

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation
DT2094 12/2013

BASIC SHEET 1: PROJECT SUMMARY

Project ID 1195-00-08 Construction ID TBD	Project Termini Superior – Duluth	Funding Sources (check all that apply) <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local	
Route Designation (if applicable) US 2/53 National Highway System (NHS) Route <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Nearest Community City of Superior	Estimated Project Cost and Funding Source (state and/or federal). Year of Expenditure (YOE) dollars include delivery cost. \$11.9M (2020)	
Project Title WIS 13 - 53rd Ave East	Section / Township / Range Section 4/T48N/R13W	Real Estate Acquisition Portion of Estimated Cost (YOE) \$0.1M (2020)	
County Douglas	Scheduled start date 8/30/2011 (local officials meeting)	Right-of-Way Acquisition	
Bridge Number(s) (if applicable) TBD		Acres	
		Fee	16
		TLE	0*
		PLE	0*

*Anticipated Right-of-Way acquisition based on preliminary design; design refinements may allow for some TLE and PLE in place of Fee.

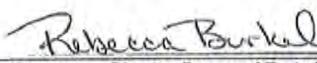
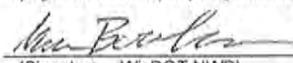
Functional Classification of Existing Route (FDM 3-5-2)	Urban	Rural
Freeway/Expressway (US 2/53)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Principal Arterial (US 2/53)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Minor Arterial	<input type="checkbox"/>	<input type="checkbox"/>
Major Collector (County E)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Minor Collector	<input type="checkbox"/>	<input type="checkbox"/>
Collector	<input type="checkbox"/>	<input type="checkbox"/>
Local (Moccasin Mike Road)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
No Functional Class	<input type="checkbox"/>	<input type="checkbox"/>

WisDOT Project Classification (FDM 3-5-2)	
Resurfacing	<input type="checkbox"/>
Pavement Replacement	<input type="checkbox"/>
Reconditioning	<input type="checkbox"/>
Expansion	<input type="checkbox"/>
Bridge Rehabilitation	<input type="checkbox"/>
Bridge Replacement	<input type="checkbox"/>
"Majors" Project (there are both state and federal majors)	<input type="checkbox"/>
SHRM	<input type="checkbox"/>
Reconstruction	<input type="checkbox"/>
Preventive Maintenance	<input type="checkbox"/>
Safety	<input type="checkbox"/>
Other—Describe: Freeway Corridor Preservation (Wis. Stat. s. 84.295)	<input checked="" type="checkbox"/>

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

FHWA Final Categorical Exclusion (CE), Type 2c/WisDOT Final Environmental Report (ER). **No significant impacts will occur.**

FHWA Environmental Assessment (EA), Type 3/WisDOT Environmental Assessment (EA). **No significant impacts indicated by initial assessment.**

	EMCS, Inc.	7/16/15	Project Manager		7/16/15
(Signature – Company/Organization)		(Date)	(Title)	(Signature – Director, Bureau of Technical Services)	(Date)
		7/16/15	Project Manager		7/16/2015 Major Projects Engr
(Signature – WisDOT NWR)		(Date)	(Title)	(Signature)	(Date) (Title)
<input checked="" type="checkbox"/> Region <input type="checkbox"/> Aeronautics <input type="checkbox"/> Rails & Harbors				<input checked="" type="checkbox"/> FHWA <input type="checkbox"/> FAA <input type="checkbox"/> FTA <input type="checkbox"/> FRA	

After reviewing and addressing substantive public comments, updating the Environmental Assessment (EA) and coordinating with other agencies, it is determined this action:

Will NOT significantly affect the quality of the human environment. This document is a Final Categorical Exclusion / Final Environmental Report.

Will NOT significantly affect the quality of the human environment. This document is a Finding of No Significant Impact (FONSI).

Has potential to significantly affect the quality of the human environment. Draft Environmental Impact Statement (EIS) required.

PREPARER

(Signature – Company/Organization)	(Date)	(Title)	(Signature – Director, Bureau of Technical Services)	(Date)
(Signature – Company/Organization)	(Date)	(Title)	(Signature)	(Date)
<input type="checkbox"/> Region <input type="checkbox"/> Aeronautics <input type="checkbox"/> Rails & Harbors			<input type="checkbox"/> FHWA <input type="checkbox"/> FAA <input type="checkbox"/> FTA <input type="checkbox"/> FRA	

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BASIC SHEET 2: PURPOSE AND NEED

1. Purpose and Need

Project Location

The Proposed Action is located at the intersection of US 2/53 and County E/Moccasin Mike Road in the City of Superior in Douglas County, Wisconsin. The Proposed Action study limits extend from WIS 13 in the Town of Parkland to 53rd Avenue in the City of Superior. The study limits and intersection location are shown in **Figure 1**.

US 2/53 is designed and constructed as a freeway with fully controlled access between WIS 13 and County E/Moccasin Mike Road. North of County E/Moccasin Mike Road, the US 2/53 freeway enters the urbanized area of the City of Superior with at-grade intersections throughout the corridor. The freeway transition into the Superior urbanized area is shown in **Figure 2**.

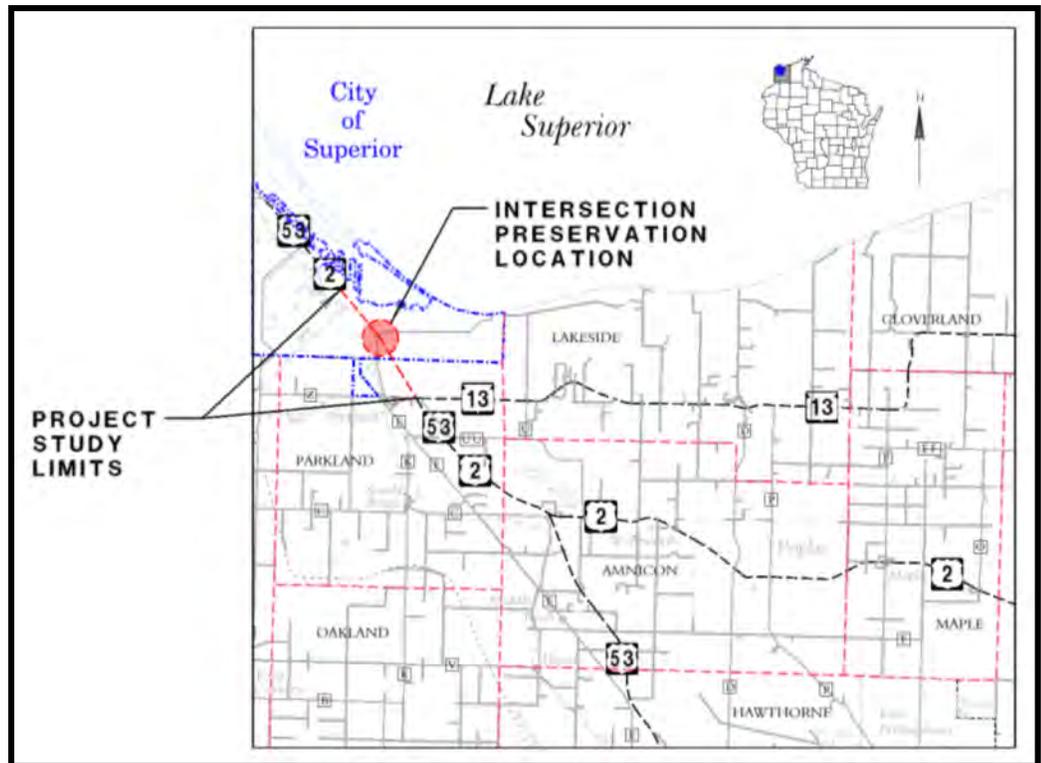


Figure 1 - Project Location Map

Purpose and Need

The purpose of the Proposed Action is to evaluate alternatives in order to maintain long-term safety and mobility of the US 2/53 corridor and officially preserve future right-of-way for intersection improvements at the US 2/53 and County E/Moccasin Mike Road intersection.

The purpose of this environmental document is for planning and preservation only and not for construction. The preservation of future right-of-way is proposed under Wisconsin State Statute 84.295(10). (Wis. Stat. s. 84.295 explained in the following paragraphs).

The project need can be divided into the following components:

- Corridor Preservation
- Safety, Operations, and Mobility
- Land Use/Transportation Planning and Coordination
- System Linkage and Route Importance
- Modal Interrelationships (ports and railroads)



Figure 2 - US 2/53 Freeway Transition to the City of Superior

Background Discussion

Wis. Stat. s. 84.295(10)

The Wisconsin Department of Transportation (WisDOT) will pursue official mapping and preservation of the Proposed Action through Wis. Stat. s. 84.295(10) (<http://docs.legis.wisconsin.gov/statutes/statutes/84/295/>). Wis. Stat. s. 84.295(10) is a long-term official mapping and planning tool available to WisDOT to help protect and preserve right-of-way for future transportation needs. This proactive tool allows WisDOT to address safety, operation, mobility, and capacity issues in advance of impending long-term needs on freeways and expressways.

Wis. Stat. s. 84.295(10) authorizes the designation of portions of the United States and state trunk highway system as either freeways or expressways. US 53 is already designated as an expressway from the south county line to Kent Road located approximately 5-miles south of the US 2/53 interchange. From Kent Road to 53rd Avenue, US 53 (including US 2) is already designated as a freeway. Therefore, designation of US 2/53 under Wis. Stat. s. 84.295 as a freeway through the project study area is already complete. A freeway/expressway designation map of Douglas County is shown in **Attachment 1**.

Wis. Stat. s. 84.295(10) allows for preservation of future right-of-way needs via official mapping. The purpose of Wis. Stat. s. 84.295, as stated in s. 84.295(1), is to more adequately serve the present and anticipated future needs of highway travel and prevent conflicting and costly economic development on lands needed for future highway right-of-way.

Preservation of future right-of-way under Wis. Stat. s. 84.295(10) allows property owners to continue to use their property until such time that the property may be needed for a future transportation facility. The only requirement is that the property owners must contact WisDOT at least 60 days prior to making any improvements (within the officially mapped area only) to allow WisDOT the option for purchasing the property in its current condition. WisDOT does not restrict any development on land that they do not own and if WisDOT opts to not purchase at the time of the request, the property owner can proceed with the improvements. No building relocations would be required to construct the Proposed Action and no early land acquisitions are anticipated.

The Proposed Action would be used as a long-term vision and management strategy so that when intersection improvements become necessary, a comprehensive approach can be applied. The official mapping also allows for local officials, agencies, and property owners to proactively plan in concert with anticipated future highway improvements.

Project Funding

There are no immediate project or construction dollars programmed for the intersection improvements. In the near term, the Proposed Action would include officially mapping a proposed grade-separation at the intersection of US 2/53 and County E/Moccasin Mike Road under Wis. Stat. s. 84.295(10). The Proposed Action would be used as a long-term management strategy so that when needs arise and funding becomes available, improvements could be constructed.

US 53 Corridor Planning Studies

The US 53 corridor is recognized as an important route with conversion to a freeway or expressway initiated in the late 1960's and completed in the 1990's. WisDOT is undertaking a series of corridor planning studies across northwestern Wisconsin from Rice Lake to Superior in Barron, Washburn and Douglas Counties to protect the public investment in US 53 by planning for the long-term mobility and safety needs along the US 53 route. The overall US 53 corridor planning study area is shown in **Figure 3** below.

From 2011 to 2014, WisDOT completed a corridor planning study (ID 1195-00-06) for the Northern Douglas County Area. The Northern Douglas County Area is the northernmost section of the US 53 corridor study located in the Towns of Solon Springs, Bennett, Hawthorne, Amnicon, and Parkland and in the City of Superior. The study area extended from the CN Railroad crossing north of Solon Springs to 53rd Avenue in the City of Superior, approximately 23-miles in length along US 53 (see **Figure 4** below). US 53 and US 2 run concurrent with each other from the US 2/53 interchange in the Town of Amnicon to the City of Superior.

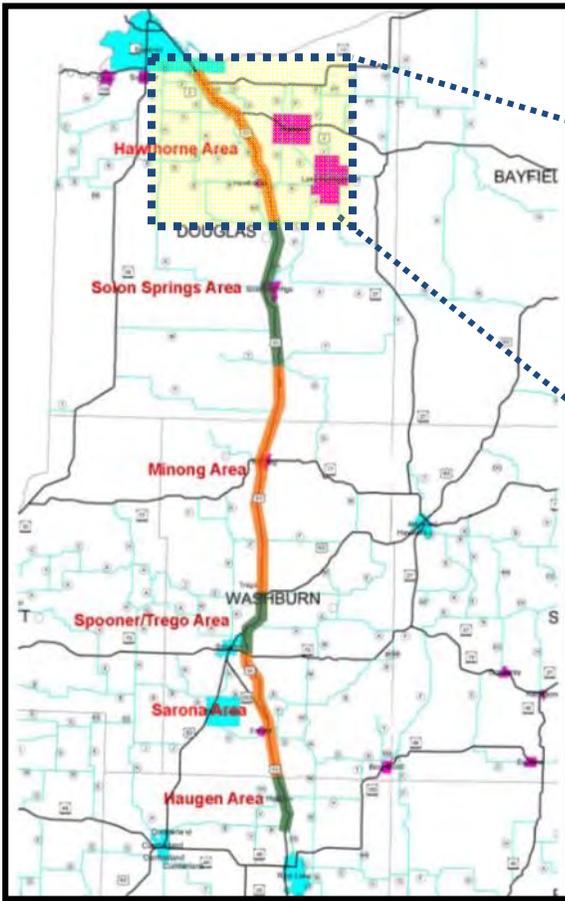


Figure 3 - US 53 Corridor Study Sections

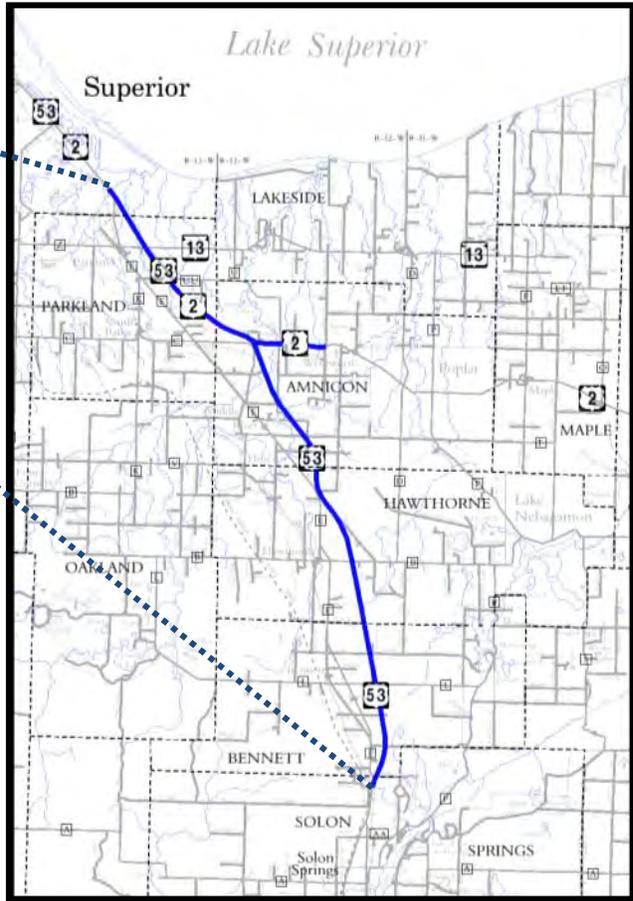


Figure 4 - US 53 Corridor Study Northern Douglas County Area

The objective of the US 53 corridor planning study completed for the Northern Douglas County Areas was to work collaboratively with local officials, agencies, and property owners to identify and plan for the long-term US 53 intersection improvements in a manner that benefits all stakeholders while:

- Considering community values and vision
- Avoiding or minimizing impacts to existing homes, businesses, and agricultural operations
- Avoiding or minimizing impacts to the natural and human environments
- Making recommendations for preserving future right-of-way through Wis. Stat. s. 84.295(10), where deemed necessary to maintain viability and minimize potential costs of future improvements
- Providing for a planning document which summarizes study efforts that local officials and agencies could reference in their ongoing and future comprehensive planning efforts

The planning study for the Northern Douglas County Area evaluated potential improvements (grade-separations) at four key intersection locations (see **Figure 5** below). The US 53 corridor study was completed using National Environmental Policy Act (NEPA) principles in order to determine the need for preservation of future highway right-of-way for intersection improvements. Since each intersection study location along the US 53 corridor has independent utility, any future proposed improvement projects could be scheduled independently at each location as safety or mobility needs arise.

The US 53 corridor study recommended right-of-way preservation for the US 2/53 intersection at County E/Moccasin Mike Road. This intersection is the closest to the urbanized Superior area with ongoing development and is the most likely intersection location to require improvements first. The other three locations are more likely to require upgrades further in the future and since none of the intersection options completely avoid existing development, no preservation mapping is recommended at this time. For all locations, the corridor study document can be used by property owners, local communities, agencies, and WisDOT to manage land uses and access near US 53 in the long-term.

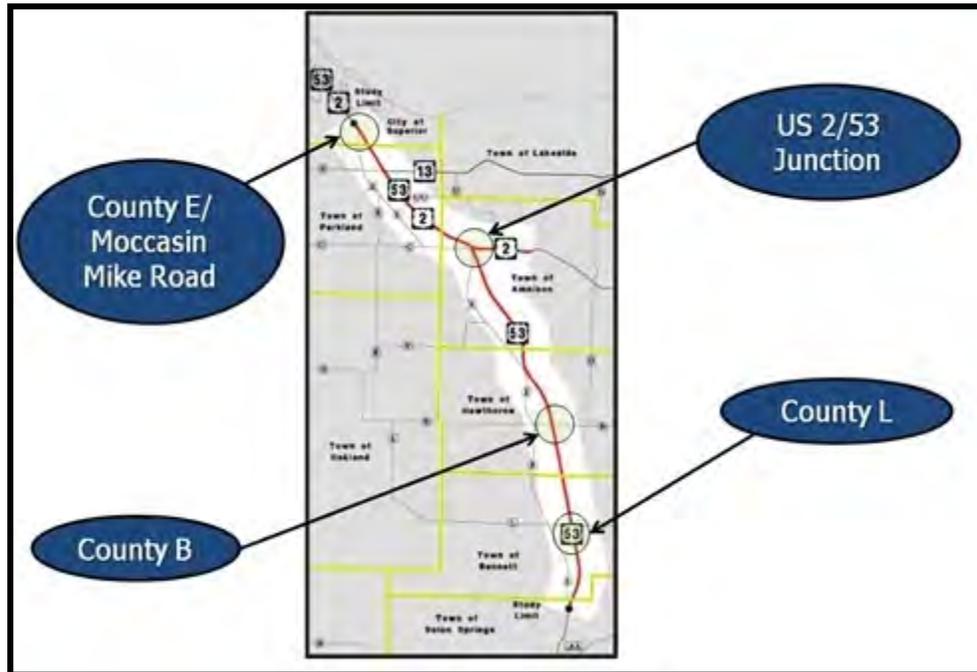


Figure 5 - Grade-Separated Intersection Study Areas Along US 53

Need Discussion

The project need can be divided into the following components:

- Corridor Preservation
- Safety, Operations, and Mobility
- Land Use/Transportation Planning and Coordination
- System Linkage and Route Importance
- Modal Interrelationships (ports and railroads)

Corridor Preservation

Wis. Stat. s. 84.295(10) is a long-term official mapping and planning tool available to the WisDOT to help protect and preserve right-of-way for future transportation needs. This proactive tool allows WisDOT to address safety, operation, mobility, and capacity issues in advance of impending long-term needs.

US 2/53 is an important arterial in northern Wisconsin. The mobility role of arterials is preserved by having limited and well-managed access points along the route. Developing a long-term plan along US 2/53 preserves the investment the public has already made in this facility and ensures that the best access solutions have not been precluded by earlier development decisions. By planning ahead, right-of-way needs for a grade-separated intersection can be preserved. Through the implementation of Wis. Stat. s. 84.295(10), the Proposed Action would help protect and preserve US 2/53 through a proactive and comprehensive corridor management approach, rather than through a reactive approach.

Corridor preservation involves extensive coordination with public officials and stakeholders. This tool is a vision and management strategy that addresses transportation improvements in a coordinated and comprehensive manner. Early right-of-way preservation avoids costly future acquisition of development and community disruption that could otherwise occur along the highway where future right-of-way would be required. Once mapped, Wis. Stat. s. 84.295(10) allows advanced acquisition by WisDOT, if needed.

No acquisitions are planned at this time and any potential acquisitions would occur when future project(s) are programmed. Preservation of future right-of-way allows property owners to continue to use their property. WisDOT does not restrict any development on land that they do not own and if WisDOT opts to not purchase at the time of the request, the property owner can proceed with the improvements.

Prior to implementing any future projects, WisDOT would complete additional environmental documentation, re-initiate public involvement efforts, and coordinate with Federal Highway Administration (FHWA) on the need for a value engineering study, if required. This particular official mapping action is consistent with other similar, but independent, right-of-way preservation planning efforts completed along the US 53 corridor in Barron, Washburn, and Douglas Counties.

Safety, Operations, and Mobility

The second component of the purpose and need is to preserve and enhance the long-term safety, operations, and mobility of US 2/53.

Year 2010 traffic volumes range from 13,000 to 16,900 vehicles per day along US 2/53. By 2040, traffic on US 2/53 is forecasted to range between 17,500 and 23,200 vehicles per day. In addition to the average daily traffic, the level of service (LOS) is used to determine when additional travel lanes are required. The LOS is a measure of how well traffic flows along a portion of a highway with ratings ranging from LOS A (ideal operation) to LOS F (complete congestion). The existing US 2/53 four-lane freeway operates at a LOS A with the future operations anticipated to remain at LOS A in the year 2040.

Principal arterials are characterized by limited and managed access. There is a direct correlation between increased traffic volumes and vehicle conflicts in the absence of managed access. As traffic increases on US 2/53, the number of conflicts between vehicles entering and exiting the highway is anticipated to increase.

There are no private access points (driveways) directly to US 2/53 within project study area. As currently configured, movements to/from County E and Moccasin Mike Road disrupt the flow of high speed freeway traffic as vehicles merge, diverge, and/or cross US 2/53 at the intersection.

Slower moving traffic, such as trucks and recreational vehicles, increase the potential for and magnitude of conflicts on the high speed US 2/53 route. The County E/Moccasin Mike Road intersection serves as the only access to the City of Superior landfill and the Wisconsin Point coastal area. These areas continue to generate slower moving truck and recreational vehicle traffic.

Within the project area, the at-grade intersection is located where the US 2/53 high speed rural freeway transitions to an urban surface street system within the City of Superior. While the speed limit transitions from 65 mph to 45 mph right at the intersection, most of the traffic exceeds the speed limit well north of the intersection.

The at-grade intersection also serves the Lake Superior Elementary School to the south on County E and the Bear Creek Park near the northeast corner of the intersection. The Bear Creek Park also serves as trail head to the Tri-County Corridor recreation trail (Note: The Tri-County Corridor recreation trail is shown and discussed below in **Question 1**; the location of the Bear Creek Park and Lake Superior Elementary are shown in **Question 5** below). While pedestrians and bicycles are prohibited on the US 2/53 freeway, the adjacent Tri-County Corridor recreational trail, Bear Creek Park, and the intersection location at the edge of the Superior urbanized area does generate some multi-modal uses in the project area. The high speed US 2/53 freeway can act as a barrier and prevent safe crossing for multi-modal users. The WisDOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. WisDOT policy in conformance with Federal policy, Wis. Stats. Section 84.01(35), Administrative Code Trans 75, and Connections 2030; requires including bicycle accommodations and pedestrian facilities on all new construction and reconstruction highway projects funded in whole or in part from state or federal funds, unless an exception applies. In order to meet social demands for multi-modal users and ensure multi-modal user safety, the Proposed Action would consider accommodations for multi-modal users through the intersection.

With a mix of factors including current land uses, ongoing multi-modal uses, and change in speed zone and highway character occurring right at this intersection; the need for a grade-separated intersection will likely emerge as traffic volumes continue to grow in order to maintain safety and mobility for both roadway traffic and multi-modal users. Although the intersection currently has normal crash rates, there is potential for crash rates to increase as traffic volumes increase.

Land Use/Transportation Planning and Coordination

The third component of the purpose and need is to coordinate WisDOT transportation planning efforts with local comprehensive planning initiatives. The communities located along US 2/53 have adopted comprehensive plans. Access to US 2/53 plays a key role in local land use planning and zoning decisions since US 2/53 is the key north/south route through the region. WisDOT has worked with local communities, agencies, and Douglas County to ensure any improvements considered are consistent with long-term land use goals, development plans, and zoning laws. This early coordination helps guide any right-of-way mapping, manage the timing of future improvements, and integrates future access into adjacent community and agency plans and zoning laws.

As land use along the US 2/53 corridor evolves, early identification of a future grade-separation and any local road modifications would assist local and regional land use planning efforts. Early coordination provides local stakeholders with information and informs future land use plans and decisions to ensure consistency with the future of US 2/53.

The study efforts and right-of-way preservation at the US 2/53 and County E/Moccasin Mike Road intersection is consistent with the goals laid out in each of the local land use plans. The local and regional comprehensive plans recognize US 2/53 as a critical route in their comprehensive planning efforts and each plan, in general, addresses the following objectives:

- Douglas County and local communities should continue to collaborate with WisDOT to address transportation issues including a long-term vision for the US 2 and US 53 corridors.
- Douglas County and the local units of government must continue to work with WisDOT to address safety of intersections along the US 2 and US 53 corridors.

See **Question 6** for a detailed discussion of each available comprehensive plan in the project planning area.

System Linkage and Route Importance

The importance of US 2 and US 53, critical pieces of Wisconsin’s transportation infrastructure, support the need for preservation. US 2 and US 53 are part of the backbone system in the Wisconsin *Connections 2030 Long Range Multi-Modal Transportation Plan* (<http://www.dot.state.wi.us>) within the project area. The *Connections 2030* routes provide multimodal system linkages, provide safe, dependable access to and from Wisconsin communities, and encourage regional and statewide economic development. The plan places a high priority in protecting highway investments that connect major economic/ population centers, and carry long-distance, statewide traffic. The backbone network consists of divided highways that connect each region of the state and major economic centers. The connector highways tie economic and tourism centers to the backbone routes. East of US 53 in the Town of Amnicon, US 2 is a connector route. The backbone and connector route network throughout the State of Wisconsin is shown in **Figure 6**.

The Proposed Action is within the Peace Memorial Corridor, Lake Superior Corridor, and Duluth – Superior Metropolitan Planning Area areas as defined in the *Connections 2030* plan. The *Connections 2030* system level corridors through northern Wisconsin are shown in **Figure 7**.

- The 150-mile Peace Memorial Corridor (US 53; north/south) is part of a major passenger and freight corridor that links southern Wisconsin and Chicago, Illinois to Duluth-Superior, northern Minnesota, and much of western Canada.
- The 100-mile Lake Superior Corridor (US 2; east/west) is part of an important passenger and freight corridor between Michigan and locations to the east into Canada, Duluth-Superior, northern Minnesota, and much of western Canada.
- The Duluth – Superior Metropolitan Planning Area (MPA) consists of the cities of Duluth, Minnesota and Superior, Wisconsin and includes all or portions of the 16 contiguous villages, cities, and townships that are or are likely to become urbanized within a 20-year planning period.

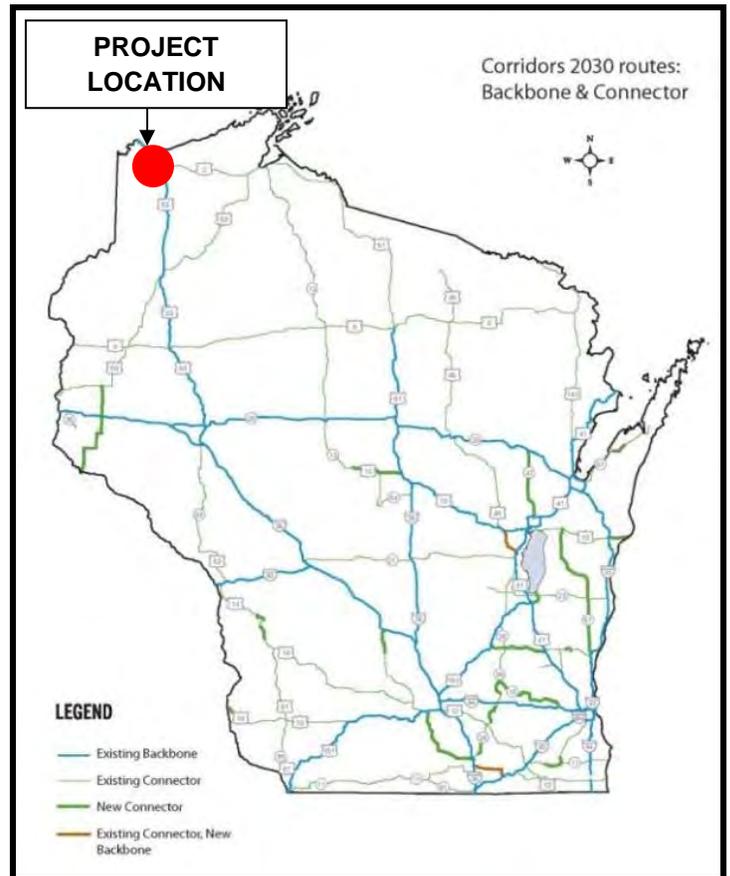


Figure 6 - State of Wisconsin Connections 2030 Backbone and Connector Routes (Source: WisDOT)

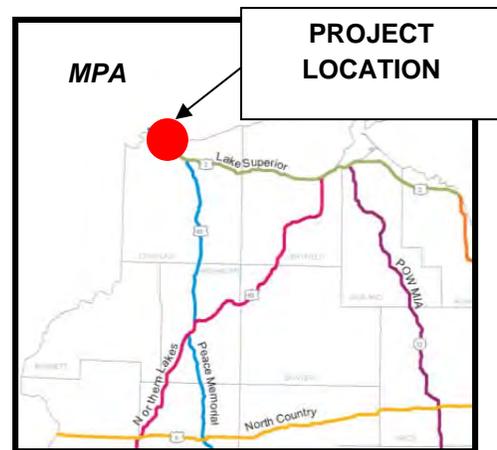


Figure 7 - Connections 2030 System Level Priority Corridors in Northwest Wisconsin (Source: WisDOT)

US 2 is typically an east/west rural roadway functionally classified as a rural principal arterial and is part of the National Highway System (NHS) within Wisconsin. The NHS routes through northwestern Wisconsin are shown in **Figure 8A**. A full map of all NHS routes within the State of Wisconsin is shown in **Attachment 2**.

The NHS is critical to the nation's economy, defense, and mobility providing a primary network for movement of goods and services throughout the nation. US 2 serves interstate travel through Wisconsin connecting I-35 in Duluth, Minnesota to Ironwood, Michigan. US 2 extends across the northern portion of the continental United States from the State of Washington to the State of Maine connecting the United States to the country of Canada.

Within the project study area, US 53 runs concurrent with US 2 from the City of Superior south approximately 7-miles to the US 2/53 interchange. US 53 is typically a north/south divided four-lane rural expressway and freeway facility serving interstate travel as well as interregional trips within the State of Wisconsin. US 53 is functionally classified as a rural principal arterial. US 53 serves interstate travel through Wisconsin connecting I-35 in Duluth, Minnesota to I-94 at Eau Claire to I-90 near La Crosse. US 53 is also part of the NHS.

US 53 is also part of a designated Congressional High Priority Corridor which allows for the use of federal funding for improvements as designated in the federal surface transportation authorization. US 53 is part of the Falls-to-Falls Corridor (know as Corridor #41 in the FHWA listing) which connects International Falls on the Minnesota/Canada border to Chippewa Falls, Wisconsin (**Figure 8B**).

US 53 also connects to Minnesota 61 which is a non-interstate Strategic Highway Network (STRAHNET) route (**Figure 8C**). The STRAHNET is a network of highways which are important to the United States' strategic defense policy and provide defense access, continuity and emergency capabilities for defense purposes.

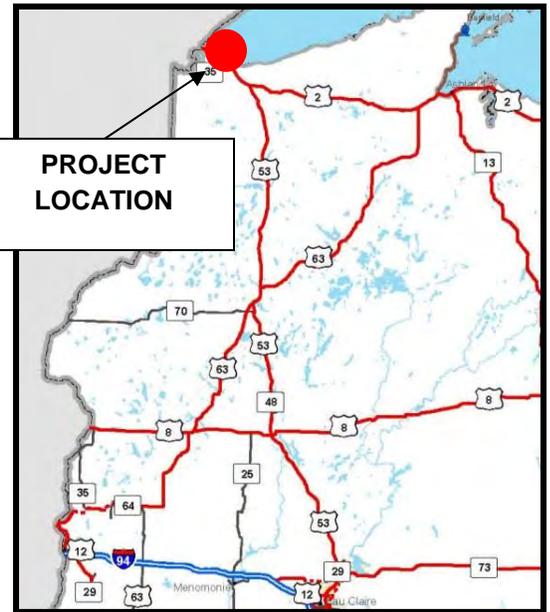


Figure 8A – National Highway System Routes in Northwest Wisconsin (Source: FHWA)

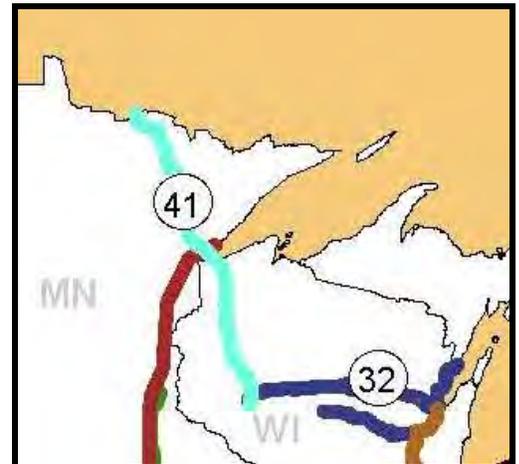


Figure 8B – Congressional High Priority Corridors in NW WI/NE MN (Source: FHWA)

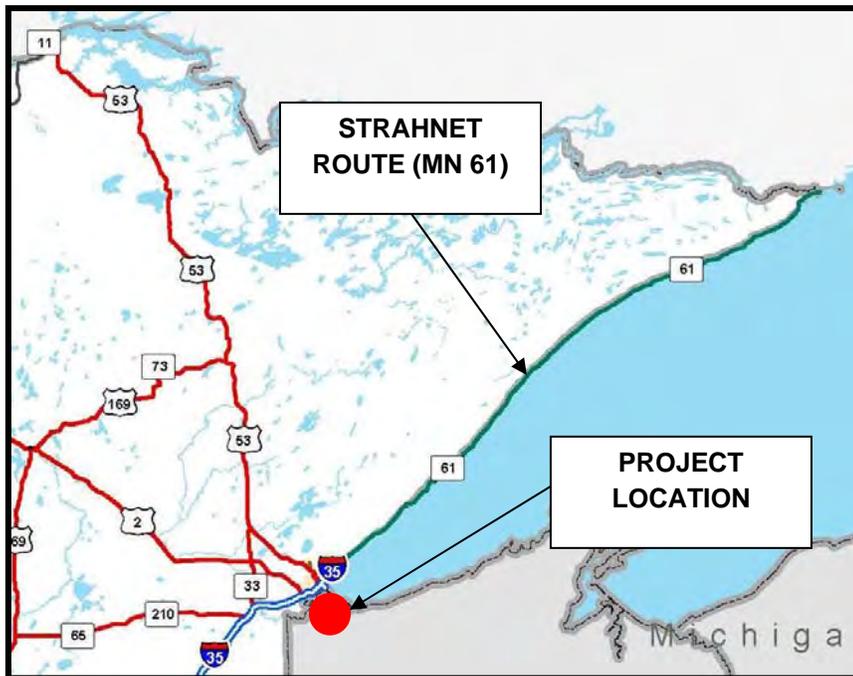


Figure 8C – STRAHNET Route (MN 61) (Source: FHWA)

US 2/53 within the project limits is a high volume truck route serving Wisconsin's commercial, industrial, and agricultural industries as well as the major port and railroads within the Duluth-Superior area. Modal interrelationships with ports and railroads are discussed in more detail in the following section. Trucks account for approximately 15% of the daily traffic on US 2/53 within the project area. US 2/53 is designed to function as a long haul automobile and truck route through

Wisconsin. US 2/53 supports transportation of goods and services to and from the State's ports and railways, and serves the prominent forestry and tourism industries in northern Wisconsin.

US 2/53 is constructed as a four-lane freeway from WIS 13 to the County E/Moccasin Mike Road intersection. At County E/Moccasin Mike Road, US 2/53 transitions to an urban cross section within the City of Superior, where the four-lane divided urban cross section extends north to 53rd Avenue and through the City of Superior. US 2/53 has a posted speed of 65 mph through the southern portion of the study area which is reduced to 45 mph at the intersection of County E/Moccasin Mike Road.

US 2 and US 53 are high priority arterial routes through the Duluth-Superior Metropolitan Area (**Figure 9**). The Duluth-Superior Metropolitan Interstate Council (DSMIC) provides guidance and leadership on transportation and land use planning issues in the Duluth-Superior metropolitan planning area. More information on the DSMIC plans is presented in **Question 6**. The DSMIC is required to maintain a financially constrained Transportation Improvement Program (TIP) for the metropolitan area. While the Proposed Action is not part of the DSMIC TIP, US 2 and US 53 do provide critical links to the roadway networks, ports, railroads, and multi-modal transportation facilities within the planning jurisdiction of the DSMIC.

Modal Interrelationships

US 2/53 is a critical component of the transportation infrastructure providing for connection to other transportation modes including the Port of Duluth-Superior and railway facilities that serve the Duluth-Superior metropolitan area.

The interrelationship with other modes of transportation including railroads and ports supports travel and commerce on a local, regional, national, and international level.

Port of Duluth-Superior

(Data Source - Duluth Seaway Port Authority and WisDOT)

Wisconsin's port facilities serve as hubs of diverse economic activity linking waterborne commercial vessels with an extensive network of highways, railroads, and airports.

The Port of Duluth-Superior (**Figure 10**) is a backbone of the northern region's economy which has been in operation for over a century. The port accommodates the maritime transportation needs of a wide range of industries ranging from agriculture, forestry, mining and manufacturing to construction, power generation, and passenger cruising. The Port of Duluth-Superior is one of the State's largest ports (**Figure 11**) and is the busiest of all of Wisconsin's ports and handles more tonnage than any other port in Wisconsin.



Figure 9 – US 2 and US 53 within Duluth-Superior Metropolitan Area (Source: Duluth-Superior MIC)



Figure 10 – Port of Duluth-Superior (Source: Duluth Seaway Port Authority)

The Port of Duluth-Superior is located at the western end of the Great Lakes St. Lawrence Seaway and it is the farthest-inland freshwater seaport and one of the main bulk cargo ports in all of North America. The port consists of 20 privately owned and operated docks along 49 miles of waterfront. The port is one of the busiest on the Great Lake handling an average of 40 million tons of cargo and nearly 1,100 vessels each year. The Duluth-Superior port connects the Midwest and Canada to the rest of the world. The port handles many commodities including coal, iron ore, grain, and limestone to cement, salt, wood pulp, steel coil, wind turbine components, and other heavy lift/dimensional equipment.

The port is served by US 2 and US 53 from Wisconsin and Minnesota providing a critical link for moving goods and services between this major port and the highway system across the country. There are intermodal connector routes from US 2 and US 53 which serve the port along with three railway companies (Figure 12).



Figure 11 – Wisconsin’s Largest Ports (Source: WisDOT)

In addition to existing shipping and receiving activities at the port, the US 2/53 Proposed Action would be compatible with long-term plans for the port which include various upgrades to support and improve the port infrastructure (comprehensive plans are discussed further in Question 6). Planning by other entities which may enhance commerce at the port is also ongoing in the Duluth-Superior area. These plans also include pipeline projects for transport of petroleum directly in and out of the port. While these various plans are long-term and some are in the early phases, it is anticipated the Proposed Action on US 2/53 would continue to support and enhance the ongoing various planning efforts at the port.

Railroad Facilities

Four primary railway companies service the Duluth-Superior area (Figure 13). The railroads provide a connection to the Duluth-Superior Port allowing intermodal connection to moving goods throughout the United States and the world.

While US 2/53 does not directly impact an active rail line, US 2/53 supports the active railroad system in the Duluth-Superior area.

The Tri-County Corridor recreational trail (Figure 14) which is located directly in the project area is part of a “rails-to-trails” corridor. The “rails-to-trails” corridor is preserved under the National Trails System Act to promote use for recreation while reserving rights for future railroad use. While this corridor is currently being used for recreational purposes, the “rails-to-trails” lines retain their character as rail corridors with titles and easements and thus the corridor may be reactivated at any time for railroad use.

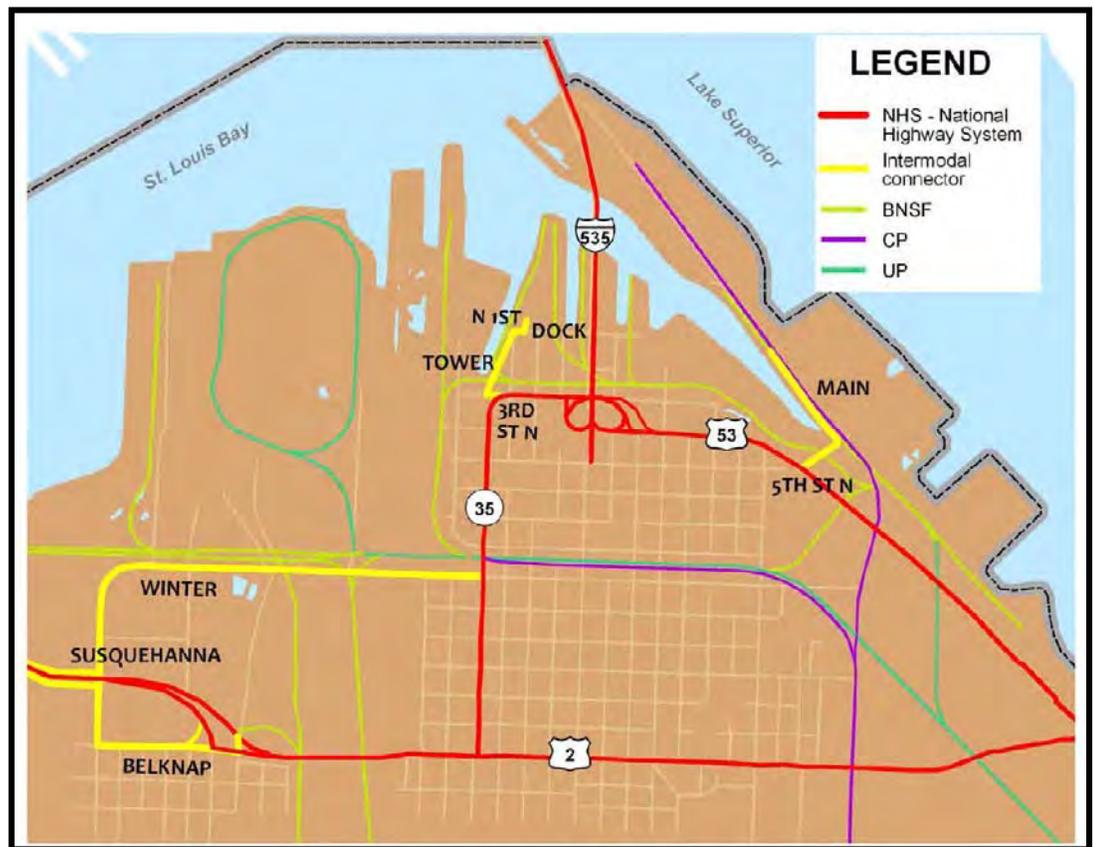


Figure 12 – Intermodal Connectors to the Superior Port (Source: WisDOT)

The Proposed Action incorporates the potential for a reactivated railroad corridor as part of the decision making process documented in this environmental assessment.

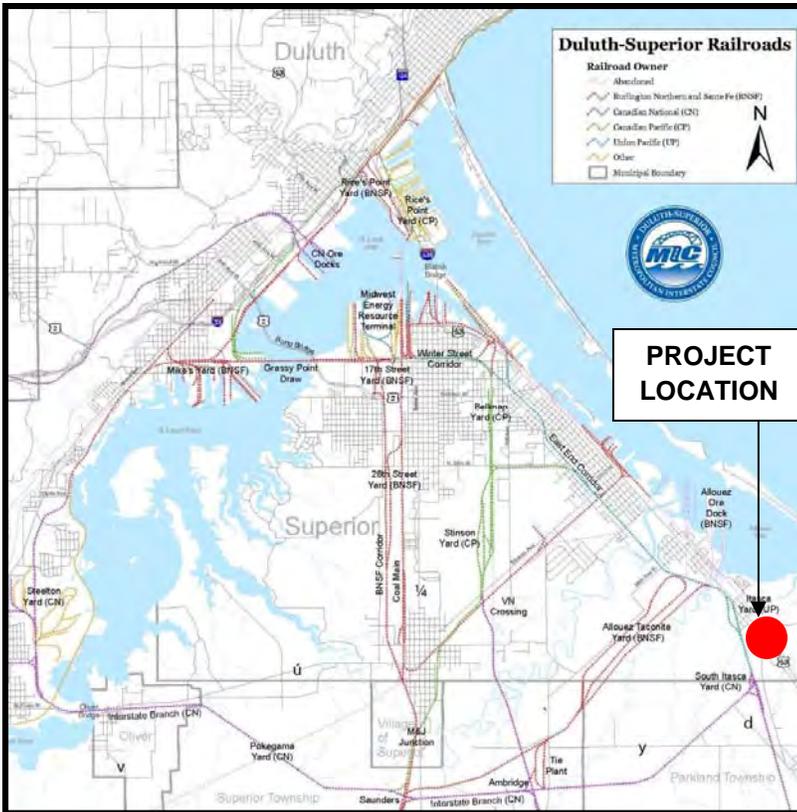


Figure 13 – Duluth-Superior Railroads
(Source: Duluth-Superior MIC)

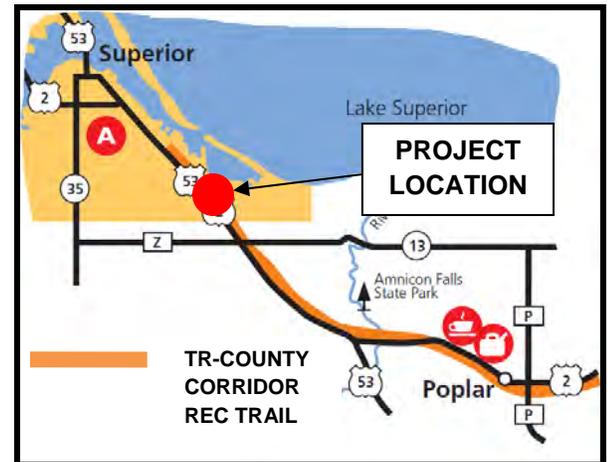


Figure 14 – Project Area Tri-County Corridor Recreational Trail
(Source: WI Dept of Tourism)

2. Summary of Alternatives

The intersection alternatives are shown in **Attachment 3**. A comparison of impacts is shown on **Basic Sheet 5** (page 31).

Existing Conditions and Alternative Considerations

The existing intersection at US 2/53 and County E/Moccasin Mike Road is an at-grade intersection that intersects US 2/53 at approximately 90-degrees with stop control on County E and on Moccasin Mike Road. The US 2/53 median is approximately 100-feet in width and there are right and left turn lanes present on northbound and southbound US 2/53. The existing posted speed on County E is 35 mph, 25 mph on Moccasin Mike Road, and 65 mph on US 2/ 53. The speed limit on US 2/53 changes to 45 mph right at the north side of the County E/Moccasin Mike Road intersection. It has been observed that traffic rarely observes the speed limit through this intersection often exceeding the 45 mph speed at this intersection location.

Year 2010 traffic volumes range from 13,000 to 16,900 vehicles per day on US 2/53. Year 2010 traffic volume on the west leg of County E is 2,570 vehicles per day and 1,090 vehicles per day on the east leg of Moccasin Mike Road. Most of the traffic from County E is turning left to northbound US 2/53 into the urbanized Superior area. Moccasin Mike Road serves as the access to the City of Superior landfill and to the Wisconsin Point coastal area. A majority of the heavy truck traffic destined for the landfill is coming from the north in the City of Superior.

Existing development near the existing intersection consists of residential properties, multiple commercial businesses, and Bear Creek Park. The Tri-County Corridor recreational trail is located along the east side of US 2/53 and crosses Moccasin Mike Road. Other land uses include wetlands, woodlands, and waterways.

Consideration of an interchange was not warranted at this intersection location due to the proximity to the lower speed section of US 2/53 in the City of Superior. US 2/53 is an urban section with signalized and other controlled at-grade intersections north of County E/Moccasin Mike Road. Jughandle grade-separated intersections were considered at this location. A jughandle is a type of ramp that connects US 2/53 to the overpass with at-grade intersections which only allow for right-in/right-out movements on the US 2/53 and eliminates all crossing movements (**Figure 15**).

Various trail alternatives (at-grade, grade separations, and realignments) were considered to help evaluate impacts and options for the Tri-County Corridor recreational trail to be used with the proposed build alternatives. The alternatives presented below include at-grade trail crossing concepts since the trail does not currently have the level of users to warrant a grade-separated trail crossing. Although, the alternatives do consider the potential for future grade-separation of the trail and roadway, if/when warranted.

Based on preliminary coordination with the Tri-County Corridor Commission, there is the potential that the Tri-County Corridor recreational trail could return to railroad use since it is part of the “rails-to-trails” system. Therefore, alternatives should allow for the corridor to return to railroad use or not preclude future railroad use. Criteria that allows for future conversion of the trail back to railroad use was considered as part of the alternative development and analysis.

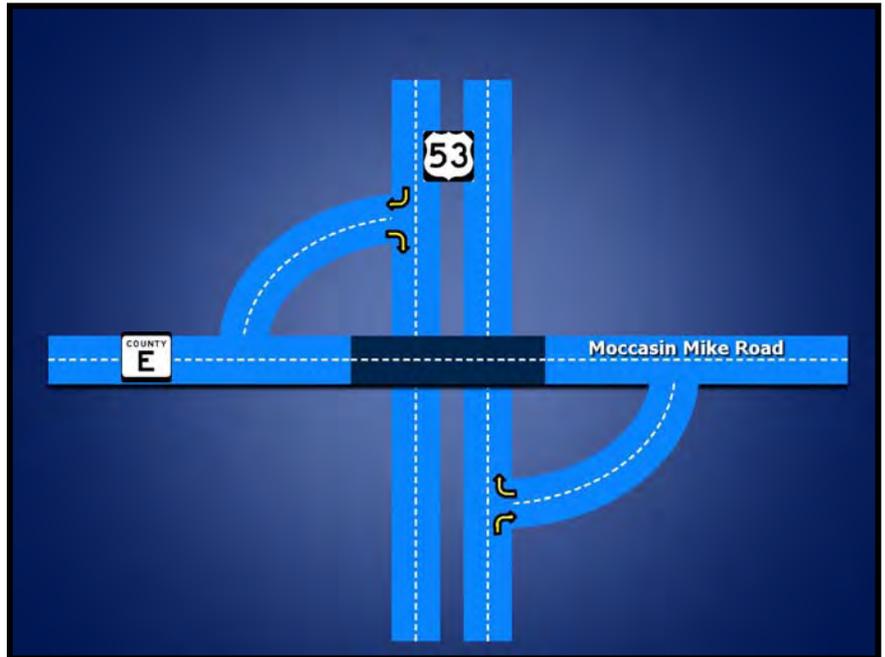


Figure 15 – Jughandle Overpass Schematic

**County E/Moccasin Mike Road Alternative 1:
No-build**

The no-build alternative does not address the project purpose and need to proactively plan for, protect, and preserve future transportation improvements along US 2/53. This alternative would result in no change to the existing highway facility. Neither short-term safety and maintenance projects nor transportation system management projects are part of this alternative. Corridor preservation would not occur. While this alternative does not meet the purpose and need (preservation) for the project, it does serve as a baseline for a comparison of impacts.

