

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation (WisDOT)

DT2094 1/2016

BASIC SHEET 1 - PROJECT SUMMARY

Project ID 1197-00-00 (design) 1197-00-20 (real estate) 1197-00-40 (utility) 1197-00-50/51 (railroad) 1197-00-70 (construction)	Project Termini Spoooner – Minong	Funding Sources (<i>check all that apply</i>) <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local							
Route Designation (if applicable) US 53 National Highway System (NHS) Route <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Nearest Community Town of Trego	Estimated Project Cost and Funding Source (state and/or federal). Year of Expenditure (YOE) dollars include delivery cost. \$20.6M in YOE 2021 dollars (STIP 2018-2021)							
Project Title Trego Interchange	Section / Township / Range Section 2 & 3 / T39N / R12W Section 24 & 35 / T40N / R12W	Real Estate Acquisition Portion of Estimated Cost (YOE) \$2.5M in YOE 2018-2021 dollars							
County Washburn	For an ER, indicate the date funding was authorized to begin preliminary engineering. For an EA, indicate the date the Process Initiation Letter was accepted by FHWA. 5/31/2016	Utility Relocation Portion of Estimated Cost (YOE) \$0.3M in YOE 2019 dollars							
Bridge Number(s) (<i>if applicable</i>) P-65-0006 (Lakeside Rd); B-65-0055 (WRST); B-65-0056 (US 63); C-65-0015 (US 53); B-65-0057 (West Frontage Rd)		<table border="1"> <thead> <tr> <th>Right of Way Acquisition</th> <th>Acres</th> </tr> </thead> <tbody> <tr> <td>Fee</td> <td>52</td> </tr> <tr> <td>TLE</td> <td>3</td> </tr> <tr> <td>PLE</td> <td>1</td> </tr> </tbody> </table>	Right of Way Acquisition	Acres	Fee	52	TLE	3	PLE
Right of Way Acquisition	Acres								
Fee	52								
TLE	3								
PLE	1								

Functional Classification of Existing Route (FDM 3-5-2)	Urban	Rural
Freeway/Expressway	<input type="checkbox"/>	<input type="checkbox"/>
Principal Arterial (US 53 and US 63)	<input 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 (Local Road Connections)	<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 checked="" type="checkbox"/>
Preventive Maintenance		<input type="checkbox"/>
Safety		<input type="checkbox"/>
Other-Describe:		<input type="checkbox"/>

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

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

Stephanie Christensen, Env. Project Manager, EMCS, Inc. 6/19/18
(Print – Preparer Name, Title, Company/Organization) (Date – m/d/yy)

Both Cunningham, PROJECT MANAGER 04/26/2018
(Signature, Title) (Date – m/d/yy)

Region Aeronautics Rails & Harbors

[Signature] 6-26-18
(Signature – Director, Bureau of Technical Services) (Date – m/d/yy)

FHWA FAA FTA FRA

FHWA Final Type 2 Categorical Exclusion (CE)/WisDOT Final Environmental Report (ER). It has been determined **no significant impacts will occur** and a Public Hearing is not required.

After reviewing and addressing substantive public comments, updating the Draft CE/ER or Draft EA and coordinating with other agencies, it is determined this action:

Will NOT significantly affect the quality of the human environment. This document is a Final CE/Final ER.

Will NOT significantly affect the quality of the human environment. This document is a Final EA/Finding of No Significant Impact.

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

(Print – Preparer Name, Title, Company/Organization) (Date – m/d/yy) (Signature – Director, Bureau of Technical Services) (Date – m/d/yy)

(Signature, Title) (Date – m/d/yy) (Signature, Title) (Date – m/d/yy)

Region Aeronautics Rails & Harbors FHWA FAA FTA FRA

BASIC SHEET 2 – TABLE OF CONTENTS, ABBREVIATIONS/ACRONYMS, DOCUMENT DESCRIPTION

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2. Abbreviations and Acronyms

- AADT – Annual Average Daily Traffic
- ACHP - Advisory Council on Historic Preservation
- APE - Area of Potential Effects
- ATV – All Terrain Vehicle
- CFR – Code of Federal Regulations
- County E – County Trunk Highway E
- DATCP – Department of Agriculture, Trade, and Consumer Protection
- DOE - Determination of Eligibility
- EO – Executive Order
- FEE – permanent right-of-way needs
- FEMA – Federal Emergency Management Agency
- FDM – Facilities Development Manual (WisDOT’s design guide)
- FHWA – Federal Highway Administration
- JCT – Junction
- LOM – Local Officials Meeting
- LOS – Level of Service
- MEV – Million Entering Vehicles
- MN – Minnesota
- MUTCD – Manual of Uniform Traffic Control Devices
- N – North
- N/A – Not Applicable
- NEPA - National Environmental Policy Act
- NHI - Natural Heritage Inventory
- NHS – National Highway System
- NPS – National Park Service
- NRCS – Natural Resources Conservation Service
- NRHP - National Register of Historic Places
- NW – Northwest
- NWRPC – Northwest Regional Planning Commission
- ORW – Outstanding Resource Water
- OSOW – Over-Sized Over-Weight
- PAC – Project Advisory Committee
- PIM – Public Involvement Meeting
- PLE – Permanent Limited Easement
- ROW – Right-of-way
- SHPO – State Historic Preservation Office
- SHS – State Historical Society
- STRAHNET - Strategic Highway Network
- TLE – Temporary Limited Easement
- TRANS 401 - Wisconsin Administrative Code, Chapter TRANS 401, Construction and Erosion Control and Stormwater Management procedures for Department Actions
- TSS – Total Suspended Solids
- US (#) – United States Highway (#)
- USACE – United States Army Corps of Engineers
- USEPA – United States Environmental Protection Agency
- USFWS – United States Fish and Wildlife Service
- WDNR – Wisconsin Department of Natural Resources
- WEPA - Wisconsin Environmental Policy Act
- WI – Wisconsin
- WIS (#) - Wisconsin State Highway (#)
- WisDOT – Wisconsin Department of Transportation

- WisDOT BOA – Wisconsin Department of Transportation Bureau of Aeronautics
- WRST – Wild Rivers State Trail
- Section 4(f) Resource - Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which provided for consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development.
- Section 6(f) Resource - Section 6(f)(3) of the Land and Water Conservation Fund Act of 1965 (LWCF, formerly LAWCON) requires that property acquired or developed with LWCF funds shall not be converted to uses other than for public outdoor recreation uses.

3. Symbols

Former Trego Bank Site	
Pedestrian Crossing	
Photo Location	
Project Location	
WRST Trailhead Parking	
WRST Bridge Site	

4. Environmental Document Statement

This environmental document is an essential component of the National Environmental Policy Act (NEPA) and Wisconsin Environmental Policy Act (WEPA) project development process, which supports and complements public involvement and interagency coordination.

The environmental document is a full-disclosure document which provides a description of the purpose and need for the proposed project, the existing environment, analysis of the anticipated beneficial or adverse environmental effects resulting from the proposed action and potential mitigation measures to address identified effects. This document also allows others the opportunity to provide input and comment on the proposed action, alternatives and environmental impacts. Finally, it provides the decision maker with appropriate information to make a reasoned choice when identifying a preferred alternative.

This environmental document must be read entirely so the reader understands the reasons that one alternative is selected as the preferred alternative over other alternatives considered.

BASIC SHEET 3 - PURPOSE AND NEED

1. Purpose and Need

Project Location

The US 53/US 63 and US 53/County E intersections are located in the unincorporated area of the Town of Trego in Washburn County in northwestern Wisconsin. See **Figure 1** for a general project location map. The existing intersections with the US 53 expressway are at-grade intersections with stop control on US 63 and County E. The US 53 expressway is a free-flowing facility. The intersections were constructed in the 1980's as part of the US 53 expressway construction. The Proposed Action focuses on improving mobility and safety by addressing ongoing crashes at the US 53/US 63 and US 53/County E intersections.

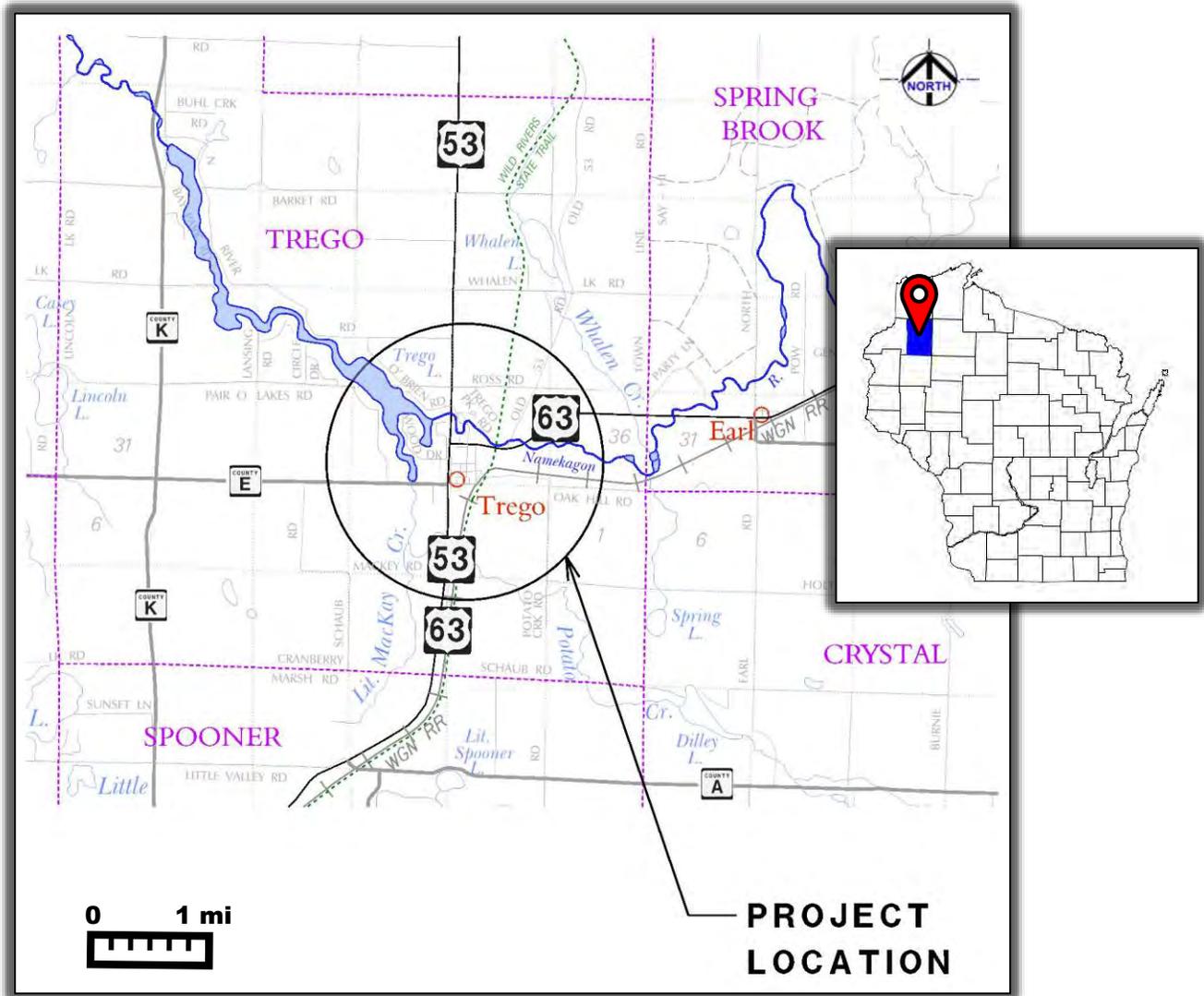


Figure 1 – Project Location Map

A project study area was established as part of this National Environmental Policy Act (NEPA) document to ensure the Proposed Action would address environmental matters on a broad scope and to address roadway system connectivity, traffic circulation, and traffic influence along US 53 as part of the intersection improvements. The project study area extends 2.5-miles along US 53 from Mackey Road (south) to River Road (north) and from approximately 1,500-feet west of US 53 to approximately 3,800-feet east of US 53. A 2016 aerial photo showing existing land cover and the key features within the project study area is shown in **Attachment 1**. The study area shown in **Attachment 1** demonstrates the NEPA limits for this document while **Figure 1** above is intended to demonstrate the general location of the project. See **Figure 2** below for existing land use conditions around the US 63 and County E intersections being evaluated for improvement.

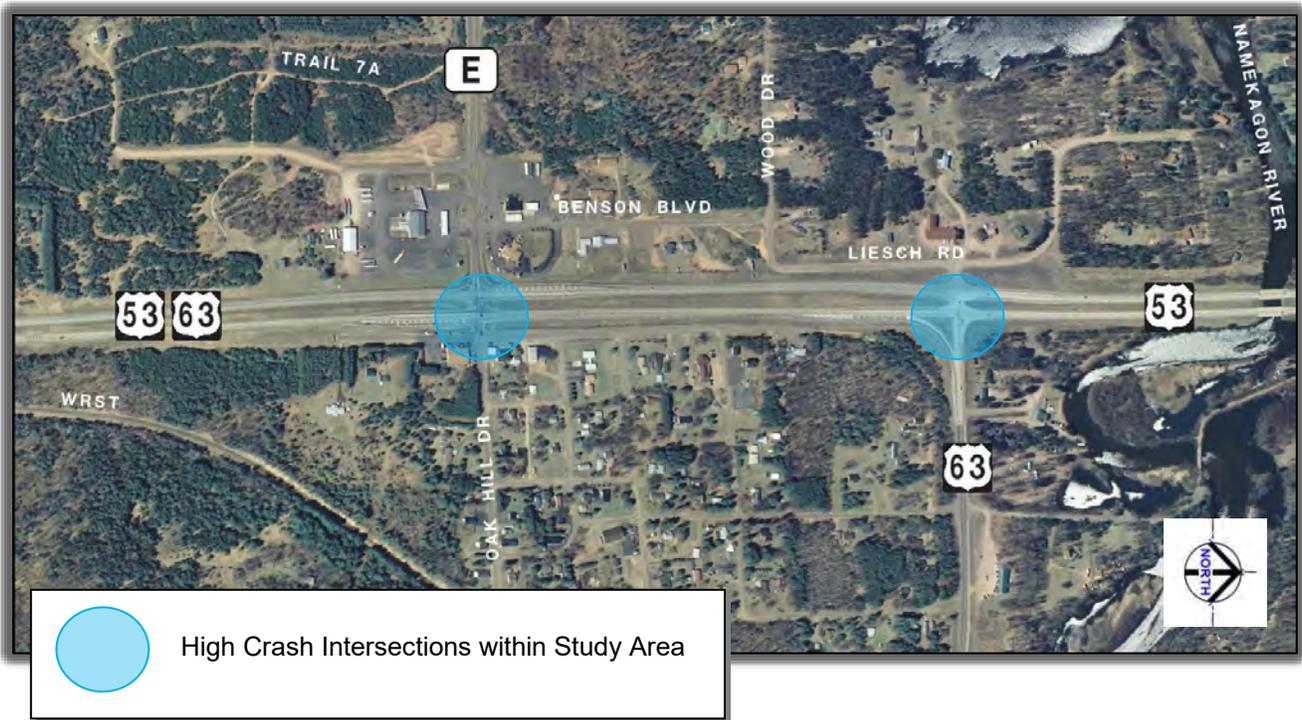


Figure 2 – Existing Development Conditions at US 53/US 63 and US 53/County E Intersections

Existing Facility

The Proposed Action is located within the Town of Trego in Washburn County. See location map in **Figure 1** above and an aerial photo study area map in **Attachment 1**. The US 63 and County E intersections are located on the high-speed US 53 expressway and they serve as the primary access points from US 53 to the unincorporated area within the Town of Trego. The unincorporated Trego area consists of dense residential development and commercial development along US 53 while the rest of the Town of Trego is rural in nature with more sparse development (**Basic Sheet 3 - Question 5** discusses land uses in more detail).

There is approximately 2,100-feet between these key intersections. The existing four-legged US 63 intersection serves US 63 to the east and the local road known as Liesch Road to the west. The existing four-legged County E intersection serves County E to the west and the local road known as Oak Hill Drive to the east. Both intersections are two-way stop controlled intersections with free-flowing movements on US 53. The intersections have been previously upgraded with offset right turn lanes and enhanced signing to aid in addressing ongoing crashes.

The following two-way stop controlled local road intersections are located within the potential influence area of a range of proposed improvement options along US 53:

- Mackey Road (west) – located 4,900-feet south of County E/Oak Hill Drive
- Unpermitted recreational crossing – located 3,300-feet south of County E/Oak Hill Drive
- Obrien Road (west)/Wagon Bridge Road (east) – located 2,000-feet north of US 63/Liesch Road
- Ross Road (east and west) – located 3,000-feet north of US 63/Liesch Road
- River Road (east and west) – located 5,600-feet north of US 63/Liesch Road

The roadways within the study area have functional classifications (see definition below), existing typical sections (see definition below), and estimated existing right-of-way (ROW) widths as shown in **Table 1**. Existing stormwater is managed with vegetated roadside ditches throughout the project study area.

Definition: The functional classification of a road is the class or group of roads to which the road belongs. There are three main functional classes including arterial, collector, and local. Arterials typically have little to no access and move traffic most efficiently. Collectors move local traffic to the arterial roadways, provide for more access opportunities, and have a lower level of traffic mobility than arterials. Local roadways provide the most access opportunities and while providing the lowest level of traffic mobility.

The typical sections demonstrate usual roadway cross sectional features including lane and shoulder widths; limits of surfacing; pavement structure; travel lane and shoulder cross slopes; side slope rates; drainage features (ditches or curb and gutter); etc.

Table 1 – Study Area Roadway Functional Classifications and Existing Typical Sections							
Roadway	Functional Classification	Posted Speed (mph)	Number of Travel Lanes	Travel Lane Width (ft)	Total Shoulder Width (ft)	Paved Shoulder Width (ft)	Estimated Existing ROW (ft)
US 53 Expressway	Principal Arterial	65	4	12	12 RT, 6 LT	10 RT, 4 LT	190 to 385
US 63	Principal Arterial	55	2	12	10	3	120 to 530
County E	Major Collector	55	2	12	6	3	66
Mackey Rd	Local	*	2	11	3	-	66
Oak Hill Dr	Local	*	2	11	3	-	66
Liesch Rd	Local	*	2	11	3	-	66
Benson Blvd	Local	*	2	12	6	-	66
Wood Dr	Local	*	2	11	3	-	66
Obrien Rd	Local	*	2	10	3	-	66
Wagon Bridge Rd	Local	*	2	10	3	-	66
Ross Rd	Local	*	2	12	3	-	66
River Rd	Local	*	2	12	3	-	66
Lakeside Rd	Local	*	2	11	3	-	66

* Speed not posted. Assumed to be 55 mph per Wisconsin statute. Actual speeds typically occurring on these local roads are much lower due to existing roadway geometry and adjacent development.

See **Attachment 2** for existing typical sections along the primary roadways of US 53, US 63, and County E.

Project Status

Wis. Stat. 84.295(10)

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

A US 53 preservation study (**Figure 3**) from Spooner to Trego (10-miles) in Washburn County was initiated in 2007 and completed in 2014. While US 53 is already officially designated as an expressway under Wis. Stat. 84.295, the preservation study officially mapped lands identified for possible future highway ROW to address long-term needs for US 53. The study was completed through Wis. Stat. 84.295(10) (<http://docs.legis.wisconsin.gov/statutes/statutes/84/295/>).

The study resulted in preparation of a NEPA document for US 53 from WIS 70 near Spooner to Schnagel Road north of Trego, official mapping, and preservation of ROW for future freeway conversion along US 53.

The preservation planning study and official mapping provided a long-term vision and management strategy so that when intersection or other improvements become necessary along US 53, 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. Since the preservation planning study followed the NEPA process, it can provide an initial basis for decision-making once needs are identified and funding is designated for a proposed improvement project.

The preservation planning study recommended a new US 53 interchange to provide access to US 63 and County E in Trego. The recommended location of the interchange was south of the existing intersection of US 53 and County E. Further discussion and background of the preservation planning study alternatives is provided in **Basic Sheet 3 - Question 2**.



Figure 3 – Preservation Planning Study Area

While one NEPA document was prepared to address environmental matters on a broad scope during the preservation planning study, the needs identified for this project on US 53 at Trego (US 63 and County E intersections) are important on their own merits and any Proposed Action that may be programmed to serve the unincorporated Trego area would have independent utility. Independent utility means the improvement would be usable and be a reasonable expenditure even if no additional transportation improvements along US 53 are made.

Project Funding

In 2015, funding was appropriated by WisDOT to improve the US 53/US 63 and US 53/County E intersections under Legislative Sub-Program 303, State Highway Rehabilitation to address ongoing safety needs. The Proposed Action is listed in the WisDOT Statewide Transportation Improvement Program (STIP) for 2018-2021

Also in 2015, funding was appropriated by WisDOT in cooperation with the Town of Trego to address the deteriorated Lakeside Road bridge under Legislative Sub-Program 205, Local Bridge Improvement Assistance. While the needs on this local bridge are independent of the needs along US 53, the Lakeside Road bridge project has been incorporated into this NEPA document since Lakeside Road will be needed as a detour route for the Wild Rivers State Trail (WRST) traffic during construction of the Proposed Action. By addressing the Lakeside Road bridge as part of the Proposed Action, WisDOT can ensure maintenance of traffic to this important recreational resource while also streamlining coordination with the National Park Service (NPS) since the bridge crosses the St. Croix National Scenic Riverway and is located adjacent to NPS owned lands.

Purpose

The purpose of the Proposed Action is to address safety at the US 53 intersections with US 63 and County E while addressing roadway and structure deficiencies, maintaining recreational opportunities in the Trego area, and improving deteriorating traffic operational conditions.

Need

The primary need for the Proposed Action is safety. The secondary project needs which support the project purpose include the following:

- Capacity during peak times
- Roadway and Structure Deficiencies
- Social Demands
- System Linkage and Route Importance

Safety

Over a five-year study period from 2012 to 2016, 11 crashes occurred at the US 53 and US 63/Liesch Road intersection and 28 crashes occurred at the US 53 and County E/Oak Hill Drive intersection. **Table 2** shows the number of crashes per year, **Table 3** shows the collision pattern for each crash, and **Table 4** shows the severity of each crash. Within the study period, 46% of crashes resulted in injuries and 41% of the crashes were angle-type crashes which are the most severe type of crash. As traffic volumes grow, crash rates are anticipated to increase at these intersections.

The one fatality shown in **Table 4** involved a pedestrian who was killed at night attempting to cross the high-speed US 53 expressway at County E/Oak Hill Drive. Pedestrians are prohibited from the designated US 53 expressway by law but there is no physical barrier to prevent a pedestrian from crossing US 53.

These two intersections are experiencing crash frequency rates at or above the state average. The US 53 and County E/Oak Hill Drive intersection has an annual crash rate of 1.07 crashes per Million Entering Vehicles (MEV), more than double the statewide average. The US 53 and US 63/Liesch Road intersection has a crash rate of 0.40 per MEV which is similar to the statewide average.

Due to the high number and severity of crashes that have continued to occur over time, this section of US 53 is a part of the Traffic Safety Priority List for the WisDOT highway network, as specified in the 2014-2017 Statewide Transportation Improvement Program (STIP) Final Project Listing.

Intersection	Year					Total
	2012	2013	2014	2015	2016	
US 63/Liesch Rd	3	3	1	1	3	11
County E/Oak Hill Dr	6	4	10	3	5	28
Total	9	7	11	4	8	39

Intersection	Rear-end	Angle	Fixed Object	Sideswipe	Other	Total
US 63/Liesch Rd	4	3	2	2	0	11
County E/Oak Hill Dr	6	13	6	2	1	28
Total	10	16	8	4	1	39

Intersection	Property Damage	C (Possible Injury)	B (Non-incapacitating Injury)	A (Incapacitating Injury)	Fatality	Total
US 63/Liesch Rd	9	0	1	1	0	11
County E/Oak Hill Dr	12	4	8	4	1	28
Total	21	4	9	5	1	39

Capacity

The existing and forecasted design year (2042) average annual daily traffic (AADT) along the US 53, US 63, and County E corridors are shown in **Table 5** below. Based on design standards and traffic operations analysis (initial analysis completed during preservation planning study (2007-2014) and updated with 2016 traffic counts for the detailed study covered in this document), the number of through travel lanes that exist today on each roadway within the project area is adequate to handle the traffic levels forecasted in the design year. Note, counts from 2010 were used for County E since there have been no changes in traffic conditions or addition of traffic generators west of US 53.

Roadway	Existing AADT (2010 County E) (2016 US 53 and US 63)	No-Build Forecasted Design Year AADT (2042)
US 53	9,400	10,600
US 63	4,100	5,200
County E	1,200	1,500

In addition to AADT, the level of service (LOS) is also used to ensure a project has adequate capacity to manage future traffic volumes. 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). Per WisDOT’s Facilities Development Manual (FDM), LOS C or better is desirable for US 53 and LOS D is desirable for US 63 and County E in the design year. WisDOT desirable standards for LOS in the design year are recommended to ensure preservation and maintenance of a well-functioning and safe highway system funded by federal dollars.

The US 53 and US 63 corridors provide access to local and regional traffic while also supporting tourism related businesses and natural resources throughout northwestern Wisconsin. During summer weekends, traffic is backing up on US 63 causing deteriorating safety and traffic conditions. Due to high tourism related traffic volumes and seasonal fluctuations, the traditional weekday morning or evening peak traffic period usually experiences lower volumes than a typical weekend (Friday and Sunday) peak traffic period. As a result, the weekend (Friday and Sunday) peak traffic periods were analyzed to evaluate existing and proposed operational conditions to ensure that these key intersections provide adequate capacity and function safely during those periods.

While the US 53 mainline operates at a LOS A, US 63 and County E are operating at much lower levels in the existing condition. The current operating conditions are a LOS F on the westbound US 63 approach during the Sunday midday peak hour, with extensive vehicle queuing. During this period, queuing is anticipated to be 325-feet or 13 vehicles in the existing conditions (2015) on US 63 based on traffic models. However, field observations have shown that on occasion, queues extended almost 500-feet or 20 vehicles east of the US 53/US 63 intersection. County E operates at a LOS D in the existing conditions (2015).

With the existing intersection configuration, the design year (2042) traffic operations at the US 63 and County E intersections will continue to deteriorate below the required design standard of LOS D. US 53 will generally continue to operate at LOS A in the design year except during the Sunday midday peak it will operate at an overall LOS C (meets design standard).

The results of the existing and No-Build traffic operations analysis are shown in **Table 6** below.

Table 6 – Traffic Operations Analysis Summary							
Roadway	Existing LOS (2015)	Existing Delay (sec)	Existing Queue (feet)	Design Year LOS (2042)	Design Year Delay (sec)	Design Year Queue (feet)	Peak Period Where Highest Delay and Longest Queueing are Anticipated
US 53	A	23	None	A*	89	None	Sunday Midday
US 63	F	83	325	F	320	800	Sunday Midday
County E	D	25	50	E	50	100	Sunday Midday

LOS Value less than required design standards
 * LOS A on US 53 mainline; US 53 northbound left turn lane at County E would experience LOS B

Roadway and Structure Deficiencies

Structure Deficiencies

The Lakeside Road bridge (P-65-0006) was constructed in 1925 over the Namekagon River (**Figure 4**). The bridge is a two-span concrete deck girder bridge with a current sufficiency rating of 32.0 (see definition below). The bridge has been rehabilitated since the original construction including placement of an asphaltic surface on the deck which is deteriorated. The existing concrete is cracking and breaking away at various locations throughout the bridge. The bridge is posted for a weight limit of 40 tons. Despite the aesthetic railing, the bridge has been evaluated and is not historically significant.



Figure 4 – Existing Lakeside Road Bridge over the Namekagon River

Definition: The sufficiency rating formula is a method of evaluating factors which indicate a bridge’s sufficiency to remain in service. The result of the formula is a percentage in which 100 percent represents an entirely sufficient bridge and zero percent represents an entirely insufficient or deficient bridge. A bridge’s sufficiency rating affects its eligibility for federal funding for maintenance, rehabilitation, or replacement activities. For bridges to qualify for federal replacement funds, they must have a rating of 50 or below.

The existing box culvert (C-65-0005) on US 53 over Potato Creek (located between Mackey Road and County E intersections) was originally constructed in 1925 and added onto in 1938 where a bend was constructed in the box culvert. The culvert was again extended in 1986 when the four-lane US 53 facility was constructed. The existing box culvert was modified over time in a manner to address the skewed crossing with Potato Creek (**Figure 5**). The existing concrete is cracking and breaking away at various locations throughout the culvert. The sections constructed in 1925 and 1938 are failing.

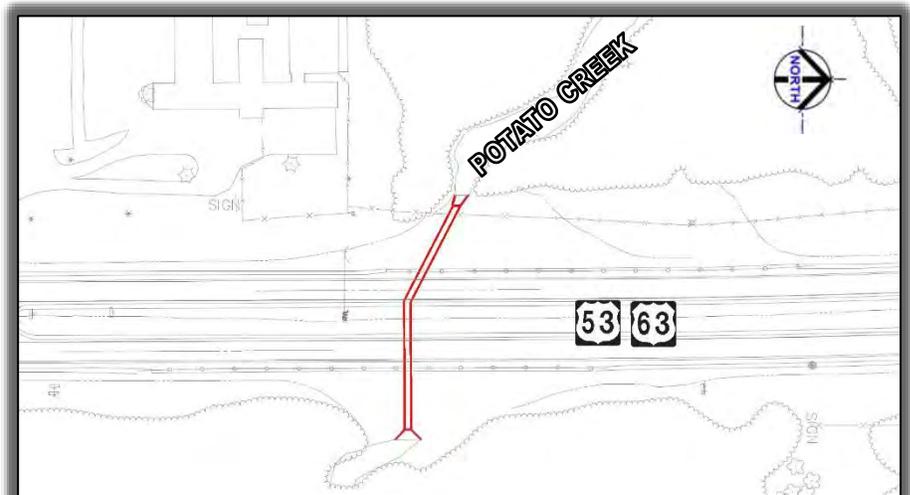


Figure 5 – Existing US 53 Potato Creek Box Culvert

Roadway Deficiencies

The existing intersection spacing through the Trego area does not meet design guidelines for an expressway. WisDOT access spacing guidelines per the Facilities Development Manual (FDM) Section 11-5 Attachment 5.1 provides recommended spacing guidelines:

- 2-miles for principal arterials (i.e. US 63)
- 1-mile for major collectors (i.e. County E)
- 2,000-feet for minor collectors, local roads, and private entrances

Existing intersection spacing through Trego is shown in **Table 7** below.

Table 7 – US 53 Existing Intersection Spacing			
From (functional classification)	To (functional classification)	Existing Spacing (feet)	Meets Access Spacing Guidance
Mackey Road (local)	County E (major collector)	4,900	Yes
County E (major collector)	US 63 (principal arterial)	2,100	No
US 63 (principal arterial)	Obrien Road/Wagon Bridge Road (local)	2,000	No
Obrien Road/Wagon Bridge Road (local)	Ross Road (local)	1,000	No
Ross Road (local)	River Road (local)	2,600	Yes

No Value less than required design standards

Other substandard features along US 53 through the project area include:

- Existing median has a variable width with a minimum width of 50-feet; desirable median width is 60-feet (FDM 11-15).
- The intersections of Mackey Road, Obrien Road/Wagon Bridge Road, and Ross Road do not have turn lanes to serve all movements decelerating from US 53; turn lanes are recommended on expressways and freeways posted at 60 mph or more.

Social Demands

In the unincorporated Trego area, there are existing recreational trail systems east and west of US 53. See **Attachment 3** for the existing trail system and associated features. Trail activities include use of ATVs (All Terrain Vehicles), snowmobiles, walking, bicycling, and horseback riding.

The Wild Rivers State Trail (WRST) stretches 104-miles through Douglas, Washburn, and Barron counties in northwest Wisconsin. This is state trail under the planning authority of WDNR and maintained by each of the local counties. The WRST is also part of the nationwide Rails-to-Trails Conservancy program. Rails-to-Trails is a nationwide network of trails on former rail lines and connecting corridors that are being used for recreational purposes to build healthier places for healthier people.

The WRST is a former railroad corridor with reversionary rights to return to transportation use, if desired. There is still an active railroad line on part of the corridor within the project area. While the WRST is not a Section 4(f) resource (see definition on **Basic Sheet 2 - Table of Contents**) through the project area, it is an important recreational resource in the Town of Trego and northwestern Wisconsin. The area surrounding the WRST is rich in natural resources and wildlife habitat. The WRST crosses numerous rivers and streams, including the Namekagon River in the project area which is a federally designated river in the St. Croix National Scenic Riverway. Within the project area, there is a WRST trailhead parking lot with restroom facilities located north of Oak Hill Drive. A portion of the WRST, trailhead parking lot, and restroom facilities are permitted features located on land owned by WisDOT Bureau of Rails and Harbors between Oak Hill Drive and US 63. Near US 63, the WRST is located on lands owned by the Wisconsin Department of Natural Resources (WDNR). See **Attachment 3**. See **Factor Sheet B-8 (WRST)** for additional information on the significance of the WRST.

The WRST also connects to a county trail known as Trail 7A on the west side of US 53. Trail 7A is located on private lands (no publicly owned lands) and is not considered a Section 4(f) resource. The WRST and Trail 7A are connected via an unpermitted crossing (see access permitting discussion below) of US 53 located approximately 3,300-feet south of County E. This crossing not only provides a link in the trail system but also provides access to the existing commercial area west of US 53 for the trail users. The local roadways throughout the Town of Trego are also designated as ATV routes via local ordinance.

Access Permitting Authority: For access to state highways, WisDOT has permitting authority for any access (public intersections, private driveways, trails, special crossings, etc.). This trail crossing is not currently permitted in its

current location between the intersections of Mackey Road and County E. While there is not a crash history in this area, the trail crossing location does not meet access spacing requirements and is located between public intersections where high-speed US 53 traffic would not expect entering traffic.

The unincorporated area in the Town of Trego is generally developed and local roads are drained with vegetated ditches. There are no existing separated pedestrian facilities (sidewalks or multi-use paths) present within the project area. Any limited pedestrian movements occur within the travel lanes and/or shoulders of the low volume local roads within the project area. Pedestrians are prohibited from the designated US 53 expressway by law (Wis. Stat. 84.295) but occasionally pedestrians do cross the US 53 expressway at the intersection of County E/Oak Hill Drive.

US 63 and County E accommodate bicycles within the travel lanes and adjacent existing 3-foot paved shoulders. All other local roadways in the Trego area are generally low volume with unpaved shoulders where any bicyclists can use the travel lanes. Bicyclists can cross US 53 at any of the at-grade intersections.

FHWA Policy and Multi-Modal Planning Objectives

Incorporation of multi-modal accommodations into projects undertaken by WisDOT is based on FHWA guidance:

“The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.” (<https://www.fhwa.dot.gov/>)

WisDOT policy, in conformance with Federal laws and policy, Wisconsin Statute Section 84.01(35), and Connections 2030 (WisDOT’s long-range transportation plan for the state); advises that projects should give due consideration to establishing bicycle accommodations and pedestrian facilities on all new construction and reconstruction highway projects funded in whole or in part from state or federal funds.

System Linkage and Route Importance

System linkage refers to the connections among roads, neighborhoods and businesses in the geographical area that may be affected by the proposed project. US 53 facilitates interstate travel, provides a critical backbone route between regional economic centers, and functions as a long-haul route for automobiles and trucks. Due to its statewide importance and vital role in the regional transportation system, it is essential that the US 53 corridor be maintained as a safe and efficient roadway facility.

US 53 is part of the backbone system in the Wisconsin *Connections 2030 Long Range Multi-Modal Transportation Plan* (<http://www.wisconsin.gov>) 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. Across the state, US 53 connects the backbones of I-94, I-535, and WIS 29 as well as to the connector routes of US 2, US 8, and US 63. US 63 is a connector route between the border with Minnesota at Red Wing to US 2 near Ashland, Wisconsin. The backbone and connector route network in northwestern Wisconsin is shown in **Figure 6**. The backbone and connector route network throughout the State of Wisconsin is shown in **Attachment 4**.

The Proposed Action is located within the 150-mile Peace Memorial Corridor (US 53) which is part of a major passenger and freight corridor that links southern Wisconsin and Chicago, IL to Duluth-Superior, northern Minnesota and much of western Canada. The Peace Memorial Corridor contains major rail/water intermodal connections at the Twin Ports of Duluth-Superior. The corridor also provides critical economic links between population centers in southern



Figure 6 – NW WI Connections 2030 Backbone and Connector Routes (Source: WisDOT)

Wisconsin and northern Illinois and the recreation and tourism areas of northwestern Wisconsin. The corridor is named after the Peace Memorial Highway (US 53 from La Crosse to Superior). The corridor also serves the St. Croix Indian Reservation and the Lac Courte Oreilles Indian Reservation.

The Proposed Action is also located within the 190-mile Northern Lakes Corridor (US 63) which is part of a major passenger and freight corridor linking the Twin Cities and northern Wisconsin. The Northern Lakes Corridor is critical for connecting the tourism/recreation areas of northwestern Wisconsin to the Twin Cities market. The corridor also serves the St. Croix Indian Reservation, the Lac Courte Oreilles Indian Reservation, and the Bad River Indian Reservation. The Connections 2030 System Level Priority Corridors routes in the northwestern Wisconsin are shown in **Figure 7**. Connections 2030 System Level Priority Corridors throughout the State of Wisconsin are shown in **Attachment 5**.

US 53 and US 63 are part of the National Highway System (NHS). The NHS routes are critical to the nation's economy, defense, and mobility providing a primary network for movement of goods and services throughout the United States. The NHS supplements the national interstate system. The NHS routes in northwestern Wisconsin are shown in **Figure 8**. The NHS routes in Wisconsin are shown in **Attachment 6**.

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 (known as Corridor #41 in the FHWA listing) which connects International Falls on the Minnesota/Canada border to Chippewa Falls, Wisconsin. See **Figure 9**.

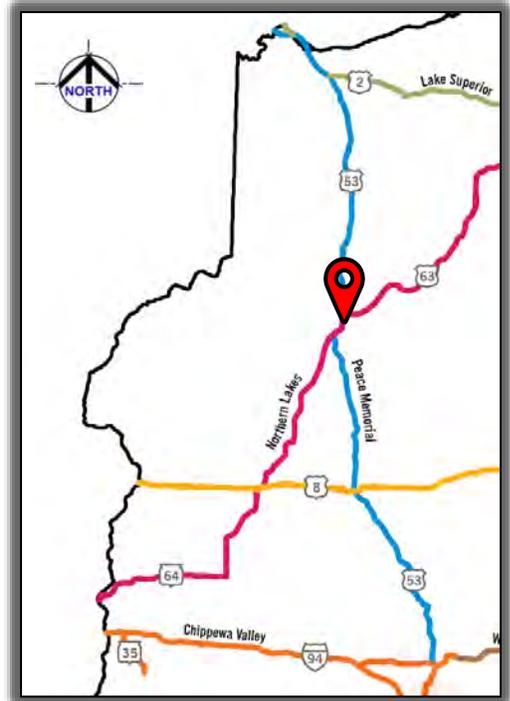


Figure 7 – Connections 2030 System Level Priority Corridors in NW WI (Source: WisDOT)



Figure 8 – NHS Routes in NW WI (Source: FHWA)



Figure 9 – Congressional High Priority Corridors in WI and MN (Source: FHWA)

US 53 also connects to Minnesota 61 which is a non-interstate Strategic Highway Network (STRAHNET) route (**Figure 10** below). 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

US 53 is a north-south four-lane divided roadway providing uninterrupted traffic flow from I-94 near Chippewa Falls (Chippewa County) to the City of Superior (Douglas County). US 53 is functionally classified as a principal arterial and is designated as an expressway through the project limits.

US 63 is generally a north-south rural roadway connecting STH 35 near Hager City (Pierce County) to US 2 at Ashland (Ashland County). East of Trego, US 63 is a two-lane rural roadway. Between Spooner and Trego, US 53 and US 63 run concurrently as a four-lane rural roadway. South of Spooner, US 63 is typically a two-lane rural roadway. US 63 is classified as a principal arterial within the project limits.

US 53 and US 63 both serve as a high-volume truck routes. Trucks account for approximately 20% of the AADT on US 53 and 10% on US 63. These truck routes serve Wisconsin's commercial, industrial, and agricultural industries along with the prominent forestry and tourism industries in northwestern Wisconsin.

US 53 is designed to function as a long-haul automobile and truck route providing interstate access to Minnesota via river crossings at La Crosse and Superior. US 63 is also designed to function as a long-haul automobile and truck route providing interstate access to Red Wing, Minnesota and connecting to US 2 near Ashland. US 53 is also a critical freight route for Over-Sized Over-Weight (OSOW) freight movements in northwestern Wisconsin. Truck routes in northwest Wisconsin are shown in **Figure 11** below. OSOW routes in northwest Wisconsin are shown in **Figure 12** below.

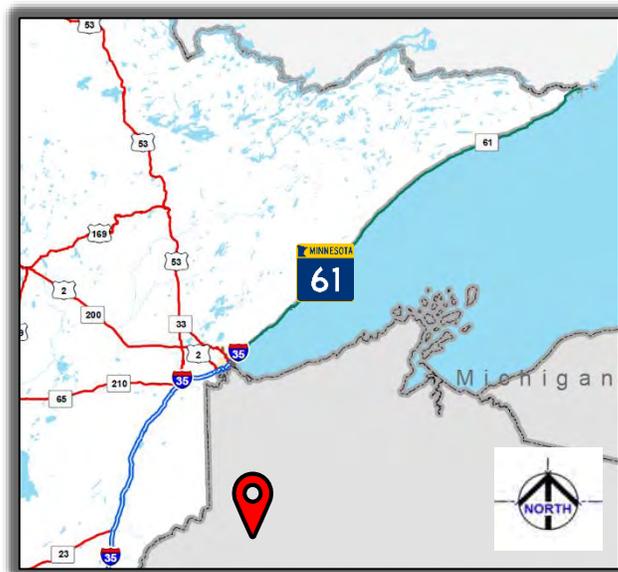


Figure 10 – STRAHNET Route (MN 61)
(Source: FHWA)

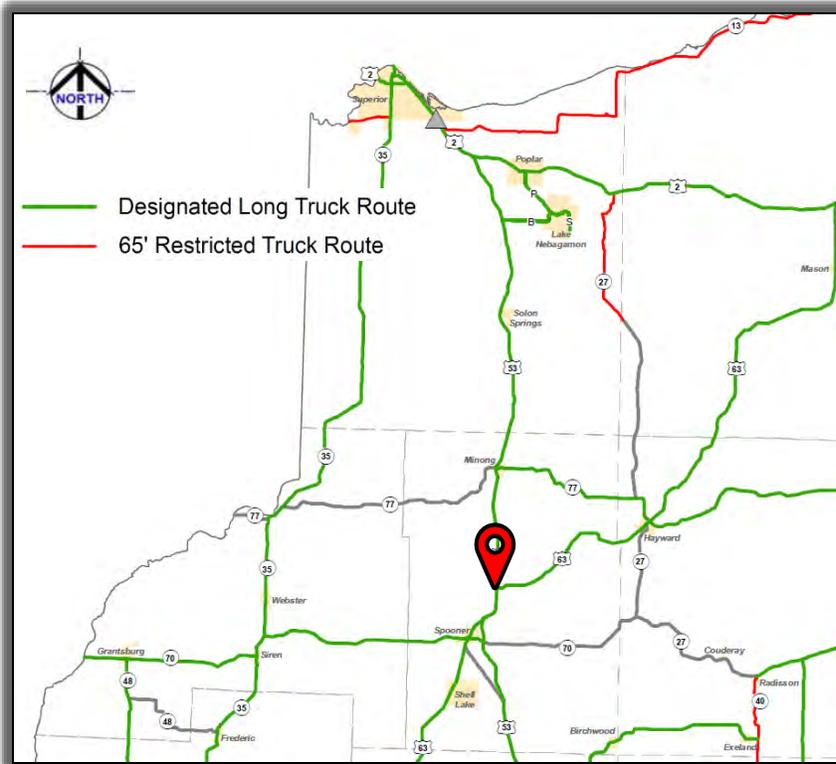


Figure 11 – Truck Routes in NW WI (Source: WisDOT)



Figure 12 – OSOW Routes in NW WI (Source: WisDOT)

2. Summary of Alternatives

Wis. Stat. 84.295 Preservation Planning Study (2007 to 2014)

A Wis. Stat. 84.295 preservation planning study (ID 1195-00-02) was completed in 2014 by WisDOT to consider the long-term needs along the existing US 53 expressway near the communities of Spooner and Trego between WIS 70 and Schnagel Road in Washburn County (Figure 13 above). The primary needs identified in the preservation planning study include:

- Long-term highway planning and corridor preservation
- Emerging operational and existing safety concerns
- Land use/transportation planning and coordination

The preservation planning study included preparation of a NEPA document and identified a full range of alternatives for study. In the Trego area, the preservation planning study included developing seven primary alternatives with varying interchange configurations resulting in approximately 20 conceptual study alternatives. This range of alternatives was screened with agency and public input resulting in four feasible and reasonable build alternatives in addition to the no-build alternative. These alternatives were studied in detail and documented in the approved NEPA document.

While the preservation planning study included alternatives at the US 53/US 63 Spooner interchange, needs near Spooner are independent of those at Trego. A discussion on independent utility was presented previously in the Project Status section of **Basic Sheet 3 - Question 1**.

The detailed study alternatives from the preservation planning study are shown in **Attachment 7** and include:

- No-Build Alternative
- Study Build Alternative N1 – Diamond interchange at existing US 53/US 63 intersection
- Study Build Alternative N2 – Modified diamond interchange at existing US 53/US 63 intersection
- Study Build Alternative N3 – Single point diamond interchange at existing US 53/US 63 intersection
- Study Build Alternative N4 – Partial cloverleaf interchange at relocated County E

Study Alternative N4 was documented as the preferred alternative for preservation and official mapping under Wis. Stat. 84.295 because of more favorable public input, avoidance of impacts to the federally designated Wild and Scenic Namekagon River, and because of the reduced number of commercial business acquisitions/relocations compared to the other alternatives. **Table 8** summarizes the primary estimated impacts of each alternative determined during the study phase.

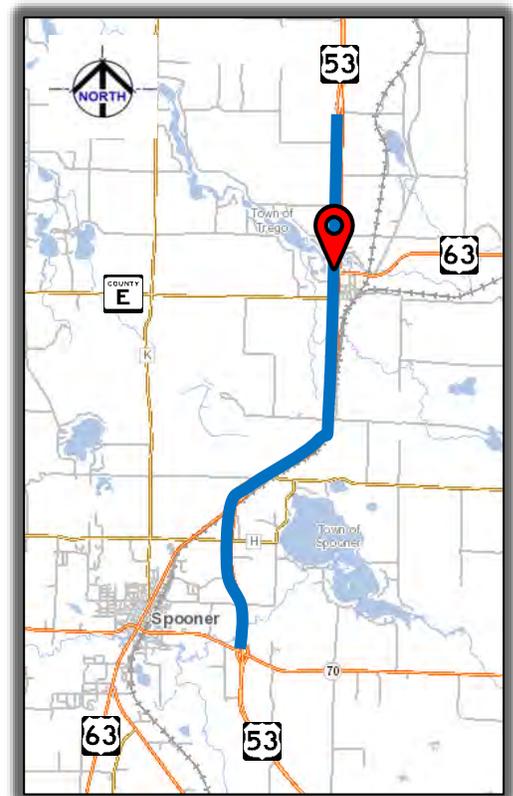


Figure 13 – Preservation Planning Study Area

Table 8 – Preservation Planning Study Alternatives Summary of Impacts					
All estimates, including costs, are based on conditions described in the preservation planning study document at the time of preparation. Additional data collection, agency coordination, and public involvement change estimates during detailed study.					
	No-Build	N1	N2	N3	N4 (Preferred)
Project Length	5	5	5	5	5
Construction Cost (\$M)	0**	12.7	13.1	18.6	16.3
Real Estate Cost (\$M)	0	1.6	1.7	0.7	1.0
Wetland Impacts (Acres)	0	0.9	0.9	0.9	0.9
Area Converted to ROW (Acres)	0	56.9	64.6	52.1	79.1
Housing Units Required	0	5	6	1	5
Commercial Units Required	0	8	7	6	1
Other Buildings Required	0	8	9	3	2

** Some cost would be incurred for routine maintenance activities.

The preservation planning study designated and officially mapped the preferred solution (Study Build Alternative N4) under Wis. Stat. 84.295. While this alternative preserved land for future highway use, WisDOT's commitment in the previously prepared NEPA document (ID 1195-00-02) requires current consideration of all environmental factors, additional public involvement, coordination with all agencies and Native American tribes, and preparation of a new NEPA document to further evaluate and document the Proposed Action once it is programmed for construction.

Study Build Alternative N4 was the basis for initiating detailed study and reinitiating public involvement and agency coordination outlined in the subject NEPA document (ID 1197-00-00). Primary changes since the preservation planning study include the following:

- At the time of the preservation planning study, the preferred alternative that was officially mapped (Study Build Alternative N4) included frontage roads north of the Namekagon River due to the recommended closure of the US 53 intersections with Obrien Road/Wagon Bridge Road and with Ross Road. Based on current and anticipated safety conditions, traffic volumes, and the distance of these intersections from the proposed interchange; the closure of the intersections with Obrien Road/Wagon Bridge Road and Ross Road and the frontage roads north of the Namekagon River are not required to implement the required improvements to address safety and operational needs at the US 53/USH 63 and US 53/County E intersections.
- At the time of the preservation planning study, the need to replace to US 53 structure over the Potato Creek (C-65-0005) had not been identified.
- At the time of the preservation planning study, the need for addressing the deteriorated existing Lakeside Road bridge (P-65-0006) over the Namekagon River was not part of the identified needs. Since that time, the Town of Trego has determined that the bridge is no longer required for local traffic circulation and the Town does not desire to replace the deteriorated bridge. Because the Lakeside Road bridge over the Namekagon River has been identified as a critical link for maintenance of WRST traffic during construction of a proposed interchange at Trego, the subject NEPA document (ID 1197-00-00) includes removal of the Lakeside Road bridge over the Namekagon River as part of the project study area and identified needs.
- Based on public input and a request by the Town of Trego via a formal resolution (**Attachment 18**), refinements were made to Study Build Alternative N1 (Diamond Interchange at Existing US 53/US 63 Intersection) also known as the “Local Interchange Alternative”. The Town of Trego passed a formal resolution on October 19, 2015 requesting that WisDOT study this interchange concept with some modifications provided by the public and project advisory committee (PAC).

The alternatives from the preservation planning study are carried forward and have been refined for detailed study. The alternatives are described with the following alternative naming convention in the remainder of this document:

Preservation Planning Study Alternative Name (prior to 2015)	Detailed Study Alternative Name (after 2015)
No-Build Alternative	Alternative A
Study Build Alternative N4	Alternative B
Study Build Alternative N1	Alternative C

Detailed NEPA Study of Trego Interchange (2015 to present)

The range of feasible and detailed study alternatives developed for the Proposed Action and evaluated in this NEPA document are summarized below. The project study area extends along US 53 for 2.5-miles from Mackey Road (south) to River Road (north) and from approximately 1,500-feet west of US 53 to approximately 3,800-feet east of US 53. A study area map is shown in **Attachment 1**. The proposed build alternatives were developed and evaluated to address the needs outlined in **Basic Sheet 3 - Question 1**. The primary need for the Proposed Action is safety. Secondary needs include deteriorating traffic operations, roadway and structure deficiencies, maintaining and improving recreational opportunities in the Trego area, and maintaining important system linkage.

Alternative A – No-Build Alternative

Alternative A is the No-Build Alternative. This alternative would result in no change to the intersections with US 53. Safety and traffic operations would continue to deteriorate as traffic on US 53 and US 63 continued to increase. Deteriorating safety conditions could lead to partial or full closure of the intersections along US 53. Closure of any intersections would cut off safe and dependable access to regional, local, and tourist traffic, adjacent property owners, and businesses as well as limiting effective emergency and community services across US 53 within the Trego area.

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

Build Alternative B – Partial Cloverleaf Interchange at Relocated US 63 and County E (Preferred)

This alternative will construct a partial cloverleaf interchange located approximately 1,000-feet south of the existing US 53/County E intersection. A frontage road system will be required west of the interchange to provide for local traffic circulation. See **Attachment 8** for an overview of Build Alternative B.

Features of this alternative include:

- Closure of the US 53 at-grade intersections with US 63/Liesch Road and County E/Oak Hill Drive.
- Construction of a partial cloverleaf configuration interchange south of the County E intersection. Loop ramps are recommended for the northbound and southbound entrance ramps to minimize impacts, to provide for effective traffic management (free-flow) of the predominant movements between US 53 and US 63 (US 63 runs concurrent with US 53 south of the interchange), and to allow for access to the residential area east of US 53 directly at the interchange.
- This alternative will require reconstruction of approximately 1.2-miles of US 53 and lowering the US 53 roadway approximately 10-feet under the new US 63 overpass. Realigned US 63 will pass over US 53.
- Reconstruction of the deteriorated US 53 box culvert at Potato Creek (C-65-0005).
- Reconstruction of approximately 0.9-mile of US 63 on new alignment with a new underpass of the WRST.
- Reconstruction of approximately 0.2-mile of County E on existing alignment.
- All fully reconstructed roadways will accommodate bicycles within the proposed paved shoulders, where bicycles are permitted. Bicycles are prohibited from using US 53 and the proposed ramps.
- To ensure safe operating conditions around the proposed interchange, the following at-grade intersections will be improved along US 53:
 - Mackey Road – will accommodate northbound left-turns and southbound right-turns from US 53 and southbound right-turns from Mackey Road
 - Obrien Road/Wagon Bridge Road – will accommodate full movements with improved turn lanes
 - Ross Road – will accommodate full movements with improved turn lanes
- Local road access changes east of US 53 to accommodate the proposed realignment of US 63, to provide access to the interchange, and to address local road circulation include:
 - Construction of a connection from the northbound ramp terminal to the East Frontage Road (existing Service Road), providing direct access to the east side business and residential area
 - Closure of Oak Hill Drive west of proposed US 63 at Second Street
 - Construction of a new Oak Hill Drive intersection east of proposed US 63; this will require reconstruction up to the existing at-grade railroad crossing of Oak Hill Drive and work will occur within the railroad right-of-way
 - Closure of First Street between the Park Street loop west of proposed US 63
 - Closure of the Park Street loop east of First Street and west of proposed US 63
 - Construction of a connection to existing US 63 from proposed US 63
 - Construction of a connection from existing US 63 to the East Frontage Road (existing Service Road)
 - Rehabilitation of the pavement on existing US 63 between US 53 and proposed US 63
 - Closure of Lakeside Road north of US 63
- Construction of a frontage road system on the west side of US 53 will be required to accommodate access to the new interchange. The new and partially reconstructed frontage road system will extend 1.1-miles from Mackey Road to Liesch Road. The portion of the west frontage road system known as West Frontage Road between Mackey Road and County E will require a new crossing of Potato Creek and will accommodate both ATVs and snowmobiles to maintain recreational traffic on the trail known as Trail 7A. The west frontage road system will partially reconstruct Benson Boulevard (partial existing private roadway) to provide an improved connection to Liesch Road and Wood Drive.
- The unpermitted recreational crossing of US 53 will be eliminated and relocated to the Mackey Road intersection where drivers will be more likely to anticipate crossing traffic. This will continue to provide a connection between the WRST and Trail 7A as well as access to the commercial area for users of the WRST. A new railroad crossing will be constructed to accommodate the trail connection and work will occur within the railroad right-of-way.
- This alternative will require work along the WRST.
 - A temporary detour of the WRST will be required and construction of a new bridge on the WRST will allow realigned US 63 to pass under the trail. The WRST will temporarily use Lakeside Road as a detour route during construction of the new bridge.
 - The construction of US 63 under the WRST will require incorporation of a portion of WDNR lands into the transportation facility.
 - The WRST trailhead will be impacted by the proposed US 63 realignment and will be reconstructed.
- This alternative will require temporary occupancy of NPS lands and the within the Namekagon River which are part of the St. Croix National Scenic Riverway (Section 4(f)/6(f) resource).
 - The deteriorated Lakeside Road bridge over the Namekagon River will be removed and a cul-de-sac will be constructed north of the river. This alternative requires temporary work within the Namekagon River to remove the existing bridge pier.
 - This alternative will require temporary occupancy of NPS lands near the Visitor's Center to construct a retaining wall. The retaining wall will be constructed to avoid permanent incorporation of the NPS

lands into the transportation facility.

- Permanent ROW and easements will be required to accommodate the proposed improvements including relocation of one commercial building with two active business tenants and relocation of six residential homes. Relocation of one natural gas utility substation will also be required.

Build Alternative B is the preferred alternative because it best balances direct impacts, access to the community, and public and resource agency input while improving safety and traffic operations at the US 53 intersections with US 63 and County E. The preferred alternative:

- Avoids US 53 widening work within the Wild and Scenic Namekagon River
- Provides the most separation between any newly constructed (non-existing) roadways and the Namekagon River to allow for avoidance of changes in water quality within this Outstanding Resource Water
- Results in the lowest direct ROW impacts (7-acres less impacts than Build Alternative C)
- Requires the lowest number of residential relocations (2 less than Build Alternative C)
- Requires the lowest number of commercial relocations (2 buildings and 1 active business less than Build Alternative C)
- Best facilitates effective maintenance of traffic between US 53 and US 63 during construction of an interchange on new location
- Results in the lowest expenditure of public funds (approximately \$8M less than Build Alternative C)
- Build Alternative B was supported more favorably by the public as compared to Build Alternative C

The details of Build Alternative B (Preferred Alternative) are provided in **Basic Sheet 3 - Question 3**. See **Attachment 8** for an overview of Build Alternative B. See **Attachment 9** for preliminary plans of Build Alternative B.

Build Alternative C – Diamond Interchange at Existing US 53/US 63 Intersection

This alternative would construct a diamond interchange at the existing intersection of US 53 and US 63. The ramps located south of the interchange would also act as local frontage roads providing access to the Trego community on both side of US 53. The ramps north of the interchange would require widening of the northbound bridge over the Wild and Scenic Namekagon River and work would be required within the river and adjacent wetlands. A frontage road system would be required north and south of the interchange to provide for local traffic circulation. See **Attachment 8** for an overview of Build Alternative C.

Features of this alternative include:

- Closure of the at-grade US 53 intersections at County E/Oak Hill Drive, US 63/Liesch Road, Obrien Road/Wagon Bridge Road, and Ross Road.
- Construction of a diamond configuration interchange at the existing intersection of US 53 and US 63. This alternative would require reconstruction of approximately 1.5-miles of US 53 and a roadway grade raise of approximately 20-feet within 0.25-mile of the existing US 53 bridges over the Namekagon River. US 63 would pass under US 53.
- Reconstruction of the deteriorated US 53 box culvert over Potato Creek (C-65-0006).
- Reconstruction of approximately 0.5-mile of US 63 on existing alignment.
- All fully reconstructed roadways would accommodate bicycles within the paved shoulders, where bicycles are permitted. Bicycles are prohibited from using US 53.
- Ramp configurations
 - Construction of 4,800-foot northbound exit and southbound entrance ramps that would also act as frontage roads south of the interchange on both the east and west sides of US 53. Ramps with a maximum length of 1,200-feet are the typical recommended design standard. The ramps/frontage roads would provide right-in/right-out access to County E (west) and Oak Hill Drive (east) allowing for access to existing residential and commercial areas in Trego.
 - Construction of a standard southbound exit ramp beginning at the Namekagon River bridge extending 0.25-mile to the interchange.
 - Construction of a 0.4-mile northbound entrance ramp that requires widening of northbound US 53 within the Wild and Scenic Namekagon River.
- Construction of a frontage road system south of the interchange on the west side of US 53 extending 1.5-miles from Mackey Road to Liesch Road. The west frontage road system would require a new crossing of Potato Creek and would accommodate both ATVs and snowmobiles to maintain Trail 7A.
- The unpermitted recreational crossing of US 53 would be eliminated and relocated to Mackey Road. This would continue to provide a connection between the WRST and Trail 7A.
- Construction of frontage road system north of the interchange on both the west and east sides of US 53 extending 0.7-mile from Obrien Road to River Road (west) and 0.7-mile from Wagon Bridge Road to River Road (east).

- This alternative would not require any impacts to the WRST or its trailhead and would not require use of the Lakeside Road bridge for detour of the WRST. Removal of the Lakeside Road bridge and restoration of the area along the Namekagon River could still occur under this alternative.
- This alternative would not require temporary occupancy of NPS lands (Section 4(f)/6(f) resource).
- Permanent ROW and easements will be required to accommodate the proposed improvements including relocation of three commercial business and relocation of eight residential homes.

While Alternative C is a feasible alternative that would improve safety and traffic operations at the US 53 intersections with US 63 and County E, this alternative was eliminated from further consideration for the following reasons:

- This alternative would require work within the Wild and Scenic Namekagon River to widen US 53.
 - The Namekagon River is a nationally important river and is an Outstanding Resource Water. Construction within the Riverway could result in adverse impacts to water quality and aquatic species. Extensive coordination would be required with NPS, USACE, and NPS to make any final effect determinations.
 - The US 53 elevation change (+/-20-feet) at the proposed interchange in combination with an extensive storm sewer system would require land acquisition and careful planning to treat stormwater to avoid impacts to water quality within this Outstanding Resource Water.
 - See **Factor Sheet B-8 (NPS)** and **Factor Sheet C-2** for additional discussion about the St. Croix National Scenic Riverway (Namekagon River) and Outstanding Resource Water.
- This alternative would require the most direct ROW impacts and relocations (additional 7-acres of ROW impacts, two additional business relocations, and two additional residential relocations over the Preferred Build Alternative B).
- This alternative would require implementation of a frontage road system south of the interchange that also provides ramp access to the high-speed US 53 expressway. This unique design is less desirable than traditional ramps since drivers would not expect access within the areas of acceleration and deceleration when entering and existing the US 53 expressway. Long-term safety concerns could result as traffic grows.
- This alternative would require full closure of US 63 during construction due to grade changes proposed along US 53 resulting in additional delays for US 63 traffic. The anticipated detour route (WIS 77) would require an additional 11-miles of travel and result in user delay.
- This alternative requires the largest expenditure of public funds. Construction of this alternative requires 40% more (additional \$8M) in construction and real estate costs over the preferred alternative.
- Build Alternative C was supported less favorably by the public when compared to Build Alternative B. Many property owners and other stakeholders provided written concerns about direct impacts as well as concern with the potential to impact water quality within the Namekagon River.

Other Alternatives Considered

During the development process, the following alternatives were also evaluated to address safety needs and public input was gathered.

J-Turn and Median U-Turn Type Intersections

A J-Turn type intersection is intended to improve safety by reducing the number of traffic conflict points (**Figure 14**). This type of intersection is an at-grade improvement that reduces the potential for the more severe right-angle crashes by eliminating side road crossing and left-turn movements and only allowing mainline left U-turns.

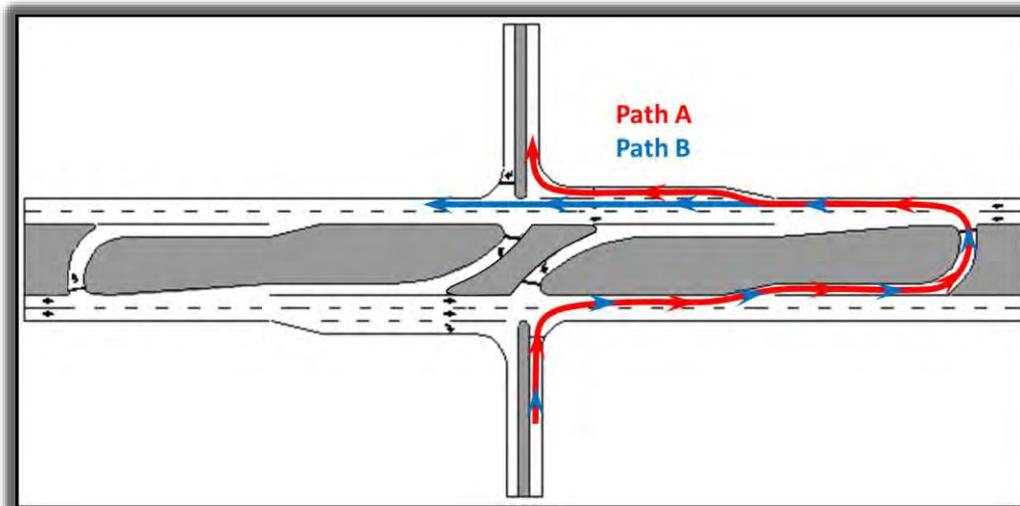


Figure 14 – Typical J-Turn Intersection (Source: FHWA)

A traditional J-Turn combines a channelized median (which allows direct left-turn exits from the freeway/expressway, but prohibits minor street traffic from crossing through the median) and construction of downstream median U-turns to provide for circulation. As a result, minor street traffic wanting to turn left or cross straight through the existing at-grade intersection would be forced to make these maneuvers indirectly by making a right turn from the minor street, weaving to the left across freeway/expressway traffic, and making a downstream U-turn to return to the intersection to complete the desired maneuver. With traditional J-Turn intersections, sometimes cross-street traffic will try to cross through the raised median creating traffic safety conflicts. Also with traditional J-Turns, quick weaving maneuvers are required to access the U-turn locations. This intersection geometry has been successfully used in Wisconsin and several other states.

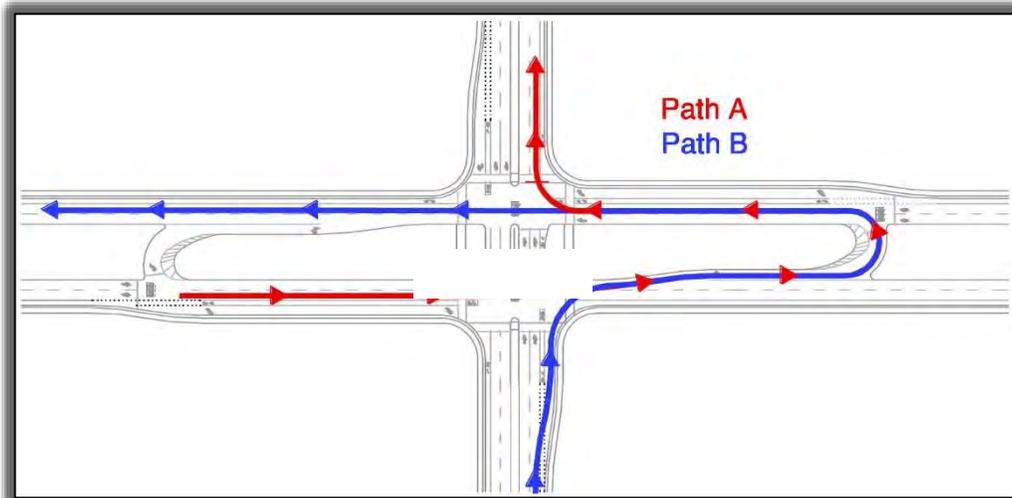


Figure 15 – Typical Median U-turn (Source: FHWA)

Another type of intersection that eliminates the potential for unintended crossing movements and weaving, is a Median U-Turn type intersection (**Figure 15**). This involves entirely closing the median, prohibiting mainline roadway left turns and requiring that all movements go through the downstream U-Turn. To mitigate the weaving impacts, the U-Turn lanes on the mainline roadway would extend back to the primary intersection, allowing traffic turning right at the primary intersection to cross directly into the U-Turn lane, without merging into mainline traffic. This operation, combined with the reduced turning movements at the mainline intersection, allow the distance between the primary intersection and the downstream U-Turns to be shortened. This design was implemented on US 53 at the intersection with County B in Washburn County in 2015.

Four variations of J-Turns and Median U-Turn type intersections were evaluated along US 53. The US 53 J-Turn and Median U-Turn intersection layouts are shown in **Attachment 10**.

- A Traditional J-Turn option would include J-Turns at County E and US 63, four median U-Turns, closure of the US 53 and Obrien Road/Wagon Bridge Road intersection, and new frontage roads between Obrien Road/Wagon Bridge Road and Ross Road
- A Super J-Turn option would include J-Turns at County E and US 63, two median U-Turns, closure of the US 53 and Obrien Road/Wagon Bridge Road intersection, and new frontage roads between Obrien Road/Wagon Bridge Road and Ross Road
- A Median U-Turn option would include four median U-Turns to serve the County E and US 63 intersections
- A Super Median U-Turn option would include two median U-Turns to serve the County E and US 63 intersections

J-Turn and Median U-Turn type at-grade intersections are not feasible or prudent options to improve safety and traffic operational conditions at the US 53/US 63 and US 53/County E intersections and these options were eliminated from further consideration. A summary of anticipated traffic operational conditions in the design year (2042) follows:

- A Traditional J-Turn design with U-turns to the north and south of each study intersection (County E and US 63) is anticipated to operate at LOS D in the design year. This LOS is below the design standard of LOS C. Also, there is insufficient space between the two intersections for all U-turns to be placed per design standards.
- A Super J-Turn design would only provide for U-turns south of County E and north of US 63 with no U-turns in between. This option is expected to operate at LOS F in the design year during the Sunday midday peak period. This LOS is below the design standard of LOS C.
- A Median U-Turn design, which prohibits all mainline left turns, is anticipated to operate at LOS D in the design year. This LOS is below the design standards of LOS C. Also, this option would not provide the recommended spacing between the U-Turns between the consecutive intersections, resulting in a substandard design.
- A Super Median U-Turn design would only provide for U-turns south of County E and north of US 63 with no U-turns in between. This option is expected to operate at LOS F in the design year during the Sunday midday

- peak period. This LOS is below the design standard of LOS C.
- US 63 is a Wisconsin Designated Long Truck route. All U-Turns with any of these intersection options would be required to accommodate long trucks and recreational vehicles. The higher percentage of long trucks and recreational vehicles at the study intersections present potential traffic safety concerns with these intersection improvement options. Safety issues may arise due to the speed differential between passenger cars and long truck/recreational vehicles weaving within a short section of US 53.
- Traffic operations at the U-Turn location north of US 63 under any of these options would be anticipated to operate at a LOS F during a holiday weekend. Also, traffic queues (estimated at 550-feet) would be anticipated at the northern U-Turn and could spill back beyond any available storage within the northbound turn lane resulting in impacts to mainline US 53 northbound through traffic.

All-Way Stop Control, Traffic Signalization, or Roundabout Intersection Control on US 53

The existing at-grade US 53/US 63 intersection operates at a LOS F under the existing Sunday midday peak hour and is expected to operate at LOS F on the westbound approach during the design year (2042) peak hours. The existing intersection is stop-controlled on US 63. At-grade intersections under any scenario are not anticipated to improve traffic operation conditions and are not feasible alternatives. These at-grade type intersections were not considered in further detail for the following reasons:

- The intersections of US 63 and County E do not meet warrants for signalization.
- Signalization of the intersections would likely result in increased crashes due to operating speeds and would require the 65 mph US 53 expressway traffic to stop.
- Roundabouts would require the 65 mph US 53 expressway traffic to be reduced to 20 to 25 mph.
- Roundabouts would experience operational and safety problems during the Friday and Sunday weekend peak summer traffic conditions.
- All-Way Stop Control, Traffic Signalization, and Roundabout Intersection Control options are not appropriate design controls for four-lane rural 65 mph rural expressway facilities and are not compatible with design policies set for Backbone routes such as US 53.

Jug-Handle Overpass

The alternative would require closure of the existing at-grade intersections along US 53 and construction of an overpass or multiple overpasses. A jug-handle is a type of ramp that connects US 53 to an overpass with at-grade intersections which only allow for right-in/right-out movements on the US 53 and eliminates all crossing movements (**Figure 16** below).

Because the US 63 and County E intersections are offset from each other, selection of a location of an overpass or multiple overpass locations would require local road connectivity like an interchange alternative. This would result in impacts comparable to an interchange but the improvement would operate at a lower level of operational and safety conditions. A Jug-Handle Overpass was not considered a prudent alternative for further study since impacts are anticipated to be similar to an interchange alternative.

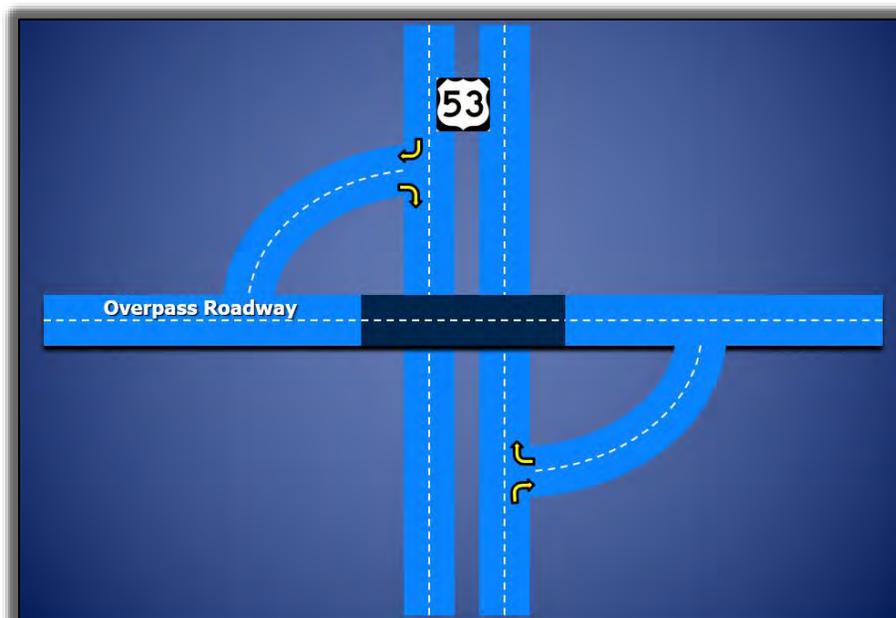


Figure 16 – Typical Jug-Handle Overpass

3. Description of Proposed Action

The Proposed Action consists of construction of Preferred Build Alternative B which is a new grade-separated interchange located approximately 1,000-feet south of the existing US 53/County E intersection. The new interchange will require various roadway modifications to effectively serve the unincorporated Trego area and provide connectivity. The Proposed Action does not make a commitment for future work nor does it unduly foreclose other options for US 53, US 63, or any local roads within the project area.

The proposed improvements are described below. See **Attachment 8** for an overview of the proposed improvements for the Preferred Build Alternative B and see **Attachment 9** for preliminary plans of Preferred Build Alternative B. To construct the proposed interchange at US 53, the following improvements will be implemented:

- Closure of the US 53 at-grade intersections with US 63/Liesch Road and County E/Oak Hill Drive.
- Construction of a grade-separated interchange with parallel-style exit ramps and loop-style entrance ramps connecting US 53 to US 63 and County E. The interchange ramp intersections will be controlled with roundabouts per an intersection control evaluation completed for the project.
- To accommodate the grade-separated bridge over US 53 (B-65-0056) and the interchange, approximately 6,300-feet of northbound and southbound US 53 will be reconstructed.
- To provide for connectivity to the interchange, local and regional roadway changes will be constructed within the Trego area. Improvements east of US 53 to improve local circulation and address new traffic patterns include:
 - Construction of approximately 5,000-feet of US 63 on new alignment connecting the proposed interchange to existing US 63 near Lakeside Road. A retaining wall (R-65-0003) will be constructed to avoid permanent impact to the NPS Visitor's Center. Temporary occupancy of NPS lands will be required.
 - Construction of a connection from the northbound ramp terminal to the East Frontage Road (existing Service Road) to provide direct access to the interchange from the east side business and residential area
 - Closure of Oak Hill Drive west of proposed US 63 at Second Street and construction of a new intersection with Oak Hill Drive east of proposed US 63. The construction of the US 63/Oak Hill Drive intersection will require construction up to the at-grade railroad crossing with the Wisconsin Great Northern Railroad.
 - Closure of First Street between the Park Street loop west of proposed US 63
 - Closure of the Park Street loop east of First Street and west of proposed US 63
 - Construction of new connections from proposed US 63 to existing US 63 and from the East Frontage Road (existing Service Road) to existing US 63. Rehabilitation of the existing US 63 pavement with a total construction length of approximately 1,000-feet.
 - Closure of Lakeside Road north of US 63. Prior to closure, Lakeside Road will be used as a temporary detour route for the WRST during construction.
- Improvements on the west side of US 53 to improve local circulation and address new traffic patterns include:
 - Construction of approximately 5,100-feet of a new western frontage road to provide a connection between Mackey Road, the interchange, and County E. A new structure will be constructed over Potato Creek (B-65-0057)
 - Reconstruction of approximately 1,000-feet of existing County E.
 - Reconstruction of approximately 2,100-feet of Benson Boulevard (partial existing private roadway) between County E and Liesch Road including construction of an improved intersection with Wood Drive.
- To ensure safe access within the area of the proposed interchange, the following improvements will be implemented at various intersections along US 53:
 - The Mackey Road intersection is located approximately 3,800-feet south of the proposed interchange. The Proposed Action will include construction of a northbound left-turn lane at the Mackey Road. Left-turns from Mackey Road to northbound US 53 will be prohibited and access to northbound US 53 will be via the new interchange.
 - The Obrien Road/Wagon Bridge Road intersection will be improved with a northbound left-turn lane and southbound left and right-turn lanes.
 - The Ross Road intersection will be improved with a northbound left and right-turn lanes and southbound left and right-turn lanes.
- To address deteriorated structures the following improvements will be made:
 - Reconstruct the Potato Creek box culvert on US 53 (C-65-0015)
 - Remove the deteriorated Lakeside Road bridge (P-65-0006) over the Namekagon River and construct a cul-de-sac north of the Namekagon River. Temporary occupancy within the Namekagon River (part of St. Croix National Scenic Riverway) will be required to remove the existing pier. Lakeside Road south of the Namekagon River along the with existing parking area encroaching within the WisDOT

ROW will be removed. The existing historic marker for the Riverway will be relocated. The existing ROW area will be restored with native seed mixes and weed-free mulch along the Namekagon River. The old roadway will be excavated which will allow for some additional floodplain storage and native area regrowth along the river with potential for some wetland restoration. See **Factor Sheet B-8 (NPS)** for additional discussion of NPS lands and the St. Croix National Scenic Riverway.

- To provide for connectivity of recreational trails within the project area, the following improvements will be constructed:
 - The Proposed Action will require construction of a new bridge (B-65-0055) on the WRST to allow the relocated US 63 to pass under the WRST. The proposed WRST bridge can be modified to accommodate future railroad loading without any changes to the vertical clearance over US 63.
 - The project will include reconstruction of the WRST trailhead parking area which is impacted by the new alignment of US 63. There will be no impact to the existing restroom facilities at the trailhead parking lot.
 - At Oak Hill Drive, the crossing with WRST will be reconstructed.
 - A pedestrian crossing to connect the residential area east of US 53 to the WRST will be constructed at the US 63/Oak Hill Drive intersection.
 - The west frontage road system will accommodate ATVs within the roadway (all Town roads are designated as ATV routes) and snowmobiles within the ROW of the frontage road.
 - The existing unpermitted trail crossing of US 53 located approximately 2,200-feet south of the interchange will be closed. A new safer permitted trail crossing of US 53 will be constructed at the Mackey Road intersection. This trail crossing will provide connection between the WRST and Trail 7A and will maintain recreational traffic access to the existing commercial areas.
 - During construction of the proposed US 63 underpass bridge on the WRST, the WRST traffic will be temporarily detoured on Lakeside Road.
 - See **Factor Sheet B-8 (WRST)** for additional discussion on trails within the project area.
- New signing and pavement marking will be installed throughout the interchange.
- Permanent ROW and easements will be required to accommodate the proposed improvements including relocation of one commercial building with two active business and six residential homes. One natural gas utility substation will require relocation.

Roadways are proposed with the typical sections shown in **Table 9**. See **Attachment 2** for proposed typical sections of US 53, US 63, and County E. While the Town of Trego does not support installation of separated pedestrian facilities (see **Basic Sheet 3 – Question 11** for additional discussion), the roadways will have paved shoulders as noted in **Table 9** below to more safely accommodate pedestrians that may be using local roadways in the project area.

Table 9 – Proposed Typical Sections

Roadway	Number of Travel Lanes	Travel Lane Width (ft)	Total Shoulder Width (ft)	Paved Shoulder Width ¹ (ft)	Stormwater Management
US 53	4	12	10 RT 6 LT	8 RT 3 LT	Median ² : Storm sewer within area of barrier and vegetated swales outside of barrier Outside: Vegetated swales
US 63	2	12	10	5	Vegetated swales
County E	2	12	6	5	Vegetated swales
West Frontage Road	2	12	6	5	Vegetated swales
Mackey Road	2	11	3	-	Vegetated swales
Benson Boulevard	2	12	6	5	Vegetated swales
Wood Drive	2	11	3	-	Vegetated swales
East Service Road	2	12	6	5	Vegetated swales
Oak Hill Drive	2	11	3	-	Vegetated swales
Existing US 63	2	12	6	5	Vegetated swales

Notes:

¹ Paved shoulders accommodate bicycles and pedestrians except where prohibited on US 53

² Variable median type, barrier proposed within area of interchange to minimize length of overpass bridge.

The Proposed Action will be reconstructed while maintaining through traffic on US 53 and US 63. Local traffic and emergency access will be maintained throughout the project area. Temporary widening and paving will be required on US 53 to accommodate traffic and the intersections of US 53 with US 63 and County E will be controlled by temporary traffic signals during construction to ensure safe access to US 53 and to provide for a safe crossing of ATVs within the work zone. Traffic management planning will be completed during final design and contract provisions will be included to minimize delay and impacts to through, local, and emergency traffic. No detour highway traffic routes are planned.

4. Construction and Operational Energy Requirements

The construction energy requirements of the build alternatives are greater than those of the no-build alternative. However, the post-construction operational energy requirements of the facility should be less for the build alternative than for the no-build alternative by improving traffic operations and safety at the intersections with US 53. Over the design life of the facility, savings in operational energy will be greater than the energy required to construct the facility and thus, in the long-term, result is a net savings in energy usage.

5. Land Use Adjoining and Surrounding Area

The primary land uses adjacent to the project area in the unincorporated area of the Town of Trego include single family residential homes, commercial and retail businesses, service businesses such as restaurants, recreational service businesses such as canoe rentals, recreational trails, woodlands, and waterways. The commercial area within the unincorporated area of the Town of Trego is primarily located on the west side of US 63 at the County E intersection.

Land uses surrounding the project area include low-density residential and natural features such as rivers, lakes, and woodlands. Approximately 70% of northwestern Wisconsin is covered by forests and woodlands.

Within the project area, US 53 and Lakeside Road cross the Namekagon River. US 63 is located adjacent to the Namekagon River near Lakeside Road. The Namekagon River is part of the St. Croix National Scenic Riverway. The St. Croix National Scenic Riverway is a federally protected system of riverways located in eastern Minnesota and northwestern Wisconsin prized for its outstanding water quality and recreational attributes. The Riverway is managed as a national park by the National Park Service (NPS). There is a NPS Visitor's Center located on US 63 at Lakeside Road. Additional information on the St. Croix National Scenic Riverway and the NPS managed lands is provided in **Factor Sheet B-8 (NPS)**.

Through the project area there are also recreational opportunities within the natural areas. The WRST passes through Trego on an old railroad corridor providing opportunities for ATVs, snowmobiles, walking, bicycling, and horseback riding. Portions of the railroad corridor are active adjacent to the WRST. The area surrounding the WRST is rich in natural resources and wildlife habitat. Washburn County also maintains hundreds of miles of trails within the County and WRST connects to Trail 7A within the Trego area. Additional information on the trails within the project area is provided in **Factor Sheet B-8 (WRST)**.

See **Attachment 1** for an aerial photo of the project study area showing existing land cover. See **Figure 17** for an existing land use map in the unincorporated area of the Town of Trego. The population of the entire Town of Trego was 932 in the 2010. 2040 population forecasts are 1,165 (Source: WI Department of Administration). Additional census block data is not available for the unincorporated Trego area (project study area).

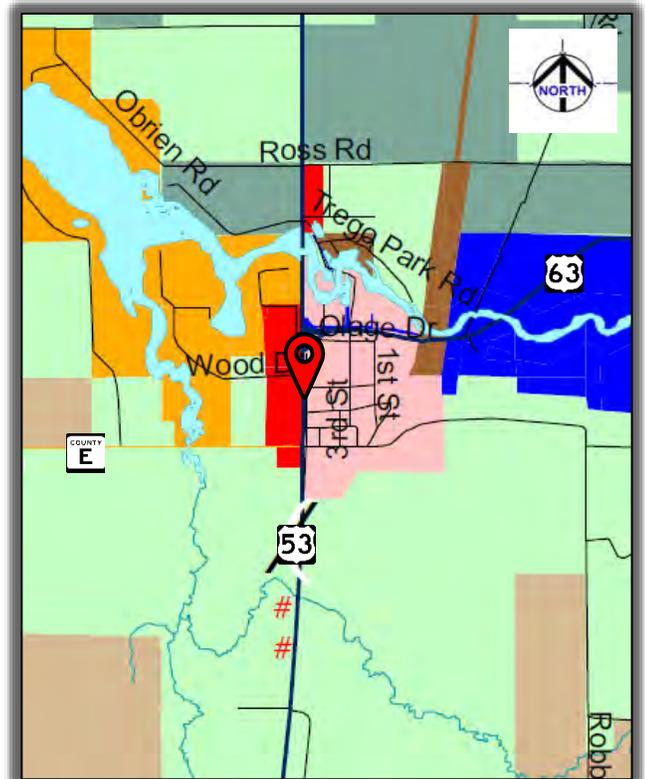
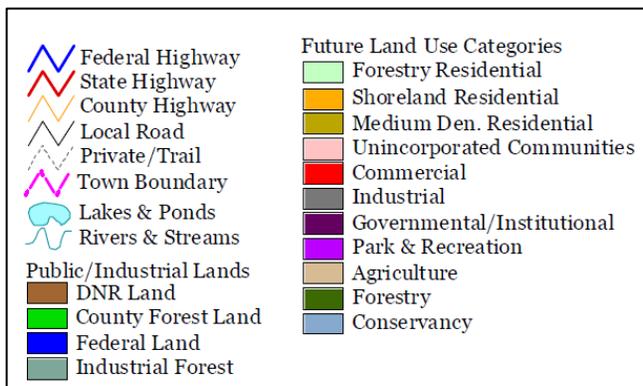


Figure 17 – Town of Trego Land Use
(Source: Washburn County)

6. Planning and Zoning

A component of the WisDOT transportation planning effort is to coordinate with local comprehensive planning initiatives. The communities located along US 53 and Washburn County have draft comprehensive plans. The Washburn County and Town of Trego comprehensive plans have not been officially adopted.

Access to US 53 plays a key role in local land use planning decisions since US 53 is the key north/south route through northwestern Wisconsin. WisDOT has worked with the Town of Trego, Washburn County, and various agencies to ensure any improvements considered are consistent with long-term land use goals and draft development plans. This early coordination during local official meetings helped guide the details of the Proposed Action.

The project development efforts are consistent with the goals laid out in the available draft comprehensive land use plans. The local and regional comprehensive plans recognize US 53 and US 63 as critical routes in their comprehensive planning efforts and each plan, in general, emphasizes the following objectives:

- Local communities should continue to collaborate with WisDOT to address safety and traffic operational issues at US 53 and the intersections within Trego to ensure safety and mobility along these important routes.
- Transportation enhancements should consider multiple modes of traffic which support local recreational and multi-modal traffic planning efforts.

Other comprehensive plans are available from various agencies for the project area that address economic development, park and recreational uses, and airports. The plans have been reviewed as part of this study to ensure compatibility of the US 53 project 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 primary draft comprehensive plans can be found in **Attachment 14**.

WisDOT Transportation Improvement Program (6-year Highway Improvement Program 2018-2021)

The Proposed Action has been programmed as part of WisDOT's 6-year Highway Improvement Program (<http://www.wisconsin.gov>) for reconstructing the existing roadways. The project is listed in the WisDOT Statewide Transportation Improvement Program (STIP) for 2018-2021. The Proposed Action is compatible with the WisDOT Transportation Improvement Program.

Washburn County Year 2025 Comprehensive Land Use Plan

The Washburn County Year 2025 Comprehensive Land Use Plan was drafted in 2005 but has not been adopted (<http://www.co.washburn.wi.us>). The draft comprehensive plan documents US 53 and US 63 as having the highest crash rate of any other intersection in the county. The draft plan does document ongoing initiatives for safe, efficient well-maintained highways as well as encouraging alternate forms of transportation including recreational traffic. The draft plan does not specifically address the Proposed Action since it was not programmed in 2005, but the plan documents the need for continued maintenance of a safe and efficient county transportation system that meets the county's needs specifically noting the US 53/US 63 intersection. The Proposed Action is compatible with the planning principles laid out in the plan including maintain safety, mobility, and recreational traffic.

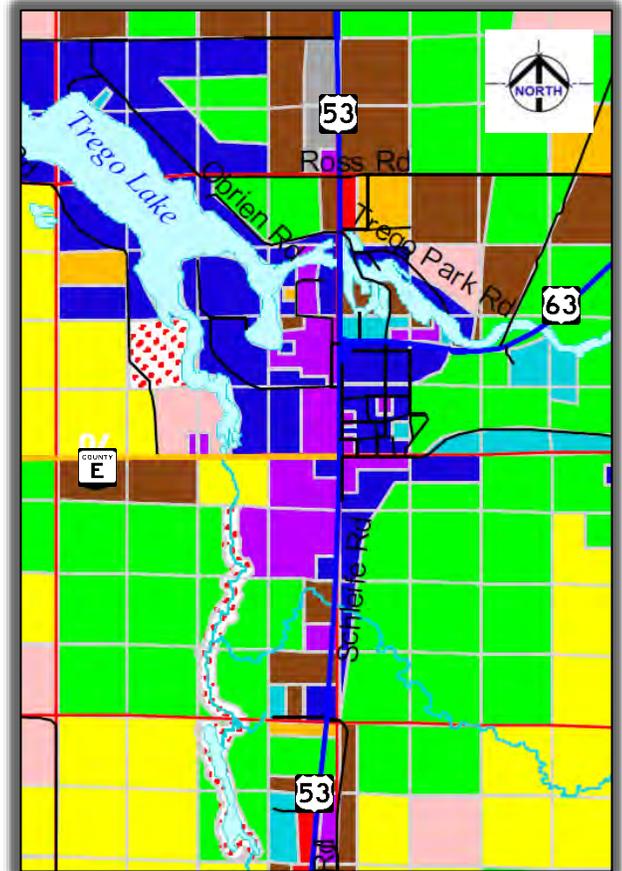
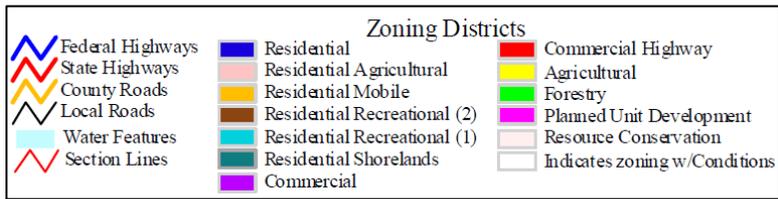
Town of Trego Comprehensive Planning Efforts

The Town of Trego initiated portions of comprehensive planning as part of the Washburn County planning efforts in 2005 (<http://www.co.washburn.wi.us>). The Town of Trego does not have an adopted comprehensive land use plan but identified needs and opportunities as part of the County planning efforts. The needs identification analysis including documentation of the need for safe, efficient well-maintained highways identifying safety concerns at the intersections of US 53/US 63 and US 53/County E, maintaining recreational trail services, and the need to address deteriorated bridge conditions. The draft plan also identified opportunities to improve the transportation system, encourage more recreational traffic use of the area trails, and take steps to encourage commercial development along the US 53 corridor. The Proposed Action is compatible with the needs and opportunities identified in the Town of Trego comprehensive planning efforts including maintaining safety, mobility, and recreational traffic.

Zoning Regulations

The Town of Trego has mapped zoning and zoning regulations in place which cover the project area. A zoning map in the project area is shown in **Figure 18** below. Washburn County regulates shore-land zoning. Zoning in the project area is primarily for agricultural land uses with some scattered residential and commercial uses. The Proposed Action is consistent with the existing and proposed land uses as well as zoning in the project area.

**Figure 18 – Trego Zoning Map
(Source: Washburn County)**



Other Plans

In addition to the WisDOT comprehensive plans noted in **Basic Sheet 3 - Question 1**, other local and regional plans which cover the project area or are related to connection of various modes of transportation in the northwestern Wisconsin area include the following:

- Regional Comprehensive Plan 2015 (<http://nwrpc.org/>) – Prepared in 2015 to provide guidance on regional planning of the entire northwestern Wisconsin region including supporting a strong transportation system.
- Comprehensive Economic Development Strategy (<http://nwrpc.org/>) – Planning is ongoing by the Northwestern Wisconsin Regional Planning Commission for development of an economic plan for the northwestern Wisconsin.
- Washburn County Land and Water Resource Management Plan 2010-2015 (<http://www.co.washburn.wi.us>) - Adopted April 2011 to provide guidance to manage and protect the land and water resources.
- Wisconsin State Airport System Plan 2030 (<http://www.wisconsin.gov>) - Adopted in 2015 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.wisconsin.gov>) - Adopted in 1998 to ensure planning and design of transportation facilities considers bicyclists and to set goals for expanding and improving a statewide network of bicycle routes.
- Wisconsin Pedestrian Policy Plan 2020 (<http://www.wisconsin.gov>) - Adopted in 2002 to ensure planning and design of transportation facilities consider pedestrian accommodations during project development.

7. Indirect Effects and Cumulative Effects

If any of the following boxes are checked, the Pre-Screening Worksheet for EA and ER Projects for Determining the Need to Conduct a Detailed Indirect Effects Analysis found in Appendix A of the WisDOT report titled *Guidance for Conducting an Indirect Effects Analysis* must be completed and attached to this environmental document.

An alternative being carried forward for detailed consideration includes;

- Economic development as a purpose and need element of the proposed project.
- Construction of one or more new or additional through lanes.
- Construction of a new interchange or elimination of an existing interchange.
- Construction of one or more additional ramps or relocation of a ramp lane to a new quadrant on an existing interchange.
- Changing an at-grade intersection to a grade-separation with no access or a grade-separation to an at-grade intersection.
- Construction of one or more additional intersections along the mainline created by a new side road access.
- One or more new access points along a side road within 500' of the mainline.

- None of the above boxes have been checked, it has therefore been concluded that the proposed action will not result in indirect effects or cumulative effects.
- The proposed action may result in indirect effects or cumulative effects. The Pre-Screening Worksheet for EA and ER Projects for Determining the Need to Conduct a Detailed Indirect Effects Analysis attached as **Attachment 15** indicates a detailed indirect effects and cumulative effects analysis is not required.
- The proposed action may result in indirect effects or cumulative effects. It has been determined that a detailed indirect effects and cumulative effects analysis is required. See (N/A) for the detailed analysis.

8. Environmental Justice

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

*Conducting only a windshield survey is not sufficient to make a determination regarding whether or not populations are present.

Based on data obtained from the methods above, are populations covered by EO 12898 present in the project area?

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

Population and demographic information was obtained from the US Census Bureau (2010 Census). The information shown in **Table 10** provides a comparison of local, county, and state demographic data and indicates the potential for populations covered by EO12898 could be present in the general project area.

Table 10 – Demographic Data								
Municipality	Population	% Minorities	% 60 Years of Age or Older	% 65 Years of Age or Older	Per Capita Income (\$)	Median Household Income (\$)	Individuals Below Poverty Levels	% Individuals Below Poverty Levels
State of Wisconsin	5,686,986	13.8%	10.5%	8.4%	\$21, 271	\$43,791	451,538	8.7%
Washburn County	15,911	3.6%	28.8%	21%	\$17,341	\$33,716	1,544	9.9%
Town of Trego	932	4.3%	12.1%	6.7%	\$16,000	\$35,069	140	15.1%

Note: Additional census block data is not available for the unincorporated Trego area (project study area).

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 based on available comprehensive plans, windshield surveys, stakeholder interactions, and public involvement meetings; it is possible some individuals of the populations are present in the project area and therefore additional information is shown in **Factor Sheet B-4**.

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

Indicate whether or not issues have been identified or concerns have been expressed related to Title VI of the 1964 Civil Rights Act, the Americans with Disabilities Act or the Age Discrimination Act.

