in Forest and US 63 from WIS 64 to the Polk County line. WisDOT hired Strand Associates, Inc. to assist with the preparation of the EA, which will develop and evaluate long-term improvement plans. These improvements could include converting the existing highways to four-lane facilities and constructing interchanges at key locations. The long-term improvements recommended from this study are scheduled for construction after the year 2020.

A newsletter published by the Wisconsin Department of Transportation to keep citizens informed.



c/o Strand Associates, Inc.
910 West Wingra Drive
Madison, WI 53715
Attn: Jeff Held

Short-term solutions such as intersection treatments and possible passing-lane locations will also be investigated.

The goal of the EA is to develop a transportation system plan that compliments planned land uses and maintains the mobility of the WIS 64/US 63 North corridor. This section of WIS 64 and US 63 is identified as a Connector in the Corridors 2020 State Highway Plan. Corridors 2020 routes are the primary travel routes that connect population and economic centers in the state to the rest of the nation. These routes make up only 3% of Wisconsin highways and streets, yet carry 34% of all auto travel and 57% of all truck travel in Wisconsin. The regional importance of the study corridor is another reason for the WIS 64/US 63 North EA.

Archaeological Investigations will Begin this Fall

As part of the WIS 64/US 63 North EA, archaeological investigations will be carried out adjacent to the existing highways. Prior to the

beginning of the investigations, owners of property adjacent to WIS 64 and US 63 within the study corridor will receive a letter from Commonwealth Cultural Resources Group, Inc., the firm that will conduct the investigations.

The archaeologists will do a visual survey of the ground and look for clues that would indicate that an important site could be close by. The field crews will also perform shovel tests in areas where visual inspection does not provide enough information and in areas that are the most likely to produce sites of interest (such as along river and stream banks).

The shovel tests will be about 12 to 20 inches in diameter, and all disturbed areas will be repaired after the test is complete.

Study Team asks for Local Opinions

In addition to keeping you informed through newsletters like this one, the study team will be hosting Public Information Meetings throughout the duration of the WIS 64/US 63 North project. These

meetings are a good way to get involved with the study early on and have your opinions heard. They are intended to provide residents with updates on the status of the project, but they also inform the study team about local opinions and concerns regarding the future of WIS 64 and US 63.

The first Public Information Meeting will probably take place in early to mid-November. This will allow archaeological investigations to get started, development of anticipated future traffic volumes, completion of some preliminary traffic modeling, and development of concepts of what types of improvements may be needed in the years to come.

The study team will also meet with local officials and planning commissions to get their input on the future of the highways.

Please don't hesitate to contact any of the study team members listed on the first page of this newsletter with any questions or comments you may have about the study corridor and its future.



Public Information Meeting

Spring 2005

Highway 64, Highway 63 Public Information Meeting for Environmental Assessment

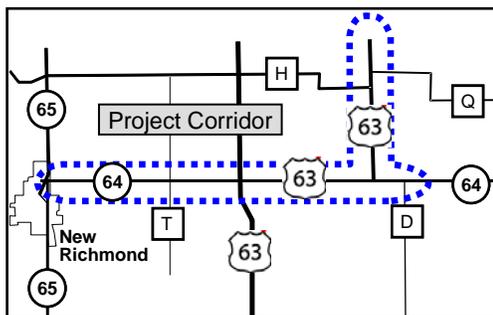
The Wisconsin Department of Transportation (WisDOT) will hold an open house Public Information Meeting on:

Monday, April 11, 2005
6:00 p.m. – 8:00 p.m.
New Richmond Civic Center
156 East First Street, New Richmond

This meeting will summarize the status of the WIS 64/US 63 Environmental Assessment (EA) which investigates improvement options for Highway 64 and Highway 63 in St. Croix County. No long-range improvements are anticipated until 2020 or beyond. A brief presentation will begin at 6:30 p.m.

This meeting is your opportunity to provide feedback on WisDOT's preferred improvement plan.

WisDOT is completing the WIS 64/US 63 EA to identify highway improvements to meet the growing traffic demands of these two corridors spurred by St Croix County's population growth. The study corridors include WIS 64 from WIS 65 to County D, and US 63 from WIS 64 to the Polk County line. Short and long term alternatives are being considered.



For additional information about the project, contact: WisDOT District 6

718 W Clairemont Avenue

Eau Claire, WI 54701

Phone: (715) 836-2891

Fax: (715) 836-2807

Project Web site:

www.wisconsinstate.gov/Pages/projects/by-region/nw/us63wis64/default.aspx

Jim Koenig

Project Manager

(715) 836-2891

james.koenig@dot.state.wi.us

Jeff Held

Strand Associates

(608) 251-4843

Mission statement:

To provide leadership in the development and operation of a safe and efficient transportation system.



**WIS 64 Environmental Assessment
Public Information Meeting, April 11, 2005
Meeting Summary**

Project Representatives Attending: Jim Koenig, Wis. Department of Transportation, District 6
Mark Ploederer, WisDOT D6
Diane Schermann, WisDOT D6
Jeff Held, Strand Associates, Inc.
Tom Lynch, Strand Associates, Inc.

Public Attendance: 60 individuals signed in.

Meeting Schedule: 6:00 to 6:30 PM Open-house with informational exhibits and large roll plots of proposed improvements
6:30 to 6:55 PM Presentation including a project overview, summary of the alternative development process, and anticipated impacts
6:55 to 7:20 PM Question and answer session in front of attendees
7:20 to 9:00 PM Individual discussions with participants

Public Comments: Following is a summary of comments and questions received at the meeting.

Note: Segment 1 is WIS 64 from WIS 65 (New Richmond) to US 63/WIS 46 (four-corners)

Segment 2 is WIS 64/US 63 from the four-corners to US 63 North/2260th Street)

Segment 3 is US 63 from WIS 64 to the Polk County line

- In Segment 1, why not build a new four-lane facility south of existing WIS 64 and use the existing highway as a parallel local route?