**County E/Moccasin Mike Road Alternative 2:
Jughandle Overpass (Far East) with Existing Connections to US 2/53**

This alternative is an overpass (grade-separation) located south of the existing intersection alignment with at-grade intersection connections to US 2/53 at the existing intersections. Right turn lanes would be constructed on US 2/53 and the configuration would make all movements at US 2/53 right-in/right-out.

County E would be designed as a two-lane undivided roadway with a 40 mph design speed. The jughandle connections (connections to existing County E and Moccasin Mike Road) would be two-lane two-way roadways with a design speed of 30 mph. Northbound US 2/53 would be relocated west to provide a narrower median and the design speed would be reduced to 50 mph south of the overpass. The reduction in median width on US 2/53 is intended to provide traffic calming and reduce the speed of the traffic entering the urban section in the City of Superior. The structure over US 2/53 would allow for a multi-use trail to accommodate a future connection to the Tri-County Corridor recreational trail from the west side of US 2/53.

Alternative 2 does not accommodate the reversion of the recreational trail back to railroad use.

**County E/Moccasin Mike Road Alternative 3:
Jughandle Overpass (Near East) with Existing Connections to US 2/53**

This alternative is an overpass (grade-separation) located south of the existing intersection alignment with at-grade intersection connections to US 2/53 to the existing intersections. Right turn lanes would be constructed on US 2/53 and the configuration would make all movements at US 2/53 right-in/right-out.

County E would be designed as a two-lane undivided roadway with a 40 mph design speed similar to Alternative 2 except that the alignment near existing Moccasin Mike Road would be shifted to the west approximately 1,000-feet in order to minimize the amount of wetland fills east of US 2/53. The jughandle connections are the same as Alternative 2 and northbound US 2/53 would be realigned the same as Alternative 2. Alternative 3 includes an at-grade trail realignment to provide for a safe trail crossing.

Alternative 3 does not accommodate the reversion of the recreational trail back to railroad use.

County E/Moccasin Mike Road Alternative 4:

Jughandle Overpass with NW-SE Connections to US 2/53 – PREFERRED ALTERNATIVE

This alternative is an overpass (grade-separation) located south of the existing intersection alignment with at-grade intersection connections to US 2/53 at the existing County E intersection on the west side of US 2/53 and from a new jughandle connection on the east side of US 2/53. Right turn lanes would be constructed on US 2/53 and the configuration would make all movements at US 2/53 right-in/right-out. Existing Moccasin Mike Road would be closed at US 2/53.

County E would be designed as a two-lane undivided roadway with a 40 mph design speed similar to Alternative 2 except that the County E overpass would be realigned with Moccasin Mike Road to make this the through movement at the overpass. The jughandle connection is the same as Alternative 2 on the west and a new jughandle connection would be constructed prior to the overpass on the east side of US 2/53. The new jughandle connection in the southeast quadrant would be two-lane two-way roadway with a typical design speed of 35 mph. Construction of the jughandle connection prior to the overpass is more expected by the driver and desirable. Alternative 4 would maintain the Tri-County Corridor recreational trail generally on its existing alignment with limited realignment near the County E crossing. Alternative 4 allows for the trail/roadway crossing at County E to be grade-separated, if /when warranted.

Alternative 4 accommodates the required vertical clearance to accommodate future conversion of the trail back to railroad use.

County E/Moccasin Mike Road Alternative 5:

On-Alignment Jughandle Overpass with NW-SE Connections to US 2/53

This alternative is an overpass (grade-separation) located on the existing intersection alignment with at-grade intersection connections to US 2/53 from a new extension of 55th Avenue intersection on the west side of US 2/53 and from a new jughandle connection on the east side of US 2/53. Right turn lanes would be constructed on US 2/53 and the configuration would make all movements at US 2/53 right-in/right-out.

County E would be designed as a two-lane undivided roadway with a 40 mph design speed similar to the other alternative except it would be located on the existing roadway alignment of Count E and Moccasin Mike Road. Alternative 5 accommodates the required vertical clearance to accommodate future conversion of the trail back to railroad use.

County E/Moccasin Mike Road Alternatives Screening

The intersection alternatives are shown in **Attachment 3**. A comparison of impacts is shown on **Basic Sheet 5** (page 31).

Elimination of Alternative 1 from further consideration:

The no-build alternative does not address the project purpose and need to proactively plan for, protect, and preserve future transportation improvements along US 2/53.

Elimination of Alternative 5 from further consideration:

As part of the agency alternatives review in 2014, Wisconsin Department of Natural Resources (WDNR) and the US Army Corps of Engineers (USACE) requested review and demonstration of potential impacts of an overpass alternative on existing alignment at the County E/Moccasin Mike Road intersection. The on-alignment alternative was not considered in detail during the study phase since this was not considered a prudent alternative. Alternative 5 would result in impacts to the Bear Creek Park as well as residential and commercial relocations. The other build alternatives (Alternatives 2, 3, and 4) sought to avoid these resources to the extent feasible.

While resulting in approximately 4-acres less of wetland impacts than Alternative 4, Alternative 5 results in over 3-acres of impact to the Moccasin Mike Wetland Preserve (discussed further in **Question 6** and **Factor Sheet C-1**). Alternative 5 also requires two residential and five commercial relocations, impacts to the Bear Creek Park, the highest real estate acquisition area, and highest construction cost.

Elimination of Alternative 3 from further consideration:

Alternative 3 is recommended to be eliminated from further consideration because it:

- Requires one residential and one commercial relocation while Alternative 2 and Alternative 4 do not
- Requires stream realignment to one unnamed waterway

- Requires the intersection of County E and Moccasin Mike Road to be located on a horizontal curve which is a less desirable geometric condition
- Requires approximately 2,100-feet of Tri-County Corridor recreational trail realignment/relocation while the other alternatives require limited trail relocation
- Routes additional traffic past the Bear Creek Park exposing park and trail users to additional traffic
- Places the northbound US 2/53 jughandle connection beyond the overpass bridge which is less desirable than before the overpass bridge
- Does not allow for required vertical clearances to accommodate future conversion of the trail back to a railroad uses

Elimination of Alternative 2:

While Alternatives 2 and 4 both avoid relocations, they have different traffic operational characteristics. Alternative 2 is recommended to be eliminated from further consideration because it:

- Routes additional traffic past the Bear Creek Park exposing park and trail users to additional traffic
- Creates a mid-block trail crossing on County E with the Tri-County Corridor recreational trail which is less desirable than a crossing at an intersection
- Places the northbound US 2/53 jughandle connection beyond the overpass bridge which is less desirable than before the overpass bridge
- Does not allow for required vertical clearances to accommodate future conversion of the trail back to a railroad uses

Alternative 4 is the preferred alternative for right-of-way preservation mapping because it:

- Removes Moccasin Mike Road traffic and redirects County E traffic away from the Bear Creek Park which is more compatible with land use and activities in this area
- Removes almost all traffic exposure at the existing recreational trail crossing on Moccasin Mike Road (only traffic to the park and one commercial property would cross the trail)
- Locates the new at-grade recreational trail crossing on County E at an intersection which is more desirable than a mid-block crossing
- Accommodates an at-grade or grade-separated recreational trail crossing which allows for future flexibility in design
- Places the northbound US 2/53 jughandle connection prior to the overpass which is more desirable than after the overpass since the driver has a better view of the intersection
- Reconfigures the overpass so County E and Moccasin Mike Road are connected as the through roadway instead of a T-intersection thus providing for more efficient operations for the main traffic movements at the overpass as compared to the other alternatives
- Allows for required vertical clearances to accommodate future conversion of the trail back to a railroad uses

The Proposed Action does not make a commitment for future work nor does it unduly foreclose other options for US 2/53. The preservation of a grade-separated intersection does not preclude other short-term intersection improvements to be made, if warranted.

3. Description of Proposed Action

The Proposed Action consists of a plan and a follow-up action for improving the intersection of US 2/53 and County E/Moccasin Mike Road. The intent of the Proposed Action is to reduce the potential for at-grade intersection traffic conflicts in order to maintain or enhance the existing freeway safety and mobility. The proposed improvements would be officially mapped under the process established in Wis. Stat. s. 84.295(10) to preserve right-of-way for future transportation needs.

This Environmental Assessment is being completed for the purpose of preserving and officially mapping future right-of-way and it serves as a link between the planning and preservation process and final project design. Due to the long-term nature of any future potential design and/or construction, additional environmental approvals and/or environmental document updates would be required when warranted and as funding becomes available to construct the Proposed Action.

The Proposed Action is located at the intersection of US 2/53 and County E/Moccasin Mike Road in the City of Superior in Douglas County, Wisconsin. The preferred alternative for the Proposed Action is Alternative 4 which includes construction of a grade-separated intersection for the junction US 2/53 and County E/Moccasin Mike Road. The preliminary design of Alternative 4 is shown in **Attachment 3**.

Features of Alternative 4 include the following:

- Construction of an overpass south of the existing intersection. The overpass would be designed as a two-lane undivided roadway and the overpass would realign County E with Moccasin Mike Road.
- Construction of at-grade intersections and roadway connectors to USH 2/53 to provide access at the overpass. All turning movements on US 2/53 would be right-in/right-out and the at-grade crossing movements would be eliminated.
- Construction of a cul-de-sac to close existing Moccasin Mike Road at US 2/53.
- Construction and realignment of approximately 4,200-feet of northbound US 2/53
- Maintenance of the Tri-County Corridor recreational trail generally on its existing alignment with minor realignment near the County E overpass crossing.
- Alternative 4 would allow for the required clearance to accommodate future conversion of the Tri-County Corridor recreational rail back to railroad use.
- Alternative 4 would also allow for the trail/roadway crossing at County E to be grade-separated, if warranted.
- Alternative 4 would require mapping and preservation of approximately 16-acres of residential, commercial, wooded, and wetland property in the area of the intersection for future right-of-way use. It is anticipated that no early acquisitions will occur.

The Proposed Action could be constructed while maintaining through traffic on US 2/53 and access to County E and Moccasin Mike Road. During construction, safe and efficient traffic management is necessary and further evaluation of construction staging scenarios would be required as part of future environmental evaluation and design phases. Temporary pavements may be needed to accommodate staged construction. No detours would be anticipated.

Preservation of future right-of-way under Wis. Stat. s. 84.295(10) allows property owners to continue to use their property until such time that the property may be needed for a future transportation facility. The only requirement is that the property owners must contact WisDOT at least 60 days prior to making any improvements (within the officially mapped area only) to allow WisDOT the option for purchasing the property in its current condition. WisDOT does not restrict any development on land that they do not own and if WisDOT opts to not purchase at the time of the request, the property owner can proceed with the improvements.

4. Construction and Operational Energy Requirements

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

5. Land Use

Land uses adjacent to the US 2/53 corridor consist primarily of rural residential, wetland, and woodland uses. The County E/Moccasin Mike Road intersection is located within the City of Superior. Existing land uses adjacent to the County E/Moccasin Mike Road intersection consist of residential, woodland, wetland, commercial, and recreational land uses. Existing development adjacent to the intersection consists of residential and commercial land uses with a variety of service and retail businesses located at the intersection. The City of Superior's Bear Creek Park is located northeast of the intersection and the Tri-County Corridor recreational

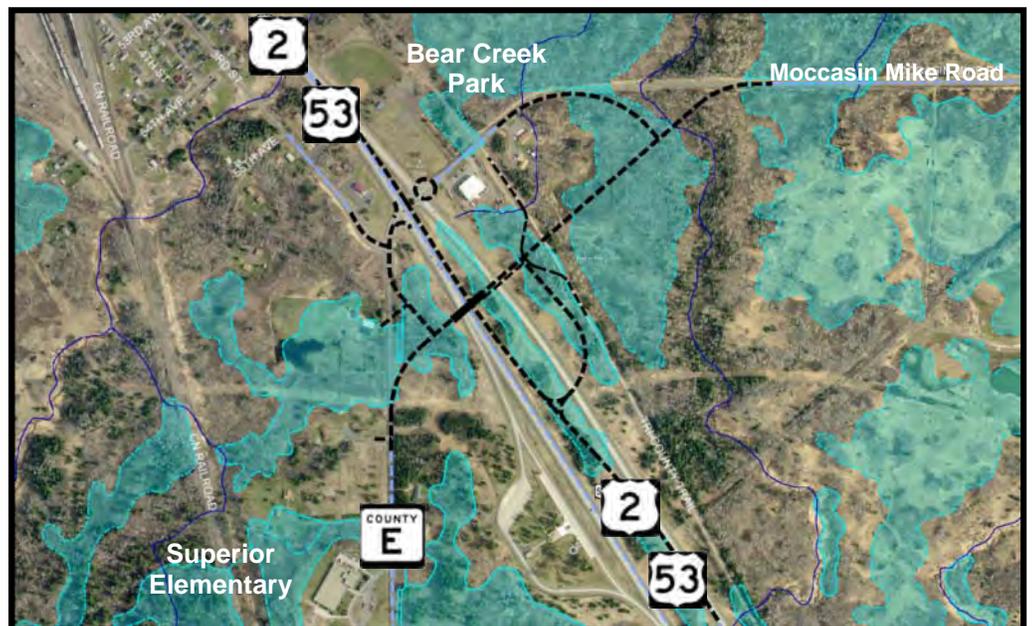


Figure 16 – Aerial Photo of Existing Land Use at Intersection (Blue shading demonstrates likely wetland areas)

trail is located east of US 2/53 crossing existing Moccasin Mike Road adjacent to the Bear Creek Park. Directly within the project area, the land use cover is approximately 90% rural undeveloped wooded and wetland uses and approximately 10% developed residential, commercial, and community land uses.

See **Figure 16** for an aerial photo of existing land cover. See **Figure 17** for an existing land use map in the City of Superior. See **Figure 18** below for an existing land use map in the Town of Parkland between the south limits of Superior and WIS 13.

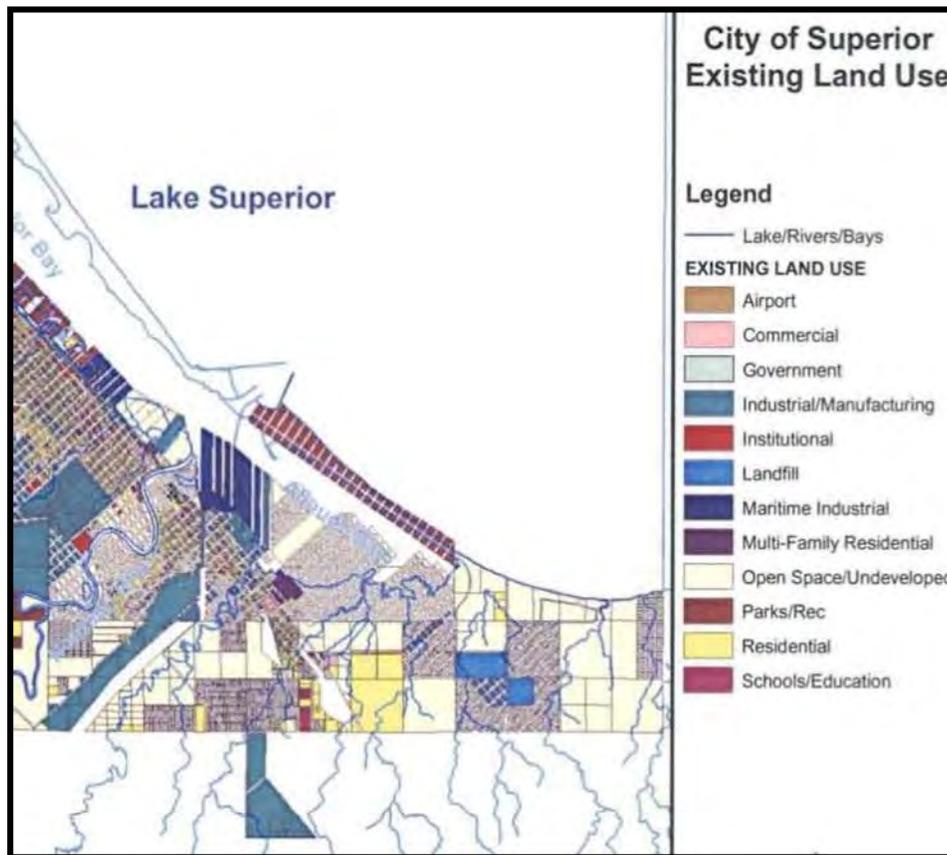


Figure 17 – City of Superior Existing Land Use Map (Source: City of Superior)

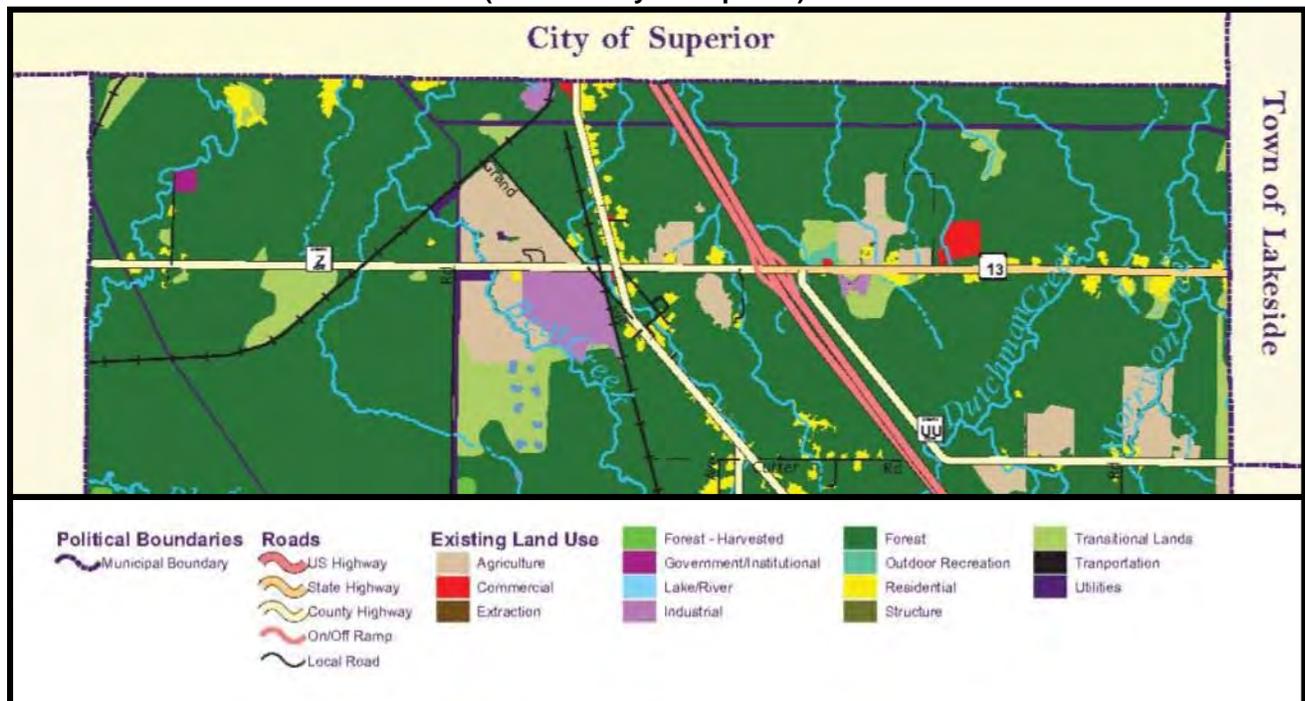


Figure 18 – Town of Parkland Existing Land Use Map (Source: Town of Parkland)

From a bigger picture perspective, the Proposed Action is located within the Duluth-Superior Metropolitan Statistical Area (MSA). See **Figure 19** for a map of the MSA. The Duluth/Superior Metropolitan MSA is comprised of St. Louis and Carlton Counties in Minnesota and Douglas County in Wisconsin. The population was 279,771 (2010 Census) for the entire MSA. Population forecasts for the MSA are estimated at 298,000 for the year 2040.

6. Planning and Zoning

A component of the purpose and need is to coordinate WisDOT transportation planning efforts with local comprehensive planning initiatives. The communities located along US 2/53 have adopted comprehensive plans.

Access to US 2/53 plays a key role in local land use planning decisions since US 2/53 is the key north/south route through the northwestern region of Wisconsin. WisDOT has worked with local communities, agencies, and Douglas County to ensure any improvements considered are consistent with long-term land use goals and development plans. This early coordination helps guide any right-of-way mapping, manage the timing of future improvements, and integrates future access into adjacent community and agency plans as well as zoning decisions in areas of preservation.

As land use along the US 2/53 corridor evolves, early identification of future access and local road modifications would assist local and regional land use planning and zoning efforts. Early coordination provides local stakeholders with information and informs future land use plans and zoning decisions to ensure consistency with the future of the US 2/53 corridor.

The study efforts and right-of-way preservation at the US 2/53 and County E/Moccasin Mike Road intersection is consistent with the goals laid out in each of the local land use plans. The local and regional comprehensive plans recognize US 2/53 as a critical route in their comprehensive planning efforts and each plan, in general, addresses the following objectives:

- Douglas County and local communities should continue to collaborate with WisDOT to address transportation issues including a long-term vision for the US 2 and US 53 corridors.
- Douglas County and the local units of government must continue to work with WisDOT to address safety of intersections along the US 2 and US 53 corridors.

Other comprehensive plans are available from various agencies for the project area that address economic development, park and recreational uses, airports, railroads, groundwater protection, and coastal management. The plans have been reviewed as part of this study to ensure compatibility of the US 2/53 corridor preservation with multiple modes of traffic and conservation of various resources. A summary of the comprehensive plans that have been reviewed follows below. Cover pages of the comprehensive plans can be found in **Attachment 17**.

Douglas County Comprehensive Plan (2010 - 2030)

The Douglas County Comprehensive Plan was adopted in December 2009 (<http://www.douglascountywi.org>). The plan does not specifically address the Proposed Action but the Proposed Action is compatible with the planning principles laid out in the plan. The comprehensive plan does document ongoing initiatives for safe, efficient well-maintained highways as well as encouraging alternate forms of transportation such as bicycling and walking. The Proposed Action would be compatible with these initiatives by improving safety at the intersection and providing for multi-modal accommodations across US 2/53.

City of Superior Comprehensive Plan (2010 - 2030)

The City of Superior Comprehensive Plan was adopted in December 2010 (<http://www.ci.superior.wi.us/>). The plan does not specifically address the Proposed Action but the Proposed Action is compatible with the planning principles laid out in the plan. The comprehensive plan does document ongoing initiatives for safe, efficient well-maintained highways as well as encouraging alternate forms of transportation such as bicycling and walking. The Proposed Action would be compatible with these initiatives by improving safety at the intersection and providing for multi-modal accommodations across US 2/53.

Town of Parkland Comprehensive Plan (2010 - 2030)

The Town of Parkland Comprehensive Plan was adopted in March 2010 (<http://www.nwrpc.com>). The plan does not specifically address the Proposed Action but the Proposed Action is compatible with the planning principles laid out in the plan including developing an official map to reserve adequate right-of-way for future roadway linkages. The comprehensive plan does document ongoing initiatives for safe, efficient well-maintained highways as well as encouraging alternate forms of transportation such as bicycling and walking. The Proposed Action would be compatible with these initiatives by improving safety at the intersection and providing for multi-modal accommodations across US 2/53.



Figure 19 – Duluth-Superior MSA (Source: Northland Connection)

2010 Comprehensive Economic Development Strategy

The 2010 Comprehensive Economic Development Strategy was adopted in June 2010 by the Northwest Regional Planning Commission (NWRPC) (<http://www.nwrpc.com>). The NWRPC is a cooperative venture of Ashland, Bayfield, Douglas, Iron, Price, Rusk, Sawyer, Taylor, and Washburn Counties and the tribal nations of Bad River, Red Cliff, Lac du Flambeau, Lac Courte Oreilles, and St. Croix. The economic development strategy does not specifically address the Proposed Action but the Proposed Action is compatible with the planning principles laid out in the plan. The plan does document the objective for development of safe and efficient multi-modal transportation systems. The Proposed Action would be compatible with these initiatives by improving safety at the intersection and providing for multi-modal accommodations across US 2/53.

Directions 2035

The Directions 2035 Long Range Transportation Plan (LRTP) (<http://www.dsmic.org>) was updated in July 2010 by the Duluth-Superior Metropolitan Interstate Council (DSMIC). The DSMIC is the federally recognized Metropolitan Planning Organization (MPO) for the urbanized area consisting of the cities of Duluth, Superior, Hermantown, and Proctor; the villages of Oliver and Superior; and the surrounding area (**Figure 20**). The LRTP addresses transportation in terms of the movement of people goods and services, not just vehicles. The plan analyzes specific transportation modes (e.g. roadways, public transportation, bicycles/pedestrians, rail, maritime, and aviation). The Proposed Action has been identified in the plan. The Proposed Action is consistent with the goals of this plan.

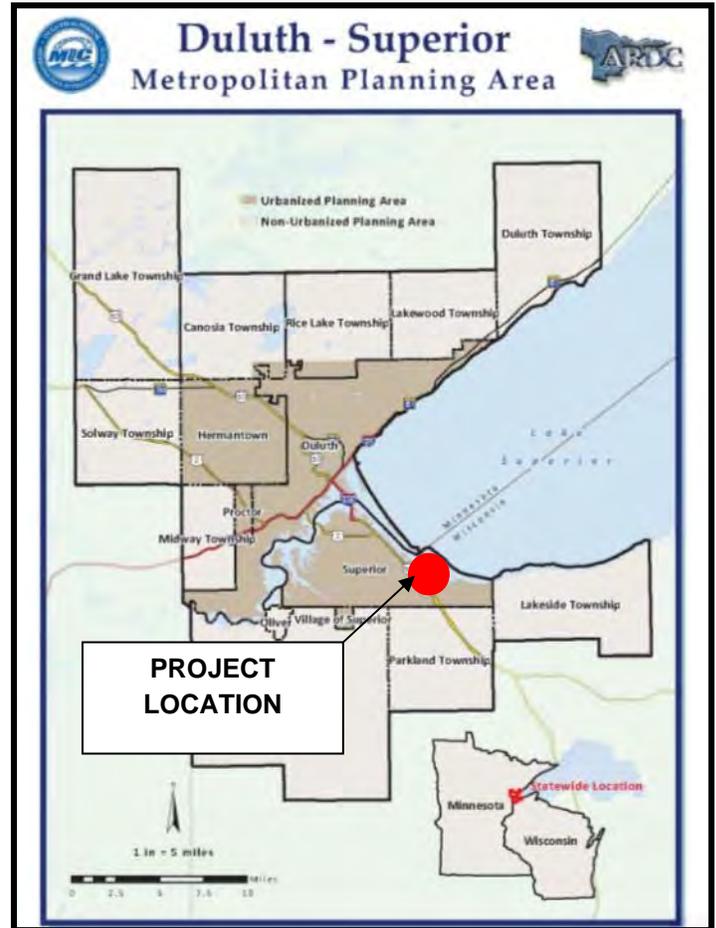


Figure 20 – Duluth-Superior Metropolitan Planning Area (Source: DSMIC)

Wisconsin Rail Issues and Opportunities Report and Wisconsin Rail Plan 2030

WisDOT released the Wisconsin Rail Issues and Opportunities Report in 2004 (<http://www.dot.wisconsin.gov/>). In this report, many issues that face the rail industry are outlined along with various strategies to address rail issues. The recommendations in this report were used to develop the railway component of WisDOT *Connections 2030* plan and the *Wisconsin Rail Plan 2030*. The Proposed Action is not addressed in this plan, but the plan identifies the Wisconsin rail system. Major railways and the “rails-to-trails” corridor are located within the project area (see **Figure 21** below for a schematic of railroads in the Superior area and the “rails-to-trails” corridor near the project location).

The Proposed Action does not impact any active rail line and the Preferred Alternative would accommodate reversion of the Tri-County Corridor recreation trail back to railroad use. The Proposed Action is consistent with the ultimate goal of the railroad plans which is to maintain and enhance the quality of life for Wisconsin’s citizens and to improve the competitiveness of its businesses via railroad transportation.

City of Superior Special Area Management Plan (SAMP)

The City Planning and Development Department is responsible for evaluation and integration of planning and development objectives into the SAMP program (<http://www.ci.superior.wi.us/>).



Figure 21 – Railroads Serving Superior (Source: WisDOT)

The City of Superior has a SAMP in place to protect wetland resources located within the City of Superior. The first City of Superior SAMP program began planning in 1992 and was implemented in 1996. The SAMP was created to assist in better balancing the community's needs for economic growth and development with its equally important responsibility to manage and preserve high quality wetlands. Per coordination with the City of Superior, while the wetland areas near the County E/Moccasin Mike Road intersection are within the SAMP, the wetlands are not subject to the City's regulatory permitting process. Any wetland impacts would be permitted through WDNR and USACE using current WNDNR and USACE permitting guidelines.

While the SAMP does not address the Proposed Action specifically, the SAMP addresses highway projects in general and implements a required process for streamlined coordination and permitting of wetland impacts due to development. The Proposed Action would be coordinated with the City of Superior, WDNR, and USACE as required to permit any future wetland impacts. The SAMP is discussed in more detail on **Factor Sheet C-1**.

Wisconsin Point Management Area (WPMA) Plan

The NWRPC in cooperation with City of Superior, Douglas County, Fond du Lac Band of Lake Superior Chippewa, WDNR, Lake Superior National Estuarine Research Reserve, and University of Wisconsin – Superior adopted a plan for the area known as Wisconsin Point in August 2012 (<http://www.nwrpc.com>). While the Proposed Action doesn't impact the physical coastal area itself, the Proposed Action abuts the Wisconsin Point Management planning area (see **Figure 22**).

The "Wisconsin Point Management Area" is not a formal designation; rather it is a term to describe all lands within the planning area boundary reviewed and considered as part of the WPMA plan.

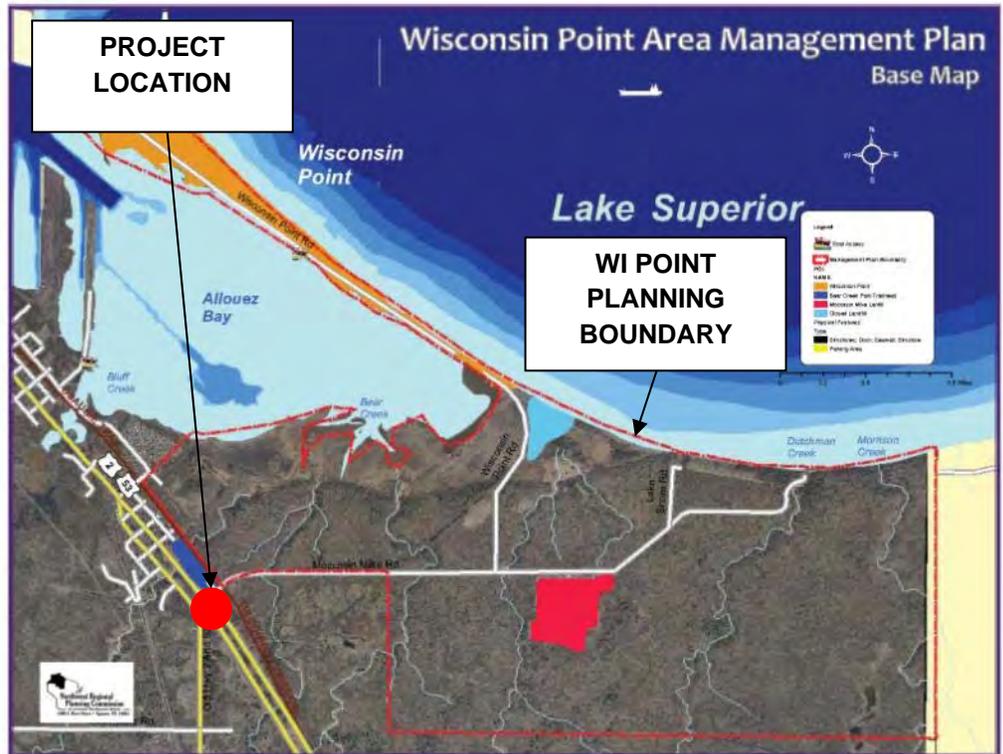


Figure 22 – Wisconsin Point Planning Area (Source: NWRPC)

Wisconsin Point is part of an elongated coastal barrier sand spit separating the waters of Lake Superior from Allouez Bay. Recognizing the local and regional significance of this resource, the WDNR and Wisconsin Coastal Management Program (WCMP) agreed to fund the development of a comprehensive management plan for the site. The plan covers not only the Wisconsin Point peninsula but also the adjoining lands which are owned and managed by various non-city entities and public authorities. For planning purposes the 2,300 acre project area is referred to as the Wisconsin Point Management Area (WPMA).

The purpose of the WPMA plan is to catalog existing cultural and natural resources; develop a long-range vision for the Wisconsin Point Management Area; propose a range of alternatives that will address management opportunities among the various stakeholders and the public; and identify a management approach and implementation framework. The Proposed Action serves as the main access to the coastal area. An improved intersection would enhance the ingress and egress to the coastal area. In general, the Proposed Action does not conflict with the goals of the management plan and supports safe and efficient access to the management area.

The City of Superior, in cooperation with Douglas County, designated approximately 448-acres of property to the Moccasin Mike Wetland Preserve in 2009 within the Wisconsin Point planning area (see **Figure 23** below and **Attachment 4**). The wetland preserve was put in place to compensate for an outstanding balance in the City's SAMP for projects previously permitted. The property is protected under a conservation easement. Additional coordination would be required with the City of Superior, Douglas County, WDNR, and USACE if any area within the Moccasin Mike Wetland Preserve would be impacted. See **Factor Sheet C-1** for additional discussion.

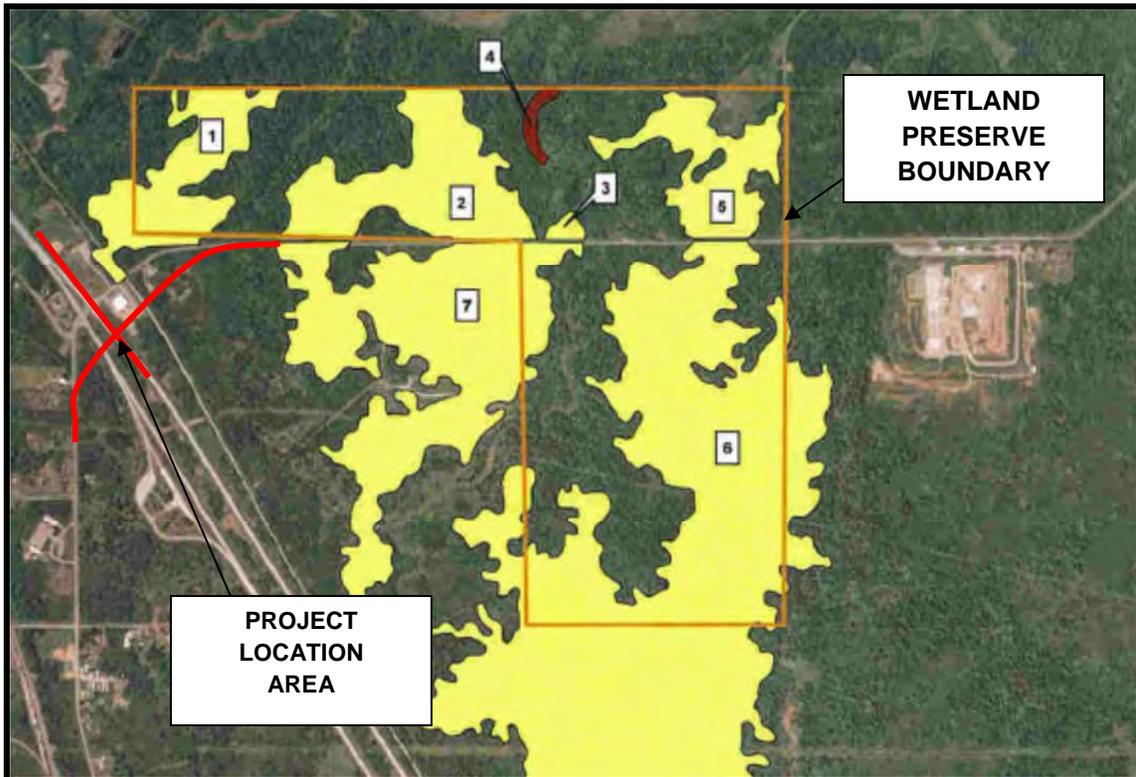


Figure 23 – Moccasin Mike Wetland Preserve (Source: NWRPC)

Zoning Regulations

The Proposed Action is physically located in the City of Superior and in close proximity to the Town of Parkland. All municipalities have mapped zoning and zoning regulations in place which cover the project area. The Proposed Action is consistent with the land uses and zoning in the project area. A zoning map of the City of Superior is shown in **Figure 24** below.

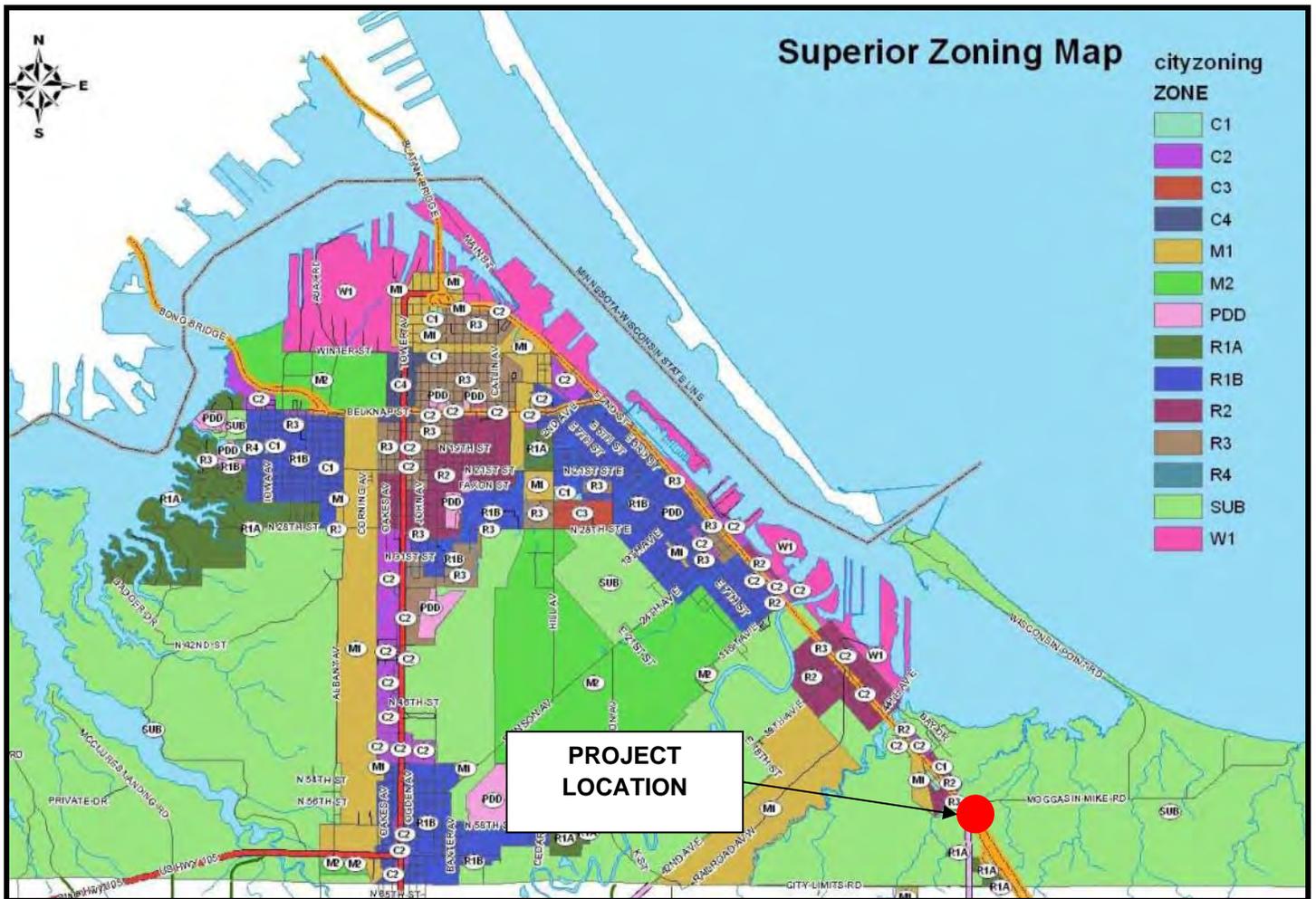


Figure 24 – City of Superior Zoning Map (Source: City of Superior)

Other Plans

Other local and regional plans which cover the project area or are related to connection of various modes of transportation in the Duluth-Superior metropolitan area include the following:

- Douglas County Forest Access Management Plan (<http://www.douglascountywi.org>) - Adopted in May of 2008 to provide guidance to manage access to county forests.
- Douglas County Forest Comprehensive Land-Use Plan 2006-2020 (<http://www.douglascountywi.org>) – Adopted in January 2005 to provide recommendations to manage and protect the county forests.
- Land and Water Resource Management Plan for Douglas County (<http://www.douglascountywi.org>) – Adopted in December 2009 to identify a vision for natural resource management in Douglas County.
- Douglas County Hazard Mitigation Plan (<http://www.douglascountywi.org>) - Adopted in November 2004 to implement policies designed to protect citizens and property from the detrimental impacts of natural hazards.
- Douglas County Outdoor Recreation Plan 2009-2013 (<http://www.douglascountywi.org>) – Adopted in January 2009 to provide a plan to maintain and update existing recreational facilities in Douglas County.
- City of Superior Master Park Plan 2010 (<http://www.ci.superior.wi.us>) – Adopted in February 2011 with the goal to improve parks and open space throughout the City of Superior, including providing bike and pedestrian facilities.
- City of Superior Urban Forestry Plan (<http://www.ci.superior.wi.us>) – Finalized in October 2009 with the goal to preserve, protect, and improve the existing urban forestry within the City of Superior.
- Northern Minnesota/Northwestern Wisconsin Regional Freight Plan (<http://www.dsmic.org>) – Finalized in November 2009 to provide a vision for maintaining and improving the intermodal freight system, and laying the groundwork for a stronger economy.
- Duluth-Superior Metropolitan Area Bikeways Status Report and Implementation (<http://www.dsmic.org>) Finalized in January 1999 to provide a plan for improving bicycle facilities throughout the Duluth-Superior MPO.

- Duluth-Superior Area Tourism Transportation Plan (<http://www.dsmic.org>) - Finalized in December 1999 to provide recommendations for improving the transportation systems throughout Duluth-Superior to enhance tourism.
- Superior Port Land Use Plan (<http://www.dsmic.org>) - Adopted in June of 2003 to provide guidance for development in the Port of Superior.
- Wisconsin State Airport System Plan (<http://www.dot.wisconsin.gov>) - Adopted in 2010 to provide a review of Wisconsin's airport system as a step to maintain and improve aviation's important role in the statewide transportation system.
- Wisconsin Bicycle Transportation Plan 2020 (<http://www.dot.wisconsin.gov>) - Adopted in 1998 to ensure planning and design of transportation facilities accommodates bicyclists and to set goals for expanding and improving a statewide network of bicycle routes.
- Wisconsin Pedestrian Policy Plan 2020 (<http://www.dot.wisconsin.gov>) - Adopted in 2002 to ensure planning and design of transportation facilities accommodates and improves pedestrian facilities statewide.

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

7. Environmental Justice

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

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

Population and demographic information was obtained from the US Census Bureau (2010 Census). The information shown in the following table provides a comparison to county and state demographic data.

Municipality	Population	% Minorities	% 60 Years of Age or Older	Per Capita Income (\$)	Median Household Income (\$)	% Individuals Below Poverty Levels
State of Wisconsin	5,686,986	13.8%	19.3%	\$26,624	\$51,598	11.6%
Douglas County	44,159	6.8%	20.4%	\$24,552	\$43,127	12.8%
City of Superior	27,244	8.5%	18.7%	\$24,084	\$39,171	14.9%
Town of Parkland	1,220	3.4%	20.2%	\$22,416	\$47,143	19.0%

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

Although concentrations of populations do not appear to be high, it is possible some individuals of the populations are present in the project area. Additional information is shown in **Factor Sheet B-4**.

8. Title VI of the 1964 Civil Rights Act, the Americans with Disabilities Act or the Age Discrimination Act

Indicate whether or not individuals covered by Title VI have been identified. Title VI prohibits discrimination on the basis of race, color, or country of origin.

- a. No – Individuals covered by the above laws were not identified.
 b. Yes – Individuals covered by the above laws were identified.
 Civil Rights issues were not identified.
 Civil Rights issues were identified. Explain:

9. Public Involvement

A. Public Meetings

Date (m/d/yyyy)	Meeting Sponsor (WisDOT, RPC, MPO, etc.)	Type of Meeting (PIM, Public Hearings, etc.)	Location	Approx. Number of Attendees
8/30/2011	WisDOT	Local Officials Meeting	Town of Hawthorne	10
8/30/2011	WisDOT	PIM	Town of Hawthorne	50
12/13/2011	WisDOT	Local Officials Meeting	Town of Hawthorne	5
12/13/2011	WisDOT	PIM	Town of Hawthorne	40
5/21/2013	WisDOT	Local Officials Meeting	Town of Hawthorne	5
5/21/2013	WisDOT	PIM	Town of Hawthorne	30
11/13/2013	WisDOT	Local Officials Meeting	City of Superior Library	5
11/13/2013	WisDOT	PIM	City of Superior Library	10

B. Other methods:

Other methods of public involvement that have been used on this project and that will continue to be used throughout any future design and construction phases include:

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

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

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

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

Additional public involvement will continue throughout the completion of the study process and any future design and construction phases of the project. Public involvement methods will include individual phone calls, site visits with property owners and stakeholders, site visits and individual meetings during real estate acquisition, property owner and business coordination during construction, newsletters, press releases, local officials meetings, public involvement meetings, and public hearing(s).

A public hearing may be held during the public review of this Environmental Assessment and a public hearing will be held on the aspects of preserving future right-of-way under Wis. Stat 84.295(10). See **Question 12** for additional information.

10. Briefly summarize the results of public involvement.

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

- Traffic maintenance on local roads: Property owners requested that traffic be maintained to the extent feasible throughout construction.
- Minimize new right-of-way acquisition: Adjacent property owners requested that strip taking of new right-of-way be minimized to the extent feasible.
- Avoidance of Bear Creek Park: The adjacent Bear Creek Park is a community facility used for a variety of recreational activities and serves as an access to the Tri-County Corridor recreational trail. Property owners indicated avoidance was important.
- Pedestrian and bicycle accommodations across US 2/53: Public Involvement Meeting attendees suggested that any proposed improvements allow for safer crossing of pedestrians and bicycles.
- Entrance to Superior: Public Involvement Meeting attendees suggested that a speed limit change or some other design modifications be made near the US 2/53 and County E/Moccasin Mike Road intersection to slow freeway traffic entering the City of Superior.

- Short-term use of mapped properties: Property owners wanted to know more about the short-term use of the property if their property was part of the mapped area.

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

If the Proposed Action is programmed in the future, the design development process would include alternative analysis and implementation of measures to provide for detailed construction staging to ensure safe traffic management and maintenance of access and to provide for further avoidance and minimization of private property impacts.

Preservation of future right-of-way under Wis. Stat. s. 84.295(10) allows property owners to continue to use their property until such time that the property may be needed for a future transportation facility. The only requirement is that the property owners must contact WisDOT at least 60 days prior to making any improvements (within the officially mapped area only) to allow WisDOT the option for purchasing the property in its current condition. WisDOT does not restrict any development on land that they do not own and if WisDOT opts to not purchase at the time of the request, the property owner can proceed with the improvements. No building relocations would be required to construct the Proposed Action and no early land acquisitions are anticipated.

The bridge over US 2/53 would allow for pedestrian and bicycle accommodations and the new overpass would connect to the Tri-County Corridor recreational trail.

The Proposed Action would narrow the median on US 2/53 to help slow freeway traffic entering the City of Superior urbanized area. Further evaluation of speed limits and traffic calming measures are required.

11. Local/regional/tribal/federal government coordination

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

Unit of Government (MPO, RPC, City, County, Village, Town, etc.)	Coordination Correspondence Attached	Coordination Initiation Date (m/d/yyyy)	Coordination Completion Date (m/d/yyyy)	Comments
Douglas County	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	8/15/2011	Ongoing	Coordination is ongoing to ensure compatibility of the Proposed Action with comprehensive planning efforts, long range transportation needs, and maintenance of access during construction. Meeting notes are present in the project file.
City of Superior	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	8/15/2011	Ongoing	
Town of Parkland	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	8/15/2011	Ongoing	
Duluth-Superior Metropolitan Interstate Council	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	8/15/2011	Ongoing	
Native American Coordination	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	8/15/2011	Ongoing	

As part of the US 53 corridor study (ID 1195-00-06 conducted from 2011 to 2014) which extends from Solon Springs to Superior and included coordination of the Proposed Action; other local units of government located outside the US 2/53 and County E/Moccasin Mike Road were contacted and coordinated with. While the Proposed Action is located outside of their jurisdictions, these local units of government were given opportunity to comment on the Proposed Action. Those units of government included:

- Town of Solon Springs
- Town of Bennett
- Town of Hawthorne
- Town of Amnicon

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

Units of government and regional planning agencies were provided the opportunity to submit comments and were invited to all local official and public involvement meetings.

- Douglas County and City of Superior identified the need to coordinate any future design and construction activities with the long-term plan for the Wisconsin Point coastal area and the City of Superior landfill since Moccasin Mike Road is the only access to these facilities. Long-term planning efforts are ongoing for each of these facilities.

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

Coordination occurred during the study process with Douglas County and the City of Superior to ensure compatibility of the Proposed Action with the long-term needs for access to these facilities. Access would need to be maintained during construction since Moccasin Mike Road is the only access to these facilities.

D. Indicate any unresolved issues or ongoing discussions:

No unresolved issues have been identified at this time. Future coordination with all local units of government would occur if the Proposed Action is programmed to coordinate all facets of the project including design details, multi-modal accommodations, utility impacts, access, and construction staging.

12. Public Hearing Requirement

- This document is an Environmental Assessment.
 - A Notice of Opportunity to Request a Public Hearing will be published.
 - A Public Hearing will be held.

Wis. Stat. s. 84.295 (10) and Required Public Hearings

The Proposed Action is a preservation project being developed under Wis. Stat. s. 84.295(10) which would preserve right-of-way for future improvements. The Wis. Stat. s. 84.295 development process requires holding a public hearing related to the designation/preservation of future right-of-way aspects of the proposal. This public hearing is held separately from any hearing that may be required to fulfill the NEPA process.

