PROGRAMMATIC CATEGORICAL EXCLUSION

FOR STATE AND FEDERALLY FUNDED ACTIONS

Wisconsin Department of Transportation Revised July 2015

WisDOT Design and Construction IDs	/isDOT Design and Construction IDs Federal Project IDs (if available)		Legal Description (To				County
6160-00-29 and 6170-00-29	170-00-29		Section 9, 10, 11, 12, and 13, T18N, R4E; Section 7, 8, 9, 10,		, Adams and		
(design)	sign)			13, 14, 15, 16, 17, 18, 22, 23, and 24, T18N, R5E in the			Waushara
			Town of Strongs Prairie, Section 13, 14, 15, 16, 17, 18, 19,				
			20, 21, 22, 23, 24, T18N, R6E in the Town of Preston,				
			Section 17, 18, 19, 20, 21, 22, 23, and 24, T18N, R7E in the				
			Town of Richfield	d, Section 15, 1	9, 20, 2	1, and 22, R18N, R8E	
			in the Town of C	oloma, and Sec	ction 15,	, T18N, R8E in the	
			Village of Colom	а			
Project Name			Project Termini/ Loca				
Juneau County Line - Coloma		1	West County Lin				
				West County Line to 4th Avenue (Waushara County)			
Name of Route or Facility to be Improved		Facility Classification					
WIS 21		Rural Principal A	Arterial		Acces	s Management (Wis.	Stat. 84.25)
Estimated Project Cost in Year of Expenditure \$ (include R/W Cost)		Funding Source(s) (c	heck all that apply)				
		🔀 State		🛛 Fee	deral	Local	
23 CFR 771.117(d) Project Type Number and Text (see Table 1 below)							
23 CFR 771.117(d) (7) Approvals for (change in a	ccess control					
Section 4(f)			_				
None De Minimis	Bikewa	y/ Walkway	Minor Park/ Rec	Minor Histo	oric	Net Benefit	Exception
Right of Way Acquisition							2
		nent Easement Acres			0 Temporary Easement	Acres	
Number of Buildings Acquired							
	t Buildings	(Occupied Buildings				
Name of Individual/ Firm Preparing this Form		CE Preparation D			Project Start Date		
Stephanie G. Christensen, PE/EMCS, Inc.		August 24, 2016 January 2016 (initial notification		notifications)			

WisDOT Region Environmental Coordinator or Local Program Management Consultant

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

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	Fred	13-	WB	snot
(Pri	nt Name)	101		
		09/	08/2	2016
(Da	te)			

WisDOT Region, Central Office, or Local Program Project Manager

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

(Signature) 1icK and (Print Name) 016 (Date)

Section One: Introduction & Regulatory Requirements

1.1 Purpose and Eligibility

The FHWA – WisDOT Categorical Exclusion Programmatic Agreement (Agreement) allows WisDOT to make categorical exclusion (CE) determinations on FHWA's behalf for certain projects listed in 23 CFR 771.117(d) when the projects do not exceed the environmental impact criteria specified in the Agreement. The Programmatic Categorical Exclusion (PCE) is the acceptable form of documentation for these projects. While the PCE is based on the Agreement with FHWA, it may also be used to document certain projects that require only state and/or local funding and approvals.

The actions described in Table 1 are eligible for PCE consideration if (1) they meet the definitions of an action, (2) they do not include significant impacts, (3) they do not include unusual circumstances that warrant the preparation of an Environmental Report (ER), Environmental Assessment (EA), or Environmental Impact Statement (EIS), and (4) they do not exceed the environmental impact thresholds specified in the Agreement. Any project that does not meet these criteria or that has been determined to have substantial controversy based on environmental grounds is not eligible for PCE consideration.

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

23 CFR 771.117(d)(13) allows the actions described in 23 CFR 771.117(c)(26-28) to be processed as (d)-list actions if they do not meet the criteria in 23 CFR 771.117(e). An action that does not meet the criteria in paragraph (e) may be documented with a PCE *unless* it is disqualified by the environmental impact criteria of Section VII.A. of the Agreement, which are reflected on this PCE form. If an action fails to meet both sets of criteria, it must be documented with an ER, EA, or EIS, as applicable.

Table 1: Eligible Categorical Exclusion Project Types

23 CFR 771.117(d)

(1-3) Reserved

(4) Transportation corridor fringe parking facilities.

(5) Construction of new truck weigh stations or rest areas.

(6) Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.

(7) Approvals for changes in access control.

(8) Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.

(9) Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.

(10) Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.

(11) Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.

[Note: 23 CFR 771.117(d)(12) "Acquisition for hardship or protective purposes" may not be processed with a PCE]

(13) Actions described in paragraphs (c)(26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section.*

*23 CFR 771.117(c)(26-28) appear below. If processing a project of this type with the PCE, use number (d)(13) and the appropriate CE type description where necessary.

(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes).

(27) Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting.

(28) Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.

1.2 Project is a Complete FHWA Action

Check all boxes that apply to the proposed project. To process your project with this checklist, you must be able to check all boxes.

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

- \boxtimes
- (1) Connect logical termini and be of sufficient length to address environmental matters on a broad scope
- (2) Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made
- (3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements

1.3 Unusual Circumstances

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

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

-] (1) Significant environmental impacts
- (2) Substantial controversy on environmental grounds project is ineligible for PCE
- (3) Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act
- (4) Inconsistencies with any federal, state, or local law, requirement or administrative determination relating to the environmental aspects of the action

Other unusual circumstances not listed in FHWA regulations (describe below) (In Wisconsin, auxiliary lane and capacity expansion projects that are proposed for processing with this checklist are examples of unique or unusual circumstances and will require consultation with FHWA before proceeding with the project.)

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

No unusual circumstances are present.

1.4 Tribal Lands

For projects, regardless of project type, located partially or entirely on Tribal lands in trust, allotted, or reservation status, WisDOT Region and Local Program staff shall consult with WisDOT Central Office Environmental Staff prior to preparing PCE documentation. In certain cases, the involvement of Tribal land may warrant preparing higher level environmental documentation (e.g. ER instead of PCE) than what is normally required by the FHWA – WisDOT CE Agreement. WisDOT Central Office Environmental Staff will ensure adequate Tribal consultation by WisDOT and engage FHWA in consultation when necessary.

Describe any Tribal coordination:

No tribal lands are present within the areas of access control. Initial notices were sent to applicable tribes in January 2016. No responses were received. The tribes were invited to all public involvement meetings and will be invited to future public hearings.

1.5 Preparing the Programmatic Categorical Exclusion

Once eligibility has been determined for a project, the PCE and associated documentation can be assembled. Each PCE document must include the following:

- ✓ Project Map (with title, cardinal directions, legend, scale, and state locator)
 - Aerial photograph (preferred)
 - Project boundaries/limits
 - o Identify any public lands, waterways, and water bodies within or adjacent to the project boundary
 - o Identify existing and new conditions if the project includes additional right of way (ROW)
 - o Additional maps as needed to demonstrate project eligibility
- Appendices
 - Studies
 - o Reports
 - o De Minimis or Programmatic Section 4(f) documentation
 - Agency coordination/documentation
- ✓ Other documentation as necessary

Section Two: Description of the Project and Alternatives

2.1 Project Description

Provide a brief description of the proposed action. Include a discussion of the purpose and need (e.g. system linkage(s), transportation demand, legislation, social demands or economic development, modal interrelationships, safety, and roadway deficiencies as applicable).

Project Background

The Proposed Action is located in Adams and Waushara County on WIS 21 from the Juneau County Line to 4th Avenue near I-39. The project is located in Section 9, 10, 11, 12, and 13, T18N, R4E; Section 7, 8, 9, 10, 13, 14, 15, 16, 17, 18, 22, 23, and 24, T18N, R5E in the Town of Strongs Prairie, Section 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, T18N, R6E in the Town of Preston, Section 17, 18, 19, 20, 21, 22, 23, and 24, T18N, R7E in the Town of Richfield, Section 15, 19, 20, 21, and 22, R18N, R8E in the Town of Coloma, and Section 15, T18N, R8E in the Village of Coloma. There are over 250 access points within 26-mile project area. See **Attachment 1** for a study location map and aerial mapping showing existing land cover.

Access control under *Wisconsin State Statute (Wis. S. Stat.)* 84.25 *Controlled-Access Highways* authorizes WisDOT to designate rural portions of the state trunk highway system as controlled-access highways where the existing or projected average daily traffic exceeds 2,000 vehicles within the next 20 years.

The Proposed Action is being carried out using State Planning & Research (SPR) funds. These federal funds are programmed to be used for research and planning projects which have benefits on various modes of transportation. For the Proposed Action, use of the SPR funding program is intended to focus on coordination of long-term transportation vision in cooperation with local and regional land use planning efforts.

Purpose

The purpose of the Proposed Action is to preserve the long-term safety and mobility of WIS 21 from the Juneau County line to Coloma in Adams and Waushara County.

Need

The importance of the WIS 21 route has led WisDOT to consider long-term planning measures to ensure WIS 21 functions safely and effectively into the future.

WIS 21 is a rural principal arterial serving as a regional truck and commuter route for businesses and travelers through Adams and Waushara County. WIS 21 is on the National Highway System (NHS) and is a non-interstate Strategic Highway Network (STRAHNET) route. The NHS system is critical to the nation's economy, defense, and mobility providing a primary network for movement of goods and services throughout the nation. 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, including a direct connection to Fort McCoy. A full map of all NHS and STRAHNET routes within the State of Wisconsin is shown in **Attachment 2**. WIS 21 is a high volume designated truck route under *Trans.* 276.07- *Designated Highways* serving Wisconsin's commercial, industrial, and agricultural industries. See **Attachment 3** for a map of the Wisconsin truck routes. This route currently carries 3,000 to 6,200 vehicles per day (2015) with approximately 22% of traffic consisting of trucks. In the year 2037, the traffic along WIS 21 is anticipated to grow to approximately 3,700 to 7,400 vehicles per day.

WIS 21 is an important east-west route designed to function a long haul automobile and truck route connecting WIS 27 near I-90 in Sparta to US 41 in Oshkosh. Near the project limits WIS 21 connects WIS 80 in Necedah and I-39 in Coloma. Within the project limits WIS 21 connects with WIS 13. This route is also a primary network route for Over-Sized Over-Weight (OSOW) load movement in Wisconsin as shown in **Attachment 4**. WIS 21 is primarily used to move goods and services across the State and serve commuters throughout Adams and Waushara County.