WisDOT would like to utilize the existing investment in real estate and road material in the existing location. Also the City of New Richmond is strongly apposed to relocating WIS 64 from the existing location

- Availability of WIS 64 Environmental Assessment (EA) draft document: Can another postcard be sent when the document is available? Can the document be made available at the Deer Park library?

Yes, a postcard will be sent announcing the EA's availability.

Yes, the EA will be made available at the Deer Park library.

- There are some locations on the corridor that tend to see a higher volume of wildlife crossing WIS 64. These are located:
 - from approximately 5900' to 7200' east of 145th Street
 - between 200th Street and the WIS 64/US 63/WIS 46 (four-corners) intersection
 - from approximately 3200' to 4800' east of 240th Street

These locations will be noted in the EA document.

- Has there been consideration of noise impacts in developing the improvements?

The EA document will include a noise analysis of the proposed improvements. Construction of noise abatement measures should be considered as land use adjacent to the highway changes and higher density development occurs, particularly in Segment 1 adjacent to New Richmond. Rural areas adjacent to the highway will probably not qualify for noise abatement funding due to the low density of noise receptors (homes and businesses).

- What are the anticipated years for construction?
 - Stage 1 (Passing lanes and intersection improvements) – 2010 to 2015
 - Stage 2 (four-lane facility with at-grade intersections) – ~2015
 - Stage 3 (four-lane facility with grade separations and improved local road system) – 2020 or later

- There were some concerns about safety as follows:
 - Will a four-lane facility encourage higher speeds on the two-lane highway downstream?

Enforcement will be needed to reduce this occurrence. This will be noted in the document. If the travel speed is as high as it is perceived to be the speed will not increase with the addition of lanes and a median.

- What about school bus routes on the highway?

The four-lane facility will not be constructed until traffic volumes and operations warrant it. A four-lane roadway should actually be safer for school buses since full shoulders exist and there is a median buffer between the bus and oncoming traffic. If and when Stage 3 is needed bus routes will be relocated on to adjacent local roads.

- Will the proposed roundabout intersection at the four-corners be a hazard to senior citizen drivers?

Studies have shown that roundabouts tend to reduce intersection crash frequency and severity. The study team has not seen any studies completed specifically for senior citizen drivers.

- Could study information be put on-line?

WisDOT will attempt to make the EA available on the WisDOT web site.

- Are there any plans to improve WIS 65 from New Richmond to the north?

Possibly, but the type of improvement and when it will take place has not been determined.

- Are there any plans to improve WIS 65 from New Richmond to the north in addition to or instead of the WIS 64/US 63 improvements?

Currently US 63 is functionally classified as a Principal Arterial and a Corridors 2020 Connector. WIS 65 is functionally classified as a Minor Arterial. It is WisDOT's plans to continue to emphasize US 63 as the higher functioning north-south route and the project funding will reflect that.

- Is the sweeping curve at WIS 64/US 63 North really necessary?

If the number of vehicle using the intersection were not expected to increase substantially the sweeping curve probably would not be needed. However that is not what WisDOT expects to happen at this location. The sweeping curve accommodates 75% of the traffic that travels through this intersection. The sweeping curve is the long term solution to an emerging safety issue for this intersection, which is the only one within the study corridor with a crash rate that warrants investigation of safety improvements by state standards.

- Landowners who live in the first house north of WIS 64 on the west side of US 63 North are concerned about future access to their property. They operate a tree farm on the property. In addition to private access, they want to be sure that appropriate access is provided to their business.
- Segment 1 – Stage 1 Roll Plot:
 - Sketch showing the 160th Street overpass should be located ~ 5,220' west of 170th Street.
- Segment 1 – Stage 2 Roll Plot:
 - Show a crossover at 180th Street.
 - Location of septic system serving farmstead on north side of WIS 64 between 190th Street and the Willow River
- Segment 1 – Stage 3 Roll Plot:
 - Two local road changes were sketched on the plot (see figures below).