- a. No – Issues related to the above laws were not identified and concerns were not expressed
- b. Yes – Issues related to the above laws were identified and/or concerns were expressed. Explain:

10. Public Involvement

A. Public Meetings

Date (m/d/yyyy)	Meeting Sponsor (WisDOT, RPC, MPO, etc.)	Type of Meeting (PIM, Public Hearings, etc.)	Location	Approx. Number of Attendees
8/24/2015	WisDOT	LOM	Trego	35
10/20/2015	WisDOT	PIM	Trego	50
12/8/2015	WisDOT	PAC (Design Charette)	Trego	20
5/19/2016	WisDOT	PAC (Design Charette)	Trego	20
7/13/2016	WisDOT	PIM	Trego	70
8/25/2016	WisDOT	Coordination Meeting (highways and trails)	Trego	8
10/31/2016	WisDOT	Business Owner Meeting	Trego	12
11/15/2016	WisDOT	PIM	Trego	60
7/7/2017	WisDOT	Coordination Meeting (highways and trails)	Trego	11
11/29/2017	WisDOT	Coordination Meeting (local roads, trails, bicycle/pedestrian)	Trego	10
5/8/2018	Town of Trego	Trego Board Meeting	Trego	10

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

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

- Public involvement meetings (PIM)
- Local official meetings (LOM)
- Project advisory committee (PAC) meetings
 - Local advisory committee including resource agencies, local agencies, local businesses, and interested citizens who participated in a series of design charrettes (collaborative sessions) used to evaluate the proposed alternatives and gather project input
- Coordination meetings
 - Special coordination meetings were held to gather feedback on important issues with the Town of Trego and Washburn County (highways and trails) such as geometric details and trail connectivity
- Individual property owner meetings by WisDOT and local units of government
- Individual telephone calls and site visits with stakeholders, agencies, and property owners
- Direct mailings of notices and project design information
- Newsletters
- Press releases
- Meeting postings at local businesses
- Project website
- Pre-construction business coordination – WisDOT’s “In This Together” Program is offered to businesses and community leaders as an idea source as they plan for road construction. Businesses can use this information to survive and thrive during construction. A workshop will be held with businesses and local officials prior to construction.

Some of these tools were implemented during the planning study phase (ID 1195-00-02) and have or will be implemented during the design phase documented in this NEPA document (ID 1197-00-00).

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

The public involvement plan is inclusive to all residents and population groups in the study area and will not exclude any persons because of income, race, religion, national origin, sex, age, or handicap. Participants in the public involvement process included property owners (residents, business owners, and business operators), local municipalities, regional agencies, utilities, environmental resource agencies, and interested private citizens who live in the Trego area. Organization/special interest groups included:

- Rolling Hills Snowmobile Club (meeting notes are available in project file)
- Trego Lake District (see **Attachment 17** for initial comment letter)
- Trego Business Owners (meeting notes are available in project file)
- Spooner Chamber of Commerce and Washburn County Tourism Department (meeting notes are available in project file)

No additional organizations or special interest groups were identified during the public involvement planning efforts as well as during the actual meetings that were held.

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

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

A public hearing will be held during the public review period for this NEPA document (ID 1197-00-00).

11. Briefly summarize the results of public involvement.

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

- The project should adequately address access to recreational trail traffic (US 53 crossing, access to east side business and residential area, maintenance of access during construction)
- The project should ensure efficient access to US 63 from the east side business and residential area to avoid isolation of a portion of the Trego community
- The project should evaluate potential for access across US 53 for occasional pedestrians
- The roundabouts need to efficiently accommodate trucks and recreational traffic with trailers
- The project should minimize the number of curves on the West Frontage Road
- The project needs to provide visibility and adequate access to businesses and minimize misdirection
- The project should maintain access during construction
- The project should minimize noise impacts, where feasible
- The study process should evaluate traffic signals at US 53/63
- The study process should evaluate a new interchange concept

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

- Access to recreational trail traffic
 - The project will incorporate a safe permitted recreational crossing of US 53 at Mackey Road. The project also evaluated a tunnel option for an ATV/snowmobile crossing of US 53 near existing US 63/Liesch Road. This option was dismissed from further consideration as it could not reasonably provide trail services (see **Attachment 11** for a tunnel concept).
 - The project will provide a pedestrian crossing of relocated US 63 at Oak Hill Drive to provide access from the east side business and residential area to the WRST.
 - During construction, the project will maintain access along the WRST and access between the trails east and west of US 53.
- Access to US 63 from the east side business and residential area
 - Access to the business and residential area east of US 53 will be provided to relocated US 63 via a connection at the northbound ramp terminal to the East Frontage Road (existing Service Road) and via a connection to Old US 63 near the cemetery (northeast of residential area).
 - The project evaluated different options for access at Oak Hill Drive. The option proposed for

implementation (T-intersection) was selected based on input from the local officials and the public to select the desired location. See **Attachment 12** for the various Oak Hill Drive concepts evaluated.

- The proposed US 63/County E bridge over US 53 will provide a safer crossing of US 53 and will connect the Trego community east and west of US 53.
- Pedestrian crossing of US 53
 - The Town of Trego does not support installation and maintenance of continuous separated pedestrian facilities (sidewalks or multi-use paths) along new roadways within the project area since there are limited pedestrian uses. While a tunnel under US 53 was considered, this is not a prudent option due to geometric, elevation, and drainage constraints (see **Attachment 11** for a tunnel concept). Pedestrians will be accommodated within the paved shoulders along the various roadways and with a sidewalk on the US 63 bridge over US 53. The bridge over US 53 will provide a grade-separated crossing.
 - The existing US 53 official expressway designation does not allow pedestrians to use the high-speed US 53 facility. The proposed US 63 bridge over US 53 will provide a safe crossing of US 53 for pedestrians.
 - Pedestrians living in the residential area east of US 53 access the WRST on a regular basis via the local road system (Oak Hill Drive and Park Street). Strong public input was provided for maintaining neighborhood connectivity to this recreational resource. The project will provide a trail crossing at Oak Hill Drive to provide access from the east side residential and business area to the WRST. The trail crossing will be located on a tangent section of US 63 with good sight distance and at an intersection where pedestrian crossings can be expected by drivers.
- Accommodation of trucks and recreational traffic with trailers through roundabouts
 - Roundabouts are sized to accommodate all vehicles sizes from cars to semi-trucks including long trucks and OSOW vehicles.
- Reduce the number of curves on West Frontage Road
 - The project included development of various options for connection of the West Frontage Road to the interchange. The local officials and public did not support the original concept from the prior planning study since it was characterized as having “too many curves”. Through local official and public input, the roadway alignment was refined and is proposed as part of the preferred alternative. See **Attachment 13** for the various West Frontage Road concepts evaluated.
- Ensure visibility and adequate access to businesses while minimizing misdirection
 - All build alternatives have a similar amount of misdirection which occurs because of changing the at-grade intersections to an interchange. The amount of misdirection is anticipated to be less than 5 minutes in any direction.
 - The proposed interchange will provide safer access to existing businesses located in Trego while avoiding direct impact to the commercial area at County E.
 - Businesses are afforded the opportunity to advertise on highway signs through Specific Information Signs (SIS) (**Figure 19**). Businesses with any direct impacts to existing signing will be compensated during the real estate acquisition process.
- Maintenance of access during construction
 - While there may be delays to traffic destined for area homes and businesses during construction, the delays will be temporary and minimized to the extent feasible. Project contract requirements will be used to limit inconveniences to adjacent property owners and maintain access throughout construction. Driveways to residential homes and businesses will be modified to match the new roadways. Access will be maintained to all adjacent properties upon completion of construction except where relocations are required. A traffic maintenance plan will be developed during design and additional coordination will occur with businesses and property owners prior to construction.
- The project should minimize noise impacts, where feasible
 - While some noise changes will occur due to new alignments, noise impacts as defined in Wisconsin Administrative Code TRANS 405 are localized in nature around the Oak Hill Drive area. A noise analysis was completed. See **Factor Sheet D-3** for noise analysis results and evaluation of



Figure 19 – Specific Information Signing (SIS) (Source: WisDOT)

potential mitigation measures.

- Evaluate traffic signals at US 53/63
 - As discussed in **Basic Sheet 3 - Question 2**, this is not a prudent alternative for this high-speed expressway location and would further deteriorate safety and traffic operational conditions.
- Evaluation of a new interchange concept
 - This NEPA document (ID 1197-00-00) fully evaluates Build Alternative C as a feasible alternative. Build Alternative C is also known as the “local interchange” alternative. Through a series of design charrettes (collaborative sessions) and public involvement meetings, this alternative was eliminated from further consideration for the reasons outlined above in **Basic Sheet 3 - Question 2**.
 - After evaluation and presentation of the potential impacts of all alternatives to the public, written comments were provided by attendees indicating that Build Alternative C would result in more severe impacts and compromise the Namekagon River.

12. Local/regional/tribal/federal government coordination

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

Unit of Government (MPO, RPC, City, County, Village, Town, Tribal, Federal, etc.)	Coordination Correspondence Attached	Coordination Initiation Date (m/d/yyyy)	Coordination Completion Date (m/d/yyyy)	Comments
Washburn County (various agencies)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	5/29/2015	Ongoing	
Town of Trego	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	5/29/2015	Ongoing	A formal resolution (see Attachment 18) was passed on October 19, 2015 requesting that WisDOT study an additional interchange concept (resolution was the basis for further development of Alternative C)
Northwest Regional Planning Commission	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	5/29/2015	Ongoing	
Spooner School District	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	5/29/2015	Ongoing	
Trego US Post Office	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	5/29/2015	Ongoing	
Tribal Government Coordination				
American Indian Tribes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	8/3/2015	Ongoing	See Basic Sheet 5 for discussion of issues for this agency and Attachment 27 for correspondence
Federal Government Agencies				
U.S. Army Corps of Engineers (USACE)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	8/3/2015	Ongoing	See Basic Sheet 5 for discussion of issues for this agency and Attachment 22 for correspondence
U.S. Fish and Wildlife Service (USFWS)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	8/3/2015	Ongoing	See Basic Sheet 5 for discussion of issues for this agency and Attachment 23 for correspondence
U.S. National Park Service (NPS)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	8/3/2015	Ongoing	See Basic Sheet 5 for discussion of issues for this agency and Attachment 25 for correspondence

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

- The project should adequately address access to recreational trails (US 53 crossing, access to east side business and residential area, maintenance of access during construction)
- The study process should evaluate a new interchange concept (Alternative C)
- The Town of Trego does not support installation and maintenance of continuous separated pedestrian facilities (sidewalks and multi-use paths) along new roadways within the project area.
- The Town of Trego desires to realign a section of Benson Boulevard to connect directly with Wood Drive and Liesch Road

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

- Access to recreational trail traffic
 - The project will incorporate a safe recreational crossing of US 53 at Mackey Road. The project also evaluated a tunnel option for an ATV/snowmobile crossing of US 53 near existing US 63/Liesch Road. This option was dismissed from further consideration as it could not reasonably provide trail services

(see **Attachment 11** for a tunnel concept).

- The project will provide a pedestrian crossing of relocated US 63 at Oak Hill Drive to provide access from the east side business and residential area to the WRST.
- The project will maintain access along the WRST during construction and access between the trails east and west of US 53.
- Evaluation of a new interchange concept
 - This NEPA document (ID 1197-00-00) fully evaluates Build Alternative C as a feasible alternative. Alternative C is also known as the “local interchange” alternative. Through a series of design charrettes (collaborative sessions) with the PAC and public involvement meetings, this alternative was eliminated from further considerations for the reasons outlined above in **Basic Sheet 3 - Question 2**.
- Incorporation of pedestrian facilities
 - The Town of Trego does not support installation and maintenance of continuous separated pedestrian facilities (sidewalks or multi-use paths) along new roadways within the project area since there are limited pedestrian uses. While a tunnel under US 53 was considered, this is not a prudent option due to geometric, elevation, and drainage constraints (see **Attachment 11** for a tunnel concept). Pedestrians will be accommodated within the paved shoulders along the various roadways and with a sidewalk on the US 63 bridge over US 53. The bridge over US 53 will provide a grade-separated crossing.
 - The existing US 53 official expressway designation does not allow pedestrians to use the high-speed US 53 facility. The proposed US 63 bridge over US 53 will provide a safe crossing of US 53 for pedestrians.
 - Pedestrians living in the residential area east of US 53 access the WRST on a regular basis via the local road system (Oak Hill Drive and Park Street). Strong public input was provided for maintaining neighborhood connectivity to this recreational resource. The project will provide a trail crossing at Oak Hill Drive to provide access from the east side business and residential area to the WRST. The trail crossing will be located on a tangent section of US 63 with good sight distance and at an intersection where pedestrian crossings can be expected by drivers.
- Benson Boulevard connection to Wood Drive and Liesch Road
 - The project will incorporate an improved connection from Benson Boulevard to Wood Drive and Liesch Road.

D. Indicate any unresolved issues or ongoing discussions:

- Jurisdictional agreements with Washburn County and Town of Trego for new and modified local roadways resulted from the proposed improvements. The agreements will address maintenance requirements for the local roadways including maintenance of the sidewalk on the US 63 bridge over US 53 and the pedestrian connection to the WRST at Oak Hill Road.

13. Public Hearing Requirement

- This document is an Environmental Assessment.
 - A Notice of Opportunity to Request a Public Hearing **will be** published, or,
 - A Public Hearing **will be** held.
- This document is a Type 2c Categorical Exclusion / Environmental Report.
 - A substantial amount of right-of-way **will** be acquired.
 - The proposed action **will** substantially change the layout or functions of connecting roadways or of the facility being improved.
 - The proposed action **will** have a substantial adverse impact on abutting property.
 - The proposed action **will** have other substantial social, economic, environmental effects.
 - The department has made a determination that a public hearing is in the public interest.
- None of the above boxes have been checked, it has therefore been concluded that a Notice of Opportunity to Request a Public Hearing **will not** be published and a Public Hearing **is not** required, or,
- A Notice of Opportunity to Request a Public Hearing **will be** published, or,
- A Public Hearing **will be** held.

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

BASIC SHEET 4 - TRAFFIC SUMMARY MATRIX

	ALTERNATIVES/SECTIONS	
	No-Build Alternative A	Build Alternatives B and C
TRAFFIC VOLUMES		
Base Yr. AADT	9,400 (US 53)	9,400 (US 53)
Yr. 2010 (County E)	4,100 (US 63)	4,100 (US 63)
Yr. 2016 (US 53 and US 63)	1,200 (County E)	1,200 (County E)
Const. Yr. AADT	9,700 (US 53)	9,700 (US 53)
Yr. 2022	4,300 (US 63)	4,400 (US 63)
	1,300 (County E)	1,300 (County E)
Const. Plus 10 Yr. AADT	10,200 (US 53)	10,200 (US 53)
Yr. 2032	4,800 (US 63)	4,900 (US 63)
	1,400 (County E)	1,400 (County E)
Design Yr. AADT	10,600 (US 53)	10,600 (US 53)
Yr. 2042	5,200 (US 63)	5,300 (US 63)
	1,500 (County E)	1,500 (County E)
DHV	1,590 (US 53)	1,590 (US 53)
Yr. 2042	700 (US 63)	700 (US 63)
	250 (County E)	250 (County E)
TRAFFIC FACTORS		
K [<input checked="" type="checkbox"/> 30 / <input type="checkbox"/> 100 / <input type="checkbox"/> 200] (%)	15.0% (US 53)	15.0% (US 53)
	13.6% (US 63)	13.6% (US 63)
	15.9% (County E)	15.9% (County E)
D (%)	61/39	61/39
Design Year	16.8% (US 53)	16.8% (US 53)
T (% of ADT)	10.2% (US 63)	10.2% (US 63)
	6.4% (County E)	6.4% (County E)
T (% of DHV)	15.8% (US 53)	15.8% (US 53)
	9.6% (US 63)	9.6% (US 63)
	6.0% (County E)	6.0% (County E)
Level of Service	A (US 53)	LOS A/B
Yr. 2042	F (US 63)	(US 53, US 63, and County E)
	E (County E)	
SPEEDS		
Existing Posted	65 mph (US 53)	65 mph (US 53)
	55 mph (US 63)	55 mph (US 63)
	55 mph (County E)	55 mph (County E)
Future Posted	65 mph (US 53)	65 mph (US 53)
	55 mph (US 63)	45/55 mph (US 63)
	55 mph (County E)	30/55 mph (County E)
Design Year	70 mph (US 53)	70 mph (US 53)
Project Design Speed	60 mph (US 63)	50/60 mph (US 63)
	60 mph (County E)	35/60 mph (County E)
OTHER (specify)		
P (% of ADT)	19.0% (US 53)	19.0% (US 53)
	18.1% (US 63)	18.1% (US 63)
	24.5% (County E)	24.5% (County E)
K ₈ (% OF ADT)	--	--
Other	--	--

AAADT = Average Annual Daily Traffic

DHV = Design Hourly Volume

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

D = % DHV in predominate direction of travel

T = Trucks

P = % AADT in peak hour

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

1. Identify the agency that generated the data included in the Traffic Summary Matrix: WisDOT
2. Identify the date (month/year) that the traffic forecast data included in the Traffic Summary Matrix was developed: October 2015; updated March 2018
3. Identify the methodology and/or computer program(s) used to develop the data included in the Traffic Summary Matrix: The WisDOT Traffic Forecasting Section provided forecasts for the project. The most recent traffic counts at the time of forecast completion were used as the base AADT. The forecasts for US 53 and US 63 were developed using the Traffic Analysis Forecasting Information System (TAFIS) data from June 2015 and updated with TAFIS data from May 2017 which included the current traffic counts from spring 2016. TAFIS is an automated procedure that performs regressions on historical traffic counts to forecast future traffic volumes for the state trunk highway network. The forecast for County E was developed using a manual regression process which utilizes the same regression procedure used in TAFIS. [Chapter 9 of the Transportation Planning Manual](#) contains more information regarding TAFIS.
4. If a metric other than Annual Average Daily Traffic (AADT) is used for describing traffic volumes such as Average Annual Weekday Traffic (AWDT), explain why a different metric was used and how it compares to AADT: Not applicable.

BASIC SHEET 5 - AGENCY AND TRIBAL COORDINATION

Agency	Coordination Required?	Correspondence Attached?	Comments
WisDOT			
Regional Real Estate Section	<input type="checkbox"/> No	N/A	Coordination is ongoing. Project effects and relocation assistance have been assessed and completion of acquisition and relocation assistance will be coordinated during final design. One commercial building with two active business tenants and six residential homes are proposed to be relocated. On natural gas utility substation will be relocated. A Conceptual Stage Relocation Plan is attached in Attachment 16 .
	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Bureau of Aeronautics	<input type="checkbox"/> No	N/A	<ul style="list-style-type: none"> ▪ Coordination was initiated with BOA on August 3, 2015. ▪ A response was received on September 9, 2015. BOA has no aeronautical objections to the Proposed Action. ▪ BOA suggested contacting the Nest of Eagles Airport (located approximately 4.5-miles southeast of the unincorporated Trego area) at the start of construction as a courtesy and to confirm if FAA's Obstruction Evaluation and Airport Airspace Analysis (OE/AAA) is required for any equipment to be used on the project area. The WisDOT Project Manager will complete any required coordination during final design and construction. ▪ Coordination with BOA is complete. <p>See Attachment 19 for the BOA response.</p>
	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Railroads and Harbors Section	<input type="checkbox"/> No	N/A	<p>Coordination is ongoing with the WisDOT Railroads and Harbors Section for work along the WRST and US 63.</p> <p>The proposed improvements will include work adjacent to and across the of the Wisconsin Great Northern Railroad and work within existing railroad right-of-way. Work will include reconstruction of Oak Hill Drive up to the existing at-grade railroad crossing and reconstruction of one at-grade railroad crossing for a connection from WRST to Trail 7A across US 53. Also, the WRST and trailhead parking lot occupies WisDOT Railroads and Harbors Section lands within a portion of the project limits. The trailhead parking lot will be reconstructed.</p> <p>Also, a portion of the realigned US 63 will also occupy lands owned by the WisDOT Railroads and Harbors Section. Coordination is ongoing to convert these lands to highway use to accommodate the Proposed Action.</p>
	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
STATE AGENCY			
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 3, 2015. ▪ The wetland delineation was sent to WDNR on August 25, 2015. ▪ In August 2017; wetland, plant, and insect species survey reports were provided to WDNR. Copies are available in project files. ▪ On October 13, 2015, WDNR provided initial comments. WDNR initial comments included recommendations regarding wetlands and waterways, structure replacements, WRST, invasive species, floodplains, and erosion control. <ul style="list-style-type: none"> ○ Coordination is required with WDNR for any work on the WRST trailhead parking area. ○ WDNR prefers to maintain a grade-separated crossing of US 63 on the WRST. A bridge will be installed on the WRST over US 63. ○ WDNR requested construction of the new WRST half at a time to accommodate trail traffic. With a 12-foot wide bridge, this cannot be accommodated and the WRST will be temporarily detoured during construction. Slopes and the location of the detour have been coordinated with WDNR. ○ The WRST needs to cross Oak Hill Drive at a diagonal and good sight distances must be maintained. The project will accommodate the requirements necessary for a safe crossing of Oak Hill Drive on the WRST.

			<ul style="list-style-type: none"> ○ Coordination of the design requirements for Trail 7A is necessary with WDNR to ensure the trail will be eligible for WDNR funding after construction. Trail 7A will be located along the West Frontage Road in accordance with WDNR design requirements so it will continue to be eligible for WDNR funding. ○ Wetland impacts will need to be avoided, where feasible, minimized, and mitigated. Mitigation banking is noted as the preferred method by WDNR along with consideration of on-site mitigation where feasible. Coordination is ongoing with WDNR and USACE. ○ Working restrictions were provided in the Namekagon River for all instream work to be completed from June 15 to November 1. This will be incorporated into the contract provisions. ○ For the Lakeside Road removal, excavation to restore floodplain and possible wetland restoration should be evaluated. Measures to restore floodplain and a natural area with potential for wetland restoration will be incorporated into the project. Additional coordination is required with WDNR, USACE, and NPS. ○ Potato Creek is trout stream and additional coordination is required to set the structures to minimize impacts to mussels, fish species, and stream morphology. Coordination is ongoing with WDNR to determine structure layout and sizing to minimize impacts. ○ Threatened, endangered, and special concern resources should be considered as part of the project design. Appropriate surveys have been completed and special provisions will be incorporated to protect species identified in the project area. See Factor Sheet C-7 for additional information. ○ The project shall incorporate measures to avoid spreading invasive species. The contract provisions will include requirements for decontamination of equipment as well as restoration measures in sensitive areas around the NPS lands and the Namekagon River. Seeding will be native and mulch will be weed-free. ○ Impact to floodplains shall be assessed. There will be no fill placed in any floodplains because of the project. Restoration of some potential floodplain will occur with the removal of Lakeside Road south of the Namekagon River. ○ Provisions will be incorporated to manage burning on the project site. ○ Erosion control and stormwater management will be implemented to meet post-construction stormwater management requirements and construction standard requirements per Trans 401 and the WisDOT Construction General Permit. ○ Contract provisions will be included for structure removal for full debris capture over the Namekagon River and minimal debris capture over Potato Creek. ○ Asbestos will be managed in accordance with WDNR requirements and Wisconsin Administrative Codes. ○ Navigational aids will be required in the Namekagon River during removal of the Lakeside Road bridge. A waterway marker application and permit will be obtained. ○ The project will include contract provisions to avoid spreading of oak wilt. ▪ In December 2017, mussel survey reports were provided to WDNR. Copies are available in project files. ▪ On July 8, 2016, WDNR provided comments on additional alternative information for Build Alternative C (local interchange alternative). <ul style="list-style-type: none"> ○ This alternative would require extensive coordination with WDNR and NPS for work in the Namekagon River. ○ Stormwater management measures would need to address sedimentation and thermal warming as well as Trans 401 stormwater requirements. ○ Hydraulic analysis would be required for any bridge work in the Namekagon River. ▪ On August 10, 2017, a project update was sent to WDNR to coordinate details of the proposed improvements along the WRST.
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			<ul style="list-style-type: none"> ▪ On August 23, 2017, a meeting was held with WDNR to discuss project progress and coordinate details of project area resources. Notes are available in project files. ▪ October 5, 2017, WDNR provided a letter regarding the WRST agreeing that the Proposed Action will result in no temporary or permanent adverse impacts to the WRST. WDNR indicated that the WRST is railbanked with reversionary rights for future railroad use. ▪ October 5, 2017, WDNR provided updated correspondence regarding Potato Creek, Lakeside Road bridge removal, trails, and stormwater. <ul style="list-style-type: none"> ○ Contract provisions will provide for no instream work from March 1 to May 15 in Potato Creek. ○ WDNR does not have any river access concerns due to the removal of the Lakeside Road bridge over the Namekagon River. ○ Trail 7A should meet WDNR design standards to maintain WDNR funding. Trail 7A will be located along the West Frontage Road in accordance with WDNR requirements so it will continue to be eligible for WDNR funding. ○ The WRST trailhead parking lot and restrooms are maintained by Washburn County. ▪ October 20, 2017, stream survey data sent to WDNR to aid in providing waterway structure design guidance. ▪ November 1, 2017, WDNR provided updated correspondence regarding Potato Creek structures. <ul style="list-style-type: none"> ○ Sizing of any box culverts on Potato Creek needs to carefully consider mussel movement and reproduction, bankfull width (estimated at 30-feet), aquatic organism passage, scour, floodplain impacts, and stream connectivity. Evaluation is ongoing to hydraulically size and set the parameters of the Potato Creek structures. Coordination is ongoing with WDNR. ▪ November 1, 2017, WDNR provided updated correspondence regarding stormwater management planning. <ul style="list-style-type: none"> ○ WDNR is in agreement with the TSS removal target set for the project (estimated at 57.9%). TSS will be reduced to the maximum extent practical and special attention will be given to treatment prior to discharge into existing waterways. Stormwater management details will be developed during final design and additional coordination will occur with WDNR to obtain water quality certification and fulfill the requirements of the WisDOT Construction General Permit. ▪ November 13, 2017, meeting held with WDNR to discuss project updates. Notes are available in project files. ▪ An updated wetland delineation report was sent to WDNR on November 20, 2017. ▪ December 21-22, 2017, WDNR provided comments on the trailhead parking lot layout and is in agreement with the layout. <ul style="list-style-type: none"> ○ Additional coordination will occur with WDNR to coordinate the final details of the parking lot design, place boulders or posts between the parking lot and the WRST, and to coordinate final details with the WisDOT Rails and Harbors Section since a portion of the WRST and trailhead parking lot occupy WisDOT Rails and Harbors Section property. ▪ January 3, 2018 WDNR provided updated correspondence regarding potential wetland restoration near US 63 and Lakeside Road. <ul style="list-style-type: none"> ○ WDNR recommends that the Lakeside Road area be excavated to a mutually agreed to elevation which will allow for some additional floodplain storage and native area regrowth along the river with potential for some wetland restoration. Additional coordination is required with NPS, WDNR, and USACE to determine the final elevations and details for construction adjacent to the Namekagon River. ▪ June 8, 2018, additional information was sent to WDNR to continue coordination for the Potato Creek structures, removal and restoration of Lakeside Road south of the Namekagon River, and the WRST. ▪ WDNR was also invited to local and regional agency project meetings. Local and regional agency meeting notifications and meeting notes as are available in project files.
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			<p>See Attachment 20 for WDNR correspondence. See Attachment 31 for plan details of the work along the WRST and at the WRST trailhead.</p> <p>Coordination will continue with WDNR through project completion to coordinate the final details of the work along the WRST, to coordinate review of erosion control plans and to meet requirements to obtain water quality certification and meet the requirements of the WisDOT Construction General Permit during the design phase. Coordination with WDNR will occur to obtain approval of the Erosion Control Implementation Plan (ECIP) during construction. Coordination with WDNR will also occur throughout construction.</p>
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 was approved by SHPO on January 26, 2018. <ul style="list-style-type: none"> ○ No archaeological resources are present. ○ St. Joseph's Cemetery (BWB-0024) is located adjacent to the project and within the Proposed Action's Area of Potential Effects. The Wisconsin State Historical Society (SHS) will be petitioned one year prior to construction to obtain authorization under Wis. Stat. 157.70. ○ One potentially eligible historic resource is present in the project area and there will be no work within the historic boundary and no adverse effects will occur due to the Proposed Action. ▪ There is a historic marker along the Namekagon River within the WisDOT ROW near Lakeside Road that will require relocation as part of the project. The historic marker is not site specific and demonstrates the history of the St. Croix National Scenic Riverway. During final design, additional coordination will occur with the Wisconsin SHS. The Wisconsin SHS will consult internally with the SHPO, as required, to gain approval on a new the new location of the historic marker. ▪ Coordination will continue with SHPO, if required, during construction. <p>See Attachment 21 for the SHPO approved Section 106 Review and correspondence with the Wisconsin SHS.</p>
Agriculture (DATCP)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	No active, prime, or locally important farmlands are present in the project area and coordination with DATCP is not required.
Other (Identify)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	None identified.
FEDERAL AGENCY			
U.S. Army Corps of Engineers (USACE)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> ▪ Coordination was initiated with USACE on August 3, 2015. No initial comments were received. ▪ The wetland delineation was sent to USACE on August 25, 2015. ▪ An updated wetland delineation report was sent to USACE on November 20, 2017. ▪ USACE was also invited to local and regional agency project meetings. ▪ Coordination will continue with USACE throughout the project to permit and mitigate wetland and waterway impacts at the Namekagon River for removal of the Lakeside Road bridge and at Potato Creek for the proposed construction of the US 53 and West Frontage Road structures. A Section 10/404 permit will be obtained by WisDOT prior to construction. <p>See Attachment 22 for the initial letter sent to USACE. Local and regional agency meeting notifications and notes are available in project files.</p>
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 3, 2015. No initial comments were received. ▪ On April 7, 2016, project correspondence was sent to USFWS with effect determinations for all federally listed species. Under the final 4(d) Rule for Streamlined Consultation for the NLEB, a notice of "May Effect, but Not Likely to Adversely Affect" determination was made. A "No Effect" determination was made for the Gray Wolf, Canada Lynx, and Kirtland's Warbler. No response was received from USFWS within the

			<p>30-day response timeline.</p> <ul style="list-style-type: none"> ▪ A second request for Informal Section 7 Consultation was sent to USFWS on August 2, 2017 for review of any potential effect to the threatened or endangered species listed for the project area. The project team completed consultation with USFWS on potential impacts to the NLEB under the normal ESA Section 7 informal consultation process rather than the final 4(d) rule. ▪ On August 11, 2017, USFWS provided concurrence that there will be no effect to any of the federal listed species including the Gray Wolf, Canada Lynx, and Kirtland’s Warbler and the Proposed Action “May Effect, but Not Likely to Adversely Affect” the NLEB. USFWS concurred that impacts to this species from loss of available suitable habitat are anticipated to be insignificant or discountable within the Proposed Action area, based on the reasons: <ul style="list-style-type: none"> ○ All of the estimated 43 acres of wooded lands will be cleared between October 1 and March 31 at a time when the species is not present, therefore no mortality is anticipated. ○ Tree clearing will occur along approximately 3-miles of existing roadways. The impacted habitat is already disturbed by noise and human influence and the available roosting/foraging habitat surrounding the action area is not limiting. ○ The Proposed Action is not anticipated to reduce habitat connectivity and no known roosts or hibernaculum are near to the Proposed Action. ▪ Direct coordination with USFWS is complete. USFWS may cooperatively review the Section 10/404 permit with USACE. <p>See Attachment 23 for the correspondence with USFWS.</p>
<p>Natural Resources Conservation Service (NRCS)</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>No active, prime, or locally important farmlands are present in the project area and coordination with NRCS is not required. Lack of prime farmlands within the project area was confirmed with Washburn County Land and Water Conservation. See Attachment 24 for correspondence.</p>
<p>U.S. National Park Service (NPS)</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<ul style="list-style-type: none"> ▪ Coordination was initiated with NPS on August 3, 2015. ▪ On February 29, 2016, NPS provided initial comments. NPS initial comments included comments regarding work adjacent to NPS lands and the Namekagon River which is part of the St. Croix National Scenic Riverway which is managed by NPS in the project area. NPS provided comments on the following issues: <ul style="list-style-type: none"> ○ Ensure adequate sight distance to the NPS Visitor Center driveway and provide a pedestrian crossing of US 63. ○ Ensure maintenance of access to river. ○ Request to maintain the parking area and historical site marker located on WisDOT ROW north of US 63. ○ Removal of Lakeside Road and restoration of natural areas and floodplain storage restoration. ○ Placement of navigational aids in the river during construction. ▪ On July 13, 2016, NPS provided comments on additional alternative information for Build Alternative C (local interchange alternative). <ul style="list-style-type: none"> ○ Work in the Namekagon River under this alternative would require a Section 7(a) determination by NPS. ○ NPS provided comment on the potential adverse impacts to water quality with this alternative. ▪ On August 23, 2016, NPS confirmed the limits of NPS lands and where Land and Water Conservation Funds (LWCF) may have been used which would require Section 6(f) evaluations for any permanent incorporations of NPS lands into the transportation facility. ▪ On November 4, 2016, a meeting was held with NPS to discuss design details adjacent to the NPS Visitor’s Center and to discuss additional alternatives along US 63 adjacent to the NPS Visitor’s Center. These alternatives were the basis of discussions between November 2016 and November 2017. Official comment on NPS preference for an alternative near the Visitor’s Center was requested from NPS at this meeting. Notes are available in project files. See Factor Sheet B-8 (NPS) for additional discussion on alternatives near the Visitor’s Center. ▪ During preparation of the NPS response on the additional alternatives adjacent to the NPS Visitor’s Center, additional information was sent to

			<p>NPS in December 2016, February 2017, and May 2017</p> <ul style="list-style-type: none"> ▪ On June 9, 2017, NPS provided official comment that they would prefer WisDOT continue to pursue the original option with US 63 located north of the NPS Visitor’s Center and that there is no permanent incorporation of NPS lands into the transportation facility. NPS did not desire an alternative located south of the Visitor’s Center due to potential adverse impacts to their staff. Section 6(f) evaluations are not required for the preferred alternative. ▪ On August 10, 2017, a project update was sent to NPS to coordinate details of the proposed improvements along US 63 and to request official comment to be used by FHWA in making in any Section 4(f) determinations. NPS was notified that the Proposed Action will likely require in a temporary occupancy of NPS lands and there will be no permanent incorporation of the NPS lands into the transportation facility. <ul style="list-style-type: none"> ○ The proposed alternative will provide sight distance meeting FDM standards to the NPS Visitor Center driveway. ○ A median is not proposed on US 63. Additional impacts would be required near the Namekagon River and guardrail would be required with a median. Guardrail would impede any pedestrians or river users who want to cross US 63 between the Visitor’s Center and the Namekagon River. A median is not required for traffic management at this private entrance to the Visitor’s Center and was eliminated from further consideration to minimize impacts. ○ The proposed will not include a marked or signed pedestrian crossing of rural US 63 since this a rural higher speed facility. Pedestrians will not be prohibited from crossing US 63. ○ Access by river users and pedestrians will not be prohibited across the WisDOT public ROW between US 63 and the Namekagon River. No guardrail or fencing will impede public access to the WisDOT ROW. ○ The existing parking lot north of US 63 is an encroachment on WisDOT ROW. A portion of the parking lot is required for construction of the US 63 roadway to avoid permanent incorporation of NPS lands on the south side of US 63 into the project. The remainder of the parking lot and Lakeside Road will be removed south of the Namekagon River and north of US 63. The remainder of the parking lot will be removed since the remaining lands are too small for vehicle circulation and the grade change between the new US 63 roadway and the parking area does not allow for appropriate access from US 63. This remaining parking lot and area adjacent to the river will be restored to a natural area allowing for some restoration of floodplain storage and possible wetland restoration. Additional coordination is required with NPS, WDNR, and USACE to determine final details. ○ WisDOT will coordinate with the Wisconsin SHS to relocate the historical marker adjacent to the Namekagon River during final design. ○ Navigational aids will be placed in the Namekagon River during construction. ○ See Factor Sheet B-8 (NPS) for additional discussion. ▪ On September 15, 2017, NPS provided an initial response regarding the temporary occupancy of NPS lands and requested additional project information. <ul style="list-style-type: none"> ○ The project will require WisDOT to obtain a Special Use permit for work on NPS lands. ○ The project will not require an anchoring system for the retaining wall to extend onto NPS lands. ○ The retaining wall will not impact the NPS Visitor’s Center building. ○ The project would allow for NPS to move their Visitor’s Center sign as required within the NPS property limits. NPS signing will not be placed on WisDOT ROW. ○ The project will incorporate a right turn lane from US 63 into the Visitor’s Center property. A southbound bypass lane at the Visitor’s Center was evaluated for further discussion.
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			<ul style="list-style-type: none"> ○ The bridge on the WRST over the Namekagon River will be maintained at its existing elevation. ○ The WRST will be maintained during construction and will temporarily follow Lakeside Road. ▪ On September 25, 2017, additional information was sent to NPS. ▪ On October 17, 2017, NPS requested additional project information. <ul style="list-style-type: none"> ○ A safety railing will be placed on top of the proposed retaining wall adjacent to the NPS Visitor's Center. ○ A field stone pattern on the face of the wall will be evaluated during final design to provide a more natural appearance. ○ Slopes behind the retaining wall will be rounded to the maximum extent feasible between the wall and the existing building. ○ Disturbed areas next to NPS lands will be restored with native seed mixes and weed free mulch. ○ A southbound bypass lane at the Visitor's Center was evaluated and at the request of NPS will not be incorporated due to the potential for additional wetland impacts. ○ The project will maintain access to the NPS lands north of the Namekagon River. A cul-de-sac will allow vehicles to turnaround at the end of Lakeside Road. Details of the access between the NPS lands and the proposed cul-de-sac require additional coordination with NPS. ○ Work in the Namekagon River under this alternative would require a Section 7(a) determination by NPS during cooperative review of the Section 10/404 permit. ○ Full debris containment will be implemented during the Lakeside Road bridge removal to avoid debris from entering the Namekagon River. ○ Erosion control measures will be implemented to protect water quality within the Namekagon River during construction. ○ Mussel surveys were completed and a copy was provided to NPS along with WDNR. Mussel relocation will occur prior to construction in the Namekagon River. ○ Navigational aids will be placed in the Namekagon River during construction. ○ A Special Use permit will be obtained from NPS prior to construction. ▪ On October 27, 2017, additional information was sent to NPS. ▪ On November 21, 2017, NPS provided correspondence agreeing that the work within the NPS lands and the Namekagon River (St. Croix National Scenic Riverway) is temporary; minor in nature; will result in no adverse physical impacts nor interfere with the protected activities, features, or attributes of the property, on either a temporary or permanent basis; and the land will be fully restored. <ul style="list-style-type: none"> ○ The NPS letter provides a summary of the conditions outlined as previously noted above in this NPS coordination synopsis. ○ Additional coordination is required with NPS to coordinate the final details of work adjacent to the Visitor's Center, to determine the final configuration of any access from the Lakeside Road cul-de-sac, and to obtain a Special Use permit prior to construction. ○ Due to the work within the Namekagon River to remove the Lakeside Road bridge, NPS will cooperatively review the Section 10/404 permit with USACE and complete a Section 7(a) determination under the Wild and Scenic Rivers Act. A "no direct or adverse effect" finding will be required from NPS before WisDOT can obtain permit approval from USACE. ▪ On February 13, 2018 and April 11, 2018, additional information was sent to NPS regarding the proposed details of the Lakeside Road closure north of the Namekagon River. NPS provided a response on May 15, 2018 indicating no additional comments on the proposal and that access to the property north of the Namekagon River will be via foot through the existing Lakeside Road right-of-way and a vehicular driveway is not desired by NPS extending from the cul-de-sac. ▪ NPS was also invited to local and regional agency project meetings. Local and regional agency meeting notifications and meeting notes are available in project files.
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			<p>See Attachment 25 for correspondence received from NPS. See Factor Sheet B-8 (NPS) for temporary occupancy documentation and additional information about the NPS lands. See Attachment 28 for plans showing the temporary occupancy of NPS lands and the work within the Namekagon River which is managed by NPS.</p> <p>Coordination will continue with NPS through project completion to coordinate the final design details to be incorporated into the project plans and specifications. Coordination with NPS will also occur throughout construction during various work operations adjacent to the NPS Visitor's Center and within the Namekagon River.</p>
U.S. Coast Guard (USCG)	<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 on June 22, 2017. ▪ Response received on July 26, 2017. USCG does not have jurisdiction over the Namekagon River or Potato Creek for bridge administration purposes and no USCG permits are required for the Proposed Action. ▪ Coordination is USGC is complete. <p>See Attachment 26 for the USCG response.</p>
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 was not requested by EPA and is therefore not required for the Proposed Action.
Advisory Council on Historic Preservation (ACHP)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination with ACHP is not required as no historic or archaeological resources will be impacted by the Proposed Action.
Other (Identify)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	None identified.
SOVEREIGN NATIONS			
American Indian Tribes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> ▪ Initial coordination letter sent to applicable American Indian Tribes on August 3, 2015. No comments were received. ▪ All applicable Native American Tribes were also invited to all public involvement meetings. ▪ No archaeological or Traditional Cultural Resources were found during field surveys. If resources are found during construction, necessary consultation with the applicable American Indian Tribes will occur. <p>See Attachment 27 for initial American Indian Tribe correspondence. Public involvement meeting letters are available in project files.</p>

BASIC SHEET 6 - ALTERNATIVES COMPARISON MATRIX

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

PROJECT PARAMETERS	Unit of Measure	Alternatives/Sections		
		No-Build ⁽¹⁾ Alternative A	Build Alternative B (Preferred)	Build Alternative C
Project Length (<i>Distance along US 53</i>)	Miles	0	1.6	2.0
PRELIMINARY COST ESTIMATE (YOE)				
Construction (YOE 2019/2022) ⁽²⁾	Million \$	\$1.5	\$18.1	\$25.0
Real Estate (YOE 2018-2021)	Million \$	\$0	\$2.5	\$3.5
TOTAL	Million \$	\$1.5	\$20.6	\$28.5
LAND CONVERSIONS				
Total Area Converted to ROW	Acres	0	52	59
REAL ESTATE				
Number of Farms Affected	Number	0	0	0
Total Area Required From Farm Operations	Acres	0	0	0
AIS 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
Farmland Rating	Score	N/A	N/A	N/A
Total Buildings Required	Number	0	8	11
Housing Units Required	Number	0	6	8
Commercial Units Required	Number	0	1 ⁽³⁾	3
Other Buildings or Structures Required	Number & Type	0	1 ⁽⁴⁾	0
ENVIRONMENTAL FACTORS				
Indirect Effects		<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
Cumulative Effects		<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
Environmental Justice Populations		<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
National Register Eligible Historic Structures in the Area of Potential Effect	Number	0	1	0
National Register Eligible Archaeological Sites in the Area of Potential Effect	Number	0	0	0
Burial Site Protection (<i>authorization required</i>)		<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
106 MOA 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
Section 4(f) Evaluation Required		<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
Section 6(f) Land Conversion 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
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
Unique Upland Habitat Identified		<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
Total Wetlands Filled	Acres	0	1.12	0.70
Stream Crossings	Number	0	3	4
Threatened/Endangered Species		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Noise Analysis Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Receptors Impacted	Number	0	2	0#
Contaminated Sites	Number	0	1	0

⁽¹⁾ The estimated cost of routine maintenance through the design year should be included in the "Construction" box for the No Build alternative. These estimated costs are for pavement maintenance on US 53 and US 63 within the project limits.

⁽²⁾ Construction cost (FY2022) Includes utilities (FY2019) and railroads (FY2022). Totals match those shown on Basic Sheet 1.

⁽³⁾ One commercial unit contains two active business tenants.

⁽⁴⁾ A natural gas utility substation will require relocation.

A detailed noise model was not prepared prior to screening this alternative. Some noise impacts would be anticipated to occur at the US 53/US 63 interchange due to the horizontal and vertical changes to the roadways that would be required for this alternative.

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 15** for a Pre-Screening for Consideration of Additional Analysis 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 15** for a Pre-Screening for Consideration of Additional Analysis 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.

The Proposed Action will require temporary occupancy within the Namekagon River (Wild and Scenic Riverway) to remove the Lakeside Road bridge. The bridge removal will not adversely impact the natural resources within the Riverway and recreational river navigation will be maintained during construction. Any temporary disturbance within the Riverway is considered insignificant and will be managed with proper erosion control measures. The Lakeside Road bridge removal will ultimately restore more natural views for Riverway users in this area providing a benefit to the Namekagon River.

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

- No
 Yes – Explain or indicate where addressed.

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

- No
 Yes – Explain or indicate where addressed.

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

- No
 Yes – Explain or indicate where addressed.

BASIC SHEET 8 - ENVIRONMENTAL COMMITMENTS

Attach a copy of this page to the design study report and the PS&E submittal package.

Factor Sheet	Commitment (If none, include "No special provision or supplemental commitments required.")
A-1 General Economics	WisDOT will develop contract special 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	WisDOT will develop contract special 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. During design, the project will continue to evaluate and include design and construction staging measures to minimize impacts to businesses. WisDOT will hold a workshop for the "In This Together" Program prior to construction to help businesses thrive during construction. WisDOT's Project Manager will ensure fulfillment of this commitment.
A-3 Agriculture	No special provision or supplemental commitments required.
B-1 Community or Residential	WisDOT will develop contract special provisions requiring the contractor to maintain through, local, and emergency traffic through the project area during construction in order to maintain access to residential areas, minimize interruptions to community services, and to minimize traffic delays. During design, the project will continue to evaluate and include design measures to minimize impacts to residential property frontages. WisDOT's Project Manager will ensure fulfillment of this commitment.
B-2 Indirect Effects	No special provision or supplemental commitments required.
B-3 Cumulative Effects	No special provision or supplemental commitments required.
B-4 Environmental Justice	No special provision or supplemental commitments required.
B-5 Historic Resources	No special provision or supplemental commitments required. No work will occur within the historic boundary of the State Bank of Trego site.
B-6 Archaeological/Burial Sites	WisDOT will petition the Wisconsin State Historical Society (SHS) one year prior to construction to obtain authorization under Wis. Stat. 157.70 for work near the St. Joseph's Cemetery (BWB-0024). WisDOT's Project Manager will ensure fulfillment of this commitment.
B-7 Tribal Coordination/Consultation	No special provision or supplemental commitments required.
B-8 Section 4(f) and 6(f) or Other Unique Areas	<p><u>National Park Service (NPS) Lands (Section 4(f)/Section 6(f) lands)</u></p> <ul style="list-style-type: none"> • There will be no permanent incorporation of NPS lands into the project and temporary occupancy of NPS lands will only occur during the retaining wall construction adjacent to the NPS Visitor's Center. • WisDOT will obtain a Special Use permit from NPS prior to construction to allow for temporary occupancy of the NPS property to construct the proposed retaining wall adjacent to the NPS Visitor's Center. • Best management practices for erosion control will be implemented on any disturbed areas on or adjacent to NPS lands. • Slopes behind the proposed retaining wall and US 63 slopes adjacent to the NPS Visitor's Center will be rounded to the maximum extent feasible within the proposed TLE area. • Proper restoration of any disturbed NPS lands and lands adjacent to the NPS owned lands will occur. For any seeding adjacent to the NPS property, No. 75 seed (native seed) will be used and weed-free mulch will be used. • A stained field stone pattern will be evaluated on the proposed retaining wall located adjacent to the NPS Visitor's Center to mimic natural field stone and colors. • A safety railing will be incorporated on the retaining wall adjacent to the NPS Visitor's Center. • Access will be maintained to the NPS Visitor's Center at all times, during hours of operation. • Permanent access will be maintained to the NPS lands located north of the Namekagon River via the proposed Lakeside Road cul-de-sac. • Temporary occupancy of NPS lands to construct the retaining wall near the NPS Visitor's Center and the work within the Namekagon River will be of a duration less than that to construct the entire project. • The St. Croix Riverway historical marker located within WisDOT ROW near Lakeside Road will be relocated as part of the project. Coordination will occur with the Wisconsin SHS during final design to obtain approval on the proposed location of the historical marker. <p><u>Commitments within the Namekagon River and adjacent to the NPS Visitor's Center are also provided in Factor B-9, C-2, C-7, D-5, and D-6 below.</u></p>

Factor Sheet	Commitment (If none, include "No special provision or supplemental commitments required.")
	<p><u>Wild Rivers State Trail (WRST) (Unique Area)</u></p> <ul style="list-style-type: none"> The project will construct a permitted crossing of US 53 to provide a connection from the WRST to local Trail 7A near Mackey Road. Portions of the WRST will be reconstructed including a new crossing of Oak Hill Drive and a new bridge over new US 63. The project will reconstruct the WRST trailhead parking lot. The existing restrooms at the trailhead will not be impacted. During construction, traffic along the WRST and to the trailhead parking lot will be maintained. The construction along the WRST will be of a duration less than that to construct the entire project. The project will restore lands along and associated with the WRST. Best management practices for erosion control will be implemented on any disturbed areas on or adjacent to WRST. <p><u>NPS Lands and WRST</u></p> <ul style="list-style-type: none"> During final design, the project schedule will be further evaluated to consider how work along the WRST can be minimized from Memorial Day to Labor Day, to the maximum extent feasible, to minimize impacts to the WRST traffic and the NPS Visitor Center traffic. During the temporary detour of the WRST, temporary fencing will be placed along the south right-of-way adjacent to the NPS Visitor Center property. <p>WisDOT's Project Manager will ensure fulfillment of this commitment.</p>
B-9 Aesthetics	<p>During final design, the project will further evaluate measures to minimize impacts to property owner frontages to maintain any existing visual buffers to and from the highway facilities, where feasible.</p> <p>No trees will be removed along the Namekagon River outside of the US 63 clear zone.</p> <p>A stained field stone pattern will be evaluated on the proposed retaining wall located adjacent to the NPS Visitor's Center to mimic natural field stone and colors.</p> <p>WisDOT's Project Manager will ensure fulfillment of this commitment.</p>
C-1 Wetlands	<p>Unavoidable wetland losses of approximately 1.12-acres will be permitted through the USACE (Section 10/404 Permit) and will 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.</p> <p>WisDOT will remove Lakeside Road near the Namekagon River. The existing ROW will be restored with native seed mixes and weed-free mulch. The old roadway will be excavated to provide additional floodplain storage and provide a native growth area with the potential for some wetland restoration. Additional coordination will occur with WDNR, USACE, and NPS during final design to determine the details.</p> <p>WisDOT's Project Manager will ensure fulfillment of this commitment.</p>
C-2 Rivers, Streams and Floodplains	<p><u>All Waterways</u></p> <p>Appropriate erosion control measures and best management practices will be added to the project plans and specifications to avoid temporary changes in water quality in the Namekagon River and Potato Creek, adjacent wetlands, and floodplains.</p> <p>Any waterway and fish passage will be maintained during removal and construction of the project structures. Any structures will be sized to properly facilitate aquatic organism passage. New structures on Potato Creek will be sized to accommodate the 100-year storm event without increases in backwater. The proposed structures over Potato Creek will evaluate options that consider minimization of impacts to bankfull width, stream morphology, mussel movement and reproduction, and stream connectivity.</p> <p>In order to protect developing fish eggs and substrate for aquatic organisms, all instream work will be completed between June 15 and November 1 (no in-stream work from November 2 to June 14) in the Namekagon River and all in-stream work will be completed from May 16 to February 29 (no in-stream work from March 1 to May 15) in Potato Creek.</p> <p>Any equipment coming in contact with waterways will require decontamination in accordance with WDNR provisions for invasive species and the requirements will be included in the contract special</p>

Factor Sheet	Commitment (If none, include "No special provision or supplemental commitments required.")
	<p>provisions. The contract will include Standard Special Provision (STSP) 107-055 (Environmental Protection, Aquatic Exotic Species Control).</p> <p><u>Potato Creek</u> Removal of the ATV bridge and the US 53 box culvert over Potato Creek will be completed with minimal debris entering the waterway. The contract will include Standard Special Provision (STSP) 203-020 (Removing Old Structure Over Waterway With Minimal Debris).</p> <p><u>Namekagon River</u> Removal of the Lakeside Road bridge over the Namekagon River will be completed with a full capture system to avoid debris from entering the waterway. The contract will include Standard Special Provision (STSP) 203-025 (Removing Old Structure Over Waterway With Debris Capture System).</p> <p>Bridge removal activities will be designed to maintain the existing navigation on the Namekagon River. Navigational aids will be required to ensure safe passage of watercraft through the work area. A Waterway Marker Application and Permit will be submitted to WDNR prior to construction. These requirements will be included in the contract special provisions.</p> <p>A Section 10/404 permit will be obtained from the USACE in cooperation with NPS for the removal of the Lakeside Road bridge prior to construction. The permit will include Section 7(a) determination from NPS under the Wild and Scenic Rivers Act.</p> <p>WisDOT's Project Manager will ensure fulfillment of this commitment.</p>
C-3 Lakes or other Open Water	No special provision or supplemental commitments required.
C-4 Groundwater, Wells and Springs	Any private wells at any businesses and homes that will be relocated will be properly abandoned in accordance with the Wisconsin Administrative Code NR 812. WisDOT's Project Manager will ensure fulfillment of this commitment.
C-5 Upland Wildlife and Habitat	No special provision or supplemental commitments required.
C-6 Coastal Zones	No special provision or supplemental commitments required.
C-7 Threatened and Endangered Species	<p>In accordance with the final 4(d) rule issued for the Federally Threatened and Endangered northern long-eared bat (NLEB), WisDOT has determined that the proposed activity, will not result in a prohibited take of the NLEB. The activity involves tree removal, but will not occur within 0.25 miles of a known hibernacula, nor will the activity remove a known maternity roost tree or any other tree within 150 feet of a known maternity roost tree from June 1 to July 31. The contract will include the appropriate WisDOT contract special provisions to notify the contractor of the required coordination for the NLEB and all tree clearing will occur from October 1 through March 31 to avoid impacts to the NLEB.</p> <p>To avoid any inadvertent impact to the habitat for any State Special Concern insect species, proper erosion control measures will be implemented in the plans and contract special provisions.</p> <p>To avoid any inadvertent impact to the State Special Concern plant species identified adjacent to the grading limits, temporary construction fencing will be identified in the plans and contract special provisions.</p> <p>To avoid impact to the State Special Concern mussel species identified in the Namekagon River and Potato Creek, WisDOT will implement a relocation plan in coordination with WDNR to relocate mussels from the construction area prior to construction.</p> <p>To avoid impact the Federally Protected bald and golden eagles, WisDOT will continue to monitor the project area for eagle nests in coordination with WDNR to ensure there is no migration of eagles into the project area prior to construction. If there are migration of eagles into the project area prior to construction, WisDOT will coordinate with WDNR to incorporate any required contract special provisions to avoid impact to nesting eagles.</p> <p>The Federally Protected swallow has been identified in the project area. Structure removal work will either occur only between August 30 and May 1 (non-nesting season) or utilize measures to prevent nesting (e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1) to avoid impacts to migratory birds that may be nesting on any of the structures to be removed. If netting is used, it will be properly maintained and removed as soon as the nesting period is over or during removal of the structure.</p> <p>WisDOT's Project Manager will ensure fulfillment of this commitment.</p>

Factor Sheet	Commitment (If none, include "No special provision or supplemental commitments required.")
D-1 Air Quality	No special provision or supplemental commitments required.
D-2 Construction Stage Sound Quality	WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply. WisDOT's Project Manager will ensure fulfillment of this commitment.
D-3 Traffic Noise	No special provision or supplemental commitments required.
D-4 Hazardous Substances or Contamination	Contract special provisions will address the required remediation and will be included in the contract to manage the excavation, hauling, and disposal of solid waste and petroleum contaminated soil on one site within existing WisDOT right-of-way. No asbestos was identified on the Lakeside Road bridge over the Namekagon River or the Trail 7A bridge over Potato Creek. STSP 107-125 (Notice to Contractor, Notification of Demolition and/or Renovation, No Asbestos Found) will be included in the contract special provisions. There is asbestos on the WRST over US 63. There will be no work on this bridge and no special requirements for handling the asbestos are required. The notes to the construction engineer will include notification that this bridge has asbestos containing material. WisDOT's Project Manager will ensure fulfillment of this commitment.
D-5 Storm Water	To meet TRANS 401 post-construction standards and requirements of the WisDOT Construction General Permit, stormwater runoff control and treatment will be incorporated into the stormwater management strategy to the maximum extent practical. The project will target an overall TSS reduction goal of 57.9% to the maximum extent practical and will implement peak flow control in new construction areas per TRANS 401. Anticipated stormwater management measures include vegetated swales, detention/retention areas, and riprap areas at outfalls for energy dissipation. Stormwater discharge locations will be placed to maintain buffers from wetlands and waterways, where feasible. WisDOT will evaluate and implement measures to avoid water quality changes within the Namekagon River, to the maximum extent practical. WisDOT's Project Manager will ensure fulfillment of this commitment.
D-6 Erosion Control	Proper erosion control measures will be used to minimize impacts per the Cooperative Agreement between WisDOT and WDNR and Trans 401 of Wisconsin's Administrative Code. An Erosion Control Implementation Plan (ECIP) will be prepared for review by the WDNR and approval by WisDOT prior to construction. Determination of detailed erosion control measures will be completed during final design. The contractor will specify their construction methods in the ECIP. The project will limit the exposure of bare ground to the minimum amounts necessary to complete construction and restore disturbed areas as soon as feasible. Temporary stockpiles will be stored in upland areas and protected with erosion control measures. The ECIP will address any water withdrawals from area waterways and dewatering, if required. Biodegradable and non-netted erosion mat will be used along the stream banks to ensure animals are not entrapped in the erosion mat. For any seeding adjacent to the Namekagon River and NPS lands, No. 75 seed (native seed) will be used and weed-free mulch will be installed. These requirements will be included in the contract special provisions. WisDOT will monitor erosion control during construction. WisDOT's Project Manager will ensure fulfillment of this commitment.
E-1 Other	<p>Burning will be completed in accordance with WisDOT standard specification 107.11.4.</p> <p>Any tree removal that requires cutting of oak trees will follow WisDOT standard specification 201.3(4) to prevent the spread of oak wilt. Contract special provisions will include requirements for additional care by the contractor and monitoring by field staff when working adjacent to oak trees to remain to avoid inadvertent tree wounding and spread of oak wilt on trees that are not designated for removal.</p> <p>Prior to the start of construction, the Nest of Eagles Airport will be contacted as a courtesy and to confirm if FAA's Obstruction Evaluation and Airport Airspace Analysis (OE/AAA) is required for any equipment to be used on the project area.</p> <p>WisDOT's Project Manager will ensure fulfillment of this commitment.</p>

BASIC SHEET 9 - ENVIRONMENTAL FACTORS MATRIX

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
Note: If the effect on the environmental factor can't be adequately summarized in several sentences, the Factor Sheet for the environmental factor must be included.					
A. ECONOMIC FACTORS <i>Factor Sheet A-1, General Economics, must be included if Factor Sheet A-2 or A-3 is completed.</i>					
A-1 General Economics	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Delays associated with construction may have a temporary adverse effect on the short-term general economics of the area. The economic benefits that are associated with the Proposed Action include improved safety and mobility through the project area for movement of goods and services. See attached Factor Sheet A-1. Commitments have been made to maintain traffic during construction to serve inter-state, regional, and local traffic which supports the local and regional economy. See Basic Sheet 8.
A-2 Business	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	One commercial building with two active business tenants would require relocation. Strip taking of right-of-way and temporary easements would also be required from business properties within the project area. 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 businesses. See Basic Sheet 8.
A-3 Agriculture	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No agricultural lands are present in the project area.
B. SOCIAL/CULTURAL FACTORS					
B-1 Community or Residential	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Six residential homes would be relocated. Strip taking of right-of-way and temporary easements would be required from residential properties. Residents and community services could experience temporary delays and temporary interruption in services related to construction activities. The delays would be short-lived in nature and contract provisions would be used to limit inconveniences to residents and community services. The benefits that are associated with the Proposed Action would include improved mobility and safety through the project area. Recreational and bicycle modes of transportation would be better accommodated through the project area with paved rural shoulders and safer crossings of US 53. See attached Factor Sheet B-1. Commitments have been made for community and residential. See Basic Sheet 8.
B-2 Indirect Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No substantial indirect effects would result from the proposed improvements.
B-3 Cumulative Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No substantial cumulative effects would result from the proposed improvements.
B-4 Environmental Justice	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No minority, low-income, or protected populations were identified directly in the project area but populations may be present based on available census data. Although there would be minor delays experienced by all populations during construction, the reconstructed roadway facility would better serve the needs of all populations upon completion. No minority or low-income populations would be disproportionately affected by the Proposed Action. See attached Factor Sheet B-4.
<i>For B-5 through B-8, if any of these resources are present on the project, involve the REC early because of possible project schedule implications.</i>					
B-5 Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is one NRHP eligible resource within the project's area of potential effects (APE). There are no adverse effects to this resource. See Factor Sheet B-5.
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. St. Joseph's Cemetery is located along existing US 63 between First Street and the WRST. No work will occur within the boundary of the cemetery. Since the cemetery is within the project area, additional coordination will be required with the Wisconsin SHS one year prior to construction to obtain burial authorization under Wis. Stat. 157.70.
B-7 Tribal Coordination /Consultation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No archaeological or Traditional Cultural Resources were identified in the project area. No comments were received from the American Indian Tribes.
B-8 Section 4(f) and 6(f) or Other Unique Areas	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Temporary occupancy of property from the NPS St. Croix National Scenic Riverway Visitor's Center would be required to construct US 63 and blend slopes. Temporary work would also occur within the Namekagon River to remove the Lakeside road bridge pier. No permanent incorporation of NPS lands into the transportation facility would occur. See attached Factor Sheet B-8 (NPS). Permanent incorporation of a portion of WDNR-owned property adjacent to the WRST and temporary detour of the WRST traffic would be required to construct the

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
					Note: If the effect on the environmental factor can't be adequately summarized in several sentences, the Factor Sheet for the environmental factor must be included.
					Proposed Action. See attached Factor Sheet B-8 (WRST). Commitments have been made for NPS lands and WDNR WRST. See Basic Sheet 8.
B-9 Aesthetics	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Changes in view-shed for viewers to and from the roadway facilities would result from the Proposed Action. Removal of the Lakeside Road bridge would restore the natural state at this existing Namekagon River crossing improving the views for river users. Commitments have been made for aesthetics. See Basic Sheet 8.
C. NATURAL RESOURCE FACTORS					
C-1 Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	An estimated 1.12-acres of wetlands would be impacted as part of the Proposed Action. See Factor Sheet C-1. Commitments have been made for wetlands. See Basic Sheet 8.
C-2 Rivers, Streams and Floodplains	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Namekagon River (part of the St. Croix National Scenic Riverway) and Potato Creek are located within the project limits. A new and replacement crossing of Potato Creek would be constructed as part of the Proposed Action. The Lakeside Road bridge over the Namekagon River would be removed and the Riverway restored. No increases in backwater would occur at any waterway crossings. 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"/>	There are no open lakes or open waters within the project limits. Trego Lake (part of the Namekagon River) is located downstream of US 53.
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. Any private wells at any businesses and homes that will be relocated will be properly abandoned in accordance with the Wisconsin Administrative Code NR 812.
C-5 Upland Wildlife and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No high-quality upland corridors or communities are present in the project area.
C-6 Coastal Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No coastal zones are present in the project area.
C-7 Threatened and Endangered Species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No Federal threatened or endangered species would be significantly impacted by the Proposed Action. All tree clearing would occur between October 1 and March 31 to avoid impact to the Northern Long Eared Bat (NLEB). There are State listed special concern insect, plant, and mussel species within the project area. Special concern mussels would be relocated within Potato Creek and the Namekagon River. One special concern plant species (Plains Ragwort) would be removed by the Proposed Action. There are no anticipated impacts to bald eagles, golden eagles, or migratory bird species. See attached Factor Sheet C-7. Commitments have been made for threatened and endangered species. See Basic Sheet 8.
D. PHYSICAL FACTORS					
D-1 Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This project would not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. This project is not in a non-attainment area and therefore is exempt from permit requirements under Wisconsin Administrative Code Chapter NR411.
D-2 Construction Stage Sound Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	WisDOT Standard Specifications 107.8(6) and 108.7.1 would apply. See attached Factor Sheet D-2. Commitments have been made for construction sound levels. See Basic Sheet 8.
D-3 Traffic Noise	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A noise analysis was performed. Some noise impacts are anticipated. See attached Factor Sheet D-3.
D-4 Hazardous Substances or Contamination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A Phase 1 Hazardous Materials Assessment was completed for all areas within ¼-mile of the project site. Phase 2.5 Hazardous Materials Investigations were completed at six sites. It is anticipated excavation, hauling, and disposal of solid waste and petroleum contaminated soil would be required at one site. See Factor Sheet D-4. Commitments have been made for hazardous materials. See Basic Sheet 8.
D-5 Stormwater	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project is subject to TRANS 401 post construction stormwater standards for Total Suspended Solids (TSS) reduction (entire project) and peak flow control (new construction areas). Best management practices would be implemented as part of the Proposed Action to enhance stormwater treatment to the maximum extent practical and control runoff along new and existing roadways. See attached Factor

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
					Note: If the effect on the environmental factor can't be adequately summarized in several sentences, the Factor Sheet for the environmental factor must be included. Sheet D-5. Commitments have been made for stormwater. See Basic Sheet 8.
D-6 Erosion Control and Sediment Control	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Standard erosion control measures (best management practices) would be used to avoid adverse effects to the surrounding areas during and after construction. Construction site erosion and sediment control would be part of the project's design and construction, as set forth in TRANS 401 Wis. Administrative Code and the WisDOT/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.
E. OTHER FACTORS					
E-1 Other	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors to be considered include requirements for: <ul style="list-style-type: none"> • Burning in accordance with WDNR requirements • Avoiding spread of Oak Wilt during tree clearing Commitments have been made for these factors. See Basic Sheet 8.

FACTOR SHEET A-1 - GENERAL ECONOMICS EVALUATION

Wisconsin Department of Transportation

Alternative: Alternative B - Partial Cloverleaf Interchange at Relocated US 63 and County E	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1197-00-00
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1. Briefly describe the existing economic characteristics of the area around the project:

Note: Data presented below is cited from publicly available draft comprehensive plans and economic data for northwestern Wisconsin and Washburn County.

Economic Activity	Description
a. Agriculture	Agriculture is not a major industry in Washburn County or in northwestern Wisconsin. The available farmland is primarily present in central and southern Washburn County. According to the state’s economic profile, agricultural related employment comprised less than 4% of the total employment in 2012 in northwestern Wisconsin. There are no existing or planned farmlands present directly within the project area.
b. Retail business	According to the comprehensive planning information available, retail related employment is primarily related to tourism and recreational activities occurring in northwestern Wisconsin and contributes to about 11% of the non-farm related employment in northwestern Wisconsin. Commercial retail businesses are present within the project area primarily located along the west side of US 53. Most retail businesses are supported by the tourism and outdoor recreation industry within the project area (see part f for additional information on tourism).
c. Wholesale business	Wholesale businesses contribute to about 4% of the non-farm related employment in northwestern Wisconsin. No wholesale businesses are present directly within the project area.
d. Heavy industry	Manufacturing employs approximately 18% of northwestern Wisconsin’s workforce and is the largest sector for employment. There are some small manufacturing industries present within the project area including a metal fabrication shop. US 53 is a major route throughout northwestern Wisconsin and serves to move goods and services related to the manufacturing industry.
e. Light industry	See d above. Information regarding light industry statistics was not available separate from heavy industry.
f. Tourism	<p>For Washburn County, much of the economic base is centered on the tourism industry and other natural resource-based businesses. The natural resource and lake-rich area is also attractive for seasonal and recreational homes. The leisure and hospitality employment sector employs about 12% of the workforce in northwestern Wisconsin.</p> <p>Tourism is a key segment of the economy for many of the counties in northwestern Wisconsin. The ten counties of the northwestern Wisconsin are located within Wisconsin’s Northwoods Region and are a vacationland for local and distance travelers. Local events and natural resources significantly contribute to the number of visitors to the region. According to Census 2010, approximately 40% total housing units in the region are for seasonal, recreational, or occasional use. Businesses that cater to tourism, such as motels, resorts, campgrounds, Bed & Breakfasts, and retail stores complement the hundreds of miles of biking, snowmobiling, and ATV trails as well as the many parks, golf courses, historic sites, waterfalls, ski hills, cross- country ski trails, Lake Superior, and area attractions. The economic benefit of tourism extends far into the counties within the northwestern Wisconsin, making a contribution to schools and local governments via use of property taxes, sales taxes, lodging taxes, etc.</p> <p>Portions of the Namekagon River and the WRST that are located in Trego are the main tourism drivers of the area that accommodates canoeing, kayaking, fishing, biking, camping, hiking, ATV use, and snowmobiling. Commercial and service businesses are present in Trego which cater to the tourism industry.</p>
g. Recreation	See f. Information regarding recreational statistics was not available separate from tourism. Recreation occurs throughout Washburn County and northwestern Wisconsin due to the presence of available public land, recreational and snowmobile trails, and natural resources including forests, rivers, and lakes.

	<p>Washburn County has hundreds of miles of ATV trails including local roads (local roads are designated as ATV trails), county-maintained trails, and state trails. The WRST passes through the Town of Trego and stretches 104-miles through Douglas, Washburn, and Barron counties in northwest Wisconsin. The WRST is maintained and managed by each of the three counties it passes through. The area surrounding the WRST is rich in natural resources and wildlife habitat. The trail crosses numerous rivers and streams, including the Namekagon River, a federally designated river which is part of the St. Croix National Scenic Riverway. The trail, following a former railroad corridor, begins just south of Superior, near the intersection of County Highway C and County Highway A and passes through the communities of Solon Springs, Gordon, Minong, Trego, Spooner, and Haugen, ending in Rice Lake. There is still an active railroad line on part of the corridor within the project area. Also, the WRST is part of the nationwide Rails-to-Trails Conservancy program. Rails-to-Trails is a nationwide network of trails on former rail lines and connecting corridors that are being used for recreational purposes to build healthier places for healthier people.</p> <p>Activities along the Namekagon River within the project area including canoeing, kayaking, fishing, camping, and hiking. Commercial and service businesses are present in Trego which cater to recreational traffic. The St. Croix National Scenic Riverway Visitor's Center is operated by the NPS and is open to visitors from Memorial Day to Labor Day. The NPS Visitor's Center is located on US 63 near the intersection with Lakeside Road.</p>
h. Forestry	<p>Forest cover is a key environmental, economic, and aesthetic feature in Washburn County. Expansive forest lands provide recreational and aesthetic opportunities for residents and tourists, and function as sources of commercial timber production. Woodlands cover over 46% of the county area.</p> <p>Washburn County manages 31 forest units and about 143,000 acres of forestland. Many county trails are found in the county forests for ATV'ing and other recreational opportunities. Even though forestlands dominate the landscape, the natural resources industry accounts for about 1% to 3% of the workforce in northwestern Wisconsin. There is one business located within the Trego area that specializes in forestry, logging and millwork.</p> <p>While there are wooded areas present within the project limits, there are no designated forestry operations directly within the project area.</p>
i. Education, health, and social services	<p>Education services, health care, and social services employ approximately 23% of the non-farming workforce within northwestern Wisconsin. There are no educational, health care, or social service facilities located within Trego.</p>

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

One commercial building with two active business tenants will be relocated as part of the Proposed Action and strip taking of ROW from businesses will be required to construct the proposed improvements. Limited indirection of traffic designated for the Trego area businesses will occur because of the access changes via the interchange (estimated <5 minutes). 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. Through, local, and emergency access will be maintained during construction. A staging plan will be developed to minimize interruptions in access.

The Proposed Action will 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 with a safe access to and from the high-speed US 53 expressway. The Proposed Action will aid in supporting local and regional economic goals by:

- Providing safe access to existing and any planned businesses and commercial operations along US 53.
- Providing safe and efficient access to the Town of Trego and surrounding areas to accommodate tourism and recreational related traffic.
- Assisting in ensuring the economic viability of the region by promoting safe and efficient travel on the US highway system.
- Promoting the efficient transportation of raw materials, goods, and services between markets.
- Assisting in ensuring safe and efficient access of police, fire, and emergency services to the area.

The long-term economic advantages outweigh any potential short-term economic disadvantages.

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

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

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

The pattern of development that is anticipated to occur in the project area with the Proposed Action will most likely be comparable to the current pace and type occurring now. The proposed interchange will replace two existing at-grade intersections along US 53. The construction of a new interchange and the associated project improvements are not anticipated to influence existing or planned land uses.

Residential and commercial development will likely continue to occur adjacent to US 53 and US 63 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. Other features such as waterways, wetlands, and railroads within in the Trego area impact how any lands directly within the project area can be developed or redeveloped.

FACTOR SHEET A-2 - BUSINESS EVALUATION

Wisconsin Department of Transportation

Alternative: Alternative B - Partial Cloverleaf Interchange at Relocated US 63 and County E	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1197-00-00
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1. Is a Conceptual Stage Relocation Plan attached to this document?

- Yes – See **Attachment 16**
- No – None required; no relocations planned

2. Describe the economic development or existing business areas affected by the Proposed Action:

Since US 53 and US 63 are important arterials serving numerous local communities in northwestern Wisconsin and interstate travel to Minnesota, there are a wide variety of industries which are affected by the Proposed Action including tourism, retail, and service businesses. The businesses located directly adjacent to the project include service businesses such as gas stations, restaurants, and outdoor recreation services as well as retail businesses. No known new near-term developments were identified for the project area.

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

The existing modes of transportation consist of primarily automobile and truck traffic. US 53 carries higher volumes of truck traffic (approximately 20% of average daily traffic) and US 63 truck traffic is estimated at approximately 10% of daily traffic. US 53 and US 63 also carry local traffic travelling to and from their homes and businesses within northwestern Wisconsin area. US 53 and US 63 serve as regional and tourist routes and provide connections to the state of Minnesota (Superior-Duluth and Red Wing).

Other modes of transportation include biking and walking which can occur along local roadways and periodically across US 53. Bicycles and pedestrians are prohibited along the high-speed US 53 expressway. There are no existing sidewalk facilities or designated bicycle lanes in the Trego area and these users periodically use the existing travel lanes and any available shoulders on the local roadways. School bus service exists throughout the project area. There are no public mass transit services directly in the project area.

Within project area, there are multi-modal recreational trails accommodating both ATVs and snowmobiles along with other recreational activities. The trails include the WRST (publicly owned and managed by WDNR) and a local county trail known as Trail 7A (located on private property and managed by Washburn County along with a local ATV and snowmobile club). Pedestrians and bicyclists are accommodated along the WRST. Trail 7A traffic has direct access to the service businesses including gas stations and restaurants within the Trego area located along the west side of US 53. There is an unpermitted crossing of US 53 connecting the WRST to Trail 7A located south of County E. See **Attachment 3** for an existing trail map and see **Factor Sheet B-8 (WRST)** for additional information on the recreational trails within the project area.

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

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

Strip acquisition of ROW and temporary easements will be required from active businesses located along the corridor. The acquisitions required to construct the proposed facilities are not anticipated to impact the viability of the businesses to continue or for future development to occur on the undeveloped properties. One commercial building with two active business tenants will be relocated.

Businesses at the existing at-grade intersections of US 63 and County E will have safer access once the interchange is in place. The change in travel time to any business is less than five minutes.

There may be minor delays for traffic destined for area businesses during construction. The delays will be temporary and project special provisions will be used to limit inconveniences to businesses and maintain access throughout construction. Driveways to businesses will be modified match the new roadways. Access will be maintained to all businesses upon completion of construction. Access will also be maintained during construction so recreational trail users can continue to patron area businesses throughout construction via ATV or snowmobile.

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.

During construction, traffic destined for project area businesses may encounter temporary delays. While construction delays will be short-lived in nature, the proposed project will more effectively and safely serve traffic destined to Trego area businesses via a new interchange.

Businesses identified the following issues as important:

- The project should adequately address access to recreational trail traffic (US 53 crossing, access to east side business and residential area, maintenance of access during construction)
- The project should ensure efficient access to US 63 from the east side business and residential area to avoid isolation of a portion of the Trego community
- The project should evaluate potential for access across US 53 for occasional pedestrians
- The roundabouts need to efficiently accommodate trucks and recreational traffic with trailers
- The project should minimize the number of curves on the West Frontage Road
- The project needs to provide visibility and adequate access to businesses and minimize misdirection
- The project should maintain access during construction
- The project should minimize noise impacts
- The study process should evaluate traffic signals at US 53/63
- The study process should evaluate a new interchange concept

See **Basic Sheet 3, Question 11** for additional details of the factors identified by property owners and businesses during the public involvement efforts and how various factors were resolved.

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 major changes in employment anticipated at the businesses within the project area because of the Proposed Action. Access to businesses will 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	2	\$117,300	0	3-5 (Estimated)
Wholesale	0	0	0	0	0
Manufacturing	0	0	0	0	0
Other (List)	0	0	0	0	0

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

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

8. Is Special Relocation Assistance Needed?

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

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

- WisDOT Real Estate Conceptual Stage Relocation Plan Multiple Listing Service (MLS)
 Newspaper Listing(s) Other – Identify: Craigslist, Loopnet, Paragonrealestate.net

10. Describe the business relocation potential in the community:

- A. Total number of available business buildings in the community: 5

- 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):

5 of available and comparable type business buildings in the price range of \$94,000 - \$185,000

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

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

Compensation is available to all displaced persons without discrimination. Before initiating property acquisition activities, property owners will be contacted and given an explanation of the details of the acquisition process and Wisconsin’s Eminent Domain Law under Section 32.05, Wisconsin Statutes. Any property to be acquired will be inspected by one or more professional appraisers. The property owner will be invited to accompany the appraiser during the inspection to ensure the appraiser is informed of every aspect of the property. Property owners will be given the opportunity to obtain an appraisal by a qualified appraiser that will be considered by WisDOT in establishing just compensation. Reasonable cost of an owner’s appraisal will be reimbursed to the owner if received within 60 days of initiation of negotiations. Based on the appraisal(s) made, the value of the property will be determined, and that amount offered to the owner.

Describe other relocation assistance requirements, not identified above.

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

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

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

WisDOT will work with those businesses remaining on an individual basis to minimize access disruptions during construction and to minimize impacts to existing property improvements (driveways, landscaping, frontages, etc.). Disruption to community services such as utilities and garbage pickup will be minimized through coordination with the community and local service providers. Construction staging and traffic control will be implemented to minimize traffic delays and to allow safe access during construction.

Prior to construction, WisDOT would facilitate a workshop with business owners focused on managing access, signing, and other business needs during construction. WisDOT’s “In This Together” Program is offered to businesses and community leaders as an idea source as they plan for road construction. The workshop is focused on how businesses can survive and thrive during construction.

FACTOR SHEET B-1 - COMMUNITY OR RESIDENTIAL EVALUATION

Wisconsin Department of Transportation

Alternative: Alternative B - Partial Cloverleaf Interchange at Relocated US 63 and County E	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1197-00-00
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1. Give a brief description of the community or neighborhood affected by the Proposed Action:

Name of Community/Neighborhood: Town of Trego <i>Note: Additional census block data is not available for the unincorporated Trego area (project study area). The data provided represents the entire township.</i>																	
Incorporated <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																	
Total Population 932																	
Demographic Characteristics																	
<table border="1"> <thead> <tr> <th>Census Year 2010</th> <th>% of Population</th> </tr> </thead> <tbody> <tr> <td>Minority</td> <td>4.3%</td> </tr> <tr> <td>60 years of age or older</td> <td>12.1%</td> </tr> <tr> <td>Individuals below poverty level</td> <td>15.1%</td> </tr> <tr> <td>Owner occupied housing</td> <td>85.4%</td> </tr> <tr> <td>Renter occupied housing</td> <td>14.6%</td> </tr> <tr> <td>Workforce commuting by automobile</td> <td>91.8%</td> </tr> <tr> <td>Workforce commuting by public transportation</td> <td>0.2%</td> </tr> </tbody> </table>	Census Year 2010	% of Population	Minority	4.3%	60 years of age or older	12.1%	Individuals below poverty level	15.1%	Owner occupied housing	85.4%	Renter occupied housing	14.6%	Workforce commuting by automobile	91.8%	Workforce commuting by public transportation	0.2%	
Census Year 2010	% of Population																
Minority	4.3%																
60 years of age or older	12.1%																
Individuals below poverty level	15.1%																
Owner occupied housing	85.4%																
Renter occupied housing	14.6%																
Workforce commuting by automobile	91.8%																
Workforce commuting by public transportation	0.2%																

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

The existing modes of transportation consist primarily of automobile and truck traffic. US 53 carries higher volumes of truck traffic (approximately 20% of average daily traffic) and US 63 truck traffic is estimated at approximately 10% of daily traffic. US 53 and US 63 also carry local traffic travelling to and from their homes and businesses within northwestern Wisconsin area. US 53 and US 63 also serve as regional and tourist routes and provide for connections to Minnesota (Superior-Duluth and Red Wing).

Other modes of transportation include biking and walking which can occur along local roadways and periodically across US 53. Bicycles and pedestrians are prohibited along the high-speed US 53 expressway. There are no existing sidewalk facilities or designated bicycle lanes in the Trego area and these users periodically use the existing travel lanes and any available shoulders. School bus service exists throughout the project area. There are no public mass transit services directly in the project area.

Within project area, there are multi-modal recreational trails accommodating both ATVs and snowmobiles along with other recreational activities. The trails include the WRST (publicly owned and managed by WDNR) and a local county trail known as Trail 7A (located on private property and managed by Washburn County along with a local ATV and snowmobile club). Pedestrians and bicyclists are accommodated along the WRST. Trail 7A traffic has direct access to the service businesses including gas stations and restaurants within the Trego area located along the west side of US 53. There is an unpermitted crossing of US 53 connecting the WRST to Trail 7A located south of County E. See **Attachment 3** for an existing trail map and see **Factor Sheet B-8 (WRST)** for additional information on the recreational trails within the project area.

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

The Proposed Action will improve mobility and safety of truck and automobile traffic along US 53 and through the intersections of US 53 with US 63 and County E with construction of a new interchange. Bicyclists will be accommodated on US 63, County E, and the West Frontage Road within the paved shoulder (5-feet) adjacent to the travel lane.

The Town of Trego does not support installation and maintenance of continuous separated pedestrian facilities (sidewalks or multi-use paths) along new roadways within the project area since there are limited pedestrian uses. While a tunnel under US 53 was considered, this is not a prudent option due to geometric, elevation, and drainage constraints (see **Attachment 11** for a tunnel concept). Pedestrians will be accommodated within the paved shoulders

along the various roadways and with a sidewalk on the US 63 bridge over US 53. The existing US 53 official expressway designation does not allow pedestrians to use the high-speed US 53 facility. The proposed US 63 bridge over US 53 will provide a safe crossing of US 53 for pedestrians.

The multi-modal recreational trails accommodating both ATVs and snowmobiles within the project area will be maintained. The WRST will be maintained on existing alignment and will pass over proposed US 63. Connection to the trailhead parking lot will be maintained from US 63. A pedestrian crossing of relocated US 63 will be constructed at Oak Hill Drive to provide access to the WRST from the business and residential area east of US 53 (**Figure B-1.1**). The local county trail known as Trail 7A will be accommodated along the West Frontage Road and a new crossing of US 53 will be constructed at the Mackey Road to ensure a safer crossing of US 53. See **Factor Sheet B-8 (WRST)** for additional information on the recreational trails within the project area.

School buses will continue to use the existing roadway and will use the proposed roadways in the project area. There are no major changes to school bus access to the community. There are no proposed changes to any transit or other modal services resulting from the Proposed Action.

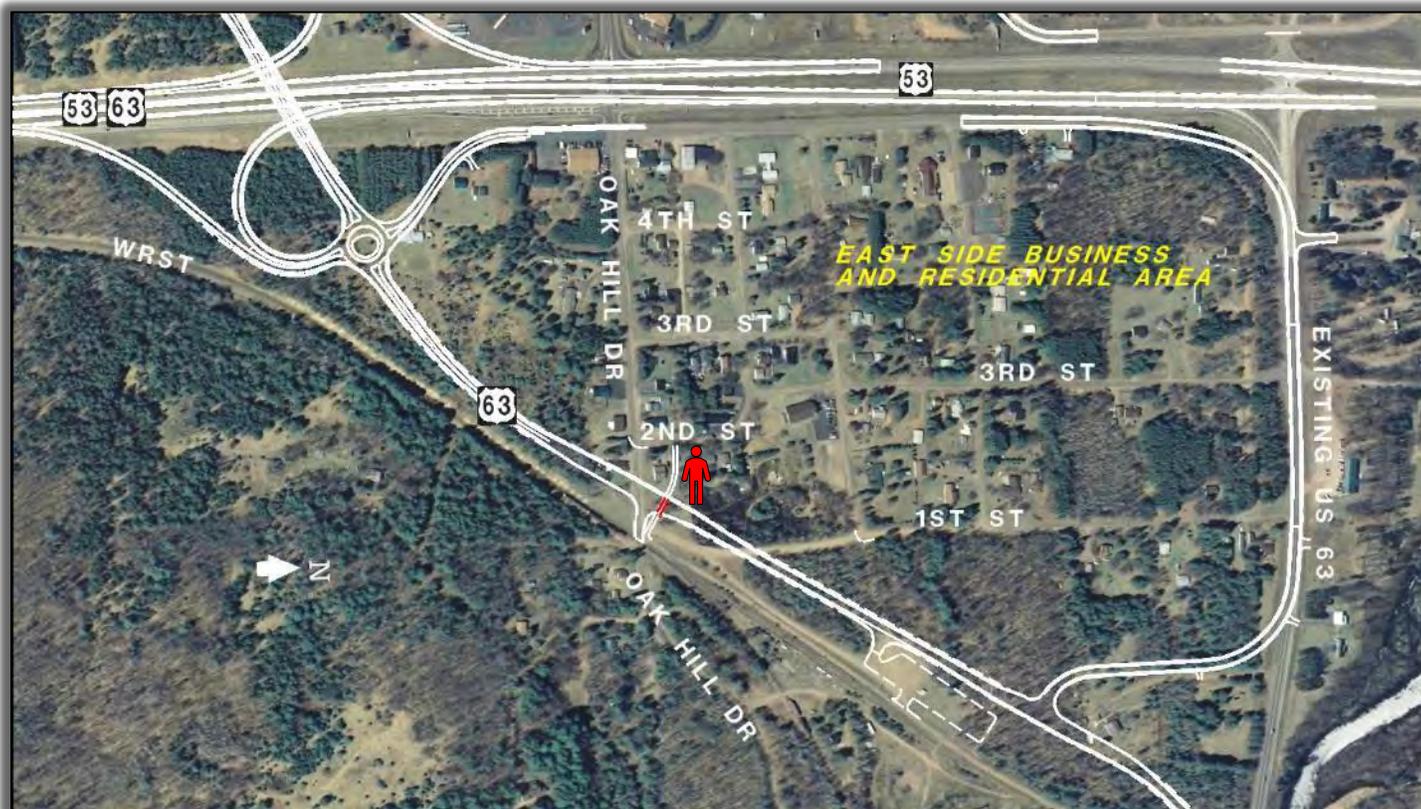


Figure B-1.1: Proposed US 63 Pedestrian Crossing for Access to the WRST

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

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

The pattern of development that is anticipated to occur in the project area with the Proposed Action will be comparable to the current pace and type of development occurring now. The proposed interchange will replace two existing at-grade intersections along US 53. The construction of a new interchange and the associated project improvements are not anticipated to influence existing or planned land uses in the Trego area.

Residential and commercial development will likely to continue to occur adjacent to US 53 and US 63 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. Other features such as waterways, wetlands, and railroads within in the Trego area impact how any lands directly within the project area can be developed or redeveloped.

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

Lane closures are anticipated on US 53 and US 63 during construction and local property access may be temporarily disrupted during construction directly in front of the existing access point. Contract provisions will require maintenance of through, local, and emergency access. Coordination with emergency services, school bus services, postal services, garbage pickup, and other public services is ongoing and will continue during the design process. After construction, emergency and public services will return to preconstruction daily conditions through the project area and will be improved due to operational and safety improvements along US 53, US 63, and County E. The WRST traffic will be maintained with a temporary detour on Lakeside Road (see **Factor Sheet B-8 (WRST)**).

Some utilities will require relocation because of the Proposed Action. Temporary disruptions during relocations of the utilities may occur. Additional coordination with the utility companies and local property owners will be required to minimize temporary 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.:

A part of the Proposed Action to improve safety along US 53, the existing at-grade intersections of US 63 and County will be removed and redirected to the proposed grade-separated interchange.

Some access changes are proposed along the realigned roadways of US 63 and the West Frontage Road with construction of driveways to match the new roadways. Access along other existing roadways to be reconstructed will be maintained. All driveways will be reconstructed to generally match existing slopes and accommodate traffic circulation on each individual property.

To facilitate construction of the Proposed Action, fee acquisition and/or temporary limited easements (TLE) will be required from some properties adjacent to the new and existing roadways. Land acquisition will be required to construct roadway improvements including driveway connections and blend the slopes into the existing frontages. In general, driveway slopes will be similar in nature to existing conditions. Some tree removals will be required within the areas to be acquired on realigned roadways, for vision corners at intersections, and along property frontages.

Closely matching the existing profile and matching existing slopes, where feasible, are proposed to minimize impacts to adjacent properties and minimize tree and vegetation removal.

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 adverse impacts anticipated to any community or neighborhood facilities within Trego. Community facilities within the project area include the town hall, post office, and area churches. Access will be maintained to the unincorporated Trego area throughout construction. Trego is served by the Spooner School District which is located outside of the project area. Teachers, students, and buses may be required to travel through the construction area to travel to Spooner.

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

- The project should adequately address access to recreational trail traffic (US 53 crossing, access to east side business and residential area, maintenance of access during construction)
- The project should ensure efficient access to US 63 from the east side business and residential area to avoid isolation of a portion of the Trego community
- The project should evaluate potential for access across US 53 for occasional pedestrians
- The roundabouts need to efficiently accommodate trucks and recreational traffic with trailers
- The project should minimize the number of curves on the West Frontage Road
- The project needs to provide visibility and adequate access to businesses and minimize misdirection
- The project should maintain access during construction
- The study process should evaluate traffic signals at US 53/63
- The study process should evaluate a new interchange concept

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

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

Not applicable.

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.

- 6 single-family homes are proposed to be relocated - See **Attachment 16** for a conceptual relocation plan.

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

Total Number of Households to be Relocated. 6 identified

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

a. Number by Ownership

Number of Households Living in Owner Occupied Building 5	Number of Households Living in Rented Quarters 1
---	---

b. Number of households to be relocated that have.

1 Bedroom 0	2 Bedroom 0	3 Bedroom 6	4 or More Bedrooms 0
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c. Number of relocated households by type and price range of dwelling.

Number of Single Family Dwelling. 1	Price Range \$80,000 to \$109,999
Number of Single Family Dwelling. 3	Price Range \$110,000 to \$139,999
Number of Single Family Dwelling. 1	Price Range \$170,000 to \$199,999
Number of Multi-Family Dwellings 1	Price Range \$50,000 to \$79,999
Number of Apartment -	Price Range

12. Describe the relocation potential in the community:

a. Number of Available Dwellings

1 Bedroom -	2 Bedrooms -	3 Bedrooms 126	4 or More Bedrooms -
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b. Number of Available and Comparable Dwellings by Location

126	Comparable dwellings are available in the Trego, Spooner, and Springbrook areas (within 15-mile radius of project area)
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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 21 Single Family/ 3 bedroom 59 Single Family/ 3 bedroom 41 Single Family/ 3 bedroom 5 Single Family/ 3 bedroom	Price Range \$60,000 - \$100,000 \$100,000 - \$180,000 \$180,000- \$250,000 Rental
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: Craigslist, Loopnet, Paragonrealestate.net

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 (**Table B-1.1**)

Table B-1.1 – Special Characteristics in Households to be Relocated	
Special Characteristics	Number of Households with Individuals with Special Characteristics
Elderly	0
Disabled	0
Low income	0
Minority	0
Household of large family (5 or more)	0
Not Known	0
No special characteristics	0

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:

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

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

None identified

Yes - Describe services that will be required

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

WisDOT will work with those property owners remaining on an individual basis to minimize access disruptions during construction and to minimize impacts to existing property improvements (driveways, landscaping, frontages, etc.). Disruption to community services such as utilities and garbage pickup will be minimized through coordination with the community and local service providers. Construction staging and traffic control will be implemented to minimize traffic delays and to allow safe access during construction.

FACTOR SHEET B-4 - ENVIRONMENTAL JUSTICE EVALUATION

Wisconsin Department of Transportation

Alternative: Alternative B - Partial Cloverleaf Interchange at Relocated US 63 and County E	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1197-00-00
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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: Town of Trego (0.4%)	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: Town of Trego (0.8%)	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 of Trego (0.3%)	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: Town of Trego (1.7%)	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: Town of Trego (1.2%)	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"/> Non-minority low-income population Describe: 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"/>

Data was reviewed from multiple sources including local comprehensive plans, EPA EJ screening tool, and US Census Data. Data shown is for the entire Town of Trego. Census block data was not available for the unincorporated area of the Town of Trego (project study area).

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 could be 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, business 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 the following. These adverse effects are proportional.

- Short-term delays during construction; special provisions will be included in the project requiring the contractor to maintain access to and from US 53 and US 63 as well as the local roads within the project area. If interruption in service is required during construction activities, the interruption will be short-lived and 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 will 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 and minimize ROW impacts.

- The proposed interchange and modification of the US 53 roadway with median barrier will provide a physical barrier preventing pedestrians from crossing US 53 at the US 63/Liesch Road and County E/Oak Hill Drive intersections. While pedestrians are currently prohibited on the high-speed US 53 expressway, occasional pedestrians cross US 53 between the residential and commercial areas in the project area. The project will provide a safe bridge crossing of US 53 for pedestrians on the US 63 bridge over US 53. There will be additional travel time required for pedestrians that want to cross US 53 after construction of the Proposed Action is complete. Local officials (Town of Trego or Washburn County) will be required to address maintenance requirements on any new pedestrian facilities including plowing of snow on the sidewalk on the US 63 bridge over US 53 and at the pedestrian connection to the WRST at Oak Hill Road.

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.

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 B-5 - HISTORIC RESOURCES EVALUATION

Wisconsin Department of Transportation

Alternative: Alternative B - Partial Cloverleaf Interchange at Relocated US 63 and County E	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1197-00-00
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1. Parties contacted:

Parties Contacted	Date Contacted	Comments Received		
		No	Yes	Check if Attached
Property Owner	June 22, 2017		X	<input type="checkbox"/>
Washburn County Historical Society	August 2015 October 2015 December 2017		X	<input type="checkbox"/>

Correspondence is available within the Section 106 Review documentation (ID 1197-00-00) available in project files. No concerns were expressed by any of the parties about potential impact to the historical character and integrity of the former State Bank of Trego.