WIS 21 is a critical piece of Wisconsin's transportation infrastructure. WIS 21 is a connector route in the Wisconsin *Connections* 2030 Long Range Multi-Modal Transportation Plan (http://wisconsindot.gov). The route is part of the corridor known as the Cranberry Country Corridor from Tomah to Oshkosh as shown in **Attachment 5**. The Wisconsin *Connections* 2030 routes provide multimodal system linkages, provide safe, dependable access to and from Wisconsin communities, and encourage regional and statewide economic development. The plan places a high priority in protection highway investments that connect major economic/population centers and carry long-distance, statewide traffic. WIS 21 connects the backbone routes of I-90, I-39, and US 41. 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. See **Attachment 6** for the backbone and connector route network throughout the State of Wisconsin.

Proposed Action

The Proposed Action consists of development of an access control plan along WIS 21 between the Juneau County Line and 4th Avenue near I-39. The access control plan is proposed to be developed under Wis. S. Stat. 84.25 which provides WisDOT the authority to control the access along a highway. Wis. S. Stat. 84.25 provides a proactive planning tool for managing access on corridors in which land uses are anticipated to change to a more traffic intensive use over the next 20 years.

Highway access management is proposed to maintain safe, efficient movement of traffic and to maintain safe access to and from adjacent properties along WIS 21. Access management aids in controlling congestion due to future development and traffic growth while maintaining safety and providing adequate access to adjacent lands.

Any proposed access modifications would not occur until a future construction project is scheduled. No construction activities are planned as a part of the Proposed Action and no right-of-way would be acquired to complete the proposed access control. Any future access modifications would occur as part of a programmed action with fiscal constraint. The action would require further environmental and engineering studies along with preparation of a National Environmental Policy Act (NEPA) or Wisconsin Environmental Policy Act (WEPA; Trans 400) document.

2.2 Improvement Type

Identify the number and text of the 23 CFR 771.117 (d)-List project type (see Table 1) and provide a brief description of how the project fits this CE.

23 CFR 771.117 (d) (7) Approvals for change in access control.

Under the WIS 21 access management plan, access is documented and mapped for today's land use and conditions. Access will be mapped and authorized at locations that will accommodate shared driveways for anticipated future land divisions based on public and local agency input. As part of the mapping process, some access may be modified at properties with multiple existing access points or at properties that have the potential for access on an adjacent local road. Managing access will help to maintain a safe roadway while serving access needs for local development along the highway.

2.3 Alternatives

Provide a brief description of any alternatives considered for this project, if multiple alternatives were considered.

No Planning Action

An option which does not undertake access management planning on WIS 21 would not consider long-term measures to help preserve the safety and mobility of the exiting two-lane highway. As traffic grows and additional access points are added for changing land uses, safety and mobility conditions along WIS 21 could deteriorate. This may lead to increases in crashes and scheduling improvement projects to mitigate traffic operational and safety issues. This alternative is not preferred because it is not a proactive measure to protect the public investment in WIS 21 and maintain safe operating conditions.

While this alternative does not meet the purpose and need for the project, it does serve as a baseline for a comparison of related to the access management planning alternative.

Access Management Planning (Preferred)

Access management is proposed to preserve the existing WIS 21 two-lane highway and maintain safe operating conditions. Access management on WIS 21 will:

- Protect the public investment in the state highway system
- Preserve safety and traffic capacity/mobility
- Promote well-planned development of adjacent properties
- Minimize impacts of future highway improvements; more access increases the potential for more direct impacts when future projects are planned
- Delay or eliminate the need to expand or relocate the highway

2.4 Agency/Local Unit of Government Coordination and Public Involvement

Provide a brief description of coordination conducted with agencies and local unit(s) of government. Describe any unresolved issues and how they will be resolved. Attach evidence of agency and local unit of government coordination as applicable.

Initial letters were sent to the following:

- WDNR no response received, see Attachment 7 for letter sent
- USFWS no response received, see Attachment 8 for letter sent
- Native American Tribes no response received, see Attachment 9 for letter sent
- Local Agencies see Attachment 10 for letter sent
- Property owners see Attachment 11 for letter sent

Provide a brief discussion of public involvement efforts. Describe any concerns expressed, how those concerns were resolved and how any unresolved concerns will be resolved.

Initial comment requests were sent to all agencies, local officials, and property owners along the project length. The notifications to property owners were sent via certified mail.

A local officials meeting and public involvement meeting were held April 2016 and May 2016, respectively. During those meetings, direct feedback on existing and proposed access was received. Adjustments to the access were made based on direct input from agencies and property owners. After the public involvement meeting, two public hearings will be held (anticipate 2017) to gather additional public input on the access management plan. There are no known unresolved issues. WisDOT will continue to coordinate with the local agencies and property owners throughout the access management process and may make adjustments to the preliminary access plan during the public hearing process. The preliminary access maps at shown in **Attachment 13**.

Section Three: WisDOT Programmatic Categorical Exclusion Criteria

3.1 Right-of-Way Acquisition

Right of way (ROW) for the proposed action may be acquired by fee simple purchase, permanent or temporary easement, right of entry, gift, or other means.

Will additional ROW be acquired?

\ge	No
	Yes

If yes, provide the number of ROW acres to be acquired below and identify the acquisition(s) on the project map.

Fee simple purchase - acres Permanent easement - acres

Temporary easement - acres

Right of Entry - acres

Gift - acres

Other, additional description:

3.2 Displacement or Relocation

A project is ineligible to use the PCE if any displacements or relocations occur as a result of the project. Vacant buildings that are not significant historic resources may be acquired.

Does the project require any displacements?

No No

Yes - project is ineligible for PCE unless building is vacant

3.3 Burial Sites

A project is ineligible to use the PCE if it adversely affects burial sites.

Does the project adversely affect a burial site?

- No burial sites are affected by proposed actions.
- Proposed actions occur within a burial site without adverse effects. Wisconsin Statute 157.70 burial authorization is required prior to commencing proposed project actions.
- Proposed actions adversely affect a burial site project is ineligible for PCE

3.4 Historic Properties (cultural resources) [Note: For projects with <u>no federal participation</u>, complete this section. For projects with federal participation, skip this section and complete Section 4.5 of this form.]

The state register of historic places includes districts, sites, buildings, structures, and objects which are significant in national, state, or local history, architecture, archaeology, engineering, and culture. A project is ineligible to use the PCE if it will affect a property listed on the state register.

Does the project affect any historic properties on the state register?

- There is, or will be, federal participation in this proposed project and this section does not apply. Section 4.5 will be completed.
- WisDOT has determined the proposed action will not affect a property that is listed on the state register or on the list of locally designated historic places under Wisconsin Statutes 44.45.
- WisDOT has determined its proposed action will affect a historic property project is ineligible for PCE.

See Section 4.5.

3.5 Wetlands, Streams, Lakes and other Water Bodies

When a project results in placement of fill into a wetland, stream, lake, or other water of the United States below the ordinary high water mark (OHWM), a permit is required from the US Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act. The USACE may issue a General Permit if specific criteria are met.

Will fill be added to the waters of the United States, including below the OHWM?

\boxtimes	No
	Yes

If yes, begin WDNR and USACE coordination and indicate type of permit under consideration for the action.

General Permit

Individual Permit – project is ineligible for PCE

If a Section 404 permit is required, include the WDNR letter with the specified Section 401 action and status of Section 401 Water Quality Certification in the appendix.

- Section 401 Action pending final plan and/or erosion control plan
- Granted
 - Granted with conditions include a copy of the permit with the PCE
- Denied project is ineligible for PCE

3.6 Agriculture

The Department of Agriculture, Trade and Consumer Protection (DATCP) should be notified of any project which may involve the acquisition of land from a farm operation (see FDM 20-45-35).

Do land acquisitions from farm operations require preparation of an Agricultural Impact Statement (AIS)?

- Does not apply no acquisitions from farm operations
 - No DATCP has been notified of non-significant farmland acquisitions
- No Form DT1999, Agricultural Impact Notice has been sent to DATCP and DATCP has determined an AIS <u>WILL NOT</u> be prepared.
- Yes Form DT1999 has been sent to DATCP and DATCP has determined an AIS <u>WILL</u> be prepared project is ineligible for PCE

3.7 Air Quality

Projects must be consistent with the State Implementation Plan (SIP) for air quality. This criterion is met for projects in counties designated as attainment for all criteria pollutants if the project is included in the State Transportation Improvement Program (STIP).

Regional conformity is required for counties designated as nonattainment or maintenance for ozone or PM_{2.5}. If the project occurs in a nonattainment county, check the appropriate box and include appropriate documentation in the appendix (if needed).

The project is included in the approved Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) endorsed by the region's Metropolitan Planning Organization (MPO). The TIP was determined to conform by the Federal Highway Administration and the Federal Transit Administration.

Provide RTP name, TIP name, MPO name and TIP number:

The project is located outside of a Metropolitan Planning Organization's boundaries and has received conformity determination per the rural conformity section of the WisDOT/WDNR Memorandum of Agreement.

Provide conformity finding date(s):

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The project is exempt per 40 CFR 93.126 or is a traffic signal synchronization project under 40 CFR 93.128.

The project has been determined to be Not Regionally Significant per 40 CFR 93.101.

The project is non-conforming – project is ineligible for PCE

WisDOT and FHWA have also determined that the project types included in this Programmatic Categorical Exclusion agreement, as defined under 23 CFR 771.117(d), would not meet or exceed the criteria that would require a qualitative or quantitative hot-spot analysis for mobile source air toxics or fine particulate matter ($PM_{2.5}$). This determination must be made in consultation with FHWA for auxiliary lane construction and new or expanded bus and rail terminals and transfer points.

Is the proposed action an auxiliary lane or new or expanded bus/rail terminal or transfer point project?

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No

Yes – Consultation with FHWA has resulted in a determination that the action <u>IS NOT</u> a project of local air quality concern Yes – Consultation with FHWA has resulted in a determination that the action <u>IS</u> a project of local air quality concern – project is ineligible for PCE

3.8 Noise

Is this a Type I project (see FDM 23-10-1.1) for noise, thus requiring a noise analysis?