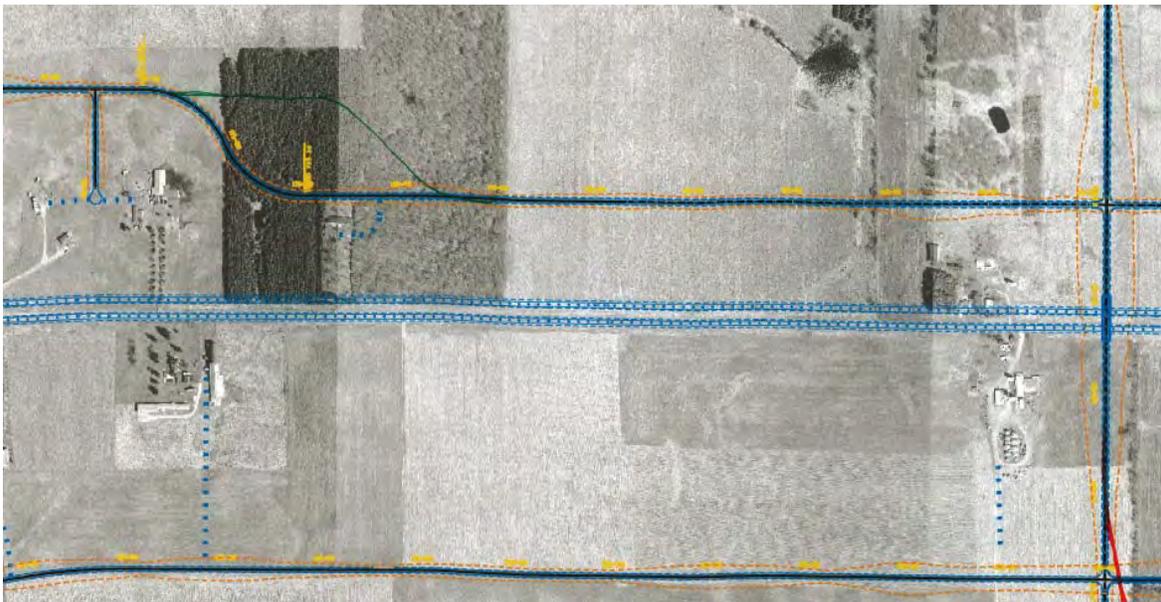


Figure 1 – Suggested local road change north of WIS 64

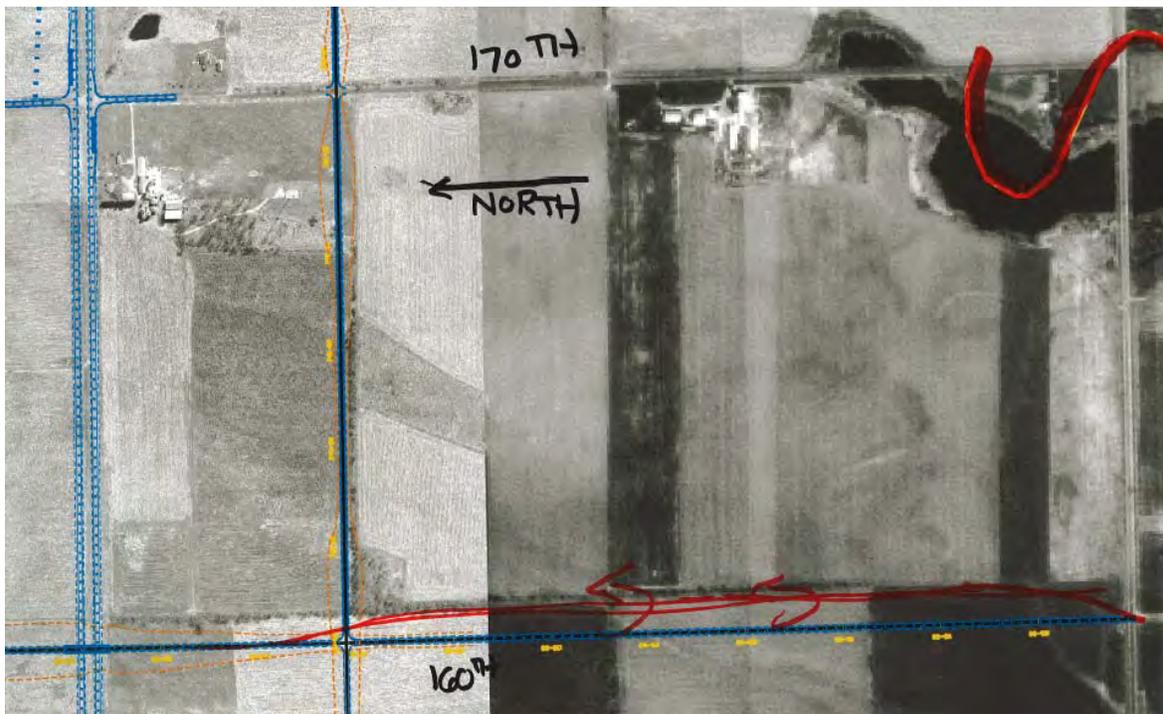


Figure 2 – Suggested local road (future 160th Street) change south of WIS 64

- Homeowner 500' south of WIS 64, just east of Willow River has an easement that provides access to 22 acres of land he owns on the west side of the river. Access must be provided to the land west of the river so it is not land locked after Stage 3 improvements.
- Segment 2 – Stage 1 Roll Plot:
 - Be sure to provide left and right turn bays on WIS 64/US 63 at the sweeping curve intersection.
- Segment 2 – Stage 2 Roll Plot:
 - Be sure that access is provided in each stage to the home on the south side of WIS 64, west of 260th Street (in Pine Plantation).
 - Landowner of property in the northwest quadrant of the WIS 64/US 63 North intersection is interested in developing any remnant parcels created east of the sweeping curve.
- Segment 3 – Stage 1 Roll Plot:
 - No comments.

Public Information Meeting

Fall 2005

Highway 64, Highway 63 Public Information Meeting for Environmental Assessment

The Wisconsin Department of Transportation (WisDOT) will hold an open house Public Information Meeting on:

Wednesday, October 5, 2005

6:00 p.m. – 8:00 p.m.

New Richmond Civic Center

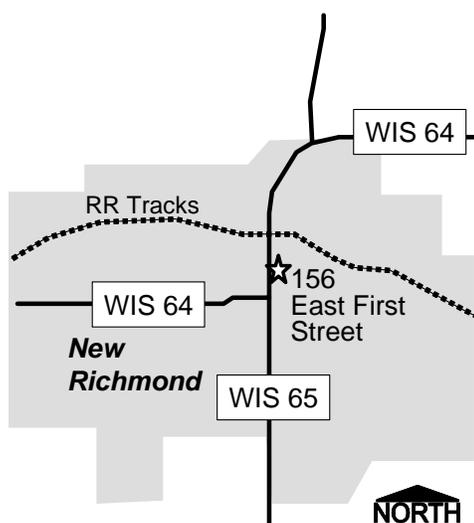
156 East First Street, New Richmond

The meeting will be held in the downstairs meeting room and will include a brief project review presentation at 6:15 p.m. and again at 7:15 p.m., if needed.

The meeting will highlight WisDOT's current preferred improvement plan for WIS 64 between WIS 65 and County D and US 63 between WIS 64 and the Polk County line.

The PIM will bring together state, county, city, and town officials with area residents so opinions regarding the future of the study corridor can be shared.