2. Property Name: State Bank of Trego

3. Location: Intersection of Oak Hill Drive and Second Street (See **Figure B-5.1**)

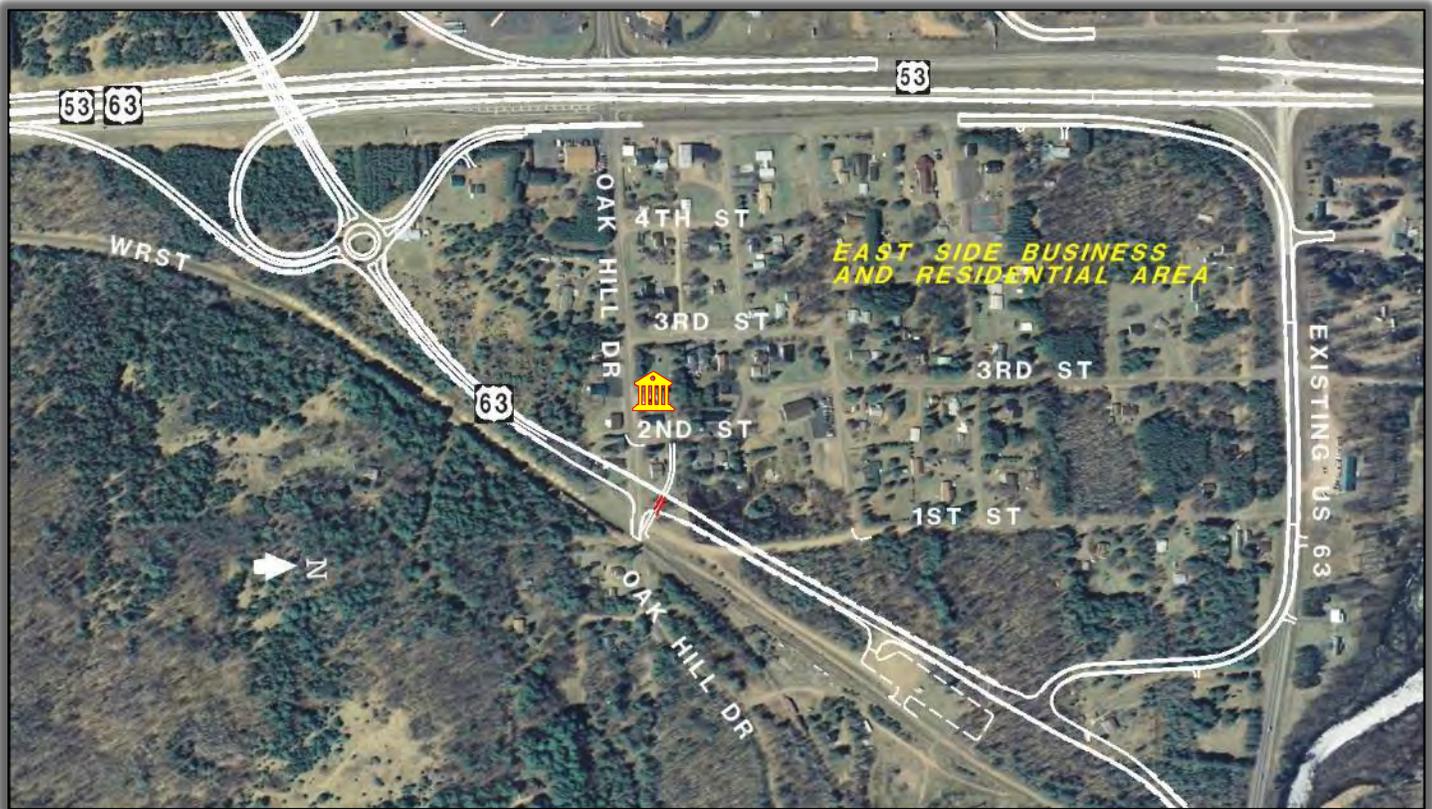


Figure B-5.1: Location of Former State Bank of Trego

4. **Use:** Former bank; current commercial use

5. **Property type:**

- Bridge
- Building
- Historic District
- Other:

6. **Property Designations:**

- National Historic Landmark (NHL)
- National Register of Historic Places (NRHP)
- State Register of Historic Places
- Local Registry
- Tribal Registry

7. **A Determination of Eligibility (DOE) has been prepared:**

- No - Property is already on NRHP or NHL.
- Yes - DOE prepared.
- Other: _____

8. **Describe the significance of the structures and/or buildings:**

The one-story, brick, commercial vernacular building was constructed in 1910. It ceased functioning as a bank in 1926, with subsequent owners of the property utilizing the building for commercial purposes. A 1960 addition doubled its footprint. The building is situated close to both Oak Hill Drive and Second Street, with some remnants of sidewalk, narrow grass areas, and gravel shoulders between it and the edge of the two roadways.

The property was determined eligible for the National Register under Criterion A: Commerce. It is one of very few extant historic commercial buildings in Trego and is the best representation of the town's early commercial development. In addition, it was Trego's only financial institution and continued to serve a central commercial purpose for the community throughout the historic period after closing as a bank.

9. **In compliance with the requirements of Section 106, of the National Historic Preservation Act, the proposed project's effects on the historic property, (e.g., structure or building) have been evaluated in the following report, a copy of which is:**

- In the project file, or
- Attached to this document:
 - Documentation for determination of no historic properties affected (Reported on the Section 106 Review Form).
 - Documentation for determination of no adverse or conditional no adverse effect to historic properties.
 - Documentation for Consultation about adverse effect(s). A Memorandum of Agreement has been completed.
 - No. Consultation about effects is continuing.
 - Yes, a copy of the MOA is attached to this document. Summarize MOA stipulations below:

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

- No
 - Project is not federally funded.
 - No right-of-way or Permanent Limited Easements will be acquired from the property and the project will not substantially impair the characteristics that qualify the property for the NRHP.
 - Right-of-way will be acquired from the NRHP property but a *de minimus* finding has been proposed.
 - Other – Explain:
- Yes – Complete Factor Sheet B-8, Section 4(f) and 6(f) or other Unique Areas.

FACTOR SHEET B-8 - SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS (NPS)

Wisconsin Department of Transportation

Alternative: Alternative B - Partial Cloverleaf Interchange at Relocated US 63 and County E	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1197-00-00
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1. Property Name:

National Park Service (NPS) – St. Croix National Scenic Riverway and Trego Visitor’s Center

2. Location:

0.5-miles east of US 53 on US 63 (See **Figure B-8.1**)

NPS owned lands within the project area along the Namekagon River which is part of the St. Croix National Scenic Riverway are shown in **Figure B-8.2**. NPS also manages the Namekagon River as part of the park.

3. Ownership or Administration:

National Park Service (NPS)

4. Type of Resource:

- Public Park
- Recreational lands
- Ice Age National Scenic Trail
- NRCS Wetland Reserve Program
- Wildlife Refuge
- Waterfowl Refuge
- Historic/Archaeological Site eligible for the National Register of Historic Places (NRHP)
- Other – Identify:

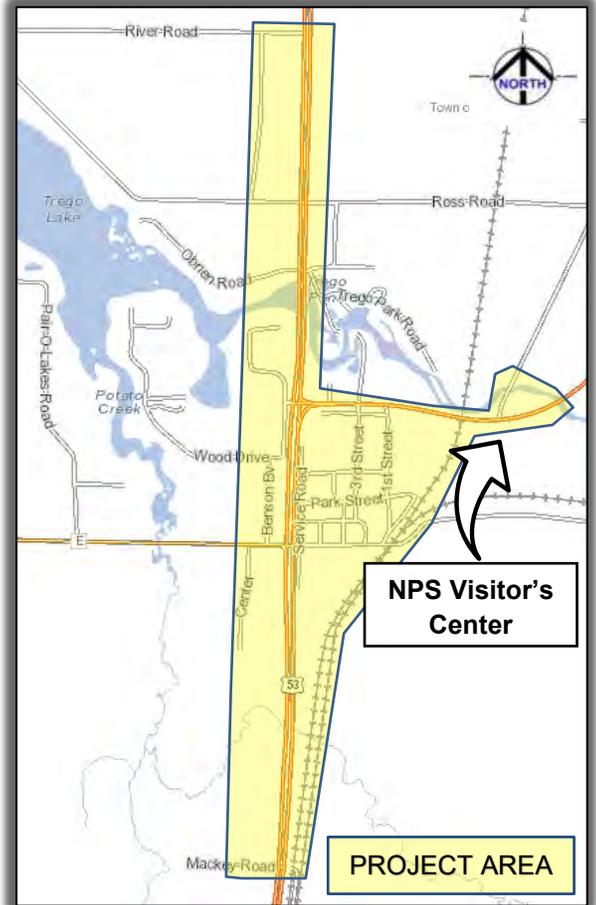


Figure B-8.1 – NPS Visitor's Center Location



Figure B-8.2 – NPS Lands within Project Area

5. Do FHWA requirements for section 4(f) apply to the project's use of the property?

- No - Check all that apply:
- Project is not federally funded
 - No land will be acquired in fee or PLE and the alternative will not affect the use
 - Property is not on or eligible for the NRHP
 - Property is on or eligible for the NRHP however includes a *De Minimis* effect finding
 - Interstate Highway System Exemption.
 - Other - Explain:

NPS is the official with jurisdiction over the property including lands that NPS owns in fee and the Namekagon River which is managed by NPS as part of the St. Croix National Scenic Riverway. NPS believes the Proposed Action will not result in any adverse effect to the activities, features, or attributes that qualify the property for protection under Section 4(f).

The Section 4(f) Conditions (23 CFR 774.13(d)) for **Temporary Occupancy** of the NPS managed property and Riverway are discussed below. See **Attachment 28** for a larger exhibit showing the temporary occupancy areas.

1. Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;

There is no change in ownership of the land. Work will be minimized to the necessary time needed for slope grading behind the proposed retaining wall that will be constructed within the US 63 ROW near the NPS Visitor's Center. The work within the Namekagon River to remove the Lakeside Road bridge pier will be of short duration. Occupancy of the NPS owned lands and within the Namekagon River will be less than the time required to construct the Proposed Action. Construction of the Proposed Action is anticipated for 18 to 24 months. Temporary occupancy of NPS lands with the Namekagon River is estimated at less than a month and temporary occupancy in the area of the NPS Visitor's Center is estimated at less than a month to accomplish the required work.

2. Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;

There are no permanent changes to the Section 4(f) property anticipated. The Section 4(f) property is being occupied temporarily to blend slopes to match existing conditions behind the proposed retaining wall and ensure positive drainage away from the NPS Visitor's Center building. The slopes behind the retaining wall are flat in nature gently sloping away from the building foundation to allow for easy access by foot or maintenance vehicle (lawnmower) and will be restored to a vegetated condition.

The work within the Namekagon River will remove the Lakeside Road bridge pier down to the streambed and the bridge site will be restored improving the view for Riverway users.

3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.

The WisDOT contractor will be temporarily occupying a portion of the NPS property to grade slopes and construct a new retaining wall within the US 63 ROW. This short-term occupancy will not interfere on either a temporary or permanent basis with the park's protected activities, features or attributes that qualify the property for protection under Section 4(f). Access will be maintained to the NPS Visitor's Center at all times during hours of operation. A railing will be placed on the top of the wall to ensure users of the property and maintenance personnel are protected.

The WisDOT contractor will be temporarily working in the Namekagon River to remove the Lakeside Road bridge pier. This short-term occupancy will not interfere on either a temporary or permanent basis with the park's protected activities, features or attributes that qualify the property for protection under Section 4(f). Navigation will be maintained along the Riverway and proper navigation markers will be implemented through the work site. A debris capture system will be implemented to avoid debris falling into the river during bridge removal.

Within the existing WisDOT ROW located north of US 63 at Lakeside Road, there is an existing parking area. The parking area is not maintained by NPS and is not part of the Riverway system (see **Figure B-8.3** and

Figure 8.4 below). There is also a general St. Croix National Scenic Riverway sign (historic marker) which is not site specific. These features are encroachments within WisDOT ROW, are not part of the NPS managed features, and do not contribute the protected activities, features, or attributes of the Riverway.

The historic marker may be relocated as part of the project along US 63 adjacent to the Namekagon River. The final location will be determined during final design and coordinated with the Wisconsin State Historical Society and NPS.

NPS requested continued maintenance of the parking lot on WisDOT ROW. Since the Lakeside Road bridge will be removed, the roadway north of US 63 will be removed. A portion of the existing ROW occupied by the parking lot will be needed to construct US 63 and avoid adverse impacts to the Visitor's Center and to avoid incorporation of any NPS lands into the transportation facility. The remainder of the parking lot will be removed since the remaining lands are too small for vehicle circulation and the grade change between the new US 63 roadway and the parking area does not allow for appropriate access from US 63. The remaining parking area and area adjacent to the river will be excavated to provide for additional floodplain storage and restoration of a natural area including the potential for wetland restoration. Coordination is ongoing with WDNR, USACE, and NPS to determine the details of natural restoration in this area.

Access to the NPS lands from the Lakeside Road cul-de-sac north of the Namekagon River will be maintained through the existing Lakeside Road ROW. Vehicles can make a u-turn at the proposed cul-de-sac and access to the NPS property will be via foot (no vehicular driveway per the request of NPS) .

NPS requested consideration of options that would include a marked pedestrian crossing of US 63 as part of the Preferred Alternative. Various options around the Visitor's Center were considered as shown in **Attachment 25**. Pedestrian crossings are not typically signed and marked in high speed rural areas. While US 63 will be posted with a 45 mph speed limit in front of the Visitor's Center, the US 63 curvature before and after the Visitor's Center does not promote a desirable condition for encouraging regular pedestrian movements at this location. An option was considered to construct US 63 south of the Visitor's Center. This option would have eliminated the potential for pedestrian crossings of US 63 and provided opportunity for NPS land ownership directly abutting the river. This option would have required Section 6(f) coordination. This option was not desired by NPS and was eliminated from further consideration. Access by pedestrians from the NPS Visitor's Center or from users of the Riverway will not be prohibited through the public WisDOT ROW along the river upon completion of the proposed improvements.



Figure B-8.3 – Existing Parking Lot and Riverway Sign on WisDOT ROW



Figure B-8.4 – Street View of Existing Parking Lot and Riverway Sign on WisDOT ROW
(Source: Google)

4. The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project;

The property will be restored to its original condition once construction has been completed. Topsoil, seeding, and erosion control will be placed behind the retaining wall and US 63 adjacent to the NPS Visitor's Center. Any stormwater will drain away from the building towards US 63.

Areas near the Lakeside Road bridge removal will be finished with topsoil, seed, and permanent erosion control allowing for restoration of the natural features along this section of the Namekagon River.

Native seed mixes and weed-free mulch will be used adjacent to all NPS lands and the Namekagon River to minimize potential for invasive species.

The Lakeside Road bridge pier will be removed down to the streambed and no debris from the bridge removal will be deposited in the river.

5. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

See **Attachment 25** for NPS correspondence. Concurrence was received from the NPS for the temporary occupancy of the NPS lands due to the reconstruction of US 63 adjacent to the park and removal of the Lakeside Road bridge. These impacts will not adversely affect the activities, features, or attributes of the parklands on a permanent basis.

The proposed improvements will require temporary occupancy of the Section 4(f) lands to provide the ability to blend slopes and construct a retaining wall to avoid permanent adverse effects to the Section 4(f) lands and to remove the Lakeside Road bridge which will help restore the natural conditions within the Riverway. Reconstruction of US 63 cannot be completed without the temporary occupancy of the Section 4(f) lands. The lands and Riverway will be restored to their original condition or better after the work is completed.

No Section 4(f) resources will be incorporated into a transportation facility as no permanent ROW acquisition, in either Fee or Permanent Limited Easement (PLE), will be required from the NPS lands or the St. Croix National Scenic Riverway.

- Yes - Check all that apply:
 - Indicate which of the Programmatic/Negative Declaration 4(f) Evaluation(s) applies.
 - Historic Bridge
 - Park minor involvement
 - Historic site minor involvement
 - Independent bikeway or walkway
 - Great River Road
 - Net Benefit to Section 4(f) Property - Explain: _____
 - Determination of a *De Minimis* Impact to Section 4(f) property approved.
 - Full Section 4(f) evaluation approved on _____.

6. Was special funding used to acquire the land or to make improvements on the property?

- No - Special funding was not used for the acquisition of this property.
- Yes:
 - s.6(f) LWCF (Formerly LAWCON).
 - Dingell-Johnson (D/J funds).
 - Pittman-Robertson (P/R funds).
 - Other – Describe: _____

7. Describe the significance of the property:

For other unique areas, include or attach statements of significance from officials having jurisdiction.

See **Attachment 25** for NPS correspondence. The St. Croix National Scenic Riverway is a federally protected system of riverways located in eastern Minnesota and northwestern Wisconsin. It protects 252 miles of river, including the St. Croix River (on the Wisconsin/Minnesota border), and the Namekagon River (in Wisconsin), as well as adjacent land along the rivers. The St. Croix National Scenic Riverway is one of the original eight National Wild and Scenic Rivers. The National Wild and Scenic Rivers System was created by Congress in 1968 (Public Law 90-542; 16 U.S.C. 1271 et seq.) to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations.

Besides fishing, the Riverway is a popular destination for canoeing, boating, camping, tubing, and hunting. Camping is provided at dozens of NPS-designated sites, at state parks along the river, and, in certain sections, anywhere users wish to camp. The riverway also includes numerous hiking trails, some of which are designated in winter for cross-country skiing. A map of the riverway and associated recreational uses in the Trego area is shown in **Figure B-8.5**.

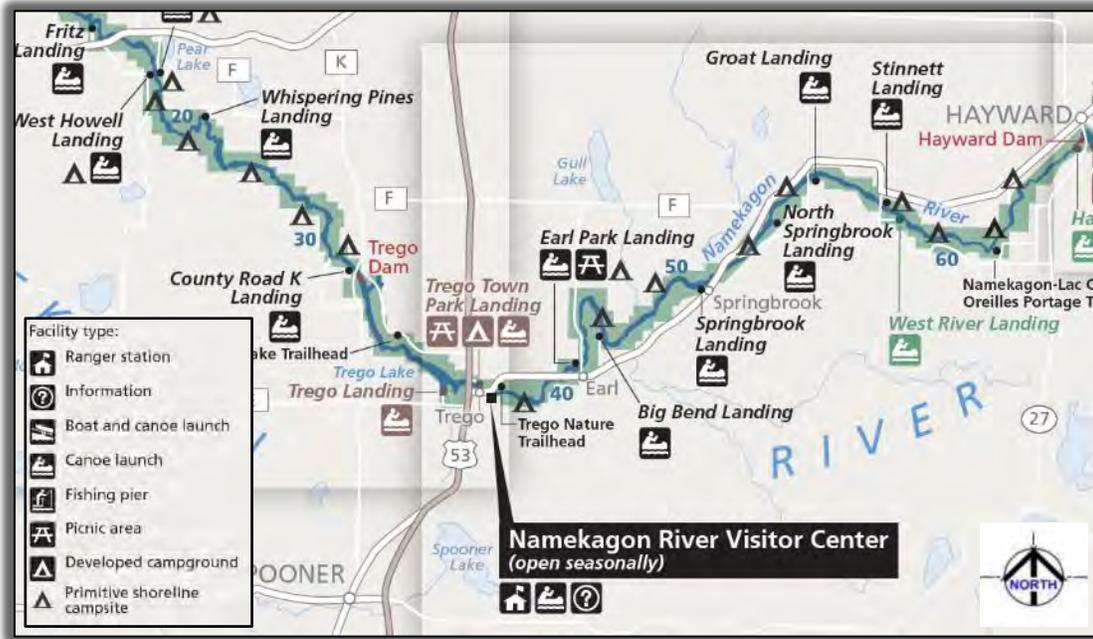


Figure B-8.5 – Map of St. Croix National Scenic Riverway Uses in Trego Area (Source: NPS)

8. Describe the proposed alternative's effects on this property:

- a. Describe any effects on or uses of land from the property. For other areas, include or attach statements from officials having jurisdiction over the property which discusses the alternative's effects on the property: **(A map, sketch, plan, or other graphic which clearly illustrates use of the property and the project's use and effects on the property must be included.)**

The parkland will be occupied on a temporary basis to accommodate slope grading behind a proposed retaining wall. The retaining wall will avoid permanent adverse effects to the Section 4(f) property. See **Figure B-8.6** for details. See **Attachment 25** for correspondence from NPS. See **Attachment 28** for a larger exhibit demonstrating the proposed work adjacent to and within the NPS lands.



Figure B-8.6 – Temporary Occupancy Area of NPS Lands at the NPS Visitor's Center

During construction, access will be maintained to the NPS Visitor's Center at all times during hours of operation. During final design, the construction schedule will be evaluated for periods where necessary construction activities could be completed adjacent to the NPS lands to further minimize impacts to NPS visitor traffic (Memorial Day to Labor Day).

North of the Namekagon River, a cul-de-sac will be constructed as part of the Lakeside Road bridge removal. Access will be provided to the NPS lands from the cul-de-sac through the existing Lakeside Road ROW via foot (no vehicular driveway) per NPS request. See **Figure B-8.7**.

Temporary occupancy will also occur within the Namekagon River (managed as part of the park by NPS). The work within the river will allow for removal of the Lakeside Road bridge pier. The bridge removal will include restoration of the natural area through the bridge site and improve the view for users along the Riverway.

See **Attachment 28** for a larger exhibit demonstrating the proposed work adjacent to and within the NPS lands and within the Namekagon River.

- b. Discuss the following alternatives and describe whether they are feasible and prudent and why:
1. Do nothing alternative: N/A
 2. Improvement without using the 4(f) lands: N/A
 3. Alternatives on new location: N/A

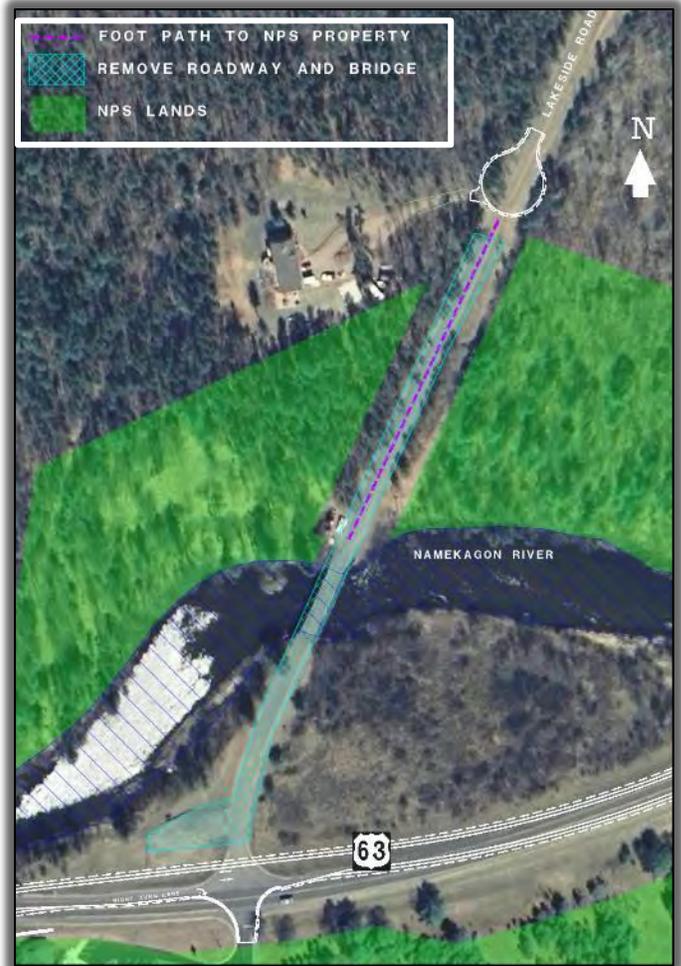


Figure B-8.7 – Lakeside Road and Bridge Closure

Alternative analysis is not required since the Proposed Action will only require temporary occupancy of the Section 4(f) lands. There will be no permanent incorporation of the lands into the transportation project.

9. Indicate which measures will be used to minimize adverse effects, mitigate for unavoidable adverse effects or enhance beneficial effects:

- Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.
- The Small Conversion Policy for Lands Subject to Section 6(f) will be used.
- Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.
- Restoration and landscaping of disturbed areas.
 - Grading will occur behind the wall to ensure positive drainage away from the building. Slopes will be rounded to the maximum extent feasible adjacent to the NPS Visitor's Center.
 - A safety railing will be placed on top of the retaining wall to protect property users and maintenance personnel.
 - The Lakeside Road bridge pier will be removed down to the streambed and no debris from the bridge removal will be allowed in the waterway.
 - All vegetated areas along the Riverway and NPS Visitor's Center will be restored to existing conditions or better and planted with native seed mixes and weed-free mulch.
- Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the Section 4(f) property.
 - Install a retaining wall to avoid permanent incorporation of the facility into the transportation facility.
 - Maintain access during construction to allow for continuous use of the property including the Riverway.
- Payment of the fair market value of the land and improvement taken.
- Improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.
- Such additional or alternative mitigation measures determined necessary based on consultation with officials having jurisdiction. The additional or alternative mitigation measures are listed or summarized below:

- Property is a historic property or an archeological site. The conditions or mitigation stipulations are listed or summarized below:
- Other – Describe:
- WisDOT will acquire a special use permit to access NPS lands near the Visitor's Center and to complete the Lakeside Road bridge removal in the Namekagon River prior to construction

10. Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the property:

(For historic and archeological sites, refer to Factor Sheet B-5 and/or B-6 for documentation. For other unique areas, attach correspondence from officials having jurisdiction that documents concurrence with impacts and mitigation measures.)

Aspects of the work adjacent to and on the NPS property were coordinated with other resource agencies (WDNR, USACE, etc.), local agencies, and the public at all public involvement and project coordination meetings. No specific comments were provided about the use the NPS property on a temporary basis or the proposed work adjacent to the NPS property. WDNR provided comments regarding resource, erosion control, and construction requirements for working in and over the Namekagon River.

NPS is in agreement with the temporary occupancy of a portion of the St. Croix National Scenic Riverway Visitor's Center property and temporary occupancy of the Namekagon River to remove the Lakeside Road bridge pier. All disturbed areas will be restored, the retaining wall will avoid permanent incorporation of the Section 4(f) property into the transportation facility, access will be maintained to the Visitor's Center and along the Riverway during construction, and the Riverway will be restored to natural conditions after removal of the Lakeside Road bridge. NPS correspondence is provided in **Attachment 25**.

The temporary occupancy is not adverse and does not constitute a Section 4(f) use because all of the conditions listed in 23 CFR 774.13(d) are satisfied as follows:

- Duration is temporary (i.e., the time for grading is less than the time needed for construction of the entire project) and there is no change in ownership of the land;
- Scope of the work is minor (i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal with the minor grading and restoration that will occur on the property);
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- The land being used will be fully restored, (i.e., the property will be returned to a condition which is at least as good as that which existed prior to the project); and
- There is documented agreement with NPS (**Attachment 25**) who has with jurisdiction over the Section 4(f) resource regarding the above conditions.

The Lakeside Road bridge over the Namekagon River will be removed. NPS supports removal of the existing deteriorated bridge and restoration of the Riverway through this area. Access will be maintained to the NPS lands located north of the Namekagon River (via foot path through the existing Lakeside Road ROW per NPS request) and therefore there is no constructive use of any of the Section 4(f) lands. See **Figure B-8.7** above. See **Attachment 28** for a larger exhibit demonstrating the proposed work adjacent to and within the NPS lands and within the Namekagon River.

FACTOR SHEET B-8 - SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS (WRST)

Wisconsin Department of Transportation

Alternative: Alternative B - Partial Cloverleaf Interchange at Relocated US 63 and County E	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1197-00-00
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1. Property Name:

Wild Rivers State Trail (WRST)

2. Location:

Along old rail corridor east of US 53 (See **Figure B-8.8**). An existing aerial map showing the WRST and other trails within the project area is provided in **Attachment 3**.

3. Ownership or Administration:

Wisconsin Department of Natural Resources (WDNR)

4. Type of Resource:

- Public Park
- Recreational lands
- Ice Age National Scenic Trail
- NRCS Wetland Reserve Program
- Wildlife Refuge
- Waterfowl Refuge
- Historic/Archaeological Site eligible for the National Register of Historic Places (NRHP)
- Other – Identify: The WRST is a recreational trail that occupies both WisDOT Rails and Harbors Section lands and WDNR lands within the project area. Outside of the project limits the WRST occupies both WDNR and Washburn County lands. The WRST is located on a former railroad corridor with known reversionary rights in the project area which can be returned to railroad use in the future, if desired. There is also an active railroad line located next to the WRST directly within the project area.

5. Do FHWA requirements for section 4(f) apply to the project's use of the property?

- No - Check all that apply:
 - Project is not federally funded
 - No land will be acquired in fee or PLE and the alternative will not affect the use
 - Property is not on or eligible for the NRHP
 - Property is on or eligible for the NRHP however includes a *De Minimis* effect finding
 - Interstate Highway System Exemption.
 - Other - Explain: Within the project area, the WRST is located on an old railroad corridor with reversionary rights to be used for transportation purposes in the future. Section 23 CFR 774.11(h) states that Section 4(f) does not apply to properties formally reserved for future transportation facilities. Also, Section 23 CFR 774.13(f) designates that trail facilities located within highway ROW and not constrained to a specific location with the ROW are not subject to Section 4(f). While Section 4(f) does not apply within the project area, the WRST is an important recreational resource for the Trego area and in northwestern Wisconsin.
- Yes - Check all that apply:
 - Indicate which of the Programmatic/Negative Declaration 4(f) Evaluation(s) applies.
 - Historic Bridge
 - Park minor involvement
 - Historic site minor involvement
 - Independent bikeway or walkway
 - Great River Road
 - Net Benefit to Section 4(f) Property - Explain: _____
 - Determination of a *De Minimis* Impact to Section 4(f) property approved.
 - Full Section 4(f) evaluation approved on _____.

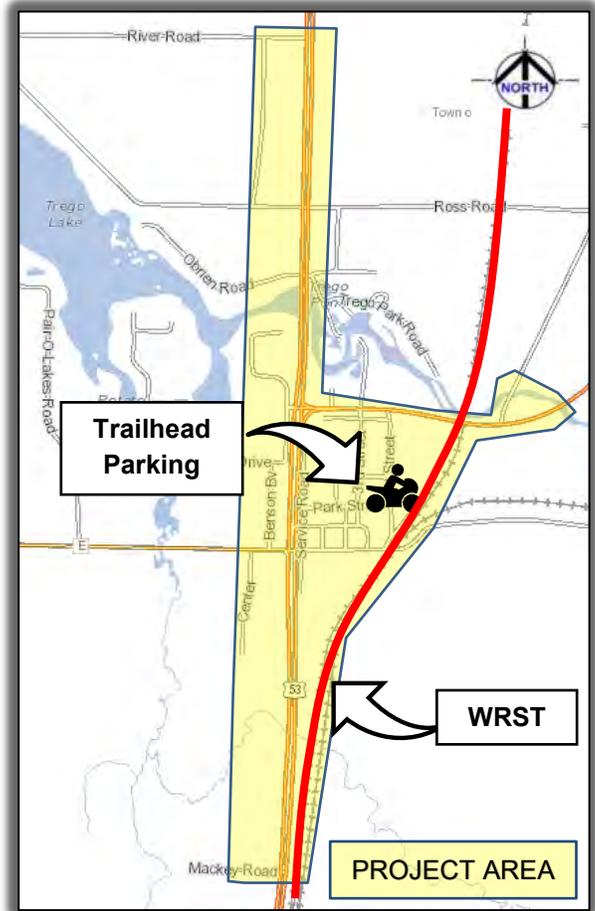


Figure B-8.8 – WRST Trail through Trego

6. Was special funding used to acquire the land or to make improvements on the property?

- No - Special funding was not used for the acquisition of this property.
- Yes:
 - s.6(f) LWCF (Formerly LAWCON).
 - Dingell-Johnson (D/J funds).
 - Pittman-Robertson (P/R funds).
 - Other – Describe:

7. Describe the significance of the property:

For other unique areas, include or attach statements of significance from officials having jurisdiction.

See **Attachment 20** for WDNR correspondence regarding the WRST and **Attachment 31** for plan details along the WRST. The WRST stretches 104-miles through Douglas, Washburn, and Barron counties in northwest Wisconsin. The WRST is managed by WDNR and is maintained by each of the three counties it passes through. The area surrounding the WRST is rich in natural resources and wildlife habitat. The trail crosses numerous rivers and streams, including the Namekagon River, a federally designated river which is part of the St. Croix National Scenic Riverway.

The WRST, following a former railroad corridor, begins just south of Superior, near the intersection of County Highway C and County Highway A and passes through the communities of Solon Springs, Gordon, Minong, Trego, Spooner, and Haugen, ending in Rice Lake. The WRST connects to other state and local trails through the system. There is an active railroad line that is located parallel to a portion of the WRST between Spooner and Trego.

Trail activities include use of ATVs, snowmobiles, walking, bicycling, and horseback riding. A map of the overall trail is shown in **Attachment 29** and a map through Washburn County is shown in **Figure B-8.9** below.

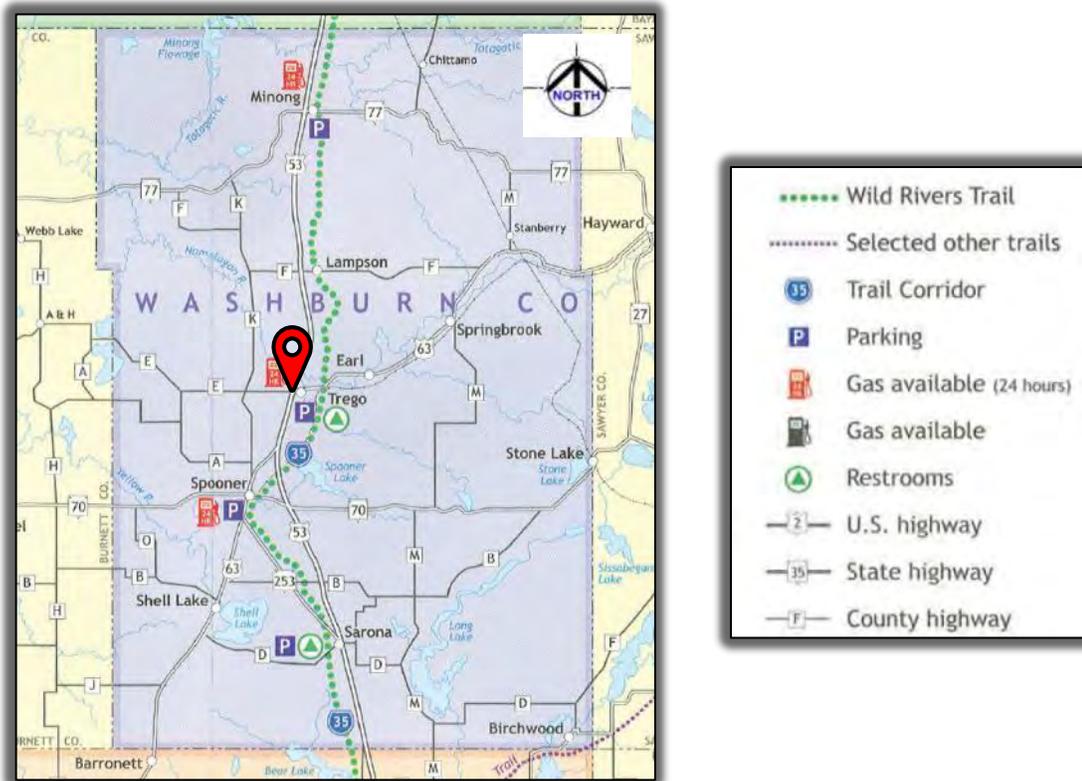


Figure B-8.9 – Map of WRST Trail in Washburn County (Source: WDNR)

Within the unincorporated Trego area, the WRST follows an old railroad corridor east of US 53 crossing Oak Hill Drive at-grade and then crossing existing US 63 and the Namekagon River via a bridge (See **Figure B-8.10**). The existing bridge over US 63 has less than desirable clearance (14'-5" existing; 17'-9" desirable) and has been previously been hit by trucks. There is an active railroad line that is located parallel to a portion of the WRST within the project area near Oak Hill Drive.



**Figure B-8.10 – Existing WRST Bridge Over US 63
(View Looking East Along Northbound US 63)
(Source: Google)**

Within the Trego area, there is a WRST trailhead parking lot and restrooms located north of Oak Hill Drive. A portion of the WRST along with the trailhead parking lot and restrooms occupy and are permitted on WisDOT Rails and Harbors Section ROW. The WRST is also part of the nationwide Rails-to-Trails Conservancy program. Rails-to-Trails is a nationwide network of trails on former rail lines and connecting corridors that are being used for recreational purposes to build healthier places for healthier people. The WRST is located on ROW with reversionary rights to be used for transportation purposes in the future in the project area. Per Section 23 CFR 774.11(h), Section 4(f) does not apply to properties formally reserved for future transportation use as a railroad facility. Also, Section 23 CFR 774.13(f) designates that trail facilities located within highway ROW and not constrained to a specific location with the ROW are not subject to Section 4(f).

The WRST also connects to a county trail known as Trail 7A on the west side of US 53. Trail 7A is located on private lands and is managed by Washburn County and the local ATV/snowmobile club. Trail 7A is not a Section 4(f) resource. The WRST and Trail 7A are connected via an unpermitted crossing of US 53. An existing trail map in the unincorporated Trego area is shown in **Attachment 3**.

8. Describe the proposed alternative's effects on this property:

- a. Describe any effects on or uses of land from the property. For other areas, include or attach statements from officials having jurisdiction over the property which discusses the alternative's effects on the property: **(A map, sketch, plan, or other graphic which clearly illustrates use of the property and the project's use and effects on the property must be included.)**

Work Along the WRST

Work will occur at multiple locations along the trail. See **Attachment 30** for an overview map showing the proposed recreational trail work in the project area. See **Attachment 20** for WDNR correspondence regarding the WRST and **Attachment 31** for plan details along the WRST.

A description of the proposed work along the WRST follows:

- To eliminate the unpermitted crossing of US 53 between the WRST and Trail 7A, the crossing will be moved south to Mackey Road. The new crossing location will improve safety for recreational crossing movements by allowing for refuge in the US 53 median and by providing a crossing location where US 53 traffic could anticipate crossing movements prior to the US 53-63 interchange. A new railroad crossing will be installed at the active track located between WRST and US 53. Minor grading work will occur on the WRST to make the new connection. Recreational traffic will be maintained between the WRST and Trail 7A at all times. Trail 7A will follow the proposed West Frontage Road.
- WRST crosses Oak Hill Drive within the existing at-grade railroad crossing. As part of the Proposed Action, Oak Hill Drive will be reconstructed up to the at-grade railroad crossing to realign Oak Hill Drive with the proposed US 63. The WRST crossing of Oak Hill Drive near the railroad crossing will remain in place. Recreational traffic will be maintained across Oak Hill Drive during construction.

- There is an existing WRST trailhead and restroom facility located north of Oak Hill Drive along the WRST. A portion of the WRST as well as the entire trailhead parking lot and restroom facility occupy existing WisDOT ROW. To accommodate the proposed new alignment of US 63, the trailhead parking lot will be reconstructed to a similar size as the existing parking lot. The existing restroom facility will remain. Access to the trailhead parking will occur from proposed US 63. Reconstruction of the parking lot will be staged and use of the parking lot and access to the WRST will be maintained at all times.
- To accommodate proposed US 63, a new bridge will be constructed on the existing grade of the WRST and US 63 will pass under the WRST. The bridge will accommodate a 12-foot trail in the ultimate condition. The proposed US 63 improvements will require permanent incorporation (anticipated permanent highway easement) of approximately 3.5-acres of WDNR owned land which is part of the WRST right-of-way and is subject to reversionary rights for future transportation uses. The bridge is proposed to be constructed during summer months (ATV season). Throughout construction, access to the WRST will be maintained with a temporary detour along US 63 and Lakeside Road. All local roads within Washburn County are ATV routes and the detour route adds approximately ½-mile of additional travel along trail. See **Figure B-8.11** for a detailed map of the proposed WRST detour route.

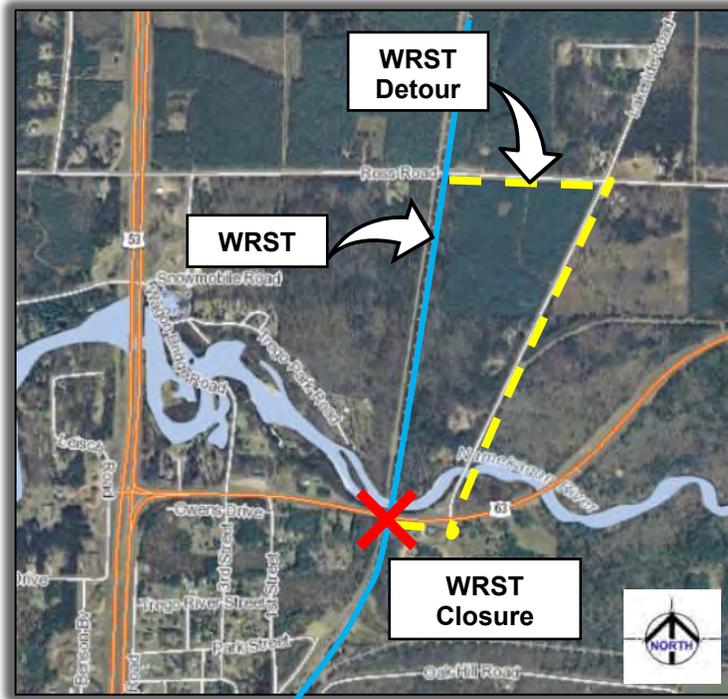


Figure B-8.11 – Proposed WRST Temporary Detour

- b. Discuss the following alternatives and describe whether they are feasible and prudent and why:
1. Do nothing alternative: Not applicable – do nothing alternative would not address project needs.
 2. Improvement without using the 4(f) lands: Not applicable – lands are not Section 4(f).
 3. Alternatives on new location: The alternative is on new location. Since US 63 crosses the WRST, any alternatives that avoids the WRST at this specific location would result larger and more severe impacts at another location including potential relocations, new land conversions, potential impacts to the NPS owned lands (Section 6(f) and Section 4(f) resource), and possible impacts to the Namekagon River in order to connect to existing US 63.

9. Indicate which measures will be used to minimize adverse effects, mitigate for unavoidable adverse effects or enhance beneficial effects:

- Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.
- The Small Conversion Policy for Lands Subject to Section 6(f) will be used.
- Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.
 - The WRST trailhead will be replaced with a similar sized parking area.
 - Crossings of US 53 (connection from Trail 7A to WRST) and Oak Hill Drive will be improved. The US 53 crossing will be permitted by WisDOT.
- Restoration and landscaping of disturbed areas.
 - All vegetated areas will be restored to existing conditions or better with topsoil, seed, and erosion control.
 - The WRST will be restored with an aggregate driving surface where disturbed.

- Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the Section 4(f) property.
- Payment of the fair market value of the land and improvement taken.
- Improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.
- Such additional or alternative mitigation measures determined necessary based on consultation with officials having jurisdiction. The additional or alternative mitigation measures are listed or summarized below:
- Property is a historic property or an archaeological site. The conditions or mitigation stipulations are listed or summarized below:
- Other – Describe:
Incorporation of design features and habitat features where necessary to reduce or minimize impacts to this unique area include:
 - Maintenance of the existing trail grade and typical section to minimize impacts to WDNR owned property.
 - Maintenance access during construction to allow for continuous use of the recreational facility and for connection to Trail 7A.

10. Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the property:

(For historic and archeological sites, refer to Factor Sheet B-5 and/or B-6 for documentation. For other unique areas, attach correspondence from officials having jurisdiction that documents concurrence with impacts and mitigation measures.)

Aspects of the work adjacent to and on the WRST were coordinated with other resource agencies (WDNR, USCAE, etc.), local agencies, Washburn County (trails), Rolling Hills Snowmobile Club, and the public at all public involvement and project coordination meetings. Comments on the recreational trails were received regarding the need to:

- Maintain access to the WRST and Trail 7A throughout construction.
- Provide a safe crossing of US 53 for the connection between WRST and Trail 7A.

WDNR is in agreement with the proposed adjustments to the WRST and WRST trailhead parking area. All disturbed areas will be restored and access will be maintained to the site during construction. WDNR correspondence regarding acquisition and proposed work along the WRST is provided in **Attachment 20**. WDNR agrees there will be no permanent or temporary adverse effects to the WRST due to the Proposed Action. Exhibits of the proposed work on the WRST are provided in **Attachment 31**.

FACTOR SHEET B-9 - AESTHETICS EVALUATION

Wisconsin Department of Transportation

Alternative: Alternative B - Partial Cloverleaf Interchange at Relocated US 63 and County E	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1197-00-00
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1. Landscape Characteristics:

- a. Identify and briefly describe the visual character of the landscape:

The landscape in the project area consists primarily of low-density to medium-density residential land uses with commercial/retail uses concentrated around the County E and US 63 intersections with US 53 within the unincorporated area of the Town of Trego. See **Attachment 1** for an aerial map of the project study area. The residential properties have both open grassland and wooded land cover. Surrounding the unincorporated area of the Town of Trego are wooded lands and the natural features such as rivers and streams. Residential development is more sparsely spaced outside of the unincorporated area of the Town of Trego.

The existing commercial and residential development are visible from the existing roadways in the project area. The existing roadways are generally located at similar elevations to the adjacent development. Existing street views along US 53 are shown in **Figure B-9.1**, **Figure B-9.2**, and **Figure 9.3** below.



Figure B-9.1 – Existing Street View at US 53 and County E/Oak Hill Drive Intersection (Looking North) (Source: Google)



Figure B-9.2 – Existing Street View at US 53 and US 63/Liesch Road Intersection (Looking North) (Source: Google)



Figure B-9.3 – Existing Street View on US 53 Northbound Near Proposed Interchange Location (Looking North) (Source: Google)

Views of the Namekagon River (St. Croix National Scenic Riverway) are present along US 53 (existing river crossing, no work), Lakeside Road (existing river crossing to be removed), and along the north side of US 63 near the NPS Visitor's Center (see **Figures B-9.4, B-9.5, and B-9.6**) where the US 63 roadway passes closest to river.



Figure B-9.4 – US 63 Adjacent to the Namekagon River



Figure B-9.5 – View of the Namekagon River from US 63/Lakeside Road Intersection (Looking West) (Source: Google)



Figure B-9.6 – WRST Trail over the Namekagon River (Looking East) (Source: Google)

- b. Indicate the visual quality of the view-shed and identify landscape elements which would be visually sensitive:

The visual quality of the view-shed along US 53 and other local roadways is generally of developed areas within the project area. The visual quality of the view-shed to the Namekagon River (part of the St. Croix National Scenic Riverway) is pleasing to users of US 53 and US 63 as well as recreational users of the WRST.

2. User/viewer Characteristics:

- a. Identify and discuss the viewers who will have a view of the improved transportation facility:

The property owners located adjacent to US 53, US 63, and the local roads will have a view of the improved transportation facility. The general number adjacent property owners who will have a view of the improved transportation facility is generally low (<100).

Local road users including automobile traffic, bicyclists, and pedestrians as well as recreational users of the WRST and other area recreational trails will have a view of the improved roadways. **Figure B-9.7** shows the existing view looking north from the intersection Oak Hill Drive and Park Street next to the WRST. The proposed US 63 will follow this corridor and will be visible from the WRST and adjacent residential properties.



Figure B-9.7 – Oak Hill Drive and Park Street adjacent to the WRST (Looking North) (Source: Google)

Users of the Namekagon River have a limited view of the US 63 transportation facility due to the grade difference between the river water surface and the existing and proposed roadways. There is an existing tree buffer between the river and US 63. Users of the river pass under the Lakeside Road (bridge to be removed) and the existing US 53 freeway bridges (no work). The Lakeside Road bridge removal will restore more natural views through this area of the river.

- b. Identify and discuss users of the transportation facility who will have a view from the facility:

Through and local traffic, commuters, and tourists using the US 53, US 63, and local roadways have views from the proposed improvements. The general number of viewers who have a view from the improved transportation facility is generally high (+/-12,000 per day).

3. Effects:

- a. Describe whether and how the project would affect the visual character of the landscape:

The project will have some impacts on the existing visual character of the landscape. Trees and vegetation will be removed along the proposed West Frontage Road (on new alignment), near the new US 53/US 63 interchange, and along the proposed US 63 (on new alignment) to construct the proposed improvements. The users of the WRST will pass over proposed US 63 on a new bridge structure.

- b. Indicate the effects the project would have on the viewer groups:

- There are no anticipated major effects to the viewers from the US 53 roadway.
- US 63 roadway users will travel on new alignment on the east side of the unincorporated area of the Town of Trego and views will be of residential homes, the WRST, and the active railroad line.
- Some adjacent property owners will have views of the new facilities due to removal of trees and vegetation along the proposed West Frontage Road (on new alignment), near the new US 53/US 63 interchange, and along the proposed US 63 (on new alignment).
- Users of the WRST will have a view of the proposed US 63 transportation facility (on new alignment) and users of other area recreational trails (Trail 7A) will have a view of the proposed West Frontage Road (on new alignment).
- There is no anticipated change in the view shed of the Namekagon River for users of the WRST since there will be no change in grade along the trail.
- Users of the Namekagon River have a limited view of the US 63 transportation facility due to the grade difference between the river and the existing and proposed roadways. There is an existing tree buffer between the river and US 63. No trees will be removed outside of the US 63 clear zone adjacent to the Namekagon River. Due to the realignment of US 63 under the WRST further south of the river, no major

changes in view shed to the proposed US 63 transportation facility or the proposed WRST bridge over US 63 are anticipated.

- With removal of the Lakeside Road bridge, this will reduce the river users view of this existing transportation facility and the natural area will be restored. Users of the river will continue to pass under the existing US 53 freeway bridges (no work).

4. Mitigation:

a. Have aesthetic commitments been made?

No

Yes - Discuss:

- During final design, the project will further evaluate measures to minimize impacts to property owner frontages to maintain any existing visual buffers to and from the highway facilities, where feasible.
- No trees will be removed outside of the US 63 clear zone along the Namekagon River.
- During final design, a stained field stone pattern will be evaluated on the proposed retaining wall located adjacent to the NPS Visitor's Center to mimic natural field stone and colors

FACTOR SHEET C-1 - WETLANDS EVALUATION

Wisconsin Department of Transportation

Alternative: Alternative B - Partial Cloverleaf Interchange at Relocated US 63 and County E	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1197-00-00
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1. Describe Wetlands:

Site Number with Map Indicator	● Site 1	● Site 2	● Site 3	● Site 4				
Location County	Washburn	Washburn	Washburn	Washburn				
Location (Section-Township-Range)	Section 3, T39N, R12W	Section 2/3, T39N, R12W	Section 35, T40N, R12W	Section 35, T40N, R12W				
Location Map	See Figure C-1.1 for Wetland Impact Site Map See Figure C-1.2 to Figure C-1.4 for Detailed Sites (hatched areas show estimated impacts)							
Wetland Type(s)¹	RPF, AB	RPF, RPE, AB	RPE, RPE(D), and RPF	RPE				
Total Wetland Loss (acres)	0.51	0.22	0.36	0.03				
Wetland is: (Check all that apply)²	Yes	No	Yes	No	Yes	No	Yes	No
Isolated from stream, lake or other surface water body		X		X		X		X
Not contiguous (in contact with) a stream, lake, or other water body, but within 5-year floodplain		X		X		X		X
If adjacent or contiguous, identify stream, lake or water body by Section-Township-Range	Potato Creek – Section 3, T39N, R12W	Potato Creek – Section 2 and 3, T39N, R12W	Namekagon River – Section 35, T40N, R12W	Namekagon River – Section 35, T40N, R12W				

¹Use wetland types as specified in the “WisDOT Wetland Mitigation Banking Technical Guideline, Table 3-C”

²If 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.

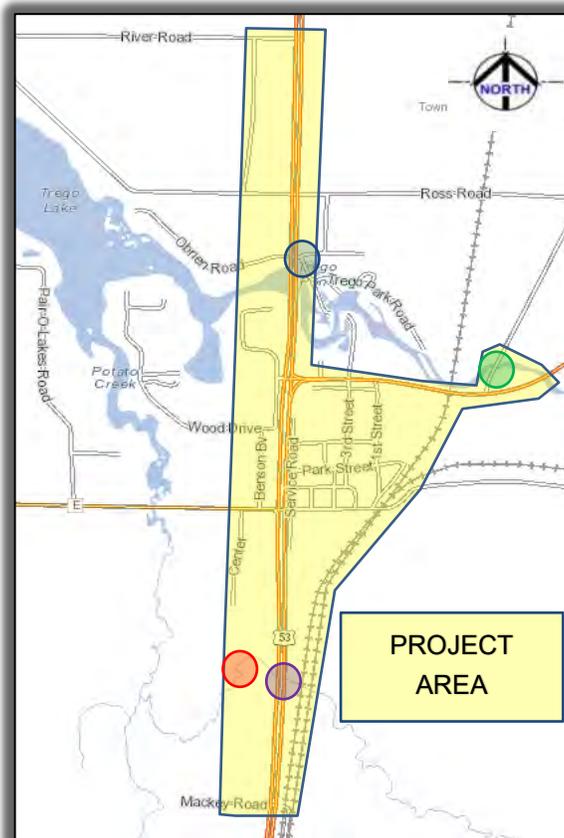


Figure C-1.1 – Wetland Impact Site Map



Figure C-1.2 – Preliminary Wetland Impact Sites 1 and 2



Figure C-1.3 – Preliminary Wetland Impact Site 3



Figure C-1.4 – Preliminary Wetland Impact Site 4

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

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

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

Anticipated work within the wetlands will 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. The Lakeside Road bride pier will be removed from the aquatic bed of the Namekagon River.

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

The wetland areas affected by this project are grassed and wooded wetland corridors that contain various terrestrial and aquatic habitats. These habitats provide for both permanent and seasonal migratory uses for a diversity of species across US 53 through the existing culverts and bridges. Species that utilize these wetlands include raccoons, possum, turtles, skunks, rabbit, muskrats, other small mammals, frogs, various amphibians and reptiles, waterfowl, song birds, and other raptors.

5. Federal Highway Administration (FHWA) Wetland Policy:

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

Statewide Wetland Finding:

NOTE: All three boxes below must be checked for the Statewide Wetland Finding to apply.

- Project is either a bridge replacement or other reconstruction within 0.3 mile of the existing location.
- The project requires the use of 7.4 acres or less of wetlands.
- The project has been coordinated with the WDNR 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. US 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: 1.12

Type of 404 permit anticipated:

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

Note: USACE is in the process of implementing changes to the permitting processes and types. Coordination is ongoing with USACE to determine final permit type.

Indicate which GP or LOP is required:

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

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

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

- No Section 10 Waters.

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

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

Status of PCN: The Namekagon River is a Section 10 waterway. Coordination with USACE is ongoing. A combined Section 10/404 permit will be completed and obtained by WisDOT prior to construction of the Proposed Action. The permit will be submitted to USACE during final design and final approval will be obtained prior to construction. NPS will cooperatively review the Section 10/404 permit and provide an effect determination for the Lakeside Road bridge removal work that will need to occur in the Namekagon River.

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:

- Placing the new West Frontage Road Potato Creek crossing in the same location as an existing ATV trail bridge crossing
- Minimizing widening of the roadway on US 53 to avoid additional wetland impacts at the box culvert replacement on Potato Creek
- Maintaining existing profiles on US 63 to avoid additional fill slopes into wetlands or the Namekagon River

2. Indicate the total area of wetlands avoided:

Acres: 0.5 (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.:

Minimization measures include:

- Structure type selection on the West Frontage Road and US 53 over Potato Creek will be selected to minimize impacts to the streambed of Potato Creek and guardrail with steeper slopes can be used minimize impacts.
- Using steeper slopes outside of the clear zone (4:1 desirable, 3:1 max) on US 63 can be used to minimize wetland impacts.

During final design, additional wetland avoidance and minimization measures will be evaluated.

2. Indicate the total area of wetlands saved through minimization:
Acres: 0.1 (estimated)

10. Compensation for Unavoidable Wetland Loss:

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

	Type	Acre(s) Loss	Ratio	Compensation Type and Acreage			
				On-Site	Near/off Site	Consolidation Site	Bank Site**
RPF(N)	Riparian wetland (wooded)	0.65	1.5:1				Type M, 0.98 Acres
RPF(D)	Degraded riparian wetland (wooded)	0.08	1.1:1				Type M, 0.09 Acres
RPE(N)	Riparian wetland (emergent)	0.18	1.3:1				Type M, 0.23 Acres
RPE(D)	Degraded riparian wetland (emergent)						
M(N)	Wet and sedge meadows, wet prairie, vernal pools, fens						
M(D)	Degraded meadow						
SM	Shallow marsh						
DM	Deep marsh						
AB(N)	Aquatic bed	0.21	1.0:1				Type M, 0.21 Acres
AB(D)	Degraded aquatic bed						
SS	Shrub Swamp, shrub carr, alder thicket						
WS(N)	Wooded swamp						
WS(D)	Degraded wooded swamp						
Bog	Open and forested bogs						

D = Degraded, N = Non-degraded

**Beaver Brook Wetland Mitigation Bank Site, Washburn County

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

Not applicable. On-site mitigation was evaluated and determined to be not feasible due to cost and risk, in comparison to the potential yield of wetland credits. It is anticipated that credits will be available from a WisDOT wetland mitigation bank site that will be within the drainage area and floristic province.

At the Lakeside Road removal north of US 63, the existing ROW area will be restored with native seed mixes and weed-free mulch along the Namekagon River. The old roadway will be excavated which will allow for some additional floodplain storage and native area regrowth along the river with potential for some wetland restoration.

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 and USACE. Correspondence with WDNR and USACE are included in **Attachment 20** and **Attachment 22**, respectively. Coordination will continue with WDNR and USACE to permit wetland fills and obtain water quality certification/final concurrence for the Proposed Action. Review of the Section 10/404 permit will also occur by NPS due to the Lakeside Road bridge pier removal in the Namekagon River.

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.

In coordination with WDNR, the area where Lakeside Road will be removed contiguous to the Namekagon River and will be restored to a natural area. Less than 0.5-acres has the potential for being restored to floodplain storage or wetlands (**Figure C-1.5**). Any restoration of this area would need to consider the following:

- Avoidance of removal of the tree buffer along the Namekagon River
- Maintenance of a roadside buffer along US 63 to treat runoff from pavement areas
- Proper planting methods to minimize invasive species being introduced along the Namekagon River
- Special erosion control measures to avoid temporary changes in water quality with excavation in close proximity to the Namekagon River

The existing ROW area will be restored with native seed mixes and weed-free mulch. The old roadway will be excavated which will allow for some additional floodplain storage and native area regrowth along the river with potential for some wetland restoration. Additional coordination is required with WDNR, USACE, and NPS to determine the final details in this area.



Figure C-1.5 – Potential Restoration Area at Lakeside Road

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

Wisconsin Department of Transportation

Alternative: Alternative B - Partial Cloverleaf Interchange at Relocated US 63 and County E	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1197-00-00
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1. Stream Name:

The waters of the state present within the project area include Namekagon River and Potato Creek. See **Figure C-2.1** for a waterway location map.

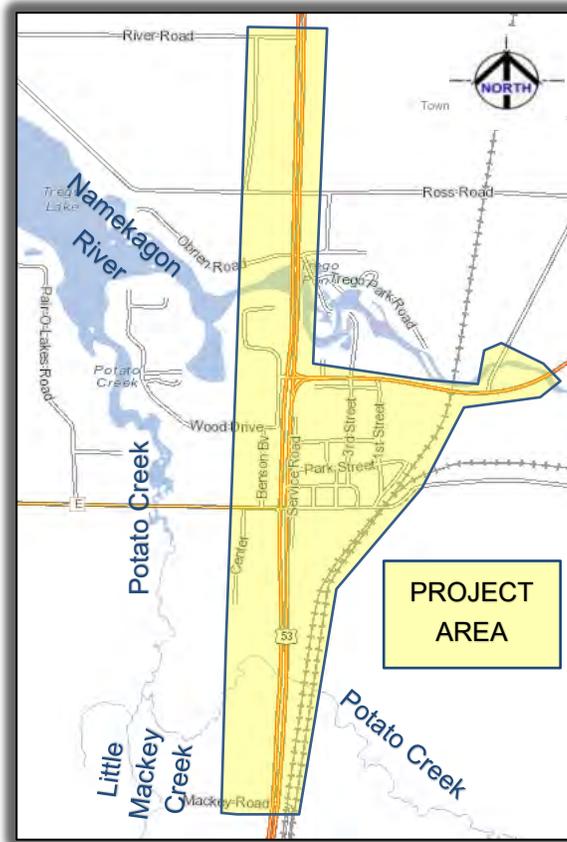


Figure C-2.1 – Project Area Waters of the State (Source: WDNR)

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

- Unknown
- Warm water: Namekagon River and Potato Creek
- Cold water
- If trout stream, identify trout stream classification:
- Wild and Scenic River: Namekagon River (part of the St. Croix National Scenic Riverway)

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

All streams are part of the Trego Lake-Middle Namekagon River watershed draining over 269 square miles. The watershed is shown in **Figure C-2.2** below.



Figure C-2.2 – Trego Lake-Middle Namekagon 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: (varies by season)

- Namekagon River: 8-feet
- Potato Creek: 3-feet

C. Vegetation in Stream

- Absent: Namekagon River
- Present: Potato Creek - vegetation mats with unknown plant types and woody debris also present

D. Identify Aquatic Species Present:

Per coordination with WDNR, there are various fish and aquatic species present in both streams. Fish species include musky, walleye, northern pike, smallmouth bass, lake sturgeon, suckers, panfish, and minnows. Mussels are present within both the Namekagon River and Potato Creek (see **Factor Sheet C-7**).

Invasive species (plants such as milfoil and aquatic organisms) can be present in area lakes and streams and decontamination measures will be implemented during construction to avoid spreading any invasive species.

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

Water quality is considered good per WDNR. Wisconsin has designated the Namekagon River (part of the NPS St. Croix National Scenic Riverway), one of the state's highest quality waters, as an Outstanding Resource Water (ORW). Waters designated as ORW are surface waters which provide outstanding recreational opportunities, support valuable fisheries and wildlife habitat, have good water quality, and are not significantly impacted by human activities. ORW status identifies waters that the State of Wisconsin has determined warrant additional protection from the effects of pollution. These designations are intended to meet federal Clean Water Act

obligations requiring Wisconsin to adopt an “antidegradation” policy that is designed to prevent any lowering of water quality – especially in those waters having significant ecological or cultural value (Source: WDNR).

F. Is this river or stream on the DNR’s “Impaired Waters” list?

- No
- Yes - List:

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

- Not Applicable
- None identified
- Yes – Identify Bird Species present and number estimated number of nests:

- Swallows were identified on the existing ATV trail bridge over Potato Creek by WDNR (number of nests not identified in their correspondence). This bridge is located at the proposed location of the West Frontage Road Potato Creek crossing. The ATV trail bridge will be removed and replaced with a new structure to carry West Frontage Road traffic. No nests were observed during an October 2017 site visit.
- No nests have been observed on the US 53 box culvert over Potato Creek.
- No nests have been observed on the Lakeside Road bridge over the Namekagon River.

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

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

While no active nests were identified during the initial field reviews, the contract will include provisions for protecting swallows. Structure work will either occur only between August 30 and May 1 (non-nesting season) or utilize measures to prevent nesting (e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1) to avoid impacts to migratory birds that may be nesting on any of the structures to be removed.

8. Describe land adjacent to stream:

Land adjacent to the project area streams includes residential, commercial, and recreational land uses as well as wetlands and woodlands.

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

There are no upstream dischargers or receivers within 0.5-miles of the project site on Potato Creek.

- Little Mackey Creek (Class II trout stream) flows into Potato Creek approximately 0.5-miles downstream of the project site.
- Potato Creek enters the Namekagon River approximately 0.7-miles west of US 53 (downstream of the project site).

There are no upstream dischargers or receivers within 0.5-miles of the project site along the Namekagon River.

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 53 is an existing crossing encroachment of Potato Creek and the Namekagon River. Lakeside Road is an existing crossing encroachment of the Namekagon River. The existing ATV trail located west of US 53 is an existing crossing encroachment of Potato Creek. The proposed work at Potato Creek and the Namekagon River is described below.

Work Location (Figure C-2.3)	Description of Work
	Replace existing ATV trail bridge with new structure on the West Frontage Road (crossing encroachment); slope and roadway grading adjacent to waterway and work over/in waterway to construct new structure. There are mapped floodplains at this location.
	Replace the existing deteriorated box culvert on US 53 with a new structure (crossing encroachment); slope and roadway grading adjacent to waterway and work over/in waterway to construct new structure. There are mapped floodplains at this location.
	No work on US 53 over the Namekagon River (Section 10 waterway). There are mapped floodplains at this location.
	Remove existing Lakeside Road bridge over the Namekagon River (Section 10 waterway). Work within the waterway will include removing the existing pier down to the streambed. There are mapped floodplains at this location.

Project area floodplain mapping and project work locations are shown in **Figure C-2.3**.



Figure C-2.3 – Project Area Floodplain Mapping and Works Locations (Source: WDNR and 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 will not increase the backwater of any of the waterways in the project area. All structures will be sized to pass the 100-year design event. The project is in compliance with NR116.

Hydraulic analyses are ongoing for replacement of the US 53 box culvert over Potato Creek and the new structure over Potato Creek on the proposed West Frontage Road. The structures will be sized to accommodate the 100-year storm event without increases in backwater.

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

Washburn County Zoning designates permitting and coordination to WDNR for discharges and changes to floodplains for WisDOT/WDNR cooperative projects. Per Washburn County Zoning, a copy of any permits can be provided for file but they do not review for issues related to Washburn County floodplain zoning ordinances. Washburn County has been involved in the local agency coordination aspects of the project. No permits are anticipated from Washburn County and no changes to the floodplain are proposed. Any additional coordination with Washburn County Zoning, if required, will be completed during the final design process.

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 Proposed Action will have no impacts on planned floodplain uses.

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

There will be no long-term effects on water quality within the floodplains. During construction, there could be a slight impact to the water quality directly within the project work area, but this will be contained within the project site through the use of silt fence, turbidity barrier, erosion bales, and other Best Management Practices to control erosion. Implementation of best management practices will avoid adverse impacts to aquatic plants, animals, and fish. Mussels present within the project area will be relocated (see **Factor Sheet C-7**). After construction, the water quality directly within the project area will return to preconstruction conditions.

The Proposed Action is required to meet post-construction standards for Total Suspended Solids (TSS) (80% in new construction areas, 40% in reconstruction areas) per TRANS 401. Based on proposed construction types, the overall project TSS reduction target goal is 57.9%. Peak flow requirements under TRANS 401 are also required in new construction areas (control of 2-year storm in pre versus post development). The Proposed Action is exempt from infiltration requirements (infiltrate up to 2% of project site) under TRANS 401 although some infiltration could occur providing additional stormwater treatment and control due to the sandy soil conditions in the project area.

The Proposed Action provides for total suspended solids reduction through implementation of Best Management Practices. Design features will include a combination of strategies including vegetated swales, detention/retention basins, and filter strips to provide stormwater treatment and peak flow control. Riprap (stone) aprons near storm sewer outlets will be used to transfer and dissipate stormwater energy since the riprap will aid in slowing runoff velocities. Any stormwater outfalls will be placed to maintain buffers from waterways and wetlands, where feasible, as defined in TRANS 401.

16. Are measures proposed to enhance beneficial effects?

- No
- Yes. Describe:

FACTOR SHEET C-7 - THREATENED, ENDANGERED and PROTECTED RESOURCES EVALUATION

Wisconsin Department of Transportation

Alternative: Alternative B - Partial Cloverleaf Interchange at Relocated US 63 and County E	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1197-00-00
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Federal Resources

1. Complete the following table using the Official Species List from U.S. Fish and Wildlife Service (USFWS).

Date of Official Species List: June 6, 2017 (see **Attachment 23** for USFWS correspondence)

Document all species identified on Official Species List, including proposed species (**Table C-7.1**).

Table C-7.1 – Federal Species Listed on USFWS Official Species List				
Species Common Name	Species Scientific Name	Federal Status	Effect Determination	Justification/ Explanation
Canada Lynx	<i>Lynx canadensis</i>	Threatened	No effect	No known habitat at project site
Gray wolf	<i>Canis lupus</i>	Endangered	No effect	No known habitat at project site
Kirtland's Warbler	<i>Setophaga kirtlandii</i>	Endangered	No effect	No known habitat at project site
Northern long-eared bat (NLEB)	<i>Myotis septentrionalis</i>	Threatened	May affect, not likely to adversely affect	Tree clearing within project area, no known hibernacula or roosts within ¼-mile of the project per WDNR coordination

2. Is there designated or proposed critical habitat in the vicinity of the project?

- No
- Yes – Describe critical habitat, proximity to project, and potential impacts to the critical habitat.

3. Has Section 7 consultation with USFWS been completed?

- No – Explain:
- Yes – Describe consultation efforts and conclusions: See **Attachment 23**.

USFWS agreed with the “No Effect” determinations for the Canada Lynx, Gray wolf, and Kirtland's Warbler. For the NLEB, USFWS concurred with determination that the proposed project “May affect but will not likely adversely affect” the NLEB.

Impacts to the NLEB from loss of available suitable habitat are anticipated to be insignificant or discountable within the Proposed Action area, based on the following:

- All of the estimated 43 acres of forest will be cleared between October 1 and March 31 at a time when the species is not present, therefore no mortality is anticipated.
- Tree clearing will occur along an estimated 3-miles of existing roadways. The impacted habitat is already disturbed by noise and human influence and the available roosting/foraging habitat surrounding the action area is not limiting.
- The proposed project is not anticipated to reduce habitat connectivity and no known roosts or hibernaculum are near to the Proposed Action.

4. Are avoidance, minimization or compensatory mitigation measures required?

- No
- Yes – Describe. Include commitments on Basic Sheet 8, Environmental Commitments.

All tree clearing will occur between October 1 and March 31 to avoid any mortality of the NLEB.

State Resources

1. Are threatened or endangered species known to occur in the vicinity of the project?

- None identified.
- Yes – Complete the following table and include the date of the most recent NHI review by WDNR. (**Table C-7.2**)

Date of Natural Heritage Inventory (NHI) database review: October 13, 2015 (WDNR, **Attachment 20**).
Surveys completed by WisDOT in June 2015 and September 2015.

Table C-7.2 – State Listed Species				
Species Common Name	Species Scientific Name	State Status	Effect Determination	Justification/ Explanation
Pygmy Snaketail	<i>Ophiogomphus howei</i>	Special Concern	No Effect	Species not identified during survey
Sand Snaketail	<i>Ophiogomphus smithi</i>	Special Concern	No Effect	Species not identified during survey
Bog Bluegrass	<i>Poa paludigena</i>	Special Concern	No Effect	Species not identified during survey
Missouri Rock-Cress	<i>Arabis missouriensis</i>	Special Concern	No Effect	Species not identified during survey
Prairie Sagebrush	<i>Artemisia frigida</i>	Special Concern	No Effect	Species not identified during survey
Plains Ragwort	<i>Packera plattensis</i>	Special Concern	Effect (One plant to be removed)	Two plants identified in project area during survey; one plant is directly within the project area
Pale Moonwort	<i>Botrychium pallidum</i>	Special Concern	No Effect	One plant identified in project area during survey
Black sandshell	<i>Ligumia recta</i>	Special Concern: Fully Protected	No Effect	Identified during mussel survey; mussels to be relocated prior to construction
Round Pigtoe	<i>Pleurobema sintoxia</i>	Special Concern: Fully Protected	No Effect	Identified during mussel survey; mussels to be relocated prior to construction

2. Has threatened and endangered resource coordination with WDNR been completed?

No – Explain: Coordination with WDNR is ongoing.

WDNR provided initial comments and agreement on determinations regarding various threatened and endangered species in their initial comments (**Attachment 20**) and via follow up meetings (notes available in project file). Coordination will continue throughout the design phase and conclude as part of the application for Section 401 Water Quality Certification and final concurrence.

Yes – Attach and reference location in this document:

3. Are avoidance, minimization or compensatory mitigation measures required?

No

Yes – Describe. Include commitments on Basic Sheet 8, Environmental Commitments.

While mitigation measures are not required for State Special Concern species, WisDOT will implement provisions to avoid impact to species where suitable habitat is present. The following commitments are proposed:

- While the dragonflies (Pygmy Snaketail and Sand Snaketail) were not encountered during surveys, there is suitable habitat in the project area. The project will implement proper erosion control at river crossings to minimize the potential for impacts to this species.
- For the special plant species (Plains Ragwort and Pale Moonwort) which are present within the project, existing plants will be avoided where feasible and temporary fencing will be placed to avoid impact to two identified plants adjacent to the project area.
- Mussels have been identified in the Namekagon River and Potato Creek. WisDOT will coordinate with WDNR to relocate mussels from the construction areas at each river crossing prior to construction. There will be no adverse effects to the mussel species.

Other Protected Resources

Bald and Golden Eagles

1. Are bald and/or golden eagles known to occur in the vicinity of the project?

None identified.

Yes

2. Will there be adverse or beneficial effects on bald and/or golden eagles as a result of the project?

No – Explain:

Yes – Describe general proximity to project and potential impacts:

3. Has bald and golden eagle-related coordination with WDNR and/or USFWS been completed?

No – Explain:

Yes – Attach and reference location in this document:

USFWS did not provide any comments regarding eagles. Per coordination with WDNR (**Attachment 20**), there is a nesting bald eagle located near River Road (estimated one-mile outside of construction area). If the nesting pair of eagles moves into the project area, timing restrictions could be required. WDNR will monitor the location of the nest and report the current location prior to completion of final design so that the need for timing restrictions can be incorporated into the contract provisions. At this time, no impacts to eagles are anticipated as a result of the Proposed Action.

4. Are avoidance, minimization or compensatory mitigation measures required?

- No
- Yes – Describe. Include commitments on Basic Sheet 8, Environmental Commitments.

At this time, no impacts to eagles are anticipated as a result of the Proposed Action.

Migratory Birds

1. Are migratory birds known to occur in the vicinity of the project?

- None identified.
- Yes

Swallows were identified on the existing ATV trail bridge over Potato Creek (location of proposed bridge for West Frontage Road). The bridge will be removed and replaced with a new structure to carry West Frontage Road traffic. No nests have been observed on the US 53 box culvert over potato Creek or the Lakeside Road bridge over the Namekagon River. See **Figure C-7.1**.

	ATV Trail bridge (remove)/Proposed West Frontage Road structure (new) over Potato Creek
	US 53 box culvert over Potato Creek (replace)
	Lakeside Road bridge over Namekagon River (remove)

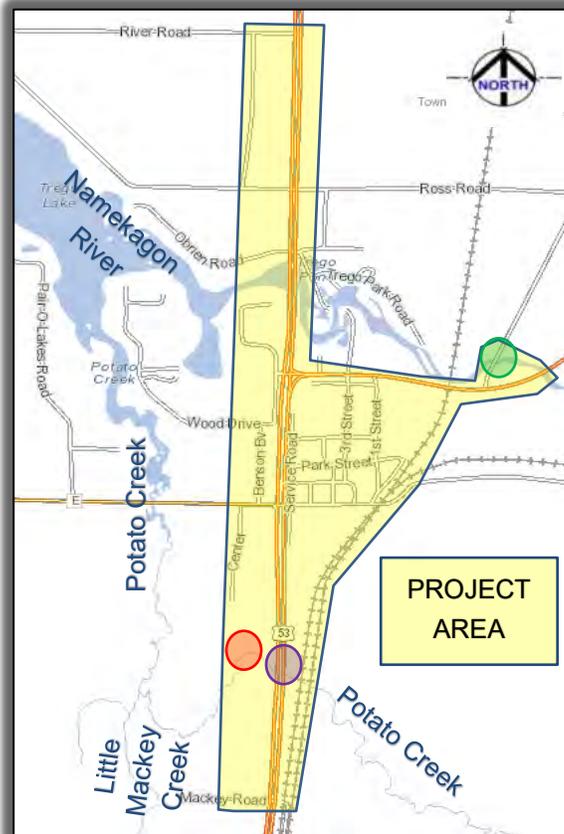


Figure C-7.1 – Waterway Structure Work Locations

2. Will there be adverse or beneficial effects on migratory birds as a result of the project?

- No – Explain: Bridges will be netted prior to the nesting season and no adverse effects to swallows are anticipated.
- Yes – Describe general proximity to project and potential impacts:

3. Has migratory bird-related coordination with WDNR and/or USFWS been completed?

- No – Explain:
- Yes – Attach and reference location in this document: See **Attachment 20** for WDNR coordination.

4. Are avoidance, minimization or compensatory mitigation measures required?

- No
- Yes – Describe. Include commitments on Basic Sheet 8, Environmental Commitments.

Structure work will either occur only between August 30 and May 1 (non-nesting season) or utilize measures to prevent nesting (e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1) to avoid impacts to migratory birds that may be nesting on the existing ATV trail bridge (location of proposed West Frontage Road bridge). If netting is used, it will be properly maintained and removed as soon as the nesting period is over or with the structure removal. If swallow nests become apparent on the Lakeside Road bridge (to be removed) or the US 53 box culvert over Potato Creek (to be replaced) prior to construction, the same provisions will be implemented to avoid adverse impacts to migratory birds.

FACTOR SHEET D-2 - CONSTRUCTION STAGE SOUND QUALITY EVALUATION

Wisconsin Department of Transportation

Alternative: Alternative B - Partial Cloverleaf Interchange at Relocated US 63 and County E	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1197-00-00
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1. Identify and describe residences, schools, libraries, or other noise sensitive areas near the Proposed Action and which will be in use during construction of the Proposed Action. Include the number of persons potentially affected:

Noise sensitive sites within the general project area consist primarily of residential homes (estimate 30 adjacent to the Proposed Action). The NPS Visitor’s Center is also adjacent to the project which receives visitors from Memorial Day to Labor Day. The number of individual persons adjacent to the proposed project work is estimated to be approximately 150.

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

Wisconsin Department of Transportation

Alternative: Alternative B - Partial Cloverleaf Interchange at Relocated US 63 and County E	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1197-00-00
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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 32**.

Four receptors were placed in existing residential locations and one receptor was placed in an existing commercial location.

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

There are five developed receptors which have been modeled in the project area as shown in **Table D-3.1** below. Four receptors were placed in existing residential locations and one receptor was placed at an existing commercial location.

See attached noise receptor location map in **Attachment 32** for locations of the noise receptors. Receptors were only placed in areas of new alignment (West Frontage Road, US 63, and US 53 ramps). Existing US 53 (except at interchange ramps), existing County E, and other existing local roadways adjacent to the project do not require substantial horizontal or vertical alignment shift.

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.**

Note: 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.

Project areas are considered developed and a notification for undeveloped areas is not 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 53, US 63, or any of the project area 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 not a reasonable measure since most of the project area is already developed and any existing buffers (wooded areas) are part of already developed properties. Acquisition of any buffer areas is not feasible for the Proposed Action to preempt further development adjacent to the project.

Noise Barriers (Walls)

Per Wisconsin Administrative Code TRANS 405, noise walls are considered reasonable if they:

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

As shown in the **Table D-3.1** below, TNM model predicted Receptor 3 and Receptor 4 along proposed US 63 would exceed the Noise Abatement Criteria (NAC) as specified in TRANS 405, Wisconsin Administrative Code. At this location, installation of a noise wall was evaluated for the two impacted receptors. An approximate 13-foot high noise barrier would reduce noise about 8 dB at an estimated cost of \$74,000 per receptor. While the noise abatement is feasible, noise abatement is not reasonable per Wisconsin Administrative Code TRANS 405 and is not proposed for Receptors 3 and 4.

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. The two impacted receptors have residential land uses and do not need to consider soundproofing since they are not Land Use Category D.

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.

Table D-3.1 – Noise Analysis Results								
Receptor Location or Site Identification (See Attachment 32) (a)	Distance from C/L of Near Lane to Receptor in feet (ft.) (b)	Number of Families or People Typical of this Receptor Site (c)	Sound Level L_{eq}^1 (dBA)			Impact Evaluation		
			Noise Abatement Criteria ² (NAC) (d)	Future Sound Level (e)	Existing Sound Level (f)	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 (i)
1	300	1 Family	67	50	46	4	-17	N
2	155	3 people	72	64	65	-1	-8	N
3	115	1 Family	67	64	47	17	-3	I
4	130	1 Family	67	63	46	17	-4	I
5	235	1 Family	67	58	44	14	-9	N

Notes:

Receptor 2 is a commercial site; all other receptors are single family homes.
Distances shown are to the West Frontage Road, US 53, or US 63.

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-4 - HAZARDOUS SUBSTANCES OR CONTAMINATION EVALUATION

Wisconsin Department of Transportation

Alternative: Alternative B - Partial Cloverleaf Interchange at Relocated US 63 and County E	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1197-00-00
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1. Briefly describe the results of the Phase 1 Hazardous Materials Assessment for this alternative. Do not use property identifiers including owner name, address or business name. Attach additional sheets if necessary. (Table D-4.1)

Table D-4.1 – Sites Identified in Phase 1 Hazardous Materials Investigations			
Site Reference #	Land Use of Concern (Past or Present)	Contaminants of Concern	Phase 1 Recommendations (No further action, or is a phase 2, 2.5, or 3 recommended for this site, and why?)
1	Service Station	Leaded and unleaded gasoline, diesel, fuel and heating oil	Phase 2.5
2	Service Station	Leaded and unleaded gasoline, diesel, fuel and heating oil	Phase 2.5
3	Service Station	Leaded and unleaded gasoline, diesel, fuel and heating oil	Phase 2.5
4	Commercial	Unknown	Phase 2.5
5	Commercial	Unknown	Phase 2.5
6	Railroad Corridor	Creosote	Phase 2.5

Thirty-five total sites were identified in the Phase 1 assessment. The sites listed above are those recommended for additional investigations.

2. Were any parcels not included in the Phase 1 assessment?

- No
 Yes - How many:
 Why were they not reviewed?

3. Are there any sites with continuing obligations or deed restrictions?

- No
 Yes – Complete the table for each site closed with continuing obligations or deed restrictions. (Table D-4.2)

Table D-4.2 – Sites with Deed Restrictions					
Site Reference #	Soil or Excavation Restrictions	Groundwater Restrictions	Cover Restrictions	Other Restrictions	DNR Notification Required?
2	X	X			<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> Yes, DNR has been notified. DNR response is attached.

4. Have Phase 2 or 2.5 Assessments been completed? Discuss the results. (Table D-4.3)

Table D-4.3 – Sites with Phase 2/2.5 Hazardous Materials Investigations					
Site Reference #	Phase 2/2.5 Recommendations	Remediation Recommended?		Is WisDOT a Responsible Party?	
		Yes	No	Yes	No
1	No further action		X		X
2	No further action		X		X
3	No further action		X		X
4	No further action		X		X
5	No further action		X		X
6	Excavation, Hauling, and Disposal of Solid Waste and Petroleum Contaminated Soil	X		X	

5. Describe the results of any additional investigations performed by WisDOT or others (Include the number of sites investigated, the level of investigation and results for each site that relates to this project).

WisDOT completed Phase 2.5 investigations on all six sites identified. Soil borings and groundwater samples were taken. Special provisions will be required to notify the contractor of special handling of waste and materials on Site 6 as part of the contract proposal.

Site 1 and Site 2 are sites within known residual petroleum-impacted soil and groundwater. Investigations have been completed by others in addition to the Phase 2.5 investigations completed by WisDOT. The sites are closed and do not impact the Proposed Action.

6. Describe any design elements that have been incorporate into this alternative to avoid any contaminated sites.

The proposed interchange and frontage roads were located to avoid the residual contamination present on Site 1 and Site 2. The contamination on Site 6 is within existing WisDOT ROW. No other avoidance measures are required.

7. Describe the remediation and waste management practices to be included in the design for areas where contamination cannot be avoided (e.g., materials handling plan, remediation of contamination, design changes to minimize disturbances).

Special provisions for the handling of petroleum-impacted soils and debris on Site 6 will be included in the plans and contract documents. Any contaminated soil and debris will be disposed of in accordance with WDNR procedures and WI Administrative Code in a licensed landfill.

8. List any parcels with known contamination which are proposed for acquisition.

No fee acquisition or easements have been identified within contaminated areas. The contamination on Site 6 is within existing WisDOT ROW.

9. ASBESTOS

Have the bridges been inspected for the presence of asbestos containing material (ACM)?

- No - Explain: Not applicable, no bridges or structures are present within the project limits.
- Yes: Fill out the table. Insert additional rows as needed. (Table D-4.4)

Bridge Number	Results of Asbestos Sampling	Proposed Work (brief description)	List the Appropriate Special Provision
B-65-0738 (Wild Rivers State Trail over USH 63)	ACM present	None; bridge will remain in place	None; provide notice in Notes to Construction Engineer to make them aware of the presence of the asbestos
P-65-0006 (Lakeside Road)	No ACM present	Removal	Include Standard Special Provision (STSP) 107-125
ATV Trail 7A over Potato Creek (No Bridge Number)	No ACM present	Removal	Include Standard Special Provision (STSP) 107-125

Note: All structures to be acquired and demolished or relocated require asbestos inspections and will be inspected once acquisition has taken place.

FACTOR SHEET D-5 - STORMWATER EVALUATION

Wisconsin Department of Transportation

Alternative: Alternative B - Partial Cloverleaf Interchange at Relocated US 63 and County E	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1197-00-00
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1. Indicate whether the Proposed Action may cause a discharge or will discharge to the waters of the state (Trans 401.03).

The Proposed Action will discharge stormwater flows to waters of the state after routing through stormwater management measures (described in the following questions). The waters of the state present within the project area include Namekagon River (Outstanding Resource Water, ORW) and Potato Creek. See **Figure D-5.1** for the project area waterways.

Wisconsin has designated the Namekagon River, one of the state’s highest quality waters, as an ORW. Waters designated as ORW are surface waters which provide outstanding recreational opportunities, support valuable fisheries and wildlife habitat, have good water quality, and are not significantly impacted by human activities. ORW status identifies waters that the State of Wisconsin has determined warrant additional protection from the effects of pollution. These designations are intended to meet federal Clean Water Act obligations requiring Wisconsin to adopt an “antidegradation” policy that is designed to prevent any lowering of water quality – especially in those waters having significant ecological or cultural value (Source: WDNR).

2. Special consideration should be given to areas that are sensitive to water quality degradation. Indicate whether or not a sensitive area is present and 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:

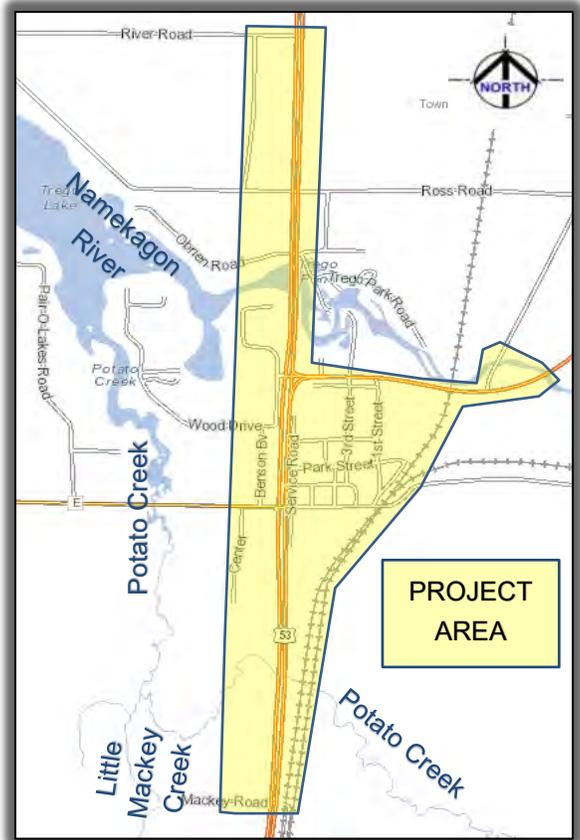


Figure D-5.1 – Project Area Waters of the State (Source: WDNR)

Describe protection recommendations: Resources present in the project area include the Namekagon River, Potato Creek, and wetland complexes adjacent to these waterways. Implementation of standard Best Management Practices is required to protect the resources present within the project area. No direct point discharges will be made to the Namekagon River since this is an ORW and special care will be made to avoid direct runoff from impervious roadway areas adjacent to the Namekagon River directly into the river.

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

No additional or special circumstances are present.

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

Areas of groundwater discharge

Areas of groundwater recharge

Stream relocations

Overland flow/runoff

Long or steep cut or fill slopes

High velocity flows

Cold water stream

Impaired waterway

Large quantity flows

Exceptional/outstanding resource waters

Increased backwater

Total Maximum Daily Load (TMDL)

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

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

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

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*
- WisDOT Construction General Permit requirements (anticipated implementation June 30, 2018)

In general, stormwater management strategies that will be considered during design of the proposed improvements will include the following to minimize adverse effects:

- Prior to land disturbance, preparation and implementation of an approved erosion control and sediment control plan will be made.
- Grass-lined ditches parallel to each roadway will be used to treat roadway runoff prior to discharging off the ROW.
- Stormwater runoff discharges will primarily flow through vegetated ditches to promote suspended solids reduction prior to discharge offsite; additional methods of treatment will be evaluated to promote stormwater treatment and peak flow control including filter strips, bio-swales, and detention/retention areas. Methods such as riprap blankets (stone) will be implemented to slow stormwater discharge to promote further suspended solids reduction and avoid erosion.

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

The Proposed Action is required to meet post-construction standards for Total Suspended Solids (TSS) (80% in new construction areas, 40% in reconstruction areas) per TRANS 401. Based on proposed construction types, the overall project TSS reduction target goal is 57.9%. Peak flow requirements under TRANS 401 are also required in new construction areas (control of 2-year storm in pre versus post development). The Proposed Action is exempt from infiltration requirements (infiltrate up to 2% of project site) under TRANS 401 although some infiltration could occur providing additional stormwater treatment and control due to the sandy soil conditions in the project area.

The Proposed Action provides for total suspended solids reduction through implementation of Best Management Practices. Design features will include a combination of strategies including vegetated swales, detention/retention basins, bio-swales, and filter strips to provide stormwater treatment and peak flow control. Riprap (stone) aprons near storm sewer outlets will be used to transfer and dissipate stormwater energy since the riprap will aid in slowing runoff velocities. Any stormwater outfalls will be placed to maintain buffers from waterways and wetlands, where feasible, as defined in TRANS 401.

WisDOT will obtain a Construction General Permit (anticipated implementation June 30, 2018) from WDNR prior to construction to certify the project meets requirements.

FACTOR SHEET D-6 - EROSION CONTROL EVALUATION

Wisconsin Department of Transportation

Alternative: Alternative B - Partial Cloverleaf Interchange at Relocated US 63 and County E	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1197-00-00
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1. Give a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length, percent slope and soil types.
The landscape in the project area comprises of gently rolling land, upland forested areas, and low-lying wetlands along stream banks. Existing and proposed slopes vary by road classification type and ultimate vertical height of the roadway.

The existing longitudinal slopes range from 0% to 7.6%. The existing perpendicular slopes range from 0% to 33%. The proposed longitudinal slopes range from 0.5% to 7.6%. The proposed perpendicular slopes range from 2% to 33%. Slope lengths vary from 100-feet to 3,000-feet longitudinally along each roadway and from 10-feet to 50-feet perpendicular to the roadway pavement section. The soils generally consist of loamy sands and sandy soils which are typically well-drained with good reasonable infiltration potential.

2. Indicate all sensitive 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:

Describe protection recommendations:

Resources present in the project area include the Namekagon River, Potato Creek, and wetland complexes adjacent to these waterways. Implementation of standard Best Management Practices is required to protect the resources present within the project area. No direct point discharges will be made to the Namekagon River since this is an ORW and special care will be made to avoid sedimentation from the project site into the Namekagon River.

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)
 - Other – Describe: Namekagon River which is an outstanding water resource (ORW) (see **Factor Sheet C-2** for additional information)

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 will be part of the project's design and construction as set forth in Wisconsin Administrative Code – Chapter TRANS 401, the WisDOT/ WDNR Cooperative Agreement, and the WisDOT Construction General Permit (anticipated implementation June 30, 2018). An Erosion Control Implementation Plan (ECIP) will be prepared for review by WDNR prior to construction.

5. Discuss results of coordination with the appropriate authorities as indicated below.

- WDNR
- American Indian Tribe

Coordination with WDNR and American Indian Tribes is ongoing. No work is proposed on American Indian tribal lands. WDNR provided initial comments regarding implementation of Best Management Practices for erosion control including use of non-netted erosion mats along streams to avoid entrapping small animals. See **Attachment 20** for WDNR correspondence.

An erosion control plan and special provisions will be shared with WDNR prior to completion of final design to request Section 401 Water Quality Certification and final concurrence. Coordination and monitoring of erosion control will continue in coordination with WDNR during construction.

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 liaison and to WisDOT 14 days prior to the preconstruction conference (Trans 401.08(1)) and must be approved by WisDOT before implementation. On Tribal lands, coordination for 402 (erosion) concerns are either to be coordinated with the tribe affected or with the U.S. Environmental Protection Agency (EPA). EPA or the tribes have the 401 water quality responsibility on Trust lands. Describe how the Erosion Control/Stormwater Management Plan can be compatible.

6. Will any special erosion control measures to be implemented to manage additional or special circumstances identified in Item 3 above?

No – standard best management practices will be used and no special erosion or unique control items are anticipated.

Yes – Describe:

No. 75 seed (native grasses) and weed-free mulch will be placed adjacent to the Namekagon River and the NPS lands to ensure continuity of the native habitat along this Outstanding Resource Water and to avoid spreading invasive species in the area adjacent to the Namekagon River. Other special provisions will be implemented to avoid spreading invasive species including requiring equipment decontamination, controlling imported materials (if required), and outlining any site preparation requirements in this area.

At the Lakeside Road removal north of US 63, the old roadway will be excavated which will allow for some additional floodplain storage and native area regrowth along the river with potential for some wetland restoration. Pure wetland seed mixes would be specified in any potential wetland restoration areas.

Additional coordination is required with WDNR, USACE, and NPS to determine the final requirements of working in this sensitive area.