A Notice of Opportunity to Request a Public Hearing will be published for the environmental aspects of the Proposed Action. If requested and deemed necessary, a public hearing will be held first on the environmental aspects of the Proposed Action.

Once all public comment has been collected on the environmental aspects the Proposed Action and a final environmental document is prepared, a public hearing will be held to allow WisDOT to develop an official public record and thus make a determination for the designation/preservation of future right-of-way under Wis. Stat. s. 84.295(10).

- This document is a Type 2c Categorical Exclusion / Environmental Report.
 - A Public Hearing is NOT Required.
 - Note: If any of the following five boxes are checked, a Notice of Opportunity to Request a Public Hearing must be published or a Public Hearing must be held.**
 - A substantial amount of right-of-way **will** be acquired.
 - The proposed action **will** substantially change the layout or functions of connecting roadways or of the facility being improved.
 - The proposed action **will** have a substantial adverse impact on abutting property.
 - The proposed action **will** have other significant social, economic, environmental effects.
 - The department has made a determination that a public hearing is in the public interest.
 - A Notice of Opportunity to Request a Public Hearing will be published.
 - A Public Hearing will be held.

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

BASIC SHEET 3: AGENCY AND TRIBAL COORDINATION

Agency	Coordination Required?	Correspondence Attached?	Comments
WisDOT			
Regional Planning	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination with the WisDOT Planning Section would continue with the local officials through their planning and zoning processes to coordinate the preservation of right-of-way as well as for any planning of future improvements.
Regional Real Estate Section	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination with the WisDOT Real Estate Section would continue throughout any future design phases since right-of-way is required. No building relocations are anticipated.
Bureau of Aeronautics (BOA)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> ▪ Coordination was initiated with BOA on August 10, 2011. ▪ A response was received on August 26, 2011. BOA has no aeronautical objections at this time. ▪ Future coordination with BOA would occur if the Proposed Action is programmed. See Attachment 5 for BOA correspondence.
Railroads and Harbors Section	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> ▪ The Tri-County Corridor recreational trail is a "rails-to-trails" route. There is potential the recreational corridor could return to rail use. The preferred alternative of the Proposed Action has been developed to allow for a future grade separation in the event the trail returns to rail use. If trail is returned to rail use prior to construction of the Proposed Action, coordination with the Ra ▪ Preservation of lands for future highway right-of-way would not directly impact the Tri-County Corridor recreational trail (former railroad). The areas to be preserved can continue to be used until the lands are needed in the future.
STATE AGENCY			
Wisconsin Department of Natural Resources (WDNR)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> ▪ Coordination was initiated with WDNR on August 10, 2011. ▪ On September 19, 2011, WDNR provided initial comments on the broad US 53 corridor study area. ▪ WDNR was invited to all local official meetings and public involvement meetings. Additional alternative information and project details were shared with WDNR throughout the project development process. ▪ A field meeting was held with WDNR on June 5, 2012. ▪ A meeting with WDNR and USACE held on January 9, 2014 resulted in development of Alternative 5. ▪ WDNR provided follow up correspondence on the US 2/53 and County E Moccasin Mike Road intersection on February 3, 2014. ▪ Coordination would continue with WDNR to coordinate review of future project details, avoidance and minimization measures, wetland delineations, and erosion control and storm water plans; to obtain final concurrence and water quality certification during the design phase; and to obtain comments on the ECIP during construction. ▪ See Attachment 6 for WDNR correspondence. ▪ Preservation of lands for future highway right-of-way would not directly impact any wetlands, waterways, or other physical environment. The areas to be preserved can continue to be used until the lands are needed in the future.
State Historic Preservation Office (SHPO)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> ▪ Historic and archaeological field reviews and reporting were completed for the Proposed Action. ▪ The Section 106 Review approved by SHPO on March 6, 2014. No archaeological or potentially eligible historic resources are present or would be impacted by the Proposed Action. ▪ Coordination would continue with SHPO, as required, for any future design and construction. ▪ See Attachment 7 for SHPO correspondence/approved Section 106 Review. ▪ Preservation of lands for future highway right-of-way would not directly impact any cultural resources.

Department of Agriculture, Trade, and Consumer Protection (DATCP)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> ▪ An Agricultural Impact Notice (AIN) was sent to DATCP on January 8, 2014. See Factor Sheet A-3 for additional information on agricultural impacts. ▪ A response was received from DATCP on January 13, 2014. No Agriculture Impact Statement will be prepared for the project. ▪ Coordination would continue with DATCP, as required, for any future design and construction. ▪ See Attachment 8 for DATCP correspondence. ▪ Preservation of lands for future highway right-of-way would not directly impact any farmland. The areas to be preserved can continue to be used until the lands are needed in the future.
FEDERAL AGENCY			
U.S. Army Corps of Engineers (USACE)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> ▪ Coordination was initiated with USACE on August 10, 2011. ▪ USACE was invited to all local official meetings and public information meetings. Additional alternative information and project details were shared with USACE throughout the project development process. ▪ Initial comments were received from USACE on August 12, 2011. ▪ A meeting with USACE and WDNR held on January 9, 2014 resulted in development of Alternative 5. ▪ Coordination would continue with USACE throughout the project to coordinate avoidance and minimization measures and to permit and mitigate wetland and waterway impacts. ▪ See Attachment 9 for USACE correspondence. ▪ Preservation of lands for future highway right-of-way would not directly impact any wetlands or waterways. The areas to be preserved can continue to be used until the lands are needed in the future.
U.S. Fish and Wildlife Service (USFWS)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> ▪ Coordination was initiated with USFWS on August 10, 2011. ▪ USFWS was invited to all local official meetings and public information meetings. Additional alternative information and project details were shared with USFWS throughout the project development process. ▪ Initial comments were received from the USFWS on June 8, 2012. ▪ Follow up comments were received from USFWS on January 10, 2014. ▪ Coordination would continue with USFWS throughout the project development process and the USFWS may cooperatively review the Section 404 permit in coordination with USACE. ▪ See Attachment 10 for USFWS correspondence. ▪ Preservation of lands for future highway right-of-way would not directly impact any wetlands, waterways, or other physical environment. The areas to be preserved can continue to be used until the lands are needed in the future.
Natural Resources Conservation Service (NRCS)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> ▪ The Farmland Conversion Impact Rating form (FCIR, Form AD-1006) score in Part V1 ranges from 36 to 38 points. The FCIR was transmitted to NRCS on January 8, 2014 for information purposes only. Since the score is less than 60 points, completion of the FCIR with NRCS was not required. No response was received from NRCS. ▪ Coordination would continue with NRCS, as required, for any future design and construction. ▪ See Attachment 11 for the FCIR. ▪ Preservation of lands for future highway right-of-way would not directly impact any farmland. The areas to be preserved can continue to be used until the lands are needed in the future.
U.S. National Park Service (NPS)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	No parkland or lands protected by the NPS would be impacted.
U.S. Coast Guard (USCG)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required with the USCG as no commercially navigated waterways are present in the project area.
U.S. Environmental Protection Agency (EPA)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Direct coordination with EPA is not required.
Advisory Council on Historic Preservation (ACHP)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination with ACHP is not required.

SOVEREIGN NATIONS			
Native American Indian Tribes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> ▪ Initial coordination letter sent to applicable Native American Indian Tribes on August 10, 2011. ▪ The Lac Du Flambeau Band of Lake Superior Chippewa Indians requesting information on any archaeological surveys. Information regarding completed archaeological and historical surveys was sent to the Lac Du Flambeau Band as part of the Section 106 Review process by WisDOT. ▪ All applicable Native American Tribes were invited to all local official meetings and public involvement meetings. ▪ The Fond du Lac Band of Lake Superior Chippewa Indians was part of the Wisconsin Point coastal area planning efforts. Coordination would continue to occur with the tribe, as required, for work along the north side of Moccasin Mike Road. ▪ Coordination would continue with the applicable Native American Tribes for any future design and construction. ▪ No historic or archaeological resources were found during field survey. If resources are found during construction, necessary consultation with the applicable Native American Indian Tribes will occur. ▪ See Attachment 12 for Native American Indian Tribe correspondence. Local official and public involvement meeting letters are not attached and are available in project files. ▪ Preservation of lands for future highway right-of-way would not directly impact any cultural resources.

BASIC SHEET 4: ENVIRONMENTAL FACTORS MATRIX

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
A. ECONOMIC FACTORS					
A-1 General Economics	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Effects of Official Mapping: Preservation of lands for future highway right-of-way would not affect the general economics in the northern Douglas County area. While the Proposed Action would preserve some lands for future highway right-of-way, those lands don't have potential for any major economic development due to the size of parcels and presence of natural features such as wetlands and waterways. Also, the areas to be preserved can continue to be used until the lands are needed in the future. There are no early acquisitions anticipated.</p> <p>The official mapping may be a benefit to economic development that is already anticipated as part of the local comprehensive plans in the project area. The preservation of improved safer access to US 2/53 could be seen as a long-term benefit for future developers looking to establish businesses or residential developments in the project area.</p> <p>Effects of Build Alternative: Delays associated with construction may have a temporary adverse effect on the short-term general economics of the area. The economic benefits that are associated with the Proposed Action include improved safety and mobility through the project area for movement of goods and services. See attached Factor Sheet A-1. Commitments have been made to maintain traffic during construction to serve inter-state, regional, and local traffic. See Basic Sheet 8.</p>
A-2 Business	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Effects of Official Mapping: There are portions of two commercial properties where a portion of the parcel would be preserved for future right-of-way. The land areas proposed to be officially mapped are typically wetlands which generally cannot be developed due to federal and state regulatory requirements protecting wetlands. Therefore, official mapping in itself has little impact on the future economic development on the existing commercial parcels. No early acquisitions are anticipated.</p> <p>The official mapping may be a benefit to economic development that is already anticipated as part of the local comprehensive plans in the project area. The preservation of improved safer access to US 2/53 could be seen as a long-term benefit for future developers looking to establish businesses or residential developments in the project area.</p> <p>Effects of Build Alternative: Strip taking of right-of-way would be required from two business properties within the project area and undeveloped properties with potential for future commercial uses. Short-term delays associated with construction may have temporary adverse effects on businesses in the project area. The economic benefits that are associated with the Proposed Action include improved safety and mobility through the project area for movement of goods and services. See attached Factor Sheet A-2. Commitments have been made for business. See Basic Sheet 8</p>
A-3 Agriculture	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Effects of Official Mapping: There are portions of some parcels being preserved for future right-of-way which are typically wooded lands and wooded wetlands. These parcels are not currently being used for farming purposes. While these parcels have the potential to be used for forested cropland, it is unlikely due to the small size of the parcels or the public ownership by Douglas County. Therefore, official mapping in itself has little impact on the future agricultural potential on the undeveloped parcels. No early acquisitions are anticipated.</p> <p>Effects of Build Alternative: Approximately 15-acres of wooded and open land would be directly converted to right-of-way as part of the Proposed Action. The conversions would not alter access or impact viability of any working farm operations. The agricultural takings are from areas which are currently zoned for residential, commercial, or open land uses which have not been converted yet or would not likely be converted due to presence of wetlands and waterways. Adverse effects to the agricultural industry that may move goods and services through the project area could include temporary delays related to construction activities and detours. The benefits that are associated with the Proposed Action would include improved mobility and maintenance of safety through the project area. See attached Factor Sheet A-3. Commitments have been made for agriculture. See Basic Sheet 8.</p>

B. SOCIAL/CULTURAL FACTORS					
B-1 Community or Residential	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Effects of Official Mapping: There are portions of some parcels being preserved for future right-of-way which are typically wooded lands and wooded wetlands which are partially being used for residential purposes. While these parcels have the potential to be used for further residential development; it is unlikely due to the small size of the parcels, the public ownership by Douglas County, and the presence of wetlands. Therefore, official mapping in itself would have little effect on the future residential/community potential on the undeveloped parcels. No early acquisitions are anticipated. Official mapping of future right-of-way itself would not result in any changes to modes of transportation within the community or impact any community services.</p> <p>Effects of Build Alternative: Strip taking of right-of-way and temporary easements would be required from residential properties. Adverse effects to the residents within the project area and community services would include temporary delays and temporary interruption in services related to construction activities. The delays would be short-lived in nature and contract provisions would be used to limit inconveniences to residents and community services. The benefits that are associated with the Proposed Action would include improved mobility and safety through the project area. Pedestrian, bicycle, and multi-mode recreational facilities would be accommodated through the project area providing safer connections to the Bear Creek Park and Tri-County Corridor recreational trail. See attached Factor Sheet B-1. Commitments have been made for community and residential. See Basic Sheet 8.</p>
B-2 Indirect Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Effects of Official Mapping: Indirect effects are defined as those effects that are “caused by the action and occur later in time or farther removed in distance, but still reasonably foreseeable”. Since it has been determined that no substantial indirect effects would result from construction of the proposed improvements (see next paragraph), preserving right-of-way for future improvements would not result in substantial indirect effects, if any.</p> <p>Effects of Build Alternative: No substantial indirect effects would result from the proposed improvements. See Attachment 13 for Pre-Screening for Determining the Need to Conduct a Detailed Indirect Effects Analysis and a technical memorandum on Consideration of Indirect and Cumulative Effects for additional information.</p>
B-3 Cumulative Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Effects of Official Mapping: Cumulative impacts are the impacts on the environment, which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. Since it has been determined that no substantial cumulative (direct and indirect) effects would result from construction of the proposed improvements (see next paragraph), preserving right-of-way for future improvements would not result in substantial cumulative effects, if any. There are no direct impacts associated with official mapping.</p> <p>Effects of Build Alternative: No substantial cumulative effects would result from the proposed improvements. See Attachment 13 for Pre-Screening for Determining the Need to Conduct a Detailed Indirect Effects Analysis and a technical memorandum on Consideration of Indirect and Cumulative Effects for additional information.</p>
B-4 Environmental Justice	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>No minority, low-income, or protected populations were identified directly in the project area.</p> <p>Effects of Official Mapping: Official mapping to preserve future right-of-way is not anticipated to produce any beneficial or adverse effects on protected populations since populations covered by EO 12898 are not owners of the parcels to be officially mapped.</p> <p>Effects of Build Alternative: Although there would be minor delays experienced by all populations during construction, the expanded and reconstructed roadway facility would better serve the needs of all populations upon completion. No elderly, minority, low-income, or disabled populations would be disproportionately affected by the Proposed Action. See attached Factor Sheet B-4.</p>
B-5 Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No historic resources are present in the project area. There are no effects from official mapping or from the build alternative.
B-6 Archaeological/Burial Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No archaeological resources are present in the project area. There are no effects from official mapping or from the build alternative.
B-7 Tribal	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No archaeological, historical, or Traditional Cultural Resources were identified within the

Coordination /Consultation					project limits. One response letter was received from the Native American Tribes. See Attachment 12 . There are no effects from official mapping or from the build alternative.
B-8 Section 4(f) and 6(f) or Other Unique Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Bear Creek Park is located north of Moccasin Mike Road and east of US 2/53. No temporary or permanent impacts are anticipated as part of the Proposed Action. All project work adjacent to the resource is anticipated to take place within the existing highway right-of-way. Commitments have been made to avoid the Bear Creek Park. See Basic Sheet 8. The Wisconsin Point Management Area is potentially a Section 4(f) resource. While the Wisconsin Point planning area is located adjacent to the Proposed Action, the Proposed Action would not impact any areas with potential Section 4(f) usage. There are no effects from official mapping or from the build alternative.
B-9 Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Effects of Official Mapping: Direct or indirect impacts to aesthetics would not occur as a result of official mapping. Effects of Build Alternative: Limited changes in view-shed for viewers to and from the roadway facility would result from the Proposed Action. Aesthetic enhancements were not considered as part of this study. Further evaluation of aesthetic enhancements would be considered if the Proposed Action is programmed.
C. NATURAL RESOURCE FACTORS					
C-1 Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Effects of Official Mapping: Direct or indirect impacts to wetlands would not occur as a result of official mapping. Effects of Build Alternative: An estimated 20-acres of wetlands would be impacted as part of the Proposed Action. Additional alternative analysis, design refinements, and agency coordination would be required to further avoid and minimize impacts. See Factor Sheet C-1. Commitments have been made for wetlands. See Basic Sheet 8.
C-2 Rivers, Streams and Floodplains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Effects of Official Mapping: Direct or indirect impacts to floodplains, streams, or waterways would not occur as a result of official mapping Effects of Build Alternative: There are two unnamed waterways located within the project limits. Culvert crossings would be replaced or newly constructed as part of the Proposed Action. No increases in backwater would occur. See Factor Sheet C-2. Commitments have been made to protect waterways and floodplains in the project area. See Basic Sheet 8.
C-3 Lakes or Other Open Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No lakes or open waters are present in the project area. There are no effects from official mapping or from the build alternative.
C-4 Groundwater, Wells, and Springs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There are no known groundwater recharge or discharge areas, wellhead protection areas, or spring features within the project limits. There are no effects from official mapping or from the build alternative.
C-5 Upland Wildlife and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No high quality upland corridors or communities are present in the project area. There are no effects from official mapping or from the build alternative.
C-6 Coastal Zones	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Effects of Official Mapping: Direct or indirect impacts to coastal area or planned coastal area uses would not occur as a result of official mapping. Effects of Build Alternative: The Wisconsin Point coastal area is served by Moccasin Mike Road from US 2/53. Adverse effects to accessing the coastal area would include temporary delays and temporary interruption in services related to construction activities. The delays would be short-lived in nature and contract provisions would be used to limit inconveniences to coastal area users. The Proposed Action does not directly impact the coastal area. The benefits that are associated with the Proposed Action would include improved mobility and safety through the project area and improved access to the coastal area. See Factor Sheet C-8. Commitments have been made to the Wisconsin Point coastal area. See Basic Sheet 8.
C-7 Threatened and Endangered Species	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No threatened or endangered species were identified directly in the project area. Commitments have been made for future field surveys and additional resource agency coordination. See Basic Sheet 8. There are no effects from official mapping or from the build alternative.
D. PHYSICAL FACTORS					
D-1 Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Effects of Official Mapping: Direct or indirect impacts to air quality would not occur as a result of official mapping. Effects of Build Alternative: This project would not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. The project is not in a non-

					attainment area and is therefore exempt from conformity analysis (ozone). The project is exempt from air quality analysis (carbon monoxide) under Wisconsin Administrative Code NR 411 since the project would not increase the annual peak hour traffic volume by 1,200 or more vehicles per hour within ten years after modification.
D-2 Construction Stage Sound Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Effects of Official Mapping: Construction stage traffic impacts would not result from official mapping since no construction would occur as part of the official mapping process.</p> <p>Effects of Build Alternative: WisDOT Standard Specifications 107.8(6) and 108.7.1 would apply. See attached Factor Sheet D-2. Commitments have been made for construction sound levels. See Basic Sheet 8.</p>
D-3 Traffic Noise	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Effects of Official Mapping: Traffic noise would continue to occur as analyzed under the no-build alternative. Traffic noise changes would not directly result from official mapping, since no construction would occur as part of the official mapping process.</p> <p>Effects of Build Alternative: A noise analysis was performed. Some noise impacts are anticipated. See attached Factor Sheet D-3.</p>
D-4 Hazardous Substances or Contamination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A Phase 1 Hazardous Materials Assessment was completed for all areas within ¼-mile of the project site. No contaminated sites are present that would affect construction of the Proposed Action. Commitments have been made for hazardous substances. See Basic Sheet 8. There are no effects from official mapping or from the build alternative.
D-5 Stormwater	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Effects of Official Mapping: Direct or indirect impacts to stormwater would not occur as a result of official mapping.</p> <p>Effects of Build Alternative: Best management practices would be implemented as part of the Proposed Action to provide stormwater treatment to the maximum extent practical. A stormwater management plan would be required to ensure the Proposed Action meets post-construction stormwater requirements set forth in TRANS 401. See attached Factor Sheet D-5. Commitments have been made for stormwater. See Basic Sheet 8.</p>
D-6 Erosion Control and Sediment Control	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Effects of Official Mapping: Direct or indirect impacts to erosion and sediment control would not occur as a result of official mapping.</p> <p>Effects of Build Alternative: Standard erosion control measures (best management practices) would be used to avoid adverse effects to the surrounding areas during and after construction. Construction site erosion and sediment control would be part of the project's design and construction, as set forth in TRANS 401 Wis. Administrative Code and the WisDOT/WDNR Cooperative Agreement. Best management practices would be designed in the project plans for temporary and permanent erosion control. An Erosion Control Implementation Plan (ECIP) would be prepared for review by WDNR and approval by WisDOT prior to construction. See attached Factor Sheet D-6. Commitments have been made for erosion control. See Basic Sheet 8.</p>
E. OTHER FACTORS					
E-1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No other factors identified.

BASIC SHEET 5: ALTERNATIVES COMPARISON MATRIX

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

Environmental Issues/Impacts	Unit of Measure	Alternatives					
		No-Build	Official Mapping	Build			
		1	4 (Mapping action only)	2	3	4	5
Project Length	Miles	2	2	2	2	2	2
PRELIMINARY COST ESTIMATE (YOE)							
Construction	Million \$	\$0	\$0	\$10.1	\$10.8	\$11.8	\$11.8
Real Estate	Million \$	\$0	\$0	\$0.1	\$1.0	\$0.1	\$5.5
TOTAL	Million \$	\$0	\$0	\$10.2	\$11.8	\$11.9	\$17.3
LAND CONVERSIONS							
Wetland Area Converted to ROW	Acres	0	0	6	5	13	9
Upland Habitat Area Converted to ROW	Acres	0	0	0	0	0	0
Other Area Converted to ROW	Acres	0	0	3	3	3	10
Total Area Converted to ROW	Acres	0	0	9	8	16	19
REAL ESTATE							
Number of Farms Affected	Number	0	0	3	3	5	4
Total Area Required From Farm Operations	Acres	0	0	9	7	15	12
AIS Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Farmland Rating	Score	N/A	N/A	36	38	36	38
Total Buildings Required	Number	0	0	0	0	0	0
Housing Units Required	Number	0	0	0	1	0	2
Commercial Units Required	Number	0	0	0	1	0	5
Other Buildings or Structures Required	Number & Type	0	0	0	0	0	0
ENVIRONMENTAL ISSUES/IMPACTS							
Indirect Effects		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Cumulative Effects		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Environmental Justice Populations		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Historic Properties	Number	0	0	0	0	0	0
Archaeological Sites	Number	0	0	0	0	0	0
Burial Site Protection (authorization required)		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
106 MOA Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
4(f) Evaluation Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6(f) Land Conversion Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Flood Plain		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Wetlands Filled	Acres	0	0	13	12	20	16
Stream Crossings	Number	0	0	2	2	2	2
Endangered Species		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Design Year Noise Sensitive Receptors							
No Impact	Number	6	0	6	6	6	6
Impacted	Number	2	0	2	2	2	2
Contaminated Sites	Number	0	0	0	0	0	0

The impacts shown above are based on build conditions. Official mapping of the Proposed Action itself does not result in any direct or indirect impacts to these resources. No early acquisitions are anticipated.

BASIC SHEET 6: TRAFFIC SUMMARY MATRIX

	ALTERNATIVES/SECTIONS	
	Alt 1 - No Build	Alt 2 - Alt 5: All Build Alternatives
TRAFFIC VOLUMES		
Existing ADT Yr. 2010	13,000 (south of intersection) 16,900 (north of intersection)	13,000 (south of intersection) 16,900 (north of intersection)
Const. Yr. ADT Yr. 2020	14,500 (south of intersection) 19,100 (north of intersection)	14,500 (south of intersection) 19,100 (north of intersection)
Const. Plus 10 Yr. ADT Yr. 2030	16,000 (south of intersection) 21,200 (north of intersection)	16,000 (south of intersection) 21,200 (north of intersection)
Design Yr. ADT Yr. 2040	17,500 (south of intersection) 23,200 (north of intersection)	17,500 (south of intersection) 23,200 (north of intersection)
DHV Yr. 2040	1,800 (south of intersection) 2,450 (north of intersection)	1,800 (south of intersection) 2,450 (north of intersection)
TRAFFIC FACTORS		
K [<input type="checkbox"/> 30 / <input checked="" type="checkbox"/> 100 / <input type="checkbox"/> 200] (%)	10.2% (south of intersection) 10.4% (north of intersection)	10.2% (south of intersection) 10.4% (north of intersection)
D (%)	62% (south of intersection) 58% (north of intersection)	62% (south of intersection) 58% (north of intersection)
Design Year T (% of ADT)	15.3% (south of intersection) 13.3% (north of intersection)	15.3% (south of intersection) 13.3% (north of intersection)
T (% of DHV)	12.2% (south of intersection) 10.6% (north of intersection)	12.2% (south of intersection) 10.6% (north of intersection)
Level of Service	LOS A	LOS A
SPEEDS		
Existing Posted	65 mph (south of intersection) 45 mph (north of intersection)	65 mph (south of intersection) 45 mph (north of intersection)
Future Posted	65 mph (south of intersection) 45 mph (north of intersection)	45 mph (south of intersection) 45 mph (north of intersection)
Design Year Project Design Speed	70 mph (south of intersection) 50 mph (north of intersection)	50 mph (south of intersection) 50 mph (north of intersection)
OTHER (specify)		
P (% of ADT)	--	--
K ₈ (% OF ADT)	--	--

ADT = Average Daily Traffic

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

T = Trucks

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

DHV = Design Hourly Volume

D = % DHV in predominate direction of travel

P = % ADT in peak hour

BASIC SHEET 7: EIS SIGNIFICANCE CRITERIA

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

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

- No
 Yes – Explain or indicate where addressed.

See **Attachment 13** for a technical memorandum on Consideration of Indirect and Cumulative Effects for additional information.

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

- No
 Yes – Explain or indicate where addressed.

See **Attachment 13** for a technical memorandum on Consideration of Indirect and Cumulative Effects for additional information.

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

- No
 Yes – Explain or indicate where addressed.

4. Will the proposed action impact geographically scarce resources?

- No
 Yes – Explain or indicate where addressed.

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

- No
 Yes – Explain or indicate where addressed.

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

- No
 Yes – Explain or indicate where addressed.

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

- No
 Yes – Explain or indicate where addressed.

BASIC SHEET 8: ENVIRONMENTAL COMMITMENTS

Attach a copy of this page to the design study report and the PSE submittal package.

Factor Sheet	Comments
<p><u>COMMITMENT TO REEVALUATE ALL ENVIRONMENTAL FACTORS</u> If or when any future projects are programmed, WisDOT would reevaluate all environmental factors, reinitiate public involvement efforts, reinitiate coordination with all agencies and Native American tribes, and prepare an environmental document to evaluate the Proposed Action prior to initiating construction. WisDOT's Project Manager will ensure fulfillment of this commitment.</p> <p>The detailed information for each commitment below is based upon the resources present and factors identified at the time of preparation of this Environmental Assessment.</p>	
A-1 General Economics	Commitments Made WisDOT would develop contract provisions requiring the contractor to maintain through, local, and emergency traffic through the project area during construction in order to maintain access to businesses and regional commercial traffic and to minimize delays. WisDOT's Project Manager will ensure fulfillment of this commitment.
A-2 Business	Commitments Made WisDOT would develop contract provisions requiring the contractor to maintain through, local, and emergency traffic through the project area during construction in order to maintain access to businesses and minimize delays. WisDOT's Project Manager will ensure fulfillment of this commitment.
A-3 Agriculture	Commitments Made WisDOT would develop contract provisions requiring the contractor to maintain through, local, and emergency traffic through the project area during construction in order to maintain access to agricultural areas and agricultural related businesses while minimizing delays. WisDOT's Project Manager will ensure fulfillment of this commitment.
B-1 Community or Residential	Commitments Made WisDOT would develop contract provisions requiring the contractor to maintain through, local, and emergency traffic through the project area during construction in order to maintain access to residents and minimize delays. The bridge over US 2/53 would be designed in the project plans to accommodate multi-modal uses. The Tri-County Corridor recreational trail would be accommodated through the project area. During design, the project would further evaluate and include measures in the project plans to minimize impacts to property owner frontages. WisDOT's Project Manager will ensure fulfillment of this commitment.
B-2 Indirect Effects	No Commitments Needed
B-3 Cumulative Effects	No Commitments Needed
B-4 Environmental Justice	No Commitments Needed
B-5 Historic Resources	Not Applicable
B-6 Archaeological Sites	Not Applicable
B-7 Tribal Coordination/Consultation	No Commitments Needed
B-8 Section 4(f) and 6(f) or Other Unique Areas	Commitments Made The Proposed Action would avoid temporary and permanent impacts to the Bear Creek Park located adjacent to the project. If future design refinements require any temporary or permanent impacts to the park, coordination would be required with FHWA and the City of Superior to complete any required determinations and findings related to any use of the parklands for highway purposes. The Proposed Action would not directly impact the Wisconsin Point coastal area. The Wisconsin Point coastal area is potentially a 4(f) resource. WisDOT's Project Manager will ensure fulfillment of this commitment.
B-9 Aesthetics	No Commitments Needed

C-1 Wetlands	<p>Commitments Made</p> <p>Wetland delineations would be completed to determine wetland type and an assessment of wetland functions and values would be conducted. Unavoidable wetland losses would be permitted through the USACE (Section 404 Permit) and would be compensated for at an operating WisDOT Wetland Bank Site in accordance with the WisDOT/WDNR Cooperative Agreement and in coordination with WDNR and USACE. The Section 404 Permit may be reviewed by USFWS as a cooperating review agency. The requirements of the permit would be reflected in the plans and contract special provisions. Additional methods and alternative analysis would be evaluated to further avoid and minimize wetland impacts. Additional coordination would occur with City of Superior, WDNR, and USACE to develop alternatives to attempt to avoid and minimize impacts to the City of Superior's Wetland Special Area Management Plan area and ensure avoidance of the Moccasin Mike Wetland Preserve located on the north side of Moccasin Mike Road. If the City of Superior's Wetland Special Area Management Plan area and the Moccasin Mike Wetland Preserve cannot be avoided, mitigation requirements would need to be coordinated with City of Superior, WDNR, and USACE. WisDOT's Project Manager will ensure fulfillment of this commitment.</p>
C-2 Rivers, Streams and Floodplains	<p>Commitments Made</p> <p>Appropriate erosion control measures and best management practices would be added to the project plans and specifications to avoid temporary changes in water quality unnamed waterways, Bear Creek, adjacent wetlands, and floodplains. Any waterway and fish passage would be maintained during construction at the unnamed waterway crossings. Roadway crossings of any waterways would be designed to avoid increased in backwater. Any requirements would be included in the project plans and contract specifications. WisDOT's Project Manager will ensure fulfillment of this commitment.</p>
C-3 Lakes or other Open Water	Not Applicable
C-4 Groundwater, Wells and Springs	Not Applicable
C-5 Upland Wildlife and Habitat	Not Applicable
C-6 Coastal Zones	<p>Commitments Made</p> <p>The Proposed Action does not directly impact the Wisconsin Point coastal area. Project provisions would require maintenance of access to Moccasin Mike Road throughout construction since this is the only access to the coastal area. WisDOT's Project Manager will ensure fulfillment of this commitment.</p>
C-7 Threatened and Endangered Species	<p>Commitments Made</p> <p>While no threatened and endangered species were identified by the resource agencies directly in the project area, field reviews were not completed at this time. Field reviews and additional agency coordination would be completed to identify any threatened and endangered species. WisDOT's Project Manager will ensure fulfillment of this commitment.</p>
D-1 Air Quality	Not Applicable
D-2 Construction Stage Sound Quality	<p>Commitments Made</p> <p>WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply. WisDOT's Project Manager will ensure fulfillment of this commitment.</p>
D-3 Traffic Noise	No Commitments Needed
D-4 Hazardous Substances or Contamination	<p>Commitments Made</p> <p>No contaminated sites have been identified in the Phase I Hazardous Materials Investigation that would impact the construction of the Proposed Action. Prior to construction, a review of current agency records and databases, site visit, and Phase I Hazardous Materials Investigation documentation would be required ensure no contaminated sites are present which may impact construction activities. WisDOT's Project Manager will ensure fulfillment of this commitment.</p>
D-5 Storm Water	<p>Commitments Made</p> <p>The Proposed Action would be subject to a 40% Total Suspended Solids (TSS) reduction per TRANS 401 post-construction standards. Stormwater runoff treatment would be incorporated into the stormwater management strategy for the Proposed Action to meet TRANS 401 post-construction standards. Anticipated stormwater management measures include roadside vegetated ditches for treatment of stormwater to achieve or exceed the required sediment reduction and provide for stormwater control prior to discharge off the right-of-way. WisDOT's Project Manager will ensure fulfillment of this commitment.</p>
D-6 Erosion Control	<p>Commitments Made</p> <p>Proper erosion control measures would be used to avoid impacts per Cooperative Agreement between WisDOT and WDNR and TRANS 401 of Wisconsin's Administrative Code. An Erosion Control Implementation Plan (ECIP) would be prepared for review by WDNR and approval by WisDOT prior to construction. Detailed erosion control measures would be determined during design. Erosion control would be monitored during construction. WisDOT's Project Manager will ensure fulfillment of this commitment.</p>

E-1 Preservation/Official Mapping	<p>Commitments Made</p> <p>Under Wis. Stat. s. 84.295, WisDOT has committed to long-term coordination with the property owners within the officially mapped areas. If a property owner wants to develop a portion of their property within the officially mapped area, WisDOT has the opportunity to acquire the future right-of-way prior to the improvements being completed. WisDOT may also allow the development to occur without early acquisition. The property owner would be compensated for any approved improvements within the acquisition area if the future right-of-way is acquired. No early acquisitions are anticipated. WisDOT's Real Estate Section will ensure fulfillment of this commitment.</p>
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FACTOR SHEET A-1: GENERAL ECONOMICS EVALUATION

Alternative Alternative 4 - Jughandle Overpass with NW-SE Connections to US 2/53	Total Length of Center Line of Existing Roadway 2-miles Length of This Alternative 2-miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

Economic Activity	Description
a. Agriculture	Agriculture is not a major industry in Douglas County. According to the Douglas County Comprehensive Plan, farm employment comprised approximately 5.5% of the total employment in the County in 2006. There is no farmland present directly within the project area except wooded lands which could be harvested for timber production.
b. Retail business	According to the Douglas County Comprehensive Plan, retail trade is the top employer in Douglas County. Retail businesses employ approximately 15.4% of Douglas County residents. Commercial retail businesses are present within the project area. Most retail businesses are strongly supported by the tourism industry within Douglas County (see part f for additional information on tourism).
c. Wholesale business	Wholesale trade is one of the top 10 employers in Douglas County and employs approximately 5.6% of the county's workforce. No wholesale businesses are present directly within the project area.
d. Heavy industry	Manufacturing employs approximately 8% of county's workforce. There are no major manufacturing industries present within the project area. US 2 and US 53 are major routes throughout northwest Wisconsin and serve to move goods and services related to the heavy manufacturing industry.
e. Light industry	See d above. Information regarding light industry statistics was not available separate from heavy industry.
f. Tourism	<p>In Douglas County, tourism-related business accounts for approximately 15% of the total employment. Douglas County is a vacationland for local and distance travelers and ranks 28th in the state for traveler spending. Their natural amenity, an abundance of woods and water, significantly contributes to the number of visitors to Douglas County. Businesses that cater to tourism, such as motels, resorts, campgrounds, and retail stores, complement the hundreds of miles of snowmobiling and biking trails as well as the many parks, golf courses, historic sites, and area attractions.</p> <p>Tourism is a vital part of Douglas County's economy. According to the State Department of Tourism, since 1994, travel expenditures in Douglas County increased 116%, from \$58.6 million to \$126.8 million in 2006. Summer is the top tourism season with generated traveler expenditures of \$50 million. Winter/spring travelers spent an average of \$21 million and fall visitors spent \$34 million. Counting all of the people in 2003 employed both directly and indirectly as a result of tourism, traveler spending supported 3,267 full time equivalent jobs. Employees in the county earned an estimated \$80 million in wages generated from tourist spending. The total impact of tourism extends far into the county, making a contribution to schools and local governments. The Wisconsin Point coastal recreational area is located east of US 2/53. The intersection at US 2/53 and County E/Moccasin Mike Road is the only access to this resource.</p>
g. Recreation	See f. Information regarding recreational statistics was not available separate from tourism. Recreation occurs throughout Douglas County due to the presence of available public land, recreational and snowmobile trails, and natural resources including forests, rivers, and lakes.
h. Forestry	According to the Douglas County Comprehensive Plan, there are nearly 470,000 acres of upland forest in Douglas County, with an additional 214,000 acres of forested wetlands and shrub lands. 262,000 acres of this area are part of the Douglas County Forest, which is the largest county forest in the State of Wisconsin. Over three quarters of the county's land area is forested. Forestlands are important social, environmental and economic resources. Associated values include public recreation and aesthetic values, wildlife habitat, protection of air and water quality, and production of timber. Even though forestlands dominate the landscape of Douglas County, the natural resources industry only accounts for less than 1% of the county's workforce. Wooded areas owned by Douglas County are present east of US 2/53 in the project area. These areas are not designated as County forestland.

Economic Activity	Description
i. Education and health	Education services and the health care and social services industry sector are one of the largest job generators in Douglas County. According to the Douglas County Comprehensive Plan, approximately 22% of the total employment in Douglas County comes from the education and health industries. The Duluth-Superior metropolitan area plays a major role in attracting the large number of jobs in the health care services industry. It is host to the regions only Level I trauma center. Also, many of the jobs in education services are attributed to the schools in the County, with the top two employers in Douglas County being the School District of Superior and the University of Wisconsin-Superior. There is one elementary school located south of the project area along County E.
j. Transportation	According to the Douglas County Comprehensive Plan, the largest percentage of employment in the business sector is in the transportation and warehousing, manufacturing, and wholesale trade industry sectors. To a large extent, these industries have a symbiotic relationship. The City of Superior serves as both the largest railway hub and switching yard and the largest port on the Great Lake of Superior. Transportation and warehousing employs approximately 1,500 people in Douglas County, and truck transportation alone accounts for approximately 10% of the county's total employment. Although there are no transportation businesses or associated warehousing facilities located directly with the project area, US 2 and US 53 are major transportation corridors through northwest Wisconsin directly serving those who are employed in the transportation industry.

Note: Data is based on publicly available local comprehensive plans and Douglas County economic profile data.

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

No businesses would be relocated as part of the project although minor strip taking of right-of-way will be required along County E and Moccasin Mike Road. Minor adverse effects to the industries that move goods and services through the project area and businesses within the project area include temporary delays related to construction activities.

The Proposed Action would better serve businesses and industries on a regional, state, and local level. The benefits to the users of the highway include improved mobility and safety. The long-term economic advantages outweigh any potential short-term economic disadvantages.

Preservation of lands for future highway right-of-way would not affect the general economics in the northern Douglas County area. While the Proposed Action would preserve some lands for future highway right-of-way, those lands don't have potential for any major economic development due to the size of parcels and presence of natural features such as wetlands and waterways. Also, the areas to be preserved can continue to be used until the lands are needed in the future. There are no early acquisitions anticipated. The official mapping may be a benefit to economic development that is already anticipated as part of the local comprehensive plans in the project area. The preservation of improved safer access to US 2/53 could be seen as a long-term benefit for future developers looking to establish businesses or residential developments in the project area.

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

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

FACTOR SHEET A-2: BUSINESS EVALUATION

Alternative Alternative 4 - Jughandle Overpass with NW-SE Connections to US 2/53	Total Length of Center Line of Existing Roadway 2-miles Length of This Alternative 2-miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

- Yes
- No – None required; no relocations planned

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

Because the project corridor serves the Superior-Duluth metropolitan area, there are a wide variety of industries which are affected by the Proposed Action including manufacturing, wholesale, retail, and service businesses. The businesses located directly adjacent to the existing intersection includes three retail and service businesses. No known new near-term developments are planned in the project area.

There are portions of two commercial properties within the project area that would be impacted by the Proposed Action. The portion of the parcels being preserved for future right-of-way are typically wetlands which generally cannot be developed due to federal and state regulatory requirements protecting wetlands. Therefore official mapping in itself has little impact on the future economic development on the existing commercial parcels. No early acquisitions are anticipated. The official mapping may be a benefit to economic development that is already anticipated as part of the local comprehensive plans in the project area. The preservation of improved safer access to US 2/53 could be seen as a long-term benefit for future developers looking to establish businesses or residential developments in the project area.

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

The existing modes of transportation consist of primarily automobile and truck traffic. US 2/53 carries high truck traffic (15% of average daily traffic). US 2/53 carries traffic travelling to and from their homes and businesses within northwestern Wisconsin and the Duluth, Minnesota area. School bus service exists throughout the project area. Although limited in nature due to the narrow roadways and shoulders, other modes of transportation include biking, walking, and snowmobiling along the shoulders of the local roads. The Tri-County Corridor recreational trail runs parallel to US 2/53 and accommodates bicyclists, hikers, equestrians, and all-terrain vehicles from spring through fall, while snowmobiles dominate the use of the trail in winter. There is no public mass transit service directly in the project area. City bus service extends only to 53rd Avenue which is north of County E/Moccasin Mike Road.

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

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

Strip acquisition of right-of-way would be required from two active businesses. The strip acquisition would not impact the viability of the businesses to continue or for future development to occur on the undeveloped properties. No businesses would be relocated.

The portion of the parcels being preserved for future right-of-way are typically wetlands which generally cannot be developed due to federal and state regulatory requirements protecting wetlands. Therefore official mapping in itself has little impact on the future economic development on the existing commercial parcels. No early acquisitions are anticipated.

There may be delays to traffic destined for area businesses during construction. The delays would be temporary and project special provisions would be used to limit inconveniences to businesses and maintain access throughout construction. Driveways to some businesses may be realigned or reconstructed to match new roadways. All access to businesses would be maintained.

5. Describe both beneficial and adverse effects on:

- A. The existing business area affected by the proposed action. Include any factors identified by business people that they feel are important or controversial.

Maintenance of access during construction: There may be delays to traffic destined for area businesses during construction. The delays would be temporary and project contract requirements would be used to limit inconveniences to businesses and maintain access throughout construction. Driveways to some businesses may be realigned or reconstructed to match new roadways. All access to businesses would be maintained.

Improved safety: The grade-separated intersection would provide a safer access to/from US 2/53 for the area businesses including the heavy equipment dealer located east of US 2/53. The nature of the traffic from this business includes large equipment and trucks.

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

There are no changes in employment anticipated at the businesses within the project area as a result of the Proposed Action. No businesses would be acquired and access would be maintained during construction. Employees and traffic serving businesses may incur minor delays during construction. No disproportionate effects are anticipated on any populations.

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

Business/Job Type	Businesses			Jobs	
	Created	Displaced	Value	Created	Displaced
Retail	0	0	0	0	0
Service	0	0	0	0	0
Wholesale	0	0	0	0	0
Manufacturing	0	0	0	0	0
Other (List)	0	0	0	0	0

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

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

Questions 8 – 13 are not applicable as no businesses would be relocated.

8. Is Special Relocation Assistance Needed?

- No
 Yes – Describe special relocation needs.

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

- WisDOT Real Estate Conceptual Stage Relocation Plan Multiple Listing Service (MLS)
 Newspaper listing(s) Other - Identify:

10. Describe the business relocation potential in the community:

- A. Total number of available business buildings in the community.
 B. Number of available and comparable business buildings by type and price (Include business buildings in price ranges comparable to those being dislocated, if any).
 Number of available and comparable type business buildings in the price range of _____
 Number of available and comparable type business buildings in the price range of _____
 Number of available and comparable type business buildings in the price range of _____

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

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

Compensation is available to all displaced persons without discrimination. Before initiating property acquisition activities, property owners will be contacted and given an explanation of the details of the acquisition process and Wisconsin’s Eminent Domain Law under Section 32.05, Wisconsin Statutes. Any property to be acquired will be

inspected by one or more professional appraisers. The property owner will be invited to accompany the appraiser during the inspection to ensure the appraiser is informed of every aspect of the property. Property owners will be given the opportunity to obtain an appraisal by a qualified appraiser that will be considered by WisDOT in establishing just compensation. Reasonable cost of an owner's appraisal will be reimbursed to the owner if received within 60 days of initiation of negotiations. Based on the appraisal(s) made, the value of the property will be determined, and that amount offered to the owner.

Describe other relocation assistance requirements, not identified above.

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

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

FACTOR SHEET A-3: AGRICULTURE EVALUATION

Alternative Alternative 4 - Jughandle Overpass with NW-SE Connections to US 2/53	Total Length of Center Line of Existing Roadway 2-miles Length of This Alternative 2-miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

Type of Land Acquired From Farm Operations	Type of Acquisition (acres)		Total Area Acquired (acres)
	Fee Simple	Easement	
Crop land and pasture	--	--	--
Woodland**	15	--	15
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)	--	--	--
Totals	15	--	15

** Includes wooded wetlands and wooded floodplains.

There are portions of some parcels being preserved for future right-of-way which are typically wooded lands and wooded wetlands. These parcels are not currently being used for farming purposes. While these parcels have the potential to be used for forested cropland, it is unlikely due to the small size of the parcels or the public ownership by Douglas County. Therefore, official mapping in itself has little impact on the future agricultural potential on the undeveloped parcels. No early acquisitions are anticipated.

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

Acreage to be Acquired	Number of Farm Operations
Less than 1 acre	2
1 acre to 5 acres	2
More than 5 acres	1

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

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

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

- No - Explain.
- Yes
 - The Site Assessment Criteria Score (Part VI of the form) is less than 60 points for this project alternative. Date Form AD-1006 completed. January 8, 2014
 - The Site Assessment Criteria Score is 60 points or greater.

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

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

Other. Describe: The acquisition is greater than 5 acres, but DATCP has chosen not to do an AIS due to the nature of the project. An AIS would be prepared if the project is programmed for construction.

Yes

- Eminent Domain may be used for this acquisition.
- The project is not a "Town Highway" project
- The acquisition is 1-5 acres and DATCP chooses to do an AIS.
- The acquisition is greater than 5 acres

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

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

Yes, the project is a State Trunk Highway Project - AIN may be required.

Is the land acquired "non-significant"?

Yes - (All must be checked) An AIN is not required but complete questions 7-16.

- Less than 1 acre in size
- Results in no severances
- Does not significantly alter or restrict access
- Does not involve moving or demolishing any improvements necessary to the operation of the farm
- Does not involve a high value crop

No

- Acquisition 1 to 5 acres - **AIN required.** (See Attachment 8)
- Acquisition over 5 acres - **AIN required.** (See Attachment 8)

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

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

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

- Does Not Apply.
- Applies – Discuss.

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

- Does Not Apply.
- Applies – Discuss.

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

- Does Not Apply.
- Applies – Discuss.

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

- Does Not Apply.
- Applies – Discuss.

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

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

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

- Does Not Apply.
- Applies – Discuss.

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

- Does Not Apply.
- Applies – Discuss.

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

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

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

- No
- Applies – Discuss.

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

FACTOR SHEET B-1: COMMUNITY OR RESIDENTIAL EVALUATION

Alternative Alternative 4 - Jughandle Overpass with NW-SE Connections to US 2/53	Total Length of Center Line of Existing Roadway 2-miles Length of This Alternative 2-miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

Name of Community/Neighborhood: City of Superior																	
Incorporated <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																	
Total Population 27,244																	
Demographic Characteristics																	
	<table border="1"> <thead> <tr> <th>Census Year 2010</th> <th>% of Population</th> </tr> </thead> <tbody> <tr> <td>Minority</td> <td>8.5%</td> </tr> <tr> <td>60 years of age or older</td> <td>18.7%</td> </tr> <tr> <td>Individuals below poverty level</td> <td>14.9%</td> </tr> <tr> <td>Owner occupied housing</td> <td>58.2%</td> </tr> <tr> <td>Renter occupied housing</td> <td>41.8%</td> </tr> <tr> <td>Workforce commuting by automobile</td> <td>89%</td> </tr> <tr> <td>Workforce commuting by public transportation</td> <td>1.2%</td> </tr> </tbody> </table>	Census Year 2010	% of Population	Minority	8.5%	60 years of age or older	18.7%	Individuals below poverty level	14.9%	Owner occupied housing	58.2%	Renter occupied housing	41.8%	Workforce commuting by automobile	89%	Workforce commuting by public transportation	1.2%
Census Year 2010	% of Population																
Minority	8.5%																
60 years of age or older	18.7%																
Individuals below poverty level	14.9%																
Owner occupied housing	58.2%																
Renter occupied housing	41.8%																
Workforce commuting by automobile	89%																
Workforce commuting by public transportation	1.2%																

Name of Community/Neighborhood: Town of Parkland																	
Incorporated <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																	
Total Population 1,220																	
Demographic Characteristics																	
	<table border="1"> <thead> <tr> <th>Census Year 2010</th> <th>% of Population</th> </tr> </thead> <tbody> <tr> <td>Minority</td> <td>3.4%</td> </tr> <tr> <td>60 years of age or older</td> <td>20.2%</td> </tr> <tr> <td>Individuals below poverty level</td> <td>19.0%</td> </tr> <tr> <td>Owner occupied housing</td> <td>92.6%</td> </tr> <tr> <td>Renter occupied housing</td> <td>7.4%</td> </tr> <tr> <td>Workforce commuting by automobile</td> <td>95%</td> </tr> <tr> <td>Workforce commuting by public transportation</td> <td>0%</td> </tr> </tbody> </table>	Census Year 2010	% of Population	Minority	3.4%	60 years of age or older	20.2%	Individuals below poverty level	19.0%	Owner occupied housing	92.6%	Renter occupied housing	7.4%	Workforce commuting by automobile	95%	Workforce commuting by public transportation	0%
Census Year 2010	% of Population																
Minority	3.4%																
60 years of age or older	20.2%																
Individuals below poverty level	19.0%																
Owner occupied housing	92.6%																
Renter occupied housing	7.4%																
Workforce commuting by automobile	95%																
Workforce commuting by public transportation	0%																

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

The existing modes of transportation consist of primarily automobile and truck traffic. US 2/53 carries high truck traffic (15% of average daily traffic). US 2/53 carries traffic travelling to and from their homes and businesses within northwestern Wisconsin and the Duluth, Minnesota area. School bus service exists throughout the project area. Although limited in nature due to the narrow roadways and shoulders, other modes of transportation include biking, walking, and snowmobiling along the shoulders of the local roads. The Tri-County Corridor recreational trail runs parallel to US 2/53 and accommodates bicyclists, hikers, equestrians, and all-terrain vehicles from spring through fall, while snowmobiles dominate the use of the trail in winter. There is no public mass transit service directly in the project area. City bus service extends only to 53rd Avenue which is north of County E/Moccasin Mike Road.

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

The Proposed Action would improve mobility and operations of truck and automobile traffic along US 2/53 and through the County E/Moccasin Mike Road intersection. The County E/Moccasin Mike Road bridge over US 2/53 would accommodate bicyclists, pedestrians, and snowmobiles to avoid conflict with the freeway traffic. The Tri-County Corridor recreational trail would be aligned to cross the new County E/Moccasin Mike Road. The existing trail crossing at existing Moccasin Mike Road would be maintained and would be exposed to less traffic due to the

diversion of the traffic from the at-grade intersection. The grade-separation would provide safer connections to the Bear Creek Park and Tri-County Corridor recreational trail. There are no proposed changes to any transit, school bus service, or other modal services as a result of the Proposed Action.