- No the project does not meet the Type I project criteria
- Yes a noise analysis has been performed and no impacts have been identified (attach Factor Sheet D-3, Traffic Noise Evaluation)

Yes – a noise analysis has been performed and impacts will occur – project is ineligible for PCE

Sections 107.8 (6) and 108.7.1 of the WisDOT Standard Specifications for Highway and Structure Construction provide standard specifications for construction noise including hours of operation and equipment requirements. Will any Special Provisions, not including changes to the hours of operation, be required for mitigating construction noise impacts?

No No

Yes – project is ineligible for PCE

3.9 Contaminated Sites

Acquisition of contaminated sites with hazardous materials or waste is the responsibility of the acquiring agency.

Will properties with hazardous materials or wastes be acquired for this project? If yes, contact the regional environmental coordinator for guidance on how to proceed.

\boxtimes	No
	Yes

Will a utility or other infrastructure be installed in, or adjacent to a contaminated property?

\leq	No
	Yes

Are there conflicts with project construction according to the Utility Accommodation Policy (UAP)?

\times	No
	Yes

If yes, describe how conflicts with the UAP be managed.

Not applicable.

Will the project include rehabilitation, reconstruction, or replacement of an existing bridge structure?

⊠ No □ Yes

Is asbestos present? If yes, include any required special provisions in the appendix.

\times	No
	Yes

Include any special provisions in the appendix to address contamination that may be encountered within the right of way during construction, e.g., contaminated soil disposal, installation of contaminant migration barriers, or management of contaminated groundwater during construction dewatering.

Not applicable. No construction proposed as part of this access management planning project.

3.10 Threatened and Endangered Species

Threatened and endangered species and their critical habitat are protected by both state and federal laws. The Wisconsin Department of Natural Resources (WDNR) can provide information on these species. Include a copy of the WDNR coordination in the appendix. The United States Fish and Wildlife Service (USFWS) is responsible for federally listed threatened and endangered species. Include any coordination with USFWS in the appendix.

Will the project result in a determination of "may affect, likely to adversely affect" for any threatened or endangered species or critical habitat?

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No

Yes - project is ineligible for PCE

Describe species considered and coordination with WDNR and USFWS:

Not applicable. No construction proposed as part of this access management planning project. Initial letters were sent to WDNR and USFWS (see Section 2.4).

3.11 Bald and Golden Eagle Protection Act (BGEPA)

The Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d) prohibits anyone, without a permit issued by the Secretary of the Interior, from "taking" bald eagles, including their parts, nests, or eggs. WisDOT will coordinate with WDNR to identify known eagle nesting areas near the project prior to commencing construction. More information can be found at http://www.fws.gov/midwest/midwestbird/eaglepermits/bagepa.html

Has eagle habitat and a nesting site(s) been identified in the project area?

No Ves

Yes – Coordination with WDNR and USFWS has indicated their concurrence that the proposed project <u>WILL NOT</u> result in a take or disturbance of the habitat or nest(s)

Yes – Coordination with WDNR and USFWS has indicated their concurrence that the proposed project <u>WILL</u> result in a take or disturbance of the habitat or nest(s) – project is ineligible for PCE

3.12 Access Control

Access controls are used to maintain traffic operations, facilitate orderly development, and promote safety along a highway system. Under the PCE, minor adjustments in access for individual parcels are acceptable, but may require additional consultation prior to proceeding with the PCE.

Does the project include any access modifications?

No No

Yes – check all boxes that apply and provide a brief description of the access changes below. Attach an aerial photograph of the project clearly showing access modifications.

Existing access will be changed through minor regrading or minor longitudinal shifts along the same alignment. The number of access points will not change.

Existing access points will be consolidated or relocated to a different road, but access to all parcels will be provided. Requires consultation with FHWA before proceeding with PCE if the project is federally-funded and the access modification is controversial (document below).

New access will be provided where none currently exists. Requires consultation with FHWA before proceeding with PCE if the project is federally-funded or with the REC, LPMC or EPDS liaison is the project is state-funded only (document below).

The access modification will occur on the Interstate Highway System – project is ineligible for PCE.

All access to a parcel will be removed and will not be replaced – project is ineligible for PCE.

Describe project access changes and required consultation:

Limited access changes are proposed. Access changes consist primarily of consolidating multiple access points that serve the same parcel and proposing relocation of some access to side roads where access can be removed from WIS 21. Based on coordination completed in the local officials meeting and public involvement meeting, the Proposed Action to control access is not controversial.

The preliminary access management maps are shown in Attachment 13.

3.13 Consistency with Existing Plans

Projects must be included in and consistent with the most recent version of Statewide Transportation Improvement Program (STIP), and the Transportation Improvement Program (TIP) if the project is located within the boundaries of one of Wisconsin's fourteen Metropolitan Planning Organizations (MPO). Projects must also be compatible with other plans approved at the region, county and local level.

Describe the applicable plans (e.g. State Transportation Improvement Program, Regional Transportation Plan, Transportation Improvement Program (TIP), local land use plan, bike/ walkway plan, etc.) for the area in which the action is proposed. Include the plan name, approval date(s), TIP number and other plan information as applicable. Identify whether or not the proposed action is consistent with the identified plan. If the proposed action is not consistent with an identified plan, the project is ineligible for PCE.

There are no programmed improvement projects on WIS 21 in WisDOT's 6-year improvement program. This fulfills one of the requirements to allow implementation of Wis. S. Stat. 84.25 along WIS 21.

3.14 Coastal Zone

The Coastal Zone Management Plan guides development in the counties that have coastline on Lake Michigan or Lake Superior. Consistency with the Coastal Zone Management Plan requires project coordination and agreement from WDNR.

Is the proposed action consistent with the goals of the Coastal Zone Management Program?

Yes

No - project is ineligible for PCE

Not applicable as the project is not located in any counties with coastline on Lake Michigan or Lake Superior.

3.15 Flood Plains

Projects that require work encroaching on a regulatory floodway or any work affecting the base floodplain (100-year flood) elevations of a water course or lake are ineligible to use the PCE.

Will the proposed action cause changes to the floodplain?

 \boxtimes No

Yes – project is ineligible for PCE

3.16 Public Lands

Special protections exist for public lands, including, parks, fishing access areas, and wildlife management areas purchased or improved using federal funding sources under Section 6(f) of the Land and Water Conservation Act of 1965 (LAWCON or LWCF), Dingle/Johnson funds (Federal Aid in Fish Restoration Act), or Pittman/Robertson funds (Federal Aid in Wildlife Restoration Act). Special protections may also apply to other uniquely-funded lands such as those purchased under the Knowles-Nelson Stewardship Program, Wetland Reserve Program and the North American Wetlands Conservation Act. The Regional WDNR Liaison can determine if these funding sources were used to acquire the property. Projects that acquire property from Pittman/Robertson, Dingle/Johnson, LWCF or other uniquely-funded lands are not eligible for a PCE.

Will the project acquire any lands purchased or improved with LWCF, Dingle/Johnson, or Pittman/Robertson funds or other uniquely-funded lands?

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No

Yes – project is ineligible for PCE

3.17 Groundwater, Wells, and Springs

Is there potential for the project to have an impact on groundwater (including dewatering), springs, or wells (including groundwater monitoring wells from remediation projects) located in the project area?

\ge	No
	Yes

Yes – Contact the region environmental coordinator, local program management consultant, or EPDS liaison to determine if the level of impact results in the project being ineligible for PCE.

Description of impacts:

Not applicable.

3.18 Environmental Justice

No

The President's Executive Order 12898 on Environmental Justice requires each Federal agency, to the greatest extent practicable and permitted by law, to achieve environmental justice as part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects or economic effects, of its programs, policies, and activities on minority populations and low-income populations.

Will this project result in a disproportionately high adverse effect to a low-income population or a minority population?

Yes - project is ineligible for PCE

Describe steps taken to identify minority and low-income populations:

Review of census data and windshield survey of project area. See Attachment 12 for additional demographic information.

Section Four: Federal-Aid Criteria

4.1 Federal-Aid Criteria

Projects that receive funding or require an approval from FHWA must meet additional federal-aid criteria. In certain circumstances, projects with no FHWA funding or approvals, may still need to meet selected criteria below depending on whether another federal agency is involved and the scope of its involvement.

Will the project require funding and/or an approval from FHWA?

- No checklist is complete
- Yes proceed with Section 4

4.2 Section 4(f)

 \bowtie

Section 4(f) of the US DOT Act of 1966 protects significant historic sites, parks and recreation areas, and waterfowl and wildlife refuges. Section 4(f) prohibits the "use" of these resources by a transportation project unless there is no feasible and prudent avoidance alternative and the action includes all possible planning to minimize harm, or FHWA determines that the use will have a *de minimis* (minor) impact. Use of Section 4(f) property occurs when: (1) land is permanently incorporated into a transportation facility; (2) there is a temporary occupancy that is adverse; or (3) there is a constructive use of the Section 4(f) property. Projects may include a use of Section 4(f) property only if it is *de minimis* or meets the criteria of one of the Section 4(f) programmatic evaluations (except the Programmatic Evaluation for Historic Bridges).

Does this project result in a use of Section 4(f) property?

- No Section 4(f) resources are not present in the project area.
- No Section 4(f) resources are present, but the project does not result in use of Section 4(f) resources.
- No a Section 4(f) exception applies (see 23 CFR 774.13). Provide a description of the exception below.
- Yes type of Section 4(f) documentation is indicated below.

Description of Section 4(f) exception:

Not applicable.

If a Section 4(f) use will occur, indicate the type of Section 4(f) evaluation or determination that applies. Include the Section 4(f) documentation in the appendix. The Section 4(f) evaluation or determination will require review and approval by FHWA prior to the WisDOT approval of the PCE. A draft of the PCE should be sent to FHWA as supporting documentation for their Section 4(f) review.

De Minimis impact determination

Programmatic for Independent Walkway and Bikeway Construction Projects

- Programmatic for Minor Involvement with Historic Sites
- Programmatic for Minor Involvement with Parks, Recreation Areas, and Waterfowl and Wildlife Refuges
- Programmatic for Net Benefits to a Section 4(f) Property
- An Individual Section 4(f) Evaluation is required project is ineligible for PCE

4.3 FHWA Statewide Wetland Finding

The FHWA Statewide Wetland Finding applies to bridge replacement or highway reconstruction projects which meet the following standards:

(1) on existing location (i.e. within 0.3 mi of the existing),

(2) affect a total of less than 7.4 acres of wetlands, and

(3) have been coordinated with WDNR and WDNR has expressed no significant concerns over the proposed use of the wetlands.