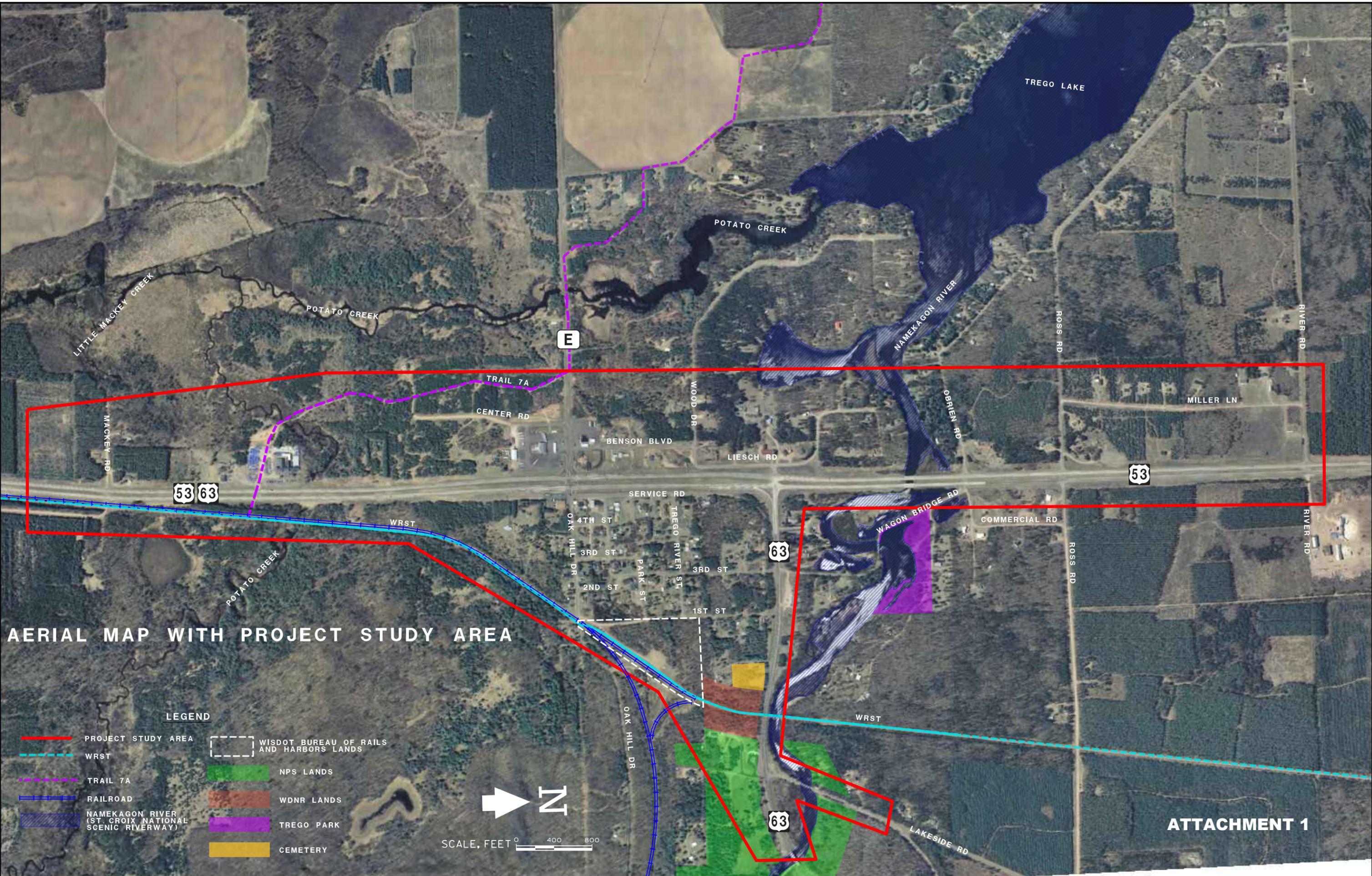
INDEX OF ATTACHMENTS

- Attachment 1 - Aerial Map with Project Study Area (Aerial Photo Source: Washburn County)
- Attachment 2 - Typical Sections (Existing and Proposed)
- Attachment 3 - Map of Existing Recreational Trails
- Attachment 4 - Wisconsin Connections 2030 Backbone and Connector Routes (Source: WisDOT)
- Attachment 5 - Wisconsin Connections 2030 System Level Priority Corridors (Source: WisDOT)
- Attachment 6 - Wisconsin NHS Routes (Source: FHWA)
- Attachment 7 - US 53 Preservation Planning Study Alternatives (2014)
- Attachment 8 - Overview Maps of Build Alternative B and Build Alternative C
- Attachment 9 - Preferred Alternative (Alternative B) Preliminary Plans
- Attachment 10 - US 53 J-Turn and Median U-Turn Intersection Concepts
- Attachment 11 - Recreational Trail Tunnel Concept
- Attachment 12 - Oak Hill Drive Intersection Concepts
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- Attachment 14 - Comprehensive Plan Cover Pages
- Attachment 15 - Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a Detailed Indirect Effects Analysis

- Attachment 16 - Conceptual Stage Relocation Plan
- Attachment 17 - Trego Lake District Correspondence
- Attachment 18 - Town of Trego Resolution
- Attachment 19 - BOA Correspondence
- Attachment 20 - WDNR Correspondence
- Attachment 21 - SHPO Correspondence - Approved Section 106 Review and Wisconsin State Historical Society (SHS) Correspondence

- Attachment 22 - USACE Correspondence
- Attachment 23 - USFWS Correspondence
- Attachment 24 - Washburn County Land and Water Conservation Correspondence
- Attachment 25 - NPS Correspondence
- Attachment 26 - USCG Correspondence
- Attachment 27 - American Indian Tribe Correspondence
- Attachment 28 - Proposed Work and Temporary Occupancy of NPS Managed Lands and Namekagon River

- Attachment 29 - WRST System Map
- Attachment 30 - Map of Proposed Recreational Trail Work
- Attachment 31 - WRST Plan Details
- Attachment 32 - Noise Receptor Location Map



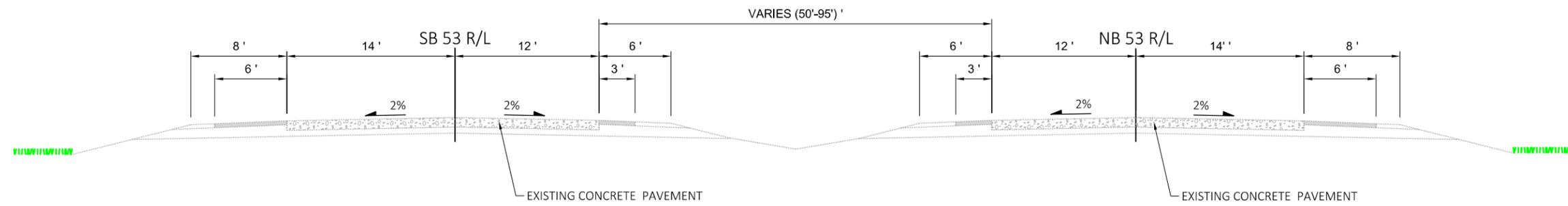
AERIAL MAP WITH PROJECT STUDY AREA

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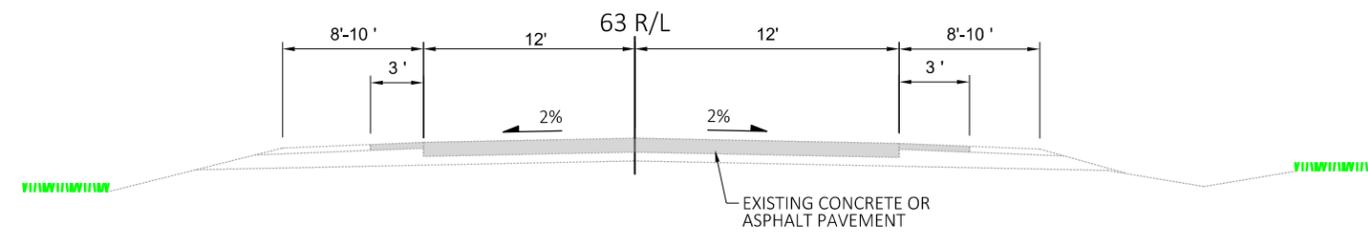
- PROJECT STUDY AREA
- - - WRST
- - - TRAIL 7A
- RAILROAD
- NAMEKAGON RIVER (ST. CROIX NATIONAL SCENIC RIVERWAY)
- WISDOT BUREAU OF RAILS AND HARBORS LANDS
- NPS LANDS
- WDNR LANDS
- TREGO PARK
- CEMETERY



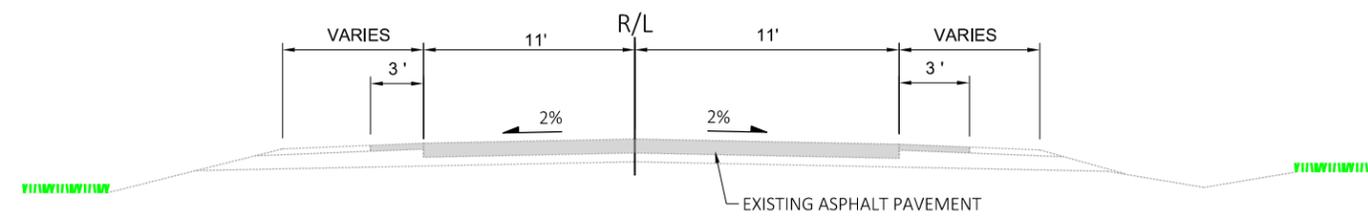
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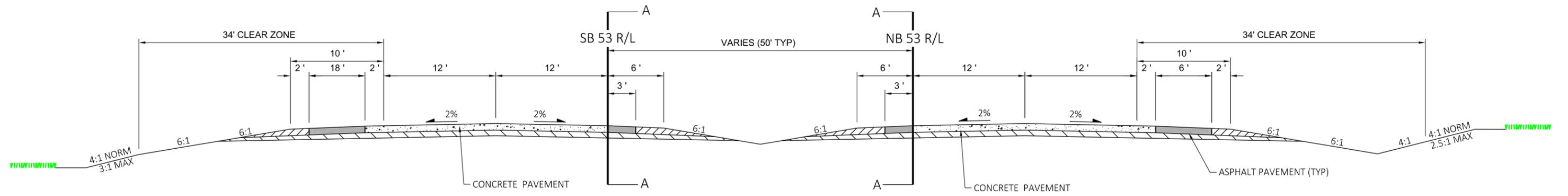
EXISTING TYPICAL SECTION - US 53



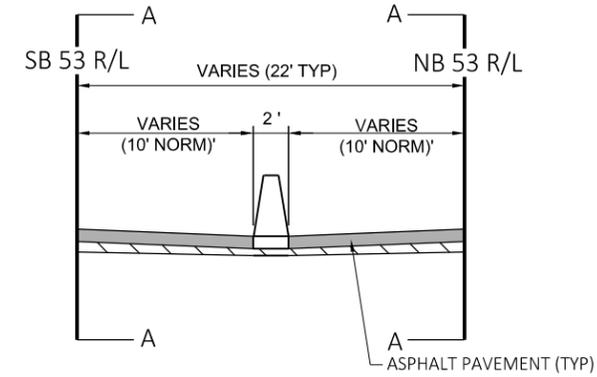
EXISTING TYPICAL SECTION - US 63



EXISTING TYPICAL SECTION - COUNTY E

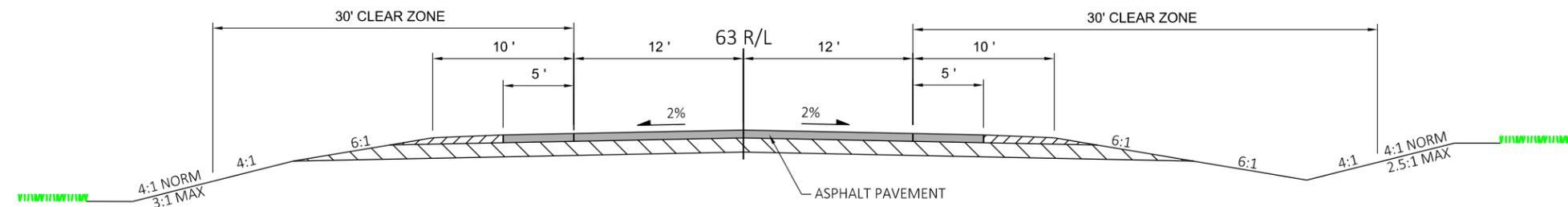


PROPOSED TYPICAL SECTION - US 53

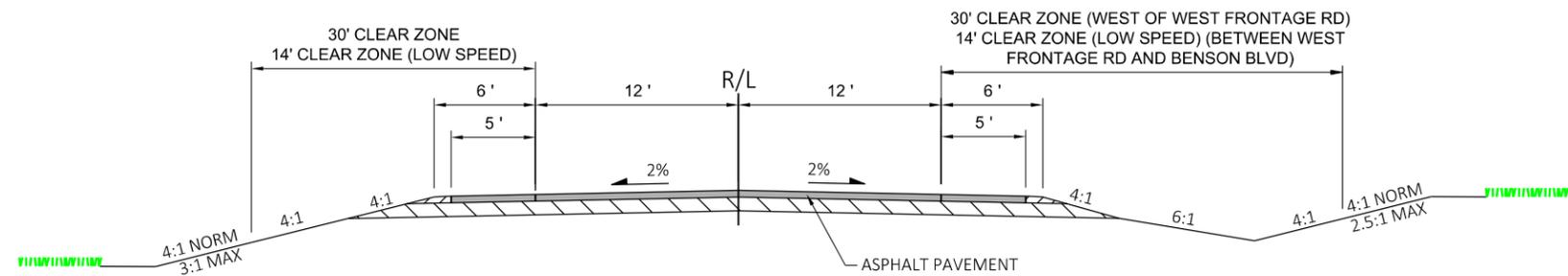


SECTION A-A

MEDIAN BARRIER THROUGH THE INTERCHANGE



PROPOSED TYPICAL SECTION - US 63



PROPOSED TYPICAL SECTION - COUNTY E



EXISTING TRAILS WITHIN PROJECT AREA

LEGEND

- WRST
- TRAIL 7A
- RAILROAD
- NPS LANDS
- WDNR LANDS
- TREGO PARK
- CEMETERY
- NAMEKAGON RIVER (ST. CROIX NATIONAL SCENIC RIVERWAY)
- WISDOT BUREAU OF RAILS AND HARBORS LANDS



WRST TRAILHEAD
PARKING LOT AND
RESTROOM FACILITY



STATE OF WISCONSIN CONNECTIONS 2030 BACKBONE AND CONNECTOR ROUTES

(Source: WisDOT)



STATE OF WISCONSIN CONNECTIONS 2030 SYSTEM LEVEL PRIORITY CORRIDORS

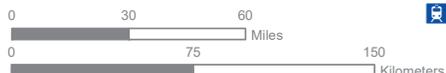
(Source: WisDOT)

National Highway System: Wisconsin

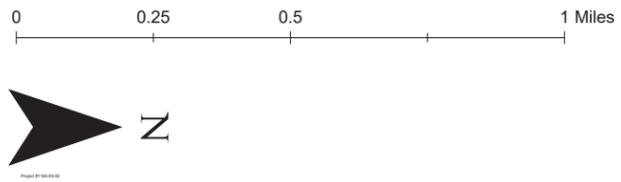
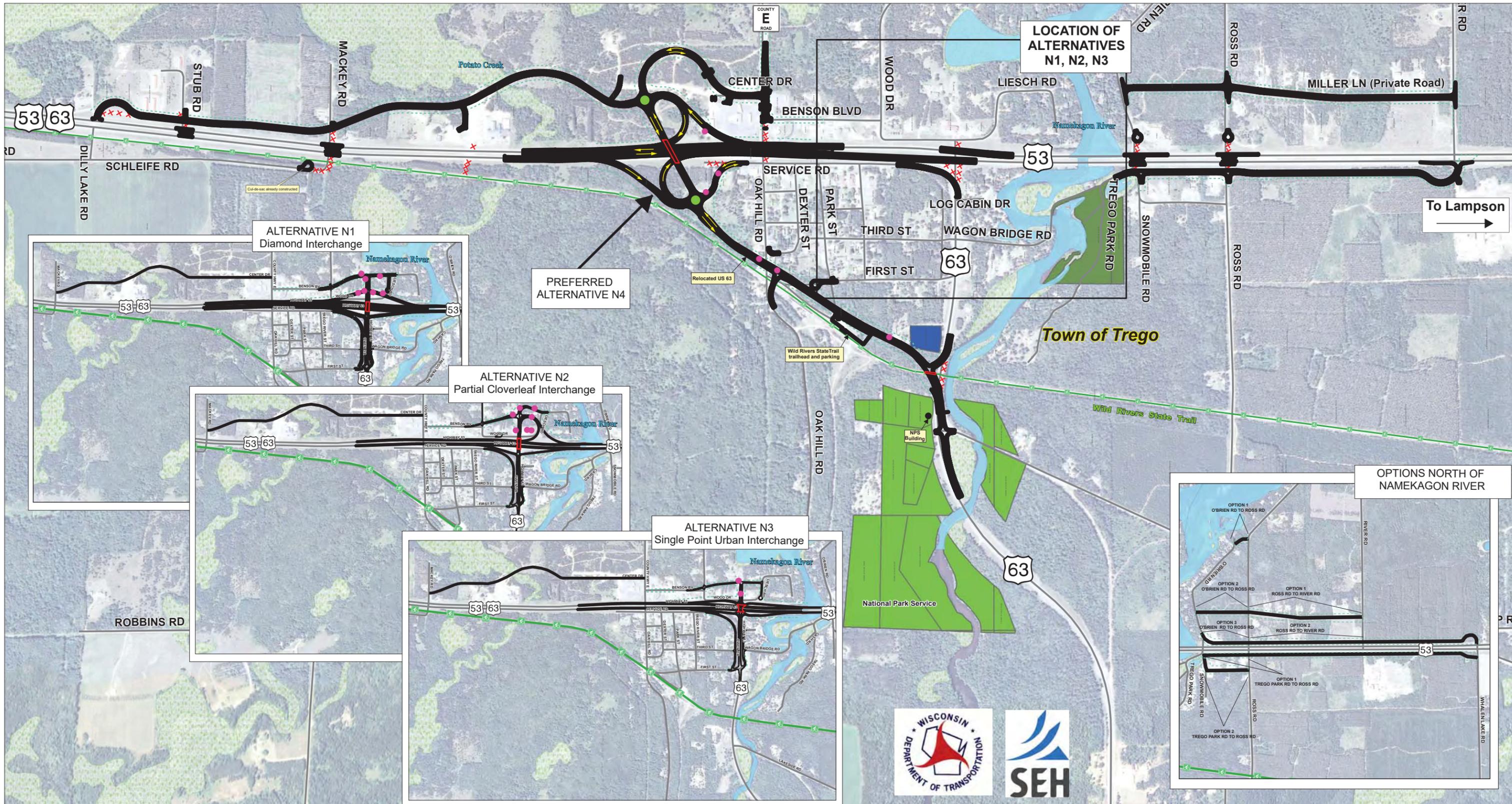


U.S. Department of Transportation
Federal Highway Administration

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



FHWA: May 10, 2016

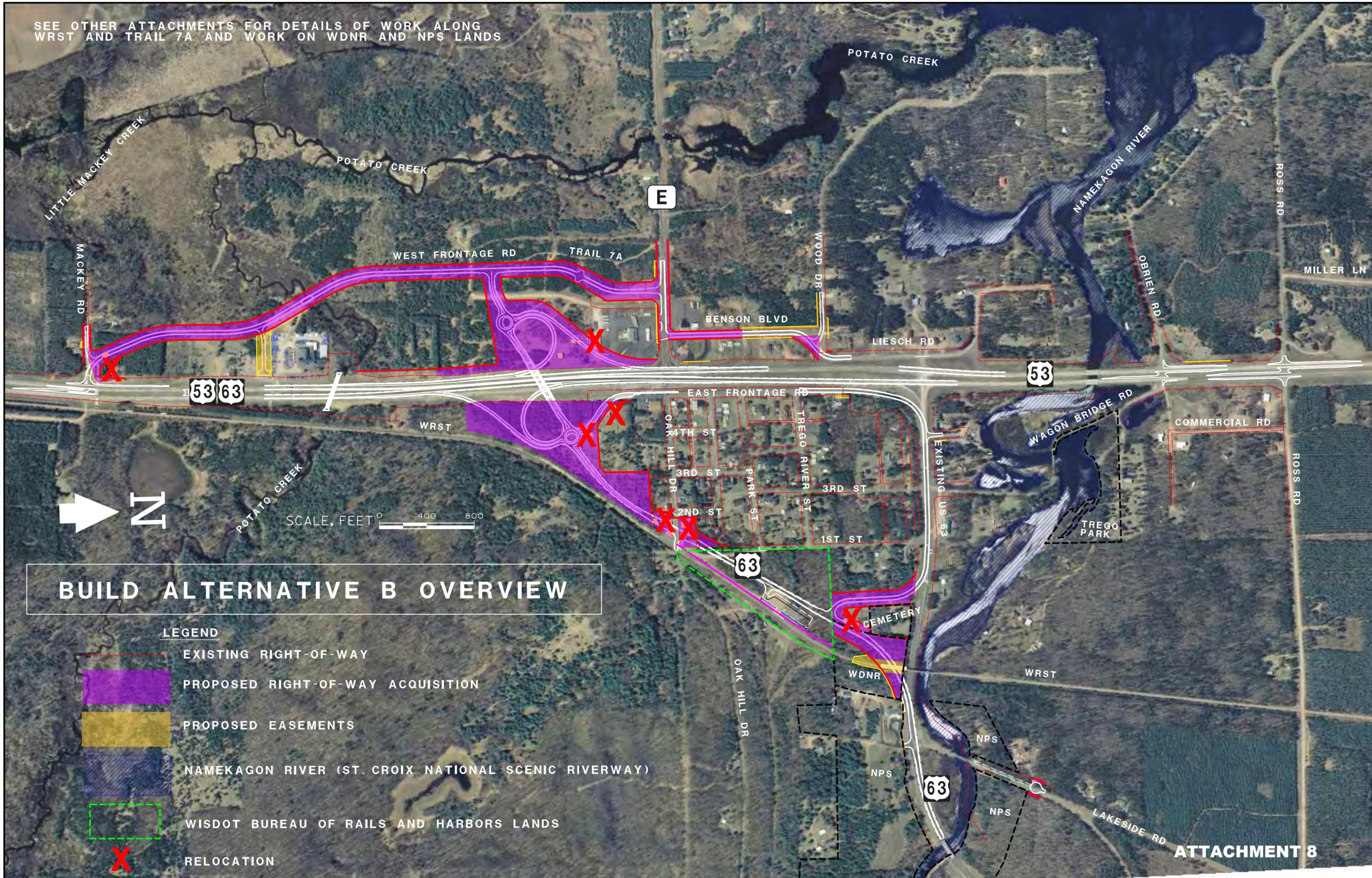


Existing Roads	Parcels
New Roads	Municipal Boundary
New Grade Separation	Closure
New Roundabout	Relocation
Estimated Right of Way	National Park Service
Wetlands	Town of Trego Park
	St. Josephs Cemetery
	Wild Rivers State Trail

**US 53 PRESERVATION STUDY
SPOONER TO LAMPSON
WISDOT ID# 1195-00-02**

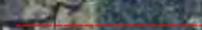
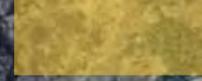
**TREGO AREA
ALTERNATIVES N1, N2, N3, N4**

SEE OTHER ATTACHMENTS FOR DETAILS OF WORK ALONG
WRST AND TRAIL 7A AND WORK ON WDNR AND NPS LANDS



BUILD ALTERNATIVE B OVERVIEW

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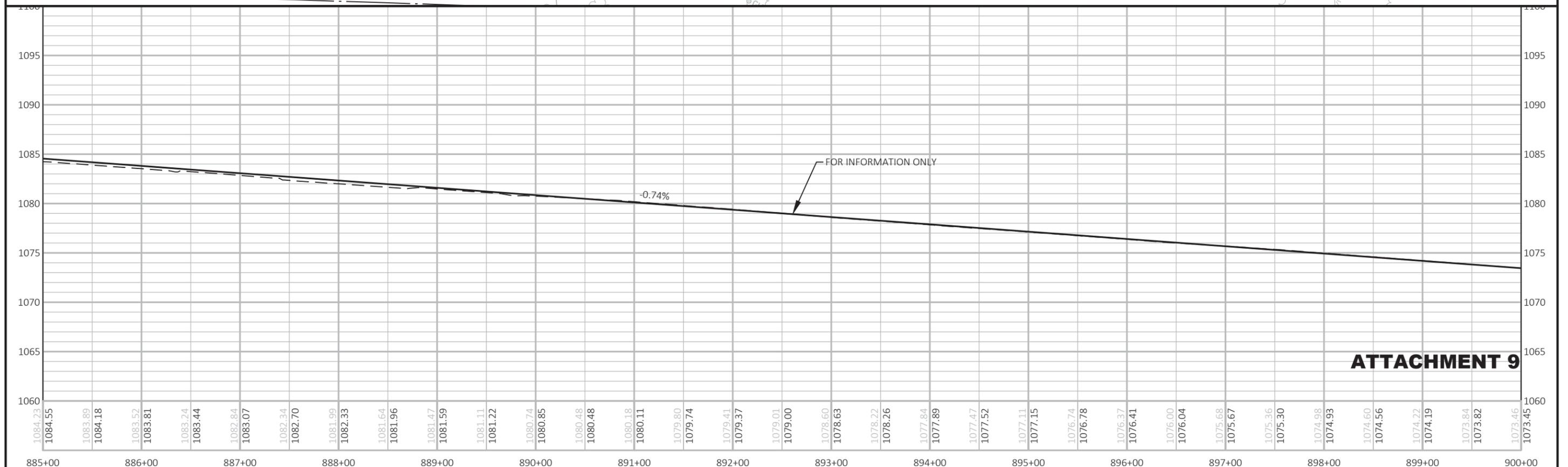
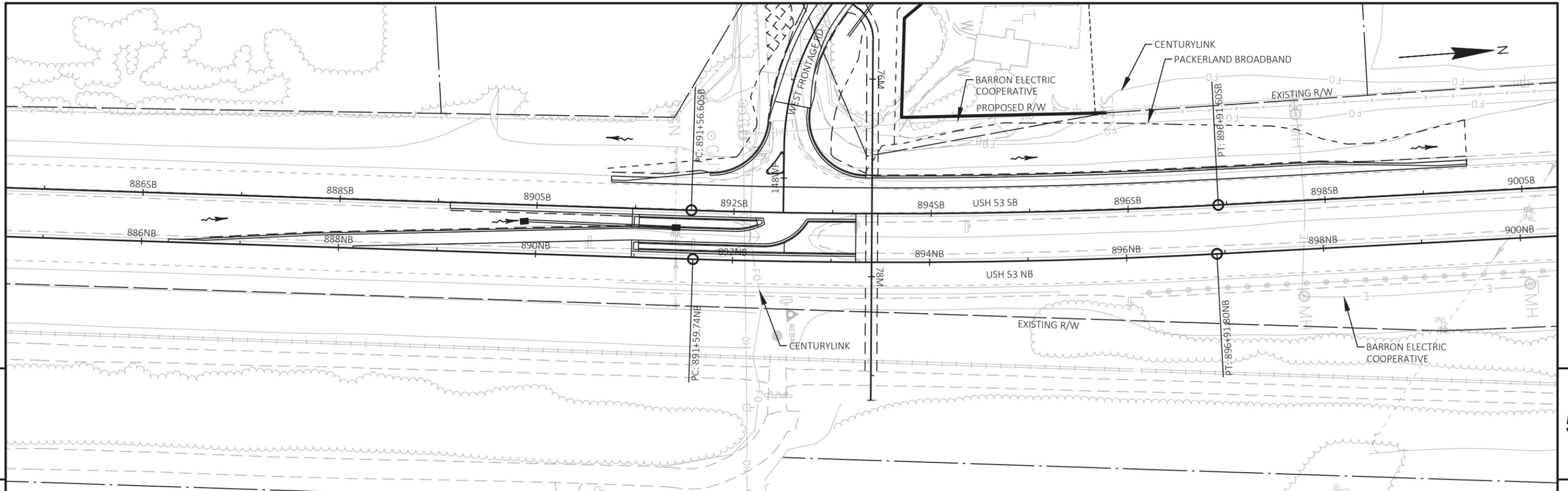
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-  PROPOSED RIGHT-OF-WAY ACQUISITION
-  PROPOSED EASEMENTS
-  NAMEKAGON RIVER (ST. CROIX NATIONAL SCENIC RIVERWAY)
-  WISDOT BUREAU OF RAILS AND HARBORS LANDS
-  RELOCATION



BUILD ALTERNATIVE C OVERVIEW

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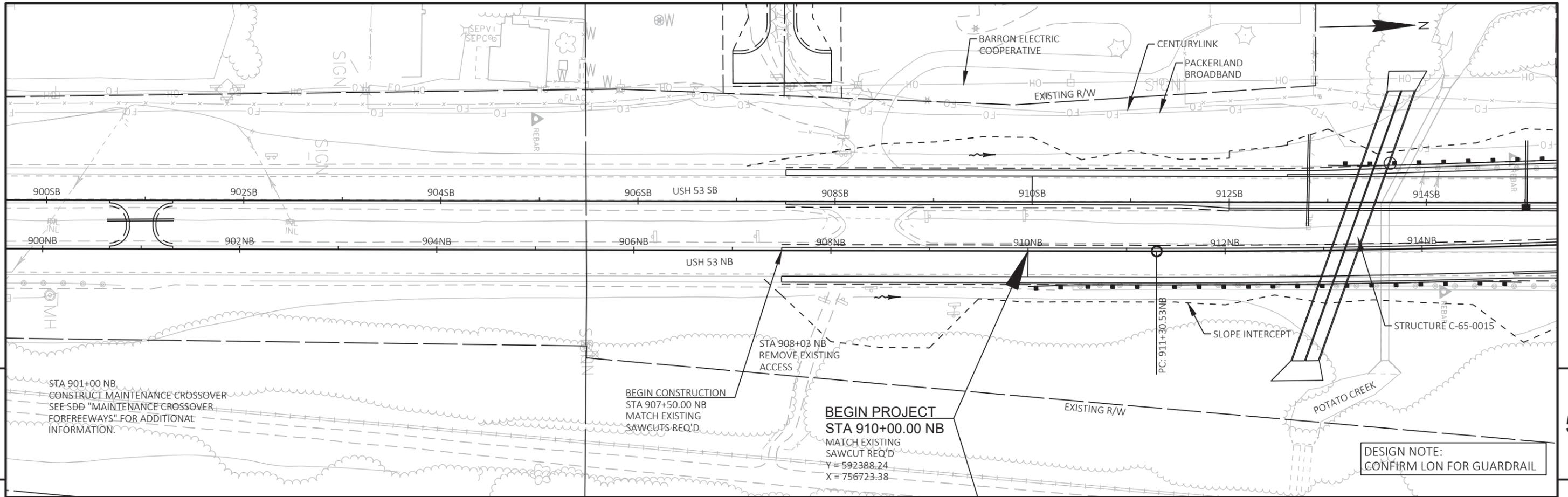
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY ACQUISITION
- PROPOSED EASEMENTS
- NAMEKAGON RIVER (ST. CROIX NATIONAL SCENIC RIVERWAY)
- WISDOT BUREAU OF RAILS AND HARBORS LANDS
- X RELOCATION



PROJECT NO: 1197-00-70	HWY: USH 53	COUNTY: WASHBURN	PLAN AND PROFILE: USH 53 NB	SHEET	E
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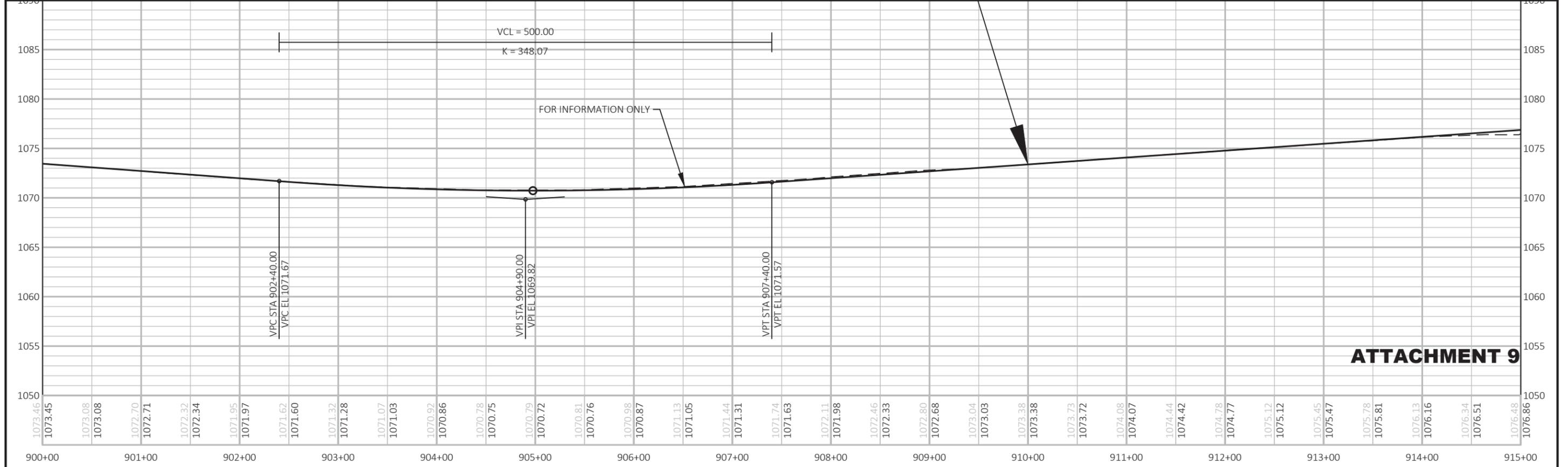
PRELIMINARY PLANS



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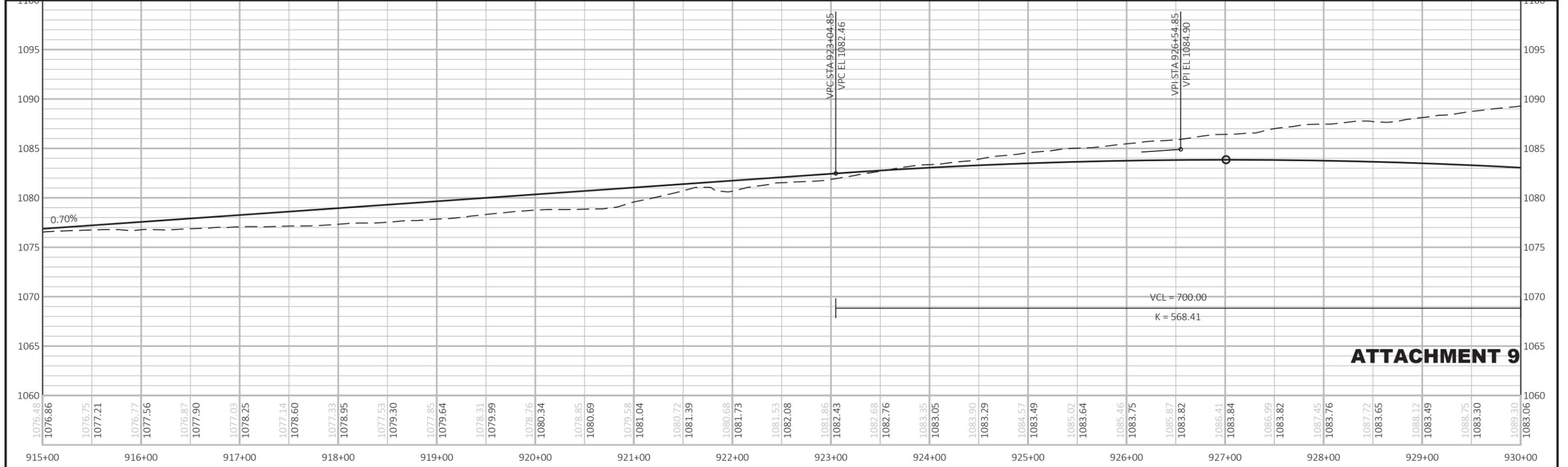
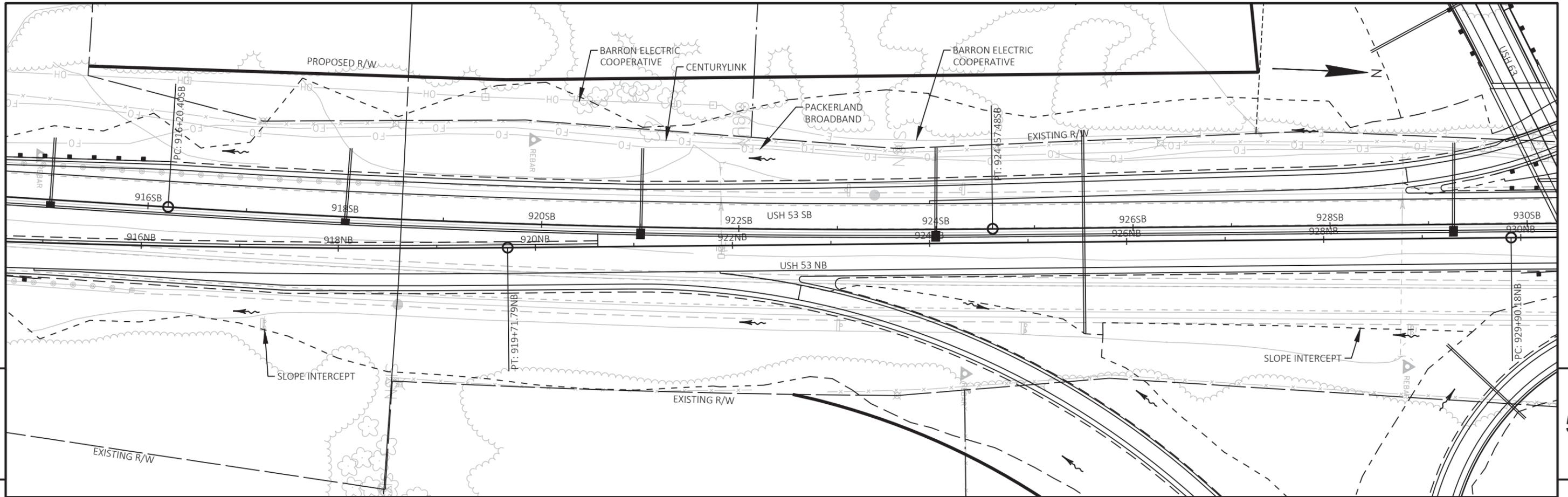
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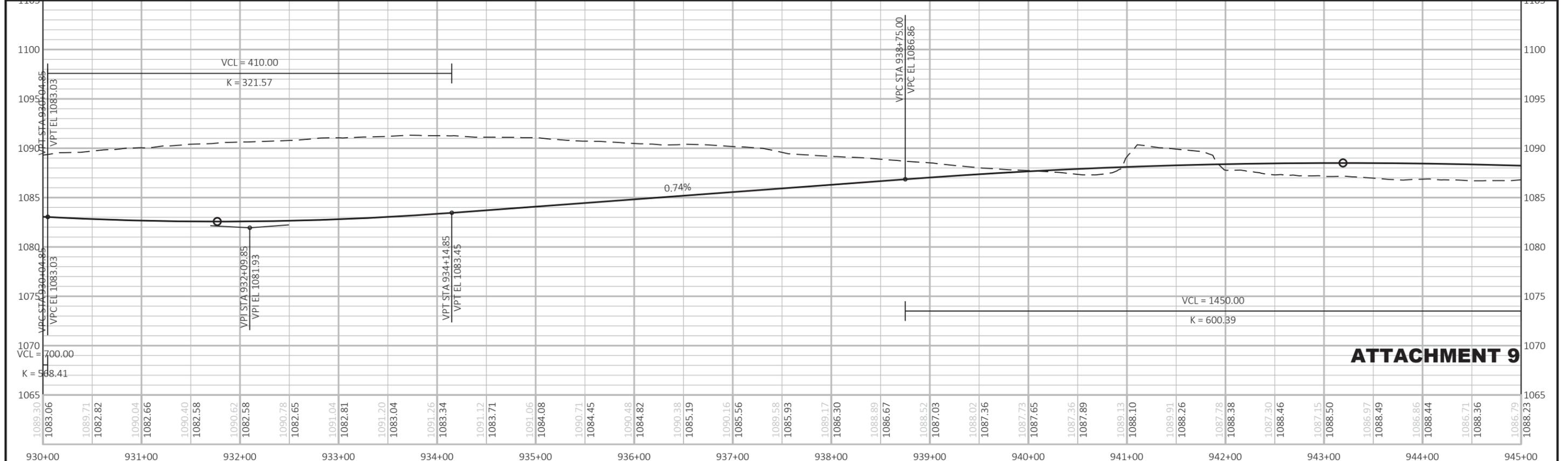
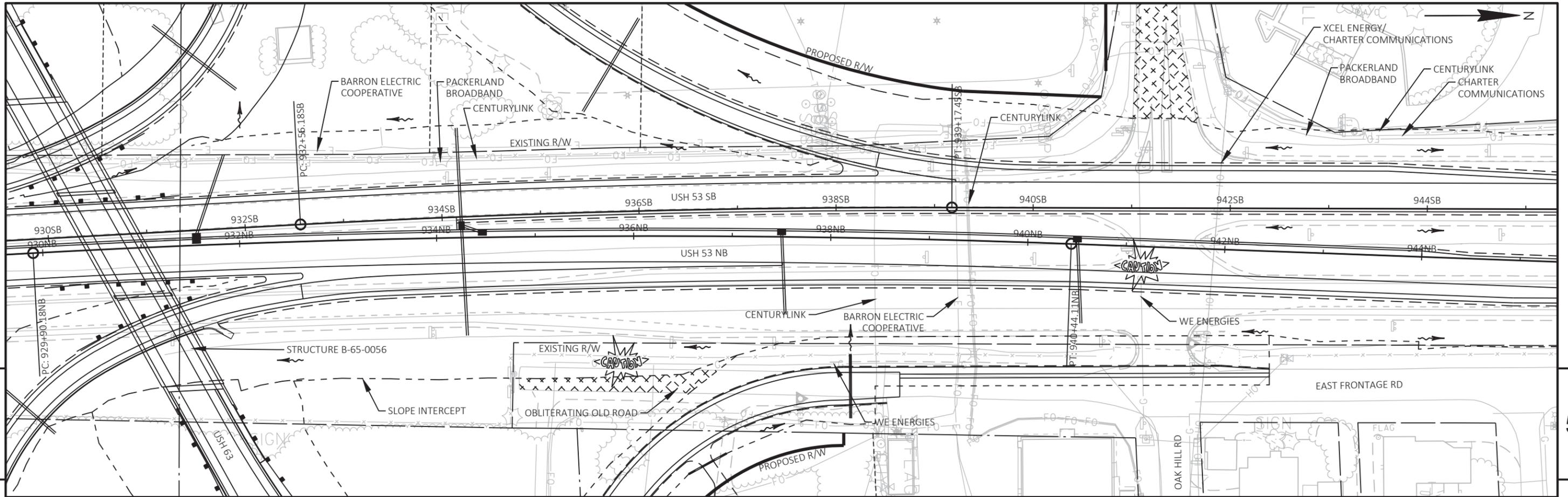


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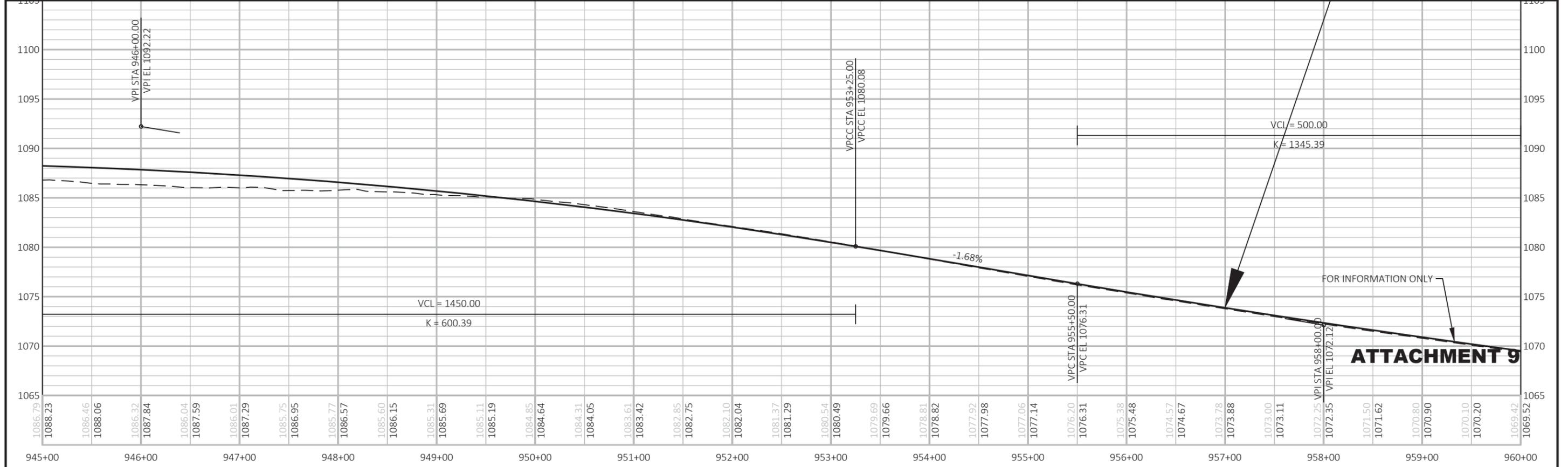
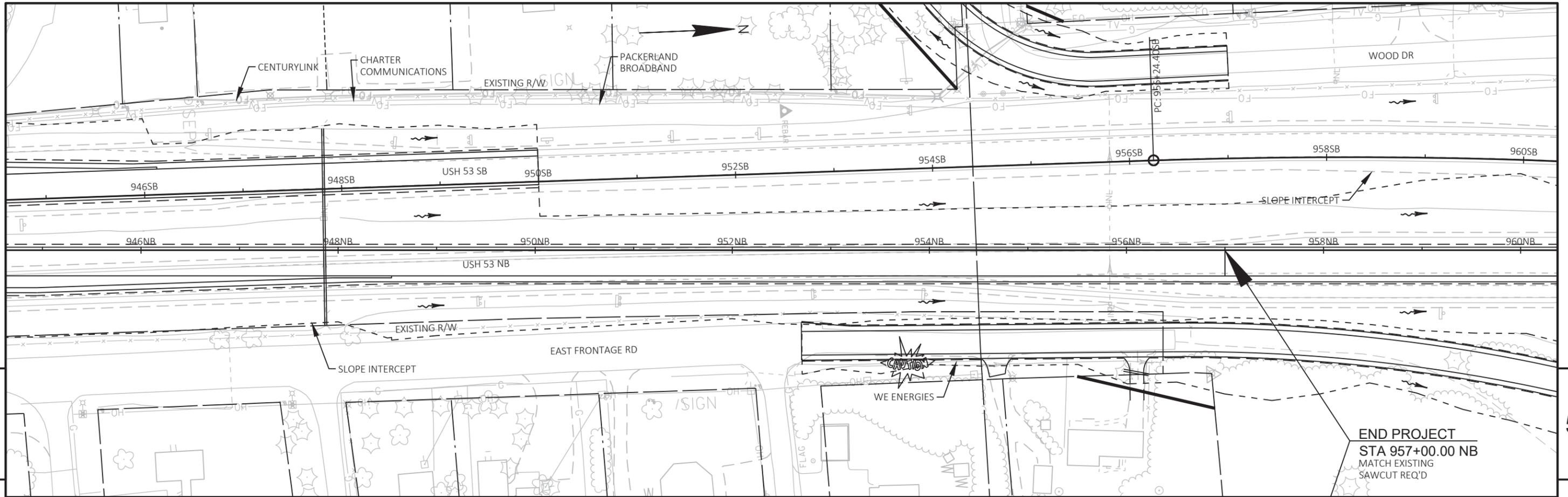
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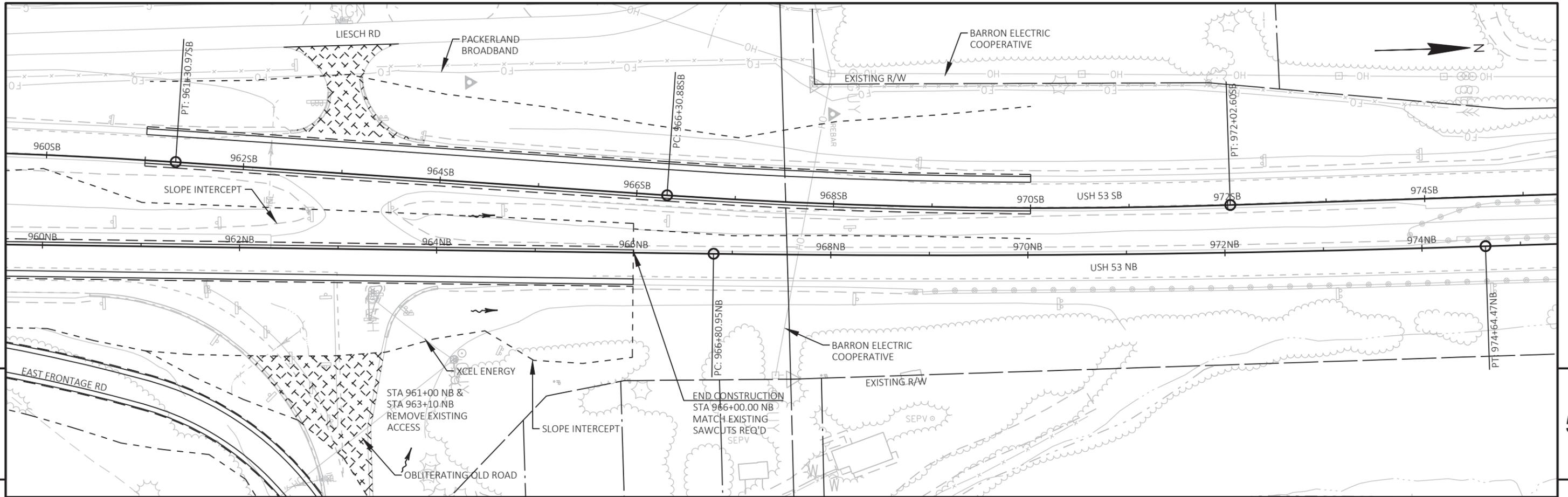


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END PROJECT
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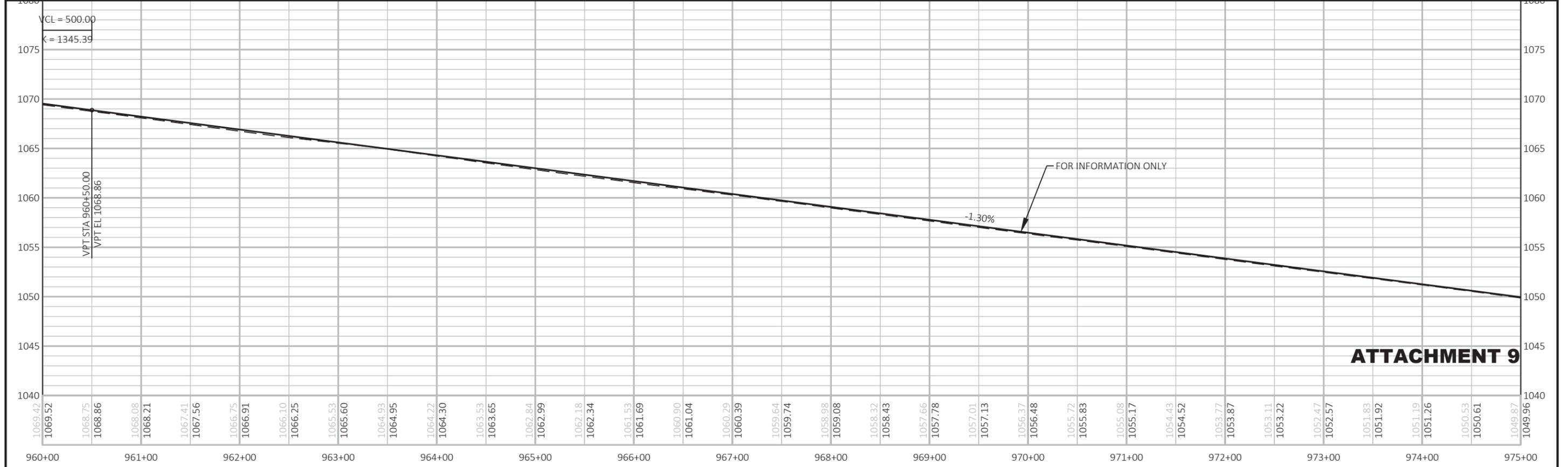
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PRELIMINARY PLANS



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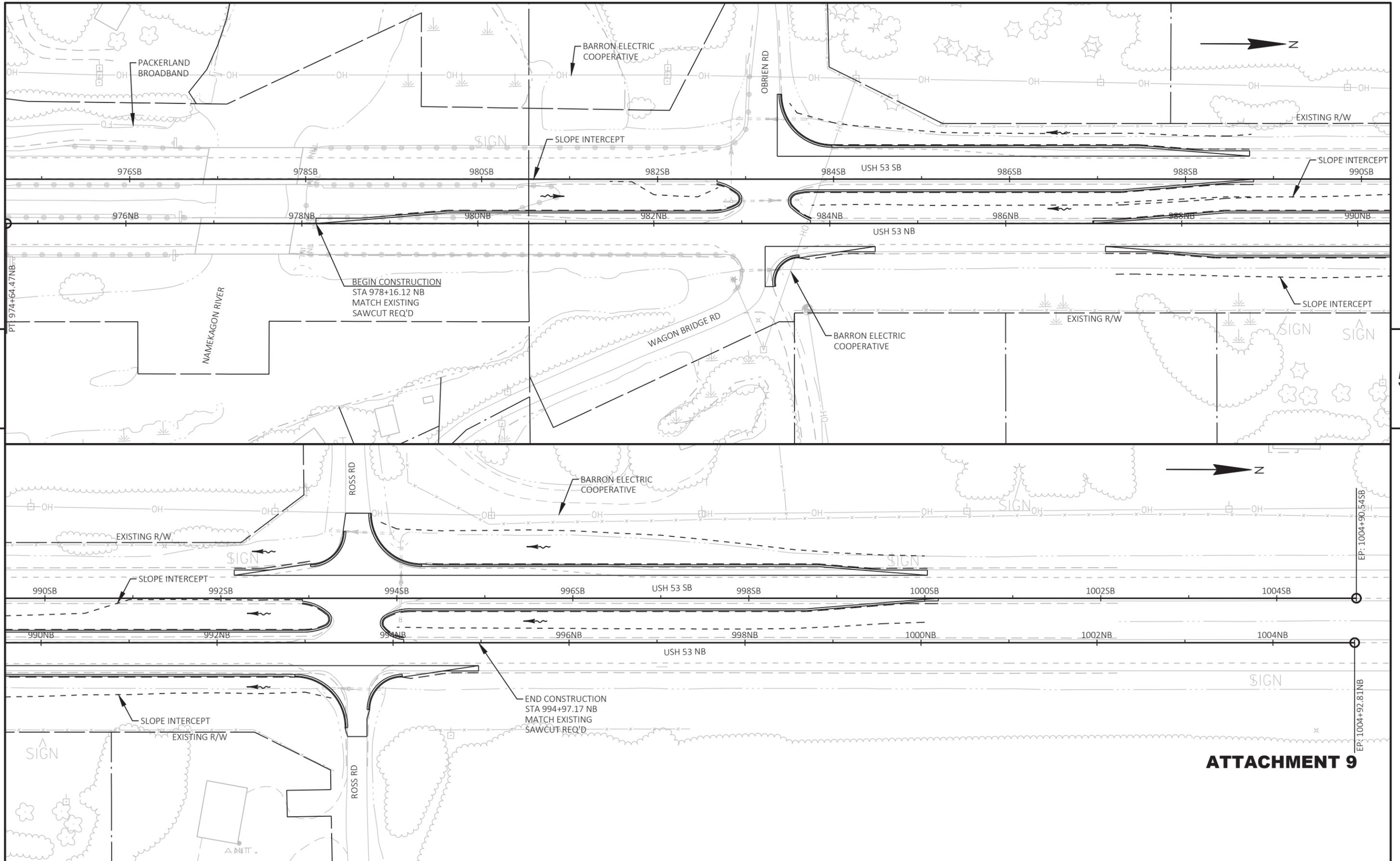
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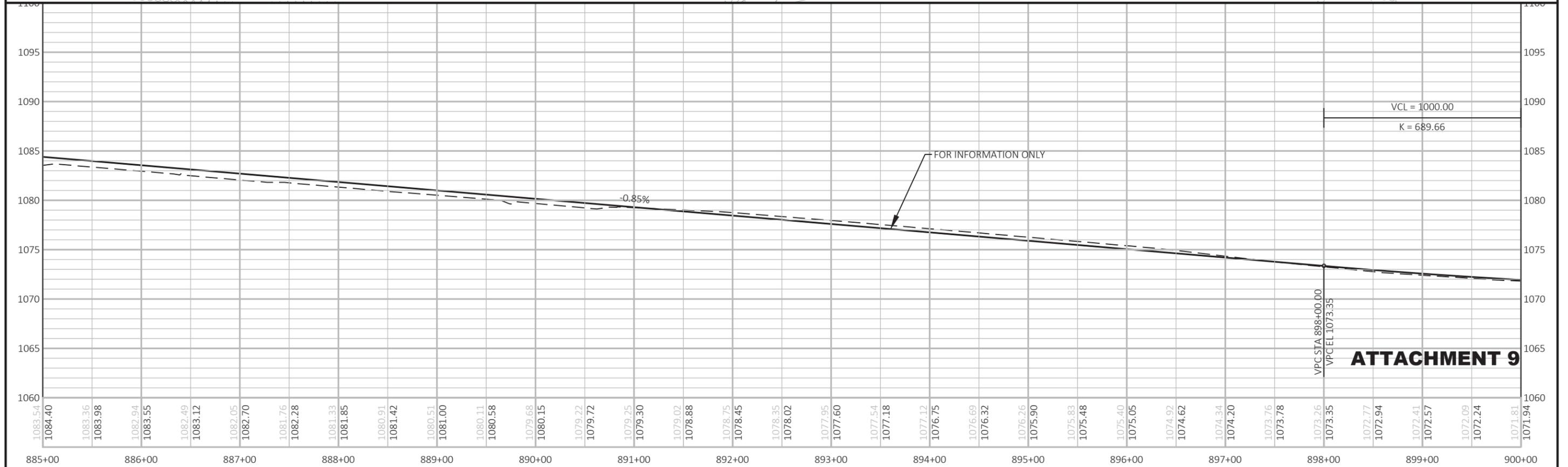
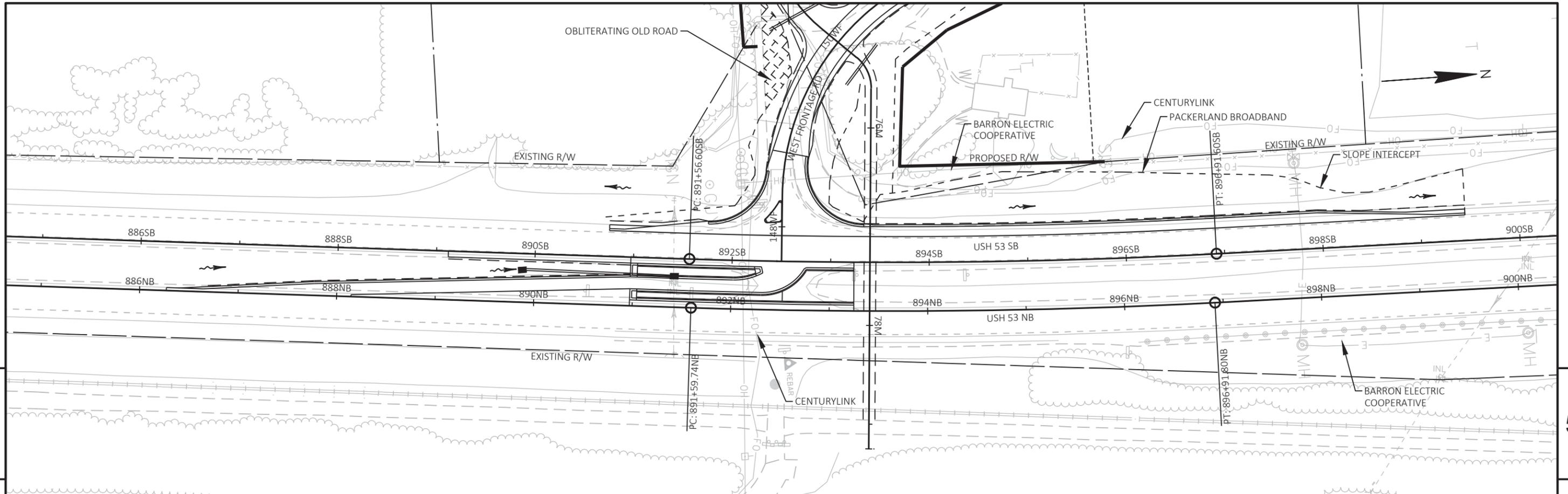
PRELIMINARY PLANS



ATTACHMENT 9

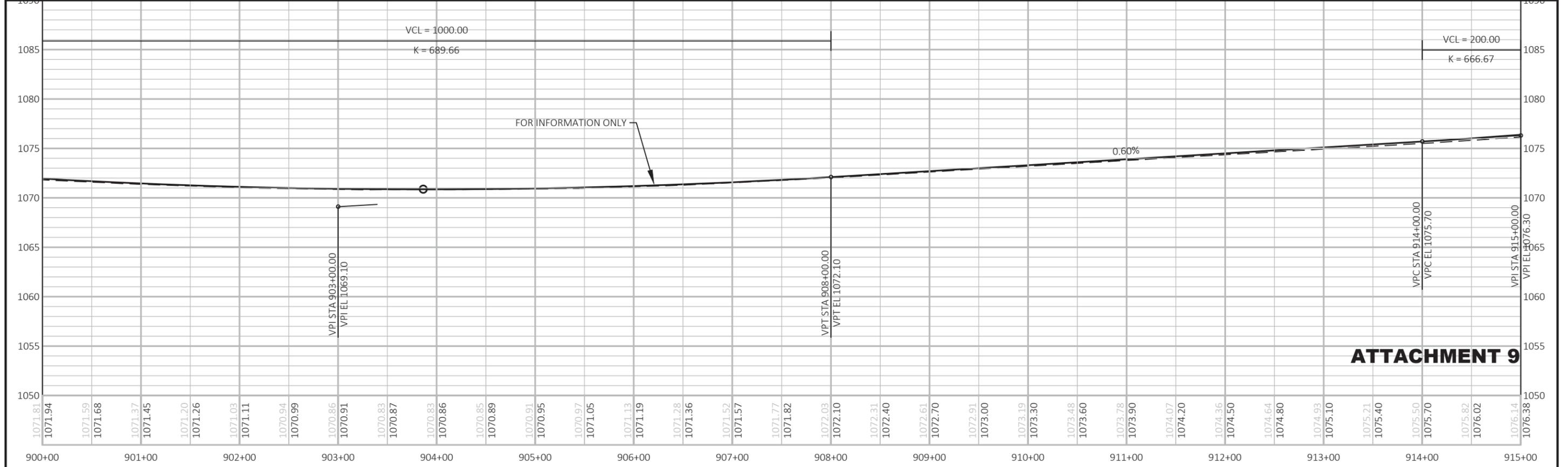
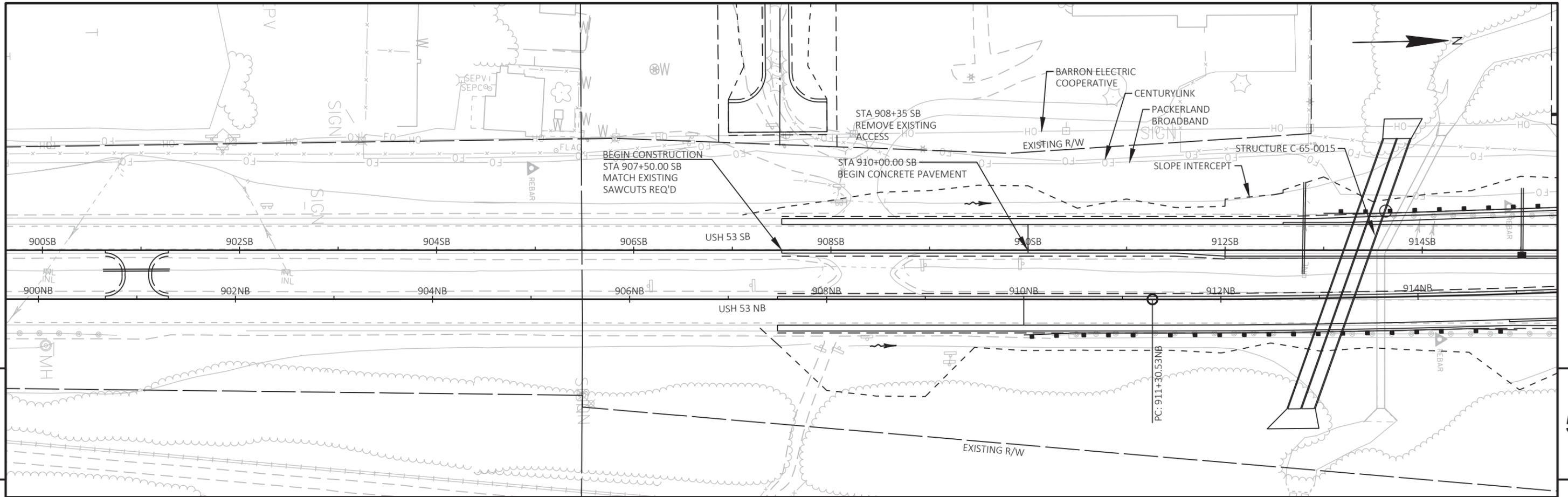
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PRELIMINARY PLANS

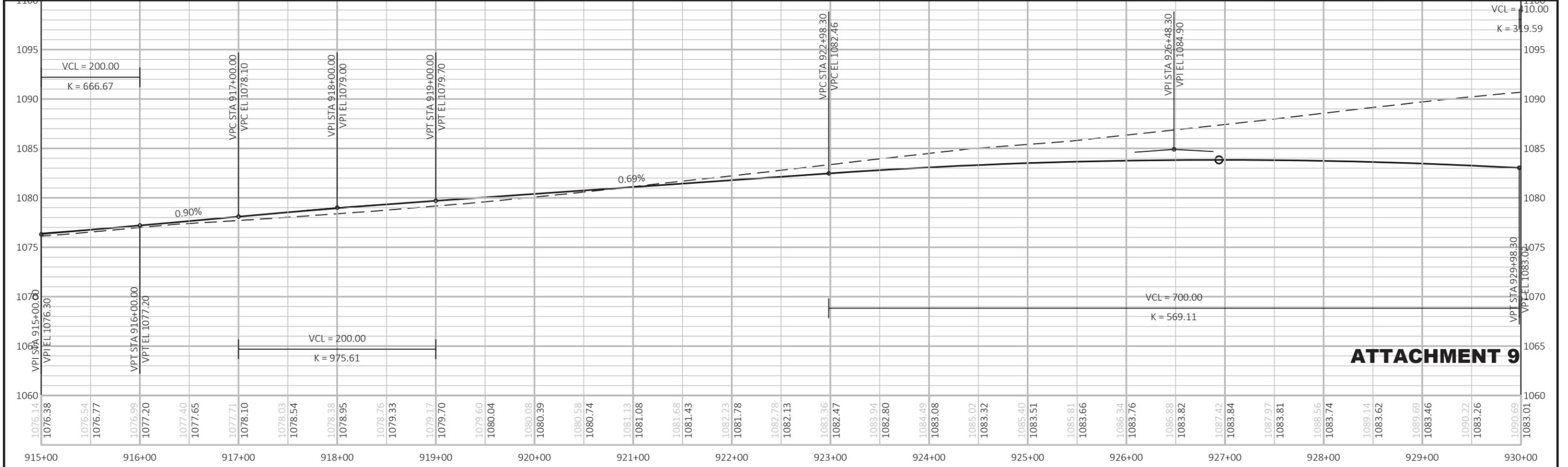
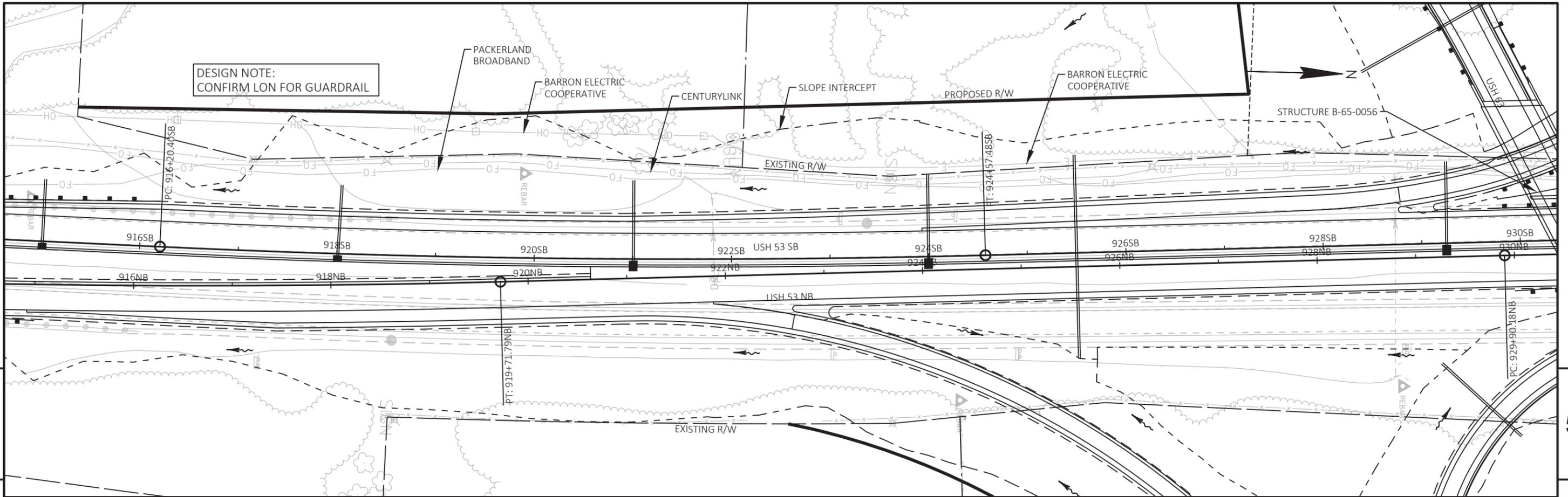


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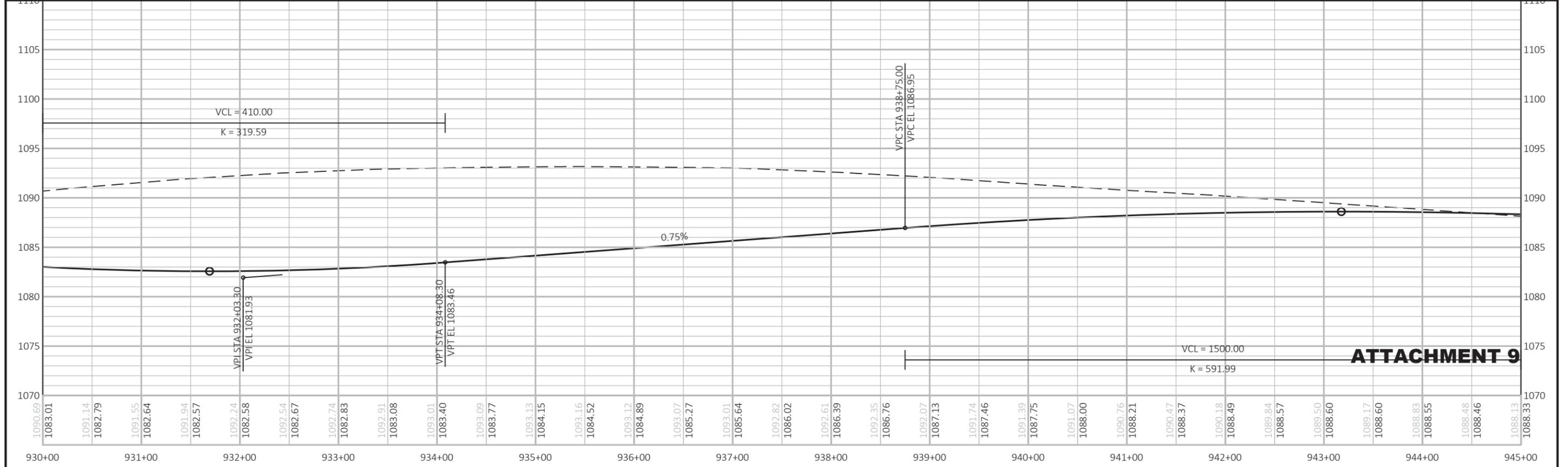
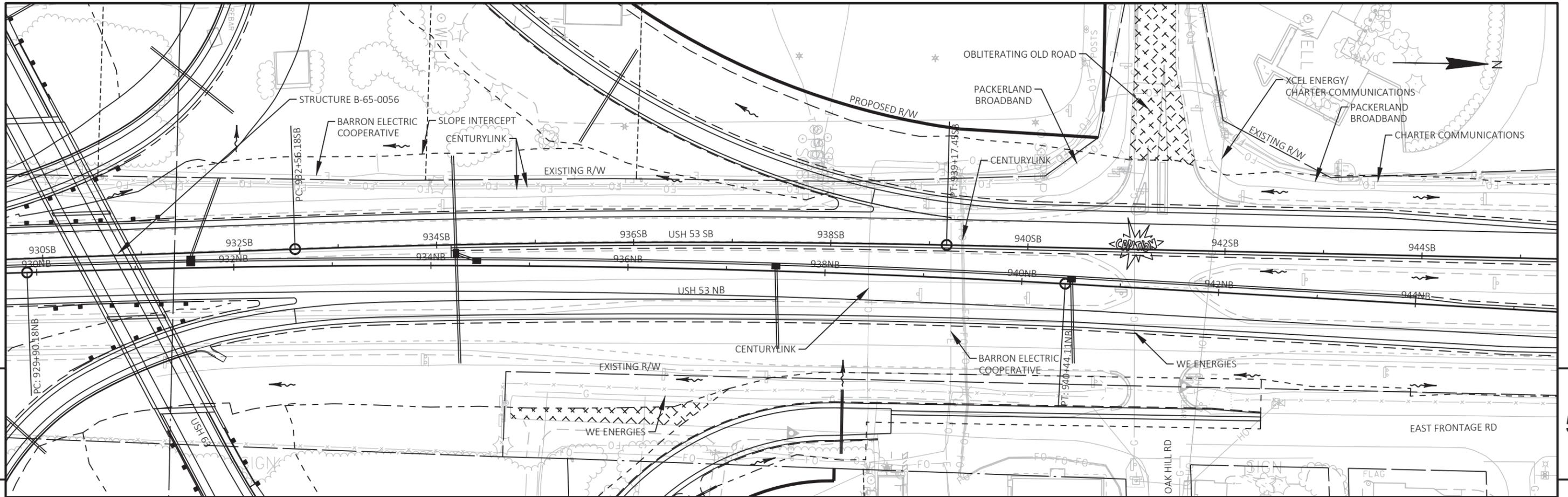


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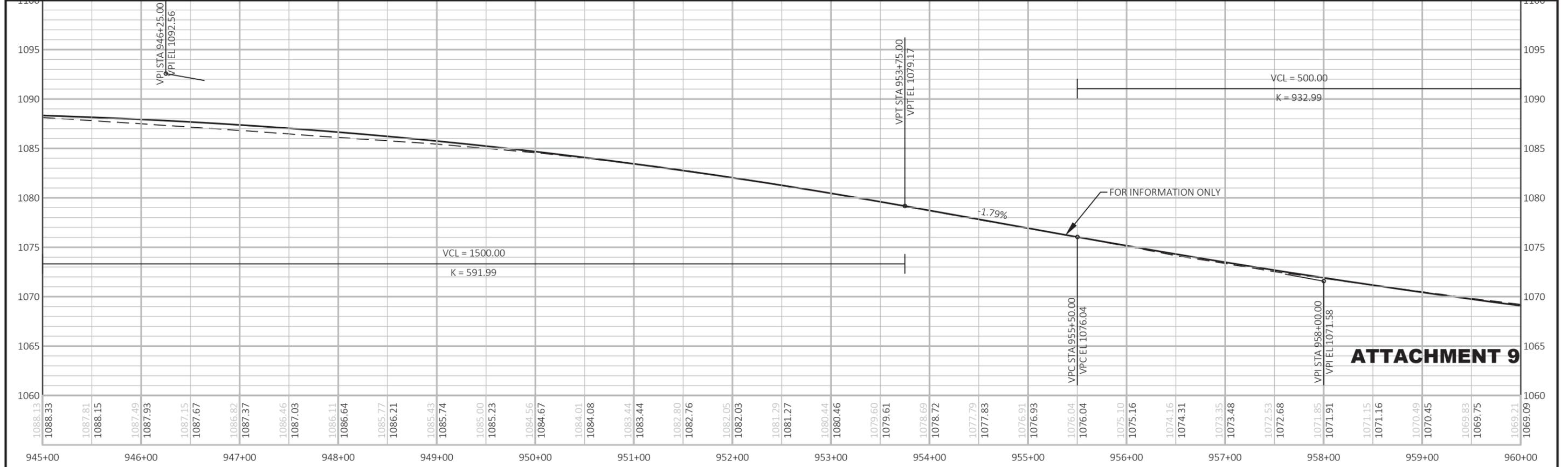
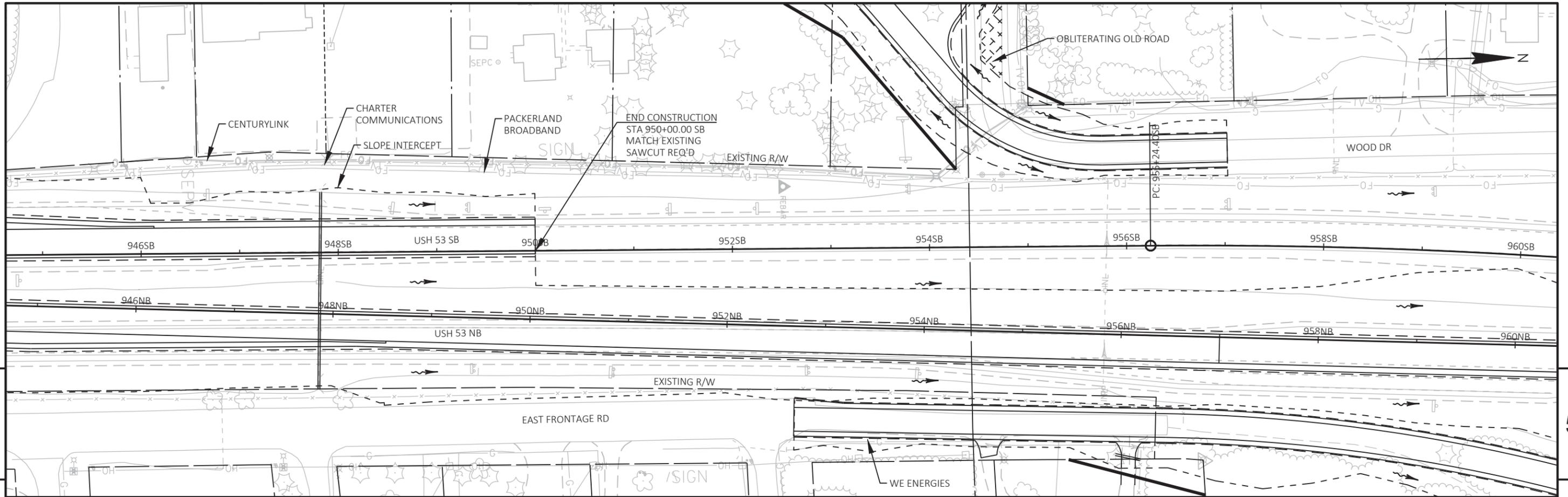
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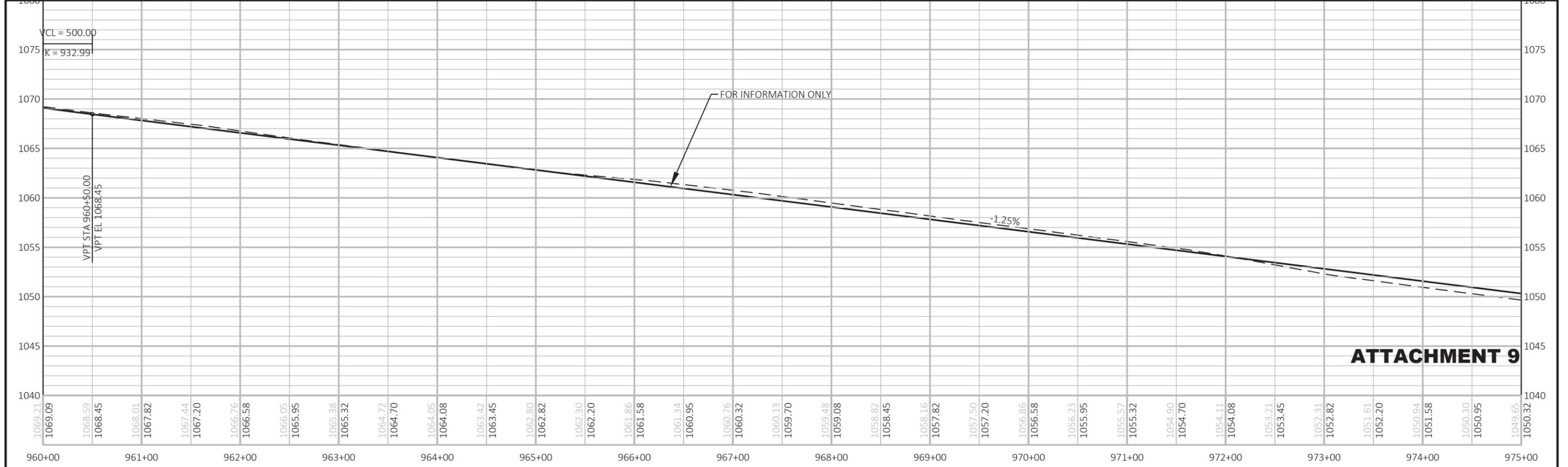
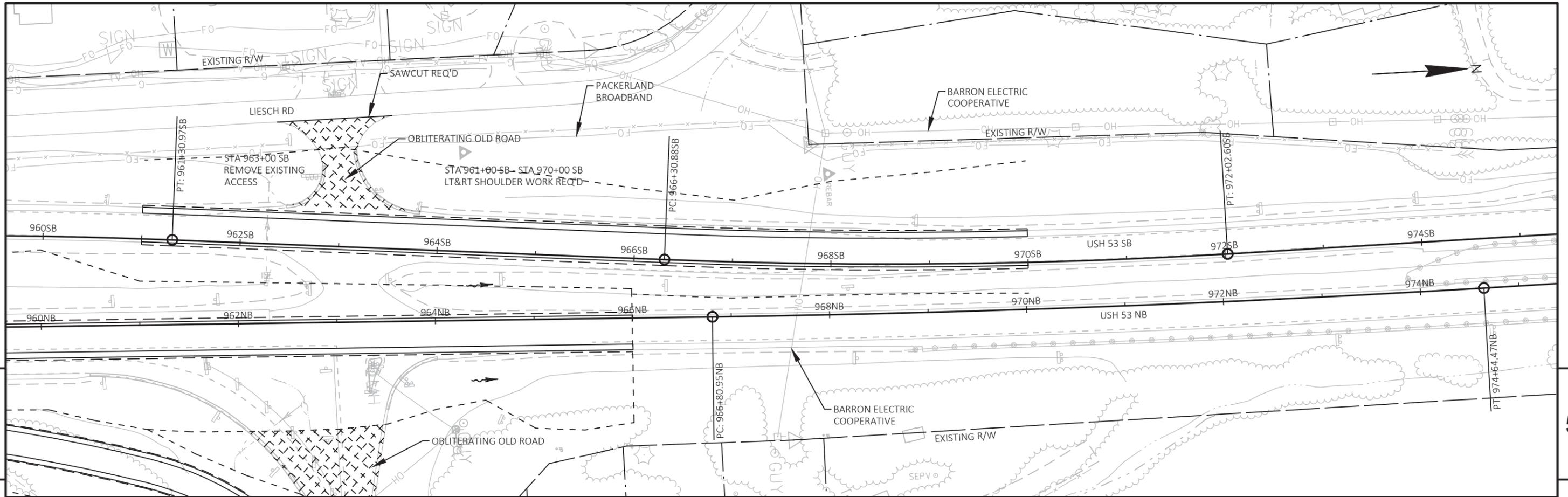
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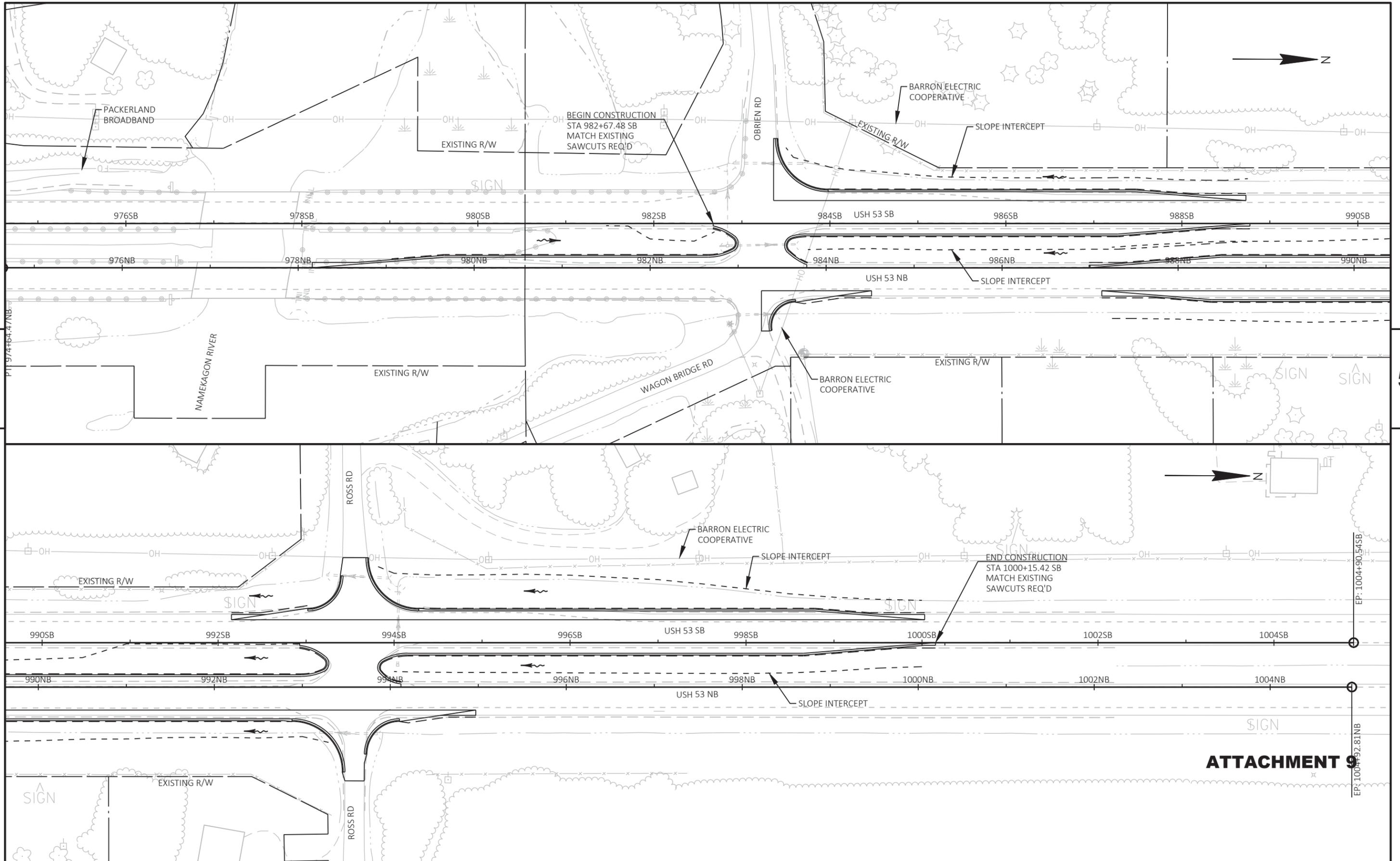
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PROJECT NO: 1197-00-70	HWY: USH 53	COUNTY: WASHBURN	PLAN AND PROFILE: USH 53 SB	SHEET	E
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PRELIMINARY PLANS

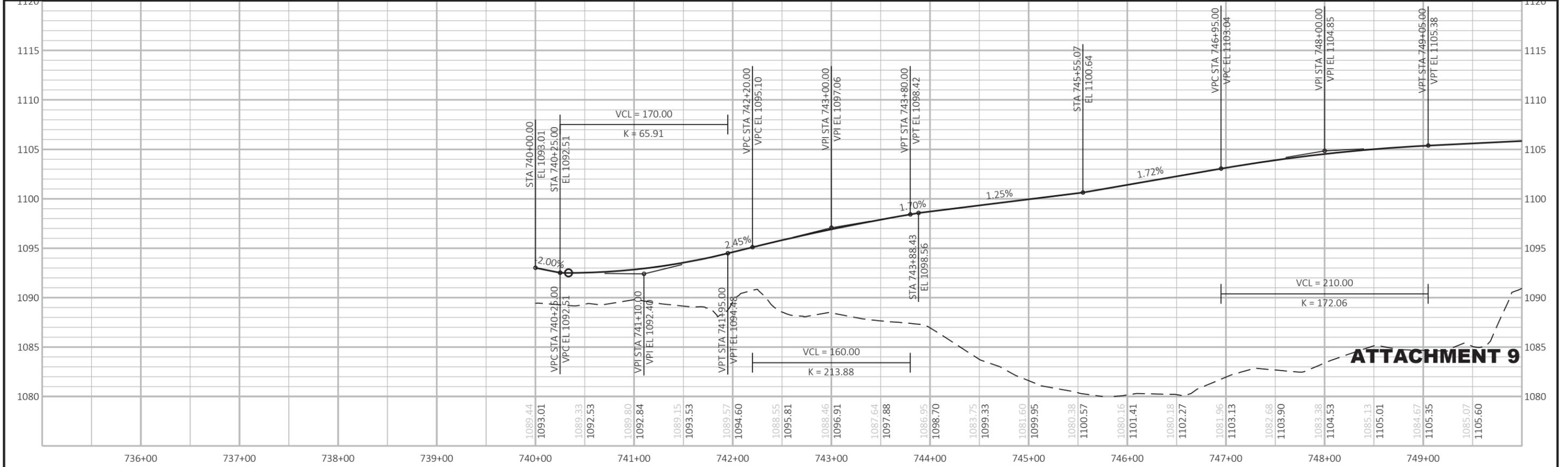
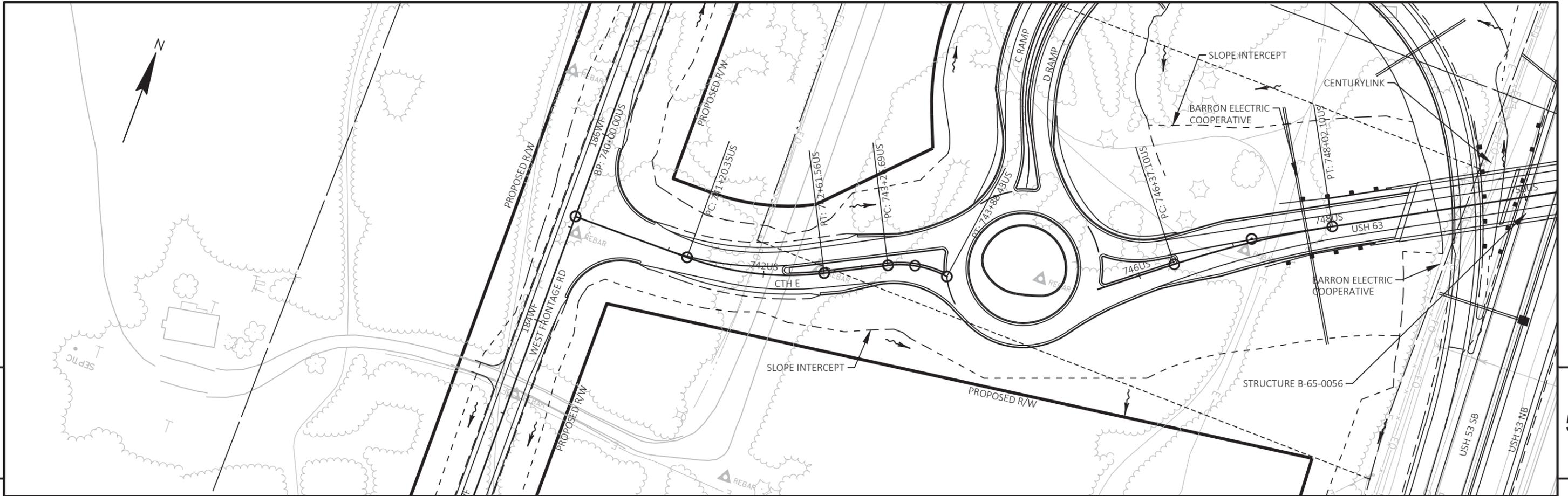