Official mapping of future right-of-way itself would not result in any changes to modes of transportation within the community.

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

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

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

Residential and commercial development will likely to continue to occur adjacent to US 2/53 and the local roads as zoning and land uses allow. Potential land use changes are within the decision-making authority of local governments in the project area. Comprehensive plans and zoning adopted by local governments indicate the type and locations for the future development. However, other key factors such as land availability/cost, regulatory approvals, and economic conditions also influence the amount, type and location of future development.

There are portions of some parcels being preserved for future right-of-way which are typically wooded lands and wooded wetlands which are partially being used for residential purposes. While these parcels have the potential to be used for further residential development; it is unlikely due to the small size of the parcels, the public ownership by Douglas County, and the presence of wetlands. Therefore, official mapping in itself would have little effect on the future residential/community potential on the undeveloped parcels. No early acquisitions are anticipated.

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

Lane closures are anticipated on US 2/53. Local road access may be temporarily disrupted during construction. Coordination with emergency services, school bus services, postal services, garbage pickup, and other public services is ongoing and will continue in design. The contract provisions would be required to maintain emergency and access routes during construction. After construction, emergency and public services will return to preconstruction conditions through the project and would be improved due to the grade-separated intersection.

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

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

No major access changes are proposed. Some driveways will be reconstructed to match the new roadway.

In order to complete reconstruction of the intersection, fee acquisition would be required from some properties adjacent to US 2/53 and the local roads. No access points are proposed to be eliminated. The acquisition would be required to construct ditches and blend the slopes into the existing frontages. Tree removals would be required within the areas to be acquired.

Official mapping would not impact any current access or physical attributes of the properties in the project area.

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

There are no impacts anticipated to any community or neighborhood facilities. The Lake Superior Elementary School is located south of the project area. Teachers, students, and buses may be required to travel through the construction area.

Official mapping would not impact any community or neighborhood facilities.

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

- Traffic maintenance on local roads: Property owners requested that traffic be maintained to the extent feasible throughout construction.
- Minimize new right-of-way acquisition: Adjacent property owners requested that strip taking of new right-of-way be minimized to the extent feasible.
- Avoidance of Bear Creek Park: The adjacent Bear Creek Park is a community facility used for a variety of recreational activities and serves as an access to the Tri-County Corridor recreational trail. Property owners indicated avoidance was important.
- Pedestrian and bicycle accommodations across US 2/53: Public Involvement Meeting attendees suggested that any proposed improvements allow for safer crossing of pedestrians and bicycles.
- Entrance to Superior: Public Involvement Meeting attendees suggested that a speed limit change or some other design modifications be made near the US 2/53 and County E/Moccasin Mike Road intersection to slow freeway traffic entering the City of Superior.

See **Question 10 of Basic Sheet 1** for additional details and proposed resolutions to these factors.

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

Community Sensitive Design considerations include snowmobile and multi-modal (pedestrian and bicycle) accommodations on the proposed bridge over US 2/53 and steepened slopes to minimize adjacent property impacts. Steep slopes outside of the clear zone (4:1 normal steepened to 2.5:1/3:1) are proposed to minimize impacts to adjacent properties and minimize tree and vegetation removal.

Additional coordination for final community sensitive design features to be incorporated would be required.

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

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

Questions 11 - 17 are not applicable as no residential households would be relocated.

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

Total Number of Households to be Relocated.

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

b. Number of households to be relocated that have.

1 Bedroom	2 Bedroom	3 Bedroom	4 or More Bedrooms
-----------	-----------	-----------	--------------------

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

Number of Single Family Dwelling.	Price Rang.
-----------------------------------	-------------

Number of Multi-Family Dwellings	Price Range
Number of Apartment	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
-----------	------------	------------	--------------------

b. Number of Available and Comparable Dwellings by Location

within	within
--------	--------

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
Multi-Family Dwellings	
Apartments	

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

- WisDOT Real Estate Conceptual Stage Relocation Plan Multiple Listing Service (MLS)
 Newspaper Listing(s) Other – Identify

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

- None identified.
 Yes - _____ total households to be relocated. Complete table below

Special Characteristics	Number of Households with Individuals with Special Characteristics
Elderly	
Disabled	
Low income	
Minority	
Household of large family (5 or more)	
Not Known	
No special characteristics	

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

Residential acquisitions and relocations will be completed in accordance with the “Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended.” In addition to providing for payment of “Just Compensation” for property acquired, additional benefits are available to eligible displaced persons required to relocate from their residence. Some available benefits include relocation advisory services, reimbursement of moving expenses, replacement housing payments, and down payment assistance. In compliance with State law, no person would be displaced unless a comparable replacement dwelling would be provided. Federal law also requires that decent, safe, and sanitary replacement dwelling must be made available before any residential displacement can occur.

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

WisDOT in establishing just compensation. Based on the appraisal(s) made, the value of the property would be determined, and that amount offered to the owner.

Identify other relocation assistance requirements not identified above.

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

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

None identified

Yes - Describe services that will be required

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

FACTOR SHEET B-4: ENVIRONMENTAL JUSTICE EVALUATION

Alternative Alternative 4 - Jughandle Overpass with NW-SE Connections to US 2/53	Total Length of Center Line of Existing Roadway 2-miles Length of This Alternative 2-miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Identify and give a brief description of the populations covered under Executive Order 12898 (EO 12898). Include the relative size of the populations and their pertinent demographic characteristics: (Check all that apply.)

Population Groups	Low Income	Elderly	Disabled
<input checked="" type="checkbox"/> Black (having origins in any of the black racial groups of Africa) Describe: City of Superior (1.4%); Town of Parkland (0.2%)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race) Describe: City of Superior (1.4%); Town of Parkland (1.0%)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> Asian American (origins in any of the original peoples of the Far East, SE Asia, the Indian subcontinent, or the Pacific Islands) Describe: Town City of Superior (1.2%); Town of Parkland (0.5%)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> 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) Describe: City of Superior (2.6%); Town of Parkland (0.7%)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> White and any combination of the above. Describe: City of Superior (3.1%); Town of Parkland (2.0%)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> Non-minority low-income population Describe: The Duluth-Superior Metropolitan Interstate Council plan indicates a low-income and limited mobility population are present in the metropolitan area. No known populations are present directly in the project area.		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

The Duluth-Superior Metropolitan Interstate Council (MIC) long-range transportation plan does indicate the presence of some minority, low income, and limited mobility populations within the Duluth-Superior planning area. See **Attachment 14** for maps showing the limited mobility, low income, and minority population concentrations.

Coordination with local units of government and the public involvement process did not reveal the presence of any population groups directly within the project area. Elderly populations participated in public involvement efforts.

Although these protected populations are present in the project study area and while some impacts may be borne by protected populations, the level of impact would not be disproportionately high to any population group.

2. How was information on the proposed action communicated to populations covered by Executive Order 12898. Check all that apply:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Advertisements | <input type="checkbox"/> Brochures |
| <input checked="" type="checkbox"/> Newsletters | <input checked="" type="checkbox"/> Notices |
| <input type="checkbox"/> Utility Bill Inserts | <input checked="" type="checkbox"/> E-mails |
| <input type="checkbox"/> Public Service Announcements | <input checked="" type="checkbox"/> Direct Mailings |
| <input type="checkbox"/> Key Persons | <input type="checkbox"/> Other, identify |

3. How was input from populations covered by EO 12898 obtained? Check all that apply:

- | | |
|--|--|
| <input type="checkbox"/> Mailed Surveys | <input type="checkbox"/> Targeted Small Group Information Meetings |
| <input type="checkbox"/> Door-to-door interviews | <input type="checkbox"/> Targeted Workshop/conferences |
| <input type="checkbox"/> Focus Group Research | <input checked="" type="checkbox"/> Public Meetings |
| <input type="checkbox"/> Public Hearings | <input type="checkbox"/> Key Person Interviews |
| <input type="checkbox"/> Other, identify | |

4. Indicate any special accommodations made to encourage participation from populations covered by EO 12898. Check all that apply:

- Interpreters
- Accessibility for Elderly & Disabled
- Child Care Provided
- Other,
- Listening Aids
- Transportation Provided
- Sign Language

5. If there is a project advisory committee, identify and describe committee members from populations covered by EO 12898

- None identified
 - Yes - Check all that apply and describe below:
 - Black
 - Hispanic
 - Asian-American
 - American Indian or Alaska Native
 - White and any combination of the above
 - Non-minority low-income
- Describe:

6. As a result of public involvement and inter-agency coordination, identify and describe issues of concern or controversy to populations covered by EO 12898:

Economic Development and Business

- No issues of concern or controversy identified.
- Yes - Issues of concern or controversy identified.
 1. List effects on businesses and populations covered by EO 12898:
 - None identified.
 - Yes; List and discuss -

Population Groups	Number of Businesses Created That Will:		Number of Businesses Displaced That:	
	Employ	Serve	Employ	Serve
Elderly	0	0	0	0
Disabled	0	0	0	0
Low income	0	0	0	0
Minority	0	0	0	0

2. List other effects.
 - None identified.
 - Yes; List and discuss -

Agriculture

- No issues of concern or controversy identified.
- Yes - Issues of concern or controversy identified.
 1. List effects on agricultural operations owned by members of populations covered by EO 12898.
 - None identified.
 - Yes; List and discuss -
 2. List effects on agricultural operations which employ members of populations covered by EO 12898, including migrant workers
 - None identified.
 - Yes; List and discuss -
 3. List other effects on members of populations covered by EO 12898:
 - None identified.
 - Yes; List and discuss -

Community/Residential

- No issues of concern or controversy identified.
- Yes - Issues of concern or controversy identified; List and discuss

1. List relocation effects on households covered by EO 12898:

- None identified.
- Yes; List and discuss

Population Groups	Number of Households Relocated
Elderly	None identified
Disabled	None identified
Low income	None identified
Minority	None identified

2. List other effects on members of populations covered by EO 12898.

- None identified.
- Yes; List and discuss

Other

- No issues of concern or controversy identified.
- Issues of concern or controversy identified; List and discuss

7. Indicate whether effects on populations covered by EO 12898 are beneficial or adverse:

A. Beneficial effects.

- Describe effects on populations and discuss whether they are direct, indirect or cumulative. Include a discussion of any measures to enhance beneficial effects. Describe methods used to determine beneficial effects resulting from the proposed project. (If only beneficial effects, process is complete.)

Benefits for populations who are users of the facility include improved mobility and safety. Measures to incorporate beneficial effects include direct coordination with property owners, local municipalities and agencies, and other interested stakeholders.

B. Adverse effect.

- 1. Adverse Effects are proportional or disproportionately low. Identified adverse effects are proportionate or disproportionately low to those experienced by the general population.

Describe effects on populations and discuss whether they are direct, indirect or cumulative. Describe methods used to determine adverse effects resulting from the proposed project. Include a discussion of any measures to avoid, minimize, or mitigate adverse effects. (If only beneficial or proportional or disproportionately low effects, process is complete.)

Adverse direct effects to populations who are users of the facility and may live along the facility include:

- Short lived delays during construction; special provisions will be included in the project requiring the contractor to maintain access to and from US 2/53 and the local roads. If interruption in service is required on the local roads during construction activities, the interruption would be short-lived while providing timely notice will be provided to adjacent property owners if access must be interrupted on local roads. Traffic information will be made public via written notices, email, press releases, and door-to-door contact, as needed, to notify travelers of possible traffic delays.
- Possible temporary interruption of community services (garbage pickup, mail service, school bus service); additional coordination is required with local units of government and local service agencies to limit disruption of these services during construction. Alternative locations for garbage pickup or mail delivery would be coordinated with individual property owners.
- Changes in view-shed to and from the facility; coordination is ongoing with property owners to minimize impacts to lot frontages.

- 2. Adverse Effects are disproportionately high. A disproportionately high and adverse effect means an adverse effect that:
 - a.) is predominately borne by populations covered by EO 12898; or
 - b.) will be suffered by populations covered by EO 12898 and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by population not covered by EO 12898.

Describe disproportionately high and adverse effects on populations covered by EO 12898 and discuss whether they are direct, indirect or cumulative. Describe methods used to determine adverse effects resulting from the proposed project. Include a discussion of any measures to avoid, minimize, or mitigate disproportionately high and adverse effects or enhance beneficial effects.

Official mapping to preserve future right-of-way is not anticipated to produce any beneficial or adverse effects on protected populations since populations covered by EO 12898 are not owners of the parcels to be officially mapped.

Question 8 is not applicable.

8. Will the alternative be carried through final design even with disproportionately high and adverse effects on populations covered by EO 12898?

- A. No, the alternative will not be carried out because of disproportionately high and adverse effects on populations covered by EO 12898.
 - 1. Another alternative with less severe effects on populations covered by EO 12898 can meet the purpose and need of the proposed alternative and is practicable.
 - 2. Other.
Describe.
- B. Yes, the alternative will be carried out with the mitigation of disproportionately high and adverse effects on populations covered by EO 12898.
 - 1. All disproportionate effects will be mitigated by the following measures.
List and discuss measures:
 - 2. The alternative will be carried through final design without fully mitigating disproportionately high and adverse effects. A substantial need for the alternative exists based on the overall public interest.
Alternatives that would have less adverse effects on populations covered by EO 12898 have either:
 - a) Adverse social, economic, environmental, or human health impacts that are more severe.
 - b) Would involve increased costs of an extraordinary magnitude.

FACTOR SHEET C-1: WETLANDS EVALUATION

Alternative Alternative 4 - Jughandle Overpass with NW-SE Connections to US 2/53	Total Length of Center Line of Existing Roadway 2-miles Length of This Alternative 2-miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Describe Wetlands:

		Project Wetland	
Location County	Douglas		
Location (Section-Township-Range)	Section 4, T48N, R13W		
Location Map	See Attachment 15		
Wetland Type(s) ¹	To be determined; see Question 10		
Total Wetland Loss (acres)	20**		
Wetland is: (Check all that apply) ²	Yes	No	
Isolated from stream, lake or other surface water body		X	
Not contiguous (in contact with) a stream, lake, or other water body, but within 5-year floodplain	X		
If adjacent or contiguous, identify stream, lake or water body by Section-Township-Range	Unnamed Streams - Section 4, T48N, R13W		
¹ Use wetland types as specified in the "WisDOT Wetland Mitigation Banking Technical Guideline, Table 3-C" ² If wetland is contiguous to a stream, complete Factor Sheet C-2, Rivers, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete Factor Sheet C-3, Lake or Water Body Impact Evaluation.			

** Direct or indirect impacts to wetlands would not occur as a result of official mapping itself.

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

- No
 Yes:
 Advanced Identification Program (ADID) Wetlands
 Other – Describe: wetlands are located within City of Superior Special Area Management Plan (SAMP) and the Moccasin Mike Wetland Preserve (see **Question 10**).

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

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

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

The wetland areas affected by this project are wooded wetland environmental corridors that contain various terrestrial and aquatic habitats. These habitats provide for both permanent and seasonal migratory uses for a diversity of species. Resident species include raccoons, possum, turtles, skunks, rabbit, muskrats, other small mammals, frogs, various amphibians and reptiles, song birds, and other raptors. Resident waterfowl are unknown within the wetland area affected by the Proposed Action. Other animals that breed or seasonally migrate through the area include various waterfowl and raptors.

5. Federal Highway Administration (FHWA) Wetland Policy:

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

The topography surrounding the US 2/53 and County E/Moccasin Mike Road intersection consists primarily of wooded wetlands and developed properties in upland areas. Any alternatives which require less wetland impacts than the preferred alternative require residential and commercial relocations, impacts to the Moccasin Mike Wetland

Preserve (see **Question 10** for more information), and impacts to the Bear Creek Park. There are no feasible alternatives which fulfill Purpose and Need while avoiding the wetlands.

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

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

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

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

- Not Applicable - No fill to be placed in wetlands or wetlands are not under USACE jurisdiction.
 - Applicable - Fill will be placed in wetlands under the jurisdiction of the USACE.
- Indicate area of wetlands filled: Acres: 20 (estimated; see Question 10 for additional information)

Type of 404 permit anticipated:

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

Indicate which GP or LOP is required:

- Non-Reporting GP
- Provisional GP
- Provisional LOP
- Programmatic GP

Expiration date of 404 Permit, if known

404 Permit submittal would occur during the design process if the Proposed Action programmed. Approval would be obtained prior to construction of the Proposed Action.

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

- No Section 10 Waters.

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

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

Status of PCN

USACE has made the following determination on: (Date)

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

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

A. Wetland Avoidance:

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

Avoidance measures include minimizing realignment of County E/Moccasin Mike Road, where feasible, to avoid additional wetland complexes and further severing wetland complexes.

During design, additional wetland avoidance would be evaluated by lower level improvements and design modifications.

2. Indicate the total area of wetlands avoided:

Acres: 5 (estimated)

B. Minimize the amount of wetlands affected:

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

Wetland impacts would be minimized by use of steeper slopes outside the clear zone (increase 4:1 normal slope to 3:1 steeper slopes) or a combination of use of guardrail and steeper slopes.

During design, additional wetland minimization would be evaluated through use of steep slopes, guard rail, profile adjustments, and other methods that may be applicable to the design standards in the future.

2. Indicate the total area of wetlands saved through minimization:
Acres: 1.5 (estimated)

10. Compensation for Unavoidable Wetland Loss:

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

Type	Acre(s) Loss	Ratio	Compensation Type and Acreage			
			On-site	Near/off site	Consolidation Site	Bank site
To be determined*	20	**				**

* Wetland types to be determined via formal wetland delineation as part of future environmental evaluations. Wetland types are anticipated to be riparian floodplain forested (RPF), shrub swamps (SS), or wooded swamps (WS).

**Mitigation ratio and bank site compensation type and acreage to be determined.

Wetland impact areas are based upon available WDNR, Douglas County, and City of Superior mapping. Additional field reviews of natural resources and wetland delineations are required to determine actual wetland areas present on the project site. Wetland impacts estimated with both within the existing and new right-of-way.

The wetlands surrounding the intersection are also part of the City of Superior’s Special Area Management Plan (SAMP) for wetland preservation and mitigation (see **Figure C-1.1**). Per coordination with the City of Superior, the wetland areas near the intersection (pink colored areas shown in **Figure C-1.1**) are not subject to the City’s permitting process and any impacts shall be permitted through WDNR and USACE using current WNDR and USACE permitting guidelines.

The City of Superior designated approximately 448-acres to the Moccasin Mike Wetland Preserve in 2009 (see **Figure C-1.2** and **Attachment 4**). The preserve was put in place of compensate for an outstanding balance in the City’s SAMP for projects previously permitted. The preserve was used to mitigate impacts at an 8:1 ratio for wetland preservation and 10:1 for upland preservation. The Moccasin Mike Wetland Preserve provided approximately 50-acres of wetland credit to mitigate previously permitted projects.

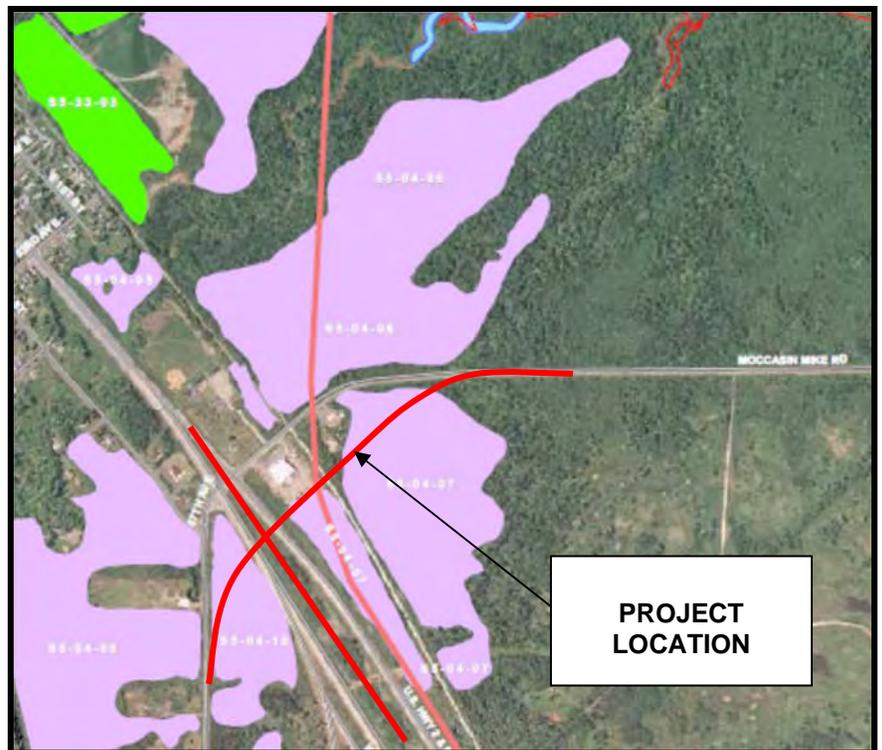
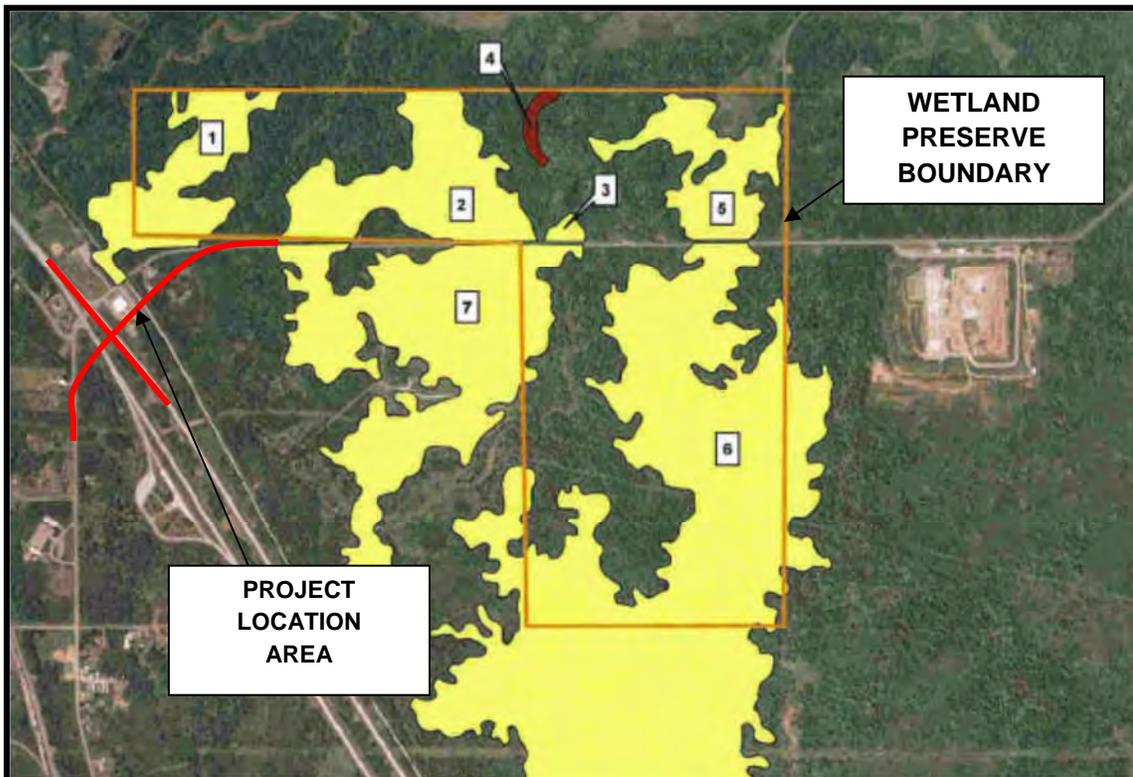


Figure C-1.1 – Project Area Wetlands in City of Superior’s SAMP (Source: City of Superior)



**Figure C-1.2 – Moccasin Mike Wetland Preserve
(Source: City of Superior)**

There are no direct conversion impacts anticipated to the Moccasin Mike Wetland Preserve. A portion of the Moccasin Mike Wetland Preserve is also part of the Wisconsin Point Management Planning Area. The Wisconsin Point Management Planning Area is further discussed in **Question 6 of Basic Sheet 2** and **Coastal Zone Evaluation Factor Sheet C-6**.

11. **If on-site compensation is proposed, describe how a search for a compensation site was conducted:**
Not applicable. On-site mitigation sites were not evaluated in any detail during this phase of the project. On-site mitigation would be explored in further detail during a future design phase if the Proposed Action is programmed.
12. **Summarize the coordination with other agencies regarding the compensation for unavoidable wetland losses: Attach appropriate correspondence:**
Initial coordination has been completed with the WDNR, USACE, and City of Superior. Correspondence with WDNR and USACE are included in **Attachment 6** and **Attachment 9**, respectively. Coordination will continue with WDNR, USACE, and City of Superior to permit wetland fills and obtain water quality certification/final concurrence for the Proposed Action.

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

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

Alternative Alternative 4 - Jughandle Overpass with NW-SE Connections to US 2/53	Total Length of Center Line of Existing Roadway 2-miles Length of This Alternative 2-miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Stream Name:

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

- Bear Creek
- Unnamed Stream #1
- Unnamed Stream #2
- Unnamed Stream #3

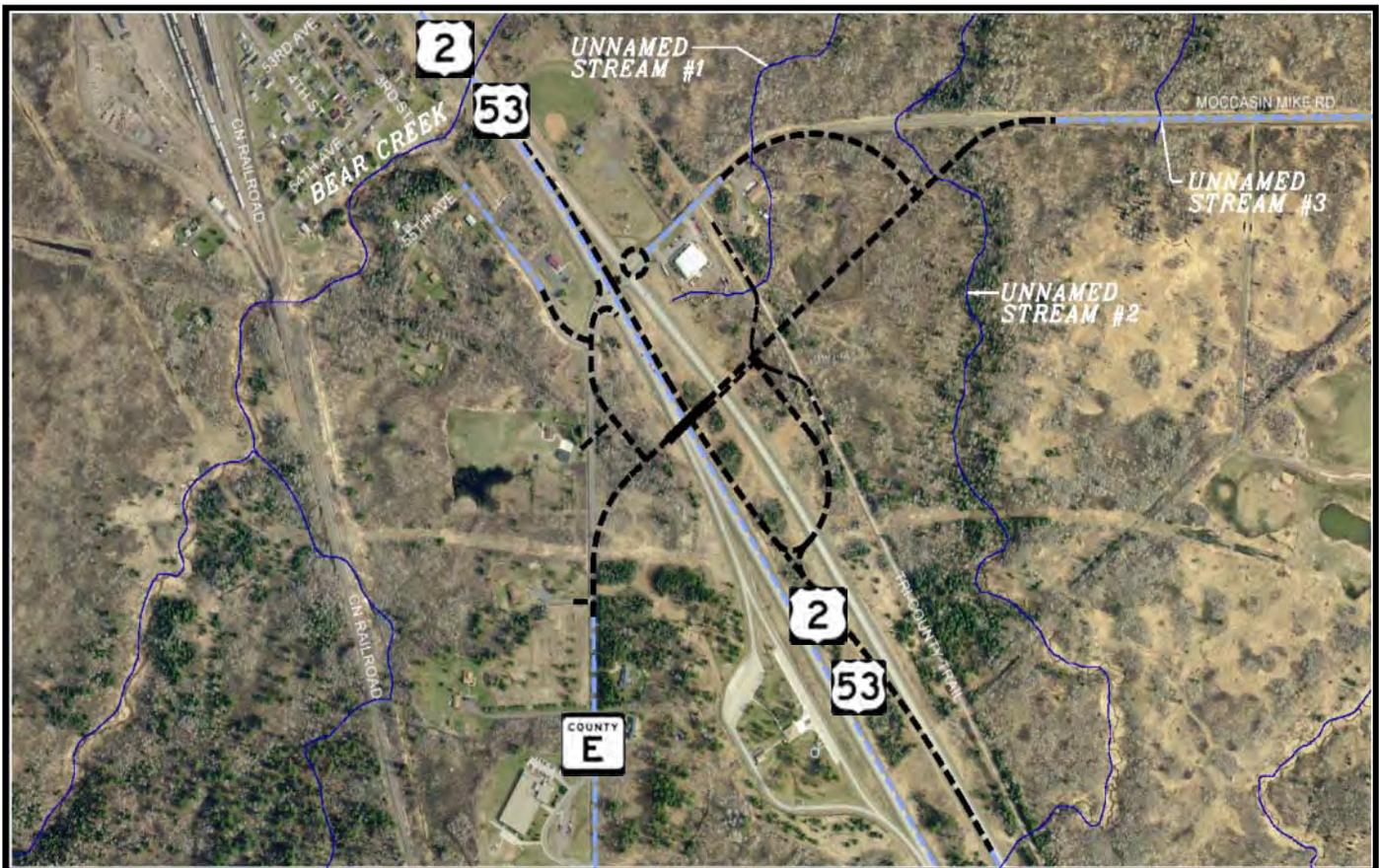


Figure C-2.1 – Project Area Waterways

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

- Unknown
- Warm water
- Cold water

If trout stream, identify trout stream classification:

- Wild and Scenic River

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

The individual watersheds are unknown. All streams are part of the St. Louis and Lower Nemadji River watershed draining over 3,600 square miles. The watershed is shown in **Figure C-2.2** below.

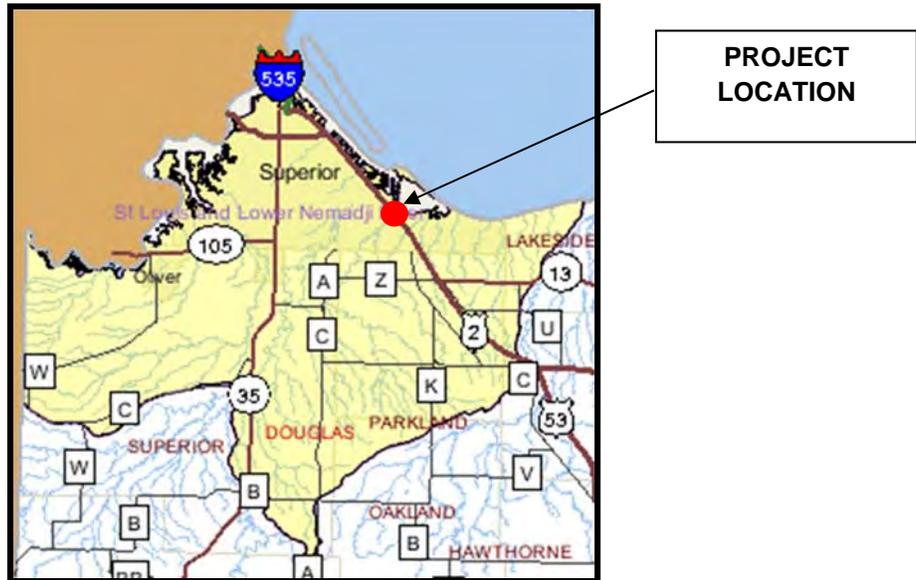


Figure C-2.2 – St. Louis and Lower Nemadji River Watershed (Source: WDNR)

4. Stream flow characteristics:

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

5. Stream Characteristics:

A. Substrate:

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

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

C. Vegetation in Stream

- Absent
- Present - Types unknown

D. Identify Aquatic Species Present:

Per coordination with WDNR, due to the streams having unpredictable flow the values of any fish and wildlife are limited.

E. If water quality data is available, include this information:

Not available.

F. Is this river or stream on the WDNR's "Impaired Waters" list?

- No
- Yes - List:

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

- Not Applicable
- None identified
- Yes – Identify Bird Species present
Estimated number of nests is:

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

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

8. Describe land adjacent to stream:

Land adjacent to the streams includes primarily wetlands and woodlands with some residential home sites and the Bear Creek Park.

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

The Unnamed Streams #1, #2, and #3 discharge into Bear Creek approximately 0.5-miles downstream of the project site. Bear Creek discharges to Allouez Bay approximately 1-mile downstream of the project site. There are no other identified upstream or downstream dischargers or receivers within 0.5-miles of the project site.

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

US 2/53 and Moccasin Mike Road are existing crossing encroachments at all streams. The work at each location is described below:

- Bear Creek – no work in stream or floodplain. There are mapped floodplains at this location. The mapped floodplain is shown in **Figure C-2.3**.
- Unnamed Stream #1 – culvert replacements within waterway; slope and roadway grading adjacent to waterway. There are no mapped floodplains at this location.
- Unnamed Stream #2 – culvert replacement within waterway; slope and roadway grading adjacent to waterway. There are mapped floodplains at this location. The mapped floodplain is shown in **Figure C-2.4**.
- Unnamed Stream #3 – no work in stream. There are no mapped floodplains at this location.

There are no Section 10 waters present within the project area.

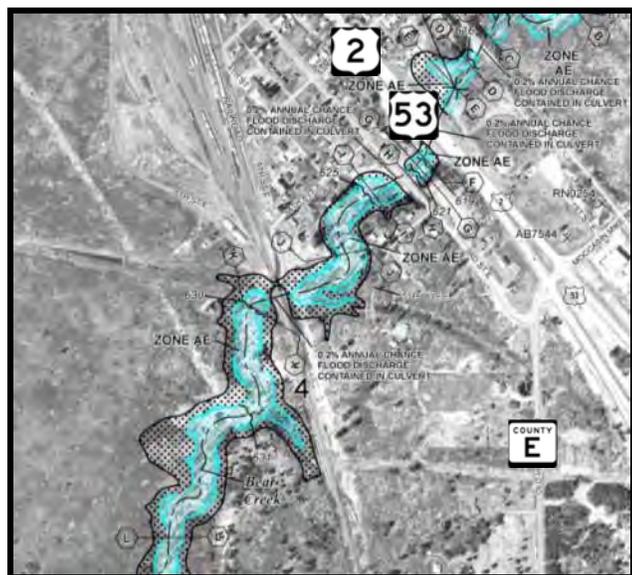


Figure C-2.3 – Mapped Floodplains at Bear Creek (Source: FEMA)

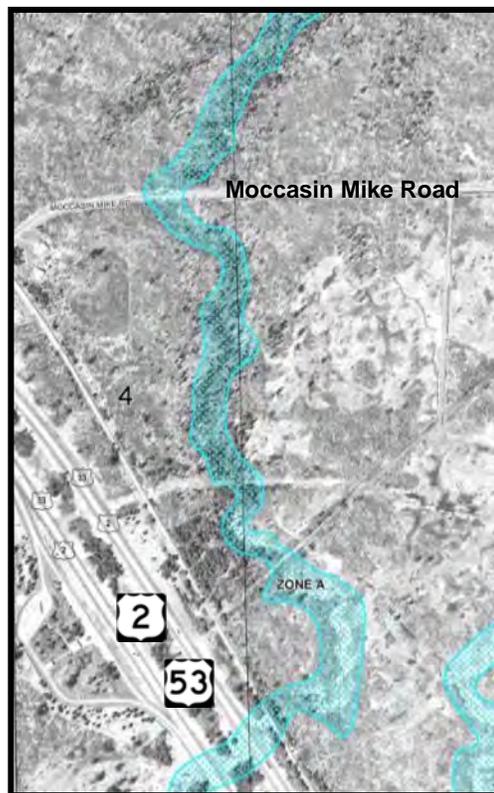


Figure C-2.4 – Mapped Floodplains at Unnamed Stream #2 (Source: FEMA)

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

The proposed work would not increase the backwater of any of the waterways. The project is in compliance with NR116.

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

City of Superior and Douglas County designates permitting to WDNR for discharges to and changes to floodplains. No coordination is required with local floodplain zoning authorities as there would be no changes to the existing floodplains.

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

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

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

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

No direct or indirect impacts to floodplains, streams, or waterways would occur as a result of official mapping itself.

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

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

16. Are measures proposed to enhance beneficial effects?

- No
- Yes. Describe:

FACTOR SHEET C-6: COASTAL ZONE EVALUATION

Alternative Alternative 4 - Jughandle Overpass with NW-SE Connections to US 2/53	Total Length of Center Line of Existing Roadway 2-miles Length of This Alternative 2-miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. The project is located in the following county or counties which have coastlines on the Great Lakes:

- Ashland Bayfield Brown Door Douglas Iron Kenosha
 Kewaunee Manitowoc Marinette Milwaukee Oconto Ozaukee Racine
 Sheboygan

2. The project is located in the following county or counties which are in the Great Lakes Watershed with tributaries to the Great Lakes

- Florence Fond du Lac Forest Menominee Outagamie Shawano Vilas
 Washington Waukesha Winnebago

If project's effects do not extend into one of the counties listed above, this worksheet does not need to be completed. If any county, listed above, is checked, complete the following:

3. Does the project affect a Special Coastal Area, as indicated in the Coastal Zone Management (CZM) Plan?

- Yes - The Special Coastal Area is:
 Park Boat Landing Beach Historic Property Archaeological Site
 Harbor Fishery Area Hunting Area

No - The project's effects do not extend into or affect any CZM Areas of Special Concern.

4. Describe the project's effects on the CZM Special Coastal Area.

Moccasin Mike Road is the only public access to Wisconsin Point coastal area. The coastal area served by Moccasin Mike Road is the primary access for three public access locations per the NWRPC 2008 study entitled *Lake Superior South Shore Public Access Study*. See **Figure C-6.1** for the public access locations within the Wisconsin Point coastal area.

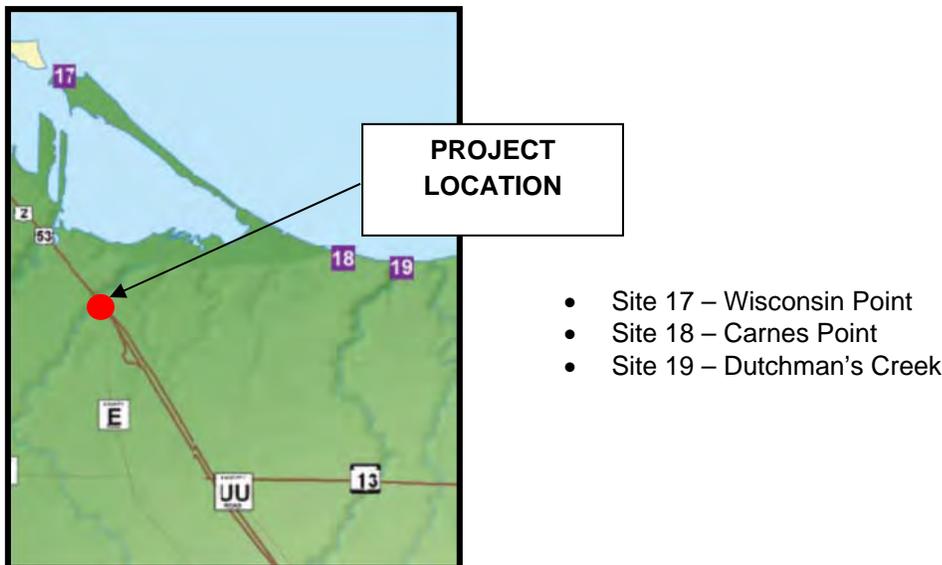


Figure C-6.1 – Public Access Points Served from Moccasin Mike Road (Source: NWRPC)



Figure C-6.2 – Wisconsin Point and Carnes Point (Source: NWRPC)

Wisconsin Point (Figure C-6.2)

This site is located 1.1 miles from the Proposed Action at US 2/53. This well maintained recreation area is a peninsula that separates Lake Superior from Allouez Bay. The park features points of access for swimming, picnicking, birding, and other recreation. A breakwater and coast guard station are located at the tip of the park as well as a historical marker explaining the unique history of the area.

Figure C-6.3 – Carnes Point and Dutchman's Creek (Source: NWRPC)



Carnes Point (Figure C-6.2 and C-6.3)

This site is located 2.25 miles from the Proposed Action at US 2/53. Used for lake views and fishing.

Dutchman's Creek (Figure C-6.3)

This site is located 3 miles from the Proposed Action at US 2/53. This site offers provides access to Lake Superior and a walking trail along the beach leads to the beach below Carnes Point. Used for kayaking, fishing, swimming, and hiking.

Note: The roadway labeled as Lake Shore Drive in **Figures C-6.2 and C-6.3** is now known as Moccasin Mike Road.

Wisconsin Point Management Planning Area

The Northwest Regional Planning Commission completed a study in 2012 entitled *Wisconsin Point Area Management Plan*. The Wisconsin Point Management Planning Area (see red boundary in **Figure C-6.4**) encompasses roughly 2,300-acres on the eastern boundary of the City of Superior. The site provides opportunities for public use, including beach use, hiking, wildlife viewing, and hunting. The plan was completed in order to provide a comprehensive review of not only the coastal resources managed by 60 the City of Superior but also the adjoining lands which are owned and managed by various non-city entities and public authorities. The area adjacent to the project site primarily consists of wetlands and woodlands available for hunting purposes and the lands adjacent to the Proposed Action are owned by Douglas County.

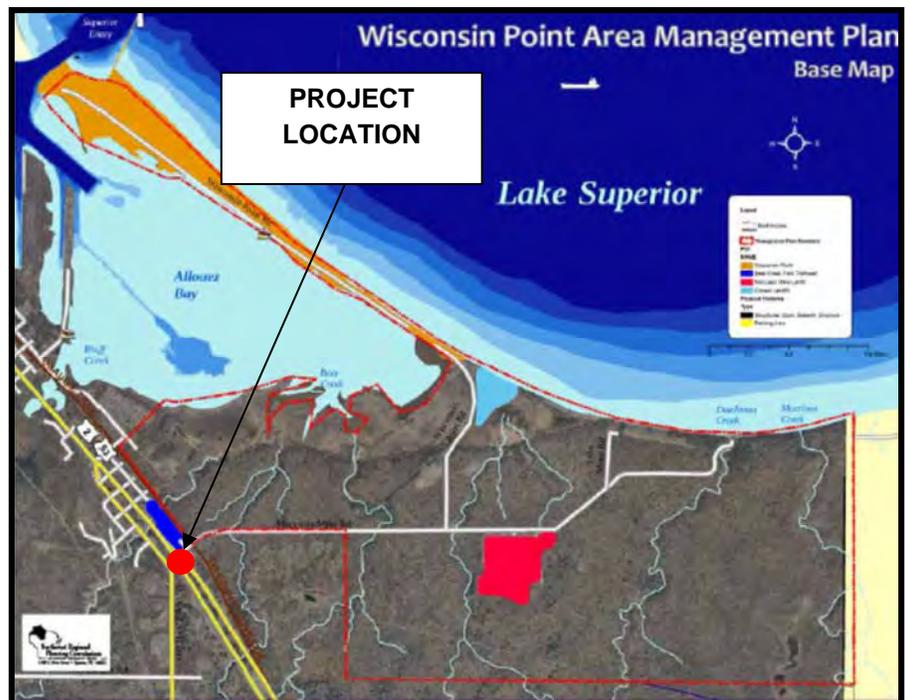


Figure C-6.4 – Wisconsin Point Planning Area (Source: NWRPC)

The Wisconsin Point Management Area is not a formal designation; rather it is a term to describe all lands within the planning area boundary reviewed and considered in the plan.

Discussion of Coastal Area Impacts

While the Proposed Action would require minor strip taking of right-of-way for matching roadway side slopes along the north side of Moccasin Mike Road within the Wisconsin Point Management planning boundary (property currently owned by Douglas County), the Proposed Action does not directly impact any special designated coastal areas.

This Wisconsin Point Management Area planning boundary also contains a portion of the City of Superior's Wetland Special Area Management Plan (SAMP) and the Moccasin Mike Wetland Preserve for wetland mitigation and protection purposes. The SAMP and the Moccasin Mike Wetland Preserve as well as avoidance and mitigation of any wetland impacts are further discussed in **Factor Sheet C-1**.

Access from US 2/53 to Moccasin Mike Road to the Wisconsin Point Management Area would be modified as part of the Proposed Action. Temporary delays may occur during construction. The delays would be temporary and limited in nature. The project provisions would required limiting inconveniences and would require maintenance of access to Moccasin Mike Road throughout construction. Although there may be temporary inconveniences during construction, safety will be improved for traffic using the US 2/53 and County E/Moccasin Mike Road intersection to access the Wisconsin Point Coastal Area.

No direct or indirect impacts to coastal area or planned coastal area uses would occur as a result of official mapping itself.

5. Briefly discuss the results of coordination with any other agency or local unit of government regarding their concerns and mitigation proposals for the project's effects on the CZM Special Coastal Area.

A stormwater evaluation may be required using the Stormwater Evaluation, Factor Sheet D-5, for projects located in a county listed in 1 or 2, above. If the proposal is federally funded and uses land from a publicly owned park, recreation area, wildlife or waterfowl refuge or significant historic site, Section 4(f) 6(f) and Other Unique Areas Evaluation, Factor Sheet B-8 may need to be completed.

None of the participating agencies involved in the Wisconsin Point Management Planning Area (NWRPC, WDNR, City of Superior, Douglas County, and Fond du Lac Band of Lake Superior Chippewa) expressed concerns with the Proposed Action at the US 2/53 and County E/Moccasin Mike Road intersection as part of this study related to the potential effects of the Proposed Action on the coastal area.

If the Proposed Action is programmed, additional agency coordination is required.

FACTOR SHEET D-2: CONSTRUCTION STAGE SOUND QUALITY EVALUATION

Alternative Alternative 4 - Jughandle Overpass with NW-SE Connections to US 2/53	Total Length of Center Line of Existing Roadway 2-miles Length of This Alternative 2-miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

Noise sensitive sites within the general project area consist primarily of residential homes (approximately 20). There is one school located south of the construction area on County E. The number of individual persons potentially affected is approximately 400.

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

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

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

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

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

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

Check all that apply:

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

FACTOR SHEET D-3: TRAFFIC NOISE EVALUATION

Alternative Alternative 4 - Jughandle Overpass with NW-SE Connections to US 2/53	Total Length of Center Line of Existing Roadway 2-miles Length of This Alternative 2-miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Need for Noise Analysis:

- A. 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 Factor Sheet D-2, Construction Stage Sound Quality Impact Evaluation.
 Yes – Complete Factor Sheet D-2, Construction Stage Sound Quality Impact Evaluation, and the rest of this sheet.

2. Traffic Data:

- A. Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on Basic Sheet 6, Traffic Summary Matrix:
- No
 Yes

- B. Identify and describe the noise analysis technique or program used to identify existing and future sound levels:

Existing and future noise levels were determined using the FHWA Traffic Noise Model (TNM version 2.5) at both developed and undeveloped receptor sites in the project area. See the noise receptor location map in **Attachment 16**.

- C. Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic sound:

There are eight developed receptors which have been modeled in the project area as shown in **Table D-3.1** below. All developed receptors are residential properties except three are commercial business sites.

See attached noise receptor location map in **Attachment 16** for locations of the noise receptors.

- D. 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.

- E. 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). **See Noise Analysis Summary below.** In areas currently undeveloped, local units of government shall be notified of predicted sound levels for land use planning purposes. **A copy of the written notification will be sent to local units of government upon approval of this Environmental Assessment and prior to preparation of the final environmental finding.**

Undeveloped areas are wetland and lowland areas which may not be developable. The areas of noise impacts anticipated are already developed areas. Upon implementation of any future action(s), WisDOT will update the noise analysis and provide notifications, if required.

- 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 Analysis Summary

A noise analysis was performed for the Proposed Action. There are an estimated 2 receptors impacted (see **Table D-3.1**). When it is determined that noise impacts will occur, WisDOT must then determine whether or not noise abatement is feasible, reasonable, and likely to be incorporated.

Traffic Noise Mitigation Measures

Traffic noise mitigation measures were considered in accordance with WisDOT Facilities Development Manual (FDM) 23-35-5. Mitigation measures considered include traffic control measures, buffer zones, noise barriers, and soundproofing, in this order.

Traffic Control Measures

Prohibition of trucks from US 2/53 and the local roads during any period is not compatible with the Purpose and Need of this project and therefore is not a reasonable noise mitigation measure.

Buffer Zones

This is a not a reasonable measure since there are existing buffer zones (undeveloped, wooded areas) already present throughout the project between the existing highway and the receptors. Much of the undeveloped area is woodland and wetlands. Acquisition of these undeveloped areas would not significantly preempt further development on the undeveloped properties that are directly adjacent to the intersection.

Noise Barriers (Walls)

One noise wall was modeled near receptors 6 and 7 to determine if a noise wall could effectively mitigate traffic noise levels per WisDOT FDM 23-35. The noise wall location modeled is shown on the noise receptor map in **Attachment 16**.

Per WisDOT FDM 23-35, noise walls are considered reasonable if they:

- Reduce noise levels by at least 8 dB
- Do not exceed \$30,000 per benefited receptor

The noise wall modeled would be anticipated to exceed the reasonable cost per receptor (\$79,000 per receptor) while the wall would only reduce future noise levels by 3 to 4 dB. The study team ceased noise wall modeling scenarios at a wall height of 10-feet due to total cost and ineffectiveness of the wall.

Soundproofing

Consideration of soundproofing is not necessary as there are no impacted receptors in Land Use Category D and there are none of these types of receptors present along the project.

Land Use Category D includes auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or non-profit institutional structures, radio studios, recording studios, schools, and television studios.

Conclusion

Based on the evaluation of these traffic noise mitigation measures, noise mitigation for this project is not reasonable and no mitigation measures are proposed to be implemented as part of the Proposed Action. Noise analysis will be reevaluated at the time any project may be programmed.

Table D-3.1 – Noise Analysis Results

Receptor Location or Site Identification (See Attachment 16)	Distance from C/L of Near Lane to Receptor in feet (ft.) *(from US 2/53) ** (from local road)	Number of Families or 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) (g)	Difference in Future Sound Levels and Noise Abatement Criteria (Col. e minus Col. d) (h)	Impact ³ or No Impact
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
1	755**	1 Family	67	55	54	1	-12	N
2	600**	1 Family	67	59	60	-1 (X)	-8	N
3	615**	Commercial	72	63	67	-4 (X)	-9	N
4A	255**	Commercial	72	54	56	-2 (X)	-18	N
4B	425**	1 Family	67	54	56	-2 (X)	-13	N
5	370*	Commercial	72	70	69	1	-2	N
6	285*	1 Family	67	68	67	1	1	I
7	250*	50 individuals	67	69	68	1	2	I

(X) The receptor experiences a reduction in noise levels from existing due to the relocation of County E/Moccasin Mike Road.

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.

FACTOR SHEET D-5: STORMWATER EVALUATION

Alternative Alternative 4 - Jughandle Overpass with NW-SE Connections to US 2/53	Total Length of Center Line of Existing Roadway 2-miles Length of This Alternative 2-miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

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

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

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

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

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

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

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

Guidelines and regulations for stormwater management include:

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

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

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

- 4. Indicate how the stormwater management plan will be compatible with fulfilling Trans 401 requirements.**
The Proposed Action would be subject to a 40% Total Suspended Solids (TSS) reduction post-construction stormwater requirement under TRANS 401. The project is exempt from peak flow requirements (control of 2-year storm in pre versus post development) and infiltration requirements (infiltrate up to 2% of project site) under TRANS 401 although some infiltration may occur providing additional stormwater treatment and control.

The project would provide for total suspended solids reduction through implementation of best management practices. Design features would include roadside vegetated swales along the project roadways to transfer and treat stormwater. The vegetated swales would remove suspended solids and aid in slowing runoff velocities. Any stormwater outfalls would be placed to maintain buffers from waterways and wetlands, where feasible, as defined in TRANS 401.

