

# CATEGORICAL EXCLUSION CHECK LIST

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

WisDOT Design and Construction IDs 3943-00-00/70	Federal Project IDs (if available) N/A	Legal Description (Township, Range, Section) Section 23, T10N, R16E	County Dodge
Project Name Rubicon River Bridge B-14-0020		Project Termini/ Location Rubicon - Hustisford	
Name of Route or Facility to be Improved CTH EE	Facility Classification Minor Collector	Improvement Type Bridge Replacement	
Estimated Project Cost in Year of Expenditure \$ (include R/W Cost) \$560,000, 2018 dollars (includes 15% E&C, and \$400 for R/W)		Funding Source(s) (check all that apply) <input type="checkbox"/> State <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Local	
23 CFR 771.117(c) Project Type Number and Text (23)(i) Federally-funded projects that receive less than \$5,000,000 of Federal funds.			
Section 4(f) <input checked="" type="checkbox"/> None <input type="checkbox"/> De Minimis <input type="checkbox"/> Bikeway/ Walkway <input type="checkbox"/> Minor Park/ Rec <input type="checkbox"/> Minor Historic <input type="checkbox"/> Historic Bridge <input type="checkbox"/> Net Benefit <input type="checkbox"/> Exception			
Right of Way Acquisition 0.03 Total Acres      0.00 Fee Simple Acres      0.00 Permanent Easement Acres      0.03 Temporary Easement Acres			
Number of Buildings Acquired <input checked="" type="checkbox"/> None      Vacant Buildings      Occupied Buildings			
Name of Individual/ Firm Preparing this Form Amanda Inman / Ayres Associates		CE Preparation Date 5/24/2016	Environmental Process Start Date 5/6/2015

## WisDOT Region Environmental Coordinator or Local Program Management Consultant

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

(Signature)

Mike Banaszak, P.E.

(Print Name)

(Date)

## WisDOT Region, Central Office, or Local Program Project Manager

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

(Signature)

Mark Sponem, P.E.

(Print Name)

(Date)

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

**I. Proposed (c)-list Categorical Exclusion** – Insert the number and text of the applicable FHWA (c)-list CE from 23 CFR 771.117(c). Updated copies of the FHWA CE regulations are available on the [US Government Printing Office Website](https://www.fhwa.dot.gov/ce/).  
(23)(i) – Federally-funded projects that receive less than \$5,000,000 of Federal funds.

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

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

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

- ☐ (1) An acquisition of more than a minor amount of right-of-way or that would result in any residential or non-residential displacements  
*\*In Wisconsin, a minor amount of right-of-way is defined as fee or PLE acquisition ≤ 1 acre/ mile on average for (c)(26) actions and ≤ 0.5 acre total for (c)(27)&(28) actions.*
- ☐ (2) An action that needs a bridge permit from the US Coast Guard
- ☐ (2) An action that does not meet the terms and conditions of a US Army Corps of Engineers nationwide or general permit under Section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act of 1899
- ☐ (3) A finding of “adverse effect” to historic properties under the National Historic Preservation Act
- ☐ (3) The use of a resource protected under 23 USC 138 or 49 USC 303 (Section 4(f)) except for actions resulting in *de minimis* impacts  
*\*If a project includes a 4(f) de minimis determination or programmatic evaluation, the 4(f) documentation must be submitted to FHWA for review and approval before final approval of this CE.*
- ☐ (3) A finding of “may affect, likely to adversely affect” threatened or endangered species or critical habitat under the Endangered Species Act
- ☐ (4) Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions  
*\*In Wisconsin, projects resulting in major traffic disruptions are those that require a Transportation Management Plan Type 3 or Type 4, as defined in FDM 11-50-5.*
- ☐ (5) Changes in access control  
*\*In Wisconsin, changes in access control are any changes beyond minor longitudinal shifts in existing access. Creation of new access, removal of existing access, or substantial shifts in existing access disqualifies a project from using this checklist.*
- ☐ (6) A floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreation trails, bicycle and pedestrian paths); construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers

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

### Project Background

Dodge County is proposing improvement to a county bridge over the Rubicon River in the Town of Hustisford, Wisconsin. (Section 23, T10N, R16E). The proposed action begins on CTH EE approximately 200 feet south of the Rubicon River. It then extends from this point of origin north along CTH EE over the bridge for 350 feet to a location approximately 150 feet north of the existing bridge. See Attachment 1 – Project Location Map.

### Existing and Abutting Facilities

This segment of CTH EE is a two lane rural roadway with a statutory speed limit of 55 mph. The roadway hosts two 12-foot lanes and 6-foot shoulders (3-foot paved). The roadway narrows to meet the 25.2-foot clear width of the existing bridge.