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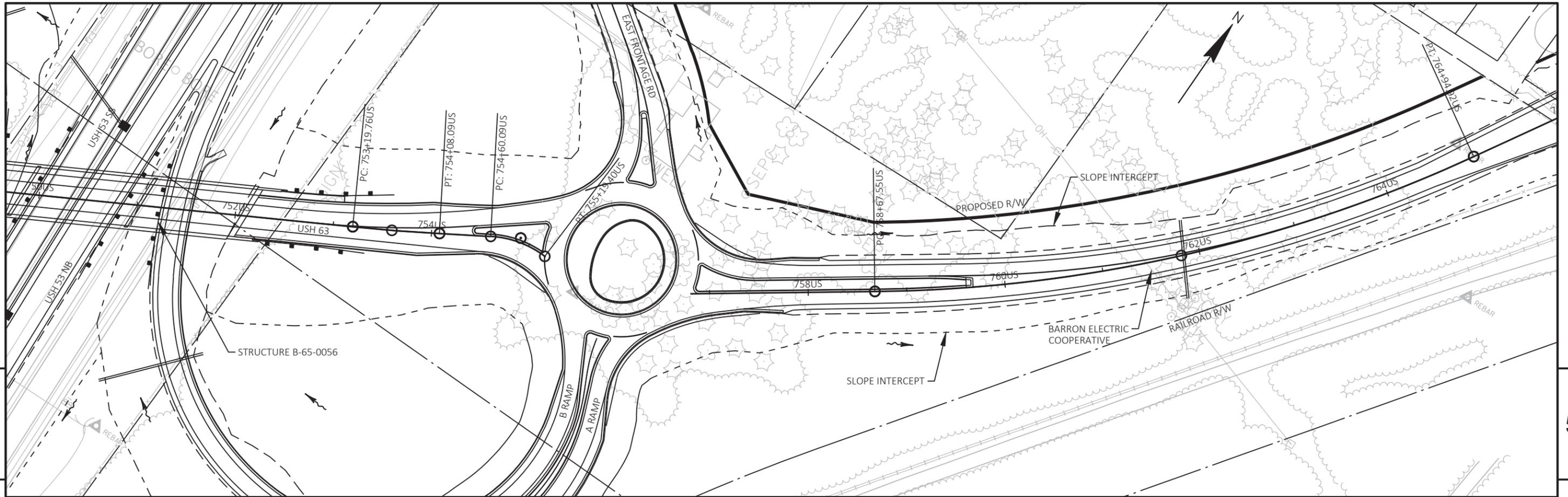
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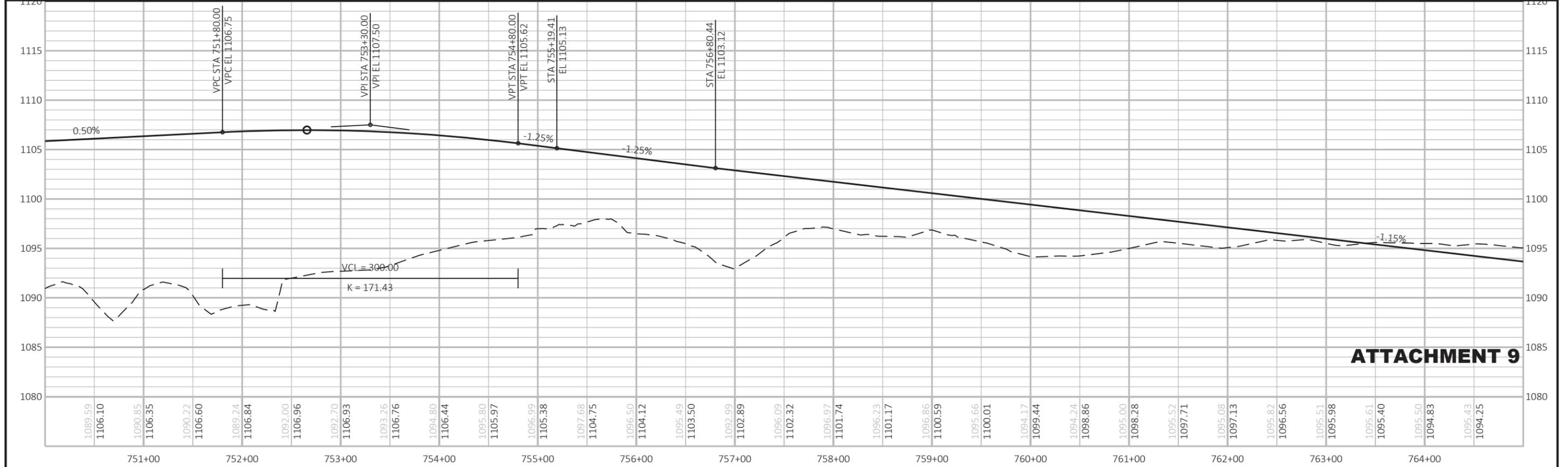
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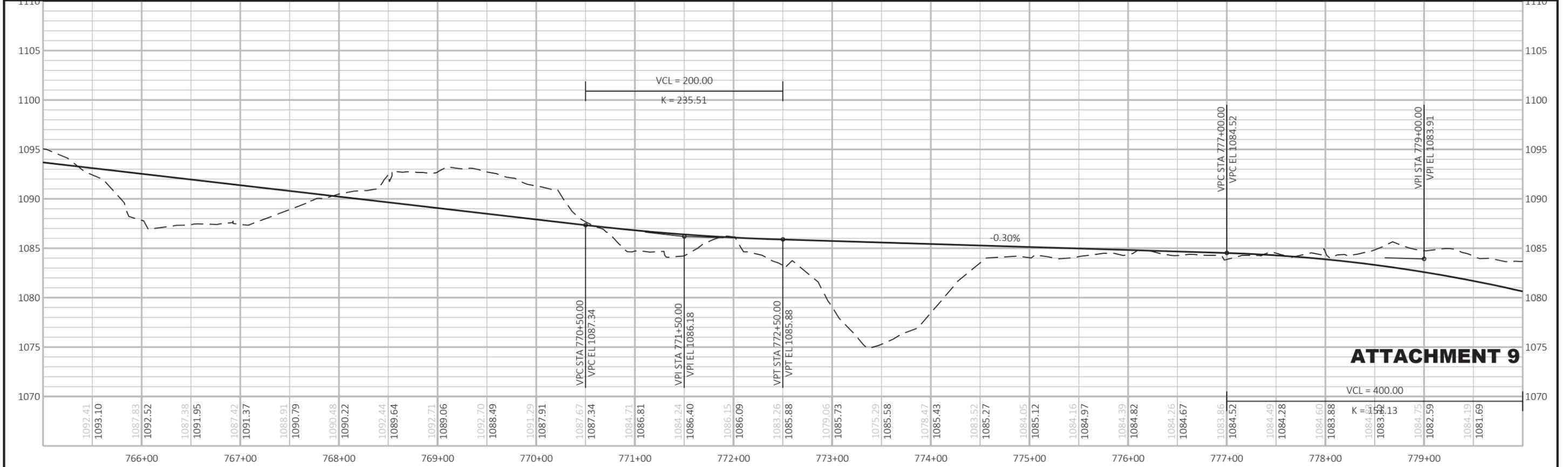
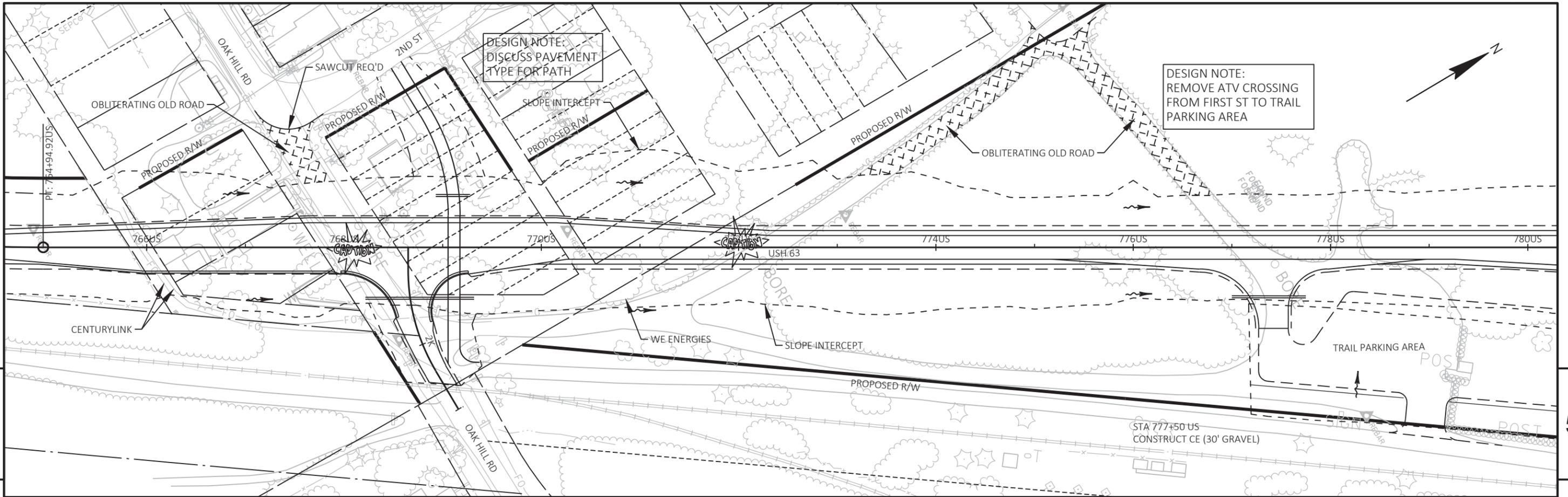
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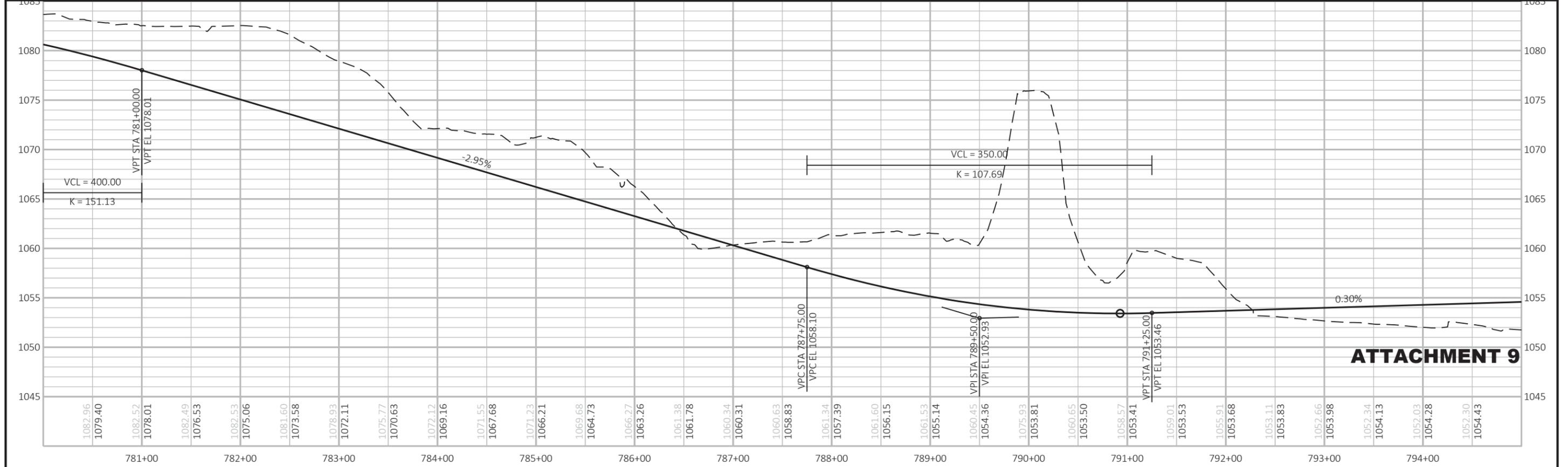
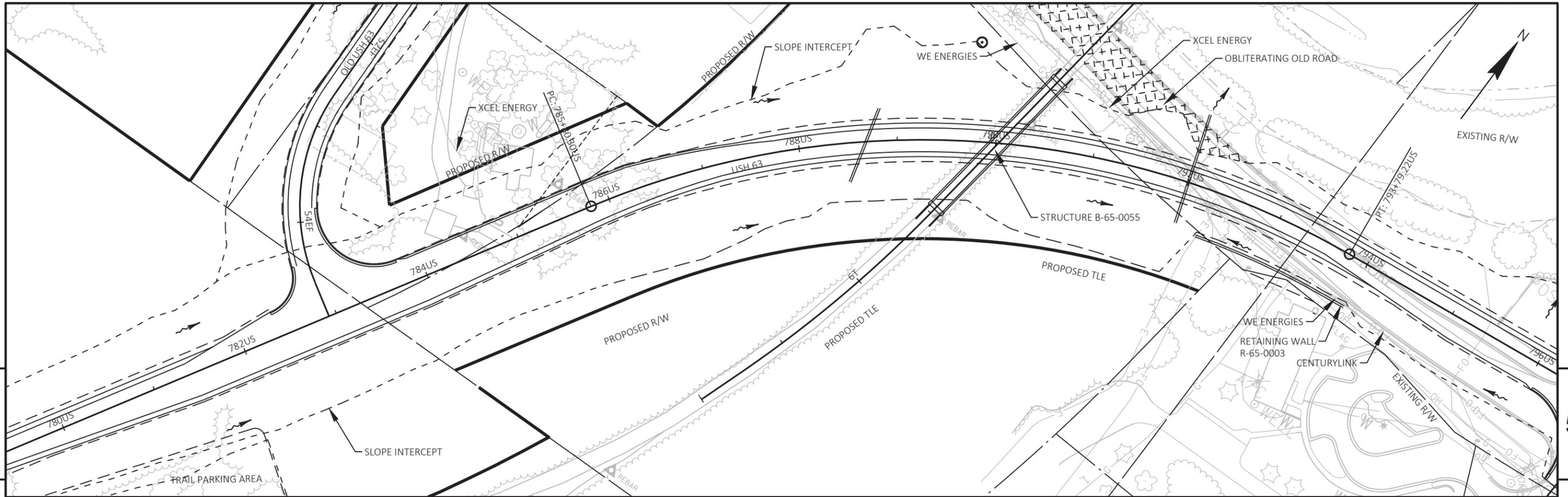


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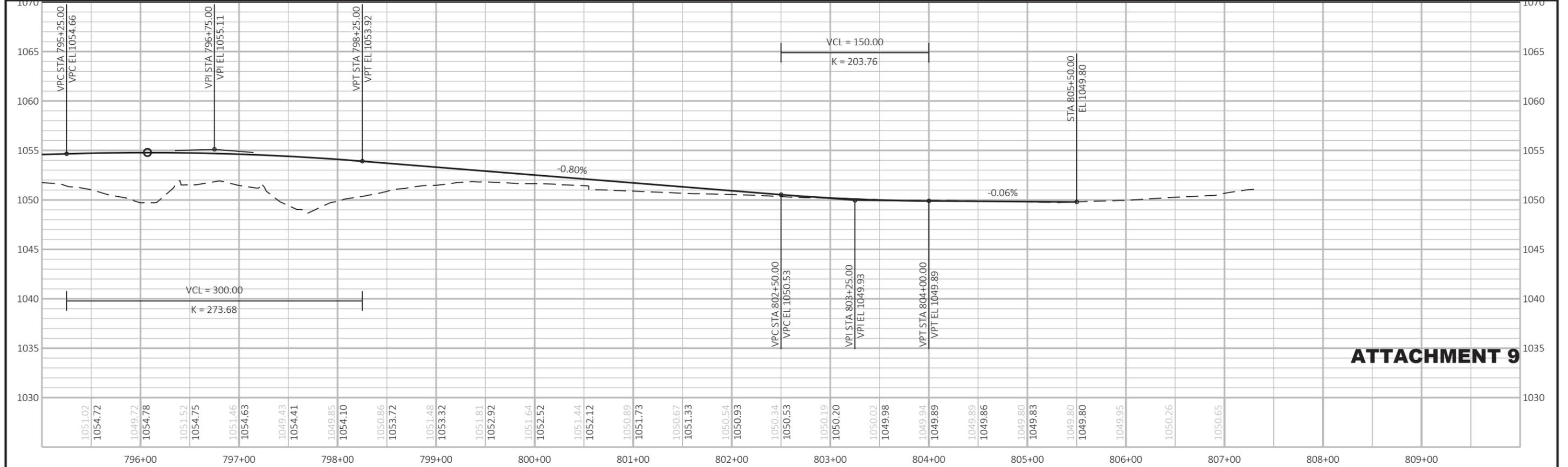
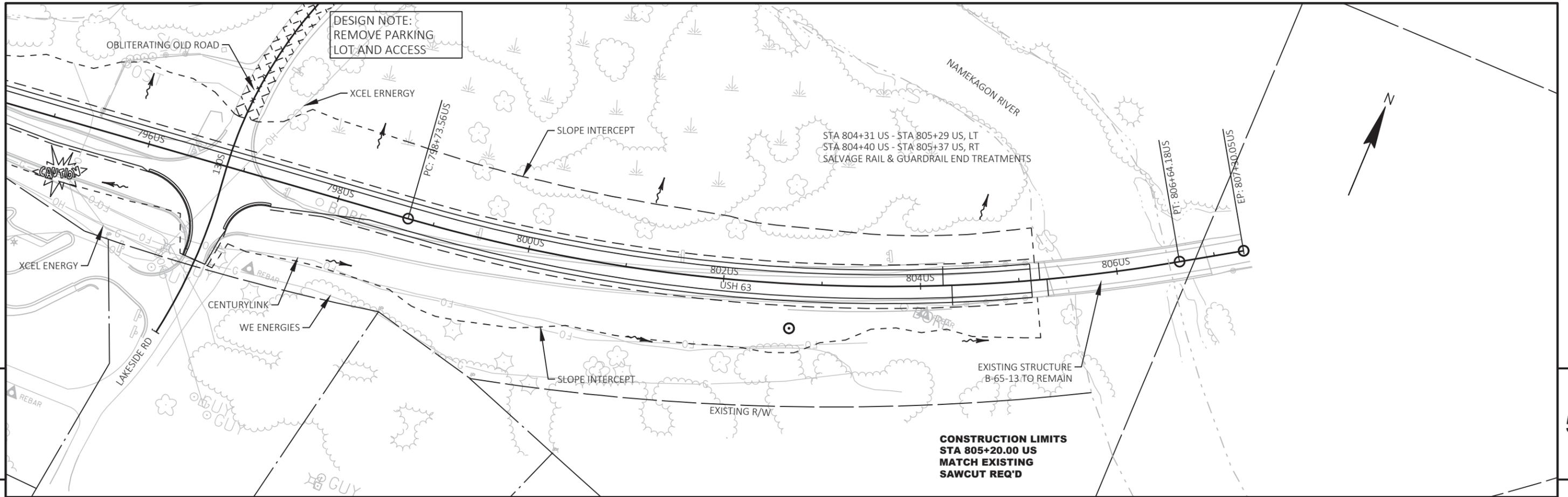
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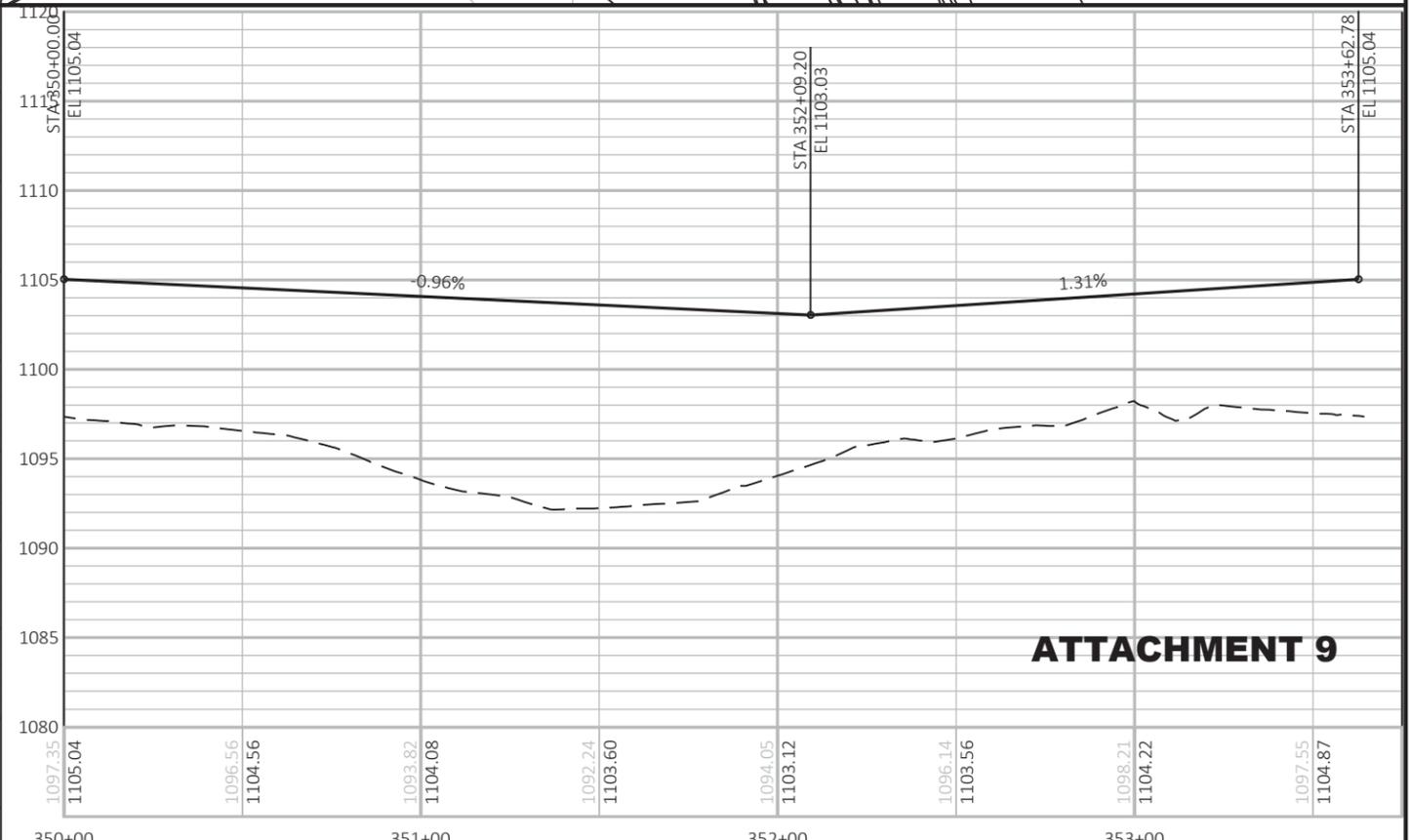
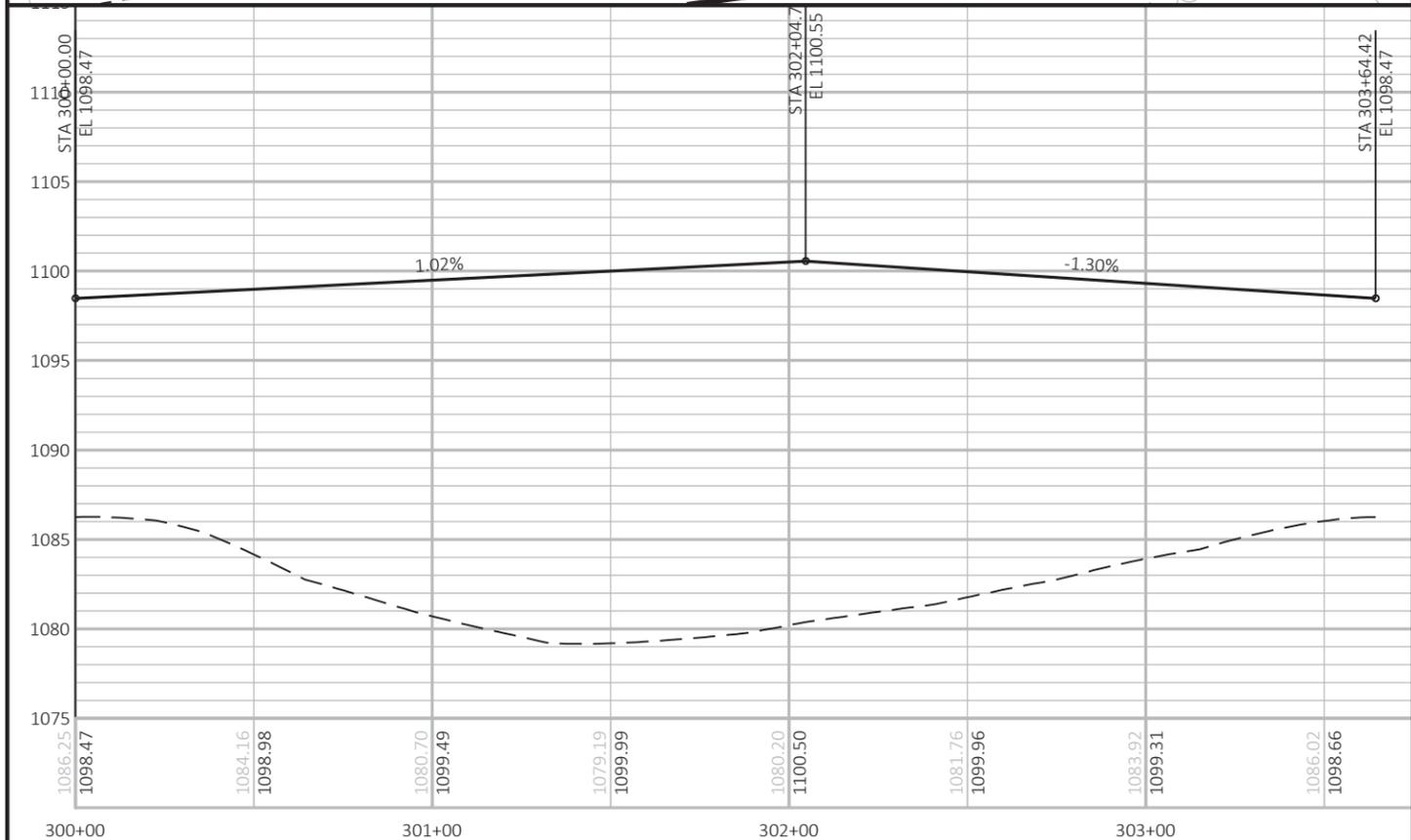
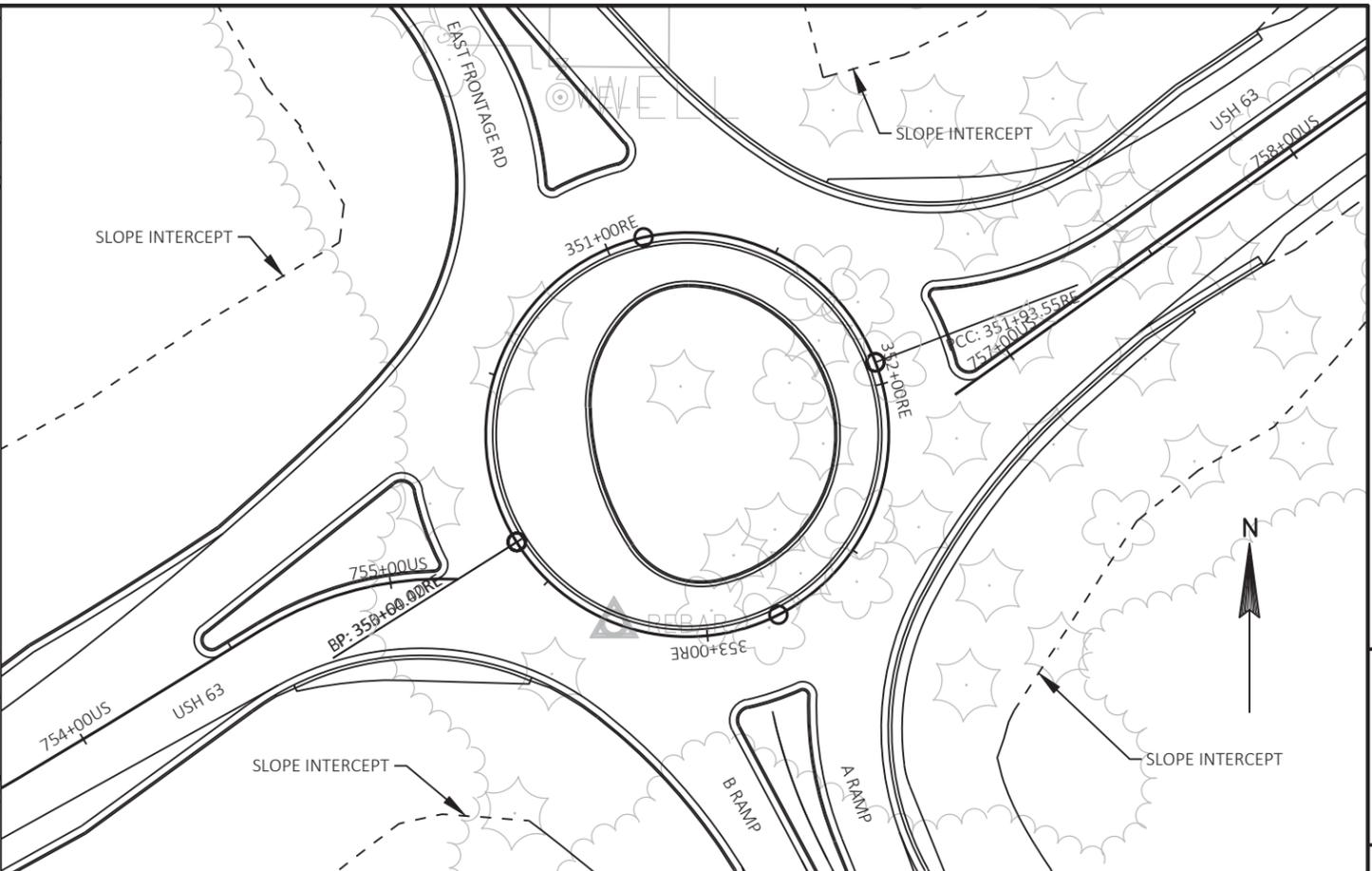
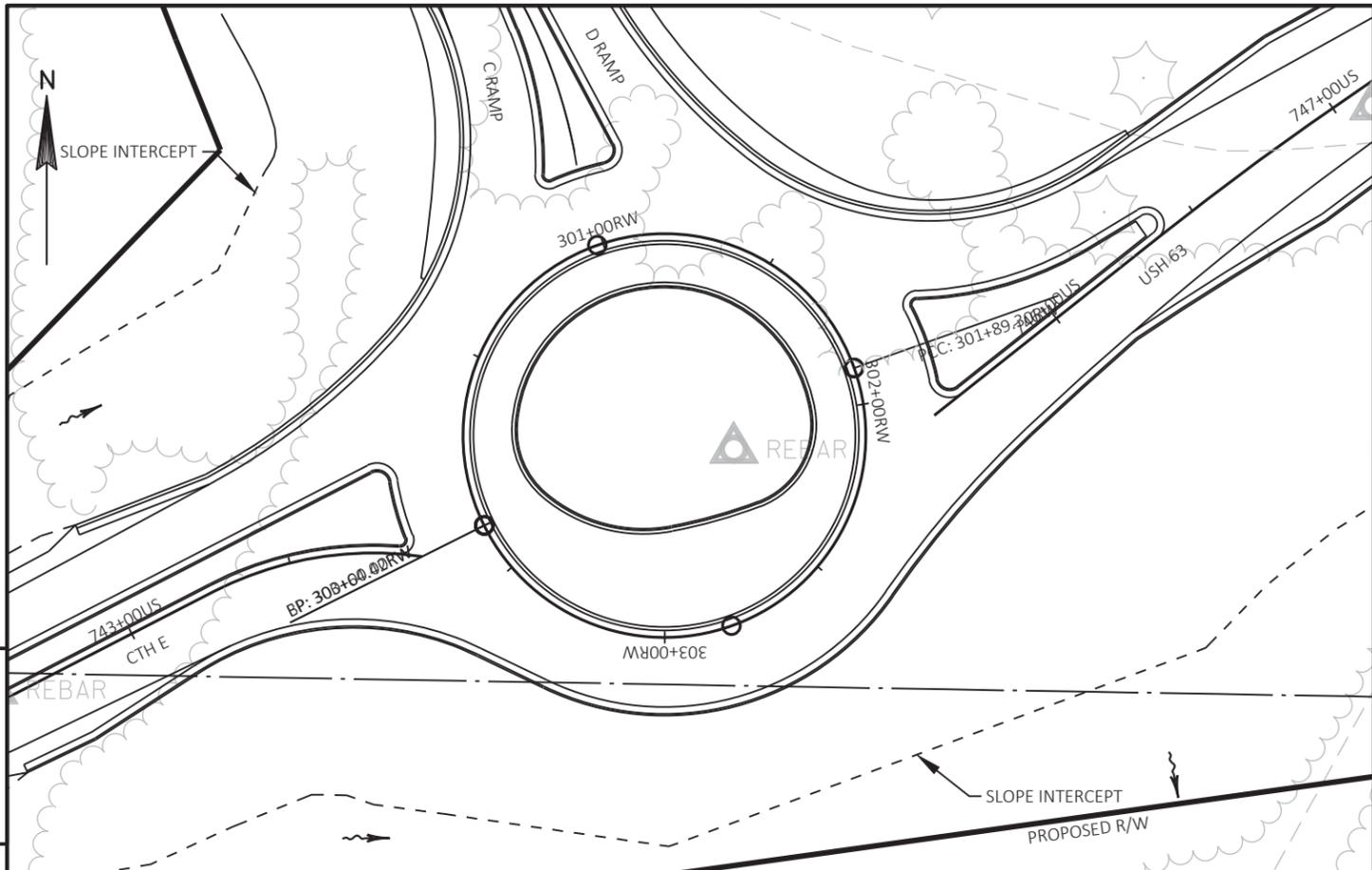
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PROJECT NO: 1197-00-70	HWY: USH 53	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET	E
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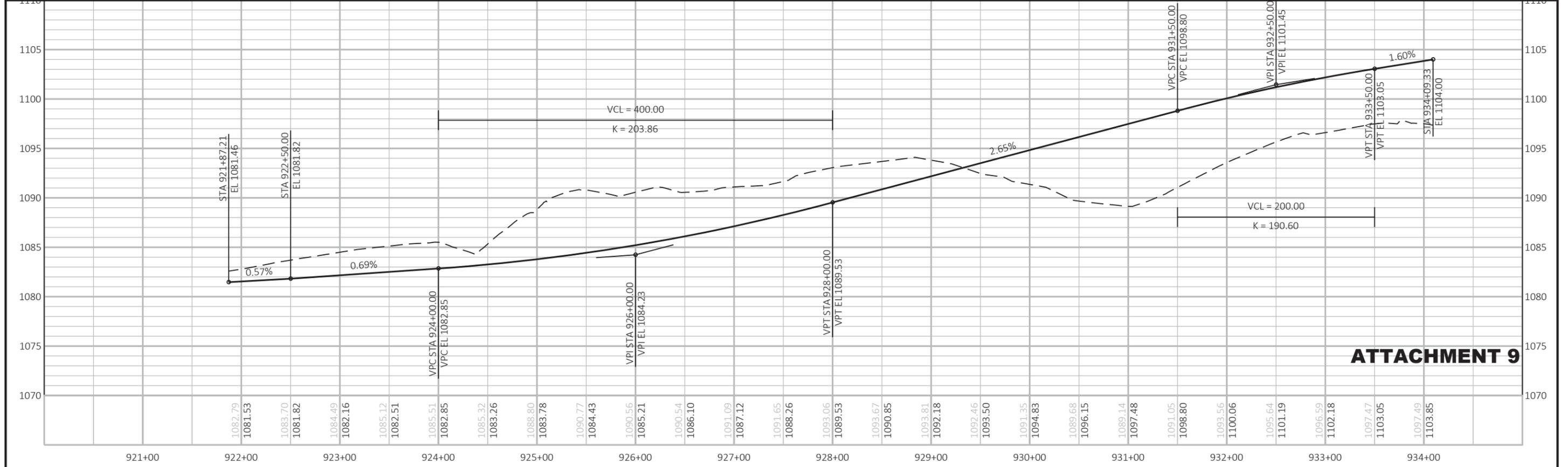
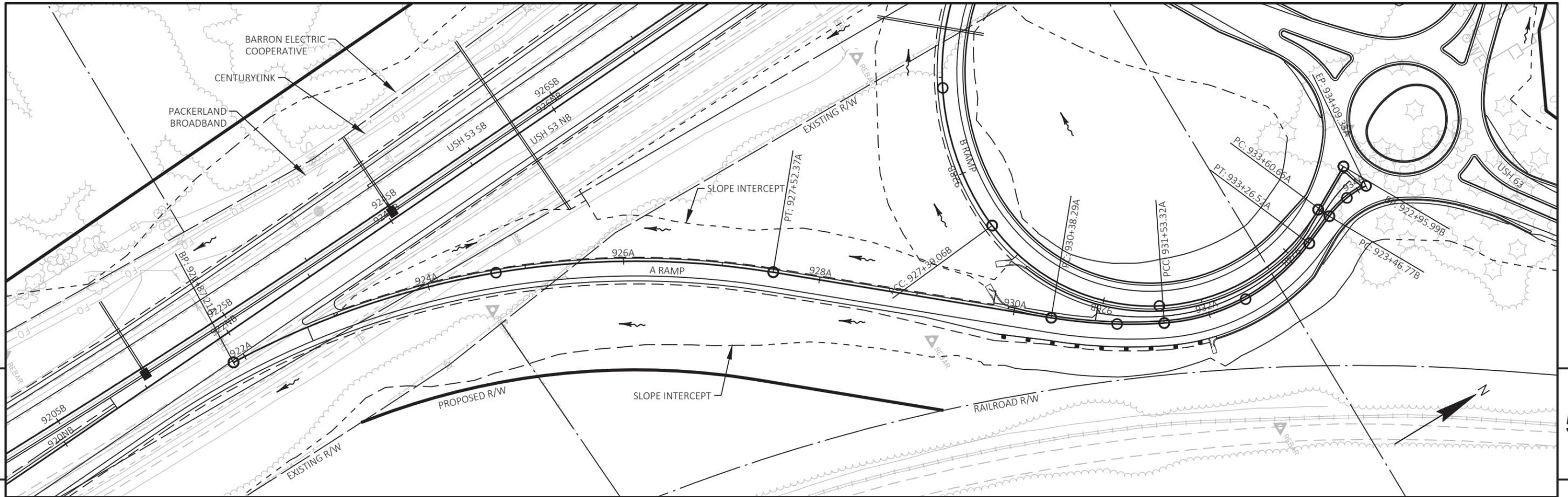


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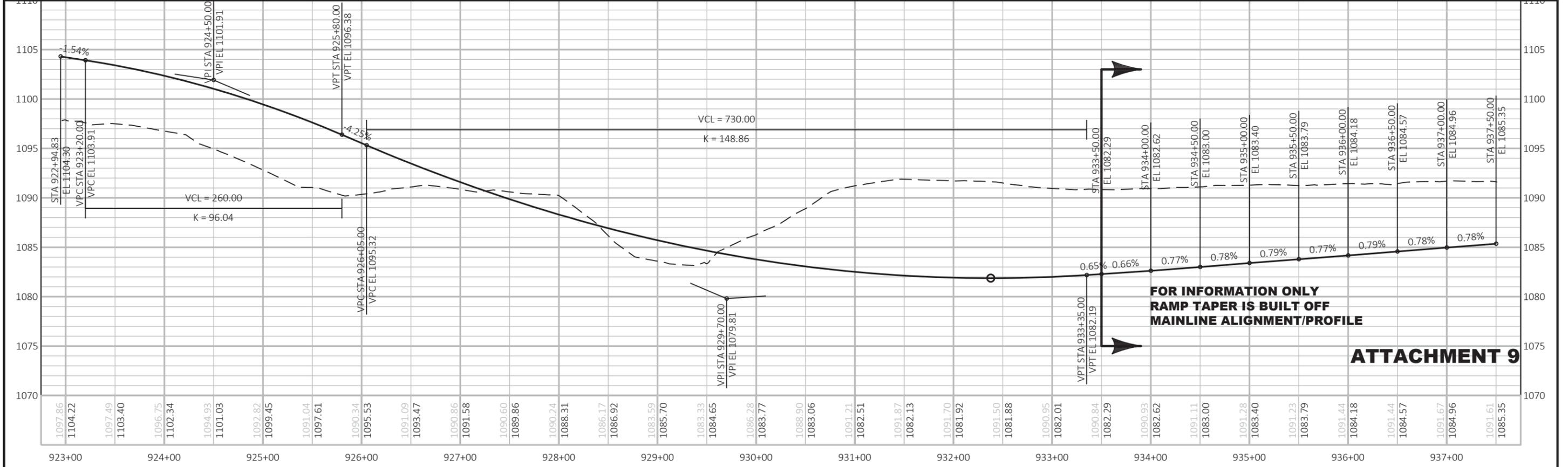
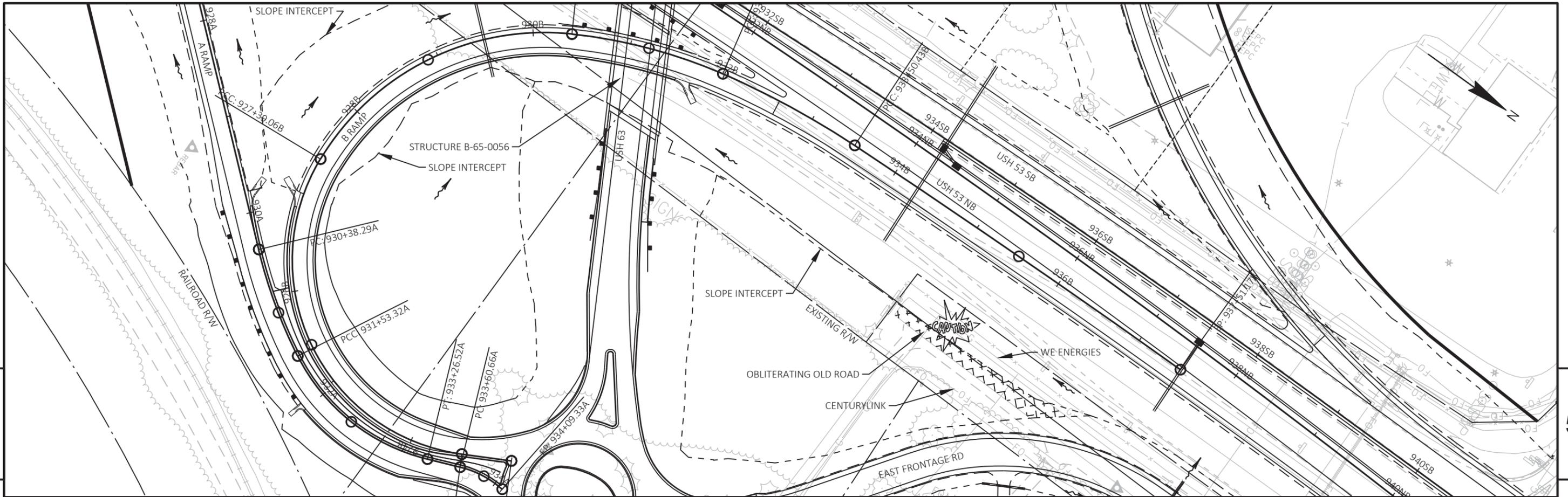
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ATTACHMENT 9



ATTACHMENT 9

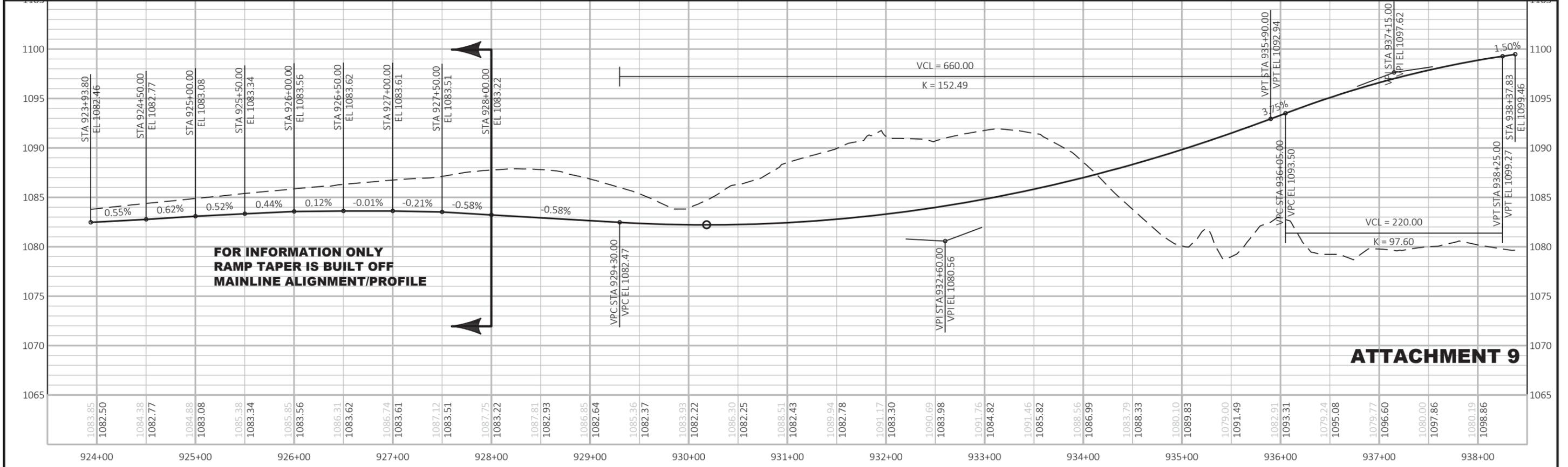
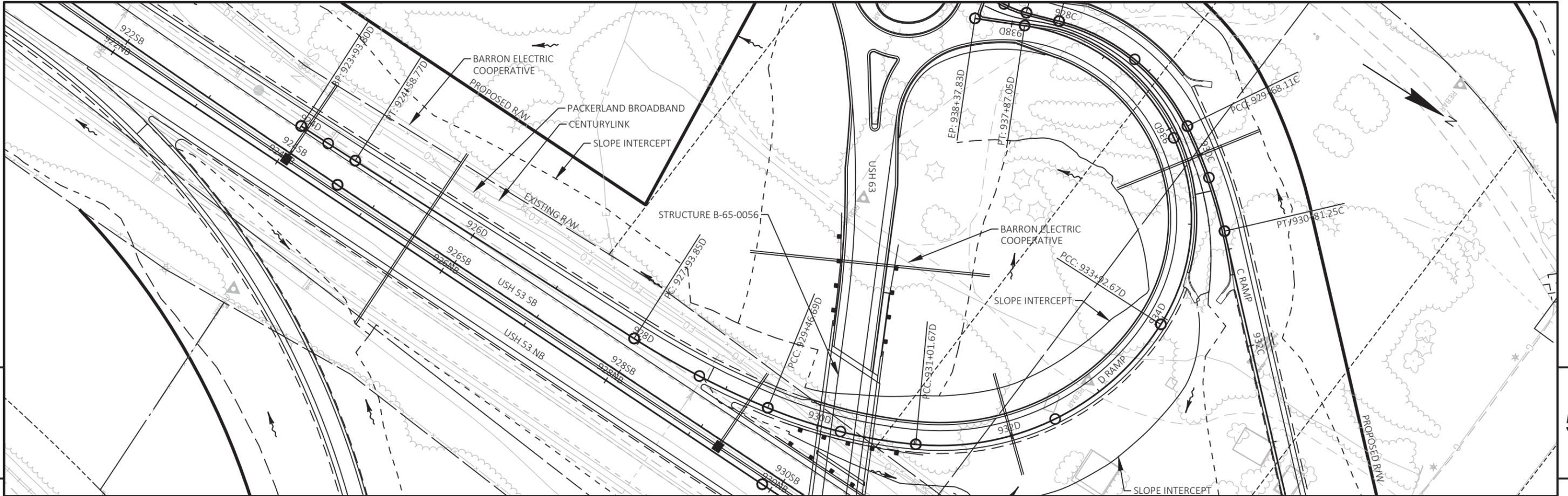
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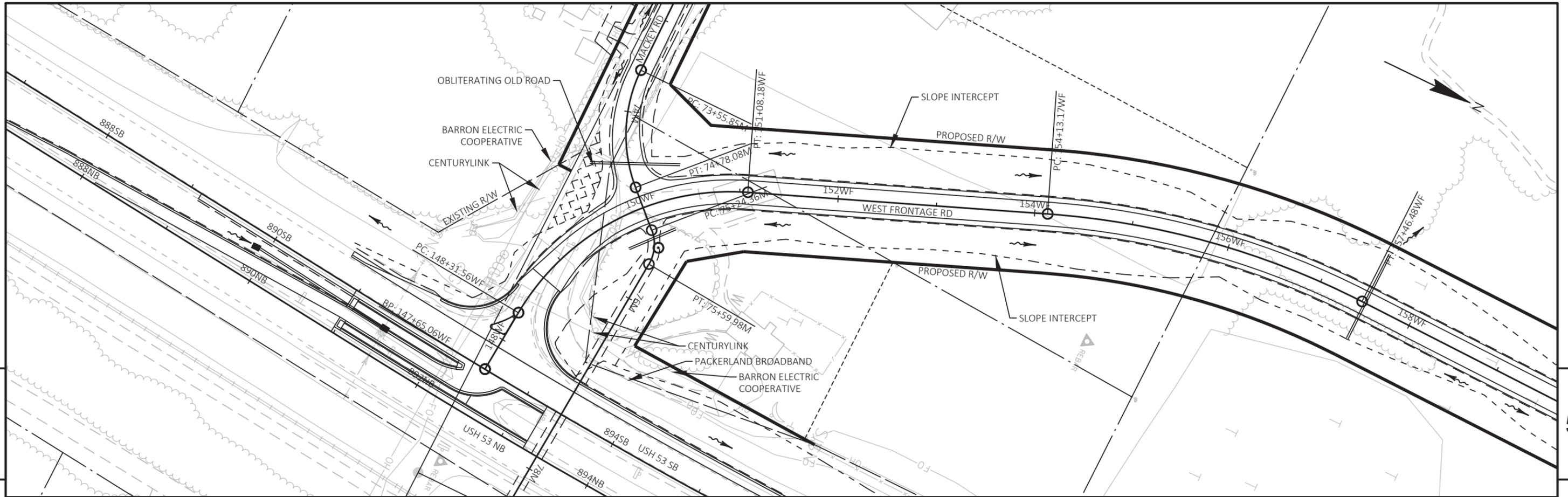
**FOR INFORMATION ONLY
RAMP TAPER IS BUILT OFF
MAINLINE ALIGNMENT/PROFILE**

ATTACHMENT 9

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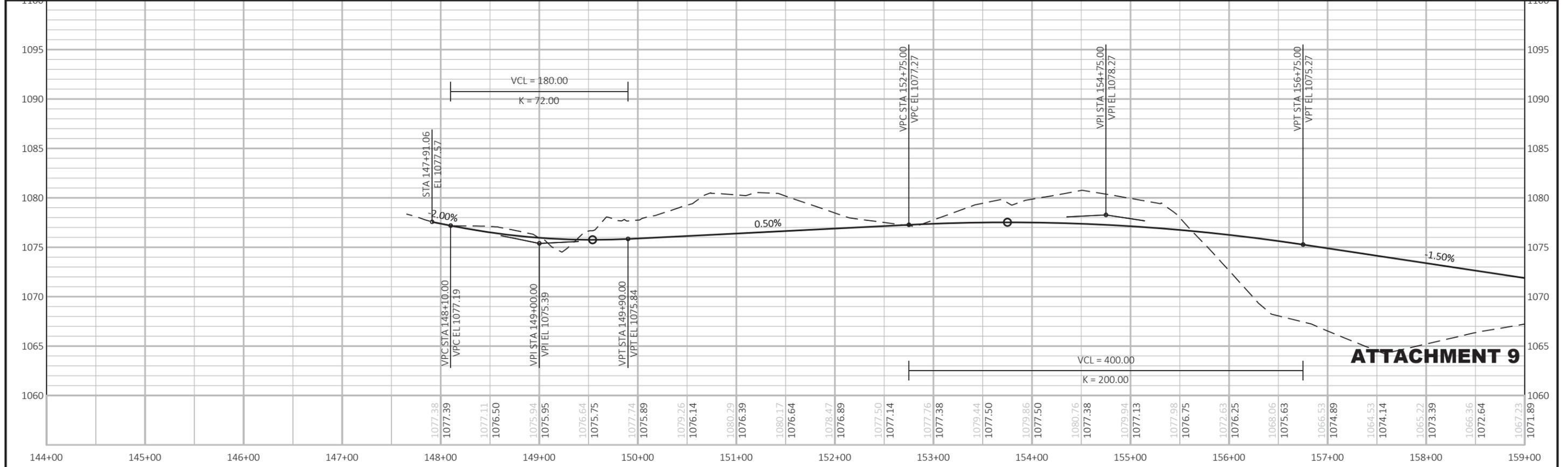


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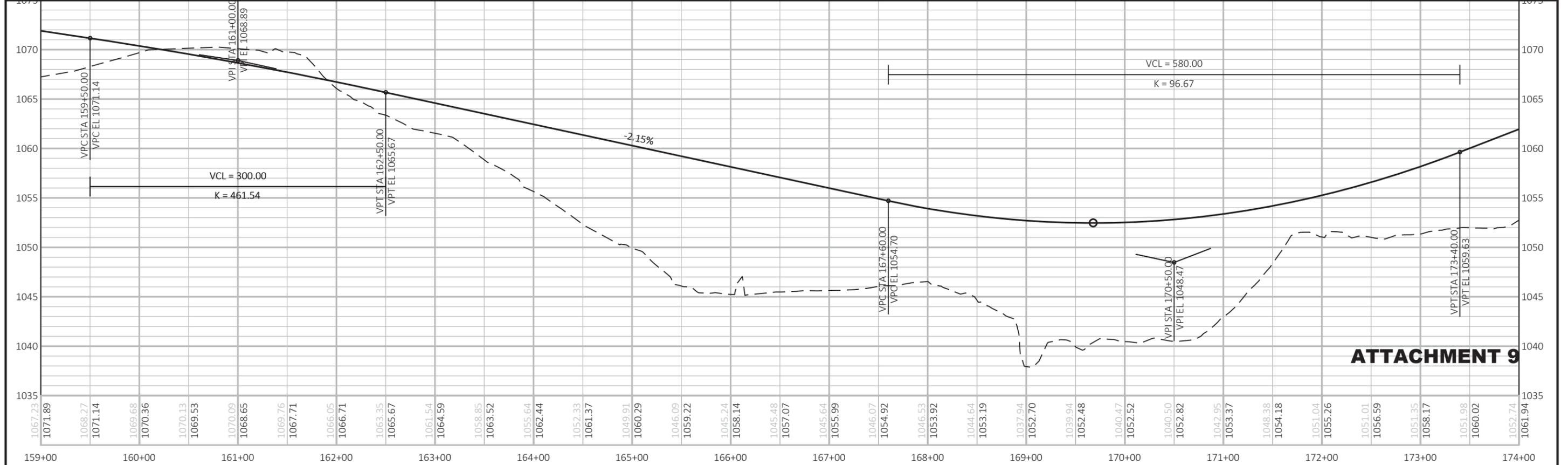
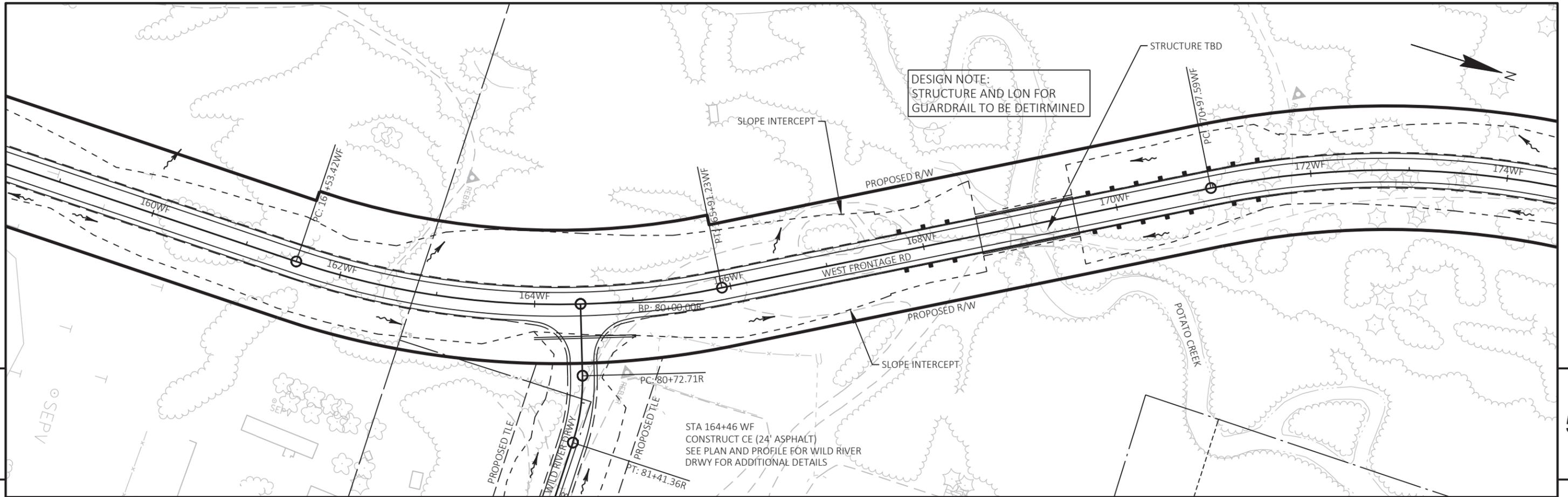
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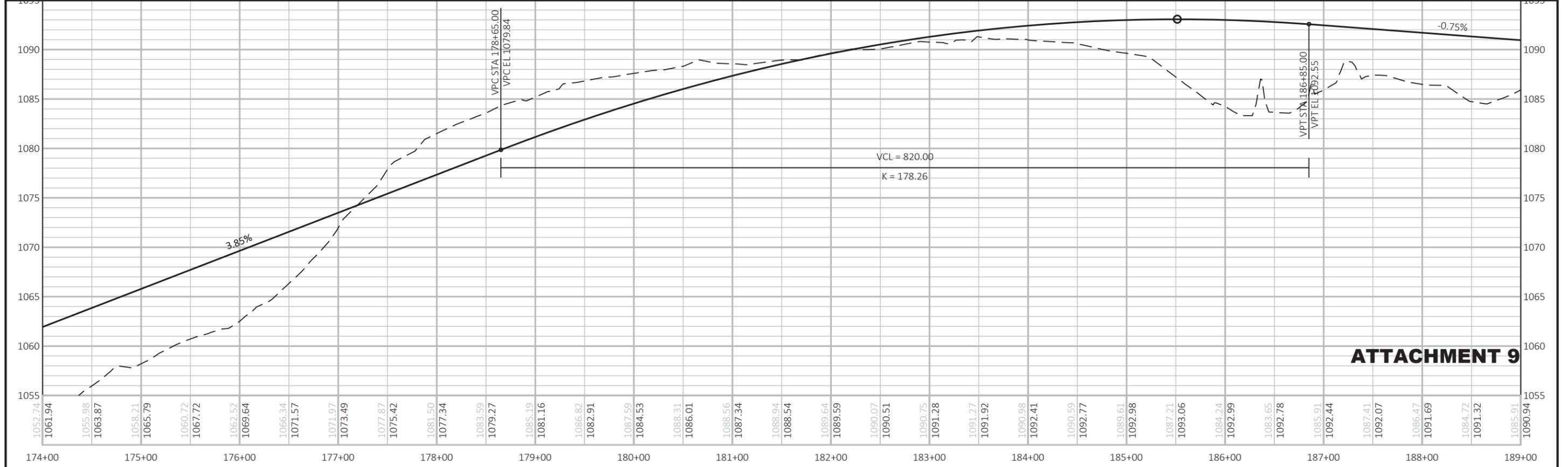
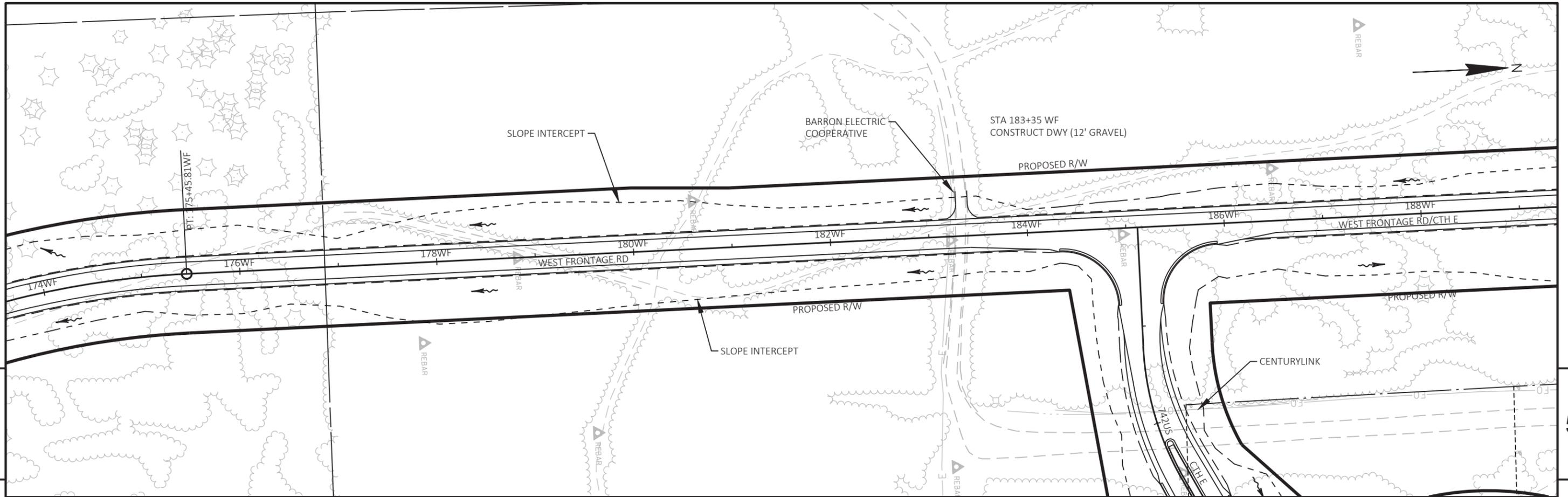


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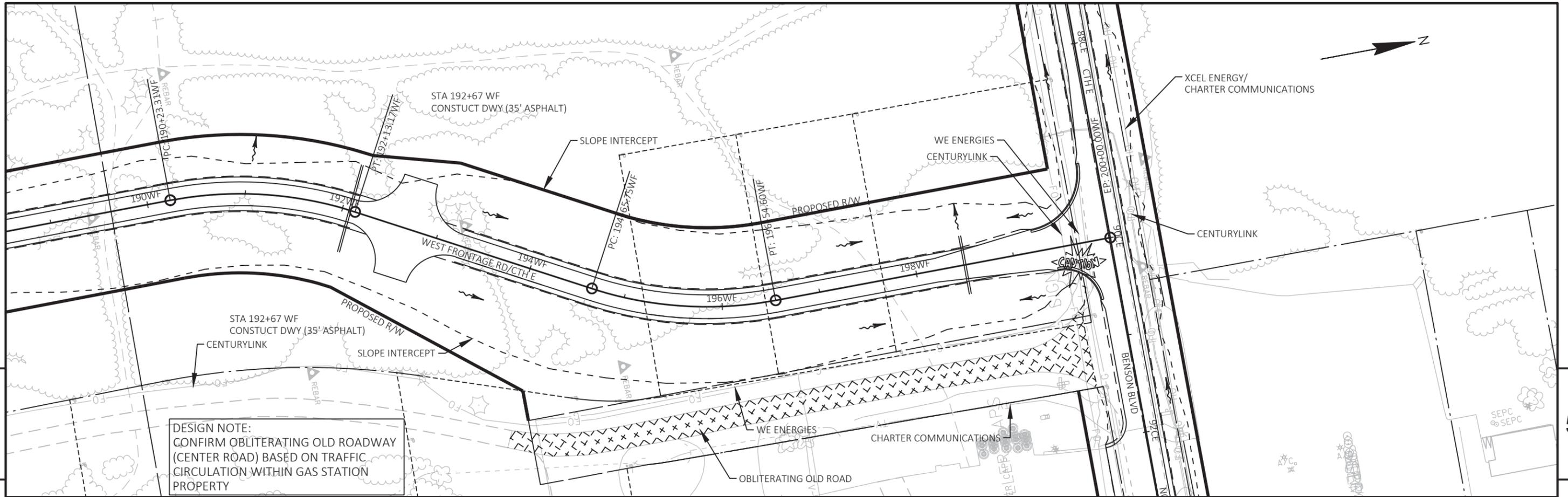


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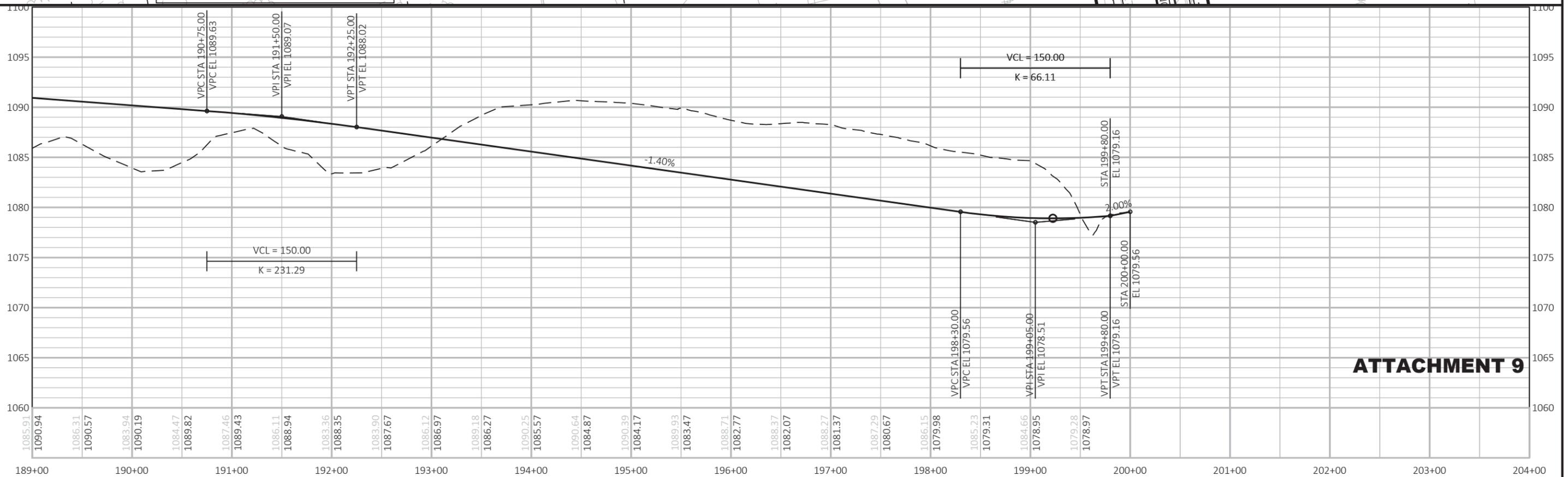


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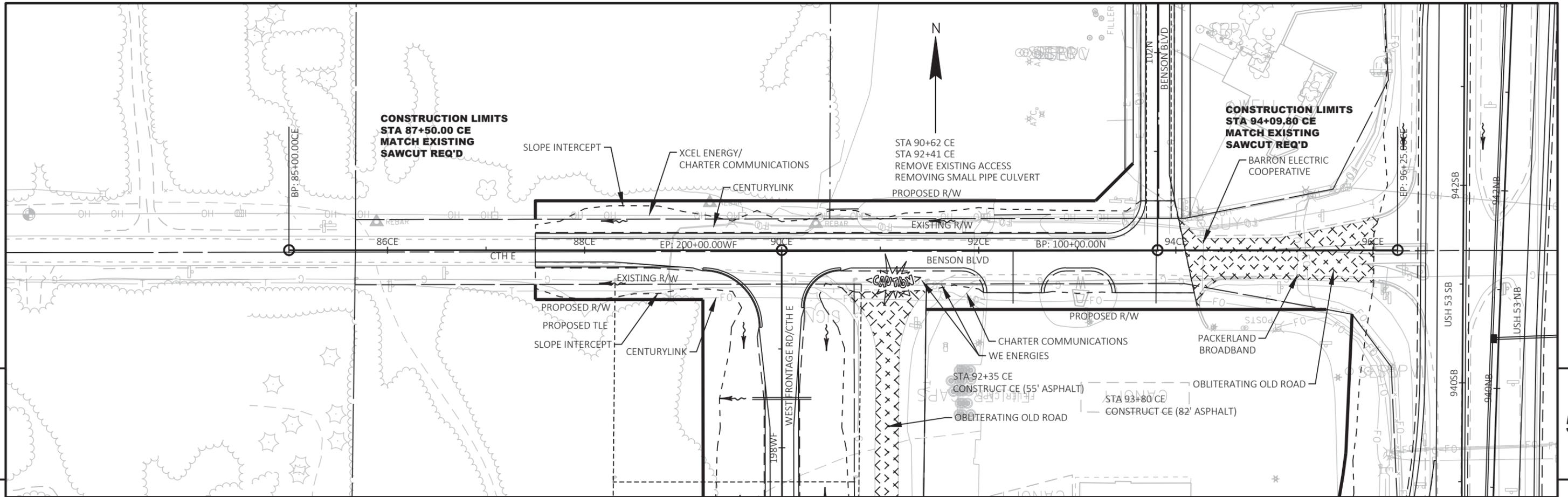


DESIGN NOTE:
 CONFIRM OBLITERATING OLD ROADWAY
 (CENTER ROAD) BASED ON TRAFFIC
 CIRCULATION WITHIN GAS STATION
 PROPERTY



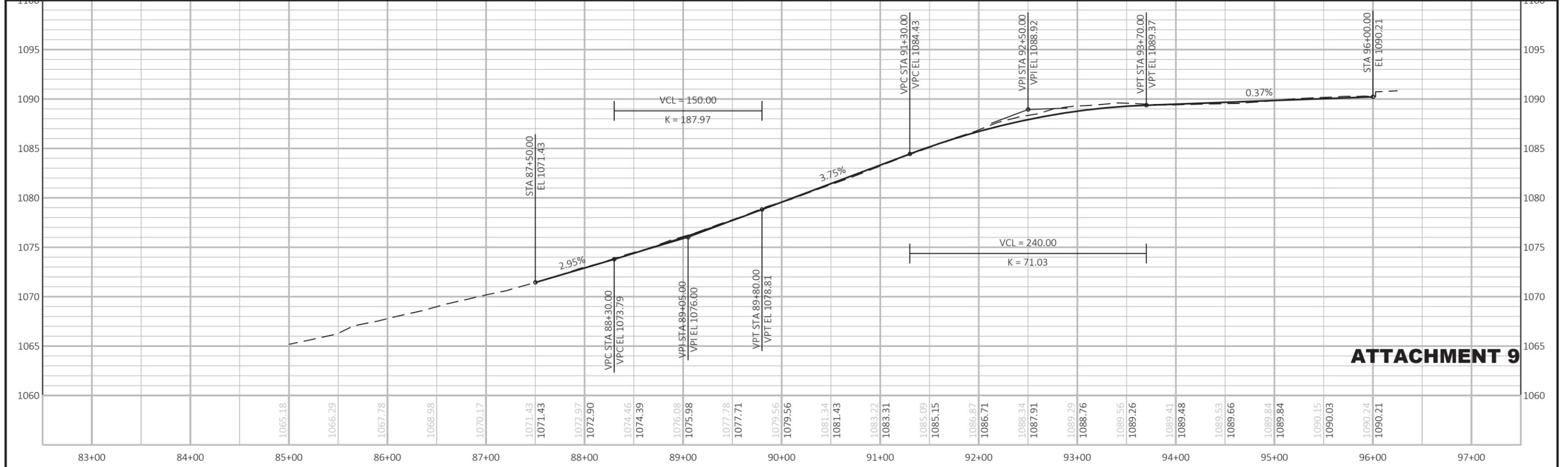
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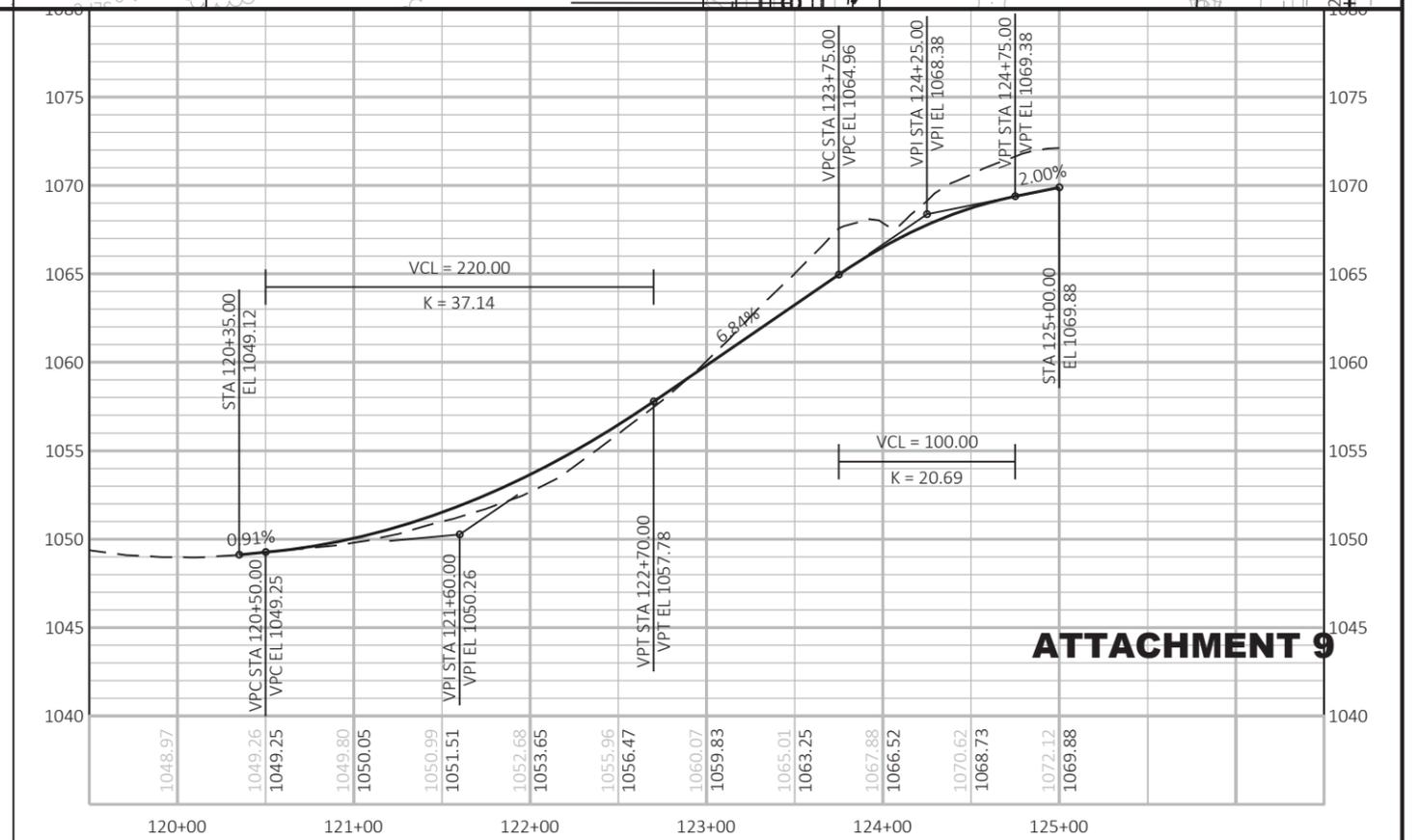
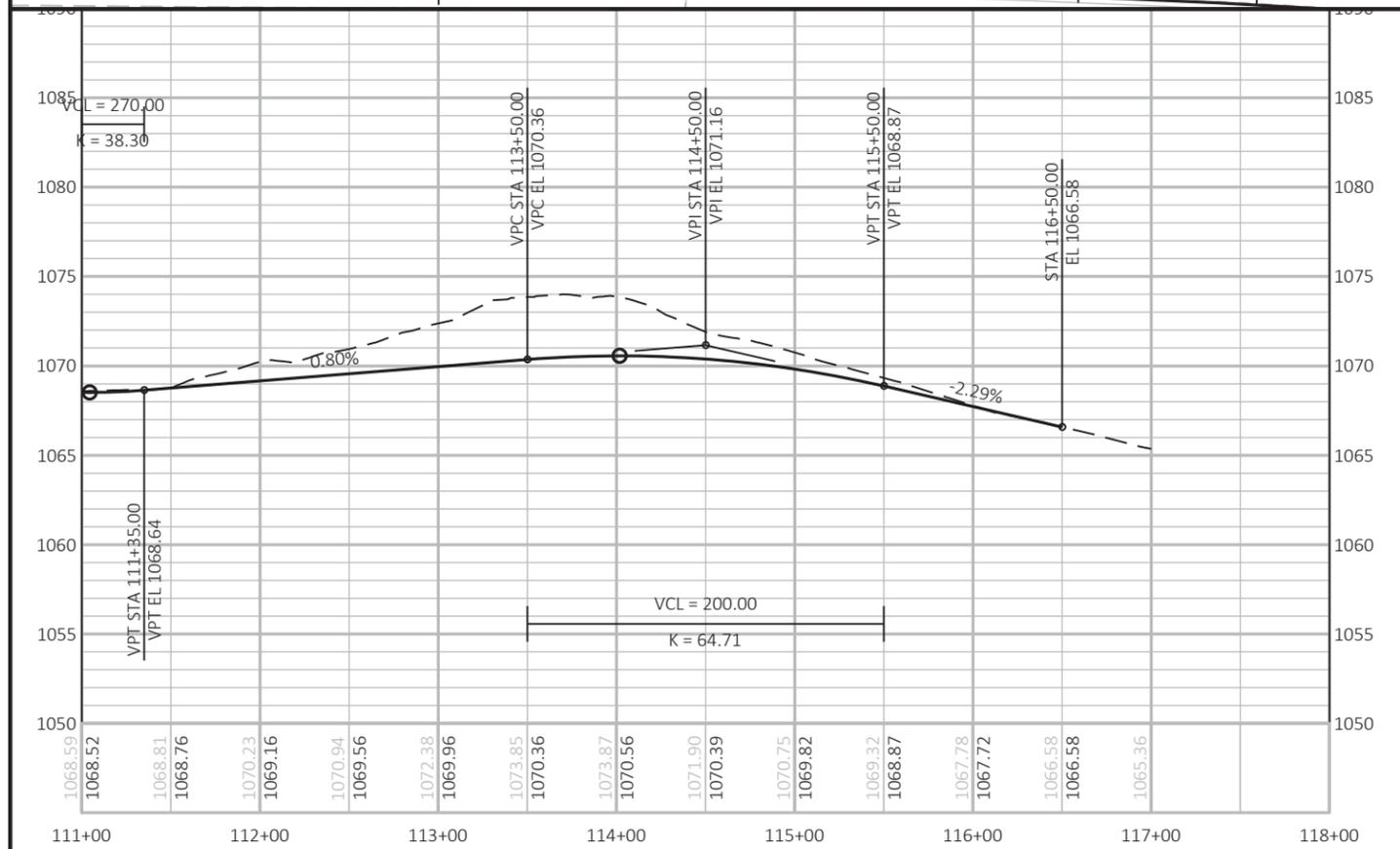
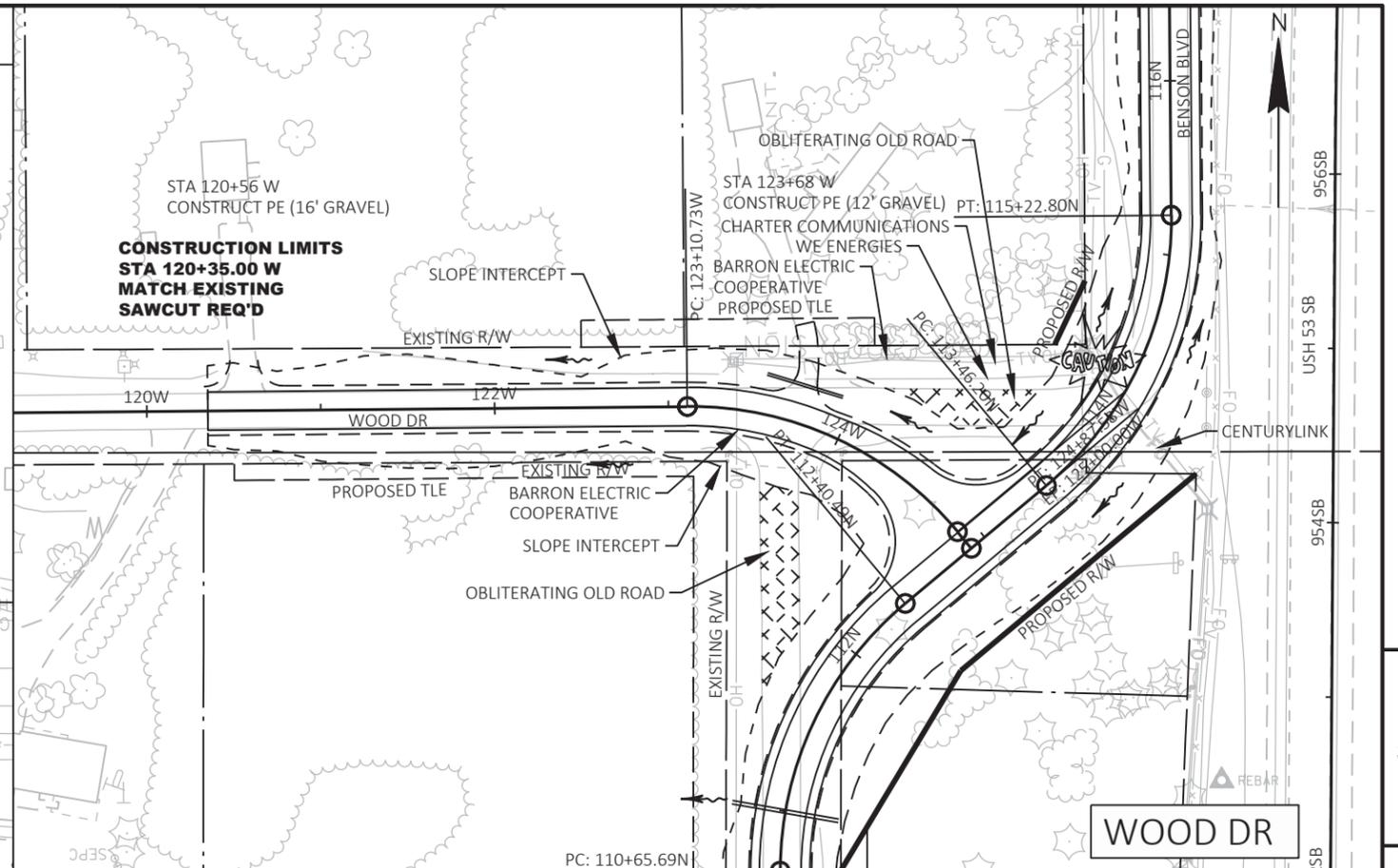
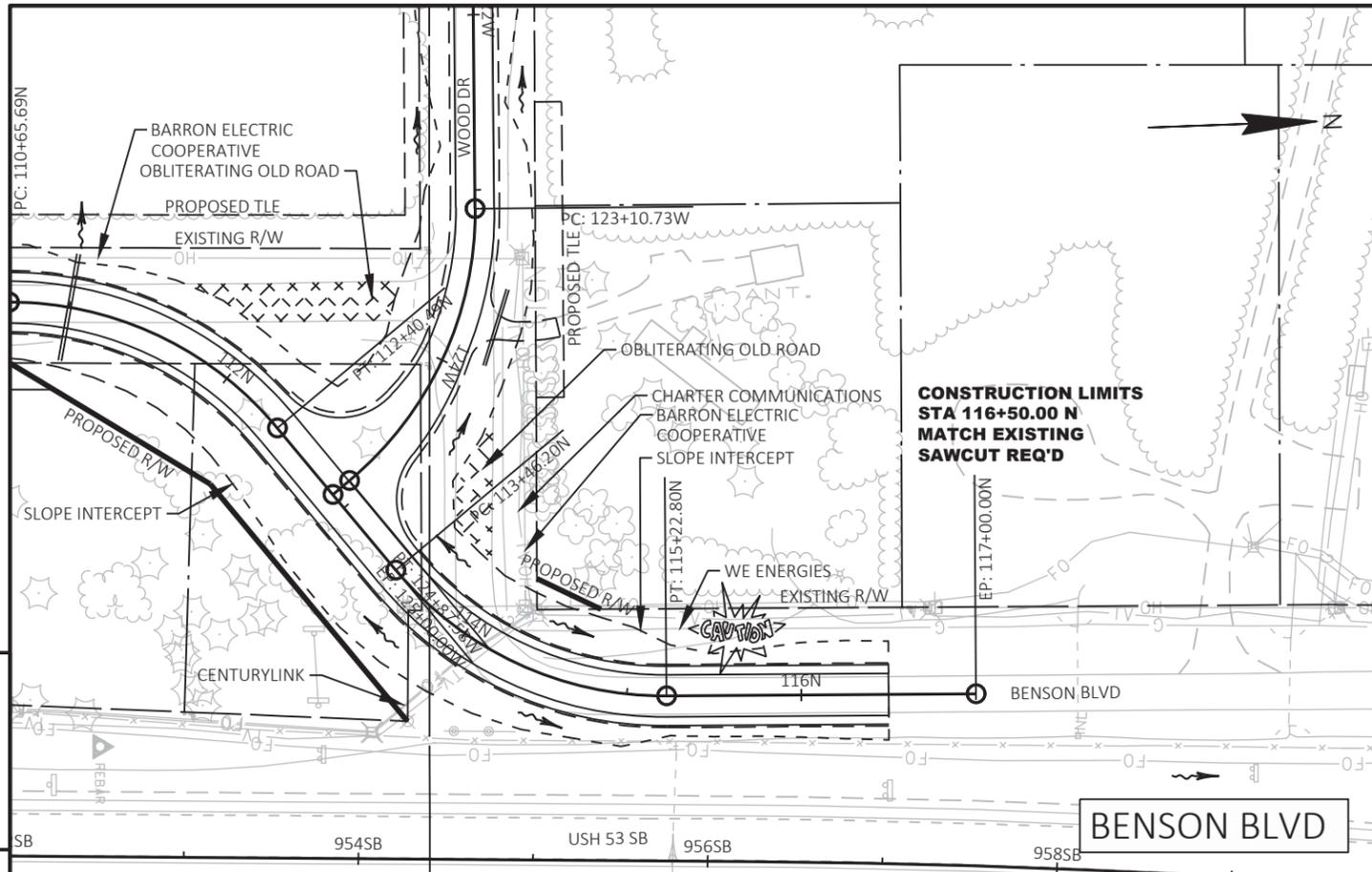
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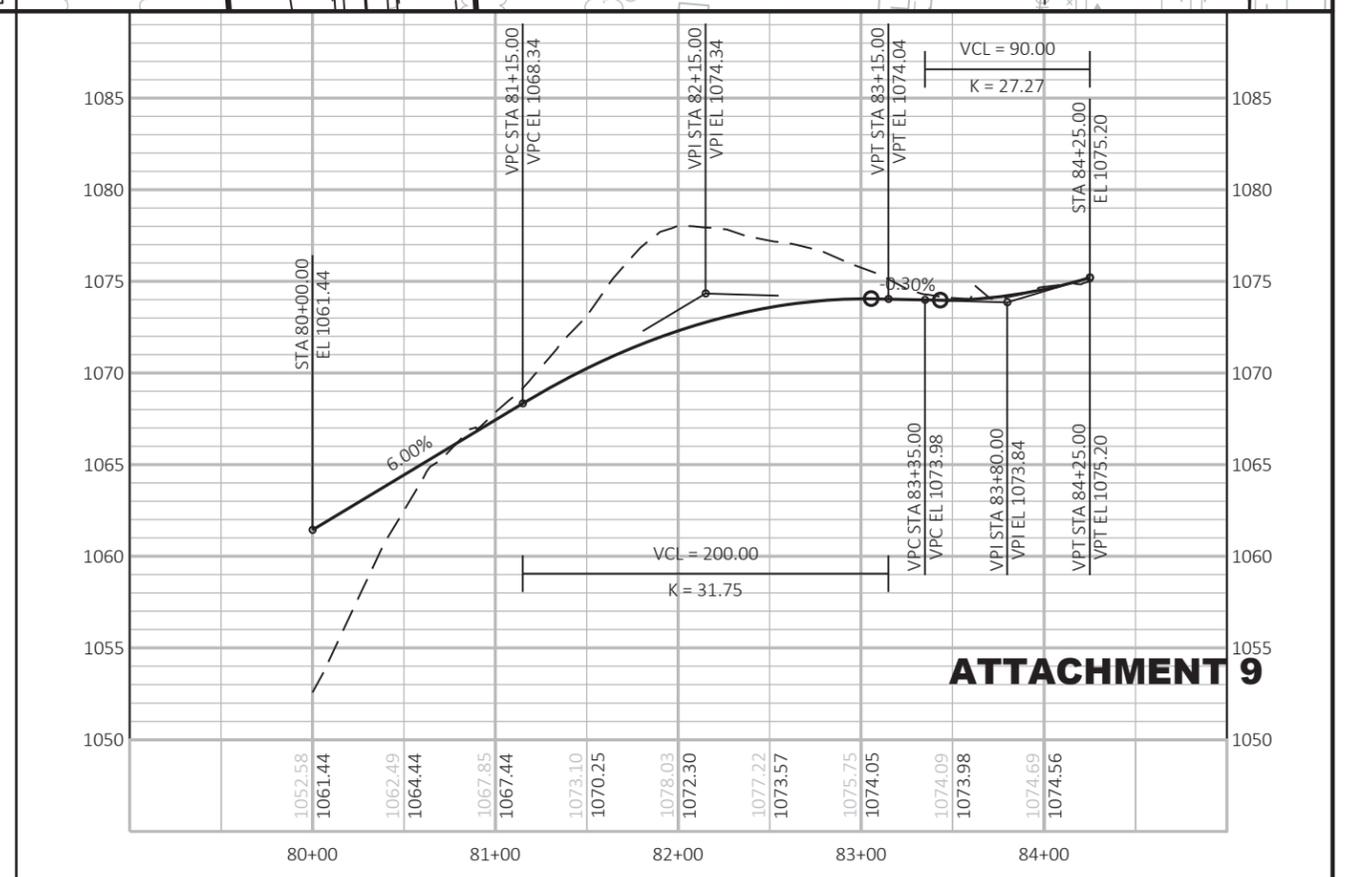
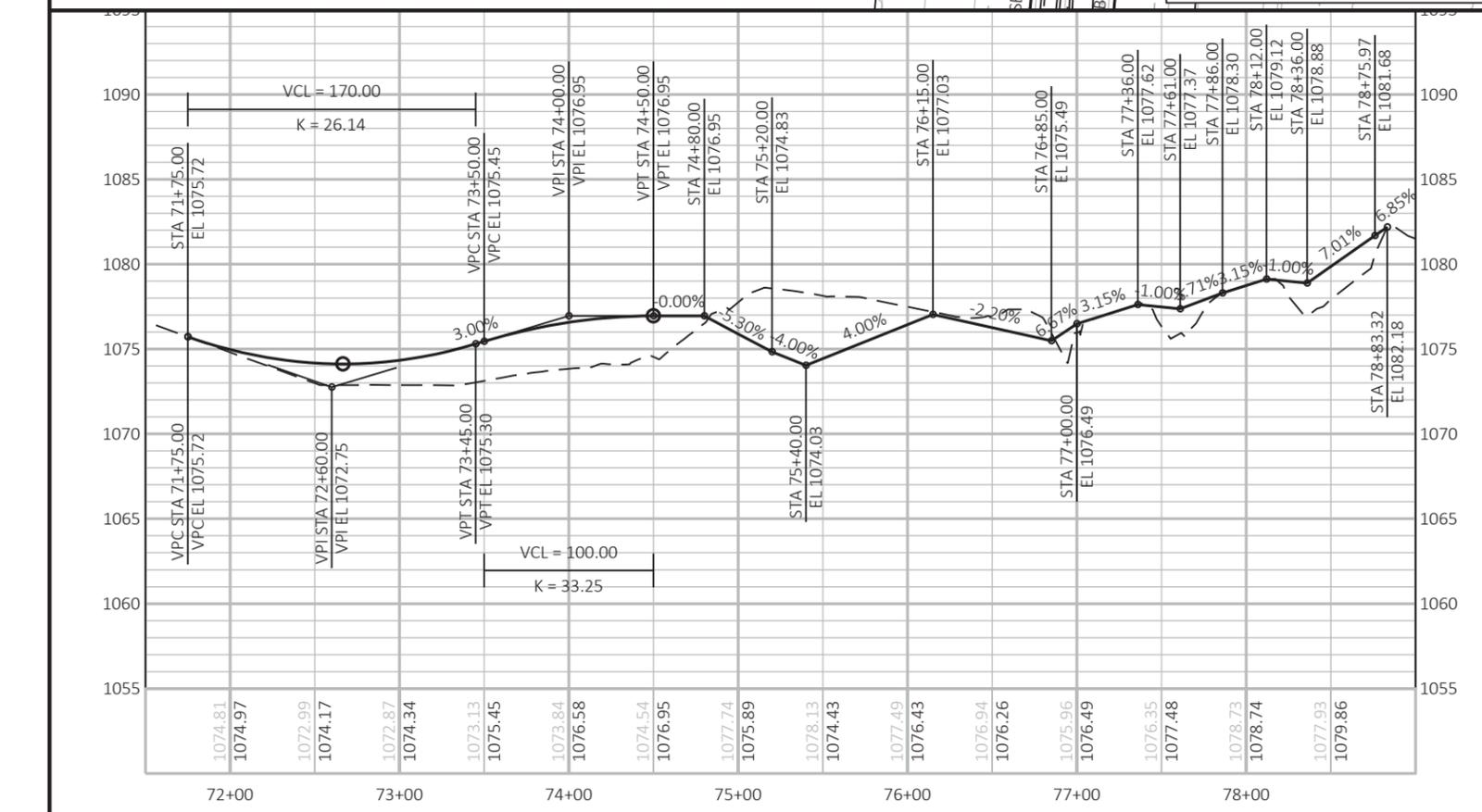
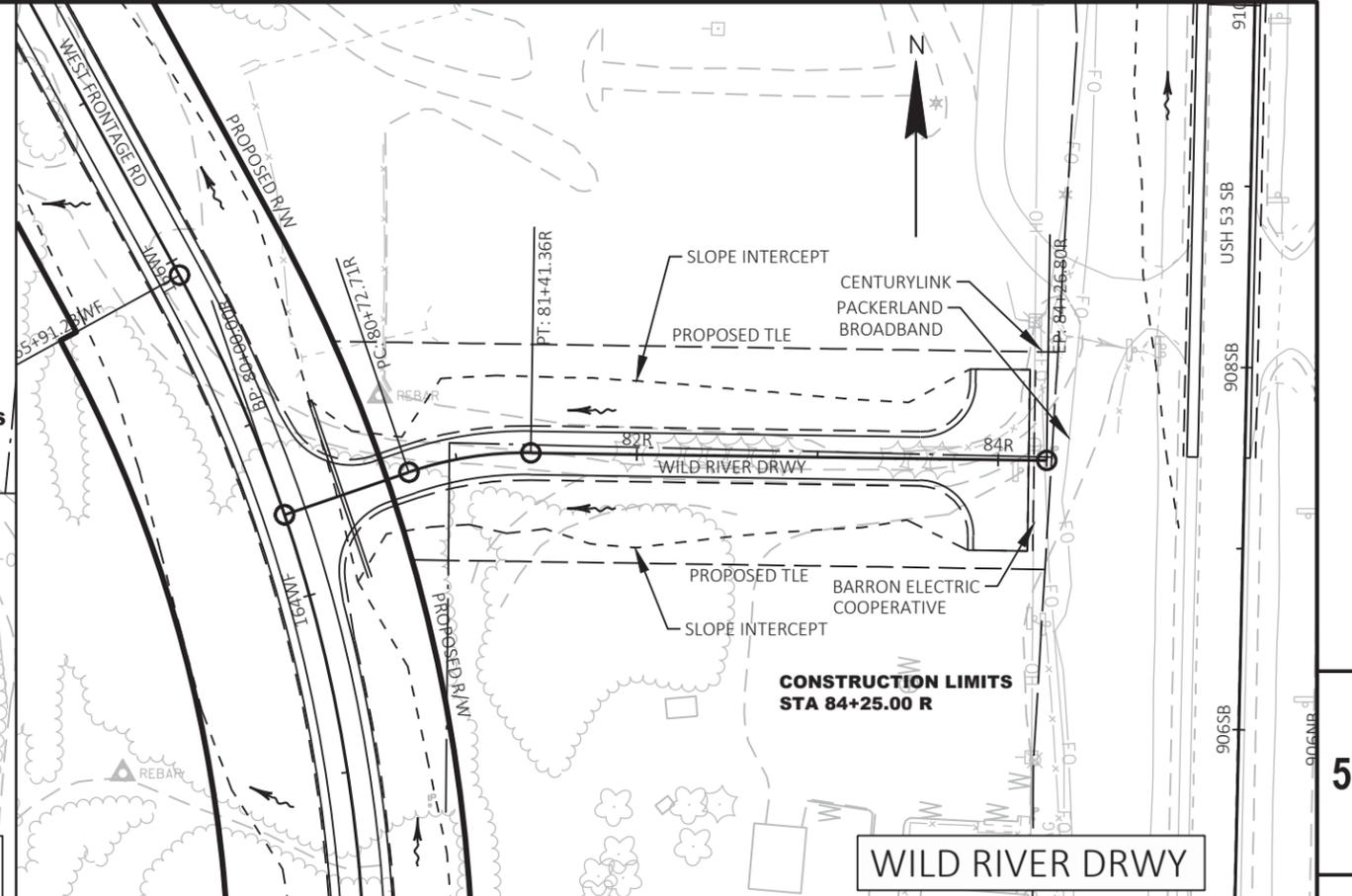
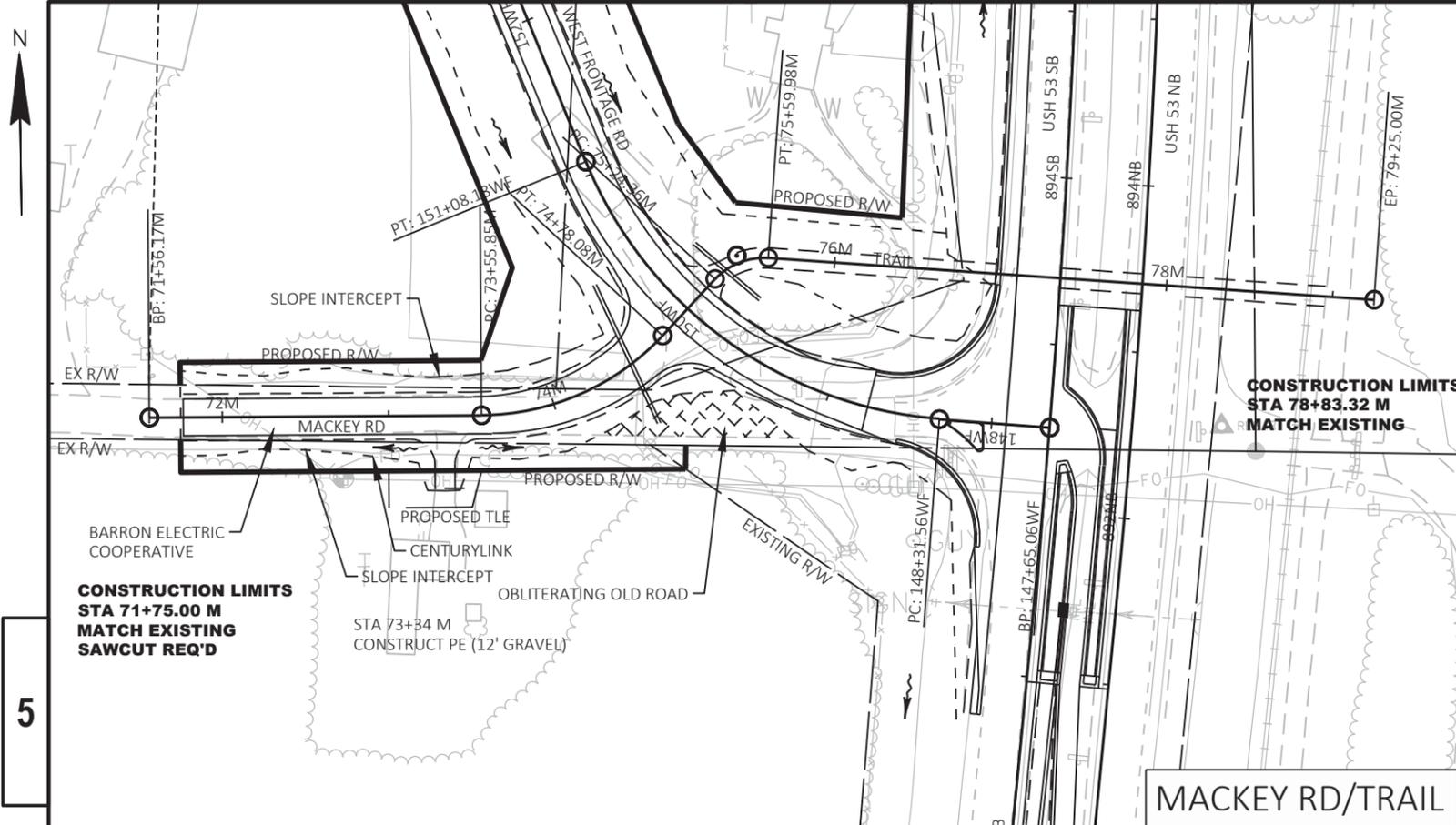