5. Identify the stormwater management measures to be utilized.

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

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

- No - None drainage districts present
 Yes
Has initial coordination with a drainage board been completed?
 No
 Yes

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

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

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

8. Has the effect on downstream properties been considered?

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

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

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

FACTOR SHEET D-6: EROSION CONTROL EVALUATION

Alternative Alternative 4 - Jughandle Overpass with NW-SE Connections to US 2/53	Total Length of Center Line of Existing Roadway 2-miles Length of This Alternative 2-miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Five a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length, percent slope and soil types.

The existing longitudinal slopes range from 0% to 2%. The existing perpendicular slopes range from 2% to 50%. The proposed longitudinal slopes range from 0% to 4%. The proposed perpendicular slopes range from 2% to 40%. Slope lengths vary from 500-feet to 1,000-feet longitudinally along each roadway and from 5-feet to 150-feet perpendicular to each roadway. The soils generally consist of silty clay loam with high runoff potential.

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

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

Implementation of standard best management practices is required for the resources present within the project area. The specific recommendations for erosion control practices are outlined in the following questions. No special or unique level of protection is anticipated.

3. Are there circumstances requiring additional or special consideration?

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

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

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

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

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

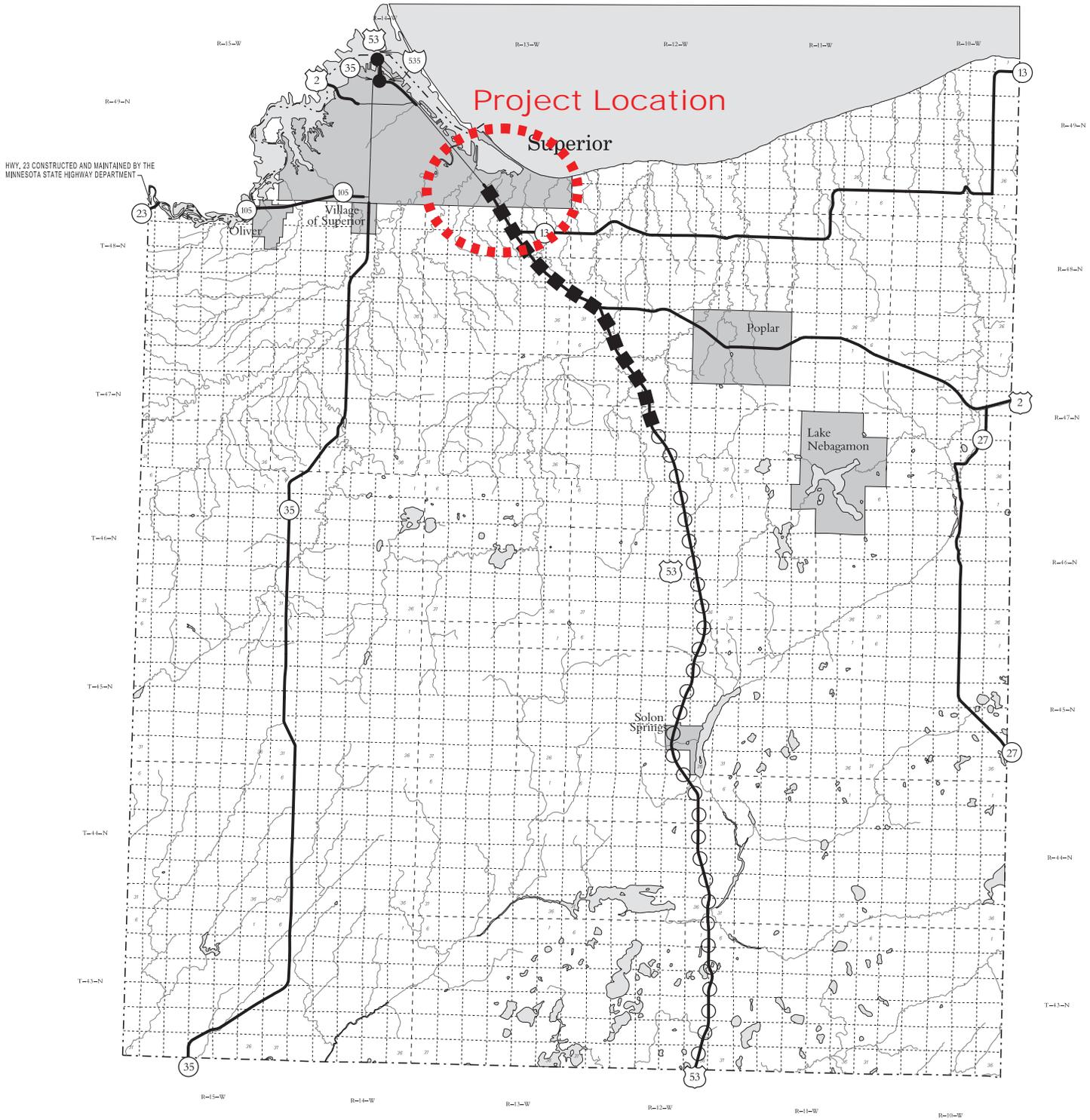
With future action(s), once sufficient engineering information and design development is completed to identify specific erosion control measures, plans will be sent to WDNR to obtain final agency certification on the erosion control plans.

Note: All erosion control measures (i.e., the Erosion Control Plan) shall be coordinated through the WisDOT-WDNR liaison process and TRANS 401 except when Tribal lands of American Indian Tribes are involved. WDNR's concurrence is not forthcoming without an Erosion Control Plan. In addition, TRANS 401 requires the contractor to prepare an Erosion Control

Implementation Plan (ECIP), which identifies timing and staging of the project's erosion control measures. The ECIP should be submitted to the WDNR and to WisDOT 14 days prior to the preconstruction conference (Trans401.08(1)) and must be approved by WisDOT before implementation. On Tribal lands, coordination for 402 (erosion) concerns are either to be coordinated with the tribe affected or with the U.S. Environmental Protection Agency (EPA). EPA or the tribes have the 401 water quality responsibility on Trust lands. Describe how the Erosion Control/Storm Water Management Plan can be compatible.

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

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

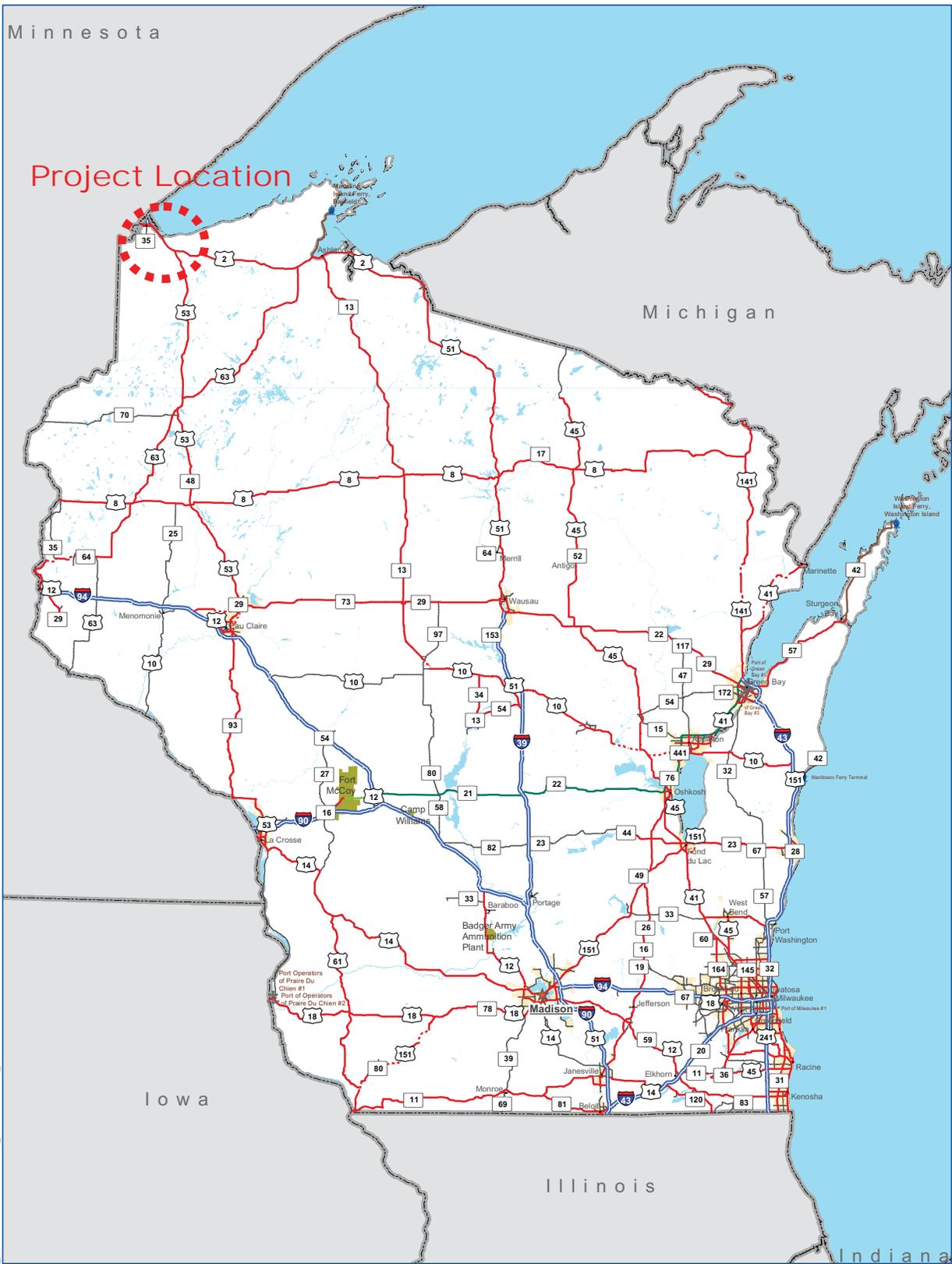


DOUGLAS COUNTY

Prepared by the State of Wisconsin, Department of Transportation
 Division of Transportation System Development in accordance with
 Section 84.02(12) showing the official layout of the STATE TRUNK
 HIGHWAY SYSTEM as of December 31, 2012

SYMBOL	HIGHWAY DESIGNATION	WI. STATE STATUTES
—————	STATE TRUNK HIGHWAY (Maintained & Traveled)	84.02
====	STATE TRUNK HIGHWAY (Not Maintained & Traveled)	84.02
.....	STATE TRUNK HIGHWAY (To be removed from the Official STH System upon opening to traffic the highway segment shown as symbol = = = =)	84.02
● ● ●	DESIGNATED FREEWAY- INTERSTATE HIGHWAY	84.29 & 84.295
■ ■ ■	DESIGNATED FREEWAY	84.295
○ ○ ○	DESIGNATED EXPRESSWAY	84.295

National Highway System: Wisconsin

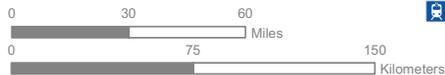


U.S. Department of Transportation
Federal Highway Administration

- Eisenhower Interstate System
- Other NHS Routes
- Non-Interstate STRAHNET Route
- Major STRAHNET Connector
- Intermodal Connector
- Intermodal/STRAHNET Connector
- Unbuilt NHS Routes
- MAP-21 Principal Arterials
- Census Urbanized Areas
- Department of Defense
- Water



- Airport
- Intercity Bus Terminal
- Ferry Terminal
- Truck/Pipeline Terminal
- Multipurpose Passenger Facility
- Port Terminal
- Truck/Rail Facility
- AMTRAK Station
- Public Transit Station



FHWA: Effective October 1, 2012



LEGEND

- | | |
|---|--|
|  EXISTING ROADWAY-TO REMAIN |  RESIDENTIAL RELOCATION |
|  CONCEPTUAL ROADWAY |  PUBLIC ACCESS CLOSURE |
|  CONCEPTUAL BRIDGE |  COMMERCIAL RELOCATION |
|  NEW PRIVATE ACCESS |  PRIVATE ACCESS CLOSURE |
|  NEW RIGHT-OF-WAY AREA |  TRAIL IMPACTED |
|  RIVER/CREEK |  WETLAND AREA |



**US 53 CORRIDOR PRESERVATION STUDY
COUNTY E / MOCCASIN MIKE INTERSECTION**

PROJECT ID: 1195-00-08
SUPERIOR TO DULUTH
DOUGLAS COUNTY

ALTERNATIVE #1

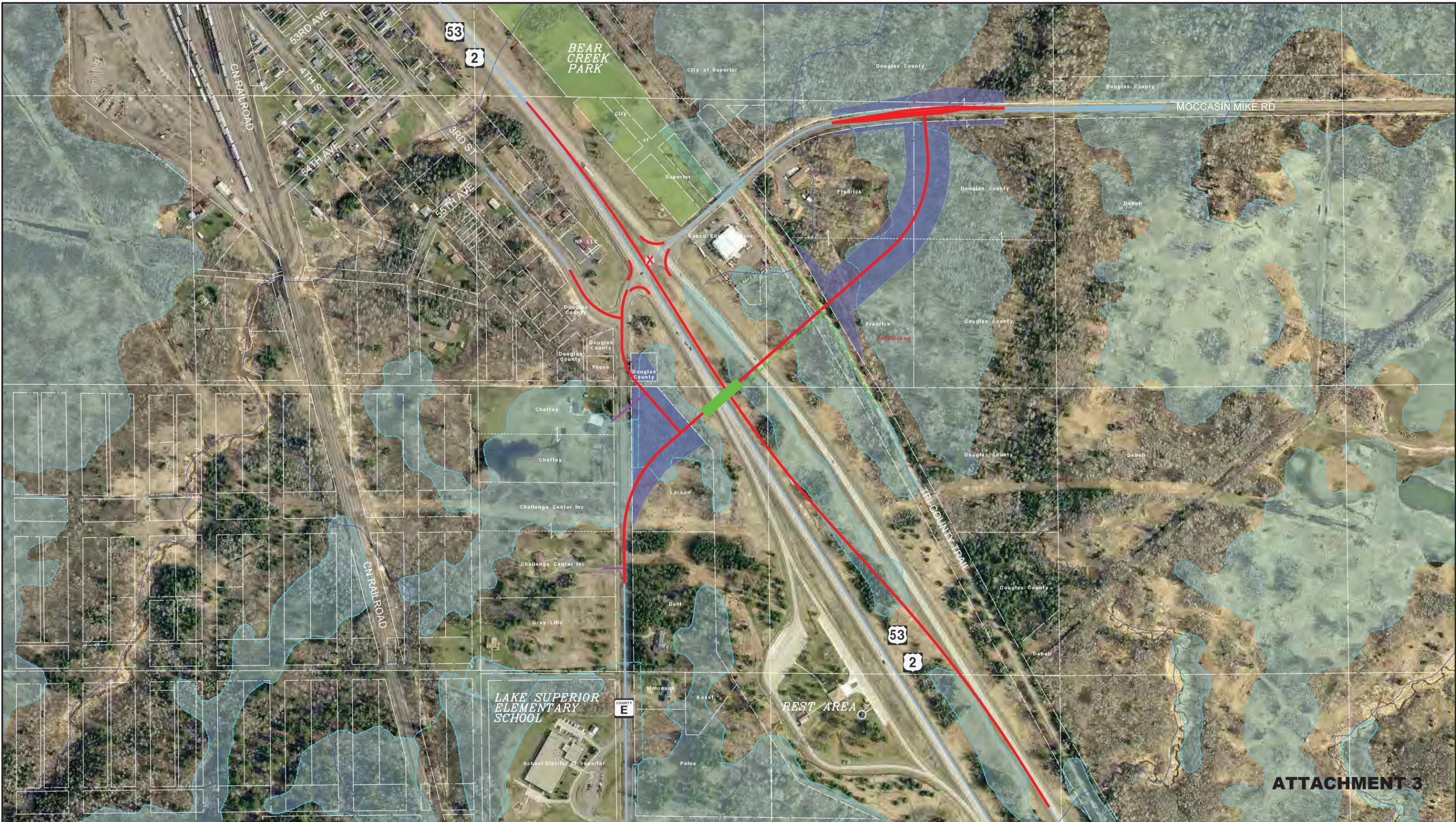
No-Build

December 2013

SCALE, FEET 



emcs inc



ATTACHMENT 3

LEGEND

- | | |
|---|--|
|  EXISTING ROADWAY-TO REMAIN |  RESIDENTIAL RELOCATION |
|  CONCEPTUAL ROADWAY |  PUBLIC ACCESS CLOSURE |
|  CONCEPTUAL BRIDGE |  COMMERCIAL RELOCATION |
|  NEW PRIVATE ACCESS |  PRIVATE ACCESS CLOSURE |
|  NEW RIGHT-OF-WAY AREA |  TRAIL IMPACTED |
|  RIVER/CREEK |  WETLAND AREA |



**US 53 CORRIDOR PRESERVATION STUDY
COUNTY E / MOCCASIN MIKE INTERSECTION**

PROJECT ID: 1195-00-08
SUPERIOR TO DULUTH
DOUGLAS COUNTY

ALTERNATIVE #2

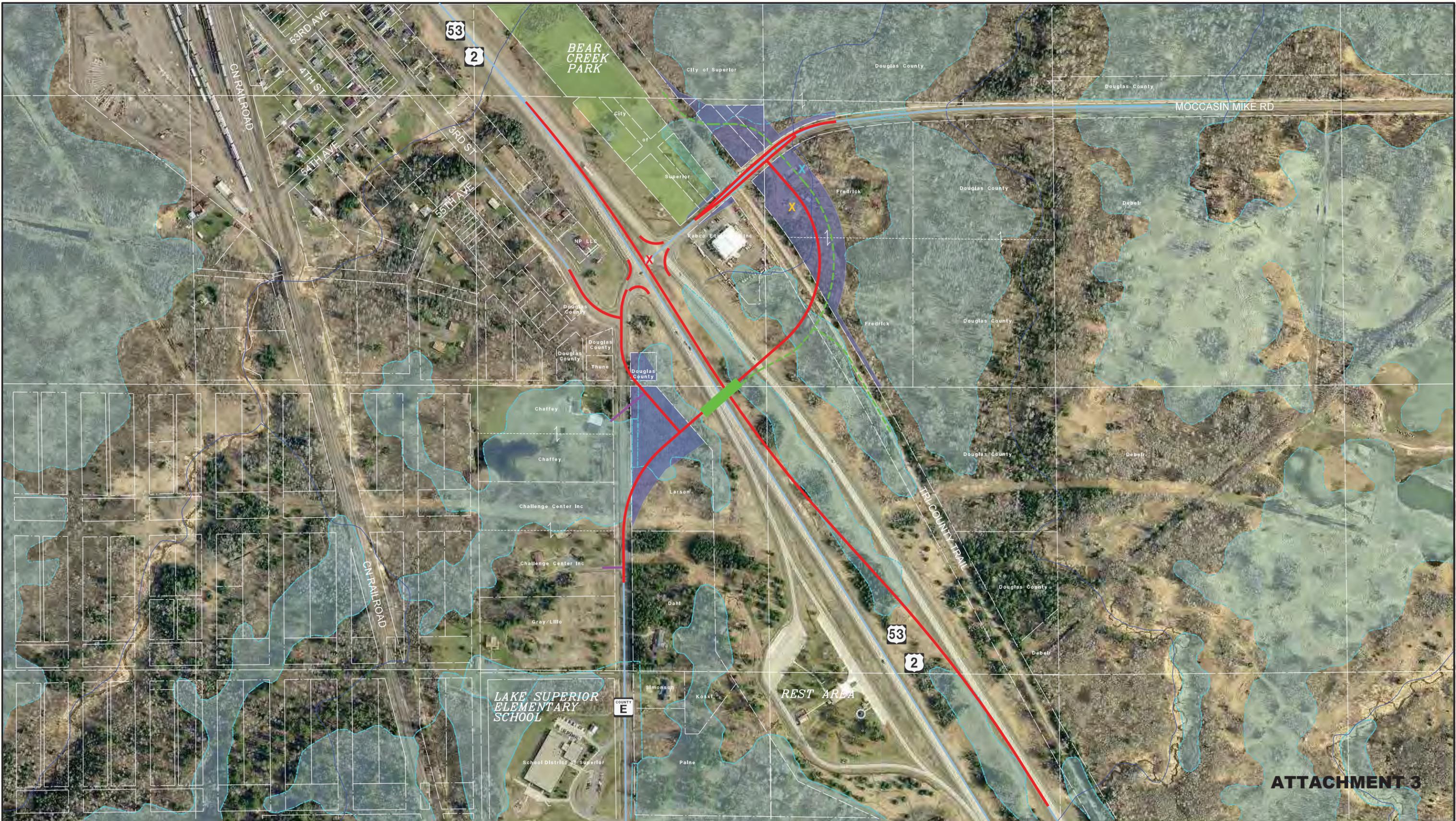
Jughandle Overpass (Far East) with Existing Connections to US 53

December 2013

SCALE, FEET 



emcs inc



ATTACHMENT 3

LEGEND

- | | |
|---|--|
|  EXISTING ROADWAY-TO REMAIN |  RESIDENTIAL RELOCATION |
|  CONCEPTUAL ROADWAY |  PUBLIC ACCESS CLOSURE |
|  CONCEPTUAL BRIDGE |  COMMERCIAL RELOCATION |
|  NEW PRIVATE ACCESS |  PRIVATE ACCESS CLOSURE |
|  NEW RIGHT-OF-WAY AREA |  TRAIL IMPACTED |
|  RIVER/CREEK |  WETLAND AREA |



**US 53 CORRIDOR PRESERVATION STUDY
COUNTY E / MOCCASIN MIKE INTERSECTION**

PROJECT ID: 1195-00-08
SUPERIOR TO DULUTH
DOUGLAS COUNTY

ALTERNATIVE #3

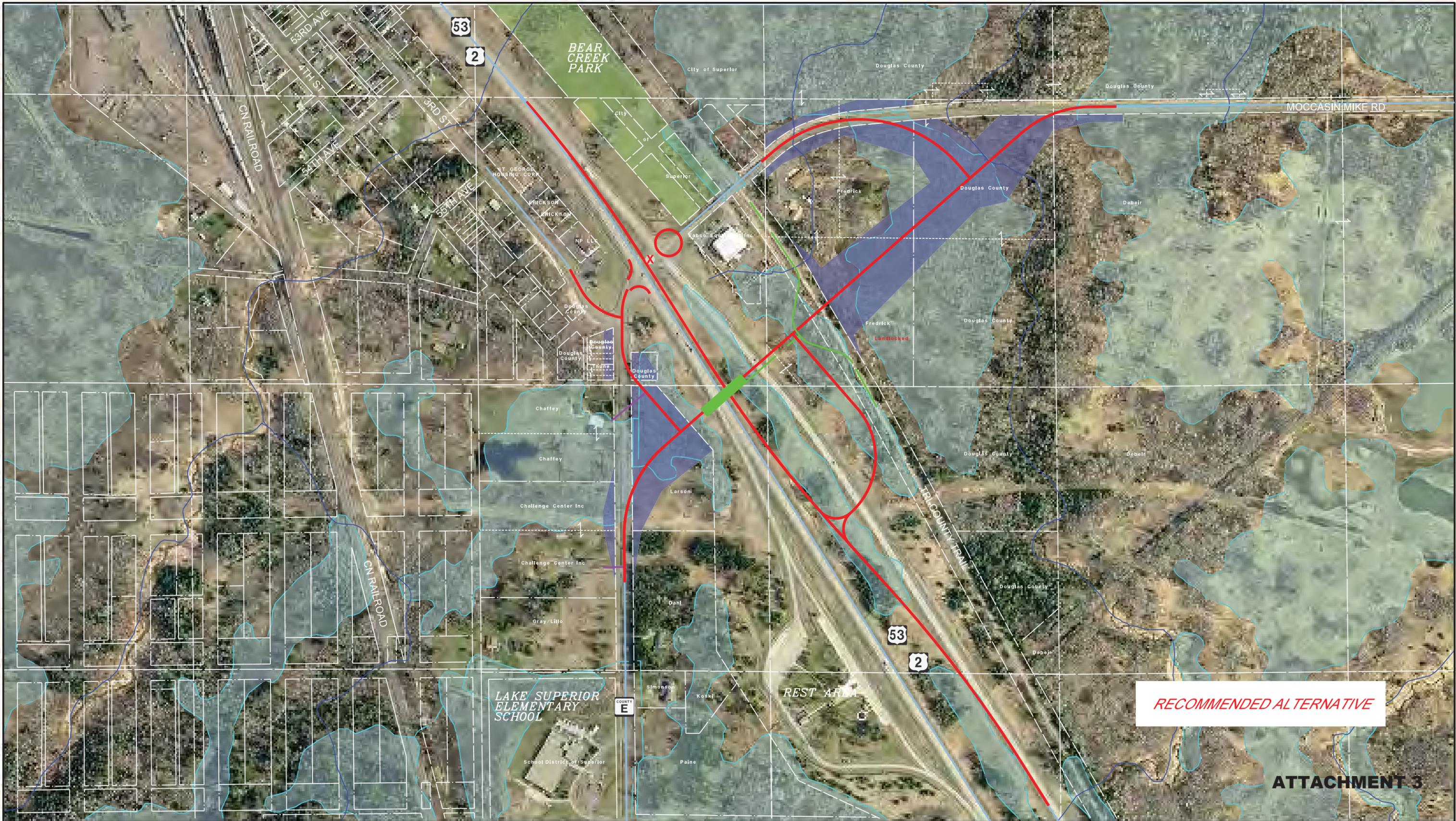
Jughandle Overpass (Near East) with Existing Connections to US 53

December 2013

SCALE, FEET 

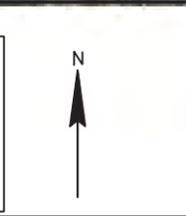


emcs inc



LEGEND

	EXISTING ROADWAY-TO REMAIN		RESIDENTIAL RELOCATION
	CONCEPTUAL ROADWAY		PUBLIC ACCESS CLOSURE
	CONCEPTUAL BRIDGE		COMMERCIAL RELOCATION
	NEW PRIVATE ACCESS		PRIVATE ACCESS CLOSURE
	NEW RIGHT-OF-WAY AREA		TRAIL IMPACTED
	RIVER/CREEK		WETLAND AREA

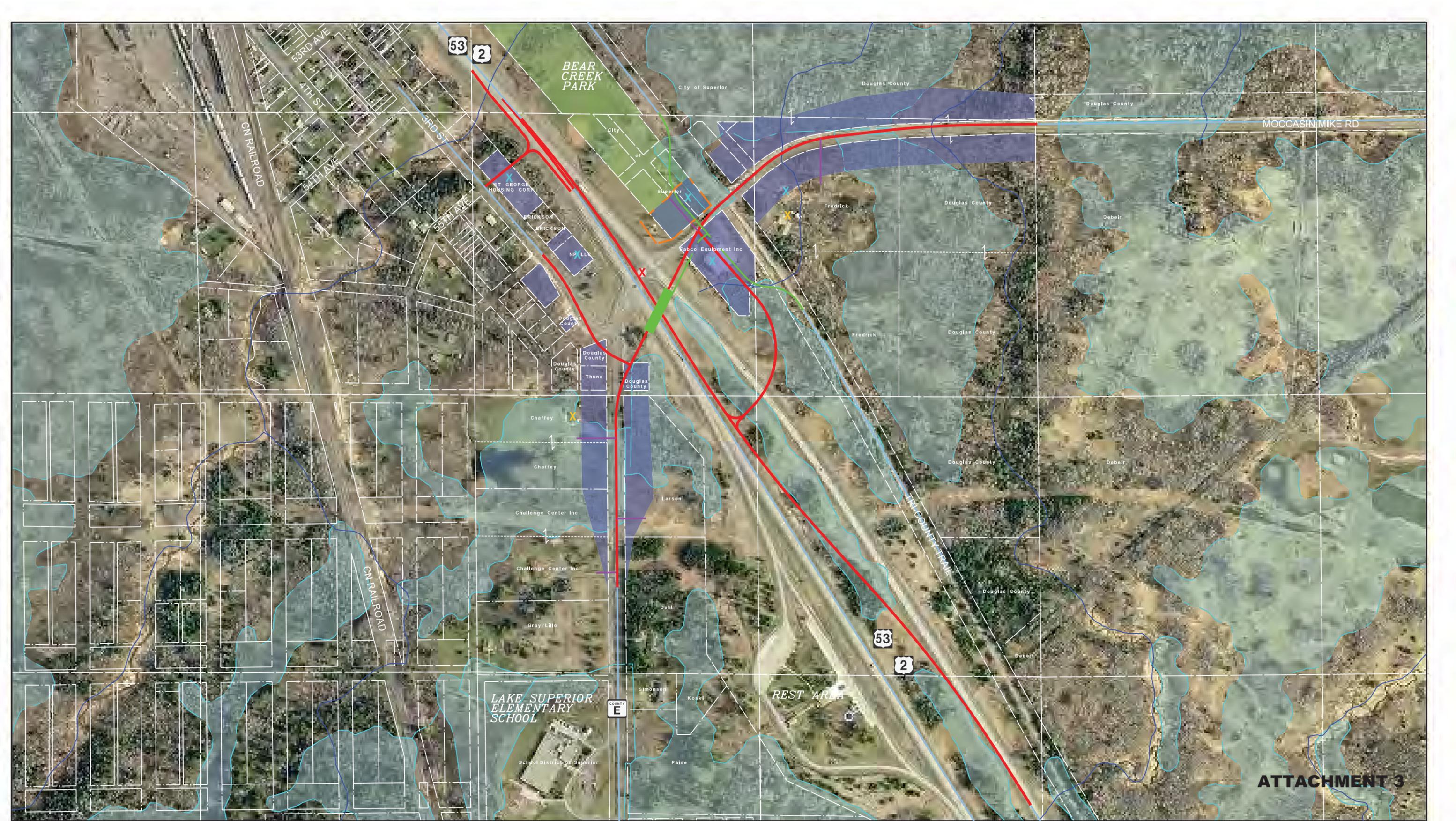


US 53 CORRIDOR PRESERVATION STUDY
COUNTY E / MOCCASIN MIKE INTERSECTION
 PROJECT ID: 1195-00-08
 SUPERIOR TO DULUTH
 DOUGLAS COUNTY

ALTERNATIVE #4
 Jughandle Overpass with NW-SE Connections to US 53
 July 2014
 SCALE, FEET




ATTACHMENT 3



ATTACHMENT 3

LEGEND

- | | | |
|----------------------------|------------------------|--------------|
| EXISTING ROADWAY-TO REMAIN | RESIDENTIAL RELOCATION | WETLAND AREA |
| CONCEPTUAL ROADWAY | PUBLIC ACCESS CLOSURE | |
| CONCEPTUAL BRIDGE | COMMERCIAL RELOCATION | |
| NEW PRIVATE ACCESS | PRIVATE ACCESS CLOSURE | |
| NEW RIGHT-OF-WAY AREA | TRAIL IMPACTED | |
| RIVER/CREEK | 4(f) ACQUISITION | |

US 53 CORRIDOR PRESERVATION STUDY
COUNTY E / MOCCASIN MIKE INTERSECTION
 PROJECT ID: 1195-00-06
 SOLON SPRINGS TO SUPERIOR
 DOUGLAS COUNTY

ALTERNATIVE #5
 On-Alignment Jughandle Overpass with NW-SE Connections to US 53
 January 2014
 SCALE, FEET

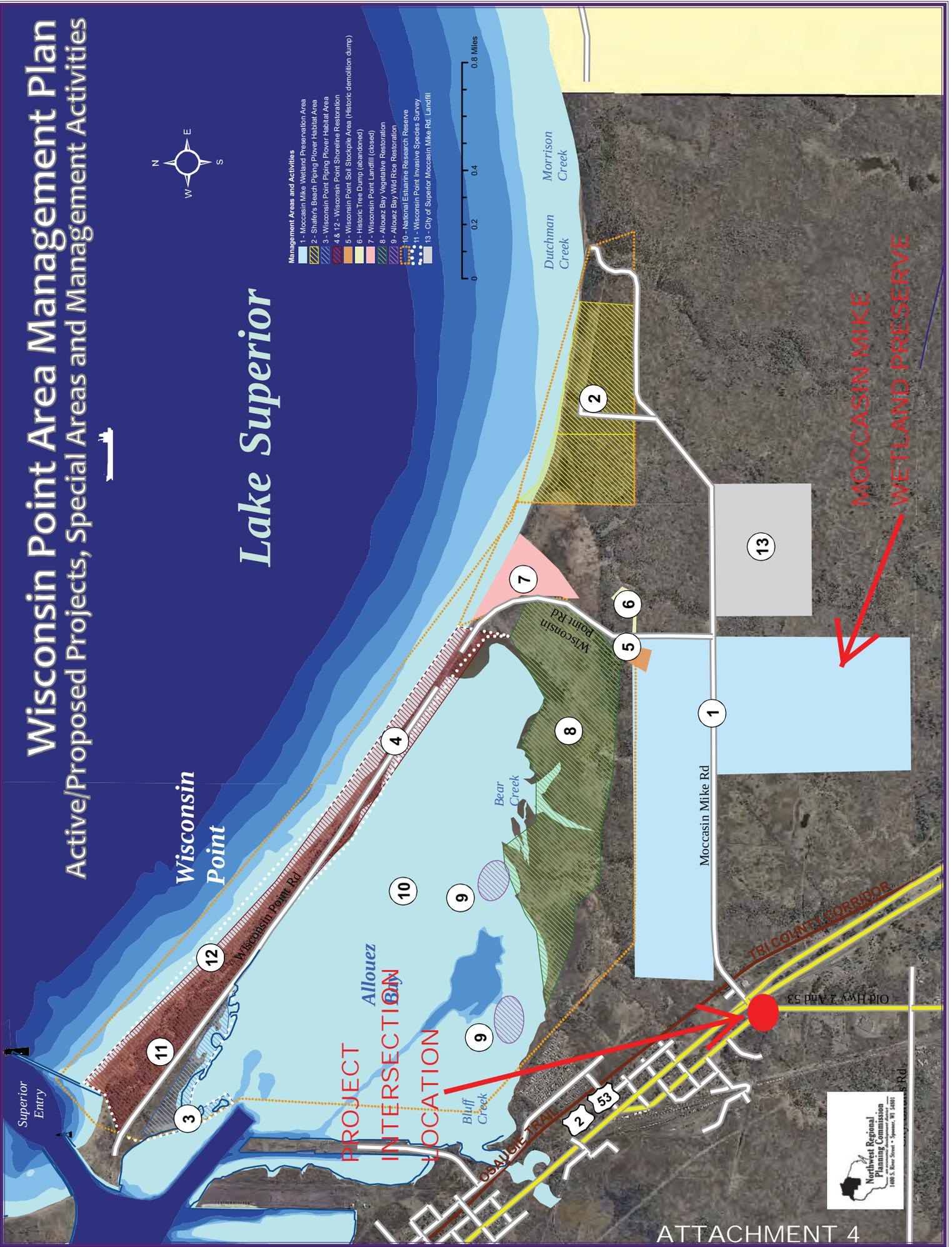


Wisconsin Point Area Management Plan

Active/Proposed Projects, Special Areas and Management Activities

Lake Superior

- Management Areas and Activities**
- 1 - Moccasin Mike Wetland Preservation Area
 - 2 - Shale's Beach Piping Plover Habitat Area
 - 3 - Wisconsin Point Piping Plover Habitat Area
 - 4 & 12 - Wisconsin Point Shoreline Restoration
 - 5 - Wisconsin Point Soil Stockpile Area (Historic demolition dump)
 - 6 - Historic Tree Dump (abandoned)
 - 7 - Wisconsin Point Landfill (closed)
 - 8 - Allouez Bay Vegetative Restoration
 - 9 - Allouez Bay Wild Rice Restoration
 - 10 - National Estuarine Research Reserve
 - 11 - Wisconsin Point Invasive Species Survey
 - 13 - City of Superior Moccasin Mike Rd. Landfill





Division of Transportation
Investment Management
Bureau of Aeronautics
PO Box 7914
MADISON WI 53707-7914

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

Telephone: 608-267-5018
FAX: 608-267-6748
E-mail: gary.dickers@dot.wi.us

26 AUGUST 2011

STEPHANIE CHRISTENSEN, P.E.
EMCS
630 SOUTH 36TH AVENUE
WAUSAU WI 54401

Subject: Project ID 1195-00-06, USH 53 Solon Springs to Superior, Douglas Co
Reference: Your Letter, 10-Aug-11, Same Subject

Dear Ms Christensen,

We have completed a review of your proposal for a preservation study of 23 miles of USH 53 from the Canadian National railroad just north of Solon Springs to 53rd Avenue in Superior.

The nearest public-use airports to the project area are:

- Solon Springs Municipal (OLG), 5.4 statute miles south of the beginning of the project area.
- Richard I. Bong Memorial (SUW) in Superior, 4.3 statute miles west of the end of the project area.
- Duluth Sky Harbor Airport and Seaplane Base (DLT), 3.6 statute miles northwest of the end of the project area.

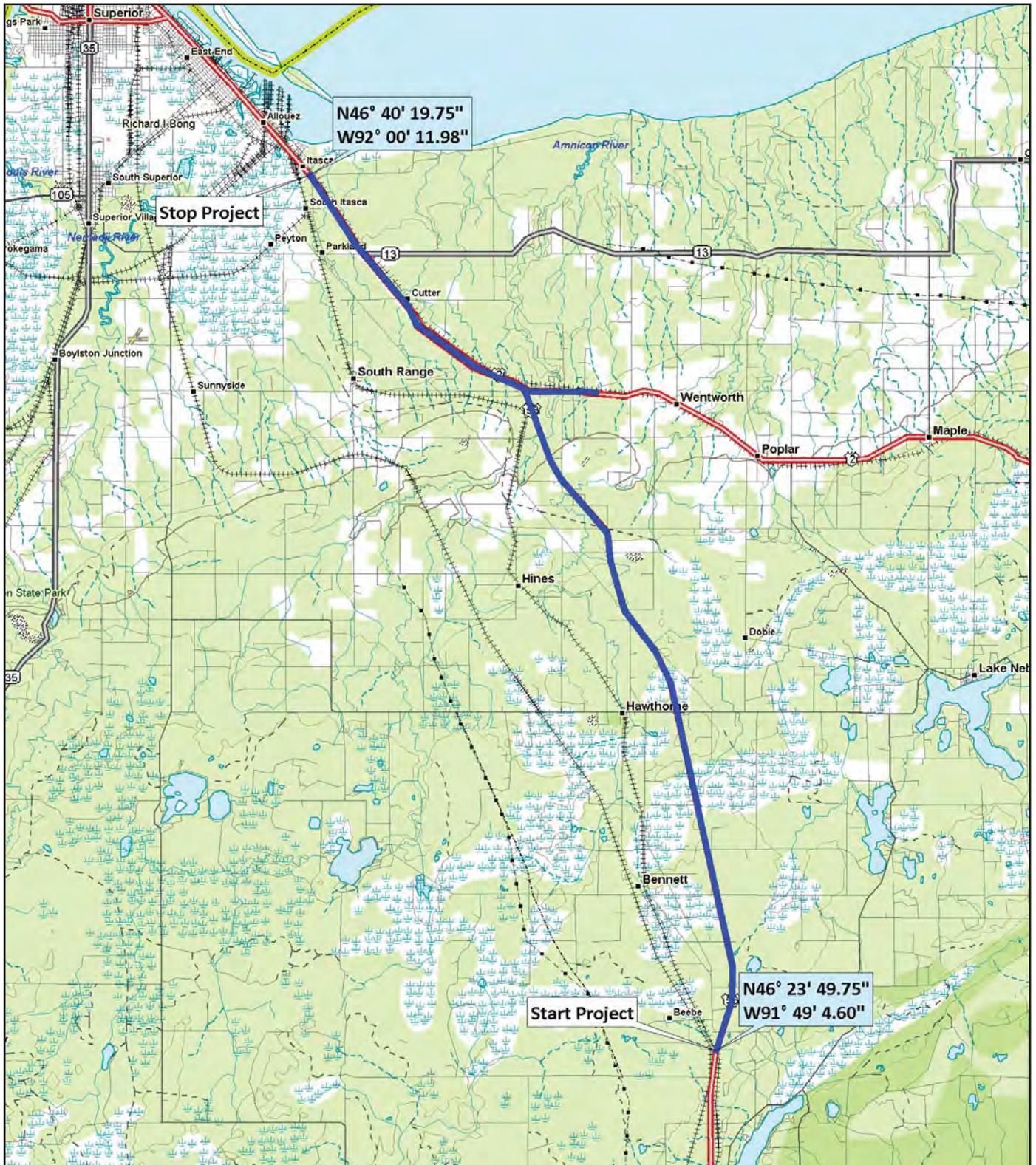
We have no aeronautical objections to the preservation study and planning project as you've described it.

Sincerely,

A handwritten signature in blue ink that reads "Gary L. Dickers".

Gary L. Dickers
Airspace Manager

Info: Marc Bowker, WisDOT NWR ~ Spooner





September 19, 2011

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



RE: **I.D. # 1195-00-06**
USH 53 Corridor Preservation Study (Solon Springs – Superior)
Douglas County

Dear Stephanie:

This letter is in response to your inquiry for preliminary environmental comments on the above referenced study. Our comments identify existing resources within a 1.5 mile radius of the intersections that were specified in your August 16, 2011 e-mail. Please keep in mind that this is a very broad overview of potential resource issues. When an alternatives analysis is provided we will conduct a more in-depth field investigation and review.

Surface Waters - The following surface waters are located within the study area starting at the south end near Solon Springs:

- Beebe Creek – A Class I trout stream with native populations of brook and brown trout. Beebe Creek is an Exceptional Resource Water (ERW). ERW's are surface waters which provide valuable fisheries, hydrologically or geologically unique features, outstanding recreational opportunities, unique environmental settings, and which are not significantly impacted by human activities.
- Porcupine Creek – A warmwater drainage that flows into Catlin Creek. Fish and wildlife populations are limited due to damaging flow extremes and the small size of the stream.
- Catlin Creek – A Class I trout stream with native populations of brook trout. It is also an ERW.
- Kaspar Creek – A warmwater drainage stream that flows northeast into Hansen Creek. The stream supports populations of minnows. Kaspar Creek is also an Outstanding Resource Water (ORW). ORW's are a slightly higher classification than ERW's.
- Poplar River and tributaries – The mainstem of the upper reaches of the Poplar River are considered to be Class III brook and brown trout water. The tributaries support fish populations mainly of minnows.
- Middle River and tributaries – A warmwater stream that flows into Lake Superior. It supports populations of minnows and northern pike. Flow extremes are serious seasonal occurrences.
- Amnicon River – A warmwater stream that flows into Lake Superior. Fishery consists of mostly minnows, but warmwater game fish species from lakes and streams within its watershed may also occupy the stream at certain times of the year. The Amnicon River is an ORW.

- Morrison Creek – A small intermittent drainage feeder to Lake Superior. Fish and wildlife values are limited due to unpredictable seasonal flows of water.
- Dutchman Creek – A small intermittent drainage feeder to Allouez Bay of the St. Louis River. Fish and wildlife values are limited due to unpredictable seasonal flows of water.
- Bear Creek – A small intermittent drainage feeder to Allouez Bay of the St. Louis River. Due to unpredictable seasonal flows of water, fish and wildlife values are limited.
- Miller Creek – A short intermittent drainage stream that crosses USH 2 and flows into the Amnicon River. The headwaters of the stream lie less than one-half mile east of Amnicon Falls State Park. Due to the stream's intermittent flow and small size, fish and wildlife values are limited.

State Properties – The following state properties are found within the project limits:

- **Amnicon Falls State Park** – Land and Water Conservation funds (LAWCON) have been spent on acquisition/development projects within the park. Therefore, any impacts to this state property would be subject to 6(f) provisions.
- **Wild Rivers State Trail** - The Wild Rivers State Trail (WRT) provides opportunities for activities such as ATV riding, snowmobiling and hiking. The WRT is in the Rails to Trails Program. Any crossings of the WRT would have to be a separated grade and would have to span the entire right-of-way. This would preserve the railroad corridor for any future restoration of rail services.
- **Brule River State Forest** – Land and Water Conservation funds (LAWCON) have been spent on acquisition/development projects within the state forest. Therefore, any impacts to this state forest would be subject to 6(f) provisions.

Mapped Floodplains – There are mapped floodplains located through the study area, and are also associated with Beebe Creek, Poplar River, Middle River and the Amnicon River. Any changes or impacts to these mapped floodplains may require a hydraulic and hydrologic (H&H) analysis.

Wetlands - Several wetland types are found throughout the entire project area. Shallow open water communities, deep marshes, shallow marshes, ephemeral ponds, cedar bogs and spruce/tamarack bogs are examples of the wetland types that are found throughout this segment of the USH 53 corridor. Wetlands are often associated with threatened and endangered plant and bird species, as we discuss in the next section. These areas are also very important for waterfowl production, furbearers, frogs, turtles and aquatic invertebrates, as well as providing floodwater retention and filtering of stormwater. All efforts should be made to avoid wetland impacts.

Threatened/Endangered/Special Concern Species – Several bird, insect and plant species have been previously surveyed within the project area. We will require surveys to be conducted if proposed improvements are located near the listed areas or have the potential to impact habitat that could support any of these or other listed species. Specific locations and species are listed below:

- **CTH E/CTH L study area** –
 - T45N R12W
 - **Arrow-leaved Sweet-coltsfoot** (*Petasites sagittatus*), a State Threatened plant, is found in cold marshes and swamp openings, often forming large clones. This habitat type is found in many places through Douglas County. This species hybridizes with *Petasites palmatus*.

Blooming occurs throughout May; fruiting occurs throughout June. The optimal identification period for this species is late May through late August.

- T45N, R11W
 - **A Tiger Beetle** (*Cicindela patruela patruela*), a State Special Concern beetle, has been previously surveyed in semi-open pine/oak barrens, jack and red pine stands with open areas on sandy soil, sandy firelanes or trails throughout this area. Understory is usually dominated by *Vaccinium*, bracken fern, and with a ground cover of moss patches. Optimal identification period is in the spring/fall with diminished numbers in mid-summer.
 - **Sec. 6 – Northern Mesic Forest** - Prior to Euro-American settlement, the northern mesic forest covered the largest acreage of any Wisconsin vegetation type. It is still very extensive, but made up of second-growth forests that developed following the cutover period. It forms the matrix for most of the other community types found in northern Wisconsin, and provides habitat for at least some portion of the life cycle of many species. It is found primarily north of the Tension Zone, on loamy soils of glacial till plains and moraines deposited by the Wisconsin glaciation. Sugar maple is dominant or co-dominant in most stands. Historically, eastern hemlock was the second most important species, sometimes occurring in nearly pure stands with eastern white pine; both of these conifer species are greatly reduced in today's forests. Other important tree species were yellow birch, basswood, and white ash. The groundlayer varies from sparse and species poor (especially in hemlock stands) with woodferns, blue-bead lily, club-mosses, and Canada mayflower, to lush and species-rich with fine spring ephemeral displays. Historically, Canada yew was an important shrub, but it is now absent from nearly all locations. After old-growth stands were cut, trees such as quaking and bigtoothed aspens, white birch, and red maple became abundant and still are important in many second-growth northern mesic forests. This type of forest community can be seen near the Porcupine Creek headwaters.
 - **Sec. 6, 7 – Predaceous Diving Beetle** (*Hygrotus falli*) is a state special concern beetle previously surveyed in Gilbert Lake. Little is known about the life history of this beetle. Impacts to this species can be minimized by avoiding impacts to Gilbert Lake and using best management practices for erosion control.
 - **Sec. 7 – Lepidostomatid Caddisfly** (*Lepidostoma libum*) is a state special concern caddisfly previously surveyed in Catlin Creek. Little is known about the life history of this caddisfly. Impacts to this species can be minimized by avoiding impacts to Catlin Creek and using best management practices for erosion control.
 - **Sec. 18 – A Bald Eagle** (*Haliaeetus leucocephalus*) nest is located on the south side of CTH A between Heyer Road and the crossing of Catlin Creek. Bald Eagles are listed as a species of special concern in Wisconsin. They are also protected under the federal Bald and Golden Eagle Protection Act. You are required to coordinate with the U.S. Fish and Wildlife Service to determine what their permitting requirements or recommendations may be for this project. The U.S. Fish and Wildlife Service contact for this issue is Mags Rheude, and she can be reached at the St. Paul, MN office at (612) 725-3548 ext. 2202.
- **CTH B study area –**
 - T46N, R12W
 - **Sec. 11 – Russet Cotton-grass** (*Eriophorum chamissonis*), a State Special Concern plant, is found on very wet bog and fen mats, often on the upslope side of an embankment. Blooming

occurs throughout June; fruiting occurs throughout July. The optimal identification period for this species is early June through late July. This plant has been previously surveyed in the Poplar River Headwaters Conifer Swamp.

- T46N, R11W - **A Tiger Beetle** (refer to the species description above).
- **USH 2 interchange study area –**
 - T48N, R12W
 - Sec. 19, 27 –**The Western Meadowlark** (*Sturnella neglecta*) is a special concern bird. It nests on the ground in open country and feeds mostly on insects, but also seeds and berries. Their breeding habitats are prairies, grasslands, pastures, and abandoned fields. Their nests are situated on the ground, and are covered with a roof woven from grass. There may be more than one nesting female in a male's territory. Their nests are sometimes destroyed by mowing operations with eggs and young in them. These birds have been previously surveyed along Walsh Road and also at the intersection of 22 Road and USH 2.
 - Sec. 20 – **Arrow-leaved Sweet-coltsfoot** (refer to the species description listed above). This plant has been previously surveyed in Amnicon Falls State Park.
 - Sec. 20, 29 - **Large-leaved Avens** (*Geum macrophyllum var. macrophyllum*), a State Special Concern plant, is found in moist woods, thickets, and rocky ledges and openings, sometimes weedy. Blooming occurs early May through mid-August; fruiting occurs early June through mid-September. The optimal identification period for this species is early June through mid-August. This plant has been previously surveyed in Amnicon Falls State Park.
 - Sec. 20, 29 – **Wood turtles** (*Clemmys insculpta*), a Threatened species in Wisconsin, prefer clean rivers and streams with moderate to fast flows and adjacent riparian wetlands and upland deciduous forests such as the Amnicon River. This species often forages in open wet meadows or in shrub-carr habitats dominated by speckled alder. They overwinter in streams and rivers in deep holes or undercut banks where there is enough water flow to prevent freezing. This semi-terrestrial species tends to stay within about 300 meters of rivers and streams but exceptions certainly occur. This species becomes active in spring as soon as the ice is gone and air temperatures reach around 50 degrees in March or April. They can remain active into mid-October but have been seen breeding under the ice. Wood turtles can breed at any time of year, but primarily during the spring or fall. Nesting usually begins in late May in northern WI and early June in southern WI and continues through June. This species nests in sand or gravel, usually very close to the water, although it is known to nest along sand and gravel roads or in abandoned gravel pits some distance from water. Hatching occurs in 55-75 days (August) depending on air temperatures. This species does not overwinter in nests, unlike other WI turtles.
 - Sec. 29 – **Fragrant Fern** (*Dryopteris fragrans*), a State Special Concern plant, is found on moist (but not wet) shaded rock cliffs, usually on basalt and, rarely, on sandstone. This species can be identified year-round, and has been previously surveyed in Amnicon Falls State Park.
 - Sec. 29, 34 – **Vasey's Rush** (*Juncus vaseyi*), a State Special Concern plant, is found in moist old fields, ditches, and moist prairies. It has been most commonly found on the Lake Superior clay plain. Blooming occurs early July through late August; fruiting occurs early August through early September. The optimal identification period for this species is early July

through late August. This plant has been previously surveyed in Amnicon Falls State Park and also near the intersection of USH 2 and 22 Road.