Please don't hesitate to contact any of the study team members with any questions or comments you may have about the study corridor and its future.



**For additional information about the project, contact:
WisDOT Northwest Region**

718 W Clairemont Avenue

Eau Claire, WI 54701

Phone: (715) 836-2891

Fax: (715) 836-2807

Jim Koenig

Project Manager

(715) 836-2891

james.koenig@dot.state.wi.us

Jeff Held

Strand Associates

(608) 251-4843

Mission statement:

To provide leadership in the development and operation of a safe and efficient transportation system.





Wisconsin Department of Transportation, Northwest Region
718 West Clairemont Avenue
Eau Claire, WI 54701-5108

Name
Address 1
Address 2
City, State, Zip

Public Information Meeting

Fall 2005

WIS 64, US 63 Environmental Assessment

Population and Traffic Growth Drive Need for Highway Improvements

St. Croix County is among the fastest growing counties in the United States. High population growth translates to high traffic growth. If traffic continues to grow at the same pace that it has over the last 20 years, important highways in the region will begin to experience substantial operational problems in the near future.

The Wisconsin Department of Transportation (WisDOT) continues work on an Environmental Assessment (EA) for long-term improvements to WIS 64 and US 63. The EA provides a preferred alternative to address the issues identified on WIS 64 between WIS 65 in the city of New Richmond and County D in Forest and on US 63 between WIS 64 and the Polk County line. The EA is also investigating short-term improvement plans.

The draft EA will be completed this fall along with a conceptual plat and draft memorandums of understanding between WisDOT and local municipalities to preserve the future highway corridor. The EA will be made available to the public for review and comment for at least thirty days. Notices will run in local newspapers when the draft document is complete.

Staged Highway Expansion Proposed

To reflect the varying traffic growth rates expected on WIS 64 and US 63, the corridor has been divided into three sections:

- Section 1 – WIS 64 between WIS 65 and WIS 46
- Section 2 – WIS 64/US 63 between WIS 46 and US 63 North
- Section 3 – US 63 between WIS 64 and the Polk County Line

The proposed highway expansion would proceed in stages. Stage 1 would include the addition of passing lanes and safety improvements at some intersections. Stage 1 could occur in the next 8 to 12 years and would be completed in Sections 1, 2, and 3.

Stage 2 would expand the highway to a four-lane facility. Intersections would remain at-grade and right-in/right-out driveway access would still be permitted. Stage 2 could occur in the next 15 to 20 years and would include Sections 1 and 2. At this time, WisDOT does not anticipate expanding US 63 in Section 3 to a four-lane facility.

Stage 3 would upgrade the four-lane facility to a freeway. Access would be fully controlled and only permitted at interchanges. Stage 3 would probably not be needed for 20 years or more. Stage 3 is only anticipated for Section 1 at this time.

**WIS 64 Environmental Assessment
Public Information Meeting, October 5, 2005
Meeting Summary**

Project Representatives Attending: Jim Koenig, WisDOT Northwest Region
Mark Ploederer, WisDOT Northwest Region
Jeff Held, Strand Associates, Inc.
Tom Lynch, Strand Associates, Inc.

Public Attendance: 42 individuals signed in.

Meeting Schedule: 6:00 to 6:15 PM Open-house with informational exhibits and large roll plots of proposed improvements
6:15 to 6:45 PM Presentation including a project overview, summary of the alternative development process, and anticipated impacts
6:45 to 7:15 PM Question and answer session in front of attendees
7:15 to 9:00 PM Individual discussions with participants

Public Comments: Following is a summary of comments and questions received at the meeting.

Note: Segment 1 is WIS 64 from WIS 65 (New Richmond) to US 63/WIS 46 (four-corners)
Segment 2 is WIS 64/US 63 from the four-corners to US 63 North/260th Street
Segment 3 is US 63 from WIS 64 to the Polk County line

- WIS 35 went from a two-lane road directly to a four-lane facility (no interim improvements such as passing lanes), could that happen on WIS 64/US 63 too?

It is possible that Stage 1 (passing lanes and intersection improvements) would not be constructed and that WIS 64/US 63 would go directly to Stage 2 (four-lane with at-grade access) or Stage 3 (four-lane roadway with full access control). This would only occur if traffic volumes increase more quickly than anticipated. Regardless of traffic growth, the soonest that the corridor could be constructed as a four-lane roadway would be around 2020 due to funding, right-of-way acquisition, and design needs.

- Will property-owners be compensated for costs of moving, costs associated with finding a comparable home or business, etc.?

Current state laws regarding relocations tend to favor the persons being relocated, not WisDOT. Detailed information about the relocation process can be found at:

<http://commerce.wi.gov/CD/CD-bcf-rpr.html>

or by calling the Wisconsin Department of Commerce at 608-266-1018.

- In Segment 1, why not build a new four-lane facility south of existing WIS 64 and use the existing highway as a parallel local route?

WisDOT would like to utilize the existing investment in real estate and road material in the existing location. Also, Local government would prefer to keep WIS 64 on its existing alignment. Finally, on-alignment improvements will generally have less impacts than off-alignment improvements.

- When are the locations of the proposed local roads (that are part of Stage 3) going to be set?

Probably not until the land use of the properties that they cross changes. The study team expects the traffic growth that will drive the need to expand WIS 64/US 63 to four-lanes will not fully occur until much of the land adjacent to the highway on the west end of the project corridor is developed. WisDOT hopes to cooperate with local officials so that as these lands are platted they include local roads that will fulfill the function of the local roads currently shown as part of Stage 3 improvements.

- There were some additional comments as follows:

- County T is a priority roadway and should be treated as such.

The study team is aware of this and County T is treated as a priority roadway in the proposed improvements.

- Stillwater Bridge will dramatically change traffic volumes in this area.