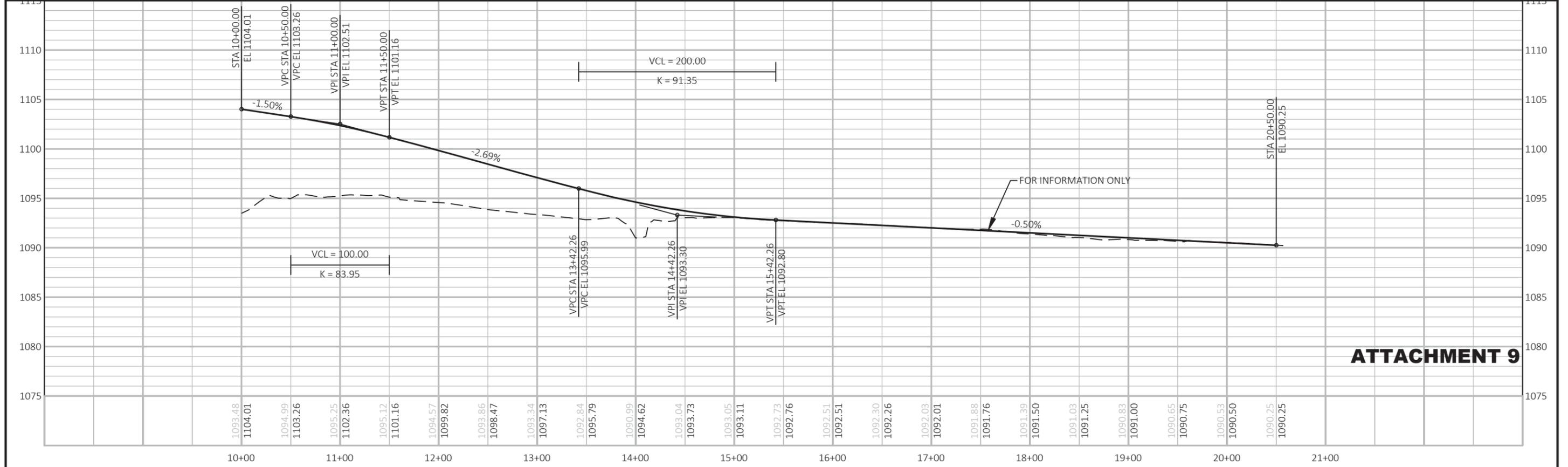
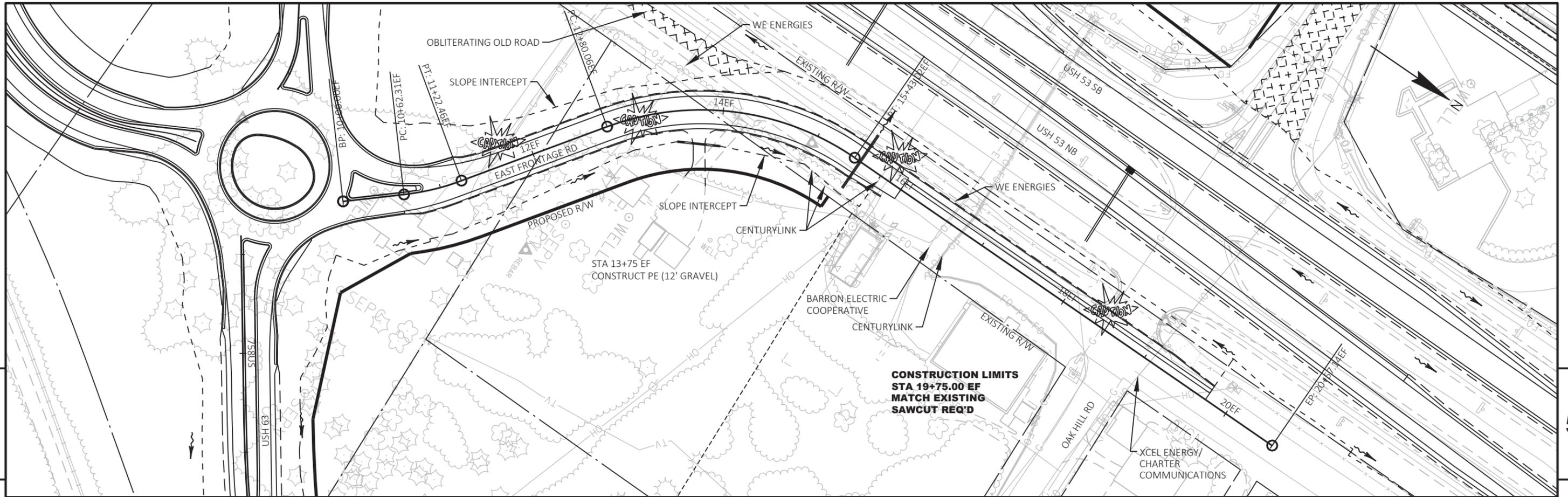
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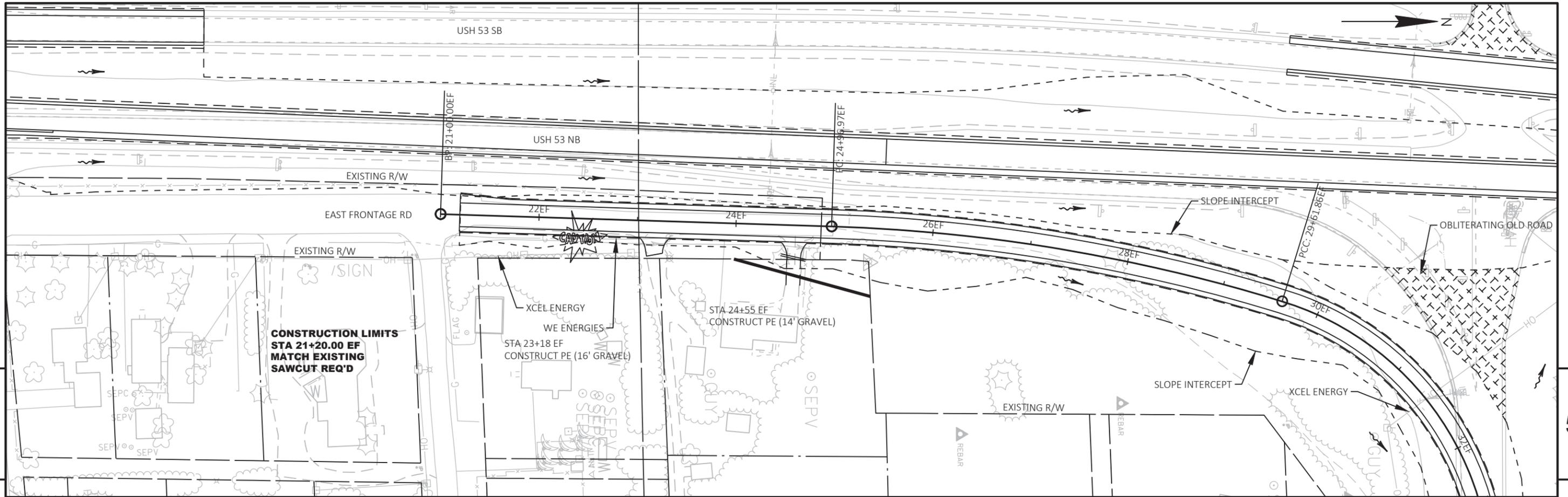


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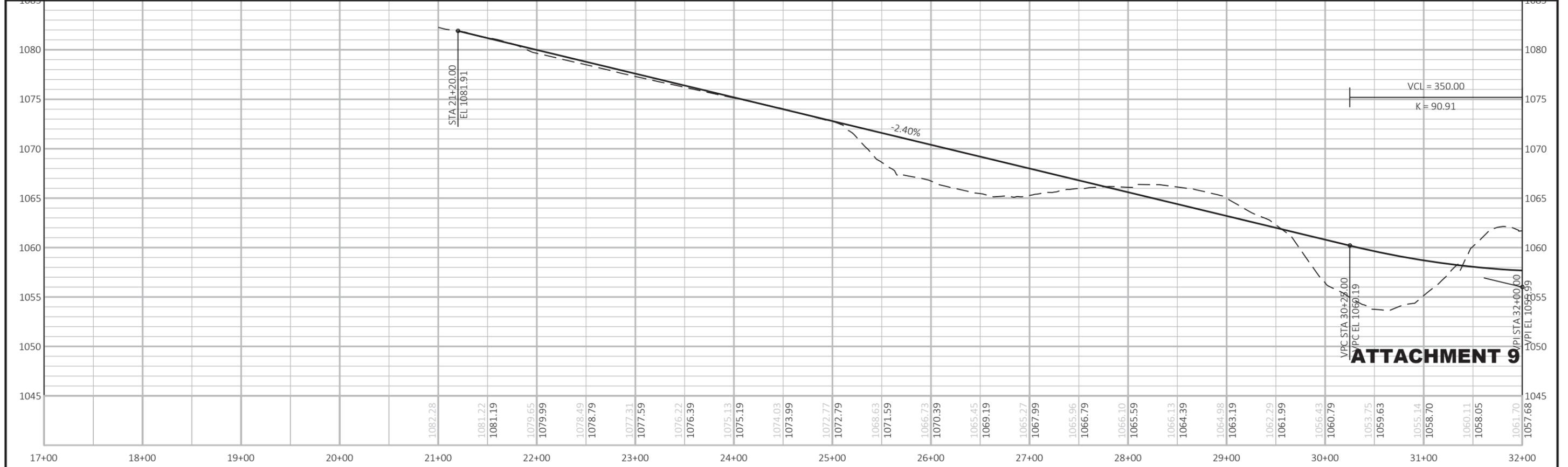


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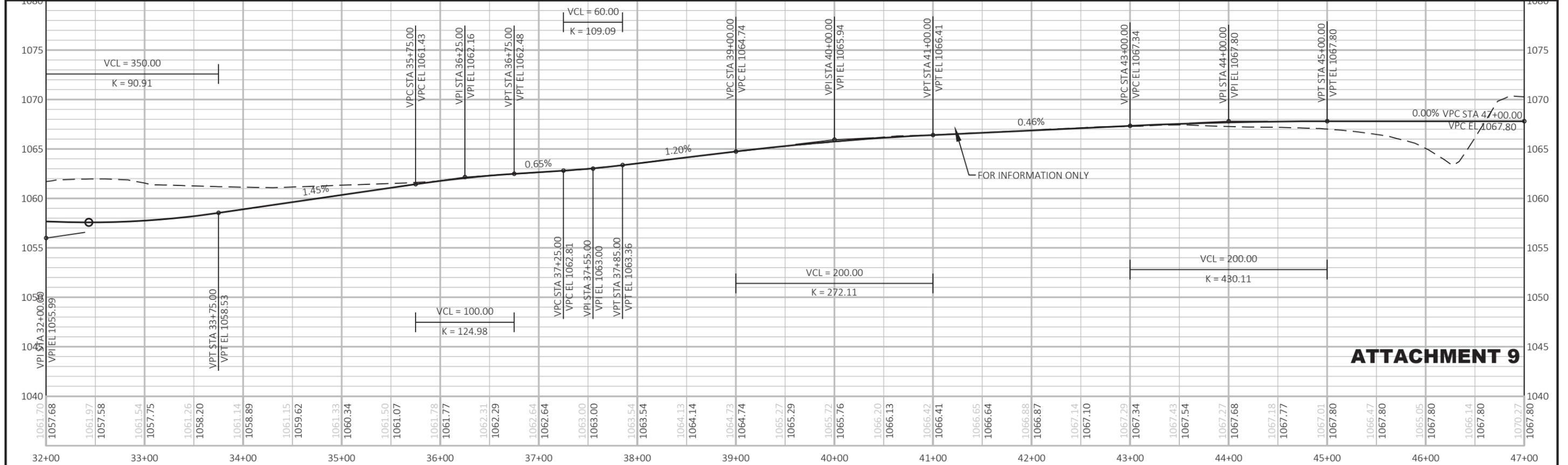
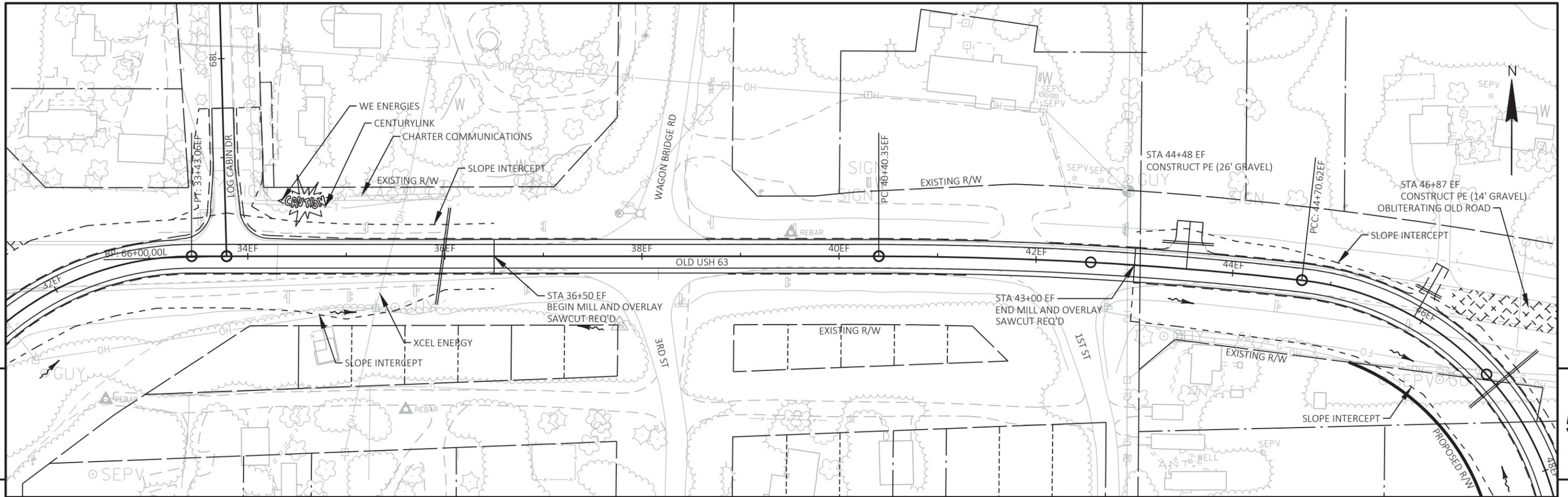
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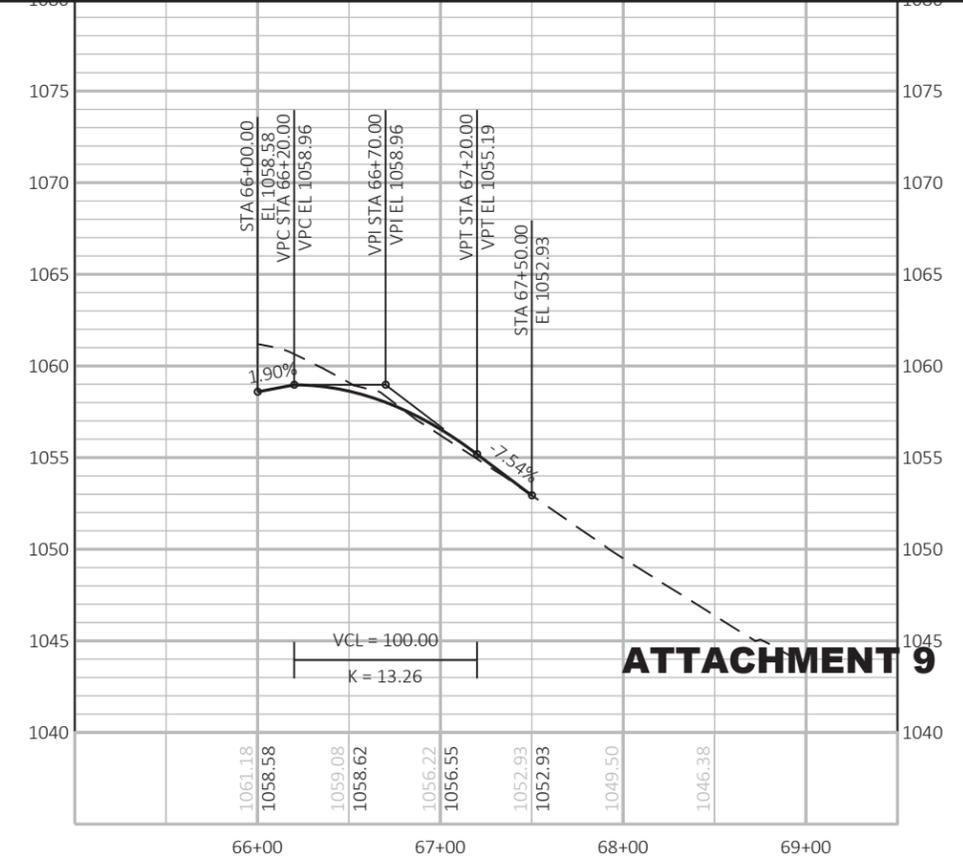
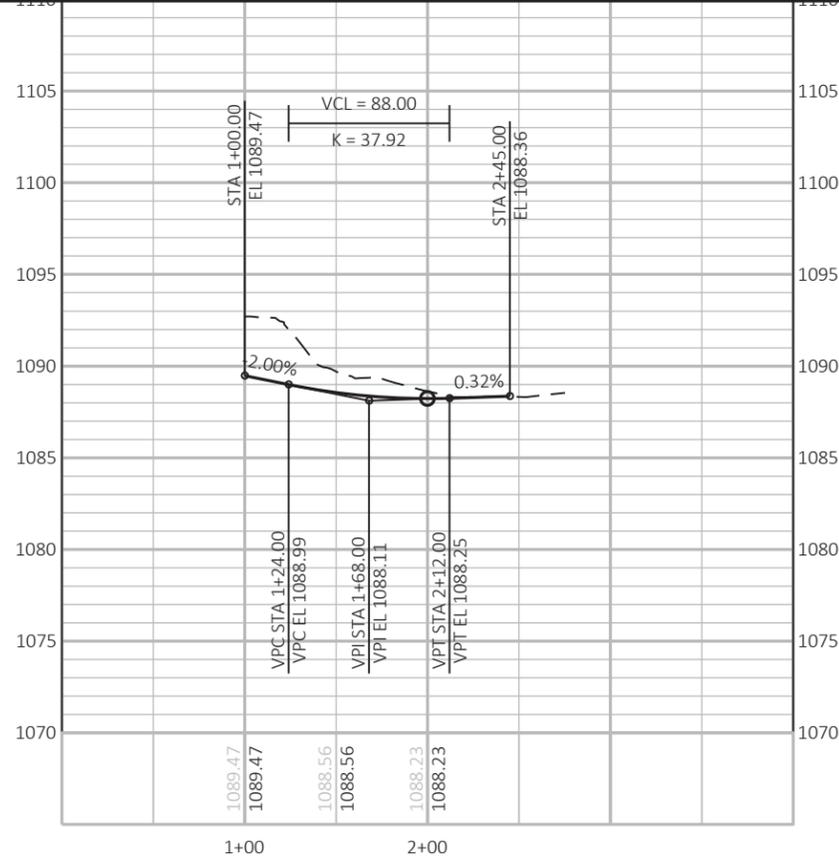
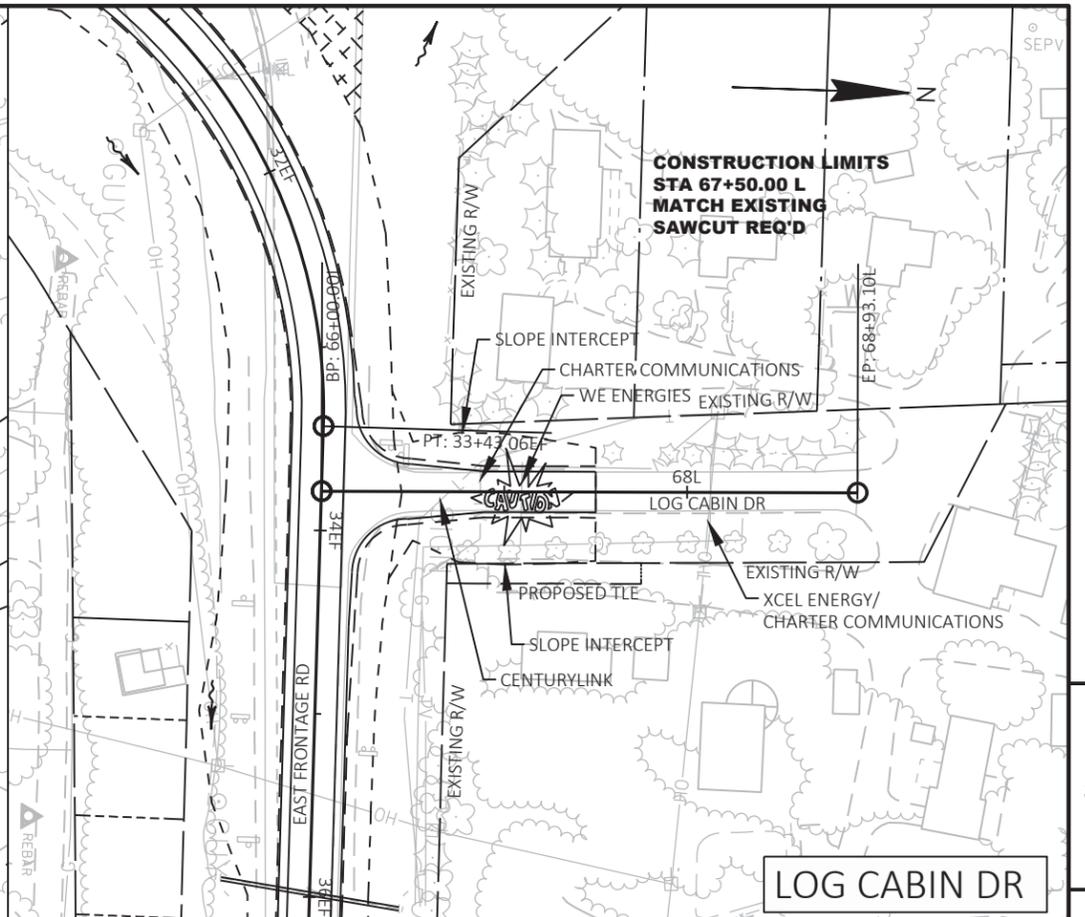
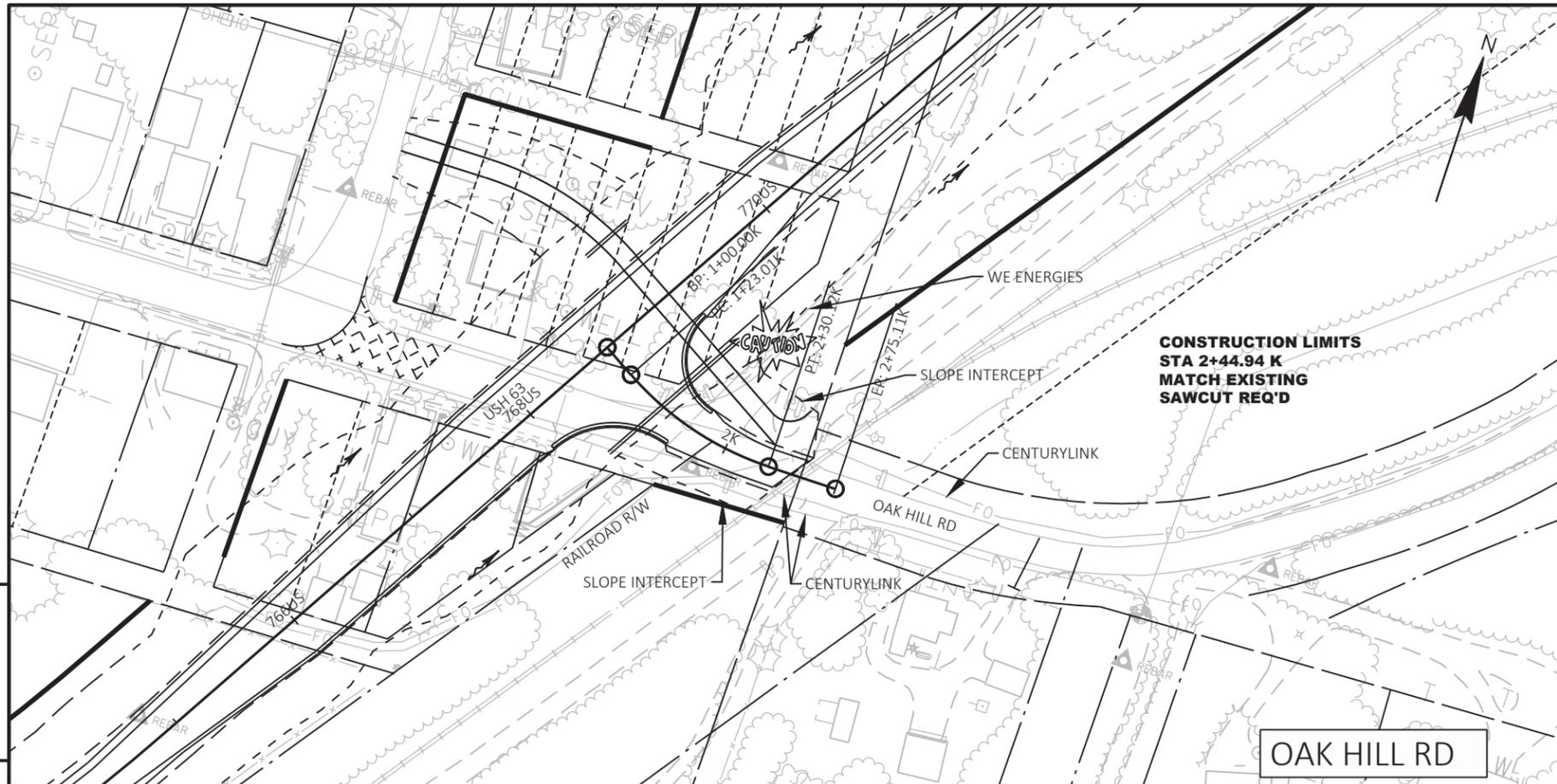
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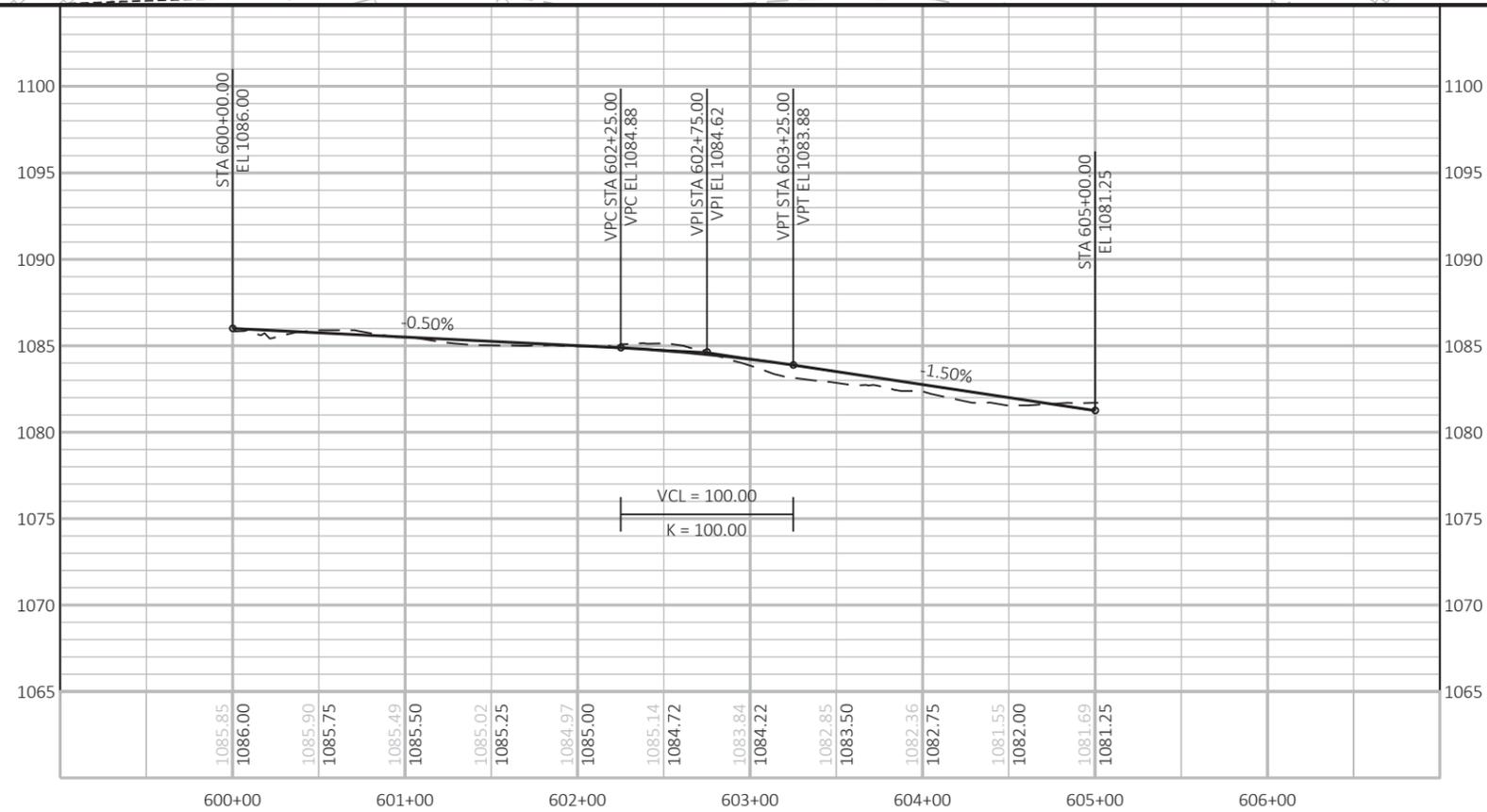
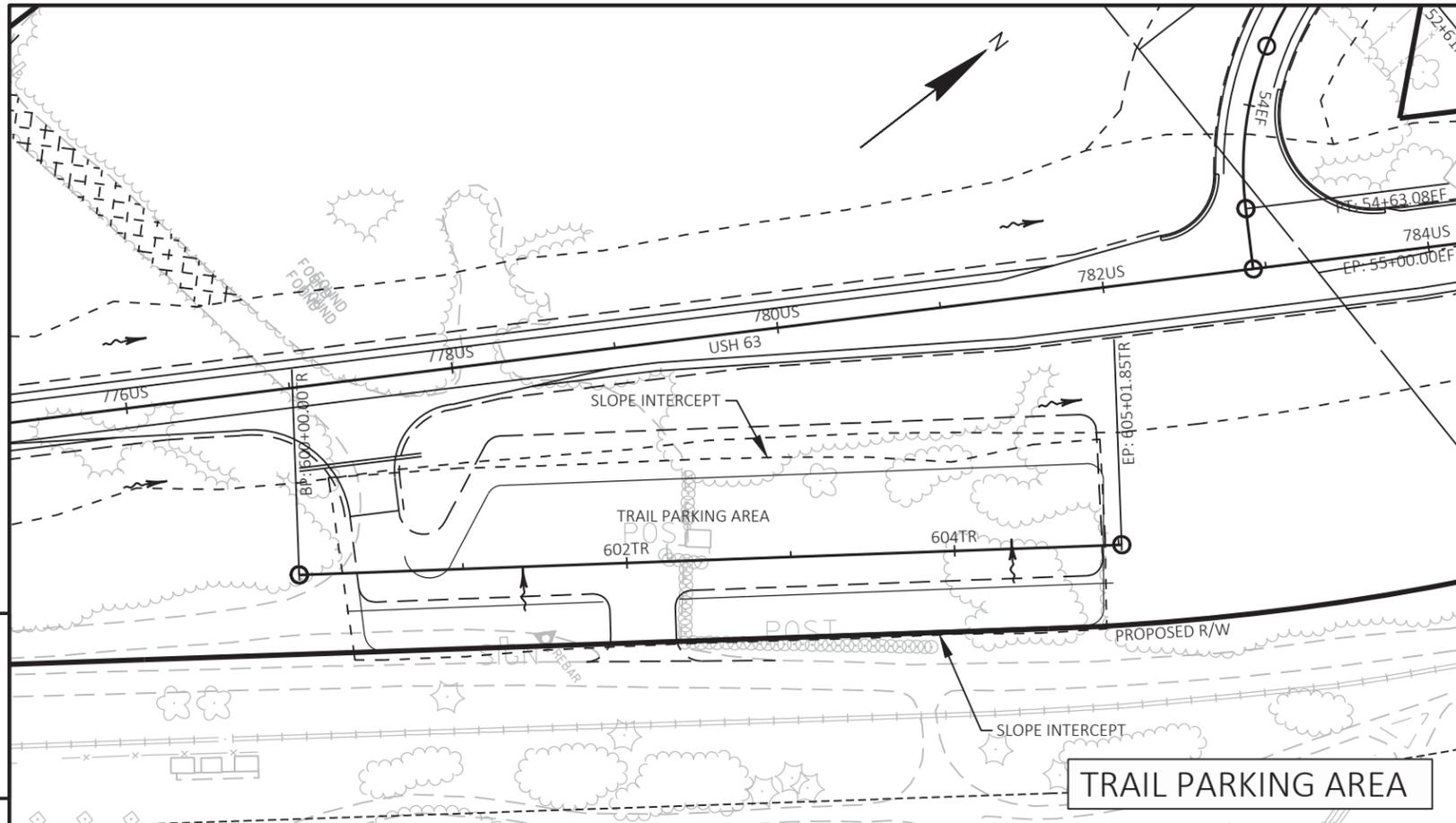
ATTACHMENT 9

PROJECT NO: 1197-00-70	HWY: USH 53	COUNTY: WASHBURN	PLAN AND PROFILE: EAST FRONTAGE ROAD	SHEET	E
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PRELIMINARY PLANS



ATTACHMENT 9



ATTACHMENT 9

PROJECT NO: 1197-00-70

HWY: USH 53

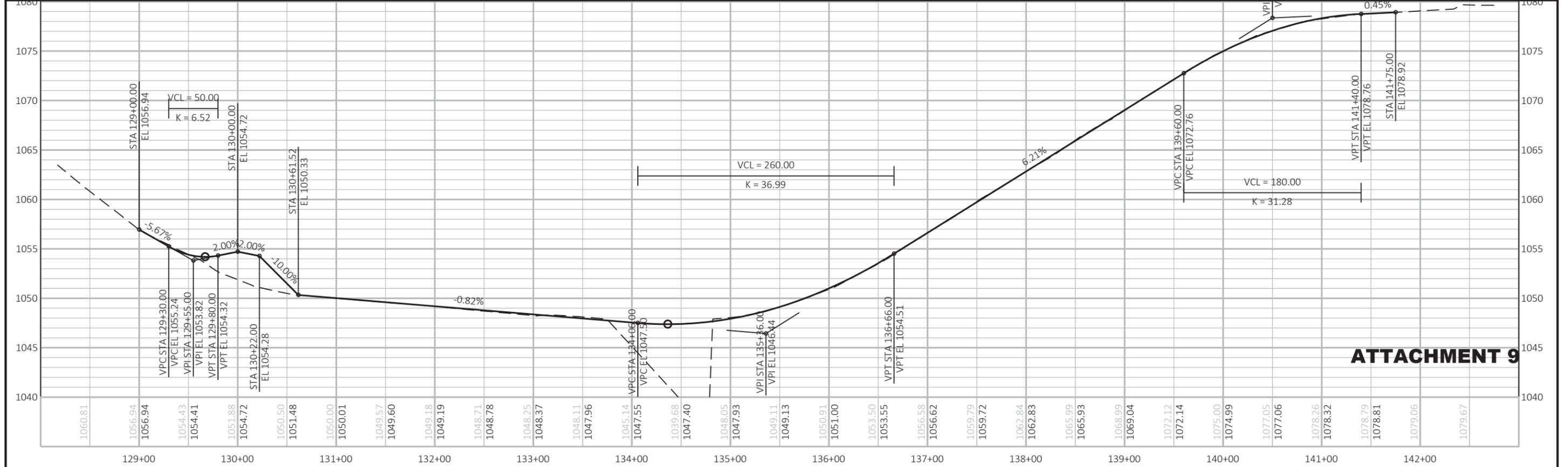
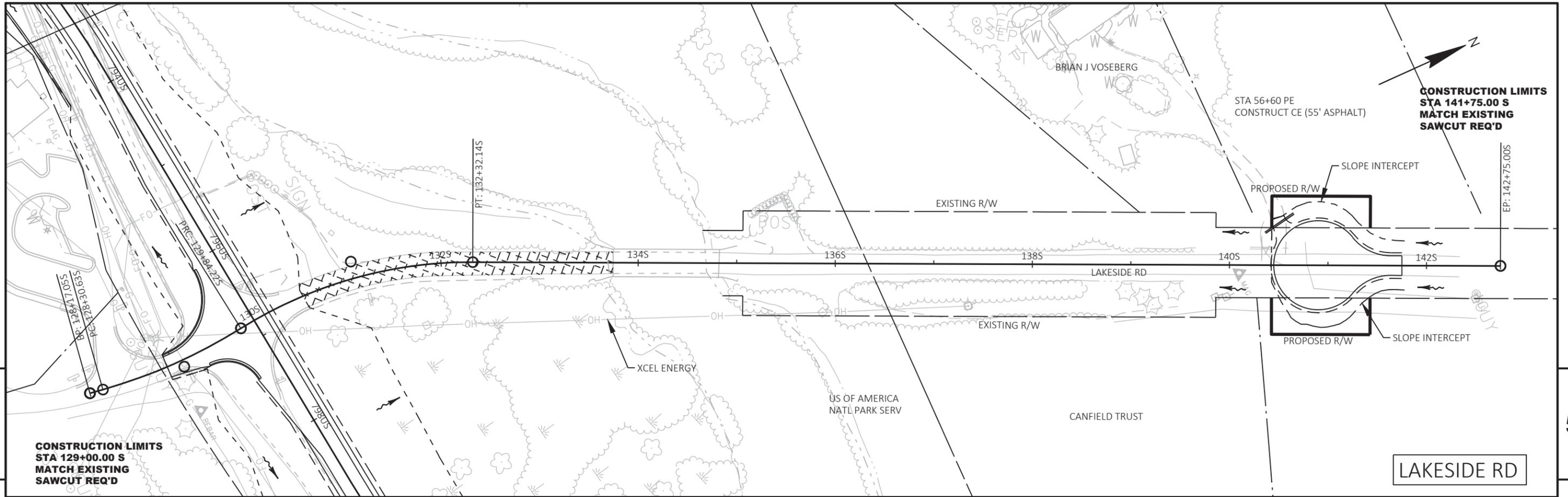
COUNTY: WASHBURN

PLAN AND PROFILE: TRAIL PARKING AREA

SHEET

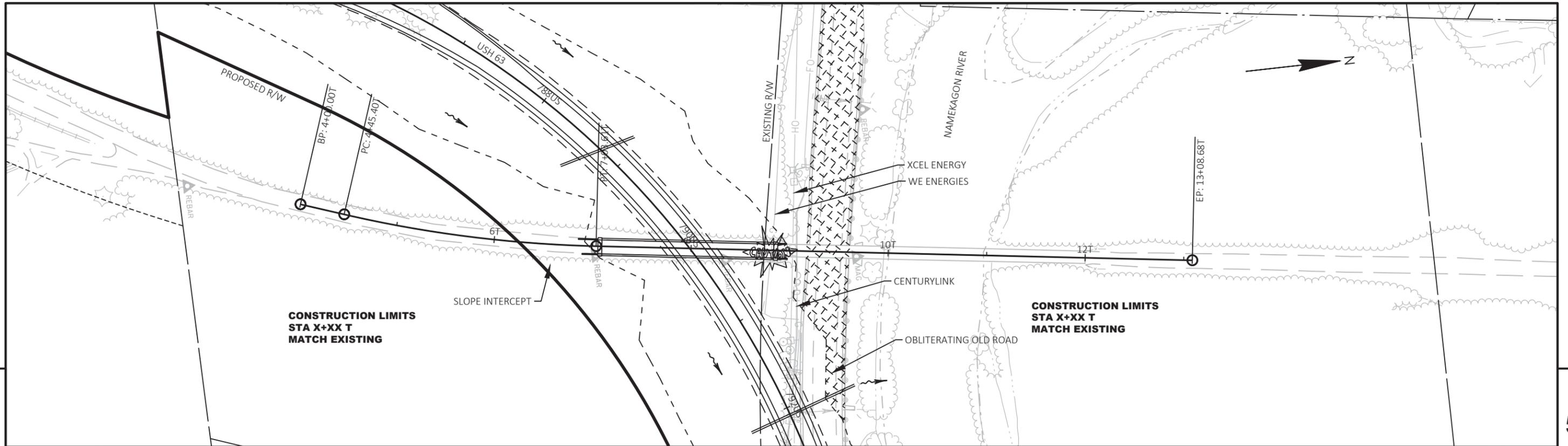
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PRELIMINARY PLANS



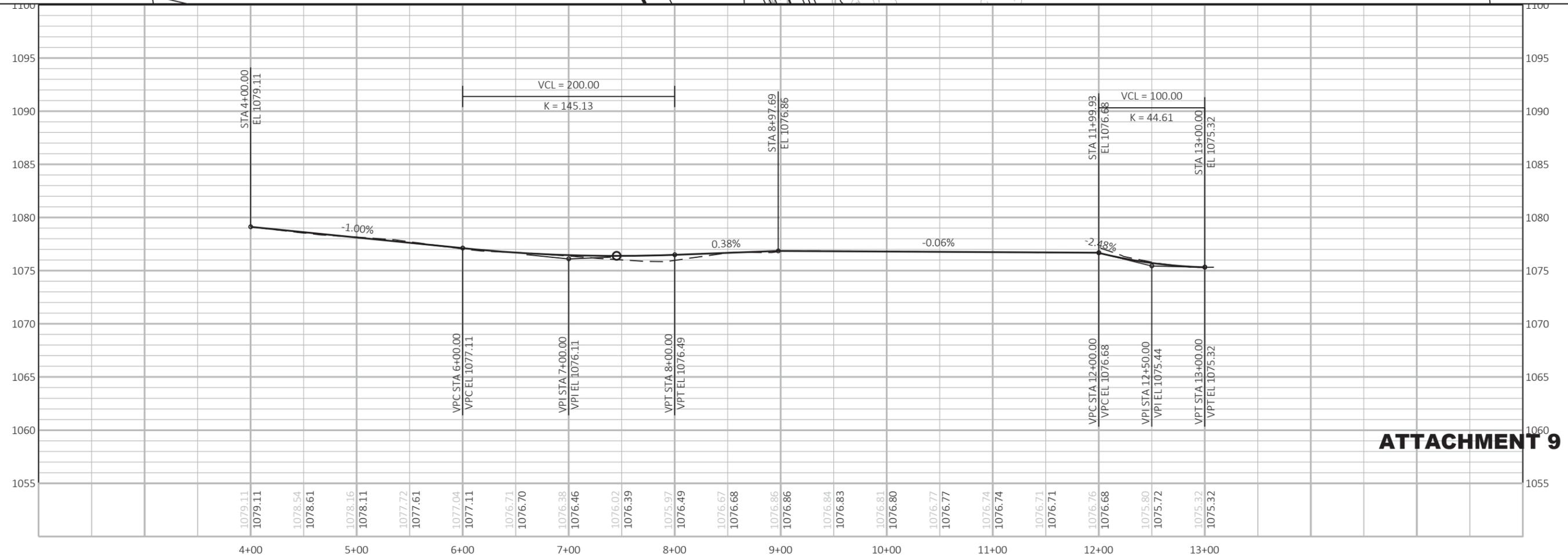
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ATTACHMENT 9

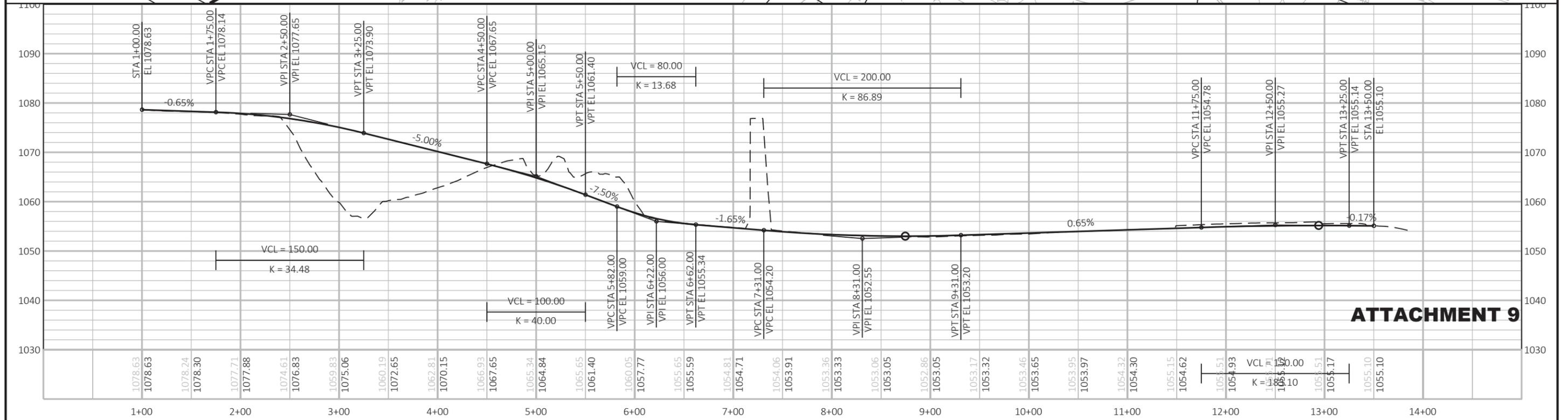
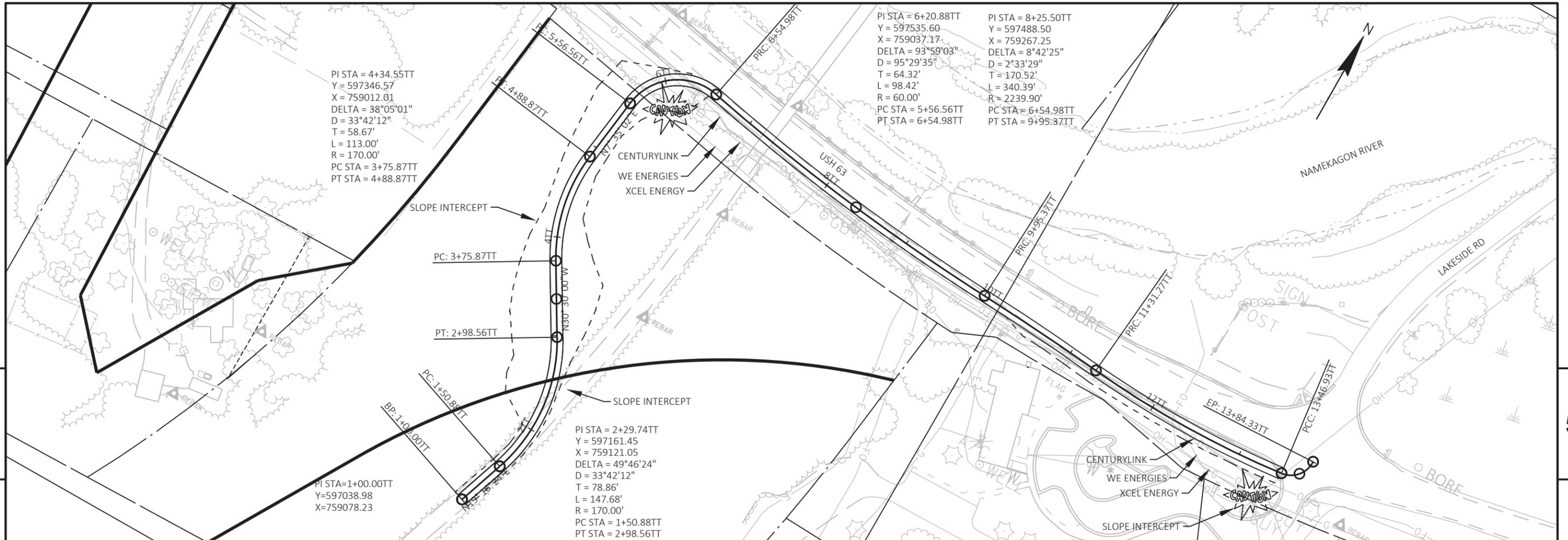


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ATTACHMENT 9



ATTACHMENT 9

NOTE:
DUE TO LOCATION OF J-TURN TU4,
THE TREGO PARK & O'BRIEN RD.
INTERSECTION MUST BE CLOSED
REQUIRING THE CONSTRUCTION OF
THE FRONTAGE/BACKAGE ROADS.

NOTE:
DUE TO OVERLAPPING
TU2 & TU3 CAN'T BE
CONSTRUCTED.

WOOD DR/LEISCH RD
SOUTH TO TU1 = 3570'

OAK HILL RD NORTH
TO TU4 = 4400'

1400'

1400'

630'

1400'

2240'

TU1

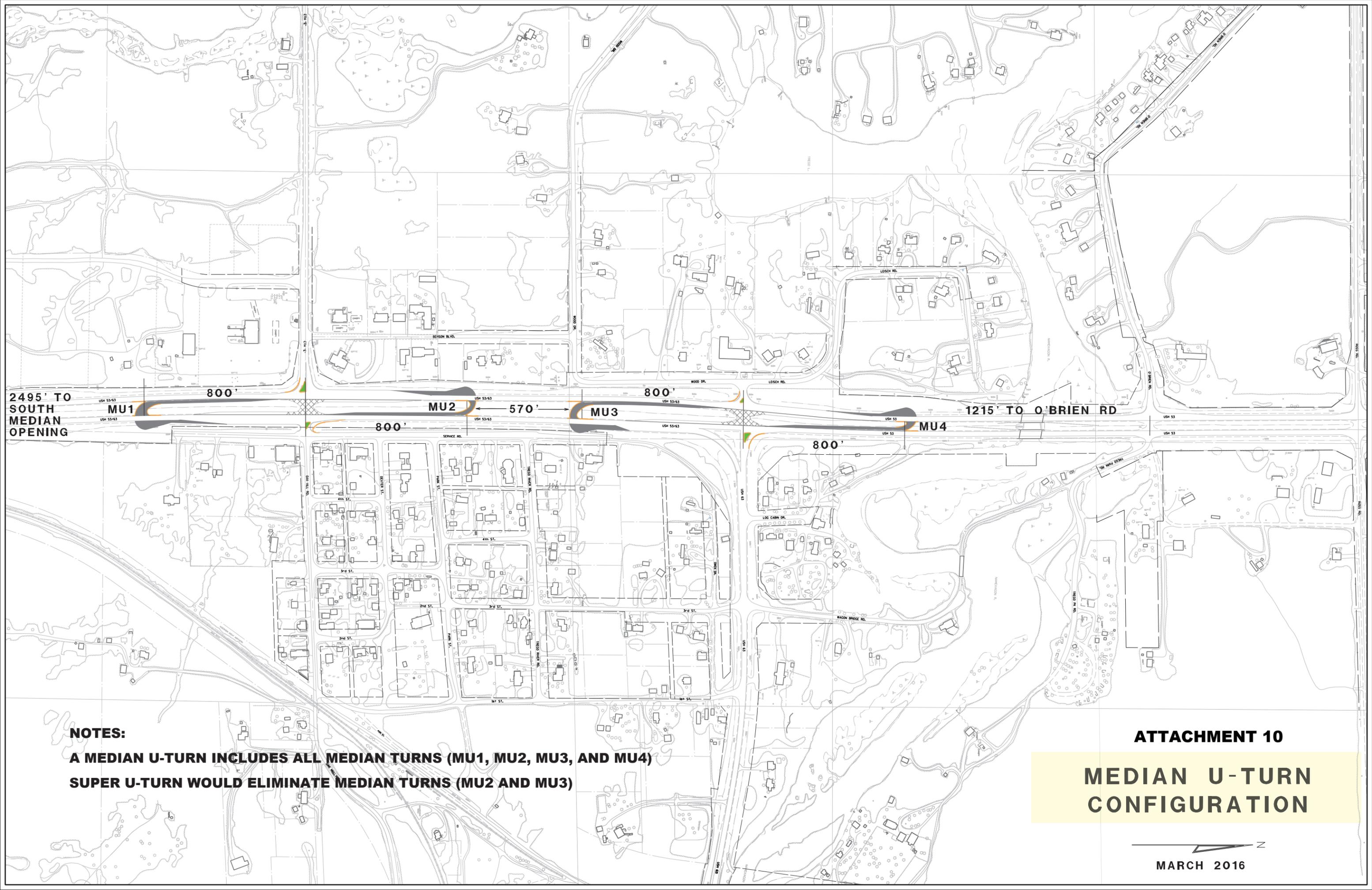
TU3

TU2

TU4

NOTES:
TRADITIONAL J-TURN INCLUDES ALL MEDIAN TURNS (TU1, TU2, TU3, AND TU4)
SUPER J-TURN WOULD ELIMINATE MEDIAN TURNS (TU2 AND TU3)

ATTACHMENT 10
**TRADITIONAL J-TURN
CONFIGURATION**



2495' TO SOUTH MEDIAN OPENING

MU1

MU2

MU3

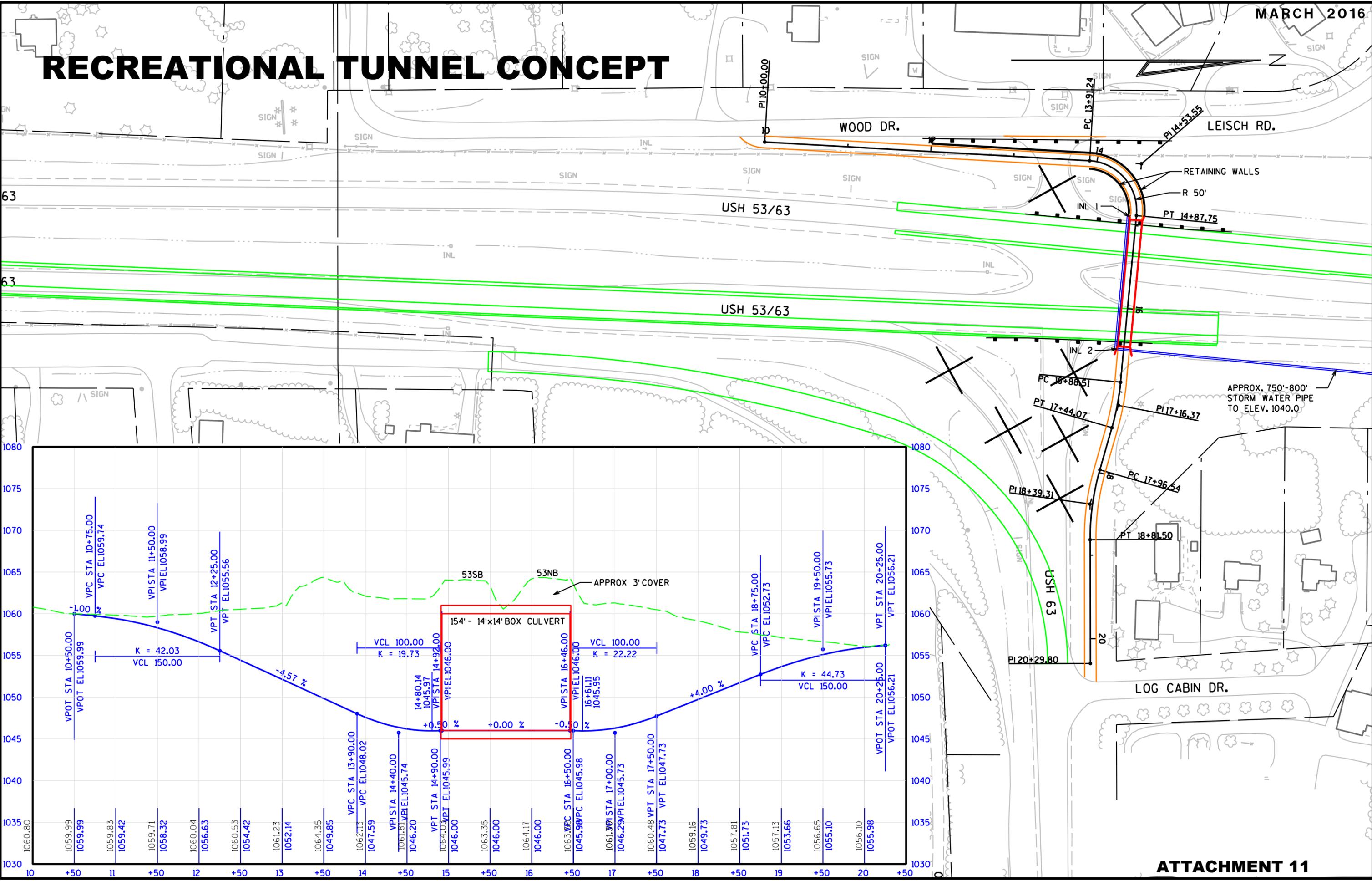
MU4

1215' TO O'BRIEN RD

NOTES:
A MEDIAN U-TURN INCLUDES ALL MEDIAN TURNS (MU1, MU2, MU3, AND MU4)
SUPER U-TURN WOULD ELIMINATE MEDIAN TURNS (MU2 AND MU3)

ATTACHMENT 10
MEDIAN U-TURN CONFIGURATION

RECREATIONAL TUNNEL CONCEPT



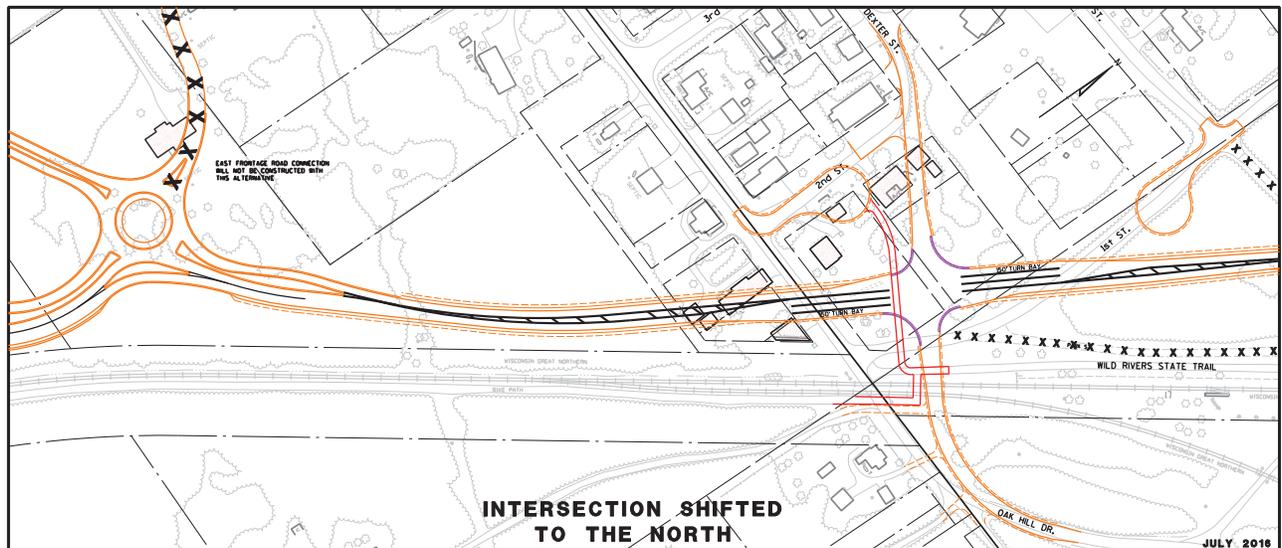
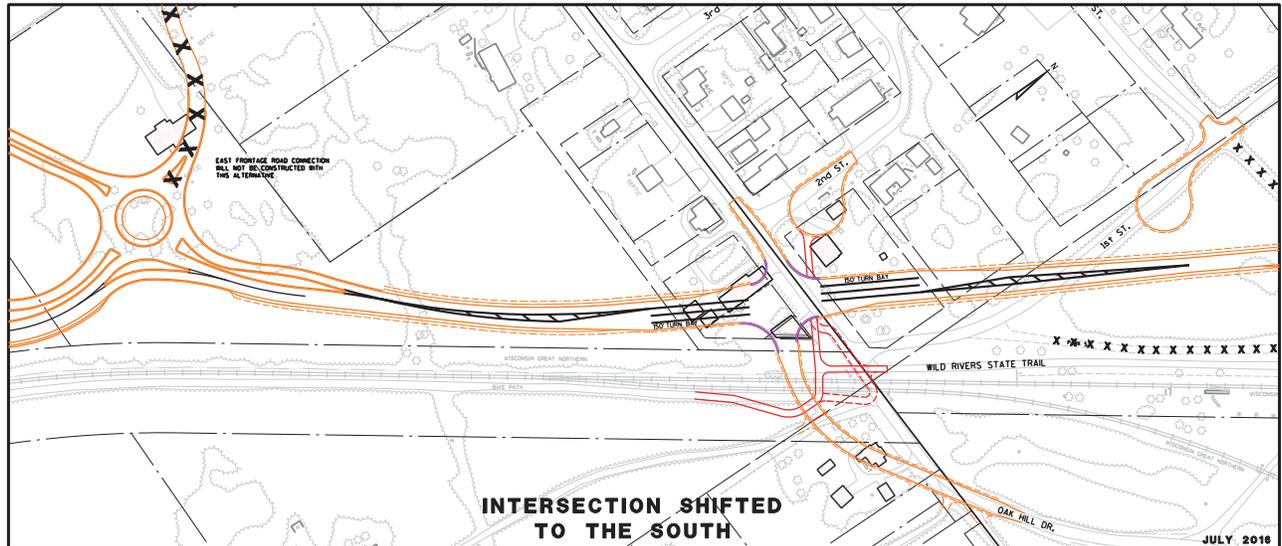
OAK HILL DRIVE - US 63 INTERSECTION ALTERNATIVES

T-intersection selected based on local and public input. The intersection was further refined in the preferred alternative to avoid the railroad crossing and railroad switch.

LOCAL ACCESS TO TRAIL HEAD FOR PEDESTRIANS AND NON-MOTORIZED VEHICLES EXCEPT ATVs AND SNOWMOBILES

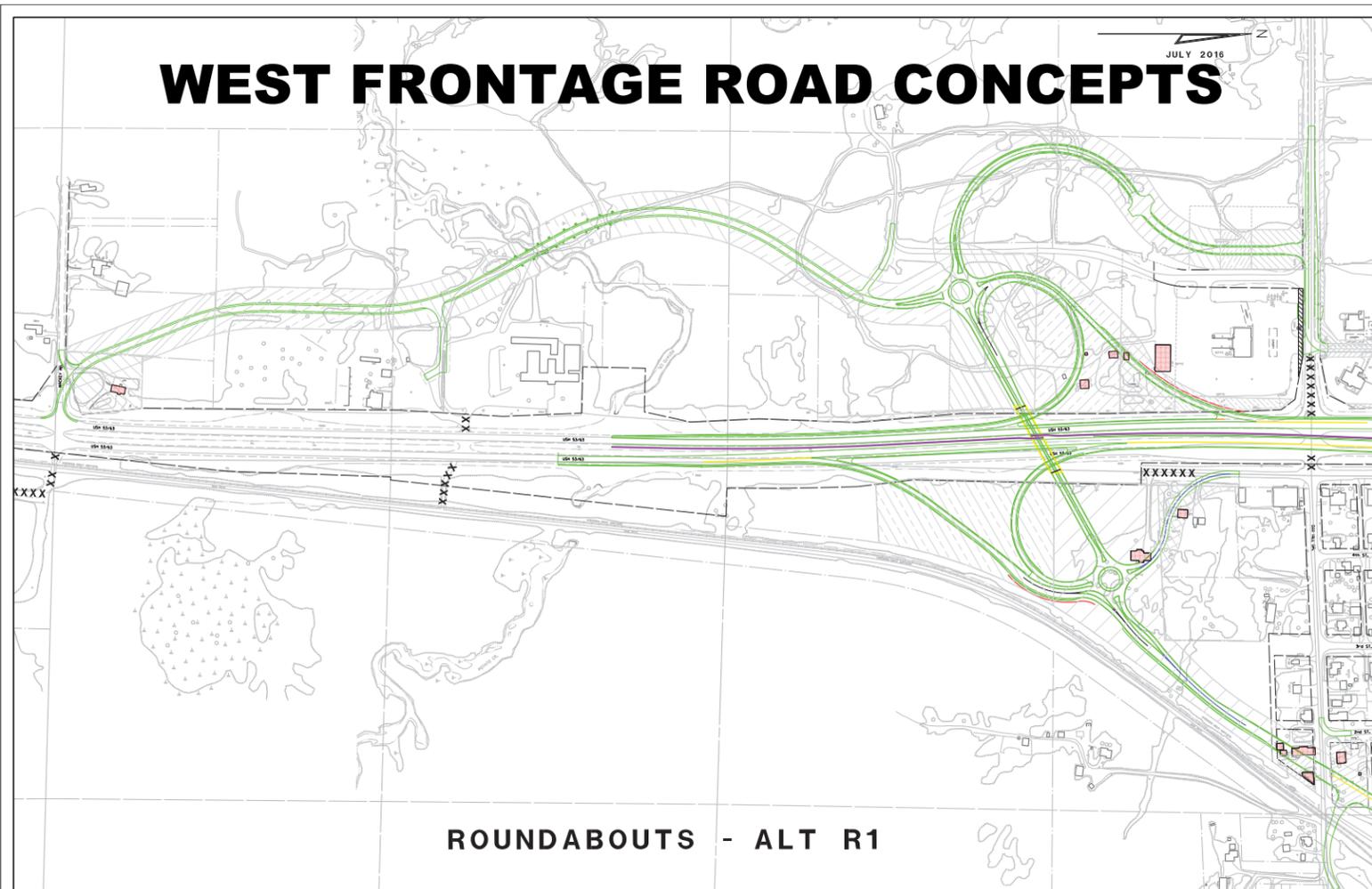
ALTERNATIVE 4 INTERSECTION LOCATION WITH ACCESS TO TRAIL HEAD FROM 1ST STREET

JULY 2018

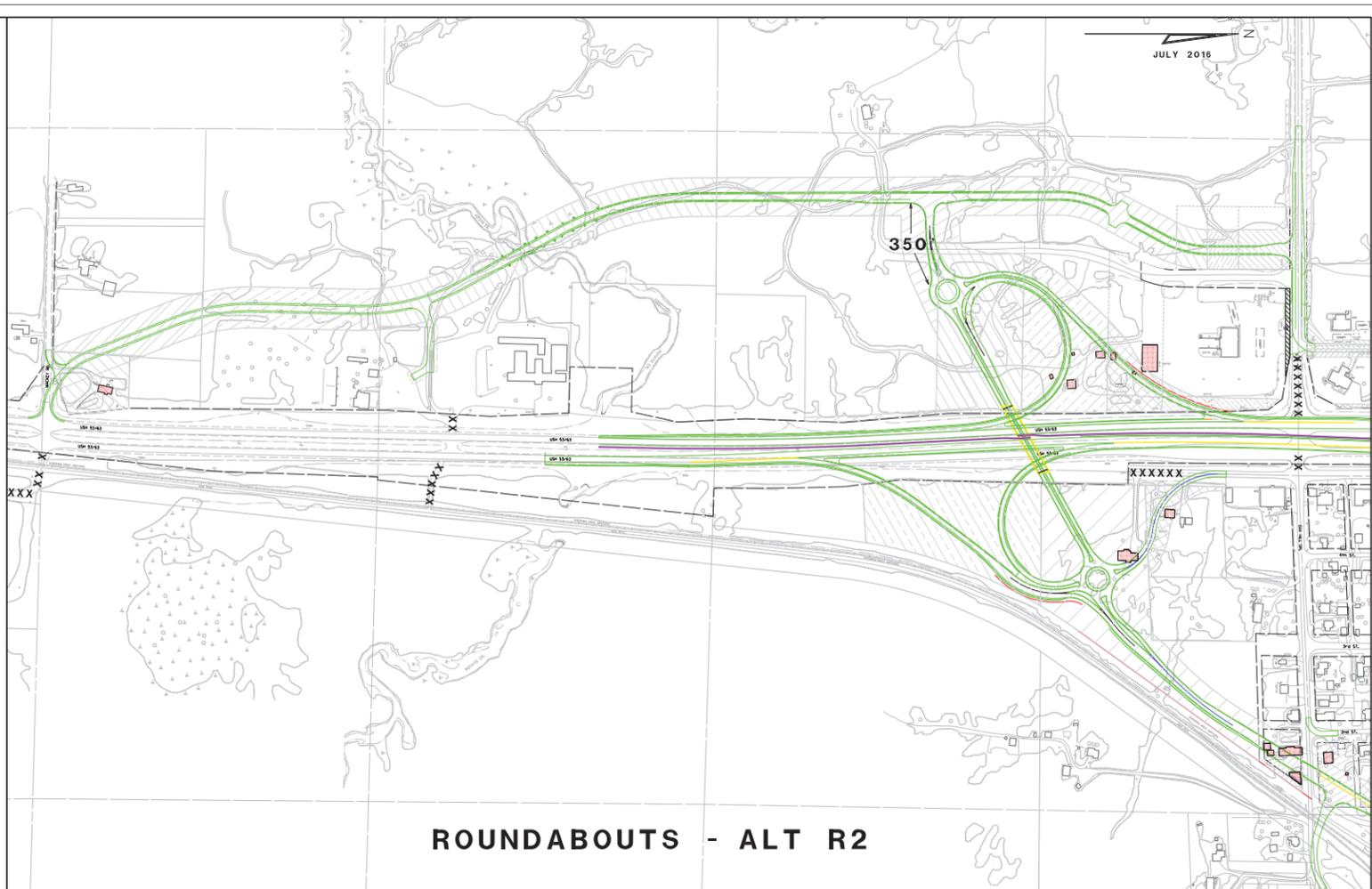


WEST FRONTAGE ROAD CONCEPTS

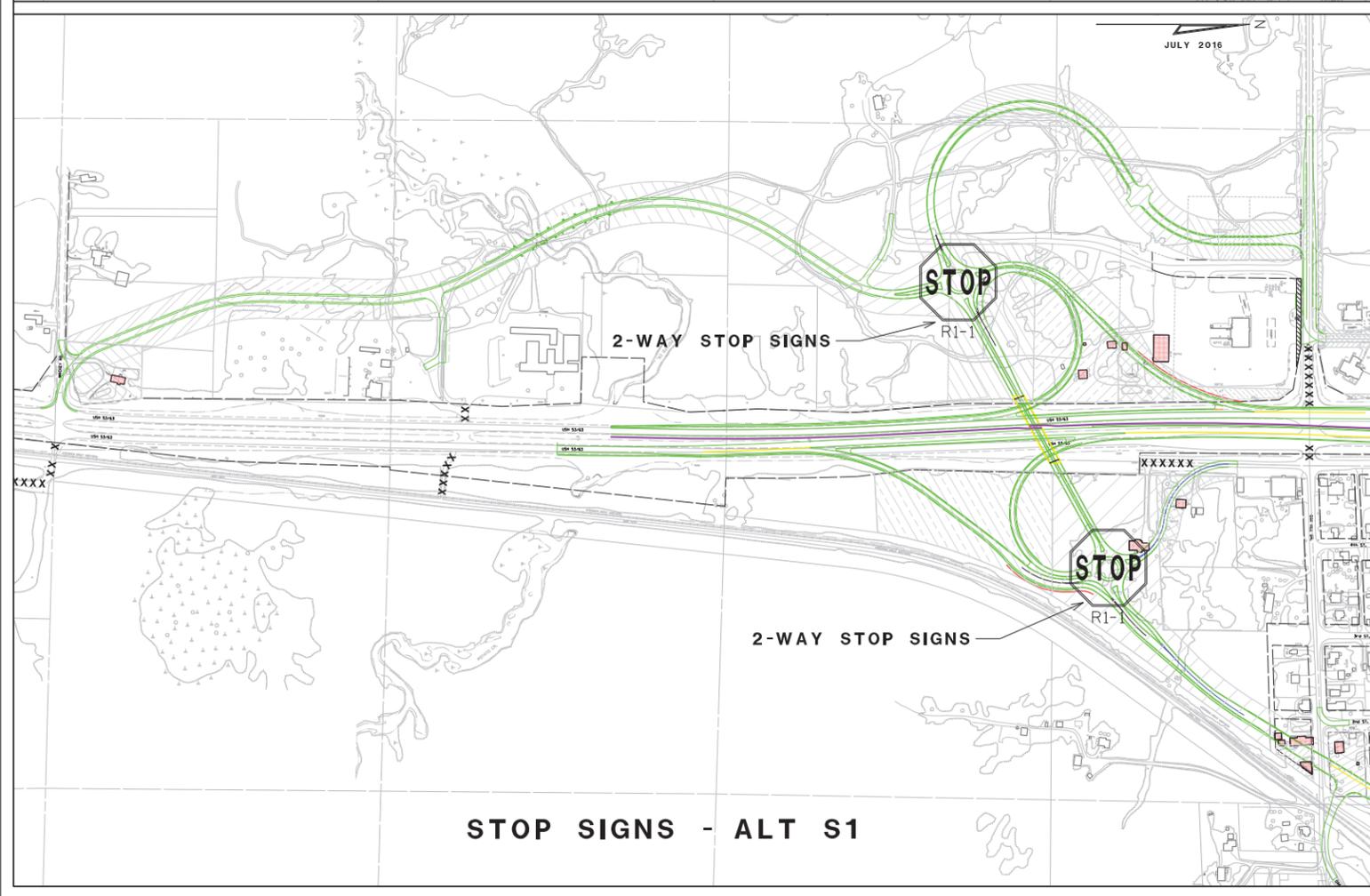
JULY 2016



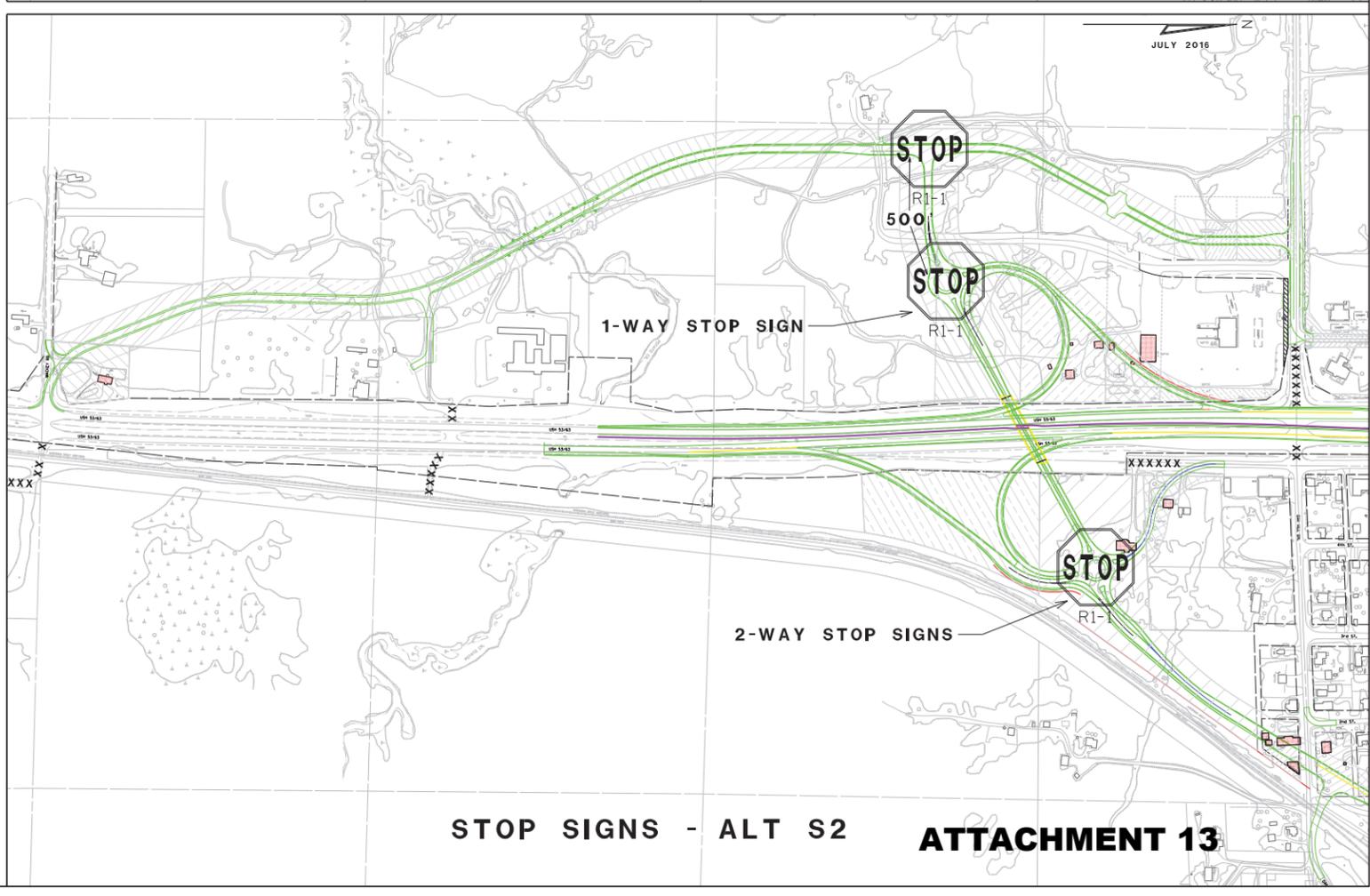
ROUNDAABOUTS - ALT R1



ROUNDAABOUTS - ALT R2



STOP SIGNS - ALT S1



STOP SIGNS - ALT S2

WASHBURN COUNTY
COMPREHENSIVE PLAN
2025

PRELIMINARY FINAL DRAFT
NOVEMBER 19, 2004

WASHBURN COUNTY COMPREHENSIVE PLAN 2025

BOARD OF SUPERVISORS

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COUNTY PLANNING COMMITTEE MEMBERS

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Robert Olsgard	Russell Furchtenicht	Dale Compeau
David Masterjohn	Jimmie Dimick	Kimberly Regner

PREVIOUS COUNTY PLANNING COMMITTEE MEMBERS

Jim Hoff	Tony Baier
----------	------------

Prepared by:



Funding provided in part by Wisconsin Department of Administration Comprehensive Planning Grant



**Town of Trego Comprehensive Planning Documents
(Source: Washburn County)**

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:

Yes, the proposed US 53 interchange will replace the existing at-grade intersections with US 63 and County E. US 63 and local frontage roads will be placed on new alignment near the interchange. Approximately 5,000-feet of US 63 and approximately 5,100-feet of a new frontage road (known as the West Frontage Road) will be constructed on new alignment. All other local roads will be constructed on existing alignment with minor connections to the proposed US 63 and County E. The concepts do not include expansion on US 53 or bypass of the unincorporated area of Trego.

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: No, the project purpose and need does not include economic development. While a safe and efficient roadway supports regional and local economic development, the primary need for the project is safety and not economics.

3. Project Type
 - **What is the project document “type”?**
 - EIS project—a detailed indirect effects analysis is warranted.
 - Many EAs will require a detailed indirect effects analysis (However, it also depends on the project design concepts and other factors noted here.)

- If a Categorical Exclusion applies, a detailed assessment is not generally warranted, however documentation must be provided that addresses this determination including basic sheet information.

Answer: 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 53 and US 63 are rural Principal Arterials. US 53 and US 63 are vital links in northwestern Wisconsin serving local communities and regional traffic. The Proposed Action does not change the function of US 53 or US 63.

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 5,000)
- Rural with scattered development
- Rural, primarily farming/agricultural area

Answer: The project area is within the rural Town of Trego. Directly in the project area, the Town of Trego is unincorporated with concentrated residential and commercial development.

6. Improved travel times to an area or region

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

Answer: No, the project will not provide a 5 minute or more improvement in travel times.

7. Land Use and Planning

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

Answer: Existing land use types in the project area are primarily residential in nature with some commercial development along US 53 at the US 63 and County E intersections. Local land use plans show residential and commercial uses with natural open space areas where there are existing natural features such as the Namekagon River. The existing and future land use maps show the existing commercial development along US 53, residential areas east of US 53, and maintenance of natural and residential areas along the Namekagon River. See land use map below.

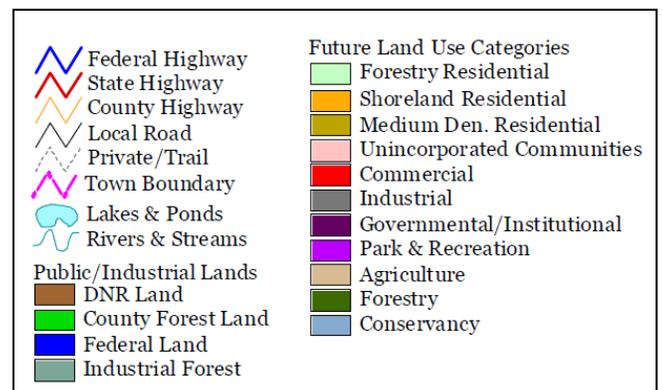
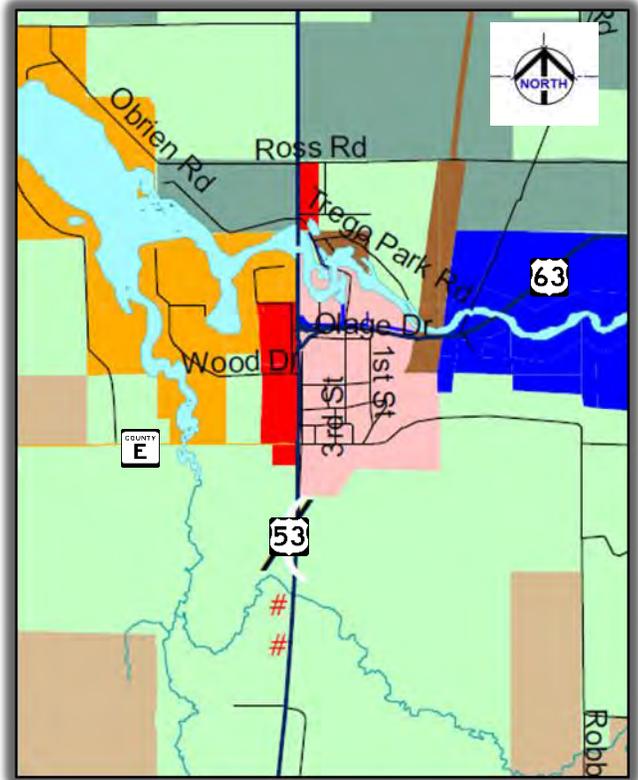
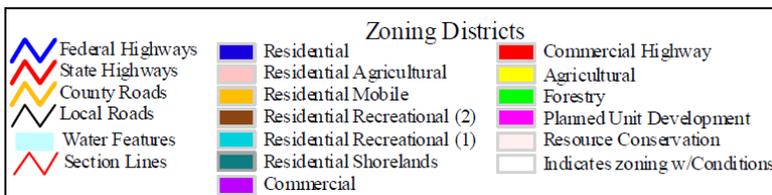
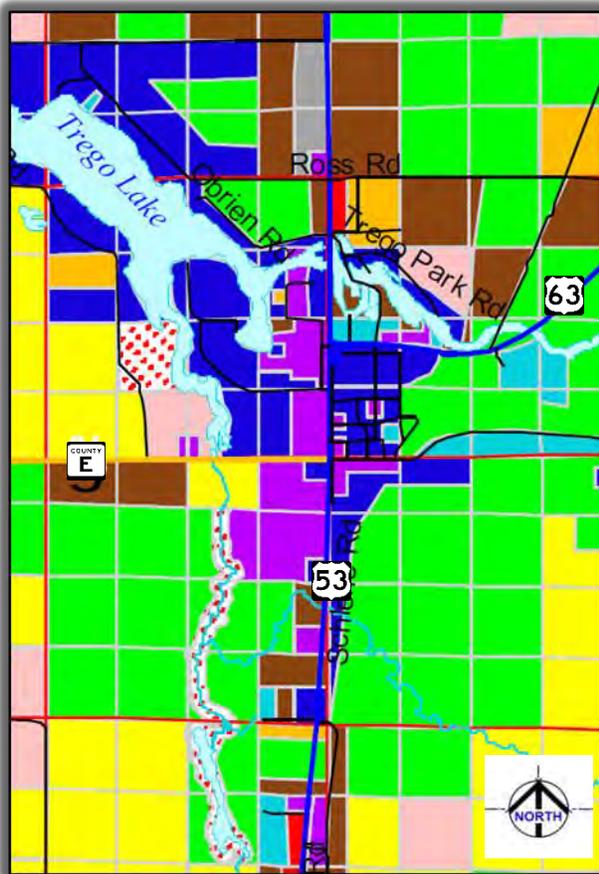
The Town of Trego initiated portions of comprehensive planning as part of the Washburn County planning efforts in 2005. The Town of Trego does not have an adopted comprehensive land use plan but identified needs and opportunities as part of the County planning efforts. The needs identification analysis including documentation of the need for safe, efficient well-maintained highways identifying safety concerns at the intersections of US 53/US 63 and US 53/County E, maintaining recreational trail services, and the need to

address deteriorated bridge conditions. The draft plan also identified opportunities to improve the transportation system, encourage more recreational traffic use of the area trails, and take steps to encourage commercial development along the US 53 corridor.

No, the preferred alternative does not conflict with the local comprehensive planning efforts and the need to improve safety at the US 53 intersections with US 63 and County E are documented in the draft comprehensive plans.

The Town of Trego has mapped zoning and zoning regulations in place which cover the project area. A zoning map in the project area is shown below. Washburn County regulates shore-land zoning. Zoning in the project area is primarily for agricultural land uses with some scattered residential and commercial uses. The preferred alternative does not conflict with local zoning in the project area.

Trego Zoning Map
(Source: Washburn County)



Town of Trego Land Use
(Source: Washburn County)

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

- *Regional Comprehensive Plan 2015 – Prepared in 2015 to provide guidance on regional planning of the entire northwestern Wisconsin region including supporting a strong transportation system.*
- *Comprehensive Economic Development Strategy – Planning is ongoing by the Northwestern Wisconsin Regional Planning Commission for development of an economic plan for the northwestern Wisconsin.*
- *Washburn County Land and Water Resource Management Plan 2010-2015 - Adopted April 2011 to provide guidance to manage and protect the land and water resources.*
- *Wisconsin State Airport System Plan 2030 - **Adopted in 2015 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 - Adopted in 1998 to ensure planning and design of transportation facilities considers bicyclists and to set goals for expanding and improving a statewide network of bicycle routes.*
- *Wisconsin Pedestrian Policy Plan 2020 - Adopted in 2002 to ensure planning and design of transportation facilities consider pedestrian accommodations during project development.*

8. Population/Demographic Changes

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

Answer: County comprehensive plans document population growths over time as variable but steadily rising. **Since 1890, Washburn County’s population has been on the rise**, except for the decades ending 1929, 1949, and 1959. The county population increased by 8,415 in the 30 years from 1890 to 1920. The population then declined by 274 from 1920 to 1930, rose from 1930 to 1940, and then sustained a decline in the 20 years **from 1940 to 1960, losing 2,195 residents. From 1950 to 1960 the county’s population decreased by 1,364 (11.7%). In the ten years from 1960 to 1970, the county gained 300 people. Since 1960, the county’s population has been continually on the rise with the greatest increase in the period from 1990 to 2000 when the county increased by 2,264 (16.4%) bringing the county to a population of 16,036 in 2000.**

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 have been no considerable changes in demographics or employment.

Population projections for Washburn County and the Town of Trego are shown in the tables below.

Washburn County Population Projects (Source: Wisconsin DOA)				
2000 Census	2010 Census	2020 Projection	2030 Projection	2040 Projection
16,036	15,911	16,795	18,460	18,010

Town of Trego Population Projections (Source: Wisconsin DOA)						
2010 Census	2015 Projection	2020 Projection	2025 Projection	2030 Projection	2035 Projection	2040 Projection
932	955	1,015	1,100	1,155	1,175	1,165

The Town of Trego yearly growth rate for projected population growth varies from -0.17% to 1.67% per year.

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: No, the project study area does not contain any known new developments. Commercial and residential land conversions have occurred within the project area over the past two decades.

Commercial developments are present along US 53 and at the intersections with US 63 and County E. Residential development is present east and west of US 53 and along the Namekagon River.

No, there have not been any major conversions in land use in the past two decades directly in the project area.

Because the project area is primarily zoned commercial and residential use, there has been little change in land use in the project area.

10. Public, State and/or Federal Agency Concerns

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

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

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

The pattern of development that is anticipated to occur in the project area with the Proposed Action will most likely be comparable to the current pace and type occurring now. The proposed interchange will replace two existing at-grade intersections along US 53. The construction of a new interchange and the associated project improvements are not anticipated to influence existing or planned land uses.

Residential and commercial development will likely continue to occur adjacent to US 53 and US 63 as zoning and land uses allow. Potential land use changes are within the decision-making authority of local governments in the project area. Draft 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. Other features such as waterways, wetlands, and railroads within in the Trego area impact how any lands directly within the project area can be developed or redeveloped.

Conclusion:

Through screening analysis using WisDOT's pre-screening for indirect effects procedure and guidance on indirect effects, it is concluded that the factors of the project, its location, and other conditions do not warrant further detailed analysis of the potential for indirect effects.

The Proposed Action would not have the likelihood to result in significant indirect effects as defined by the National Environmental Policy Act. This conclusion was based on the evaluation for 10 pre-screening factors including: project design concepts and scope; project purpose and need; project type; facility function (current and planned); project location; improved travel times to an area; local land use and planning considerations; population and demographic considerations; rate of urbanization; and public/agency concerns. The data and evaluation supporting this conclusion are presented above. Therefore, further detailed evaluation of indirect effects in a detailed analysis is not warranted.

While the Proposed Action will likely contribute to some cumulative effects that have occurred from previous actions and will occur from future actions (filling of wetlands, conversion of wooded lands, water quality, and traffic noise levels), they are anticipated to be minor in nature since the proposed interchange will replace two at-grade intersections to safely manage traffic through the already developed area in the unincorporated area of the Town of Trego. Any further development anticipated by the Town of Trego in the study area is consistent with the expectations and recommendations of local draft plans and requirements for implementation of zoning ordinances. Local zoning ordinances are in place to protect ecological corridors, wetlands, and water quality. By applying appropriate land management techniques, negative effects from development to the environment can be avoided and/or minimized.

Local governments are primarily responsible for monitoring cumulative effects to community/socioeconomic factors, wetlands, and water quality as development occurs. 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 will ensure that all mitigation is implemented and monitored as necessary for project impacts and final design measures will be implemented to minimize any cumulative effects.

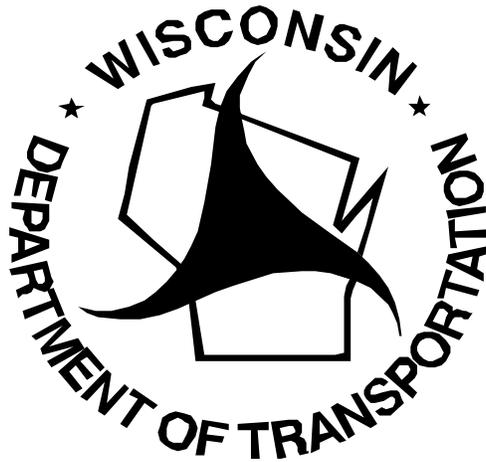
CONCEPTUAL STAGE RELOCATION PLAN

WisDOT Northwest Region Project ID: 1197-00-00/20

US 53 Spooner-Minong – Trego Interchange

Washburn County

November 8, 2017



Prepared by:

Kristin Schrader & Matt Lohr

Wisconsin Dept. of Transportation Northeast Region & Northwest Region

Purpose

The purpose of a relocation plan is to assure that the agency will provide adequate relocation payments, services and to determine whether displaced personal can be satisfactorily relocated. The conceptual stage relocation plan is a written estimate form to determine the following:

1. The approximate number of individuals, families, businesses and non-profit organizations to be relocated by the proposed project.
2. The probable availability of decent, safe and sanitary replacement housing within the financial means of the individuals and families affected by the project.
3. The estimated total relocation assistance costs.

Project Description

A US 53 preservation study was initiated 2007 and completed in 2014 extending from Spooner to Trego (10-miles) in Washburn County (**Figure 1**). The study resulted in preparation of an environmental document for US 53 from WIS 70 near Spooner to Schnagel Road north of Trego, official mapping, and preservation of right-of-way for future freeway conversion along US 53.

The preservation study was completed under Wis. Stat. 84.295(10) which is a long-term official mapping and planning tool available to WisDOT to help protect and preserve right-of-way for future transportation needs. The preservation planning study recommended a new US 53 interchange to provide improved access to US 63 and County E in Trego. While the study preserved estimated future right-of-way for transportation needs, additional environmental studies and design effort are required to determine the actual once an improvement project is scheduled.

In 2015, funding was appropriated by WisDOT to improve the US 53/US 63 and US 53/County E intersections under Legislative Sub-Program 303, State Highway Rehabilitation to address ongoing traffic operations and safety needs at the intersections.

The proposed project will include an environmental document to evaluate the preferred interchange details and the project development process will include preliminary and final design, right-of-way plat preparation, and real estate acquisition to construct the proposed US 53 interchange at US 63 and County E within the Trego urbanized area.

The proposed US 53 interchange will be located south of County E and will provide connections to US 63 and County E via relocated roadways and other local road connections.



Figure 1 – US 53 Preservation Planning Study Area and Proposed Interchange Project Location

Residential /Business Displacement Summary

The acquisition and relocation procedures WisDOT must follow are established by the Uniform Relocation Act of 1970. These statutes are in place to ensure landowners and tenants are treated fairly when the public interest requires the purchase and relocation by the Proposed Action.

Relocation Services for Residential Relocateses

In addition to maintaining necessary records and performing various other administrative functions, the relocation staff will offer and provide the following assistance to all relocatees:

1. Counsel each individual and family with regard to their specific re-housing needs, resulting in each securing replacement housing that is decent, safe and sanitary; adequate for their needs; suitably located; and within their financial means.
2. Continually gather data commensurate with the relocatee's needs and advise them accordingly. Provide current and continuing information on the availability, prices and rentals of comparable decent, safe and sanitary sales and rental housing and of comparable commercial properties and locations for displaced businesses. Appointments will be made, as well as arrangements for the inspection of referral housing. Inspections will be made of those units that the relocatee indicates a desire to rent or purchase to formally certify adequacy and that they are decent, safe and sanitary.
3. Assist prospective homeowners in obtaining mortgage financing and aid in the preparation and submission of offers to purchase. Assist in obtaining relocated documents, e.g. credit reports, appraisals, surveys, etc.
4. Advise prospective tenants on lease arrangements, tenant/landlord responsibilities, security deposit practices, rental ranges, etc.
5. Provide information and referrals to local welfare and social service assistance agencies when it appears a need for such service.
6. Provide information on school district boundaries and the routing and scheduling of public transportation.
7. Make personal contacts with each relocatee regularly for the purpose of discussing and providing leads, referrals and all such other matters regarding re-housing which is of interest to the relocatee and necessary for his successful relocation. Visitation will be geared to the complexity, the specific need and the level of availability and will be repeated regularly to assure that the re-housing responsibilities are discharged completely and fully in compliance with the spirit and intent of the program.

8. Provides assistance of complete claims for relocation payments for which each relocatee may be eligible.
9. Assist in making moving arrangements including the transfer of utility service.
10. Provide all required written notices, delivered by personal contact whenever feasible, to insure full understanding of eligibility requirements, payment options project information and other notices required by law, regulations or as otherwise appropriate.
11. Advise them of grievance procedures, arrangements, and agencies involved.

Relocation Services for Commercial Relocates

Relocation services for commercial displacements include the following:

A. Commercial Project Assurances

In accordance with Section 32.25(2)(b), Wisconsin Statutes, "Assist owners of displaced business concerns and farm operations in obtaining and becoming established in suitable business locations or replacement farms."

B. The commercial properties affected by this project will be assisted in their relocation in the following manner:

1. Maintaining listings of vacant commercial properties.
2. Maintaining close contact with local real estate agencies and brokers dealing in commercial space.
3. Informing business concerns of the Small Business Administration entitlements when federal aid is involved.
4. Contacting local development corporations and other similar organizations to make all possible assistance available.
5. Assist in obtaining or transferring business permits and licenses.
6. Assist in securing and making moving arrangements.
7. Joint development of inventory of personal property to be moved.
8. Advise businesses in site management procedures and occupancy terms and conditions.
9. Advise them of their relocation claim entitlements and assist them in filing the claim with documentation.

C. Contact with each commercial relocatee will be made at regular intervals during which various leads or referrals will be offered. Visitations will be geared to the complexity, the specific needs and the level of availability of replacement properties and will be repeated

until the relocation agent's responsibilities are completely and fully discharged and are in compliance with the spirit and intent of the program.

As summarized in the table below, there would be a total of 7 residential displacements and 2 business displacements for the Proposed Action.