An existing bridge (B-14-0020) is located within the project limits. The existing bridge was built in 1955 as a three-span steel deck girder bridge over the Rubicon River. The bridge has a clear width of 25.2 feet.

CTH EE serves as a main access route for the Village of Hustisford and a minor collector route for Dodge County. CTH EE connects into WI-67 to the south and WI-60 to the north.

## Project Purpose

The purpose of the proposed project is to:

- Rectify a structurally deficient bridge.
- Provide continued access to road service to residential and regional traffic.
- Provide bicycle accommodations.

## Project Need

The need for this project is to eliminate the bridge's structural deficiencies, improve the bridge cross section, and provide bicycle accommodations.

## Structure Deficiencies

The immediate need is to address the physical and operational concerns identified with the existing bridge. The existing bridge has significant deterioration and is structurally deficient with a bridge sufficiency rating of 37.4 out of 100 on October 7, 2015. Both the concrete deck element and steel girder superstructure are rated in poor condition.

*The NBI, bridge sufficiency rating is a method used and accepted by the Federal Highway Administration (FHWA) in evaluating highway bridge data and is calculated from several factors to obtain a numeric value. The result of this method is a score in which 100 would represent an entirely sufficient bridge and 0 an entirely insufficient or deficient bridge.*

*Structures with sufficiency ratings under 50 are considered for replacement and those with values under 80 are considered for rehabilitation. The National Bridge Inventory (NBI) is a database, compiled by the FHWA, with information on all bridges and tunnels in the United States that have roads passing above or below.*

## Summary of Alternatives

### Do Nothing:

This alternative would only include maintenance of the existing bridge and would not involve replacing the existing bridge. This alternative was not chosen because it would not address the need to correct the structural deterioration of the bridge.

The existing bridge is considered structurally deficient. The existing bridge would continue to deteriorate and remain a safety liability. The load rating would decline until the bridge would be load posted or closed. The maintenance costs would also continue to escalate.

While the Do Nothing Alternative does not meet the purpose and need for this project, it does serve as a baseline for a comparison of impacts related to the Proposed Alternative.

### Repair/Rehab:

This alternative would consist of rehabilitating the existing bridge. The current condition of the bridge would require extensive repairs to the superstructure that would be very expensive. The outer edges of the deck are severely spalled with exposed rebar and the existing railing integrity is questionable. The outside girders have section loss at the beam set, and the remainder of the beams have heavy scaling and some section loss. The rehabilitation of the bridge would only extend the life of the bridge a minimal amount and would not address the deterioration of the substructure units.

The repair/rehabilitation alternative was not chosen because it would not provide a long-term solution to the current structural deficiencies. Additionally, this alternative is not cost effective given the minimum extended service life of the bridge.

### Bridge Replacement (Preferred Alternative):

This is the proposed alternative and will consist of replacing the existing bridge at the existing location with a new single-span 36W-inch prestressed concrete deck girder bridge that meets current standards for clear roadway width and load capacity.

This alternative is the preferred alternative because it is the most feasible, long-term solution for the structurally deficient existing bridge and meets the project purpose as shown in this document.

### Description of Proposed Action

The proposed project includes replacing the existing three-span steel deck girder bridge with a new 76-foot long single-span 36W-inch prestressed concrete deck girder bridge with a clear width of 34 feet. The 350-foot long project consists of 274 feet of approach roadway in addition to the bridge replacement. The proposed roadway cross-section will consist of two 12-foot HMA pavement travel lanes with 5-foot wide paved shoulders, matching into the existing roadway at the project termini. The proposed bridge width was chosen in order to provide 12-foot lanes and 5-foot shoulders across the bridge for bicyclists in accordance with the Wisconsin Bicycle Facility Design Handbook. Pedestrian accommodations are not being provided based on an absence of need in this rural area. At the request of the WI Department of Natural Resources, terrestrial wildlife accommodations have been added to the proposed bridge design. The proposed horizontal alignment will approximately match existing, and the proposed vertical profile is approximately 0.1-foot higher at the bridge. The road will be closed to traffic during construction, and a detour route will not be posted. Permanent wetland impacts are anticipated to be 0.144 acres. Migratory bird nests were observed on the structure. The project activities fall under Department of Army permit GP-004-WI. This project is included in the 2016-2019 final Statewide Transportation Improvement Program (STIP).

### Public Involvement

A Public Involvement Meeting was held for the project on November 5, 2015 at the Town of Hustiford Town Hall. All in attendance were in favor of the project.