- Sec. 29 – **Georgia Bulrush** (*Scirpus georgianus*), a State Special Concern plant, is found in moist acid sandy meadows. Rangewide, it has been found in moist meadows (including sedge meadows), shallow marshes, edges of wet forests, and ditches. Blooming occurs late May through late June; fruiting occurs late June through early August. The optimal identification period for this species is late June early August. This plant has been previously surveyed in Amnicon Falls State Park.
- Sec. 29 – **Laurentian Bladder Fern** (*Cystopteris laurentiana*), a State Special Concern plant, is found in moist, mostly wooded slopes and ledges in circumneutral soil. The optimal identification period for this species is late June through early September. This plant has been previously surveyed in Amnicon Falls State Park.
- Sec. 32 – **Connecticut Warbler** (*Oporornis agilis*), a bird listed as Special Concern, prefers mature, multi-layered pine stands, particularly jack pine, and occasionally in tamarack-pine stands with dense hardwood understory. The breeding season extends from mid-June through mid-July. This bird has been previously surveyed in Amnicon Falls State Park.

- T48N, R13W

- Sec. 3 – Two **Bald Eagle** nests are located in the middle of Section 3. Please refer to the information referenced above regarding bald eagles.
- Sec. 4, 5, 6, 22, 23, 24, 25 – **Vasey's Rush** (refer to species description above) has been previously surveyed at the existing Superior Safety Weight and Enforcement Facility in the median of USH 53, and also along Cronin Boulevard ditch in Sec. 22.
- Sec. 8 – **Slender Spike-rush** (*Eleocharis nitida*), a State Endangered plant, is found on wet exposed clay in ditches and openings in alder thickets and marshes, such as Townline Road, and only near Superior. Blooming occurs throughout June; fruiting occurs late June through early September. The optimal identification period for this species is late June through late August.

• **Moccasin Mike Road** –

- T49N, R13W

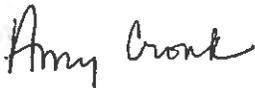
- **Vasey's Rush** (refer to species description above) has been previously surveyed in the USH 53 wayside south of the City of Superior and also along the Bluff Creek – Bear Creek pipeline in Sec. 5.
- **American eel** (*Anguilla rostrata*), a State Special Concern fish, prefers large streams, rivers and lakes with muddy bottoms and still waters such as Allouez Bay. To reach these conditions the eel has to traverse a wide variety of less suitable habitat including swift-flowing waters with a wide variety of substrates. Spawning occurs in the Sargasso Sea.
- Sec. 33, 34 – **Common Tern** (*Sterna hirundo*), a bird listed as Endangered in Wisconsin, prefers the Great Lakes' shorelines, bays, sand bars of large lakes and rivers, sandy or rocky coastal islands such as Allouez Bay, and marshes. The breeding season extends from mid-May through late September.
- Sec. 33, 34, 35 – **Migratory bird concentration sites** are important resting and feeding areas for birds as they fly between their breeding and wintering grounds. These areas also can be

locations where large numbers of migrating birds often become concentrated due to prevailing winds and or water barriers. Sites, such as Allouez Bay, are used by many different species, both rare and non-rare.

- Sec. 34 – **Least Bittern** (*Ixobrychus exilis*), a Special Concern bird in Wisconsin. This species prefers freshwater marshes where cattails and reeds predominate in swamps and marshes and dense emergent vegetation, such as Allouez Bay. Breeding occurs from mid May to mid July.

We look forward to continued coordination on this corridor preservation study. If you have any questions regarding the information in this letter, please feel free to call me at 715-635-4229.

Sincerely,



Amy Cronk
Environmental Review Coordinator

cc: Amy Adrihan, DOT Northwest Region – Superior
Marc Bowker, DOT Northwest Region - Spooner



February 3, 2014

Marc Bowker
WisDOT Northwest Region
W7102 Green Valley Rd.
Spooner, WI 54801

RE: **I.D. # 1195-00-06/08**
USH 53 Preservation Study (Solon Springs – Superior)
Comments on Alternatives for USH 53/Moccasin Mike Rd. Intersection
Douglas County

Dear Marc:

This letter is in follow-up to your submittal of additional information for the project referenced above. The purpose of this letter is to provide comments on the preferred alternative for the USH 53/Moccasin Mike Road intersection in Douglas County.

We understand that it may be many years before the improvements associated with the preferred alternative (Alternative 4) are pursued. When mobility problems become evident, other intermediate options to Alternative 4 (reducing speed limit, reconstructing the intersection to a different configuration such as a J-turn or roundabout, installing stop lights, relocating CTH E access, etc...) which may avoid/minimize wetland and other natural resource impacts should be considered.

In addition, the Department would like to clarify that the wetland impacts associated with the preferred alternative are based on wetland maps that are not completely accurate. A joint field review was conducted to identify any potential natural resource concerns, but an official wetland delineation or determination was not completed. We understand that if the proposed interchange has to be built, a wetland delineation and a new review of natural resources would be conducted. The footprint of the proposed interchange, even if it is officially mapped, can change to avoid impacts to natural resources identified during the new review.

These environmental commitments should be clearly discussed in the Environmental Assessment.

We thank you for the opportunity to comment on the preservation study, and for providing us with additional details. If you have any questions regarding this letter or the information we have requested, please feel free to contact me here in our Spooner office at (715) 635-4229.

Sincerely,

Amy Cronk
Environmental Review Coordinator

cc: Amy Adrihan, DOT – Superior
Bill Sande, ACOE - Hayward

**SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION**

Wisconsin Department of Transportation
DT1635 11/2006

RECEIVED **SHPO**

FEB 28 2014

For instructions, see FDM Chapter 26

DIV HIST PRES

I. PROJECT INFORMATION

Project ID 1195-00-08	Highway - Street USH 2	County Douglas
Project Termini Superior – Duluth, STH 13 – 53 rd Avenue East	Region - Office Northwest Region – Spooner	
Regional Project Engineer - Project Manager Marc Bowker	Area Code - Telephone Number 715.635.4975	
Consultant Project Engineer - Project Manager Stephanie Christensen, EMCS, Inc.	Area Code - Telephone Number 715.845.1081	
Archaeological Consultant AVD Archaeological Services, Inc.	Area Code - Telephone Number 262.878.9960	
Architecture/History Consultant Mead & Hunt, Inc.	Area Code - Telephone Number 608.273.6380	
Date of Need February 2014	SHSW # 14-0185/DG	
Return a signed copy of this form to: Marc Bowker, WisDOT NWR		

II. PROJECT DESCRIPTION

Project Length 0.76-miles (along USH 2/53)	Land to be Acquired: Fee Simple 16 acres	Land to be Acquired: Easement 0 acres
---	---	--

Distance as measured from existing centerline (along SB USH 2/53)	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width (feet) (includes overpass extents)	150-700	150-2,300	Terrace Width (feet)	N/A	N/A
Shoulder (feet) (USH 2/53)	36-300	36-300	Sidewalk Width (feet)	N/A	N/A
Slope Intercept (feet)	150-700	150-2,300	Number of Lanes (each)	4 (USH 22/53)	4 (USH 2/53) 2 (overpass)
Edge of Pavement (feet) (USH 2/53)	26-290	26-290	Grade Separated Crossing (each)	0	1 (overpass)
Back of Curb Line (feet)	N/A	N/A	Vision Triangle acres	N/A	N/A
Realignment	N/A	N/A	Temporary Bypass acres	N/A	N/A
Other - List:	N/A	N/A	Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that depict "maximum" impacts. Attachment 2	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Tree topping and/or grubbing	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

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

The Wisconsin Department of Transportation (WisDOT) is undertaking an environmental study project along USH 2/53 in Douglas County to plan for future improvements. The Proposed Action is located at the intersection of USH 2/53 and CTH E/Moccasin Mike Road in the City of Superior. See **Attachment 1** for a project location map.

USH 2 (USH 53 runs concurrent at this location) is a north-south rural four lane expressway/freeway with a posted speed of 65 mph transitioning to a posted speed of 45 mph within the project limits. USH 2/53 is functionally classified a principal arterial and serves interstate travel as well as interregional trips within the State of Wisconsin. There are four 12-foot travel lanes with 10-foot outside shoulders and 6-foot inside shoulders within the project area. Stormwater is managed with roadside grass-lined ditches. There is at-grade access at CTH E/Moccasin Mike Road. From STH 13 to CTH E/Moccasin Mike Road, USH 2/53 is constructed as a freeway with no private or at-grade access.

The Proposed Action will consider the future location of a grade-separation at the USH 2/53 and CTH E/Moccasin Mike Road intersection. The Proposed Action will include official mapping under Wis. Stat. 84.295. Wis. Stat. 84.295 is a long-term official mapping and planning tool available to the WisDOT to help protect and preserve right-of-way for future transportation needs. This proactive tool allows WisDOT to address safety, operation, mobility, and capacity issues in advance of impending long-term needs.

Early right-of-way preservation avoids costly future acquisition of development and community disruption that could otherwise occur along the highway where future right-of-way would be required. Acquisitions would occur when the future project is implemented. No construction is currently scheduled. Prior to implementing future projects, WisDOT will complete additional environmental documentation, re-initiate public involvement efforts, and coordinate with FHWA on the need for a value engineering study, if required.

Ground disturbing activities would include removal of existing pavements and construction of new pavements, excavation for new drainage pipes, construction of a new bridge over USH 2/53, and slope and ditch grading. Strip acquisition of new right-of-way would be required for construction of a new overpass.

See **Attachment 2** for a map depicting area of maximum ground disturbing activity, the preliminary design, and the estimated right-of-way needs.

Add continuation sheet, if needed.

III. CONSULTATION

How has notification of the project been provided to:

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

Attachments 3 and 4

Attachments 5 and 6

Attachments 6, 7, and 8

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

IV. AREA OF POTENTIAL EFFECTS - APE

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

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

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

V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

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

VI. SURVEY COMPLETED

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

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

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

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

IX. PROJECT DECISION

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



 (Regional Project Manager)
 01-10-2014

 (Date)

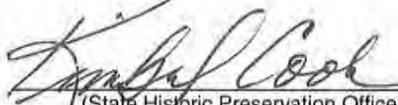

 (Consultant Project Manager)
 January 8, 2014

 (Date)



 (WIDOT Historic Preservation Officer)
 2/26/2014

 (Date)



 (State Historic Preservation Officer)
 March 6 2014

 (Date)

January 8, 2014

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

Subject: **AIN for USH 2/53 Preservation Study at CTH E/Moccasin Mike Road Intersection**
ID 1195-00-08
Superior to Duluth
STH 13 to 53rd Avenue East
USH 2
Douglas County

EMCS, Inc. has been retained by the Wisconsin Department of Transportation to provide environmental and preliminary design services for the preservation of right-of-way to accommodate future transportation needs along US 2/53 in Douglas County. The project is located on US 2/53 in the City of Superior. See the enclosed location map.

The future right-of-way will be officially mapped under Wis. Stat. 84.295 and will preserve right-of-way to address safety and mobility needs as they arise at the USH 2/53 and CTH E/Moccasin Mike Road intersection. Four alternatives were considered including the No-Build alternative and three build alternatives. Public involvement and agency coordination has occurred since 2011 to coordinate and determine the recommended alternative (Alternative 4). See the enclosed alternative maps.

We are in the process of preparing a Type II Environmental Assessment and an official map which are anticipated for approval in 2014. No construction is currently scheduled. If construction is scheduled in the future, additional environmental studies and reporting will be completed.

Please find enclosed the Agricultural Impact Notice (AIN) for the subject project. A majority of the property in the project area is woodland and wooded wetlands and floodplains. The properties could be used for forestry purposes but do not appear to be used for active forestry management. One parcel is used for pasturing horses. There are no active farms in the City of Superior.

One parcel has proposed mapping of five acres or more, two parcels have proposed mapping of between one and five acres, and two parcels have proposed mapping of less than one acre. A completed Agricultural Impact Notice form, project location map, preliminary maps of the alternatives considered, and a detailed map depicting the anticipated farmland mapping are enclosed.

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

Sincerely,



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

CC: Marc Bowker, WisDOT Northwest Region
Enclosure

AGRICULTURAL IMPACT NOTICE

DT1999 2003 (Replaces ED872)

Wisconsin Department of Transportation

Proposing Agency Wisconsin Department of Transportation		
Project ID 1195-00-08	Highway USH 2	County Douglas County
Project Title Superior – Duluth, STH 13 - 53 rd Avenue East		Project Length 0.76-miles (along USH 2/53)
Type and Status of Environmental Document Type II Environmental Assessment (EA), Anticipated March 2014		
Proposing Agency Wants to Review Pre-Publication Draft of AIS? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		AIS Needed by What Date? February 2014

1. Project Description

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

The Wisconsin Department of Transportation (WisDOT) is undertaking an environmental study project along USH 2/53 in Douglas County to plan for future improvements. The project is located at the intersection of USH 2/53 and CTH E/Moccasin Mike Road in the City of Superior. See **Attachment 1** for a project location map.

USH 2 (USH 53 runs concurrent at this location) is a north-south rural four lane expressway/freeway with a posted speed of 65 mph transitioning to a posted speed of 45 mph within the project limits. USH 2/53 is functionally classified a principal arterial and serves interstate travel as well as interregional trips within the State of Wisconsin. There are four 12-foot travel lanes with 10-foot outside shoulders and 6-foot inside shoulders. Stormwater is managed with roadside grass-lined ditches. There is at-grade access at CTH E/Moccasin Mike Road. From STH 13 to CTH E/Moccasin Mike Road, USH 2/53 is constructed as a freeway with no private or at-grade access. Existing right-of-way varies in width from approximately 350-feet to 1,100-feet through the project area.

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

The USH 53 corridor in northwest Wisconsin is recognized as an important route with conversion to a freeway or expressway initiated in the late 1960's and being completed in the 1980's. WisDOT is undertaking a corridor planning study to protect the public investment in USH 53 by planning for the long-term mobility and safety needs along the highway. The Proposed Action will consider future locations of grade-separations in coordination with local comprehensive planning efforts.

The Proposed Action will include official mapping under Wis. Stat. 84.295 at the USH 2/53 and CTH E/Moccasin Mike Road in the City of Superior. Wis. Stat. 84.295 is a long-term official mapping and planning tool available to the WisDOT to help protect and preserve right-of-way for future transportation needs. This proactive tool allows WisDOT to address safety, operation, mobility, and capacity issues in advance of impending long-term needs.

Early right-of-way preservation avoids costly future acquisition of development and community disruption that could otherwise occur along the highway where future right-of-way would be required. Acquisitions would occur when the future project is implemented. **No construction is currently scheduled.**

Prior to implementing future projects, WisDOT will complete additional environmental documentation, re-initiate public involvement efforts, and coordinate with FHWA on the need for a value engineering study, if required.

Ground disturbing activities would include removal of existing pavements and construction of new pavements, excavation for new drainage pipes, construction of a new bridge over USH 2/53, and slope and ditch grading. Strip acquisition of new right-of-way would be required for construction of a new overpass. The proposed right-of-way would vary in width from approximately 130-feet to 350-feet along the centerline of the new CTH E/Moccasin Mike Road overpass.

Preliminary plans of the recommended alternative (Alternative 4) for preservation are shown in **Attachments 2 and 3**.

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

Four alternatives were considered as part of the Proposed Action. Preliminary plans of the four alternatives considered for preservation are shown in **Attachment 2**.

CTH E/Moccasin Mike Road Alternative 1 - No-build

While this alternative does not meet the purpose and need (preservation) for the project, it does serve as a baseline for a comparison of impacts.

CTH E/Moccasin Mike Road Alternative 2 - Jughandle Overpass (Far East) with Existing Connections to USH 2/53

This alternative is an overpass relocated south of the existing intersection alignment with at-grade intersection connections to USH 2/53 from the existing intersections. Right turn lanes would be constructed on USH 2/53 and the jughandle overpass would make all movements at USH 2/53 right-in/right-out.

CTH E would be designed as a two-lane undivided roadway with a 40 mph design speed. The jughandle connections (connections to existing CTH E and Moccasin Mike Road) would be two-lane two way roadways with a design speed of 30 mph. Northbound USH 2/53 would be reconstructed with a narrower median and the design speed would be reduced to 50 mph south of the overpass. The reduction in median width on USH 2/53 is intended to provide for traffic calming and reduce the speed of the traffic entering the urban section in the City of Superior. The structure over USH 2/53 would allow for a multi-use trail on the south side to accommodate a future connection to the Tri-County trail from the west side of USH 2/53.

Alternative 2 does not allow for required clearance to the railroad since the profile cannot get up and over the trail/rail corridor and allow for touchdown at existing Moccasin Mike Road. This alternative would preclude future trail to rail reversion without reconstruction.

CTH E/Moccasin Mike Road Alternative 3 - Jughandle Overpass (Near East) with Existing Connections to USH 2/53

This alternative is an overpass relocated south of the existing intersection alignment with at-grade intersection connections to USH 2/53 from the existing intersections. Right turn lanes would be constructed on USH 2/53 and the jughandle overpass would make all movements at USH 2/53 right-in/right-out.

CTH E would be designed as a two-lane undivided roadway with a 40 mph design speed similar to Alternative 2 except that the alignment of CTH E would be shifted to the west approximately 1,000-feet in order to minimize the amount of wetland fills east of USH 2/53. The jughandle connections are the same as Alternative 2 and northbound USH 2/53 would be reconstructed the same as Alternative 2. Alternative 3 includes an at-grade trail realignment because an at-grade trail crossing of CTH E on a curve is not desirable. Also the tighter (near east) alignment on CTH E would reduce the amount of trail realignment off its existing location. This alternative locates the trail crossing on the east side of the Moccasin Mike Road intersection thus reducing the exposure to traffic since the traffic is lower on the east leg of this intersection.

Alternative 3 does not allow for required clearance to the railroad since the profile cannot get up and over the trail/rail corridor and allow for touchdown at existing Moccasin Mike Road. This alternative would preclude future trail to rail reversion without reconstruction.

CTH E/Moccasin Mike Road Alternative 4 - Jughandle Overpass with NW-SE Connections to USH 2/53 (Recommended Alternative)

This alternative is an overpass relocated south of the existing intersection alignment with at-grade intersection connections to USH 2/53 from the existing CTH E intersection on the west side of USH 2/53 and from a new jughandle connection on the east side of USH 2/53. Right turn lanes would be constructed on USH 2/53 and the jughandle overpass would make all movements at USH 2/53 right-in/right-out. Existing Moccasin Mike Road would be closed at USH 2/53.

CTH E would be designed as a two-lane undivided roadway with a 40 mph design speed similar to Alternative 2 except that the CTH E overpass would be realigned with Moccasin Mike Road to make this the through movement at the overpass. The jughandle connection is the same as Alternative 2 on the west and a new jughandle connection would be constructed prior to the overpass on the east side of USH 2/53. The new jughandle connection in the

southeast quadrant would be two-lane two-way roadway with a typical design speed of 35 mph. Construction of the jughandle connection prior to the overpass is more expected by the driver and desirable. Alternative 4 would maintain the Tri-County trail generally on its existing alignment with limited realignment near the CTH E crossing and it would remove most vehicular traffic from the existing trail crossing on Moccasin Mike Road reducing exposure to trail and Bear Creek Park users.

Alternative 4 does allow for required clearance to accommodate future conversion of the trail back to a rail corridor. Alternative 4 also allows for the trail/roadway crossing at CTH E to be grade-separated if /when warranted.

CTH E/Moccasin Mike Road Alternatives Screening

All alternative improve the transition of the USH 2/US 53 freeway into the urbanized area by modifying the mainline median width to calm and slow the high speed traffic.

Alternative 3 is recommended to be eliminated from further study because it:

- Requires one residential and one commercial relocation
- Severs a small waterway which would require stream realignment to maintain flow
- Requires the intersection of CTH E and Moccasin Mike Road to be located on a horizontal curve which is feasible but not desirable
- Requires approximately 2,100-feet of Tri-County Trail realignment/relocation
- May require adjustments to the commercial entrance just west of the Tri-County Trail to accommodate a right turn lane on Moccasin Mike Road
- Routes additional traffic past the Bear Creek Park
- Places the jughandle connection beyond the overpass which is less desirable
- Does not allow for required clearance to accommodate future conversion of the trail back to a rail corridor

While Alternatives 2 and 4 both avoid relocations, they have different traffic operational characteristics which are outlined below. Alternative 2 is recommended to be eliminated from further study because it:

- Routes additional traffic past the Bear Creek Park which is not consistent with land uses in this area
- Creates one additional mid-block trail crossing on CTH E with the Tri-County corridor
- Places the jughandle connection beyond the overpass which is less desirable
- Does not allow for required clearance to accommodate future conversion of the trail back to a rail corridor

Alternative 4 is the recommended alternative for the following reasons:

- Removes Moccasin Mike Road traffic and redirects CTH E traffic away from the Bear Creek Park which is more compatible with land use and activities in this area
- Removes almost all traffic exposure at the existing trail crossing on Moccasin Mike Road (only traffic to the park and Fabco property would cross the trail)
- Locates the new at-grade trail crossing on CTH E at an intersection which is more desirable than a mid-block crossing
- Accommodates an at-grade or grade-separated trail crossing which allows for future flexibility in design
- Places the eastern jughandle connection prior to the overpass which is more desirable
- Keeps the eastern jughandle connection closer to USH 2/53 thus requiring less misdirection of traffic
- Reconfigures the overpass so CTH E/Moccasin Mike Road is the through roadway thus improving operations for the main traffic movements at the overpass
- Allows for required clearance to accommodate future conversion of the trail back to a rail corridor

3. Maps and Exhibits

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

See **Attachment 1** for a project location map. The project is located at the USH 2/53 and CTH E/Moccasin Mike Road intersection in the City of Superior.

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

The recommended alternative (Alternative 4) along with the estimated right-of-way needs is shown in **Attachment 3**. The map shows the parcel numbers which are referenced in the tables contained in this AIN. The maps also show existing property lines, existing right-of-way, property owner names, and areas of proposed acquisition.

There is one parcel requiring more than five acres, two parcels requiring more than one but less than five acres, and two parcels requiring less than one acre for proposed mapping of future right-of-way.

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

Project ID 1195-00-08			Project Title Superior – Duluth, STH 13 – 53 rd Avenue East																
Parcel No.	Owner(s) (Include operator if diff. from owner)	Acquired	Acres		Existing Farm Operation	Present Use/Remarks													
			5 or Less	Less															
2	Walter Larson	3.09	X		4.77	The existing property consists of woodlands and wooded wetlands. The USH 2/53 preservation will require mapping of a portion of the property for future roadway construction.													
4	Liz Fredrick	4.74	X		12.82	The existing property consists of woodlands and wooded wetlands. There is also one residential home and a pet grooming business on the site. The property is also used to pasture horses. The USH 2/53 preservation will require mapping of a portion of the property for future roadway construction. Approximately 2 acres of the remaining property would be severed and possibly landlocked from the homestead area.													
<p>There are 2 acquisitions that are 1 acre or less, and are categorically non-significant totaling <u>0.31 Acres</u></p> <table border="1" data-bbox="155 1255 886 1423"> <thead> <tr> <th>Parcel</th> <th>Owner</th> <th>Acres</th> </tr> </thead> <tbody> <tr> <td>3</td> <td>Douglas and Carla Dahl</td> <td>0.11</td> </tr> <tr> <td>5</td> <td>Scott Debeir</td> <td>0.20</td> </tr> <tr> <td></td> <td></td> <td>0.31</td> </tr> </tbody> </table>						Parcel	Owner	Acres	3	Douglas and Carla Dahl	0.11	5	Scott Debeir	0.20			0.31		
Parcel	Owner	Acres																	
3	Douglas and Carla Dahl	0.11																	
5	Scott Debeir	0.20																	
		0.31																	
						<p>See Attachment 3 for a Farmland Acquisition Map</p>													

Note: Existing farm operation area estimated from Douglas County GIS site.

Farm Operation Interest Over 5 Acres

Parcel Number 1	Project ID 1195-00-08			
Owner Douglas County	Operator (If different from owner) Douglas County			
Type of Land	Acres			Remaining
	Before	Acquired		
		Fee Simple	Easement	
Cropland and pasture	--	--	--	--
Woodland (includes wooded wetlands and floodplains)	2,500	7	--	2,493
Land of undetermined or other use	--	--	--	--
Total Acres of Farm Operation	2,500	7	--	2,493

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

The property consists of undeveloped woodland and wooded wetlands and floodplains. There are no farm structures. The property could be used for forestry but is not an actively managed forest area by the County.

There are no anticipated changes in access to or use of remaining property as a result of the Proposed Action.

Note: The total existing parcel area is the estimated area contiguous to the project site and was estimated from available Douglas County mapping sources.

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

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

PARCEL	OWNER	ADDRESS	CITY	STATE	ZIP
1	Douglas County	1313 Belknap Street	Superior	WI	54880
2	Walter Larson	5532 Koenen Rd	South Range	WI	54874
3	Douglas and Carla Dahl	6104 E 3 rd Street	Superior	WI	54880
4	Liz Frederick	77 Moccasin Mike Road	Superior	WI	54880
5	Scott Debeir	517 3 rd Avenue East	Superior	WI	54880

Addresses obtained from Douglas County GIS in December 2013.

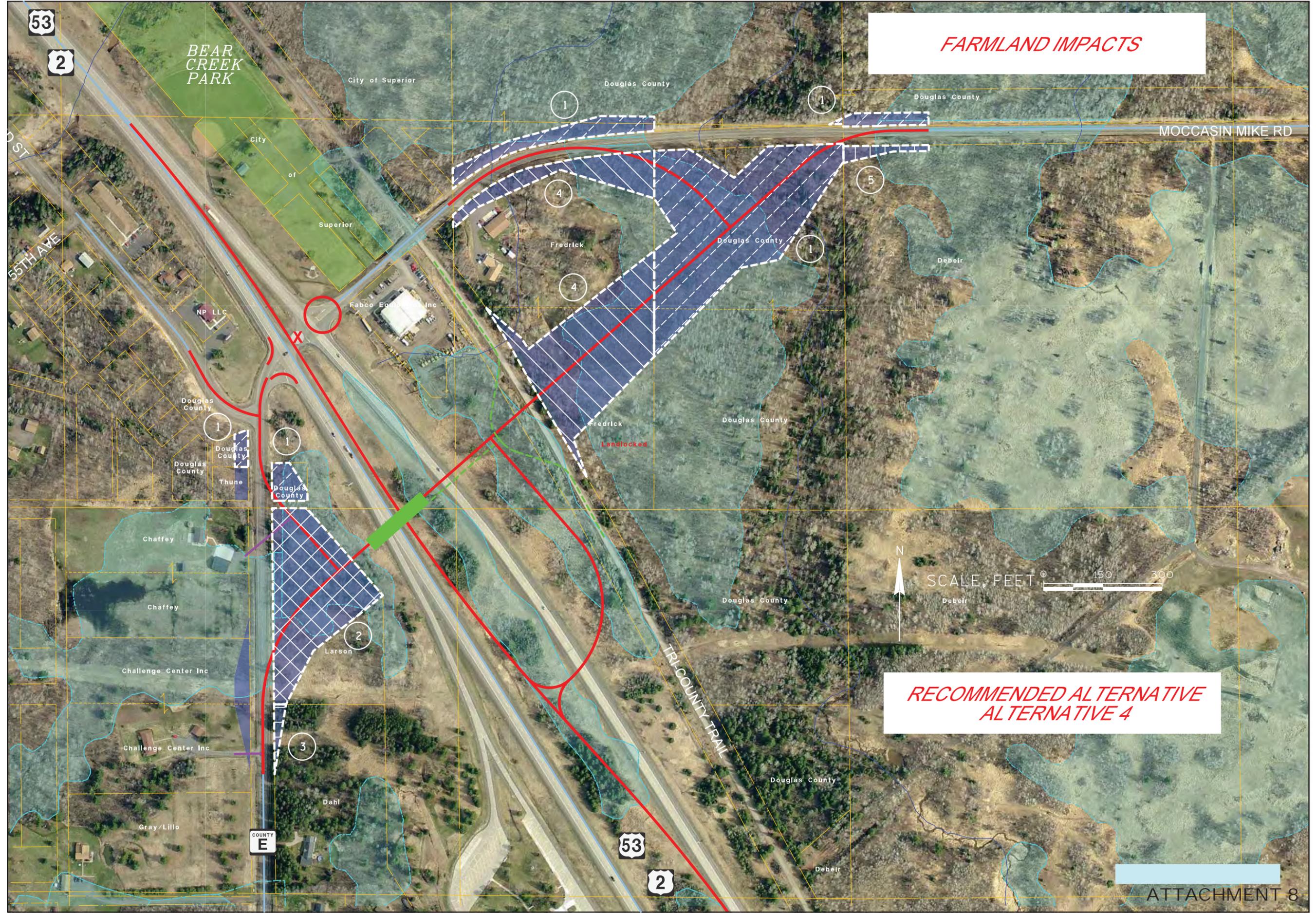
- b. List the names and addresses of any other individual, group, club, or committee which has demonstrated an interest in and requested receipt of the AIS.**

None requested.

Attachments

1. Project Location Map
2. Preliminary Alternative Maps (Alternatives 1-4)
3. Farmland Acquisition Map for Recommended Alternative 4

FARMLAND IMPACTS



*RECOMMENDED ALTERNATIVE
ALTERNATIVE 4*



State of Wisconsin
Governor Scott Walker

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

January 13, 2014

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



Dear Stephanie Christensen:

Re: Project ID: 1195-00-08
Project Name: USH 2/53 Preservation Study: CTH "E" to Moccasin Mike Rd
County: Douglas

The Department of Agriculture, Trade, and Consumer Protection (DATCP) has reviewed the notification and any supplemental information you have provided concerning the potential need for an agricultural impact statement (AIS) for the above project. We have determined that an AIS will not be prepared for this project.

Please note that if the proposed project or project specifications are altered in any way which could be construed as increasing the potential adverse effects of the project on agriculture or on any farm operation, the DATCP should be renotified. Questions on the AIS program can be directed to me at the above address or by dialing 608/224-4646.

Sincerely,

Alice Halpin
Agricultural Impact Program

DATCP ID: #3973



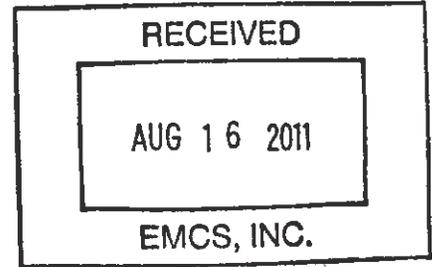
DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
180 FIFTH STREET EAST, SUITE 700
ST. PAUL MINNESOTA 55101-1678

REPLY TO
ATTENTION

August 12, 2011

Operations
Regulatory (2011-03310-JRB)

Ms. Stephanie G. Christensen
630 South 36th Avenue
Wausau, Wisconsin 54401



Dear Ms Christensen:

We have received your letter requesting comments on the preservation study along the USH 53 corridor, between Solon Spring and Superior. Due to limited staff and resources, it is unlikely that U.S. Army Corps of Engineers Regulatory staff will review or comment on this document until we receive a jurisdictional determination request and/or a permit application. In lieu of a specific response, please consider the following general information concerning our regulatory program that may apply to the proposed project.

If the proposal involves activity in navigable waters of the United States, it may be subject to the Corps of Engineers' jurisdiction under Section 10 of the Rivers and Harbors Act of 1899 (Section 10). Section 10 prohibits the construction, excavation, or deposition of materials in, over, or under navigable waters of the United States, or any work that would affect the course, location, condition, or capacity of those waters, unless the work has been authorized by a Department of the Army permit.

If the proposal involves discharge of dredged or fill material into waters of the United States, it may be subject to the Corps of Engineers' jurisdiction under Section 404 of the Clean Water Act (CWA Section 404). Waters of the United States include navigable waters, their tributaries, and adjacent wetlands (33 CFR § 328.3). CWA Section 301(a) prohibits discharges of dredged or fill material into waters of the United States, unless the work has been authorized by a Department of the Army permit under Section 404. Information about the Corps permitting process can be obtained online at <http://www.mvp.usace.army.mil/regulatory>.

The Corps' evaluation of a Section 10 and/or a Section 404 permit application involves multiple analyses, including (1) evaluating the proposal's impacts in accordance with the National Environmental Policy Act (NEPA) (33 CFR part 325), (2) determining whether the proposal is contrary to the public interest (33 CFR § 320.4), and (3) in the case of a Section 404 permit, determining whether the proposal complies with the Section 404(b)(1) Guidelines (Guidelines) (40 CFR part 230).

If the proposal requires a Section 404 permit application, the Guidelines specifically require that "no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic

ecosystem, so long as the alternative does not have other significant adverse environmental consequences" (40 CFR § 230.10(a)). Time and money spent on the proposal prior to applying for a Section 404 permit cannot be factored into the Corps' decision whether there is a less damaging practicable alternative to the proposal.

If an application for a Corps permit has not yet been submitted, the project proposer may request a pre-application consultation meeting with the Corps to obtain information regarding the data, studies or other information that will be necessary for the permit evaluation process. A pre-application consultation meeting is strongly recommended if the proposal has substantial impacts to waters of the United States, or if it is a large or controversial project.

For further information or to request a pre-application consultation meeting, please contact Jason Berkner at (715) 934-2170, the Corps' project manager for the Douglas County in which this proposal is located.

Sincerely,



Tamara E. Cameron
Chief, Regulatory Branch

Copy furnished:
Amy Cronk, WDNR



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Green Bay ES Field Office
2661 Scott Tower Drive
New Franken, Wisconsin 54229-9565
Telephone 920/866-1717 FAX 920/866-1710
http://www.fws.gov/midwest/GreenBay



To: Stephanie Christensen USFWS Project ID: 12-SL-0306
Regarding your: [X] Letter [] E-mail [] FAX Dated: June 8, 2012
RE: ID 1195-00-06, Solon Springs to Superior, USH 53, Preservation Study, Douglas County, Wisconsin

Pursuant to the Endangered Species Act of 1973, the Fish and Wildlife Coordination Act, and the Migratory Bird Treaty Act, the U.S. Fish and Wildlife Service (Service) has reviewed the information provided for the project noted above. Our comments follow (see checked boxes below).

- [X] Due to the project location, no federally-listed, proposed, or candidate species, or designated critical habitat occurs within the project area. We recommend checking our website (http://www.fws.gov/midwest/GreenBay/) every 6 months from the date of this letter to ensure that listed species presence/absence information for the proposed project is current.
[] If migratory birds are known to nest on any structures (e.g., bridges) which may be disturbed by project construction, activities should begin (and be concluded) before the initiation of the breeding season for those species or after the breeding has concluded. Alternatively, the structures can be tightly screened before the breeding season (May 1 through August 30) to prevent nesting. If you will not be able to begin construction prior to or after the breeding season, please contact our office.
[] Under the Migratory Bird Treaty Act of 1918, as amended, it is unlawful to take, capture, kill, or possess migratory birds, their nests, eggs, and young. If migratory birds are known to nest on any structures or habitat which may be disturbed by project construction, activities (e.g., tree removal) should begin and be completed before the initiation of the breeding season for those species or after breeding has concluded. Generally, we recommend that any habitat disturbance occur before May 1 or after August 30 to minimize potential impacts to migratory birds, but please be aware that some species may initiate nesting before May 1.
[] We recommend, when possible, that bridges and abutments be designed and constructed in such a way as to allow terrestrial wildlife to pass under the bridge without entering the river during normal flow conditions. This may require lengthening the bridge, limitations on the use of exposed riprap, modifications to the surface of the riprap (e.g., grouting the surface or filling with soil or other natural materials), or modifications in the substrate and/or slope at the base of the abutments, as some wildlife species cannot or prefer not to traverse areas of riprap.
[] The Service supports and encourages the maintenance or creation of habitat connectivity wherever possible. As such, we recommend installing bridges or culverts that do not impede the movement of water, sediments, or aquatic species along existing waterways. Specifically, we strongly recommend replacing failing culverts with bridges or bottomless culverts where possible. At minimum, we recommend new culverts be set at a zero slope, with a width that matches bank flow.
[X] We note that the project area includes wetlands. In refining and selecting project alternatives, efforts should be made to select an alternative that does not adversely impact wetlands. If no other alternative is feasible and it is clearly demonstrated that project construction resulting in wetland disturbance or loss cannot be avoided, a wetland mitigation plan should be developed that identifies measures proposed to minimize adverse impacts and replace lost wetland habitat values and other wetland functions and values.

USFWS Contact(s): Jill Utrup
For the Field Supervisor: [Signature]

Phone Number: 920-866-1734
Date: July 5, 2012



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Green Bay ES Field Office
2661 Scott Tower Drive
New Franken, Wisconsin 54229-9565
Telephone 920/866-1717
FAX 920/866-1710

January 10, 2014



Ms. Stephanie Christensen
EMCS, Inc.
630 South 36th Avenue
Wausau, Wisconsin 54401

re: Project ID's 1195-00-06 & 1195-00-08
USH 53 and USH 2 Improvements
Douglas County, Wisconsin

Dear Ms. Christensen:

The U.S. Fish and Wildlife Service (Service) has received your letter dated December 10, 2013. The project includes potential improvements and access changes made to USH 53 and USH 2 located in Douglas County, Wisconsin. Our comments follow.

Federally-listed, Proposed and Candidate Species, and Critical Habitat

Due to the project location, no federally-listed, proposed, or candidate species would be expected within the project area. No critical habitat is present. This precludes the need for further action on this project as required by the 1973 Endangered Species Act, as amended. Should additional information on listed or proposed species or their critical habitat become available or if project plans change or if portions of the proposed project were not evaluated, it is recommended that you contact our office for further review.

Bald and Golden Eagle Protection Act

We note the potential for bald eagles to be within the proposed project area, based on known records. Guidance on avoiding disturbance of bald eagles is available at the Service's "Bald Eagle Management Guidelines & Conservation Measures" web site at <http://www.fws.gov/midwest/eagle/guidelines/index.html>. If there is an active bald eagle nest(s) within the project area we recommend contacting our office for further guidance.

Wetlands and Streams

We note that the project area includes wetlands. In refining and selecting project alternatives, efforts should be made to select an alternative that does not adversely impact wetlands. If no other alternative is feasible and it is clearly demonstrated that project construction resulting in wetland disturbance or loss cannot be avoided, a wetland mitigation plan should be developed

that identifies measures proposed to minimize adverse impacts and replace lost wetland habitat values and other wetland functions and values. Any project that impacts wetlands or waterways, including seasonally ephemeral and intermittent streams, should include design features such as culverts to retain hydrological connection between areas fragmented by the project.

We appreciate the opportunity to respond. Questions pertaining to these comments can be directed to Mr. Peter Fasbender at 920-866-1725.

Sincerely,

A handwritten signature in blue ink, appearing to read "Peter J. Fasbender". The signature is fluid and cursive, with a large initial "P" and "F".

Peter J. Fasbender
Field Supervisor

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 1/8/14	4. Sheet 1 of <u>1</u>
1. Name of Project USH 2, Superior - Duluth, STH 13-53rd Ave E		5. Federal Agency Involved Wisconsin Department of Transportation	
2. Type of Project Preservation		6. County and State Douglas County, WI	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size	
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ % _____		7. Amount of Farmland As Defined in FPPA Acres: _____ % _____
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System		10. Date Land Evaluation Returned by NRCS

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment <u>USH 2/53 & CTH E/MM</u>			
	ALT 1	ALT 2	ALT 3	ALT 4
A. Total Acres To Be Converted Directly	0	9	8	16
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	3	0	2
C. Total Acres In Corridor	0	12	8	18

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	14	14	14	14
2. Perimeter in Nonurban Use	10	9	9	9	9
3. Percent Of Corridor Being Farmed	20	5	5	5	5
4. Protection Provided By State And Local Government	20	0	0	0	0
5. Size of Present Farm Unit Compared To Average	10	0	0	0	0
6. Creation Of Nonfarmable Farmland	25	0	2	0	2
7. Availability Of Farm Support Services	5	5	5	5	5
8. On-Farm Investments	20	1	1	1	1
9. Effects Of Conversion On Farm Support Services	25	0	0	0	0
10. Compatibility With Existing Agricultural Use	10	2	2	2	2
TOTAL CORRIDOR ASSESSMENT POINTS	160	36	38	36	38

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100				
Total Corridor Assessment (From Part VI above or a local site assessment)	160	36	38	36	38
TOTAL POINTS (Total of above 2 lines)	260	36	38	36	38

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---	-----------------------	--

5. Reason For Selection:

Signature of Person Completing this Part:

DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor



**Division of Transportation
System Development**
Northwest Region – Spooner Office
W7102 Green Valley Road
Spooner, WI 54801

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

Telephone: 715-392-7925
Toll Free: 800-590-1868
Facsimile (FAX): 715-635-2309
E-mail: nwr.dtsd@dot.wi.gov

August 10, 2011

«FIRST» «LAST»
«TITLE»
«COMPANY»
«COMPANY2»
«ADDRESS1»
«ADDRESS2»
«CITY», «STATE» «ZIP»

Re: Federal Highway Administration requests for comments concerning Historic Properties and Notification of project undertaking
ID 1195-00-06
Solon Springs to Superior
CN RR to 53rd Ave
USH 53
Douglas County

The Wisconsin Department of Transportation (WisDOT) is undertaking a preservation study along the USH 53 corridor to plan for future improvements. The project is located on USH 53 in the Towns of Solon Springs, Bennett, Hawthorne, Amnicon, and Parkland and in the City of Superior. The study area extends between the CN RR north of Solon Springs to 53rd Avenue in the City of Superior. The project is approximately 23 miles in length along USH 53 and will include up to 1.5 miles of USH 2 east of USH 53. A map showing the location of this project is enclosed.

The study will include identification of locations for future grade-separated intersections along USH 53 to preserve long-term mobility and safety of the highway. Improvements will also be considered at the existing USH 53/USH 2 interchange. The project will result in preservation through official mapping under Wisconsin Statute 84.295. No construction is planned at this time.

You are invited to a **public information meeting** scheduled for **Tuesday, August 30th, 5:00 to 7:00 pm**, Hawthorne Town Hall, 7221S Town Hall Road, Hawthorne, WI. There will be a short presentation at 5:30 pm.

In the near future, cultural resource investigation studies will be conducted for the above project. These investigations will enable WisDOT to determine whether historical properties as defined in 36 CFR 800 are located in the project area. Other environmental studies will also be conducted and include; endangered species survey, contaminated material investigations, soil testing and right-of-way surveys. Information obtained from these studies will assist the engineers in the design to avoid, minimize or mitigate the proposed project's effect upon cultural and natural resources.

WisDOT would be pleased to receive any comments regarding this project or any information you wish to share pertaining to cultural resources located in the area. If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please contact me at (715) 635-4975 or WisDOT Northwest Region – Spooner Office, W7102 Green Valley Road, Spooner, WI 54801 with any concerns or information.

Sincerely,

Marc Bowker

WisDOT Project Manager

CC: Rebecca Burkel, DTSD Bureau of Technical Services, Environmental Services

Enclosure: Project Location Map

COMPANY	COMPANY2	FIRST	LAST	TITLE	ADDRESS1	ADDRESS2	CITY	STATE	ZIP
Bad River Band of Lake Superior	Chippewa Indians of Wisconsin	Edith	Leoso	THPO		P.O. Box 39	Odanah	WI	54861
Forest County Potawatomi Community of Wisconsin		Mike	Alloway		Tribal Office	P.O. Box 340	Crandon	WI	54520
Lac Courte Oreilles Band of Lake Superior	Chippewa Indians of Wisconsin	Jerry	Smith	THPO	Tribal Office	13394 W. Trepania Road	Hayward	WI	54843
Lac du Flambeau Band of Lake Superior	Chippewa Indians of Wisconsin	Melinda	Young	THPO	Tribal Historic Preservation Office	P.O. Box 67	Lac du Flambeau	WI	54538
Lac Vieux Desert Band of Lake Superior	Chippewa Indians of Wisconsin	giwigizhigookway	Martin	THPO	Ketegitigaaning Ojibwe Nation	P.O. Box 249	Watersmeet	MI	49969
Menominee Indian Tribe of Wisconsin		David	Grignon	THPO	P.O. Box 910		Keshena	WI	54135
Prarie Band Potawatomi Nation		Chairman Steve	Ortiz	NHPA Rep.	16281 Q Road		Mayetta	KS	66509
Red Cliff Band of Lake Superior	Chippewa Indians of Wisconsin	Larry	Balber	THPO	Red Cliff Band of Lake Superior Chipp	88385 Pike Road, Highway	Bayfield	WI	54814
Sac and Fox Nation of Missouri in Kansas and Nebraska		Jane	Nioce		305 North Main		Reserve	KS	66434
Sac & Fox Nation of Oklahoma		Sandra	Massey	NAGPRA Representative	RR 2, Box 246		Stroud	OK	74079
Sac & Fox Nation of Mississippi in Iowa		Jonathon	Buffalo	NAGPRA Representative	349 Meskwaki Road		Tama	IA	52339-9629
Sakaogon Chippewa Community of Mole Lake Band				Cultural Resource Director	3051 Sand Lake Road		Crandon	WI	54520
St. Croix Band Chippewa Indians of Wisconsin	Chippewa Indians of Wisconsin	Wanda	McFaggen		Tribal Historic Preservation Office	24663 Angeline Ave.	Webster	WI	54893-9246



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E-mail: nwr.dtsd@dot.wi.gov

August 16, 2011

Fond du Lac Band of Lake Superior Chippewa
LeRoy DeFoe, THPO
1720 Big Lake Road
Cloquet, MN 55720

Re: Federal Highway Administration requests for comments concerning Historic Properties and Notification of project undertaking
ID 1195-00-06
Solon Springs to Superior
CN RR to 53rd Ave
USH 53
Douglas County

The Wisconsin Department of Transportation (WisDOT) is undertaking a preservation study along the USH 53 corridor to plan for future improvements. The project is located on USH 53 in the Towns of Solon Springs, Bennett, Hawthorne, Amnicon, and Parkland and in the City of Superior. The study area extends between the CN RR north of Solon Springs to 53rd Avenue in the City of Superior. The project is approximately 23 miles in length along USH 53 and will include up to 1.5 miles of USH 2 east of USH 53. A map showing the location of this project is enclosed.

The study will include identification of locations for future grade-separated intersections along USH 53 to preserve long-term mobility and safety of the highway. Improvements will also be considered at the existing USH 53/USH 2 interchange. The project will result in preservation through official mapping under Wisconsin Statute 84.295. No construction is planned at this time.

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Sincerely,

Marc Bowker

WisDOT Project Manager

CC: Rebecca Burkel, DTSD Bureau of Technical Services, Environmental Services

Enclosure: Project Location Map



**LAC DU FLAMBEAU BAND OF LAKE SUPERIOR CHIPPEWA INDIANS
TRIBAL HISTORIC PRESERVATION**

Division of Historic Preservation

August 17, 2011

Marc Bowker
WisDOT Project Manager
WisDOT NW Region – Spooner Office
W7102 Green Valley Road
Spooner, WI 54801

SUBJECT: Project ID: 1195-00-06; Solon Springs to Superior, CN RR to 53rd Ave., USH 53; Douglas County, WI

Dear Mr. Bowker:

In response to your letter dated August 10, 2011, the Lac du Flambeau Band of Lake Superior Chippewa Indians would like to express concerns with any impacts to historic and cultural properties located within the project area of potential effect for the project mentioned above. This project is located within areas that have previously been occupied by the Northern Ojibwe Bands.

Please forward all results of an archival review and archaeological reports. Should there be an impact or effect to historic properties as a result of this project, we will request consultation pursuant to Section 106 of the National Historic Preservation Act, as amended,

However, if a review has not yet been completed, the Lac du Flambeau Tribal Historic Preservation Office is available to assist in the identification of cultural resources, or an archaeological/historical assessment or archival review for a fee.

Please contact us if you have any questions or concerns at (715) 588-2139. You may send the results of the archival review and archaeological report to:

Tribal Historic Preservation Office
P.O. Box 67
Lac du Flambeau, WI 54538

Or in digital format to: sthompson2@ldftribe.com Thank you.

Sincerely,

Sarah Thompson for
Melinda J. Young
Tribal Historic Preservation Officer

P.O. Box 67
Lac du Flambeau, WI 54538

Phone: 715 588-2139 or 588-2270
Fax: 715 588-2419
E-Mail: ldfthpo@nnet.net

It is the mission of the Lac du Flambeau Cultural Committee and the Lac du Flambeau Tribal Historic Preservation Office to promote, educate, enhance, identify, encourage, and preserve cultural and traditional activities, materials, and areas for the benefit of future generations. We shall also defend all ancestral burials and traditional cultural properties from disinterment or desecration.

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

Factors to Consider

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

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

1. Project Design Concepts and Scope

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

Answer:

The design concepts include improved access at the US 2/52 and County E/Moccasin Mike Road intersection. The design concepts do not include expansion, new alignment, or bypass.

2. Project Purpose and Need

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

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

3. Project Type

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

Answer: Environmental Assessment.

4. Facility Function

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

Answer: Based on WisDOT functional classification maps, US 2/53 is a rural Principal Arterial. US 2/53 is one northwest Wisconsin's vital links which serves commuters, residents, and freight traffic connecting Wisconsin and Minnesota.

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

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

Answer: The project area is rural and suburban in nature within the project limits. The project location is located within the City of Superior and the Duluth-Superior Metropolitan Planning Area.



Duluth-Superior Metropolitan Planning Area
(Source: DSMIC)

6. Improved travel times to an area or region

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

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

7. Land Use and Planning

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

Answer: Existing land use types in the project area are residential, commercial, and recreational directly at the US 2/53 and County E/Moccasin Mike Road intersection. The land uses surrounding the intersection include low density residential, woodlands, and wetlands. North of the intersection along US 2/53, the urbanized area of Superior has more dense residential and commercial land uses.

Comprehensive plans are adopted for the City of Superior and Town of Parkland as well as the surrounding communities. The preferred alternative does not conflict with the local comprehensive planning efforts.

Zoning is in place by each municipality. Zoning in the project area is primarily for residential, commercial, and industrial land uses with some recreational uses near the US 2/53 and County E/Moccasin Mike Road intersection and rural/open lanes uses south of the intersection area. North of the intersection, zoning is primarily for residential and commercial land uses. The preferred alternative does not conflict with local zoning in the project area.

8. Population/Demographic Changes

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

Answer: Wisconsin Department of Administration (DOA) information for Douglas County indicates an estimated projected population growth of approximately 0% from 2010 to 2040. The DOA data indicates the population of Douglas County actually declined 15% total from 1970 to 2010.

Generally the demographics rates have remained steady over the past 10 to 20 years. Unemployment rates mimic the national and state unemployment rates and the state of the economy. There has been a rise in unemployment rates for the past few years (8-10%). Unemployment in Douglas County is typically 2-4% higher than the national average due to seasonal work.

9. Rate of Urbanization

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

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

There have been no significant conversions of lands to other types outside of the intersection since most of the area consists of wetlands precluding build-ability or woodlands with little access. Areas along US 52/53 north of the intersection and south on County E have converted to residential and commercial land uses.