Residential Relocations					
Unit #	Type/Size	Ownership	Approximate Assessed Value (Improvements)	Approximate Assessed Value (Land)	Total Fair Market Value (2016)
1-Mortensen	Single family/ 3 bedroom	Tenants	\$74,900	\$17,300	\$82,700
2-Erickson	Single family/ 3 bedroom	Owner Occupied	\$134,000	\$60,000	\$194,000
3-Predni	Single family/ 3 bedroom	Owner Occupied	\$97,600	\$15,800	\$113,400
4- Brimblecom	Single family/ 3 bedroom	Owner Occupied	\$120,000	\$8,000	\$128,000
5-Lisenby	Single family/ 3 bedroom	Tenants(duplex)	\$53,200	\$11,000	\$64,200
6- WI Gas LLC	N/A	Utility Substation	TBD	TBD	TBD
7-Laporte	Single family/ 3 bedroom	Owner Occupied	\$100,600	\$10,600	\$111,200
Source: Washburn County Land Records					

Commercial Relocations					
Unit #	Ownership	Business Type	Location	Acreage	Approximate Assessed Value
1	Tenant	Diesel Repair - Truck Shop	W5737 CTH E Town of Trego	2.9	\$117,300
2	Tenant	Fitness Center	W5737 CTH E- Town of Trego	2.9	Same Building
Source: Washburn County Land Records					

Summary of Relocation Costs

Summary of Relocation Costs: Unit # 1 – Residential Owner Occupant	
Acquisition Estimate	\$100,000
Residential Housing Payment	\$35,000
Incidentals and Closing Costs	\$3,000
Move Payment	\$10,000
Total	\$148,000

Summary of Relocation Costs: Unit # 2 – Residential Owner Occupant	
Acquisition Estimate	\$200,000
Residential Housing Payment	\$30,000
Incidentals and Closing Costs	\$3,000
Move Payment	\$6,000
Total	\$239,000

Summary of Relocation Costs: Unit # 3 – Residential Owner Occupant	
Acquisition Estimate	\$175,000
Residential Housing Payment	\$31,000
Incidentals and Closing Costs	\$3,000
Move Payment	\$5,000
Total	\$214,000

Summary of Relocation Costs: Unit # 4 – Residential Owner Occupant	
Acquisition Estimate	\$128,000
Residential Housing Payment	\$35,000
Incidentals and Closing Costs	\$3,000
Move Payment	\$6,000
Total	\$172,000

Summary of Relocation Costs: Unit # 5 – Residential Duplex with Tenants	
Acquisition Estimate	\$130,000
Residential Housing Payment	\$36,000
Incidentals and Closing Costs	\$3,000
Move Payment	\$12,000
Total	\$181,000

Summary of Relocation Costs: Unit # 6 – Natural Gas Substation	
Acquisition Estimate	\$3000 Land Only, assumes utilities will handle relocation
Residential Housing Payment	\$0
Incidentals and Closing Costs	\$0
Move Payment	\$0
Total	\$3,000

Summary of Relocation Costs: Unit # 7 – Residential Owner Occupant	
Acquisition Estimate	\$142,500
Residential Housing Payment	\$31,000
Incidentals and Closing Costs	\$3,000
Move Payment	\$5,000
Total	\$181,500

Summary of Relocation Costs: Unit # 1 & 2– Commercial Tenant Occupant	
Acquisition Estimate	\$150,000
Business Replacement Payment	\$30,000 X2 (2 units)
Business Move Payments	\$10,000 X2 (2 units)
Re-Establishment Expense	\$30,000 X2 (2 units)
Total	\$290,000

The total estimated cost for the residential and businesses displacements is **\$1,428,500**.

The residential and business displacements discussed in this Conceptual Stage Relocation Plan are based on preliminary project information and are subject to change when more detailed engineering plans are developed.

There are no known Environmental Justice concerns with the business displacements, no substantive divisive or disruptive effects on communities or neighborhoods were identified, and no special relocation advisory services are anticipated.

Divisive or Disruptive Effect on Community

There appears to be no unusual circumstances regarding the business relocations. This project will have a very minimal effect on the communities that remain after the relocation process.

In addition, no significant disruption effects should exist, with the possible exception of the construction period. No known concentration of predominant ethnic minority, elderly, or handicapped people were noted at the previous public meetings.

Neighborhood Impact

The residential and business displacements would not have an impact on neighborhoods and housing.

Special Relocation Advisory Services

There are no foreseen problems that will require special relocation advisory services. Should problems arise, Northwest Region relocation personnel will provide the necessary and appropriate services.

The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended; 49 CFR Part 24; Wisconsin Statutes s. 32.19 -32.27 and Wisconsin Administrative Code Adm 92. Relocation advisory assistance, benefits and other resources will be made available to all relocatees without discrimination.

Relocation Housing Availability – Purchase

Needed	VALUE - RANGE	Available
1 Single Family/ 3 bedroom	\$60,000 - \$100,000	21
3 Single Family/ 3 bedroom	\$100,000 - \$180,000	59
1 Single Family/ 3 bedroom	\$180,000 - \$250,000	41

Relocation Housing Availability – Rental

Needed	VALUE - RANGE	Available
1 Single Family/ 3 bedroom	\$60,000 - \$100,000	5

Business Property Availability – Rental

Needed	VALUE - RANGE	Available
1- Commercial/ Industrial/Shop	\$94,000 - \$185,000	5

Data Sources

Multiple Listing Service
Craigslist
Loopnet
Paragonrealestate.net



August 14, 2016

Ms. Beth Cunningham, Project Manager

State of Wisconsin

Department of Transportation

W7102 Green Valley Road

Spooner, WI 54801

RE: Proposed Reconstruction of US Highways 53 and 63 through Trego

Dear Ms. Cunningham:

The Trego Lake District was formed to protect and preserve Trego Lake (Flowage), part of the Namekagon River, for the benefit of current and future landowners on the Lake and for the public.

Representatives of the District have made an effort to inform themselves about the proposed reconstruction of Hwys 53 and 63, with particular concern about any changes to the Hwy 53 Bridge across the River, just at the top end of the Lake.

The District is very concerned about any reconstruction plan that would require changes of any kind to the Hwy 53 Bridge, as all such changes would have a deleterious effect on the Lake. Of the plans currently under consideration, the District favors the plan known as Alternative 4.

The members of the District are very aware of the dangerous conditions present at the intersection of Hwys 53/63 and County Road E in Trego, and at the intersection where Hwy 63 splits off northeast toward Hayward. The members generally agree that these two intersections must be changed to increase safety. However, the members, as noted above, are also very concerned about highway changes that would negatively affect the River and the Lake.

Yours truly,

Thomas H. Frost

Chair, Board of Commissioners

Trego Lake District

P.O. Box 184, Trego 54888

ATTACHMENT 17

RESOLUTION NO. 03-15

RESOLUTION OPPOSING CURRENT DESIGN - PROJECT ID: 1197-00-00

WHEREAS, the Town of Trego recognizes the need to address safety and operational concerns at the US 53 intersections with County E and US 63; and

WHEREAS, WisDOT's Project Development Section has a design project, Project ID: 1197-00-00, to improve the safety and operational concerns at the US 53 intersections with County E and US 63; and

WHEREAS, the Town Board of the Town of Trego has received input from their constituents, local business owners, and visitors to the Trego area, opposing the current design project; and

WHEREAS, the Town Board of the Town of Trego has reviewed the August 24, 2015 Local Officials and Stakeholder Group Kick-off Meeting Minutes, and concept alternative exhibit 'US 53 - US 63 Trego Interchange' (Preferred Alternative as Documented in 2014 US 53 Preservation Study) I.D. 1197-00-00; and

NOW, THEREFORE, BE IT RESOLVED, that the Town Board of the Town of Trego does not agree with the current design plan, beginning at Mackey Road and ending at the Namekagon River, and would like to see a new plan drafted.

Passed: October, 19, 2015

Certifying Official: _____



Barb Hinkfuss, Clerk

Correspondence

Bureau of Aeronautics (BOA)

From: Hetland, Justin - DOT [mailto:Justin.Hetland@dot.wi.gov]
Sent: Wednesday, September 09, 2015 12:58 PM
To: Stephanie Christensen <SChristensen@emcsinc.com>
Subject: Project ID 1197-00-00/70

Ms. Christensen,

I've reviewed Project ID 1197-00-00/70 Spooner – Minong USH 63 – Trego Interchange USH 53 Washburn County and do not have any issues at this time with the project from a Bureau of Aeronautics standpoint. Since portions of the project are in the vicinity of the Nest of Eagles Airport, the FAA's Obstruction Evaluation and Airport Airspace Analysis (OE/AAA) Website should be checked to see if any notices of proposed construction will be required to be filed to determine impacts on airspace safety. The 'Notice Criteria Tool' on the OE/AAA website should be used to see if any temporary equipment or permanent structures will require study, here's the link:

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

If you have any questions about this process I can assist you. Filing with the FAA is required at least 45 days prior to the start of construction to give them enough time to complete the study, however determinations last a year and a half so I'd recommend filing with the FAA once the project is a little closer to being started.

On a final note, due to the proximity to the Nest of Eagles Airport, the Bureau of Aeronautics recommends contacting the airport as a friendly heads up about your project. The airport will welcome any information you have about the use of equipment that may affect airport operations. Contact Alf Johnson at the Nest of Eagles Airport at (715)635-9768.

I believe Alf is aware of this project as he brought it up in a unrelated conversation we had shortly after the Oshkosh Airshow, I'm not sure he has heard anything from DOT or any consultants as of yet.

Regards,

Justin M Hetland

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



INDEX OF WDNR CORRESPONDENCE

1. October 13, 2015 letter from WDNR (initial)
2. July 8, 2016 email from WDNR (comments on Alternative C)
3. October 5, 2017 letter from WDNR regarding work along the WRST
4. October 5, 2017 email from WDNR with interim comments (Potato Creek, Namekagon bridge removal, recreational Trail 7A requirements, WRST bathroom maintenance)
5. November 1, 2017 email from WDNR regarding structure sizing on Potato Creek (West Frontage Road and US 53)
6. November 1, 2017 email from WDNR regarding stormwater management TSS reduction goals
7. December 21-22, 2017 email with WDNR regarding layout of the WRST trailhead parking lot
8. January 3, 2018 email from WDNR regarding possible wetland restoration at the Namekagon River and Lakeside Road removal area



October 13, 2015

Stephanie Christensen
EMCS, Inc.
500 North 17th Avenue
Wausau, WI 54401

Subject: DNR Initial Project Review
Project I.D. 1197-00-00
USH 53/USH 63 Trego Interchange
Washburn County

Dear Stephanie:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the proposed above-referenced project. According to your proposal, the purpose of this project is to construct a new interchange at the USH 53/USH 63 intersection in Trego. Proposed improvements include lowering USH 53 to accommodate an overpass, realign portions of USH 63 and CTH E, construct a new town road and crossing of Potato Creek, and remove the bridge on Lakeside Road at the Namekagon River.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) Cooperative Agreement. Initial comments on the project as proposed are included below, and assume that additional information will be provided that addresses all resource concerns identified. In addition to the project specific resource concerns highlighted below, it is DNR's expectation that the full range of DOT roadway standards will be applied throughout the design process.

A. Project-Specific Resource Concerns

Wild Rivers Trail: This state trail is on a federally granted right-of-way and is part of the Rails to Trails Program. The Wild Rivers State Trail extends from Rice Lake to Superior, and is open to year round use for ATV's, horseback riding, and hiking. Snowmobiles also use the trail in the winter.

Trego parking area: This facility was built with a combination of Wild Rivers Trail development funds and Washburn County funds that were directly allocated to the project. If the parking area and bathroom facility need to be moved or reconstructed, early coordination on this item would be appreciated so we can coordinate with appropriate trail and real estate staff.

Wild Rivers Trail crossing of USH 63: We are in agreement that the Wild Rivers Trail crossing of the newly aligned USH 63 should be a bridge. The site-distance and speed of travel on USH 63 would cause extremely unsafe conditions for recreationists to cross at-grade. A 20,000 pound rating of the new bridge would be preferable, given the size of equipment that is used for trail maintenance. If trail traffic has to be diverted to Lakeside Rd. to accommodate building the new trail bridge, we have concerns about the

safety of trail users if they have to travel down the right-of-way of USH 63. As noted above, the site-distance at this location is not ideal, and there could be conflicts with recreationists and visitors crossing the road from the NPS Namekagon River Visitor Center to Lakeside Road and the Namekagon River. Our preference at this time would be to build the new bridge half at a time to safely accommodate trail traffic.

Wild Rivers Trail crossing at Oak Hill Road: At the Oak Hill Road intersection, the Wild Rivers Trail needs to cross the railroad tracks diagonally from southeast to northwest. Sight distance must be maintained for safe crossing.

Trestle Bridge: The impact of construction activities and grading on the stability of the existing trail trestle bridge should be considered during the design of the project. There are some maintenance issues that need to be addressed on the trestle bridge. Since a bridge contractor would be on-site during the project, there may be an opportunity to address these maintenance issues in a cost-effect manner using DNR funds. Please contact us as you proceed further into the design phase to determine what those maintenance issues are and if it is feasible to incorporate these items into the interchange project.

Trail 7A: Trail 7A crosses USH 53 near the Wild Rivers Sports shop and crosses Potato Creek just west of USH 53. This is not a state-owned trail, but it does receive some funding from the DNR and is managed by the Washburn County Forestry Department. In order to be eligible for DNR funds, the trail must meet certain standards which should be incorporated into the design of the project. For example, currently there must be a 40-foot separation between a town road and the trail, or a headlamp barrier must be built. Please coordinate with Mike Peterson, Washburn County Forest Administrator, on any items associated with Trail 7A. His office is located in Spooner and can be reached at (715) 635-4490.

Wetlands:

There is potential for wetland impacts to occur as a result of this project. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the DOT Wetland Mitigation Banking Technical Guideline. Per the Cooperative Agreement, mitigation banking is the preferred compensation option, however DOT and DNR agree that other practicable and ecologically valuable project specific opportunities may be pursued on a case-by-case basis. DNR requests information regarding the amount and type of unavoidable wetland impacts.

Fisheries/Stream Work:

Namekagon River: The Namekagon River is within the St. Croix National Scenic Riverway. The portion of the Namekagon River that is within the project limits is a warmwater stream that contains populations of musky, walleye, northern pike, smallmouth bass, lake sturgeon, suckers, panfish and numerous minnow species. In an effort to protect these fish species during their spawning and nursery periods, all in-stream related construction should occur between June 15 and November 1.

The Namekagon River is also an Outstanding Resource Water (ORW). ORW'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.

We understand that the project may include removing the existing bridge on Lakeside Road. We encourage investigating the possibility of also removing the south approach fill material. There may be potential for restoring floodplain areas as well as wetlands.

Potato Creek: Potato Creek is currently classified as a warmwater stream containing populations of northern pike, largemouth bass, panfish, suckers and minnows. Little Mackay Creek, a Class II trout stream, flows into Potato Creek approximately one-half mile downstream of the project site. There is a possibility that trout may swim up into Potato Creek if there is suitable habitat. The DNR will be conducting a survey of Potato Creek in the spring of 2016 to verify the fish population. We will provide recommendations for timing restrictions after the survey has been completed.

The average bankfull width of Potato Creek in the project area is approximately 30 feet. The new structure located at Potato Creek should avoid or minimize impacts to stream morphology, aquatic organism passage, and water quality. Sizing a new structure to accommodate bankfull width would likely avoid those impacts. Several mussel species, including a state special concern species, have been previously surveyed in Potato Creek. The new structure must accommodate the movement of mussels and other aquatic organisms throughout the stream by providing natural substrate. Mussels insert their "foot" into sand or gravel and pull themselves forward, inching their way along the bottom. Mussels also attach their eggs to fish gills or skin and use them as a host during the development of the juvenile mussels. Some mussels require one particular species of fish as a host for their larvae whereas others may use many. A properly sized bridge would provide aquatic organism passage and stream connectivity, which is vitally important in this high quality and diverse stream.

Endangered Resources:

Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated September 15, 2015, the following Endangered Resources are known to occur in the project area or its vicinity and could be impacted by this project.

Bald Eagle (*Haliaeetus leucocephalus*) has been nesting north of North River Road. The nest is currently beyond the limits of the project, and no impacts are anticipated. This pair of bald eagles has been known to move their nesting location often, so yearly monitoring of the nest site will occur. If the nest location changes and is within or nearer to the project limits, timing restrictions may be required, along with coordination with the USFWS.

Sioux (Sand) Snaketail (*Ophiogomphus smithi*) is a dragonfly of special concern in Wisconsin. Sand snaketail has been found in small to medium clean, fast-flowing sandy warm streams, and has been previously surveyed in Potato Creek. The flight period extends from late May through mid-June.

DOT conducted an insect survey at both Potato Creek and the Namekagon River on June 19, 2015, but the Sioux Snaketail was not identified at either site. However, strict adherence to best management practices to prevent sedimentation into these streams during construction will be required to avoid impacts to suitable habitat for this dragonfly.

Elktoe (*Alasmidonta marginata*), a State Special Concern mussel, is found in various-sized streams with flowing water, sand, gravel or rock substrates that are stable, such as the Namekagon River. The known host fishes include widespread species including redbreast, sucker species and rockbass.

Purple Wartyback (*Cyclonaias tuberculata*) a mussel listed as Endangered in Wisconsin, is found in large rivers in the western and southern parts of the state, such as the Namekagon River. It prefers a stable substrate containing rock, gravel and sand in swift current. Known hosts include bullhead and catfish species.

DOT conducted surveys in Potato Creek and the Namekagon River on September 11-13, 2015, and identified a variety of freshwater mussel species, none of which are listed. We recommend relocating the mussels within the footprint of the new structures on these streams to protect them from in-stream

construction activities. DNR Bureau of Natural Heritage Conservation staff can relocate those mussels prior to the beginning of the project.

Missouri Rock-cress (*Boecheira missouriensis*) a State Special Concern plant, is found in soil pockets on acidic cliffs, as well as in pine forests on sterile sand and gravel outwash plains. Blooming occurs late May through late June; fruiting occurs late June through late July. The optimal identification period for this species is late May through late June.

DOT conducted a plant survey on June 17-19, 2015, and Missouri Rock-cress was not identified. However, two other state special concern species, plains ragwort (*Packera plattensis*), and pale moonwort (*Botrychium pallidum*) were identified in or near the project limits. Both of these plant species are of Special Concern in Wisconsin. We recommend taking measures to avoid impacts to these plants and their habitat.

Northern long-eared bat (*Myotis septentrionalis*) is a state Threatened species and was listed as federally Threatened by the US Fish and Wildlife Service (USFWS) on May 4, 2015. The Wisconsin Natural Heritage Inventory (NHI Portal) database contains all current Northern Long-eared Bat roost sites and hibernacula in Wisconsin. The NHI Portal contains verified survey results from WI DNR, FWS, and private organizations and is updated on a weekly basis. The NHI Portal was consulted for this project, and per U.S. Fish and Wildlife Service's interim 4(d) rule, it was determined that this project is more than 1/4 mile from a known maternity roost tree AND is more than 1/4 mile from a known hibernacula.

Migratory Birds:

Migratory bird nests were observed under the ATV trail bridge on Potato Creek. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service (USFWS). Therefore, the new bridge construction project should either occur only between August 30 and May 1 (non-nesting season) or utilize measures to prevent nesting (*e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1*). If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable then the USFWS must be contacted to apply for a depredation permit. Nests were not observed under the Lakeside road bridge, but these guidelines apply to the removal of the bridge if nesting starts to occur under the structure.

Invasive Species and Viral Hemorrhagic Septicemia (VHS):

Adequate precautions should be taken to prevent transporting or introducing invasive species via construction equipment, as provided under chapter NR 40 Wis. Adm. Code. Further information on species classified as Restricted or Prohibited under NR 40 can be found at: <http://dnr.wi.gov/topic/Invasives/classification.html>.

Any equipment coming into contact with surface waters must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions must require contractors to implement the following measures before and after mobilizing in-water equipment to prevent the spread of VHS, Zebra Mussel, and other invasive species. Contractors should follow *STSP 107-055 Environmental Protection, Aquatic Exotic Species Control*, or protocol found here: http://dnr.wi.gov/topic/fishing/documents/vhs/disinfection_protocols.pdf.

Additional information on invasive species and infested waters can be found at: <http://dnr.wi.gov/lakes/invasives/AISByWaterbody.aspx>

Floodplains:

A determination must be made as to whether or not the project lies within a mapped/zoned floodplain. Floodplain impacts should be assessed and/or quantified and appropriate coordination must be carried out in accordance with

the DOT/DNR Cooperative Agreement. Coordination must also occur with the Washburn County Zoning Program.

Burning:

If burning of brush will occur as part of this project, the contractor should be informed that it is illegal to burn materials other than clean wood. It is also illegal to start or maintain fires using oily substances, or other materials prohibited under chapter NR 429, Wis. Adm. Code. All necessary burning permits must be obtained prior to construction, as required under local and state fire protection regulations, in order to comply with NR 429 (Malodorous Emissions & Open Burning) http://docs.legis.wisconsin.gov/code/admin_code/nr/400/429.pdf.

Burning permits are available through the local DNR ranger or fire warden, however other local burning permits may be required.

B. Project Specific Construction Site Considerations

The following issues should be addressed in the Special Provisions, and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP). An adequate ECIP for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference. Erosion control and stormwater measures must adhere to the DNR/DOT Cooperative Agreement, Trans 401, and applicable federal laws.

Erosion Control and Storm Water Management:

- A stormwater management plan should be developed for this project that meets the post-construction performance standards in TRANS 401.106. The “new” construction or realignment portions of the project are subject to 80% TSS removal and peak discharge.
- Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.
- If erosion mat is used along stream banks, DNR recommends that biodegradable non-netted mat be used (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.
- If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. Do not house any dewatering technique in a wetland.
- The contractor should restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils should take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, the site must be properly winterized.
- All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Do not stockpile materials in wetlands, waterways, or floodplains.

Structure Removal/Bridge Demolition:

Due to the characteristics of this section of the Namekagon River, **STSP 203-025**, *Removing Old Structure over Waterway with Debris Capture System*, should be utilized for this project. DNR believes the method of structure removal is necessary because of the sensitive nature of the Namekagon River, and the high usage of the river by recreationists.

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

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

Asbestos:

A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (chapters NR 406, 410, and 447 Wis. Adm. Code) may be required. Please refer to DOT FDM 21-35-45 and the DNR's notification requirements web page: <http://dnr.wi.gov/topic/Demo/Asbestos.html> for further guidance on asbestos inspections and notifications. Contact Mark Davis, Air Management Specialist 608-266-3658, with questions on the form. The notification must be submitted 10 working days in advance of demolition projects.

Navigation Concerns During Construction:

This reach of Potato Creek is not often used by recreational watercraft. It will not be necessary to place navigational aids during construction.

This reach of the Namekagon River is regularly used by recreational watercraft. It will be necessary to place navigational aids around the construction area during construction. A Waterway Marker Application and Permit is required for both types of navigational markers (informational vs. control/restrictive) prior to construction. A local ordinance will also be required for buoys that control or restrict navigation. Adequate time should be allowed for the passage of an ordinance with the local municipality. A local ordinance is not required for informational navigational aids (a waterway marker permit is required). DNR will determine which type of navigational aids are needed in accordance with the project design and methods used during construction. The general steps for submission of a Waterway Marker Application and Permit are as follows:

1. Please fill out the Waterway Marker Application and Permit form: <http://dnr.wi.gov/files/PDF/forms/8700/8700-058C.pdf>.
2. The Wisconsin Department of Transportation should be listed as the applicant.
3. Be sure to include an aerial map-diagram or engineered-diagram of the work location and the placement of the waterway markers (buoys). If proposed GPS coordinates for each buoy are not provided, then markers placed on the diagram must show distance (in feet) from each marker location and from one permanent fixture as a benchmark.
4. Provide the completed application/permit to the local municipality having jurisdictional authority over the area in which the waterway markers will be placed. If an ordinance is required, consult with the local municipality regarding their ordinance process.
5. Forward the signed application/permit to myself as well as the Boating Program Specialist:

Penny Kanable
Wisconsin Dept. of Natural Resources
101 S Webster Street - LE/8
Madison WI 53703

The Boating Program Specialist will communicate with the local Warden and Recreational Safety Warden in processing and finalizing the permit. If the permit application is incomplete or additional information is needed the Boating Program Specialist will work with DNR's Regional DOT Liaison to resolve.

6. **Permanent Navigation Aids:** The process outlined above will also apply to the placement of permanent navigational aids. This includes modifications, additions or temporary relocations of existing navigational aids. The locations of existing buoys (or other navigational aids) must be included in the permit application.

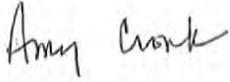
Other Issues/Unique Features: The Cooperative Agreement allows our agencies to be flexible with our review process in order to ensure the DOT project remains on schedule. At times we will identify unique resources or project specific concerns that necessitate creative solutions to complex resource issues. We believe the requests below are necessarily to adequately protect resources, are reasonable, are site specific and will not set precedence or new policy for statewide policy or guidance. The request made below apply only to this project, and should be incorporated into the project Special Provisions.

- **Wild Rice:** A review of our records indicates that stands of wild rice are located in the Trego Flowage downstream of the Lakeside bridge. However, we do not anticipate these stands would be impacted by the proposed activities if proper erosion control items are used during construction. In addition, wild rice is also found in Potato Creek just upstream of CTH E. Again, we do not anticipate impacts to this wild rice if best management practices are followed.
- **Seeding and Mulching Recommendations:**
 - DNR is requesting that seed mix #75 be used on areas of the project adjacent to the Namekagon River, because it is within the St. Croix National Scenic Riverway. Native habitat and scenic beauty throughout this area should be maintained and restored wherever possible.
 - DNR is requesting that weed-free mulch also be used for restoration in the areas of the project adjacent to the Namekagon River. Some weed-free mulch suppliers can be found at: <http://weia.wisc.edu/mulch.pdf>.
- **Oak Wilt:** This project involves work that may involve cutting or wounding of oak trees. There is an oak wilt infection within 4.5 miles of the proposed construction site, which is within the spatial risk zone for oak wilt spread. To prevent the spread of oak wilt disease, please avoid cutting or pruning of oaks from April through September. See the DNR webpage at: <http://dnr.wi.gov/topic/foresthealth/oakwilt.html>. DNR will be conducting a field review to assess the density of oak trees within new alignment areas in the spring of 2016. Further clarification regarding guidelines and timing restrictions will be provided after the assessment has been completed.

This project may require a permit from the U.S. Army Corps of Engineers (ACOE). For further details you will need to contact Bill Sande of the ACOE located in the Hayward office, at 651-290-5882. All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, and additional consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 715-635-4229, or email at amy.cronk@wisconsin.gov.

Sincerely,



Amy Cronk
Environmental Analysis & Review Specialist

cc: Amy Adrihan, DOT Northwest Region - Superior
Beth Cunningham, DOT Northwest Region - Spooner
Bill Sande, ACOE – Hayward
Lisie Kitchel, DNR - Madison
Cameron Bump, DNR – Eau Claire
Jill Medland, NPS – St. Croix Falls
Mike Peterson, Washburn County Forest Administrator

Correspondence

Wisconsin Department of Natural Resources (WDNR)

From: Cronk, Amy L - DNR [mailto:Amy.Cronk@wisconsin.gov]

Sent: Friday, July 08, 2016 9:27 AM

To: Cunningham, Beth - DOT <Beth.Cunningham@dot.wi.gov>; Stephanie Christensen <SChristensen@emcsinc.com>

Cc: Adrihan, Amy - DOT <Amy.Adrihan@dot.wi.gov>; 'Jill_Medland@nps.gov' <Jill_Medland@nps.gov>

Subject: Trego Interchange - DNR preliminary comments on local interchange concept

Beth-

DNR has **reviewed the local interchange concept** for the DOT USH 53/Trego Interchange project and have the following preliminary comments.

- **Namekagon River** – We understand that the northbound bridge over the Namekagon River would need to be widened to accommodate an on-ramp. The Namekagon River is a National Scenic Riverway and coordination with the National Park Service would have to occur. In addition, the river contains a diverse population of freshwater mussels, so a survey and relocation of mussels would need to occur to move them out of the construction area.
- **Stormwater Management** – This portion of the Namekagon River is warm water and contains a diverse population of warm water fish. The Trego Dam is just downstream of the USH 53 crossing, which results in some impacts to the river, such as thermal warming and sedimentation. The stormwater management plan and design plans should incorporate stormwater management measures that meet the post-construction performance standards of TRANS 401, and also incorporate measures that would reduce thermal impacts from additional stormwater runoff from the interchange project.
- **Mapped floodplains** - There is a mapped floodplain associated with the Namekagon River in the project limits. An H&H study would need to be conducted to determine if the bridge widening activities would affect the backwater flood elevations and/or scouring at the structure. The study should also take into consideration the presence of the Trego Dam.

We will be sending a more in-depth response letter soon, but wanted to provide these preliminary comments to you prior to the public involvement meeting on July 13th. If you have any questions, please give me a call. Thanks for the opportunity to comment.

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Amy Cronk

Environmental Analysis & Review Specialist
Wisconsin Department of Natural Resources
810 West Maple Street
Spooner, WI 54801
Phone: 715-635-4229
Fax: 715-635-4105
amy.cronk@wisconsin.gov



October 5, 2017

Beth Cunningham
DOT Northwest Region
W7102 Green Valley Rd.
Spooner, WI 54801

Official comment on the WRST proposal was provided with the anticipation that the WRST was a Section 4(f) resource. In both the WDNR comments below and based on available existing documentation, there are reversionary rights along the corridor and Section 4(f) does not apply. While Section 4(f) does not apply, the WDNR comments are still applicable to the coordination that has occurred for this unique resource and coordination will continue with WDNR throughout design and construction.

Subject: Section 4(f) coordination
Project I.D. 1197-00-00
USH 53 Trego Interchange
Washburn County

Dear Beth:

This letter is in follow-up to the request regarding Section 4(f) considerations for potential impacts to the Wild Rivers State Trail (WRST) within the limits of the above referenced project. We understand that this state property is potentially affected by the proposed interchange project. The purpose of this letter is to provide you with our comments on the significance of the potential impacts to this state property.

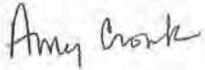
As indicated in the Master Plan for the WRST, the overall management goal for this property is to provide opportunities for snowmobiles, ATV's, horseback riding, and hiking. Additional benefits of the trail include enhancing tourism, promoting economic development, providing a link to existing and potential recreational trails, and preserving the right-of-way in public trust for future uses. It is also a rail-banked corridor, meaning the railroad has reversionary rights.

We understand the proposed intersection improvements would result in shifting the WRST to incorporate the following items associated with relocating USH 63: 1) a new bridge crossing over USH 63; 2) partial reconstruction and expansion of the existing parking lot; 3) reconfiguring the Oakhill Drive crossing. The shift in the trail and other changes would require approximately 3 acres in permanent easements, and 0.7 acres in temporary easements.

As evident from the information presented above, this state trail provides a diversity of resources which in turn provide a variety of recreational opportunities. The trail has regional importance as a connecting route between several other trails such as the Tuscobia State Trail and other locally maintained recreational trails. Based on the considerations referenced above, we consider the WRST to be a significant and important resource. However, the proposed temporary and permanent impacts are not anticipated to have adverse environmental effects to the trail.

Thank you for the opportunity to comment on this issue. If any of the concerns or information provided in this letter requires further clarification, please contact me at 715-635-4229, or email at amy.cronk@wisconsin.gov.

Sincerely,



Amy Cronk
Environmental Analysis & Review Specialist

cc: Amy Adrihan, WisDOT Northwest Region - Superior
Stephanie Christensen, EMCS, Inc.
Cameron Bump, DNR Northwest District Trails Coordinator – Eau Claire

Correspondence

Wisconsin Department of Natural Resources (WDNR)

From: Cronk, Amy L - DNR [mailto:Amy.Cronk@wisconsin.gov]

Sent: Thursday, October 05, 2017 9:39 AM

To: Stephanie Christensen <SChristensen@emcsinc.com>; Cunningham, Beth - DOT <Beth.Cunningham@dot.wi.gov>

Cc: Adrihan, Amy - DOT <Amy.Adrihan@dot.wi.gov>

Subject: RE: USH 53/63 Trego Interchange - WDNR Meeting Notes - 8/23/2017 (WDNR ACTION ITEMS)

Hello –

Here is follow-up to the DNR action items listed below:

- **USH 53 box culvert on Potato Creek: No in-stream related work will be allowed from March 1 – May 15** due to the warm water fishery found in Potato Creek. Please provide a streambed survey showing the thalweg elevations upstream and downstream of the box culvert for a minimum of 100 feet beyond the influence of the culvert. Measurements are recommended to be taken every 10 feet. The bankfull width at the box culvert is likely the same as it is downstream at the snowmobile trail bridge, which is approximately 30 feet. The new structure, in order to provide stream connectivity and aquatic organism passage, should be wide enough to accommodate bankfull width. The comments regarding Potato Creek in our October 13, 2015 initial comment letter also apply to the proposed box culvert replacement on USH 53.
- **Namekagon River access: DNR does not have concerns regarding the potential removal of access to the Namekagon River at Lakeside Road.**
- **ATV/snowmobile Trail 7A:** DNR provides funding for this trail. To meet standards, the trail must be 12 feet wide and 4" gravel on the surface. Both ATV's and snowmobiles are allowed to use this trail.
- **Wild Rivers Trail parking lot/bathroom:** This bathroom facility is maintained by Washburn County per agreement.
- **Stormwater management:** Recommendations were provided in a previous e-mail.

Let me know if you need any other information or clarification. Thanks!

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Amy Cronk

Phone: 715-635-4229

amy.cronk@wisconsin.gov

Correspondence

Wisconsin Department of Natural Resources (WDNR)

From: Cronk, Amy L - DNR [mailto:Amy.Cronk@wisconsin.gov]
Sent: Wednesday, November 01, 2017 8:45 AM
To: Stephanie Christensen <SChristensen@emcsinc.com>
Cc: Cunningham, Beth - DOT <Beth.Cunningham@dot.wi.gov>; Adrihan, Amy - DOT <Amy.Adrihan@dot.wi.gov>; Eric Sorensen <sorensene@ayresassociates.com>
Subject: RE: USH 53/63 Trego Interchange - **Potato Creek alternatives**

Stephanie-

Before proceeding with the USH 53 and West Frontage Rd. alternatives for Potato Creek, we would like to share our comments and concerns with both options.

According to the mussel survey conducted in this part of Potato Creek in 2015, 460 mussels were found within the survey reach, which included 7 different species, two of which are of special concern in Wisconsin. In comparison, the Namekagon River survey located 26 mussels, which included 5 different species. These mussels spend most of their life in a small area of stream bed that they inhabit, but they do have the ability to move around with the use of their muscular foot. Mussels insert their "foot" into the sand or gravel and pull themselves forward, inching their way along the bottom (for reference, see attached photo of a mussel "trail" I found in substrate of the St. Croix River a couple of years ago). This movement enables them to escape slowly falling water levels and to search for preferred habitats in which to live. Box culverts are generally difficult to size and set appropriately enough to accommodate streambed substrate that would provide mussel habitat within the culvert, and seldom provide the needed connection between upstream/downstream mussel habitat.

Another important fact to note is that as part of their reproductive cycle, mussels siphon their larvae into the stream. The larvae can only survive by attaching themselves to the gills of a host fish for a few weeks or months before maturing enough to drop onto the streambed. For example, the host fish for the Round Pigtoe mussel (a special concern species found in Potato Creek), is slimy sculpin, spotfin shiner, black crappie and yellow perch. Other common mussel host fish are largemouth bass and a wide variety of minnow species. Designing the structure to accommodate fish passage is also an important aspect not only for fish life cycles, but also for the role fish play in other aquatic organism life cycles.

The bankfull width of this portion of Potato Creek is approximately 30 feet wide. A new structure at the town road crossing should be sized to accommodate the bankfull width so it can provide stream connectivity, aquatic organism passage, increased flood resiliency, and pass sediment and debris associated with higher flows. The box culvert option at West Frontage Road, as shown in the detail provided to us, would remove a natural meander in the stream and result in loss of approximately 278 feet of natural streambed. This loss would likely result in higher flow velocities, scour, mapped floodplain impacts, and loss of important habitat for mussels and other aquatic organisms found in the stream.

If the box culvert alternative is further considered, please provide existing stream flows (in a reference reach away from the influence of the existing box culverts) for low flow, 2, 5, 10, 25, 50 and 100 year events, as well as data for those flows if a box culvert was installed at West Frontage Road for comparison. In order to provide stream connectivity and prevent downstream scouring, flows for all of

the above events should be the same for proposed conditions as they are under existing conditions. In other words, natural flows and velocities should not be affected by the new structure.

Finally, we took a closer look at the existing box culvert on Potato Creek under USH 53. You're probably already aware of the existing conditions of the stream at the box culvert, but the structure is not sized appropriately for this stream, nor does it provide stream connectivity or support a lot of aquatic organism habitat and passage. As mentioned above, the bankfull width of the stream is approximately 30 feet, so the new structure at USH 53 should also be sized and set using the same parameters as mentioned above for West Frontage Road, and the data for the rain events listed above should also be provided for this location.

The wide variety of aquatic organisms in Potato Creek are indicative of good water quality and habitat diversity. These new structures are going to be in place for a long time, so it's important to ensure that they provide flood resiliency, debris and sediment transport, and the connectivity needed to support these critters during all stages of their life cycles.

If it would be more productive to discuss these comments in person, we'd be willing to set up a meeting to discuss. Otherwise, give me a call if you need clarification or more information. Thanks.

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Amy Cronk

Phone: 715-635-4229

amy.cronk@wisconsin.gov



Correspondence

Wisconsin Department of Natural Resources (WDNR)

-----Original Message-----

From: Cronk, Amy L - DNR

Sent: Wednesday, November 01, 2017 2:15 PM

To: Christensen, Stephanie <schristensen@emcsinc.com>

Cc: Cunningham, Beth - DOT <Beth.Cunningham@dot.wi.gov>; Adrihan, Amy - DOT <Amy.Adrihan@dot.wi.gov>; Eric Sorensen <sorensene@ayresassociates.com>; Haseleu, Shawn - DNR <Shawn.Haseleu@wisconsin.gov>

Subject: RE: USH 53/63 Trego Interchange - Post Construction Stormwater Management

Hi Stephanie-

Overall, we are in agreement on pro-rating for TSS removal and how your team developed the calculations. However, we have two additional comments:

- If the road widths in the new construction areas will not all be the same, those differences should be reflected in the overall calculations. It may be necessary to change from total linear feet to total acreage to provide more accuracy.
- There are endangered resources found in both Potato Creek and the Namekagon River. The Namekagon River is also classified as an Outstanding Resource Water. Due to the resources associated with both of these waterways, we request that TSS removal at both of these areas is maximized to the extent possible.

Just as an FYI, I've started to cc: Shawn Haseleu on correspondence for this project because she will likely be the lead for the DNR during construction. I'm going to be including her in the design coordination so she is familiar with the issues.

Thanks!

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Amy Cronk

Phone: 715-635-4229

amy.cronk@wisconsin.gov

-----Original Message-----

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

Sent: Friday, October 20, 2017 10:23 AM

To: Cronk, Amy L - DNR

Cc: Adrihan, Amy - DOT; Cunningham, Beth - DOT; Eric Sorensen

Subject: USH 53/63 Trego Interchange - Post Construction Stormwater Management

Hi Amy

Attached you will find an exhibit that has been developed to determine a TSS reduction goal for the project based on areas of reconstruction (pink) and new construction (green).

ATTACHMENT 20

We are estimating a **57.9%** reduction based on the weighted average. Also for the new construction (green) areas, we understand we are also subject to Trans 401 peak flow control standards to the max extent practical.

Please review and let us know if you have questions or need additional information. We are requesting your concurrence on the estimated goal so we can further develop the post construction measures that will aid in achieving this goal.

As noted on the exhibit, we will need to further coordinate on buffer areas as we develop the design and we understand careful attention will be needed in the area of the Namekagon River which is important to both WDNR and NPS based on previous agency comments.

Thanks.

--

Stephanie G. Christensen, PE (WI)
EMCS, Inc. | 715.845.1081 ext 2202

-----Original Message-----

From: Stephanie Christensen
Sent: Monday, September 25, 2017 4:50 PM
To: Cronk, Amy L - DNR <Amy.Cronk@wisconsin.gov>
Cc: Cunningham, Beth - DOT <Beth.Cunningham@dot.wi.gov>; Adrihan, Amy - DOT <Amy.Adrihan@dot.wi.gov>; Eric Sorensen <sorensene@ayresassociates.com>
Subject: RE: Trego Interchange - new construction vs. reconstruction

Thanks Amy. We are working on a combined overall number and will provide feedback on the estimated target for TSS reduction.

--

Stephanie G. Christensen, PE (WI)
EMCS, Inc. | 715.845.1081 ext 2202

-----Original Message-----

From: Cronk, Amy L - DNR [<mailto:Amy.Cronk@wisconsin.gov>]
Sent: Monday, September 25, 2017 9:53 AM
To: Stephanie Christensen <SChristensen@emcsinc.com>
Cc: Cunningham, Beth - DOT <Beth.Cunningham@dot.wi.gov>; Adrihan, Amy - DOT <Amy.Adrihan@dot.wi.gov>
Subject: Trego Interchange - new construction vs. reconstruction

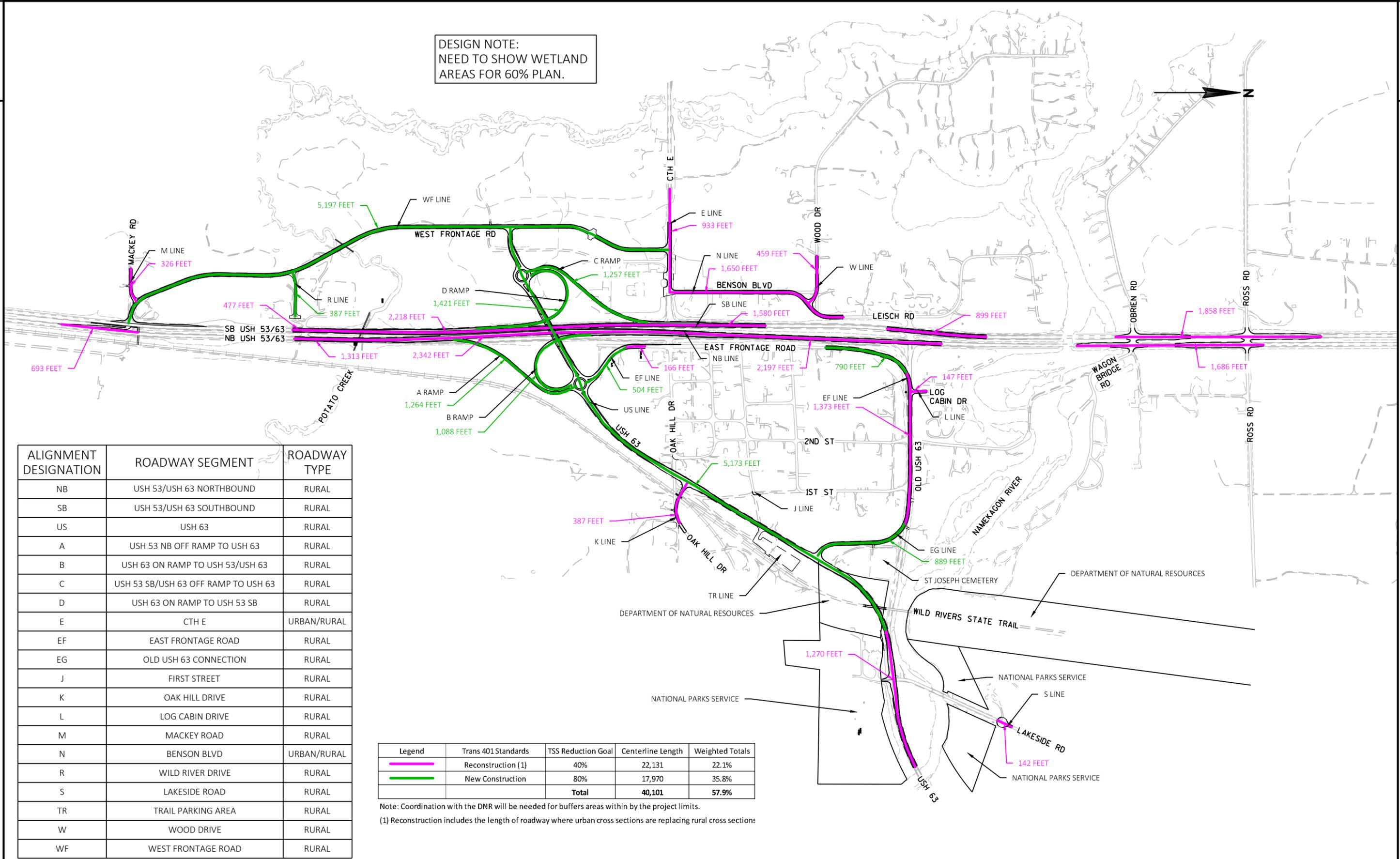
Hi Stephanie-

I outlined in pink the areas we believe will be new construction and subject to 80% TSS. I talked with our stormwater folks and others in our program and there have been some projects that have been pro-rated for TSS. Please provide me with the analysis and calculations on how the pro-rated numbers are developed so we can review. Let me know if you have questions. Thanks.

Amy Cronk
Environmental Analysis & Review Specialist Wisconsin Department of Natural Resources
810 West Maple Street
Spooner, WI 54801

ATTACHMENT 20

DESIGN NOTE:
NEED TO SHOW WETLAND
AREAS FOR 60% PLAN.



ALIGNMENT DESIGNATION	ROADWAY SEGMENT	ROADWAY TYPE
NB	USH 53/USH 63 NORTHBOUND	RURAL
SB	USH 53/USH 63 SOUTHBOUND	RURAL
US	USH 63	RURAL
A	USH 53 NB OFF RAMP TO USH 63	RURAL
B	USH 63 ON RAMP TO USH 53/USH 63	RURAL
C	USH 53 SB/USH 63 OFF RAMP TO USH 63	RURAL
D	USH 63 ON RAMP TO USH 53 SB	RURAL
E	CTH E	URBAN/RURAL
EF	EAST FRONTAGE ROAD	RURAL
EG	OLD USH 63 CONNECTION	RURAL
J	FIRST STREET	RURAL
K	OAK HILL DRIVE	RURAL
L	LOG CABIN DRIVE	RURAL
M	MACKAY ROAD	RURAL
N	BENSON BLVD	URBAN/RURAL
R	WILD RIVER DRIVE	RURAL
S	LAKESIDE ROAD	RURAL
TR	TRAIL PARKING AREA	RURAL
W	WOOD DRIVE	RURAL
WF	WEST FRONTAGE ROAD	RURAL

Legend	Trans 401 Standards	TSS Reduction Goal	Centerline Length	Weighted Totals
—	Reconstruction (1)	40%	22,131	22.1%
—	New Construction	80%	17,970	35.8%
	Total		40,101	57.9%

Note: Coordination with the DNR will be needed for buffers areas within by the project limits.
 (1) Reconstruction includes the length of roadway where urban cross sections are replacing rural cross sections

Correspondence

Wisconsin Department of Natural Resources (WDNR)

-----Original Message-----

From: Cunningham, Beth - DOT [mailto: Beth.Cunningham@dot.wi.gov]

Sent: Friday, December 22, 2017 8:35 AM

To: Cronk, Amy L - DNR <Amy.Cronk@wisconsin.gov>; Stephanie Christensen <SChristensen@emcsinc.com>

Cc: Eric Sorensen <sorensene@ayresassociates.com>

Subject: RE: Project ID 1197-00-00, Trego Interchange - WRST Parking Lot Review

Thanks Amy for your comments on the posts/bollards. This is something that Eric and I had discussed already with the Bureau of Rails and Harbors. We will be incorporating something into the plans to minimize the potential for parking lot creep, and also have talked about identifying a designated access point to the trail.

In addition to the bollards, we have been working with the Bureau of Rails and Harbors (RHS) on the land in general. As this parcel of property is owned by WisDOT RHS, and is adjacent to an active railway line, we will be tweaking the layout of the parking lot to be outside of a 100' corridor that centers on the rails. We have worked very hard to ensure the lot size and layout is going to work for the users, so we do not anticipate the size changing. But, you will see the parking lot shift to the west, slightly closer to the highway.

We are waiting on the location of the 100' corridor from RHS, and once we evaluate our options, we will be determining the final location of the parking lot.

This shouldn't affect much of anything, but I wanted you to be aware that RHS is very involved as well, as your parking lot and trail are permitted features adjacent to an active rail line.

Beth

From: Cronk, Amy L - DNR

Sent: Thursday, December 21, 2017 8:40 AM

To: Christensen, Stephanie

Cc: Cunningham, Beth - DOT ; Eric Sorensen

Subject: RE: Project ID 1197-00-00, Trego Interchange - WRST Parking Lot Review

Hi Stephanie-

The preliminary configuration you provided looks good. The only comment we have about the layout is that at trailheads for ATV trails, we often see the boundary of the parking area tend to creep significantly. This especially happens when the trail borders a side of the parking lot and ATVs cut across directly to the trail instead of using the designated entry point. To prevent this from occurring, we recommend installing large boulders or 8-inch by 8-foot posts sunk 4-feet in the ground, especially between the parking area and the trail. Good spacing between posts or boulders is 4-ft.

Let me know if you need more details. Thanks, and have a Merry Christmas!

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Amy Cronk

Phone: 715-635-4229

amy.cronk@wisconsin.gov

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

Sent: Monday, November 27, 2017 7:56 AM

To: Cronk, Amy L - DNR <Amy.Cronk@wisconsin.gov>

Cc: Cunningham, Beth - DOT <Beth.Cunningham@dot.wi.gov>; Eric Sorensen <sorensene@ayresassociates.com>

Subject: Project ID 1197-00-00, Trego Interchange - WRST Parking Lot Review

Hi Amy-

We have further developed some turning movements at the WRST parking lot to demonstrate that the parking area in the post-condition will be similar or greater than the existing conditions.

- The design team has run AutoTurn for both the pre- and post-construction conditions. When looking at the amount of parking spots, we considered 20' long trucks with a 16' trailer bed as the standard vehicle that would use the parking lot. We were able to fit 20 truck and trailer combos in the pre-construction condition and 22 in the post-construction condition.
- For the pre-condition we assumed trucks would double up on parking. This may require the trucks to unload their trailers prior to parking, but we felt this was conservative when evaluating the amount of existing parking spots.
- We checked the post-construction condition for a 30' motorhome hauling a 16' trailer to make sure that this vehicle could park and turn around in the parking area as well.
- While the parking lot will not have any parking lanes designated (similar today), based on these layouts we are not reducing the parking capacity for this parking lot (assuming the users implement some common sense when choosing how to park).
- Attached are the pre- and post-construction configurations.

Please let us know if there are any comments on the parking lot layout as shown.

Thanks.

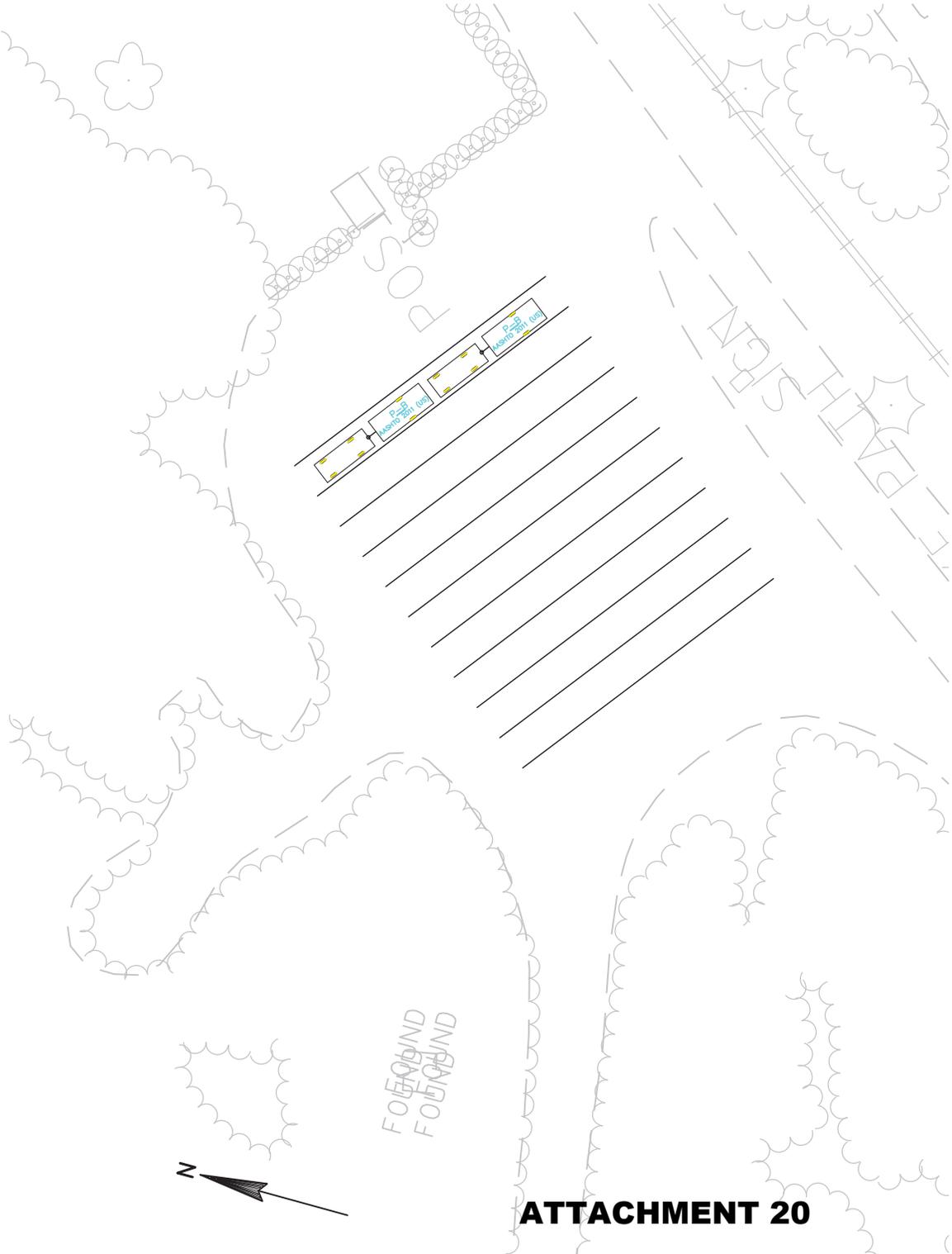
--

Stephanie G. Christensen, PE (WI)

EMCS, Inc. | [715.845.1081](tel:715.845.1081) ext 2202

<http://www.emcsinc.com> | schristensen@emcsinc.com

EXISTING PARKING LOT



Correspondence

Wisconsin Department of Natural Resources (WDNR)

From: Cronk, Amy L - DNR [mailto:Amy.Cronk@wisconsin.gov]
Sent: Wednesday, January 03, 2018 1:36 PM
To: Adrihan, Amy - DOT <Amy.Adrihan@dot.wi.gov>
Cc: Cunningham, Beth - DOT <Beth.Cunningham@dot.wi.gov>; Stephanie Christensen <SChristensen@emcsinc.com>; Eric Sorensen <sorensene@ayresassociates.com>; Haseleu, Shawn - DNR <Shawn.Haseleu@wisconsin.gov>
Subject: RE: USH 53/63, Trego Interchange - **estimate of wetland restoration at the Lakeside Road bridge removal**

Amy,

The DNR/DOT Cooperative Agreement does state a preference for mitigation banking, but also clarifies that other opportunities may be pursued on a case by case basis, so we need to be diligent and explore all available options. At this point, we are comfortable with moving forward with the concept of excavating the fill down to an agreed upon elevation, as long as the National Park Service and ACOE are also in agreement with this option.

We appreciate the continued open dialog on this project. Thanks.

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Amy Cronk

Phone: 715-635-4229

amy.cronk@wisconsin.gov

From: Adrihan, Amy - DOT
Sent: Tuesday, December 05, 2017 12:49 PM
To: Cronk, Amy L - DNR
Cc: Cunningham, Beth - DOT ; Christensen, Stephanie ; Eric Sorensen ; Haseleu, Shawn - DNR
Subject: RE: USH 53/63, Trego Interchange - estimate of wetland restoration at the Lakeside Road bridge removal

Amy,

When Beth and I met with you on November 13th, we discussed the issue of onsite wetland mitigation for this project. We explained that WisDOT prefers not to mitigate wetland impacts for this project onsite for several reasons.

1. The risk of excavating this site down to wetland elevations immediately adjacent to the Namekagon River is something WisDOT is not necessarily comfortable taking on, especially given the small acreage of restoration potential that this site offers. We originally estimated 0.7 acres total potential restorable area, but that would potentially jeopardize the root systems of the trees immediately adjacent to the river in the area delineated as a Riparian Forested Wetland. Therefore, we now believe the achievable restoration area is actually smaller than the

original estimate. Additional survey, investigation, and preliminary design would be required to estimate.

2. The cost to design and monitor an onsite wetland restoration of this size is extremely high compared to banking, especially when there is a quality bank site at Beaver Brook just south of this project.
3. The preference of the agencies more recently for sequence of mitigation, has been bank sites first, with onsite restoration only being used when all agencies agree there is a benefit. The Army Corps 2008 rule states this preference, as well as the 2012 revision to the WisDOT/DNR Cooperative Agreement (attached, see item 5).

That being said, WisDOT is prepared to discuss excavating the filled area down to an agreed upon elevation that we can discuss at greater length, without the obligation to ensure that it becomes wetland. The area would be seeded with native seed, and we could then maintain adequate buffer distance between the work area and the river to minimize erosion risks. This should also provide some of the floodplain relief you mention below.

Please let me know if you have further questions.

Thanks,
Amy

Amy Adrihan

Environmental Coordinator

Office: (715) 392-7972 Cell: (715) 817-0407

E-mail: amy.adrihan@dot.wi.gov

Wisconsin Department of Transportation
1701 N 4th Street
Superior, WI 54880



From: Cronk, Amy L - DNR

Sent: Wednesday, November 01, 2017 1:53 PM

To: Christensen, Stephanie

Cc: [Julie_galonska@nps.gov](mailto:julie_galonska@nps.gov); William. M. Sande (William.M.Sande@usace.army.mil) ; Adrihan, Amy - DOT ; Eric Sorensen ; Cunningham, Beth - DOT ; Haseleu, Shawn - DNR

Subject: RE: **USH 53/63, Trego Interchange - estimate of wetland restoration at the Lakeside Road bridge removal**

Hi Stephanie-

The concerns and comments you outlined below about the potential wetland restoration at the Lakeside Road bridge removal are all very valid concerns, and quite frankly, we have many of the same comments regarding the proposal. However, we believe those items can be addressed and that a mitigation plan that also adequately addresses constructability concerns and stormwater treatment can be developed. The removal of the south approach would not only provide an opportunity for on-site wetland restoration, but also would restore the natural riparian wetland along the Namekagon River, which is a National Scenic Riverway. These riparian wetlands improve flood resiliency, provide important wildlife habitat and corridors, reduce soil erosion and filter pollutants.

We encourage you to move forward with incorporating this wetland restoration option into the plans. Thank you.

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Amy Cronk

Phone: 715-635-4229

amy.cronk@wisconsin.gov

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

Sent: Tuesday, September 05, 2017 12:27 PM

To: Cronk, Amy L - DNR

Cc: Adrihan, Amy - DOT; Cunningham, Beth - DOT; Eric Sorensen

Subject: USH 53/63, Trego Interchange - estimate of wetland restoration at the Lakeside Road bridge removal

Hi Amy-

Attached is an exhibit showing the estimated area of wetland restoration near Lakeside Road.

We have assembled a few items of note and further considerations for discussion if excavation is pursued:

- Estimated area is 0.7 acres (+/-). This is an estimate only and not based on any design. The area is based on contours only. 10'+/- of excavation required.
- The existing roadway would shed water off the roadway with a fill slope into the proposed excavation area (there is no ditch separation in this area). Treatment of stormwater would be via sheet flow on side slope.
- As we discussed, NPS is concerned about properly treating any stormwater runoff into the river. The design team will ensure special attention is given along Old 63 and through this area. This upland area may be a feasible area for a bioswale or other dry depression for slowing/treating storm water to protect the river.
- Excavation near the river at this depth would need special erosion control attention to ensure releases do not occur during construction.
- Depending on how this is restored, there is some potential for introducing invasive species along the river.
- Cost/benefit of excavating this area may need to be further evaluated since there is a good mitigation bank nearby.

Please offer any thoughts you may have so we can address this accordingly in our environmental document and design.

Thanks.

--

Stephanie G. Christensen, PE (WI)

EMCS, Inc. | [715.845.1081](tel:715.845.1081) ext 2202

<http://www.emcsinc.com> | schristensen@emcsinc.com



18-0022/WB
 Xref 12-0542
 SHPO
 JAN 08 2018



SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
 DT1635 6/2014

For instructions, see [FDM Chapter 26](#).

I. PROJECT INFORMATION

Amended Submittal Include new information only

Project ID 1197-00-00	Highway – Street USH 53	County Washburn
Project Termini Spooner - Minong, USH 63 – Trego Interchange		Region – Office Northwest Region - Spooner
Regional Project Engineer – Project Manager Beth Cunningham		(Area Code) Telephone Number (715) 635-4973
Consultant Project Engineer – Project Manager Stephanie Christensen, EMCS, Inc.		(Area Code) Telephone Number (715) 845-1081
Archaeological Consultant Commonwealth Heritage Group		(Area Code) Telephone Number (414) 446-4121
Architecture/History Consultant Commonwealth Heritage Group		(Area Code) Telephone Number (414) 446-4121
Date of Need January 2, 2018		SHSW Number X-ref 12-0542/WB
Return a Signed Copy of This Form to Beth Cunningham, Beth.Cunningham@dot.wi.gov		

II. PROJECT DESCRIPTION

Project Length 4.5 miles	Land to be Acquired: Fee Simple 53 acres	Land to be Acquired: Easement 4 acres
-----------------------------	---	--

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width Feet	70-250	70-650	Terrace Width Feet	N/A	N/A
Shoulder Feet	55-90	20-80	Sidewalk Width Feet	N/A	N/A
Slope Intercept Feet	70-250	70-650	Number of Lanes Each	4	4
Edge of Pavement Feet	45-80	10-70	Grade Separated Crossing	0	1
Back of Curb Line Feet	N/A	N/A	Vision Triangle acres	N/A	N/A
Realignment	N/A	Ramps, USH 63, and Frontage Roads	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.	<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. For amendments (e.g. design refinements, scope changes, etc) description should only include new/added project actions and materials.

The Proposed Action is located on USH 53 at the USH 63 intersection in the Town of Trego, Washburn County. The project extends approximately 2.3-miles along USH 53 and includes realignment of approximately 1.2-miles of USH 63 at a new interchange which will be located south of the existing intersection location. There are also approximately 2-miles of other local roads that will be constructed to implement the interchange. **The offsets and information noted in the table above are along USH 53 mainline only.**

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

The purpose of the proposed action is to address ongoing safety and operational issues at the intersections of USH 53 with USH 63 and CTH E. An interchange type intersection will be required to adequately address traffic and safety needs.

Improvements include:

- Pavement reconstruction with a rural typical section along USH 53 to accommodate the new interchange; the typical section will be narrowed and median barrier will be installed through the interchange
- Construction of a new overpass bridge to carry USH 63 over USH 53 and ramps to accommodate free-flow traffic movements between USH 53 and USH 63
- Construction of turn lanes at the intersections along USH 53 with Mackey Road, Obrien Road/Wagon Bridge Road, and Ross Road to control turning movements along the expressway within proximity of the interchange.
- Pavement construction with a rural typical section along realigned USH 63
- Pavement construction with a rural typical section along a new West Frontage Road/CTH E
- Local road reconstruction of short sections of roadways to construct connections along new USH 63 and along the West Frontage Road/CTH E to ensure local road circulation in the Trego area (Mackey Road, CTH E, Benson Boulevard, Wood Drive, Old USH 63, and Oakhill Drive)
- Construction of a new structure over Potato Creek on the west Frontage Road
- Replacement of the existing structure over Potato Creek on USH 53
- Construction of a new bridge on the Wild Rivers State Trail over realigned USH 63 (bridge will allow USH 63 to pass under the Wild Rivers State Trail)
- Removal of the deteriorated Lakeside Road bridge over the Namekagon River and closure of Lakeside Road
- Railroad crossing reconstruction at the crossings with the Wild Rivers State Trail and Oakhill Drive
- Utility relocations will be done as necessary to accommodate the proposed construction

Ground disturbing activities include pavement and subgrade reconstruction, structure construction, driveway and slope grading, and utility and drainage pipe excavation.

See **Attachment 3** for a map depicting area of maximum ground disturbing activity along with the preliminary design and right-of-way needs. See **Attachment 4** for the preliminary (30% level) plans. Fee acquisition will be required throughout the project. Temporary easements will be required to blend slopes and construct driveway connections throughout the project.

Add continuation sheet, if needed.

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION (continued)

Wisconsin Department of Transportation DT1635

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 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: |

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 – ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY	HISTORY
<input checked="" type="checkbox"/> Archaeological survey is needed	<input checked="" type="checkbox"/> Architecture/History survey is needed
<input type="checkbox"/> Archaeological survey is not needed	<input type="checkbox"/> Architecture/History survey is not needed
<input type="checkbox"/> Screening list (date)	<input type="checkbox"/> Screening list (date)
<input type="checkbox"/> Burial site in project area, Wis. Stat. 157.70 applies	<input type="checkbox"/> No structures or buildings of any kind within APE
	<input type="checkbox"/> Non-Survey History Documentation attached

VI. SURVEY COMPLETED

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

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

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

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

- Per Wis. Stat. 157.70 obtain burial authorization from WHS one year prior to construction. *site BwB-0024*

IX. PROJECT DECISION

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

X. SIGNATURES

<p><input checked="" type="checkbox"/> <i>Beth Cunningham</i> 11/17/17 (Regional Project Manager Signature) (Date – m/d/yy)</p>	<p><input checked="" type="checkbox"/> <i>Steve M. Miller</i> 12/22/17 (WisDOT Historic Preservation Officer Signature) (Date – m/d/yy)</p>	<p><input checked="" type="checkbox"/> <i>Tommy Cochran</i> Jan 26 2018 (State Preservation Officer Signature) (Date – m/d/yy)</p>
<p><input checked="" type="checkbox"/> <i>Stephanie Chisholm</i> 11/16/17 (Consultant Project Manager Signature) (Date – m/d/yy)</p>	<p><i>Be aware that BwB-0025 Riverside Cemetery is adjacent to proj activities. This cemetery is unmarked.</i></p>	

Correspondence

Wisconsin State Historical Society (WI SHS)

Phone Conversation Record

February 1, 2018

With: Janet Seymour, 715-836-2250

By: Stephanie Christensen, EMCS, 715-845-1081

I talked with Janet about the relocation process for the St. Croix National Scenic Riverway historic marker near Lakeside Road. She indicated that we just need to send a letter to her (at her Eau Claire address) with a statement of why it is being moved and a suggested location. She will run it by SHPO and provide an approval letter for tracking purposes. She indicated that this marker would desirably have a visual of the river and be accessible by the public (via pedestrian access only, no parking lot or other access required). She felt there were many options in the area. The process for review and approval only takes about a week.

Janet's contact information can be found here:

<https://www.wisconsinhistory.org/Records/Article/CS3133>

Historic marker program information can be found here:

<https://www.wisconsinhistory.org/Records/Article/CS15267>

August 3, 2015

William Sande
US Army Corps Of Engineers
15945 Rivers Edge Drive, Suite 240
Hayward, WI 54843

Subject: Project Update and Kickoff Meeting Invitation
Project ID: 1197-00-00/70
Spoooner - Minong
USH 63 – Trego Interchange
USH 53
Washburn County

Dear Bill:

The Ayres Associates, Inc./EMCS, Inc. team has been retained by the Wisconsin Department of Transportation to provide design services to construct an interchange at the USH 53 - USH 63 intersection in the Town of Trego, Washburn County. See the enclosed project location map.

The project development process will consist of evaluating various intersection alternatives to address ongoing safety and operational issues. Based on a previous planning study completed between 2007 and 2014, it is anticipated an interchange type intersection will be required to adequately address traffic and safety needs. New right of way will be required for the proposed improvements. Construction is currently scheduled for 2020 and 2021.

You are invited to attend a project kick-off meeting at 10:00 a.m. Monday, August 24, at the Trego Town Hall located at W5690 Trego River Street, Trego to initiate the preliminary design process. See the enclosed invitation. In the afternoon, the design team will be available to complete site visits with any of the resource agencies.

The project development process will build off of the previously completed planning study. The coordination that occurred and any comments your agency provided will be considered as a starting point for the project's design process. At this time we are requesting any additional comments you may have on current resources, working restrictions, or project area considerations we should be aware of.

The project development process will include agency and local coordination, public involvement meetings, and preparation of an environmental document. As project plans become available, we will have further correspondence with your office. Environmental studies will be undertaken by the design team including wetland delineations, threatened and endangered species surveys, hazardous materials investigations, additional archaeological and historical surveys, stormwater management planning, and floodplain studies.

Please review the project location to determine if there are any additional environmental issues we should be aware of, including wetland and waterway issues and permits. Additional written agency comments would be appreciated by September 11, 2015. If you have any questions or would like additional information, please contact me at (715) 845-1081 or at schristensen@emcsinc.com.

Sincerely,

Handwritten signature of Stephanie G. Christensen in black ink.

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

cc: Beth Cunningham, WisDOT NWR
Amy Adrihan, WisDOT NWR
Eric Sorensen, Ayres Associates

Enclosures

1. Project Location Maps
2. Kickoff Meeting Invitation



**Division of Transportation
System Development**
Northwest Region – Superior Office
1701 N. 4th Street
Superior, WI 54880

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

Telephone: 715-392-7925

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

August 3, 2015

WILLIAM SANDE
US ARMY CORPS OF ENGINEERS
15945 RIVERS EDGE DRIVE, SUITE 240
HAYWARD, WI 54843

SUBJECT: Project ID: 1197-00-00/70
Spooner - Minong
US 63 – Trego Interchange
US 53
Washburn County

The Wisconsin Department of Transportation (WisDOT) invites you to attend a project kick-off meeting for the proposed US 53 – US 63 Trego Interchange project located within Washburn County (see attached project location map). The meeting is scheduled for **Monday, August 24**, at the Trego Town Hall located at W5690 Trego River Street, Trego. It will begin at 10 a.m. and is expected to conclude by noon.

The purpose of this meeting is to provide an overview of the proposed project scope and schedule, and receive comment from major stakeholders regarding issues that should be considered during the environmental coordination and design processes.

We look forward to your participation in this important meeting. If you have any questions, or if you cannot attend the meeting but would like to find out more about the proposed improvements, please contact me at 715.635.4973 or at Beth.Cunningham@dot.wi.gov.

Sincerely,

Beth Cunningham

Beth Cunningham, PE
WisDOT Project Manager

cc: Eric Sorensen, PE - Project Manager, Ayres Associates

ATTACHMENT 22

Correspondence

US Fish and Wildlife Service (USFWS)

From: Horton, Andrew [mailto:andrew_horton@fws.gov]
Sent: Friday, August 11, 2017 2:38 PM
To: Adrihan, Amy - DOT <Amy.Adrihan@dot.wi.gov>
Cc: Cunningham, Beth - DOT <Beth.Cunningham@dot.wi.gov>; Stephanie Christensen <SChristensen@emcsinc.com>
Subject: Re: Request to Initiate Informal Section 7 Consultation; Project ID: 1197-00-01, Spooner – Minong, USH 63 – Trego Interchange, USH 53, Washburn County

Amy,

Thanks for your clarification and request to follow the standard informal consultation process. I have reviewed the proposed project involving the reconstruction of portions of USH 53 and USH 63 interchange located in the Town of Trego, Washburn County, Wisconsin. You have requested concurrence with the determination that activities associated with the proposed action may affect, but are not likely to adversely affect the northern long-eared bat (*Myotis septentrionalis*). The Wisconsin Department of Transportation anticipates that approximately 43 acres of tree clearing will be necessary along 2-miles of USH 53 from Mackey Road to Ross Road, as well as an estimated 1-mile of existing USH 63 between USH 53 and the Namekagon River crossing. Construction is currently scheduled for 2021 and 2022.

We concur with your determination that the proposed project may affect but will not likely adversely affect the northern long-eared bat. Impacts to this species from loss of available suitable habitat are anticipated to be insignificant or discountable within the action area, based on the reasons that follow.

- All of the approximate 43 acres of forest will be cleared between October 1 and March 31 at a time when the species is not present, therefore no mortality is anticipated.
- Tree clearing will occur adjacent to 2-3 miles of existing roadways. The impacted habitat is already disturbed by noise and human influence and the available roosting/foraging habitat surrounding the action area is not limiting.
- The proposed project is not anticipated to reduce habitat connectivity and no known roosts or hibernaculum are in close proximity to the proposed action..

This concludes consultation under Section 7 of the Endangered Species Act, as amended. Please contact our office if this project changes or new information reveals effects of the action to proposed or listed species or critical habitat to an extent not covered in your original request. If you have questions, please contact Mr. Andrew Horton, Fish and Wildlife Biologist, at 952-252-0092 (extension 208) or via email at andrew_horton@fws.gov.

- Andrew

Andrew Horton
U.S. Fish and Wildlife Service
Minnesota/Wisconsin Field Office
4101 American Blvd East
Bloomington, MN 55425-1665

On Fri, Aug 11, 2017 at 9:32 AM, Adrihan, Amy - DOT <Amy.Adrihan@dot.wi.gov> wrote:
Andrew,

Thanks for your response. I would like to clarify that the intent was to begin consultation outside of the 4(d) rule, in case that is no longer valid by the time this project is constructed (anticipated 2021). The project exceeds thresholds stipulated in the FHWA programmatic agreement as well, with the large amount of tree clearing, and new alignment exceeding what the programmatic agreement allows as well.

Given this clarification, please let me know if you have any additional comments or concerns.

Thanks,
Amy

From: Horton, Andrew [mailto:andrew_horton@fws.gov]
Sent: Wednesday, August 09, 2017 12:48 PM
To: Adrihan, Amy - DOT <Amy.Adrihan@dot.wi.gov>
Cc: Cunningham, Beth - DOT <Beth.Cunningham@dot.wi.gov>; Christensen, Stephanie <schristensen@emcsinc.com>
Subject: Re: Request to Initiate Informal Section 7 Consultation; Project ID: 1197-00-01, Spooner – Minong, USH 63 – Trego Interchange, USH 53, Washburn County

Amy,

I have reviewed the proposed project and the documents you provided. The streamlined consultation process for impacts to northern long-eared bat (*Myotis septentrionalis*) has already been completed and is past the 30-day review period. No further action is necessary to meet the requirements under the Endangered Species Act, unless this project changes or new information reveals effects of the action to proposed or listed species or critical habitat to an extent not covered in your original request.
- Andrew

Andrew Horton
U.S. Fish and Wildlife Service
Minnesota/Wisconsin Field Office
4101 American Blvd East
Bloomington, MN 55425-1665
(952) 252-0092, ext. 208

On Wed, Aug 2, 2017 at 10:17 AM, Adrihan, Amy - DOT <Amy.Adrihan@dot.wi.gov> wrote:
WisDOT is submitting the following information and determination to fulfil Section 7(a)(2) responsibilities under the ESA pertaining to potential impacts to the Northern long-eared bat (NLEB), Gray Wolf, Canada Lynx, and Kirtland's Warbler.

In April 2016, in accordance with the final 4(d) rule issued for the NLEB, WisDOT provided project information to USFWS. We did not receive a response from USFWS at that time and due to the amount of tree clearing on this project, the Wisconsin Department of Transportation is requesting review and comment of the project by USFWS and to initiate informal Section 7 consultation for the above listed species.

No effect determinations are included for the Gray Wolf, Canada Lynx, and Kirtland's Warbler. A may affect, not likely to adversely affect determination has been made for the NLEB. WisDOT has determined that the proposed activity, described in greater detail in the attached materials, will not result in prohibited take of the NLEB. The activity involves tree removal, but will not occur within 0.25 miles of a known hibernacula, nor will the activity remove a known maternity roost tree or any other tree within 150 feet of a known maternity roost tree from June 1 to July 31. The project Avoidance and Minimization Measures will include no removal of trees between April 1 and October 1 of each construction season.

The Department is relying on this submittal to satisfy our Section 7(a)(2) responsibilities.

I am attaching the following for your review:

1. Project Description
2. Location Maps
3. Project Overview and Tree Clearing Map
4. WDNR Initial Comments
5. Initial Coordination sent to USFWS
6. IPAC Review
7. Effect Determination for Federally Listed Species

If you have questions, please contact me at 715-392-7972.

Thanks

Amy

Amy Adrihan

Environmental Coordinator

Office: (715) 392-7972 Cell: (715) 817-0407

E-mail: amy.adrihan@dot.wi.gov<mailto:amy.adrihan@dot.wi.gov>

Wisconsin Department of Transportation

1701 N 4th Street

Superior, WI 54880

<<http://wisconsin.gov/Pages/home.aspx>> <<https://www.facebook.com/WisDOT>>

<<https://twitter.com/WisconsinDOT>> <<http://www.511wi.gov/web/>>

<<https://www.youtube.com/user/wisdot>>



JUNE 2017

**ESTIMATED TREE
CLEARING AREA
I.D. 1197-00-00**

**ESTIMATED
TREE
CLEARING
AREAS
(48 AC.)**



SCALE, FEET 0 200 400



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Green Bay Ecological Services Field Office
2661 Scott Tower Drive
New Franken, WI 54229-9565
Phone: (920) 866-1717 Fax: (920) 866-1710

In Reply Refer To:
Consultation Code: 03E17000-2016-SLI-0510
Event Code: 03E17000-2017-E-02112
Project Name: USH 53-USH 63 Trego Interchange

June 06, 2017

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or**

are over 200 feet in height (e.g., communication towers), please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.) and Migratory Bird Treaty Act (16 U.S.C. 703 et seq), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Green Bay Ecological Services Field Office

2661 Scott Tower Drive

New Franken, WI 54229-9565

(920) 866-1717

Project Summary

Consultation Code: 03E17000-2016-SLI-0510

Event Code: 03E17000-2017-E-02112

Project Name: USH 53-USH 63 Trego Interchange

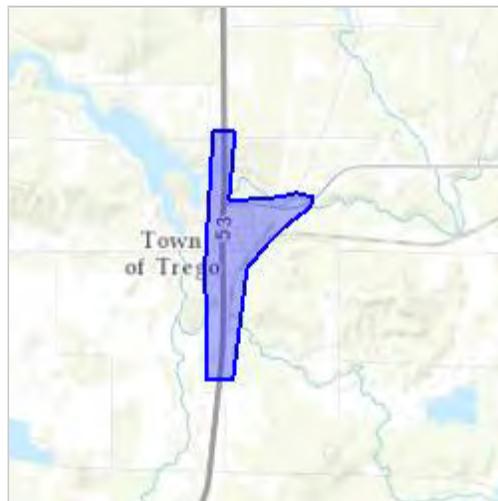
Project Type: TRANSPORTATION

Project Description: Construction of an interchange at USH 53/63 in the Town of Trego; expansion on new alignment; construction currently scheduled for 2020 and 2021. New right of way will be required and tree clearing. In-water work will be required for construction and removal of structures.

Project Location:

Approximate location of the project can be viewed in Google Maps:

<https://www.google.com/maps/place/45.89893655249862N91.82620560168085W>



Counties: Washburn, WI

Endangered Species Act Species

There is a total of 4 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area. Please contact the designated FWS office if you have questions.

Mammals

NAME	STATUS
<p>Canada Lynx (<i>Lynx canadensis</i>)</p> <p>Population: Contiguous U.S. DPS</p> <p>There is a final critical habitat designated for this species. Your location is outside the designated critical habitat.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/3652</p>	Threatened
<p>Gray Wolf (<i>Canis lupus</i>)</p> <p>Population: U.S.A.: All of AL, AR, CA, CO, CT, DE, FL, GA, IA, IN, IL, KS, KY, LA, MA, MD, ME, MI, MO, MS, NC, ND, NE, NH, NJ, NV, NY, OH, OK, PA, RI, SC, SD, TN, TX, VA, VT, WI, and WV; and portions of AZ, NM, OR, UT, and WA. Mexico.</p> <p>No critical habitat has been designated for this species.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/4488</p>	Endangered
<p>Northern Long-eared Bat (<i>Myotis septentrionalis</i>)</p> <p>No critical habitat has been designated for this species.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/9045</p>	Threatened

Birds

NAME	STATUS
<p>Kirtland's Warbler (<i>Setophaga kirtlandii</i> (= <i>Dendroica kirtlandii</i>))</p> <p>No critical habitat has been designated for this species.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/8078</p>	Endangered

Critical habitats

There are no critical habitats within your project area.

Effect Determination for Federally Listed Species

WisDOT is also submitting the following information and determination to fulfil Section 7(a)(2) responsibilities under the ESA pertaining to potential impacts to the Canada Lynx, Gray Wolf, Northern long-eared bat, and Kirtland's Warbler.

Effect determination for federally listed species identified in the Official Species List:

Species Common Name	Species Scientific Name	Effect Determination	Justification
Canada Lynx	<i>Lynx canadensis</i>	No effect	No known habitat at project site
Gray wolf	<i>Canis lupus</i>	No effect	No known habitat at project site
Northern long-eared bat	<i>Myotis septentrionalis</i>	May affect, not likely to adversely affect	Tree clearing within project area, no known hibernacula or roosts within ¼-mile of the project per WDNR coordination
Kirtland's Warbler	<i>Setophaga kirtlandii</i>	No effect	No known habitat at project site

Correspondence

Washburn County Land & Water Conservation

From: Edlin, Brent [mailto:BEDLIN@co.washburn.wi.us]
Sent: Wednesday, June 21, 2017 5:53 PM
To: Stephanie Christensen <SChristensen@emcsinc.com>
Subject: RE: WisDOT Trego Interchange - Farmland Preservation Review

Hello Stephanie,

Our Farmland Preservation Plan and subsequently the program expired in 2016. The state put a sunset on existing plans unless counties re-did the plan. The county voted not to go ahead with updating it, last year. Intuitively one would think that is where you would find a map on where the prime farmland is within a County. It isn't, here anyways. Back when we did have the FP program here it was based on farmers' interest and then meeting criteria largely based on farm income. If we had re-done our plan it would have been based on protecting prime farmland soils.

OK, getting back to the intent of your email. **Prime farmland, as determined by soil and its designation as such are not located in this area. Designation based on USDA's Land Classifications. Attached is map for this.**

Sorry for the delay. If there is anything else, please don't hesitate in contacting me.

Brent

From: Stephanie Christensen [mailto:SChristensen@emcsinc.com]
Sent: Wednesday, June 21, 2017 9:39 AM
To: Edlin, Brent <BEDLIN@co.washburn.wi.us>
Subject: WisDOT Trego Interchange - Farmland Preservation Review

Brent

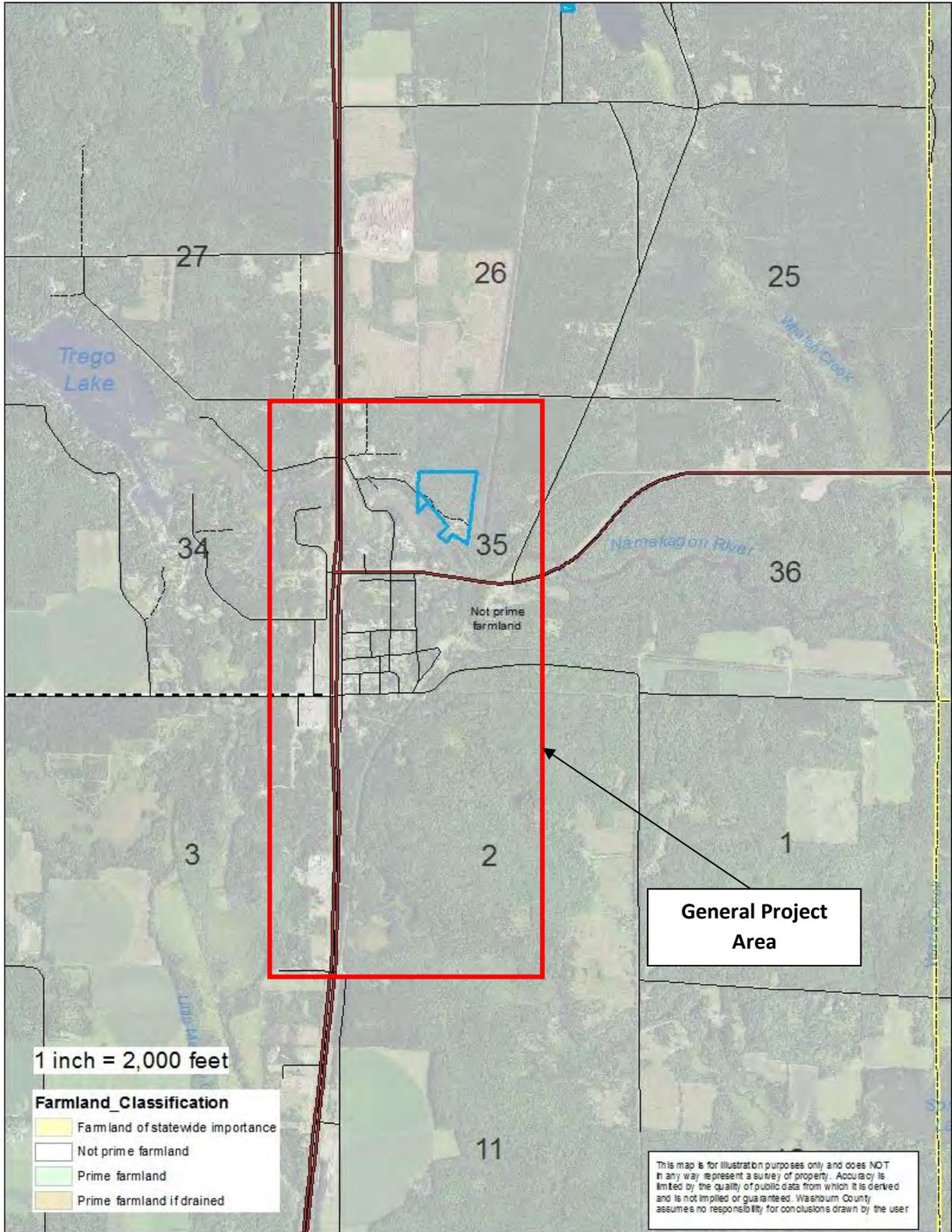
As we discussed we are working on the Trego Interchange project with WisDOT. I am looking to confirm that there are no unique, prime, or locally important farmlands within the study area. The attached PDF contains a location and study area map.

Based on my review, there is no prime farmlands (see attached review of web soil survey) but I would like a confirmation from Washburn County Land and Water Conservation in case there is something in your plan I am missing. Per our discussion, the Farmland Preservation Plan for the County (1982) is not currently available.

Thanks.

--

Stephanie G. Christensen, PE (WI)
EMCS, Inc. | 715.845.1081 ext 2202
<http://www.emcsinc.com> | schristensen@emcsinc.com



INDEX OF NPS CORRESPONDENCE

1. February 29, 2016 letter from NPS (initial)
2. July 12, 2016 letter from NPS (comments on Alternative C)
3. August 23, 2016 email from NPS (confirms LWCF funding)
4. November 4, 2016 concepts evaluated at NPS Visitors Center
5. June 9, 2017 letter from NPS (comments on concepts evaluated at NPS Visitors Center)
6. September 15, 2017 interim comments and request for additional information (temporary occupancy coordination)
7. October 17, 2017 interim comments and request for additional information (temporary occupancy coordination)
8. November 21, 2017 comments regarding temporary occupancy of NPS lands and within the Namekagon River
9. May 15, 2018 response from NPS on proposed Lakeside Road removal north of the Namekagon River (April 11, 2018 WisDOT letter and exhibit included for reference)



United States Department of the Interior

NATIONAL PARK SERVICE
St. Croix National Scenic Riverway
401 Hamilton Street
St. Croix Falls, Wisconsin 54024-0708

IN REPLY REFER TO

February 29, 2016

Mr. Marc Bowker
Planning Engineer
Wisconsin Department of Transportation
718 W. Clairemont Avenue
Eau Claire, WI 54701-5108
marc.bowker@dot.wi.gov

Dear Mr. Bowker:

The National Park Service (NPS) has reviewed the preliminary information that has been provided to date regarding the USH 53/USH 63 Interchange Project (Project) in Trego, Wisconsin. This information includes an August 3, 2015 invitation to a Project kick-off meeting and map; meeting minutes and map from a field review of August 24, 2015; a November 12, 2015 invitation to design charrette; and January 4 meeting minutes from the design charrette. The Wisconsin Department of Transportation (WDOT) is now starting to undertake refinement of the conceptual design and the next phase of environmental documentation. At this juncture, the WDOT has requested formal comments on the Project via NPS letterhead.

The stated purpose of the Project is to address safety and operational issues at the USH 53/USH 63 interchange. Proposed improvements include realigning portions of USH 63 and removing the bridge on Lakeside Road over the Namekagon River. The Project is scheduled to start construction in 2020 and 2021.

The National Park Service (NPS) manages the St. Croix National Scenic Riverway (Riverway), which includes the Namekagon River in the Project area. The Riverway was established in 1968 under the Wild and Scenic Rivers Act (Public Law 90-542) to protect its water quality, free-flowing character, and outstanding aquatic, cultural, recreational, and scenic values for enjoyment by this and future generations. The Riverway includes the rivers themselves (the St. Croix and Namekagon) and a narrow strip of land on both sides. In the Project area, this narrow strip of land includes the NPS Namekagon River Visitor Center, Maintenance Shop and Staff Housing (Namekagon District Complex) just south of USH 63. These facilities are located about a ½ mile (2700 feet) east of the existing intersection of USH 53/USH 63.

Alternatives for reconfiguring the USH 53/USH 63 interchange were first presented to the NPS in 2009 as part of the USH 53 Corridor Preservation Study. Several alternatives were presented at that time, some of which would have had direct impacts to the Namekagon District Complex. These alternatives have apparently been eliminated from consideration, as only one alternative

was presented by WDOT in 2015 and it does not require the use of these Riverway lands south of USH 63.

The USH 63 alignment currently passes within 30 feet of the Namekagon River Visitor Center along its north side. The proposed realignment of a portion of USH 63 as part of the Project would bring the highway closer to the visitor center along its west side as well. Based on the drawings provided, the USH 63 curve to the south towards the new interchange would be about 150 feet west of the visitor center at its closest point.

Based on the information provided to date, the NPS has the following comments on the proposed Project:

1. Possible Move of Namekagon River Visitor Center: The NPS may secure funding to move the Namekagon River Visitor Center in the next four to seven years. Because this is not definite, our comments are based on the visitor center at the existing location.
2. Sight Distances: Motorist and Pedestrian Safety: The NPS continues to have concerns about the sight distance with the proposed realignment of USH 63. As stated above, the distance between the visitor center and the new USH 63 curve would only be about 150 feet. School groups coming to the visitor center for educational programs are taken across USH 63 by bus to wade and learn about aquatic life in the river. Vehicles turn both right and left on/off USH 63 as they come and go from the visitor center. Whether turning on, off, or crossing USH 63, motorists coming to or leaving the visitor center would have a much reduced sight distance compared with current conditions. In addition, there is a fair amount of pedestrian traffic in the area. Recreationists taking off the river on at the Historic Marker/Lakeside Road Landing often cross USH 63 to come to the Namekagon River Visitor Center. Conversely, visitors to the center sometimes cross USH 63 to see the river. To protect the safety of motorists and pedestrians, the NPS requests that design options be developed to allow for safe ingress, egress, and crossings of USH 63 in this area.
3. Potential Loss of Historic Marker Parking/Lakeside Road Landing: At the design charrette, the NPS learned that WDOT may be removing the Historic Marker and its parking as part of the Project. This parcel of land is within the Riverway boundary and owned by WDOT. Removing this parking could essentially foreclose the opportunity for recreationists to take off the river at this location and for the NPS to use the area as staging for the school programs. The next public landing is at Trego Town Park about 1 mile downstream over slack water and on the opposite side of the river.

The NPS requests that a design option be developed that maintains a parking area both for river access and to stage school programs.

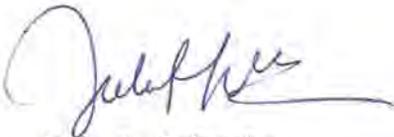
4. Lakeside Road: The WDOT would remove Lakeside Road Bridge as part of this project. The south approach, perhaps along with a portion of the existing parking lot, may be useful in addressing number 3 above. Any portion of the area not needed for river access or school

program staging should be restored to natural conditions including native vegetation, potentially resulting in a net increase in natural floodplain values. On the north side of the river, Lakeside Road should be removed and restored to natural conditions from the river up to the private driveway.

5. Water Quality and Aquatic Resources: To protect the outstanding water quality and aquatic resources of the Namekagon River the Project must be carried out with the utmost care. The NPS has reviewed the October 13, 2015 letter from the Wisconsin Department of Natural Resources on the Project. We concur with the measures therein for erosion control, stormwater management, and to protect fisheries and native mussels.
6. Recreation: This section of the Namekagon River is very popular and sees a high number of users, especially tubers, during the summer. It may be necessary to place navigation aids around the construction area to protect visitor safety. The WDOT should work closely with the NPS and authorized commercial services providers (outfitters) on placement of these navigational aids and on messaging to river users.

Thank you for the opportunity to comment. If you have any questions, please contact Ms. Jill Medland at 715-483-2284.

Sincerely,



Juliet L. Galonska
Acting Superintendent

cc:

Stephanie Christensen, EMCS Inc
schristensen@emcsinc.com

Beth Cunningham, WiDOT
beth.cunningham@dot.wi.gov

Amy Cronk, WiDNR
amy.cronk@wisconsin.gov

Bill Sande
William.M.Sande@usace.army.mil

Nick Chevance, NPS Regional Environmental Coordinator
nicholas_chevance@nps.gov

bcc:

Laura Hojem, Lands Technician

Branda Thwaits, District Interpreter

Chris Romportl, Work Leader



United States Department of the Interior

NATIONAL PARK SERVICE
St. Croix National Scenic Riverway
401 Hamilton Street
St. Croix Falls, Wisconsin 54024-0708

IN REPLY REFER TO

July 13, 2016

Ms. Beth Cunningham
Project Manager
Wisconsin Department of Transportation
W7102 Green Valley Road
Spooner, WI 54801
beth.cunningham@dot.wi.gov

Dear Ms. Cunningham:

The National Park Service (NPS) has reviewed the information provided on the Local Interchange Concept, a new alternative for the USH 53/USH 63 Interchange Project (Project) in Trego, Wisconsin. This information includes a June 3 agency update and a Powerpoint presentation explaining the concept. This new alternative was developed by a Trego area resident. It keeps the interchange essentially in the existing location while converting the highway to limited access by constructing on-off ramps in the immediate area. A bridge would be constructed so that USH 63 would pass under USH 53. The Wisconsin Department of Transportation (WiDOT) has requested agency comments on this new alternative for use in the environmental document being prepared for the Project.

The NPS manages the St. Croix National Scenic Riverway (Riverway), which includes the Namekagon River in the Project area. The Riverway was established in 1968 under the Wild and Scenic Rivers Act (Act) (Public Law 90-542) to protect its water quality, free-flowing character, and outstanding aquatic, cultural, recreational, and scenic values for enjoyment by this and future generations. The Riverway includes the rivers themselves (the St. Croix and Namekagon) and a narrow strip of land on both sides.

The NPS has the following comments on the "Local Interchange Concept:"

1. Based on the information provided, we understand that the existing USH 53 bridge over the Namekagon River north of the interchange would need to be widened to accommodate an on-ramp. If the "Local Interchange Concept" is selected as the preferred alternative and would require fill to be placed in the river, the Project will require a Section 7(a) determination under the Wild and Scenic Rivers Act. This determination would be prepared by the NPS based on project and environmental information provided by WiDOT.

Section 7(a) states that:

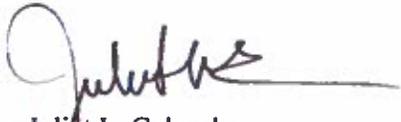
"no department or agency of the United States shall assist by loan, grant, license or otherwise in the construction of any water resources project that would have a direct and adverse effect on the values for which such river was established, as determined by the Secretary charged with its administration."

Any project requiring a Section 10/404 permit from the U.S. Army Corps of Engineers is considered a water resources project. A determination of "no direct and adverse effect" from the NPS would be necessary in order for the Project to be permitted.

2. The Namekagon River is designated as Outstanding Resource Water by the State of Wisconsin. Outstanding resource waters are lakes, streams, or flowages having excellent water quality, high recreational and aesthetic value, and high quality fishing not significantly impacted by human activities. Effective stormwater management, both during and after construction, is critical to insure that the Project does not degrade the water quality of the Namekagon River. The new alternative would appear to pose some unique challenges in this regard due to the large amount of barrier required along USH 53.