The future of the Stillwater Bridge is still unknown. If and when it is constructed, the exact impact on traffic in the New Richmond area is difficult to forecast. The best data available to the study team for forecasting future traffic volumes are historic vehicle counts and that is what has been used.

Roll-plot Suggestions: The following is a summary of the mark-ups on the roll plots.

- Segment 1 – Stage 1 Roll Plot:
 - No mark-ups.
- Segment 1 – Stage 2 Roll Plot:
 - No mark-ups
- Segment 1 – Stage 3 Roll Plot:
 - Two local road changes were sketched on the plot (see figures below).



Figure 1 – Suggested local road change north of WIS 64, west of 145th Street

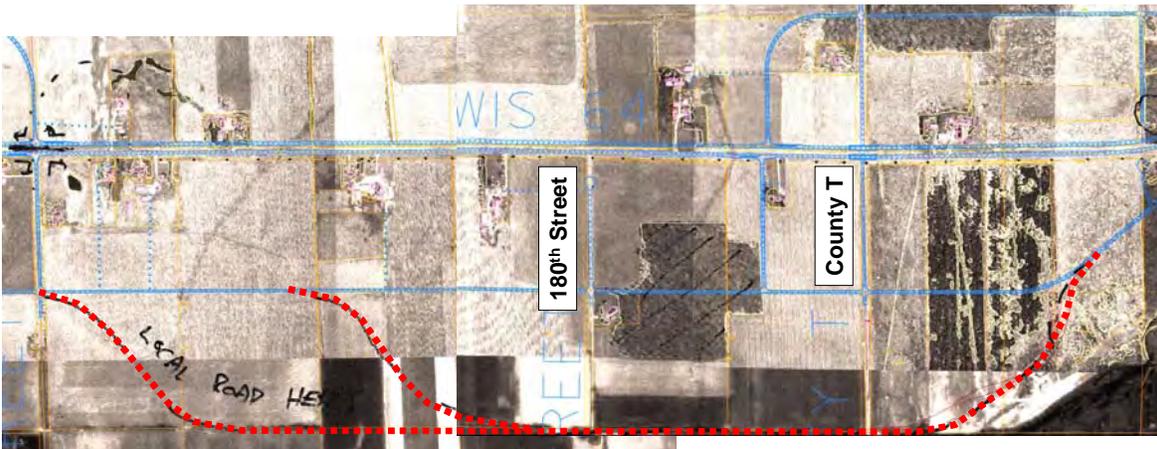


Figure 2 – Suggested local road change south of WIS 64, east and west of County T

- Segment 2 – Stage 1 Roll Plot:
 - No markups.
- Segment 2 – Stage 2 Roll Plot:
 - No markups.
- Segment 3 – Stage 1 Roll Plot:
 - No markups.

CONCEPTUAL STAGE

RELOCATION PLAN

Project ID: 1559-01-03

STH 64
St. Croix County

Prepared by Judy Beschta
DEPARTMENT OF TRANSPORTATION
SYSTEMS DEVELOPMENT

NORTHWEST REGION
July 2005

PURPOSE

This report has been prepared as a first look at the highway project which will change STH 64 from a two lane facility to a four lane facility with at grade crossings. Separation of grade and interchanges will be a possibility in the future. The project will begin at the east end of New Richmond extending eastward and north to the Polk County line. It will be used to discover the types of potential relocations and earmark any problematic situations early enough in the design process so that changes can be dealt with in a proactive manner and duplication of effort can be avoided. This in turn will minimize cost and insure that the project will be built with a minimum of disruption to those most affected by it. This report will become part of the project's Environmental Assessment.

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

1. The approximate number of households and businesses that may be relocated within each segment of the project.
2. The probable availability of decent, safe, and sanitary replacement housing and comparable commercial facilities within the financial means of the households and businesses that may be affected by the project.
3. An estimate of the possible total relocation assistance costs needed for each stage of the preferred alternative.

PROJECT DESCRIPTION

WisDOT is planning to improve part of STH 64. The routes and alternatives being considered not only increase regional mobility and local connectivity for residents, the improvement will also facilitate movement of through travelers as well. Currently, STH 64 serves an area of Wisconsin which has experienced almost double the average growth rate for the rest of the state. State statutes require all villages, cities, towns and counties to have a comprehensive land use plan by the year 2010. In light of the area growth and the mandate from the state, the long range planning for future transportation has identified the need for highway corridors to be designated and preserved.

RELOCATION PROGRAM

When an agency begins a public improvement project, it sometimes is necessary to move people from their homes, farms and businesses. The Federal Uniform Relocation Assistance and Real Property Act of 1970 as amended, provides uniform and equitable treatment of all persons displaced from their home, business or farm and provides for the payment of certain increased costs associated with the replacement of housing. These expenses include payment for search costs, increased rental or mortgage payments, closing and moving costs. Under State law, other costs associated with finding a business replacement are also eligible for reimbursement.

An agency will have relocation agents available at various stages of design, and entirely through the acquisition process, to answer questions about the relocation program, assist relocatees in their

searches and also to provide assistance in filing claims and/or appeals. They will have brochures summarizing the services and payments available for residential situations and/or businesses, farms and nonprofit organizations. The relocation agents will provide advisory assistance to relocatees and other interested parties as well as compute and explain what supplements are available and what the conditions are for reimbursement. The payments available are normally based upon the length of time the relocatee has occupied the site needed for the public project. The brochures also cover basic terminology and help to clarify eligible and ineligible expenses.

It is emphasized that under the Federal law no person will be displaced unless a comparable replacement dwelling is provided. Also, under State law, no business will be displaced unless a comparable replacement location is provided. This project has been developed in accordance with the Civil Rights Act of 1964 as amended by the Civil Rights Act of 1968.