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

10. Public, State and/or Federal Agency Concerns

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

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

DETAILED INDIRECT AND CUMULATIVE EFFECTS ANALYSIS

ID 1195-00-08
Superior to Duluth
WIS 13 to 53rd Avenue East
US 2
Douglas County

Date: May 2014

INTRODUCTION

An analysis of indirect and cumulative effects has been prepared as part of the Environmental Assessment for the US 2/53 and County E/Moccasin Mike Road intersection located in the City of Superior, Douglas County, Wisconsin. See **Figure A** for the project location in northern Douglas County. This technical memorandum provides a summary of the analysis of indirect and cumulative effects for the above referenced Proposed Action. These analyses evaluate potential indirect and cumulative impacts to resources resulting from construction of the proposed improvements at the intersection.

NOTE: While the Proposed Action under this Environmental Assessment is for preservation of right-of-way only which is not anticipated to produce significant direct or indirect impacts, this analysis was completed assuming the Proposed Action would be constructed in order to fully evaluate any indirect and cumulative impacts. If or when construction is programmed, this indirect and cumulative analysis may need to be re-evaluated.

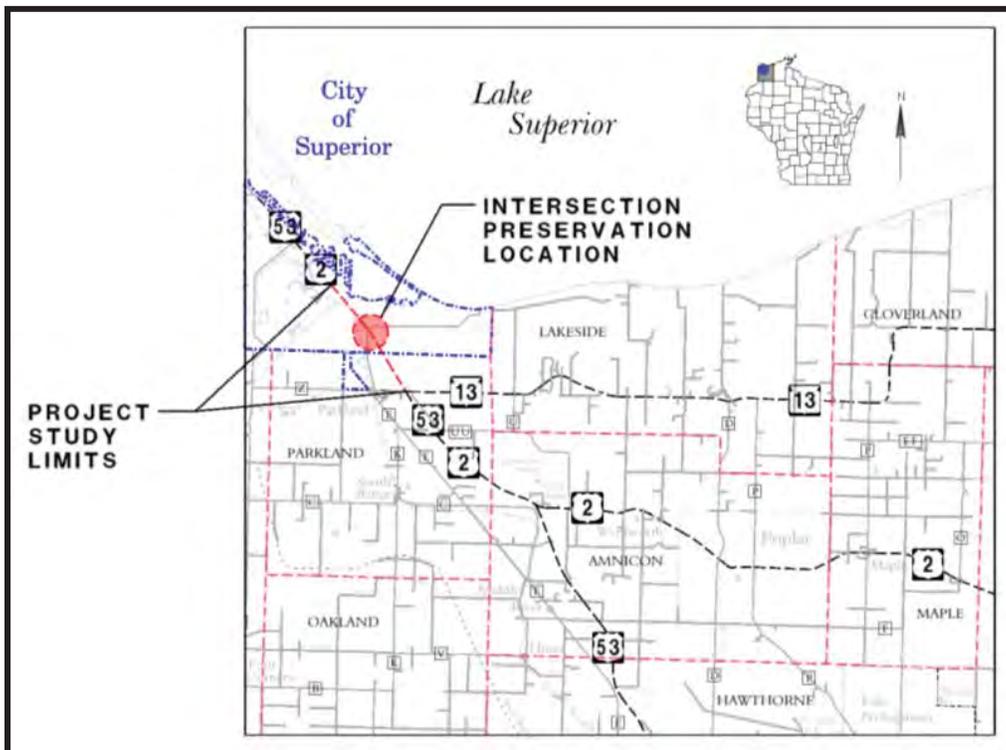


FIGURE A – PROJECT LOCATION

The purpose of the Proposed Action is to evaluate alternatives in order to maintain long-term safety and mobility of the US 2/53 corridor and officially preserve future right-of-way for intersection improvements at the US 2/53 and County E/Moccasin Mike Road intersection.

The purpose of this environmental document is for planning and preservation only and not for construction. The preservation of future right-of-way is proposed under Wisconsin State Statute 84.295(10). No construction is planned at this time.

The official mapping of the proposed improvements would address three needs:

- Long-term highway planning and corridor preservation
- Emerging operational and existing safety concerns
- Land use/transportation planning and coordination

NOTE: While the “Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a Detailed Indirect Effects Analysis” does not indicate significant potential for indirect effects, a more detail indirect effects analysis is documented in this memorandum since the Proposed Action includes an improvement in access to the US 2/53 freeway.

INDIRECT EFFECTS ANALYSIS

Indirect effects are defined as those effects that are “caused by the action and occur later in time or farther removed in distance, but still reasonably foreseeable” (Section 1508.8, Council on Environmental Quality regulations for implementing the National Environmental Policy Act). The following method for analyzing indirect effects is from the National Cooperative Highway Research Program (NCHRP) Report 466, Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects, Transportation Research Board, 2002.

The methodology for conducting this analysis of indirect effects included guidance provided by the Federal Highway Administration (FHWA) in the National Cooperative Highway Research Program (NCHRP).

Guidance provided in the Wisconsin Department of Transportation (WisDOT) Facilities Development Manual (FDM) Section 25-5-17 and WisDOT’s guidance analyzing indirect effects were followed for this analysis. The approach includes a six-step process by establishing an area of potential effect; reviewing existing information; documenting project area notable features; identifying potential impact causing activities; identifying and assessing significance of potential indirect effects, and considering mitigation strategies.

Step 1 – Scoping, Selecting Tools/Activities, and Determining Study Area

Predicting indirect effects includes a certain level of uncertainty. The Project Team reviewed demographic trends and available comprehensive, regional, and local plan data for the Project Study Area. The Project Team also conducted local official, environmental resource agency, and public involvement meetings to facilitate project coordination as well to attempt to identify the potential for and magnitude of any indirect effects.

Existing Facility

The Proposed Action is located at the intersection of US 2/53 and County E/Moccasin Mike Road in the City of Superior in Douglas County, Wisconsin. The Proposed Action study limits extend from WIS 13 in the Town of Parkland to 53rd Avenue in the City of Superior. The study limits and intersection location are shown in **Figure A**.

US 2/53 is designed and constructed as a freeway with fully controlled access between WIS 13 and County E/Moccasin Mike Road. North of County E/Moccasin Mike Road, the US 2/53 freeway enters the urbanized area of the City of Superior with at-grade intersections throughout the corridor. The freeway transition into the Superior urbanized area is shown in **Figure B**.



FIGURE B – US 2/53 FREEWAY TRANSITION TO THE CITY OF SUPERIOR

US 2/53 is typically a four-lane north/south divided rural freeway with a median varying in width. The median (separation area between opposing roadways) configuration is a grass-lined ditch. US 2/53 is part of the National Highway System (NHS) and is an important regional route supporting through, local, and commuter traffic on northwest Wisconsin and northern Minnesota.

The existing intersection at US 2/53 and County E/Moccasin Mike Road is an at-grade intersection that intersects US 2/53 at approximately 90-degrees with stop control on County E and on Moccasin Mike Road. The US 2/53 median is approximately 100-feet in width and there are right and left turn lanes present on northbound and southbound US 2/53. The existing posted speed on County E is 35 mph, 25 mph on Moccasin Mike Road, and 65 mph on US 2/53. The speed limit on US 2/53 changes to 45 mph right at the north side of the County E/Moccasin Mike Road intersection. It has been observed that traffic rarely observes the speed limit through this intersection often exceeding the 45 mph speed at this intersection location.

Year 2010 traffic volumes range from 13,000 to 16,900 vehicles per day on US 2/53. Year 2010 traffic volume on the west leg of County E is 2,570 vehicles per day and 1,090 vehicles per day on the east leg of Moccasin Mike Road. Most of the traffic from County E is turning left to northbound US 2/53 into the urbanized Superior area. Moccasin Mike Road serves as the access to the City of Superior landfill and to the Wisconsin Point coastal area. A majority of the heavy truck traffic destined for the landfill is coming from the north in the City of Superior.

Project Alternatives

A detailed discussion of purpose and need, alternatives considered, and evaluation of environmental factors and impacts are included in the Environmental Assessment prepared for the Proposed Action. This technical memorandum summarizes these items for the purpose of evaluating indirect effects.

The purpose of the Proposed Action is to evaluate alternatives in order to maintain long-term safety and mobility of the US 2/53 corridor and officially preserve future right-of-way for intersection improvements at the US 2/53 and County E/Moccasin Mike Road intersection. The purpose of this environmental document is for planning and preservation only and not for construction. The preservation of future right-of-way is proposed under Wisconsin State Statute 84.295.

The following alternatives were developed to address the needs for the project:

- County E/Moccasin Mike Road Alternative 1: No-build
- County E/Moccasin Mike Road Alternative 2: Jughandle Overpass (Far East) with Existing Connections to US 2/53
- County E/Moccasin Mike Road Alternative 3: Jughandle Overpass (Near East) with Existing Connections to US 2/53
- County E/Moccasin Mike Road Alternative 4: Jughandle Overpass with NW-SE Connections to US 2/53 – PREFERRED ALTERNATIVE
- County E/Moccasin Mike Road Alternative 5: On-Alignment Jughandle Overpass with NW-SE Connections to US 2/53

A detailed discussion of the features of each alternative and reasons for eliminating Alternatives 1, 2, 3, and 5 are included in the Environmental Assessment prepared for the Proposed Action. The following alternatives were used for the purpose of evaluating indirect effects:

Alternative 1 - No Build

Alternative 1 is the No Build Alternative. This alternative would result in no change to the existing facility and preservation of future right-of-way would not occur.

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

Alternative 4 – Jughandle Overpass with NW-SE Connections to US 2/53 (Preferred Alternative)

Features of Alternative 4 include the following:

- Construction of an overpass south of the existing intersection. The overpass would be designed as a two-lane undivided roadway and the overpass would realign County E with Moccasin Mike Road.
- Construction of at-grade intersections and roadway connectors to USH 2/53 to provide access at the overpass. All turning movements on US 2/53 would be right-in/right-out and the at-grade crossing movements would be eliminated.
- Construction of a cul-de-sac to close existing Moccasin Mike Road at US 2/53.
- Construction and realignment of approximately 4,200-feet of northbound US 2/53
- Maintenance of the Tri-County Corridor recreational trail generally on its existing alignment with minor realignment near the County E overpass crossing.
- Alternative 4 would allow for the required clearance to accommodate future conversion of the Tri-County Corridor recreational rail back to railroad use.
- Alternative 4 would also allow for the trail/roadway crossing at County E to be grade-separated, if warranted.

Project Study Area

For the purposes of evaluating indirect effects, the Project Study Area is defined as an area along US 2/53 served by the intersection. The Study Area extends north to 53rd Avenue and encompasses the Wisconsin Point coastal area off to the northeast. The Study Area extends about half way to WIS 13 define the southern boundary. The Study Area extends to the west and is bound by the existing railroad corridor. The Study Area extends east and includes the area primarily served by Moccasin Mike Road which is the only outlet for this area. The Study Area includes portions of the Town of Parkland and the City of Superior. See **Figure C** for the Project Study Area.

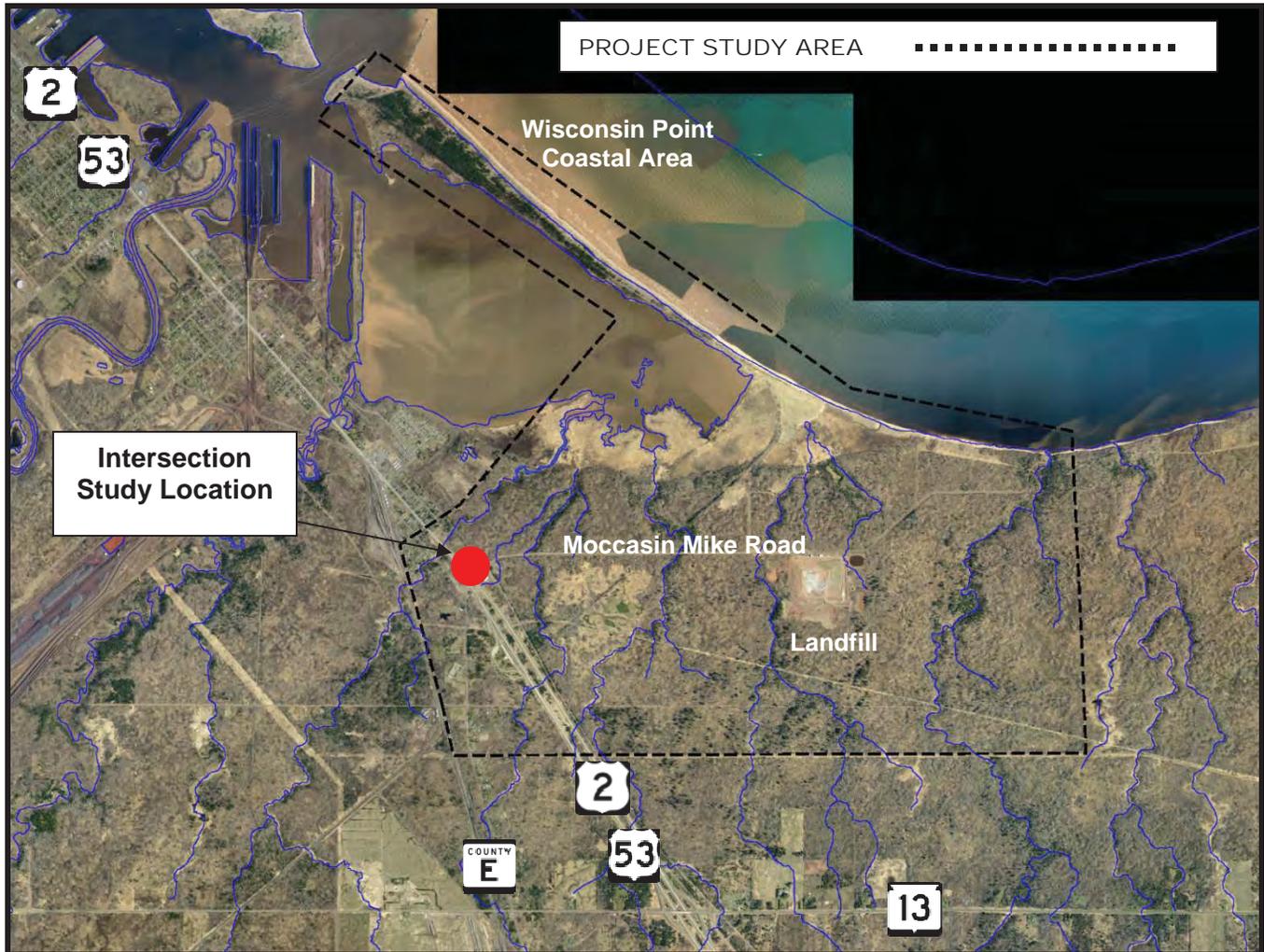


FIGURE C – PROJECT STUDY AREA

The Project Study Area was based upon traffic patterns and access to and from US2/53.

- West: The west side consists of the railroad corridor which acts as a barrier for access to US 2/53 from west of the railroad corridor.
- East: Area that is or could be accessed from Moccasin Mike Road. Most of the area east of US 2/53 consists of large wooded parcels for recreation, the Wisconsin Point coastal area, and the City of Superior landfill.
- North: The northern edge of the Study Area is at 53rd Avenue as this is the northern end of the overall project limits and this area is accessed from the US 2/53 and County E intersection at the south or from 53rd Avenue at the north. The intersection improvements have little impact to the north as this area is access from the urban street network and is densely developed already.

- South: Consists of areas accessed from County E on the west and Moccasin Mike Road on the east. Areas south of the Study Area boundary could be access from the WIS 13 interchange.

Step 2 - Inventory the Study Area and Notable Features

Existing conditions and trends and notable features were identified and evaluated based on available local and regional plans, demographic data and projections, and records illustrating development land use changes that have occurred over time as well as current and anticipated land uses.

Regional and Local Plans

Numerous studies and comprehensive plans are available for the Project Study Area. Although economic development is not a need component for this project, the Proposed Action is compatible with the documented local and regional development plans and a strong transportation system supports locally and regionally planned economic development. The local and regional comprehensive and development plans are discussed in further detail below.

- The local plans document that their physical location adjacent to US 2/53 is a primary factor which attracts businesses and other development.
- Commercial and industrial developments (land conversions) are planned within the vicinity of the intersection and comprehensive planning and zoning have been implemented to ensure growth is planned.
- The local plans support the idea that a safe and well-maintained US 2/53 corridor is critical to any planned economic growth.
- The plans document that investment in transportation improvements along the US 2/53 corridor is important to the success of planned development in Douglas County and that measures should be taken to ensure the longevity of various highway improvements.

Land uses primarily consist of rural residential, woodlands, wetlands, public recreation, and conservation land uses with some commercial and industrial land uses. See **Figure D** for an existing

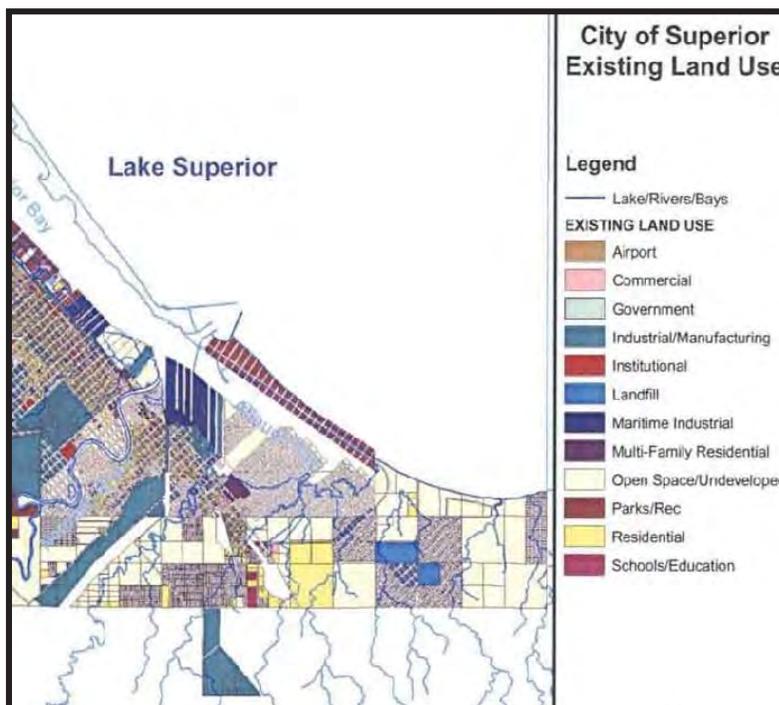
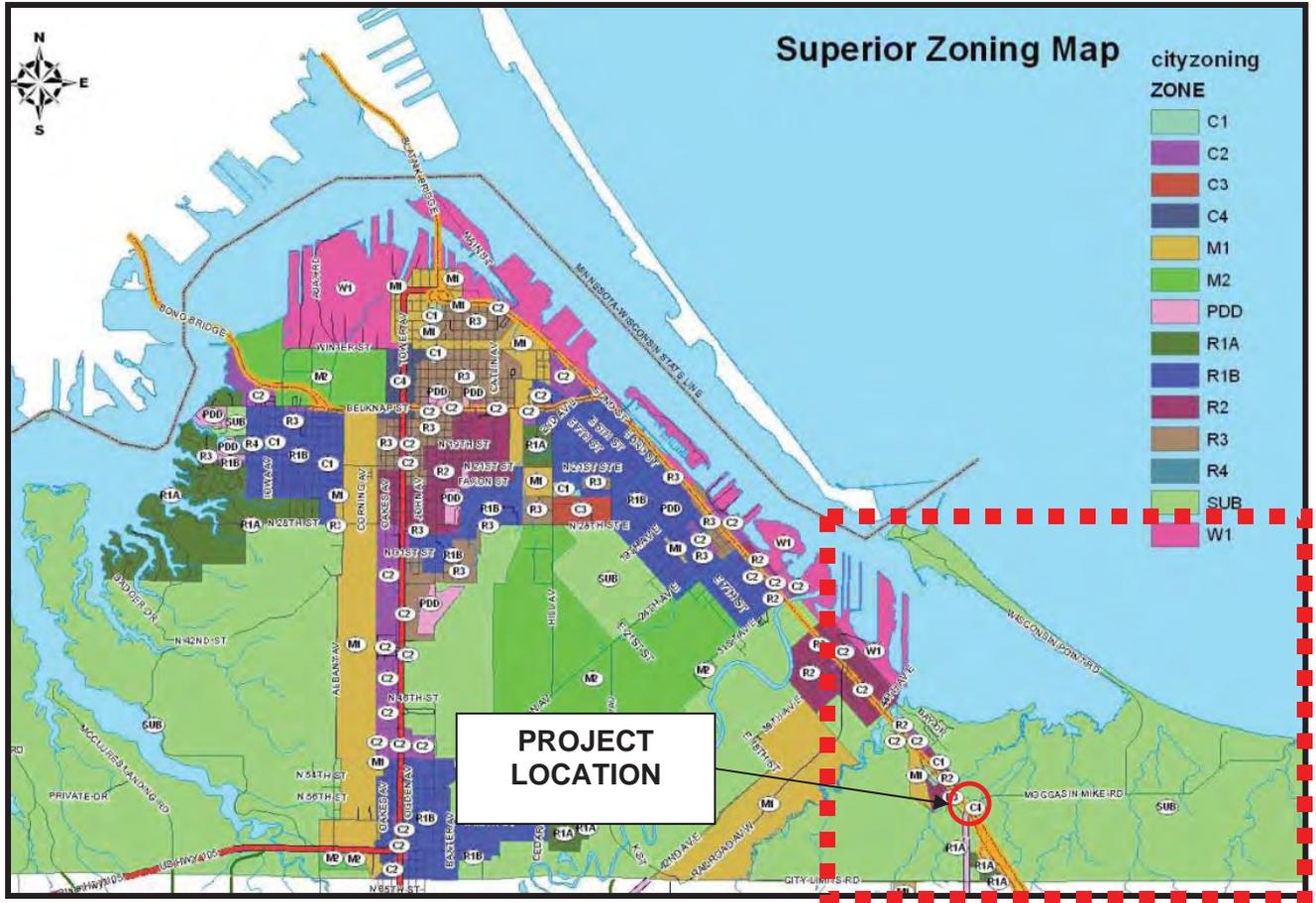
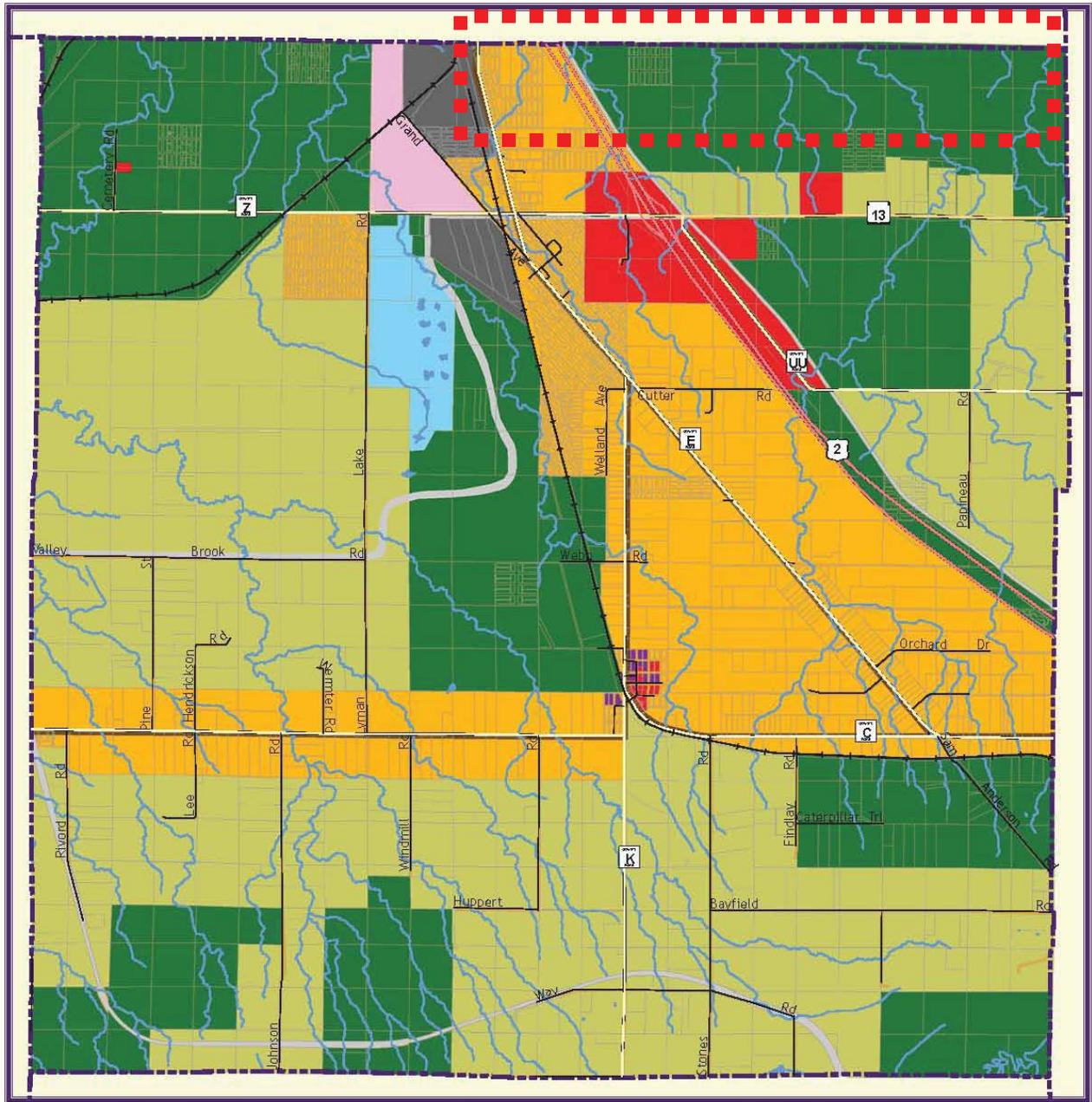


FIGURE D – EXISTING LAND USE (2010)



**FIGURE F2 – ZONING CITY OF SUPERIOR
(SOURCE: CITY OF SUPERIOR)**



**FIGURE F3 – FUTURE LAND USE TOWN OF PARKLAND
(SOURCE: NWRPC)**

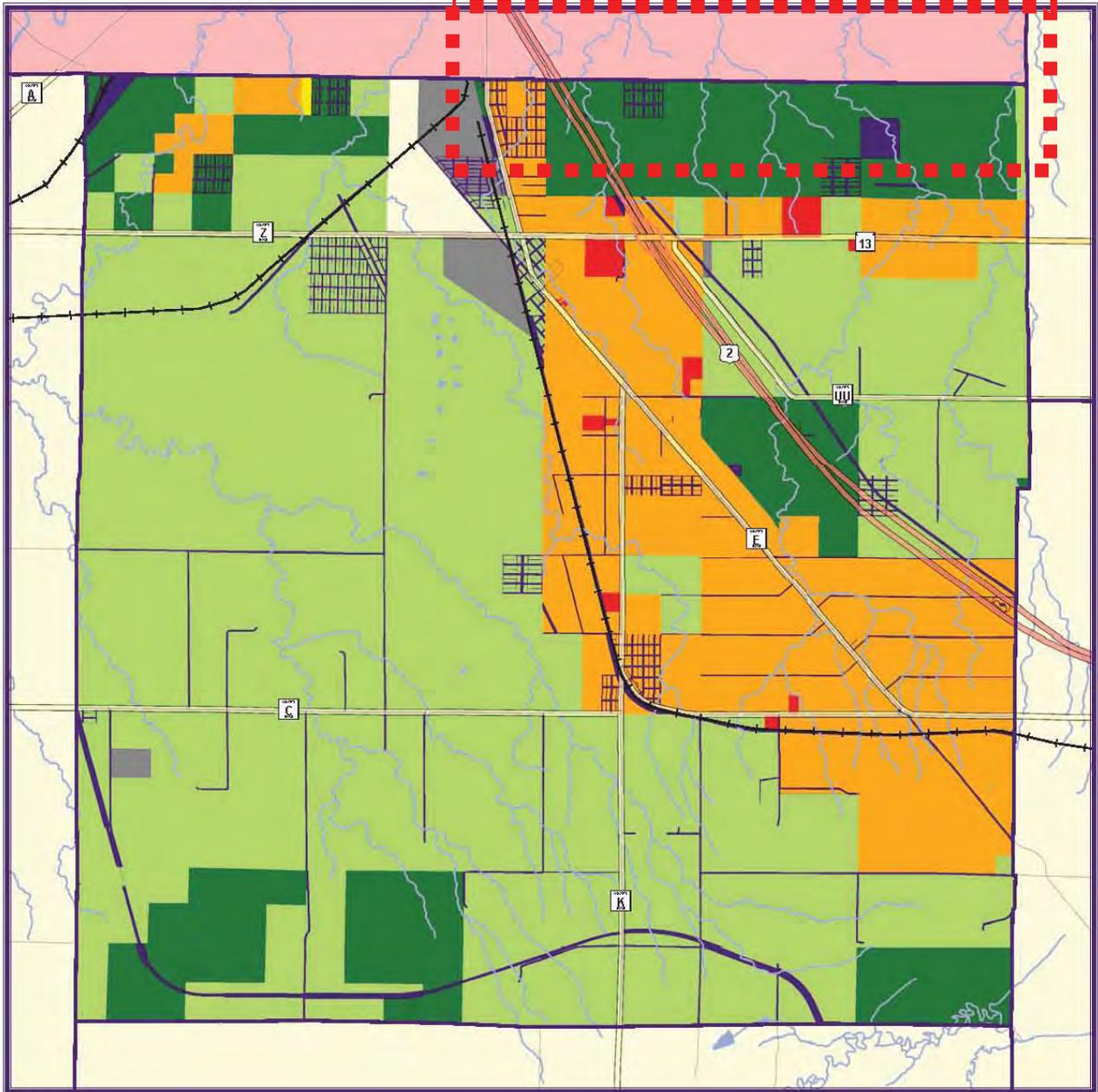
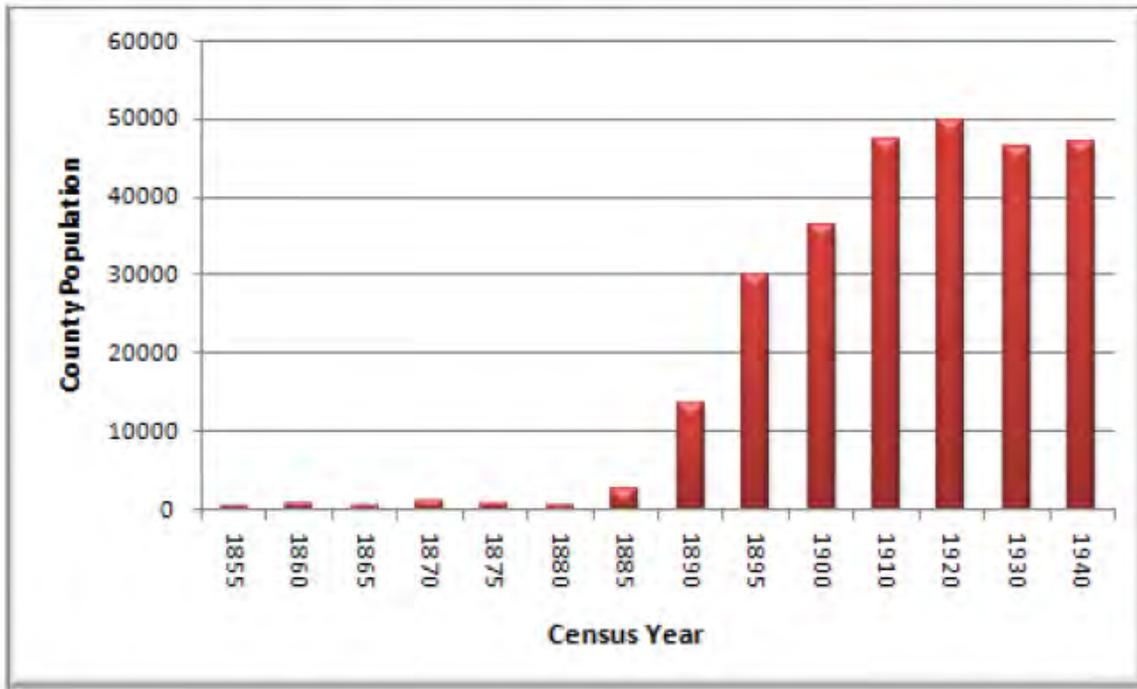


FIGURE F4 – ZONING TOWN OF PARKLAND (SOURCE: NWRPC)

Demographic Data and Trends

According to the Douglas County Comprehensive Plan, the introduction of railroads into the county in the 1880s, coupled with the development of mining and timber resources in the area, and establishment of the port at Duluth-Superior brought in numerous settlers resulting in a period of growth peaking in 1920. With the exception of an increase in 1940, the county’s population has been in a gradual decline since 1920 (see **Figure G**).

**FIGURE G – DOUGLAS COUNTY POPULATION 1855-1940
(SOURCE: DOUGLAS COUNTY)**



The population in Douglas County has continued to decrease due to abandonment of agriculture and decline of major industries such as the Port of Duluth-Superior, railroad, and manufacturing since the 1970’s. Historical Douglas County population statistics are shown in the tables below.

Population data

Municipality	1950	1960	1970	1980	1990	2000	% Change (1950-2000)
Town of Parkland	1,313	1,531	1,523	1,496	1,326	1,240	-6%
City of Superior	35,325	33,563	32,237	29,511	27,134	27,368	-22%
Douglas County	46,715	45,008	44,657	44,421	41,758	43,287	-7%

Source: Douglas County Comprehensive Plan.

	Census 1970	Census 1980	Census 1990	Census 2000	Census 2010	Projection 2020	Projection 2030	Projection 2040
Town of Parkland	1,523	1,496	1,326	1,220	1,220	1,260	1,275	1,250
City of Superior	32,237	29,571	27,134	27,244	27,244	27,680	28,060	27,490
Douglas County	44,657	44,421	41,758	43,287	44,159	44,665	45,660	46,555

Source: Demographics Services Center, WI Dept of Administration.

Household Income information

	Less than \$10,000	\$10,000 - \$14,999	\$15,000 - \$24,999	\$25,000 - \$34,999	\$35,000 - \$49,999	\$50,000 - \$74,999	\$75,000 - \$99,999	\$100,000 - \$149,999	Greater than \$150,000
Town of Parkland	24	19	40	84	110	111	58	45	30
City of Superior	966	1,104	1,434	1,652	2,164	2,019	1,326	1,160	351
Douglas County	1,270	1,401	1,987	2,527	3,250	3,680	2,458	1,924	669

Source: U. S. Census information from 2010

Poverty Status in 1999

	Total Individuals	Individuals below poverty level	Total Families	Families below poverty level
Town of Parkland	1,287	61	387	15
City of Superior	26,261	3,507	6,719	646
Douglas County	41,918	4,605	11,321	860

Source: U. S. Census information from 2010

Ethnicity

	Total	White/Caucasian	Black/African American	American Indian/Alaskan Native	Asian	Native Hawaiian	Other	Two or more races
Town of Parkland	1,215	72	43	2	0	0	15	1,215
City of Superior	25,103	393	525	377	0	52	645	25,103
Douglas County	40,981	596	812	440	16	71	1,047	40,981

Source: U. S. Census information from 2010

In addition to existing and future land uses, zoning, demographics, and housing; the local and regional comprehensive plans consider factors such as transportation, community facilities and utilities, agricultural resources, cultural resources, economic development, and intergovernmental cooperation. These factors have been considered during assessment of the potential indirect effects of the Proposed Action.

Study Area's Notable Features

Notable features in the indirect effects analysis area include predominant socioeconomic, manmade and environmental features. An aerial map overview of the Project Study Area is shown in **Figure H**. The notable features within the Project Study Area include:

- Developments such as:
 - Commercial/industrial and retail developments near the US 2/53 and County E/Moccasin Mike Road intersection
 - Dense residential development north of County E/Moccasin Mike Road in the City of Superior
 - City of Superior landfill
- Recreational facilities including:
 - Wisconsin Point coastal area
 - Bear Creek Park located at the northeast corner of the intersection
 - Tri-Corridor Recreational trail along the east side of US 2/53 (former rail corridor)
- Environmental corridors including streams and wetlands which drain to Lake Superior
- Moccasin Mike Wetland Preserve located north of Moccasin Mike Road (see **Figure I**)
- Large tracts of woodland and undeveloped areas

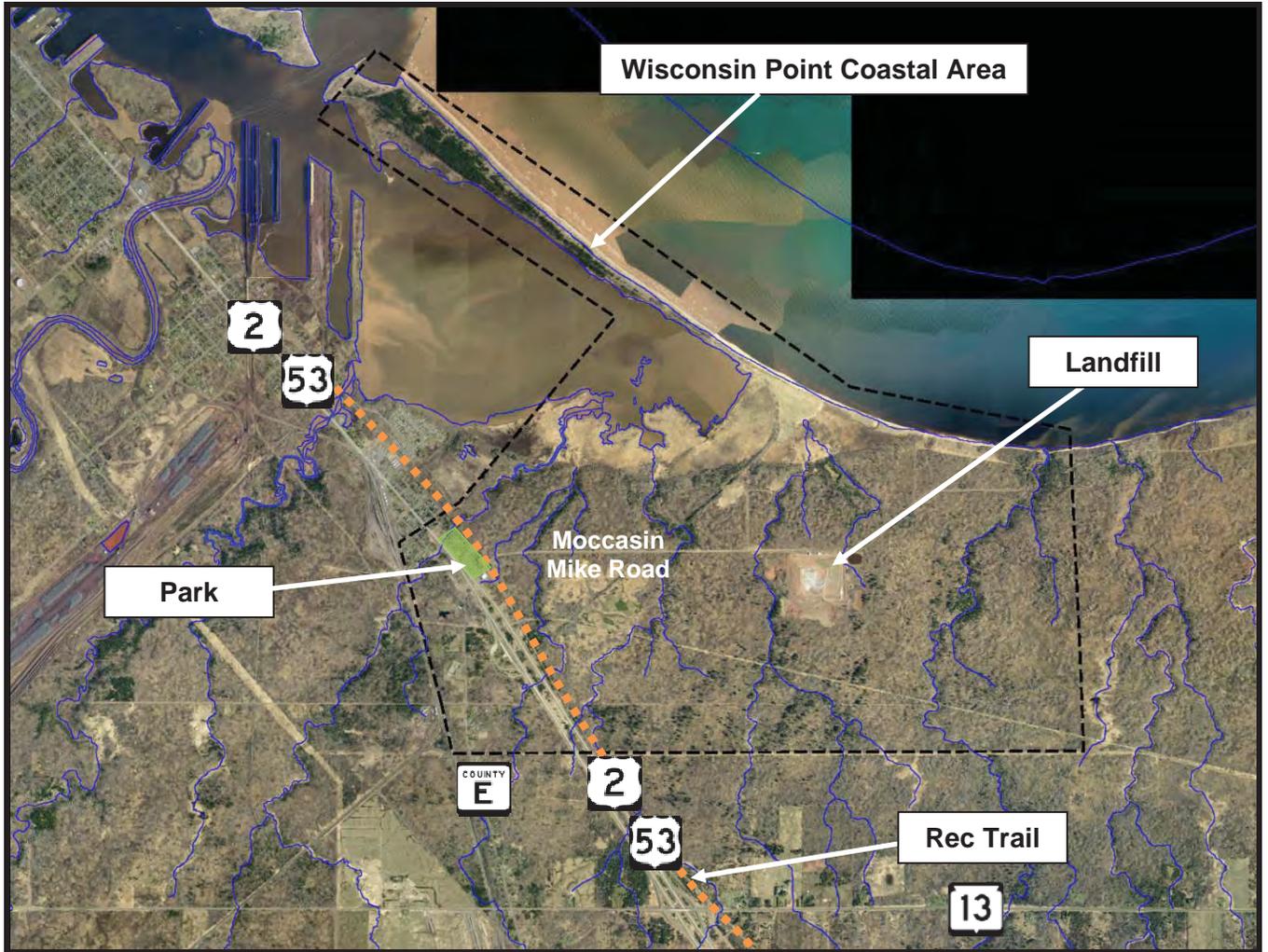


FIGURE H – PROJECT STUDY AREA WITH NOTABLE FEATURES

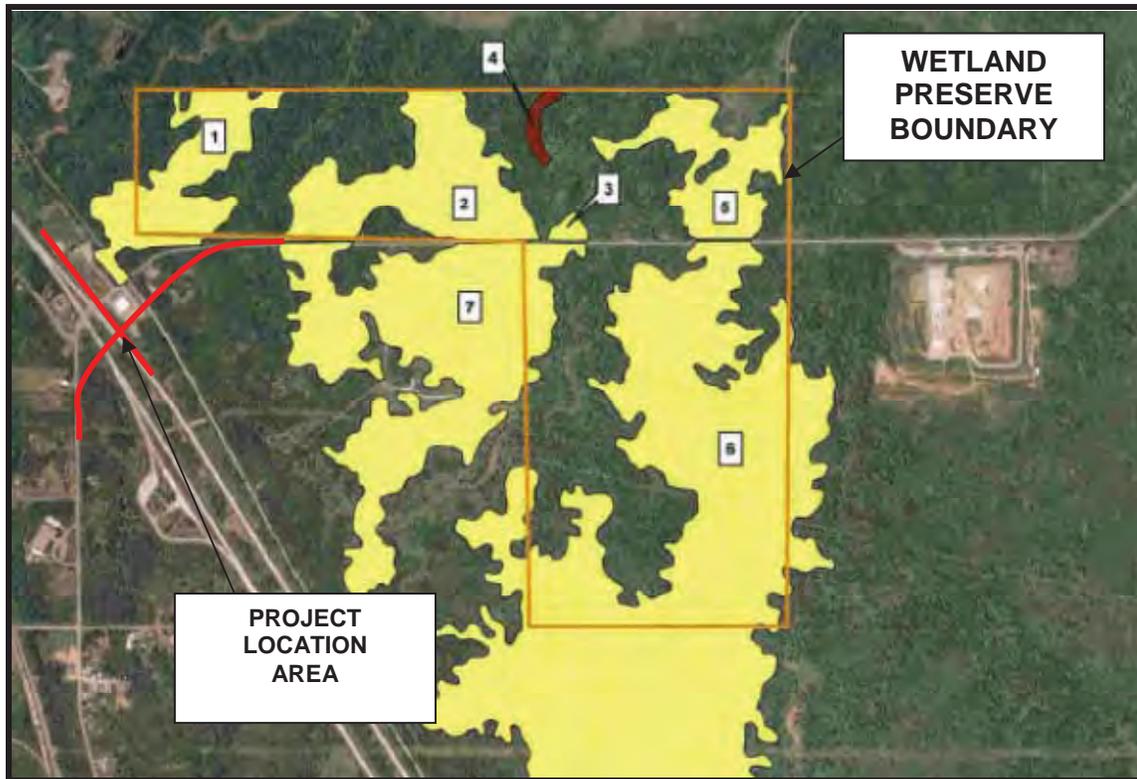


FIGURE I – MOCCASIN MIKE WETLAND PRESERVE (Source: NWRPC)

Step 3 - Identification of Impact Causing Activities

Information about proposed improvements and alternatives is included in Step 1 above. The access at the intersection would remain in the same vicinity except that the intersection would be reconstructed as a grade-separated intersection and realigned south of the existing intersection. The existing intersection configuration is an at-grade intersection today. Relocation or bypass of U 2/53 is not part of the Proposed Action.

Potential impact causing activities associated with the Proposed Action are as follows:

Alternative 1

A No Action (No Build) alternative was evaluated. While the No Action alternative would avoid any specific impact causing activities to land use and socioeconomic or environmental factors, it does not address the long-term needs of the US 2/53 corridor. With the No Action alternative, safety and roadway operations at the intersection could decrease as traffic increases. The No Action alternative does not address considerations identified in local and regional land use and transportation planning efforts for maintenance of a safe and efficient facility which provides safe access to and from local communities with the intent that a strong transportation network supports local planned land uses and economic development.

Alternative 4

Construction of Alternative 4 would include the following potential impact causing activities:

- Construction of a new overpass located south of the existing intersection and closure of the existing at-grade intersection
- Construction of additional impervious pavement area

- Direct land conversion due to proposed roadway cuts and fills

The other build alternatives would have a similar magnitude of impact causing activities as Alternative 4. The other build alternatives were eliminated in the Environmental Assessment from further consideration.

Step 4 - Potentially Significant Indirect Effects

Based on the information provided in the previous steps, the following indirect effects could occur as a result of the Proposed Action (Build Alternative 4):

Ecological Effects

- Changes in project area water quantity and quality which may impact plant and animal habitat

Socioeconomic Effects

There would be no major alteration of traffic patterns and access and no relocations of homes, businesses, and public facilities. There are no anticipated changes in travel patterns or times as a result of the Proposed Action.

There would be direct physical impact due to right-of-way acquisition that would be needed to construct the proposed improvements. This may result in the following indirect effects:

- Perceived quality of the natural environment
- Aesthetic (visual) values

Land Use Changes

- Potential for induced land growth resulting in open land conversion to other land uses

Effects of the No Action Alternative (Alternative 1)

If a No Action alternative is selected, safety and roadway operations at the intersection could decrease as traffic increases. The No Action Alternative does not address the project needs. The No Action alternative does not address objectives identified in local comprehensive and transportation planning efforts to maintain a safe and efficient transportation system to support existing and planned land uses which support strong and healthy communities.

Step 5 – Analyze Indirect Effects, Describe Significance, and Evaluate Assumptions

Based on the information provided the previous steps, the following indirect effects that could result from the Proposed Action (Alternative 4) have been identified and are further analyzed below:

Ecological Effects

Construction of additional impervious area related to the grade-separated intersection could produce additional stormwater runoff (quantity) including additional sediment loading (quality). If this runoff is not controlled (slowed) and is not treated to reduce sediment loading, water quality leaving the project may impact water quality within wetlands and waterways outside of the project right-of-way consequently leading to reduced quality of plant and animal habitat outside of the project corridor. Additionally any increases in water quantity may induce or provide a perception of localized flooding where adjacent property owners aren't experiencing drainage issues in the existing condition. In particular, one property owner noted during the public involvement process the need to control and/or redirect stormwater runoff from the highway to avoid the improvements on the site. While the local site improvements may have been constructed after the highway drainage features, there is a perception that the highway runoff is the cause of drainage issues outside the right-of-way.

Disturbance of the existing ground and replanting roadway slopes with standard highway finishing measures and lawn type turf plantings are perceived by resource agencies as having the potential to introduce invasive species into special plant communities adjacent to the highway right-of-way.

Socioeconomic Effects

There would be direct physical impact adjacent to some of the residential neighborhoods which would require strip taking of right-of-way from adjacent wooded and wetland areas. The Proposed Action would require preservation and future taking of right-of-way to construct the improvements.

During the public involvement process, property owners did not express any potential for indirect effects related to the land conversion. There could be perceived change in visual and aesthetic quality of the landscape due to the conversion of natural (woodlands and wetlands) land uses to highway land uses.

The land conversion required for highway reconstruction may require severance of one parcel thereby causing an indirect change in ownership since access may not be maintained. It is likely the land use of the severed (land-locked) parcel would not change from woodlands and wetlands.

Land Use Changes

Construction of a grade-separated intersection could lead to the potential for induced land growth resulting in conversion of undeveloped land uses for commercial and residential uses.

During the public and agency meetings and outreach, none of the local officials or property owners expressed concern about the potential for any induced land use changes (development or redevelopment) as a result of changing the intersection configuration. There would be no addition of any other access along US 2/53.

The pattern of development that is anticipated to occur in the Project Study Area with the Proposed Action would most likely be similar to the current pace and type occurring now. The local and regional comprehensive planning efforts document the planned land uses and the maintenance of US 2/53 operations as part of the overall transportation management plan by WisDOT is not anticipated to change the rate or type of land conversions already occurring.

As development continues to occur, there could continue to be conversion of undeveloped lands to residential, commercial, or industrial land uses. In general, the land north of the intersection is already developed or it consists of a wetland preserve and a park, which cannot be developed for residential or commercial land uses.

The potential for development could cause a decrease in the amount of wetlands and woodlands which currently exist within the project corridor. In general, the indirect (secondary) effects to these lands could potentially be proportional to the amount of development that occurs. Rural residential development could occur south of the intersection but it is likely it would occur along existing roadways such as County E on the west side of US 2/53 since access can be obtained off the highway. East of US 2/53, the large wooded tracts are not served by a roadway network between Moccasin Mike Road (north) and WIS 13 (south). Development in this area would require investment of infrastructure by the municipality or developer.

Development could create an environment for property values and the overall tax base to increase. As development continues, the need for municipal services such as sewer, water and waste disposal would generally increase. Municipal sewer and water services are not available in some areas of the Project Study Area. Additional tax dollars would likely be available from added development to fund expanded municipal services and community facilities as needed.

Potential Significance of Indirect Effects

The analysis in Step 5 did not yield any potentially significant indirect effects as a result of the Proposed Action. The development rate in the project area would not be adversely affected by the Proposed Action. The local and regional comprehensive and transportation planning efforts anticipate the Proposed Action (preservation of right-of-way for future intersection improvements) as part of their overall plan goals and objectives. Development with the proposed project would occur in a manner that is consistent with these local and regional plans.

The indirect and ecological effects are minor in nature and can be mitigated through additional project coordination. See Step 6 for mitigation activities.

Although there is some small level of uncertainty in the underlying assumptions used in the indirect effects analysis, possible variations in the assumptions would not likely change the findings for this Proposed Action.

Step 6 – Assess Consequences and Identify Mitigation Activities

Ecological Effects

The environmental consequences related to the indirect effects from stormwater runoff and highway landscaping are relatively limited in nature.

Part of the project development requirements are for WisDOT to implement stormwater management requirements provided for in Wis. Stat. Trans 401. The Proposed Action would control and slow stormwater runoff through vegetated roadside ditches and other measures before discharging runoff into adjacent wetlands and waterways. In general, ditches would be designed to maintain existing drainage patterns except where property owners have requested changes to address nuisance issues on their properties. Part of Trans 401 would also require WisDOT to implement stormwater quality standards (level of sediment loading reduction to be determined). The stormwater design and treatment measures implemented in the future would ensure stormwater runoff quantity and quality does not have a significant adverse effect on the Project Study area outside of the highway right-of-way.

Socioeconomic Effects

The environmental consequences related to the indirect effects from land conversions are relatively limited in nature. As part of the design process, further consideration would be given to design modifications (steeper slopes, alignment shifts, etc.) that could further limit property acquisition.

Land Use Changes

The pattern of development that is anticipated to occur in the project area with the Proposed Action would most likely be at a similar pace and type from that occurring now. With the acquisition of some property to accommodate the new intersection configuration, the area would immediately have a decrease in some land uses.

Any new development could cause a decrease in the amount of wooded lands and to some minor extent possibly wetlands and floodplains within the Project Study Area. In general, the indirect effects to these lands would potentially be proportional to the amount of development that occurs. However, these potential changes are consistent with the planned land use and local government regulations that control the intensity, design and location of development as well as other local, state and federal regulations could prevent or minimize negative effects.