Does the project meet the above standards for FHWA Statewide Wetland Finding? If no, include the FHWA wetland finding in the appendix.

- Does Not Apply no wetlands impacted
 - Yes
 - No FHWA individual wetland finding required project is ineligible for PCE

4.4 Farmland

The U.S. Farmland Protection Policy Act requires coordination with the U.S. Department of Agriculture – Natural Resources Conservation Service (NRCS) whenever a project receives a score 60 or more points in Part VI of form AD-1006, Farmland Conversion Impact Rating or form NRCS-CPA-106, Farmland Conversion Impact Rating for Corridor Type Projects. If additional coordination with NRCS and final completion of either form results in a score of more than 160 points, there is potential for adverse impacts to farmland

Does the completion of either NRCS form identified above result in a score greater than 160 points?

- Does not apply the project does not impact farmland
- _ No

Yes - project is ineligible for PCE

4.5 Historic Properties (cultural resources)

Historic properties (cultural resources) are any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places maintained by the National Park Service.

Does the project affect any historic properties?

- There are no historic properties in the area of potential effect (APE). (See comments below.)
- A determination of "no potential to effect historic properties" or "no adverse effects to historic properties" has been reached. Documentation may include WisDOT form DT1635 or a "screening list" decision and commitments.
 - The proposed project will have adverse effects to historic properties project is ineligible for PCE.

Because there is no ground disturbing activity planned with the Proposed Action (access control), there are no anticipated impacts to any cultural resources. Future ground disturbing activities planned under any future federal or state action(s) would require compliance with Section 106 and/or Wis. S. Stat. 44.40 and surveys for any potential historic or archaeological resources would be completed.

4.6 Wild and Scenic Rivers

Lands and waters of rivers designated as Wild and Scenic Rivers by the U.S. Government have special protections.

Does the project require construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the National System of Wild and Scenic Rivers published by the U.S. Department of the Interior/ U.S. Department of Agriculture?

No No

Yes – project is ineligible for PCE

4.7 U.S. Coast Guard Permits

Under Section 9 of the Rivers and Harbors Act of 1899, the United States Coast Guard requires permits be obtained for bridge projects over navigable waters which are generally tributary to the Great Lakes or the Mississippi River. See Procedure 20-50-1.3 and 20-50-1.4 of the WisDOT Facilities Development Manual for a list of waters covered by Section 9.

Will the project require a permit from the United States Coast Guard (USCG)?

 \boxtimes No

Yes – project is ineligible for PCE

Section Five: Environmental Commitments

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

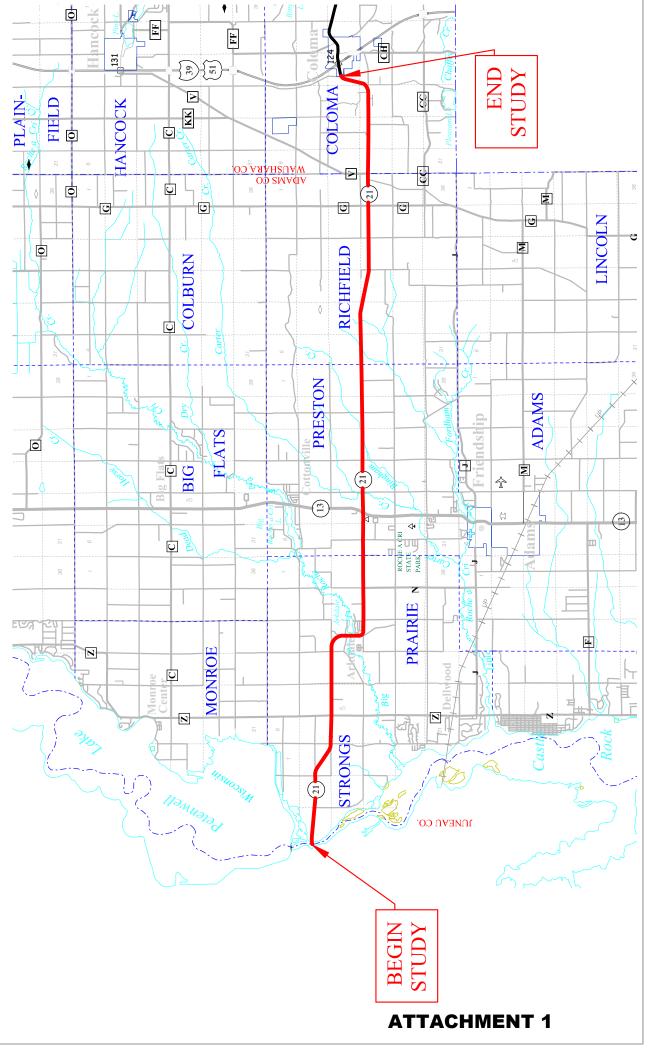
Environmental Factor	Commitment (If none, include 'No special or supplemental commitments required.')
General Economics	No special or supplemental commitments required.
Business	No special or supplemental commitments required.
Agriculture	No special or supplemental commitments required.
Community or Residential	No special or supplemental commitments required.
Indirect Effects	No special or supplemental commitments required.
Cumulative Effects	No special or supplemental commitments required.
Environmental Justice	No special or supplemental commitments required.
Historic Resources	No special or supplemental commitments required.
Archaeological/Burial Sites	No special or supplemental commitments required.
Tribal Coordination/Consultation	No special or supplemental commitments required.
Section 4(f) and 6(f) or Other Unique Areas	No special or supplemental commitments required.
Aesthetics	No special or supplemental commitments required.
Wetlands	No special or supplemental commitments required.
Rivers, Streams and Floodplains	No special or supplemental commitments required.
Lakes or other Open Water	No special or supplemental commitments required.
Groundwater, Wells and Springs	No special or supplemental commitments required.
Upland Wildlife and Habitat	No special or supplemental commitments required.
Coastal Zones	No special or supplemental commitments required.
Threatened and Endangered Species	No special or supplemental commitments required.
Air Quality	No special or supplemental commitments required.
Construction Stage Sound Quality	No special or supplemental commitments required.
Traffic Noise	No special or supplemental commitments required.
Hazardous Substances or Contamination	No special or supplemental commitments required.
Storm Water	No special or supplemental commitments required.
Erosion Control	No special or supplemental commitments required.
Other	No special or supplemental commitments required; no construction planned. If or when any future projects are programmed, WisDOT would reevaluate all environmental factors, reinitiate public involvement efforts, reinitiate coordination with all agencies and Native American tribes, and prepare an environmental document to evaluate the Proposed Action prior to initiating any construction to that would incorporate the access management proposal. WisDOT's Project Manager will ensure fulfillment of this commitment.

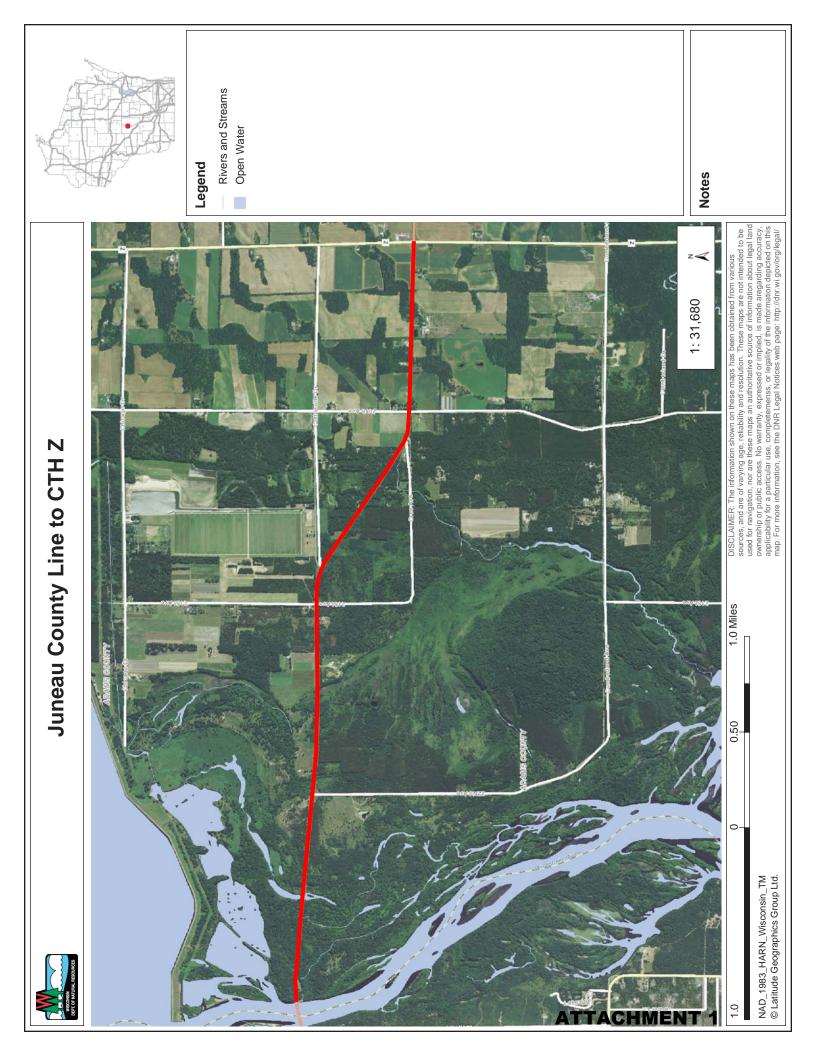
- Attachment 1 Study Location Map and Aerial Mapping (Aerial Map Source: WDNR)
- Attachment 2 Wisconsin NHS and STRAHNET Routes (Source: FHWA)
- Attachment 3 Wisconsin Truck Route Maps (Source: WisDOT)
- Attachment 4 Wisconsin OSOW Routes (Source: WisDOT)
- Attachment 5 Corridors 2030 System-Level Priority Corridors (Source: WisDOT)
- Attachment 6 Corridors 2030 Backbone and Connector Routes (Source: WisDOT)
- Attachment 7 WDNR Correspondence (No response received)
- Attachment 8 USFWS Correspondence (No response received)
- Attachment 9 Native American Correspondence (No responses received)
- Attachment 10 Local Officials Initial Notification
- Attachment 11 Property Owner Initial Notification
- Attachment 12 Pre-Screening for Determining the Need to Conduct a Detailed Indirect Effects Analysis
- Attachment 13 Preliminary Access Control Maps