PROJECT PLAN AND ESTIMATED TIME LINE

The improvement of STH 64 between New Richmond and the Polk County line will be done in stages. Stage one of the development will add passing lanes/intersections in approximately 5-10 years. Stage 2 will be the expansion of the facility to four lanes. It is estimated that this stage will be constructed in 15-20 years. Stage three will add the separation of grades at the intersections with local roads and will occur in approximately 20+ years. Stage one will not require any displacements. The relocations will be required in stage 2 and possibly 3, estimated to be 10-15 years from now for stage two and over 20 years in the future for stage 3. For the properties listed, the stage (2 or 3) that the relocation would most likely occur is shown in parenthesis.

The persons that would be displaced are a combination of actively-employed singles or families, and retired or partially retired persons. The majority of persons are employed in non-farming occupations. New Richmond is the national headquarters of Chiquita Processed Foods, Phillips Plastics Corporation Origen group, St. Croix Press, a national printer of magazines and other publications and the Dobby Division of SIG Packaging.

Currently, more than 50% of the workforce is employed outside of the county, with the majority of the commuters traveling to the hot job markets of the Twin Cities area. This trend is expected to continue for the duration of the project timeline, or at least until housing prices between the Cities and St. Croix County equalize. Median household income published in 2000 showed St. Croix County residents receiving more than 10% above the state average. The median price of homes in the first quarter of 2005 is \$204,500, up approximately 14.5% from last year, and almost double the growth rate for the remainder of the state. County wide, the ownership rate in the year 2000 was 76% and this statistic is estimated to remain fairly stable over the next decade as people continue to invest in real property.

The influence of the Minnesota job market is also shown in the length of commute for workers in St. Croix County. Most of the commuters appear to be under 50 years of age and upper middle class, educated adults from households where all of the adults work outside of the home. Over 26% have education levels above a bachelors degree. They travel 5 minutes more to reach their employment destination than other state commuters. While there are no known persons that are unemployed, there may be instances where housing of last resort supplements will be required. The rapid growth of the New Richmond area may force supplemental assistance above the state maximum for those persons with limited income who have owned their homes for a considerable length of time. These older homes do not generate enough of a purchase price to allow their owners to buy suitable replacements when the local housing market is booming and they may need assistance over and above the \$25,000 state maximum for home owners. Situations where the maximum is exceeded is called 'being in housing of last resort'. There appears to be a physically handicapped person requiring special modifications to

their residence at the east end of the first segment. This determination was made by the presence of a ramp on the side of the home. If any persons require ramps and/or other modification at the time of the project and no replacement with the necessary features can be found, modification of a replacement by the agency prior to the actual move, will be required.

Table 1 – Number and type of Relocations by Segment

Segment	Limits	Relocations		
		Business	Signs	Residential
I	State Trunk Highway 64 800 feet east of STH 65 – STH 46/USH 63 intersection			
		0	3	23
II	State Trunk Highway 64 and USH 63 STH 46 – Northbound USH 63	0	0	3
III	STH 64/USH 63 STH 64 – Polk County Line	0	Possible 4	Unknown At this time

SECTION I

800 FEET EAST OF STH 65 – STH46/63

RESIDENTIAL RELOCATION – OWNER (Stage 3)

On the north side of Hwy 65 , approximately 800 feet east of STH 65 is this owner occupied white bungalow. Estimate the acquisition price for this home to be \$118,000. Add in a Replacement Housing Payment of \$25,000 and a moving amount of approximately \$6,000 for a professional mover.

RESIDENTIAL RELOCATION – OWNER (Stage 3)

On the north side of Hwy 65 just slightly east of the first home, is an owner occupied cream colored bungalow. Estimate the acquisition price for this home to be \$120,000. Add in a Replacement Housing Payment of \$25,000 and a moving amount of approximately \$6,000 for a professional mover.

RESIDENTIAL RELOCATION – OWNER (Stage 3)

Slightly further east and on the same side of the road is a blue ranch styled home with white trim. This home is estimated to be 3 bedroom and valued about \$135,000. Add in a Replacement Housing Payment of \$25,000 plus moving costs of around \$4,000 for a self move. Add in \$2000 for incidentals.

RESIDENTIAL RELOCATION – OWNER (Stage 3)

On the east side of the blue ranch, is a small cream colored bungalow with brown trim. This small home has a separate garage and appears to be owned by an older couple. A motor home is parked in the yard. Estimate the value of the property to be about \$120,000 for acquisition amount. Add in the RHP supplement of \$25,000 for owners plus a moving payment amount of around \$3,000 for a self move.

RESIDENTIAL RELOCATION – OWNER (Stage 3)

Also on the north side of STH 64, a small white bungalow under the trees with a separate garage. This property with encroaching fence and light blue/gray trim is valued at about \$118,000. Add in an RHP of \$25,000 plus a self move amount of \$4,000.

RESIDENTIAL RELOCATION – OWNER (Stage 3)

A white split level with two car attached garage is next door to the east. This is the 6th home west of the wet area. This split is estimated to have 3 bedrooms and two baths valued in the \$150,000 range. Add in an owners relocation supplement of \$25,000 and a moving payment of \$5,000.

RESIDENTIAL RELOCATION - OWNER (Stage 3)

The next home to the east and also on the east side of the wet area, is a tan ranch home with a reddish brown roof. The home has brick facing on the lower half. It also has red trim. This home is estimated to be valued in the \$140,000 range. Add in an owners RHP of \$25,000 and a moving amount of \$4,000.

RESIDENTIAL RELOCATION - OWNER (Stage 3)

A white one story with red gables is slightly further east. This home sits on a relatively large lot. Estimate the value of this home to be comparable to its neighbors, in the \$145,000 range. Add in the RHP for home owners of \$25,000 and a move/incidental amount of \$5,000.