Avoidance and Minimization Strategies for Indirect Effects Related Land Use Changes

The proposed project improvements, based on this analysis, are recognized as potential improvements consistent with local and regional comprehensive efforts. As development occurs, it remains the responsibility of local and regional units of government to ensure that land use is consistent with each comprehensive plan or plans are modified accordingly. The following strategies are available to manage indirect effects:

Local governments

Local governments have the statutory authority to manage any potential negative impacts to natural, cultural, historic or socio-economic resources through planning and zoning authorities provided in state statutes and local regulations.

The following local units of government have ordinances and regulations in place to address potential negative effects of growth and development:

- General Code of Douglas County, Wisconsin
- Town of Parkland
- City of Superior

Wetlands and Floodplain Fill

Wetlands that may be impacted by additional growth are currently protected under local, state, and federal laws. Wetlands within the Project Study Area are primarily located along the banks of existing streams and would typically be covered by local floodplain and shoreland zoning ordinances and other state and county agencies. Any fill placed in wetlands or floodplains would require a permit(s). The area located north of Moccasin Mike Road is a wetland preserve and cannot be converted from its wetland and upland land uses.

Floodplain fill and mitigation is also managed by the local agencies and should be monitored to assure that adequate storage is created in the Study Area to provide appropriate mitigation for the impacts. Local agencies would need to coordinate with the appropriate state and county agencies as development continues to help avoid and minimize negative indirect effects. Land use decisions are made in the Study Area by local agencies.

By applying appropriate land management techniques, negative effects from development to the environment can be avoided and/or minimized.

Stormwater Management

As development increases, particularly commercial and industrial, local units of government may also consider stormwater management boards to identify and address potential negative impacts from growth and development. The City of Superior already has stormwater ordinances in place. Each municipality indicates they are working on a plan or recognize the need to implement a stormwater management plan or at least to work cooperatively with various agencies during development to ensure quantity and quality of stormwater runoff generated from land use changes is handled adequately.

CUMULATIVE EFFECTS ANALYSIS

The FHWA and other Federal agencies are responsible for considering and addressing cumulative impacts as part of the National Environmental Policy Act (NEPA) process. The Project Team conducted the cumulative effects analysis following the recommended 11 step methodology established in the Council of Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR §§1500-1508).

As stated in 40 CFR § 1508.7, “Cumulative impact is the impact on the environment, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.”

Guidance provided in the Wisconsin Department of Transportation (WisDOT) Facilities Development Manual (FDM) Section 25-5-17 and WisDOT’s guidance analyzing cumulative effects were followed for this analysis. The approach includes an eleven-step process by establishing an area where potential effects would be felt; developing the impacts expected from the Proposed Action; identifying and developing impacts of other past, present, or reasonably foreseeable actions in the project area; and assessing the overall impact that can be expected if the individual impacts are allowed to accumulate.

Identify the Significant Cumulative Effects Issues Associated with the Proposed Action and Define the Assessment Goals (Step 1)

The cumulative effects analysis addresses the following resources that have been identified to have either direct impacts or indirect effects as a result of the preservation and future construction of the intersection.

- Community/Socioeconomic
- Wetlands
- Woodlands
- Water Quality
- Ecology
- Traffic noise levels

Establish the Geographic Scope for the Analysis (Step 2)

For the purposes of evaluating cumulative effects, the Project Study Area is expected to be similar in nature as the area defined for review of indirect effects since there are none of the effects which are expected to far outreach the established Study Area. See **Figure C** for the Project Study Area.

Establish the Timeframe for the Analysis. Significant Cumulative Effects Issues Associated with the Proposed Action (Step 3)

The Proposed Action includes right-of-way preservation. Construction of the Proposed Action would occur no earlier than 2020. The timeframe for the cumulative effects analysis was determined to be 2020 through 2040.

Identify Other Actions Affecting Resources (Step 4)

Cumulative effects to the resources listed in Step 1, result from the incremental impact of the Action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions.

Transportation Actions

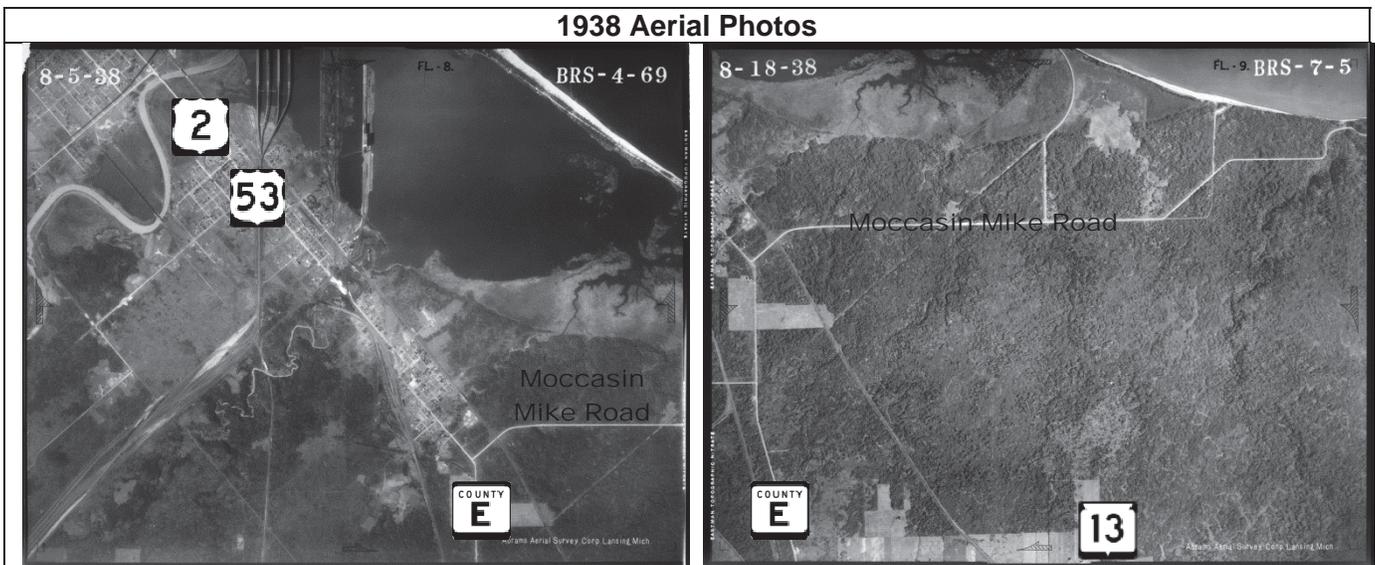
Known past actions for roadway projects within the Project Study Area include:

- Original construction of US 2/53 (1968)
- Pavement rehabilitations along US 2/53 (1968-2014)
- Original construction and various pavement and bridge rehabilitation projects on the US, state, and local road systems adjacent to US 2/53 (exact timeframes unknown; development has occurred from early 1900's until current day)

Other future transportation actions that are reasonably foreseeable include routine improvements to highways outside of, but adjacent to the area covered under the Proposed Action. No other projects were identified in detail which would potentially affect the resources in the Study Area. As funding availability varies and needs arise within local municipalities, additional transportation projects could be programmed in the project area which may have impacts on resources present.

Review of Development Patterns and Development Actions

A review of historical aerial photos was completed spanning from the 1930's to the 2000's. Looking back 80 years, this was a very typical and primarily wooded and agricultural area of rural Wisconsin. Very little development existed within the Project Study Area and was confined mostly to the City of Superior north of the intersection. Most of the Project Study Area was used for woodland purposes and residential development was primarily north of the intersection as shown in the 1938 photos below.



These low intensity development patterns remained in place at least through the 1970's and 1980's.

Review of 1992 aerial photos showed some low density residential development and institutional development along County E south of the intersection occurring in the Project Study Area along. There was still no commercial development located the intersection. The Superior landfill was in place east of US 2/53.

1992 Aerial Photo



Review of 2006 aerial photos showed development as it pretty much exists today with the commercial development near the intersection in place. Additional residential development as occur along County E south of the intersection. In general there has been very little land use changes east of US 2/53 for decades and any changes in land use have occurred west of US 2/53.

2006 Aerial Photo



Additional land use conversions and development with Proposed Action would occur in a manner that is consistent with local and regional comprehensive plans. Some residential development is anticipated continue in rural and urban fringe areas based on past trends and local land use plans. Potential land use changes are within the decision-making authority of local governments in the project area. Comprehensive plans adopted by local governments indicate the type and locations for the future development. However, other key factors such as land availability and cost, regulatory approvals, and economic conditions also influence the amount, type, rate, and location of future development.

The potential for increased development could cause a decrease in the amount of open lands and woodlands and to some degree wetlands and floodplains within the Project Study Area. In general, the cumulative effects to these lands could potentially be proportional to the amount of development that occurs. However, local government regulations about the intensity, design and location of development as well as other state and federal regulations could serve as a means to minimize or avoid negative effects.

Characterize the Resources, Ecosystems, and Human Communities (etc.) Identified During Scoping in Terms of Their Response to Change and Capacity to Withstand Stress (Step 5)

Community/Socioeconomic: Socioeconomic factors such as income, wealth, ethnicity, sense of community and other such factors can be influenced by changes to transportation facilities. Development is expected to continue to occur along with the Proposed Action at a pace in locations planned during local and regional comprehensive land use planning efforts.

As commercial and industrial development creates new businesses in the community, it is likely that residential development would increase also as people seek to live close to their workplace. This could result in population growth in the Study Area as well as an increased tax base and increased need for municipal services and community facilities. Low density residential and commercial development have occurred over the past two decades in the Project Study Area north of WIS 13 primarily along County E and at the intersection of County E/Moccasin Road with US 2/53. No new major residential or community developments are planned in the Project Study Area.

There would be some direct conversion of community (residential, wooded land) property to construct the Proposed Action in the future. Strip taking of proposed right-of-way is estimated at 16-acres. The amount of real estate needed would be refined and minimized where feasible during the future design process. No homes or businesses would be relocated.

Wetlands: Wetlands in the Project Study Area have been impacted by filling and clearing for transportation improvements, agricultural land uses, and for scattered residential and commercial development. As development continues, wetland impacts may continue to some extent. Proactive enforcement of federal, state and local laws and permitting processes can minimize these further impacts to wetlands in the area. The existing wetlands are prevalent in nature due to the poorly drained soils and small streams which drain towards Lake Superior.

There would be approximately 20-acres of direct wetland impacts that would result from the Proposed Action. Wetland delineations are required to determine actual wetlands present and estimates are based upon available WDNR and County mapping.

Woodlands: Continued development could result in a decrease in the amount of woodland areas which can provide for wildlife habitat and lands available for raw materials for wood products. Large wooded areas are present in the project area as the area south of the City of Superior remains generally undeveloped.

There would be estimated 18-acres of wooded land impacts that would result from the Proposed Action. Approximately 5-acres of the total is upland. The other 13-acres are wooded lands which may also be wetlands.

Water Quality: Increased pavement/impervious surfaces from the Proposed Actions and future development can increase stormwater runoff and sediment loading in receiving waters and wetlands. Grass-lined ditches swales and other methods would be used to control and treat stormwater runoff helping to reduce suspended solids which are carried off the developed sites.

The Proposed Action would treat stormwater runoff meeting water quantity and quality standards set forth in Wis. Stat. Trans 401. The Proposed Action is not anticipated to degrade receiving water bodies or wetlands. Local land use ordinances are in place or are under development to require stormwater treatment measures for private developments within the City of Superior.

Ecology: Continued fragmentation impacts from past and future actions may change habitat characteristics. This is evident from past and present aerial photography reviewed for this analysis where roadway and residential development has occurred within upland wooded areas.

Although the Proposed Action would require strip taking from wooded parcels, none of these areas have been identified as primary ecological corridors.

Traffic Noise Levels: Past activities and current activities affect traffic noise levels. Long-term traffic growth through the Project Study Area is likely to continue to increase noise levels within the corridor.

A detailed noise analysis has been completed for the Proposed Action to model existing and future noise conditions. While noise would exceed statutory requirements at some receptors, noise level data would be provided to local officials for use in the comprehensive planning efforts. The noise data can be used to assist in best locating sensitive receptors such as residential home sites. The noise levels that are anticipated would occur with or without the Proposed Action.

The development that was or is planned within the Project Study Area is located in proximity to the highly traveled US 2/53 corridor. Noise impacts from roadway traffic can be fully anticipated when constructing home sites in relation to roadways with higher traffic. The noise impacts can be anticipated and mitigated through the use of noise walls, berms with plantings, and proper locating of home sites by the developers and local municipalities.

Mitigation measures for traffic noise under the Proposed Action are not considered reasonable and would not reduce noise levels within a reasonable cost. See Step 6 of the Indirect Effects analysis for further information about traffic noise levels and reasonableness of mitigation efforts under Federal actions.

Characterization of Stresses Affecting These Resources, Ecosystems, and Human Communities (etc.) and Their Relation to Regulatory Thresholds (Step 6)

Population growth, planned development, and transportation improvements on state, county and local roads are stresses that could potentially affect human communities, wetlands, woodlands, water quality, ecology, and traffic noise levels in the project area.

Over the past few decades, Douglas County has experienced declining populations and limited land conversions from new development in the Study Area.

Natural Resources (wetlands, woodlands, water quality, and ecology)

Developers are required to complete appropriate design as well as permit applications for grading and stormwater management, wetland impacts, and waterway impacts. WDNR, US Army Corps of Engineers, Douglas County, and local units of government are responsible for approving plans and authorizing permits.

Regulations are in place to assure appropriate avoidance and mitigation would be required as development occurs in the future to minimize impacts to natural resources.

Local and regional comprehensive planning efforts have placed a focus on protecting natural resources as part of their planning efforts. Site design techniques are desired by each plan to minimize impacts to the natural environment including topography, hydrology, vegetation, natural habitat, groundwater recharge, and stormwater runoff. The design of developed sites are anticipated to work in concert with these natural systems by employing practices that minimize impacts to these systems both on and off the developed site.

Other specific local and regional planning objectives to protect resources include:

- Minimization of secondary impacts to wetlands and waterways by implementing stormwater management (stormwater quantity and quality improvements)
- Preservation of ecological areas through designation of various natural areas for recreational uses (i.e. Moccasin Mike Wetland Preserve, Wisconsin Point coastal area)

Human Communities

Local and regional units of government have prepared comprehensive plans to manage growth and services. The plans are to be reviewed annually and modified to ensure that the adequate municipal and community services are provided and quality of life is maintained or improved for their residents. Each plan inventories natural, cultural, and socioeconomic resources which strongly guide their planning efforts in an effort to protect these resources.

Most of the local and regional comprehensive plans recognize the need to encourage consideration of buffer spaces or measures which would aid in reducing noise nuisances near sensitive receptors such as residential areas.

Develop a Baseline Condition for the Resources, Ecosystems, and Human Communities (Step 7)

The baseline condition for purpose of considering cumulative effects is based on the information and data included in local comprehensive plans and review of development progression evident in aerial photography, existing maps, plans, and zoning information.

Only general data is available which addresses the health of the resources in the Project Study Area. The following can be summarized from the previous steps:

Project Study Area Baseline Conditions

Issue	Baseline Conditions Summary
Community/Socioeconomic	Residential and community development has occurred at a slow pace over the past three decade. Undeveloped areas are generally reserved for recreational, conservation, and low density rural residential land uses. Most of the Project Study Area has yet to develop. As residential land conversions continue, there would be a continued need for community services. The local and regional comprehensive plans address the planned growth and community service needs.
Wetlands	Recent wetland losses due to transportation, commercial, or residential actions appear to be limited in nature. Most of the wetland conversions in the Project Study Area occurred as a result of transportation corridors with some limited impacts due to private development. There has been little conversion of wetlands in the Project Study Area since then since most wetlands are within preservation areas or are subject to federal and state laws. Wetland land uses are predominant in the wooded areas within the Project Study Area because of poorly drained soils and proximity to steams which drain to Lake Superior.
Woodlands	Woodland losses due to transportation, commercial, or residential actions appear to be limited in nature. Most of the woodland conversions in the Project Study Area occurred as a result of transportation corridors and residential development. There has been little change to the wooded landscape based on review of aerial photos. There have been some woodland fragmentation and conversion with the development of some of the residential development within the Project Study Area while areas previously farmed in the early 1900's have been reforested due to lack of active farming in the Douglas County area. There has been little conversion of woodlands within the Project Study Area in the past two decades.
Water Quality	While the local and regional comprehensive plans do not define the specific

Issue	Baseline Conditions Summary
	health of water quality, they recognize the need to treat stormwater runoff to protect the natural drainage network of wetlands and streams, protect ecological habituate, protect groundwater, and promote infiltration and maximum ground water recharge. Natural Resource Conservation Service (NRCS) and WDNR provide programs to help local officials and agricultural users to maintain water quality. Local comprehensive planning efforts include the objective to preserve existing water quality.
Ecology	Each comprehensive plan recognizes the need to protect their primarily ecological corridors as well as wetlands and waterways which promote plant and animal diversity. The existing ecological corridors are in generally good health having been protected by Federal, State, and local authorities through comprehensive planning efforts. The primary ecological corridors within the project area include areas along streams which drain to Lake Superior and the Moccasin Mike Wetland Preserve located north of Moccasin Mike Road. The areas east of US 2/53 are available for hunting activities.
Traffic Noise Levels	As development as continued to occur and roadway networks have developed, traffic related noise levels have continued to increase. While traffic related noise is a nuisance, none of the data collected from the local and regional plans or during the public outreach have indicated these are at intolerable levels. Local and regional plans recognize the need to consider and control noise where feasible. The Proposed Action would not have a significant change in traffic noise levels. The traffic noise levels along US 2/53 will continue to change with or without the intersection improvements.

Identify the Important Cause-And-Effect Relationships between Human Activities and Resources (Step 8)

Development and population growth are key stress factors affecting resources, ecosystems, and human communities. Over the past 50 years, Douglas County has experienced very little change in rural development in the Study Area.

Changes to transportation infrastructure could induce growth and development. Individual actions or combination of actions can alter an area in such a way that traffic may increase, development demands may increase, and improvements would be required for roadways and/or community services and utilities. These actions can also provide encouragement for businesses to locate within an area. Residential development may also inspire the development of additional community or recreational facilities. These actions and expected future activities could also increase noise levels within the Project Study Area.

Local and regional governments and agencies have comprehensive land management plans in place. Local governments must follow through with zoning and permitting policies and practices that examine effects and mitigation on an individual basis to ensure that development continues with a balance of human and environmental needs.

Determine the Magnitude and Significance of Cumulative Effects (Step 9)

The cumulative effect of the Proposed Action and other projects expected in the foreseeable future (2020 – 2040) may affect the pace of development and influence on the location of developments. Cumulative actions would likely decrease the amount of open land and woodlands with some minor potential for wetland impacts and change the character of these resources from their natural state within the Project Study Area. These impacts would likely be relatively minor when considered individually but collectively would increase over a period of time.

Local government regulations about the intensity, design and location of development as well as other state and federal regulations could avoid or minimize negative effects. It should be noted that development specifically within wetlands and floodplains is regulated by local ordinances (County shore land zoning and City of Superior Special Area Management Planning) and state and federal regulations. Ultimately, local governments are poised to influence land use and the type of development that occurs. Local units of government have developed comprehensive land use plans that show some residential and commercial development and anticipate primarily continued maintenance of rural undeveloped land uses in most of the Project Study Area.

Wetlands in the Study Area have been affected by past actions residential and commercial development. There are approximately 20-acres of direct impacts that could be filled as a result of future construction of the Proposed Action. Wetland delineations need to be completed to determine actual locations of wetlands. Local planning efforts document the need to protect and preserve wetlands by avoidance, regulatory oversight, and implementation of stormwater quality standards.

Over time there has been conversion of wooded uplands to residential and commercial land uses. Wooded lands often provide for upland habitat for range of species. Clearing of wooded lands is not protected under any local, State, or Federal ordinances. While the project would remove an estimated 18acres of wooded land, the effect is not anticipated to be significant in nature. Additional efforts would be taken during design to minimize tree removal.

Runoff from highway and private development may have affected water quality within area resources. There is potential for erosion-related and impervious area water quality impacts from construction of the Proposed Action which could be avoided or minimized through implementation of best management practices to control and treat stormwater runoff during and after construction of the Proposed Action.

The Proposed Action would not result in any direct or indirect effects to any primary ecological corridors.

While the Proposed Action would result in some increase in traffic noise levels (average 1 decibel) due to traffic growth, the traffic noise impacts are not considered significant. After a detailed analysis of the Proposed Action, noise mitigation measures are not considered reasonable and are not required per State policies.

For the reasonably foreseeable actions within the Project Study Area are not likely to have a significant cumulative effect on the resources especially if local units of government continue to initiate and maintain proactive practices for protecting these resources and maintaining a commitment to mitigation as development continues.

Modify or Add Alternatives to Mitigate Significant Cumulative Effects (Step 10)

None of the cumulative effects are considered significant and additional alternatives are not required.

The decisions regarding future land use and development would influence avoidance, minimization, and mitigation of cumulative effects on resources within the Study Area. The primary responsibility for land use decisions and permitting lies with local and regional governments. Comprehensive plans for some of these communities address preservation goals and policies for avoiding and minimizing impacts. Wetlands and floodplain zoning ordinances and stormwater management ordinances along with land use and water resource preservation plans are examples of such tools to be used in preserving resources.

If the Proposed Action is programmed for construction in the future, WisDOT would ensure that further minimization of impacts and mitigation of impacts is implemented. Direct impacts to wetlands and property adjacent to the highway have been avoided and minimized during the study process and would undergo further evaluation for minimization to the extent feasible during a future design process.

WisDOT would follow Wis. Stat. Trans 401 and the WisDOT/ WDNR Cooperative Agreement Amendment regarding erosion control and storm water management to minimize the potential for adverse effects from the Proposed Action.

Monitor and Evaluate the Cumulative Effects of the Selected Alternative and Adapt Management (Step 11)

The proposed roadway improvements included in the preferred alternative could influence the planned long-term land uses in the adjacent communities. These communities all anticipate some amount of future development to occur. Further development is consistent with the expectations and recommendations of local plans and requirements for implementation of zoning ordinances and continued planning have been established as part of the comprehensive planning process. These communities should continue to develop, maintain, and enforce storm water management plans and implementation of design standards to protect resources. They should have zoning in place and actively enforce the requirements of any ordinances to protect ecological areas, wetlands, groundwater, and water quality.

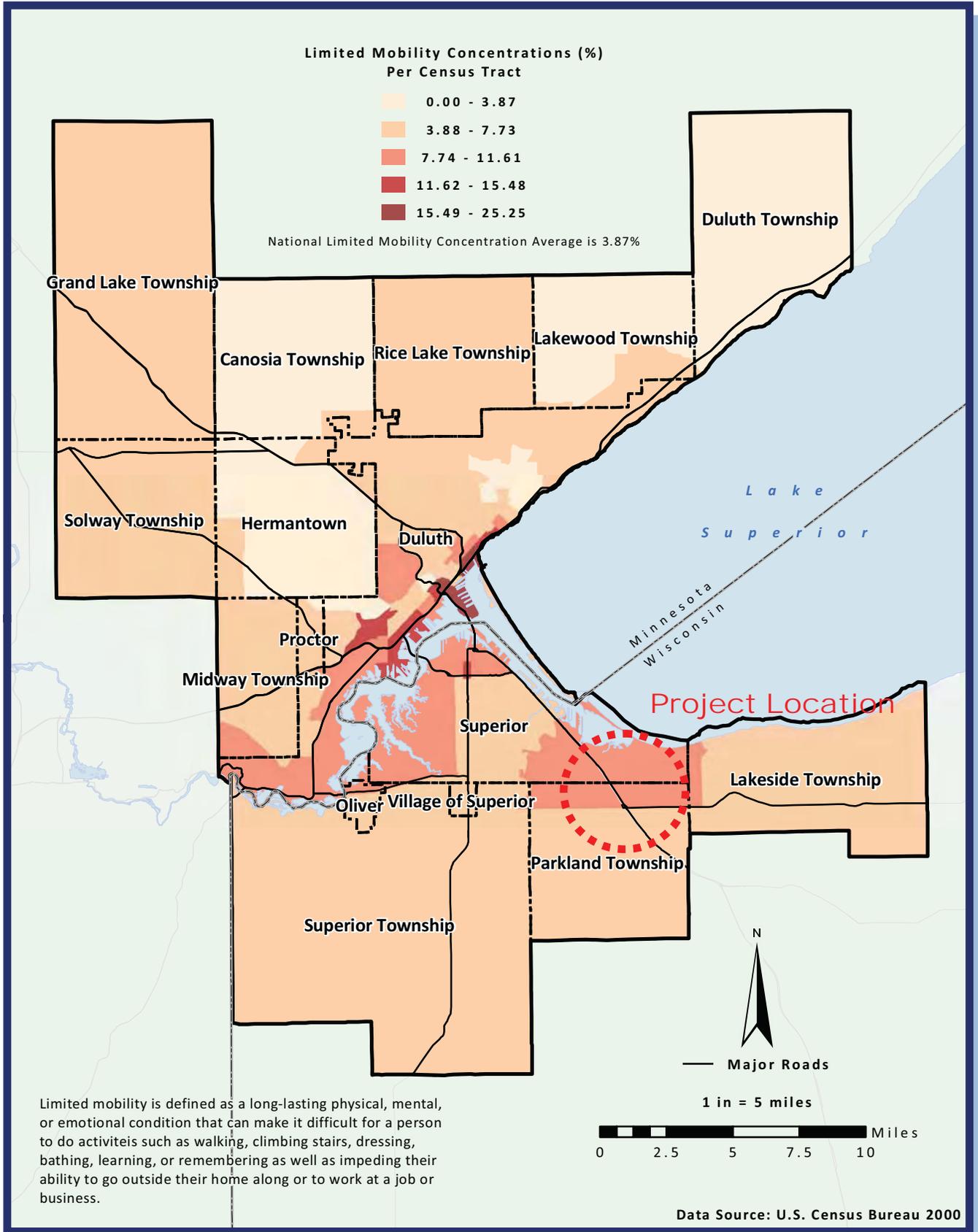
By applying appropriate land management techniques, negative effects from development to the environment can be avoided and/or minimized. As indicated above, the Town of Parkland, City of Superior, and Douglas County all have ordinances and regulations in place to address potential negative effects of growth and development.

Local governments are primarily responsible for monitoring cumulative effects to community/socioeconomic factors, wetlands, water quality, conversion of open and wooded lands, and traffic noise levels within the Study Area. Other agencies such as the WDNR and the U.S. Army Corps of Engineers also have authority to monitor some of these impacts through state and federal permit programs. WisDOT would ensure that all mitigation is implemented and monitored as necessary for project impacts and would ensure if the Proposed Action moves forward to construction, that a process is continued for considering, minimizing, and mitigating cumulative effects.



Duluth - Superior

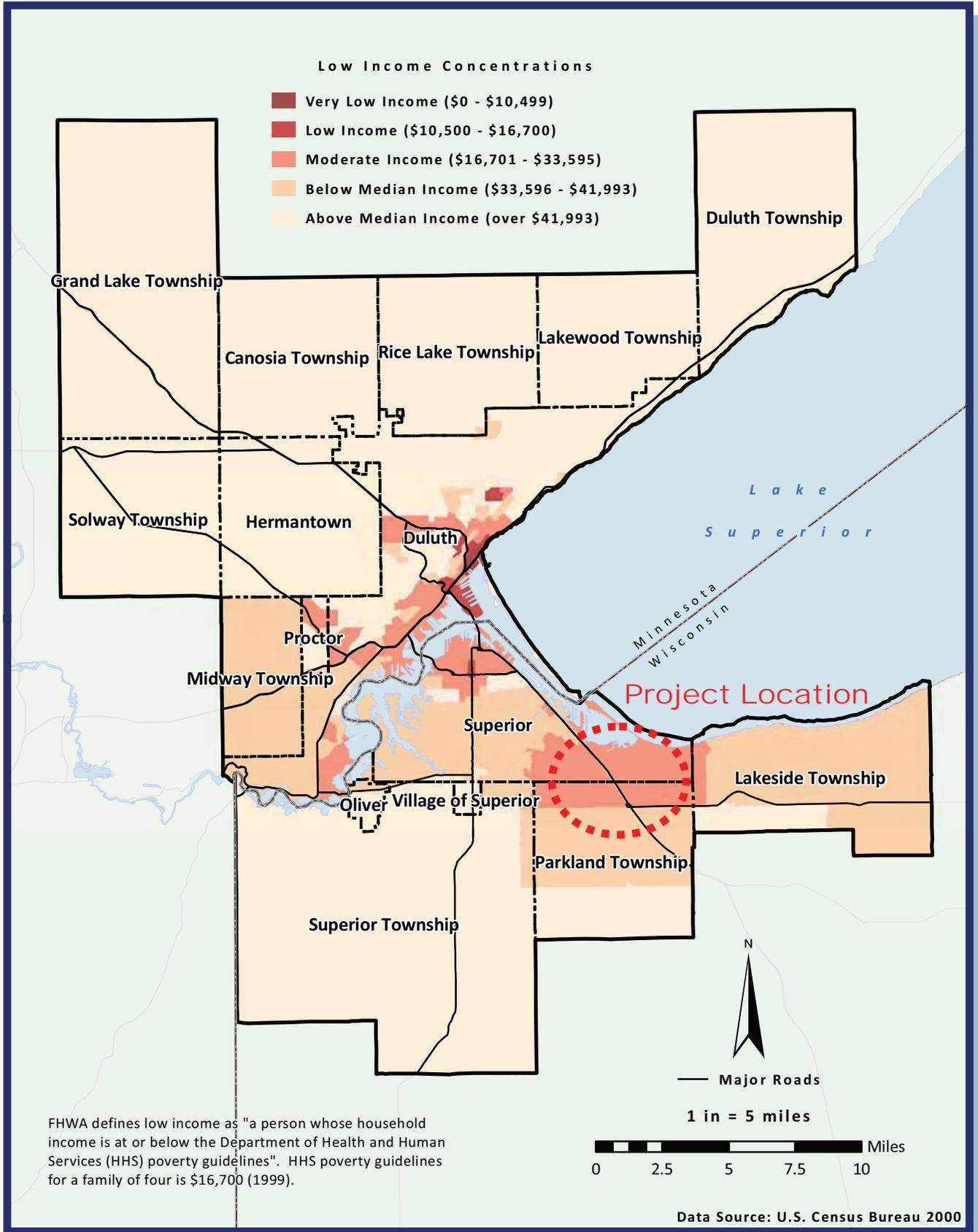
Limited Mobility Populations



Map 3.4



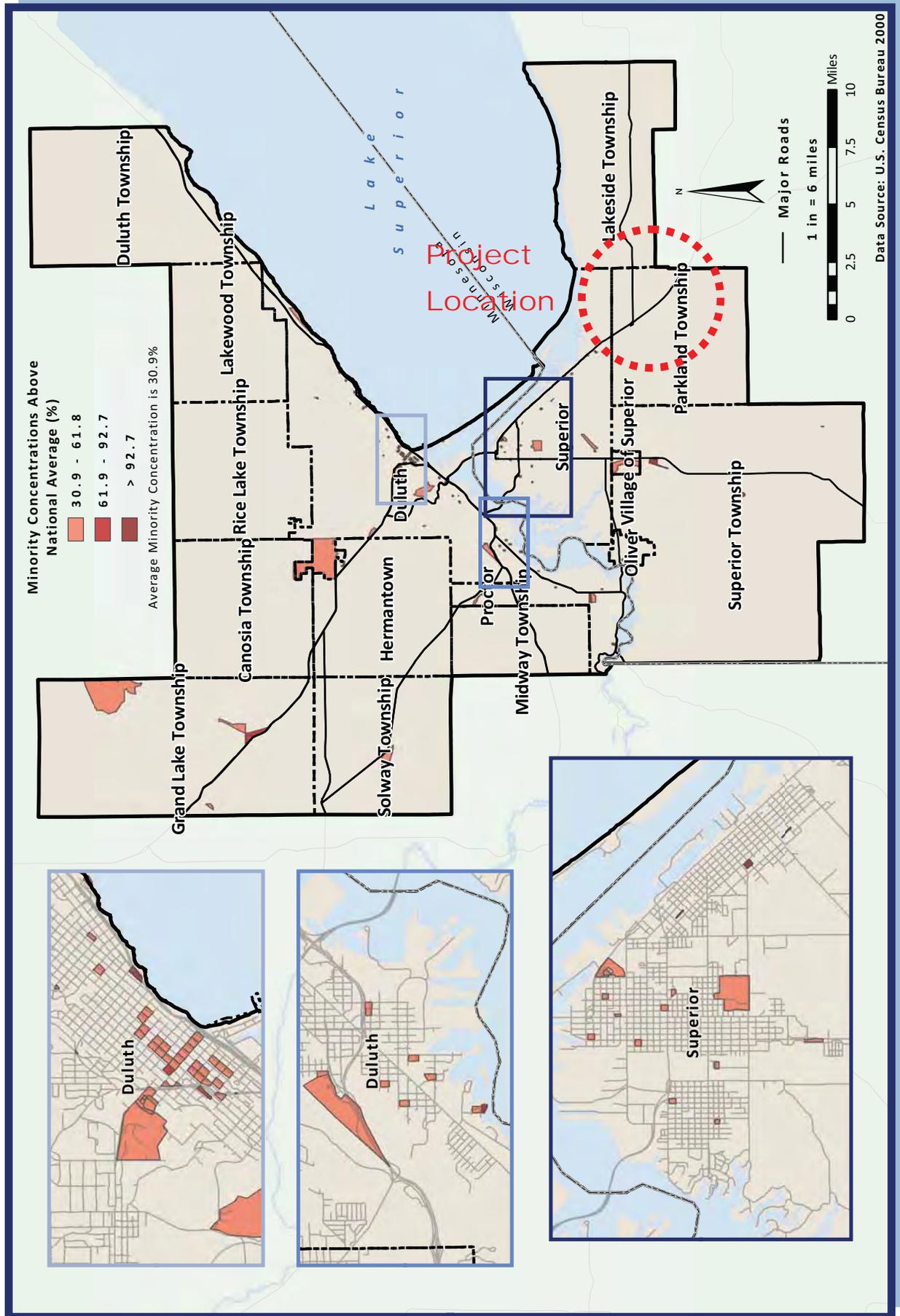
Duluth - Superior Low Income Concentration



Map 3.5



Duluth - Superior Minority Populations



Map 3.6



MOCCASIN MIKE WETLAND PRESERVE BOUNDARY

MOCCASIN MIKE RD

BEAR CREEK PARK

Landlocked

TRIL COUNTY TRAIL

REST AREA

LAKE SUPERIOR ELEMENTARY SCHOOL

ATTACHMENT 15

LEGEND

-  EXISTING ROADWAY-TO REMAIN
-  NEW ROADWAY
-  ESTIMATED WETLAND IMPACTS
-  EXISTING WETLAND AREA (FROM WDNR AND COUNTY MAPPING)



ESTIMATED WETLAND IMPACTS

PROJECT ID 1195-00-08
 SUPERIOR - DULUTH
 WIS 13 - 53RD AVE EAST
 US 2
 DOUGLAS COUNTY



LEGEND

- EXISTING ROADWAY-TO REMAIN
- RECONSTRUCTED ROADWAYS
- - - NOISE BARRIER ANALYZED (NOT PROPOSED)
- ① NOISE RECEPTOR



NOISE RECEPTOR MAP

PROJECT ID 1195-00-08
 SUPERIOR - DULUTH
 WIS 13 - 53RD AVE EAST
 US 2
 DOUGLAS COUNTY

Douglas County Comprehensive Plan 2010-2030



Prepared by: Northwest Regional Planning Commission
Adopted: December 17th, 2009





SUPERIOR

WISCONSIN

Living up to our name

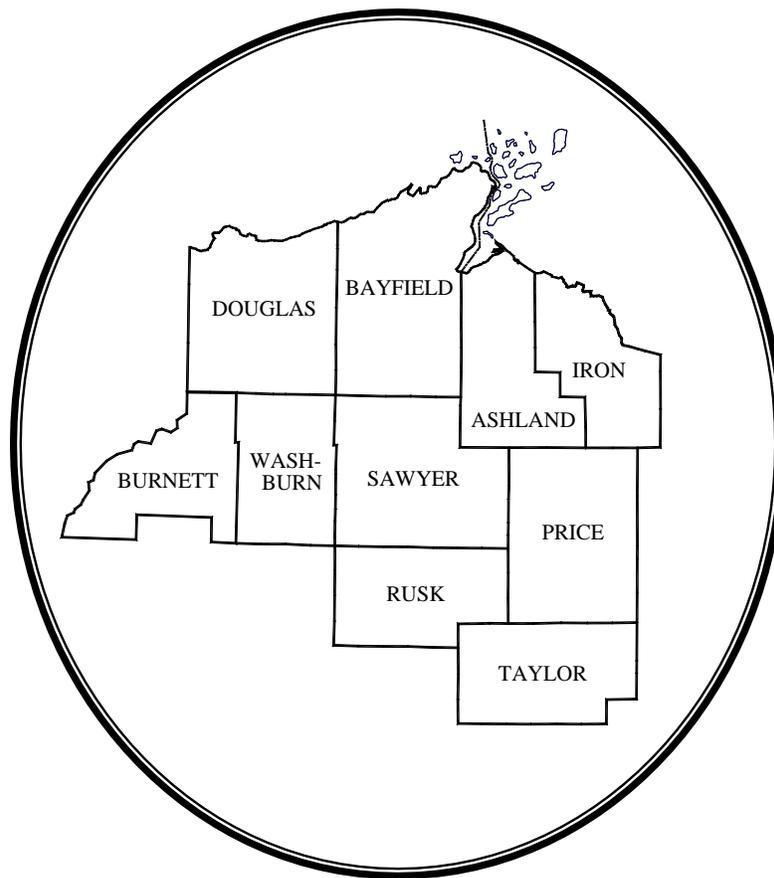
City of Superior

Comprehensive Plan 2010 – 2030

Send comments to: serckj@ci.superior.wi.us

Or call: (715) 395-7335

2010
COMPREHENSIVE ECONOMIC
DEVELOPMENT STRATEGY



An Economic Development District
Serving Northwest Wisconsin

Northwest Regional Planning Commission

Spooner, Wisconsin

ATTACHMENT 17

DIRECTIONS 2035

The Duluth-Superior Long Range Transportation Plan



July 2010



TRANSPORTATION FOR THE 21ST CENTURY



WISCONSIN RAIL ISSUES AND OPPORTUNITIES REPORT

Wisconsin Department of Transportation
Division of Investment Management
Bureau of Planning
2004



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Home Departments E-Services Community For Business About Us



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AGENDAS AND MINUTES

JOB OPPORTUNITIES

CALENDAR

PAY PARKING TICKETS

NOTIFY ME

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Special Area Management Plan (SAMP)

What is a SAMP?

Special Area Management Plan (SAMP) is a plan that is developed for a specific area within the city of Superior. It is used to manage the area's resources and to provide for the area's needs. The plan is developed by the city's Planning and Zoning Commission and is subject to public review and comment.

Why Does Superior Have a SAMP?

Superior has a SAMP because it is a city with a diverse economy and a variety of land uses. The SAMP is used to manage the city's resources and to provide for the city's needs. It is a tool that is used to guide the city's development and to ensure that the city's resources are used in a responsible and sustainable manner.

History of SAMP in Superior:

The history of SAMP in Superior dates back to the early 1900s. At that time, the city was experiencing rapid growth and the need for a plan to manage the city's resources was becoming apparent. The first SAMP was adopted in 1910 and has since been updated several times.

The current SAMP was adopted in 2010 and is the most comprehensive plan to date. It covers a wide range of issues, including land use, transportation, and environmental protection. The plan is subject to public review and comment and is updated as needed.

How are SAMP Areas Determined?

SAMP areas are determined based on a number of factors, including land use, transportation, and environmental protection. The Planning and Zoning Commission is responsible for identifying areas that need a SAMP and for developing the plan for those areas.

The Planning and Zoning Commission also has the authority to amend the SAMP as needed. This allows the city to respond to changing circumstances and to ensure that the SAMP remains relevant and effective.

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WISCONSIN POINT AREA MANAGEMENT PLAN

August, 2012

Wisconsin Point Area Management Plan Steering Committee

City of Superior

Douglas County

Fond du Lac Band of Lake Superior Chippewa

Wisconsin Department of Natural Resources

Lake Superior National Estuarine Research Reserve

University of Wisconsin - Superior

Prepared by



Funded by

Wisconsin Department of Natural Resources

Wisconsin Coastal Management Program and the

National Oceanic and Atmospheric Administration,

Office of Ocean and Coastal Resource Management

under the Coastal Zone Management Act,

Grant # NA09NOS4190107

DOUGLAS COUNTY FOREST



ACCESS MANAGEMENT PLAN

FINAL DOCUMENT

May 2008

Douglas County Forestry Department
9182 East Hughes Avenue
P.O. Box 211
Solon Springs, Wisconsin 54873
www.douglascountywi.org

ATTACHMENT 17

DOUGLAS COUNTY FOREST



COMPREHENSIVE LAND-USE PLAN 2006-2020

FINAL DOCUMENT

Land and Water Resource
Management Plan
For
Douglas County, WI

Douglas County Land Conservation Committee and
Land and Water Conservation Department

Review Draft September 2009

For Implementation 2010 - 2020

DOUGLAS COUNTY HAZARD MITIGATION PLAN

November 2004

Douglas County Hazard Mitigation Planning Committee Members

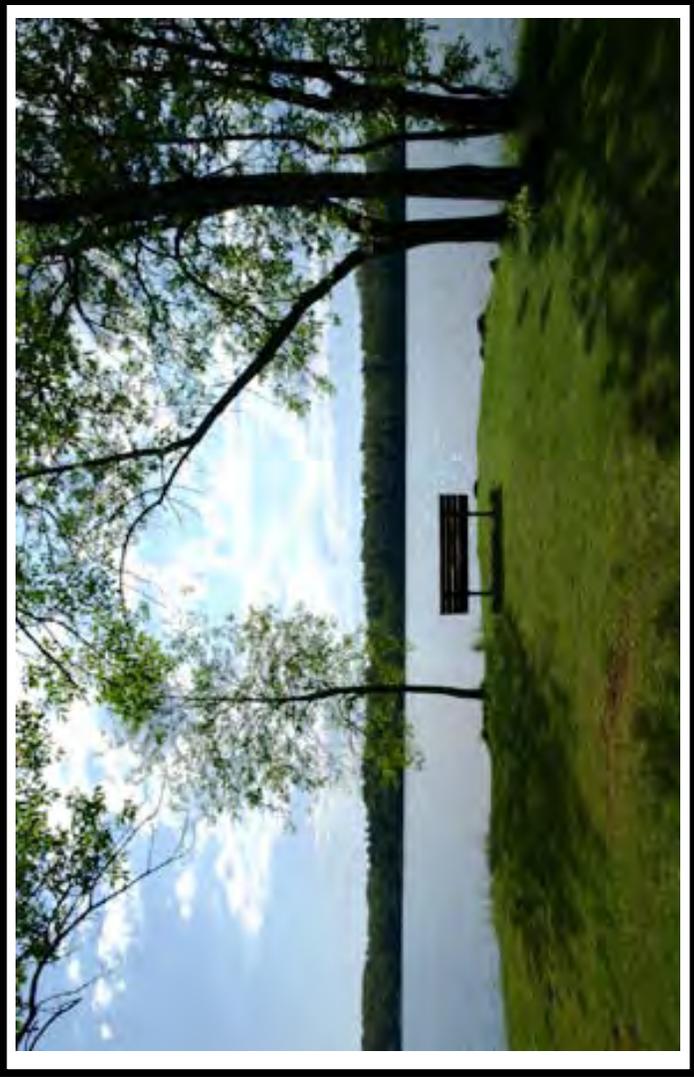
Carol Christianson NOAA National Weather Service
Steve Coffin Vacationland Fire and Emergency Association
Thomas Dulbec..... Sheriff
Douglas Finn County Board Chair
Tony Guerra American Red Cross
Charlene Johnson..... All Hazard Mitigation Project Coordinator
Keith Kesler..... Emergency Management Director
Donald Krisak Village of Oliver President
John Robinson..... County Board Supervisor
Keith Wiley Douglas County Zoning Department
John Zaengle..... UW-Superior

Prepared by:



Partial funding for this study was provided by the State of Wisconsin,
Department of Military Affairs, Wisconsin Emergency Management

DOUGLAS COUNTY OUTDOOR RECREATION PLAN



2009~2013

Prepared by:
Northwest Regional
Planning Commission
1400 S. River St., Spoutan, WI 54101

CITY OF SUPERIOR

MASTER PARK PLAN 2010

SUPERIOR, WISCONSIN



SUPERIOR

W I S C O N S I N

Living up to our name.



PROJECT #10.003



Superior Urban Forestry Plan



SUPERIOR

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Living up to our name.

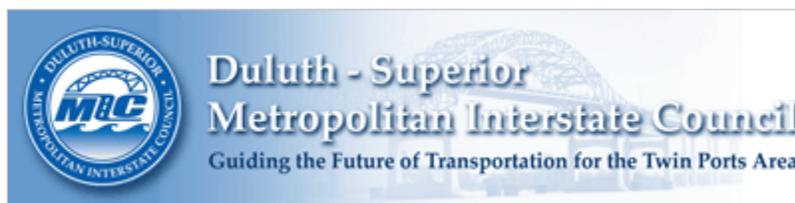
City of Superior, Wisconsin

October 2009

Northern Minnesota / Northwestern Wisconsin Regional Freight Plan



**Minnesota Department of Transportation
Wisconsin Department of Transportation
And
Duluth-Superior Metropolitan Interstate Council**



**Final Report
November, 2009**

Prepared in part by
Wilbur Smith Associates,
in partnership with
SRF Consulting Group, Inc.,
C.J. Petersen and Associates, and
The University of Toledo

DULUTH - SUPERIOR METROPOLITAN AREA BIKEWAYS STATUS REPORT AND IMPLEMENTATION PLAN

Conducted by
the Metropolitan Interstate Committee



January 1999



Duluth-Superior Area Tourism Transportation Plan



Duluth-Superior
Metropolitan Interstate Committee

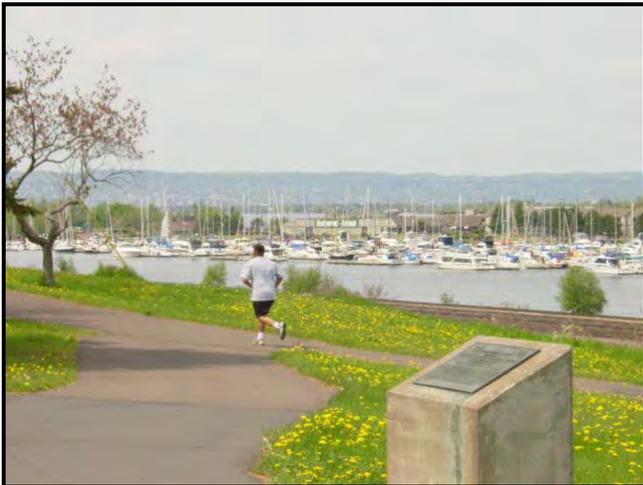
December, 1999



ATTACHMENT 17

Superior Port Land Use Plan

June 2003



Prepared by the Duluth-Superior Metropolitan Interstate Committee

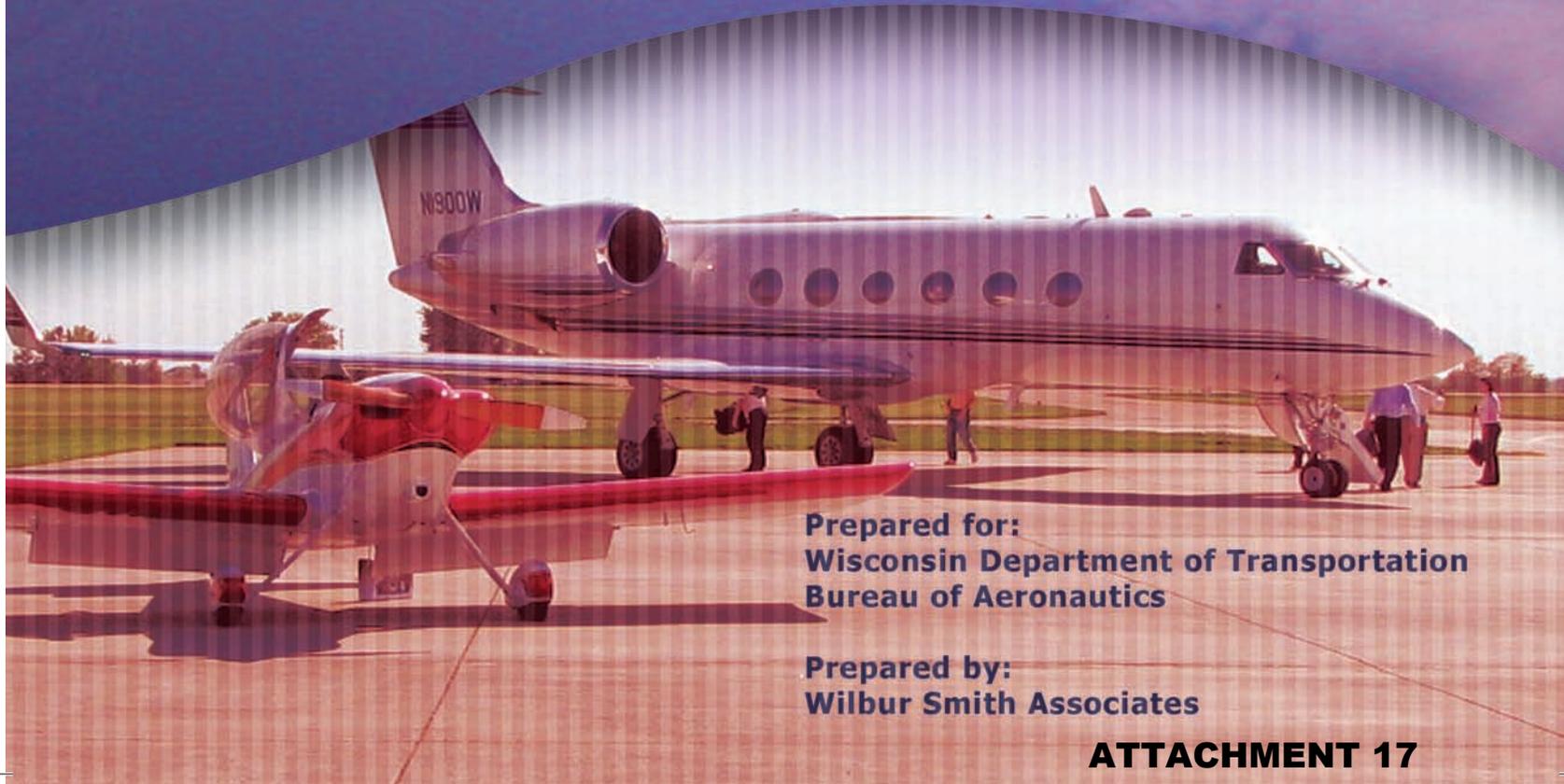




Wisconsin State Airport System Plan

AIRPORT CLASSIFICATION REVIEW & UPDATE

TECHNICAL REPORT | 2010



Prepared for:
Wisconsin Department of Transportation
Bureau of Aeronautics

Prepared by:
Wilbur Smith Associates

ATTACHMENT 17



WISCONSIN BICYCLE TRANSPORTATION PLAN 2020



TRANSPORTATION FOR THE 21ST CENTURY



WISCONSIN PEDESTRIAN POLICY PLAN 2020