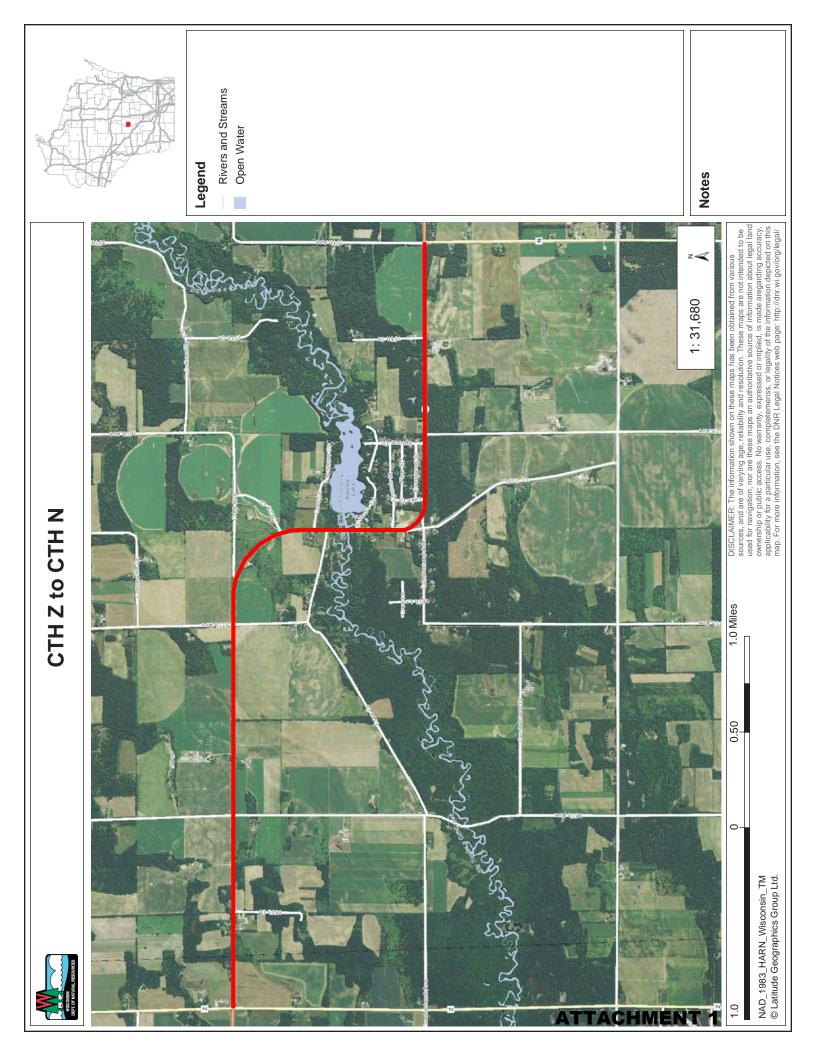


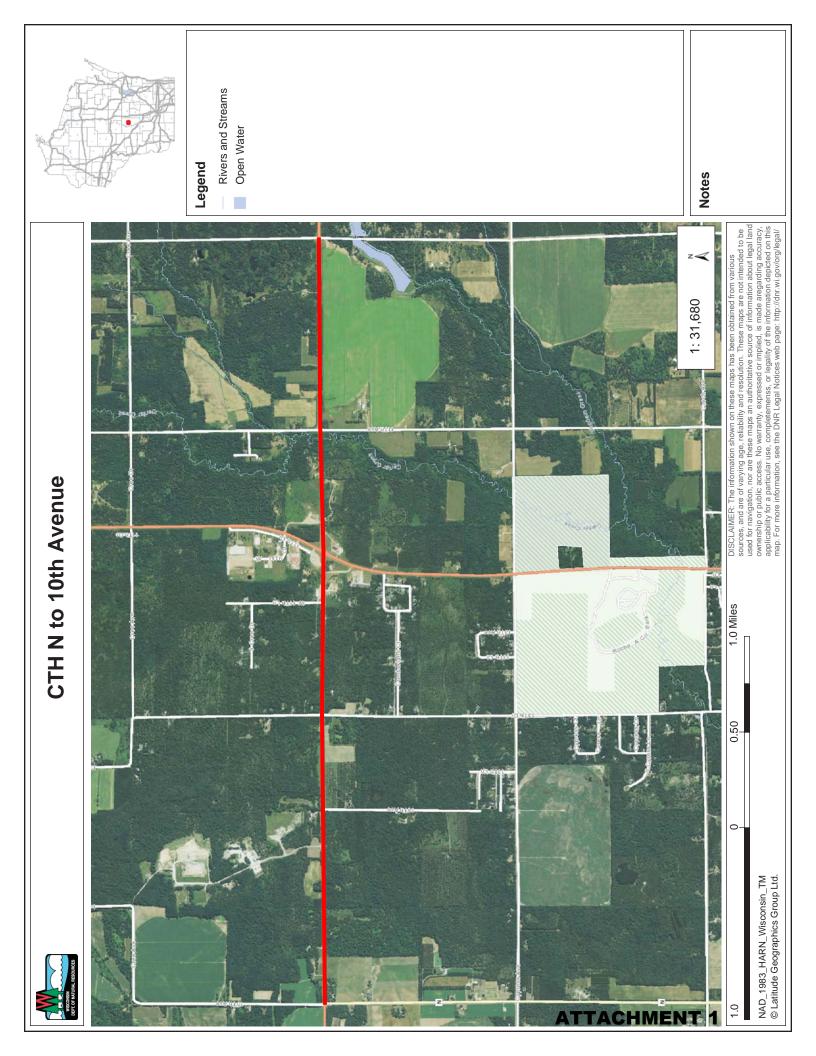
PROJECT ID 6160-00-29/6170-00-29 JUNEAU COUNTY LINE-COLOMA STATEWIDE ACCESS MANAGEMENT PLANNING WIS 21 ADAMS AND WAUSHARA COUNTY