RESIDENTIAL RELOCATION- TENANTS: Two Rental Units (Stage 3)

Just slightly west of the tire dealer, is a large white rental. This home is so close to the right of way as of the project in 2005, that the R/W line runs on the deck. With a new project, it is recommended that this rental be bought out. The value of the house appears to be in the \$170,000 range. I estimate that there are two separate tenancies in the property. Estimate an \$8000 RHP payment for each of the two tenants plus a moving payment of around \$2,000 for each. There may also be a moving payment for the owner if he has things stored in the building. Add another \$2000 for that move.

OFF PREMISE – SIGN (Stage 2)

A single faced off premise sign located on the north side of the road will probably need to be moved or acquired. Calculate \$6,000 for either scenario.

RESIDENTIAL RELOCATION – OWNER: Possibly a farm relocation, 2 Scenarios (Stage 2)

On the south side of STH 64 east of 145th Street, is a large old white farmhouse close to the road. The home appears to be valued at around \$150,000. Just as an owner occupied home, calculate \$25,000 as an RHP supplement plus a move payment of around \$5,000.

As part of a working farm, the house will probably be moved back onto the site or replaced as an appraisal issue (as cost to cure.) On the off chance that this site would be entirely purchased, plan on an acquisition amount of about \$285,000 with an owners RHP of \$25,000 and a move payment of around \$10,000. Plus, if the farm is a working farm providing sole income for the owner and the owner wants to continue his operation, plan on an additional \$50,000 for the Business Replacement Payment and a Reestablishment payment of \$10,000 to help him acquire a comparable replacement. He also will be eligible for paid unlimited moving expenses, provided they are actual and necessary. A replacement is a requirement if he chooses to continue in business. Calculate \$380,000 as a worst case scenario.

OFF PREMISE – SIGN (Stage 2)

Another single face sign also on the north side, approximately 1 ¼ miles east of New Richmond. Calculate about \$8,000 for the move or purchase of this sign.

RESIDENTIAL RELOCATION – OWNER (Stage 2)

A tan split entry on the north side of STH 64 about 3,400' west of 170th Street with a tuck under garage and a red wooden balcony running over half of the front width of the home. There is a second garage that appears newer in back of the home. Estimate the value of this home to be around \$160,000. Add in an owners RHP of \$25,000 and a move amount of around \$5,000.

RESIDENTIAL RELOCATION – OWNER (Stage 2)

A pale yellow two story on the north side of the road immediately east of the tan split entry with an estimated value of \$140,000. Add an owners RHP of \$25,000 and a move payment of around \$5,000.

RESIDENTIAL RELOCATION – OWNER (Stage 2)

On the south side of the road just west of 170th Street is a farm site with two homes, one on each side of the driveway. The home on the west side of the drive is a white one story with a bay window. The home has a gray roof and black shutters. The owners of this home will be relocated as their access to STH 64 will be closed off. The owners of the home on the east side will have access from 170th and will not be relocated. For the relocated family, estimate the value of the home to be around \$160,000. Add in a relocation supplemental payment of \$25,000 for owners and a move/incidental payment of around \$7,000 which may include a professional mover. If the home is part of a working farm, add a Business Replacement Payment of \$50,000, reestablishment of \$10,000 and an unlimited move payment estimated to be about \$10,000.

OFF PREMISE – SIGN (Stage 2)

A smaller off premise sign on the north side of the highway. Calculate either a move or an acquisition amount of around \$3,000.

RESIDENTIAL RELOCATIONS – OWNER: 2 Homes (Stage 2)

Approximately 1800 feet east of 170th on the north side is parcel shown as a relocation. I believe there are at least two homes in this grove of trees, maybe three. They are so hidden from the road that I am going to roughly estimate their values. The first one, the one furthest west is estimated to be valued about \$160,000. Add in an owners RHP of \$25,000 and a move/incidental amount of \$5,000. The second home is valued at about \$145,000. Add in an owners RHP of \$25,000 and move/incidental amount of about \$6,000. Estimate the total for this site at around \$366,000.

RESIDENTIAL RELOCATIONS- OWNER: 2 Homes (Stage 2)

Just on the east side of the STH 64 junction with CTH T, is a yellow traditional styled home with a large pole building. There is an old house behind the pole building. Estimate the value of the first house and pole building to be around \$225,000. Add in an owners RHP of \$25,000 and a move payment of around \$10,000 due to the size of the pole building. If there is a business being run from the site, add \$50,000 for a BRP plus \$10,000 re-establishment and unlimited moving costs. The second home is older and the estimate for that one will be \$100,000 plus \$25,000 for RHP and \$2,000 for self move amount. Total for the site @ \$387,000 *without the business supplements.*

RESIDENTIAL RELOCATION – OWNER (Stage 2)

Across from 'The Laurel' (just east of 190th Street, north of STH 64) is a tan traditional one story home with white shutters and a pale gray roof. This home will be acquired for an amount around \$175,000. Add in an owners RHP of \$25,000 and a move/incidental amount of around \$7000.

RESIDENTIAL RELOCATION – OWNER (Stage 2)

About a half mile east of 190th on the north side of STH 64 is what appears to be a farm. The residents of this home will be relocated because the highway will swing north to avoid the Willow River and its relocations on the south side of the existing alignment. The property appears to be owner occupied and estimate that the acquisition price will be about \$275,000. Add in an owners RHP of \$25,000 and a move/incidental amount of \$8,000.

RESIDENTIAL RELOCATION – OWNER (Stage 3)

There is a large two story older home in the southwest quadrant of the STH 64/63/46 intersection. This home is in need of upgrades and maintenance. There is a ramp on the north side of the building, leading me to believe that there is/or was a handicapped person in residence. This home will most likely have a relocation of its occupants since it is very close to the intersection. Estimate the value of

this home to be about \$75,000. Add in an owners RHP of \$25,000 and a move payment of around \$6,000 for a professional mover. I do not believe that \$100,000 will buy a replacement home, since the home will need to have handicapped facilities and accessibility. Add in \$50,000 for housing of last resort.