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

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

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

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

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

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

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

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

- ☐ (1) Significant environmental impacts

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

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

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

Attachments

1. Project Location Map
2. U.S. Fish & Wildlife Service Coordination
3. DNR Coordination
4. U.S Army Corps of Engineers Coordination
5. Project Screening List for Cultural Resources
6. Tribal Notification Letter & Mailing List
7. Public Involvement Meeting Notice
8. STIP Project Listing Sheet
9. WisDOT Phase 1 Hazardous Materials Assessment Site Summary
10. DATCP Correspondence
11. NRCS Correspondence
12. Preliminary Plan Sheets

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

Environmental Factor	Commitment (If none, include 'No special or supplemental commitments required.')
General Economics	<i>No Commitments Needed</i>
Business	<i>No Commitments Needed</i>
Agriculture	<i>No Commitments Needed</i>
Community or Residential	<i>No Commitments Needed</i>
Indirect Effects	<i>No Commitments Needed</i>
Cumulative Effects	<i>No Commitments Needed</i>
Environmental Justice	<i>No Commitments Needed</i>
Historic Resources	<i>No Commitments Needed</i>
Archaeological/ Burial Sites	<i>No Commitments Needed</i>
Tribal Coordination/ Consultation	<i>No Commitments Needed</i>
Section 4(f) and 6(f) or Other Unique Areas	<i>No Commitments Needed</i>
Aesthetics	<i>No Commitments Needed</i>
Wetlands	<i>All unavoidable wetland impacts will be mitigated at a statewide wetland banking site at an appropriate ratio. WisDOT Construction Supervisor and Regional Environmental Coordinator will assure fulfillment of this commitment.</i>
Rivers, Streams and Floodplains	<p><i>All instream work and work that has the potential to adversely affect the water quality of the creek will not be completed between March 1 and June 15. During superstructure removal, the contractor will take measures to prevent large pieces and minimize the number of small pieces from entering the waterway or wetland. Standard Special Provision 203-020 Removing Old Structure Over Waterway with Minimal Debris will be utilized for the removal of the bridge structure.</i></p> <p><i>The project activities fall under the Department of Army permit GP-004-WI.</i></p> <p><i>All equipment must be properly cleaned and disinfected before and after mobilizing in-water equipment to address the spread of invasive species &amp; viruses, such as Viral Hemorrhagic Septicemia (VHS) &amp; Zebra Mussel. Follow Standard Special Provision 107-055 for invasive species control.</i></p> <p><i>The Construction Supervisor will assure fulfillment of these commitments.</i></p>
Lakes or other Open Water	<i>Not Applicable</i>
Groundwater, Wells and Springs	<i>No Commitments Needed</i>

Upland Wildlife and Habitat	<p><i>Terrestrial wildlife passage will be accommodated with a level section along the proposed bridge abutment.</i></p> <p><i>The Construction Supervisor will assure fulfillment of these commitments.</i></p>
Coastal Zones	<i>Not Applicable</i>
Threatened and Endangered Species	<p><i>Migratory bird nests have been observed on the structure. Migratory bird nests cannot be disturbed from May 1 to August 30. If the proposed construction schedule conflicts with the migratory bird nesting period, means of preventing migratory bird nesting on the bridge must be implemented. The standard special provision for migratory birds will be included in the plans.</i></p> <p><i>The above commitments will be included in the plans, special provisions, and/or the ECIP. The Construction Supervisor will assure fulfillment of these commitments.</i></p>
Air Quality	<i>No Commitments Needed</i>
Construction Stage Sound Quality	<i>WisDOT Standard Specification 107.8(6) and 108.7.1 will apply.</i>
Traffic Noise	<i>No Commitments Needed</i>
Hazardous Substances or Contamination	<p><i>No asbestos-containing material has been found on this structure. Standard Special Provision 107-125 (Notice to Contractor, Notification of Demolition and/or Renovation No Asbestos Found) will be included in the plans. The contractor will be responsible for completion of the Notification of Demolition and/or Renovation (DNR form 4500-113). A copy of the inspection report is available from the regional office.</i></p> <p><i>A Phase I Hazardous Materials Assessment Site Summary was completed and there is no reason to suspect contamination in the area of the project.</i></p> <p><i>The Construction Supervisor will assure fulfillment of these commitments.</i></p>
Storm Water	<i>No Commitments Needed</i>
Erosion Control	<p><i>WisDOT / WisDNR Cooperative Agreement will be followed.</i></p> <p><i>If erosion mat is used along creek banks, it should be biodegradable and non-netted, or if netted, constructed more loosely so that small animals are able to work their way through (e.g., Class I Urban Type A, Class I Urban Type B, or if necessary for shear stress, Class II Type C).</i></p> <p><i>The WisDOT Construction Supervisor will assure fulfillment of these commitments.</i></p>
Other	<i>No Commitments Needed</i>