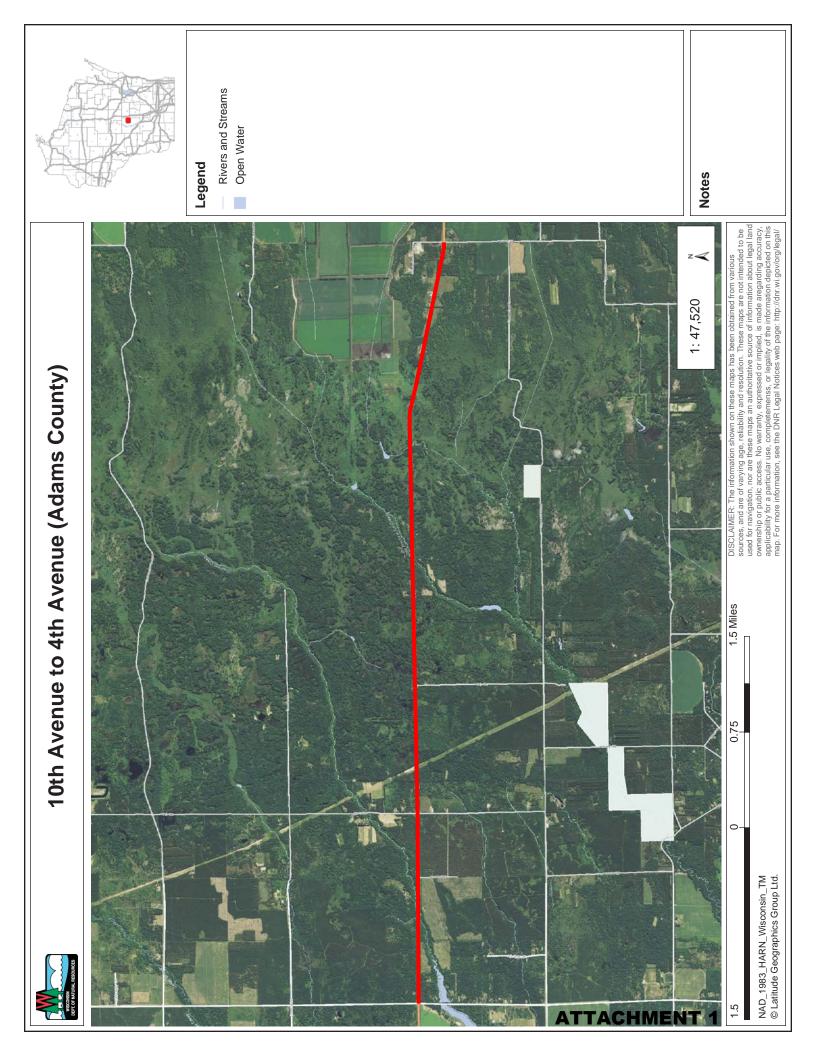


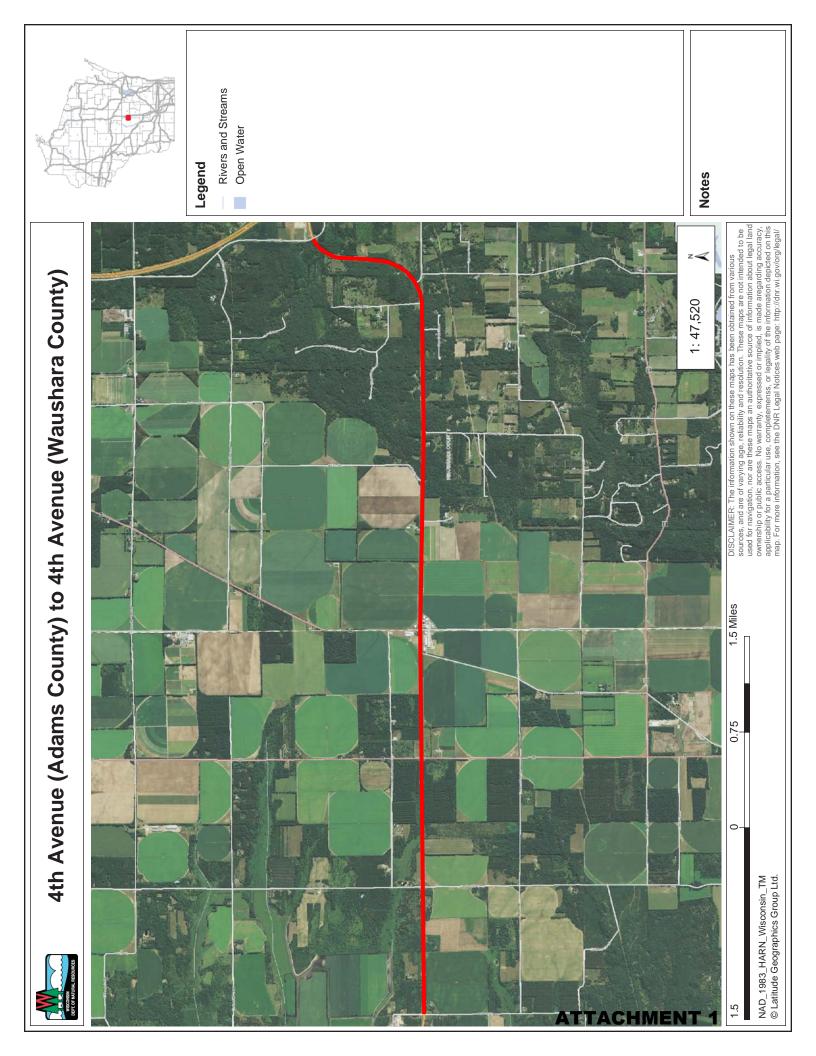


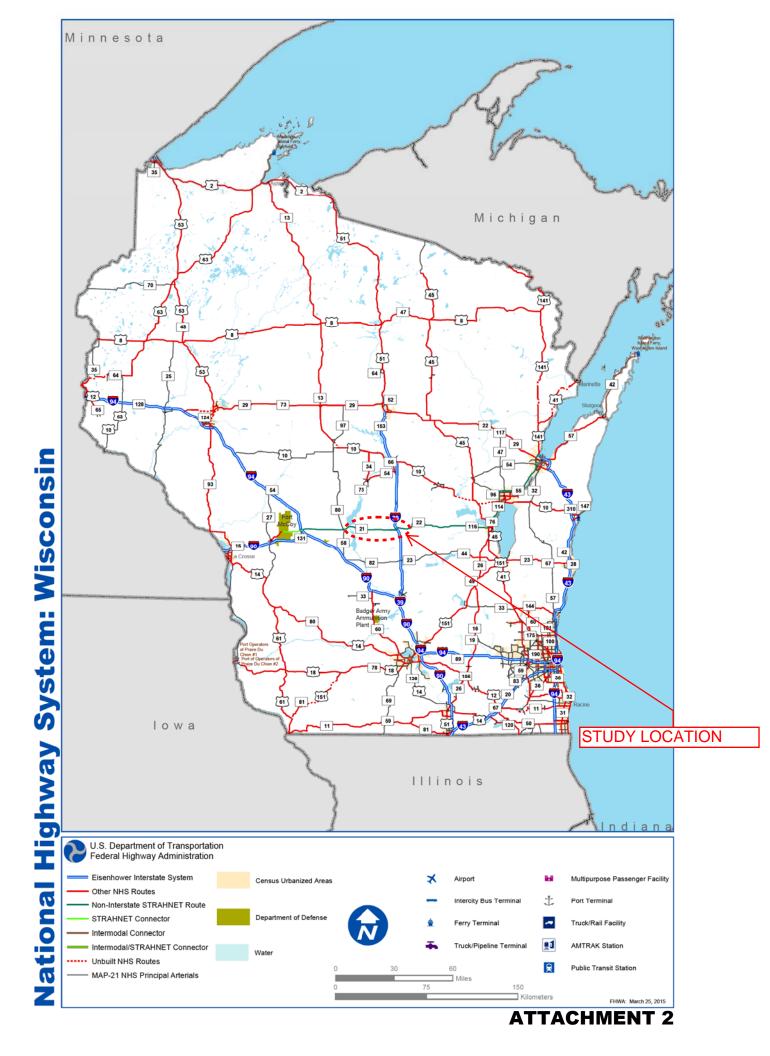






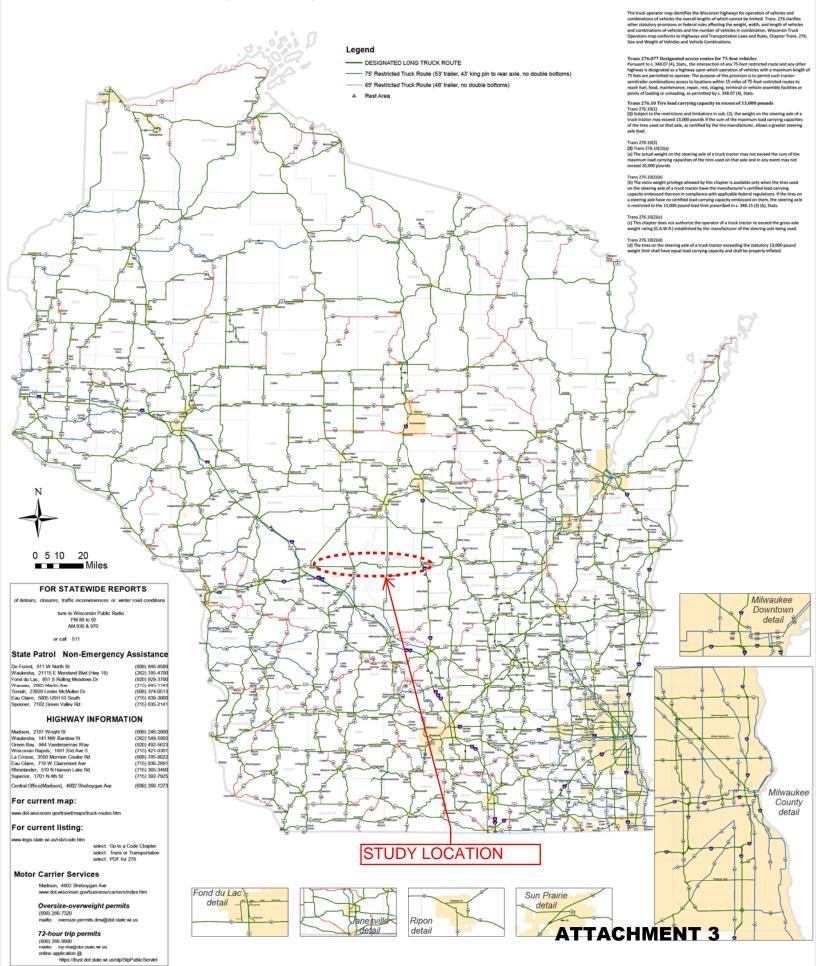






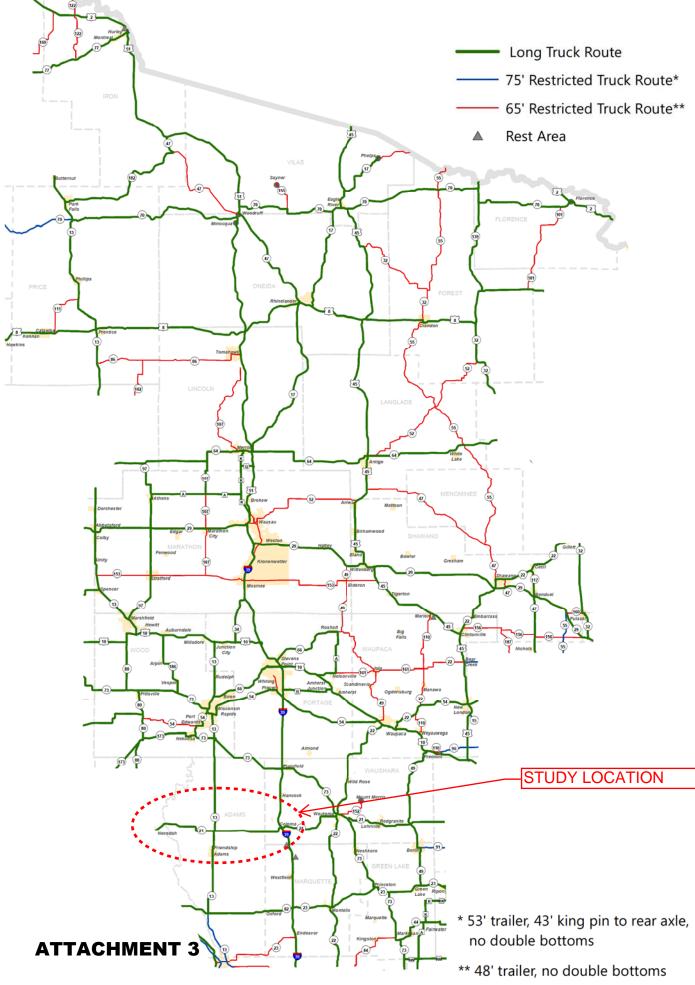
WISCONSIN LONG TRUCK OPERATORS MAP

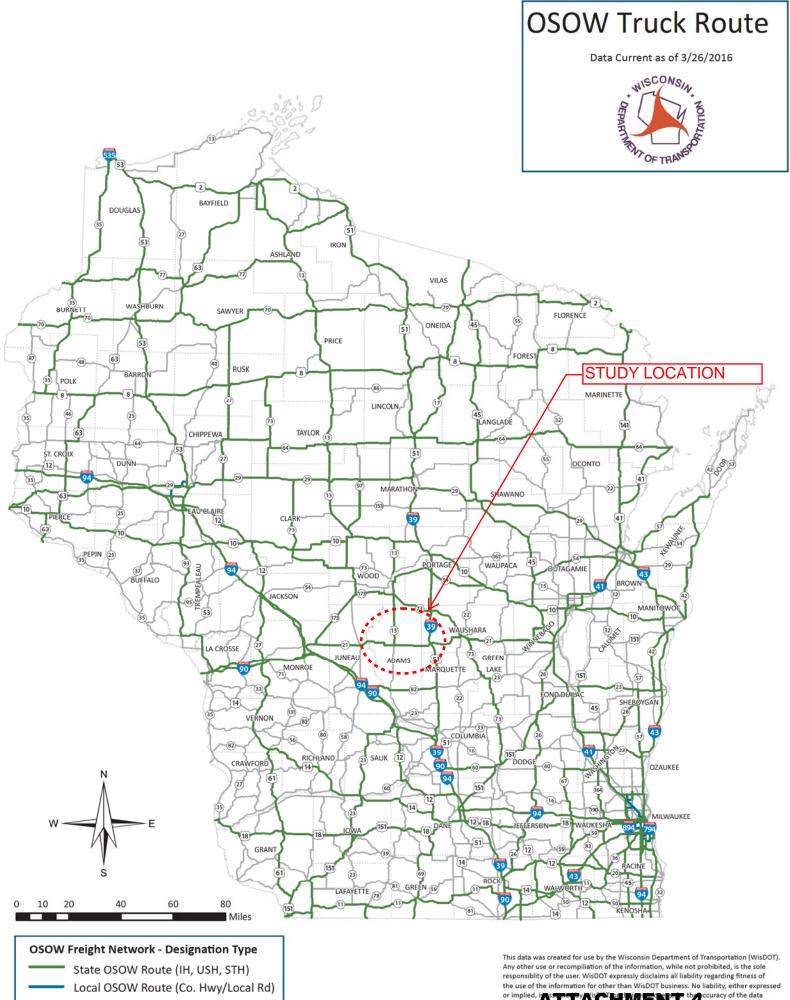
Designated Long Truck Routes identified in Trans 276.07



Long Truck Routes identified in Trans 276.07 - NC Region

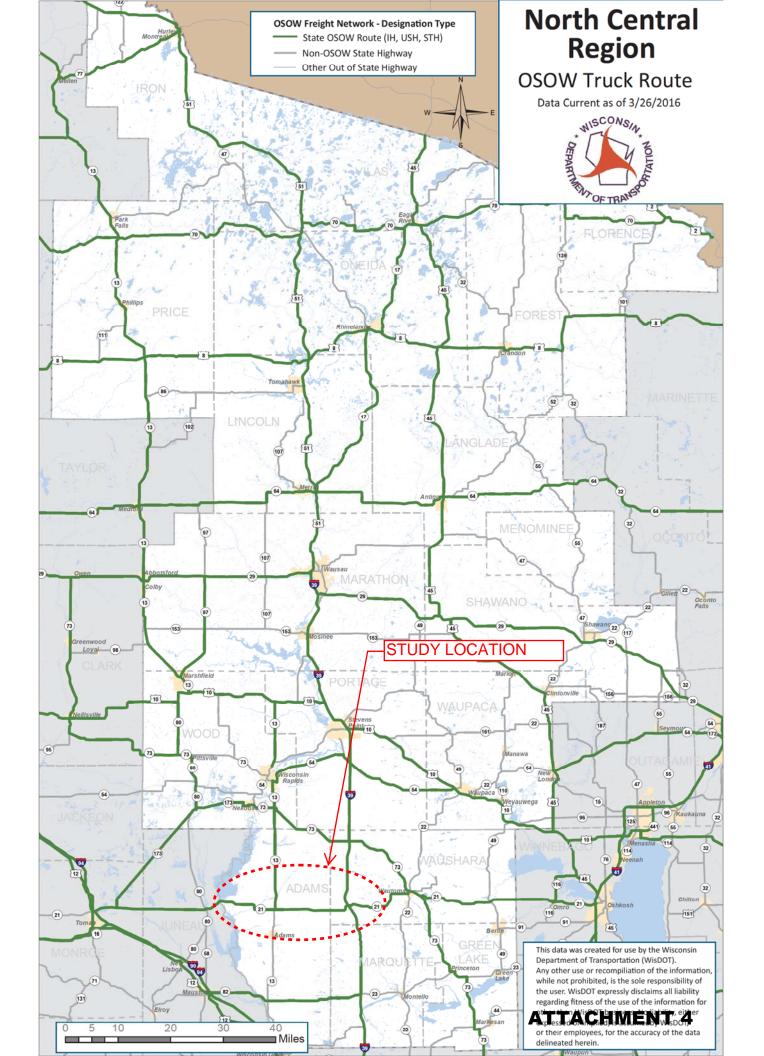


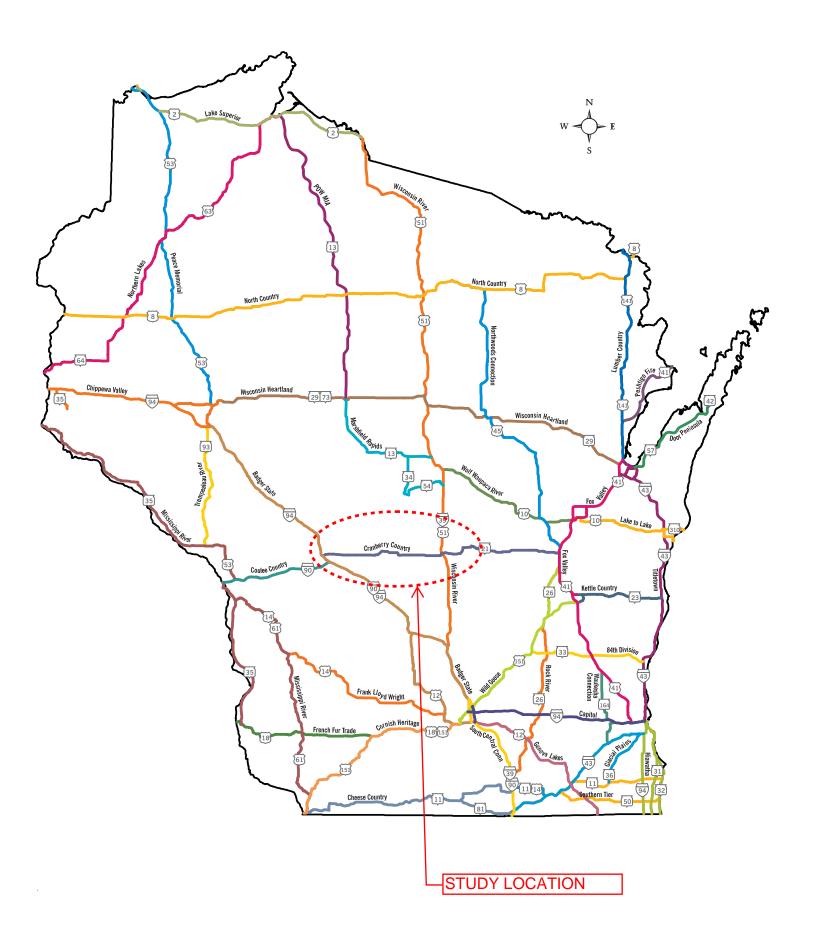




Non-OSOW State Highway

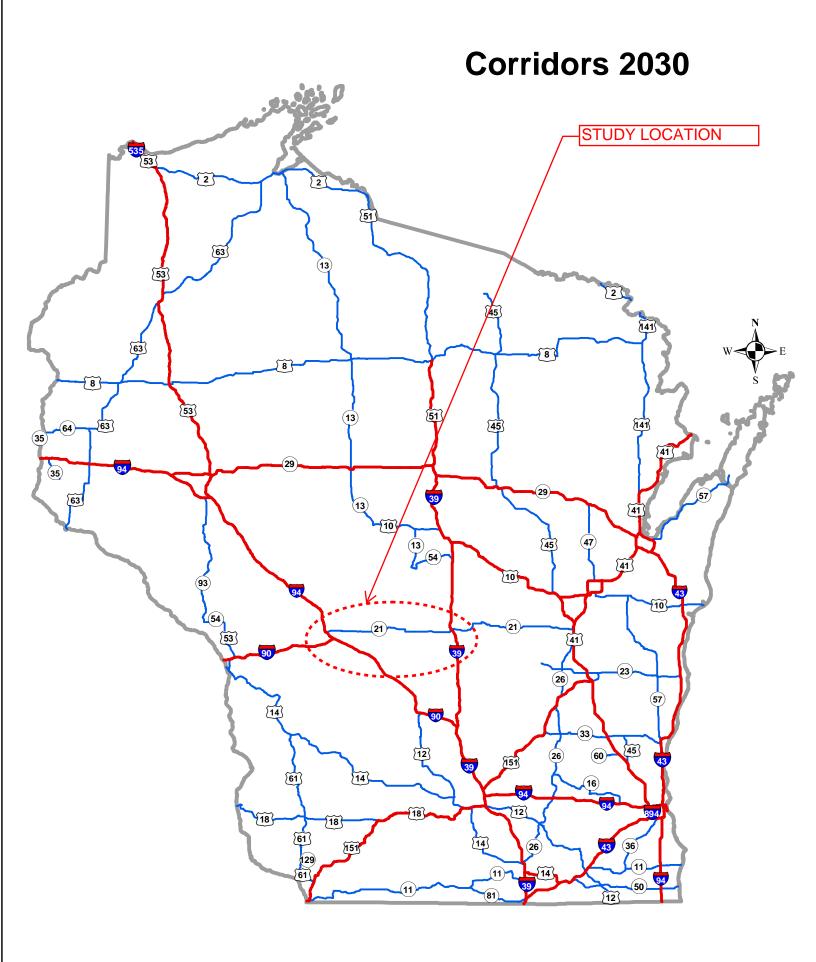
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ATTACHMENT 5

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Backbone

Source: Connections 2030 Long-Range Multimodal Transportation Plan adopted October 2009

Connector

ATTACHMENT 6

Date: 6/03/2014

emcse

January 8, 2016

Marc Hershfield Wisconsin DNR DNR Service Center 473 Griffith Drive Wisconsin Rapids, WI 54494 Wautoma, WI 54982

Bobbi Jo Fischer Wisconsin DNR Wautoma Service Center 427 East Tower Drive, Suite 100

Subject: Initial Project Notification – Controlled Access Mapping Project Project ID 6160-00-29/6170-00-29 Juneau County Line – Coloma Statewide Access Management Planning WIS 21 Adams and Waushara County

EMCS, Inc. has been retained by the Wisconsin Department of Transportation to provide engineering services for implementation of a Controlled Access project under Wisconsin State Statute (Wis. Stat.) 84.25 on a segment of WIS 21 between the Adams/Juneau County line to 4th Avenue (towns of Strongs Prairie, Preston, Richfield, and Coloma and the village of Coloma) in Adams and Waushara counties. See the enclosed location map.