RESIDENTIAL RELOCATION – OWNER (Stage 3)

On the north side of STH 64, just west of the STH 64/63/46 intersection, is a small one story white bungalow with black shutters and a gray roof. This home will most likely be a relocation since it is so close to the intersection. Calculate an acquisition amount of \$112,000 for this home, add in an owners RHP of \$25,000 and a move/incidental amount of \$5,000.

**Total Estimate of Section I Including Acquisition
\$4,122,000**

SECTION II

**STATE TRUNK HIGHWAY 64 AND INTERSECTION OF STH 46/63
TO NORTHBOUND STH 63/STH 64 INTERSECTION**

On the north side of STH 64 , approximately 1400 feet east of the intersection with County O, is a home shown on the aerial photos. This home is NOT shown as a relocation. It appears to be abandoned property. There is no relocation on this parcel.

RESIDENTIAL RELOCATION – OWNER (Stage 2)

There is a small tan home on the south side of STH 64, approximately a quarter of a mile west of 235th Street. This home is designated a relocation on the plan sent. I estimate this owner occupied home to be acquired for around \$135,000. Add in an owners supplemental payment of \$25,000 and a moving/incidental payment of \$4000.

RESIDENTIAL RELOCATION – OWNER (Stage 2)

At the junction of 240th and STH 64, are two homes in the southwest quadrant. The yellow home, which is furthest east, will have access from 240th. The Gray/blue two story traditional home slightly further west, will have it's access removed. The occupants of this home will be relocated. Estimate the purchase price of this home to be \$170,000. I believe it is an owner occupied home. Calculate an owners Replacement Housing Payment at \$25,000 and a move/ incidental amount of \$7,000.

RESIDENTIAL RELOCATION – OWNER (Stage 2)

Just west of where STH 63 turns north, is a tan one and a half story home on the north side of the road. This home has green shutters and is estimated to be acquired for around \$175,000. Add in an owners RHP of \$25,000 and a move/incidental amount of \$8,000.

**Total Estimate of Section II
\$574,000**

RESIDENTIAL RELOCATIONS

REPLACEMENT HOUSING AVAILABILITY

The area Multiple Listing Services of Northwestern Wisconsin and area newspapers were searched for available housing units in the vicinity of STH 64/63. This information was used to determine the availability of decent, safe and sanitary replacement housing to meet the needs generated by the highway project. There are numerous replacements currently available in and around the area. The smaller communities normally have less sites available due to the lower density of population per square mile and the trend of rural residents to remain in one home within the community longer than those in more urban settings. Charts showing the need and type of available replacements and those currently listed for sale through real estate companies are shown below. Those properties that were for sale by the owner have not been included in the numbers indicated. Again, note that the construction of Stages 2 and 3 of the preferred improvements are not anticipated to occur for 15 to 20 years or more. The data below is intended to reflect the general availability of housing in the area. The data was collected in July 2004. Market conditions will be different when the preferred improvements are constructed, and they are impossible to predict at this time.

**TABLE 2 - REPLACEMENT HOUSING NEEDS
BY NUMBER OF BEDROOMS AND HIGHWAY SECTION**

SECTION	2 BEDROOM	3 BEDROOM	4 BEDROOM
SEC I	6*	13	2
SEC II	0	1	2

*Includes Rentals

**TABLE 3 – PROPERTIES FOR SALE
BY PRICE AND NUMBER OF BEDROOMS**

PRICE	2 BEDROOMS	3 BEDROOMS	4 BEDROOMS
\$50-\$100,000	0	1	1
\$100-\$150,000	12	12	2
\$150-\$175,000	33	16	3
\$175-\$200,000	16	24	5
\$200-\$250,000	3	45	3
\$250-300,000	0	21	15

RENTAL PROPERTIES

Area newspapers and rental companies were polled to ascertain the availability of rental properties and the rents currently charged for properties in the area. During the week of 7/25/05, the Hudson Star Observer advertised 6 apartments in New Richmond. One was three bedroom and the others were two bedroom. The majority of rents were in the \$600/month range. Two were closer to \$700 per month, plus utilities. The quality of the rental and amenities included were reflected in the rents asked. Indications are that the number of units for rent is adequate for the needs of those displaced by the highway project. The availability of rentals varies according to the month and season and since the highway project will encompass a considerable length of time, and the replacements reviewed only covered a few days, it is estimated that an ample residential rental supply should be found over the course of the year or more needed to relocate the tenants. Higher density buildings generally had lower rental rates than those rentals in quieter surroundings. Subsidized housing is available in the area. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended stipulates that comparable replacements shall be equal to or better than the subject property. If a comparable replacement is not available at the same rent the tenant had been paying, the resident will be relocated to housing of better quality. The expense of additional rent can be paid for up to four years under the relocation program.

SOLD PROPERTIES

The numbers of sold properties for any given area is a representation of how active the real estate market has been in any given time period. There are many factors that contribute to home sales and availability is only part of the total picture. One of the area Multiple Listing Services has indicated that there have been 78 homes listed through any of their membership companies that have sold within the past 6 months for the Townships of Cylon and Stanton and the City of New Richmond. Of those homes sold, 25 had sold for less than \$150,000, 28 had sold between the prices of \$150,000 and \$200,000, 17 houses sold were sold with prices between \$200,000 and \$250,000 and 8 were priced between \$250,000 and \$300,000.

SPECIAL RELOCATION ADVISORY SERVICE

There is no indication of unusual problems that would change the normal relocation assistance procedures for either of the segments. A complete analysis of the displacees and their needs will be conducted prior to the actual building of the project. That in depth examination of individuals, their needs and proposed solutions will be reported in the Acquisition Stage Relocation Plan.