We look forward to additional Project information being presented in WiDOT's environmental document. Thank you for the opportunity to comment. If you have any questions, please contact Ms. Jill Medland at 715-483-2284.

Sincerely,



Juliet L. Galonska
Acting Superintendent

cc:

Stephanie Christensen, EMCS Inc
schristensen@emcsinc.com

Marc Bowker, WiDOT
marc.bowker@dot.wi.gov

Amy Cronk, WiDNR
amy.cronk@wisconsin.gov

Bill Sande
William.M.Sande@usace.army.mil

Nick Chevance, NPS Regional Environmental Coordinator
nicholas_chevance@nps.gov

bcc:

Laura Hojem, Lands Technician
Branda Thwaits, District Interpreter

Correspondence

National Park Service (NPS)

From: Hojem, Laura [mailto:laura_hojem@nps.gov]
Sent: Tuesday, August 23, 2016 3:25 PM
To: Stephanie Christensen <SChristensen@emcsinc.com>
Cc: Medland, Jill <jill_medland@nps.gov>; Sorensen, Eric <sorensene@ayresassociates.com>;
Cunningham, Beth - DOT <Beth.Cunningham@dot.wi.gov>; Amy.Adrihan@dot.wi.gov
Subject: Re: Project ID: 1197-00-00/70, Spooner - Minong, USH 63 - Trego Interchange, USH 53,
Washburn County - Section 6(f) Designation Confirmation

All,

Please see attached map for identification of federal (National Park Service) lands acquired by LWCF funding.

The yellow/green blocks are lands acquired using LWCF funding. The purple blocks are NPS lands acquired via donation. The map is only showing federal land in the immediate vicinity around the NPS Visitor Center at Trego.

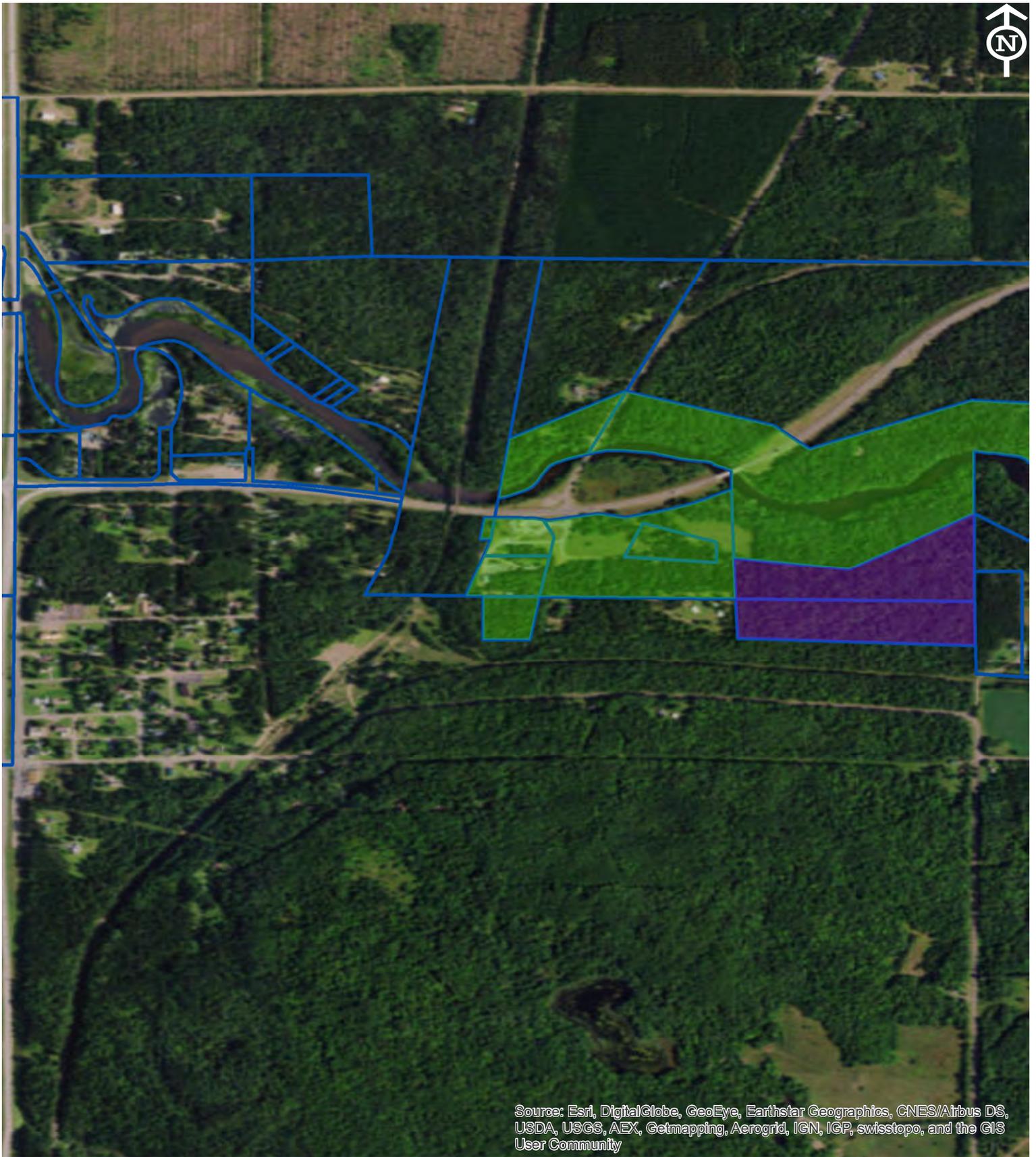
Laura Hojem
Lands Program Manager

St. Croix National Scenic Riverway
401 N. Hamilton Street
Saint Croix Falls, Wisconsin 54024

715-483-2261 (voice)
715-483-3288 (fax)



NPS Land Acquired with LWCF



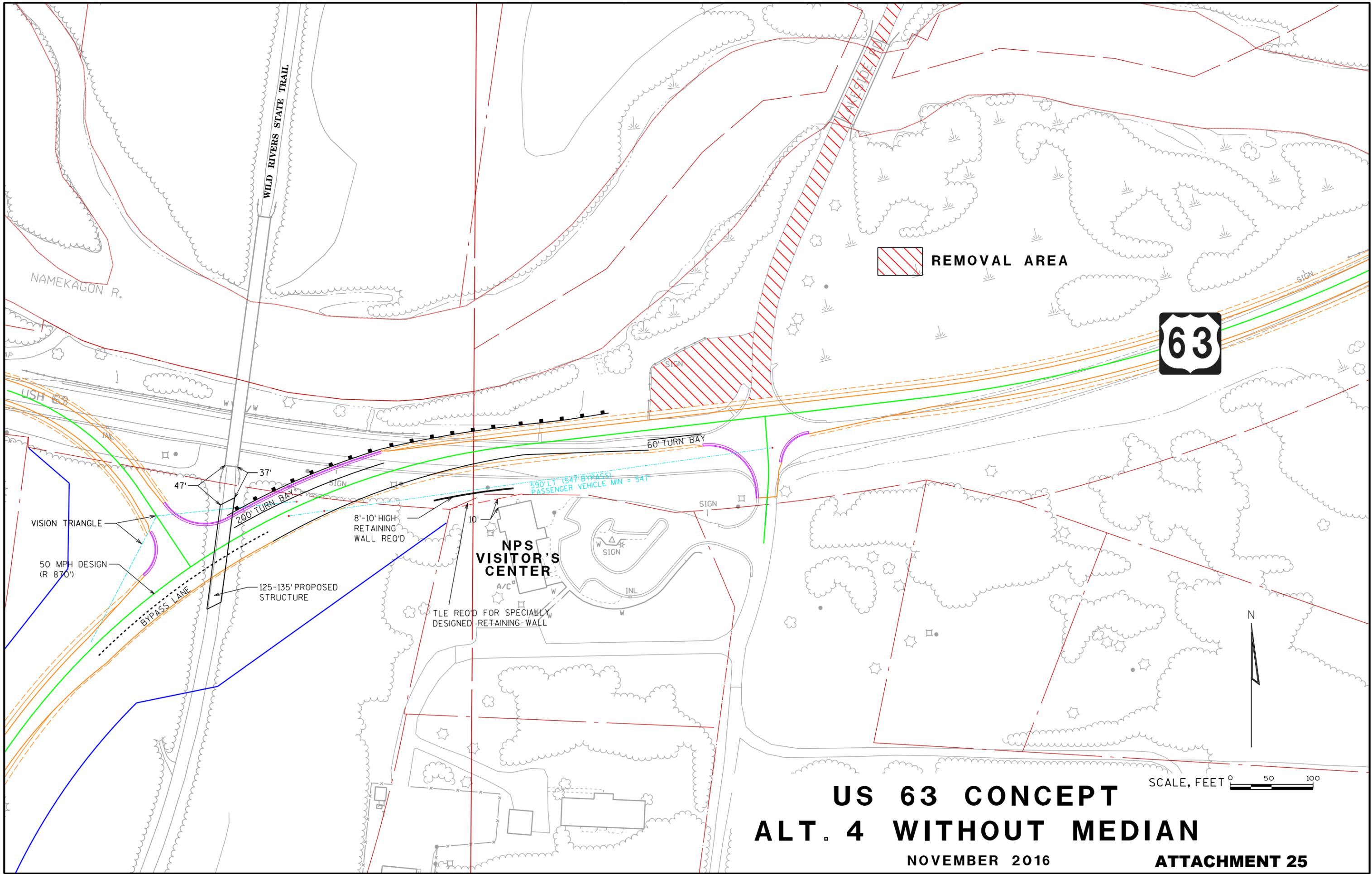
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

-  Government Tract Boundary
-  LWCF Used
-  Federal Fee

Map Created By
National Park Service
GIS Staff 2016

0 500 1,000 2,000
Feet

ATTACHMENT 25
For Reference Only



 **REMOVAL AREA**



VISION TRIANGLE

50 MPH DESIGN
(R 870')

BYPASS LANE

47'

37'

200' TURN BAY

8'-10' HIGH
RETAINING
WALL REQ'D

125-135' PROPOSED
STRUCTURE

**NPS
VISITOR'S
CENTER**

WALL REQ'D FOR SPECIALLY
DESIGNED RETAINING WALL

60' TURN BAY

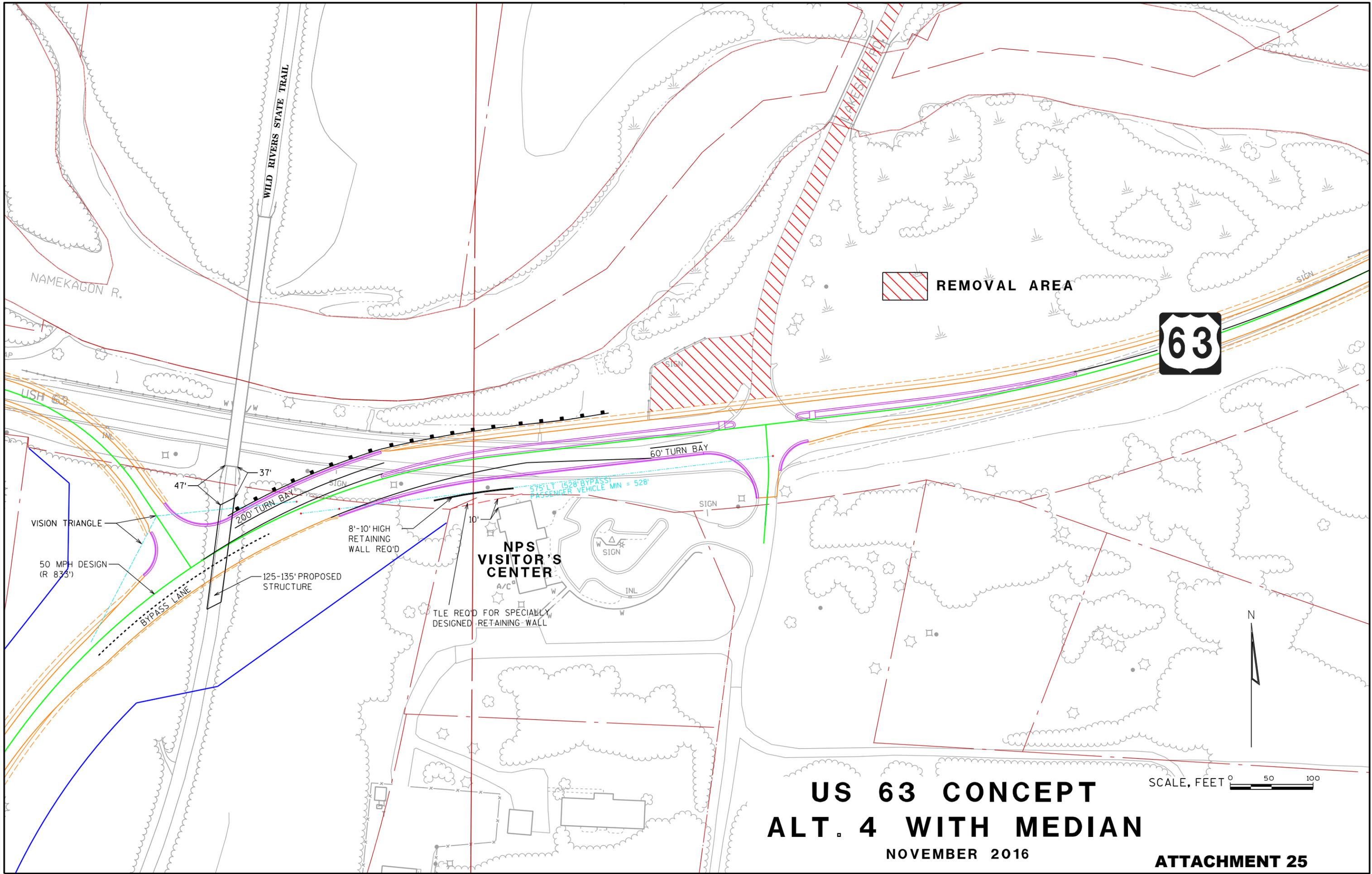
590' LT (547' BYPASS)
PASSENGER VEHICLE MIN = 547'

SCALE, FEET 

**US 63 CONCEPT
ALT. 4 WITHOUT MEDIAN**

NOVEMBER 2016

ATTACHMENT 25

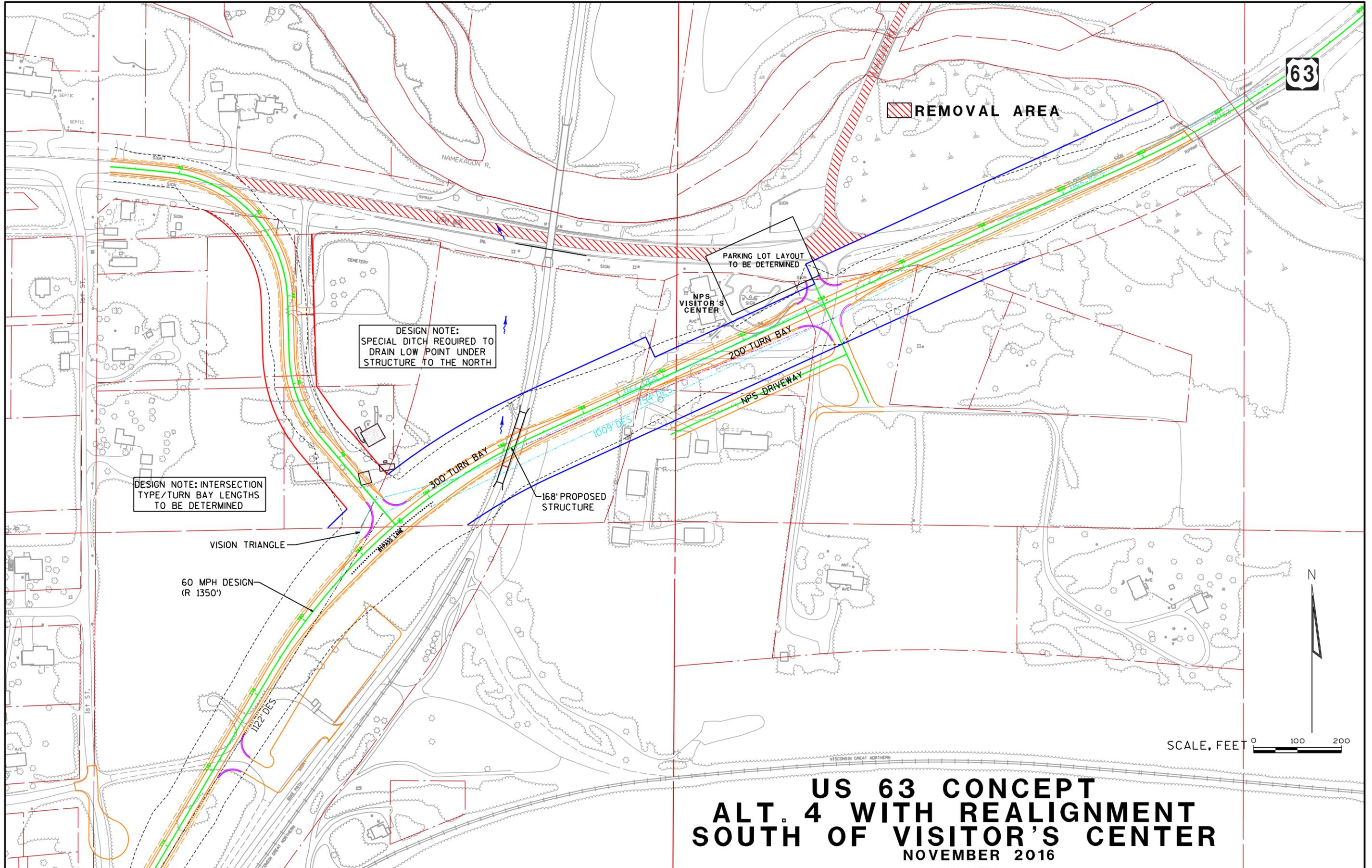


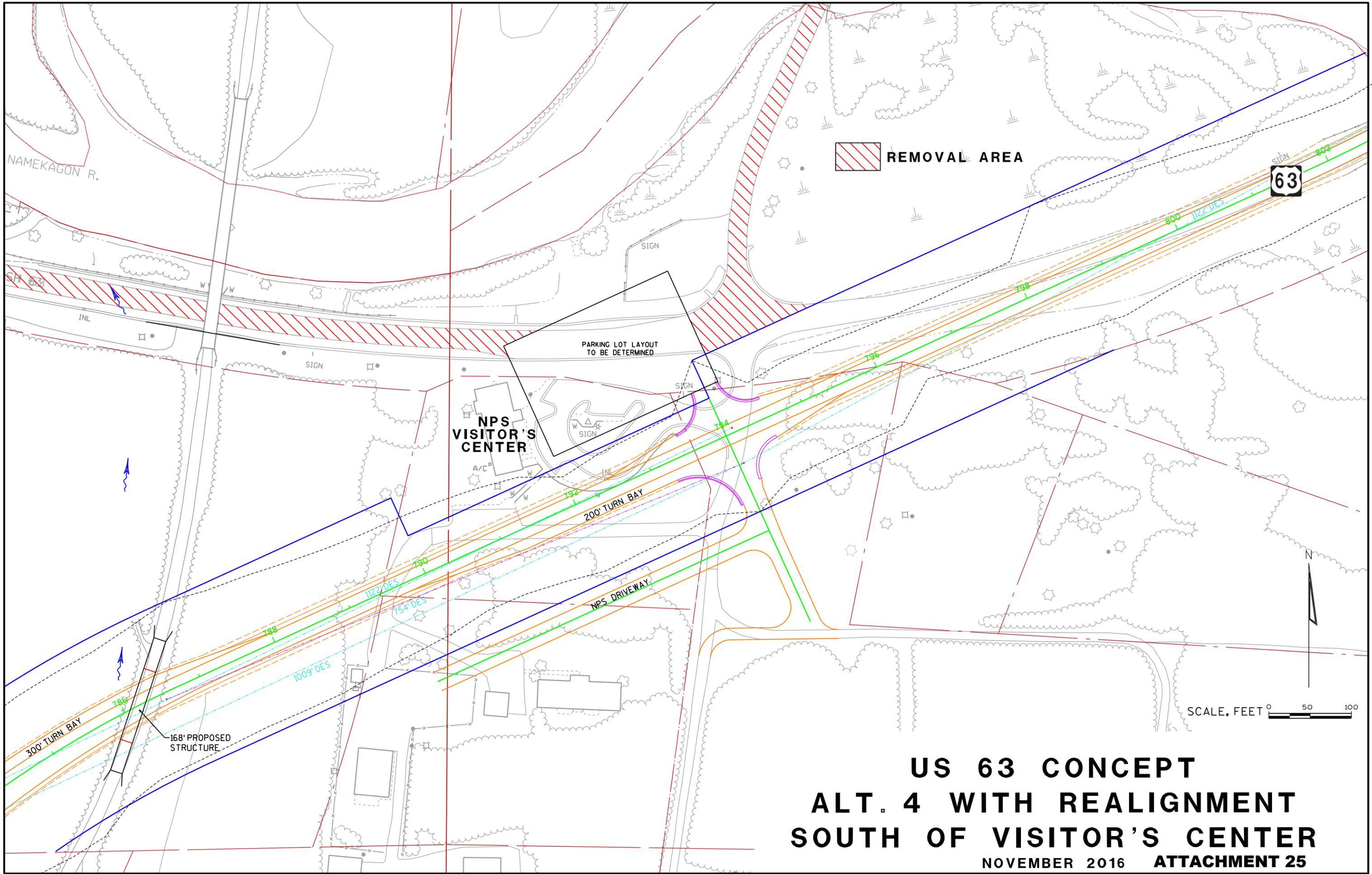
**US 63 CONCEPT
ALT. 4 WITH MEDIAN**

NOVEMBER 2016

SCALE, FEET 0 50 100

ATTACHMENT 25





NAMEKAGON R.

 **REMOVAL AREA**

63

PARKING LOT LAYOUT
TO BE DETERMINED

**NPS
VISITOR'S
CENTER**

200 TURN BAY

NPS DRIVEWAY

300 TURN BAY

168' PROPOSED
STRUCTURE

SCALE, FEET 0 50 100

**US 63 CONCEPT
ALT. 4 WITH REALIGNMENT
SOUTH OF VISITOR'S CENTER**

NOVEMBER 2016 ATTACHMENT 25



United States Department of the Interior

NATIONAL PARK SERVICE
St. Croix National Scenic Riverway
401 Hamilton Street
St. Croix Falls, Wisconsin 54024-0708

IN REPLY REFER TO

June 9, 2017

Ms. Beth Cunningham
Project Manager
Wisconsin Department of Transportation
Division of Transportation Systems Development
W7102 Green Valley Road
Spooner, WI 54801

Dear Ms. Cunningham:

The National Park Service (NPS) has reviewed information related to the USH 53/USH 63 Interchange Project (Project) in Trego, Wisconsin, that the Wisconsin Department of Transportation (WisDOT) provided in November 2016. At the request of WisDOT, the NPS is providing comments on three alignment alternatives as these relate to NPS property, facilities and operations.

The National Park Service (NPS) manages the St. Croix National Scenic Riverway (Riverway), which includes the Namekagon River in the Project area. The Riverway was established in 1968 under the Wild and Scenic Rivers Act (Public Law 90-542) to protect its water quality, free-flowing character, and outstanding aquatic, cultural, recreational, and scenic values for enjoyment by this and future generations. The Riverway includes the rivers themselves (the St. Croix and Namekagon) and a narrow strip of land on both sides. In the Project area, this narrow strip of land includes the NPS Namekagon River Visitor Center, Maintenance Shop and Staff Housing (Namekagon District Complex) just south of USH 63. These facilities are located about a ½ mile (2700 feet) west of the existing interchange of USH 53 and USH 63.

Based on the information provided to date, the NPS has the following comments on the alignment alternatives. These comments are in addition to and build upon NPS comments submitted on February 29, 2016.

US 63 Concept/Alt. 4 Without Median and US 63 Concept/Alt. 4 With Median: These alternatives propose the elimination of the river access point north of USH 63. Removing the Historic Marker parking area/Lakeside Road Landing could essentially eliminate the opportunity for recreationists to take off the river at this location and for the NPS to use the area as staging for school programs. The next public landing is at Trego Town Park about one mile downstream over slack water and on the opposite side of the river. The NPS encourages continued consideration of the impact on river users.

If a river access point remains, the without median/with median alternatives both have the potential of the continued practice of pedestrians crossing USH 63. Currently, these pedestrians are usually recreationists taking off the river at the Historic Marker/Lakeside Road Landing to come to the Namekagon River Visitor Center or visitors to the center crossing USH 63 to see the river. Pedestrian safety remains a concern. Of the two alternatives, the one with the median more highly exceeds the minimum standard for sight distance for passenger vehicles and provides enhanced traffic safety.

US 63 Concept/Alt. 4 With Realignment South of Visitor's Center: While this alternative improves sight distance for vehicles, provides direct access to river frontage from the visitor center, and increases the distance between the highway and river, it has several significant disadvantages. This alternative would re-route USH 63 through the NPS Namekagon District Complex, separating the visitor center from the maintenance shop and staff housing. This alternative is also designed for 60 mph traffic, an increase from the other alternatives. NPS staff members (employees, interns, volunteers) living in housing are often college students who do not have vehicles and walk to work at the visitor center. This alternative would require them to cross USH 63. The proximity of USH 63 to housing also has noise and potential safety impacts for staff living in the building. It also has likely impacts on the septic drain field for the visitor center.

For these reasons, NPS would prefer that WisDOT not pursue US 63 Concept/Alt. 4 With Realignment South of Visitor's Center.

Thank you for the opportunity to comment. If you have any questions, please contact me at 715-483-2270 or julie_galonska@nps.gov.

Sincerely,



Juliet L. Galonska
Acting Superintendent

cc:

Stephanie Christensen, EMCS Inc
schristensen@emcsinc.com



United States Department of the Interior

NATIONAL PARK SERVICE
St. Croix National Scenic Riverway
401 North Hamilton Street
Saint Croix Falls, WI 54024

In Reply, Refer To:
IAI (SACN)

September 15, 2017

Beth Cunningham PE
WisDOT Project Manager
Division of Transportation Systems Development
Northwest Region – Spooner Office
W7102 Green Valley Road
Spooner, Wisconsin 54801

Re: Project ID: 1197-00-01
Spooner – Minong
USH 63 – Trego Interchange
USH 53
Washburn County

Dear Ms. Cunningham:

The National Park Service (NPS) has received your letter dated August 10, 2017, requesting comments on the subject project. The project entails improvements to the USH 53/63 Trego Interchange and the planned location of USH 63 adjacent to the NPS Namekagon River Visitor Center. You request our comments specific to the identified need, on a temporary basis, of NPS-owned property for grading of slopes to accommodate construction of a retaining wall. The wall itself will be located within the Wisconsin Department of Transportation (WDOT) right-of-way.

In order to complete our evaluation and comment on the rest of the proposed USH 53 and USH 63 interchange improvement project, we need additional information on the following questions.

Project requirements and timeline:

WisDOT is requesting a Temporary Easement in order to blend slopes and construct the retaining wall; the estimated area of the Temporary Easement is 1,500 square feet.

- The NPS is not authorized to grant temporary easements. The document used for that purpose would need to be a Special Use Permit.
- If workspace beyond the present road right-of-way is required, a Highway Easement Deed might be needed if it involves NPS lands.
- The request is for a temporary time period. What is the projected start and end date for the temporary purpose?

Impact of retaining wall on NPS facility:

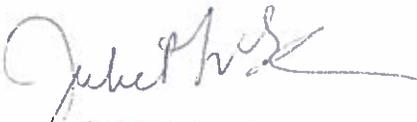
- What is the design of the retaining wall anchoring system and will any part of the design impact or need to extend into or onto the NPS lands?
- What is the distance between the edge of the NPS Visitor Center and the engineered slopes and ditches for drain tile behind the retaining wall? In other words, we are trying to determine if problems may occur to our building either through construction or with the resulting change in the slope due to the freeze/thaw cycle in the winter.
- Since the highway will be located farther north than its current location, in relation to the visitor center and parking area, is it possible to relocate the large NPS welcome sign at the current Visitor Center entrance to a more visible location to prepare motorists to exit the highway?
- Does the design propose turn lanes from US 63 from both directions? A right-hand turn lane appears to be planned for the northbound traffic. NPS would also like to see a left-hand dedicated turn lane for southbound traffic.

Wild River Trail:

- Will there be a bridge for the trail over the new highway alignment? Will the trail remain at its current grade? If a bridge is added, the NPS will need to evaluate its visibility from the Namekagon River and related scenic impacts.
- Will the trail be re-routed during construction? There was previous discussion of bringing the trail temporarily through NPS land to reach Lakeside Road to cross the river. Is this still under consideration?

Thank you in advance for the additional information. Upon receiving your reply, we will complete formal comments as requested in your letter of August 10. If you have any questions, please contact Lands Program Manager Laura Hojem at 715-483-2261 or via email at laura_hojem@nps.gov.

Sincerely,



Juliet L. Galonska
Superintendent



United States Department of the Interior

NATIONAL PARK SERVICE
St. Croix National Scenic Riverway
401 North Hamilton Street
Saint Croix Falls, WI 54024

In Reply, Refer To
I A I (SACN)

October 17, 2017

Beth Cunningham PE
WisDOT Project Manager
Division of Transportation Systems Development
Northwest Region – Spooner Office
W7102 Green Valley Road
Spooner, Wisconsin 54801

Re: Project ID: 1197-00-00
Spooner – Minong
USH 63 – Trego Interchange
USH 53
Washburn County

Dear Ms. Cunningham:

In response to your September 25, 2017 reply to our request for additional information, we have a few more clarifying questions regarding Project ID: 1197-00-00. Thank you for considering our requests.

Retaining Wall

- From the cross sections provided in your August 10, 2017 letter, the wall appears to be 10 to 12 feet tall at the highest point. Is a fence required on top of the wall per code?
- If possible, consider the use of form liners and concrete stain on the retaining wall to give the wall a more natural appearance. The form liners and stain should mimic natural stones and boulders.
- With regard to the grading along NPS property, is it possible to have the slope rounded at the top of the cut slope? Attached is a typical detail we use for road construction within NPS units. This provides a much more natural appearance. (See enclosure)
- Native vegetation, to include native seed mixes, should be used for site restoration.

By-Pass Lane

- If, upon further evaluation by WisDOT, the suggestion of a by-pass lane to facilitate southbound traffic to safely turn into the NPS Visitor Center concludes that the additional lane will require additional wetland fills, we respectfully withdraw our request. We do not support the additional filling of wetlands to gain this additional lane.

Lakeside Road Terminus

This is a popular location for picnicking and passive recreation. The NPS would like to maintain access to this area after construction concludes and the Lakeside Road bridge has been removed.

- On the north side of Lakeside Road, where does WisDOT propose to terminate the current township road? Could the road still provide access to the NPS day use area on the north side of the river?
- What design elements will be used to facilitate turnaround and parking at the terminated road?

Lakeside Bridge Removal

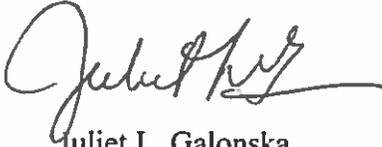
- Because of the pier in the river, the removal of the bridge will likely require a Section 7(a) determination under the Wild and Scenic Rivers Act. This determination would be prepared by the NPS based on project and environmental information provided by WisDOT. Any project requiring a Section 10/404 permit from the U.S. Army Corps of Engineers is considered a water resources project. A determination of “no direct and adverse effect” from the NPS would be necessary in order for the project to be permitted.
- Debris will be generated by the removal of the Lakeside Road Bridge. The project must incorporate measures to insure that no construction debris enters the Namekagon River.
- Water quality must be protected during all phases of construction of the new highway and also during demolition of the bridge. Use of turbidity barriers, silt fences, and hay bales, along with long-term site stabilization and water quality protection, will be necessary.
- If work will occur within the channel of the Namekagon River, a mussel survey will need be completed prior to the channel disturbance.
- This portion of the Namekagon River is enjoyed by canoeists and anglers. Their safety is a primary concern of the NPS. Depending on the phase of construction and the level of potential interference with recreational boaters, safety measures will need to be incorporated into the bridge removal project.
- Native vegetation, to include native seed mixes, should be used for site restoration.

Request for Special Use Permit for Temporary Access to federal lands:

- At minimum, a 90-day lead time to process this permit will be needed. The NPS is required to complete Section 106 and NEPA compliance on requests for permits of this type.

Thank you in advance for the additional information. Upon receiving your reply, we will complete formal comments as requested in your letter of September 25. If you have any questions, please contact Lands Program Manager Laura Hojem at 715-483-2261 or via email .at laura_hojem@nps.gov.

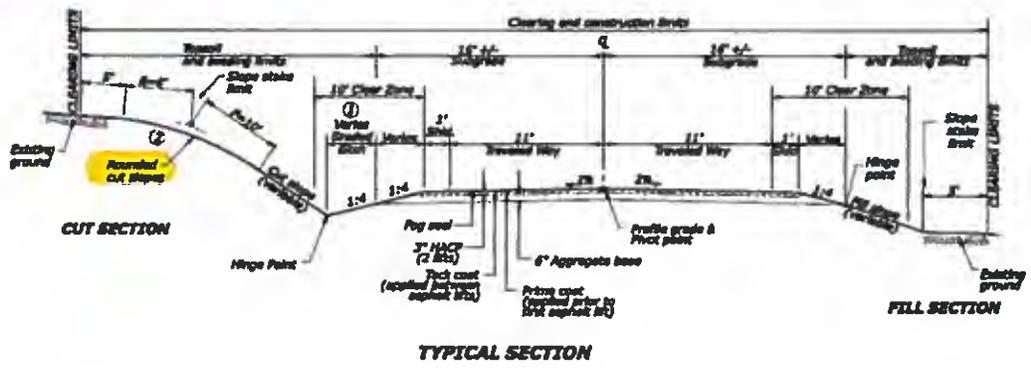
Sincerely,

A handwritten signature in black ink, appearing to read "Juliet L. Galonska". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Juliet L. Galonska
Superintendent

Enclosure

RE: Slope Rounding





United States Department of the Interior

NATIONAL PARK SERVICE
St Croix National Scenic Riverway
401 North Hamilton Street
Saint Croix Falls, WI 54024

In Reply, Refer To
1 A 1 (SACN)

November 21, 2017

Beth Cunningham PE
WisDOT Project Manager
Division of Transportation Systems Development
Northwest Region – Spooner Office
W7102 Green Valley Road
Spooner, Wisconsin 54801

Re: Project ID: 1197-00-00
Spooner – Minong
USH 63 – Trego Interchange
USH 53
Washburn County

Dear Ms. Cunningham:

The following is in response to your August 10, 2017 letter and request for comments regarding the NPS property which is potentially within the design area for the Trego Interchange project (ID:1197-00-00).

To date, we have provided several comments and questions regarding the National Park Service's (NPS) Namekagon River Visitor Center, surrounding federal land, the proposed retaining wall and temporary use of NPS lands for grading behind this wall, the proposed removal of Lakeside Road and bridge, and the Lakeside Road terminus cul de sac and our desire to continue to maintain public vehicular road access to the NPS picnic area on the north side of the Namekagon River.

In regard to the Trego Interchange project, the NPS property eligible for protection under Section 4(f) includes the surrounding federal lands on the north side of the river, and the federal lands surrounding the Namekagon River Visitor Center. At this time, it does not appear that a Highway Easement Deed (HED) will be needed and that the project will not have significant effects on the NPS property. However, if the design plans change NPS may need to re-evaluate.

- The NPS agrees that the duration of the occupancy of NPS lands during construction of the retaining wall is temporary and of short duration.
- The NPS agrees with the statement that there will be no change in permanent ownership of NPS land as part of the Trego interchange project.

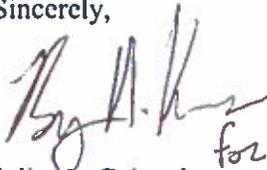
- NPS has specifically commented and shared our concerns related to the retaining wall and the proposed grading of slopes and related restoration. Through our review of this portion of the project, we concur with the statement that the proposed grading of slopes and restoration occurring on NPS lands are minor in nature.
- The NPS agrees that there are no anticipated temporary or permanent adverse impacts to the NPS lands. However, it is important to note that NPS would like to continue vehicular road access to the existing picnic area on the north side of the river.
- The Trego Interchange project will not adversely affect the activities, features, and attributes that qualify NPS lands for protection under Section 4(f) on a temporary or permanent basis.
- NPS agrees that the NPS lands will be fully restored by WisDOT to its existing condition (or better) and that the proposed grading work and retaining wall construction will avoid adverse permanent impacts to the NPS property.

A NPS Special Use Permit is required for the temporary access and use of NPS lands during retaining wall construction, grading of slopes, and related restoration. At least a 90-day lead time will be required for processing of this permit in order to complete Section 106 and NEPA compliance.

The NPS would like to continue to be involved in reviews of the Trego Interchange project due to the need for a Section 7(a) determination on the Lakeside Bridge removal and our desire to maintain vehicular road access to the NPS picnic area on the north side of the Namekagon River. The Section 7(a) determination would be prepared by the NPS based on project and environmental information provided by WisDOT. Any project requiring a Section 10/404 permit from the U.S. Army Corps of Engineers is considered a water resources project. A determination of "no direct and adverse effect" from the NPS would be necessary in order for the project to be permitted.

Thank you in advance for the additional information and the continued coordination regarding the Trego Interchange project. If you have any questions, please contact Lands Program Manager Laura Hojem at 715-483-2261 or via email at laura_hojem@nps.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read "Juliet L. Galonska", with a small "for" written below it.

Juliet L. Galonska
Superintendent

Correspondence

National Park Service (NPS)

From: Stephanie Christensen
Sent: Wednesday, May 16, 2018 7:04 AM
To: Laura Hojem <laura_hojem@nps.gov>
Cc: Cunningham, Beth - DOT <Beth.Cunningham@dot.wi.gov>; Juliet Galonska <julie_galonska@nps.gov>; Adrihan, Amy - DOT <Amy.Adrihan@dot.wi.gov>; Sorensen, Eric <sorensene@ayresassociates.com>
Subject: RE: Trego Interchange - Project ID: 1197-00-00/70, USH 53 NPS comments on driveway

Thanks Laura. We will keep you posted on any issues with the Town along Lakeside Road.

--

Stephanie G. Christensen, PE (WI)
EMCS, Inc. | [715.845.1081](tel:715.845.1081) ext 2202
<http://www.emcsinc.com> | schristensen@emcsinc.com

From: Laura Hojem [mailto:laura_hojem@nps.gov]
Sent: Tuesday, May 15, 2018 11:37 AM
To: Stephanie Christensen ; Cunningham, Beth - DOT ; Juliet Galonska ; Adrihan, Amy - DOT ; Sorensen, Eric
Subject: Trego Interchange - Project ID: 1197-00-00/70, USH 53 NPS comments on driveway

Stephanie,

NPS has no further comments regarding the driveway or other bullet points which were the subject of WisDOT's April 11, 2018 reply letter.

We would like to remain in contact with WisDOT and Trego Township regarding the eventual disposition of the Lakeside Road easement, as that process moves forward.

Thank you for the continued opportunity to provide comment and the early coordination on this important project.

Laura

Laura Hojem
Lands Program Manager

National Park Service
St. Croix National Scenic Riverway
401 N. Hamilton Street
Saint Croix Falls, Wisconsin 54024
715-483-2261 (voice)
715-483-3288 (fax)





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

Scott Walker, Governor
Dave Ross, Secretary
Internet: www.dot.wisconsin.gov

Eau Claire: (715) 836-2891 FAX: (715) 836-2807
Superior: (715) 392-7925 FAX: (715) 392-7863

April 11, 2018

Juliet Galonska
National Park Service
St. Croix National Scenic Riverway
401 North Hamilton Street
Saint Croix Falls, WI 54024

Subject: **NPS Access Coordination at Lakeside Road**

Project ID: 1197-00-00/70
Spooner - Minong
USH 63 – Trego Interchange
USH 53
Washburn County

Dear Ms. Galonska:

The Wisconsin Department of Transportation (WisDOT) is progressing with the required NEPA documentation, agency coordination, and design efforts for the proposed construction of an interchange improvement project at the USH 53 and USH 63 intersection in the Town of Trego, Washburn County. Thank you for your coordination efforts and feedback to-date.

As a follow up your last correspondence on March 6, 2018, we are providing additional information to coordinate the details north of USH 63 in the area of Lakeside Road.

Removal of Lakeside Road north of the Namekagon River

- It is our understanding that NPS no longer desires to maintain extended vehicular access from the proposed Lakeside Road cul-de-sac north of the Namekagon River.
- The existing roadway surface will be removed (obliterated) and the area will be restored with native vegetation. The area north of the bridge is steep and excavation work within the area to be obliterated would be limited to pavement removal to help minimize erosion potential.
- Per our discussion, a driveway will not be constructed from the cul-de-sac with the project. A connection could be made in the future if NPS desires.
- See the attached exhibit demonstrating our understanding of NPS's request (Attachment 1).
- We have also attached a current plan and profile and cross sections along Lakeside Road (Attachment 2).

Legal Access

- The existing Lakeside Road right-of-way is under the jurisdiction of the Town of Trego. WisDOT is not acquiring any access rights along Lakeside Road.
- If the Town of Trego maintains this as right-of-way after the Lakeside Road removal, NPS will have legal access to their property via the existing public right-of-way.
- If the Town of Trego would elect to vacate the right-of-way after the Lakeside Road removal, under Wisconsin State Statute, the abutting property owners would each be dedicated half of the existing right-of-way. In the case of vacation, enough property would end up under the ownership of NPS to provide legal access from the cul-de-sac.
- WisDOT does not have jurisdiction to plat any sort of access easement within public right-of-way. Also, this is not required since under any condition noted above, NPS currently has and will continue to have legal access from Lakeside Road.
- At your request, all title work gathered for this project is being transmitted for your files in the attached ZIP file (Attachment 3).

ATTACHMENT 25

Utility Coordination

- WisDOT will be coordinating any utility conflicts and relocations with utilities during the design process for the project.
- We will let the power company know of NPS's desire to remove the overhead electric. The electric is owned by Xcel Energy. If the utility requires maintenance of this overhead crossing for continuity with their overall utility system, WisDOT cannot dictate that it be removed nor can we dictate that it be buried. Wisconsin state law requires that we make accommodations for utilities within public right-of-way. We can only require that they avoid conflicts with our proposed work.
- We will keep you posted on this issue as utility coordination occurs.

Access from USH 63 to the Lakeside Road Parking Area

- Through agency coordination with NPS, WDNR, and USACE and through the design development process (to avoid and minimize impacts), the existing parking area located north of USH 63 (located within WisDOT right-of-way) at Lakeside Road is proposed to be removed for the following reasons:
 - A portion of the existing right-of-way occupied by the parking lot will be needed to construct USH 63 while avoiding adverse impacts to the Visitor's Center and ensuring there is no permanent incorporation of any NPS lands into the transportation facility. The remainder of the parking lot will be removed since the remaining lands are too small for vehicle circulation and the grade change between the new USH 63 roadway and the parking area does not allow for appropriate vehicular access from USH 63.
 - As received in agency comments from WDNR, USACE, and NPS (Feb 29, 2016 NPS letter); there was agency support for excavating this existing right-of-way area next to the river and restoring the area with native seed mixes and weed-free mulch. This would provide for additional floodplain storage and restoration of a natural area with the potential for some wetland restoration. Grading and planting details will be developed during final design.
 - The St. Croix National Scenic Riverway sign (historic marker) is not site specific. The marker will be relocated along the Riverway in coordination with the Wisconsin State Historical Society and NPS. The final location will be determined during final design and approved by the Wisconsin State Historical Society.
 - Access to Lakeside Road north of USH 63 is not required due to removal of the bridge over the Namekagon River. Removal of public vehicular access is a benefit to maintaining a safe roadway along USH 63.
- The proposed design will not require removal of the stairs located at the location known as the "Lakeside Road Landing" and will not prevent pedestrian flow between the Riverway and the NPS Visitor's Center. Pedestrians can continue to cross WisDOT right-of-way as they do today.

Please provide any additional comments you may have regarding the Lakeside Road design. **We would appreciate your response by April 30, if possible.**

We appreciate your feedback and involvement in this very important project. If you have any questions or need additional information to prepare a response, please contact me at 715.635.4973 or beth.cunningham@dot.wi.gov.

Sincerely,

Beth Cunningham

Beth Cunningham, PE
WisDOT Project Manager

cc: Amy Adrihan, WisDOT NWR
Eric Sorensen, Ayres Associates
Stephanie Christensen, EMCS

Enclosures

REMOVE BRIDGE

EXISTING PICNIC AREA
PARKING/DRIVEWAY



SCALE, FEET 0 25 50

EXISTING RIGHT OF WAY

PROPOSED RIGHT OF WAY

NPS PROPERTY

NAMEKAGON RIVER

NAMEKAGON RIVER

OBLITERATE
EXISTING ROADWAY
AND RESTORE
WITH NATIVE
VEGETATION

CUL-DE-SAC TO
PROVIDE FOR
TURNAROUNDS
AND ACCESS TO
NPS PROPERTY

DEAD
END

W14-1
30" X 30"

PLACE END OF
THE ROAD MARKERS
(REFLECTIVE RED SIGNS)



W5-56 W5-56 W5-56

LAKESIDE ROAD

PRELIMINARY

DETAIL OF WORK ALONG LAKESIDE ROAD

APRIL 2018

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269-2381
Fax: (314)269-2737
Email: rob e mccaskey@uscg.mil
www.uscg.mil/d8/westernriversbridges

16591
July 26, 2017

Stephanie G. Christensen
EMCS Project Manager
EMCS Inc.
500 North 17th Avenue
Wausau, Wisconsin
54401

Subj: WISDOT WEST FRONTAGE ROAD BRIDGE ROAD, POTATO CREEK, MILE 0.1

Dear Ms. Christensen:

In reference to your letter dated June 22 2017. Pursuant to the Coast Guard Authorization Act of 1982, it has been determined that this is not a waterway over which the Coast Guard exercises jurisdiction for bridge administration purposes. Therefore, a Coast Guard bridge permit is not required for this project.

We appreciate the opportunity to comment on the project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric A. Washburn".

ERIC A. WASHBURN
Bridge Administrator, Western Rivers
By direction of the District Commander

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269-2381
Fax: (314)269-2737
Email: rob.e.mccaskey@uscg.mil
www.uscg.mil/d8/westernriversbridges

16591
July 26, 2017

Stephanie G. Christensen
EMCS Project Manager
EMCS Inc.
500 North 17th Avenue
Wausau, Wisconsin
54401

Subj: WISDOT WEST LAKESID ROAD, NAMEKAGON RIVER, MILE 27.2

Dear Ms. Christensen:

In reference to your letter dated June 22 2017. Pursuant to the Coast Guard Authorization Act of 1982, it has been determined that this is not a waterway over which the Coast Guard exercises jurisdiction for bridge administration purposes. Therefore, a Coast Guard bridge permit is not required for this project.

We appreciate the opportunity to comment on the project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric A. Washburn".

ERIC A. WASHBURN
Bridge Administrator, Western Rivers
By direction of the District Commander



Division of Transportation Systems 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

Eau Claire: (715) 836-2891 FAX: (715) 836-2807
Superior: (715) 392-7925 FAX: (715) 392-7863

August 3, 2015

Edith Leoso, THPO
Bad River Band of Lake Superior
Chippewa Indians of Wisconsin
P.O. Box 39
Odanah, WI 54861

Subject: **Federal Highway Administration requests for comments concerning Historic Properties and Notification of project undertaking**
Project ID: 1197-00-00/70, Spooner – Minong, USH 63 – Trego Interchange
USH 53, Washburn County

The Wisconsin Department of Transportation (WisDOT) is in the process of developing plans to construct intersection improvements at the USH 53 and USH 63 intersection in the Town of Trego, Washburn County. See the enclosed project location map.

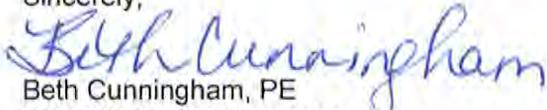
The project development process will consist of evaluating various intersection alternatives to address ongoing safety and operational issues. Based on a previous planning study completed between 2007 and 2014, it is anticipated an interchange type intersection will be required to adequately address traffic and safety needs. New right of way will be required for the proposed improvements. Construction is currently scheduled for 2020 and 2021.

You are invited to attend a project kick-off meeting on **Monday, August 24**, at the Trego Town Hall located at W5690 Trego River Street, Trego. The meeting is scheduled to begin at **10 a.m.** and is expected to conclude by noon.

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

WisDOT would be pleased to receive any comments regarding this project or any information you wish to share pertaining to cultural resources located in the area. If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please contact me at (715) 635-4973 or via mail at Northwest Region – Spooner Office, W7102 Green Valley Road, Spooner, WI, 54801.

Sincerely,


Beth Cunningham, PE
WisDOT Project Manager

CC: Bureau of Equity and Environmental Services

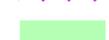
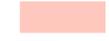
Enclosure: Project location maps

ATTACHMENT 27

COMPANY	COMPANY2	FIRST	LAST	TITLE	ADDRESS1	ADDRESS2	CITY	STATE	ZIP
Bad River Band of Lake Superior	Chippewa Indians of Wisconsin	Edith	Leaso	THPO		P.O. Box 39	Odanah	WI	54861
Fond du Lac Band of Lake Superior Chippewa	Chippewa Indians of Wisconsin	LeRoy	DeFee	THPO	1720 Big Lake Road		Claquet	MN	55720
Forest County Potawatomi Community of Wisconsin	Chippewa Indians of Wisconsin	Melissa	Cook	THPO	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	Silwegiizhigookway	Martin	THPO	Keeligiigaaning Ojibwe Nation	P.O. Box 249	Watersmeet	MI	49989
Menominee Indian Tribe of Wisconsin		David	Grignon	THPO	P.O. Box 910		Keshena	WI	54735
Prairie Band Potawatomi Nation		Hattie	Mitchell		16281 Q Road		Mayetta	KS	66509
Red Cliff Band of Lake Superior	Chippewa Indians of Wisconsin	Larry	Balber	THPO		88385 Pike Road	Bayfield	WI	54814
Sac and Fox Nation of Missouri in Kansas and Nebraska		Edmore	Green		305 North Main		Reserve	KS	66634
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		Lama	IA	52339
Sakaogon Chippewa Community Mole Lake Band				Cultural Resource Director	3051 Sand Lake Road		Crandon	WI	54520
St. Croix Band	Chippewa Indians of Wisconsin	Wanda	McFadden		Tribal Historic Preservation Office	24663 Angeline Ave.	Webster	WI	54893



SCALE, FEET 0 50 100

-  REMOVE OLD ROADWAY
-  ESTIMATED GRADING LIMITS
-  EXISTING RIGHT OF WAY
-  PROPOSED RIGHT OF WAY
-  TEMPORARY EASEMENT/SPECIAL USE PERMIT AREA
-  NPS PROPERTY
-  WDNR PROPERTY
-  NAMEKAGON RIVER

ST. CROIX NATIONAL SCENIC RIVERWAY MARKER SIGN

LAKESIDE ROAD

NAMEKAGON RIVER

TEMPORARY WORK WITHIN NAMEKAGON RIVER TO REMOVE THE EXISTING LAKESIDE ROAD BRIDGE PIER



NEW BRIDGE ON WRST

RETAINING WALL

NPS VISITORS CENTER

EXISTING NPS SIGN

NPS MAINTENANCE BUILDINGS

PROPOSED US 63 AT NPS VISITORS CENTER

FEBRUARY 2018

ATTACHMENT 28

WRST

EXISTING USH 63

RIGHT TURN LANE



WRST

GUY GUY

NAMEKAGON RIVER

SIGN

POST

63

63

RETAINING WALL

TEMPORARY EASEMENT AREA FOR GRADING OF SLOPES ADJACENT TO PROPOSED RETAINING WALL

RIGHT TURN LANE

N



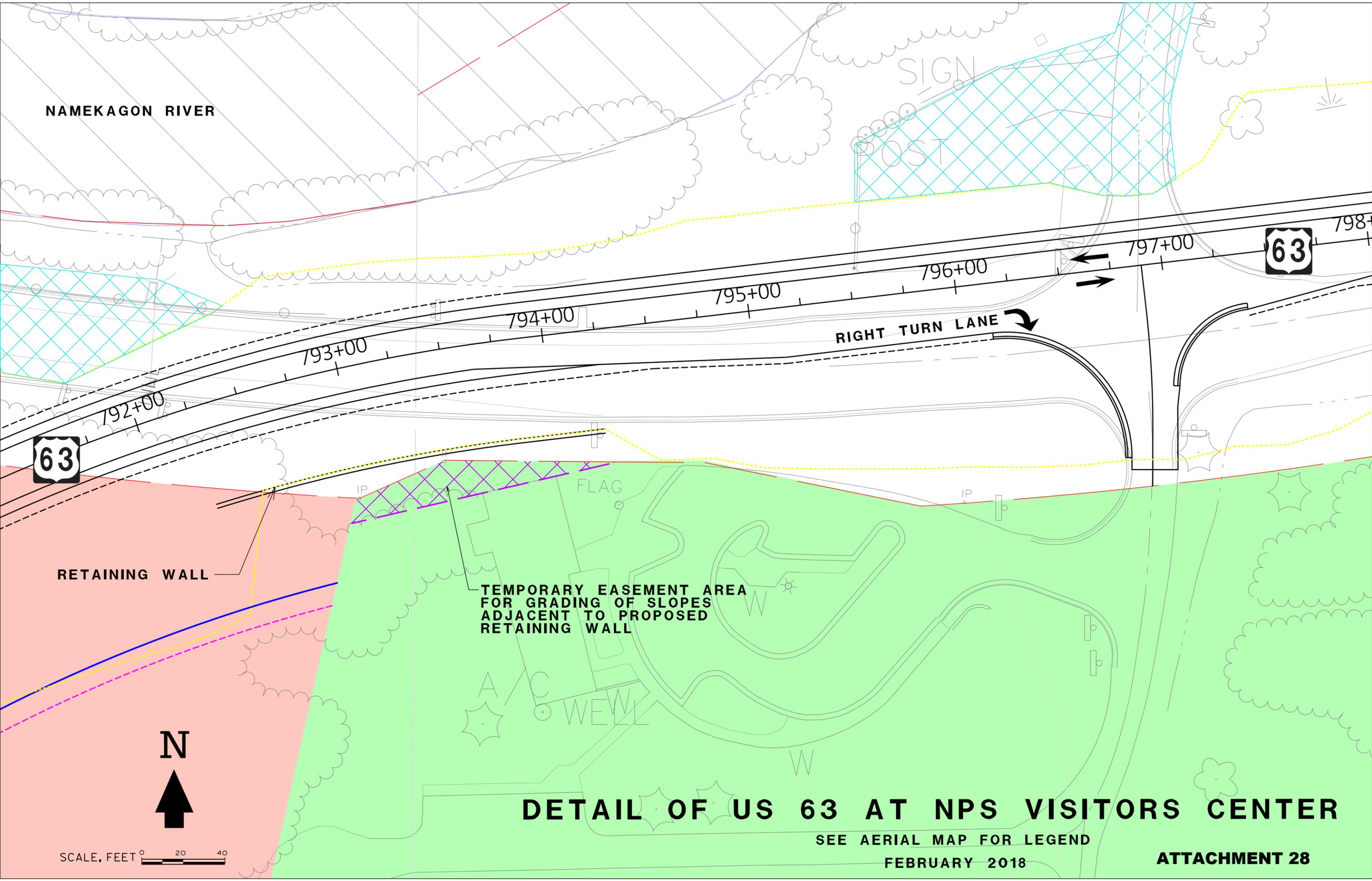
SCALE, FEET 0 20 40

DETAIL OF US 63 AT NPS VISITORS CENTER

SEE AERIAL MAP FOR LEGEND

FEBRUARY 2018

ATTACHMENT 28





NPS VISITORS CENTER

CONNECTION TO NPS PROPERTY TO BE CONSTRUCTED FROM THE CUL-DE-SAC TO EXISTING NPS DRIVEWAY



 SCALE, FEET 

-  REMOVE OLD ROADWAYS
-  ESTIMATED GRADING LIMITS
-  EXISTING RIGHT OF WAY
-  PROPOSED RIGHT OF WAY
-  TEMPORARY EASEMENT/SPECIAL USE PERMIT AREA
-  NPS PROPERTY
-  NAMEKAGON RIVER

RIGHT TURN LANE

63

NAMEKAGON RIVER

TEMPORARY WORK WITHIN NAMEKAGON RIVER TO REMOVE THE EXISTING LAKESIDE ROAD BRIDGE PIER

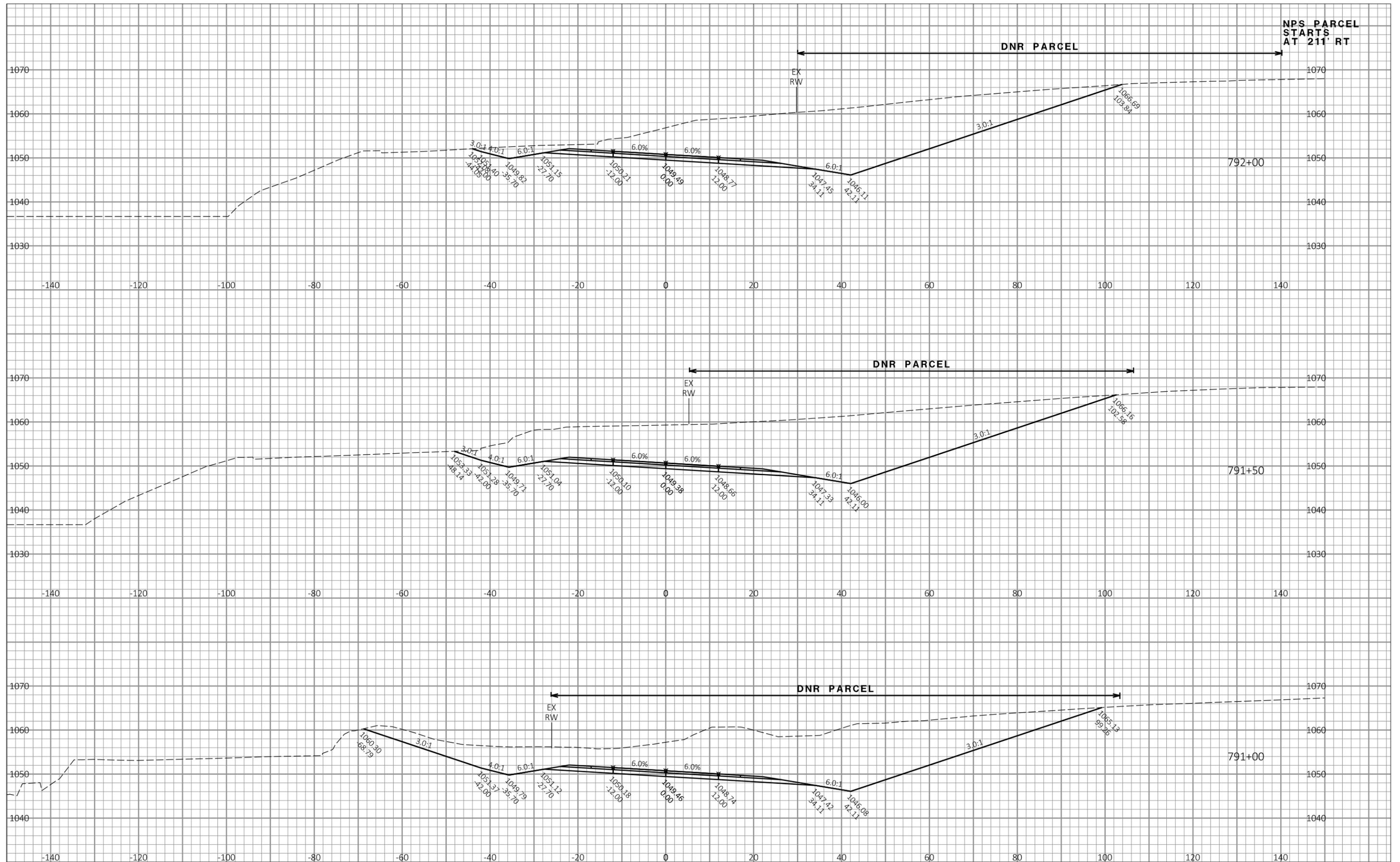
CUL-DE-SAC TO PROVIDE FOR TURNAROUNDS AND ACCESS TO NPS PROPERTY

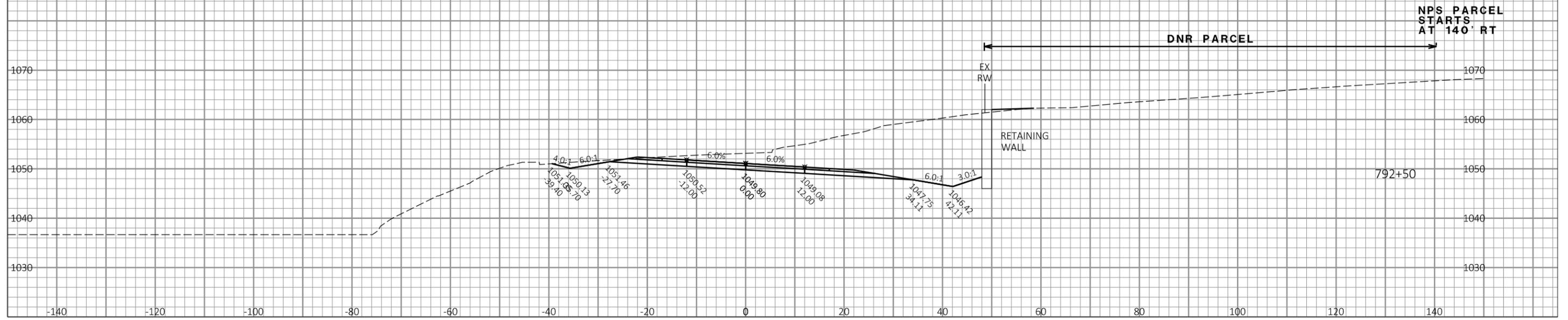
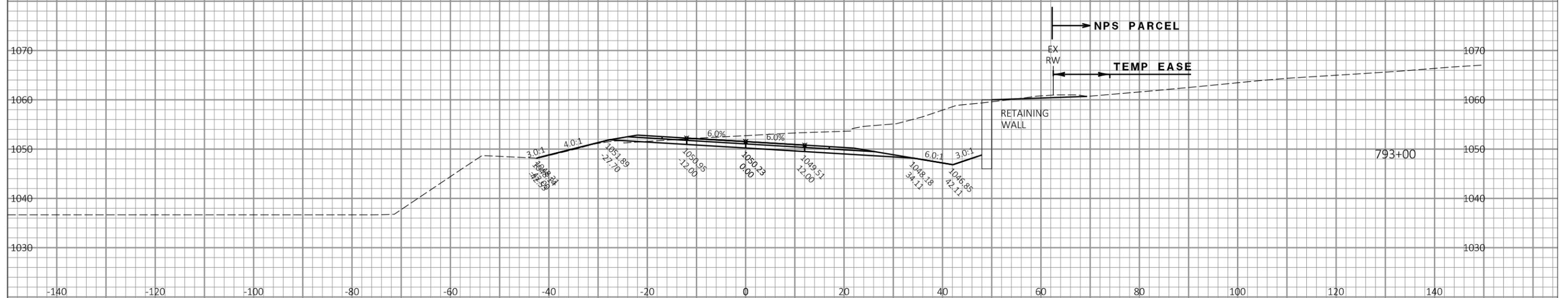
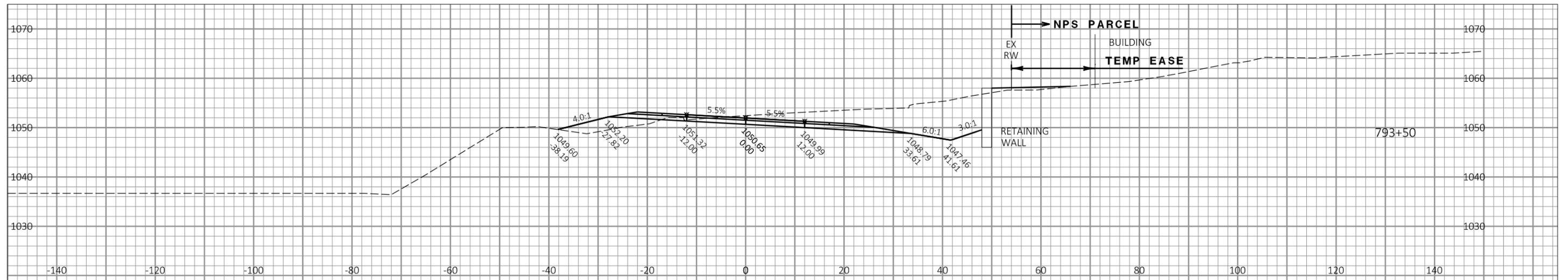
LAKESIDE ROAD

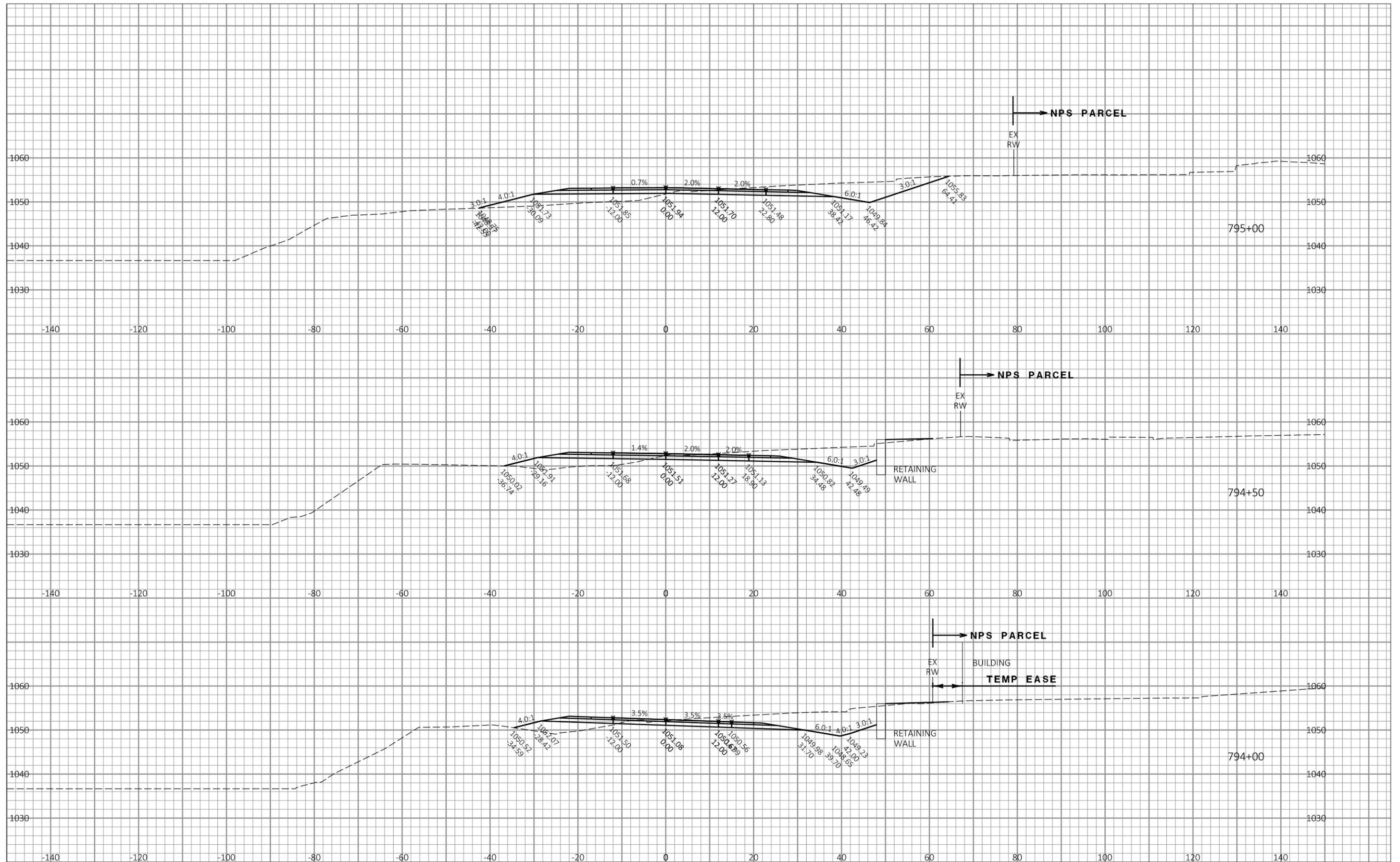
DETAIL OF WORK ALONG LAKESIDE ROAD

FEBRUARY 2018

ATTACHMENT 28









Wild Rivers Trail

- Selected other trails
- Trail Corridor
- Parking
- Gas available (24 hours)
- Gas available
- Restrooms
- U.S. highway
- State highway
- County highway

Map scale: 0 3 6 9 miles / 0 3 6 9 kilometers

TRAILSIDE SIGNS

Wild Rivers Trail Location
These signs denote your location on the trail. Please use this number when requesting trail assistance.

Blazer
To make sure you are on the designated trail, watch for the blazer. Where trail exits and entrances are minimal, they will be kept to a minimum.

Directional Arrow
This arrow advises trail users of a change in trail direction where your speed should be reduced to negotiate a corner.

Caution
Look for caution signs to warn of a change in trail condition. Prepare to reduce speed.

Stop & Yield
These signs are used to halt users at road crossings, highway bridge crossings, public railroad grade crossings, or trail intersections.

Bridge & Hazard Markers
Snowmobile bridge and culvert crossings are signed with reflective black and yellow hazard markers. Used in pairs, they mark the opening through which you must pass.

Special signs
A sign such as this one designates major travelways of metropolitan areas and major north-south and east-west corridors.

Snowmobile Route Signs
The main use of this sign and route arrow is to inform snowmobilers that it is permissible to use portions of the road or highway. It also alerts traffic that snowmobilers are using the roadway for travel. The arrows inform trail users which way to proceed on the roadway.

PLEASE NOTE:
The Wild Rivers Trail Commission assumes no liability as to trails, machines, or individuals.

Please respect private property and "no trespassing" signs.

Please do not operate snowmobiles and ATVs on highways, except on designated routes.

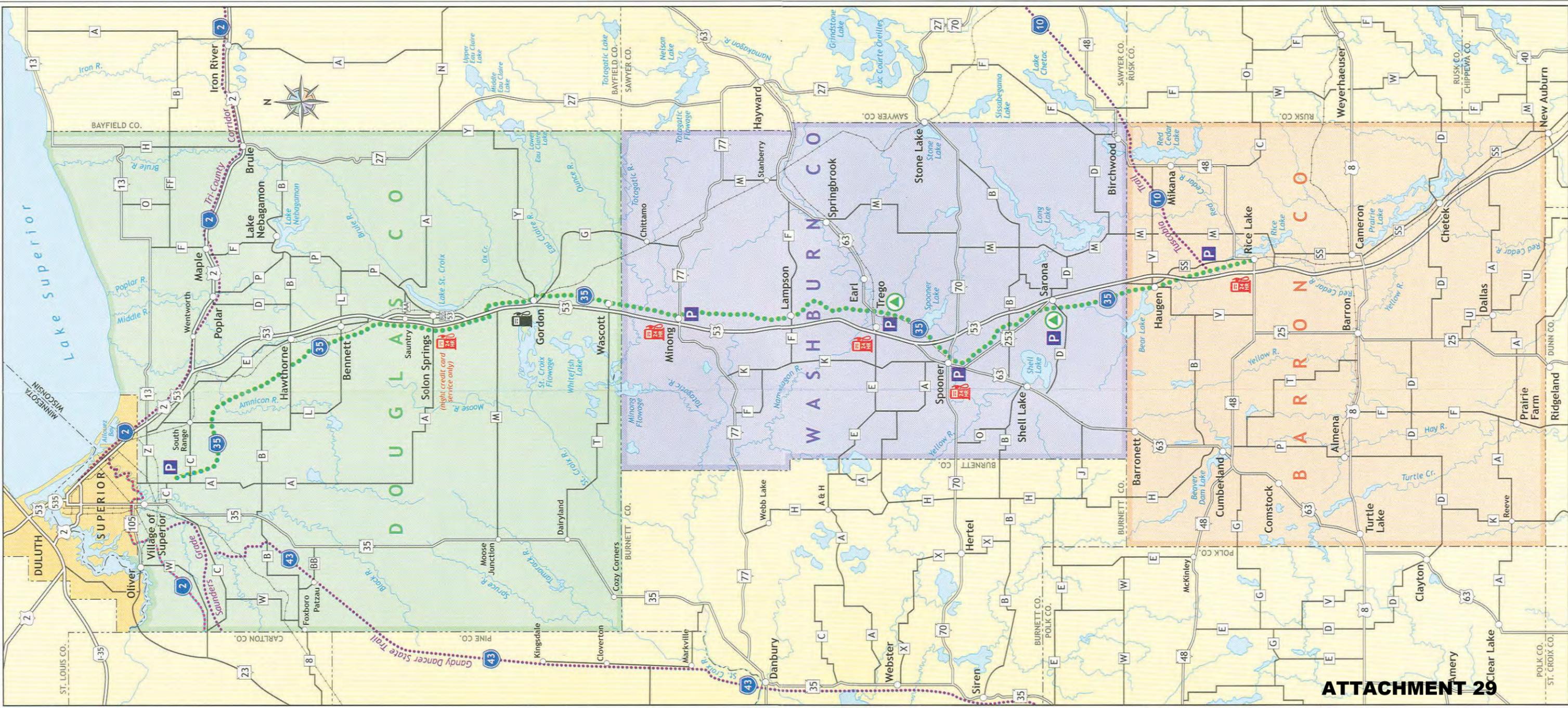
Speeding on the trail jeopardizes the safety of yourself and other trail users. Please observe posted speed limits.

Travel the trails in a safe and sane manner.

Special thanks to the following organizations for their on-going trail maintenance efforts:

- Rice Lake Sno-Birds Snowmobile Club
- Island City Snowmobile Club
- Rolling Hills Snowmobile Club
- Minong-Wascott Trails Club
- Northwest Trails Association of Douglas County

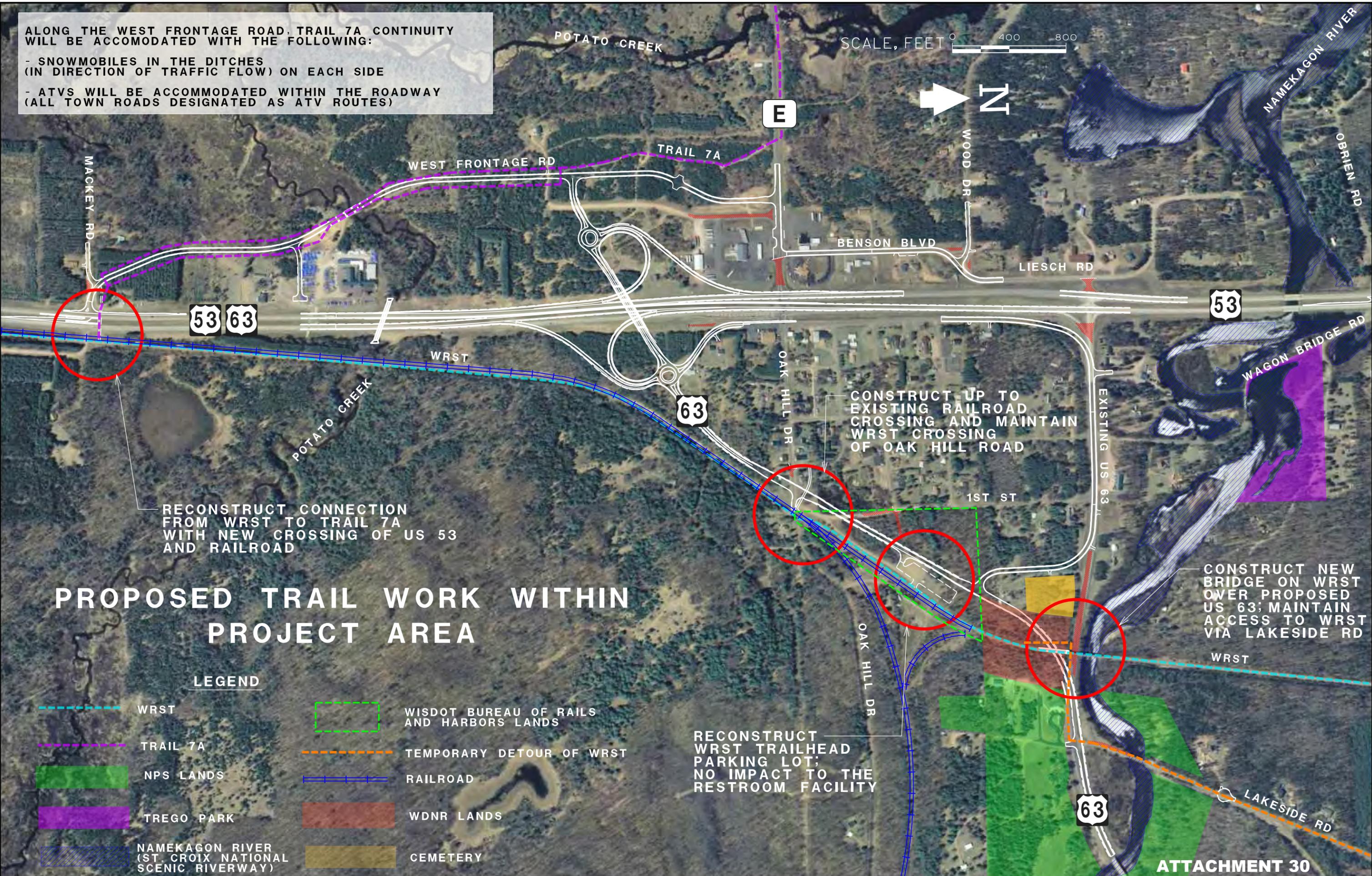
cartography, design and layout: Jeff Meas, NWTRC



ALONG THE WEST FRONTAGE ROAD, TRAIL 7A CONTINUITY WILL BE ACCOMODATED WITH THE FOLLOWING:

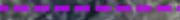
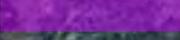
- SNOWMOBILES IN THE DITCHES (IN DIRECTION OF TRAFFIC FLOW) ON EACH SIDE
- ATVS WILL BE ACCOMMODATED WITHIN THE ROADWAY (ALL TOWN ROADS DESIGNATED AS ATV ROUTES)

SCALE, FEET 0 400 800



PROPOSED TRAIL WORK WITHIN PROJECT AREA

LEGEND

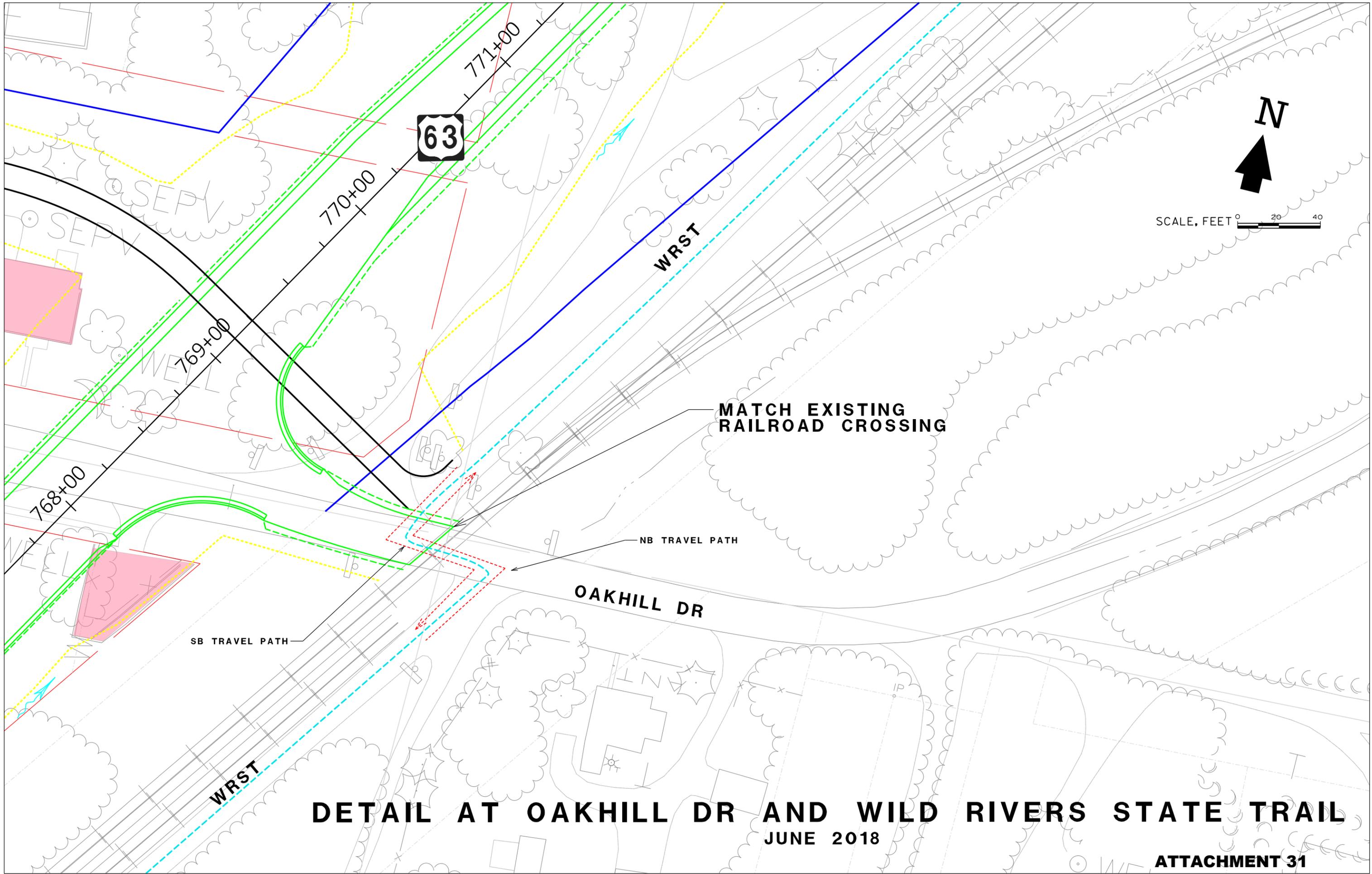
- | | | | |
|---|--|---|--|
|  | WRST |  | WISDOT BUREAU OF RAILS AND HARBORS LANDS |
|  | TRAIL 7A |  | TEMPORARY DETOUR OF WRST |
|  | NPS LANDS |  | RAILROAD |
|  | TREGO PARK |  | WDNR LANDS |
|  | NAMEKAGON RIVER (ST. CROIX NATIONAL SCENIC RIVERWAY) |  | CEMETERY |

RECONSTRUCT WRST TRAILHEAD PARKING LOT; NO IMPACT TO THE RESTROOM FACILITY

CONSTRUCT UP TO EXISTING RAILROAD CROSSING AND MAINTAIN WRST CROSSING OF OAK HILL ROAD

CONSTRUCT NEW BRIDGE ON WRST OVER PROPOSED US 63; MAINTAIN ACCESS TO WRST VIA LAKESIDE RD

RECONSTRUCT CONNECTION FROM WRST TO TRAIL 7A WITH NEW CROSSING OF US 53 AND RAILROAD



63

771+00

770+00

769+00

768+00

WRST

MATCH EXISTING RAILROAD CROSSING

NB TRAVEL PATH

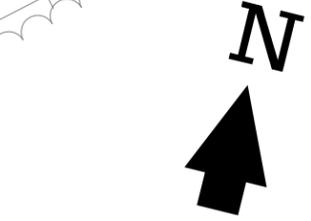
OAKHILL DR

SB TRAVEL PATH

WRST

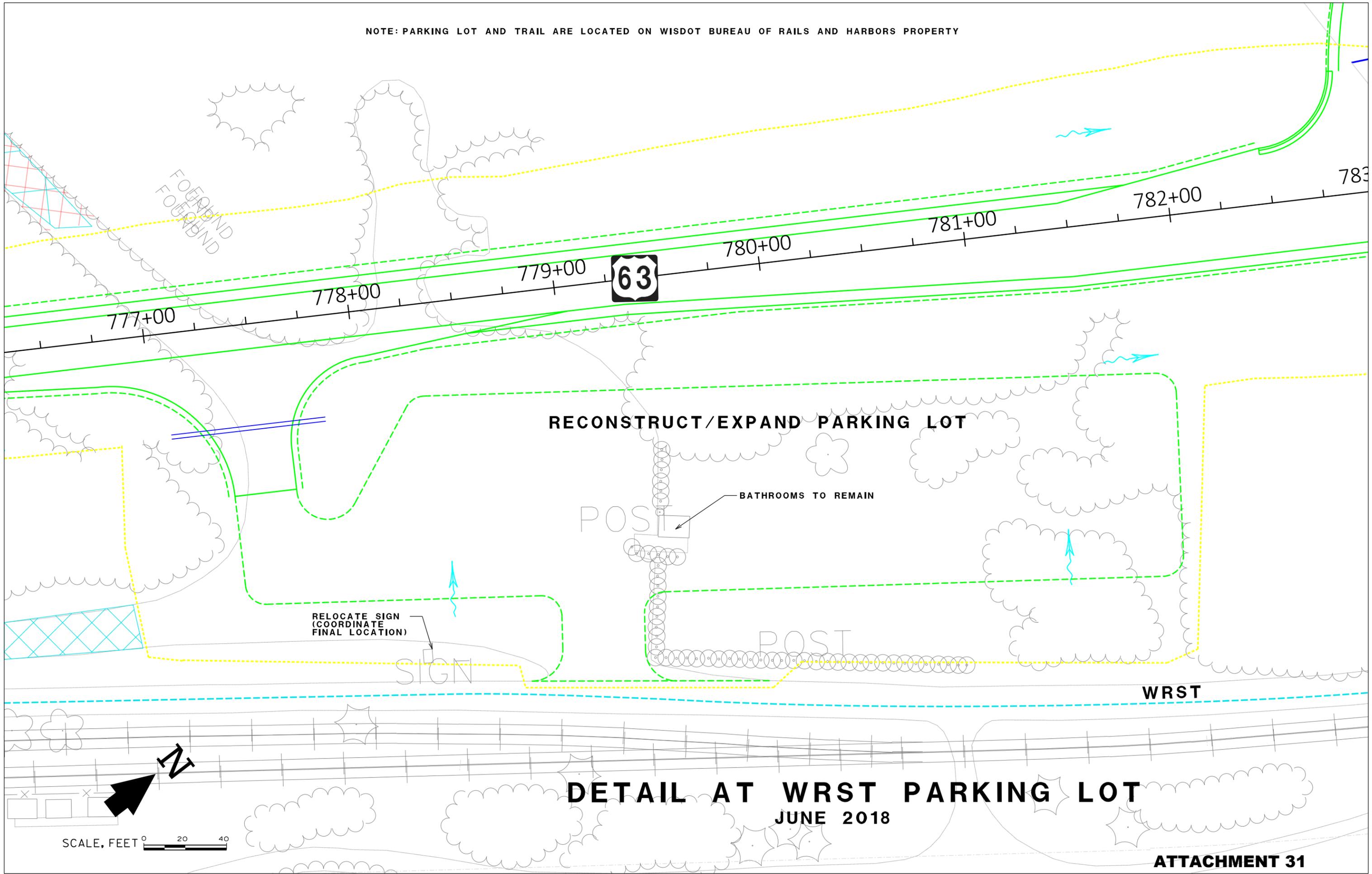
DETAIL AT OAKHILL DR AND WILD RIVERS STATE TRAIL

JUNE 2018



SCALE, FEET 0 20 40

NOTE: PARKING LOT AND TRAIL ARE LOCATED ON WISDOT BUREAU OF RAILS AND HARBORS PROPERTY



RECONSTRUCT/EXPAND PARKING LOT

BATHROOMS TO REMAIN

RELOCATE SIGN
(COORDINATE
FINAL LOCATION)

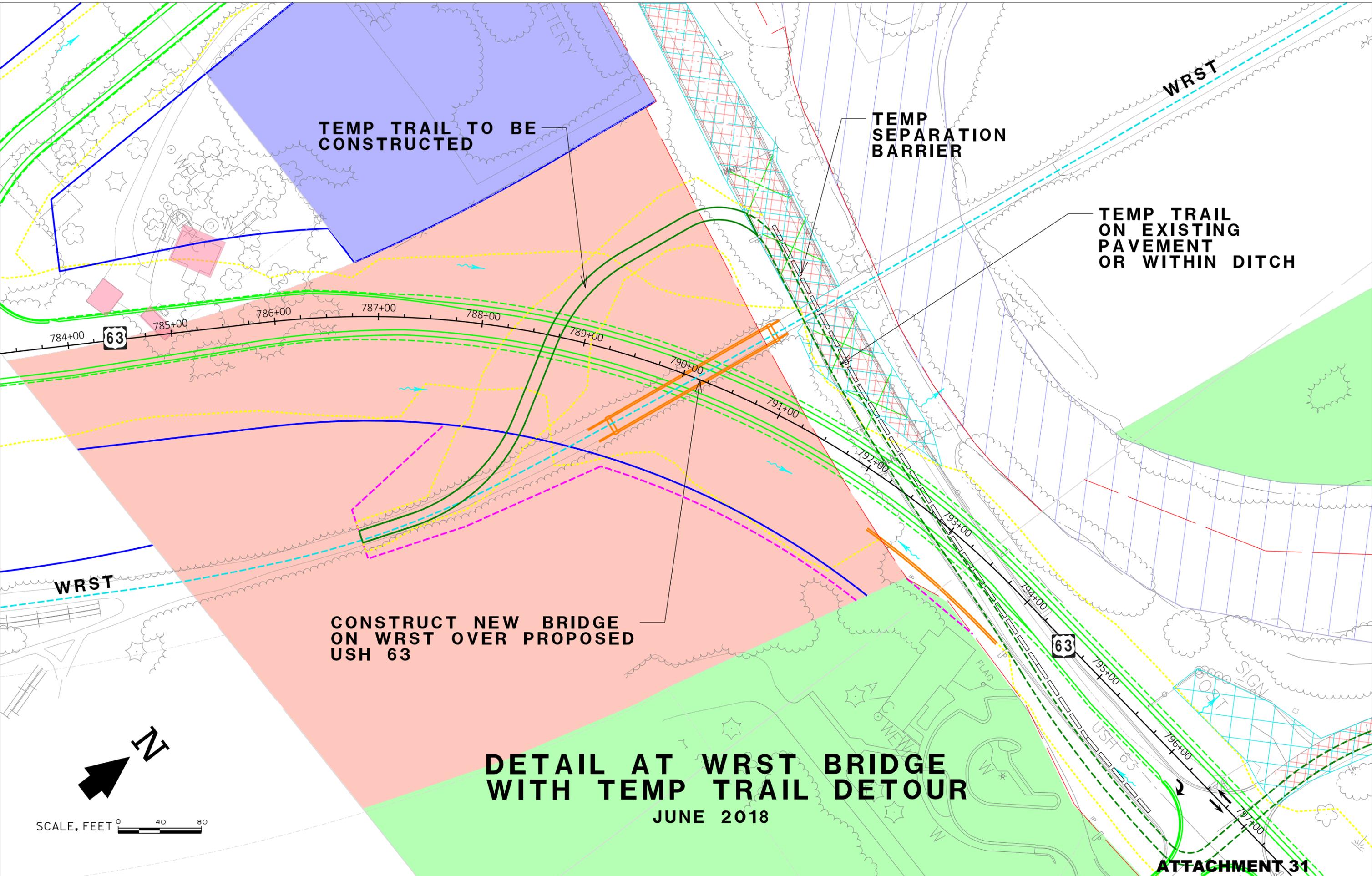
WRST

DETAIL AT WRST PARKING LOT

JUNE 2018

ATTACHMENT 31

SCALE, FEET 0 20 40



TEMP TRAIL TO BE CONSTRUCTED

TEMP SEPARATION BARRIER

TEMP TRAIL ON EXISTING PAVEMENT OR WITHIN DITCH

WRST

WRST

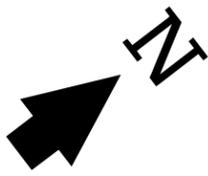
CONSTRUCT NEW BRIDGE ON WRST OVER PROPOSED USH 63

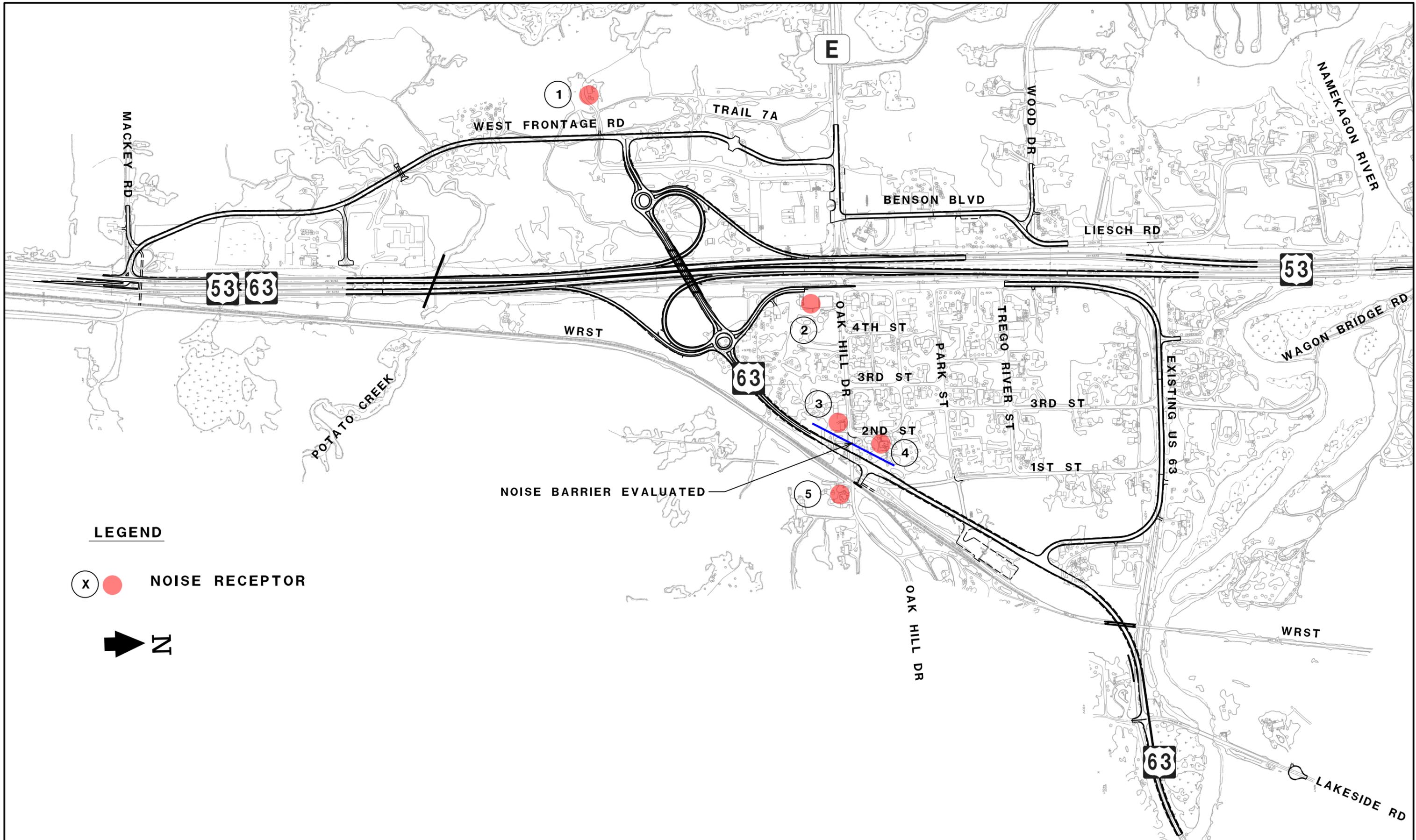
DETAIL AT WRST BRIDGE WITH TEMP TRAIL DETOUR

JUNE 2018

ATTACHMENT 31

SCALE, FEET 0 40 80





NOISE RECEPTOR LOCATION MAP