The purpose for implementing an access management plan is to preserve the long-term safety and efficient operations of WIS 21, while still providing adequate access to adjacent properties. The controlled access mapping process (Wis. Stat. 84.25) is a proactive planning tool for managing access on rural highways, where the existing or projected average daily traffic exceeds 2,000 vehicles within the next 20 years.

There are no construction projects associated with this effort.

When the mapping process is complete, access is documented and mapped for today's land use and conditions. WisDOT may add, remove, or alter access in response to changing traffic conditions in the future. Every effort will be made to map access at locations that will accommodate shared driveways for anticipated future land divisions. As part of the process, some access may be modified at properties with multiple existing access points or at properties that have the potential for access on an adjacent local road. Managing access will help to maintain a safe roadway while serving access needs for local development along the highway.

Please note that any proposed access modifications would not occur until a future construction project is scheduled.

The current schedule for developing this long-range plan:

- Preliminary map prepared March 2016
- Local agency coordination meeting March 2016
- Public involvement meeting May 2016
- Phase I complete September 2016 •
- Phase II including a public hearing and development of Wis. Stat. 84.25 documents October 2016 to September 2017

500 North 17th Avenue 715.845.1081 | www.emcsinc.com

Wausau, WI 54401 Transforming challenges into SOLUTIONS



Upon review of the project area, please let me know if you have any comments or if there any environmental issues we should be aware of that will impact our planning efforts. Your initial comments would be appreciated by March 1, 2016. We are requesting one response from DNR that covers both counties, if possible.

If you have any questions on the project, please contact me at (715) 845-1081 or at <u>schristensen@emcsinc.com</u>.

Sincerely,

Stephanie G. Chiptensen

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

CC: Richard Handrick, NCR Rhinelander

Enclosures: Location Map

emcs

January 8, 2016

U.S. Fish and Wildlife Service Division of Ecological Services 2661 Scott Tower Drive New Franken, WI 54229-9565

Subject: Initial Project Notification – Controlled Access Mapping Project Project ID 6160-00-29/6170-00-29 Juneau County Line – Coloma Statewide Access Management Planning WIS 21 Adams and Waushara County

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500 North 17th Avenue Wausau, WI 54401 715.845.1081 | www.emcsinc.com

Wausau, WI 54401 Transforming challenges into SOLUTIONS



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Sincerely,

Stephanie G. Chustensen

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

CC: Richard Handrick, NCR Rhinelander

Enclosure: Location Map



Division of Transportation System Development North Central Region 510 N. Hanson Lake Road Rhinelander, WI 54501

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

Telephone: 715-365-3490 Toll Free: 888-368-3478 Facsimile (FAX): 715-365-5780 E-mail: ncr.dtsd@dot.wi.gov

January 8, 2016

Subject: Federal Highway Administration requests for comments concerning Historic Properties and Notification of project undertaking Project ID 6160-00-29/6170-00-29 Juneau County Line – Coloma Statewide Access Management Planning WIS 21 Adams and Waushara County

The Wisconsin Department of Transportation (WisDOT) is in the process of planning for a Controlled Access project under Wisconsin State Statute (Wis. Stat.) 84.25 on a segment of WIS 21 between the Adams/Juneau County line to 4th Avenue (towns of Strongs Prairie, Preston, Richfield, and Coloma and the village of Coloma) in Adams and Waushara counties. See the enclosed location map.

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Public information meetings and a public hearing will be scheduled at a later date and you will receive future notifications.

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) 365-5716 or via mail at the address listed above.

Sincerely, *Richard Handrick* Richard Handrick, P.E. WisDOT Project Manager

Enclosure: Project location map

COMPANY	COMPANY2	FIRST	LAST	TITLE	ADDRESS1	ADDRESS2	CITY	STATE	ZIP
Bad River Band of Lake Superior	Chippewa Indians of Wisconsin	Edith	Leoso	THPO		P.O. Box 39	Odanah	IM	54861
Forest County Potawatomi Community of Wisconsin		Melissa	Cook	THPO	Tribal Office	P.O. Box 340	Crandon	IM	54520
Fond du Lac Band of Lake Superior Chippewa		LeRoy	Defoe	THPO		1720 Big Lake Road	Cloquet	NM	55720
Ho-Chunck Nation		William	Quackenbush	THPO	Executive Offices	P.O. Box 667	Black River Falls	IM	54615
Lac Courte Oreilles Band of Lake Superior	Chippewa Indians of Wisconsin	Jerry	Smith	THPO	Tribal Office	13394 W. Trepania Road	Hayward	IM	54843
Lac du Flambeau Band of Lake Superior	Chippewa Indians of Wisconsin	Melinda	Дoung	THPO	Tribal Historic Preservation Office	P.O. Box 67	Lac du Flambeau	IM	54538
Lac Vieux Desert Band of Lake Superior	Chippewa Indians	giiwegiizhigookway	Martin	THPO	Ketegitigaaning Ojibwe Nation	P.O. Box 249	Watersmeet	IW	49969
Menominee Indian Tribe of Wisconsin		David	Grignon	THPO	P.O. Box 910		Keshena	IM	54135
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	IM	54814
Sac and Fox Nation of Missouri in Kansas and Nebraska		Edmore	Green		305 North Main		Reserve	KS	66434
Sac & Fox Nation of Oklahoma		Sandra	Massey	NAGPRA Representative	RR 2, Box 246		Stroud	УÓ	74079
Sac & Fox Nation of Mississippi in Iowa		Jonathon	Buffalo	NAGPRA Representative	349 Meskwaki Road		Tama	١A	52339
Sakaogon Chippewa Community Mole Lake Band				Cultural Resource Director	3051 Sand Lake Road		Crandon	M	54520
St. Croix Band	Chippewa Indians of Wisconsin	Wanda	McFaggen	THPO	Tribal Historic Preservation Office	24663 Angeline Ave.	Webster	IM	54893



Division of Transportation System Development North Central Region 510 N. Hanson Lake Road Rhinelander, WI 54501

Telephone: 715-365-3490 Toll Free: 888-368-3478 Facsimile (FAX): 715-365-5780 E-mail: ncr.dtsd@dot.wi.gov

January 8, 2016

Initial Project Notification of a Controlled Access Mapping Plan Project ID 6160-00-29/6170-00-29 Juneau County Line – Coloma Statewide Access Management Planning WIS 21 Adams and Waushara County

Dear Local Official:

We are in the process of initiating an access management plan for WIS 21 between the Adams/Juneau County line to 4th Avenue (towns of Strongs Prairie, Preston, Richfield, and Coloma and the village of Coloma) in Adams and Waushara counties.

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- Public involvement meeting May 2016
- Phase I complete September 2016
- Phase II including a public hearing and development of Wis. Stat. 84.25 documents October 2016 to September 2017

We will keep you apprised of future opportunities for public input. If you have any questions, or would like to receive additional information regarding this effort, please contact me at (715) 365-5716 or Richard.Handrick@dot.wi.gov

Sincerely, *Richard Handrick* Richard Handrick, P.E. WisDOT Project Manager

Enclosure: Project location map



Division of Transportation System Development North Central Region 510 N. Hanson Lake Road Rhinelander, WI 54501

Telephone: 715-365-3490 Toll Free: 888-368-3478 Facsimile (FAX): 715-365-5780 E-mail: ncr.dtsd@dot.wi.gov

January 8, 2016

Initial Project Notification of a Controlled Access Mapping Plan Project ID 6160-00-29/6170-00-29 Juneau County Line – Coloma Statewide Access Management Planning WIS 21 Adams and Waushara County

Dear Property Owner:

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Sincerely, *Richard Handrick* Richard Handrick, P.E. WisDOT Project Manager

Enclosure: Project location map

Pre-Screening 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?
 - o Additional thru travel lanes (expansion)
 - o New alignment
 - New and/or improved interchanges and access
 - o Bypass alternatives

Answer: The project does not include expansion in number of travel lanes, any new alignments, any new or improved interchanges, or any bypass alternatives.

2. Project Purpose and Need

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

Answer: The project does not include economic development.

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

Answer: Categorical Exclusion.

4. Facility Function

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

Answer: Based on WisDOT functional classification maps, WIS 21 is a rural principal arterial. WIS 21 is a rural highway carrying traffic from the WIS 80 to I-39. The route is primarily used to move goods and services throughout the region and serve commuters in the Adams and Waushara County area between Necedah and Coloma. WIS 21 serves as a truck route and a critical link from Fort McCoy.

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

Answer: Project area is rural with scattered development (residential and commercial) with mostly agricultural/wooded land and natural areas. The project area travels through the unincorporated community of Arkdale and serves as a connector to WIS 80, WIS 13, and I-39. Characterization is based on a site visit and review of aerial photos and available mapping.

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

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

7. Land Use and Planning

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

Answer: Existing land use types in the project area are primarily agricultural and woodlands with some residential and commercial development scattered throughout. There is more dense residential and commercial development within the unincorporated community of Arkdale and near WIS 13. There is commercial development at I-39 in Coloma. Adams and Waushara County and the townships in the project area have comprehensive land use plans indicating preservation and protection of farming and other natural resources while planning for orderly development that minimizes impact to natural and farming resources. The access control plan will not conflict with local zoning plans in the project area. Coordination with local units of government will continue to occur during the access control planning process.

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: DOA projections for Adams County indicate a projected 12% population growth from 2010 to 2040 and a 14% increase for Waushara County in those same projected years. A State of Wisconsin workforce profile indicates the populations Adams and Waushara County both slightly decreased (-0.1%) from 2010 to 2015. There were no significant changes in population demographics or employment between 2000 and 2010 in either county.

9. Rate of Urbanization

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

Answer: The study area does not include any proposed new developments that the Department is aware of. Although some conversion may be planned for in the future, land uses have remained relatively unchanged and the property surrounding the project area remains rural and agricultural in nature.

10. Public, State and/or Federal Agency Concerns

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

Answer: There have been no comments provided regarding indirect effects from the project by any project stakeholders at this time. Coordination will continue with property owners, local units of government, and local planning officials.

